

**COORDINATED PUBLIC TRANSIT-
HUMAN SERVICES TRANSPORTATION
PLAN FOR BROWN, JACKSON,
LAWRENCE, MONROE, AND OWEN
COUNTIES, INDIANA**

FINAL

**PRESENTED TO:
INDIANA DEPARTMENT OF
TRANSPORTATION**

JUNE 10, 2008

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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 Brown, Jackson, Lawrence, Monroe, and Owen 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 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 five 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.

WHY A COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN?

In August of 2005, Congress passed the Safe, Accountable, Flexible, Efficient, Transportation, Equity Act: A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access

Why a Coordinated Public Transit-Human Services Transportation Plan?

**Why a Coordinated
Public Transit-
Human Services
Transportation
Plan?**

and Reverse Commute (JARC) (Section 5316), and New Freedom Initiative (Section 5317) grant programs must meet certain requirements in order to receive funding for fiscal year 2007 (October 1, 2006) 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 transportation plan must be developed through a process that includes representatives of public, private, and non-profit transportation services, human services providers, and the general public.

Transportation is the vital link to jobs, medical care and community support services. Without it, citizens cannot be productive because they do not have reliable access to employment centers; health care becomes more expensive as citizens are admitted to hospitals with serious health problems because they were without necessary resources to travel to preventative care appointments, etc. The lack of affordable and useable transportation options frustrates the ability of many citizens to achieve economic and personal independence (Coordinating Council on Access and Mobility (CCAM), 2006). Transportation coordination can help to provide more trips for human service agency and nonprofit organization consumers and the general public, and link them to life-supporting employment and services.

Transportation coordination, while making sense from an efficiency and resource utilization standpoint, is also becoming a national mandate. During the last few years, the Federal Transit Administration CCAM developed a national campaign entitled “United We Ride,” to help promote transportation coordination. A “United We Ride” website has been posted as a resource for any organization with an interest in transportation of older adults, individuals with limited incomes, and individuals with disabilities. The website contains “A Framework for Action” for local communities and state governments, a coordination planning tool, along with a multitude of other coordination resources. State “United We Ride” grants, such as the one which sponsored this study, have also been awarded across the nation to encourage transportation coordination planning at the state level.

Transportation coordination has been occurring across the nation because the benefits of coordination are clear. According to the Federal Coordinating Council on Access and Mobility’s (CCAM) “United We Ride” website, nationally, \$700 million could be saved if transportation providers would coordinate individual resources which are dedicated to providing transportation. This conservative estimate is based on a study conducted by the National Academy of Science’s Transportation Research Board (TRB) but it highlights the fact that transportation resources (funding, people, vehicles and services) could be more effectively utilized to provide more transportation for communities.

**Why a Coordinated
Public Transit-
Human Services
Transportation
Plan?**

As indicated above, the U.S. Congress is also supporting the new emphasis on coordinated human service agency and public transportation efforts with the passage of SAFETEA-LU. Coordinated transportation is now an eligibility requirement for the following FTA funding grant programs:

Transportation for Elderly Persons and Persons with Disabilities (Section 5310) - This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. States apply for funds on behalf of local private non-profit agencies and certain public bodies. Capital projects are eligible for funding. Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses.

Job Access and Reverse Commute (JARC) Program (Section 5316) - The purpose of this grant program is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services. Job Access grants are intended to provide new transit service to assist welfare recipients and other low-income individuals in getting to jobs, training, and child care. Reverse Commute grants are designed to develop transit services to transport workers to suburban job sites. Eligible recipients include local governmental authorities, agencies, and non-profit entities. Eligible activities for Job Access grants include capital and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs. Also included are the costs of promoting the use of transit by workers with nontraditional work schedules, promoting the use of transit vouchers, and promoting the use of employer-provided transportation including the transit benefits. For Reverse Commute grants, the following activities are eligible: operating costs, capital costs, and other costs associated with reverse commute by bus, train, carpool, vans, or other transit service.

New Freedom Program (Section 5317) – A new funding program as of Federal Fiscal Year 2006, New Freedom is designed to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. The New Freedom formula grant program is designed to expand the transportation mobility options available to individuals with disabilities beyond the requirements of the ADA. Examples of projects and activities that might be funded under the program include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs.

**Why a Coordinated
Public Transit-
Human Services
Transportation
Plan?**

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

One of the prerequisites to apply for funding under the SAFETEA-LU programs is participation in the creation of a “locally developed Coordinated Public Transit-Human Services Transportation Plan.” This document is the first step for all of the organizations that participated in the plan toward satisfying grant application requirements. The plan should become a living document so that it may be amended as new organizations join the effort and existing transportation resources change in future years.

II. DEMOGRAPHIC ANALYSIS

II. DEMOGRAPHIC ANALYSIS

This five county region lies on the south central section of Indiana. It is southwest of Indianapolis and is home to the City of Bloomington. The region includes the counties of Owen (population of 22,741), Monroe (122,613), Lawrence (46,413), Jackson (42,404), and Brown (15,071). Larger cities in the region include Bloomington (69,247), Seymour (19,111), Bedford (13,581), Ellettsville (5,589), and Mitchell (4,621). The region is bordered by the Indiana counties of Clay, Putnam, Morgan, and Johnson to the north; Orange, Washington, and Scott to the south; Jennings and Bartholomew to the east; and, Green, Martin, and Dubois to the west.

Exhibit II.1 on the following page is a highway and location map of the region. The region is served by five major highways including U.S. Route 37 and Indiana Routes 50, 231, 48 and 135.

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 that is not contained within county boundaries. Primary sources for demographic data include the U.S. Census Bureau statistics, and Indiana Business Research Center.

Population

The region is approximately 2,049.9 square miles in size and had a total population of 249,242 people in 2006 according to the Indiana Business Research Center. The map in Exhibit II.2 shows the population density for each block group within the region, according to the 2000 U.S. Census statistics. The block groups of highest and moderately high population density were located in and around the cities of; Bloomington, Spencer, Brownstown, Seymour, and Bedford. The block groups with moderate population density are heaviest around the City of Bloomington and along State Route 37. Monroe and Lawrence counties have large population densities in the center of the counties. The remainder of the block groups has low-to-very-low population density per block group.

In terms of the region's most populous places in 2006, the city of Bloomington ranked first with 69,247, while Seymour was the second largest city with a population of 19,111. See 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. Nearly half of the region's population resides in rural areas outside of cities and towns.

Economic/Demographic Characteristics of the Region

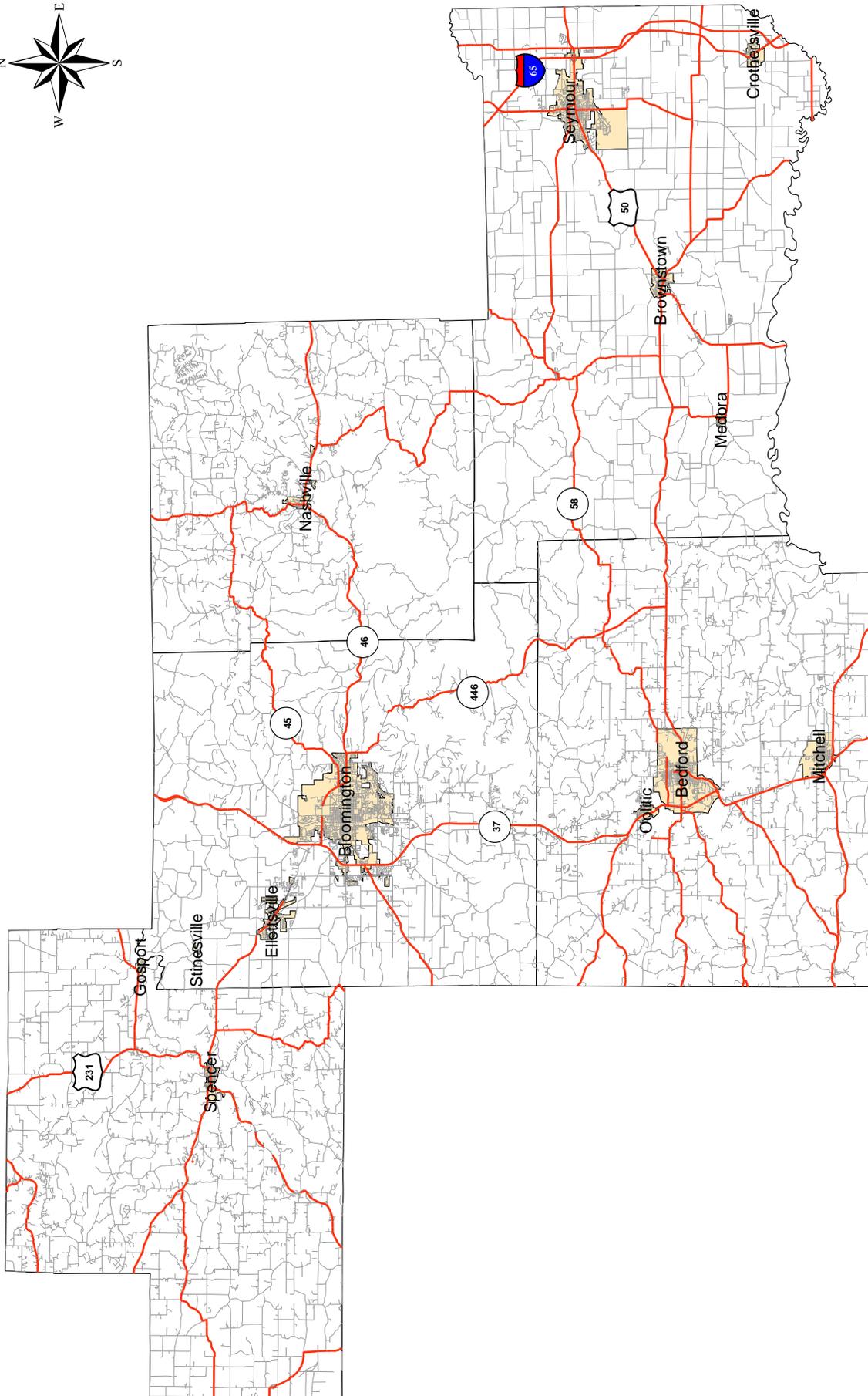
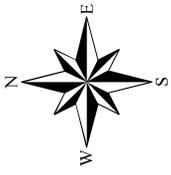


Exhibit II.1: Location Map

Owen, Monroe, Lawrence
Brown, Jackson



Major Roads



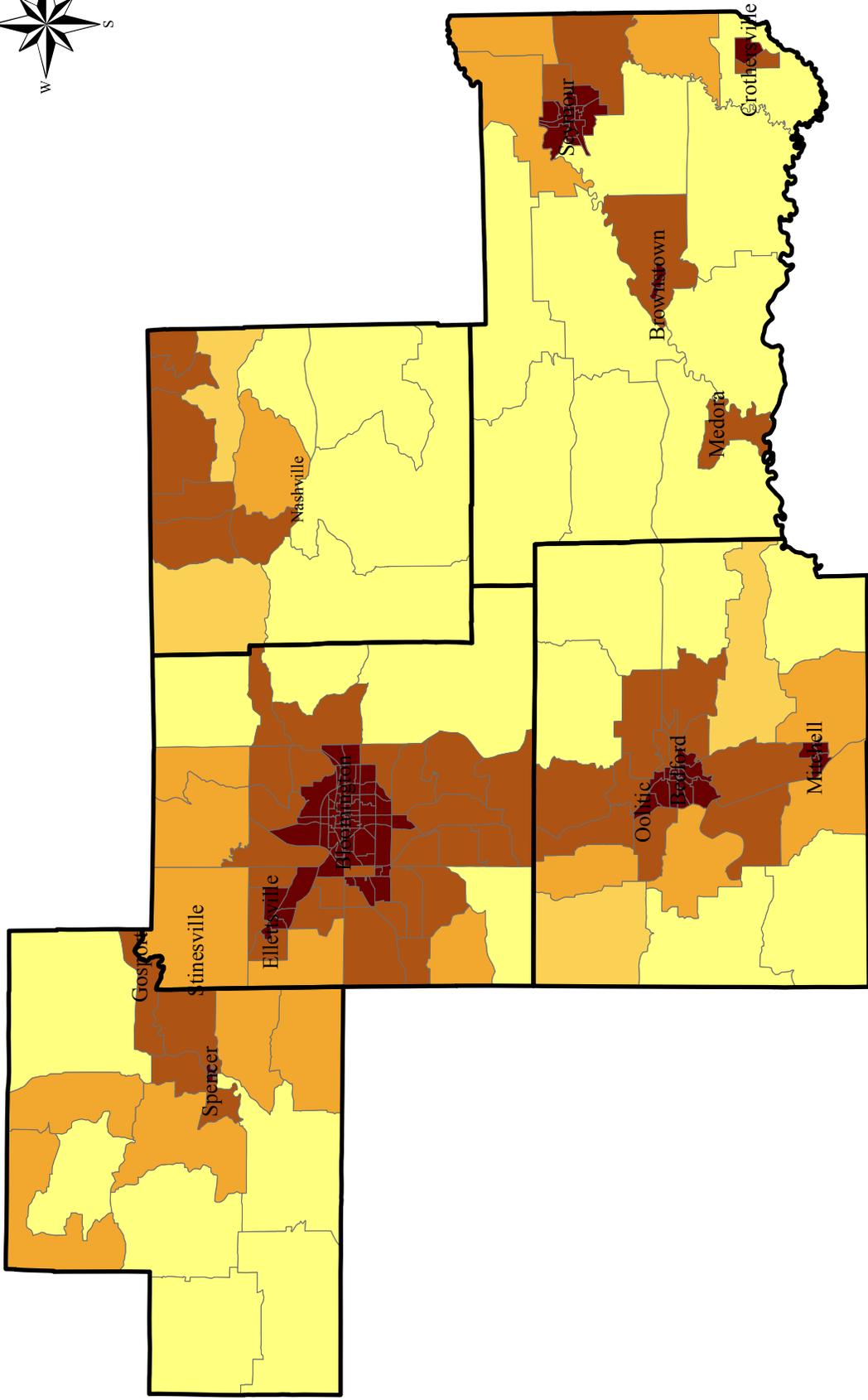
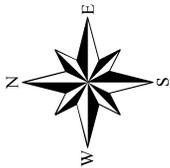


Exhibit II.2: Persons Per Square Miles

Owen, Monroe, Lawrence,
Brown, Jackson



Region 1 Blockgroups

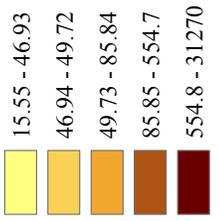


Exhibit II.3: Population of the Region's Largest Places, 2006

	2006	% of Region's Total Y2000 Pop.
Bloomington	69,247	27.8%
Seymour	19,111	7.7 %
Bedford	13,581	5.4%
Ellettsville	5,589	2.2%
Mitchell	4,621	1.9%
Brownsville	3,039	1.2%
Spencer	2,522	1.0%
Crothersville	1,537	0.5%
Oolitic	1,126	0.5%
Nashville	768	0.3%

Source: 2006 data: STATS Indiana,

Race and Ethnicity

According to data from the U.S. Census, the region's population in 2006 was primarily White/Caucasian (94 percent). The total minority population was reported to be 8.2 percent of the total population. Exhibit II.4 lists the breakdown of the different race and ethnicity categories for the region's population.

Exhibit II.4: Race and Ethnicity Distribution

Race	Population	Percent
White	234,267	94%
African American	4,621	1.9%
Native American	780	0.3%
Asian	6,665	2.7%
Other	79	0.0%
Two or More Races	2,830	1.1%
Total Minority	14,975	6.0%
Total Population	249,242	100.00%

Source: U.S. Census Bureau, 2006

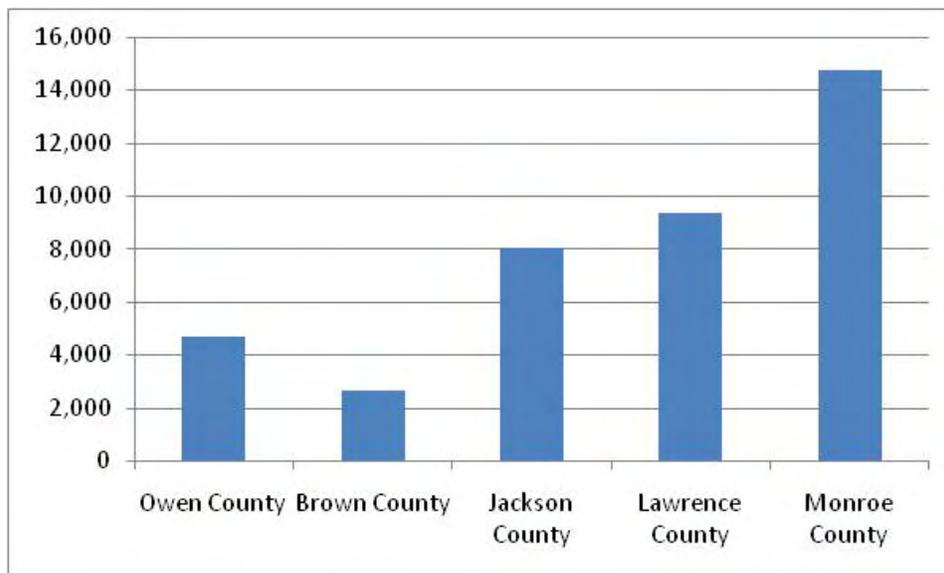
*Other includes Hispanic or Latino ethnicity

Disability Incidence

Regional disability incidence data was collected using the 2000 U.S. Census. There are no 2006 data sets for persons with disabilities. The following exhibit (Exhibit II.5) shows the number of persons in each county within the region over the age of five with a disability. Some 39,470, or 15.8 percent, of the regions' population reported having some type of disability. This is a 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 2005 household income figures reported the average per capita income in the region was \$27,914. Exhibit II.6 below lists the 2005 per capita incomes, and 2004 median household incomes for the five counties in the region.

Economic Profile

Exhibit II.6: Per Capita and Median Household Income

County	Per Capita Income (2005)	Median HH Income (2004)
Brown	\$ 31,456	\$ 46,134
Jackson	\$ 27,777	\$ 43,134
Lawrence	\$ 26,500	\$ 39,297
Monroe	\$ 28,781	\$ 36,224
Owen	\$ 24,077	\$ 38,389
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

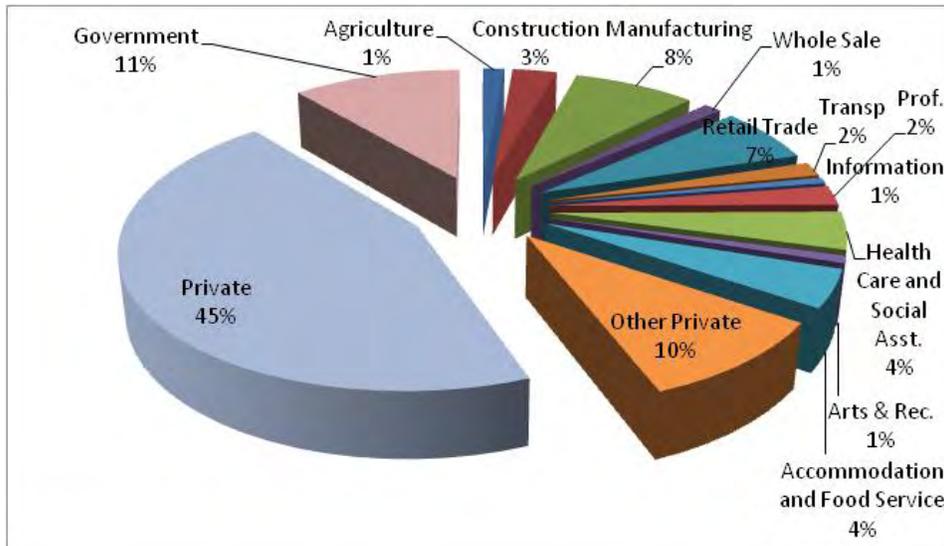
Economic Profile

INDUSTRY AND LABOR FORCE

‘Private trades’ categories employed more than one-half of the population. ‘Government’ was the next largest employer. More than 28,000 people were employed in government. 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.

Industry and Labor Force

Exhibit II.7: Regional Employment by Industry



Source: US Bureau of Economic Analysis

‘Private’ trades had the highest reported total wages in the region during 2005. Employees of ‘Private’ trades earned a total of \$3,599,860. ‘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). ‘Arts and Recreation’ and ‘Transportation and

Warehousing' 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 (\$000)
Other Private	583,737
Private	3,599,860
Manufacturing *	1,134,919
Government	1,292,827
Retail Trade	335,590
Construction *	250,380
Arts & Rec.	15,401
Transportation and Warehouse *	4,187
Health Care and Social Asst.	439,432
Accommodation and Food Service	145,927
Whole Sale Trade	136,498
Agriculture	25,932
Information *	96,846
Prof. and Tech.*	185,162

*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

COUNTY PROFILES

County Profiles

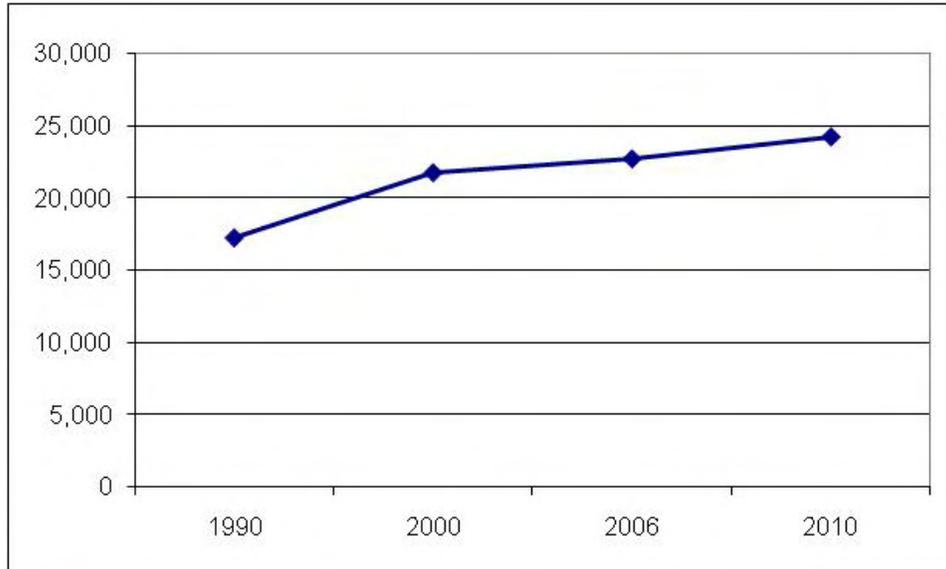
The following paragraphs explain the demographic and economic characteristics of each county within the region. County demographic categories are similar to the regional categories, but are intended to provide a more detailed description of existing conditions in each county.

Owen County

Population Growth

According to information from the STATSIndiana, the total population of Owen County in 2006 was 22,741 persons. This number is an increase from the 2000 Census population of 21,786, indicating that the county population grew between 2000 and 2006. The Indiana Business Research Center is projecting a continued increase in population for Owen County. The projected population for 2010 is 24,264, an increase of more than six percent from 2006. Exhibit II.9 illustrates the historical and projected population trends for Owen County through the year 2010.

