

**INDIANA STATEWIDE PUBLIC
TRANSIT/HUMAN SERVICE
COORDINATION PLAN FOR FULTON,
CASS, HOWARD, TIPTON, MIAMI,
AND WABASH COUNTIES**

**INVENTORY AND NEEDS
ASSESSMENT**

PREPARED FOR THE

**INDIANA DEPARTMENT OF
TRANSPORTATION**

NOVEMBER 2, 2007

TABLE OF CONTENTS

I. INTRODUCTION I - 1

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

ECONOMIC/DEMOGRAPHIC CHARACTERISTICS OF THE REGION II - 1

COUNTY PROFILES..... II - 8

***Fulton County*.....II - 8**

***Cass County*.....II - 15**

***Howard County*.....II - 21**

***Tipton County*.....II - 27**

***Miami County*.....II - 33**

***Wabash County*.....II - 39**

SUMMARY II - 45

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

GENERAL DESCRIPTION OF AREA TRANSPORTATION PROVIDERS III - 2

OTHER TRANSPORTATION PROVIDERS III - 9

NON-TRANSPORTATION PROVIDER AGENCIES III - 9

THIRD-PARTY AGREEMENTS III - 10

COORDINATION III - 10

FARE STRUCTURES III - 11

OPERATING STATISTICS III - 12

VEHICLE INVENTORY AND UTILIZATION III - 15

CONCLUSIONS III -21

IV. NEEDS ASSESSMENT IV - 1

REGIONAL NEEDS ASSESSMENTIV - 1

SUMMARYIV - 5

APPENDIX

I. INTRODUCTION

I. INTRODUCTION

This document is the first technical memorandum for 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 for Fulton, Cass, Howard, Tipton, Miami and Wabash counties, Indiana. This documentation is the first step toward fulfillment of 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).

The FTA has not prescribed exact methods of community outreach that must be used to ensure that a wide variety of groups, particularly those that represent individuals with disabilities, older adults, and people with low incomes, are included in the development of the coordination plans. As such, 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 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 in this technical memorandum represent the demographic conditions, inventory of existing transportation providers and the gaps and duplications in transportation throughout the six county region that have been identified through analysis and community input.

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.

Future Technical Memorandums that will be issued include prioritized coordinated transportation needs, goals, and suggested strategies that local coordination committees and Transportation Advisory Committees may implement to achieve those goals. Ultimately, a compilation of coordinated transportation priorities will be provided for INDOT to reference for awarding Section 5310, Section 5316, and Section 5317 grant appropriations.

II. EXISTING CONDITIONS

II. EXISTING CONDITIONS

The six county region lies in the central northern part of Indiana. The region is north of Indianapolis, west of Fort Wayne and Muncie, and south of South Bend. This region includes the Indiana counties of Fulton, Cass, Howard, Tipton, Miami, and Wabash. Larger cities in the region include Kokomo; Logansport; Peru; Wabash; and Elwood. The region is bordered by the Indiana counties of Marshall and Kosciusko to the north; Whitley, Huntington, Grant, and Madison, to the west; Hamilton to the south; Clinton, Carroll, White, and Pulaski to the east.

Exhibit II.1 on the following page is a highway and location map of the region. The region is served by the following major highways: U.S. Routes 24, 31, and 35; and Indiana Routes 13,15, 16, 17, 18, 19, 22, 25, 26, 28, 114, 124, and 218.

ECONOMIC/DEMOGRAPHIC CHARACTERISTICS OF THE REGION

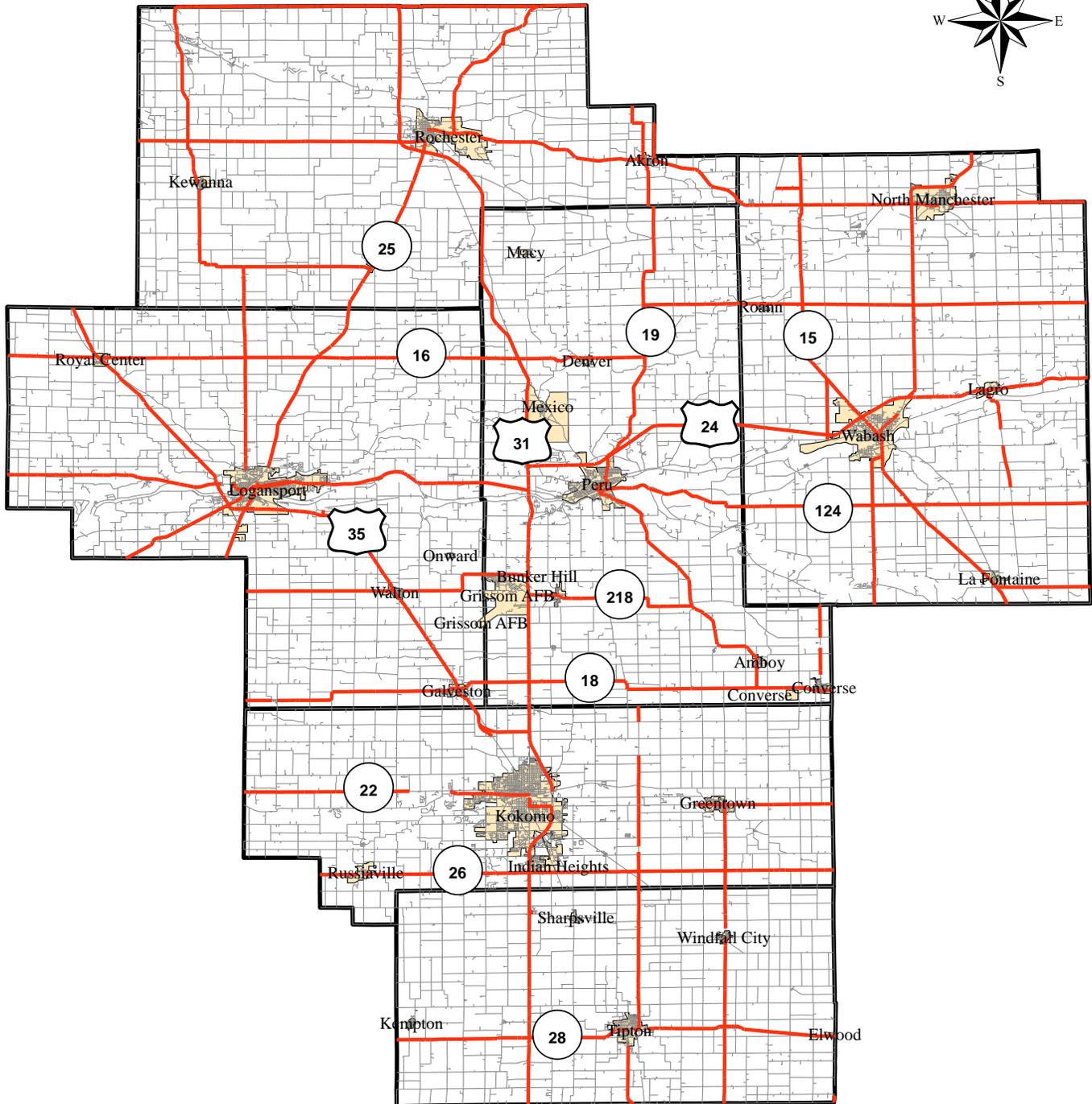
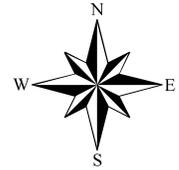
The following paragraphs provide demographic and economic descriptions of the region. Regional statistics are provided to support the existing and needed transportation service not contained within county boundaries.

Population

The region is approximately 2,124 square miles in size and has a total population of 234,024 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 the cities of Rochester, Kewanna, Akron, North Manchester, Wabash, La Fontaine, Peru, Mexico, Grissom AFB, Converse, Kokomo, Greentown, Russiaville, Windfall City, Tipton, Logansport, Walton, and Royal Center. The population density for this region is heaviest in the counties of Howard and Miami. The remainder of the counties in the region have high density areas but not such a heavy combination of high and moderately high density areas per block group.

In terms of the region's most populous places in 2006, the city of Kokomo ranked first with 45,923, while Logansport was the second largest with 19,083. 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

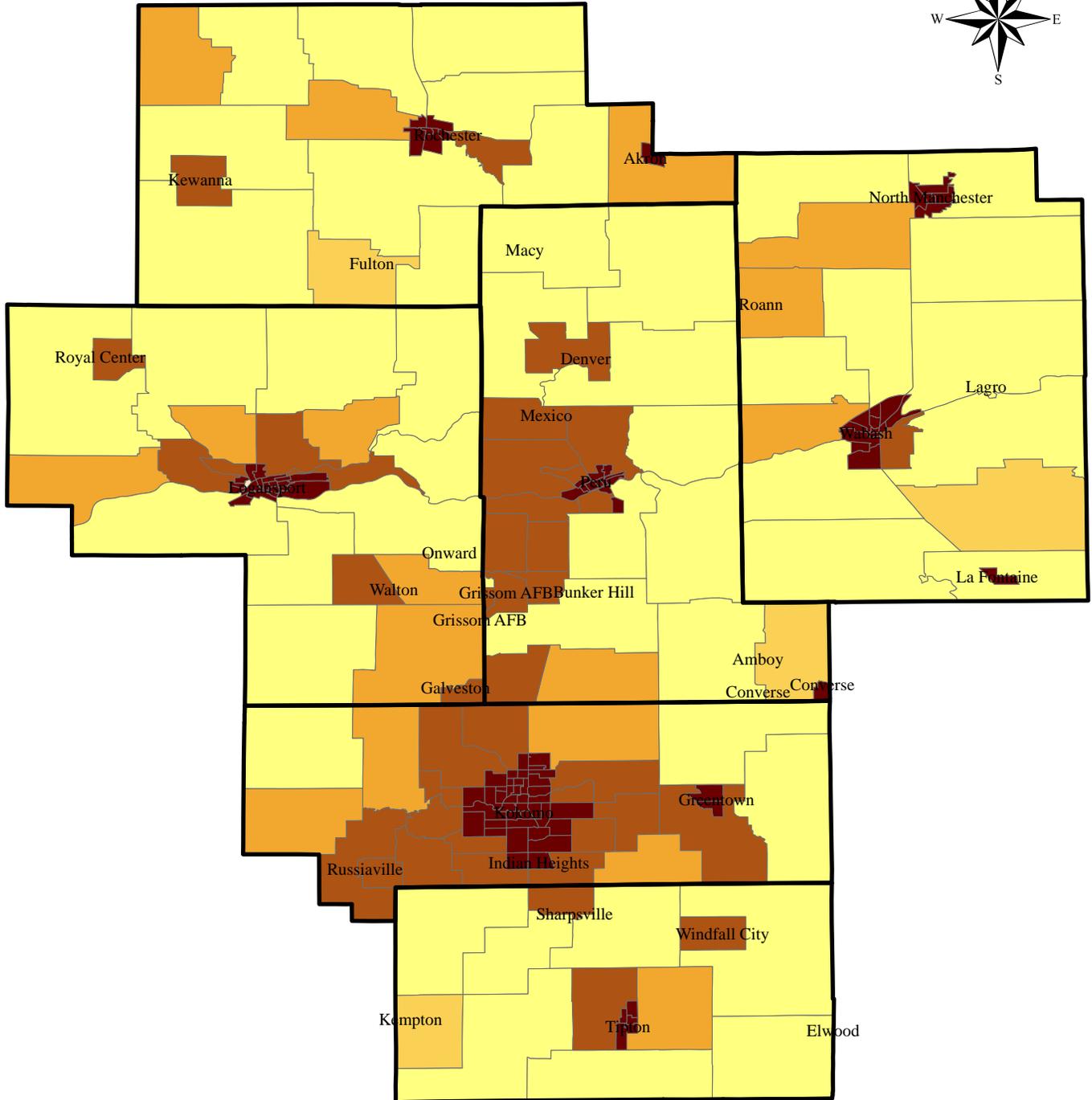


— Major Roads



Exhibit II.1: Location Map

Fulton, Cass, Howard, Tipton,
Miami, Wabash



Region 3 Blockgroups

- 0 - 46.93
- 46.94 - 49.72
- 49.73 - 85.84
- 85.85 - 554.7
- 554.8 - 10000



Exhibit II.2: Persons Per Square Mile

Fulton, Cass, Howard, Tipton,
Miami, Wabash

**Economic/
Demographic
Characteristics of the
Region**

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

	2006	% of Region’s Total Y2006 Pop.
Kokomo	45,923	19.9%
Logansport	19,083	8.3%
Peru	12,719	5.5%
Wabash	11,108	4.8%
Rochester	6,460	2.8%
North Manchester	5,932	2.6%
Tipton	5,203	2.3%
Greentown	2,442	1.1%
Galveston	1,432	0.6%
Russiaville	1,179	0.5%

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 (91.51 percent of the population). The total minority population was reported to be 8.49 percent of the population. Exhibit II.4 lists the breakdown of the different race categories for the region’s population.

Exhibit II.4: Race Distribution

Race	Population	Percent
White	129,634	91.51%
African American	6,097	4.30%
Native American	736	0.52%
Asian	1,035	0.73%
Other	2,242	1.58%
Two or More Races	1,919	1.35%
Total Minority	12,029	8.49%
Total Population	141,663	100.00%

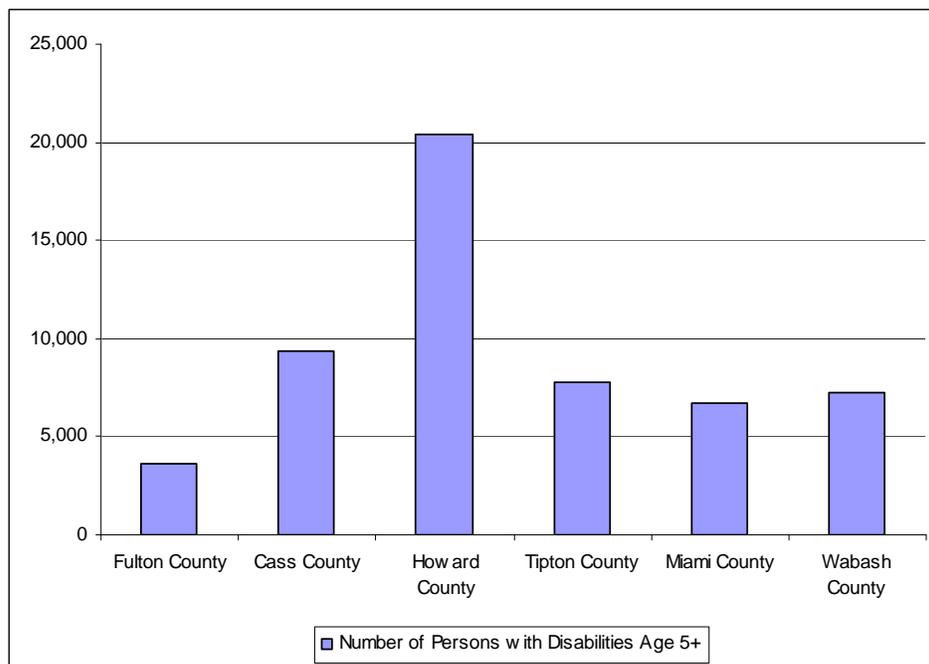
Source: U.S. Census Bureau, 2000

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 55,070, or 39 percent, of the region’s 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; the United States’ percentage is 17.7. 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 \$28,209 for 2005. Exhibit II.12 below lists the 2005 per capita incomes, and 2004 median household incomes in the region.

**Economic/
Demographic
Characteristics of the
Region**

Exhibit II.6: Per Capita and Median Household Income

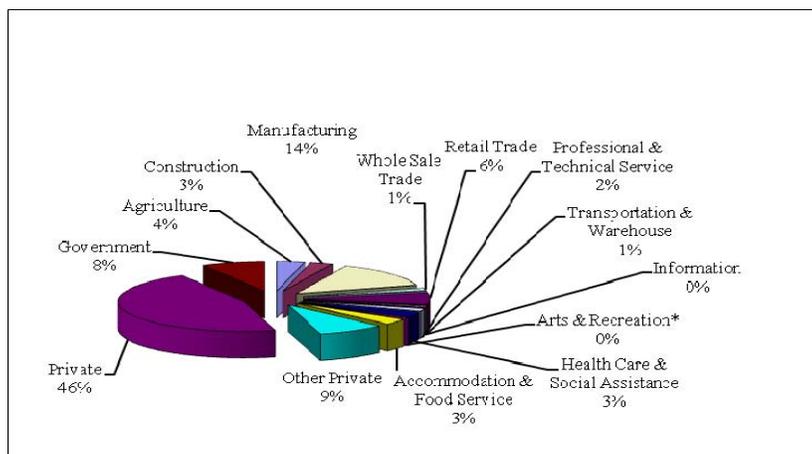
County	Per Capita Income (2005)	Median HH Income (2004)
Fulton County	\$26,678	\$40,815
Cass County	\$27,168	\$39,593
Howard County	\$30,713	\$45,588
Tipton County	\$31,784	\$51,512
Miami County	\$25,046	\$41,280
Wabash County	\$27,867	\$42,009
State of Indiana	\$31,173	\$43,217

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

Industry and Labor Force

The ‘Private’ sector employed the most people with 102,276 employees. ‘Manufacturing’ employed the second highest number of people, and ‘Other Private’ was the third largest employer. Reportedly, 18,320 workers were employed by government offices. In addition, 14,625 people were employed in ‘Retail Trade.’ Exhibit II.7 is an illustration of the employment by industry. Some of these totals do not include select county data as it was not available due to U.S. Bureau of Economic Analysis non-disclosure requirements.

Exhibit II.7: Regional Employment by Industry



Source: US Bureau of Economic Analysis

The 'Private' sector had the highest reported total wages in the region during 2005. Employees of the 'Private' sector earned \$4,159,208. 'Manufacturing' and 'Government' industries reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.8). 'Information' and 'Arts and Recreation' industries earned the lowest annual incomes. The table in Exhibit II.8 outlines the total wages earned by industry. Some of these totals do not include select county data as it was not available due to U.S. Bureau of Economic Analysis non-disclosure requirements.

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

Employment	Annual Earnings
Private	\$ 4,159,208
Manufacturing	\$ 2,435,084
Government	\$ 819,175
Other Private	\$ 389,937
Retail Trade	\$ 283,326
Health Care & Social Assistance*	\$ 221,706
Construction	\$ 197,809
Wholesale Trade	\$ 142,633
Professional & Technical Services	\$ 115,446
Agriculture	\$ 96,613
Accommodation & Food Service*	\$ 90,253
Transportation & Warehouse*	\$ 46,557
Information	\$ 31,300
Arts & Recreation*	\$ 10,721

*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 78.4 percent. Four and eight tenths percent of persons travel more than one hour to work. Exhibit II.9 illustrates the average commute time for each county in the region, according to 2000 U.S. Census Bureau statistics.

Exhibit II.9 Average Commute Time to Work

County	Travel Time
Fulton County	20.1 minutes
Cass County	18.4 minutes
Howard County	16.7 minutes
Tipton County	20.3 minutes
Miami County	20.1 minutes

Wabash County	16.4 minutes
---------------	--------------

The average commute time to work for the region is 18.7 minutes. It is noted that approximately 98 percent of the labor force in the region commute to work.

COUNTY PROFILES

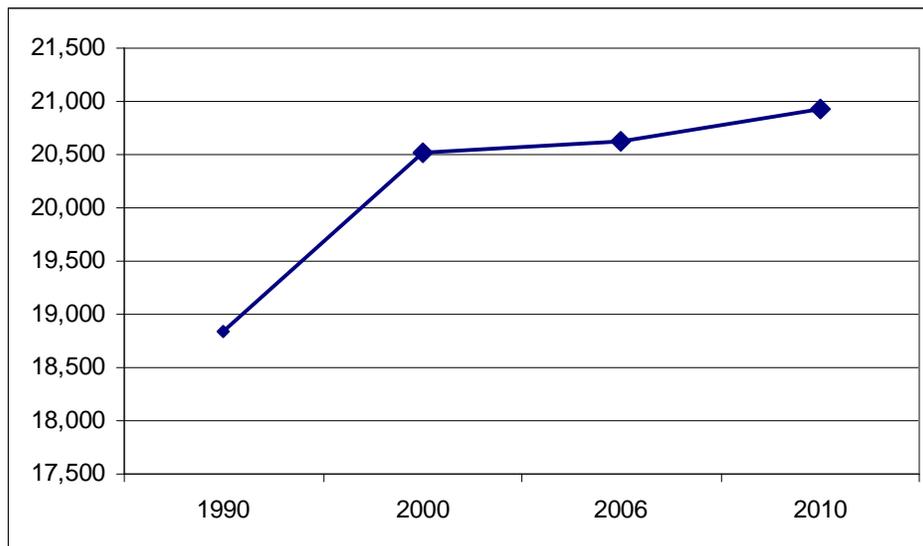
The following paragraphs explain the demographic and economic characteristics of each county within the region. County demographic categories are similar to the regional categories, but are intended to provide a more detailed description of existing conditions in each county.

