

**COORDINATED PUBLIC TRANSIT-  
HUMAN SERVICES TRANSPORTATION  
PLAN FOR NEWTON, JASPER, PULASKI,  
AND STARKE COUNTIES, INDIANA**

**FINAL REPORT**

**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 for Newton, Jasper, Pulaski, and Starke 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 four 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

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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.

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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.

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- 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.

**Why a Public  
Transit-Human  
Services  
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## **II. EXISTING CONDITIONS**

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The four county region lies in the northwestern part of Indiana, immediately adjacent to the Indiana-Illinois boundary. The region is north of Lafayette, west of Fort Wayne, and south of Lake Michigan. This region includes the counties of Newton (population of 14,566), Jasper (30,043), Pulaski (13,755), and Starke (23,556) in Indiana. Larger cities in the region include Rensselaer (6,259); De Motte (4,013); Knox (3,701); Winamac (2,496); and North Judson (1,868). The region is bordered by the Indiana counties of Lake, Porter, LaPorte, and St. Joseph to the north; Marshall and Fulton to the east; Benton, White, and Cass to the south. Illinois counties to the west of this region include Iroquois and Kankakee.

Exhibit II.1 on the following page is a highway and location map of the area. The region is served by the following major highways: Interstate 65; U.S. Highways 24, 30, 35, 41, 231, and 421; and Indiana Routes 10, 14, 16, 16, 39, 49, 55, 71, 114, and 119.

### **ECONOMIC/DEMOGRAPHIC CHARACTERISTICS OF THE REGION**

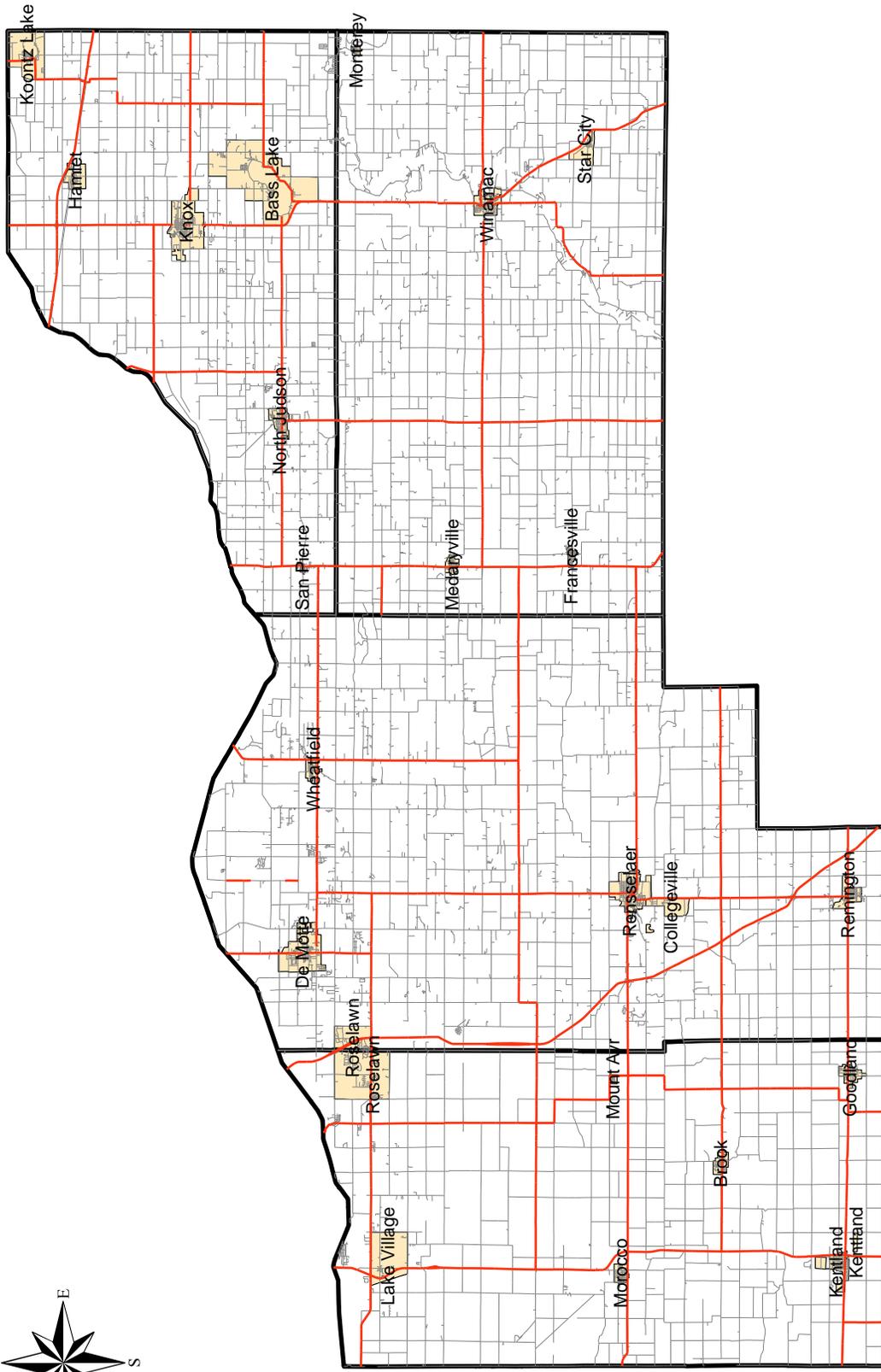
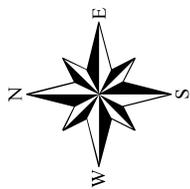
The following paragraphs provide demographic and economic descriptions of the region. Regional statistics are provided to support the existing and needed transportation service that is not contained within county boundaries.

#### **Population**

The region is approximately 1,705 square miles in size and has a total population of 81,920 people according to the 2000 U.S. Census. The map in Exhibit II.2 shows the population density for each block group within the region. The block groups of highest and moderately high population density were located in and around Lake Village, Kentland, Roselawn, De Motte, Wheatfield, Rensselaer, Collegeville, Remington, North Judson, and Winama. The block groups with moderate population density is in the northern section of Newton between Lake Village and the county line of Jasper; south and west of Morocco, in and around Goodland; in and northeast of De Motte; in and north of Remington; in and around the town of Medaryville; throughout most of the county of Starke. The remainder of the block groups in the region have low to very low population density per block group.

In terms of the region's most populous places in 2006, the city of Rensselaer ranked first with 6,259, while De Motte was the second largest place with 4,013. 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.

### **Economic/ Demographic Characteristics of the Region**

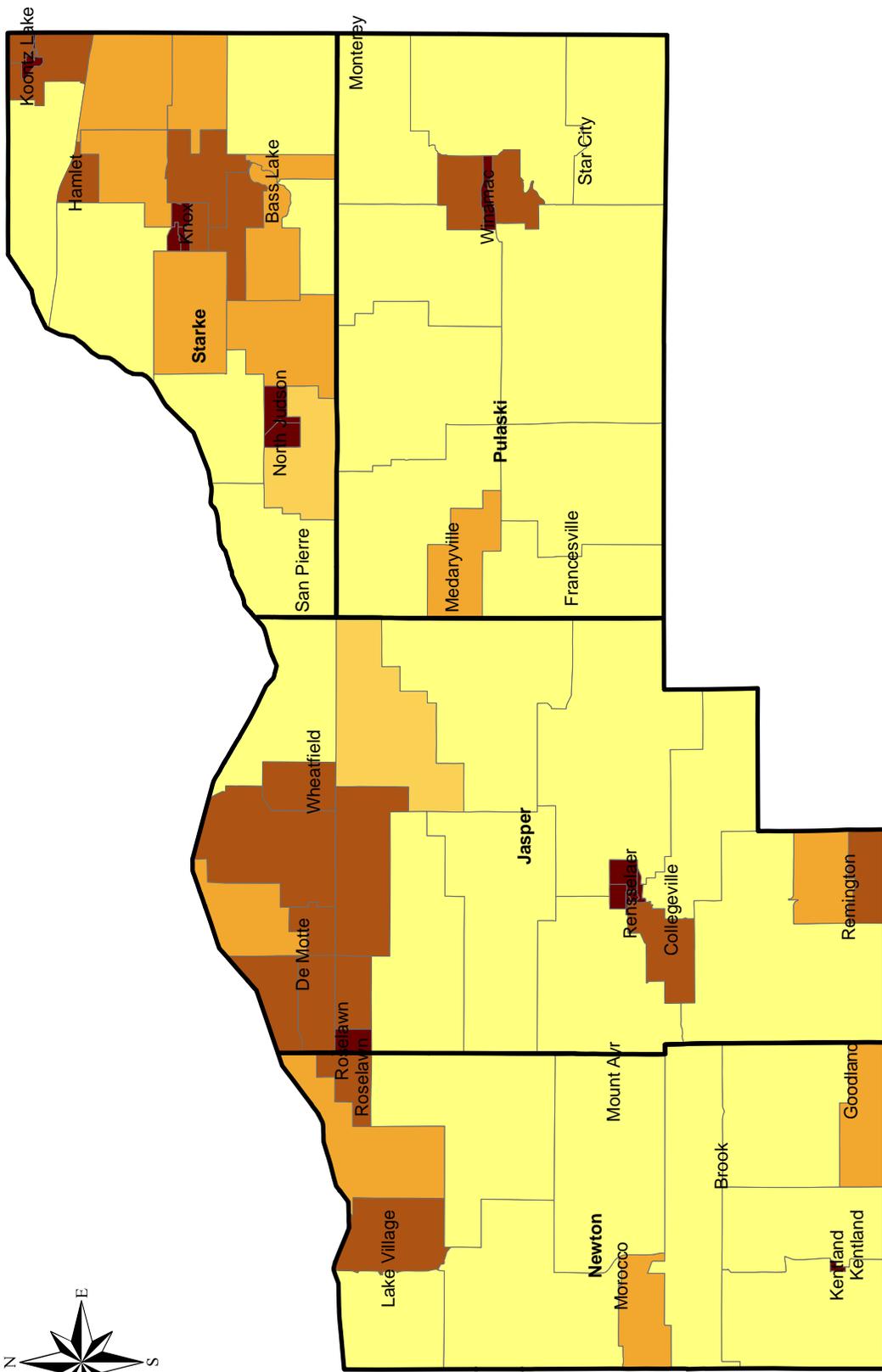
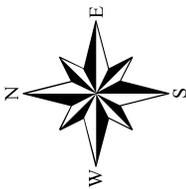


## Exhibit II-1: Highways and Cities

Newton, Jasper, Pulaski, Starke



— Major Roads



**Group 2 Blockgroups**

	8.667 - 46.93
	46.94 - 49.72
	49.73 - 85.84
	85.85 - 554.7
	554.8 - 4329



**Exhibit II-2:  
Population Density**

Newton, Jasper, Pulaski, Starke

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

	<b>2006</b>	<b>% of Region’s Total Y2000 Pop.</b>
Rensselaer	6,259	7.6%
De Motte	4,013	4.9%
Knox	3,701	4.5%
Winamac	2,496	3.0%
North Judson	1,868	2.3%
Kentland	1,720	2.1%
Remington	1,266	1.5%
Morocco	1,143	1.4%
Goodland	1,030	1.3%
Brook	1,007	1.2%

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

**Race**

According to 2000 data from the U.S. Census, the region’s population was primarily White/Caucasian (97.20 percent of the population). The total minority population was reported to be 2.80 percent of the population. Exhibit II.4 lists the breakdown of the different race categories for the region’s population.

**Exhibit II.4: Race Distribution**

<b>Race</b>	<b>Population</b>	<b>Percent</b>
White	79,625	97.20%
African American	299	0.36%
Native American	212	0.26%
Asian	260	0.32%
Other	814	0.99%
Two or More Races	710	0.87%
Total Minority	2,295	2.80%
Total Population	81,920	100.00%

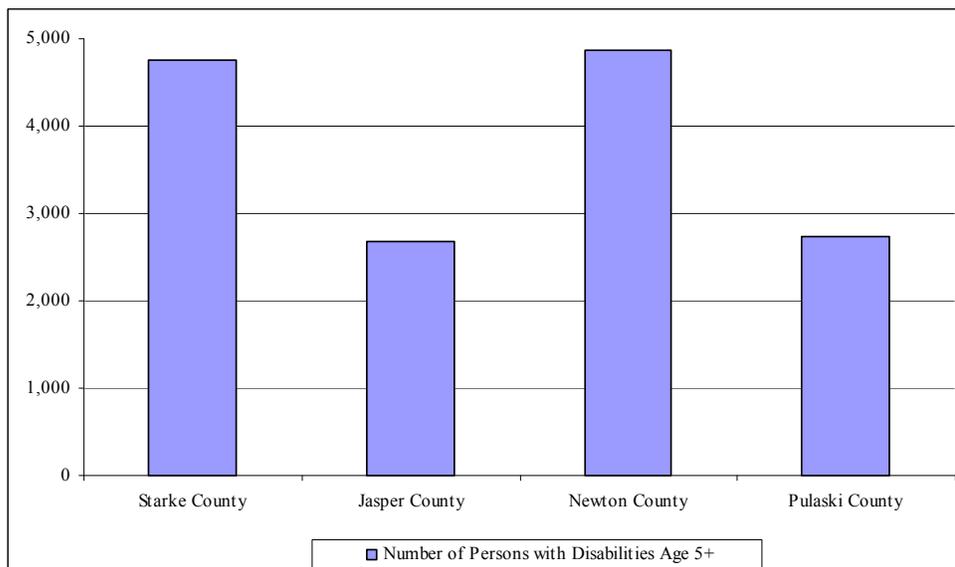
Source: U.S. Census Bureau, 2000

**Disability Incidence**

Disability incidence data was collected using the 2000 U.S. Census. The following exhibit (Exhibit II.5) shows the number of persons in each county over the age of 5 with disabilities. Some 15,046, or 18.4 percent, of the regions' population reported having some type of disability. This is a relatively high rate of disability incidence as Indiana's percentage of persons with disabilities is only 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 household income figures reported the average per capita income in the region was \$25,249 for 2005. Exhibit II.6 below lists the 2005 per capita incomes, and 2004 median household incomes for each county in the region.

**Exhibit II.6: Per Capita and Median Household Income**

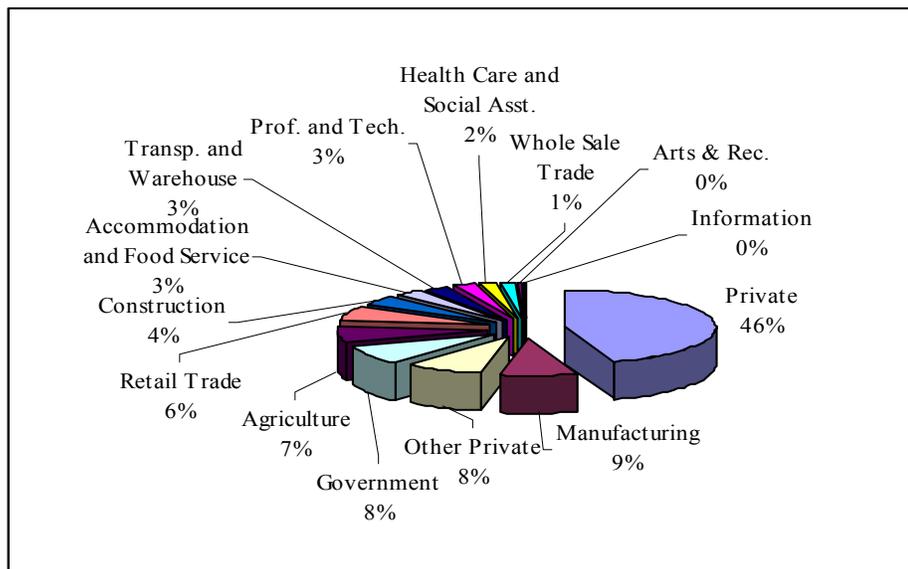
County	Per Capita Income (2005)	Median HH Income (2004)
Newton County	\$24,940	\$43,726
Jasper County	\$27,250	\$47,557
Pulaski County	\$27,137	\$39,066
Starke County	\$21,667	\$38,913
State of Indiana	\$31,173	\$43,217

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

**Industry and Labor Force**

‘Private’ trades employed the most people with 28,045 employees. ‘Manufacturing’ trades employed the second highest number of people, and ‘other private’ was the third largest employer. Reportedly, 5,145 workers were employed by government offices. In addition, 4,056 people were employed in retail trade. Exhibit II.7 is an illustration of the employment by industry. Some of these totals do not include select county data as it was not available due to U.S. Bureau of Economic Analysis non-disclosure requirements.

**Exhibit II.7: Regional Employment by Industry**



Source: US Bureau of Economic Analysis

‘Private’ trades had the highest reported total wages in the region during 2005. Employees of ‘private’ trades earned \$838,898. ‘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). ‘Accommodation and food service’ and ‘information’ 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 non-disclosure requirements.

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

<b>Employment</b>	<b>Annual Earnings</b>
Private	\$838,898
Manufacturing	\$273,752
Government	\$199,350
Other Private	\$97,694
Construction	\$84,719
Retail Trade	\$74,283
Prof. and Tech.	\$56,095
Transportation and Warehouse	\$54,654
Agriculture	\$54,629
Whole Sale Trade	\$35,593
Health Care and Social Asst. *	\$35,088
Arts & Rec. *	\$13,362
Accommodation and Food Service *	\$7,701
Information	\$6,518

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

**Journey to Work**

The percentage of persons that travel less than 30 minutes to work is 59 percent. Twelve percent of persons travel more than one hour to work. Exhibit II.9 illustrates the average commute time for each county in the region, according to 2000 U.S. Census Bureau statistics.

**Exhibit II.9 Average Commute Time to Work**

<b>County</b>	<b>Travel Time</b>
Newton County	20 minutes
Jasper County	13 minutes
Pulaski County	8 minutes
Starke County	10 minutes

The average commute time to work for the region is 13 minutes. It is noted that approximately 96 percent of the labor force in the region commute to work.

**COUNTY PROFILES**

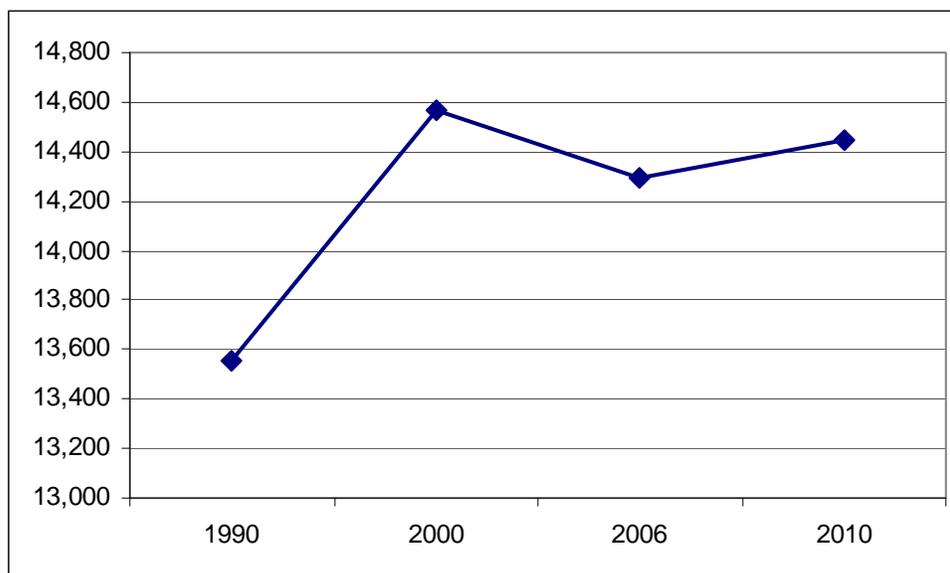
The following paragraphs explain the demographic and economic characteristics of each county within the region. County demographic categories are similar to the regional categories, but are intended to provide a more detailed description of existing conditions in each county.