Exhibit II.9: Population Trends

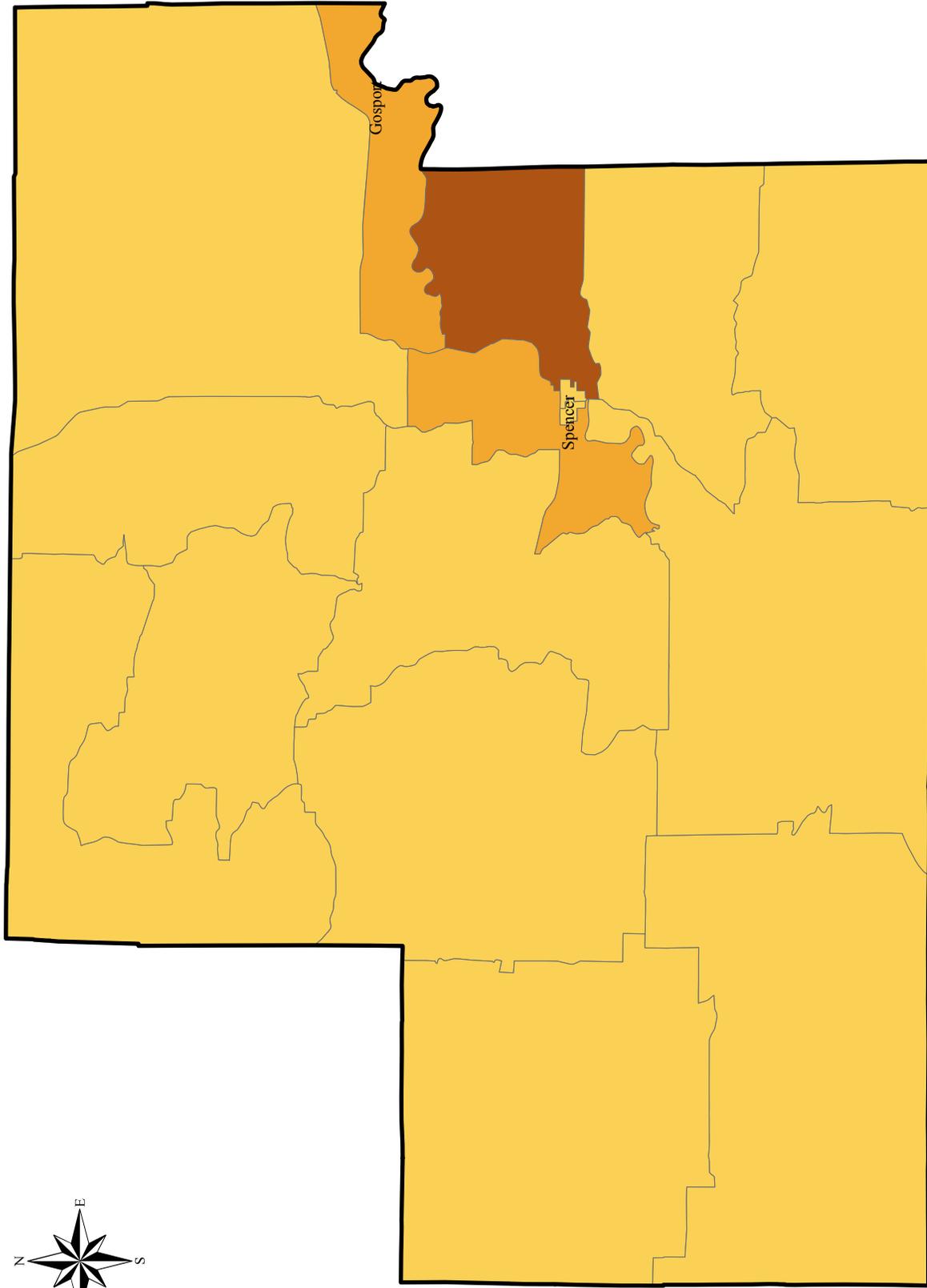
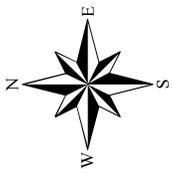


Source: 1990 & 2000 Census Bureau & STATS Indiana

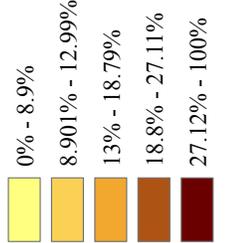
Age

Exhibit II.10 illustrates the population density of persons aged 65 and older by Census block group. The same density scale was used for each county within the region, for the sake of comparison. In Owen County there are no block groups with the highest density of residents aged 65 and older (27.12 – 100 percent per square mile). Areas of moderately high to moderate density of older adults (18.8-27.11 percent per square mile) are found in the central eastern section of Owen County east of Spencer. The remainder of the county has low to very low elderly population density.

According to the 2000 statistics from the U.S. Census, the largest age cohort for Owen County was between ages 25 and 44, constituting 29 percent of the county’s population (see Exhibit II.11). The second largest age group was 45 to 64 year olds (27 percent). Approximately 23 percent of the population in Owen County was under age 18, while 13 percent was age 65 or older. The distribution indicates that the county has a higher percent distribution than the state of adults between ages 25 and 64 years. The population estimates for 2006 are similar to those listed in 2007. In 2006, the median age was 39.3 compared to the state median of 36.3.



Region 1 Blockgroups

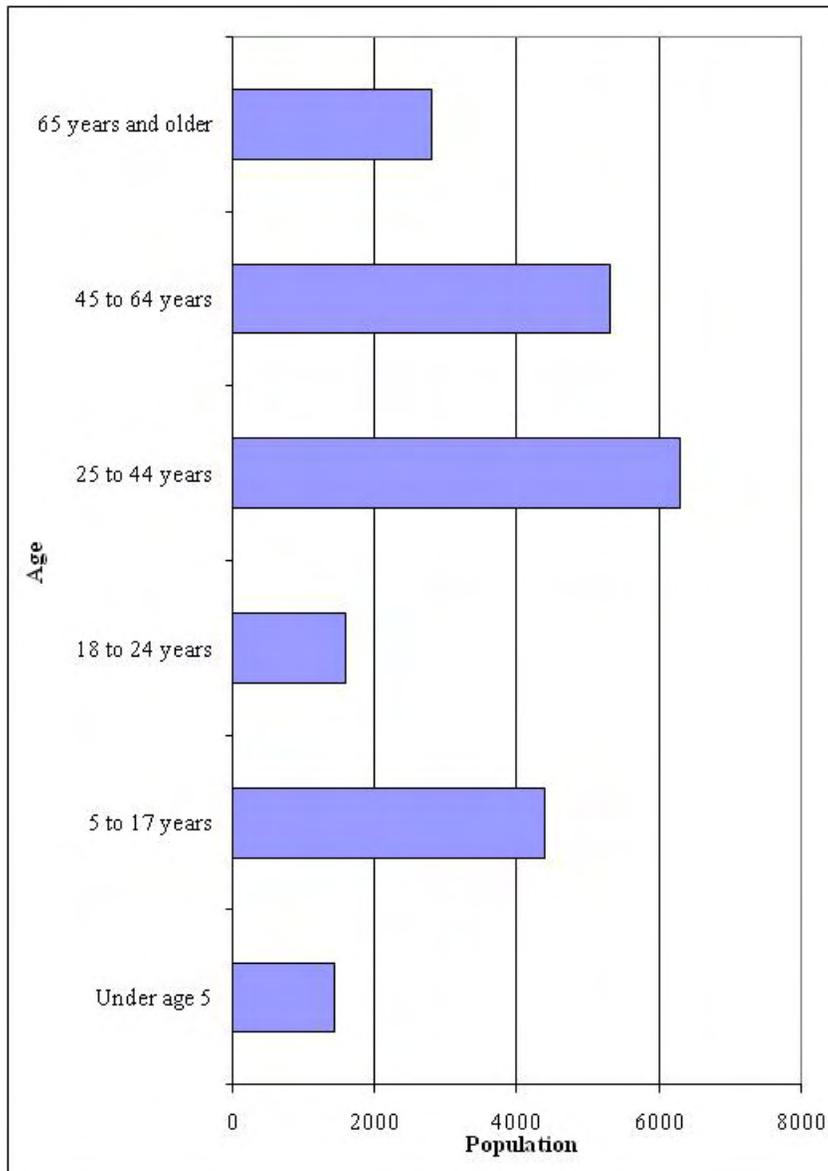


**Exhibit II-10: Population 65 and Over
As a percent of total population**

Owen County



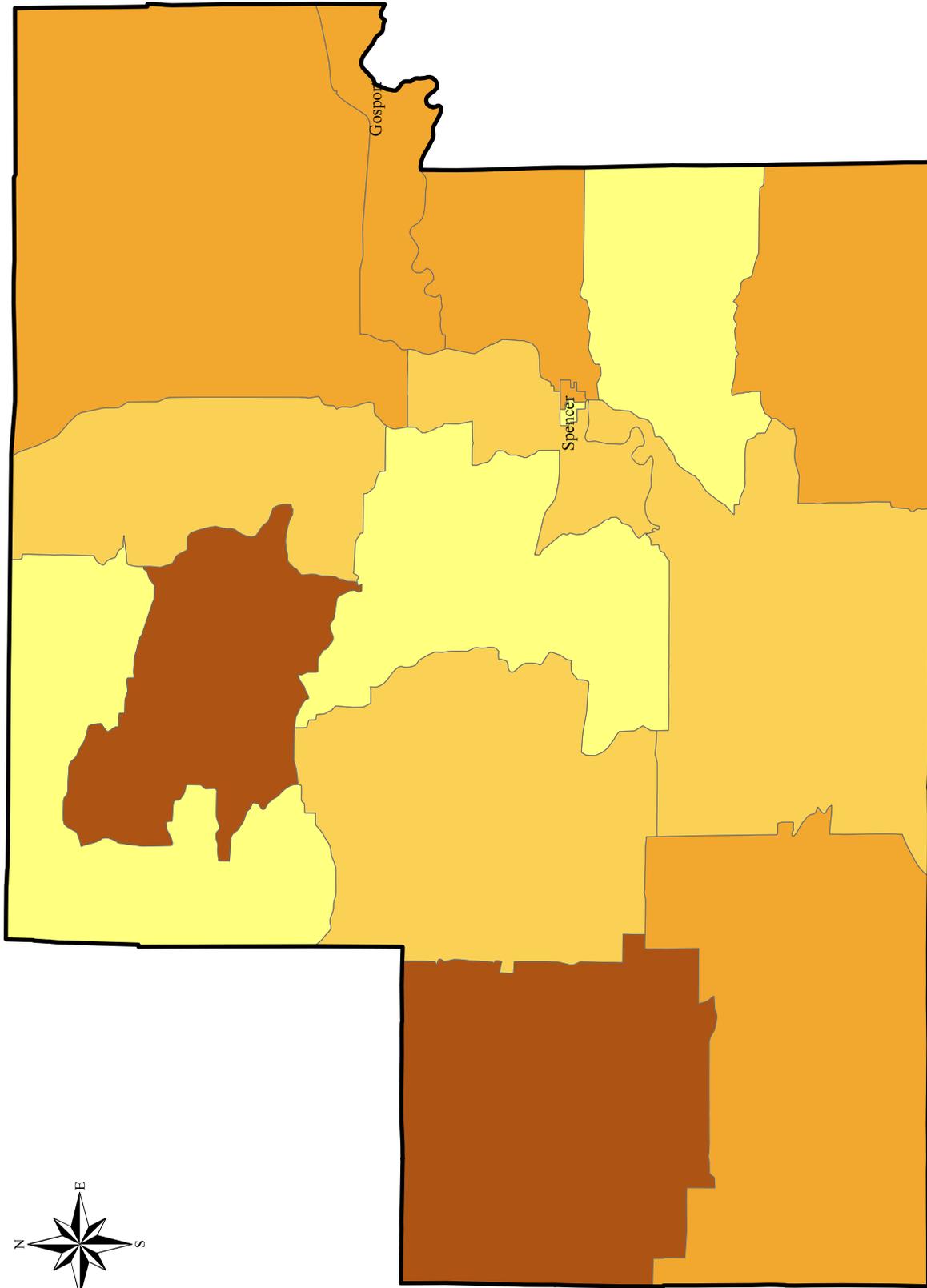
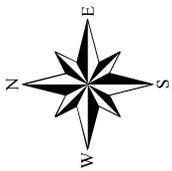
Exhibit II.11: Population by Age



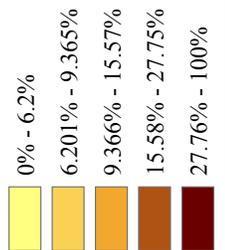
Source: 2000 US Census Data

Economic Profile

The U.S. Census Bureau reported in 2000 that there were 8,281 total households in Owen County. Exhibit II.12 illustrates the density of households below the poverty level per square mile. Areas having a moderate density (15.58 – 27.75 percent) of households below the poverty level were found in the western section of the county between Patricksburg and Coal City; and the north central section of the county



Region 1 Blockgroups



**Exhibit II.12: Households Below Poverty
As a percent of total households**

Owen County

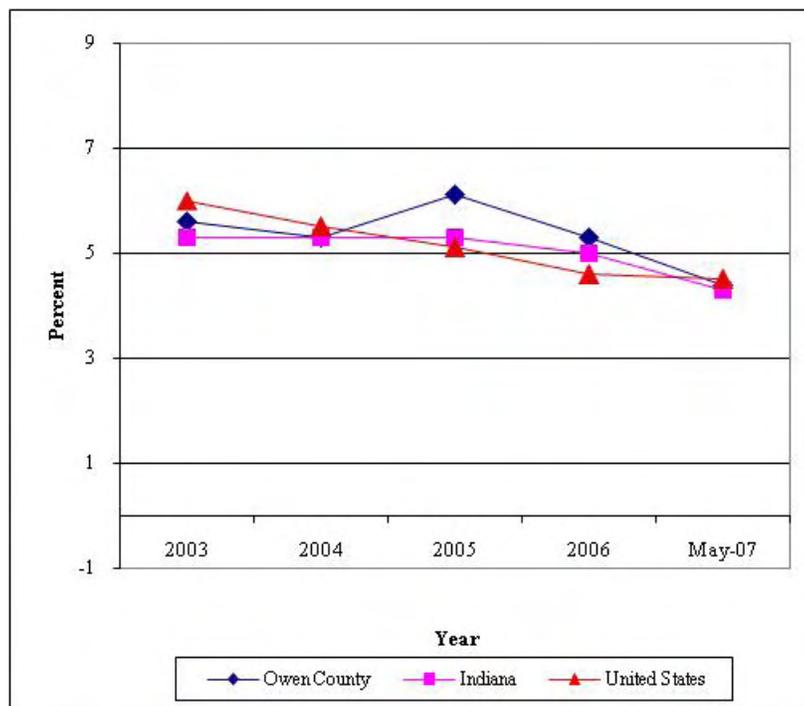


north of Vandalia. The remainder of the region had lower densities of households below the poverty level.

Industry and Labor Force

The 2006 Owen County labor force consisted of 11,916 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. According to the Bureau of Labor Statistics, the county’s unemployment rate reached a high in 2005 of 6.1 percent, which was higher than the state and national rates. Since 2005, the unemployment rate for Owen County has declined and is currently comparable to the state and national rates. Exhibit II.13 illustrates a comparison of the unemployment rates in the county, state, and nation.

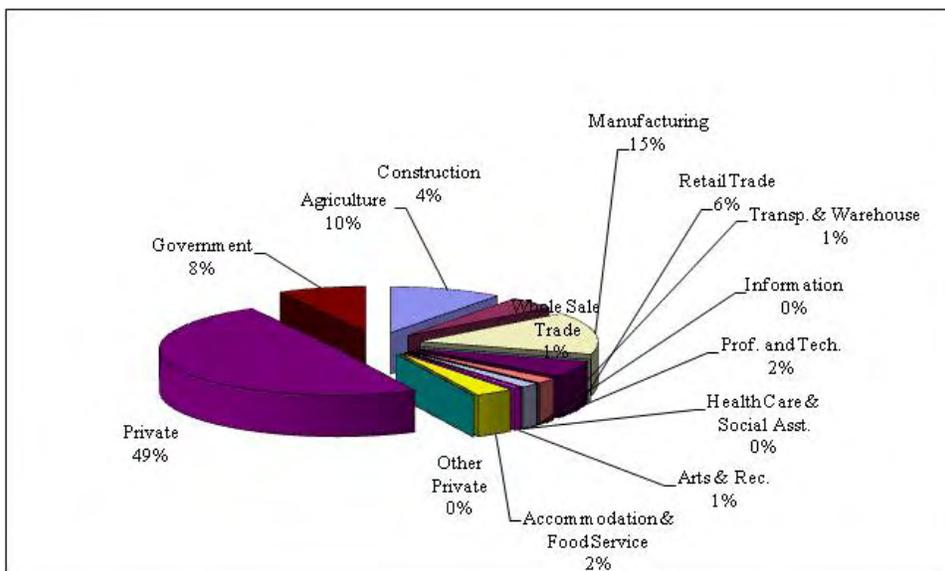
Exhibit II.13: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

‘Private’ sector was the largest employer in Owen County with 5,891 employees in 2005. ‘Manufacturing’ sector was the second largest employer (1,771 employees) and ‘agriculture’ was the third largest (1,229 employees). Furthermore, 692 people worked in ‘retail trade.’ Exhibit II.14 is an illustration of employment by industry.

Exhibit II.14: Employment by Industry



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

The 'Private' sector had the highest reported total annual wages of 2005 earning \$167,958. 'Manufacturing' and 'government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.15). 'Information' and 'Health Care and Social Assistance' did not have county data information available due to Bureau of Economic Analysis non-disclosure requirements. The table in Exhibit II.15 outlines the total wages earned, by industry.

Exhibit II.15: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 1,624
Construction	\$ 13,415
Manufacturing	\$ 81,942
Whole Sale Trade	\$ -
Retail Trade	\$ 11,105
Transp. and Warehouse	\$ 4,936
Information	\$ -
Prof. and Tech.	\$ 5,143
Health Care and Social Asst.	\$ -
Arts & Rec.	\$ 4,799
Accommodation and Food Service	\$ 4,799
Other Private	\$17,015*
Private	\$ 167,958
Government	\$ 36,345

Source: US Bureau of Economic Analysis

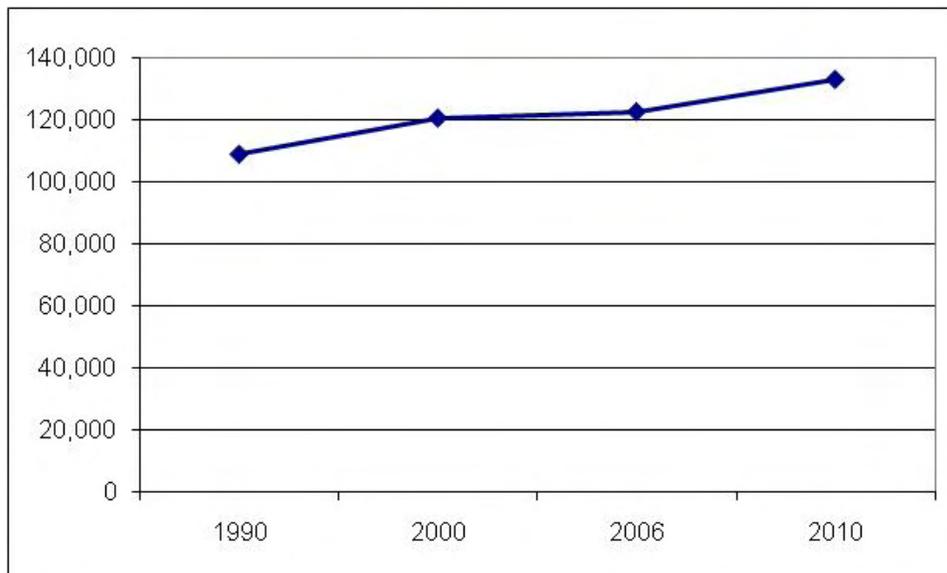
* Data not available due to BEA non-disclosure requirements.

Monroe County

Population Growth

According to information from STATS Indiana, the total population of Monroe County in 2006 was 122,613 persons, nearly a two (2) percent increase in the region’s population from the 2000 Census population of 120,563. The Indiana Business Research Center is projecting an increase in population of nearly eight (8) percent for Monroe County to 132,940 for 2010. Exhibit II.16 illustrates the historical and projected population trends for Monroe County through the year 2010.

Exhibit II.16: Population Trends



Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.17 illustrates the density of persons aged 65 and older by Census block group. The block groups with a high density (27.12 – 39.03 percent) of residents aged 65 and older are located east of Bloomington and in Ellettsville and in Smithville. Areas of moderately high (18.8 – 27.11 percent) older adults are found in the areas surrounding Bloomington to the south, north, and east. It is not surprising that the population within the Bloomington is young, since the Indiana University campus is located there.

The largest age cohort in 2000 was between ages 18 and 24, constituting 28 percent of the county’s population (see Exhibit II.18). The second

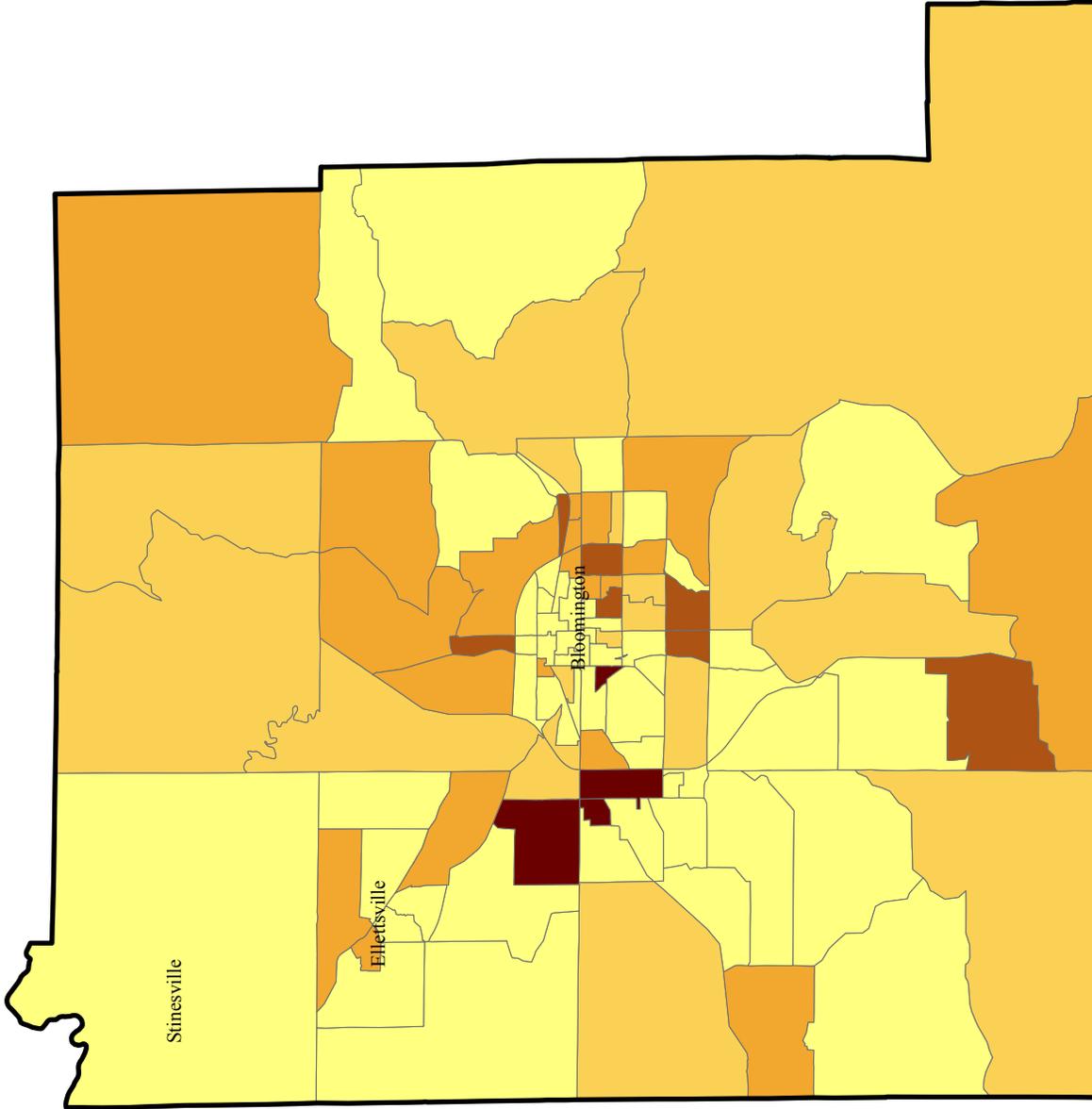
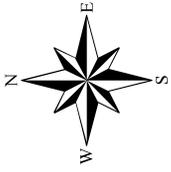
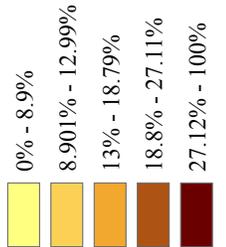


Exhibit II.17: Population 65 and Over
As a percent of total population

Monroe County

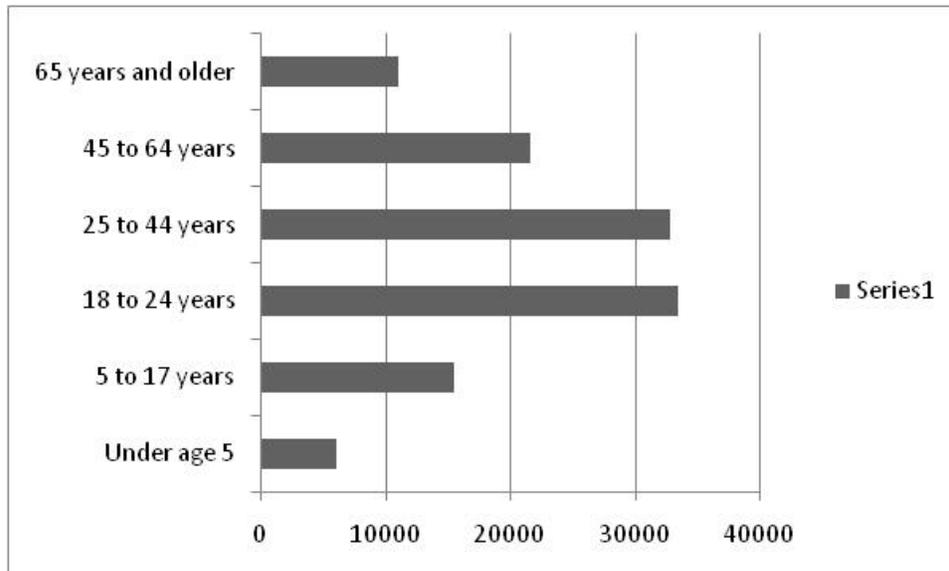


Region 1 Blockgroups



largest age group was 25 to 44 year olds (27 percent). Approximately 18 percent of the population in Monroe County was under age 18, while 9 percent was age 65 or older. The distribution of ages changed slightly by 2006. The US Census indicated that the cohort between ages 25 to 44 has now surpassed the college age population (between ages 18 and 24). In 2006, the median age was 28.6, much younger than the state median age was 36.3 years.