Fulton County

Population Growth

According to information from the state of Indiana, the total population of Fulton County in 2006 was 20,622 persons. This is a 111 person increase from the 2000 Census. The Indiana Business Research Center is projecting Fulton County’s population to increase to 20,934 through 2010. Exhibit II.10 illustrates the historical and projected population trends for Fulton County through the year 2010.

Exhibit II.10: Population Trends

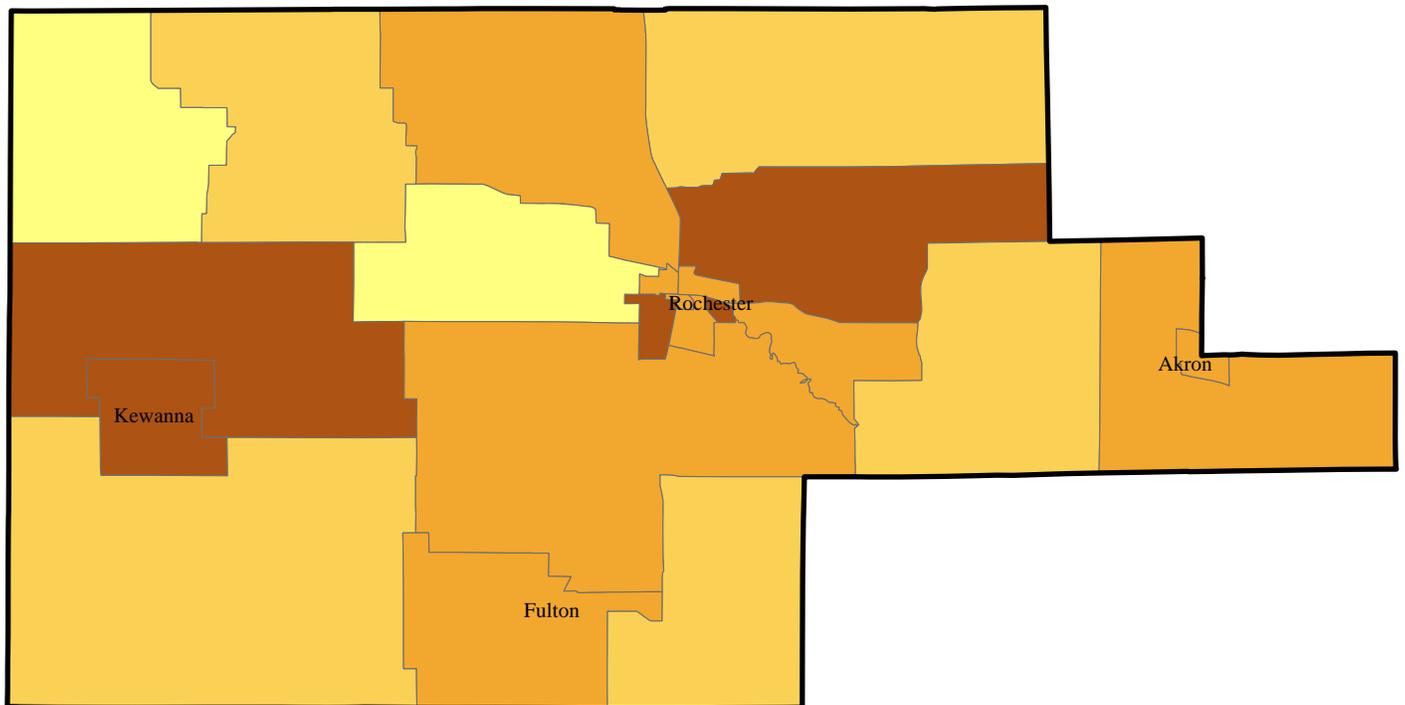
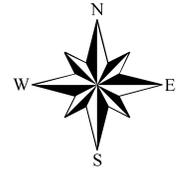


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.11 illustrates the density of persons aged 65 and older by Census block group. There is no block groups with a high density of residents aged 65 and older. Areas of moderately high and moderate density of older adults are found throughout the center of the county in and around the cities and towns of Kewanna, Fulton, Rochester, and the eastern part of the county around the city of Akron. The remainder of the county has a low to very low older adult population density.

According to the 2000 statistics from the U.S. Census, the largest age cohort for Fulton County in 2000 was between age 25 and 44, constituting 27 percent of the county's population (see Exhibit II.12). The second largest age group was 45 to 64 year olds (21.1 percent). Approximately 24.7 percent of the population in Fulton County was under age 18, while 19 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.



Region 3 Blockgroups

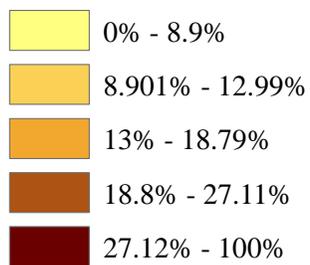
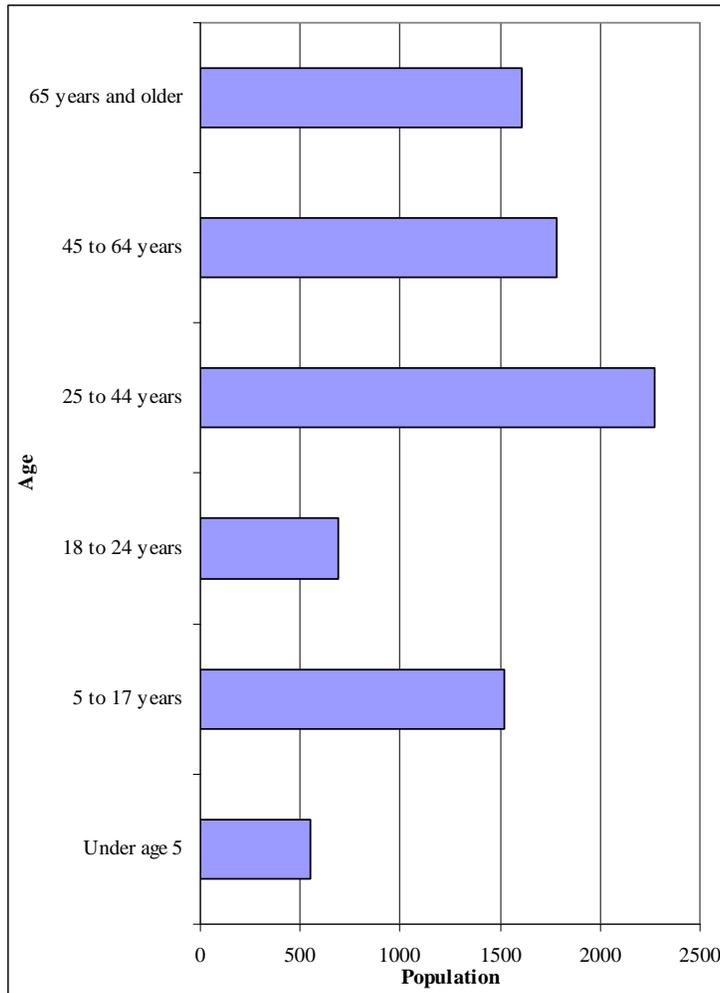


Exhibit II.11: Population 65 and Over As a percent of total population

Fulton County

Exhibit II.12: Population by Age

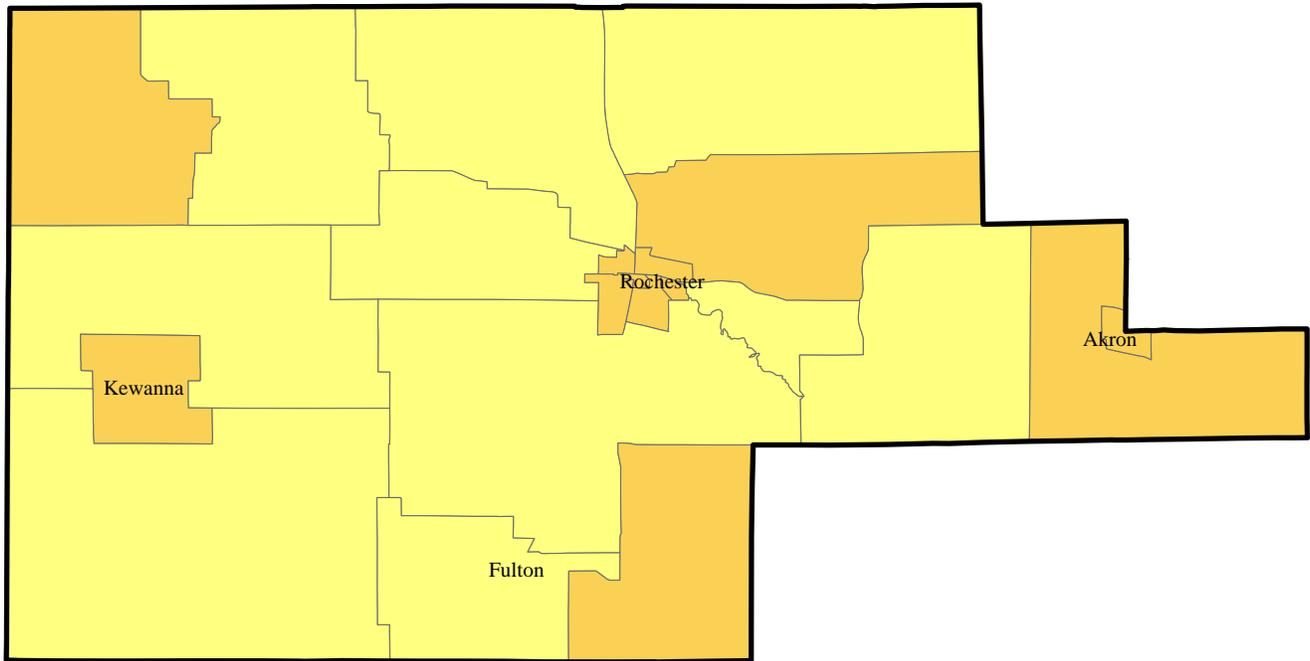


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 3,551 total households in Fulton County. Exhibit II.13 illustrates the density of households below the poverty level per square mile. In Fulton County there are no areas of high to moderately high densities of households below the poverty level. The county has low to very low densities of households below the poverty level.



Region 3 Blockgroups

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



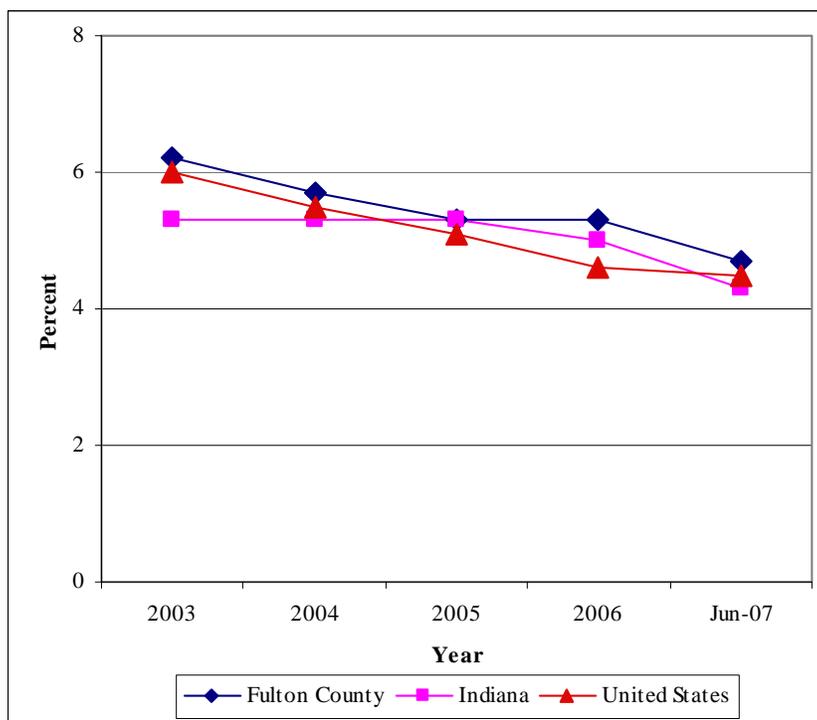
Exhibit II.13: Households Below Poverty As a percent of total households

Fulton County

Industry and Labor Force

The 2006 labor force consisted of 10,603 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 over six percent, but remained less than the national unemployment rate. Since 2003, the unemployment rate for Fulton County has fluctuated between higher and lower than the state and national levels. Exhibit II.14 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

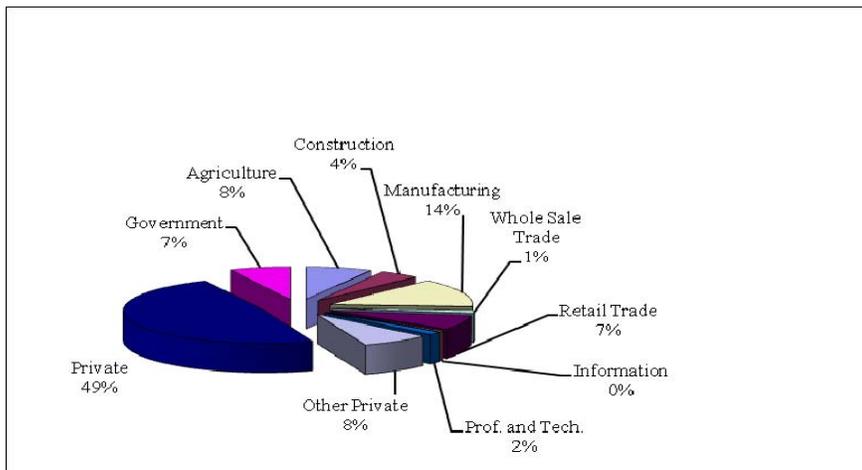
Exhibit II.14: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The ‘Private’ sector was the largest industry in the county with 18,902 employees in 2005. ‘Manufacturing’ industry was the second largest employer (2,563 employees) and ‘Other Private’ was the third largest. Reportedly, 1,435 workers were employed by the ‘Other Private’ sector. In addition, 1,384 people were employed by the ‘Agriculture’ sector. 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 \$259,103. 'Manufacturing' and 'Government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.16). 'Professional and Technical' 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. Wages are listed in thousands of dollars.

Exhibit II.16: Employment by Industry

Employment	Annual Earnings
Private	\$ 259,103
Manufacturing	\$ 124,641
Government	\$ 52,315
Construction	\$ 26,452
Agriculture	\$ 25,225
Other Private	\$ 23,796
Retail Trade	\$ 22,920
Wholesale Trade	\$ 9,163
Prof. and Tech.	\$ 5,824
Information	\$ 2,787
Transp. and Warehouse	\$ *
Health Care and Social Asst.	\$ *
Arts & Rec.	\$ *
Accommodation and Food Service	\$ *

Source: US Bureau of Economic Analysis

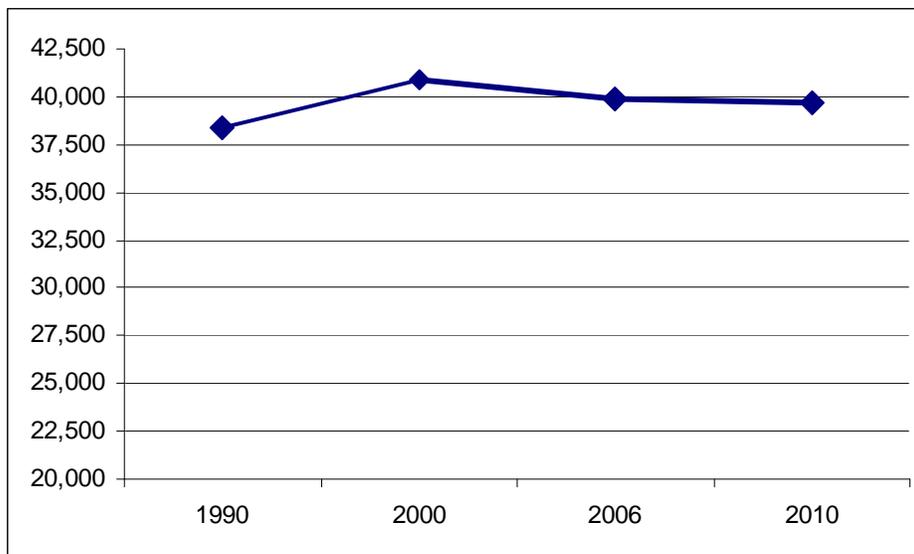
* Data not available due to BEA non-disclosure requirements.

Cass County

Population Growth

According to information from the state of Indiana, the total population of Cass County in 2006 was 39,902 persons, a decrease from the 2000 Census population of 40,930. The Indiana Business Research Center is projecting a continued decline in population for Cass County. The projected population for 2010 is 39,692, a decrease of approximately one percent from 2006. Exhibit II.17 illustrates the historical and projected population trends for Cass County through the year 2010.

Exhibit II.17: Population Trends

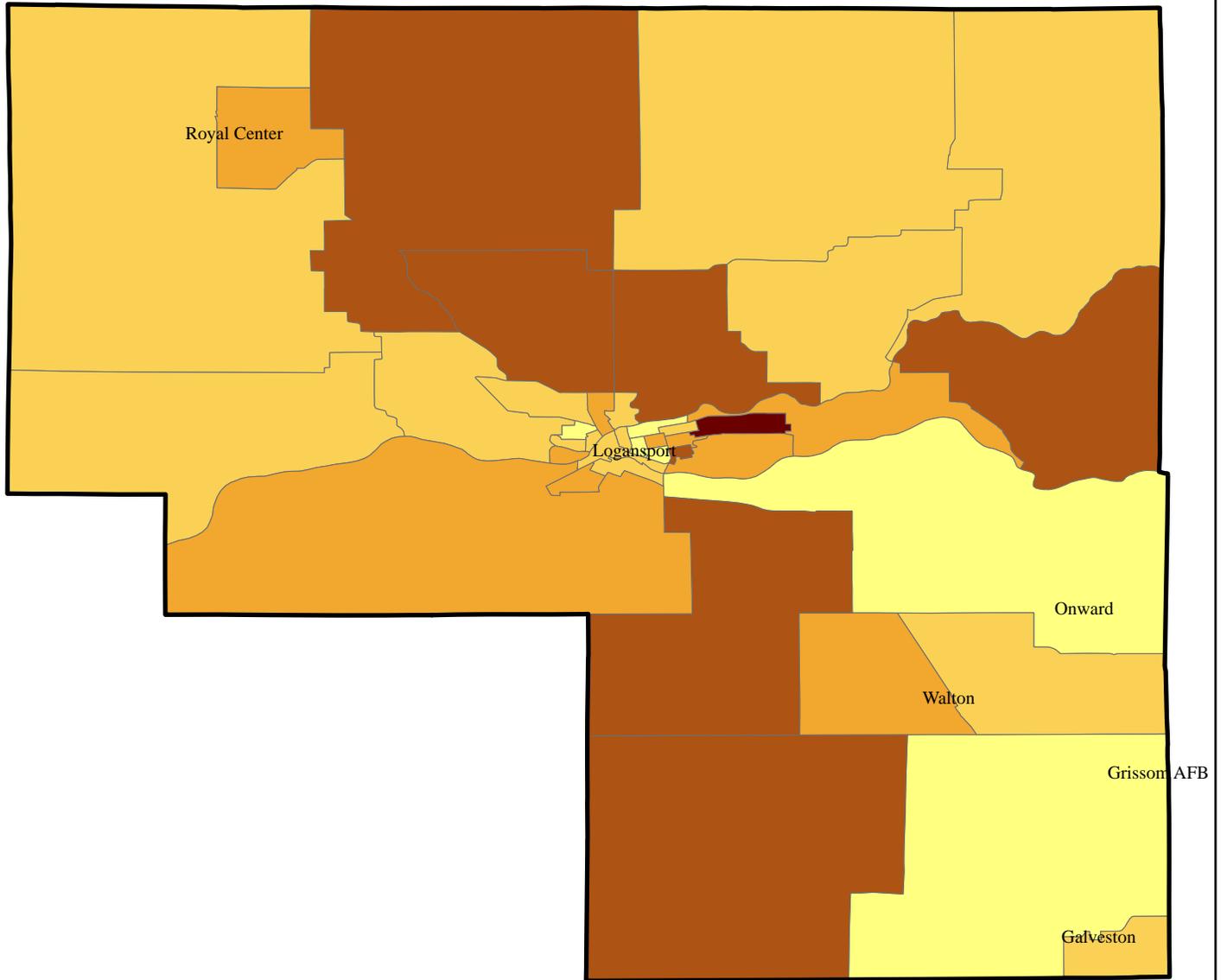


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.18 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of residents aged 65 and older (27.12 – 100 percent) are in the central portion of the City of Logansport. Areas of moderately high and moderate density of older adults are found in the central section, and the southern west quadrant of the county. The remainder has a low to very low older adult population density.

According to the U.S. Census, the largest age cohort for Cass County was between age 25 and 44, constituting 30 percent of the county’s population (see Exhibit II.19). The second largest age group was 45 to 64 year olds (19.6 percent). Approximately 26.6 percent of the population in Cass County was under age 18, while 14.2 percent was age 65 or older.



