

Coordinated Public Transit-Human Services Transportation Plan  
Lead Agency Adoption Letter

Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) requires that projects selected for funding under Federal Transit Administration (FTA) Section 5310 Elderly Individuals and Individuals with Disabilities are derived from a locally developed and adopted coordinated public transit-human services transportation plan. The plan must be developed through a process that includes representatives of public, private, and non-profit transportation, human service agency providers, and participation by the public.

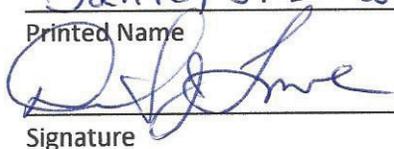
The MAP-21 planning requirements were satisfied for your region through the facilitation of two regional public and stakeholder meetings to discuss needs and gaps in transportation services, and to prioritize coordinated transportation strategies that would address the identified needs and gaps. Meetings were advertised to the public. Additional outreach was conducted through general public and stakeholder surveys. Following all outreach and planning activities, the draft plan was reviewed by the key stakeholders involved in the planning process and comments were incorporated into the final plan.

Each Coordinated Public Transit-Human Services Transportation Planning Region in Indiana has a designated local lead agency. INDOT Office of Transit has designated **Blue River Services** as the lead agency for your regional plan, due to the agency's role as a leading transportation and /or human service program provider for older adults, individuals with disabilities, people with low incomes, and/or the general public.

As the lead agency, **Blue River Services** is responsible for adopting the Coordinated Public Transit-Human Services Transportation Plan Update. By adopting the plan, the lead agency is not committing to implementation of strategies. Rather, it is adopting the plan and the identified goals and strategies as a guide for future local coordinated transportation efforts.

**Blue River Services** has agreed to adopt the Coordinated Public Transit-Human Services Transportation Plan for Region 2.

Daniel J. Lowe  
Printed Name

  
Signature

Pres./CEO  
Title

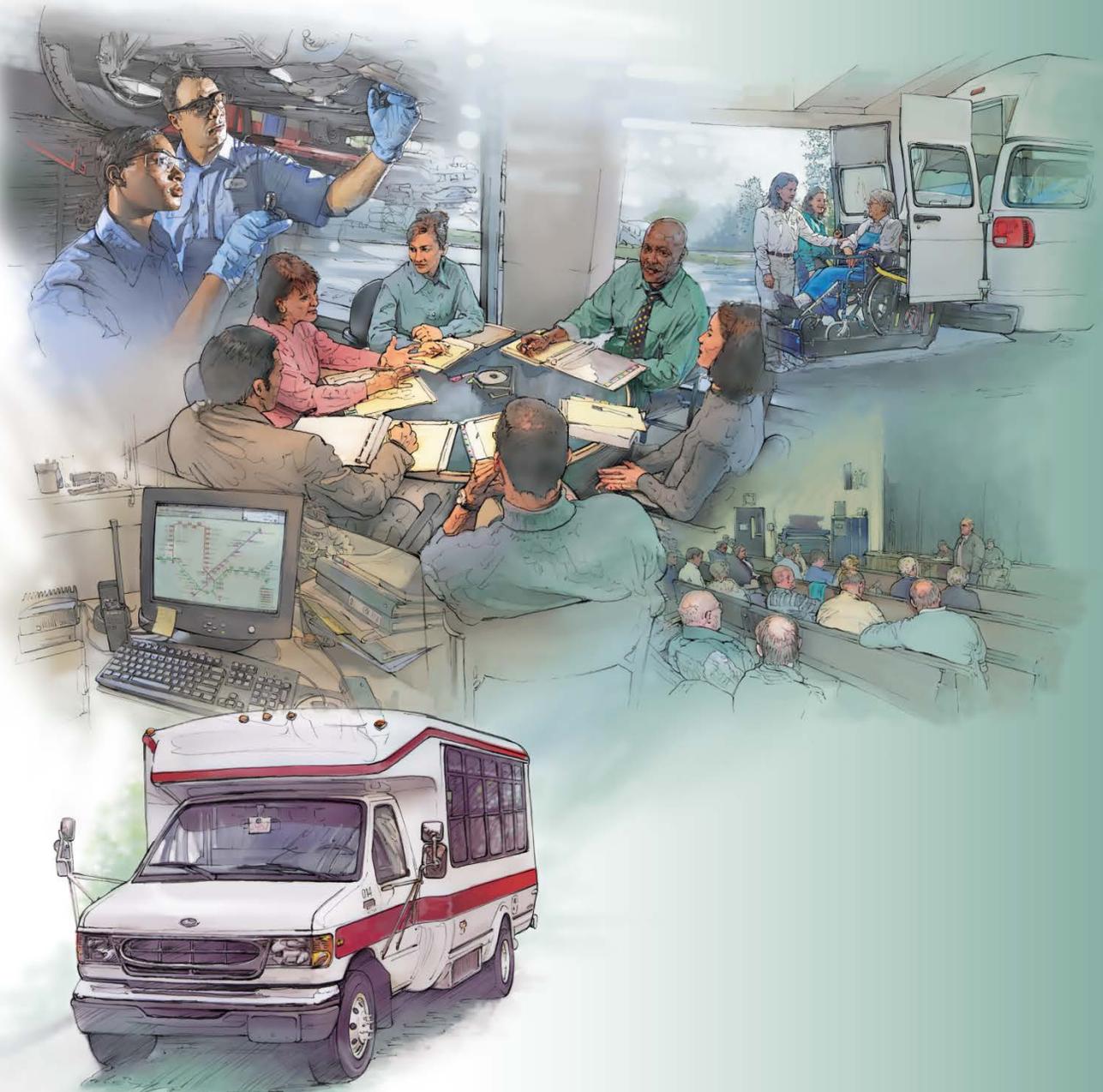
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Date