**Newton County**

**Population Growth**

According to information from the State of Indiana, the total population of Newton County in 2006 was 14,293 persons. This is a decrease from the 2000 Census population of 14,566. This means the population has declined nearly two percent between 2000 and 2006. The Indiana Business Research Center is projecting an increase in population through 2010. The projected population for 2010 is 14,444. Exhibit II.10 illustrates the historical and projected population trends for Newton County through the year 2010.

**Exhibit II.10: Population Trends**



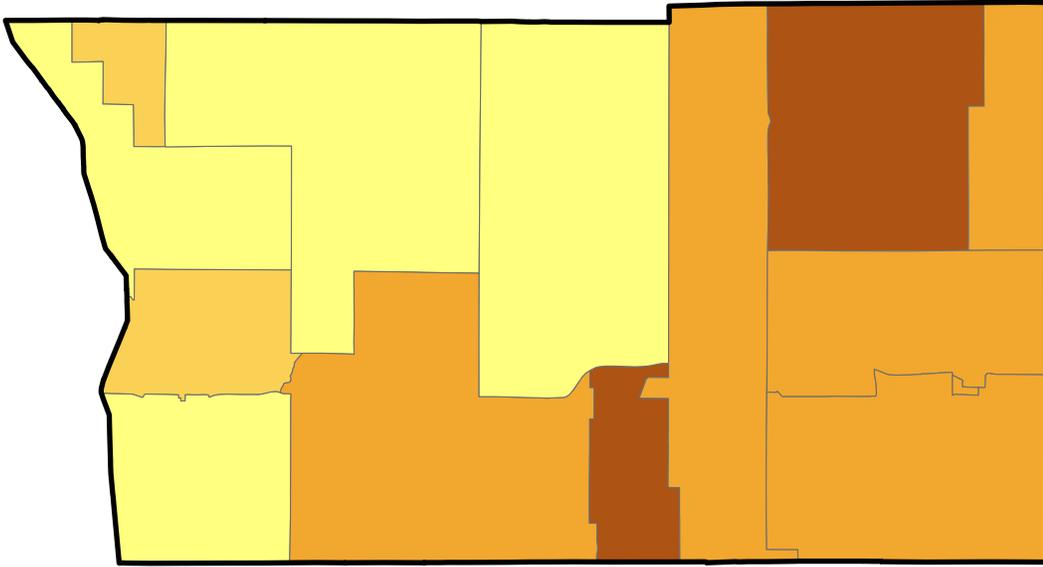
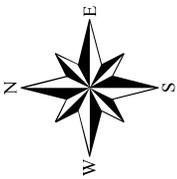
Source: 1990 & 2000 Census Bureau & STATS Indiana

**Age**

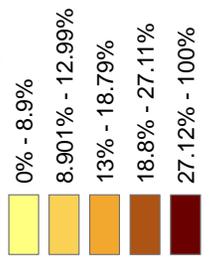
Exhibit II.11 illustrates the density of persons aged 65 and older by Census block group. The block groups with levels of moderately high density (18.8 –

27.11 percent) and moderate density (13 – 18.79 percent) of residents aged 65 and older are located in the southern half of the county and south of Lake Village to the town of Morocco and along the west county line border. 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 Newton County in 2000 was between age 25 and 44, constituting 28.5 percent of the county's population (see Exhibit II.12). The second largest age group was 45 to 64 year olds (24.4 percent). Approximately 26.4 percent of the population in Newton County was under age 18, while 12.8 percent was age 65 or older. The distribution indicates that the majority of the county's population was in the working age groups and moving toward the age for retirement.

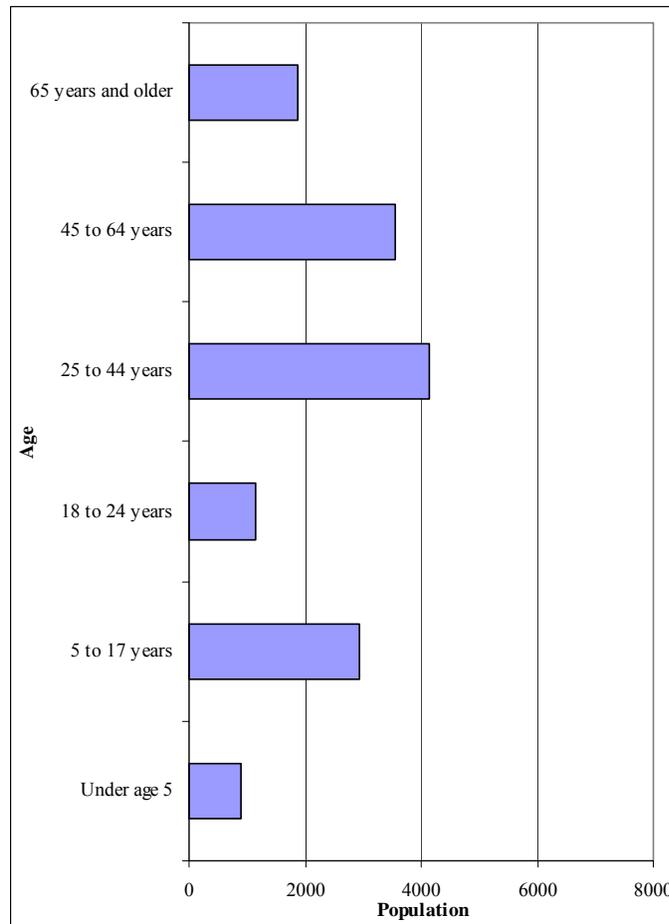


**Group 2 Blockgroups**



**Exhibit II-11:**  
**Population Aged 65+**  
**Newton, Jasper, Pulaski, Starke**

**Exhibit II.12: Population by Age**

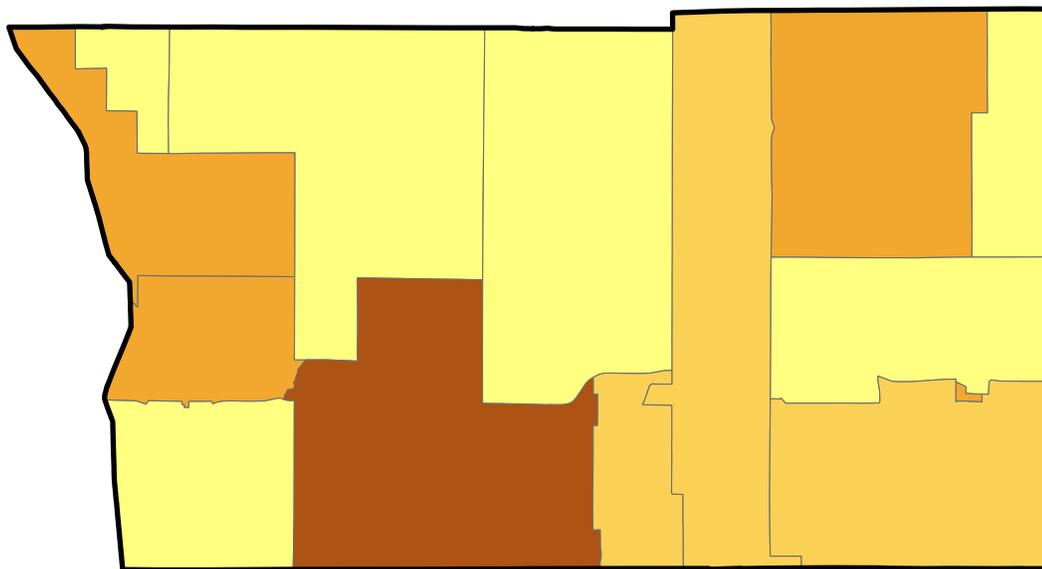
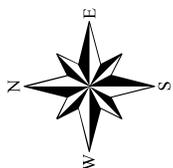


Source: 2000 US Census Data

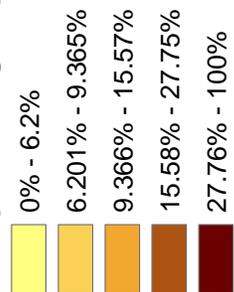
**Economic Profile**

**Employment and Income**

The U.S. Census Bureau reported in 2000 that there were 5,373 total households in Newton County. Exhibit II.13 illustrates the density of households below the poverty level per square mile. Areas having a moderately high density (15.58 – 27.75 percent) of households below the poverty level were found south of Lake Village and north of Morocco along the west county line. Areas with a moderate density of households below poverty level are found along the northern county line border to east of Lake Village and in the southeast section of the county north of Goodland but south of the town of Brook along the county line. The remainder of the county had lower densities of households below the poverty level.



**Group 2 Blockgroups**



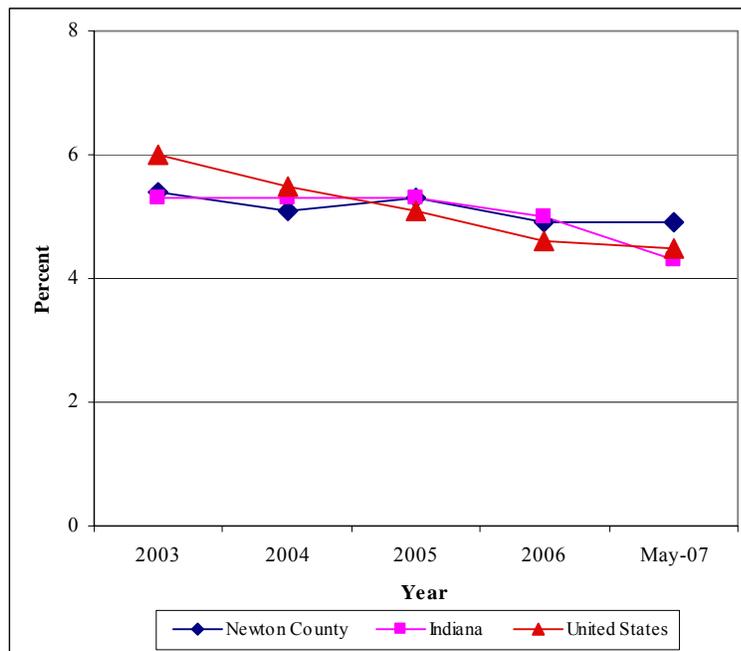
**Exhibit II-13:  
Households Beneath Poverty Level**

Newton, Jasper, Pulaski, Starke

**Industry and Labor Force**

The 2006 Newton County labor force consisted of 7,236 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county’s unemployment rate reached a high in 2003 of 5.4 percent, but remained lower than the national level. Exhibit II.14 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

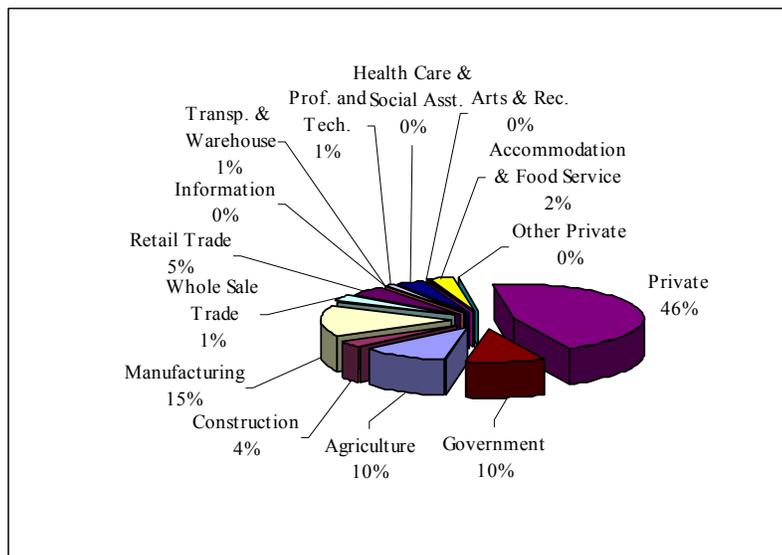
**Exhibit II.14: Comparison of Unemployment Rates**



Source: Bureau of Labor Statistics

‘Private’ sector was the largest industry with 4,139 employees in 2005. ‘Manufacturing’ industry were the second largest employer (1,321 employees) and ‘agriculture’ was the third largest. Reportedly, 949 workers were employed by the ‘agriculture’ industry. In addition, 875 people were employed by the ‘government’. Exhibit II.15 is an illustration of the employment by industry.

**Exhibit II.15: Employment by Industry**



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

The ‘private’ sector had the highest reported total wages of 2005 earning \$123,839. ‘Manufacturing’ and ‘government’ employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis. ‘Transportation and warehouse’ and ‘information’ did not have county data information available due to Bureau of Economic Analysis non-disclosure requirements. The table in Exhibit II.16 outlines the total wages earned, by industry.

**Exhibit II.16: Employment by Industry**

Employment	Annual Earnings
Agriculture	\$ 8,215
Construction	\$ 9,222
Manufacturing	\$ 50,771
Whole Sale Trade	\$ 14,647
Retail Trade	\$ 7,364
Transportation and Warehouse	*
Information	*
Prof. and Tech.	\$ 2,301
Health Care and Social Asst.	\$ 7,304
Arts & Rec.	\$ 2,344
Accommodation and Food Service	\$ 2,344
Other Private	\$ 10,515
Private	\$ 123,839
Government	\$ 32,860

Source: US Bureau of Economic Analysis

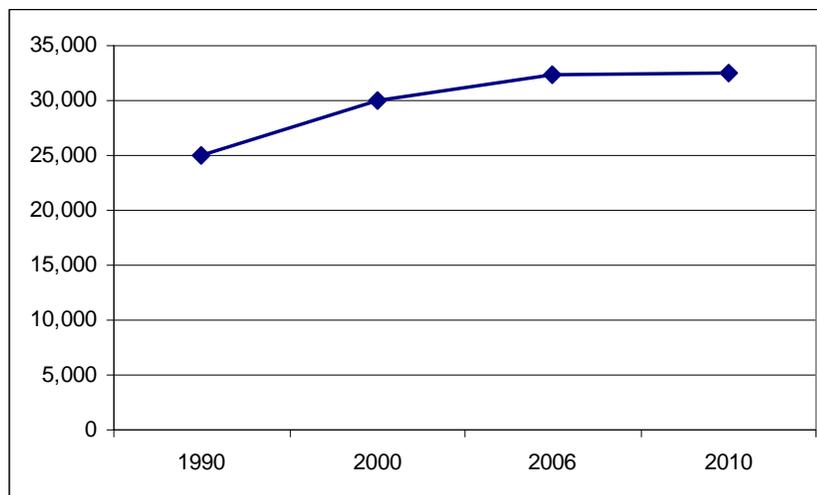
\* Data not available due to BEA non-disclosure requirements.

**Jasper County**

**Population Growth**

According to information from the State of Indiana, the total population of Jasper County in 2006 was 32,296 persons. This is an increase of seven percent from the 2000 Census population of 30,043. The Indiana Business Research Center is projecting a continued increase in population. The projected population for 2010 is 32,534, an increase of less than one percent from 2006. Exhibit II.17 illustrates the historical and projected population trends through 2010.

**Exhibit II.17: Population Trends**

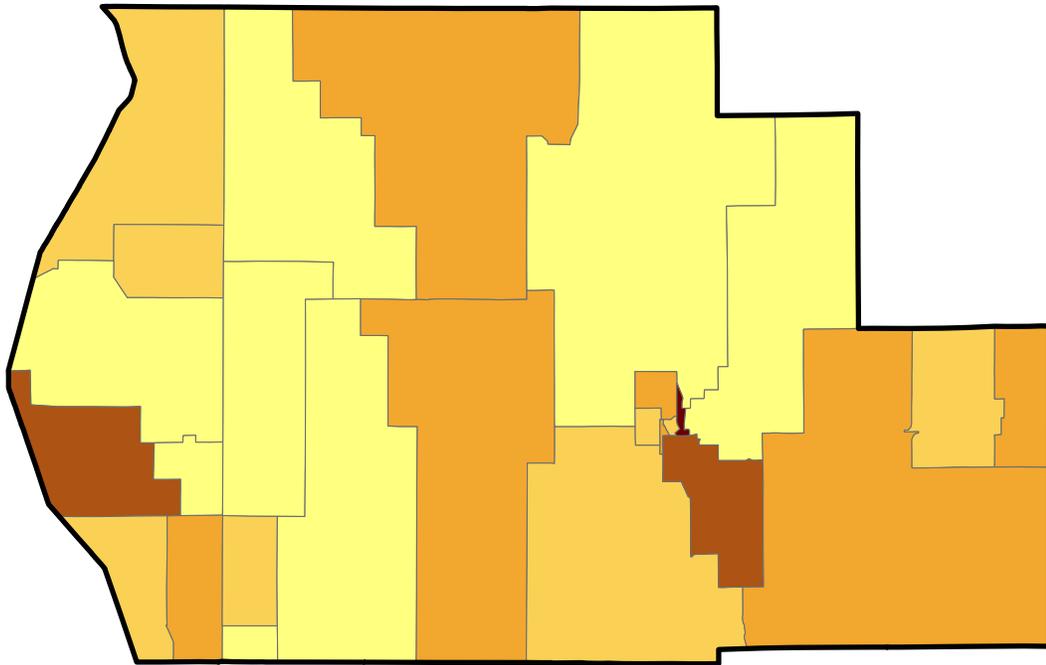
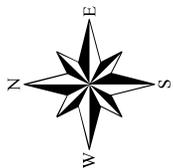


Source: 1990 & 2000 Census Bureau & STATS Indiana

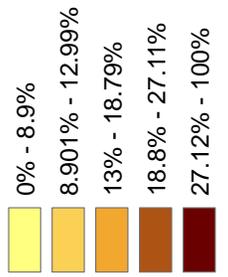
**Age**

Exhibit II.18 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density (27.12 – 100 percent) and moderately high density (18.8 – 27.11 percent) of residents aged 65 and older is located in and southwest of Rensselar and north of De Motte. Areas of moderate density (13 – 18.79 percent) of senior citizens are found east of Roselawn, in the central section of the county running from the west county line of Jasper County to the east county line of Pulaski County, and in the farthest southern section of the county. The remainder of the county has low to very low elderly population density.