Region 3 Blockgroups

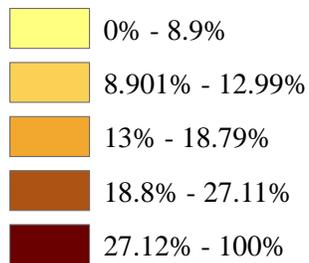
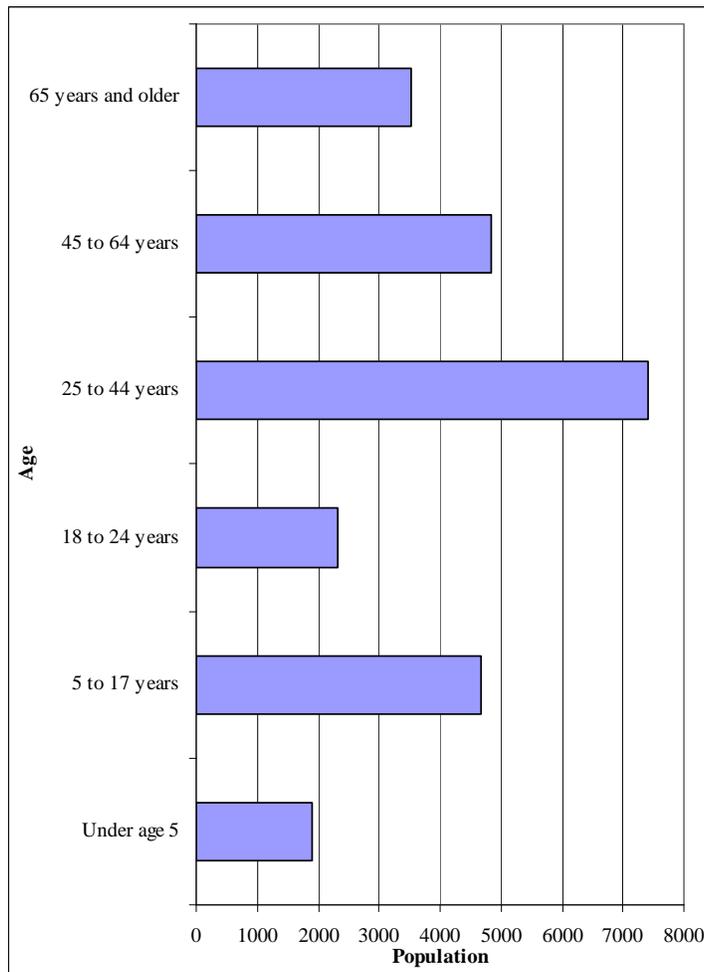


Exhibit II.18: Population 65 and Over As a percent of total population

Cass County

Exhibit II.19: Population by Age

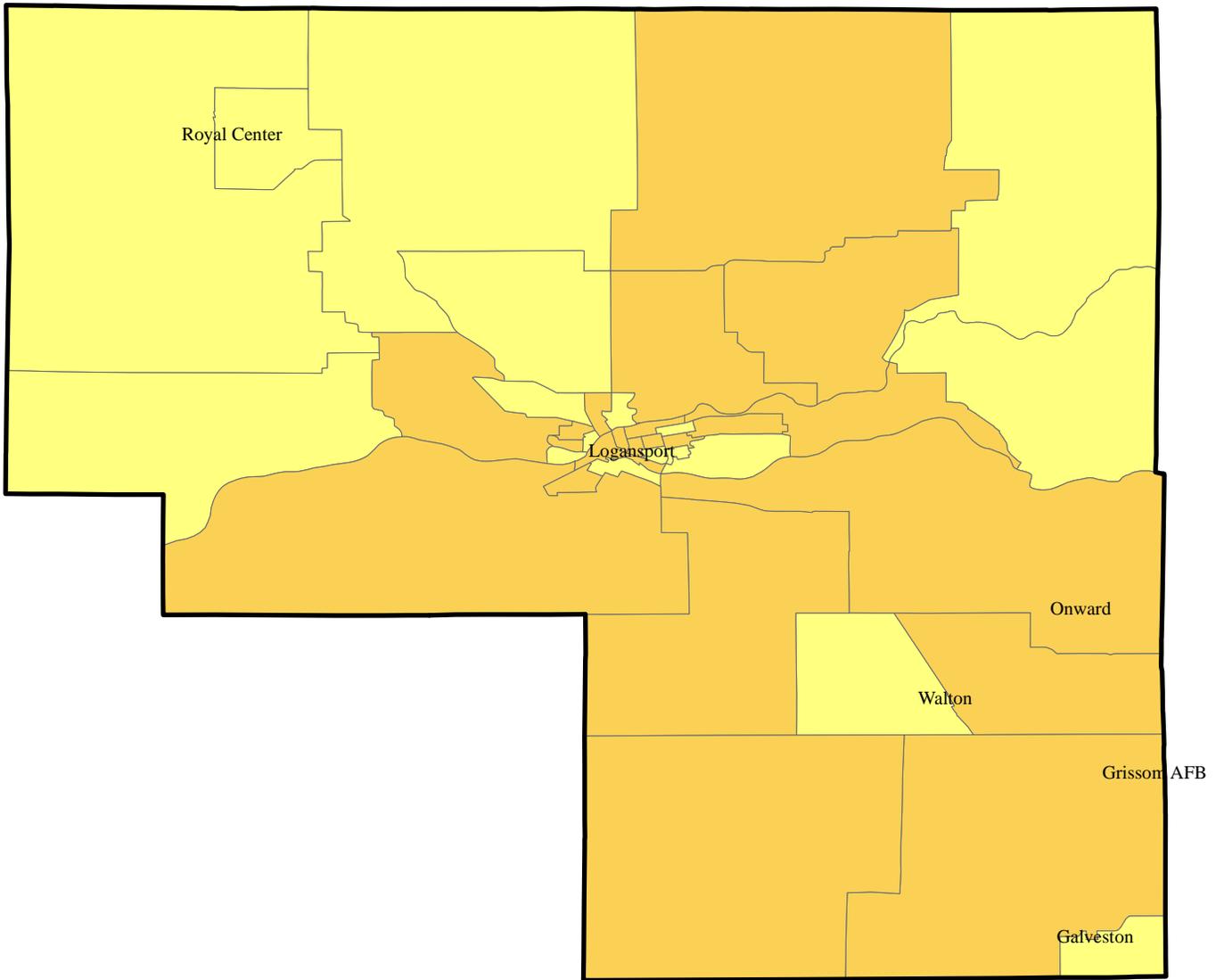
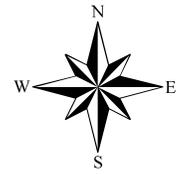


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 9,616 total households in Cass County. Exhibit II.20 illustrates the density of households below the poverty level per square mile. In there are no areas of high to moderately high densities of households below the poverty level. The county has low to very low densities of households below the poverty level.



Region 3 Blockgroups

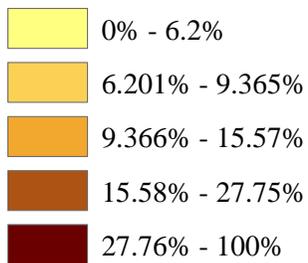


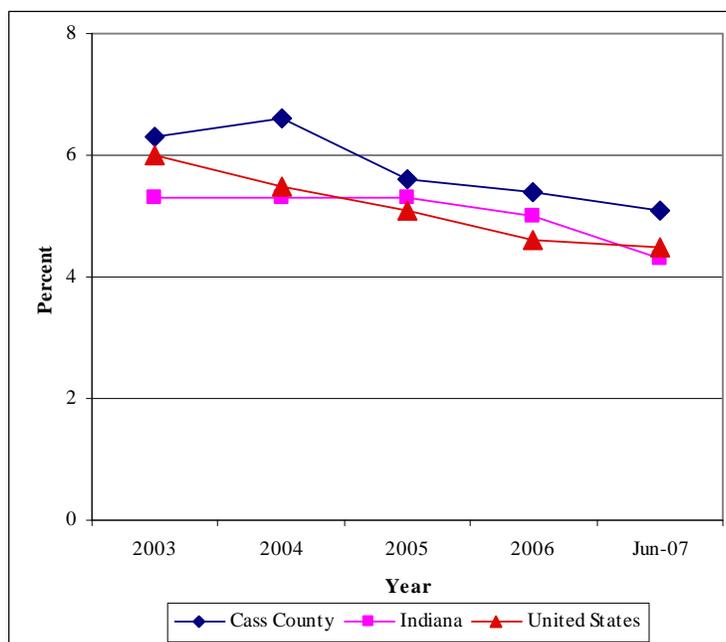
Exhibit II.20: Households Below Poverty As a percent of total households

Cass County

Industry and Labor Force

The 2006 Cass County labor force consisted of 19,082 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. Since 2003, the unemployment rate for Cass County has remained higher than the state and national levels, reaching a high in 2004 of over six percent. It has, however, remained consistently higher than the state and national unemployment rate. Exhibit II.21 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

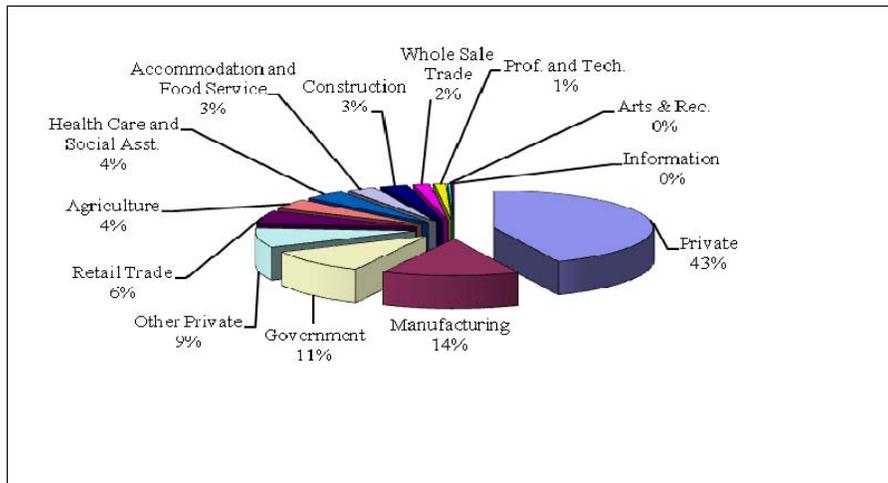
Exhibit II.21: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The ‘Private’ sector was the largest industry in the county with 15,871 employees in 2005. ‘Manufacturing’ the second largest employer (5,050 employees) and ‘Government’ was the third largest. Reportedly, 3,867 workers were employed by the ‘Government’ sector. In addition, 3,083 people were employed by the ‘Other Private’ sector. Exhibit II.22 is an illustration of the employment by industry.

Exhibit II.22: Employment by Industry



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

The 'Private' sector had the highest reported total wages of 2005 earning \$642,826. 'Manufacturing' and 'Government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.23). 'Transportation and Warehouse' did not have county data information available due to Bureau of Economic Analysis non-disclosure requirements. The table in Exhibit II.23 outlines the total wages earned by industry. Wages are listed in thousands of dollars.

Exhibit II.23: Employment by Industry

Employment	Annual Earnings
Private	\$ 642,826
Manufacturing	\$ 214,724
Government	\$ 170,349
Other Private	\$ 63,260
Retail Trade	\$ 43,571
Health Care and Social Asst.	\$ 37,334
Construction	\$ 34,430
Whole Sale Trade	\$ 28,670
Agriculture	\$ 19,913
Accommodation and Food Service	\$ 12,093
Prof. and Tech.	\$ 11,127
Information	\$ 3,531
Arts & Rec.	\$ 734
Transp. and Warehouse *	\$ *

Source: US Bureau of Economic Analysis

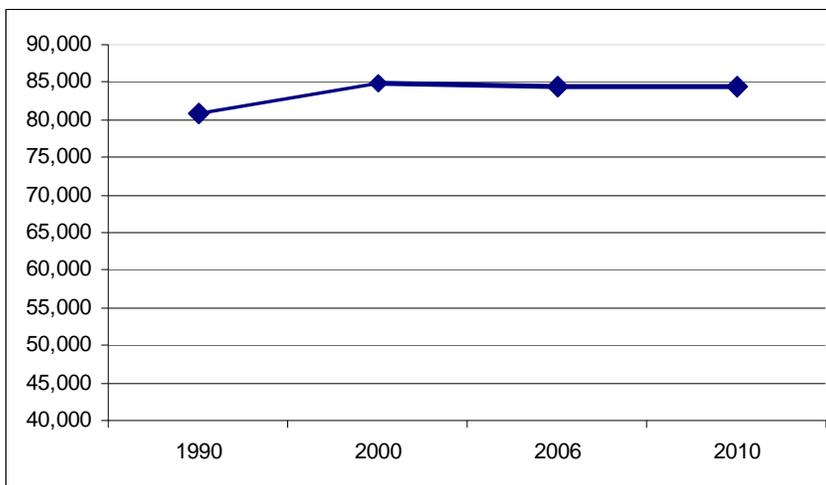
* Data not available due to BEA non-disclosure requirements.

Howard County

Population Growth

The total population of Howard County in 2006 was 84,500 persons. This is a decrease from the 2000 Census population of 84,964. The Indiana Business Research Center is projecting that the population will remain stable through the year 2010. The projected population for 2010 is 84,367, a decrease of less than one percent from 2006. Exhibit II.24 illustrates the historical and projected population trends for Howard County through the year 2010.

Exhibit II.24: Population Trends

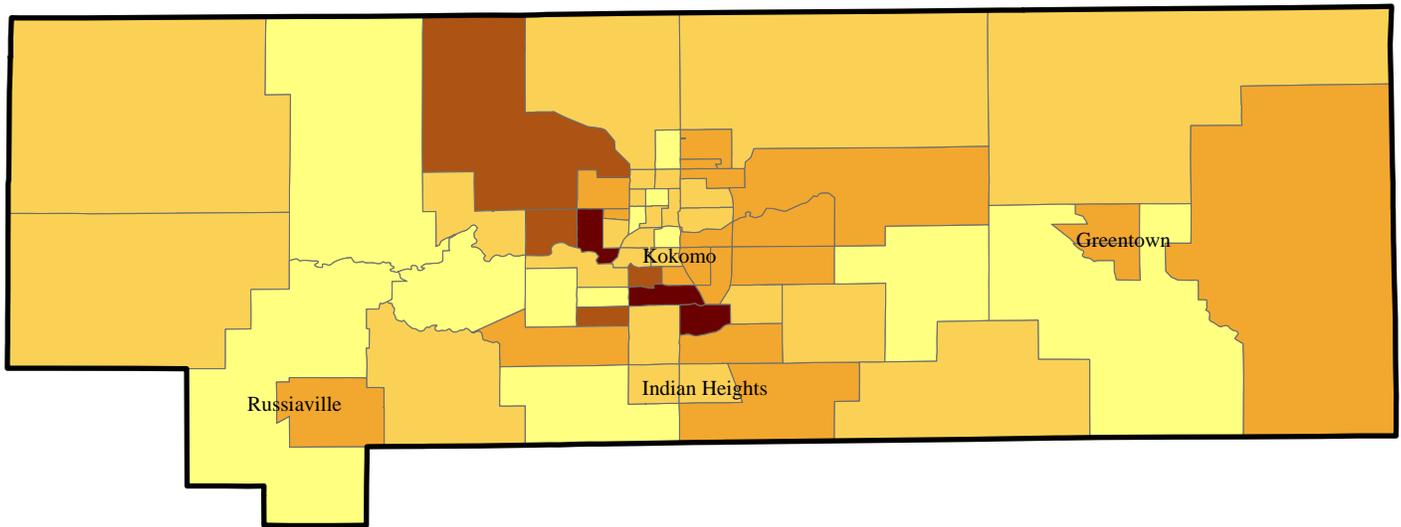
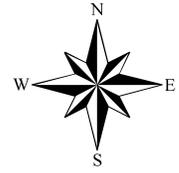


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.25 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of residents aged 65 and older (27.12 – 100 percent) are to the west and south of Kokomo. Areas of moderately high and moderate density of older adults are found to the northwest and northeast of Kokomo; the east section of the county in and around Greentown, and in and around the cities of Russiaville and Indian Heights. The remainder of the county has a low to very low older adult population density.

According to the U.S. Census, the largest age cohort for Howard County in 2000 was between age 25 and 44, constituting 29.1 percent of the county’s population (see Exhibit II.26). The second largest age group was 45 to 64 year olds (22 percent). Approximately 25.6 percent of the population in Howard County was under age 18, while 14.2 percent was age 65 or older.



Region 3 Blockgroups

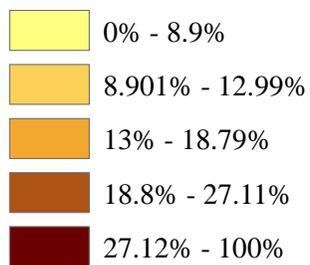
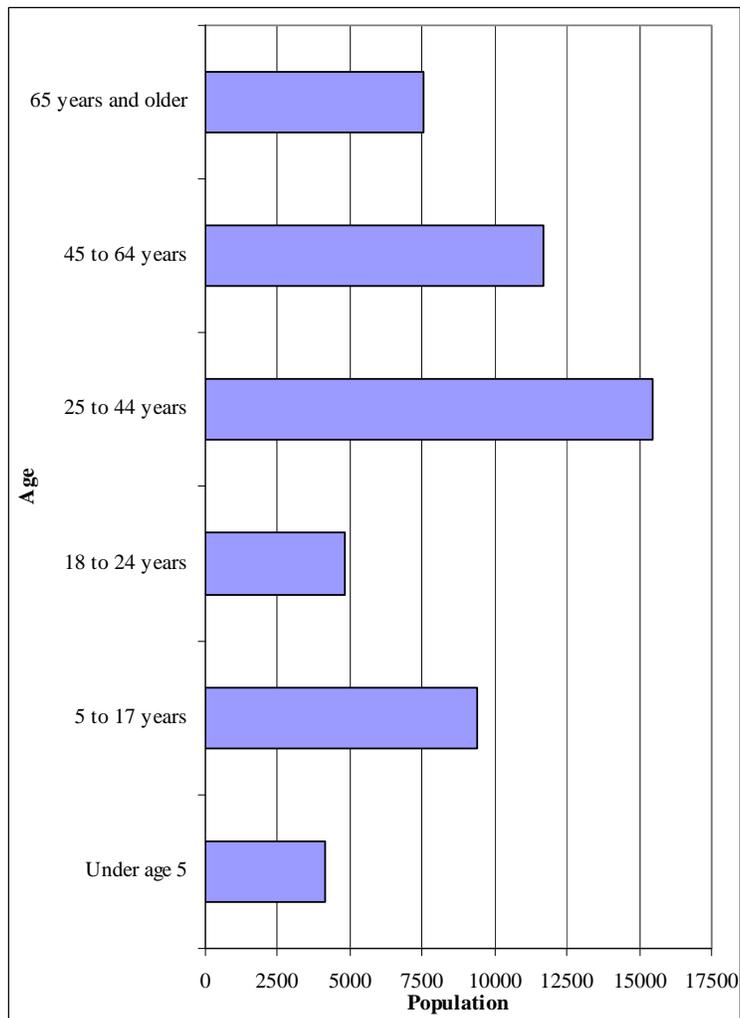


Exhibit II.25: Population 65 and Over As a percent of total population

Howard County

Exhibit II.26: Population by Age

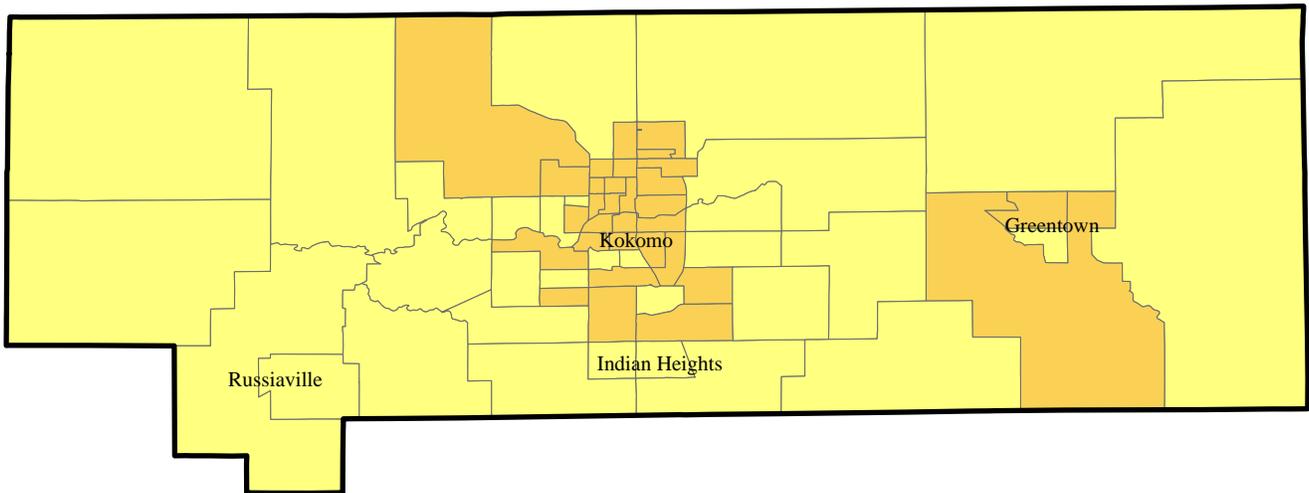
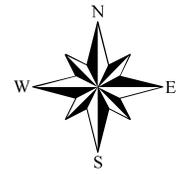


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 22,920 total households in Howard County. Exhibit II.27 illustrates the density of households below the poverty level per square mile. In Howard County there are no areas of high to moderately high densities of households below the poverty level. The county has low to very low densities of households below the poverty level.