**Coordinated Public Transit-Human Services  
Transportation Plan Update  
Region 2**

**Draft Report**

**October 2014**





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# Introduction

## I. INTRODUCTION

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### OVERVIEW

The Coordinated Public Transit-Human Services Transportation Plan Update is a follow-up to the 2008 Regional Plan for Crawford, Harrison, Orange, Scott, and Washington Counties, Indiana. The plan update is funded by the Indiana Department of Transportation, Office of Transit.

The plan is a requirement set forth by the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) legislation (October, 2012). The planning effort is driven by the MAP-21 requirement that projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan.

### **Relevant MAP-21 Programs**

#### **Enhanced Mobility of Seniors and Individuals with Disabilities**

The Federal Transit Administration (FTA) Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Capital grants under the Section 5310 program must be matched with local dollars at a rate of 80 percent Federal and 20 percent local. Local share may be derived from other federal (non-DOT) transportation sources or the Federal Lands Highways Program under 23 U.S.C. 204.

#### **New Freedom**

The New Freedom program (previously the FTA Section 5317 program) was consolidated into the FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities program. The competitive selection process, which was required under the former New Freedom program is now optional. However, Section 5310 mandates that at least 55 percent of program funds must be spent on the types of capital projects eligible under the former Section 5310 program, including public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for: Public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or, alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for capital expenses requires a 20 percent local match.

#### **Job Access and Reverse Commute**

Job Access and Reverse Commute (JARC) activities are now eligible under the formula-based Urbanized Area Formula program (Section 5307) and the Rural Area Formula program (Section 5311).

FTA regulations require that a coordinated public transit-human services transportation plan update must include the following elements:

1. An assessment of available services that identifies current transportation providers (e.g., public, private, non-profit and human service based);
2. An assessment of the transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts and gaps in service. (Note: If a community does not intend to seek funding for a particular program (Section 5310, JARC, or New Freedom), then the community is not required to include an assessment of the targeted population in its coordinated plan);
3. Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and
4. Priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities as identified.

## **PLAN DEVELOPMENT METHODOLOGY**

According to the requirements established under SAFETEA-LU and continued under MAP-21 legislation, the plan must be developed and adopted through a process that includes participation by older adults, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and the general public. RLS & Associates, Inc. made every effort to identify these stakeholders and facilitate their participation in the planning process.

The fundamental element of the planning process is the identification and assessment of existing resources and local/regional transportation needs and gaps in service. This was accomplished by receiving input from the stakeholders noted above through public meetings, telephone calls and completion of a comprehensive survey (see Appendix).