The largest age cohort was between age 25 and 44, constituting 27.6 percent of the county’s population (see Exhibit II.19). The second largest age group was 45 to 64 year olds (22.3 percent). Approximately 27.4 percent of the population was under age 18, while 12.4 percent was age 65 or older.



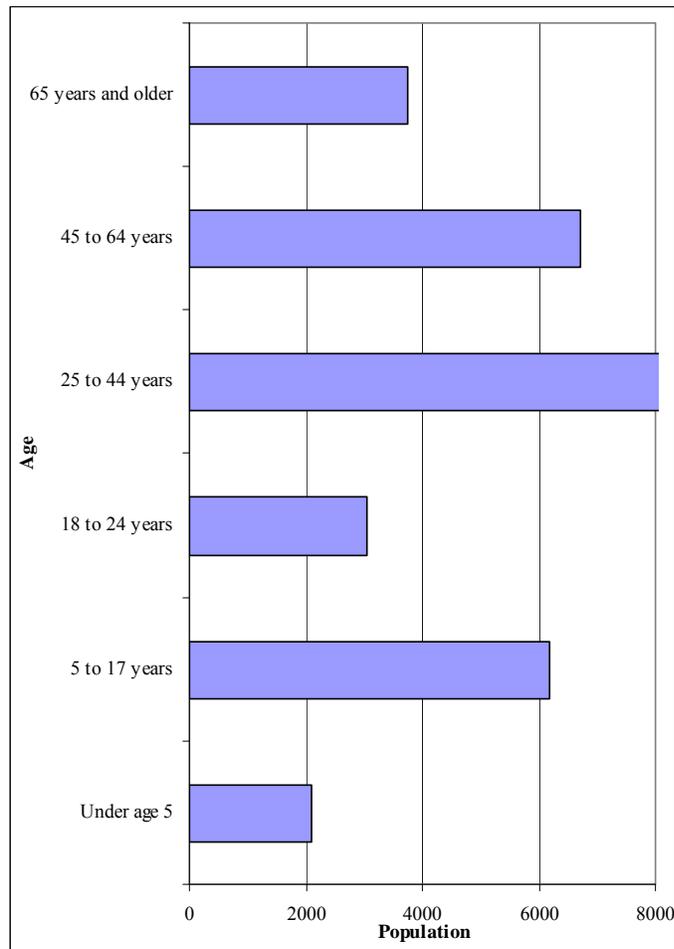
**Group 2 Blockgroups**



**Exhibit II-18:  
Population Aged 65+**

Newton, Jasper, Pulaski, Starke

**Exhibit II.19: Population by Age**

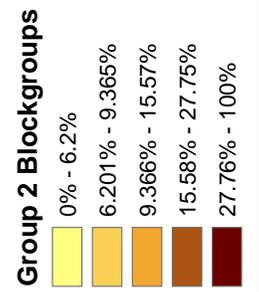
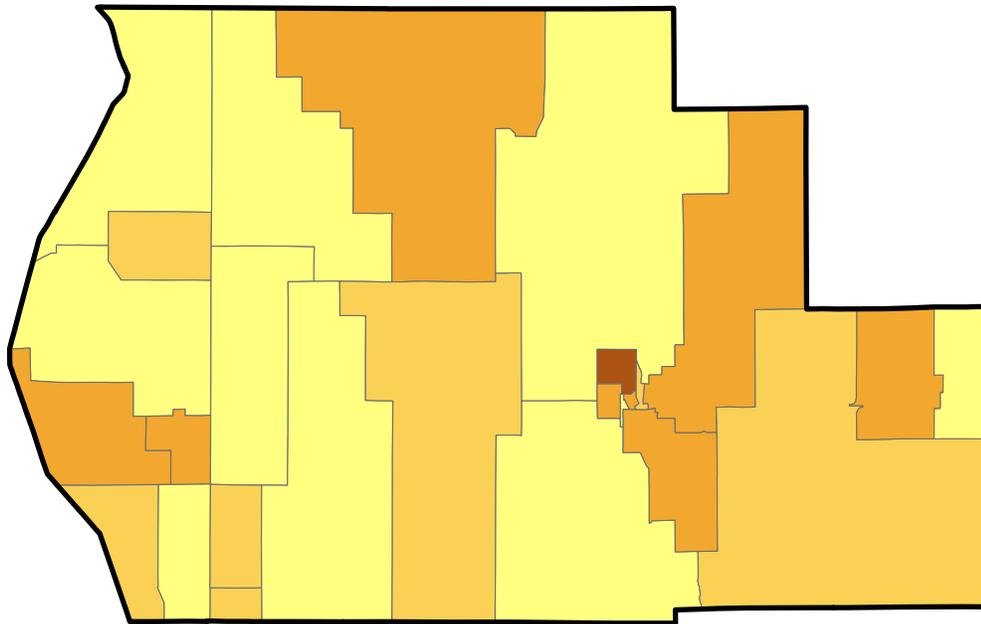
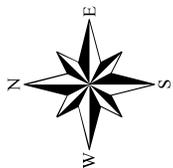


Source: 2000 US Census Data

**Economic Profile**

**Employment and Income**

The U.S. Census Bureau reported in 2000 that there were 10,672 total households in Jasper County. Exhibit II.20 illustrates the density of households below the poverty level per square mile. Areas having a moderately high density (15.58 – 27.75 percent) of households below the poverty level were found east of Rensselaer. Areas with a moderate density of households below poverty level are found north of Remington, south and southeast of Collegette, in and in surrounding areas of De Motte, and east of the central section of the county running to the county line of Pulaski County. The remainder of the county had lower densities of households below the poverty level.

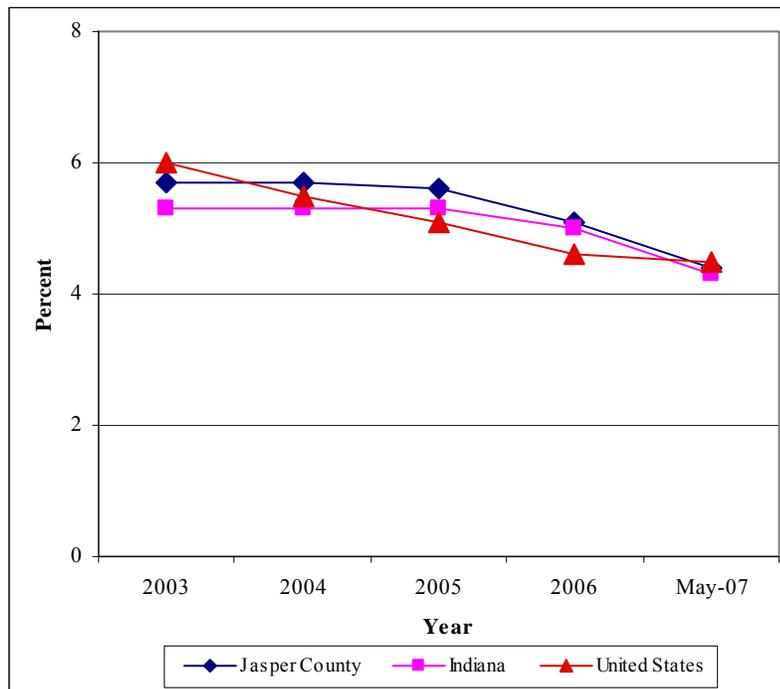


**Exhibit II-20:  
Households Beneath Poverty Level  
Newton, Jasper, Pulaski, Starke**

**Industry and Labor Force**

The 2006 Jasper County labor force consisted of 15,526 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county’s unemployment rate reached a high in 2003 and 2004 of over 5.7 percent. From 2004 to 2006, the unemployment rate for Jasper County has varied and remained higher than the state and national levels. Exhibit II.21 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

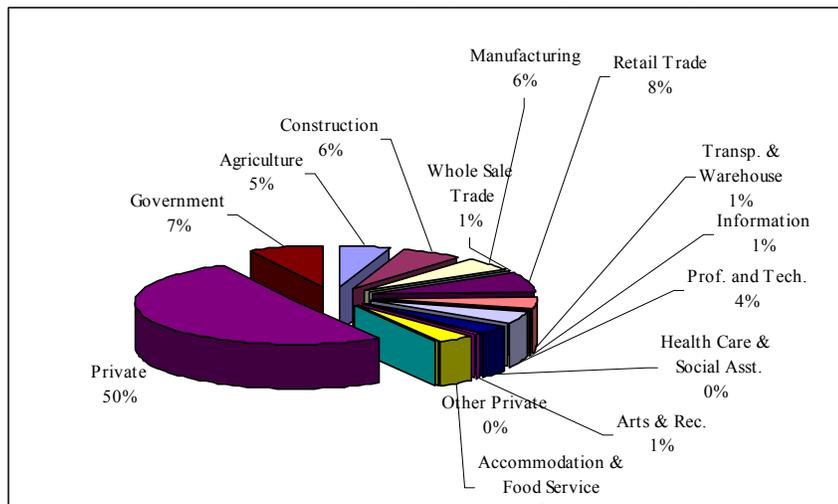
**Exhibit II.21: Comparison of Unemployment Rates**



Source: Bureau of Labor Statistics

‘Private’ sector was the largest industry in the county with 13,957 employees in 2005. ‘Other private’ sectors were the second largest employer (3,140 employees) and ‘retail trade’ was the third largest. Reportedly, 2,093 workers were employed by the ‘retail trade’ industry. In addition, 2,046 people were employed by the ‘government’. Exhibit II.22 is an illustration of the employment by industry.

**Exhibit II.22: Employment by Industry**



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

The ‘private’ sector had the highest reported total wages of 2005 earning \$406,728. ‘Government’ and ‘manufacturing’ employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis. ‘Whole sale trade’ did not have county data information available due to non-disclosure requirements. The table in Exhibit II.23 outlines the total wages earned, by industry.

**Exhibit II.23: Employment by Industry**

Employment	Annual Earnings
Agriculture	\$ 27,619
Construction	\$ 60,980
Manufacturing	\$ 77,582
Whole Sale Trade	\$ *
Retail Trade	\$ 39,006
Transportation and Warehouse	\$ 44,626
Information	\$ 3,767
Professional and Technical	\$ 47,248
Health Care and Social Asst.	\$ 23,589
Arts and Recreation	\$ 11,902
Accommodation and Food Service	\$ 11,902
Other Private	\$ 53,504
Private	\$ 406,728
Government	\$ 80,626

Source: US Bureau of Economic Analysis

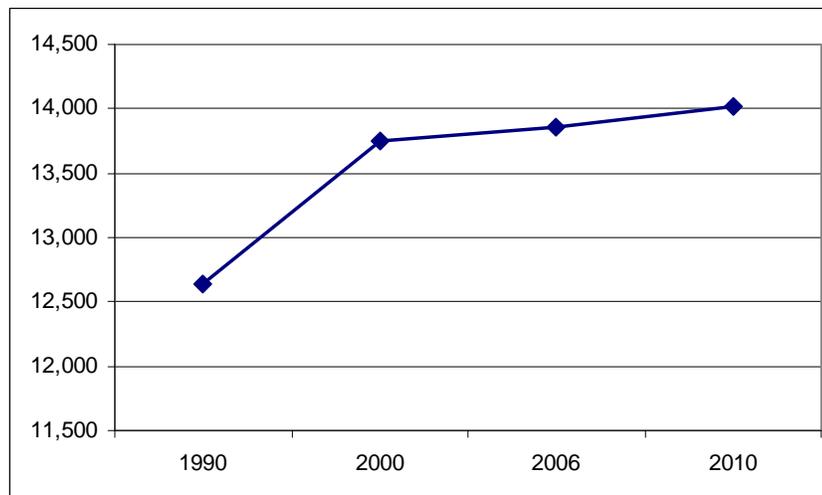
\* Data not available due to BEA non-disclosure requirements.

**Pulaski County**

**Population Growth**

According to information from the State of Indiana, the total population of Pulaski County in 2006 was 13,861 persons. This is an increase from the 2000 Census population of 13,755. This means the county has grown less than one percent between 2000 and 2006. The Indiana Business Research Center is projecting an increase in population for Pulaski County. The projected population for 2010 is 14,017, an increase of more than one percent from 2006. Exhibit II.24 illustrates the historical and projected population trends for Pulaski County through the year 2010.

**Exhibit II.24: Population Trends**

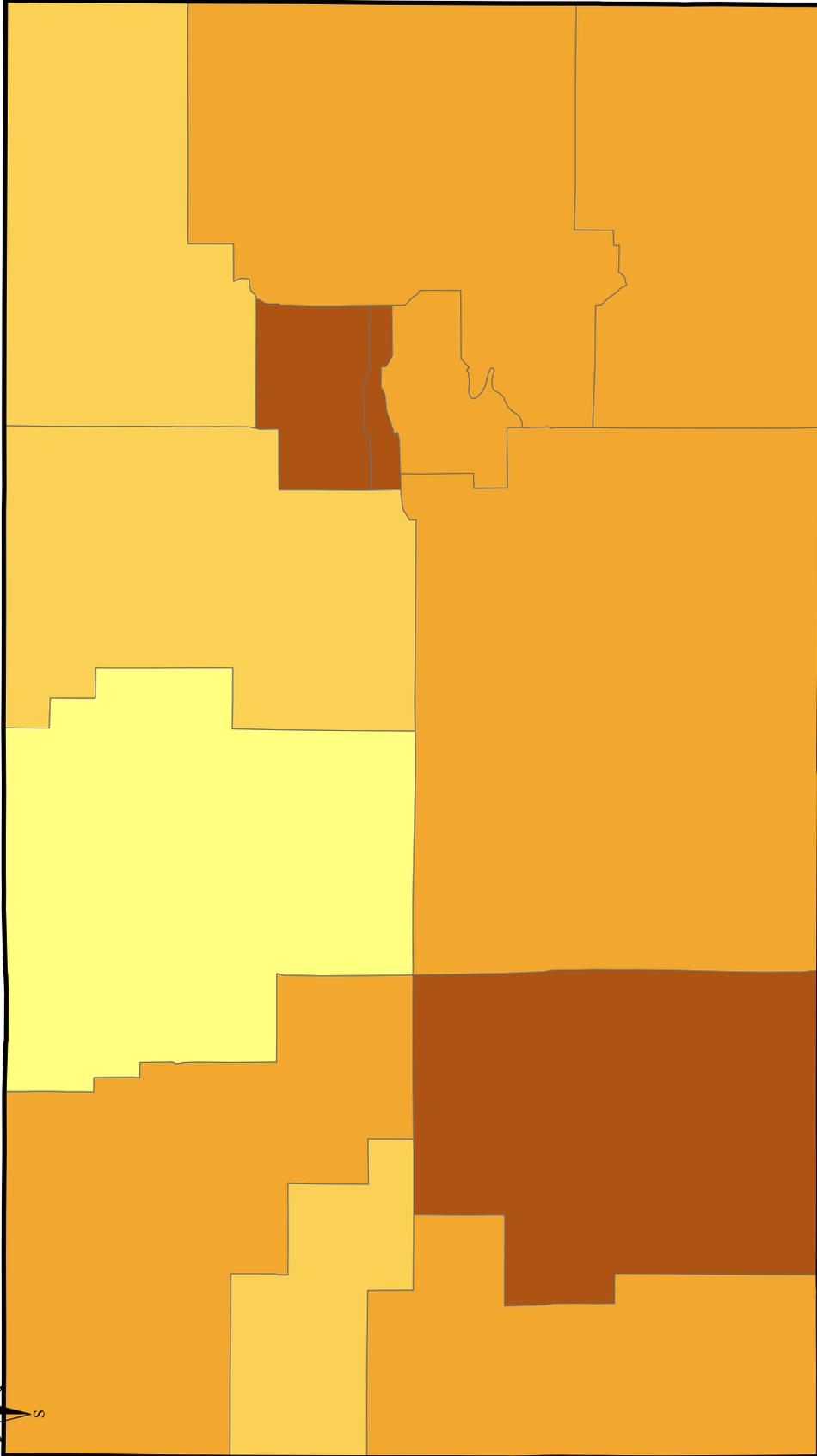
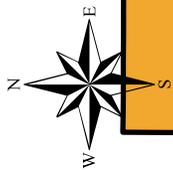


Source: 1990 & 2000 Census Bureau & STATS Indiana

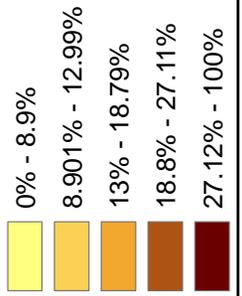
**Age**

Exhibit II.25 illustrates the density of persons aged 65 and older by Census block group. The block groups with moderately high density (18.8 – 27.11 percent) of residents aged 65 and older is located in north of Winamac and east of Francesville and runs to the southern county line. Areas of moderate density (13 – 18.79 percent) of senior citizens are found throughout the southern half and northwest corner of the county. The remainder of the county has low to very low elderly population density.

The largest age cohort was between age 25 and 44, constituting 27.6 percent of the county’s population (see Exhibit II.26). The second largest age group was 45 to 64 year olds (22.8 percent). Approximately 26.9 percent of the population was under age 18, while 15.3 percent was age 65 or older.