Region 3 Blockgroups

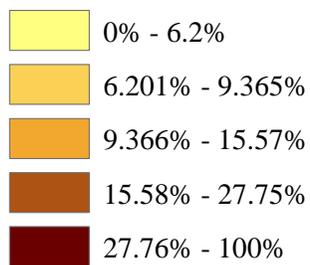


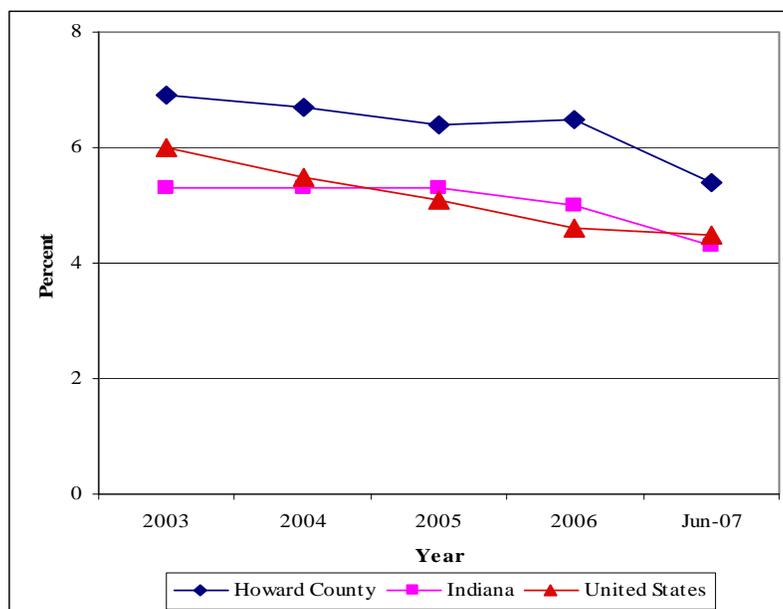
Exhibit II.27: Households Below Poverty As a percent of total households

Howard County

Industry and Labor Force

The 2006 Howard County labor force consisted of 39,375 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county’s unemployment rate reached a high in 2003 of over six percent, higher than the national unemployment rate. Since 2003, the unemployment rate has fluctuated but remained higher 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.

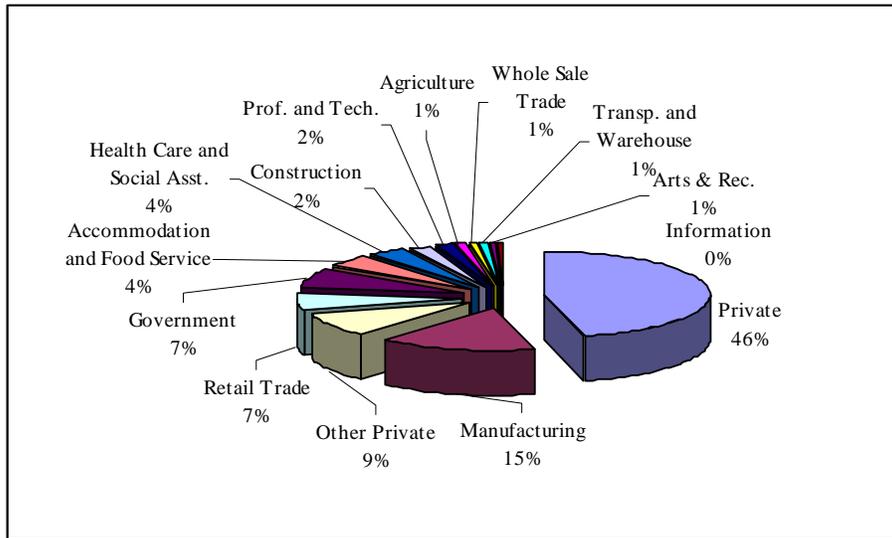
Exhibit II.28: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The ‘Private’ sector was the largest industry in the county with 45,260 employees in 2005. ‘Manufacturing’ was the second largest employer (14,986 employees) and ‘Other Private’ was the third largest. Reportedly, 8,592 workers were employed by the ‘Other Private’ industry. In addition, 6,790 people were employed by the ‘Government’ sector. 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 \$2,478,821. 'Manufacturing' and 'Government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.30). 'Arts and Recreation' employment reported the lowest wages for 2005. The table in Exhibit II.30 outlines the total wages earned by industry. Wages are listed in thousands of dollars.

Exhibit II.30: Employment by Industry

Employment	Annual Earnings
Private	\$ 2,478,821
Manufacturing	\$ 1,696,678
Government	\$ 301,066
Other Private	\$ 195,842
Health Care and Social Asst.	\$ 149,286
Retail Trade	\$ 137,794
Prof. and Tech.	\$ 70,368
Construction	\$ 62,793
Accommodation and Food Service	\$ 58,626
Whole Sale Trade	\$ 54,530
Transportation and Warehouse	\$ 28,656
Agriculture	\$ 16,905
Information	\$ 15,745
Arts & Rec.	\$ 6,312

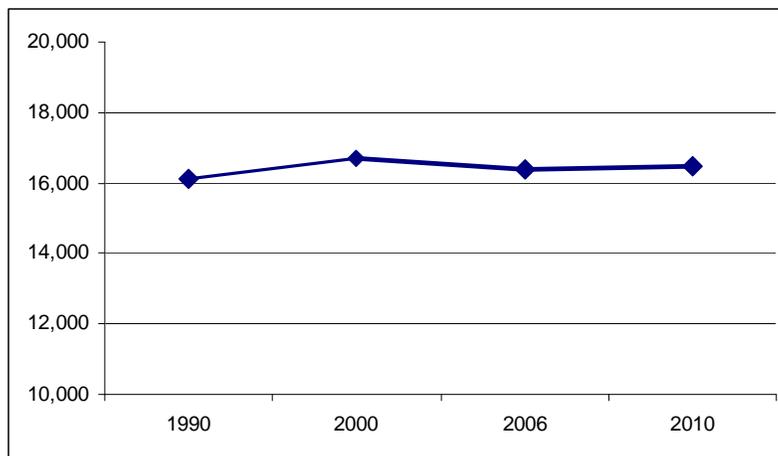
Source: US Bureau of Economic Analysis

Tipton County

Population Growth

The total population of Tipton County in 2006 was 16,377 persons. This is a decrease from the 2000 Census population of 16,577 of one percent. The Indiana Business Research Center is, however, projecting a slight increase in population through the year 2010. The projected population for 2010 is 16,471, an increase of one percent from 2006. Exhibit II.31 illustrates the historical and projected population trends through the year 2010.

Exhibit II.31: Population Trends

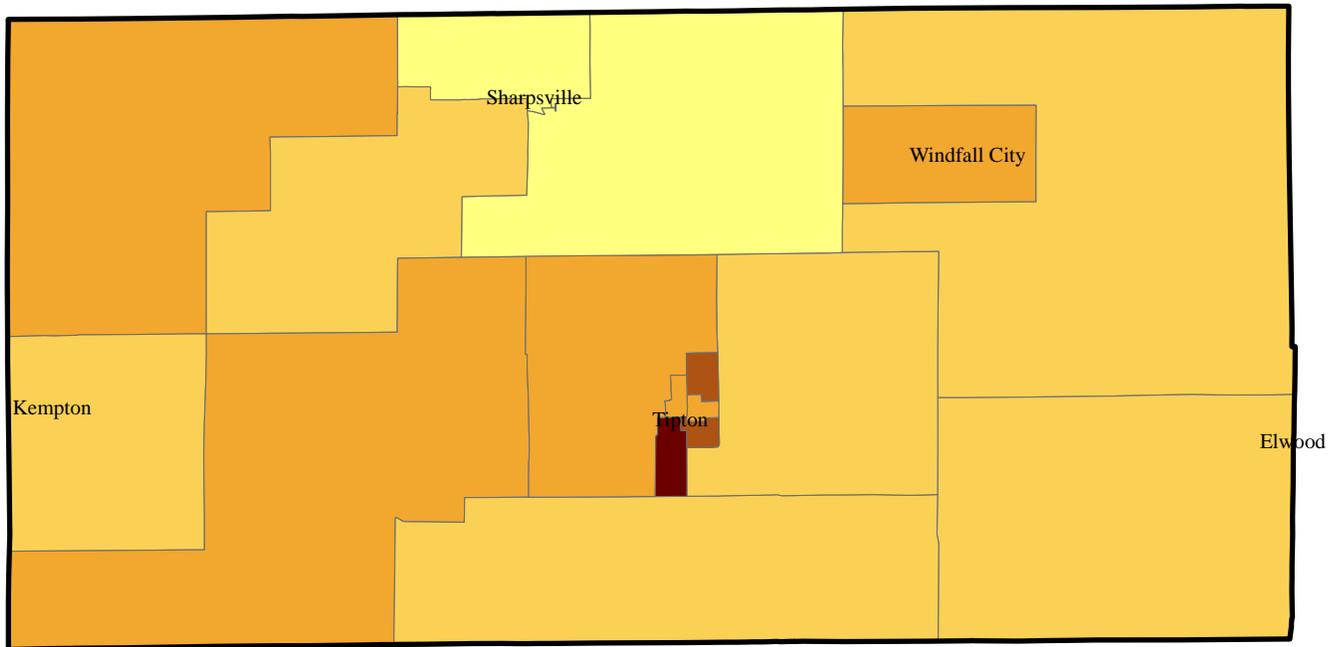
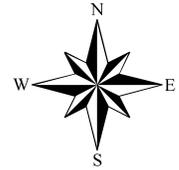


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.32 illustrates the density of persons aged 65 and older by Census block group. The block groups with a high (27.12 – 100 percent) and moderately high (18.8 – 27.11 percent) density of residents aged 65 and older is in the central and around the City of Tipton. Areas of moderate density of older adults are found around Tetersburg southeast of Kempton, in Windfall City, and in the northwestern corner of the county. The remainder of the county has a low to very low older adult population density.

According to the U.S. Census, the largest age cohort for Tipton County in 2000 was between age 25 and 44, constituting 28.8 percent of the population (see Exhibit II.33). The second largest age group was 45 to 64 year olds (22.5 percent). Approximately 25.5 percent of the population was under age 18, while 15.3 percent was age 65 or older. The distribution indicates that the majority of the county’s population was in the working age groups and moving toward the age for retirement.



Region 3 Blockgroups

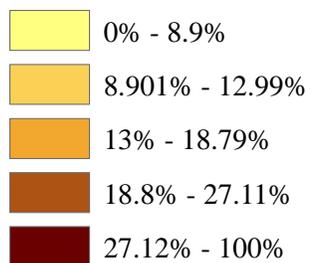
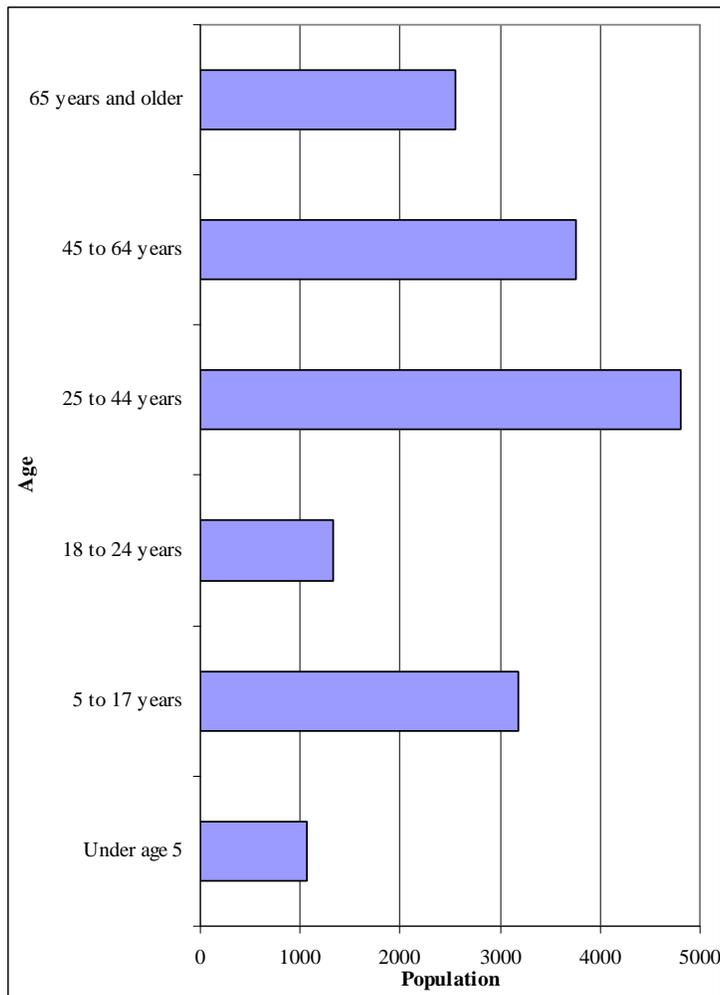


Exhibit II.32: Population 65 and Over As a percent of total population

Tipton County

Exhibit II.33: Population by Age

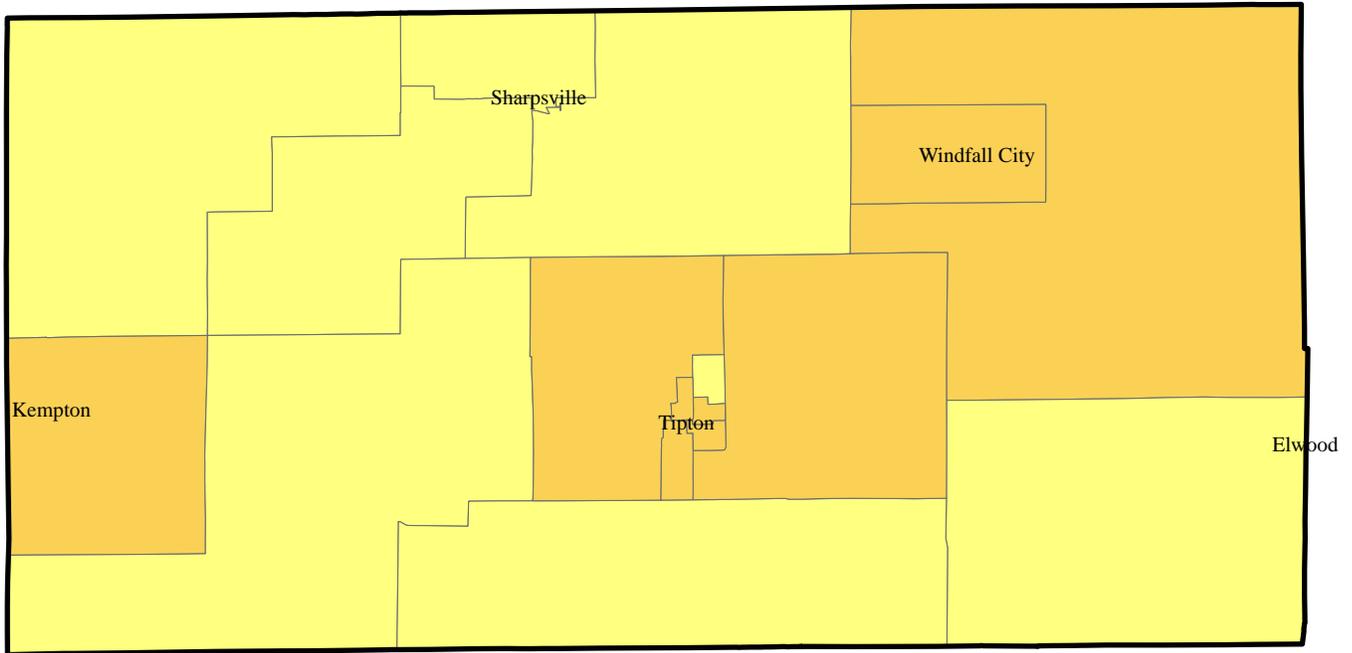
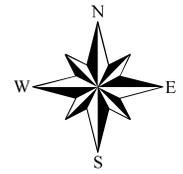


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 6,725 total households in Tipton County. Exhibit II.34 illustrates the density of households below the poverty level per square mile. In Tipton County there are no areas of high to moderately high densities of households below the poverty level. The county has low to very low densities of households below the poverty level.



Region 3 Blockgroups

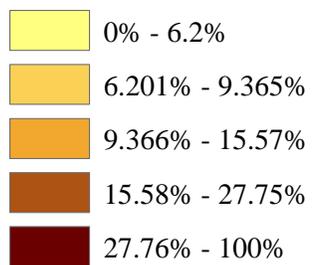


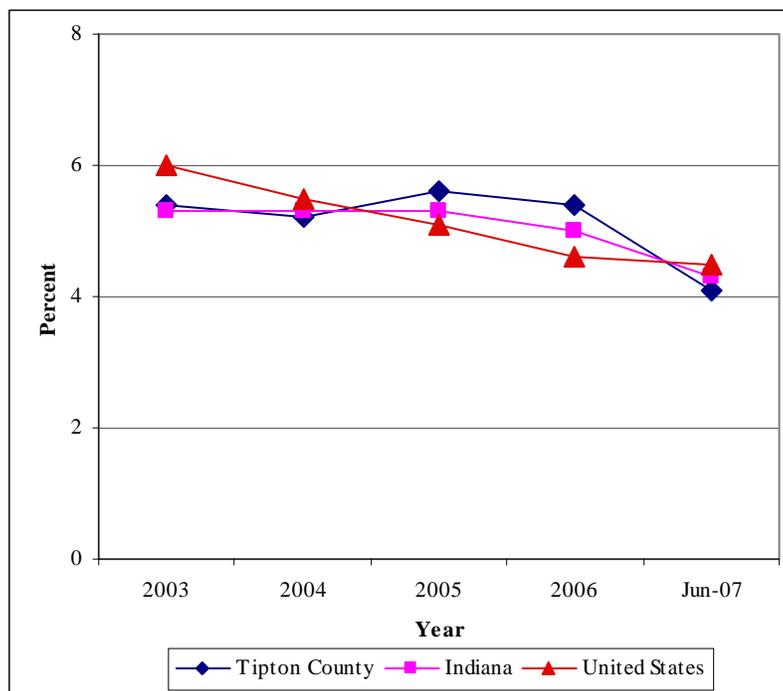
Exhibit II.34: Households Below Poverty As a percent of total households

Tipton County

Industry and Labor Force

The 2006 Tipton County labor force consisted of 8,095 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. Since 2003, the unemployment rate for Tipton County has fluctuated higher and lower than the state and national levels, reaching a high in 2005 of over five percent. It declined to below the national unemployment rate by 2007. Exhibit II.35 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

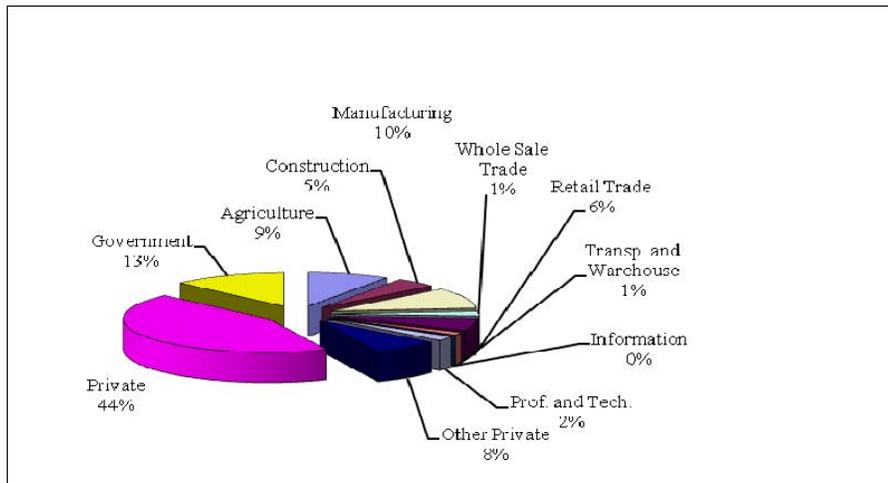
Exhibit II.35: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The ‘Private’ sector was the largest industry in the county with 4,489 employees in 2005. ‘Government’ sectors were the second largest employer (1,299 employees) and ‘Manufacturing’ was the third largest. Reportedly, 1,026 workers were employed by the ‘Manufacturing’ sector. In addition, 926 people were employed by the ‘Agriculture’ industry. 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 \$139,399 'Manufacturing' and 'Government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.37). 'Health Care and Social Assistance,' 'Arts and recreation,' and 'Accommodation and Food Service' 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. Wages are listed in thousands of dollars.