The coordination plan update incorporated the following planning elements:

1. Review of the previous regional coordination plan to develop a basis for further evaluation and recommendations;
2. Evaluation of existing economic/demographic conditions in each county;
3. Conduct of a survey of public and human service transportation providers, agencies with clients that need transportation service and the general public, including consumers who need or use transportation services. It must be noted that general public survey results are not statistically valid, but are intended to provide insight into the opinions of the local community. A statistically valid public survey was beyond the scope of this project. However, U.S. Census data is provided to accompany any conclusions drawn based on general public information;

4. Conduct of two public outreach meetings for stakeholders and the general public for the purpose of soliciting input on transportation needs, service gaps, and goals, objectives and implementation strategies to meet these deficiencies;
5. Inventory of existing transportation services provided by public, private and non-profit agencies;
6. Collection of vehicle utilization information for the purpose of determining where vehicles can be better utilized to meet transportation needs;
7. Conduct of an assessment of transportation needs and gaps in service obtained through meetings and surveys; and
8. Development of an implementation plan including goals, strategies, responsible parties and performance measures.

# Existing Conditions

## **II. EXISTING CONDITIONS**

The counties discussed in this chapter are in the south central part of Indiana, immediately adjacent to the Kentucky-Indiana border. The study area is south of Indianapolis, west of Louisville, KY, and north of Breckinridge, Daviess, Hardin, Jefferson, and Meade Counties in Kentucky. The study area includes the counties of Crawford (population 10,702), Harrison (39,102), Orange (19,828), Scott (24,044), and Washington (28,162) Counties in Indiana. Larger cities include Salem (6,302); Scottsburg (6,700); Austin (4,190); Paoli (3,967); and Corydon (3,112). Population figures are derived from the U.S. Census Bureau, 2012 American Community Survey 5-Year Estimates. The area is bordered by the counties of Jackson, Jennings, Martin, and Lawrence to the north; Dubois and Spencer to the west; and Jefferson, Clark, and Floyd to the east.