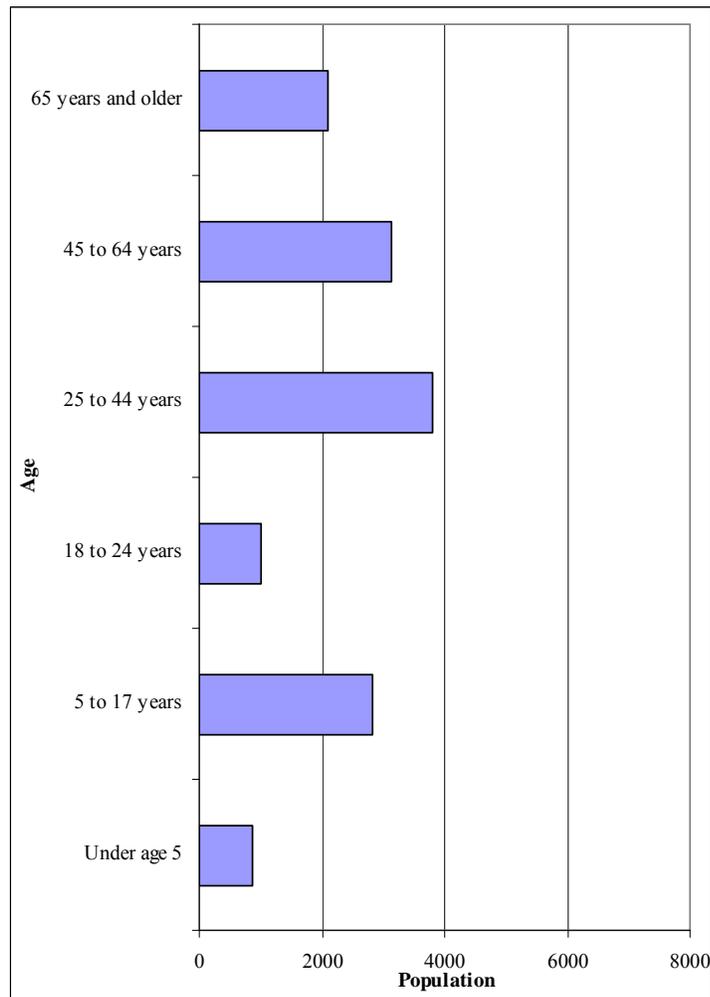
**Group 2 Blockgroups**



**Exhibit II-25:  
Population Aged 65+**

Newton, Jasper, Pulaski, Starke

**Exhibit II.26: Population by Age**

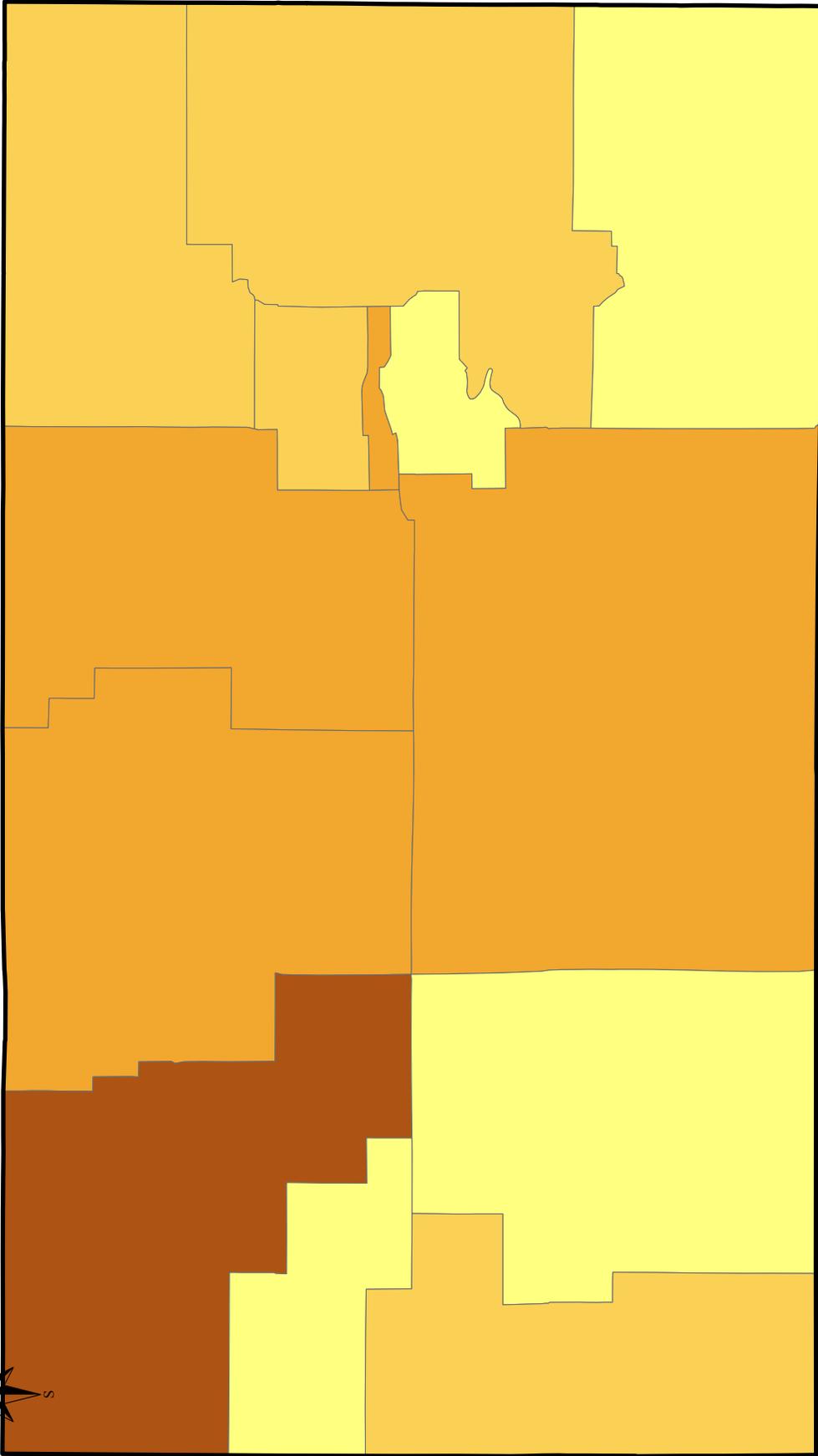
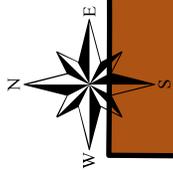


Source: 2000 US Census Data

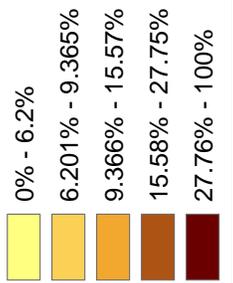
**Economic Profile**

**Employment and Income**

The U.S. Census Bureau reported in 2000 that there were 5,175 total households in Pulaski County. Exhibit II.27 illustrates the density of households below the poverty level per square mile. Areas having a moderately high density (15.58 – 27.75 percent) of households below the poverty level were found in the northwest corner of the county that extended to the east of Medaryville. Areas with a moderate density of households below poverty level are found throughout the central section of the county stretching from the north county line to the south county line. The remainder of the county had lower densities of households below the poverty level.



**Group 2 Blockgroups**



**Exhibit II-27:**

**Households Beneath Poverty Level**

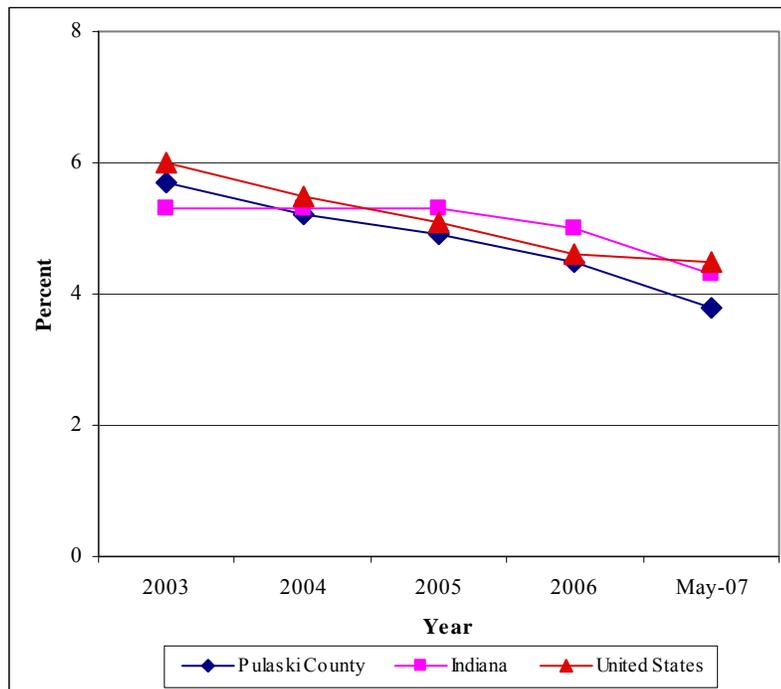
**Newton, Jasper, Pulaski, Starke**



**Industry and Labor Force**

The 2006 Pulaski County labor force consisted of 6,955 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county’s unemployment rate reached a high in 2003 of 5.7 percent, but remained lower than the national rate. From 2004 to 2006, the unemployment rate for Pulaski County has varied and remained lower than the state and national levels. Exhibit II.28 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

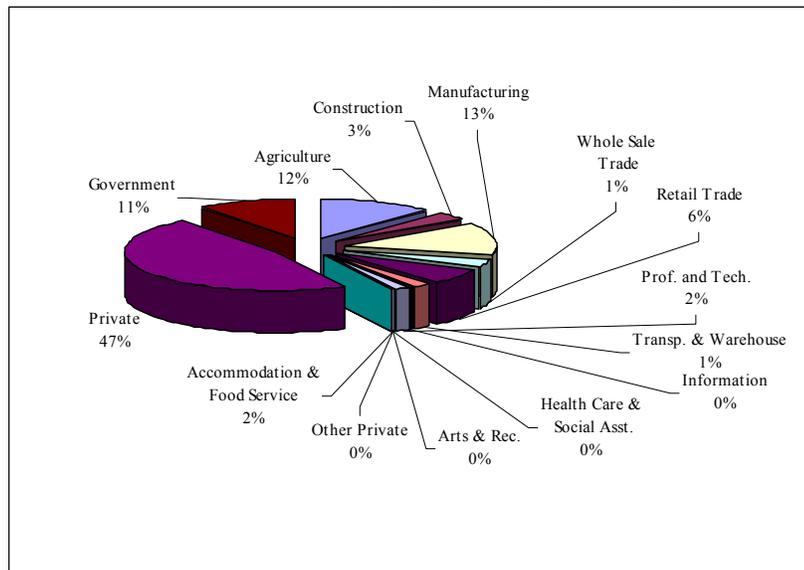
**Exhibit II.28: Comparison of Unemployment Rates**



Source: Bureau of Labor Statistics

‘Private’ sector was the largest industry in the county with 5,164 employees in 2005. ‘Manufacturing’ industry was the second largest employer (1,426 employees) and ‘agriculture’ was the third largest. Reportedly, 1,347 workers were employed by the ‘agriculture’ industry. In addition, 1,172 people were employed by the ‘government’. Exhibit II.29 is an illustration of the employment by industry.

**Exhibit II.29: Employment by Industry**



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

The ‘private’ sector had the highest reported total wages of 2005 earning \$185,019. ‘Manufacturing’ and ‘government’ employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis. ‘Health care and social assistance’, arts and recreation’, and ‘accommodation and food service’ did not have county data information available due to non-disclosure requirements.

**Exhibit II.30: Employment by Industry**

Employment	Annual Earnings
Agriculture	\$ 18,012
Construction	\$ 6,360
Manufacturing	\$ 102,466
Whole Sale Trade	\$ 15,815
Retail Trade	\$ 12,096
Transportation and Warehouse	\$ 5,086
Information	\$ 1,698
Prof. and Tech.	\$ 3,554
Health Care and Social Asst.	\$ *
Arts & Rec.	\$ *
Accommodation and Food Service	\$ *
Other Private	\$ 18,658
Private	\$ 185,019
Government	\$ 45,727

Source: US Bureau of Economic Analysis

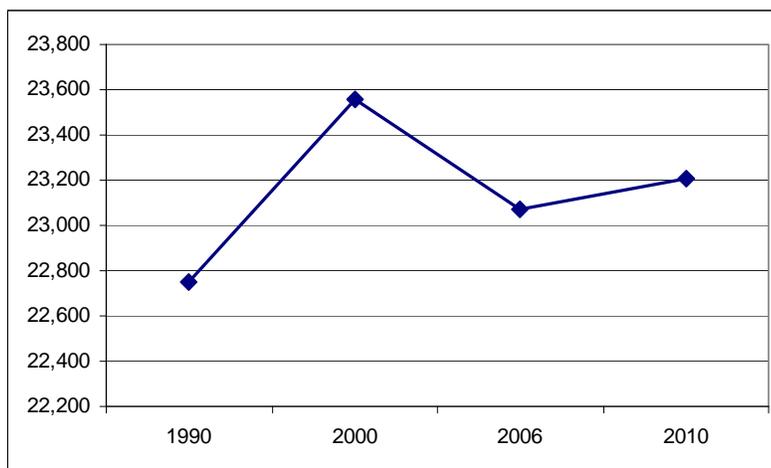
\* Data not available due to BEA non-disclosure requirements.

**Starke County**

**Population Growth**

According to information from the State of Indiana, the total population of Starke County in 2006 was 23,069 persons. This is a decrease from the 2000 Census population of 23,556. This means the county has decreased two percent between 2000 and 2006. The Indiana Business Research Center is projecting an increase in population for Starke County. The projected population for 2010 is 23,207, an increase of one percent from 2006. Exhibit II.31 illustrates the historical and projected population trends through 2010.

**Exhibit II.31: Population Trends**

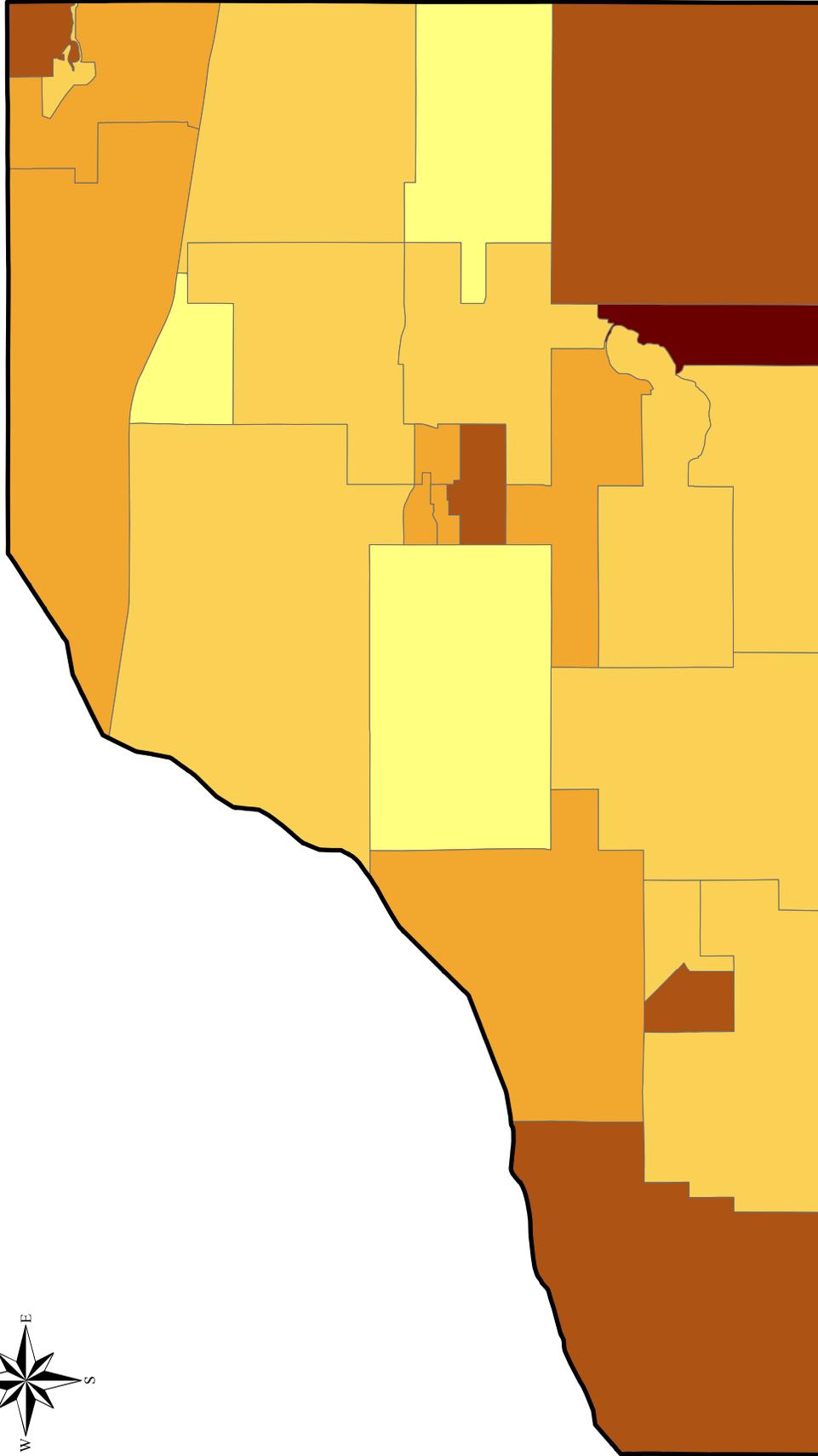
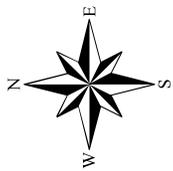


Source: 1990 & 2000 Census Bureau & STATS Indiana

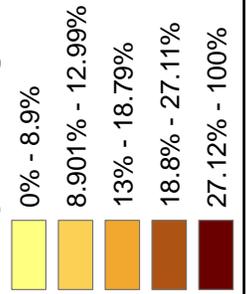
**Age**

Exhibit II.32 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density (27.12 – 100 percent) and moderately high density (18.8 – 27.11 percent) of residents aged 65 and older is located in the southeast and northeast corner of the county, on the west county line border of Jasper County, and south of Knox and south of North Judson. Areas of moderate density (13 – 18.79 percent) of senior citizens are found north of US Highway 30, in and north of North Judson, in and the surrounding areas of Knox, and south of Knox. The remainder of the county has low to very low elderly population density.