Exhibit II.37: Employment by Industry

Employment	Annual Earnings
Private	\$ 139,399
Manufacturing	\$ 53,039
Government	\$ 52,189
Retail Trade	\$ 16,493
Construction	\$ 15,404
Other Private	\$ 14,684
Whole Sale Trade	\$ 10,491
Agriculture	\$ 10,113
Prof. and Tech.	\$ 6,940
Transp. and Warehouse	\$ 3,121
Information	\$ 1,309
Health Care and Social Asst.*	\$ *
Arts & Rec.*	\$ *
Accommodation and Food Service*	\$ *

Source: US Bureau of Economic Analysis

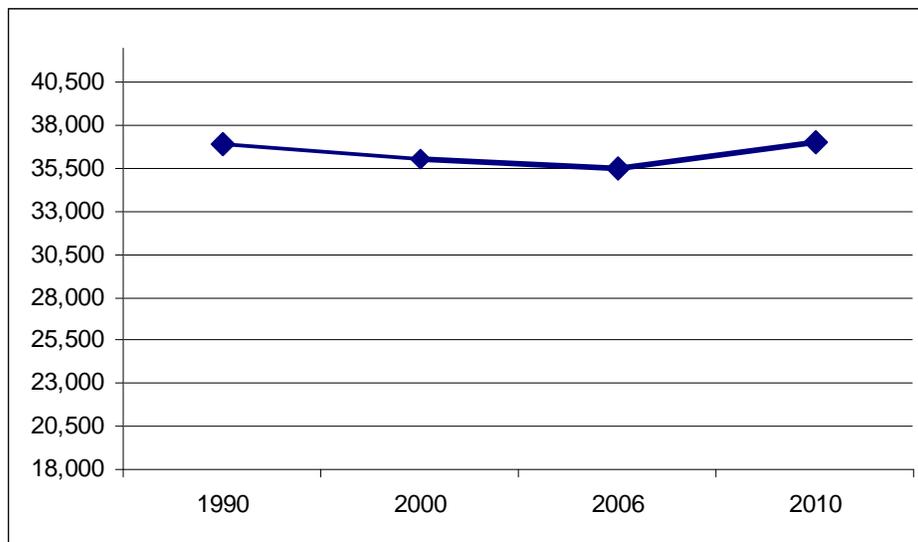
* Data not available due to BEA non-disclosure requirements.

Miami County

Population Growth

The total population of Miami County in 2006 was 35,552 persons, a decrease from the 2000 Census population of 36,082. This decrease reflects a 1.5 percent decline in the county population. The Indiana Business Research Center is, however, projecting a one percent increase in population for Miami County by the year 2010. The projected population for 2010 is 37,083. Exhibit II.38 illustrates the historical and projected population trends for Miami County through the year 2010.

Exhibit II.38: Population Trends

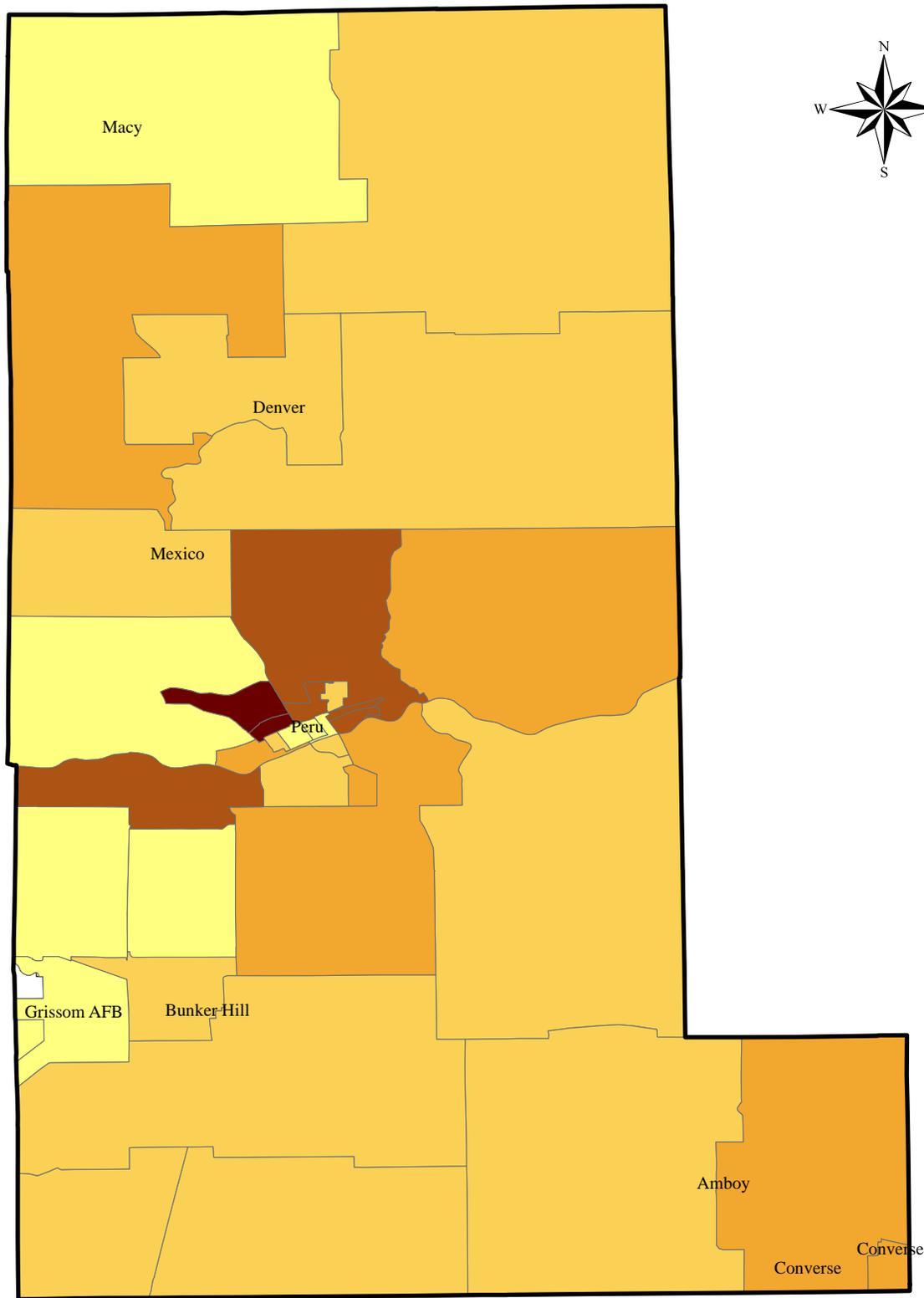


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.39 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of residents aged 65 and older (27.12 – 100 percent) are northwest to Peru. Areas of moderately high and moderate density of older adults are found northwest of Denver, in the central section and around Peru and Converse. The remainder of the county has a low to very low older adult population density.

According to the U.S. Census, the largest age cohort for Miami County in 2000 was between age 25 and 44, constituting 29.3 percent of the county’s population (see Exhibit II.40). The second largest age group was 45 to 64 year olds (21 percent). Approximately 27.1 percent of the population in Miami County was under age 18, while 14.2 percent was age 65 or older.



Region 3 Blockgroups

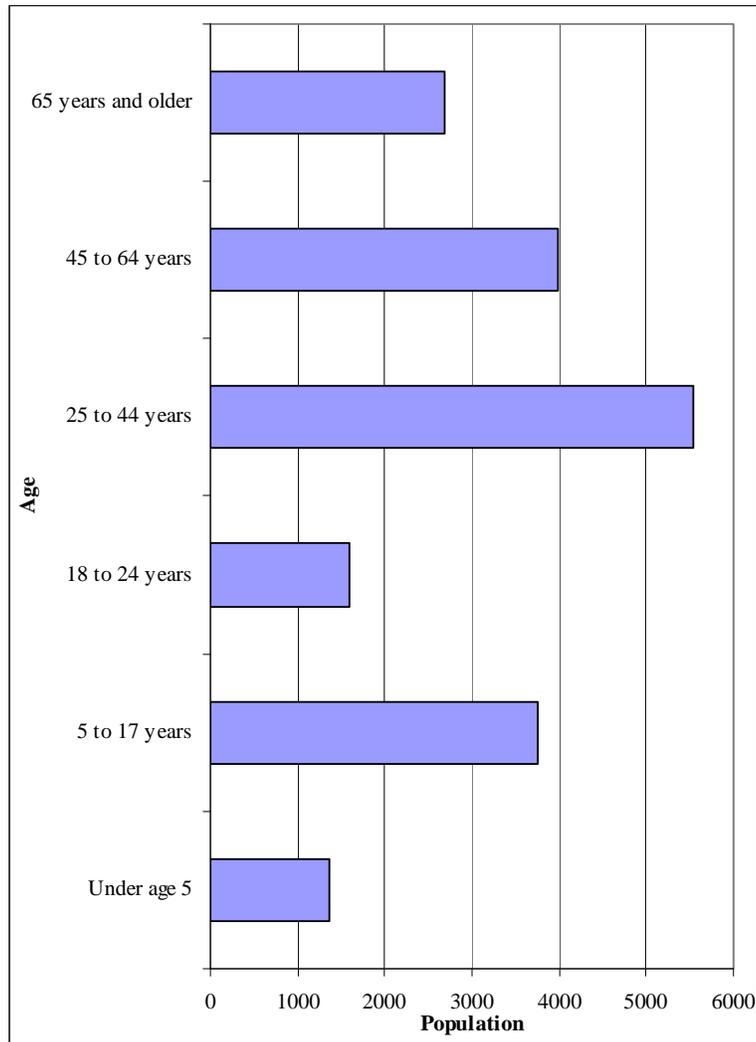
- 0% - 8.9%
- 8.901% - 12.99%
- 13% - 18.79%
- 18.8% - 27.11%
- 27.12% - 100%



Exhibit II.39: Population 65 and Over As a percent of total population

Miami County

Exhibit II.40: Population by Age

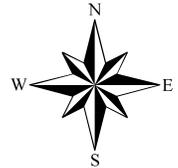
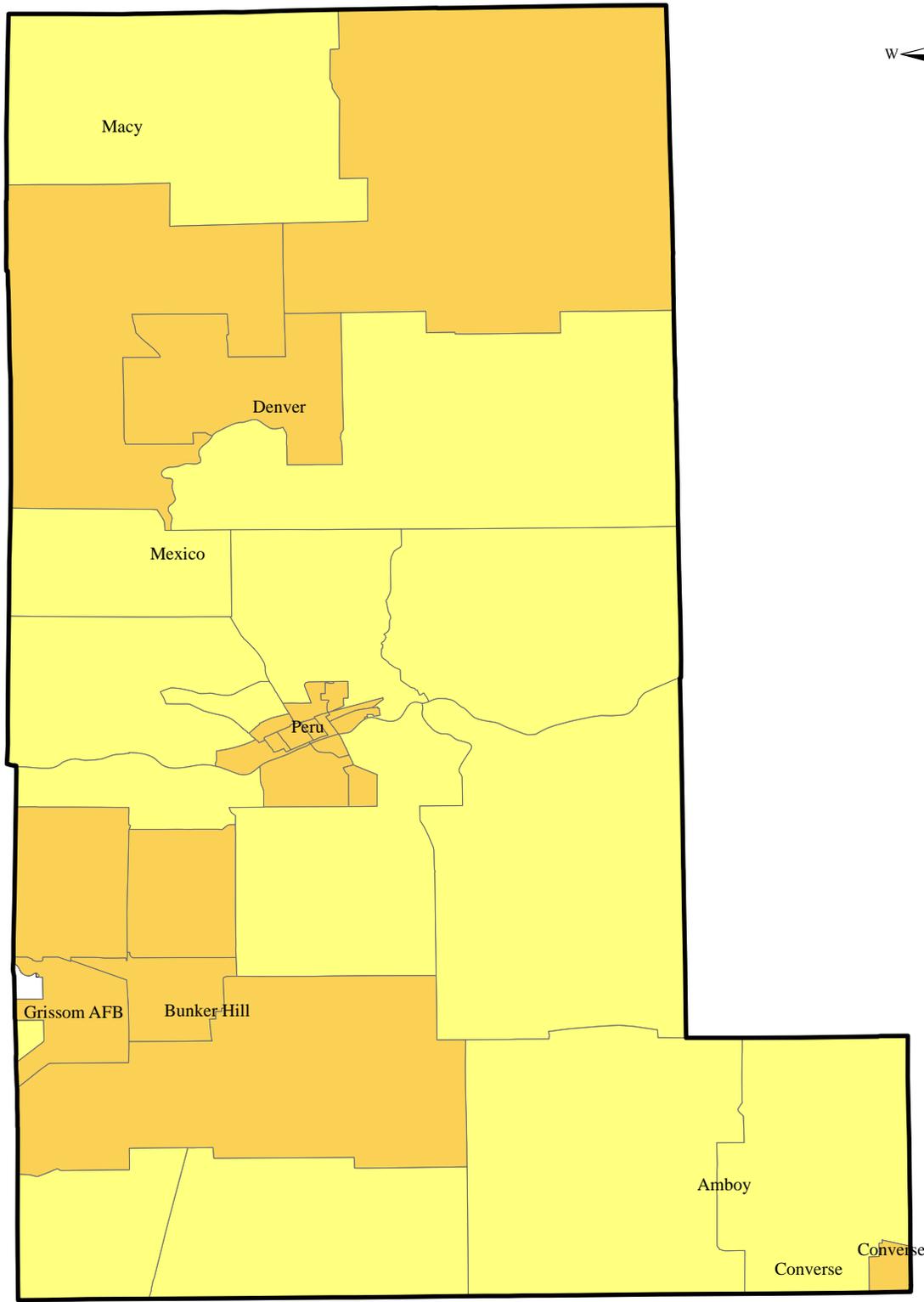


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 7,740 total households in Miami County. Exhibit II.41 illustrates the density of households below the poverty level per square mile. In Miami County there are no areas of high to moderately high densities of households below the poverty level. The county has low to very low densities of households below the poverty level.



Region 3 Blockgroups

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



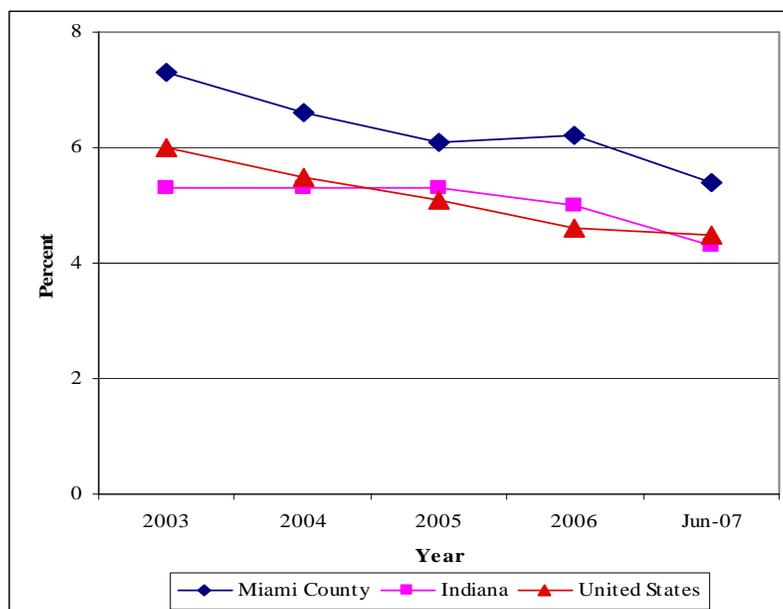
Exhibit II.41: Households Below Poverty As a percent of total households

Miami County

Industry and Labor Force

The 2006 Miami County labor force consisted of 17,327 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 over seven percent, higher than the national unemployment rate. Since 2003, the unemployment rate for Miami County has fluctuated but remained higher than the state and national levels. Exhibit II.42 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

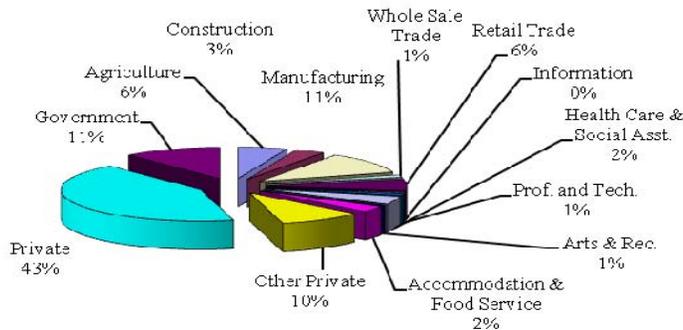
Exhibit II.42: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The 'Private' sector was the largest industry in the county with 11,514 employees in 2005. 'Government' industry was the second largest employer (3,057 employees) and 'Manufacturing' was the third largest. Reportedly, 2,994 workers were employed by the 'Manufacturing' industry. In addition 2,617 people were employed by the 'Other private' sector. Exhibit II.43 is an illustration of the employment by industry.

Exhibit II.43: Employment by Industry



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

The 'Private' sector had the highest reported total wages of 2005 earning \$325,308. 'Government' and 'Manufacturing' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.44). 'Transportation and Warehouse' did not have county data information available due to Bureau of Economic Analysis non-disclosure requirements. The table in Exhibit II.44 outlines the total wages earned, by industry. Wages are listed in thousands of dollars.

Exhibit II.44: Employment by Industry

Employment	Annual Earnings
Private	\$ 325,308
Government	\$ 159,288
Manufacturing	\$ 128,586
Other Private	\$ 46,827
Health Care and Social Asst.	\$ 35,086
Retail Trade	\$ 27,381
Construction	\$ 25,762
Whole Sale Trade	\$ 14,784
Agriculture	\$ 9,926
Accommodation and Food Service	\$ 8,333
Prof. and Tech.	\$ 5,365
Information	\$ 3,477
Arts & Rec.	\$ 688
Transp. and Warehouse	\$ *

Source: US Bureau of Economic Analysis

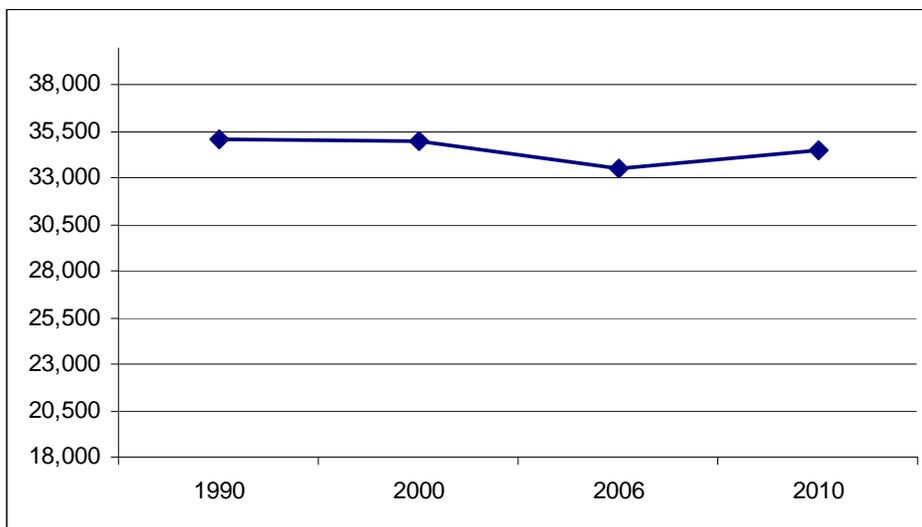
* Data not available due to BEA non-disclosure requirements.

Wabash County

Population Growth

According to information from the state of Indiana, the total population of Wabash County in 2006 was 33,559. This is a decrease from the 2000 Census population of 34,960. The Indiana Business Research Center has projected that the population will remain steady through the year 2010. Exhibit II.45 illustrates the historical and projected population trends for Wabash County through the year 2010.