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

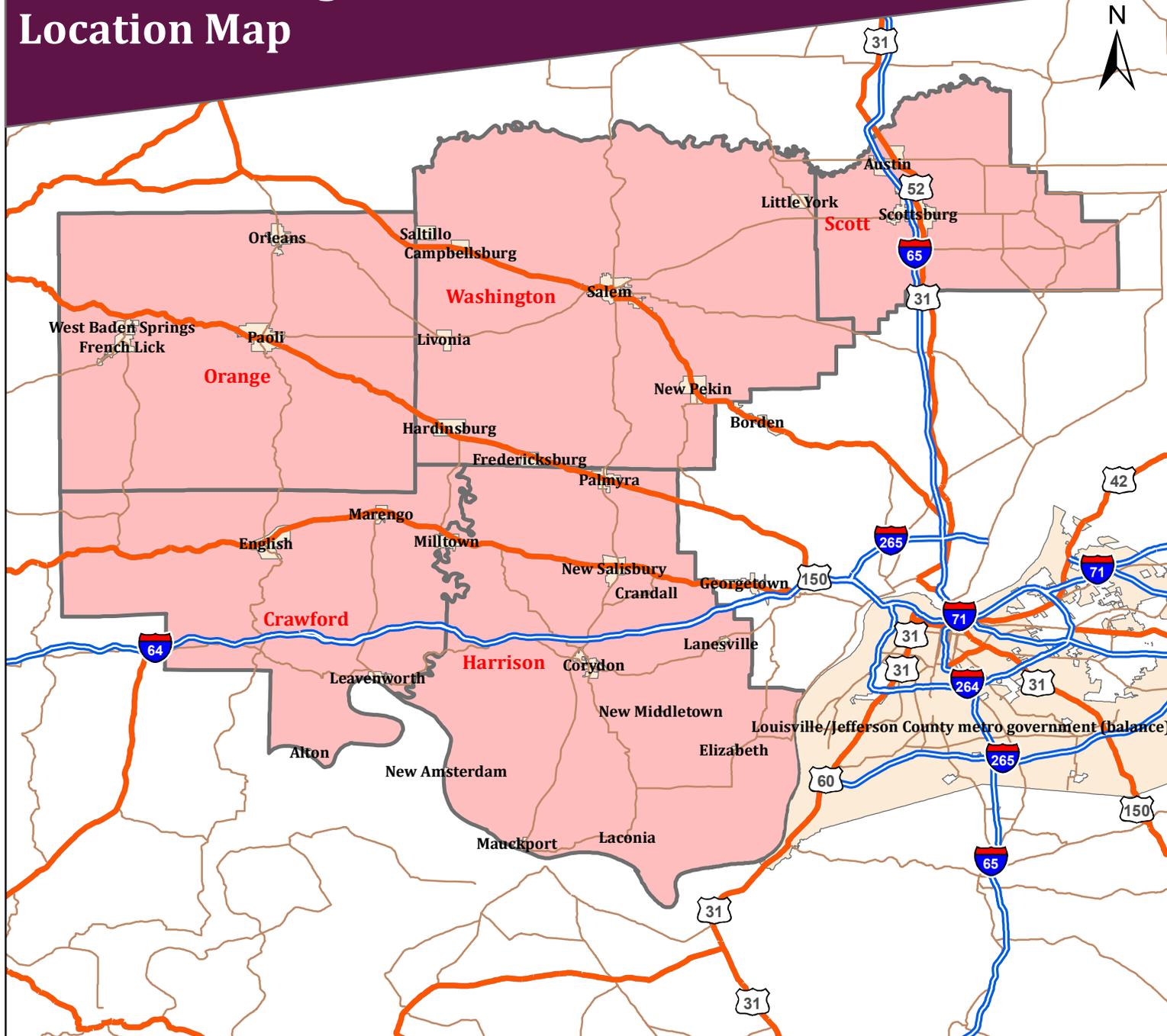
### **ECONOMIC/DEMOGRAPHIC CHARACTERISTICS OF THE REGION**

#### **Population**

The study area spans approximately 2,133 square miles and has an approximate population of 121,838 people. This is an average population density of 57.1 persons per square mile in the region. 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 the cities of Austin, Scottsburg, Salem, Paoli, and Orleans. The block groups with moderate population density are located in Austin, Scottsburg, Salem, and Paoli. The remainder of the block groups have low to very low population density per block group.

In terms of the most populous places in 2012, Scottsburg ranked first while Salem was the second largest place. See Exhibit II.3 for the list of the largest cities and towns and their percentage of the total population in 2012.