The largest age cohort was between age 25 and 44, constituting 27.8 percent of the county’s population (Exhibit II.33). The second largest age group was 45 to 64 year olds (23.3 percent). Approximately 26.7 percent of the population was under age 18, while 13.8 percent was age 65 or older. Exhibit



**Group 2 Blockgroups**

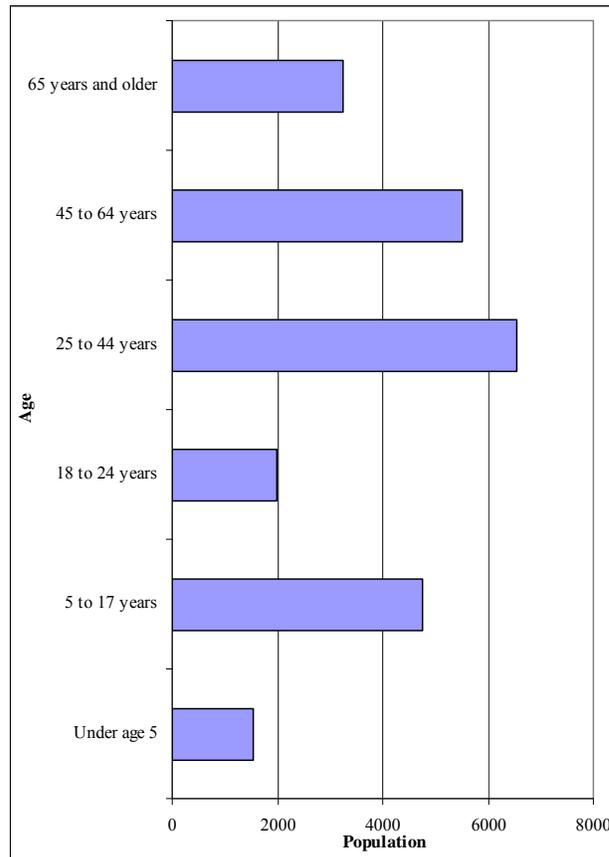


**Exhibit II-32:  
Population Aged 65+**

Newton, Jasper, Pulaski, Starke



**Exhibit II.33: Population by Age**

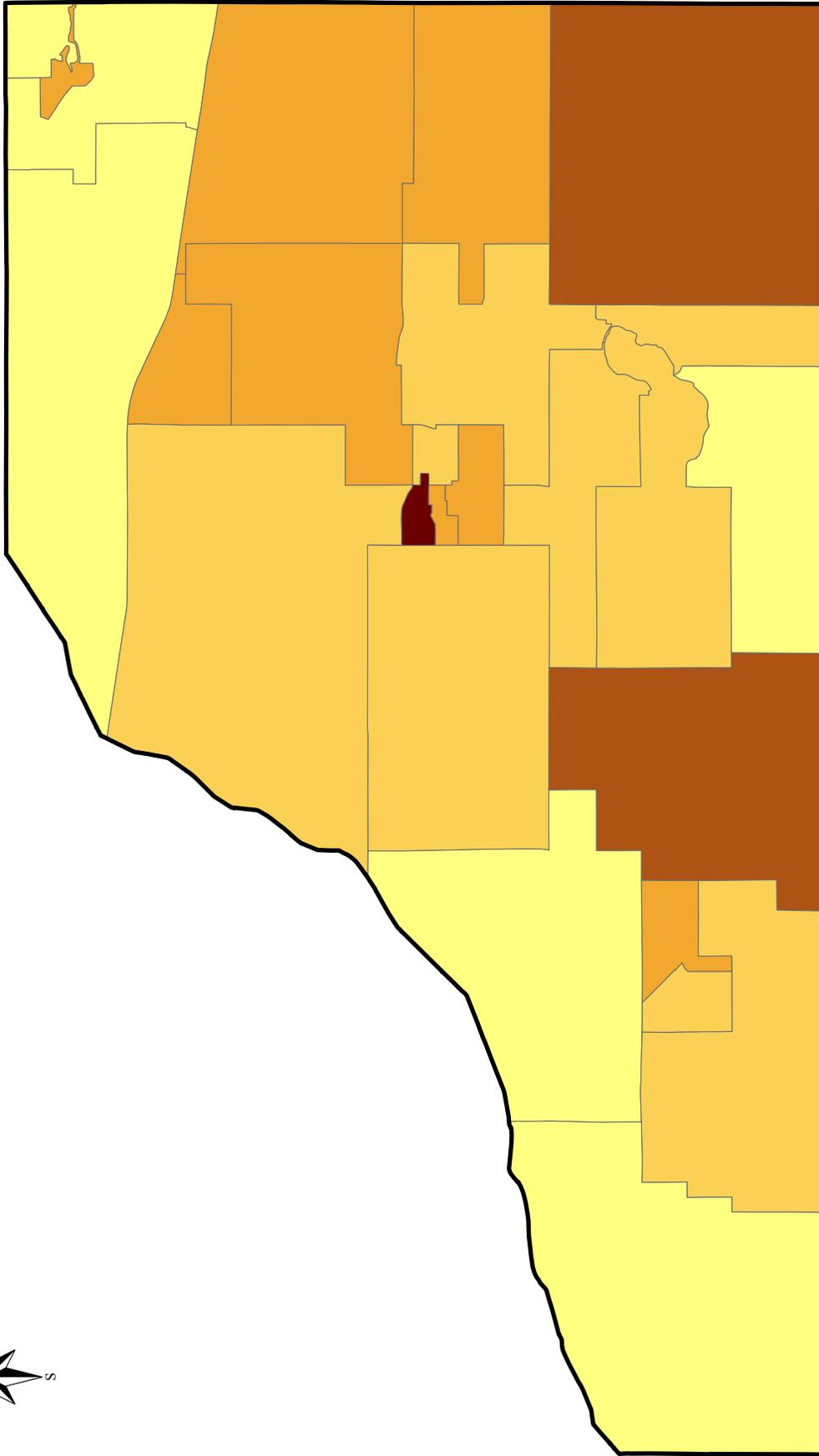
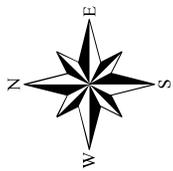


Source: 2000 US Census Data

**Economic Profile**

**Employment and Income**

The U.S. Census Bureau reported in 2000 that there were 8,729 total households in Starke County. Exhibit II.34 illustrates the density of households below the poverty level per square mile. Areas having the highest density (27.76 – 100 percent) and moderately high density (15.58 – 27.75 percent) of households below the poverty level were found north of the city of Knox, in the southeast corner of the county, and east of North Judson and west of Bass Lake. Areas with a moderate density of households below poverty level are found south and east of US Highway 30, in and south of Knox, and west of North Judson. The remainder of the county had lower densities of households below the poverty level.



**Group 2 Blockgroups**

- 0% - 6.2%
- 6.201% - 9.365%
- 9.366% - 15.57%
- 15.58% - 27.75%
- 27.76% - 100%



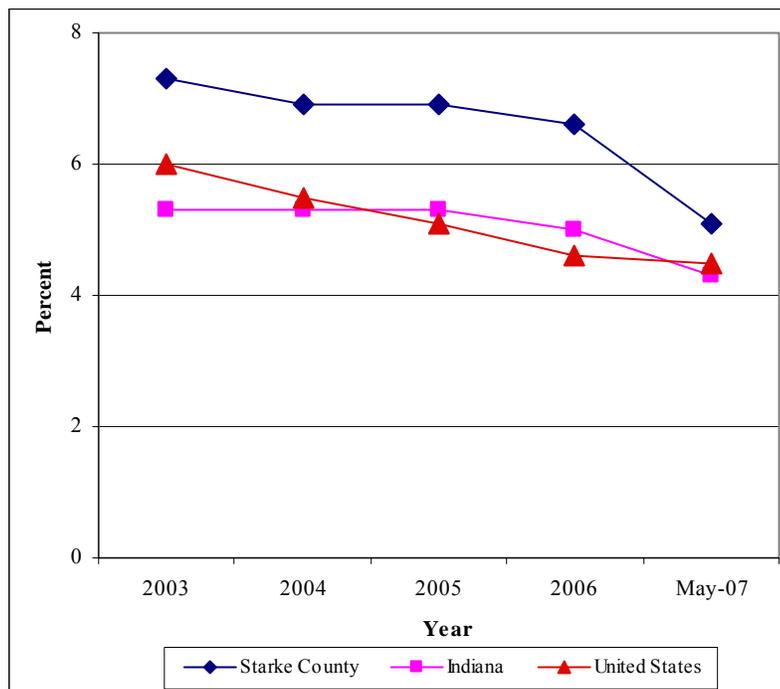
**Exhibit II-34:  
Households Beneath Poverty Level**

Newton, Jasper, Pulaski, Starke

**Industry and Labor Force**

The 2006 Starke County labor force consisted of 10,666 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county’s unemployment rate reached a high in 2003 of 7.3 percent. From 2004 to 2006, the unemployment rate varied and remained higher than the state and national levels. Exhibit II.35 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

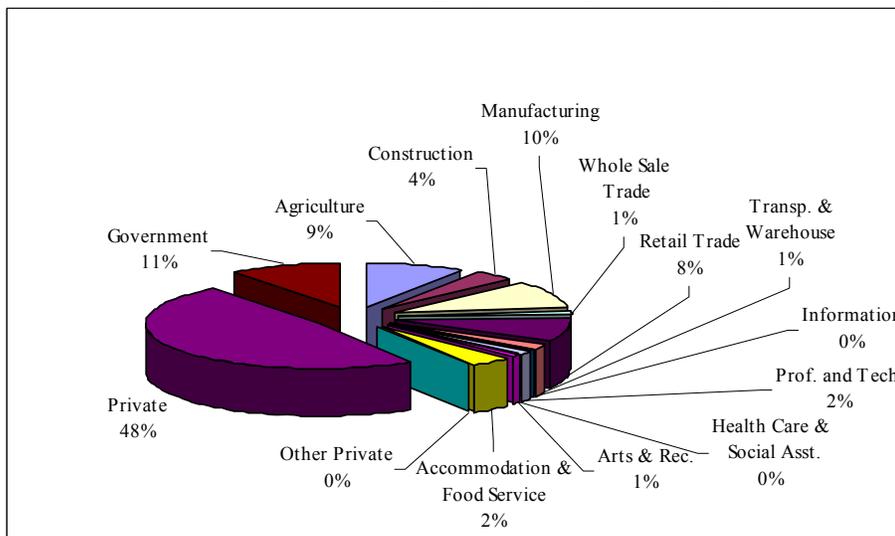
**Exhibit II.35: Comparison of Unemployment Rates**



Source: Bureau of Labor Statistics

‘Private’ sector was the largest industry in the county with 4,785 employees in 2005. ‘Government’ sectors were the second largest employer (1,052 employees) and ‘manufacturing’ was the third largest. Reportedly, 999 workers were employed by the ‘manufacturing’ industry. In addition, 914 people were employed by the ‘agriculture’. Exhibit II.36 is an illustration of the employment by industry.

**Exhibit II.36: Employment by Industry**



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

The 'private' sector had the highest reported total wages of 2005 earning \$123,312. 'Manufacturing' and 'government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis. '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.37 outlines the total wages earned, by industry.

**Exhibit II.37: Employment by Industry**

Employment	Annual Earnings
Agriculture	\$ 783
Construction	\$ 8,157
Manufacturing	\$ 42,933
Whole Sale Trade	\$ 5,131
Retail Trade	\$ 15,817
Transportation and Warehouse	\$ 4,942
Information	\$ 1,053
Prof. and Tech.	\$ 2,992
Health Care and Social Asst.	\$ *
Arts & Rec.	\$ 1,097
Accommodation and Food Service	\$ 4,195
Other Private	\$ 15,017
Private	\$ 123,312
Government	\$ 40,137

Source: US Bureau of Economic Analysis

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

**Summary****SUMMARY**

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

Some 15,046 persons in the region reported that they had some type of disability in 2000. This means that 18 percent of the 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. The only area in the region with a high density (27.76 - 100 percent) of households below the poverty level was found in Starke County north of the city of Knox. Each county has high to moderately-high-density block groups for older adults (defined as age 65 and older). Most of these high-density block groups are near towns and cities.

The labor force in the region consisted of 40,383 individuals in 2005 according to the Indiana Department of Workforce Development. The average unemployment rate in May 2007 was 4.6 percent, a rate slightly higher than the state's May 2007 unemployment rate.

The 'private' sector was the largest industry in the region with 28,135 employees in 2005. 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 JASPER, NEWTON PULASKI, AND STARKE COUNTIES**

The region is located in northwestern Indiana, near the Illinois state boundary. Jasper and Newton Counties are part of the Chicago Metropolitan Statistical Area (MSA), Gary, Indiana Metropolitan Division. A comprehensive survey instrument designed using the *Framework for Action* as a basis, was sent to over 43 different government entities, agencies, and transportation providers to gain information on existing transportation programs and services. The survey was available online at [http://www.sndayton.com/INDOT\\_coordination\\_survey](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 statewide, meeting announcements and agendas, and a complete list of agencies and organizations that received a request to complete the on-line survey is provided in the Appendix. 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).

The following agencies from Jasper, Newton, Pulaski, and Starke counties completed the survey:

- Pulaski Memorial Hospital
- Newton County Community Services
- East Chicago Public Transit (Lake County)
- Marketplace Financial, Inc.
- CDC Resources
- Peak Community Services (Pulaski County)
- KIRPC
  - Pulaski County Human Services
  - Jasper County Community Services
  - Community Services of Starke County

#### **GENERAL DESCRIPTION OF AREA TRANSPORTATION PROVIDERS**

Those agencies that responded to the survey and provide transportation services in the four county region are described below.

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

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

#### **General Description of Area Transportation Providers**

**INVENTORY OF  
EXISTING  
TRANSPORTATION  
SERVICES**

**General Description  
of Area  
Transportation  
Providers**

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.

**Organization Summaries**

**Peak Community Services (5310)**- Peak Community Services is a private, nonprofit social service agency. It provides transportation, social services, day treatment, job training, employment, and rehabilitation programs in Cass, Carroll, Fulton, Howard, Miami, Pulaski, and White counties.

Peak Community Services provides client transportation, and it purchases transportation on behalf of clients from general public or other service providers. The organization operates seven vehicles including, one sedan; three minivans, one converted 15-passenger van, and two light duty buses. Agency staff drive personal vehicles as well as the agency owned vehicles. Mileage reimbursement is provided when personal vehicles are utilized.

Peak Community Services provides scheduled route service with one route in the morning (leaving at 7:30 AM) and another in the afternoon (leaving at 3:00 PM). The route provides employment transportation to agency consumers traveling to Work Services. It also provides demand response service, which includes casual appointments and regular clients attending daily program activities. Drivers are permitted to assist passengers with an unlimited number of packages.

Hours of operation are 24-hours a day, seven-days a week for agency consumers. Peak hours of service are centered around the workday. Late afternoon/evening shopping, social, and medical trips are provided in addition to agency program trips. There are no advance reservation requirements. In FY2006, Peak Community Services provided approximately 2,729 trips, 619 trips for riders that use a wheelchair. A total of 166 consumers were served, 19 of which use a wheelchair. Peak Community Services consumers are not charged a fare for transportation.

Peak Community Services purchased 7,437 passenger trips from Cass Area Transit (a public transportation provider). During FY2006, Peak Community Services paid \$42.5K to Cass Area Transit for consumer transportation. The price per round trip was \$8.91.

**INVENTORY OF  
EXISTING  
TRANSPORTATION  
SERVICES**

**General Description  
of Area  
Transportation  
Providers**

Peak Community Services' total transportation revenue during FY2006 was reported to be \$69,283. Transportation revenue is derived from Medicaid waiver reimbursements and Title XX funds. Peak Community Services received \$6,291 in capital revenue from INDOT during FY2006. Annual operating and capital expenses totaled \$106K during the same year.

The agency participates in two Transportation Advisory Committees including, Pulaski County Human Services and Cass Area Transit. Peak has experienced insurance/liability concerns, and restrictions placed on use of vehicles, and unique characteristics of client populations as challenges to coordinating transportation with other providers. The greatest obstacle to coordination and personal mobility in the service area is liability/insurance restrictions, and the unique client characteristics/inability to mix clients on-board vehicles.

Peak Community Services indicated that evening and weekend availability of public transit service is the most needed enhancement to improve public transit and human service transportation in the service area. Peak Community Services has a committee assigned to coordinate transportation in the area but there has been little participation in planning efforts. However, the committee supports and realized the benefits of coordinating transportation.

The agency participated in a local public stakeholder meeting in Miami County. However, the service area is divided across two of the regions for this document. Survey results for Peak Community Services are provided in the summaries for all respective regions.

**Pulaski Memorial Hospital** - Pulaski Memorial Hospital is located in Winamac, Indiana. The hospital provides ambulance services in Pulaski County. Pulaski Memorial Hospital operates three to four emergency vehicles that are available for emergency medical transportation 24/7.

**Newton County Community Services (5311)** - Newton County Community Services is a nonprofit social service agency that provides transportation in Newton County for agency consumers and Medicaid recipients. Transportation is available for the following programs:

- ◆ Child Care Development
- ◆ Energy Assistance
- ◆ Emergency Meals Food Service
- ◆ Food Pantry (Emergency)
- ◆ Head Start
- ◆ Homemaker/Chore
- ◆ Information/Referral

◆ Nutrition Site

The agency serves consumers with low-incomes, individuals over age 65, and individuals with disabilities. Newton Community Services directly provides demand response, door-to-door, transportation to agency consumers and the general public. Drivers are permitted to assist passengers with a limited number of packages. Passengers are permitted to travel with a personal care attendant or escort. Guardians, personal assistants, and minors are permitted to ride with consumers. Common trip purposes include: medical facilities; shopping centers; Veterans' Administration Hospital/medical offices; and, Head Start programs in Goodland and DeMotte (children).

Newton Community Services operates a fleet of ten vehicles including, four minivans, three medium duty buses, and three wheelchair accessible modified vans.

**Pulaski County Human Services, Inc. (5311)** - Pulaski County Human Services, Inc., or Arrowhead Country Public Transit provides demand response transportation for the general public in Pulaski County. It also travels to certain out-of-county destinations.

Pulaski County Human Services operates a total of ten vehicles. Vehicle inventory and utilization information is provided in Exhibit III.6.

Transportation is available for any trip purposes. Common trip purposes include: preschool service; medical appointments; dialysis treatment (out-of-county); personal business; and, employment.

Pulaski County Human Services provided 33,972 general public passenger trips to 352 individuals between January 1, 2006 and December 31, 2006. Approximately 4,076 of the passenger trips were riders using a mobility device. Total transportation operating revenues for FY 2006 were \$278,074. Transportation operating revenue was derived from passenger fares; reimbursements for services obtained from third parties (i.e., Medicaid reimbursements); county government appropriations; state appropriation; Section 5311 grantee, KIRPC; and donations and fuel/sales tax refunds.

Total operating expense for FY 2006 was reported to be \$270,814. No Capital revenue or expense was reported for FY 2006. Approximately six percent of total expenses were for maintenance.

**Jasper County Community Services, Inc. (5311)** - Jasper County Community Services, Inc. (JCCS) provides demand response and Head Start transportation. The primary service area is Jasper County, however,

**General Description  
of Area  
Transportation  
Providers**

**INVENTORY OF  
EXISTING  
TRANSPORTATION  
SERVICES**

**General Description  
of Area  
Transportation  
Providers**

vehicles will travel anywhere within Indiana. Service is available between 8:00 AM and 4:00 PM, Monday through Friday.

The program operates eleven vehicles. Vehicle inventory information is provided in Exhibit III.6.

Jasper County identified longer weekday hours and weekend service as the most common unmet transportation request from its consumers.

**Community Services of Starke County (5311)** - Community Services of Starke County provides general public transportation in Starke, Pulaski, and Jasper counties. It also travels to Lake, Porter, LaPorte, Marshall, and St Joseph counties, upon request.

Transportation service is available to the general public between 8:00 AM and 4:00 PM, Monday through Friday. The organization operates a fleet of seven vehicles. Vehicle utilization and inventory information is provided in Exhibit III.6.

Community Services consumers indicate that they need transportation on Saturday and Sunday between 6:00 AM and 6:00 PM. The agency also indicated a need for more small vehicles (i.e., minivans) for persons over age 65 who have difficulty boarding the large vans.

Community Services of Starke County provided 18,116 general public passenger trips to 861 individuals between January 1, 2006 and December 31, 2006. Approximately 2,000 of the passenger trips were riders using an assistive mobility device. Total transportation operating revenues for FY 2006 were \$216,032. Revenue sources included Title III; Medicaid grant; Title XX; and Section 5311 grantee, KIRPC. The remaining revenue was derived from passenger fares, fundraising and local appropriations.

Capital revenue of \$30,989 was reported for FY 2006. Eighty percent of the capital revenue was from the 5311 grantee, KIRPC.

Total expense, including capital expense, for FY 2006 was reported to be \$242,203. Approximately three percent of the budget was dedicated for maintenance. Capital expense was thirteen percent of the total expenses in FY 2006.