Exhibit II.18: Population by Age



Source: 2000 US Census Data

Economic Profile

The U.S. Census Bureau reported in 2000 that there were 46,898 total households in Monroe County. Exhibit II.19 illustrates the density of households below the poverty level per square mile. In Monroe County there is an area of high density (27.76 – 100 percent) of households below the poverty level. This area is located in the center of Monroe County, within and surrounding the City of Bloomington. Areas of moderate density of households below the poverty level (9.36-15.57 percent) are located in the northern central section of the county. There is also a small cohort of individuals below the poverty level residing in the New Union and Ellettsville area. The remainder of the region had lower densities of households below the poverty level.

Industry and Labor Force

The 2006 Monroe County labor force consisted of 67,857 individuals according to the U. S. Bureau of Economic Analysis and the Indiana

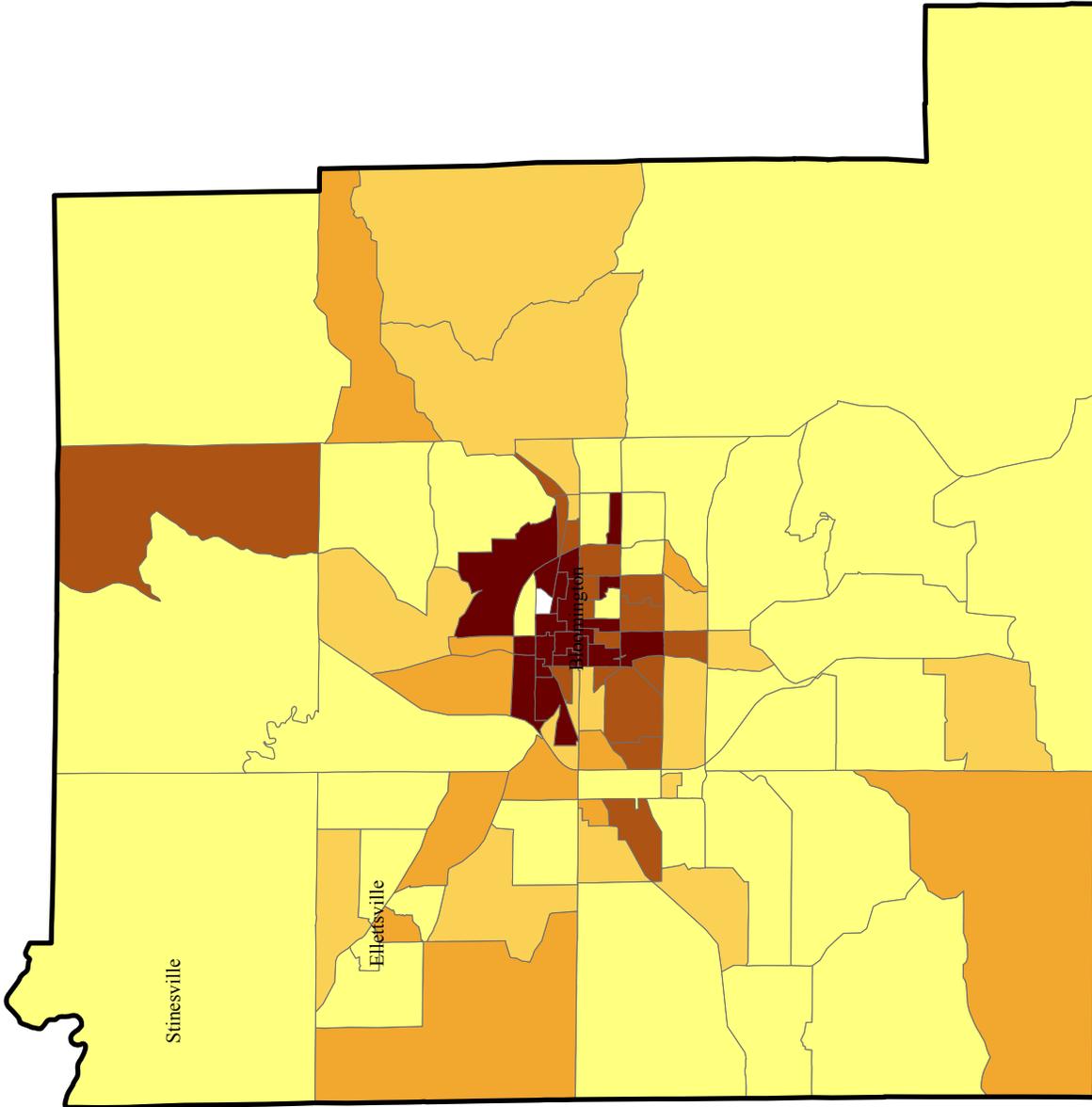
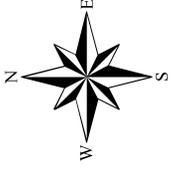
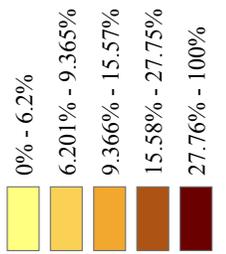


Exhibit II.19: Households Below Poverty
As a percent of total households

Monroe County

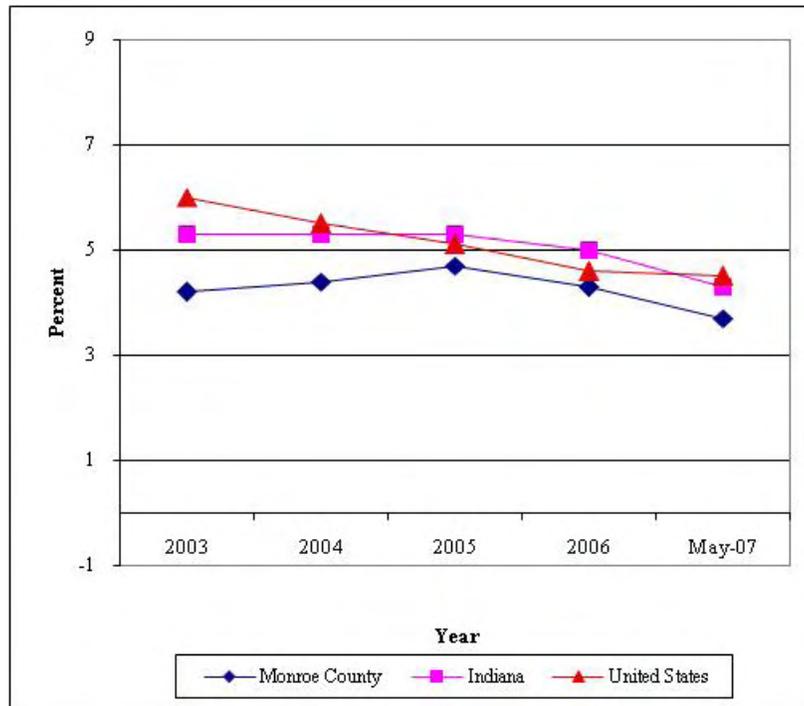


Region 1 Blockgroups



Department of Workforce Labor. The county's unemployment rate reached a high in 2005 of 4.7, and was lower than the Indiana, and national unemployment rates. Since 2004, the unemployment rate for Monroe County has varied, but remained lower than the state and national rates. Exhibit II.20 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.20: Comparison of Unemployment Rates

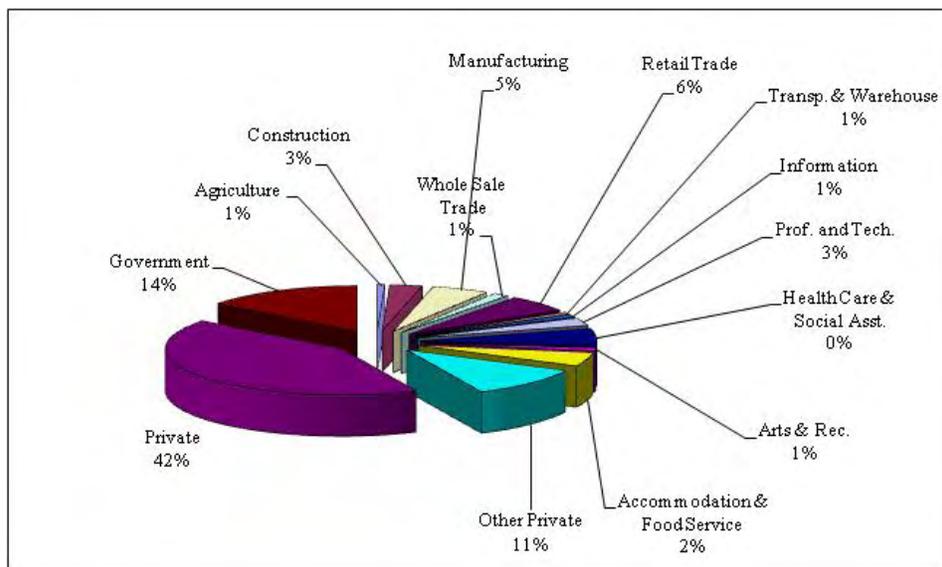


Source: Bureau of Labor Statistics

Employment by Industry

'Private' sector was by far the largest industry in the county reporting 60,970 employees in 2005. 'Government' sector was the second largest employer (20,787 employees) and 'other private' was the third largest. Reportedly, 15,414 workers were employed by the 'other private' industry. In addition, 8,669 people were employed by the 'retail trade' sector. Exhibit II.21 is an illustration of the employment by industry.

Exhibit II.21: Employment by Industry



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

The 'private' sector had the highest reported total annual wages of 2005 earning \$1,952,648. 'Manufacturing' and 'other private' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.22). The table in Exhibit II.22 outlines the total wages earned, by industry. Wages are listed in thousands of dollars.

Exhibit II.22: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 3,320
Construction	\$ 172,903
Manufacturing	\$ 398,345
Whole Sale Trade	\$ 95,983
Retail Trade	\$ 180,803
Transp. and Warehouse	\$ 32,948
Information	\$ 79,143
Prof. and Tech.	\$ 131,056
Health Care and Social Asst.	\$ 368,554
Arts & Rec.	\$ 93,767
Accommodation and Food Service	\$ 93,767
Other Private	\$ 389,874
Private	\$ 1,952,648
Government	\$ 976,610

Source: US Bureau of Economic Analysis

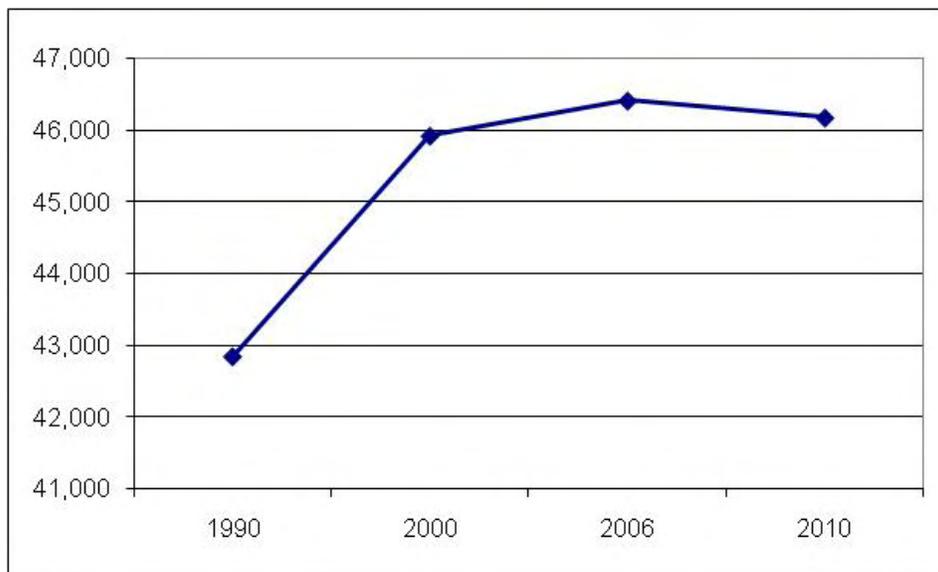
* Data not available due to BEA non-disclosure requirements.

Lawrence County

Population Growth

The total population of Lawrence County according to information from STATS Indiana for 2006 was 46,431 persons. This is a slight increase from the 2000 Census population of 45,922. The Indiana Business Research Center is projecting a decrease in population for Lawrence County. The projected population for 2010 is 46,176, a decrease of approximately one percent from 2006. Exhibit II.23 illustrates the historical and projected population trends for Lawrence County through the year 2010.

Exhibit II.23: Population Trends



Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.24 illustrates the density of persons aged 65 and older by Census block group. The block groups with a high density (27.12-39.03 percent) of residents aged 65 and older are located in central Lawrence County near the City of Bedford and in south central Lawrence County near Mitchell. Areas of moderately high and moderate densities of older adults are found in central Lawrence County, surrounding Bedford. The remainder of the region has a moderately low cohort of individuals over the age of 65.

According to statistics from the 2000 U.S. Census, the largest age cohort for Lawrence County in 2000 was between age 25 and 44, constituting 28 percent of the county's population (see Exhibit II.25). The second largest

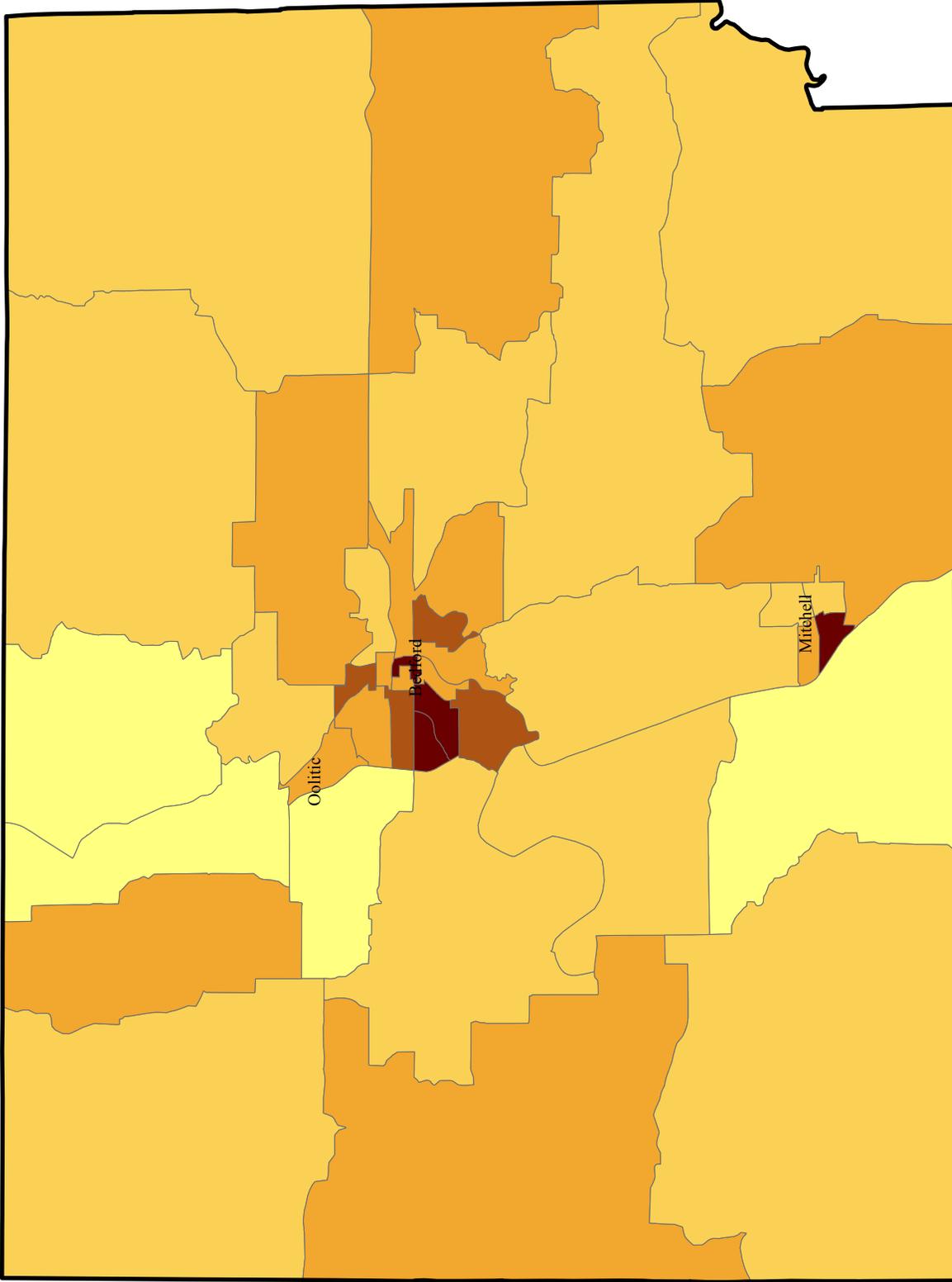
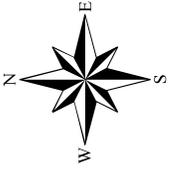
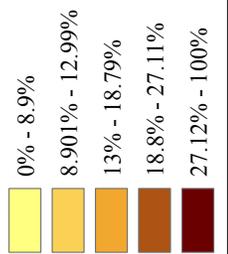


Exhibit II.24: Population 65 and Over
As a percent of total population

Lawrence County

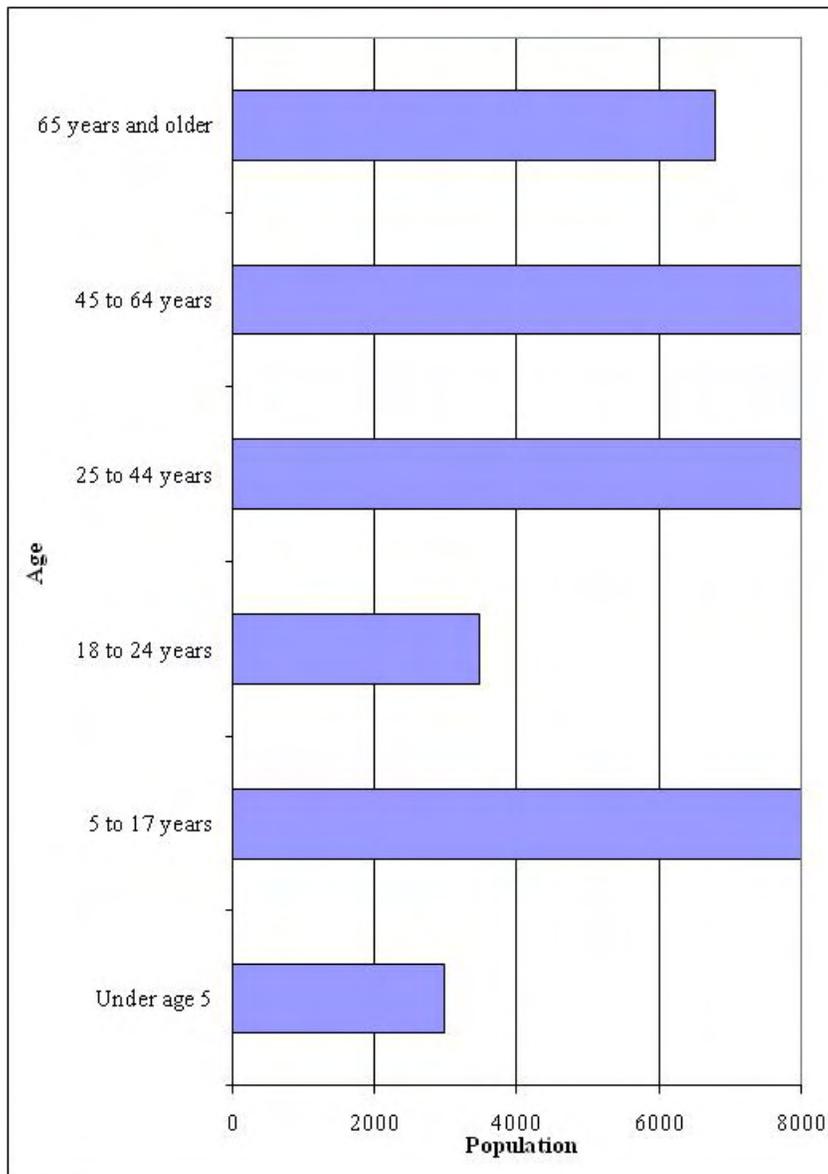


Region 1 Blockgroups



age group was 45 to 64 year olds (25 percent). Approximately 24 percent of the population in Lawrence County was under age 18, while 15 percent was age 65 or older. The distribution indicates that over 50 percent of the population is of employment age. In 2006 the median age was 40 years. That is nearly four years older than the state median age of 36.3 years.

Exhibit II.25: Population by Age



Source: 2000 US Census Data

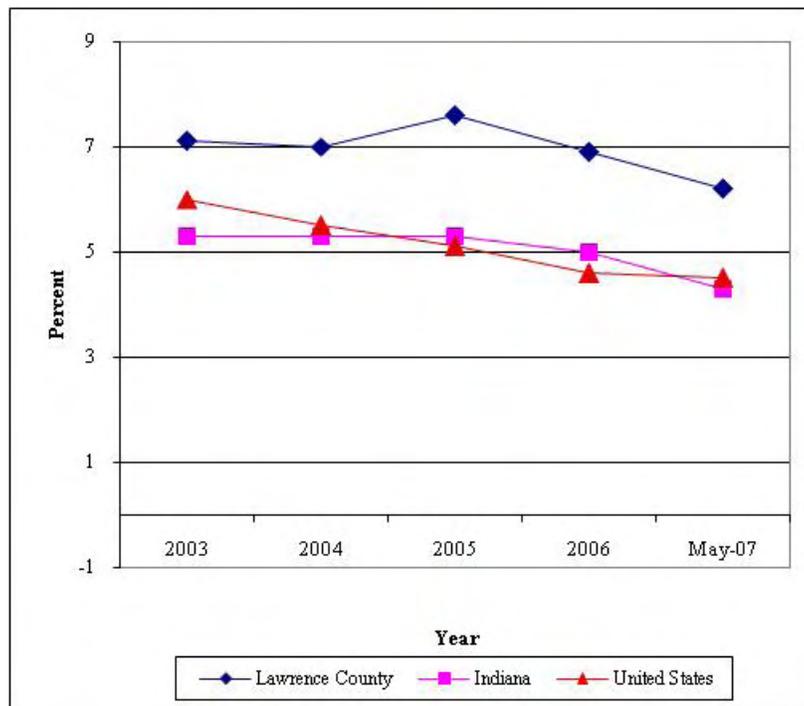
Economic Profile

The U.S. Census Bureau reported in 2000 that there were 18,487 total households in Lawrence County. Exhibit II.26 illustrates the density of households below the poverty level per square mile. In Lawrence County, the City of Mitchell has block groups with high-or-moderately-high densities of households below the poverty level. There is a large cohort of households below poverty residing in central Lawrence County, surrounding the City of Bedford.

Industry and Labor Force

The 2006 Lawrence County labor force consisted of 23,158 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 (7.6 percent), and was significantly higher than the state and national rates. Since 2004, the unemployment rate for Lawrence County has fluctuated and is now at a low of 6.2%, which is higher than the state and national averages. Exhibit II.27 illustrates a comparison of the unemployment rates in the county, state, and national rate.