# Exhibit II.1: Region 2 Location Map



## Coordinated Public Transit- Human Service Transportation Plan

### Legend

-  Interstate
-  U.S. Highway
-  Major Road
-  Region 2 Cities
-  Region 2

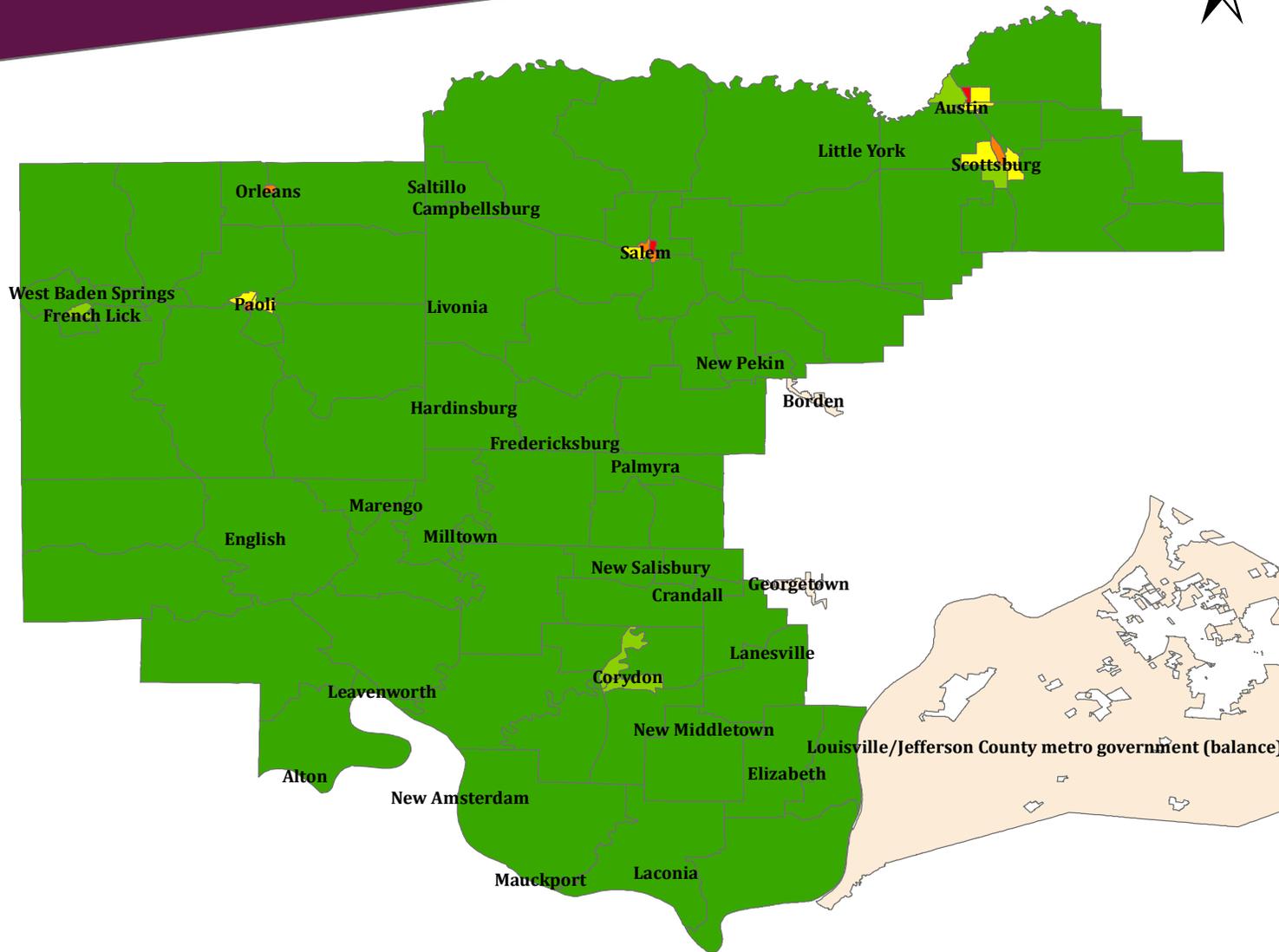
0 3.5 7 14  
Miles



# Exhibit II.2: Region 2 Population Density



## Coordinated Public Transit- Human Service Transportation Plan



### Legend

#### POP2010 / SQMI

- 18.52 - 276.1
- 276.2 - 735.2
- 735.3 - 1538
- 1539 - 2545
- 2546 - 3864
- Region 2 Cities



**Exhibit II.3: Population of the Largest Places, 2012**

Place	2012	% of Total Population
Scottsburg	6,700	5.5%
Salem	6,302	5.2%
Austin	4,190	3.4%
Paoli	3,967	3.3%
Corydon	3,112	2.6%

Source: U.S. Census Bureau, 2012 American Community Survey 5-Year Estimates

**Race/Ethnicity**

The study area population was primarily White/Caucasian (96.8 percent of the study area population). Hispanics or Latinos were approximately 1.3 percent of the total population. Black/African Americans were approximately 0.6 percent of the population. People who are of two or more races made up approximately 0.7 percent of the total population.

The total population was 121,838 in 2012. Of that, 3.2 percent were listed as some racial minority group (which includes Hispanic and Latino). Exhibit II.4 lists the breakdown of the different race/ethnicity categories for the population.