**Comprehensive Development Centers, Inc. (5310)** - Comprehensive Development Centers, Inc. also known as and hereinafter referred to as CDC Resources, has facilities in Monticello and Rensselaer, Indiana. Administrative office is located in Monticello and provides services for individuals in Carroll and White counties. The Rensselaer location provides services for individuals in Jasper, Benton, and Newton counties.

**INVENTORY OF  
EXISTING  
TRANSPORTATION  
SERVICES**

**General Description  
of Area  
Transportation  
Providers**

CDC Resources is a private, nonprofit social service agency that provides a full collection of services including: transportation; health care; social services, counseling; day treatment; job training; information and referral; and, residential facilities. Eligibility for transportation is limited to agency consumers who have a documented developmental, sensory, or physical disability.

The agency directly operates transportation services using personal vehicles of agency staff, volunteers, and organized programs with vehicles and staff designated specifically for transportation. Agency employees also use agency owned vehicles, or they are reimbursed of mileage or auto expenses paid. Reimbursements are also made to clients, families, or friends who provide consumer transportation.

CDC Resources operates a fleet of 24 vehicles including, two station wagons, ten mini-vans, one accessible mini-van, two standard 15-passenger vans, three converted 15-passenger vans, two converted 15-passenger wheelchair accessible vans, and four light-duty buses. Four of the vehicles are leased.

The agency provides door-to-door transportation services and passengers are permitted to travel with their own personal care attendants or escorts. Service hours are Monday through Thursday, 6:30 AM to 5:30 PM. CDC Resources requests that consumers call for a reservation 24-hours before travel. However, late reservations are accommodated if space is available. There is no fare for transportation.

CDC Resources provided approximately 34,000 passenger trips to 110 individuals between July 1, 2006 and June 30, 2007. Total transportation operating revenues for FY 2006 were \$208,152. Approximately one-half of the transportation operating revenue is derived from county government appropriations. Forty-four percent of operating revenue is from reimbursements for services obtained from third parties (i.e., Medicaid reimbursements). The remaining budget came from Knights of Columbus, the United Way, and fundraising. No Capital revenue was reported for FY 2006.

Approximately 96 percent of transportation expenses were for operations. The remaining expenses were for administration of the transit program.

Human service transportation programs are the most useful personal mobility options in the service area. However, more funding is needed to improve the service. CDC Resources currently coordinates transportation resources through joint training, trip sharing, and information and referral.

CDC resources identified the unique characteristics of client populations as a challenge to coordinating transportation services.

**COORDINATION**

**Coordination**

This area has the potential for coordinating services through KIRPC as the lead agency. KIRPC currently serves as the planning commission for the region. Prior difficulties with staff at KIRPC led to a number of counties breaking away. New personnel may reduce the perception that KIRPC is not providing the necessary transportation planning functions.

KIRPC has the opportunity to direct and coordinate the cooperative planning, a joint grant application, and purchasing. KIRPC coordinates all meetings and information sharing for the area but must take a more proactive role.

**THIRD PARTY CONTRACTS**

**Third Party  
Contracts**

Public transit systems use contracts with local agencies/organizations and businesses to supplement the local cash match required to provide transit service. No third party contracts were identified in this region during the study process.

**FARE STRUCTURES**

**Fare Structures**

**Starke County**

Starke County Council on Aging, Inc. has a fare system in place for general public service:

<u>Destination</u>	<u>One-Way Fare</u>	
	<u>Adults</u>	<u>Seniors</u>
Township of Origin	\$1.00	Donation
Per additional Township	\$1.00	Donation
Out-of-County trips per mile	\$0.20	
Multi-ride ticket	\$5.00	

**Pulaski County**

Pulaski County Human Service has a fare system in place for the general public service:

<u>Destination</u>	<u>One-Way Fare</u>
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Per trip within Pulaski County	<u>Adults</u> \$1.00	Seniors, Disabled, Donation
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**Jasper County**

Jasper County Community Services Transit has a fare system in place for the general public service:

<u>Destination</u>	<u>One-Way Fare</u>	
	<u>Adults</u>	Seniors, Disabled, Donation
Per trip within 3 mile radius Of Remington, Rennselaer, DeMotte, & Wheatfield	\$1.00	Donation
Per added mile within Jasper County	\$0.10	Donation
Out-of-county	Available	

**Newton County**

Newton County Community Services fare is based on destination.

**OPERATING STATISTICS**

In order to identify the existing level of service provided, an analysis of public transportation service providers including number of trips, total revenue miles and hours, and total gallons of fuel used was analyzed. The results of that question are summarized in the table in Exhibit III.2 below.

The regions service providers provided 117,773 trips for 2006 and drove a total of 659,340 revenue miles. Exhibit III.3 provides an analysis of performance indicators.

**Exhibit III.2: Service Providers' 2006 Operating Data**

System Name	Service Area	Passenger Boardings	Total Rev Vehicle Miles	Total Rev Vehicle Hours	Total Gallons of Fuel Used
Newton County Community Services	Newton County	28,226	248,488	11,223	16,757
KIRPC	Jasper, Starke, Pulaski Counties	89,547	394,517	22,441	38,646

Source: 2006 INDOT Annual Report

**Operating Statistics**

Several performance indicators were examined for each of the transportation providers for which operating statistics were available. KIRPC cost per mile and cost per hour are relatively high compared to the other transportation providers. However, the area is very rural and long distance trips may account for the difference. Passenger per hour statistics were very good compared to peer demand-response transportation providers.

**Operating Statistics**

**Exhibit III.3: Service Providers' Performance Indicators**

<b>System Name</b>	<b>Passengers per hour</b>	<b>Cost per passenger</b>	<b>Cost per mile</b>	<b>Cost per hour</b>
Newton County Community Services	2.52	\$9.49	\$1.06	\$23.87
KIRPC	3.99	\$9.30	\$2.05	\$37.11

Source: 2006 INDOT Annual Report

**Transportation Expense**

Operating data expenditures as reported in the INDOT 2006 Annual Report indicates that Newton County Materials and Supplies are eighteen percent of their expenses. This is higher than most other 5311 operators. KIRPC's Materials and Supplies expenses were fourteen percent, which is consistent with peer operators in Indiana.

**VEHICLE INVENTORY AND UTILIZATION**

**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 73 vehicles operating for human service agency and/or public transportation service in the region.

**Exhibit III.4: Vehicle Inventory**

Agency Name	Total Vehicles
Peak Community Services	7
Pulaski Memorial Hospital	4
Newton County Community Svcs.	10
Pulaski County Human Svcs., Inc.	10
Jasper County Community Svcs.	11
Comm. Svcs. Starke Co.	7
CDC Resources	24
<b>Total Vehicles:</b>	<b>73</b>

Source: Agency Surveys and Interviews

KIRPC and CDC Resources have the largest vehicle fleets, with a combined total of 52. The third largest fleet of vehicle is operated by Newton County Community Services.

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

**Vehicle Utilization**

The hours and days of the week of available transportation services in each county, according to the information provided in stakeholder surveys, are listed in the table below (Exhibit III.5). The majority of human service agency and public transportation providers operate transportation Monday through Friday.

**Exhibit III.5: Transportation Service by County**

Counties	System/ Agency	Eligible Consumers	Hours of Operation	Days of Operation
Jasper	Jasper Co. Community Svcs.	General Public	6AM-4PM	Mon.-Fri.
	Community Svcs. Starke Co.	General Public	8AM-4PM	Mon.-Fri.
	CDC Resources	Persons w/ Disabilities	6:30AM-5:30PM	Mon.-Thur.
Pulaski	Peak Community Services	Persons w/ Disabilities	24-hours	Mon.-Sun.
	Pulaski Memorial Hospital	Emergency Medical	24-hours	Mon.-Sun.
	Pulaski Co. Human Svcs./ Arrowhead Country PT	General Public	6AM-6PM	Mon. Fri.
	Community Svcs, Starke Co	General Public	8AM-4PM	Mon.-Fri.

**Vehicle Inventory  
and Utilization**

**INVENTORY OF  
EXISTING  
TRANSPORTATION  
SERVICES**

**Vehicle Inventory  
and Utilization**

Starke	Pulaski Co. Human Svcs./ Arrowhead Country PT	General Public	6AM-6PM	Mon.-Fri.
	Community Svcs. Starke Co.	General Public	8AM-4PM	Mon.-Fri.
Newton	Newton County Community Services	General Public	8AM-4PM	Mon.-Fri.
	CDC Resources	Persons w/ Disabilities	6:30AM-5:30PM	Mon.-Thur.

Vehicle utilization information was requested from each transportation provider that participated in the planning process through completion of a survey and/or participation in the local stakeholder meetings. Exhibit III.6 illustrates the peak hours of operation for each vehicle in the inventories of Jasper County Community Services, Community Services of Starke County, and Pulaski County Human Services on a ‘typical’ day. Vehicle utilization information was requested from Peak Community Services, Newton County Community Services, and CDC Resources but has not been provided as of this report date.



## CONCLUSIONS

**There are two organizations included in this chapter with services limited to persons with disabilities, all other providers indicated that service is available to the general public. KIRPC (Section 5311) is the multi-county public transportation operator in the region. It includes transportation that is directly operated by Jasper County Community Services, Pulaski County Human Services, and Community Services of Starke County. Separately, Newton County Community Services (Section 5311) provides general public transportation.**

Newton County and KIRPC provided a combined total of 117,773 passenger trips in 2006. Passenger per hour statistics were excellent for both organizations.

All of the organizations provide demand response service. KIRPC and CDC Resources have the largest vehicle fleets in the area. In total, local organizations reported a total of 73 vehicles operating in the region (including some agencies that serve this region and it's surrounding counties).

**Current coordination efforts in the region are minimal and consist primarily of information sharing. Organizations indicated that weekend service, improved access to medical care and social services, and access to smaller vehicles (minivans) are the primary transportation needs that potentially could be addressed through coordinated transportation planning.**

## Conclusions

## **IV. NEEDS ASSESSMENT**

## **IV. NEEDS ASSESSMENT**

### **LOCAL MEETINGS FOR JASPER, PULASKI, STARKE, AND NEWTON 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 Jasper, Pulaski, Starke and Newton counties, the consultant utilized information obtained from the stakeholder meeting held on June 28, 2007 in Monon. Staff of RLS & Associates moderated the meeting. There was a diverse group of twenty-six attendees at the meeting, representing the following agencies, organizations, transportation providers or governmental entities:

- Newton County Community Services
- Pulaski County Community Development Commission
- Community Services of Starke County
- Pulaski County Commissioner, Mike Tiede
- KIRPC
- Pulaski County Human Services
- Starke County Council on Aging
- Jasper County Community Services

On March 11, 2008, the stakeholder organizations and the general public were invited to a local meeting to discuss coordination goals for the region. The meeting was held in Rensselear. Five newspapers including the Pulaski County Journal, Rensselear Republican, The Leader (Starke County), Newton County Enterprise, and The Herald Journal (White County) were asked to post a public notice for the meeting. A copy of the notice is included in the Appendix.

### **STAKEHOLDER SURVEY**

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:

- Earlier and later hours of operation for transportation;
- Weekend hours of operation – Individuals in rural communities would attend church suppers and festivals on weekends if transportation were available.
- Alternative structure for Medicaid transportation. Currently, Medicaid providers send vehicles on long-distance trips. Perhaps coordination

**Local Meetings  
for Jasper,  
Pulaski, Starke,  
and Newton  
Counties**

**Stakeholder  
Survey**

- among the providers could create an opportunity for more economical provision of Medicaid transportation.
- Need for transportation to out-of-county and regional destinations.

### **CHALLENGES TO COORDINATION**

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

- Lack of cost allocation methodology to facilitate client mixing on vehicles;
- Building trust among coordination partners;
- Adequate funding to provide transportation services;
- Restricted boundaries for vehicle operation;
- Unique service hours of transportation providers;
- Funding program barriers restricting coordination;
- Restrictions established by liability insurance that would limit sharing resources; and,
- Problems addressing accounting and reporting

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 just one example. FTA's Framework for Action is available at [www.unitedweride.gov](http://www.unitedweride.gov).

### **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 four counties in the region. Input received from the stakeholder meeting and survey responses, along with an analysis of existing transportation services, identified the following service gaps for this region.

### **Challenges to Coordination**

### **Goals for Coordination**

#### Spatial Gaps

- Limited weekend demand response service for the elderly and persons with disabilities or the general public;
- Lack of evening and weekend demand response service for the general public;
- Service is limited to county jurisdictional boundaries due to funding restrictions and agency policies;
- Currently, no local committee is taking a proactive role in leading coordination efforts;
- Limited number of small vehicles available.

#### Temporal Gaps

- Service hours are not typically structured to effectively support employment opportunities, particularly for persons with low incomes;
- No general public Saturday, Sunday or evening service in the entire region;

The transportation needs and challenges evolve around the need for more resources to provide the needed service for the transportation disadvantaged, particularly to expand service hours and days of operation. Cost allocation is also viewed as a need as well as a challenge to successful coordination of transportation services. The noted service gaps were consistent with those found in other nearby regions. The following chapter provides strategies for addressing the unmet needs, challenges and service gaps identified in this chapter.

**V. GOALS, OBJECTIVES AND IMPLEMENTATION  
STRATEGIES/ALTERNATIVES**

**V. GOALS, OBJECTIVES AND IMPLEMENTATION  
STRATEGIES/ALTERNATIVES**

This chapter presents the coordinated transportation goals, objectives and implementation strategies for the Indiana counties of Newton, Jasper, Pulaski, and Starke. Each goal is suggested in order of implementation priority. The strategies provided under each goal include information about the parties responsible for implementation, projected staffing and capital requirements for implementation of each strategy and performance measures that the regions' coordination stakeholders can use in the future to evaluate the progress/success of plan implementation. The goals and strategies for this region are directly correlated with the statewide coordinated human services transportation plan.

To accomplish the coordinated transportation goals, a leadership partner needs to be responsible for managing daily tasks. This coordination "champion" will be the primary contact to ensure that progress is being made to achieve the goals. The objectives defined by stakeholders are incorporated into the following three goals for the region.

**GOAL #1: COORDINATE RESOURCES WHENEVER POSSIBLE AND ELIMINATE DUPLICATION OF SERVICES TO FACILITATE THE PROVISION OF REGIONAL TRANSPORTATION SERVICE.**

**Objective 1.1: Expand the Transportation Advisory Committee (TAC) into a regional Interagency Transportation Coordination Committee (ITCC) to facilitate the maintenance of this plan and continue with efforts to improve issues related to educating consumers about available services in the region, transit issues, networking, and support. Include communication with ITCCs in adjoining counties and regions. The ITCC will also become the body to establish minimum standards required in this region for successful transportation coordination.**

***Implementation Strategies/Alternatives:***

**1.1.1: The ITCC will be developed by those agencies involved in the preparation of the regional Coordinated Public Transit-Human Services Transportation Plan. Equal representation will be achieved for each county, including primary transportation providers representing older adults, individuals with disabilities, individuals with limited incomes, and the general public. Membership should also include representatives from adjacent county and region coordination planning committee members. Meetings should be held at least quarterly.**

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	KIRPC as the lead agency in organizing the ITCC. All parties interested in coordinated transportation to participate.
Implementation Budget/Costs:	Staff time involved. Possibly a small copying budget for agendas and correspondence.
Staffing Implications:	Staff time involved in preparing agendas, meeting notices, and attending meetings.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership as ITCC members become more informed about all services available.
Performance Measures:	ITCC created with representation from each county and each population segment. ITCC convening quarterly.

**1.1.2: Prepare bylaws for the ITCC. (Note: Indiana Rural Transportation Assistance Program (RTAP) may have resources to assist with providing sample bylaws.)**

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	ITCC members designate a lead agency to research, create and present bylaws.
Implementation Budget:	Staff time involved.
Staffing Implications:	Staff time involved in preparing bylaws.

Capital Requirements: None.

Performance Measures: ITCC bylaws prepared and adopted.

**1.1.3: Encourage ITCC members to participate in INCOST and attend their annual conferences and regional meetings to take advantage of training and education opportunities in applicable topic areas. For example, it is important that representatives from local organizations understand the operating policies and fully allocated cost of operating specialized and public transportation. Perhaps INCOST informational materials can help to disperse misperceptions about the barriers to coordinated transportation.**

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: Representatives of each organization providing (directly or indirectly) transportation in the region.

Implementation Budget: None.

Staffing Implications: Staff time involved in attending INCOST meetings and reviewing informational materials.

Capital Requirements: None.

Ridership Implications: None.

Performance Measures: ITCC organizations participate in INCOST. An understanding of coordinated transportation and fully allocated costs for service leads to more discussions about coordination of transportation and formal agreements for service between agencies.

**Objective 1.2: Determine the feasibility of hiring a Mobility Manager to coordinate transportation to a degree that is suitable for all agencies within the region.**

***Implementation Strategies/Alternatives:***

**1.2.1: Document the potential benefits of hiring a mobility manager such as, reducing duplications in administrative duties, increasing the amount of service available in the local area through a coordinated approach to scheduling trips, and improved distribution of public information to each organization and the public.**

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	KIRPC to lead the effort with input from local human service agencies and transportation providers. Build upon the inventory of services information provided in this regional plan.
Implementation Budget/Costs:	No costs for the documentation process. Costs associated with salary for a mobility manager are discussed in 1.2.3 below.
Staffing Implications:	Staff time involved in gathering documentation for all organizations, analysis of potential benefits, and presentation of information to participating organizations.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	Accurate cost analysis of current transportation specific administrative and

operating costs is completed.  
Analysis of potential cost and/or efficiency savings for each organization that could be achieved with a mobility manager (Improved efficiency will result in improved service for the consumer.).

**1.2.2: If the benefits discovered in strategy 1.2.1 are documented and accepted locally, recognize a ‘lead agency to hire the mobility manager.**

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	Area transportation providers. Note that the lead agency should also be eligible for Section 5316 or 5317 funding (see Chapter III).
Implementation Budget/Costs:	None.
Staffing Implications:	Some transit-related job duties of existing staff at any of the participating agencies could be transitioned to the mobility manager (i.e., information/referral, networking, establishing service agreements between agencies)
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	Identify lead agency within a specified timeframe.

**1.2.3: Apply to INDOT for funding to support a mobility manager.**

Priority/Implementation Timeframe:	Mid-Term.
Parties Responsible:	Agencies participating in the coordinated transportation effort are responsible with assisting with securing local matching funds, and providing input on job duties. KIRPC is a potential lead agency that would apply for Section 5317 funding.
Implementation Budget:	Salary for mobility manager – estimated between \$35,000 and \$50,000 annually. This is a potential application for Section 5317 funding (20% match for operating dollars is required. Match may be derived from any non-transit funding).
Capital Requirements:	None.
Ridership Implications:	Potential increase in ridership after the mobility manager is hired due to improved coordination and new focus on public outreach.
Performance Measures:	Local match for mobility manager obtained. Lead agency identified. Section 5317 grant application submitted to INDOT.