Exhibit II.27: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

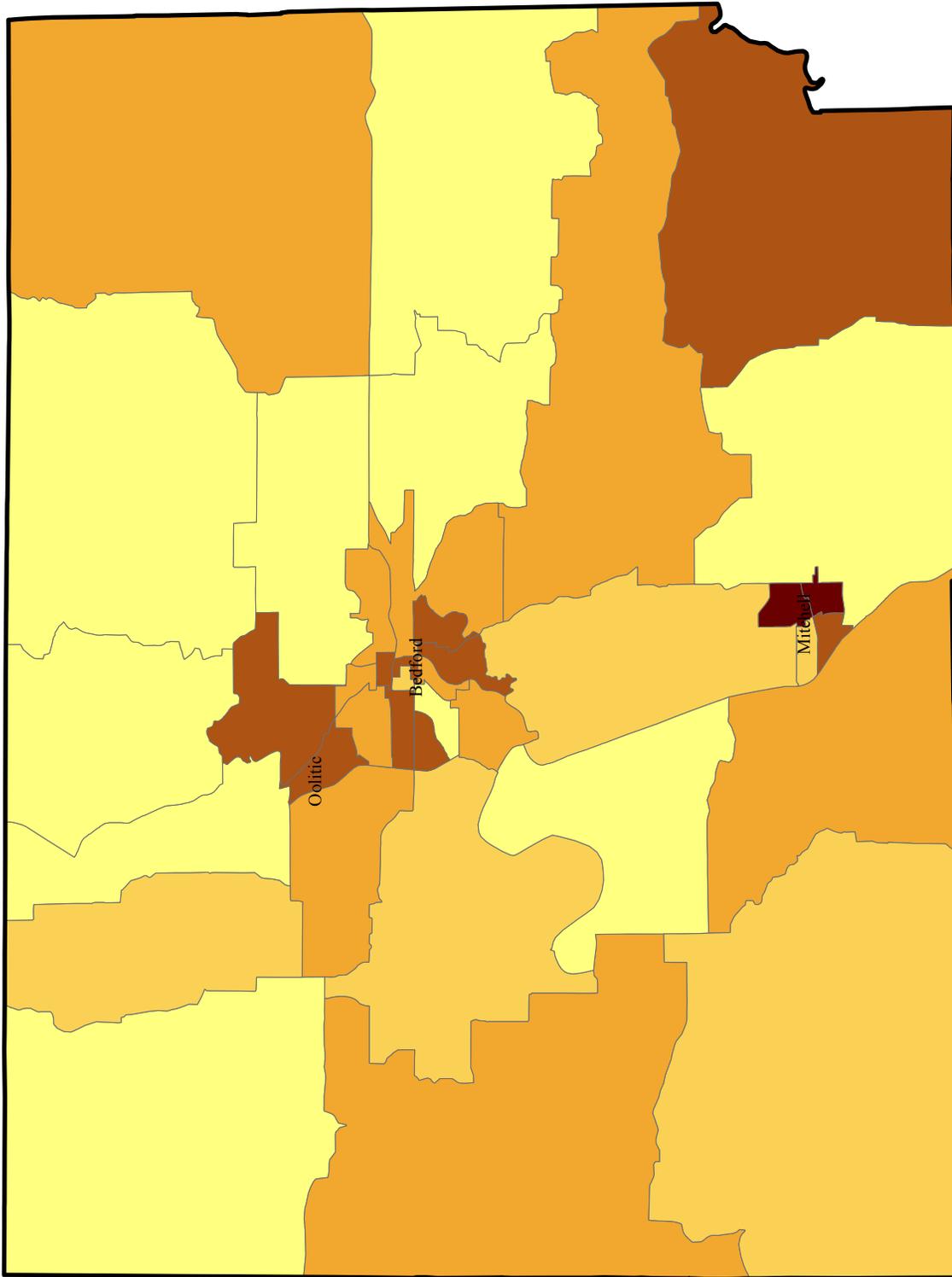
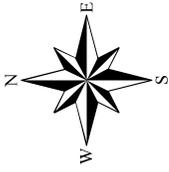
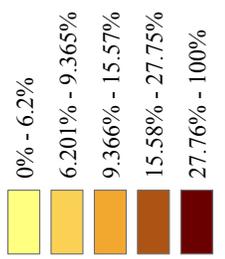


Exhibit II.26: Households Below Poverty
As a percent of total households

Lawrence County



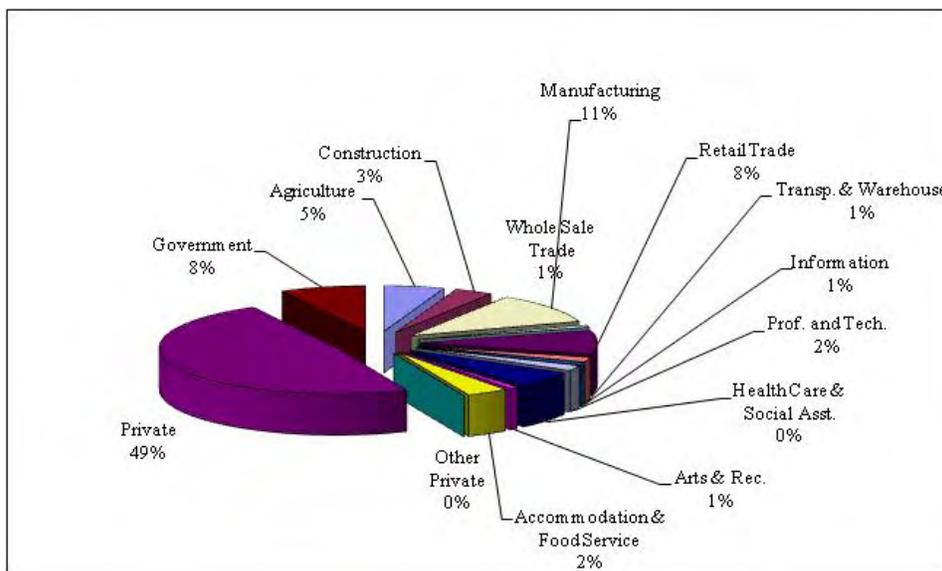
Region 1 Blockgroups



Employment by Industry

Similar to other counties in the region, ‘Private’ sector was the largest industry with 17,178 employees in 2005. ‘Manufacturing’ sector was the second largest employer (3,828 employees) and ‘Government’ was the third largest (2,751 employees). In addition, 1,953 people were employed by the ‘agriculture’ sector. 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 ‘private’ sector had the highest reported total annual wages of 2005 earning \$536,549. ‘Government’ and ‘manufacturing’ employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.29). ‘Information’ reported the lowest total wages of 2005 earning \$8,305. The table in Exhibit II.29 outlines the total wages earned, by industry.

Exhibit II.29: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 5,123
Construction	\$ 28,907
Manufacturing	\$ 232,772
Whole Sale Trade	\$ 9,127
Retail Trade	\$ 56,542
Transp. and Warehouse	\$ 18,879
Information	\$ 8,305
Prof. and Tech.	\$ 18,933
Health Care and Social Asst.	\$ 63,355
Arts & Rec.	\$ 16,278
Accommodation and Food Service	\$ 16,278
Other Private	\$72,765*
Private	\$ 536,549
Government	\$ 120,855

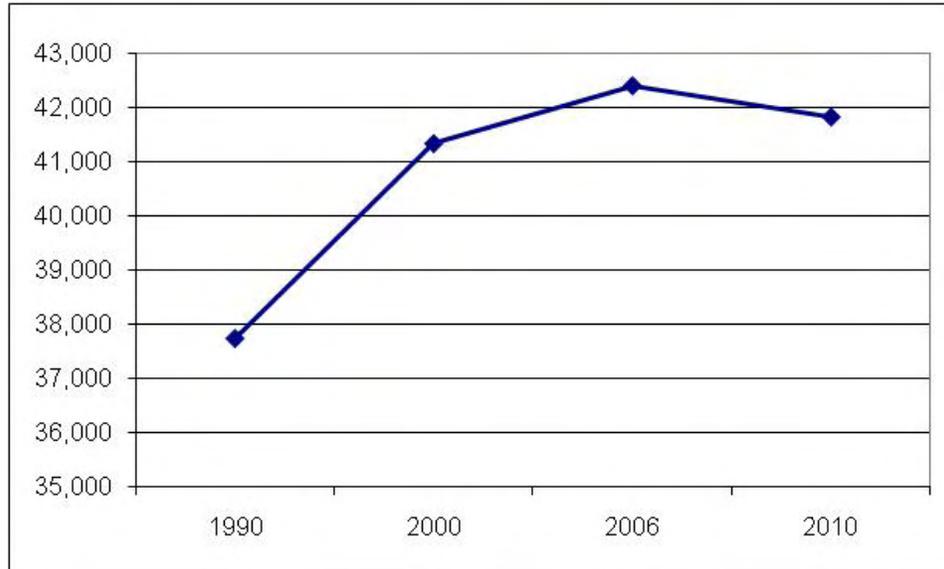
Source: US Bureau of Economic Analysis

Jackson County

Population Growth

According to information from the State of Indiana, the total population of Jackson County in 2006 was 42,404 persons. This was an increase from the 2000 Census population of 41,335. This means the region has increased in population by more than two percent between 2000 and 2006. However, the Indiana Business Research Center is projecting a decrease in population for Jackson County. The projected population for 2010 is 41,827 a decrease of approximately one percent from 2006. Exhibit II.30 illustrates the historical and projected population 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. In Jackson County there are no block groups with a high density of residents aged 65 and older. Areas of moderately high and moderate density of older adults are located in the central and north east portion of the county, near Seymour and Brownstown. The remainder of the region has low-to-very-low older adult population density.

According to the 2000 statistics from the U.S. Census, the largest age cohort for Jackson County in 2000 was between age 25 and 44, constituting 30 percent of the county’s population (see Exhibit II.32). The second largest age group was 45 to 64 year olds (22 percent). Approximately 13 percent of the population was age 65 or older. The distribution indicates that the county had a relatively older population with a higher percentage of young and older adults. In 2006, the population distribution did not change significantly. The median age in 2006 was 37.2 years, one year older than the state median age.

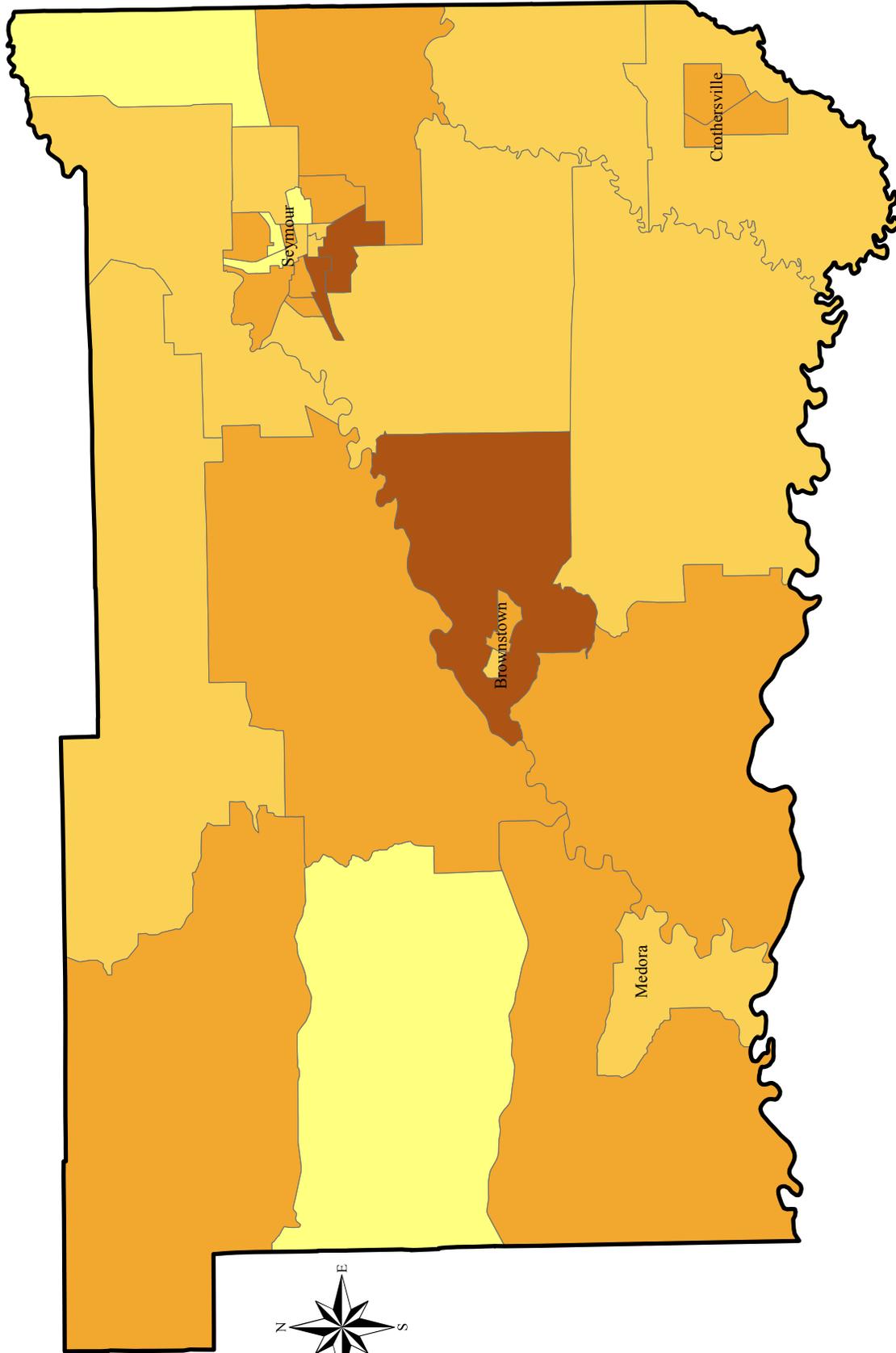


Exhibit II.31: Population 65 and Over
As a percent of total population

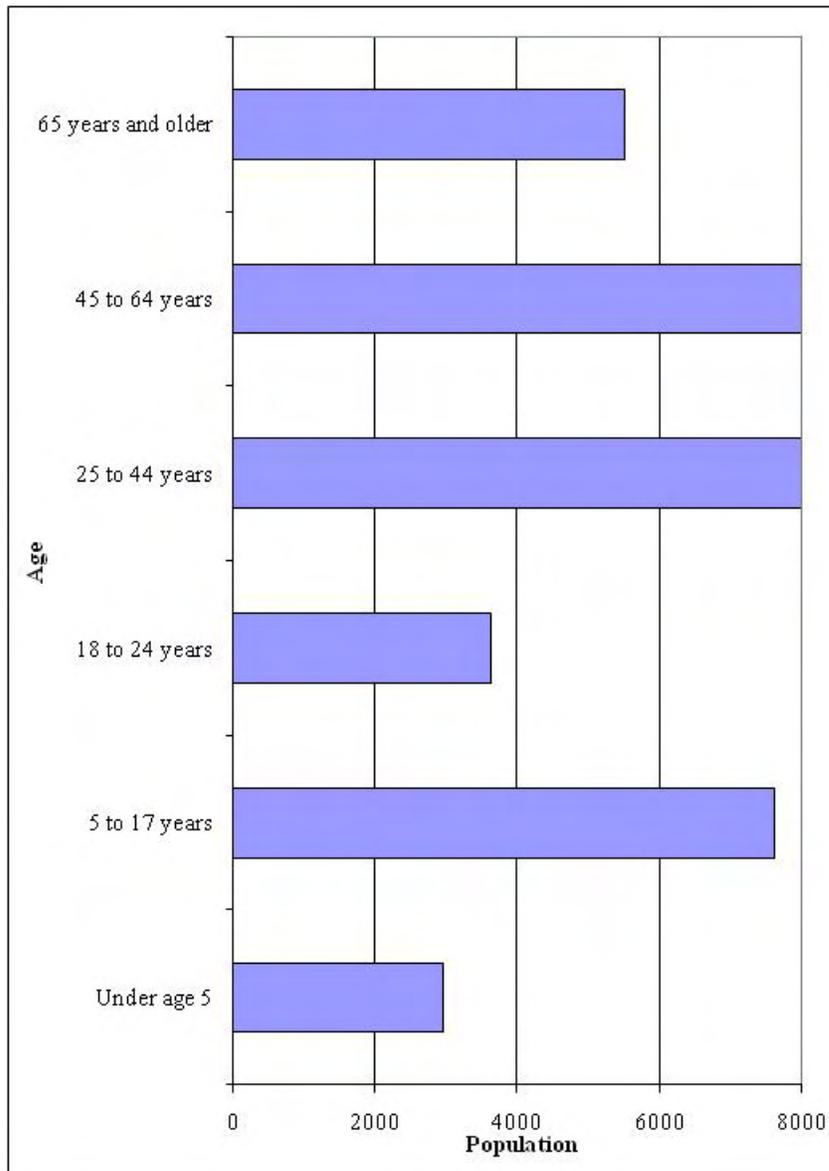
Jackson County



Region 1 Blockgroups

- 0% - 8.9%
- 8.901% - 12.99%
- 13% - 18.79%
- 18.8% - 27.11%
- 27.12% - 100%

Exhibit II.32: Population by Age



Source: 2000 US Census Data

Economic Profile

The 2000 U.S. Census reported 16,085 total households in the County. Exhibit II.33 illustrates the density of households below the poverty level per square mile. One area with a high density is located in the east side of Seymour. Areas of moderate density (18.8 – 27.11 percent) exist in the south central portion of the southeast corner of the county, and in the area to the east of Seymour. The remainder of the region has low-to-very-low densities of households below the poverty level.

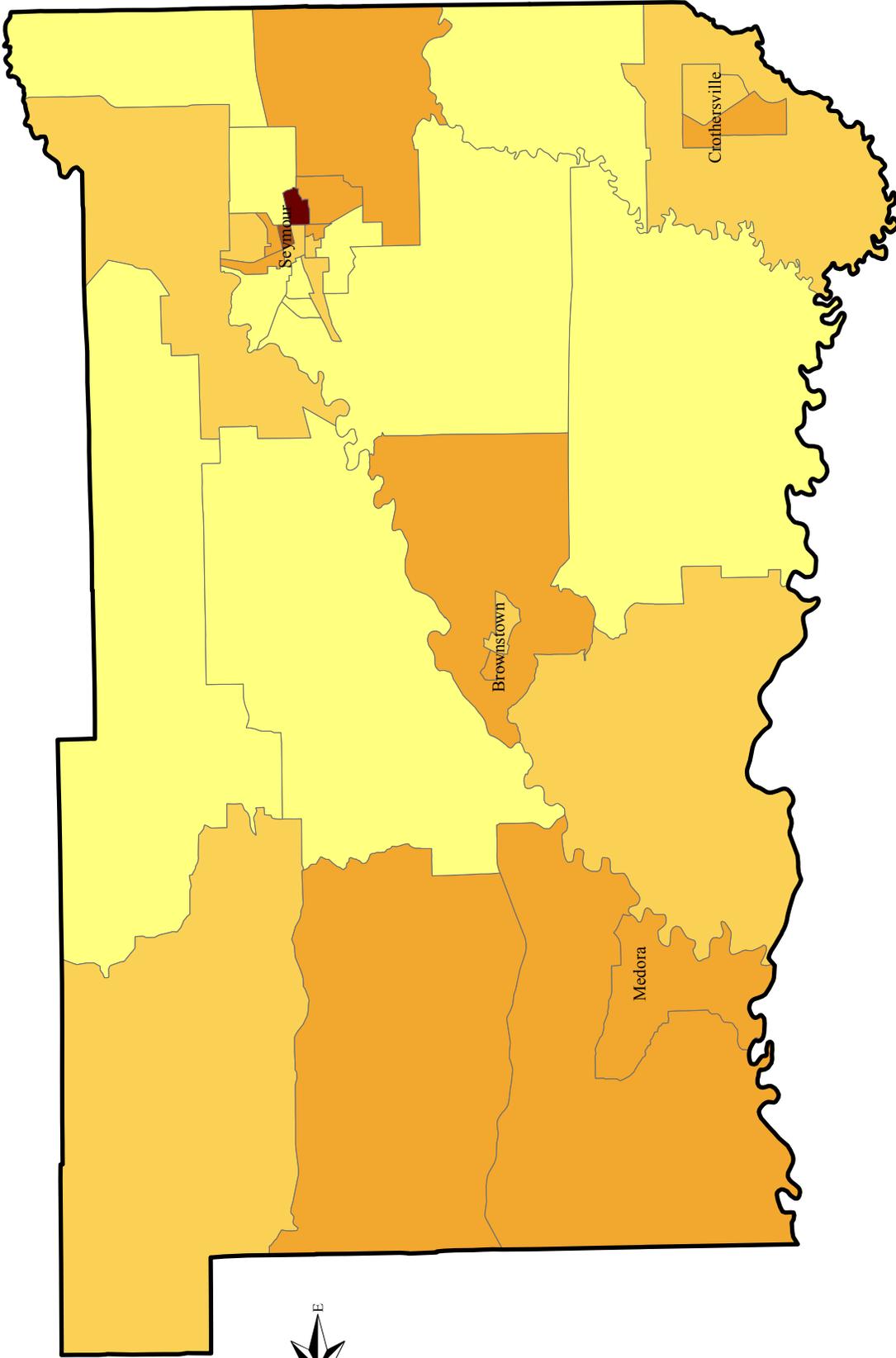
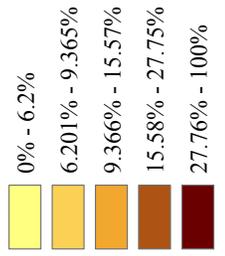


Exhibit II.33: Households Below Poverty
As a percent of total households

Jackson County



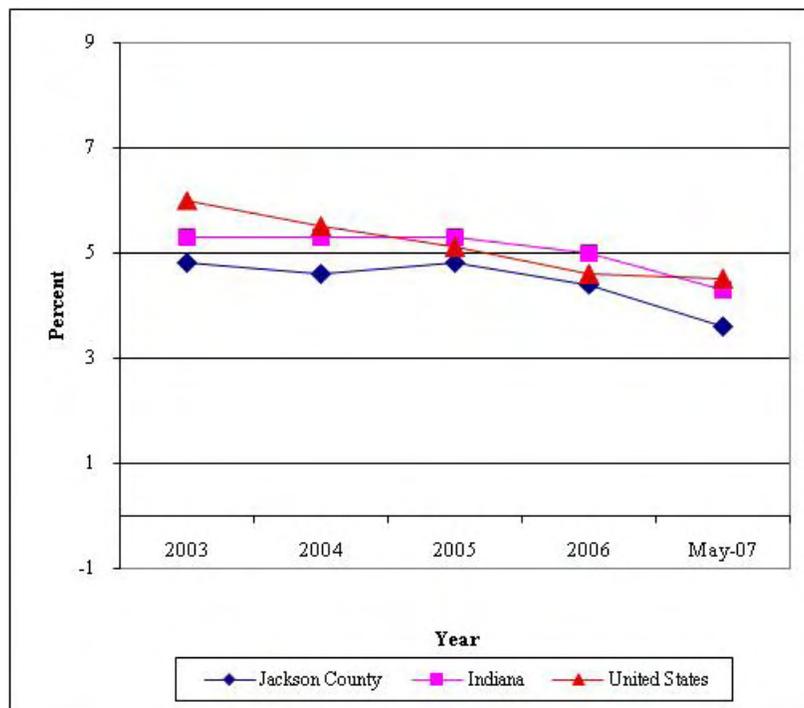
Region 1 Blockgroups



Industry and Labor Force

The 2006 Jackson County labor force consisted of 22,453 individuals, according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The unemployment rate has slightly varied over the past five years, but has remained below the national and state rates. Exhibit II.34 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.34: Comparison of Unemployment Rates

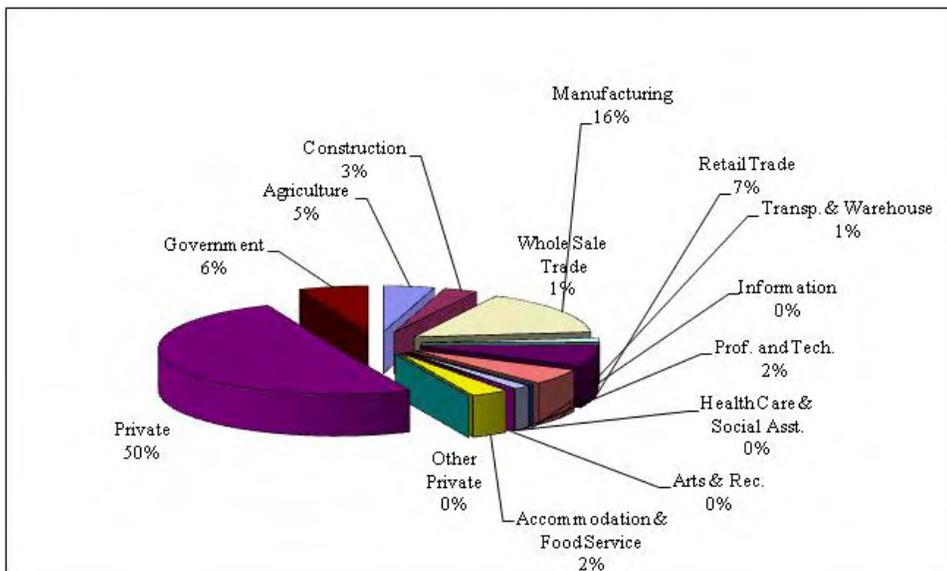


Source: Bureau of Labor Statistics

Employment by Industry

‘Private’ sector was the largest industry with 22,395 employees in 2005. ‘Manufacturing’ sector was the second largest employer (6,940 employees) and ‘Government’ was the third largest. Reportedly, 2,805 workers were employed by the ‘government’ sector. In addition, 169 people were employed by the ‘arts and recreation’ sector. 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 ‘private’ sector had the highest reported total wages of 2005 earning \$840,146. ‘Government’ and ‘manufacturing’ employment reported the second and third highest total annual wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.36). ‘Healthcare and Social Assistance’ sector did not have county data information 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	\$ 22,256
Construction	\$ 35,155
Manufacturing	\$ 411,045
Whole Sale Trade	\$ 28,915
Retail Trade	\$ 75,166
Transp. and Warehouse	\$ 97,110
Information	\$ 8,280
Prof. and Tech.	\$ 20,173
Health Care and Social Asst.	\$ -
Arts & Rec.	\$ 19,650
Accommodation and Food Service	\$ 19,650
Other Private	\$90,065*
Private	\$ 840,146
Government	\$ 127,354

Source: US Bureau of Economic Analysis

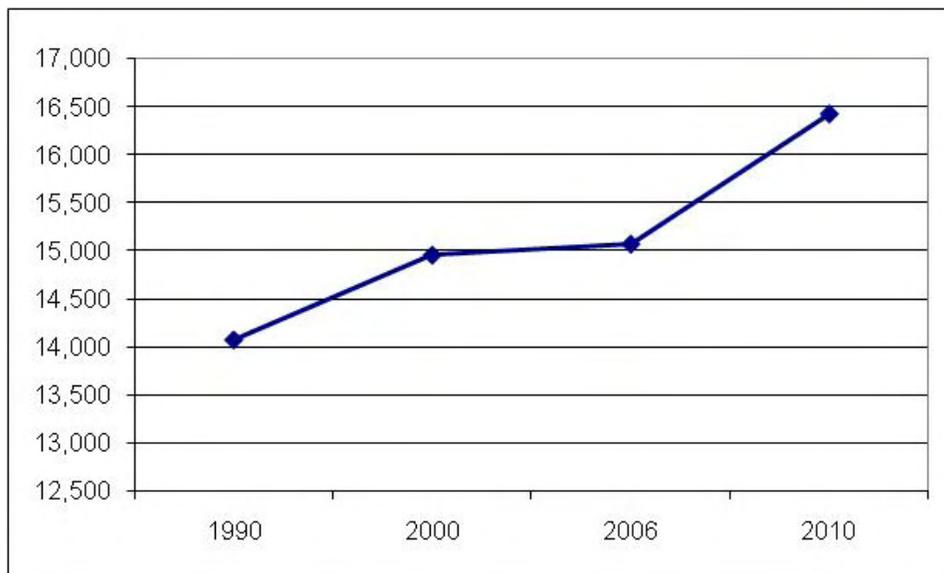
* Data not available due to BEA non-disclosure requirements.