Exhibit II.45: Population Trends

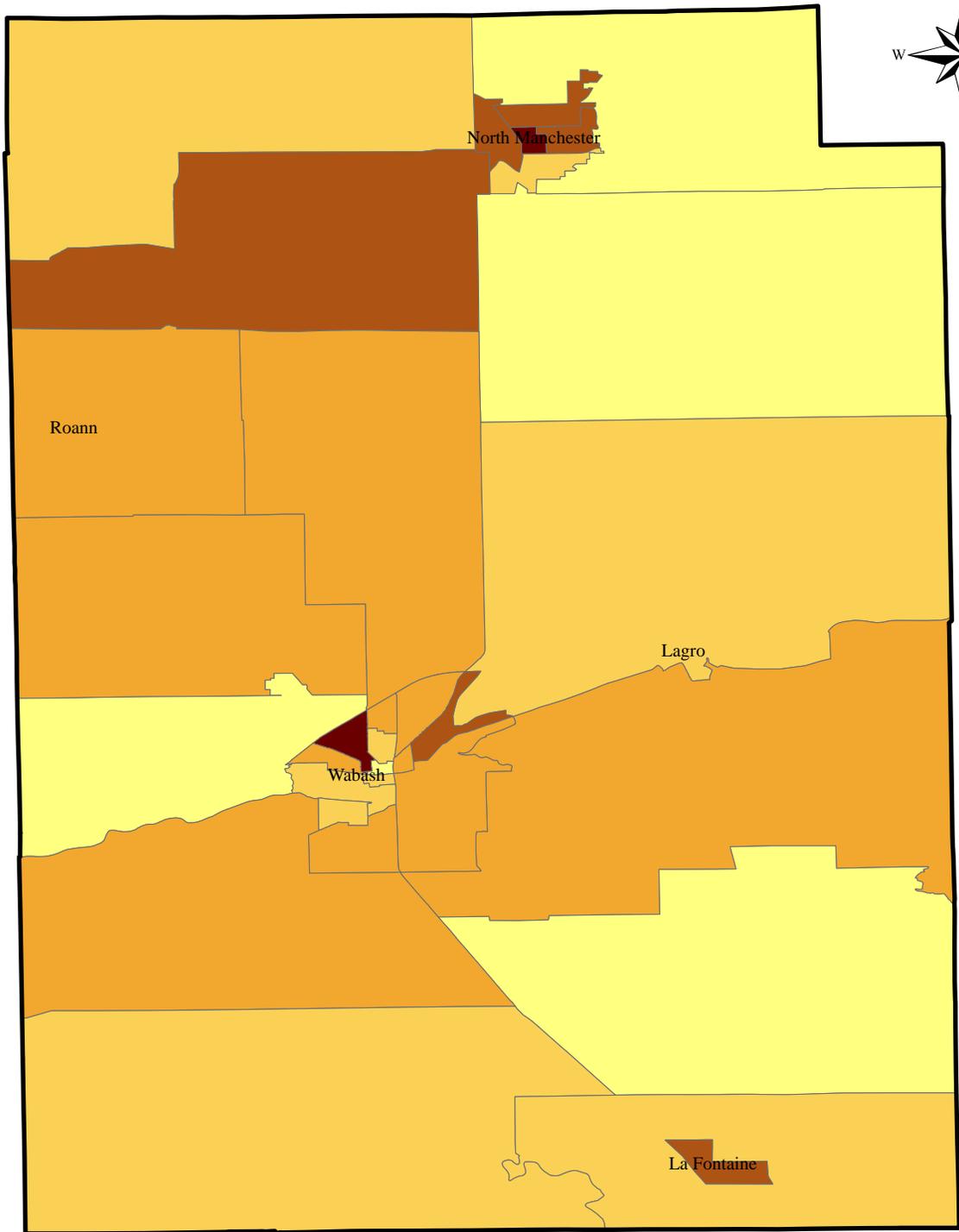


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.46 illustrates the density of persons aged 65 and older by Census block group. The block groups with high (27.12 – 100 percent) and moderately high (18.8 – 27.11 percent) densities of residents aged 65 and older is in and around the cities of Wabash and La Fontaine, and in and southwest portion of North Manchester. Areas of moderate density of older adults are found north of Largo, along the southern border, and in the northwest corner of the county. The remainder of the county has a low to very low older adult population density.

According to the U.S. Census, the largest age cohort for Wabash County in 2000 was between age 25 and 44, constituting 25.1 percent of the county’s population (see Exhibit II.47). The second largest age group was 45 to 64 year olds (21.2 percent). Approximately 22.3 percent of the population in Wabash County was under age 18, while 18.4 percent was age 65 or older.



Region 3 Blockgroups

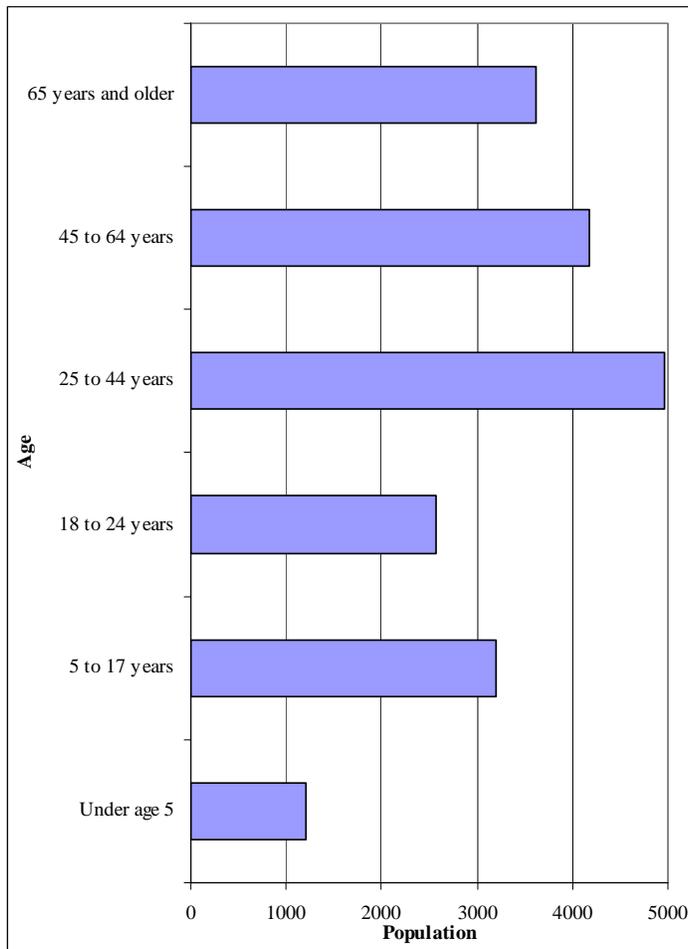
- 0% - 8.9%
- 8.901% - 12.99%
- 13% - 18.79%
- 18.8% - 27.11%
- 27.12% - 100%



Exhibit II.46: Population 65 and Over As a percent of total population

Wabash County

Exhibit II.47: Population by Age

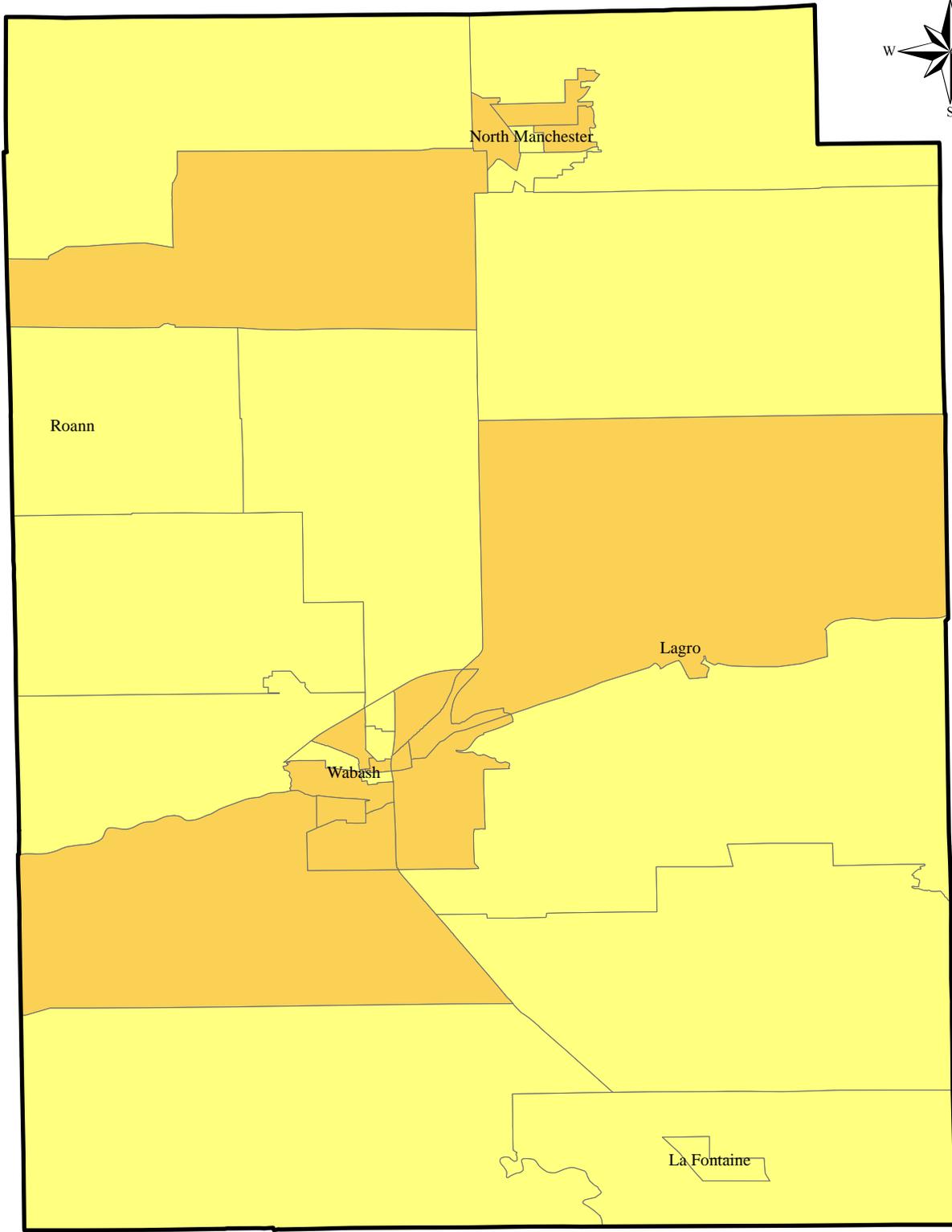


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 7,678 total households in Wabash County. Exhibit II.48 illustrates the density of households below the poverty level per square mile. There are no areas of high to moderately high densities of households below the poverty level. The county has low to very low densities of households below the poverty level.



Region 3 Blockgroups

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



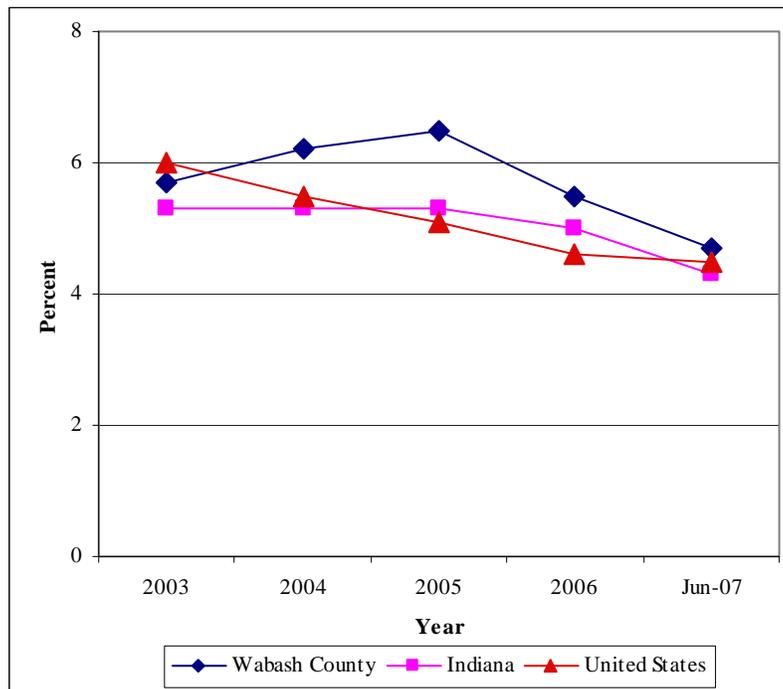
Exhibit II.48: Households Below Poverty As a percent of total households

Wabash County

Industry and Labor Force

The 2006 Wabash County labor force consisted of 17,934 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. Since 2004, Wabash County’s unemployment rate has fluctuated but remained higher than the state and national levels, reaching a high in 2005 of over six percent, and remaining higher than the national unemployment rate. Exhibit II.49 illustrates a comparison of the unemployment rates.

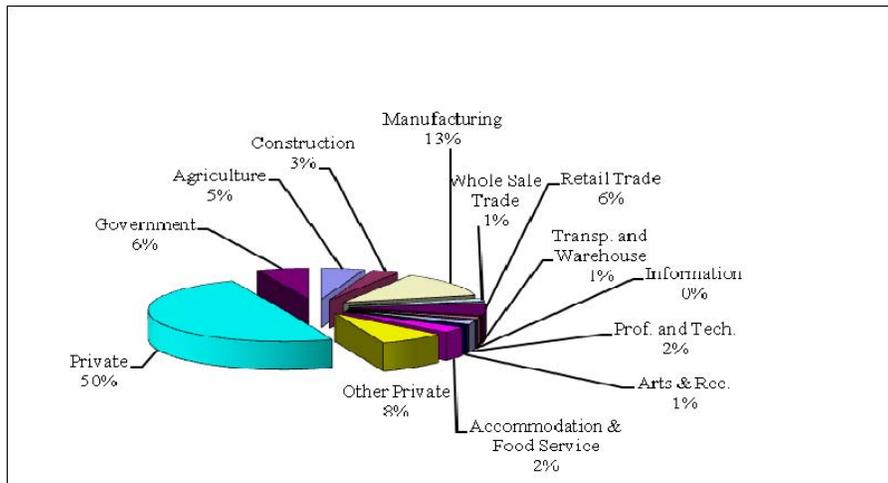
Exhibit II.49: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The ‘Private’ sector was the largest industry in the county with 16,240 employees in 2005. ‘Manufacturing’ was the second largest employer (4,233 employees) and ‘Other Private’ was the third largest. Reportedly, 2,562 workers were employed by the ‘Other Private’ sector. In addition, 2,040 people were employed by the ‘Government’ sector. Exhibit II.50 is an illustration of the employment by industry.

Exhibit II.50: Employment by Industry



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

The 'Private' sector had the highest reported total wages of 2005 earning \$484,100. 'Manufacturing' and 'Government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.51). '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.51 outlines the total wages earned, by industry. Wages are listed in thousands of dollars.

Exhibit II.51: Employment by Industry

Employment	Annual Earnings
Private	\$ 484,100
Manufacturing	\$ 217,416
Government	\$ 83,968
Other Private	\$ 45,528
Retail Trade	\$ 35,167
Construction	\$ 32,968
Transp. and Warehouse	\$ 27,995
Whole Sale Trade	\$ 24,995
Prof. and Tech.	\$ 15,822
Agriculture	\$ 14,531
Accommodation and Food Service	\$ 11,201
Information	\$ 4,451
Arts & Rec.	\$ 2,987
Health Care and Social Asst.*	\$ -

Source: US Bureau of Economic Analysis

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

Summary**SUMMARY**

The region's population has declined from 2000 to 2006. This trend is expected to continue, with a projected additional declining population counts by the year 2010.

The region has a young population - the region's age distribution indicates that it has a relatively young population with a higher percentage of young persons as compared to the State of Indiana (35.5 percent of population age 24 and under for 2005) and a lower percentage of the population age 65 and older (12.4 percent) population for the state in 2005.

Some 55,070 persons, or 39 percent of the population, in the region reported some type of disability in the 2000 U.S. Census. Disabilities include sensory, mental, physical, and self-care limitations. Approximately one-third of the population with disabilities normally relies on public transportation services.

Other segments of the population that also usually rely on public transportation services are households below poverty level and households without an automobile. In this region there are no areas of high, moderately high, or moderate levels of households below poverty level. The levels are low to very low in this region. There 4,918 households in the region that have no available vehicle. This is eight percent of all the households in the region. The block groups with the highest (30.37 – 100 percent) to moderately high (19.97 – 30.36 percent) densities of zero-vehicle households are found in and in the surrounding areas of the cities and towns of Rochester, Wabash, Logansport, Peru, and Kokomo.

The labor force in the region consisted of 112,416 individuals in 2006 according to the Indiana Department of Workforce Development. The average unemployment rate in June 2007 was 4.9 percent, a rate similar to the state's June 2007 unemployment rate.

The 'Private' sector was the largest industry in the region with 102,276 employees in 2005. 'Manufacturing' was the second largest employer (30,852 employees) and 'Other Private' was the third largest. The 'Private' sector also had the highest reported total wages of 2005 for any one sector of employment.

III. INVENTORY OF EXISTING TRANSPORTATION SERVICES

III. INVENTORY OF EXISTING TRANSPORTATION SERVICES IN CASS, FULTON, HOWARD, MIAMI, TIPTON AND WABASH COUNTIES

The six county region is located in north central Indiana. A comprehensive survey instrument designed after the *Framework for Action*, was sent to over 165 local 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, via fax, postal mail, and email between June and October 2007. A copy of the request for participation that was distributed statewide is provided in Appendix A. Meeting announcements and agendas, a complete list of agencies and organizations to which a request to complete the on-line survey was sent are also provided in the Appendix. Transportation providers were notified of the requirement for participation in the survey at annual transportation planning meetings with INDOT, and through the quarterly Indiana RTAP newsletter (see Appendix A).

The following agencies in the region participated in the survey, an interview, or the local Metropolitan Planning Organization (MPO) coordinated transit-human service agency plan:

- Arbor Education and Training
- Fulton County Transportation
- Howard Regional Health System
- Janus Developmental Services, Inc.
- Miami County YMCA
- Pathfinder Services, Inc.
- Peak Community Services
- Wabash County Council on Aging
- Wabash Street Department

Nine organizations responded to the survey. Of those responding to the survey, seven were transportation providers and two did not directly provide transportation.

In addition to these agencies, Kokomo/Howard County Area Metropolitan Planning Organization (KHCGCC) is conducting a local coordinated transportation plan for the Kokomo and Howard County area. Operating data and performance measurements for the Kokomo public transportation systems are included in this section to provide a complete picture of transportation in the region. Additional information will be included upon completion of the KHCGCC Coordinated Human Services Transportation Plan.

GENERAL DESCRIPTION OF AREA TRANSPORTATION PROVIDERS

Agencies that responded to the survey and provide transportation services in the region are described below. Summaries also include information provided in the 2006 INDOT Annual Report.

Fulton County Transportation - Fulton County Transportation is a private nonprofit social service agency located in Rochester. The agency provides transportation, nutrition, information and referral, and recreation/social activities for the general public in Fulton County:

There are no eligibility requirements to access Fulton County Transit's transportation services. Fulton County Transit provides demand response service with a fleet of 10 vehicles. The vehicle inventory is provided in Exhibit III.7.

Drivers provide curb-to-curb and door-to-door service. Passengers are permitted to travel with their own personal care attendants or escorts. Hours of operation are Monday through Friday, 7:30 AM to 4:00 PM. Customers must call for a reservation the day before travel, or the same day as the trip. Late reservations are accommodated.

According to the 2006 INDOT Annual Report, FY2006 transportation operating revenues totaled \$258,461. Fulton County Transit is a Section 5311 program.

Howard Regional Health System - The agency is a public medical center in Kokomo. It serves Clinton, Howard, and Tipton Counties. The organization has a range of functions including health care, transportation, social services, day treatment, job training, employment, rehabilitation, residential facilities, and screening. There are no eligibility requirements for medical center services.

Howard Regional Medical Center provides door-to-door route deviation transportation services with a fleet of eight vehicles. Hours of operation are Monday through Friday between 8:00 AM and 5:00 PM. It also utilizes personal vehicles of agency staff, and reimburses mileage or auto expenses paid to employees, clients, families, or friends.

The Medical Center fleet includes one converted 15-passenger van, and seven standard 15-passenger vans. One-day advance reservations are requested.

Howard Regional Health System is interested in working with the area's local transportation providers to implement a fixed route system that is

General Description of Area Transportation Providers

**General Description
of Area
Transportation
Providers**

accessible for Regional Health consumers. It does not have financial resources, but considers the option of sharing drivers a possibility.

Janus Developmental Services - Janus Developmental Services is a private nonprofit social service agency serving Boone, Tipton, and Hamilton Counties. The agency provides transportation, job training and job placement for Janus consumers. Janus also operates Hamilton County Express, a rural transit program for Hamilton County.

Hamilton County Express utilizes 10 vehicles (5311) to provide public transportation in Hamilton County. Information about the fleet is provided in Exhibit III.7. There are no 5311 program vehicles available for back-up or stand-by. This curb-to-curb, demand response service operates Monday through Friday between 6:00 AM and 6:00 PM, and on Saturdays between 7:00 AM and 3:00 PM. Hamilton County Express has been a Section 5311 program since January 2007.

Janus consumer transportation is provided using a fleet of 4 vehicles (5310) to transport consumers to and from developmental workshops, Monday through Friday. Routes operate each morning and afternoon. The service area for one route includes Tipton County.

During calendar year 2006, Janus provided 13,750 unduplicated passenger trips for 60 people. Approximately 300 trips were for riders who used a wheelchair. Fares for transportation service vary.

Transportation operating revenues for FY 2006 were \$126,537. Transportation operating expenses for FY 2006 were \$238,924, exceeding revenue by nearly 47 percent.

Restrictions on use of vehicles have been the most significant issue when attempting to coordinated transportation with other organizations. Janus believes there is strong local support for coordinating transportation resources if funding restrictions can be overcome.

Miami County YMCA/MiamiGo Transit – Miami County YMCA operates MiamiGo Transportation (5311), among its many other programs. The Miami County YMCA is located in Peru, Indiana. YMCA provides transportation, job training/placement, employment, information and referral, and social/recreational programs for Miami County.

Transportation is available to the general public. Door-to-door demand response transportation is provided using a fleet of nine agency owned vehicles.

**General Description
of Area
Transportation
Providers**

MiamiGo operates a fleet of nine vehicles. Hours of operation are Monday through Friday 6:00 AM to 6:00 PM. There are no advance reservations requirements. However, consumers are encouraged to call one day in advance for trips within Miami County and three days in advance for out-of-county trips.