**Objective 1.3: Improve efficiency of transportation operations throughout the region and into surrounding counties through contracts, Memorandums of Understanding (MOU), and shared vehicles.**

*Implementation Strategies/Alternatives:*

**1.3.1: Develop and/or formalize contracts and MOUs between the public and human service agency transportation providers and also between agencies that use these services for their consumers to the maximum extent possible to enhance service coordination and encourage sharing of long distance trips. Contract agreements should include service in surrounding counties that are outside of this region.**

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	All transportation providers, agencies that utilize transportation services offered by other entities for their consumers, and agencies that represent consumers that utilize public or specialized transportation.
Implementation Budget:	Staff time involved in establishing contracts at the fully allocated cost for service.
Staffing Implications:	To be determined based upon new contracts that are established.
Capital Requirements:	None.
Ridership Implications:	Potential increase in ridership at a reduced cost to the provider as service efficiency improves, fully allocated costs for service are realized, and otherwise empty seats are filled.







Passage of a road test given by a supervisor  
Passage of a written driving skills test

Priority/Implementation Timeframe: Near Term.

Parties Responsible: ITCC member  
transportation providers.

Implementation Budget/Costs: Staff time involved. Some training may involve costs if qualified in-house staff are not available. Indiana RTAP training should be utilized as much as possible.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Better quality of service to riders.

Performance Measures: All staff are trained.  
Number of complaints about staff.  
Number of incidents/accidents that are properly handled.  
Reduced insurance costs or better coverage.

**Objective 1.5: Coordinate the acquisition of a smaller capacity, wheelchair accessible vehicle.**

***Implementation Strategy/Alternative:***

**1.5.1: Eligible organizations will collaborate on service needs and coordinate a request for smaller capacity, accessible vehicle(s) for out-of-area trips through the Section 5310 program.**

Priority/Implementation Timeframe: Near-Term

Parties Responsible:	Transportation providers that are eligible recipients for Section 5310 grant funding.
Implementation Budget/Costs:	To be determined based upon request to INDOT for a Section 5310 vehicle.
Staffing Implications:	None.
Capital Implications:	A 20 percent local match is required for Section 5310 grants.
Ridership Implications:	Possibly an increase in ridership if passengers like the new vehicle(s).
Performance Measures:	Organizations coordinate needs and collaborate on a request for a vehicle. Grant application is successful and vehicle is awarded. Organizations coordinate and share use of the vehicle(s).

**GOAL #2: ENHANCE MOBILITY OPTIONS FOR OLDER ADULTS, INDIVIDUALS WITH DISABILITIES, PEOPLE WITH LOW INCOMES, AND THE GENERAL PUBLIC.**

**Objective 2.1: Explore opportunities to establish new services during current operating hours that will improve the transportation options for older adults, individuals with disabilities, and individuals with low incomes.**

***Implementation Strategies/Alternatives:***

**2.1.1: Coordinate a demand response feeder service or service connection between Pulaski County Human Services and/or another transportation provider in the region, and Peak Community Services' scheduled route that operates in the mornings and afternoons. Connections with public transportation would encourage Peak consumers to independently utilize public transportation.**

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	Peak Community Services and public or human service agency transportation providers.
Implementation Budget/Costs:	To be determined based upon the frequency and mode of service offered by the feeder program. New service established to improve transportation opportunities for individuals with disabilities is an eligible application for Section 5317 grant funding. Or, if new service is for employment related trips, an application for Section 5316 could be appropriate.
Staffing Implications:	If services are provided during current operating hours, no additional staff will be required.
Capital Requirements:	This service could potentially utilize existing vehicles.
Ridership Implications:	Increase in ridership due to increased opportunities for Peak Community Services consumers to travel on public transportation.
Performance Measures:	Individuals with disabilities have more employment opportunities. Individuals with disabilities have more opportunities to travel independently using public transportation.

**2.1.2: Explore opportunities to implement new service or expand the service area of the individual transportation providers through coordinating resources between human service agencies, private transportation providers, and public transportation providers.**

Priority/Implementation Timeframe:	Mid-Term.
Parties Responsible:	Human service agencies and transportation providers participating in the ITCC.
Implementation Budget/Costs:	To be determined based upon the frequency and mode of service that is implemented. New service established to improve transportation opportunities for individuals with disabilities is an eligible application for Section 5317 grant funding (50% local match is required for operating grants. Local match could be derived from any non-Federal Transit Administration dollars).
Staffing Implications:	To be determined by the new service plan.
Capital Requirements:	To be determined.
Ridership Implications:	New service should result in an increase in ridership.

Performance Measures: Individuals with disabilities have more personal mobility opportunities.  
Individuals with disabilities have access to more community resources.  
Individuals with disabilities receive improved service.

**Objective 2.2: Coordinate and open special trips (especially recreational trips in the evening) provided senior services and/or other providers that serve specialized populations.**

***Implementation Strategies/Alternatives:***

**2.2.1: Use a 5310 vehicle to provide scheduled, short trips to movie theatres, evening shopping, festivals, and other local/regional events after normal operating hours. The service could be open to other human service agencies depending on vacant seats.**

Priority/Implementation Timeframe: Mid-Term

Parties Responsible: KIRPC, CDC Resources, Peak Community Services and other human service agencies.

Implementation Budget/Costs: To be determined based upon frequency type of trips provided.

Staffing Implications: One driver to operate the vehicle. One additional driver aide may be necessary. If hired, the mobility manager may be responsible for coordinating these special trips.

Operating assistance for the driver and aide are potential application for Section 5317 grant funding – 50% local match for operating dollars is required and any

non-Federal Transit Administration dollars may be eligible for local match.)

Capital Requirements:

Local match for a Section 5310 vehicle, if the existing fleet is not sufficient. Replacement of existing vehicle may be necessary after it has met its useful life.

Ridership Implications:

Number of evening events served.  
Number of riders.  
Number of organizations that participate in the special service.

**Objective 2.3: Increase or improve accessibility of transportation provider informational materials.**

***Implementation Strategies/Alternatives:***

**2.3.1: Enhance the KIRPC brochure/rider guide that includes information from all of the individual transportation providers and for the coordination project. The guide will contain ADA-related policies, display the Indiana Relay Number, and indicate that guides are available in alternative formats.**

Priority/Implementation Timeframe: Near-Term.

Parties Responsible:

ITCC member organizations. A lead organization responsible for gathering information and compiling it into a guide should be designated. Or, if hired, the Mobility Manager could be responsible for developing the rider guide.

Implementation Budget/Costs:	To be determined based upon format of the guide and distribution.
Staffing Implications:	None. If no mobility manager is hired and existing staff are not available. Consider utilizing volunteers or college students.
Capital Requirements:	None.
Ridership Implications:	Potential increase in ridership as more people use the guide and become comfortable with using the mobility options that it describes.
Performance Measures:	Number of organizations that contribute to the guide. Guide is developed. Number of guides distributed.
<b>2.3.2: Distribute the new brochure/rider guides and engage in speaking opportunities throughout the region to improve public knowledge and understanding about the transportation resources that are available to them.</b>	
Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	Rotate the responsibility for speaking engagements among the ITCC member organizations. All organizations should distribute the rider guides (this could be a function of the mobility manager, if hired).
Implementation Budget/Costs:	Costs associated with printing the rider guides

and promoting access to transportation.

Staffing Implications:

Staff time to participate in local events and speaking engagements about the available transportation for older adults, individuals with disabilities, individuals with low incomes, and the general public (this could be a duty of the mobility manager, if hired).

Capital Requirements:

None.

Ridership Implications:

Ridership is likely to increase as more people become aware of the available services and learn how to access and utilize them.

Performance Measures:

Number of brochures/rider guides distributed.  
Number of speaking engagements completed.  
Number of events attended where information was disseminated.

**2.3.3: 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 people with visual impairments) which makes transportation information more available to the public and easier to access.**

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible:

ITCC member organizations. A lead organization to develop,

maintain, and host the site should be designated.

Implementation Budget/Costs:

Staff time and costs involved in creating the website. Costs can be reduced if an existing website is utilized. Creating an accessible website is a potential application for Section 5317 funding (local match required).

Staffing Implications:

None. If hired, the mobility manager could be responsible for creating the website/web page and maintaining updated information.

Capital Requirements:

None.

Ridership Implications:

Potential increase in ridership if more individuals have access to transportation information through the website.

Performance Measures:

Bobby-compliant website is created and hosted. Information on the website is updated on regularly occurring intervals. Number of organizations that offer mobility and human services information on the website.

**Objective 2.4: Standardize policies and procedures as much as possible to ensure consistency in service to all consumers when trips are shared or coordinated.**

***Implementation Strategies/Alternatives:***

**2.4.1: Develop a list of policies/procedures that could be uniform or standardized throughout the region; specifically to ensure that ADA regulations are followed by all coordination partners. A sample of policies/procedures that could be made uniform is provided below. Contact Indiana RTAP for additional assistance. Suggested policies can include:**

No-shows  
 Cancellations  
 Accident/incident procedures  
 Vehicle evacuation procedures  
 Seatbelts  
 Car seats  
 Inclement weather  
 ADA-related policies-wheelchair assistance, oxygen transport, riding on lifts, service animals, passenger assistant, and others.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: ITCC member organizations. A lead organization to organize the process.

Implementation Budget/Costs: Staff time involved in standardizing policies and procedures.

Staffing Implications: None. If hired, the Mobility Manager could be responsible for creating uniform policies.

Capital Requirements: None.

Ridership Implications: None.

Performance Measures: Uniform policies and procedures developed and adopted.

**Objective 2.5: Expand the hours and days of demand response transportation service to include evenings, and weekends where demand is substantial enough to support and justify the service.**

*Implementation Strategies/Alternatives:*

**2.5.1: KIRPC, older adult and human service agencies, and private transportation providers should evaluate the feasibility providing demand response service during evenings and weekends.**

Priority/Implementation Timeframe:	Mid-to-Long-Term.
Parties Responsible:	KIRPC and other ITCC member transportation providers
Implementation Budget/Costs:	To be determined. Potential application for Section 5316 or Section 5317 funding (a 50% match is required for operating).
Staffing Implications:	Potential need for drivers to operate the service.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	Demand for service projected. Fully allocated cost for service projected. Potential match requirements secured.

**2.5.2: KIRPC, older adult and human service agencies, and private transportation providers, depending on the outcome of strategy 2.5.1, should initiate demand response evening and weekend service.**

Priority/Implementation Timeframe:	Mid-to-Long-Term.
Parties Responsible:	KIRPC, human service agencies, and private transportation providers.
Implementation Budget/Costs:	To be determined. Potential application for

Section 5316 or 5317 (50% match required).

Capital Requirements:	None.
Ridership Implications:	Ridership will increase with new service.
Performance Measures:	Number of evening and weekend trips provided. Number of individuals with disabilities served. Number of older adults served. Number of people with low incomes utilizing the service for employment related purposes.

**2.5.3: Market evening and weekend service to older adults, individuals with disabilities, individuals with low incomes, the general public, and employers.**

Priority/Implementation Timeframe:	Mid-Term.
Parties Responsible:	Transportation provider, ITCC member organizations.
Implementation Budget:	Staff time involved and cost of marketing materials.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Potential increase in ridership.
Performance Measures:	Number of evening and weekend trips. Number of older adults, individuals with disabilities, and people with low incomes served.

Number of employer related trips provided.

**GOAL #3: PROVIDE AFFORDABLE TRANSPORTATION TO SUPPORT EMPLOYMENT TRIPS FOR INDIVIDUALS WITH LOW INCOMES.**

**Objective 3.1: KIRPC and human service agencies, particularly agencies that serve families and people with low incomes, will document the most significant unmet transportation need for employment opportunities. Potential improvements to the transportation structure that result from this specific needs assessment could include expanded hours of service, expanded service areas (without transfers), or affordable inter-city transportation.**

***Implementation Strategies/Alternatives:***

**3.1.1: Identify the geographic areas, time of day, days of week, and specific employment sites that will generate the highest demand for reverse commute transportation assistance. Also, identify the mode of service (i.e., demand response, rideshare, vanpool, point-deviation) that will most effectively and efficiently serve the demand. Areas of demand indicated to date include a need for 2<sup>nd</sup> and 3<sup>rd</sup> shift employment transportation and employment transportation on weekends.**

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible: KIRPC, ITCC member organizations that are transportation providers, local employers, and organizations that provide transportation and/or provide service to people with low incomes.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: None. However, ridership will increase if new service is implemented.

Performance Measures:	<p>Areas of high demand propensity are identified (Utilize information in this regional plan.).</p> <p>Employers with a need for employee transportation are identified.</p> <p>The most appropriate mode of service for employers is identified.</p>
<p><b>3.1.2: Depending on the outcome of Strategy 3.1.1, KIRPC and the ITCC member transportation providers should apply for Job Access and Reverse Commute funds (JARC) to support the provision of expanded service for access to jobs and employment related services for people with low incomes.</b></p>	
Priority/Implementation Timeframe:	Mid-Term
Parties Responsible:	KIRPC and ITCC member organizations, especially those organizations that represent families and people with low incomes.
Implementation Budget:	To be determined. JARC requires a 50% match for operating and a 20% match for capital.
Staffing Implications:	To be determined.
Capital Requirements:	None.
Ridership Implications:	Implementation of new service will lead to more ridership.
Performance Measures:	JARC application(s) prepared and submitted to INDOT.

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

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

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

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

**Exhibit VI.1: Implementation Strategy Key and Matrix**

<b>Page Number</b>	<b>Strategy Identification Number</b>	<b>Strategy Description</b>	<b>Priority/Implementation Timeframe</b>	<b>Specialized Vehicles (5310)</b>	<b>Job Access &amp; Reverse Commute (5316)</b>	<b>New Freedom Initiative (5317)</b>
V-1,2	1.1.1	The ITCC will be developed by those agencies involved in the preparation of the regional Coordinated Public Transit-Human Services Transportation Plan. Equal representation will be achieved for each county. Representation for adjacent counties and regions will be sought.	Near-Term			
V-2,3	1.1.2	Prepare bylaws for the ITCC.	Near-Term			
V-3	1.1.3	Encourage ITCC members to participate in INCOST and attend their annual conferences and regional meetings.	Near-Term			
V-4,5	1.2.1	Document the potential benefits of hiring a mobility manager.	Near-Term			
V-5	1.2.2	If the benefits discovered in strategy 1.2.1 are documented and accepted locally, recognize a 'lead agency' to hire the mobility manager.	Near-Term			Yes
V-6	1.2.3	Apply to INDOT for funding to support a mobility manager.	Mid-Term			
V-7,8	1.3.1	Develop and/or formalize contracts and MOUs between the public and human service agency transportation providers and also between agencies that use these services for their consumers.	Near-Term			
V-8	1.3.2	Coordinate long distance trips. Possibly develop and share a schedule of regularly occurring long distance trips with all transportation providers in the region and surrounding counties.	Near-Term	Yes		
V-9,10	1.3.3	Share schedules to determine where there are duplications in service and establish a service strategy to remove or reduce duplications through sharing vehicles and/or mixing consumers.	Near-Term			
V-10,11	1.4.1	Develop a list of mandatory training and hiring requirements.	Near-Term			
V-11,12	1.5.1	Eligible organizations will collaborate on service needs and coordinate a request for smaller capacity, accessible vehicles(s) for out-of-area trips through the Section 5310 program.	Near-Term	Yes		

**Exhibit VI.1: Implementation Strategy Key and Matrix**

<b>Page Number</b>	<b>Strategy Identification Number</b>	<b>Strategy Description</b>	<b>Priority/Implementation Timeframe</b>	<b>Specialized Vehicles (5310)</b>	<b>Job Access &amp; Reverse Commute (5316)</b>	<b>New Freedom Initiative (5317)</b>
V-12,13	2.1.1	Coordinate a demand response feeder service or service connection between Pulaski County Human Services and/or another transportation provider in the region, and Peak Community Services' scheduled route that operates in the morning and afternoons.	Near-Term		Yes	Yes
V-14	2.1.2	Explore opportunities to implement new service or expand the service area of the individual transportation providers through coordinating resources between human service agencies, private transportation providers, and public transportation providers.	Mid-Term			Yes
V-15,16	2.2.1	Use a 5310 vehicle to provide short trips to movie theatres, evening shopping, festivals, and other local/regional events after normal operating hours.	Mid-Term			Yes
V-16,17	2.3.1	Enhance the KIRPC brochure/rider guide that includes information from all of the individual transportation providers and for the coordination project.	Near-Term			
V-17,18	2.3.2	Distribute the new brochures/ rider guides and engage in speaking opportunities throughout the region to improve public knowledge and understanding about the transportation resources that are available to them.	Near-Term			
V-18,19	2.3.3	Develop a website that is Bobby-compliant which makes transportation information more available to the public and easier to access.	Mid-Term			Yes
V-20	2.4.1	Develop a list of policies/procedures that could be uniform or standardized throughout the region; specifically to ensure that ADA regulations are followed by all coordination partners.	Near-Term			
V-21	2.5.1	KIRPC, older adult and human service agencies, and private transportation providers should evaluate the feasibility of providing demand response service during evenings and weekends.	Mid-to-Long-Term		Yes	
V-21,22	2.5.2	KIRPC, older adult and human service agencies, and private transportation providers, depending on the outcome of strategy 2.5.1, should initiate demand response evening and weekend service.	Mid-to-Long-Term		Yes	Yes

**Exhibit VI.1: Implementation Strategy Key and Matrix**

<b>Page Number</b>	<b>Strategy Identification Number</b>	<b>Strategy Description</b>	<b>Priority/Implementation Timeframe</b>	<b>Specialized Vehicles (5310)</b>	<b>Job Access &amp; Reverse Commute (5316)</b>	<b>New Freedom Initiative (5317)</b>
V-22,23	2.5.3	Market evening and weekend service to older adults, individuals with disabilities, people with low incomes, the general public, and employers.	Mid-Term			
V-23,24	3.1.1	Identify the geographic areas and specific employment sites that will generate the highest demand for reverse commute transportation assistance.	Mid-Term		Yes	
V-24	3.1.2	Depending on the outcome of Strategy 3.1.1, KIRPC and the ITCC member transportation providers should apply for JARC to support the provision of expanded service for access to jobs and employment related services for people with low incomes.	Mid-Term		Yes	

## **VII. ADOPTION AND APPROVAL OF PLAN**

**VII. ADOPTION AND APPROVAL OF PLAN**

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

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

\_\_\_\_\_  
Name Date

**ADOPTION AND  
APPROVAL OF PLAN**

\_\_\_\_\_  
Name

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Name Date

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

Public Hearing Notice

# **APPENDIX**

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# Appendix

## Region 2.1

### EXHIBIT 1: OUTREACH DOCUMENTATION SUMMARY

#### COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION

#### PLAN

#### FOR JASPER, PULASKI, STARKE, AND NEWTON COUNTIES, INDIANA

### Focus Groups

#### *Date(s) & Locations Held:*

\_6/28/07\_                      \_\_KIRPC – 115 East 4<sup>th</sup> Street Monon, IN\_\_\_\_\_

\_3/11/08\_                      \_\_Jasper County Community Services – Rensselear, IN\_\_\_\_\_

#### *Date(s) Invitations Were Distributed:*

✓ U.S. Mail    \_\_6/1/07 & 2/25/08\_\_\_\_     Web Posting \_\_\_\_\_  
 E-mail \_\_\_\_\_     Other (please specify)

✓ Newspaper Notice \_\_

Indiana RTAP Newsletter  
Pulaski County Journal (publication not confirmed)  
Rensselear Republican (publication not confirmed)  
The Leader (publication not confirmed)  
Newton County Enterprise (publication not confirmed)  
The Herald Journal (publication not confirmed)

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)*

\_\_13\_\_                      \_\_6/28/07 @ KIRPC – 115 East 4<sup>th</sup> Street, Monon\_\_

\_\_14\_\_                      \_\_3/11/08 @ Jasper County Community Services – Rensselear, IN\_\_

- ✓ 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

## Region 2.1

✓ Focus Group Summary Included in Report

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### **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 \_6/1/07\_\_\_\_\_ 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: 24 invitations to complete the survey

No. of Surveys Returned: 5

✓ Listing of Survey Recipients attached

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### **Other Outreach Efforts**

✓ Flyers or Brochures in \_\_\_\_\_

# Appendix

## Region 2.1

X Senior Centers

X Community Centers

- ✓ 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 \_\_\_\_\_      X Web Posting RTAP\_website \_\_\_\_\_

E-mail \_\_\_\_\_       Other (please specify)

✓ Newspaper Notice RTAP Newsletter

Radio/TV PSAs \_\_\_\_\_

Distributed in local community/senior centers, etc.