Brown County

Population Growth

According to information from the State of Indiana, the total population of Brown County in 2006 was 15,071 persons. This is an increase from the 2000 Census population of 14,957. The Indiana Business Research Center is projecting that the population for Brown County will continue to increase. The projected population for 2010 is 16,419, an increase of one percent from 2006. Exhibit II.37 illustrates the historical and projected population trends for Brown County through the year 2010.

Exhibit II.37: Population Trends

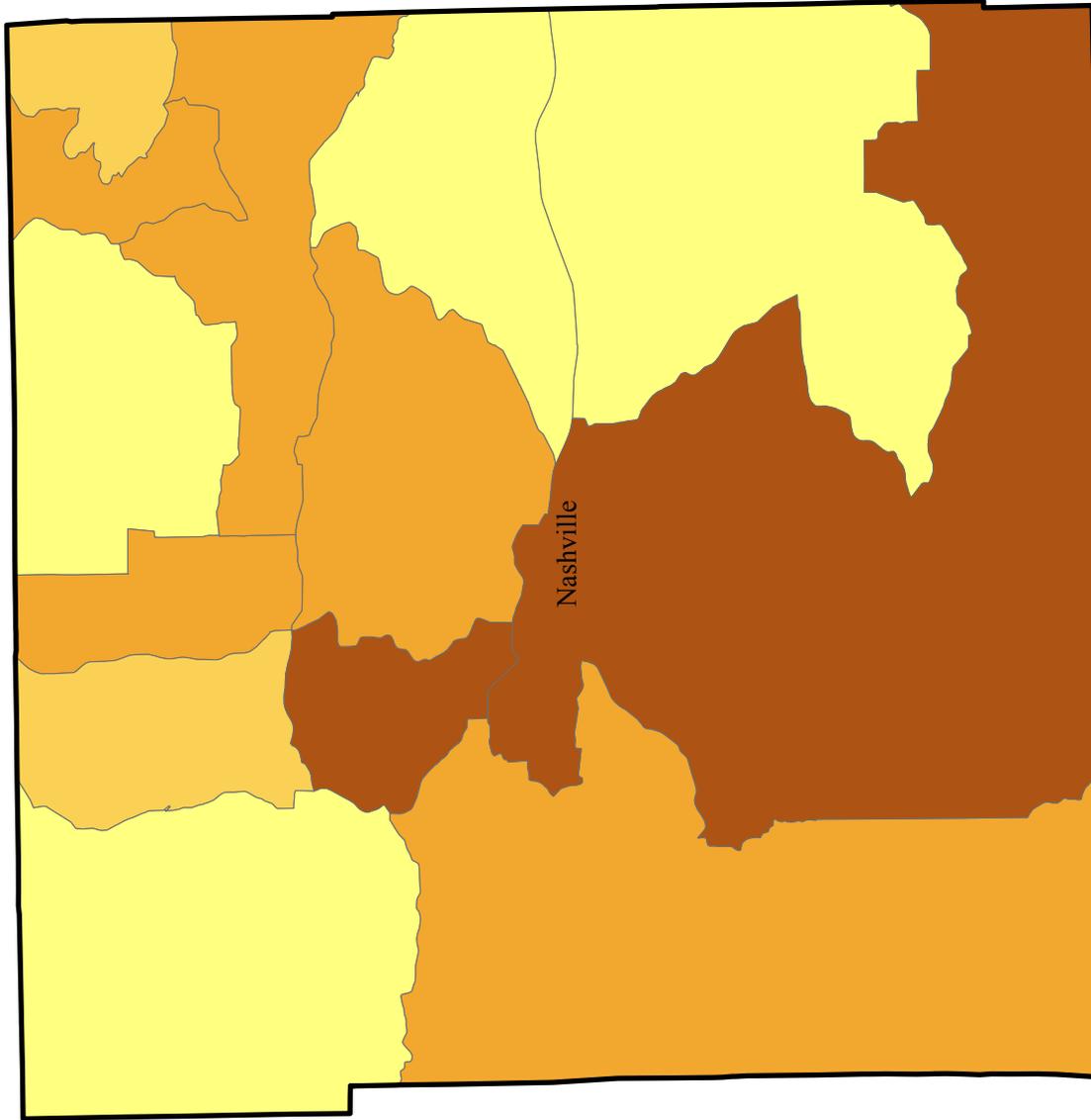
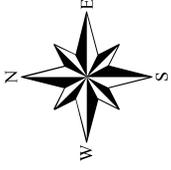


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.38 illustrates the density of persons aged 65 and older by Census block group. In Brown County there are no block groups with a high density of residents aged 65 and older. Areas of moderately high and moderate density of older adults are found in the central and southern portions of the county south of Nashville. The remainder of the region has a low to very low older adult population density.

According to the 2000 statistics from the U.S. Census, the largest age cohort was between age 45 and 64, constituting 30 percent of the county's population (see Exhibit II.39). The second largest age group was 25 to 44 year olds (25 percent). Approximately 20 percent of the population in

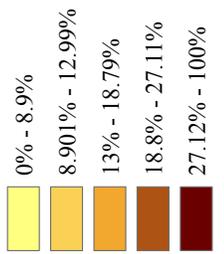


**Exhibit II.38: Population 65 and Over
As a percent of total population**

Brown County

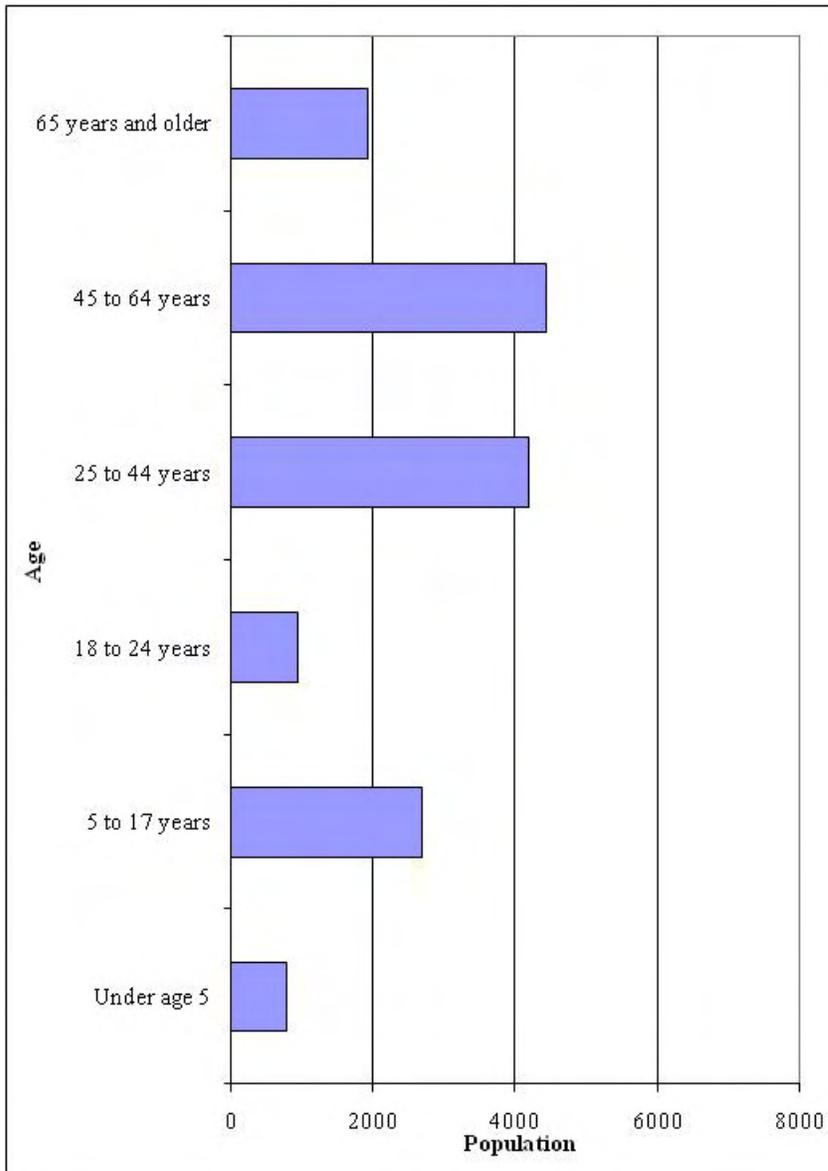


Region 1 Blockgroups



Brown County was under age 18, while 13 percent was age 65 or older. The distribution indicates that the population is mostly of working age. In 2006, the distribution did not change. The median age in 2006 was 42.8 years, 6.5 years older than the state median age.

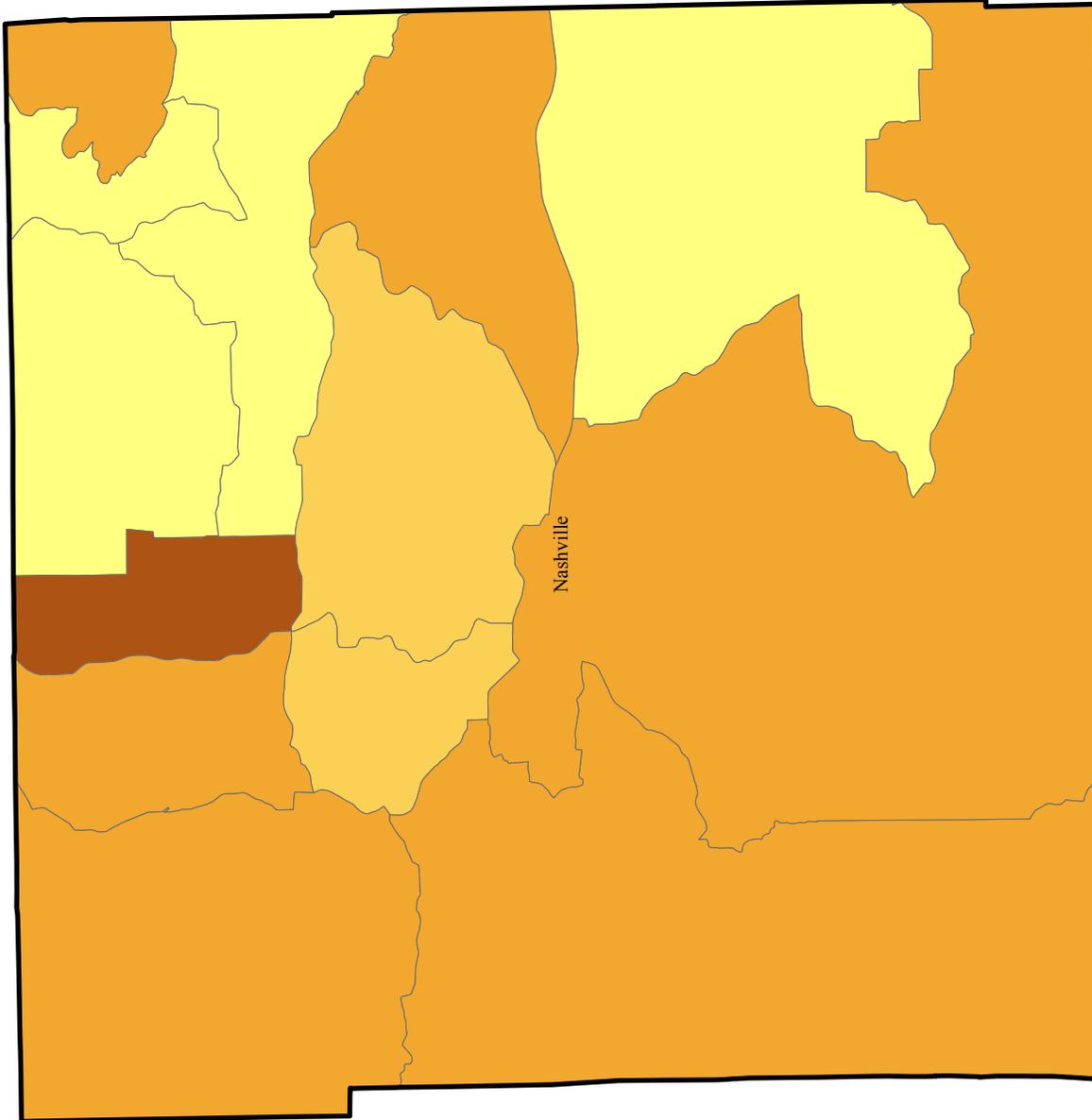
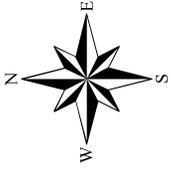
Exhibit II.39: Population by Age



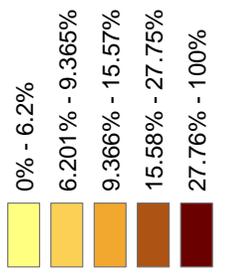
Source: 2000 US Census Data

Economic Profile

The U.S. Census Bureau reported in 2000 that there were 5,911 total households in Brown County. Exhibit II.40 illustrates the density of households below the poverty level per square mile. In Brown County



Region 1 Blockgroups



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

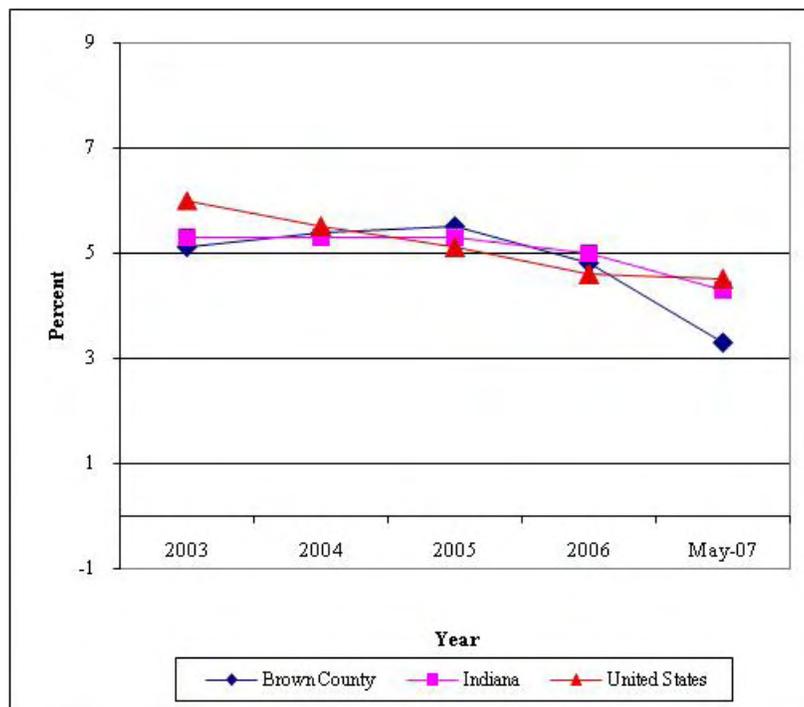
Brown County

there is no area with a high density of households below the poverty level. Most of the county had a density of low to very low households below the poverty level. The highest density of households below poverty level resided in the north central portion of Brown County, north of Nashville.

Industry and Labor Force

The 2006 Brown County labor force consisted of 8,203 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 5.5 percent, and was higher than the state and the national rates. Since 2005, the unemployment rate for Brown County has decreased, and is currently below the state and national rates. Exhibit II.41 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.41: Comparison of Unemployment Rates

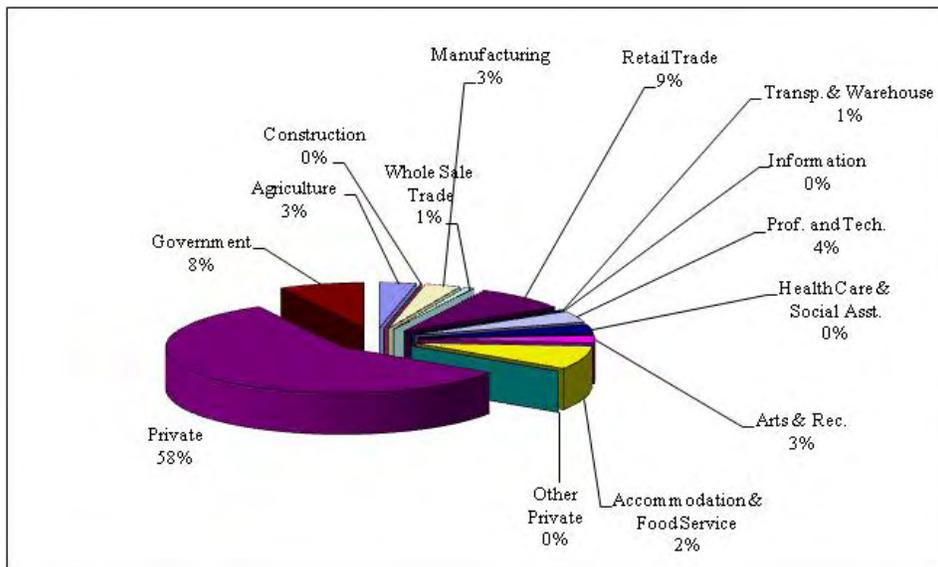


Source: Bureau of Labor Statistics

Employment by Industry

‘Private’ sector was the largest industry in the region with 6,123 employees in 2005. ‘Retail trade’ sector was the second largest employer (924 employees) and ‘government’ was the third largest. Reportedly, 824 workers were employed by the ‘government’ industry. 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 'Private' sector had the highest reported total annual wages for 2005 of \$102,559. 'Retail trade' 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' and 'Transportation and Warehouse' did not have county data information 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	\$ 40
Construction	\$ -
Manufacturing	\$ 10,815
Whole Sale Trade	\$ 2,473
Retail Trade	\$ 11,974
Transp. and Warehouse	\$ -
Information	\$ 1,118
Prof. and Tech.	\$ 9,857
Health Care and Social Asst.	\$ 7,523
Arts & Rec.	\$ 11,433
Accommodation and Food Service	\$ 11,433
Other Private	\$14,018*
Private	\$ 102,559
Government	\$ 31,663

* Data not available due to BEA non-disclosure requirements.

Source: US Bureau of Economic Analysis

Summary**SUMMARY**

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

The region and each individual county has a working age population - the region's age distribution indicates that it has a population with a higher percentage of young persons as compared to the State of Indiana (37.6 percent of population age 24 and under for 2005) and a lower percentage of the population age 65 and older (12.1 percent as compared to the State averages in 2005).

Some 39,470 persons in the region reported that they had some type of disability in 2000. This means that nearly 16 percent of the region's population reported having some type of disability. 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 (15.6 – 27.8 percent) of households below the poverty level were located in central Monroe County, near Bloomington, and in central Lawrence County near Bedford. Owen and Jackson Counties also have a small area of households below the poverty rate. There are households in the region that have no available vehicle. The block groups with the highest densities of zero-vehicle households are found in central Bloomington and the areas immediately surrounding. There is also a very small area in Lawrence County near Bedford.

The labor force in the region consisted of 133,587 individuals in 2005 according to the Indiana Department of Workforce Development. The average unemployment rate in June 2007 was 4.9 percent, a rate similar to the state's June 2007 unemployment rate (5 percent).

The 'private' sector was the largest industry in the region with 112,557 employees in 2005. 'Government' trade was the second largest employer (28,123 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 IN BROWN, JACKSON, LAWRENCE, MONROE AND OWEN COUNTIES

This region is located in south-central Indiana. A comprehensive survey instrument designed after the *Framework for Action*, was sent to nearly 130 stakeholders, including local human service agencies and transportation providers to gain information on existing transportation programs and services. An additional 50 surveys were sent to local council and commissioner members in each county. 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. Meeting announcements and agendas are provided in appendix A-1. A complete list of agencies and organizations that received a request to complete the on-line survey is provided by region in Appendix A-2. 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).

Eighteen (18) agencies/entities responded to the survey and they are listed below. Of those responding to the survey and including known public transit providers, eleven (11) are transportation providers while the remainder either did not need transportation services or transportation was contracted out to other entities.

Survey respondents include:

- Aging and Community Services of South Central Indiana
- Area 10 Agency on Aging
- Bartholomew Consolidated School Corporation
- Bloomington Public Transportation Corporation
- City of Bedford
- City of Seymour
- Columbus Regional Hospital
- Developmental Services, Inc.
- First Call for Help 211
- Healthy Communities
- Human Services, Inc. – Head Start
- Middle Way House
- Rural Transit
- SCCAP Head Start
- Senior Center Services

- Seymour Park and Recreation
- Seymour Transit
- Transportation Services Corporation

GENERAL DESCRIPTIONS 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 five-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.

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.

Aging & Community Services of South Central Indiana, Inc. is a non-profit social services agency serving the people of Bartholomew, Brown, Decatur, Jackson, and Jennings counties. The agency provides assistance to older adults and individuals with disabilities who are looking for resources and services in the community, such as transportation, homemaker services, senior employment or social and educational opportunities. They also provide information regarding senior centers, assisted living facilities, Medicare, nursing homes, and many other community services. The agency's Caring Connections Volunteer Program helps clients, older adults, and disabled individuals with their transportation needs to such destinations as doctors appointments, errands, and grocery shopping. While some programs receive financial support from governmental sources, the Aging & Community Services of South Central Indiana, Inc. relies heavily on the generosity of individuals, corporations and foundations to help meet clients' needs. Volunteers assist in enabling older adults and individuals with disabilities to remain independent in their own homes. The agency provides demand response service through the operation of two lift-equipped vehicles and four light-duty buses with lifts. It has contracts to serve the Seymour Senior Center. They also purchase demand responsive client transportation services from other service providers. The services are provided door-to-door, and

**General Descriptions
of Area
Transportation
Providers**

INVENTORY OF EXISTING TRANSPORTATION SERVICES

General Descriptions of Area Transportation Providers

drivers communicate via cell phones. Transportation services are provided from 9:00AM – 1:00 PM, Monday through Friday. There are no advance reservation requirements. The agency estimates that it incurs about \$30,000 annually in operating costs and provides approximately 43,200 passenger trips.

Area 10 Agency on Aging (Rural Transit) is a private non-profit corporation serving older adults in Monroe, Owen, Lawrence and Putnam counties. The agency's mission is to improve the quality of life and celebrate the independence, health, and dignity of all older adults. They provide a wide variety of high quality, affordable services to the over 17,500 citizens 50 years of age and older in this area, and to others in the community who have concerns with older family members or friends. The agency operates transit services called **Rural Transit**, providing fixed route and demand response services with 6 van conversions (1 lift equipped) and 17 light duty buses (14 lift equipped). Rural Transit offers three different transportation services. The Express service offers opportunities to travel between Spencer, Ellettsville, and Bloomington Monday through Friday. The County Route service offers round-trip service between specific points in the counties on a one- to five-times weekly basis. County Sweeps offers service throughout each county 6-8 AM and 4-6 PM Monday through Friday. Door-to-door service and curb-to-curb service is provided depending on the mobility of the rider. To travel within one county, adults pay \$0.75, and children 15 and under pay \$0.50 per trip. The two county fares are \$1.50 for adults and \$1.00 for children per trip. Older adults are asked to donate the full fare amount. Transfers to and from Bloomington Transit and the Indiana University Campus Bus Service are free. Approximately 159,000 general public passenger trips are provided annually with 40,000 of these riders using wheelchairs. There is no age or disability requirement to ride the agency's vehicles. A total of \$1,031,530 in operating expenses were incurred in 2006. The Area 10 Agency on Agency also operates BT Access, Bloomington Transit's ADA paratransit service, under a contractual agreement with the Bloomington Public Transportation Corporation. This is addressed in more detail in the BPTC section later in this chapter.

Bartholomew Consolidated School Corporation (BCSC) is the organization that encompasses all schools, elementary, middle, and secondary, in the Columbus area. The organization works to uphold and improve the educational standards of the community through the principles of Continuous Improvement, Accountability, and Professional Growth. It oversees such functions as the administration of all school, school-related building projects, curricula, scholarships and school technology. The school corporation is closely linked to the community. Elementary schools, Middle schools and High Schools are all linked together through the BCSC. These include Clifty Creek, Fodrea, Lincoln,

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Parkside, Southside, Mt. Healthy, Richards, Rockcreek, Schmitt, Smith and Taylorsville Elementary Schools, Central and Northside Middle Schools and Columbus East High School and Columbus North High School. School buses are purchased, housed, and maintained by the Corporation for the transportation of resident students between their home areas and the schools of the Corporation to which they are assigned. Transportation of eligible vocational or special education children between their home areas and schools outside the Corporation is arranged through the use of Corporation-owned vehicles, through cooperation with other corporations, through commercial carriers, and/or by other means in the most efficient and economical manner.