Between January and December 2006, MiamiGo provided 32,267 total passenger trips. Approximately 30 percent of trips were for YMCA consumers and the remaining were general public trips. Four percent of trips were for riders who used a wheelchair.

MiamiGo also provides Medicaid transportation for eligible consumers. MiamiGo bills passengers with disabilities who are not eligible for Medicaid on a monthly basis. General public passenger fares are provided later in this chapter. Service for the elderly is provided for a donation.

MiamiGo indicated that longer hours and/or more days of service are the most needed enhancements to improve personal mobility in the service area. MiamiGo coordinates information and referrals but coordination has not moved beyond referrals because many organizations have not agreed to advantages of sharing or coordinating other resources. Improved service capacity of other providers is the most important enhancement to help the area move toward coordination of public transit and human service transportation.

No organization or committee has been established in the area with responsibility to coordinate transportation among providers, agencies, and consumers. MiamiGo indicated that support seems weak for coordinated transportation planning. Furthermore, members of the governing board perceive that benefits realized through coordinated delivery of transportation are weak. Nonetheless, MiamiGo indicated that it believes that coordinating service could eliminate the existing gaps and duplication so that consumers could receive better overall transportation service.

Pathfinder Services - Pathfinder Services is a private nonprofit social service agency that provides transportation, social services, day treatment, job training and placement, rehabilitation and residential facilities for Allen, Huntington, Jay, Marshall, Noble, Wabash, and Whitley Counties.

Transportation services are provided on behalf of consumers with disabilities. Enrollment in Pathfinder Services is a pre-requisite for transportation. Agency employees as well as volunteers provide consumer transportation. Volunteers and reimbursement of mileage or auto expenses are also options for consumer transportation. Pathfinder Services also refers consumers to other community transportation resources.

**General Description
of Area
Transportation
Providers**

The agency operates 51 vehicles. The vehicle inventory is provided in Exhibit III.7. The inventory includes service for all counties in the agency's jurisdiction and not just this region.

Drivers provide curb-to-curb service. Daily hours of operation are Monday through Friday between 6:30 AM and 4:30 PM. Pathfinder Services requests that consumers make a reservation the day before travel; however, last minute accommodations will be accepted occasionally.

During FY 2006, Pathfinder Services tracked the provision of 9,722 unduplicated passenger trips. Approximately, seven percent of those trips were for riders who used a wheelchair. Pathfinder also contracts with Huntington Area Transportation (a.k.a. Huntington County Council on Aging) for transportation.

The agency's transportation operating revenues for FY 2006 were \$205,813.08. Funding sources include: passenger fares (1 percent); revenue collected from transportation purchased by third parties on behalf of passengers (77 percent); reimbursements from Medicaid (11.9 percent); and, county government appropriations (10 percent). Capital expenses were \$40,419 during FY 2006.

Pathfinder Services indicated that human service agency transportation programs provide the most useful personal mobility options in the service area. However, these programs need additional funding. The agency indicated that funding is the greatest obstacle to coordinating transportation.

No organization or committee has been established with responsibility to coordinate transportation among providers, human service agencies, and consumers. Perceived support of coordinated transportation planning among elected officials, agency administrators, and other community leaders is moderate.

Peak Community Services - Peak Community Services is a private nonprofit social service agency. The agency provides transportation, social services, day treatment, job training, employment and rehabilitation services 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 drives personal vehicles as well as the agency owned vehicles. Mileage reimbursement is provided when personal vehicles are

**General Description
of Area
Transportation
Providers**

utilized. The organization has designated staff responsible for operating agency vehicles.

Peak Community Services provides agency fixed route service with one route in the morning (leaving at 7:30 AM) and another in the afternoon (leaving at 3:00 PM). The fixed route provides employment transportation to agency consumers traveling to the Work Services. It also provides demand response service, which includes casual appointments and regular clients attending daily program activities. Drivers carry cellular phones and provide door-to-door service. 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, as well as late afternoon/evening shopping, social, and medical 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 trip is \$38.91.

Peak Community Services' total transportation revenues during FY2006 were reported to be \$69,283. Seventy-five percent of the annual revenue was generated by Medicaid waivers. The remaining revenue was primarily generated by Title XX funds. Peak Community Services received \$6,291 in capital revenue from INDOT during FY2006. FY2006 annual operating and capital expenses totaled \$106K.

The agency participates in two regional 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

**General Description
of Area
Transportation
Providers**

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.

Wabash County Council on Aging - Wabash County Council on Aging is a private nonprofit agency that provides transportation, information and referral, recreation and social activities and food pantry in Wabash County.

The agency provides door-to-door demand response transportation for the general public using a fleet of eight agency vehicles. It also pre-purchases tickets, tokens or passes for other modes of paratransit service. Drivers are permitted to assist passengers with a limited number of packages. Passengers are permitted to travel with their own personal care attendants or escorts.

Wabash County Council on Aging operates a fleet of eight vehicles. Hours of operation are Monday through Friday from 6:00 AM to 6:00 PM. The agency requests that consumers make trip reservations in advance. However, same-day reservations are accepted, and last minute trips are provided if space is available. Passengers are permitted to schedule trips one-month in advance. Consumers with standing appointments are requested to give as much notice as possible.

During calendar year 2006, Wabash County Council on Aging provided 28,362 unduplicated passenger trips for 617 different individuals. Nearly four percent of the trips were for passengers who also required transportation of a wheelchair.

The agency charges passenger fares for riders under age 60. All passengers age 60 and older ride for no fare, and donations are requested. The fare structure is provided below later in this chapter.

Approximately 34 percent of the agency's transportation revenue was provided through the Section 5311 transit allocation. Approximately 22 percent of revenue was provided by Title III-B funds. The local government funded 15 percent of the annual transportation budget. INDOT provided approximately \$56K, or 18 percent of the transit revenue through PMTF. Eight percent is derived from passenger fares.

**General Description
of Area
Transportation
Providers**

Approximately 10 percent of the transportation expenses were for liability insurance. The remaining expenses related to administration, utilities, miscellaneous, lease and rentals (for a copier), equipment, and indirect expenses.

The most significant unmet transportation need for the agency is transportation to and from out-of-county dialysis treatment. Adjustment of eligibility and insurance restrictions, and additional funding are considered the most needed enhancement to improve personal mobility in the service area. Restrictions on insurance have prohibited this agency from sharing drivers or vehicles in the past. The agency's insurance provider will not permit sharing drivers or vehicles. The agency would like to provide more out-of-county trips, but limited funds prohibit such service. In total, many coordination efforts have been met with statutory barriers to pooling funds, sharing issues among providers, billing/accounting issues, and restrictions placed on the use of vehicles.

Participation in planning, development, and implementation leading up to coordinated transportation activities has been weak. However, the TAC and the agency realize the tangible benefits that are possible through coordination of resources. The agency understands that greater participation gradually leads to more funding and more services.

ARC of Wabash County – Arc of Wabash County is a nonprofit social service agency that provides a full range of services including transportation for consumers. ARC primarily serves Wabash County, but will also provide services for people in surrounding areas upon request (including, Miami, Grant, Huntington, and Kosciusko Counties). Transportation is provided for individuals with disabilities who are enrolled in programs and services with ARC.

ARC provides fixed route service Monday through Friday in the mornings and afternoons to and from day services. In addition, it operates demand response curb-to-curb (or door-to-door in certain conditions) service for medical appointments, shopping, and any general purpose. Demand response service is available 7 days per week. ARC operates a fleet of 9 vehicles. Two vehicles are wheelchair accessible. One vehicle is provided through a section 5310 grant. Other previously Section 5310 granted vehicles have over 100K miles. Hours of operation are 6:45 AM to 5:15 PM, Monday through Friday. Weekend service is available as needed.

ARC provided a total of 19,595 passenger trips for 40 different consumers during FY 2006. Approximately 7.5 percent of the trips required a wheelchair accessible vehicle.

**INVENTORY OF
EXISTING
TRANSPORTATION
SERVICES**

Transportation operating revenues consisted of Medicaid reimbursements (\$52,396) during FY 2006. Operating expenses during the same year were \$91,152. The difference between Medicaid revenues and total expenses is paid by the agency. Approximately 31 percent of transportation expenses were for maintenance. There were no capital expenses.

ARC indicated that additional funding and longer hours/more days of service are the most important enhancements needed for personal mobility in the area. ARC participates in the TAC, which meets quarterly. It also coordinates with other transportation providers for information and referral, and joint training activities. Coordination activities have been limited by restrictions on vehicles and liability insurance concerns. The latter being the most significant obstacle to coordination.

OTHER TRANSPORTATION PROVIDERS

Carey Services – Carey Services transportation program information is provided in the report for Region 3.1. The agency’s service area includes Blackford, Grant, Wabash and Cass Counties.

Cass Area Transit – Cass Area Transit is a public demand response transportation provider operating in Cass County (5311). The system attended a local stakeholder meeting, but did not participate in the coordination plan on-line survey. Therefore, information provided is based on the INDOT 2006 Annual Report.

Cass Area Transit operates in Logansport and Cass County. It is a demand response transportation system with a fleet of 21 vehicles (2006 Annual Report). During peak hours, Cass Area Transit operates 18 vehicles while 15 vehicles operate during off-peak hours. Fare structure and operating statistics are provided later in this chapter.

Cass County Council on Aging – Cass County Council on Aging is a section 5310 transportation provider. The organization did not participate in the coordinated transportation planning survey but did attend the local stakeholder meeting.

NON-TRANSPORTATION PROVIDER AGENCIES

The following agency participated in the coordination survey as representatives of the low-income populations but does not provide transportation.

**General Description
of Area
Transportation
Providers**

**Other
Transportation
Providers**

**Non-Transportation
Provider Agencies**

**Non-Transportation
Provider Agencies**

Arbor Education and Training - Arbor Education and Training is a private, for-profit organization that provides a statewide IMPACT program, since October 2007. The organization is located in Indianapolis. The IMPACT program is mandatory for all TANF and Family Social Services consumers. It plans to purchase transportation on behalf of consumers, but will not provide transportation with agency vehicles.

The organization indicated that public transportation, human service transportation programs, families, friends, and neighbors are the most useful personal mobility options in the state for their consumers. According to Arbor's assessment, additional transportation funding is the most needed enhancement to personal mobility.

THIRD PARTY AGREEMENTS

**Third Party
Agreements**

Only one organization indicated having a contract agreement with another transportation provider. Peak Community Services contracts with Cass Area Transit on a per trip basis. Details are provided in the following table.

Exhibit III.1: Local Contract Agreements

Name of Agency	Name of Third Party Transp. Provider	Rate and Basis of Payment	Total Amount Paid FY2006
Peak Community Services	Cass Area Transit	\$38.91 per trip	\$42,5K

COORDINATION

Coordination

No formal coordination agreements have been established in the region. Coordination exists to the extent of joint training activities and informal information sharing among some of the transportation providers. Information sharing does not apply to all of the transportation operators in this region at this time.

An active transportation advisory committee (TAC) in Wabash County includes the following organizations:

- Wabash County Council on Aging
- Mental Health America
- Disabilities Resource Network of Wabash Co.
- Wabash Area Chamber of Commerce
- Wabash County Commissioners
- Division of Family Resources
- ARC of Wabash County
- Ivy Tech
- INDOT

The TAC has experienced challenges of liability insurance restrictions and restrictive policies on the use of vehicles when attempting to create coordination agreements that involve sharing vehicles.

Another active TAC is Cass Area Transit. Certain participants, including Wabash County Council on Aging participate on both committees.

Coordination

FARE STRUCTURES

Fare Structures

Fare structures for general public transportation providers are listed below. Each provider has a unique fare structure. Human service agency transportation providers in this region generally do not have fare structures or charge passengers based on his or her eligibility for a sponsoring program (i.e., Medicaid).

Miami County YMCA/MiamiGo

MiamiGO has a fare system in place for general public service:

<u>Service</u>	<u>One-Way Fare</u>	<u>Older Adults, People w/Disabilities</u>
	<u>Adults</u>	
Base Fare w/in Peru	\$1.00	Donation
Base Fare w/in 10mi. of Peru	\$3.00	Donation
Base Fare remaining County	\$5.00	Donation

Fulton County Transit

Fulton County Transit has a fare system in place for general public service:

<u>Service</u>	<u>One-Way Fare</u>	<u>Older Adults, People W/Disabilities</u>
	<u>Adults</u>	
Within City Limits	\$1.00	Donation
Within County Limits	\$2.00	Donation
Rochester Pass	\$10.00 for 12 rides	
In-county Pass	\$20.00 for 12 rides	

Wabash County Council on Aging

Wabash County Council on Aging has a fare system in place for the general public service:

<u>Service</u>	<u>One-Way Fare</u> <u>Adults</u>	<u>Older Adults</u>
Within City Limits	\$1.00	Donation
Within County Limits	\$2.00	Donation

Fare Structures

Cass County

Cass County has a fare system in place for general public service:

<u>Service</u>	<u>One-Way Fare</u> <u>Adults</u>	<u>Older Adults</u>
Within City Limits	\$1.00	Donation
Within County Limits	\$2.00	Donation
City Limits Pass	\$20.00 for 25 rides \$10.00 for 12 rides	
In-County Pass	\$40.00 for 25 rides \$20.00 for 12 rides	

Kokomo/Howard County

Two transportation operations exist in Kokomo and Howard County including First City Rider (FCR) and Kokomo Senior Citizen Bus Service (SCB). General public fare structures are in place for both services.

<u>Service</u>	<u>One-Way Fare</u> <u>Adults</u>	<u>Older Adults, People</u> <u>w/Disabilities</u>
General Service (FCR)	\$7.50	\$3.75 when SCB is unavailable
General Service (SCB)	Contribution	

OPERATING STATISTICS

Operating Statistics

Organizational data available from the INDOT Annual Report are included in Exhibit III.2. Operating statistics include public transportation providers in Howard County.

The regional public transportation service providers provided a total of 393,285 trips for 2006 and drove a total of 1,523,889 revenue miles. Cass Area Transit reported the highest ridership numbers with 162,092 passenger boardings. The system had over 68,000 more passenger boardings than the second largest provider, Kokomo/Howard County demand response service. The population of Cass Area Transit service

area is second greatest in the region, while Howard County has the greatest population.

Exhibit III.2: Public Transportation Providers' 2006 Operating Data

Operating Statistics

System Name	Service Area	2000 Pop- ulation	Passenger Boardings	Total Rev Vehicle Miles	Total Rev Vehicle Hours	Total Gallons of Fuel Used
MiamiGo	Miami County	36,082	32,267	175,122	11,262	11,359
Fulton County Transit	Fulton County	20,511	26,347	163,804	10,637	9,707
Wabash County CoA	Wabash County	34,960	28,362	132,951	10,621	14,700
Cass Area Transit	Cass County & City of Logansport	40,930	162,092	535,238	32,860	50,349
Kokomo/Howard County- <i>Fixed Route</i>	Kokomo Urbanized Area	63,739	50,231	127,880	15,172	21,270
Kokomo/Howard County- <i>Demand Response</i>	Kokomo Urbanized Area	63,739	93,986	388,894	51,592	54,638

Source: 2006 INDOT Annual Report

Human service agencies including Peak Community Services, Pathfinder, and Janus Developmental Services provided a total of 45,796 passenger trips. Agency passenger boarding statistics also include trips provided in counties outside of the region when agency service areas cover multiple regions.

Several performance indicators also were examined for each of the public transportation providers for which operating statistics were available (Exhibit III.3). Demand response service performance revealed very good passenger per hour statistics for (should be at least 2.0 passengers per hour or higher for demand response and 1.5 for ADA paratransit). Cass County Transit cost per passenger and per mile were the lowest of the region. Cass County passengers per revenue hour were significantly higher than other demand response transportation services in the region and higher than the fixed route service in Kokomo.

Operating Statistics

Exhibit III.3: Transit Agency Provider Performance Indicators, 2006

System Name	Total Operating Expenses	Passengers per Rev. Hour	Cost per Passenger	Cost per Rev. Mile	Cost per Rev. Hour
MiamiGo	\$261,751	2.87	\$8.11	\$1.49	\$23.24
Fulton County Transit	\$258,461	2.47	\$9.81	\$1.58	\$24.30
Wabash County CoA	\$308,667	2.67	\$10.88	\$2.32	\$29.06
Cass Area Transit	\$1,018,549	4.93	\$6.28	\$1.90	\$31.00
Kokomo/Howard County- <i>Fixed Route</i>	\$706,446	3.31	\$14.06	\$5.52	\$46.56
Kokomo/Howard County- <i>Demand Response</i>	\$927,771	1.82	\$9.87	\$2.39	\$17.98

Source: 2006 INDOT Annual Report

Staffing

Survey results and the 2006 INDOT Annual Report indicate that Section 5311 and 5307 transportation programs in the region spent a total of 23,920 person-hours (equivalent of 11.5 full-time equivalent persons) per year on administrative activities, coordinating trip delivery (scheduling and dispatching), and processing reimbursement requests (billing).

The actual number of hours the staff of human service agencies spent driving was not provided by the agencies because caseworkers and other employees who occasionally act as drivers do not log driving time separately from regular duties. Therefore, including human service agency transportation providers would increase the number of person-hours provided in Exhibit III.4. In-depth analysis of each human service agency's transportation program is required for accurate results that include all of the agencies.

Exhibit III.4: Administrative Staff and Drivers by Agency

Program	Admin. Personnel (FTE)	Drivers Paid, full-time	Drivers Paid, part-time	Maintenance Paid, full-time	Maintenance Paid, part-time
MiamiGo	3	2	8	0	0
Fulton County Transit	2	3	8	0	0
Wabash County CoA	1	4	11	0	0
Cass Area Transit	2	14	18	0	2
Kokomo/Howard Co.	3.5	25	13	1	8

Source: 2006 INDOT Annual Report

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.5 provides an inventory of vehicles as reported by the transportation providers in the region. Participating organizations reported a total of 144 vehicles operating for human service agency and/or public transportation service in the region. Section 5307 transportation program vehicles operated within Howard County are included.

Vehicles have been purchased through a variety of methods: the Federal Transit Administration Section 5310 Specialized Transportation Program and 5311 Rural Transit Program, Section 5307 Program, local and general revenue funds.

**Vehicle Inventory
and Utilization**

Exhibit III.5: Vehicle Inventory

Agency Name	Total Vehicles
Cass Area Transit	21
Fulton County Transportation	10
Howard Regional Health Sys.	8
Janus Developmental Svcs.	14
Kokomo/Howard County*	28
MiamiGo	9
Pathfinder Svcs.	51
Peak Community Svcs.	7
ARC of Wabash Co.	9
Wabash Co. CoA	8
Total Vehicles:	144

*Includes 16 vehicles operated by private operator for FCR.

Source: Survey information and 2006 INDOT Annual Rpt.

Vehicle Utilization

The hours and days of the week of available transportation services in each county, according to the information provided in stakeholder surveys, or the INDOT Annual Report are listed in the table below (Exhibit III.6). Agency and public transportation providers generally operate Monday through Friday, with some exceptions. First City Rider operates 24-hours per day, 7-days a week for the general public in Kokomo. Senior Bus

**Vehicle Inventory
and Utilization**

Service in Kokomo also operates on Saturdays between 8AM and 5PM. Also, Peak Community Services provides 24-hour service for agency consumers. There is no weekend or evening service available to the general public outside of Kokomo.

Some of the transportation providers who participated in the coordination plan offer transportation service in multiple counties. Many are providing services for similar populations and during the same hours of operation.

Exhibit III.6: Transportation Service by County

Counties	System/ Agency	Consumers	Hours of Operation	Days of Operation
Cass	Cass Area Transit	General Public	4AM-6PM	Mon.-Fri.
	Peak Comm. Services	People w/Disabilities	24 hours	Mon.-Sun.
Fulton	Fulton Co. Transportation	General Public	7:30AM-4PM	Mon.-Fri.
	Peak Comm. Services	People w/ Disabilities	24 hours	Mon.-Sun.
Howard	First City Rider Senior Bus Svc.	General Public Older Adults	24 hours 8AM-5PM	Mon.-Sun. Mon.-Sat.
	Howard Regional Hlth.	General Public	8AM-5PM	Mon.-Fri.
	Peak Comm. Services	People w/ Disabilities	24 hours	Mon.-Sun.
Miami	MiamiGo	General Public	6AM-6PM	Mon.-Fri.
	Peak Comm. Services	People w/ Disabilities	24 hours	Mon.-Sun.
Tipton	Howard Regional Hlth.	General Public	8AM-5PM	Mon.-Fri.
	Janus Dev. Svc.	Agency Consumers	6:30AM-5PM 3PM-5PM	Mon.-Fri. Sat.
Wabash	Pathfinder	Persons w/ Disabilities	6:30AM-4:30PM	Mon.-Fri.
	Wabash CoA	General Public	6AM-6PM	Mon.-Fri.
	ARC of Wabash	Persons w/Disabilities	6:45AM-5:15PM As Needed	Mon.-Fri. Sat.-Sun.

Source: Survey Results and 2006 INDOT Annual Report

Each participant was asked to provide vehicle utilization information for a 'typical' day. Some agency transportation providers have vehicles that are dedicated to residential facilities during all hours of the day. In such cases, vehicles are noted as being available for demand response for all hours of operation. Vehicle utilization hours are noted on the following exhibit.