**Exhibit II.4: Race or Nationality Distribution**

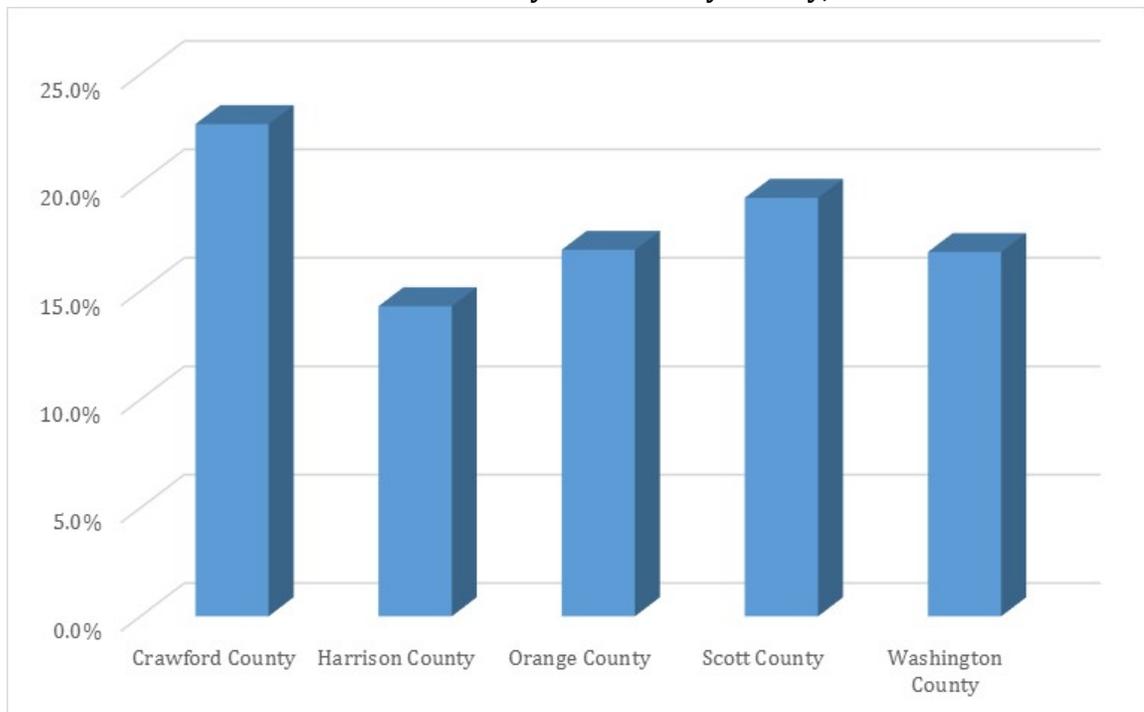
Race	Population	Percent
White	117,997	96.8%
African American	740	0.6%
Native American	281	0.2%
Asian	314	0.3%
Native Hawaiian and Other Pacific Islander	0	0.0%
Some Other Race	7	0.0%
Two or More Races	911	0.7%
Hispanic or Latino	1,588	1.3%
Total Minority	3,841	3.2%
Total Population	121,838	100%

Source: U.S. Census Bureau, 2012 American Community Survey 5-Year Estimates

## **Disability Incidence**

Disability incidence data was collected using the 2012 U.S. Census American Community Survey 5-Year Estimates. The following exhibit (Exhibit II.5) shows the percent of the total non-institutionalized population in each county with a disability. In total, 20,465 persons (17 percent) reported they have some type of disability. Comparatively, Crawford County has the highest percentage of the population that reported a disability (nearly 23 percent). Harrison County had the lowest percentage with approximately 14.3 percent reporting a disability. When compared to the State of Indiana percentage of disabled population (12.7 percent) and the United States (12 percent), Region 2 had a significantly higher percentage. Disabilities include hearing, vision, cognitive, ambulatory, self-care and independent living difficulties. Not all disabilities represent mobility limitations that would impact the need for transportation resources.

**Exhibit II.5: Disability Incidence by County, 2012**



Source: U.S. Census Bureau, 2012 American Community Survey 5-Year Estimates

## ECONOMIC PROFILE

The median household income was \$42,471. This is significantly lower than the median household income for Indiana of \$48,374. Harrison County was the only county to have a median household income higher than the State average. Exhibit II.6 below lists the median household incomes for the each county.

**Exhibit II.6: Median Household Income, 2012**

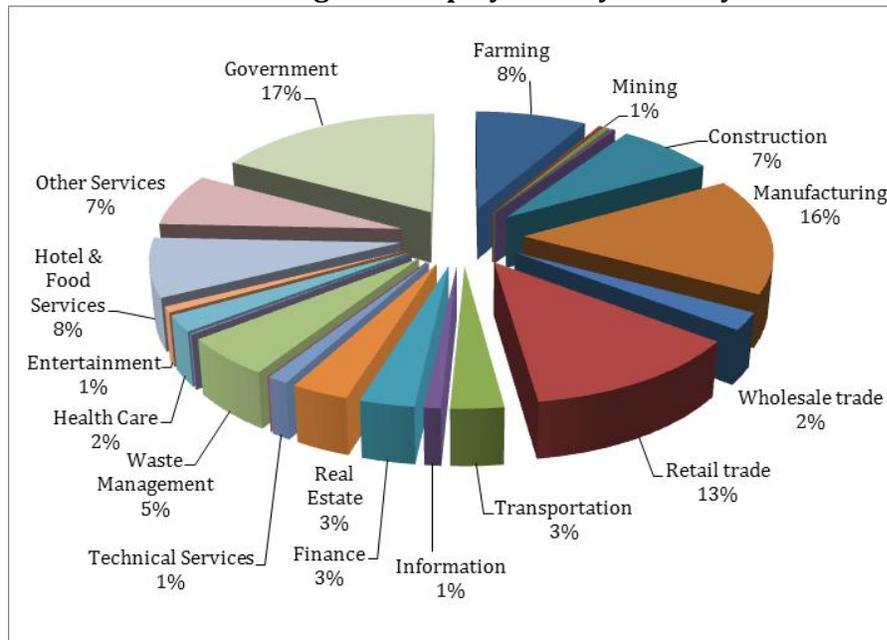
County	Median HH Income
Crawford County	\$40,027
Harrison County	\$52,184
Orange County	\$37,410
Scott County	\$41,610
Washington County	\$41,125