Bloomington Public Transportation Corporation operates Bloomington Transit (BT). The 13-route bus service covers all of the City of Bloomington. Stops include: Bloomington Hospital; various places on the Indiana University campus; apartment complexes on and off-campus; College Mall; and Whitehall Crossing Shopping Center. BT Access offers curb-to-curb demand response van service within Bloomington city limits for persons with physical disabilities, which do not allow them to use the Bloomington Transit fixed route system. BT Access rides must be certified and scheduled in advance. Service is provided Monday through Saturday on most routes, 6:00 AM-9:40 PM (Route 6 – Campus Shuttle operates until 12:30 a.m. during IU fall and spring semester); Saturday service runs from 7:00 AM to 7:40PM with no service provided on Sunday. The adult fare is \$0.75 and \$0.35 for older adults, individuals with disabilities and persons between the ages of 5-18. Monthly passes for the regular adult fare are available for \$25 and \$12 for the reduced fares. Indiana University faculty and staff can ride Bloomington Transit free by presenting a bus pass photo ID card to the BT driver. BT Access, Bloomington Transit's ADA paratransit service, offers curb-to-curb demand response van service within Bloomington city limits for persons with physical disabilities, which do not allow them to use the Bloomington Transit fixed route system. BT Access rides must be certified and scheduled in advance. Operating hours are the same as for the fixed-route service. In 2006 fixed route ridership increased 10 percent to a record level of 2.38 million passengers along with nearly 38,000 BT Access riders. Bloomington Transit operates 38 buses all of which are wheelchair accessible. Total operating expenses for 2006 was \$4.8 million. BT Access is provided with 10 accessible vans operated by the Area 10 Agency on Aging.

Transit Authority of Stone City (TASC) is a municipal public transit system operated by the City of Bedford. TASC operates a point deviation route service that provides door-to-door transportation anywhere in the city from 6:00 AM to 6:00 PM Monday through Friday. TASC operates

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five 16-passenger lift-equipped vehicles. Operating expenses total nearly \$.5 million resulting in annual ridership of approximately 75,000.

Seymour Transit, also called Recycle to Ride, provides transportation within the city limits of Seymour. The demand response service is provided Monday through Friday, from 6:00 AM - 6:00 PM utilizing four lift-equipped vehicles. An individual can ride free by paying with 15 clean, aluminum recyclable cans, hence the name Recycle to Ride. Special recycle bins are located on the vehicles. Note that all no shows are charged \$4 in cash or two tokens. Operating expenses total about \$160,000 with nearly 29,000 annual riders.

Developmental Services Inc. (DSI) is a non-profit organization that provides services for individuals with disabilities. Its goal is to assist children and adults with mental, physical, and emotional challenges to reach their greatest level of independence at home, at work, and in the community. Vocational programs as well as early intervention and school supports and other services are available through DSI. DSI provides a full range of services to individuals living in Brown, Bartholomew, Decatur, Jackson, Jennings, Jefferson, Switzerland, and Monroe counties in Indiana. DSI also serves Dearborn, Ripley, Ohio, Clark, Crawford, Floyd, Harrison, Orange, Scott, and Washington counties. DSI participates in joint training with Quinco Behavioral Health System. It also has a shared maintenance program with Quinco and the Wheels to Work program. DSI is a recipient of vehicles through the Section 5310 program.

Human Services, Inc. – Head Start is one of several programs administered by Human Services, Inc., a non-profit community action agency serving low to moderate income individuals and families in Bartholomew, Decatur, Jackson, Johnson, and Shelby counties. Other programs administered through the organization include: Homeless Shelter, Transitional Housing, Case Management, Child Care Development Fund, the Housing Choice Voucher program (Section 8 Housing), weatherization programs and WIC. Transportation is provided to children in a variety of methods including staff, agency owned fleet, mileage reimbursement, and volunteers. The agency operates eight large yellow school buses and six mini yellow school buses.

Middle Way House is a private non-profit organization that provides services to domestic violence survivors through shelter or transitional housing. The agency utilizes an empowerment model that is concerned with assessing not only needs but also capacities. It encourages women and children to grow through safe and structured activities that build confidence and lead to significant change on an individual level. Middle Way House provides transportation to its clients by purchasing tokens

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SERVICES**

from Bloomington Transit or Yellow Cab. The agency serves Monroe, Owen, Greene, Morgan, and Lawrence counties.

South Central Community Action Program, Inc. – SCCAP is a private non-profit child development program designed to promote the educational and social competence of three- and four-year-old children and their families. Head Start promotes health and physical growth and development in pre-school children from eligible families. The program provides services that go beyond the classroom, such as early identification of child health/handicap problems, nutritional meals at the center, family services in the form of counseling and referral, and transportation to and from the center. SCCAP serves Monroe County only. Route deviation, door-to-door transportation service is provided with five light duty buses with one lift-equipped, and two yellow school buses. Service begins at 7:30 AM and ends at 5:30 PM. The agency provides transportation for 275 persons annually resulting in 32,000 passenger trips.

Senior Center Services of Bartholomew County is a private non-profit, United Way funded agency, offering a wide variety of programs and services to older adults. This agency represents the first senior center in Indiana, the first nationally accredited center in the state, the first senior housing community in Bartholomew County, and a nationally recognized senior employment program. Among the various programs that Senior Center Services offers is a transportation service to grocery shopping, doctors appointments, government offices, and activities when public transportation is not available. Transportation is provided on a door-to-door basis with one light-duty bus (with lift) and a standard 15-passenger van, along with volunteers. Individuals must call a day in advance to schedule trips.

Seymour Park & Recreation Department is responsible for implementing and conducting activities to meet the recreational needs of the area. The agency operates a bus to provide daily Monday through Friday transportation to the Seymour Community Center Meal Site near the Park & Recreation Department. Trips are scheduled by calling the Community Center. Day trips are also scheduled at the site, as well as multiple day tour trips in cooperation with Tour Companies. Some of the popular events attended are the Jackson County Fair, Indiana and Kentucky State Fairs, local festivals and points of interest throughout the state.

Columbus Regional Hospital provides demand responsive transportation services utilizing one lift-equipped converted van. Door-to-door service is provided Monday through Friday from 8:00 AM to 4:00 PM. Riders must call in advance to schedule a trip but calls are accepted on the day of the

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proposed trip. Over 1,000 trips are provided annually with about 200 of these serving individuals with wheelchairs. A hospital based charge is imposed for the service.

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.

Indiana University (IU) Campus Bus provides basic transportation on campus for the Indiana University community and Bloomington residents. The campus bus participated in the Bloomington MPO coordinated transportation plan, and was represented by the Bloomington MPO at statewide planning meetings. The system operates as a fixed-route, scheduled service, which is based on class times. Service is scheduled to have the maximum number of buses going to campus prior to class times. Weekday service operates from 7:30 AM to 11:30 PM., while Saturday service operates from 8:30 AM to 11:00 PM. Sunday service operates from 10:30 AM until 10:30 PM. Reduced service is provided during University break periods. Campus Bus Service is a completely fare free system; no transfers are provided to other transportation systems. The system operates 26 lift-equipped vehicles. The IU Campus Bus service shares a facility with Bloomington Transit (BT) and works cooperatively with BT in several ways.

Options for Better Living is a private non-profit organization that provides group living, in-home supports, community living, respite services, supported employment, health care coordination, and behavior management so that people with disabilities can live, work, and have fulfilling lives. The agency has offices in Bloomington and Bedford. Staff utilizing their personal vehicles provides much of their client transportation one-on-one. Options also has three vehicles in Bloomington, two of which are lift-equipped, one wheelchair accessible vehicle in Bedford, as well as additional vehicles placed at group homes to provide subscription services in the area. Service is provided twenty-four hours a day, seven days a week, as needed, to serve the clients. Employment, groceries, and YMCA are the primary destinations for the agency's transportation service.

First Call for Help 211 is a free and confidential information service that directs individuals to the health and human services they need in Bartholomew County. The agency provides referrals for clients of all types to a variety of transit providers who can meet their unique needs. The agency does not operate any vehicles or purchase transportation from private providers.

**General Descriptions
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Transportation
Providers**

**Other Transportation
Providers**

**Other Transportation
Providers**

Mitchell Transit Service (MTS) in Lawrence County is a city-wide public transit service funded with federal, state, and local funds. The service is concentrated on the transportation needs of older adults, individuals with disabilities, children, and anyone without other means of transportation. MTS operates Monday through Friday from 8:00 AM to 4:30 PM, with no service on weekends or major holidays. The service operates in a demand response mode with riders requested to call an hour ahead of the time they wish to be picked up, but if this is not possible, an individual may call at any time. Fares are \$0.75 for adults and \$0.50 for the elderly and persons with disabilities. MTS provides door-to-door service with a lift-equipped bus. Kindergarten/pre-school service is provided during the school year. Students are transported home from morning kindergarten or transported to school for afternoon sessions. Older students who miss the bus can call for a ride to school. MTS operates 2 lift-equipped vans at a total cost of \$111,549. A total of 11,220 passenger trips were provided in 2006.

Bloomington Hospital - Assisted Medical Transport provides assistance to individuals in wheelchairs or with other mobility problems for travel to and from Bloomington Hospital. The service is provided using six lift-equipped vans. Customers receive personal assistance to and from the van and are transferred to a responsible person at each destination. Indiana-certified emergency medical personnel who are employees of Bloomington Hospital Ambulance Service (BHAS) staff the vans. The service provides nearly 10,000 trips per year and is available to those residents of Monroe and surrounding counties.

Stone Belt is a private non-profit organization that provides services to over 1,100 individuals in an area including Monroe, Lawrence, Owen, Bartholomew, Jackson, and Jennings counties. The agency offers a wide range of services for individuals with disabilities, young children, and their families. The agency operates 11 group homes and has a van assigned to each home for exclusive service. Stone Belt contracts with Rural Transit for transportation to support its supportive living services in Lawrence, Monroe and Owen counties. The agency also contracts with the Transit Authority of Stone City in Bedford. These contracted services are subscription routes, i.e., transportation service provided under advanced arrangements, according to prearranged conditions, e.g., hours, days, specific routing, and paid for by a third party, in this case Stone Belt.

COORDINATION

Rural Transit, operated under the Area 10 Agency on Aging, has a history of coordination with Lawrence, Monroe and Owen counties. It operates a variety of services to meet the transit needs in these counties and their municipalities. A primary example of coordination in the area is Rural

Coordination

Transit's provision of paratransit service in the City of Bloomington for Bloomington Transportation Corporation (BPTC). This service, BT Access, is provided by Rural Transit under contract with the BPTC. The relationship calls for BPTC to manage policy development, customer service and eligibility, reservations intake and daily passenger scheduling with Rural Transit being responsible for daily vehicle operations, provision of vehicles, and fleet maintenance. In 2006 Rural Transit provided 37,731 ADA trips at a total cost of over \$468,000.

BPTC has a reciprocal transfer agreement with Rural Transit whereby Rural Transit vehicles use the BPTC downtown transfer facility and Rural Transit provides important connections for trips originating in Bloomington bound for destinations beyond the jurisdictional limits of Bloomington. BPTC also has a student and faculty/staff bus pass program with Indiana University (IU). The Universal Access Program with IU was negotiated in 2000 whereby IU purchases universal access on all BPTC services for their students. This has resulted in improved mobility and transportation options for students and increased ridership and revenue for BPTC. It also encourages the use of transit and reduces traffic congestion and parking demand around the IU campus. BPTC also shares an operating facility with the IU Campus Bus Service. The facility is jointly occupied by both BPTC and IU Campus Bus with BPTC owning the facility and IU owning the land. Common elements shared are vehicle fueling, cleaning, hydraulic hoist infrastructure, tire changing equipment, administrative offices, employee parking, employee break and locker room, and conference room. The BPTC and IU Campus Bus Service also have an agreement for joint fuel procurement, joint use of two-way radio equipment and GPS automatic vehicle locator system which has resulted in significant savings.

Aging & Community Services of South Central Indiana, Inc. purchases demand responsive client transportation services from other service providers in the area. Free transfers are available among the transportation providers in Monroe County. First Call For Help 211, a helpline with trained counselors, provides referrals for clients of all types to a variety of transit providers who can meet their unique needs. Several other agencies provide transportation referrals for clients to area transportation providers.

CONTRACTS

Seymour Transit contracts with Jackson Developmental Industries to bill them for rides for some of their clients. As addressed above, BT contracts with Rural Transit to provide its ADA paratransit trips, thereby reducing the volume of vehicles and drivers needed to provide the service. Rural Transit contracts with Stone Belt to provide their client transportation while TASC in Bedford also contracts with Stone Belt. Rural Transit also has service agreements with the Lawrence County Association of

Coordination

Contracts

Retarded Citizens, Sweet Owen Industries, Boys and Girls Club, and Girls, Inc.

FARE STRUCTURES

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

Rural Transit offers the following general public fare:

	Adult	Children
Within 1 County	\$0.75	\$0.50
Across 2 Counties	\$1.50	\$1.00

Seniors are asked to donate the full adult fare.

Bloomington Transit

Regular Fare	\$0.75
<i>Exact fare required, drivers do not carry change.</i>	
IU Students, Faculty and Staff	FREE
Monthly Passes	\$25.00
Semi-Annual Passes	\$125.00
Summer Fun Pass	\$10.00
Ten Ride Tickets (Sheet of 10)	\$7.50
Transfer to/from Other BT Routes	FREE
Transfer to/from Rural Transit	FREE

Transit Authority of Stone City (TASC)

Regular fare	\$0.75
Senior's Fare	\$0.50

Tokens are available at 10 for \$6.00 for regular fares, and 10 for \$4.00 for Senior Citizen fares.

Seymour Transit

Regular fare (including Elderly and ADA)	\$2
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Contracts

Fare Structures

Riders may purchase tokens for a discount price of 10 for \$16.00.

Mitchell Transit Service (MTS)

Regular fare	\$0.75
Elderly and ADA fare	\$0.50

Tran Services Corporation

Regular fare	\$0.75
Elderly and ADA fare	\$0.25

OPERATING STATISTICS

Exhibits III.1 through III.3 provide operating statistics for those transit providers that are included in the 2006 INDOT Annual Report. Exhibit III-1 indicates that Bloomington Transit is by far the largest provider in the region, with total boardings of over 2.4 million and over 1 million vehicles miles of service. The providers produced nearly 2.8 million trips. For the smaller providers in the region, the Transit Authority of Stone City was most productive. While its costs were higher than its peers, Exhibit III.2 shows that Stone City's result of 14.17 passengers per revenue vehicle hour was considerably higher than the other smaller providers. Its point deviation service may be attributable to that level of service productivity.

All of the systems provide demand response service with the exception of the Transit Authority of Stone City. As indicated by Exhibit III.3, each provider serves the general public with Mitchell Transit and Rural Transit also serving agency clients.

Fare Structures

Operating Statistics

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Operating Statistics

Exhibit III.1: 2006 Annual Service Statistics

System Name	Service Area	Total Boardings	Total Revenue Vehicle Miles	Total Revenue Vehicle Hours	Total Gallons Fuel
Bloomington Transit	Bloomington	2,401,257	1,036,180	92,199	282,049
Mitchell Transit	Mitchell	11,226	17,762	2,149	3,368
Rural Transit	Monroe, Owen, Lawrence, Putnam	158,908	494,960	22,247	60,850
Seymour Transit	Seymour	28,662	66,141	5,875	10,626
Transit Authority of Stone City	Bedford	74,832	83,248	5,280	14,657

Exhibit III.2: Operating Expenses per Revenue Hour and Mile

System	Pass/Rev.Hr.	Total FY 06 Operating Expenses	Cost / Revenue Hour	Cost / Revenue Mile
Bloomington Transit	26.04	\$4,811,074	\$52.18	\$14.64
Mitchell Transit	5.22	\$111,549	\$51.90	\$6.28
Rural Transit	7.14	\$1,031,532	\$46.36	\$2.08
Seymour Transit	4.87	\$159,313	\$27.11	\$2.40
Transit Authority of Stone City	14.17	\$478,893	\$90.69	\$5.75

Exhibit III.3: Service Characteristics

System Name	Service Area	Service Mode	Customer Type
Bloomington Transit	Bloomington	Fixed route, Demand response	General public
Mitchell Transit	Mitchell	Demand response	General public, agency clients
Rural Transit	Monroe, Owen, Lawrence, Putnam	Fixed route, Demand response	General public, agency clients
Seymour Transit	Seymour	Demand response	General public
Transit Authority of Stone City	Bedford	Point deviation	General public

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.4 provides an inventory of vehicles as reported by the transportation providers in the region. Participating organizations reported a total of 177 vehicles operating for human service agency and public transportation service in the region and its surrounding counties. One-hundred-forty of the vehicles included in the inventory were wheelchair accessible. This inventory does not include a complete count of school buses operated for Head Start programs.

**Vehicle Inventory and
Utilization**

Exhibit III.4: Vehicle Inventory

Agency Name	Wheelchair Accessible Vehicles	Not Wheelchair Accessible Vehicles	Total Vehicles
Aging and Community Services of South Central Indiana, Inc.	6	0	6
Area 10 Agency on Aging (Rural Transit)	17	4	21
Bloomington Hospital	6	0	6
Bloomington Transit	34	4	38
Columbus Regional Hospital	1	0	1
Developmental Services, Inc. (DSI)	10	22	32
Human Services, Inc. - Head Start**	14	0	14
Indiana University Campus Bus	26	0	26
Mitchell Transit Service	2	0	2
Options for Better Living*	2	2	4
Senior Center Services of Bartholomew County	1	0	1
Seymour Park and Recreation Dept.		1	1
Seymour Transit	4	0	4
South Central Community Action Program, Inc.**	1	4	5
Stone Belt	11	0	11
Transit Authority of Stone City (TASC)	5	0	5
Total Vehicles:	140	37	177

* Options for Better Living also operates a fleet of vehicles for its group homes. Those vehicles are not included in this table.

** Human Services-Head Start operates school buses and mini school buses only.

** South Central Community Action operates two school buses in addition to the vehicles listed above.

**Vehicle Inventory and
Utilization**

Approximately 64 of the vehicles are operated by the fixed-route systems in Bloomington and on Indiana University Campus. Likewise, Disability Services, Inc. operates a fleet of 32 vehicles to serve a multiple county region beyond the limits of this regional group of counties. Fourteen school bus and mini-school buses operated by Head Start, Inc. are included in the inventory. However, their applicability to coordination must be investigated against the Indiana Head Start regulations. Two additional school buses operated by South Central Community Action, as well as vehicles serving the residential facilities for Options for Better Living also are not included in exhibit III-4 because data about wheelchair accessibility of the vehicles was not available.

Vehicle Utilization

Vehicle utilization information was requested from each public, private, and human service agency transportation provider that participated in the planning process through completion of a survey and/or participation in the local stakeholder meetings. The available vehicle make, model, and year information, as well as the typical hours that the vehicle is in operation are provided in Exhibit III.5.

Exhibit III.5 : Region 1.3 Vehicle Utilization Chart (Cont'd)

System Name	Vehicle Type	Accessible	Passenger Capacity/W	Vehicle Make	Year	Time of Day Operated															
						AM							PM								
						5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	
Bloomington Transit	HDV	Yes	40/2	GILLIG	2003																9:30 PM
Bloomington Transit	HDV	Yes	40/2	GILLIG	2003																9:30 PM
Bloomington Transit	HDV	Yes	40/2	GILLIG	2003																9:30 PM
Bloomington Transit	HDV	Yes	40/2	GILLIG	2003																9:30 PM
Bloomington Transit	HDV	Yes	40/2	GILLIG	2003																9:30 PM
Bloomington Transit	HDV	Yes	29/2	GILLIG	2003																9:30 PM
Bloomington Transit	HDV	Yes	29/2	GILLIG	2003																9:30 PM
Bloomington Transit	HDV	Yes	40/2	GILLIG	2005																9:30 PM
Bloomington Transit	HDV	Yes	40/2	GILLIG	2005																10:30 PM
Bloomington Transit	HDV	Yes	40/2	GILLIG	2005																10:30 PM
Bloomington Transit	HDV	Yes	40/2	GILLIG	2005																12:00 AM
Bloomington Transit	HDV	Yes	40/2	GILLIG	2005																12:30 AM
Bloomington Transit	LDV	Yes	18/2	Ford	2006																8:00 PM
Bloomington Transit	HDV	Yes	40/2	GILLIG	2006																9:00 PM
Bloomington Transit	LDV	Yes	18/2	Ford	2007																8:00 PM
Developmental Services, Inc.	Chevrolet	Yes	4+2	Chevrolet	2003																
Developmental Services, Inc.	Plymouth	No	6	Plymouth	1996	Backup															
Developmental Services, Inc.	Ford	No	6	Ford	1996	Backup															
Developmental Services, Inc.	Dodge	Yes	12+2	Dodge	1996	Backup															
Developmental Services, Inc.	Plymouth	No	6	Plymouth	1998																
Developmental Services, Inc.	Chevrolet	No	6	Chevrolet	2003																
Developmental Services, Inc.	Chevrolet	No	12	Chevrolet	2002																
Developmental Services, Inc.	Jeep	No	4	Jeep	1996																
Developmental Services, Inc.	Chevrolet	No	5	Chevrolet	1999																
Developmental Services, Inc.	Chevrolet	No	5	Chevrolet	1997																
Developmental Services, Inc.	Buick	No	5	Buick	1993																
Developmental Services, Inc.	Plymouth	No	4	Plymouth	2001																
Developmental Services, Inc.	Saturn	No	4	Saturn	1998																
Developmental Services, Inc.	Minivan	No	10	Chevrolet	2003	Residential Vehicle - Camelot															
Developmental Services, Inc.	Standard Van	No	14	Chevrolet	1998	Residential Vehicle - River Road															
Developmental Services, Inc.	Minivan	No	6	Chevrolet	2000	Residential Vehicle - Greenbriar															
Developmental Services, Inc.	Sedan	No	4	Suzuki	1998																

Route Service
Demand Response

Exhibit III.5: Region 1.3 Vehicle Utilization Chart (Cont'd)

System Name	Vehicle Type	Accessible	Passenger Capacity/W	Vehicle Make	Year	Time of Day Operated															
						AM							PM								
						5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	
Developmental Services, Inc.	Standard Van	No	14	Dodge	1994																
Developmental Services, Inc.	Converted Van	Yes	12+2	Dodge	2001																
Developmental Services, Inc.	Converted Van	Yes	10+4	Dodge	2002																
Developmental Services, Inc.	Minivan	Yes	3+2	Chevrolet	2007																
Developmental Services, Inc.	Converted Van	Yes	12+2	Dodge	2000																
Developmental Services, Inc.	Sedan	No	5	Chevrolet	1996																
Developmental Services, Inc.	Minivan	No	6	Dodge	1997																
Developmental Services, Inc.	Sedan	No	5	Pontiac	1996																
Developmental Services, Inc.	Sedan	No	4	Pontiac	2001																
Developmental Services, Inc.	Sedan	No	4	Buick	2000																
Developmental Services, Inc.	Sedan	No	5	Chevrolet	1997																
Developmental Services, Inc.	Minivan	Yes	3+2	Chevrolet	2007																
Developmental Services, Inc.	Minivan	Yes	4+2	Dodge	1999																
Developmental Services, Inc.	Minivan	Yes	4+2	Dodge	2000																
Developmental Services, Inc.	Standard Van	Yes	12+2	Dodge	1998																
Rural Transit (Monroe County)		YES	6/1WC	Ford	1993																
Rural Transit (Monroe County)		NO	16	Ford	1994																
Rural Transit (Monroe County)		YES	18/2WC	Ford	1994																
Rural Transit (Monroe County)		YES	10/1WC	Dodge	1995																
Rural Transit (Monroe County)		YES	16/2WC	Ford	1995																
Rural Transit (Monroe County)		YES	14/2WC	Ford	1996																
Rural Transit (Monroe County)		YES	14/2WC	Ford	1996																
Rural Transit (Monroe County)		YES	16/2WC	Ford	1997																
Rural Transit (Monroe County)		YES	14/1WC	Ford	1998																
Rural Transit (Monroe County)		YES	14/1WC	Ford	1998																
Rural Transit (Monroe County)		NO	25	Ford	1999																
Rural Transit (Monroe County)		NO	15	Ford	1999																
Rural Transit (Monroe County)		NO	24	Ford	2001																
Rural Transit (Monroe County)		YES	12/2WC	Ford	2002																
Rural Transit (Monroe County)		YES	12/2WC	Ford	2002																
Rural Transit (Monroe County)		YES	16/2WC	Ford	2004																
Rural Transit (Monroe County)		YES	18/2WC	Ford	2006																
Rural Transit (Monroe County)		YES	18/2WC	Ford	2006																
Rural Transit (Monroe County)		YES	18/2WC	Ford	2006																
Rural Transit (Monroe County)		YES	18/2WC	Ford	2006																

Route Service
Demand Response

STAFFING

Due to the size of the system and fleet of vehicles, Bloomington Transit employs the majority of transit workers in the region for a total of 50 full-time and 33 part-time workers. Rural Transit follows in the number of employees with 21 full-time and 8 part-time employees. These five providers employed a total of 79 full-time employees and 52 part-time employees. Note that 54 of the 79 full-time employees serve as transit operators.