Information was provided in alternative formats, upon request.

Events were open to all individuals, including hearing impaired.

*# of Attendees (by location & date)*

\_\_\_\_\_

Sign-in Sheets Attached, if applicable

Summary Attached, if applicable

Invitation letter/Meeting Notice and mailing list attached.

Copy of Public Notice attached along with a list of newspapers in which it appeared.

Copy of e-mail invitation/Meeting Notice and mailing list attached.

✓ Copy of web posting – Indiana RTAP website.

Copies of flyers, brochures, etc. attached along with distribution locations.

# Appendix

## Region 2.1

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

### EXHIBIT 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 throughout the state between June 20 and August 31, 2007. The meetings will include a discussion of the content of the locally developed coordination plan, a needs assessment, the level of coordination between transportation programs, and developing an action plan for developing strategies and steps for improving coordination efforts.

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

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

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

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

# Appendix

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## Region 2.1

### **EXHIBIT 3 (CONTINUED): NEWSPAPER NOTICES FOR LOCAL NEWSPAPERS IN THE REGION**

#### **Notice of Public Meeting**

#### **INDOT Coordinated Public Transit-Human Services Transportation Plan for Newton, Jasper, Pulaski, Starke Counties**

A local meeting will be held at Jasper County Community Services, 967 East Leopold Street, Rensselaer, Indiana on March 11, 2008 from 1:00 to 3:00 PM (CDT) to discuss the development of a Coordinated Public Transit-Human Services Transportation Plan for Newton, Jasper, Pulaski and Starke counties.

Participation from anyone living or traveling in this area is encouraged. Human service, governmental, or nonprofit organizations planning to apply for SAFETEA-LU funding under the Section 5310, 5316, or 5317 programs must participate in the planning process through either the March 11th meeting, scheduling a one-on-one interview, or sending comments. If you are unable to attend the meeting but want to participate, please send your input to Emily Demeter at RLS & Associates, Inc. 3131 South Dixie Highway, Suite 545 Dayton, Ohio 45439 or email her at [edemeter@rlsandassoc.com](mailto:edemeter@rlsandassoc.com) no later than March 15, 2008.

The meeting location is accessible, including to wheelchair users. Individuals requiring any other special accommodations, including information in alternative formats, should contact Emily no later than March 7th.

# Appendix

## Region 2.1



### **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](mailto: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*

EXHIBIT 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 Laura Brown, 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](http://www.sndayton.com/INDOT_coordination_survey)

**Date: 06/8/07**

**Time: 10:00 AM - 1:00 PM**

**Address: 115 East 4<sup>th</sup> Street Monon, IN**

**KIRPC**

For information about the meeting, please contact Laura Brown at (937) 299-5007 or by e-mail [lbrownrls@verizon.net](mailto:lbrownrls@verizon.net)

# Appendix

## Region 2.1

### EXHIBIT 6: MEETING AGENDA

#### COORDINATED PUBLIC TRANSIT-HUMAN SERVICE TRANSPORTATION PLAN

#### FOR Starke, Pulaski, Jasper and Newton Counties

*June 28, 2007*

**KIRPC**

*115 East 4<sup>th</sup> Street, Monon*

#### Agenda

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

# Appendix

## Region 2.1

### EXHIBIT 7: MEETING SIGN IN SHEETS

<b>Region 2.1 Monon, Indiana - June 28, 2007</b>			
<b>Attendees</b>			
<b>NAME &amp; AGENCY</b>	<b>AGENCY ADDRESS</b>	<b>TELEPHONE</b>	<b>E-MAIL</b>
<b>Debbie Wessels, Executive Director Newton County Community Svcs.</b>	P.O. Box 140 4115 240 West, Suite 100 Morocco, IN 47963	219-285-2246	<a href="mailto:Nccs-dir@att.net">Nccs-dir@att.net</a>
<b>Dan Dolezal Pulaski Co. Community Development Commission</b>	P.O. Box 315 Winamac, IN 46996	574-946-3869	<a href="mailto:ddolezal@pulaskionline.org">ddolezal@pulaskionline.org</a>
<b>Joan Haugh Community Services of Starke County</b>	311 E Culver Rd. Knox, IN 46534	574-772-7070	<a href="mailto:starkecoa@earthlink.net">starkecoa@earthlink.net</a>
<b>Carol Smith Community Services of Starke County</b>	311 E Culver Rd. Knox, IN 46534	574-772-7070	<a href="mailto:csstarke@earthlink.net">csstarke@earthlink.net</a>
<b>Mike Tiede Pulaski County Commissioner</b>	2106 -S 1200 W Francesville, IN	574-225-0632	<a href="mailto:newimage@ffni.com">newimage@ffni.com</a>
<b>Kelly Bauer Jasper County Community Services</b>	967 E. Leopold Rensselear, IN 47978	219-866-8071	<a href="mailto:kbauer@nwiis.com">kbauer@nwiis.com</a>
<b>Belinda Gutwein KIRPC</b>	115 E. 4 <sup>th</sup> St. Monon, IN 47595	888-300-0795	<a href="mailto:bgutwein@urhere.net">bgutwein@urhere.net</a>
<b>Edwin Buswell, Executive Director KIRPC</b>	P.O. Box 124 Monon, IN 47959	214-253-6658	<a href="mailto:elb@kirpc.net">elb@kirpc.net</a>
<b>Donna Allen, TAC Member Pulaski County Human Services</b>	P.O. Box 32 Winamac, IN 46996	574-946-6500	<a href="#">None</a>
<b>Randy Mitchell, Transportation Manager KIRPC</b>	P.O. Box 127 Monon, IN 47959	219-253-6658	<a href="mailto:rmitchell@kirpc.net">rmitchell@kirpc.net</a>
<b>Joyce Carter Knox County Council on Aging</b>	311 E. Culver Rd. Knox	772-7070	<a href="#">None</a>

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## Region 2.1

<b>Perry Thompson, Sr. Knox County Council on Aging</b>	311 E. Culver Rd. Knox	772-7070	<a href="#">None</a>
<b>Bill Stage Knox County Council on Aging</b>	311 E. Culver Rd. Knox	772-7070	<a href="#">None</a>

### Region 2.1 Rensselear, Indiana – March 11, 2008

#### Attendees

NAME & AGENCY	AGENCY ADDRESS	TELEPHONE	E-MAIL
<b>Debbie Wessels, Executive Director Newton County Community Svcs.</b>	P.O. Box 140 4115 240 West, Suite 100 Morocco, IN 47963	219-285-2246	<a href="mailto:Nccs-dir@att.net">Nccs-dir@att.net</a>
<b>Dan Dolezal Pulaski Co. Community Development Commission</b>	P.O. Box 315 Winamac, IN 46996	574-946-3869	<a href="mailto:ddolezal@pulaskionline.org">ddolezal@pulaskionline.org</a>
<b>Joan Haugh Community Services of Starke County</b>	311 E Culver Rd. Knox, IN 46534	574-772-7070	<a href="mailto:starkecoa@earthlink.net">starkecoa@earthlink.net</a>
<b>Carol Smith Community Services of Starke County</b>	311 E Culver Rd. Knox, IN 46534	574-772-7070	<a href="mailto:csstarke@earthlink.net">csstarke@earthlink.net</a>
<b>Sharon Colee Jasper County Community Services</b>	967 E. Leopold Rensselear, IN 47978	219-866-8071	
<b>Rita Carpenter Pulaski County Council</b>	16469 West State 14 Francesville, IN 47946	219-567-2627	
<b>Belinda Gutwein KIRPC</b>	115 E. 4 <sup>th</sup> St. Monon, IN 47595	888-300-0795	<a href="mailto:bgutwein@urhere.net">bgutwein@urhere.net</a>
<b>Holly Porter Newton Co. Community Services</b>	P.O. Box 140 Morocco, IN 47963	219-285-2247	<a href="mailto:nccs-trans@att.net">nccs-trans@att.net</a>

# Appendix

## Region 2.1

<b>Bill Stagis Starke County</b>		574-772-2606	
<b>Randy Mitchell, Transportation Manager KIRPC</b>	P.O. Box 127 Monon, IN 47959	219-253-6658	<a href="mailto:rmitchell@kirpc.net">rmitchell@kirpc.net</a>
<b>Pat Komiak KIRPC-Head Start</b>		888-300-0795	
<b>Herb Arihoid Mayor – Rensselear</b>	P.O. Box 280 Rensselear	219-866-5212	<a href="mailto:rhoad@cityofrenselearin.com">rhoad@cityofrenselearin.com</a>
<b>Mary Whipple Consumer</b>			
<b>Jacki Frain PCHS, Inc.</b>		574-946-6500	<a href="mailto:pchsifrain@embargmail.com">pchsifrain@embargmail.com</a>

# Appendix

## Region 2.1

### EXHIBIT 8: MEETING INVITATION AND DISTRIBUTION LIST – MARCH, 2008

**From:** WDJUBEK@aol.com  
**Subject:** Indiana Coordination Meeting March 11  
**Date:** February 25, 2008 10:24:03 AM EST  
**To:** rmitchell@kirpc.net, nccs-dir@att.net, ddolezal@pulaskionline.org, starkecoa@earthlink.net, csstarke@earthlink.net, newimage@ffnl.com, kbauer@nwiis.com, pchsmmendiola@earthlink.net, pchsfrain@earthlink.net, [mreeves@pmhnet.com](mailto:mreeves@pmhnet.com)  
**Cc:** jenglish@indot.state.in.us, lbrownrls@verizon.net, [John.Edmondson@illinois.gov](mailto:John.Edmondson@illinois.gov)

Hello Transportation Stakeholders,

We have completed the needs assessment portion of your regional transportation plan (posted on-line at: [www.in.gov/indot/7381.htm](http://www.in.gov/indot/7381.htm)). Thank you for your time and efforts that lead to the accomplishment of phase one of your Local Coordinated Human Service Public Transportation Plan. Now it's time for the next step!

Please mark you calendar and plan to attend the 2nd Coordinated Human Service - Public Transportation Planning Meeting:

Tuesday, March 11, 2008  
2:00 P.M. to 4:00 P.M. (CST)  
at Jasper County Community Services  
967 East Leopold Street  
Rensselaer, IN 47978.

The meeting will be facilitated by RLS & Associates, Inc. for the Indiana Department of Transportation (INDOT), Public Transit Department. The meeting agenda is below.

Your participation in the meeting will ensure that the transportation plan:

- (1) accurately reflects and meets the transportation need, 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).

Please reply to this email by March 7 to reserve your seat at the meeting. If you would like to invite other local transportation stakeholders not included on this email, please feel free to forward the message to them.

We understand that you have a busy and demanding schedule and thank you in advance for taking the time to ensure that your local community transportation plan includes strategies that are specific to your needs and goals!

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### EXHIBIT 9: MEETING AGENDA, MARCH 2008

What: Follow-up Meeting - Region 2.1 Coordinated Public-HSTP  
When: **Tuesday, March 11, 2008, 2:00 p.m. to 4:00 p.m. (CST)**  
Where: Jasper County Community Services  
967 East Leopold Street  
Rensselaer, IN 47978

### *Agenda*

- Sign-In
- Introductions and Welcome
- Review
  - “Why Coordinate?”
  - Existing Need for Transportation
  - Existing Services ( [www.in.gov/indot/7381.htm](http://www.in.gov/indot/7381.htm))
    - Public Transit
    - Private Providers
    - Intercity
    - Taxi
    - Other
    - Human Services Transportation
      - ❖ Was anyone missed?
  - Service Gaps and/or Duplication of Service
  - ❖ Is it correct?
- Presentation of Strategies for Region 2.1 Coordination
  - Other suggestions/strategies for Coordination
- Prioritize strategies
- Adjourn

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## Region 2.1

### EXHIBIT 10: STAKEHOLDER ASSESSMENT TOOL/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](mailto: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: \_\_\_\_\_
- b. Title: \_\_\_\_\_
- c. Organization: \_\_\_\_\_
- d. Street Address: \_\_\_\_\_
- e. City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_
- f. Work Phone: \_\_\_\_\_ Fax \_\_\_\_\_

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g. Respondent's E-mail: \_\_\_\_\_

h. Respondent's Website Address: \_\_\_\_\_

**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?**

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

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## Region 2.1

**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)
- 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.)**

<b>Mode of Transportation</b>	<b>Services for the General Public</b>	<b>Client Only Services</b>
	<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		

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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.

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**11. 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:**

	Number of Vehicles			
	Total Number	Number Owned or Leased	No. Owned or Leased: Wheelchair Accessible	Volunteer Vehicles
Vehicle Type				
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				

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## Region 2.1

j) Other (Describe):				
----------------------	--	--	--	--

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

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

Yes  No

**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): \_\_\_\_\_

**13. 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.

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**14. 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:	_____	_____	_____	_____	_____	_____	_____

**15. 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).

**16. 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.
- 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): \_\_\_\_\_

**17. Will you accommodate late reservations if space is available?**

- Yes  No

Explain \_\_\_\_\_

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Question Number 18 was deleted.

### RIDERSHIP

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

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

Yes  No

**If yes, what are the eligibility/qualification standards?**

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**19. 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).**

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

In the above table, use the following definitions:

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

<sup>2</sup> 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.

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

### ANNUAL EXPENDITURES AND REVENUES

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

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

Yes  No

If yes, what is the fare structure? \_\_\_\_\_

\_\_\_\_\_

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

Yes  No

If yes, what is the discount? \_\_\_\_\_

**22. 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? \_\_\_\_\_

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

Beginning: \_\_\_\_\_ Ending: \_\_\_\_\_

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### 24. What are your transportation operating revenues?

Category	Actual, FY 2006
<b>Transportation Operating Revenues – List Individually</b>	
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 ( <i>e.g.</i> , 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)	
<b>Total Transportation Revenues – Total</b>	

Other comments on organization revenues?

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

Category	Actual, FY 2006
<b>Transportation Capital Revenues – List Individually</b>	
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)	
<b>Total Transportation Capital Revenues – Total</b>	

Other comments on organization capital revenues?

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## Region 2.1

**26. What are your transportation operating and capital expenses?**

Category	Actual, FY 2006
<b>Transportation Operating Expenses – List Individually</b>	
a) Transit Operation Expenses	
1) Transportation administration	
2) Transportation operations	
3) Transportation maintenance (facilities and equipment)	
<b>Total Operating Expenses</b>	
b) Transportation Capital Expenses	
<b>Total Transportation Operating and Capital Expenses</b>	

Other comments on organization expenses?

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**27. 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.**

**28. 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..

**29. 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): \_\_\_\_\_

**30. In your assessment, what enhancements are most needed to improve personal mobility in your service**

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### area (select one)?

- Greater coordination among providers.
- More funding.
- Longer hours and/or more days of service.
- Loosening of eligibility restrictions.
- Lower fares on existing services.
- Other (Define): \_\_\_\_\_

### 31. 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.

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Question 34 has been deleted.

**32. 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
- Liability/insurance concerns
- Turf issues among providers
- Billing/accounting issues
- Unique characteristics of client populations
- Other (Define): \_\_\_\_\_

**33. 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): \_\_\_\_\_

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

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**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
1	2	3	4	5

**36. On a scale of one to five, with five being the strongest support, is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?**

Weak support	_____▶			Strong support
1	2	3	4	5

**37. On a scale of one to five, with five being the strongest perception, do you and members of the governing board perceive there to be real and tangible benefits to be realized if local organizations worked together to better coordinate the delivery of services?**

Weak perception	_____▶			Strong perception
-----------------	--------	--	--	-------------------

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## Region 2.1

1	2	3	4	5

**If yes, what are the potential benefits in your opinion?**

**38. If there are any other issues, concerns, or information relevant to this issue, please feel free to address them in the spaces below.**

---

---

**39. If you would like to provide more detailed information and feedback, please leave your name and contact telephone number so that we can schedule an interview.**

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*Thank you for your cooperation!*

EXHIBIT 11: PARTICIPATION CHECKLIST BY COUNTY

County	Received a Survey & Meeting Invitation	Completed Survey	Attended Stakeholder Meeting	Participated in Telephone Review	Section 5310 Recipient	Section 5311 Providers in 2006	Section 5307 Providers in 2006
Newton County	CDC Resources	Yes	Yes		Yes		
	Newton County						
	Newton County Community Services	Yes	Yes			Yes	
	North Newton School Corp.						
	South Newton School Corp.						
Jasper County	CDC Resources	Yes	Yes		Yes		
	Jasper County Community Services						
	Jasper County Community Services/Arrowhead Country Public Transit		Yes			Yes	
	Kankakee Valley School Corp						
	KIRPC	Yes	Yes			Yes	
	Rensselaer Central School Corp						
	South Lake Limousine & Coach, Inc.						
	Culver Community Schools						
	Eastern Pulaski Comm Sch Corp.						
	Pulaski Co. Commissioner		Yes	Yes			
Pulaski County	KIRPC	Yes	Yes			Yes	
	Pulaski Co. Human Svcs/ Arrowhead Country Public Transit	Yes	Yes	Yes		Yes	
	Pulaski Developmental Services						
	Tri-County School Corp						
	Knox Community School Corp.						
Starke County	Community Svcs, of Starke Co./Arrowhead Country Transit	Yes	Yes			Yes	
	Marketplace Financial, Inc.	Yes		Yes			
	North Judson-San Pierre Sch Co						
	Oregon-Davis School Corp.						
	Starke County Council on Aging		Yes				
West Central School Corp.							