Source: U.S. Census Bureau, 2012 American Community Survey 5-Year Estimates

## INDUSTRY AND LABOR FORCE

The government was the largest industry with approximately 6,540 employees in 2012. The manufacturing industry was the second largest employer with 6,080 employees. Retail trade made up 13 percent of the labor force. Exhibit II.7 is an illustration of the employment by industry.

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



Source: U.S. Bureau of Economic Analysis, 2012

## **Journey to Work**

The mean travel time to work for residents was 28.8 minutes. This is a longer average commute time as compared to the State of Indiana, which was 23.2 minutes. Exhibit II.8 illustrates the average commute time for each county in the region, according to the U.S. Census Bureau 2012 American Community Survey 5-Year Estimates.

**Exhibit II.8 Average Commute Time to Work**

<b>County</b>	<b>Average Commute Time</b>
Crawford County	32.6 minutes
Harrison County	31.2 minutes
Orange County	25.1 minutes
Scott County	25.8 minutes
Washington County	29.5 minutes

Source: U.S. Census Bureau, 2012 American Community Survey 5-Year Estimates

## **COUNTY PROFILES**

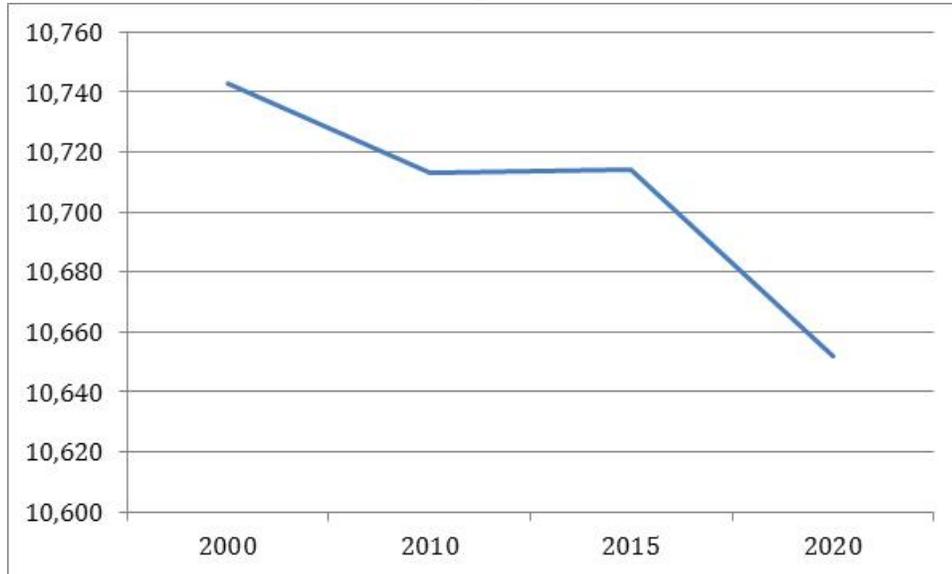
The following paragraphs explain the demographic and economic characteristics of each county. County demographic categories are similar to the regional categories, but are intended to provide a more detailed description of existing conditions as they relate the need for transportation.

### **CRAWFORD COUNTY**

#### **Population Growth**

The total population of Crawford County in 2012 was 10,702 persons. The projected population for 2015 is expected to change only slightly from 2010. Exhibit II.9 illustrates the historical and projected population trends for Crawford County through the year 2020.