Staffing

SUMMARY

Invitations to complete the survey were provided to approximately 130 organizations including human service agencies, local transportation providers, schools, and local officials. There were 18 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.

Summary

There are two organizations included in this chapter with services limited to older adults. Three organizations are currently serving only school and head start students and their families. Three organizations are currently providing transportation only for their consumers with disabilities. And, 12 organizations provide general public transportation including specialized services for older adults and persons with disabilities.

Current coordination efforts in the region are primarily focused in Monroe County and Bloomington. The region also utilizes the 211 Information Referral Service for public transportation options.

Bloomington Transit is by far the largest provider in the region, with total boardings of over 2.4 million and over 1 million vehicles miles of service.

**INVENTORY OF
EXISTING
TRANSPORTATION
SERVICES**

Combined, local public transportation providers produced nearly 2.8 million trips. For the smaller providers in the region, the Transit Authority of Stone City was most productive.

All of the systems provide demand response service with the exception of the Transit Authority of Stone City. Organizations reported a total of 245 vehicles operating in the region (including some agencies that serve this region and it's surrounding counties).

Summary

IV. NEEDS ASSESSMENT

IV. NEEDS ASSESSMENT

NEEDS ASSESSMENT FOR BROWN, JACKSON, LAWRENCE, MONROE AND OWEN 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 Brown, Jackson, Lawrence, Monroe and Owen Counties, the consultant utilized information obtained from the stakeholder meetings held on June 20, 2007 and February 6, 2008 in Bedford. Staff of RLS & Associates moderated the meeting. There were nineteen attendees at the meeting, representing the following twelve agencies, organizations, transportation providers or governmental entities:

- City of Bedford (TASC)
- Seymour Transit
- SCCAP Head Start
- Older Americans Services Corporation
- City of Mitchell Transit
- Area 10 Agency on Aging (Rural Transit)
- Access Johnson County
- Middleway House
- Aging and Community Services of South Central Indiana
- Anchor House, Inc.
- Bloomington/Monroe County Metropolitan Planning Organization
- 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 needs were documented from these outreach efforts:

- Need for public transportation services in Jackson County beyond the Town of Seymour city limits, particularly to meet the medical transportation needs outside of Seymour.;
- More public transportation in rural areas, specifically to serve employment and residential areas;
- Transportation for acute medical appointments for the transportation disadvantaged population;
- More demand for service than some providers are able to meet;

**Needs Assessment for
Brown, Jackson,
Lawrence, Monroe
and Owen Counties**

- Need for daycare transportation to assist low-income individuals with job retention;
- Extended hours of transportation service and additional Sunday service in the Bloomington/Monroe County area;
- Operating area and hours for paratransit service needs to be extended in the Bloomington/Monroe County area;
- More frequent service provided in Bloomington/Monroe County area;
- Need to decrease the fares for transit service to make service more affordable for low-income individuals;
- Fare integration, particularly in the Bloomington/Monroe County area, to ease travel among multiple providers;
- Additional funds to meet the increasing operating costs of vehicles as human service program funds have not increased proportionally with operating expenses;
- Need to decrease call-ahead time for demand response service to make service more productive and responsive to customer needs;
- Expanded meals-on-wheels to meet the nutritional needs of the elderly;
- Regional service beyond traditional county lines to meet the growing need for employment and medical services, particularly Medicaid eligible trips;
- Determine a means to decrease vehicle insurance costs for transportation operators;
- Need to coordinate drug testing, driver safety training, bloodborne pathogen training, and health and safety training for regional transportation providers;
- Need to coordinate purchases of fuel, vehicle parts and services;
- Additional funding for collaboration meetings; and
- Serve more Head Start children in rural areas.

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 for this region.

- Adequate funding;
- “Turf” issues among agencies;
- Varying service hours among providers;
- Barriers within funding programs;
- Legislative support;
- Liability insurance;
- Unique characteristics of client population;
- Vehicles often needed during same hours;

**Challenges to
Coordination**

**Challenges to
Coordination**

- Restricted boundaries of service areas;
- Public awareness of available services;
- Restrictions on use of vehicles;
- Increased accessibility needs;
- Change in routine could be disruptive to existing consumers; and
- Lack of central location for transit information

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.

GOALS FOR 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 five 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 Jackson County;
- Municipality services limited to Jackson (Seymour), Lawrence (Bedford, Mitchell) and Monroe (Bloomington) Counties with these services limited to jurisdictional boundaries; and
- No regional service across all five counties.

Temporal Gaps

- Limited hours of service for the elderly and persons with disabilities, particularly in Brown and Jackson Counties;
- Service hours are not typically structured to effectively support employment opportunities, particularly for persons with low incomes;
- No Saturday or Sunday service in region with exception of Bloomington Transit which provides Saturday service; and
- No weekend demand response service for the elderly or persons with disabilities.

**Goals for
Coordination**

A comprehensive effort was made to obtain input from agencies, organizations, transportation providers and municipalities, but the response was somewhat limited. Unmet transportation needs, service gaps, and challenges to coordination persist despite on-going efforts to improve the quantity and quality of community transportation services. The transportation needs evolve around the need for more service for the transportation disadvantaged along with the need to reduce costs which could lead to more affordable services for the consumer. The service gaps were also noted as concerns by those attending the stakeholder meeting and respondents to the survey. The following chapter will provide strategies for addressing the unmet needs and service gaps identified in this chapter.

**V. IMPLEMENTATION
STRATEGIES/ALTERNATIVES
FOR BROWN, JACKSON,
LAWRENCE, MONROE, AND
OWEN COUNTIES**

V. IMPLEMENTATION STRATEGIES/ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

This chapter presents the implementation strategies/alternatives for the region comprised of Brown, Jackson, Lawrence, Monroe, and Owen 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: EXTEND SERVICE AREAS AND ENHANCE PUBLIC TRANSPORTATION SERVICES IN THE MOST RURAL PORTIONS OF THE FIVE-COUNTY AREA, THEREBY INCREASING THE AVAILABILITY OF SERVICES FOR OLDER ADULTS, INDIVIDUALS WITH DISABILITIES, PEOPLE WITH LOW INCOMES, AND OTHER TRANSPORTATION DISADVANTAGED INDIVIDUALS.

Objective 1.1: Provide general public transportation services in Jackson County beyond the Town of Seymour.

Implementation Strategies/Alternatives

1.1.1: Develop a coalition of interested Jackson County agencies and citizens to further evaluate the need for general public/coordinated human service transportation service in Jackson County with emphasis on older adults, individuals with disabilities, and people with low incomes.

Priority/Implementation Timeframe: Near-Term.

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

Parties Responsible:	Area service providers.
Implementation Budget:	None.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Efforts may lead to provision of service.
Performance Measures:	Coalition developed.

1.1.2: Conduct public outreach meetings to receive feedback from the public on adequacy of existing services and needs that are not being met.

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	Area service providers.
Implementation Budget:	None.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Efforts will lead to provision of service.
Performance Measures:	Outreach meetings completed.

1.1.3: Recognize a “champion” and “lead agency” to lead the effort to espouse the benefits of coordinated human service and general public transportation services in the county.

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	Area service providers.
Implementation Budget:	None.
Staffing Implications:	None.

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

Capital Requirements: None.

Ridership Implications: Efforts will lead to provision of service.

Performance Measures: Identify champion/lead agency within specified period.

1.1.4: Evaluate the feasibility of providing general public transportation services in Jackson County through expansion of the Seymour Transit System or incorporation of Jackson County into the Southern Indiana Transit System (SITS) serving Crawford, Harrison, Scott, and Washington Counties. Make a determination of which, if either, alternative will be pursued.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Champion, lead agency, area service providers.

Implementation Budget: None.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Efforts will lead to provision of service.

Performance Measures: Identify which alternative, if any, will be pursued.

1.1.5: Go before the Jackson County Board of County Commissioners to discuss the demand for general public transportation services and recommended alternatives for the provision of such services.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Champion, lead agency, area service providers.

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

Implementation Budget:	None.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Efforts will lead to provision of service.
Performance Measures:	Meeting held with Board of County Commissioners.

Objective 1.2: Develop a coordinated human service – general public transportation system for Jackson County. To be initiated if Objective 1.1 as noted above is not realized.

Implementation Strategies/Alternatives:

1.2.1: Initiate discussions with Jackson County Board of Commissioners. Develop a Power Point presentation to be used during the presentation that illustrates the benefits of coordinated human service and general public transportation services.

Priority/Implementation Timeframe:	First quarter – should be completed before county commissioner and public presentations are conducted.
Parties Responsible:	Coordination project partners.
Implementation Budget:	None.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership as service is expanded to meet need; and potential for contract service from agencies.

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

Performance Measures: Number discussions held; Power Point developed; and Coordinated service expansion initiated.

1.2.2: Develop an informational brochure on the benefits of public and coordinated transportation that could be distributed to local government officials and agency staff.

Priority/Implementation Timeframe: Second quarter – should be completed before open houses or public presentations are conducted.

Parties Responsible: Coordination project partners.

Implementation Budget: Staff involved in brochure development; and Printing costs.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Potentially an increase in ridership as government officials and agencies make residents and clients aware of system. Potential for contract service from agencies.

Performance Measures: Number of brochures distributed; Number of new riders; Number of new agency contracts; and Number of new coordination project partners.

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

Objective 1.3: Determine a lead transportation agency to assume the responsibility for providing coordinated transportation for human service agencies and possibly the general public in Jackson County.

Implementation Strategies/Alternatives:

1.3.1: Convene human service agency representatives and local government officials for the purpose of selecting a lead transportation agency.

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	County officials.
Implementation Budget:	None.
Staffing Implications:	Mobility manager/transportation coordinator and possible related staff to be hired later. (See Objective 1.5)
Capital Requirements:	To be determined.
Ridership Implications:	Possible increase in ridership resulting from one agency managing the transportation needs and coordinating resources of all 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.

1.3.2: Formally designate an existing agency or create a new transportation agency for the purpose of providing coordinated transportation in the county.

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	County officials.

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

Implementation Budget:	None.
Staffing Implications:	Mobility Manager/transportation coordinator and possible related staff to be hired later.
Capital Requirements:	To be determined.
Ridership Implications:	Possible increase in ridership resulting from one agency managing the transportation needs and coordinating resources of all 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.

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

Objective 1.4: Organize a Transportation Advisory Committee (TAC) composed of human service agencies that provide or contract for transportation services.

Implementation Strategies/Alternatives:

1.4.1: Designate government, human service agency, and consumer members to the Jackson County TAC.

Priority/Implementation Timeframe:	Near term for TAC formation; continuous for meetings.
Parties Responsible:	Coordination project partners Jackson County lead agency.
Implementation Budget:	Staff time involved. Possibly small copying budget for agendas and correspondence.
Staffing Implications:	Staff time involved in preparing agendas and

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

meeting notices and attending meetings.

Capital Requirements:

None.

Ridership Implications:

Potentially an increase in ridership as TAC members become aware of services available and community is introduced to the system. Also, a chance for contract service as agencies become aware of coordination project.

Performance Measures:

TAC formed; and meetings held at least quarterly.

Objective 1.5: Hire a mobility manager/transportation coordinator to develop a coordinated human service-general public transportation system for utilization by all applicable agencies within Jackson County.

Implementation Strategies/Alternatives:

1.5.1: Develop a job description (two examples are included in appendix B of this plan), advertise, interview and hire a qualified mobility manager/transportation coordinator. The Transportation Advisory Committee (TAC) should assist with this process and should include the major stakeholders that have been identified in this plan.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible:

Lead agency and coordination project partners.

Implementation Budget:

Salary, and fringe for Mobility Manager. Costs between \$40,000-\$50,000

Possible Funding Source:

New Freedom (5317) or the Job Access Reverse Commute (5316)
A 20% local match is required for both programs.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

Staffing Implications:	Hire a full-time Mobility Manager. Other transportation staff job duties may need to be adjusted if duties are shared by the Mobility Manager.
Capital Requirements:	None.
Ridership Implications:	Possible increase in ridership resulting from one agency managing the transportation needs and coordinating resources of all social 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.

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

Objective 1.6: Provide cross-county public transportation services in the Jackson-Jennings-Scott County area.

Implementation Strategies/Alternatives:

1.6.1: Area service providers in Jackson, Jennings, and Scott Counties (SITS) should meet to discuss how their respective transportation services could operate across county lines to increase transportation options for the transportation disadvantaged population in the area.

Priority/Implementation Timeframe:	Near Term.
Parties Responsible:	Area service providers.
Implementation Budget:	None.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Likely ridership increase.

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Performance Measures: Meeting held with area service providers.

1.6.2: Develop a methodology to enhance the provision of cross-county trips in the area. This could be accomplished by the sharing of transportation service information, including service schedules, through a common web site or other communication link.

Priority/Implementation Timeframe: Near Term.

Parties Responsible: Area service providers.

Implementation Budget: Cost of web site development.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Likely ridership increase.

Performance Measures: Methodology developed.

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

1.6.3: Develop Memorandums of Understanding among area service providers that are specific regarding how transportation services will be shared.

Priority/Implementation Timeframe: Near Term.

Parties Responsible: Area service providers.

Implementation Budget: None.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Likely ridership increase.

Performance Measures: Memorandums of Understanding developed.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

1.6.4: Initiate cross-county services as determined through meetings among area service providers.

Priority/Implementation Timeframe:	Near Term.
Parties Responsible:	Area service providers.
Implementation Budget:	None.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Likely ridership increase.
Performance Measures:	Services initiated.

1.6.5: As cross-county or regional services are initiated in the region, area service providers should evaluate the integration of fares among the area transportation systems in an effort to ease travel by the general public.

Priority/Implementation Timeframe:	Mid Term.
Parties Responsible:	Area service providers.
Implementation Budget:	None.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Likely ridership increase.
Performance Measures:	Fare integration evaluated.

Objective 1.7: Enhance the provision of public transportation services to job training sites in Lawrence and Monroe Counties as a result of corporate closings in this area.

Implementation Strategies/Alternatives:

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

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1.7.1: Rural Transit should further evaluate the need for transporting laid-off individuals to job training sites in the area and make plans for an increase in service provision.

Priority/Implementation Timeframe:	Near Term.
Parties Responsible:	Rural Transit.
Implementation Budget:	To be determined.
Staffing Implications:	Possibly additional drivers.
Capital Requirements:	To be determined.
Ridership Implications:	Likely ridership increase.
Performance Measures:	Needs evaluated.

1.7.2: The Area 10 Agency on Aging/Rural Transit should prepare and submit an application for Job Access and Reverse Commute funds to provide increased employment/job training transportation for the Lawrence-Monroe County area. Operating funds will be requested along with one lift-equipped light transit vehicle.

Priority/Implementation Timeframe:	Near Term.
Parties Responsible:	Rural Transit.
Implementation Budget:	To be determined. JARC projects require a 50% match.
Staffing Implications:	To be determined.
Capital Requirements:	To be determined.
Ridership Implications:	Likely ridership increase.
Performance Measures:	JARC application submitted.

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

Objective 1.8 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

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

transportation providers coordinate the acquisition of route and scheduling software to ensure software compatibility among providers.

Implementation Strategies/Alternatives:

1.8.1: Complete and submit the Section 5310 applications to INDOT by the announced deadline. The Area 10 Agency on Aging/Rural Transit will apply for four (4) lift-equipped light transit vehicles to replace vehicles that have met their useful life.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Rural 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 popularity of new vehicles.

Performance Measures: Section 5310 applications submitted to INDOT.

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

Implementation Timeframe: Near-Term.

Parties Responsible: Rural 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.

Goal #1: Extend service areas and enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

Performance Measures: Service agreements completed.

GOAL #2: EXTEND SCHEDULED SERVICES AND SERVICE HOURS TO THE MOST RURAL PORTIONS OF THE FIVE-COUNTY AREA, THEREBY INCREASING THE AVAILABILITY OF SERVICES FOR PEOPLE WITH LOW INCOMES AND OTHER TRANSPORTATION DISADVANTAGED INDIVIDUALS.

Objective 2.1: Rural Transit, operated under the Area 10 Agency on Aging in Lawrence, Monroe and Owen Counties, should provide Saturday and Sunday services in the three-county area. It may be more practical to begin with Saturday service and add Sunday service at a later date.

Implementation Strategies/Alternatives:

2.1.1: Rural Transit should evaluate the feasibility of extending its services to Saturday and Sunday in its three-county operating area. It is recommended that the service be initially operated in a demand responsive manner.

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible: Rural Transit System.

Implementation Budget: To be determined.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Some ridership increase with new service.

Performance Measures: Number of Saturday-Sunday riders.

Objective 2.2: Increase in scheduled services (i.e. additional routes and decreased service intervals) and hours by the Rural Transit System.

Implementation Strategies/Alternatives:

2.2.1: Rural Transit should make every effort through the use of available resources to expand its scheduled services and structure

Goal #2: Extend scheduled services and service hours to the most rural portions of the five-county area, thereby increasing the availability of services for people with low incomes and other transportation disadvantaged individuals.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

service hours, particularly for the most rural areas, to support employment opportunities for weekend and 2nd/3rd shift workers.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Rural Transit.

Staffing Implications: To be determined.

Capital Requirements: To be determined.

Ridership Implications: Likely ridership increase.

Performance Measures: Number of evening and weekend trips.

Goal #2: Extend scheduled services and service hours to the most rural portions of the five-county area, thereby increasing the availability of services for people with low incomes and other transportation disadvantaged individuals.

Objective 2.3: Ensure that people with low incomes, the general public, and employers are aware of early morning, evening and weekend service as it is implemented across the Rural Transit operating area.

Implementation Strategies/Alternatives:

2.3.1: Market early morning, evening, and weekend service to the general public and employers.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Rural Transit.

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 early morning, evening and weekend general public trips.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

Objective 2.4: Provide additional transportation services for individuals with disabilities through the preparation and submittal of coordinated applications for Section 5317 applications.

Implementation Strategies/Alternatives:

2.4.1: Complete and submit the Section 5317 applications to INDOT by the announced deadline. The Area 10 Agency on Aging/Rural Transit will apply for operating assistance and one lift-equipped light transit vehicle to serve the needs of persons with disabilities in Lawrence, Monroe and Owen Counties through collaboration with the Southern Indiana Center for Independent Living as well as serving nursing home residents.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Rural 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 popularity of new vehicles.

Performance Measures: Section 5317 applications submitted to INDOT.

GOAL #3: COORDINATE/POOL RESOURCES WHENEVER POSSIBLE AND ELIMINATE DUPLICATION OF SERVICES.

Objective 3.1: Develop a regional Interagency Transportation Committee (ITC) to facilitate the continued discussion of transit services in the five-county area, becoming a forum for local transit issues, education, networking and support.

Implementation Strategies/Alternatives:

3.1.1: The ITC 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

Goal #2: Extend scheduled services and service hours to the most rural portions of the five-county area, thereby increasing the availability of services for people with low incomes and other transportation disadvantaged individuals.

Goal #3: Coordinate/Pool resources whenever possible and eliminate duplication of service.

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from each of the five counties. Meetings should be held at least quarterly.

Priority/Implementation Timeframe:	Near-Term for formation of ITC; 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 ITC members become aware of services available and “spread the word” in the community.
Performance Measures:	ITC formed; ITC meetings held at least Quarterly.

**Goal #3:
Coordinate/Pool resources whenever possible and eliminate duplication of service.**

Objective 3.2: Create an information and referral system for use by human service agency clients and the general public in the five-county area.

3.2.1: Designate an entity within the five counties with the responsibility to house the information and referral system.

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	Rural Transit and coordination partners.
Implementation Budget:	To be determined.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

**Goal #3:
Coordinate/Pool resources whenever possible and eliminate duplication of service.**

Possible Funding Source:	Job Access and Reverse Commute (5316) and New Freedom (5317). A 50% local match is required for both programs.
Staffing Implications:	Rural Transit’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.

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

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	Rural Transit and coordination partners.
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.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

**Goal #3:
Coordinate/Pool resources whenever possible and eliminate duplication of service.**

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 3.3: Utilize tools to better educate and inform agency consumers and the general public of the benefits and availability of coordinated public transportation services and to dispel myths regarding program restrictions.

Implementation Strategies/Alternatives:

3.3.1: 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.

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.

3.3.2: 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.

3.3.3: Develop a marketing campaign that addresses the services provided in the five-county area and the need for additional state and local financial support to meet the growing transportation needs.

Implementation Timeframe:	Near-Term.
Parties Responsible:	Regional transit providers.
Implementation Budget:	To be determined.
Staffing Implications:	None.

**Goal #3:
Coordinate/Pool resources whenever possible and eliminate duplication of service.**

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

**Goal #3:
Coordinate/Pool resources whenever possible and eliminate duplication of service.**

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:	Active marketing campaign; and Increase in ridership.

Objective 3.4: Through interactive discussions between Rural Transit and other transportation providers in the five-county area, fundamental coordination practices should be further evaluated and implemented for the purpose of increasing coordination between the agencies.

Implementation Strategies/Alternatives:

3.4.1: Agencies should evaluate their current and potential coordination practices and develop Memorandums of Understanding/Contracts with all applicable transportation service providers. The MOU/Contracts should be specific as to the coordination that will occur, such as services to be provided, vehicles to be shared, or maintenance provided. 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 versus a contracted provider.

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	Local transportation providers and human service agencies.
	Implementation Budget: Staff time involved in preparing and negotiation of MOU and contracts.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Increased ridership through coordinated effort.

IMPLEMENTATION STRATEGIES/ ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

Performance Measures: Number of MOUs/Contracts developed.

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

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Coordination project partners.

Implementation Budget: Staff time involved.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: None.

Performance Measures: Reduced costs from joint purchasing.

**Goal #3:
Coordinate/Pool resources whenever possible and eliminate duplication of service.**

3.4.3: Coordinate staff training for each provider in the region including such training as driver safety, bloodborne pathogens, and other driver, maintenance, or administrative staff training as needed. Training should be jointly purchased as applicable.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Coordination project partners.

Implementation Budget: Staff time involved.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: None.

Performance Measures: Training coordinated; Reduced costs from joint purchasing.

3.4.4: Coordinate the drug and alcohol testing programs of the various public transportation providers in the five-county area as applicable under a contract with a single vendor.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Coordination project partners.

Implementation Budget: Staff time involved.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: None.

Performance Measures: Drug and alcohol testing coordinated;
Reduced costs from coordinated program.

**IMPLEMENTATION STRATEGIES/
ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES**

**Goal #3:
Coordinate/Pool resources whenever possible and eliminate duplication of 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 2013. 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)
V-1,2	1.1.1	Develop a coalition of interested Jackson County agencies and citizens to further evaluate the need for general public/coordinated human service transportation service in Jackson County with emphasis on older adults, individuals with disabilities, and people with low incomes.	Near-Term			
V-2	1.1.2	Conduct public outreach meetings to receive feedback from the public on adequacy of existing services and needs that are not being met.	Near-Term			
V-2,3	1.1.3	Recognize a "champion" and "lead agency" to lead the effort to espouse the benefits of coordinated human service and general public transportation services in the county.	Near-Term			
V-3	1.1.4	Evaluate the feasibility of providing general public transportation services in Jackson County through expansion of the Seymour Transit System or incorporation of Jackson County into the Southern Indiana Transit System (SITS) serving Crawford, Harrison, Scott, and Washington Counties.	Near-Term			
V-3,4	1.1.5	Go before the Jackson County Board of County Commissioners to discuss the demand for general public transportation services and recommended alternatives for the provision of such services.	Near-Term			
V-4	1.2.1	Initiate discussions with Jackson County Board of Commissioners.	Near-Term			
V-5	1.2.2	Develop an informational brochure on the benefits of public and coordinated transportation that could be distributed to local government officials and agency staff.	Near-Term			
V-6	1.3.1	Convene human service agency representatives and local government officials for the purpose of selecting a lead transportation agency.	Near-Term			
V-6,7	1.3.2	Formally designate an existing agency or create a new transportation agency for the purpose of providing coordinated transportation in the county.	Near-Term			
V-7,8	1.4.1	Designate government, human service agency, and consumer members to the Jackson County TAC.	Near-Term			
V-8,9	1.5.1	Develop a job description, advertise, interview, and hire a qualified mobility manager/transportation coordinator within Jackson County.	Near-Term		Yes	Yes
V-9,10	1.6.1	Area service providers in Jackson, Jennings, and Scott counties (SITS) should meet to discuss how their respective transportation services could operate across county lines.	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)
V-10	1.6.2	Develop a methodology to enhance the provision of cross-county trips in the area.	Near-Term		Yes	
V-10,11	1.6.3	Develop Memorandums of Understanding among area service providers that are specific regarding how transportation services will be shared.	Nea-Term			
V-11	1.6.4	Initiate cross-county services as determined through meetings among area service providers.	Near-Term	Yes	Yes	Yes
V-11	1.6.5	As cross-county or regional services are initiated in the regionl, area service providers should evaluate the integration of fares among the area transportation systems in an effort to ease travel by the general public.	Mid-Term		Yes	
V-12	1.7.1	Rural Transit should further evaluate the need for transporting laid-off individuals to job training sites in the area and make plans for an increase in service provision.	Near-Term		Yes	
V-12	1.7.2	Rural Transit should prepare and submit an application for JARC funds to provide increased employment/job training transportation for the Lawrence-Monroe County area.	Near-Term			
V-13	1.8.1	Complete and submit the Section 5310 applications to INDOT by the announced deadline. The Area 10 Agency on Aging/Rural Transit will apply for four lift-equipped light transit vehicles to replace vehicles that have met their useful life.	Near-Term	Yes		
V-13,14	1.8.2	Complete service agreements for the sharing and coordinated use of vehicles obtained under the Section 5310 program.	Near-Term			
V-14	2.1.1	Rural Transit should evaluate the feasibility of extending its services to Saturday and Sunday in its three-county operating area.	Mid-Term	Yes	Yes	Yes
V-14, 15	2.2.1	Rural Transit should make every effort through the use of available resources to expand its scheduled services and structure service hours, particularly for the most rural areas, to support employment opportunities for weekend and 2nd/3rd shift workers.	Near-Term	Yes	Yes	Yes
V-15	2.3.1	Market early morning, evening, and weekend service to the general public and employers.	Near-Term			Yes
V-16	2.4.1	Complete and submit the Section 5317 applications to INDOT by the announced deadline.	Near-Term			
V-16,17	3.1.1	The ITC 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 five counties.	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)
V-17,18	3.2.1	Designate an entity within the five counties with the responsibility to house the information and referral system.	Near-Term		Yes	Yes
V-18, 19	3.2.2	Develop a central call number (toll free) for information and referral purposes for anyone in the five-county area who needs transportation.	Near-Term			Yes
V-19	3.3.1	Develop brochures/rider guides for individual transportation providers and indicate that they are available in alternative formats.	Near-Term			
V-20	3.3.2	Develop a website that is Bobby compliant.	Mid-Term			Yes
V-20, 21	3.3.3	Develop a marketing campaign that addresses the services provided in the five-county area and the need for additional state and local financial support to meet the growing transportation needs.	Near-Term			
V-21, 22	3.4.1	Agencies should evaluate their current and potential coordination practices to develop Memorandums of Understanding with all applicable transportation service providers.	Near-Term			
V-22	3.4.2	Explore opportunities for joint purchasing of common goods and consumables such as preventive maintenance, insurance, fuel, etc.	Near-Term			
V-22	3.4.3	Coordinate staff training for each provider in the region including such training as driver safety, bloodborne pathogens, and other driver, maintenance, or administrative staff training.	Near-Term			
V-23	3.4.4	Coordinate the drug and alcohol testing programs of the various public transportation providers in the five-county area as applicable under a contract with a single vendor.	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

**ADOPTION AND
APPROVAL OF PLAN**

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

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Appendix A

Region 1.3

A-1: OUTREACH DOCUMENTATION SUMMARY

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION

PLAN

FOR BROWN, JACKSON, LAWRENCE, MONROE AND OWEN COUNTIES, INDIANA

Outreach Documentation Summary

Focus Groups

Date(s) & Locations Held:

 6/20/07 Bedford Chamber of Commerce

 2/6/08 Bedford Chamber of Commerce

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)

 12 6/20/07 @ Bedford Chamber of Commerce_

 8 2/6/08 @ Bedford Chamber of Commerce_

- 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).