Exhibit III.7: Vehicle Utilization Chart

System Name	Vehicle Type	Location	e	Vehicle Make	Year	Time of Day Operated													
						AM							PM						
						5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00
Pathfinder Service	Caravan	Wabash		Dodge	2006	Available 24 hours at site													
Pathfinder Service	E-450	V. Fields		Ford	2006														
Pathfinder Service	4X4	Maintenance	No	Ford	1999														
Pathfinder Service	Truck	Recycling	No	Ford	1991														
Pathfinder Service	Escort	Agency	No	Ford	1998														
Pathfinder Service	Windstar	Warren	No	Ford	1999														
Pathfinder Service	Bus	V. Fields		Ford	2005														
Pathfinder Service	Transit	Binkley		Ford	2005														
Pathfinder Service	Bus	V. Fields		Ford	2003														
Pathfinder Service	Bus	V. Fields		Chevy	2000														
Pathfinder Services		Recycling	No	Ford	1998														
Pathfinder Service	Accord	J. Niederman	No	Honda	2003	Available 24 hours at site													
Pathfinder Service	Van	York Ct.		Ford	1997	Available 24 hours at site													
Pathfinder Service	E-350	HAB	No	Ford	1997														
Pathfinder Service	Transit	Pike-Purp/SIL			2005														
Pathfinder Service	Ranger	Maintenance	No	Ford	1997														
Pathfinder Service	Van	HAB	Yes	Dodge	1994														
Pathfinder Service	E-350	Tipton		Ford	2007														
Pathfinder Service	Escort	SILP	No	Ford	1996														
Pathfinder Service	Transit	Culver		Ford	2006	Available 24 hours at site													
Pathfinder Service	E-350	Recycling	No	Ford	1995														
Pathfinder Service	Van	Deer Trail		Ford	2000	Available 24 hours at site													
Pathfinder Service	Caravan	Cambden Ct.		Dodge	2006	Available 24 hours at site													
Pathfinder Service	Taurus	SILP	No	Ford	2002	Available 24 hours at site													
Pathfinder Service	Transit	Mound St.			2005	Available 24 hours at site													
Pathfinder Service	E-450	Roanoke		Ford	2005	Available 24 hours at site													
Pathfinder Service	Caravan	Cherry St.		Dodge	2000	Available 24 hours at site													
Pathfinder Service	Dump Truck	S. Stanley		Ford	1992														
Pathfinder Service	Transit	N. Manchester		Ford	2004	Available 24 hours at site													
Pathfinder Service	Sedan	G. Thornsberry		Saturn	2002														
Pathfinder Service	Van	Day Svcs (T)		Ford	2001														
Pathfinder Service	Van	Day Svcs (G)		Ford	2001														
Pathfinder Services		S. Stanley		International	2003														
Pathfinder Service	Van	Market St		Ford	2005	Available 24 hours at site													
Pathfinder Service	Van	Liberty St	Yes	Ford	2001	Available 24 hours at site													
Pathfinder Service	Van	Canal St		Ford	2005	Available 24 hours at site													
Pathfinder Service	Van	Franklin St.		Ford	2006	Available 24 hours at site													
Pathfinder Service	Taurus	Plymouth	No	Ford	2001	Available 24 hours at site													
Pathfinder Service	Garbage	Recycling	No	Mack	1994														

Demand Response
Scheduled Route

CONCLUSIONS

Conclusions

Invitations to complete the survey were provided to approximately 165 organizations including human service agencies, local transportation providers, schools, and local officials. There were nine responses to the survey. Additional information was gathered through review of the 2006 INDOT Annual Report, stakeholder meeting input, and follow-up telephone interviews and emails.

Responses to the stakeholder survey were not numerous, however, feedback during the local stakeholder meeting (see Chapter 4) indicate that the organizations are interested in improving the regional mobility options for the area and addressing unmet transportation needs.

The majority of organizations that participated in the survey indicated strong perceived benefits to coordinating resources. But, did not indicate that there have been any significant coordination efforts or discussions to date. Some challenges identified by the organization included:

- **Restrictions on use of vehicles which prevent sharing vehicles with multiple agencies.**
- **Incompatible billing practices which would make it difficult to reconcile costs between agencies until adjustments can be made to match the processes.**
- **Insurance restrictions that prevent agencies from transporting passengers that are not part of the agency program.**

The survey respondents indicated several unmet transportation needs in the area that could potentially be addressed through coordination. The unmet needs are as follows:

- **Longer hours or more days of service, including weekends, for the general public would improve transportation throughout the region for social and employment purposes.**
- **Transportation providers are using all resources to meet the current level of demand. Increasing the capacity on vehicles, or adding additional vehicles would improve mobility options and allow organizations to serve more people.**
- **Additional funding is necessary to support any expansions in service.**
- **Out-of-county transportation for dialysis treatment is an increasing demand for Wabash County transportation providers. However, resources are thin to provide those long-distance trips.**

IV. NEEDS ASSESSMENT

IV. NEEDS ASSESSMENT

REGIONAL NEEDS ASSESSMENT

On July 25, 2007, RLS & Associates conducted a coordinated transportation planning meeting with stakeholders from Miami, Fulton, Tipton, Cass, Wabash and Howard Counties. The meeting was hosted by Miami County YMCA in Peru, Indiana. Seventy-two transit and human service agencies, private transportation providers, and schools, and 102 local officials were invited to the meeting. Approximately 11 transit and human service agencies, no schools, and 2 local officials were represented. INDOT, Office of Transit representatives also attended the meeting. During this session, participants identified the following local transportation needs:

The following organizations attended the meeting:

- City of Wabash Street Department – Wabash County
- YMCA of Miami County – MiamiGO Transit – Miami County
- Mayor, City of Peru – Miami County
- Fulton County Council on Aging – Fulton County
- Four County Counseling Center – Multiple County
- Cass County Transit – Cass County
- Wabash County Council on Aging – Wabash County
- United Way of Miami County – Miami County
- Arbor Education and Training – Huntington County
- Peak Community Services – Pulaski and Cass Counties
- Miller’s Merry Manor – Miami County
- ARC of Wabash County – Wabash County

In an effort to identify the gaps and duplications in transportation service that currently exist, stakeholders were asked to identify the most common unmet transportation needs for their consumers. The following transportation needs were identified within each county.

Miami County

Miami County transportation providers and human service agencies identified transportation gaps related to transportation to and from the local employment centers, and temporary transportation for individuals with no vehicle. The current transportation providers spend the majority of their service hours providing trips

to medical appointments, nutrition sites, recreation for children, individuals with disabilities, and individuals age 65 and older. The gaps in service are primarily for employment transportation before and after the current hours of operation.

MiamiGo Transit, the County's Section 5311 public transportation provider would like to improve service to residents of Southern Miami County by making transportation more affordable for those residents. MiamiGo transit fare structure is zone based and is centered on Peru, the county seat and largest population density area. Passengers who live in Southern Miami County travel farther to get into Peru and pass through the higher fare zones for MiamiGo. Lower-income passengers struggle to pay a higher fare for travel into Peru than people traveling within the central portions of the service area. United Way provides a grant to MiamiGo subsidizes the fares for eligible passengers, but the grant subsidy is not always enough and some people are unable to access the service due to affordability.

In addition, MiamiGo understands the need for transporting TANF recipients to and from employment centers during early morning (starting at 5:00) or evening hours (until 7:00). Employment centers in Miami County include three industrial parks (2 outside Peru city limits), prison, retail centers, Galahan, Bona Vista. Current funding does not permit MiamiGo to extend its service hours.

Specific comments from stakeholders are listed below.

- United Way - Transportation to and from Employment Centers in Miami County
- Miller's Merry Manor – Spends 20 to 30 hours per week transporting consumers to medical appointments and activities. The need is primarily because consumers do not have family members with time or resources to provide the transportation.
- Miami County YMCA – Miami County primarily transports people who are temporarily without a vehicle, senior centers to nutrition sites and recreation, and transporting children to school for internships or alternative schools.
- Mayor of Peru – Understands the need for better routes/streets to make transportation in Peru more accessible.

Cass County

Cass County Transit is a Section 5311 recipient providing regional transportation. Cass County Transit and provides the majority of public transportation in Cass County while agencies such as Peak Community Services provides specialized transportation. Both organizations stated that early evening and weekend hours are the most significant unmet transportation need in the area. Evening and weekend transportation options would provide residents with additional

employment and recreation options. Additionally, coordination with transportation provided in Kokomo would improve regional transportation for employment and medical trips.

- Peak Community Services – People with disabilities who live with their families and do not have an accessible vehicle rely on Peak Community Services for the majority of their transportation needs. The biggest unmet need weekend and evening hours.
- Cass County Transit – The community has some documented need for weekend and early evening transportation service hours. For a special event, Cass County Transit extended its hours until 10:00 PM for the County fair. Cass County Transit possibly demonstrated that the demand for evening service exists.
- Cass County Transit – As many as seven vehicles (or nearly one-fourth of the fleet) travel out-of-county for Medicaid transportation on a daily basis. These vehicles are typically gone for an entire day.
- Cass County Transit – Transportation to and from Kokomo, in neighboring Howard County, is a common request.

Huntington County

Arbor Education and Training Center identified transportation for low-income individuals to pre-employment training and eventually to and from work as the primary gap in transportation service for Huntington. Evening and weekend hours would improve access to jobs.

- Arbor Education and Training Center – Priorities are transporting low-income people who do not have a car to pre-employment training and eventually to/from work.

Fulton County

Fulton County Transportation is a Section 5311 grantee. It is the only transportation provider in the County. Fulton County Transit is unable to serve employment needs in the community because of limited funding. The transit agency currently spends three days per week providing out-of-county dialysis trips. It has also identified a recent unmet need for the Amish community to transport children to and from school. The Transit System currently provides the school service, but a better solution is necessary. The primary unmet need identified in Fulton County was for evening transportation until 9:00 PM and Saturday hours.

- Fulton County Transit – Spends three-days per week on out-of-county dialysis.

- Fulton County Transit – Transporting Amish students to and from school.
- Fulton County Transit - Unmet need for evening transportation until 9:00 PM and Saturday hours.

Wabash County

Evening transportation for low-income individuals to improve job access and the opportunity to maintain a job was the primary concern for the ARC program that serves individuals with disabilities. Most jobs for ARC consumers are available in evening and weekend hours. ARC hours of transportation service end at 5:15PM. Also, the Council on Aging identified transportation of individuals across county lines as an unmet need for its consumers (i.e., dialysis treatments). Funding restrictions prohibit some providers from crossing county lines. As a solution, the Council on Aging is transferring passengers at the county line to neighboring providers. An alternative solution is required because transfers are not an accessible and safe option for all passengers.

- ARC – Unmet need for evening service and weekends
- ARC – They place people in community jobs but they can't provide transportation so that employment is maintainable.
- Wabash County Council on Aging – Transport dialysis patients and others across county lines. To accomplish it they meet the other county at the county line and transfer the passenger. Not effective for dialysis patient on the way home. The funding restrictions of other county do not allow for crossing county lines.

Challenges

After identifying the unmet needs and/or gaps in service for each county and the region, the participants identified the challenges that they face when attempting to address those gaps.

1. Currently, the individual agency insurance policy restrictions prevent transporting passengers from another organization. Only the agency consumers are covered by the insurance provider. This does not apply to the public transportation providers, but only the human service agency, specialized transportation providers.
2. Many of the out-of-county trips are sponsored by Medicaid. Most stakeholders view sharing Medicaid trips as an impossibility because of the challenges in scheduling and appropriately claiming/distributing Medicaid reimbursement.

3. All transportation providers agreed that it is necessary for the public transportation provider in Kokomo to be part of their coordinated transportation effort. Kokomo Transit service area is the Kokomo city limits. Provision of service in rural areas of Howard County, and communication with transit providers and human service agencies in surrounding counties would improve regional transportation to and from Kokomo.

SUMMARY

The most common unmet need for each county and the collective region was identified as extending hours for evening and weekend service. Extended hours would improve access to jobs and job training for lower-income individuals.

The second most significant transportation need is coordinated out-of-county service for medical trips.

Challenges to coordinating service include: Insurance restrictions, coordination with transportation providers in Kokomo, and coordinating Medicaid trips.

Summary

APPENDIX

Appendix A

Region 3.3

A-1: OUTREACH DOCUMENTATION SUMMARY

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

FOR FULTON, CASS, HOWARD, TIPTON, MIAMI, WABASH COUNTIES, INDIANA

Outreach Documentation Summary

Focus Groups

Date(s) & Locations Held:

 7/25/07 Miami Co. YMCA

Date(s) Invitations Were Distributed:

U.S. Mail 7/10/07 Web Posting _____
 E-mail _____ Other (please specify)

Newspaper Notice Indiana Dispatch – Indiana RTAP Newsletter
 Radio/TV PSAs _____

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

- Interpreters provided, upon request.

of Attendees (by location & date)

 13 7/25/07 @ Miami Co. YMCA

- Invitation letter and mailing list attached.
- Copies of flyers, brochures, etc.
- Copy of Public Notice from each newspaper in which it appeared
- Copy of e-mail invitation and mailing list attached.

- Sign-in Sheets attached.
- Copy of web posting (if available).

- Focus Group Summary Included in Report

Public Hearings

Date(s) & Locations Held:

Appendix A

Region 3.3

None _____

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 _7/10/07_____ 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: 165 invitations to complete the survey
- No. of Surveys Returned: 9
- ✓ Listing of Survey Recipients attached

Other Outreach Efforts

- ✓ Flyers or Brochures in
X Senior Centers X Community Centers
- City/County Offices Other _____

Appendix A

Region 3.3

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

✓ Miscellaneous Meetings, Conferences, etc. (please specify)

INCOST Meeting – September 27/28, 2007

Meeting for Indiana MPOs – May 24, 2007

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

Date(s) & Locations Held:

Sept 27/28, 2007 Indianapolis

May 24, 2007 Indianapolis

Date(s) Invitations Were Distributed:

U.S. Mail _____ Web Posting RTAP

E-mail _____ Other (please specify)

✓ Newspaper Notice RTAP Newsletter

Radio/TV PSAs _____

Distributed in local community/senior centers, etc.

Information was provided in alternative formats, upon request.

Events were open to all individuals, including hearing impaired.

of Attendees (by location & date)

Sign-in Sheets Attached, if applicable

Summary Attached, if applicable

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

Appendix A

Region 3.3

Appendix A

Region 3.3

A-2: STAKEHOLDER CHECKLIST

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

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

Appendix A

Region 3.3

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

Notice of INDOT Statewide Coordination Plan

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

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

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

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

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

Appendix A

Region 3.3



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

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

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

MEMORANDUM

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

Larry Buckel

Dear Friend of Transportation:

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

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

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

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

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

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

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

Attachments: Meeting flyer for distribution and posting
Meeting Agenda

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

Appendix A

Region 3.3

A-5: STAKEHOLDER MEETING/ANNOUNCEMENT

INDOT Regional Public Transit- Human Services Coordination Meeting



Please Plan to Attend...

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

Date: 07/25/07

Time: 9:00 AM - Noon

Address: 34 East Sixth Street, Peru

Miami County YMCA

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

Appendix A

Region 3.3

A-6: MEETING AGENDA

COORDINATED PUBLIC TRANSIT-HUMAN SERVICE TRANSPORTATION PLAN

FOR Fulton, Cass, Howard, Tipton, Miami, and Wabash counties

July 25, 2007

9AM to Noon

Miami County YMCA ~ 34 East Sixth Street Peru, IN 46970

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

Appendix A

Region 3.3

- Next Steps
- Adjourn

Appendix A

Region 3.3

A-7: MEETING SIGN IN SHEETS

Region 3.3 Miami County YMCA July 25, 2007			
Attendees			
NAME & AGENCY	AGENCY ADDRESS	TELEPHONE	E-MAIL
Debi Misen United Way of Miami County	13 E. Main St Peru, IN 46970	Phone: 765-473-4240 Fax: 765-473-7567	debim@uwmiamip.org
Jeanine Martin Arbor Education and Tr.	155 Millside Huntington, IN 46750	Phone: 260-388-2204	jeaninemartin@arboret.com
Kathi Thompson Peak Community Services	1416 Woodlane Ave Logansport, IN	Phone: 574-753-4104 Fax: 574-753-9861	kthompson@peakcommunity.org
Melody Edwards Millers Marry Mann	317 Blair Pike Peru, IN 46970	Phone: 765-473-4426 Fax: 765-472-7609	cannielsg@comcast.net
Nancy Hoffman ARC of Wabash County	595 S .Miami St Wabash, IN 46922	Phone: 260-563-8411 Fax: 260-563-8413	nhoffman@arcwabash.org
Kathy Brehmer Miami County YMCA	34 E. Sixth ST Peru, IN 46970	Phone: 765-472-1979 Fax: 765-472-6025	kbrehmer@mcymca.org
Scott Richardson City of Wabash Street Dept.	1360 Manchester Ave Wabash, IN 46992	Phone: 260-563-3611	streetdept@cityofwabash.com
Donald Quick Miami Transit Miami YMCA	34 E. 6 th Street Peru, IN 46970	Phone: 765-472-1979 Fax: 765- 741-9620	dudquick@cityofperu.org
Jim Walker, Mayor City of Peru	35 S. Broadway Peru, IN 46970	Phone: 765-473-2400 Fax: 765-282-7727	mayor@cityofperu.org
Terry Moore Fulton Co COA	625 Potomac	Phone: 574-223-6953 Fax: 574-223-4962	cemmpresourcesrt@rtcol.com

Appendix A

Region 3.3

Fowler Tan County Council Ctr.	1015 Michigan Ave Logansport, IN	Phone: 574-722-5151	Gprowlen@foorcounty.org
Sue Hoehler Cass Area Transit	115 S. Sixth St. Logansport, IN 46947	Phone: 574-722-2424	shoehler@casstransit.com
Tom DeArmond Wabash County Council on Aging	239 Bond Street Wabash, In 46992	Phone: 260-563-4475	tomwcoa@kconline.com

Spreadsheet of Participation by County

County	Organization Name	Completed Survey	Attended Stakeholder Meeting	Participated in Telephone Review	Section 5310 Recipient in 2006	Section 5310 Application 2007	Section 5311 Providers in 2006	Section 5307 Providers in 2006
Cass County	AREA 5 Agency on Aging & Community Services, Inc					Yes		
	Area Five Agency on Aging & Community Service, Inc							
	Cass Area Transit		Yes			Yes	Yes	
	Cass Co. Office							
	Cass County Auditor							
	Cass County Commissioners							
	Cass County Council on Aging, Inc., Fowler			Yes		Yes		
	Cass County Engineer							
	Four County Counseling Center						Yes	
	Peak Community Services, Kathi Thompson			Yes		Yes	Yes	
	Pioneer Regional School Corp							
United Way of Cass County								
Fulton County	Caston School Corp							
	Fulton County Council on Aging, Terry Moore		Yes		Yes			
	Fulton County Transportation	Yes					Yes	
	Fulton County Transportation	Yes						
	Rochester Community Schools							
	RSVP of Fulton County							
United Way of Fulton County								
Howard County	First City Rider			Yes				Yes
	Howard Co. Office							
	Howard Community Hospital-Psychiatric Services					Yes		
	Howard County Red Cross					Yes		
	Howard County							
	Howard Regional Health System	Yes						
	Indiana Migrant Head Start							
	Kokomo City Cab							
	Kokomo Senior Citizen Bus			Yes		Yes		Yes
	Kokomo-Center Twp Con School Corp.							
	Northwestern School Corp							
The Salvation Army						Yes		
Miami County	AAA Taxi Service							
	Bona Vista-Disabled Workplace							
	Caring Hands-Nursing Home							
	Manconaquah School Corp							
	Miami Co. Office							
	Miami County, Daniel Quicke		Yes				Yes	
	Miami County Chapter-American Red Cross							
	Miami County YMCA, Kathy Brehmer		Yes			Yes		
	Miller's Merry Manor-Nursing Home, Melody Edwards		Yes					
	North Miami Community Schools							
	Peru City Mayor, Jim Walker		Yes					
	Peru Community Schools							
	United Way of Miami County, Debi Misen		Yes					
	Workforce Development Strategies						Yes	
Tipton County	Northern Community Schools							
	Human Resource Center							
	Tipton Community Schools Corp							
	Tipton County							
	Tipton Co. Office							
Wabash County	ARC of Wabash County, Inc., Nancy Hoffman	Yes	Yes			Yes		
	Carey Services	Yes	Yes	Yes				
	City of Wabash							
	Heartland Career Center							
	LifeMED EMS							
	Miller's Merry Manor East		Yes					
	Miller's Merry Manor West		Yes					
	MSD Wabash County Schools							
	Pathfinder Services							
	Peabody Retirement Community HCC							
	Vernon Manor Home for Children							
	Wabash City Schools							
	Wabash Co. Office							
	Wabash County Street Department, Scott Richardson	Yes	Yes					
	Wabash County Transit						Yes	
Wabash County Council on Aging, Inc., Tom Dearmond	Yes	Yes			Yes			
White's Residential and Family Services								