Appendix A

Region 1.3

✓ Focus Group Summary Included in Report

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 _____ 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: _____180 invitations to complete the survey_____
- No. of Surveys Returned: _____18_____
- ✓ Listing of Survey Recipients attached
-

Other Outreach Efforts

Appendix A

Region 1.3

- ✓ Flyers or Brochures in
X Senior Centers X Community Centers

City/County Offices Other _____

- ✓ Teleconferences – Consultants called organizations to request follow-up information. Organizations that did not participate, but major transportation providers, were contacted by telephone to verify that they received the invitation/meeting notice.

- ✓ 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) INDOT

- ✓ 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.

Appendix A

Region 1.3

- Copy of web posting (if available).
- Copies of flyers, brochures, etc. attached along with distribution locations.

Appendix A

Region 1.3

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 1.3

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.ohdot.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 1.3



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 1.3

A-5: 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: 06/20/07

Time: 9:00 AM - Noon

Address: 1116 16th Street, Bedford

Chamber of Commerce Meeting Room

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

Appendix A

Region 1.3

A-6: MEETING AGENDA

COORDINATED PUBLIC TRANSIT-HUMAN SERVICE TRANSPORTATION PLAN

FOR Brown, Jackson, Lawrence, Monroe, Owen Counties

June 20, 2007 from 9:00 AM till Noon

At the Bedford Chamber of Commerce Meeting Room 1116 16th Street Bedford,

- 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
 - Weaknessess
 - Opportunities for Coordination
 - Obstacles to Coordination
- Coordination Alternatives: Innovative Ideas & Solutions
- Next Steps
- Adjourn

Appendix A

Region 1.3

A-7: MEETING SIGN IN SHEETS

Region 1.3 Bedford, Indiana - June 20, 2007			
Attendees			
NAME & AGENCY	AGENCY ADDRESS	TELEPHONE	E-MAIL
Wade Blackwell City of Bedford TASC	1620 L. Street Bedford, IN 47421	Phone: 812-275-1631 Fax: 812-275-1659	plan@bedford.in.us
Myra Wilson City of Bedford TASC	1620 L. Street Bedford, IN 47421	Phone: 812-275-1631 Fax: 812-275-1659	myra@bedford.in.us
Ted Jordan Seymour Transit	301-309 Chestnut Seymour, IN	Phone: 812-522-4020 Fax:	seycomdev@seymourcity.com
Kathy Potts SCCAP Head Start	1502 W. 15th ST. Bloomington, IN 47404	Phone: 812-334-8350 Ext 216 Fax:	bus@headstart.bloomington.in.us
Don Barger OASC		Phone: 865-3352 Fax:	don@OASC.us
Amy Clipp City of Mitchell Transit	407 S. 6th Street Mitchell, IN 47446	Phone: 849-1402 Fax: 849-0691	transit@blueriver.net
Greg Boruff/Jewel Echelberger Area 10 Agency	630 W. Edgewood Dr. Ellettsville, IN 47429	Phone: 876-3383 Fax: 876-9922	gboruff@area10.bloomington.in.us jechelbarger@area10.bloomington.in.us
Becky Allen (Brown) Access Johnsen Co.	P.O. Box 216 Franklin, IN 46131	Phone: 317-738-5523 Fax: 317-738-5515	beckyalen2@gmail.com
Jessie Hinds contact: Amy Harrison Middleway House	P.O. Box 95 Bloomington, IN 47402	Phone: 812-333-7404 Fax:	mwh.hr.coordinator@gmail.com
Diane Cantrell/Carol Davis Aging & Community Servics of So. Central IN	1331 13th St., Ste G900 Columbus, IN 47201	Phone: 812-372-6918 Fax:	dcantrell@areaxi.org
Deb Bedwell Anchor House, Inc.	P.O. Box 765 Seymour, IN 47274	Phone: 812-522-9308 Fax: 812-524-0803	ahshelter@comcast.net
Vickie Rayburn INDOT	100 N. Senate Ave., Rm 955 Indianapolis, IN 46204	Phone: 317-232-5078 Fax: 317-232-1499	vrayburn@indot.in.gov

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Tom Hamilton INDOT	100 N. Senate Ave., Rm 955 Indianapolis, IN 46204	Phone: 317-232-1498 Fax: 317-232-1499	thamilton@indot.in.gov
Misty Adams City of Bedford TASC	1102 16th Street Bedford, IN 47421	Phone: 812-275-1602 Fax: 812-275-1608	madams@bedford.in.us
James English INDOT	100 N. Senate Ave., Rm 955 Indianapolis, IN 46204	Phone: 317-232-1483 Fax: 317-232-1499	jenglish@indot.in.gov
Melanie Hacker TASC City of Bedford	1620 L. Street Bedford, IN 47421	Phone: 812-275-1631 Fax: 812-275-1659	tasc@bedford.in.us

Region 1.3 Bedford, Indiana - February 6, 2008

Attendees

NAME & AGENCY	AGENCY ADDRESS	TELEPHONE	E-MAIL
Greg Boruff/Jewel Echelberger Area 10 Agency	630 W. Edgewood Dr. Ellettsville, IN 47429	Phone: 876-3383 Fax: 876-9922	gboruff@area10.bloomington.in.us jechelbarger@area10.bloomington.in.us
Myra Wilson City of Bedford TASC	1620 L. Street Bedford, IN 47421	Phone: 812-275-1631 Fax: 812-275-1659	myra@bedford.in.us
Diane Cantrell/Carol Davis Aging & Community Services of So. Central IN	1331 13th St., Ste G900 Columbus, IN 47201	Phone: 812-372-6918 Fax:	dcantrell@areaxi.org
Don Barger OASC		Phone: 865-3352 Fax:	don@OASC.us
Amy Clipp City of Mitchell Transit	407 S. 6th Street Mitchell, IN 47446	Phone: 849-1402 Fax: 849-0691	transit@blueriver.net
Chuck Martindale Washington Transit		Phone: 456-1096 Fax: 812-876-5030	cmartindale@hepn.com

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Vickie Rayburn INDOT	100 N. Senate Ave., Rm 955 Indianapolis, IN 46204	Phone: 317-232-5078 Fax: 317-232-1499	vrayburn@indot.in.gov

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A-8: MEETING INVITATION AND DISTRIBUTION LIST, FEBRUARY 2008

From: cglover2@nc.rr.com

Subject: INDOT Coordination Plan Meeting-Bedford

Date: January 22, 2008 6:54:29 PM EST

To: cmartindale@insightbb.com, kthy550@bluemarble.net, area10@area10.bloomington.in.us, nsolomon@hsi-headstart.com, swarnell@dsiservices.org, rmeyer-sink@crh.org, lmay@kiva.net, ckenyon@areaxi.org, plan@bedford.in.us, myra@bedford.in.us, seycomdev@seymourcity.com, bus@headstart.bloomington.in.us, don@OASC.us, transit@blueriver.net, gboruff@area10.bloomington.in.us, jechelbarger@area10.bloomington.in.us, beckyallen2@gmail.com, mwh.hr.coordinator@gmail.com, dcantrell@areaxi.org, ahshelter@comcast.net, "\"Hess, Raymond\"" <hessr@bloomington.in.gov>, madams@bedford.in.us, tasc@bedford.in.us

Cc: jenglish@indot.in.gov, edemeter@RLSANDASSOC.COM, Lbrown@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 **Wednesday, February 6, from 9:00 AM - 11:00 AM at the Chamber of Commerce Meeting Room, 1116 16th Street, in Bedford.**

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

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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 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 6th in Bedford.

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A-9: Agenda

INDOT COORDINATED PUBLIC TRANSIT - HUMAN SERVICE TRANSPORTATION PLAN

STRATEGY DEVELOPMENT MEETING AGENDA

February 6, 2008

9:00 AM to 11:00 AM

Chamber of Commerce Meeting Room, 1116 16th Street, Bedford 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

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A-10: 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: _____

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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

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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)

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- 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:

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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

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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.

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- 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				

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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	

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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.)?

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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

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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.”

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<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.

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- 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

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- 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

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A-11: SPREADSHEET OF PARTICIPATION BY COUNTY

County	Organizations Invited to Participate in the Coordination Plan	Completed Survey	Attended Stakeholder Meeting	Participated in Telephone Interview	Participated in Bloomington MPO Plan	Section 5310 Recipient in 2006	Section 5310 Application 2007	Section 5311 in 2006	Section 5307 in 2006
	Brown County Division of Family Resources								
	Aging and Community Services of South Central Indiana, Inc.		Yes						
	Aging and Community Services of South Central Indiana, Inc.	Yes		Yes					
	ARC of Jackson County(Jackson County Association for Retarded Citizens)								
	C.A.S.A of South Central Indiana								
	South Central CAP, Kathy Potts	Yes	Yes						
	County Commissioner, Amy S. Couch								
County Council, Tony S. Embrey									
	Anchor House, Inc., Deb Dedwell		Yes						
	Brownstone Commissioner, Jerry D. Fish								
	Brownstone Council, Debbie Hackman								
	Council -- J. Andy Fountain								
	County Council, Gregory Prange								
	Developmental Services, Inc. REACH Services			Yes			Yes		
	Division of Disability and Rehabilitation Services								
	Human Services, Inc.								
	IMPACT c/o Jackson Child and Family Services								
	Indiana Division of Disability, Aging and Rehabilitative ServicesBureau of Developmental Disabilities Services								
	Jackson County Department of Child Services								
	Jackson County Society for the Handicapped								
	JacksonCounty United Way								
Seymour Transit	Yes	Yes	Yes			Yes	Yes		
Vocational Rehabilitation Services,Division of Disability, Aging and Rehabilitative Services									
	City of Mitchell, Amy Clipp		Yes				Yes		
	Area 15 Agency on Aging and Disability Services								
	TASC City of Bedford, Melanie Hacker		Yes	Yes			Yes		
	Bedford Council, Wade Blackwell, Myra Wilson	Yes	Yes						
Southern Indiana Center for Independent Living			Yes			Yes			

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County	Organizations Invited to Participate in the Coordination Plan	Completed Survey	Attended Stakeholder Meeting	Participated in Telephone Interview	Participated in Bloomington MPO Plan	Section 5310 Recipient in 2006	Section 5310 Application 2007	Section 5311 in 2006	Section 5307 in 2006
	Abilities Unlimited								
	Area 10 Agency on Aging, Greg Boruff, and Jewl Echelberger	Yes	Yes	Yes			Yes	Yes	
	Area 10 Council on Aging of Monroe & Owen Counties	Yes		Yes	Yes				
	Bell Trace Senior Living Community				Yes				
	Big Brothers Big Sisters of Monroe County								
	Bloomington Hospital - Assisted Medical Transport				Yes				
	Bloomington Public Transportation Corporation		Yes	Yes	Yes		Yes		Yes
	Bloomington Shuttle Service				Yes				
	Bloomington/Monroe County Metropolitan Planning Organization	Yes	Yes	Yes			Yes		
	Career Development Center								
	Catholic Charities Bloomington								
	Center for Women's Ministries								
	Child Protection Service of Monroe County								
	City of Bloomington Department of Community and Family Resources								
	City on a Hill								
	Community Kitchen				Yes				
	Contact: Elton Rockwell, President								
	Contact: John E. Russ								
	Council -- Mark Stoops								
	Dunn Mental Health Center			Yes					
	Family Service Association of Monroe County								
	First United Methodist Church								
	Greater Bloomington Chamber of Commerce								
	Habitat for Humanity for Monroe County Inc.								
	Harmony School Main Office								
	Hoosier Hills Indiana Area Service Center								
	Housing Solutions Inc.								
	Indiana Institute on Disability and Community						Yes		
	Indiana University Campus Bus Service			Yes	Yes				
	Mental Health America								
	Middle Way House, Jessie Hinds	Yes	Yes						
	Monroe County Courthouse								
	Monroe House				Yes				
	Options for Better Living				Yes		Yes		
	Salvation Army								
	South Central Community Action Program	Yes							
	Southern Indiana Center for Independent Living						Yes		
	St. Vincent De Paul Society								
	Stepping Stones								
	Stone Belt				Yes		Yes		
	The Villages								
	United Way Community Services of Monroe County Inc.								
	Volunteers in Medicine of Monroe County								
	Workforce Development Services of Vincennes University								
	Yellow Cab Co. Inc./White Cab Co.				Yes				

Appendix A

Region 1.3

County	Organizations Invited to Participate in the Coordination Plan	Completed Survey	Attended Stakeholder Meeting	Participated in Telephone Interview	Participated in Bloomington MPO Plan	Section 5310 Recipient in 2006	Section 5310 Application 2007	Section 5311 in 2006	Section 5307 in 2006
	County Commissioner, Steve Williamson								
	City Council								
	County Council, Patty Edwards								
W	Interfaith Community Council/Retired Senior Volunteer Program								
	Lifespan Resources, Inc., Susan Chepa								
	Mainstream Transportation Service								
	Medi-Ride								

LOWCOUNTRY REGIONAL TRANSPORTATION AUTHORITY JOB DESCRIPTION

Job Title: Mobility Manager
Department: Administration
Reports To: Executive Director
FLSA Status: Non-Exempt
Prepared By: Executive Director
Approved Date: 02/14/04
Approved By: Rochelle Ferguson, Executive Director

SUMMARY:

This employee is responsible for the day-to-day coordination of both the human service and public transportation systems. The work requires planning the daily routing schedule(s). The work requires mature judgment and independent initiative, with ability to organize work efficiently and work well with drivers as well as the public. The work is performed under general supervision and evaluated by Director.

ESSENTIAL DUTIES AND RESPONSIBILITIES:

- Responsible for the day to day coordination of the human service and public transportation program and services pursuant to contract designated responsibilities.
- An employee in this class performs administrative duties associated with the transportation department
- Uses all available resources solicited by the Director to transport clients using the most cost-effective and efficient manner possible
- Devises daily and weekly route schedules for all drivers
- Work includes developing daily driver's schedule(s) including route changes to drivers
- Gives directions and rerouting if necessary
- Compiles records
- Work requires a special understanding of the needs and behavior of clients served and diplomacy under frequent chaotic and noisy workload demands of a scheduling office
- Contacts drivers to work out schedules as they change
- Answers phone and take requests for service as needed
- Assesses client needs and identifies travel options
- Uses knowledge of routing software/ willingness to train drivers on how to use it
- Completes reports for finance department
- Arranges and/or provides drivers training sessions on a regular basis
- Analyzes routes and offers suggestions periodically to be most cost effective to clients and partners

- Attends meetings as required
- Attends DOT conferences/training and other functions as deemed necessary to job.
- Additional duties as may be assigned

KNOWLEDGE, SKILLS AND ABILITIES:

- ☑ Considerable knowledge of geographical layout of Allendale County and surrounding areas.
- ☑ Working knowledge of two-way radio systems.
- ☑ Skill in fielding a high volume of calls and handling demands simultaneously in a hectic working environment.
- ☑ Ability to communicate effectively in oral and written form.
- ☑ Ability to compile information and maintain and keep accurate records and reports.
- ☑ Extensive computer experience as well as the ability to use routing software.
- ☑ Ability to deal courteously and tactfully with the public.

DESIRABLE EDUCATION AND EXPERIENCE:

- ☑ Graduation from high school with additional training in computer skills and two-way radio operations.
- ☑ Experience in spreadsheet, database and routing software.
- ☑ Supervisory experience with at least 5 employees (minimum 3 years) desired.
- ☑ Public transportation system or scheduling dispatching experience desired.

SPECIAL REQUIREMENT DRUG & ALCHOL:

Must successfully pass pre-employment drug test, as well as random, reasonable suspicion, and post-accident drug and alcohol tests.

SUPERVISORY RESPONSIBILITIES:

Possible future responsibilities include supervision of drivers. Responsibilities include training employees, assisting in performance appraising, addressing customer complaints and resolving employee issues.

QUALIFICATIONS:

To perform this job successfully, an individual must be able to perform each essential duty satisfactorily. The requirements listed below are representative of the knowledge, skill, and/or ability required. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

EDUCATION and/or EXPERIENCE:

High school diploma and 2 to 4 years of related experience and/or training in computer skills and two-way radio operations; or equivalent combination of education and human resources experience is preferred. Transportation related experience desired. Individual

must be able to use a computer with the following necessary programs, Microsoft Word, Excel and routing software such as Routematch. Supervisory experience with at least 5 employees (minimum 3 years) desired. Public transportation system or scheduling dispatching experience desired.

LANGUAGE SKILLS:

Ability to read and interpret documents such as safety rules, operating instructions, and procedure manuals. Ability to write routine reports and correspondence. Ability to read, analyze, and interpret general business periodicals, professional journals, technical procedures, or governmental regulations. Ability to write reports, business correspondence, and procedure manuals. Ability to present information, speak effectively before groups of employees, managers, clients, customers, and the general public, as well as respond to questions.

MATHEMATICAL SKILLS:

Ability to work with mathematical concepts; perform basic math and calculate figures. Ability to apply concepts of basic numbers, probability and statistical inference. Ability to apply graphic concepts, fractions, percentages and ratios to practical situations.

REASONING ABILITY:

Ability to solve practical problems and deal with a variety of variables in situations where only limited standardization exists. Ability to interpret a variety of instructions furnished in written, oral, diagram or schedule form.

CERTIFICATES, LICENSES, REGISTRATIONS:

A valid class B commercial drivers license with passenger endorsement is a plus.

PHYSICAL DEMANDS:

The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

While performing the duties of this job, the employee is regularly required to sit and use a computer. The employee frequently is required to use hands and fingers, talk and listen. The employee is occasionally required to stand, walk, and reach with hands and arms. The employee must occasionally lift and/or move up to 20 pounds. Specific vision abilities required by this job include close vision, distance vision, color vision, peripheral vision, depth perception, and ability to adjust focus.

WORK ENVIRONMENT:

The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

While performing the duties of this job, the employee is occasionally exposed to outside weather conditions. The noise level in the work environment is usually moderately quiet to loud.

REQUIREMENT:

Must have at the time of employment and maintain throughout the period of employment, an operational telephone in the employee's private residence, or an operational personal pager and pager service.

I have reviewed and understand the contents of this job description as Mobility Manager.

Employee's Signature /Date

Executive Director or Designee/Date

Sample
Mobility Manager – Job Description

Job Title: Manager of Human Services Transportation Coordination

Hiring Salary Range: \$60,000 yr

Job Summary: Human services transportation coordination aims to improve transportation services for persons with disabilities, older adults and individuals with lower incomes by ensuring that communities coordinate transportation resources through multiple federal programs. This position will be responsible for Mobility Management which, under the Federal Transit Administration (FTA) definition: "consists of short-range planning, management activities and projects for improving coordination among public transportation and other transportation service providers with the intent of expanding the availability of services."

This position is FTA funded and is contingent upon continued future grant funding. Eligible activities for this position shall be limited and shall meet all program requirements identified in FTA program circulars.

Duties:

Develops and annually updates a "Locally Developed, Coordinated Public Transit-Human Services Transportation Plan" which identifies the transportation needs of individuals with disabilities, older adults and individuals with lower incomes; provides strategies for meeting those local needs and prioritizes transportation services for funding and implementation.

Promotes the enhancement and facilitation of access to transportation services, including the integration and coordination of services.

Supports state and local coordination planning and policy bodies such as regional partnering agencies and funding partners. Promotes the FTA initiative on the development of coordinated family of services.

Supports operational planning for the acquisition and implementation of ITS technologies to help plan and operate coordinated systems.

Develops enhanced strategies to implement FTA's required competitive project selection process.

Gathers and analyzes data to evaluate intermodal transportation service options for persons with disabilities, the elderly and others who are transportation disadvantaged to design the most efficient and cost effective option possible.

Promotes "United We Ride" efforts including activities related to the Job Access and Reverse Commute (JARC) Program, New Freedom Program (NFP), Elderly

Individuals and Individuals with Disabilities programs.

Develops and maintains the Mobility Action Council, a pro-active stakeholder group and coordinates public involvement activities.

Develops and manages JARC and NFP projects and budgets.

Develops strategies for seeking other funding sources and to leverage existing funding with non-FTA federal programs.

Required Knowledge, Skills, and Abilities:

Knowledge of the Americans with Disabilities Act (ADA) and its specific applications to public transportation.

Knowledge of the updated JARC (Section 5316), NFP (Section 5317) and Elderly Individuals and Individuals with Disabilities (Section 5310) programs.

Knowledge of the Coordinating Council on Access and Mobility (CCAM), United We Ride (UWR), Mobility Services for All Americans (MSAA) and other federal coordination initiatives with federal programs.

Knowledge of federal programs providing transportation funding for the targeted population.

Knowledge of the principles, procedures and strategies of coordinated human services transit-transportation planning and coordination strategies.

Knowledge of Federal Transit Administration (FTA) and Georgia Department of Transportation (FDOT) policies, procedures and practices.

Proficiency with spreadsheet, word processing, presentation, database and project management software.

Excellent interpersonal, written and verbal communication skills.

Ability to provide leadership and speak before public groups.

Ability to work independently and with others in an effective manner.

Ability to use a personal computer and other modern office equipment.

Ability to analyze data, define problems, identify potential solutions, develop implementation strategies and evaluate outcome.

Ability to prepare clear and concise oral and written reports.

Ability to read and understand transportation and program planning documents and standards.

Ability to work a flexible schedule that may include evenings and weekends.

Ability to establish and maintain effective working relationships with all levels of staff, community leaders, government representatives, and customers.

Ability to operate a motor vehicle; must possess and maintain a valid Georgia Driver's License.

Physical Requirements:

Extended periods sitting at a table, desk or workstation with use of a computer; normal visual acuity and field of vision; hearing, speaking and color perception; work involves periodic bending, stooping, reaching, standing and walking; requires dexterity in operating office machines and equipment; periodic need to carry items for short distances weighing up to 10 lbs. Periodic fieldwork in varying environments. Travel as necessary within or outside of service area via automobile or other mode of transportation.

Required Education and Experience:

A Bachelor's Degree from an accredited college or university in Transportation/Urban Planning, Business/Public Administration or a related field and four (4) years of progressively responsible experience with a public transit system handling the day-to-day operations of service planning, accessible services, human services transportation coordination or a related field. Qualifying experience must include computer proficiency and at least two (2) years of experience at an independent decision-making level. An equivalent combination of related education, training and experience that demonstrates the knowledge, skills and ability to effectively perform the functions of this position may be considered. A Master's Degree in Transportation/Urban Planning, Business/Public Administration or a related may be substituted for one year of the required experience.