**Exhibit II.9: Population Trends**



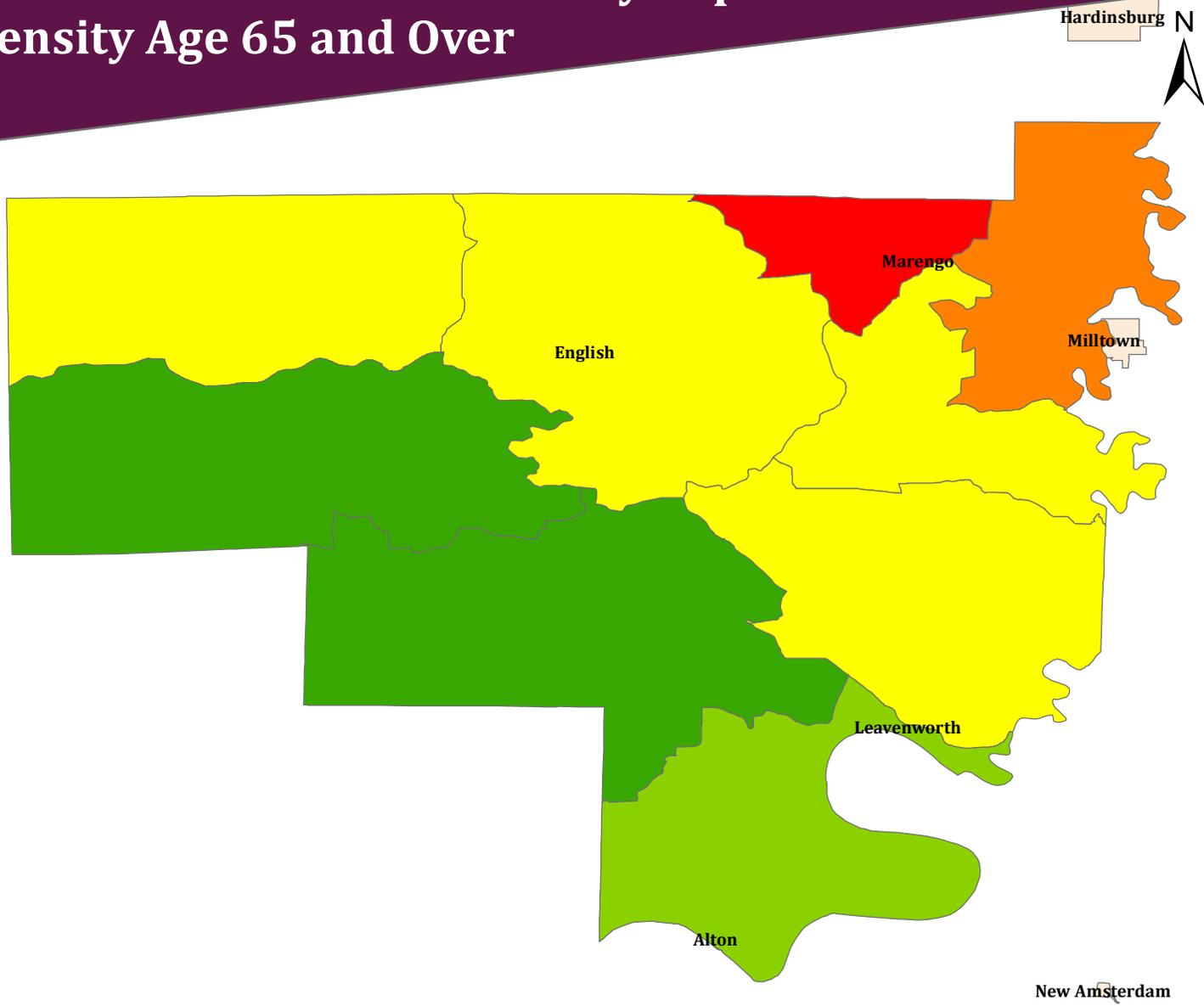
Source: 2000 & 2010 Census Bureau & STATS Indiana

**Age**

Exhibit II.10 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Crawford County residents aged 65 and older are in Marengo and Milltown. The remainder of the County has moderate to very low older adult population density.

# Exhibit II.10: Crawford County Population Density Age 65 and Over

**Coordinated  
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Transportation  
Plan**



**Legend**

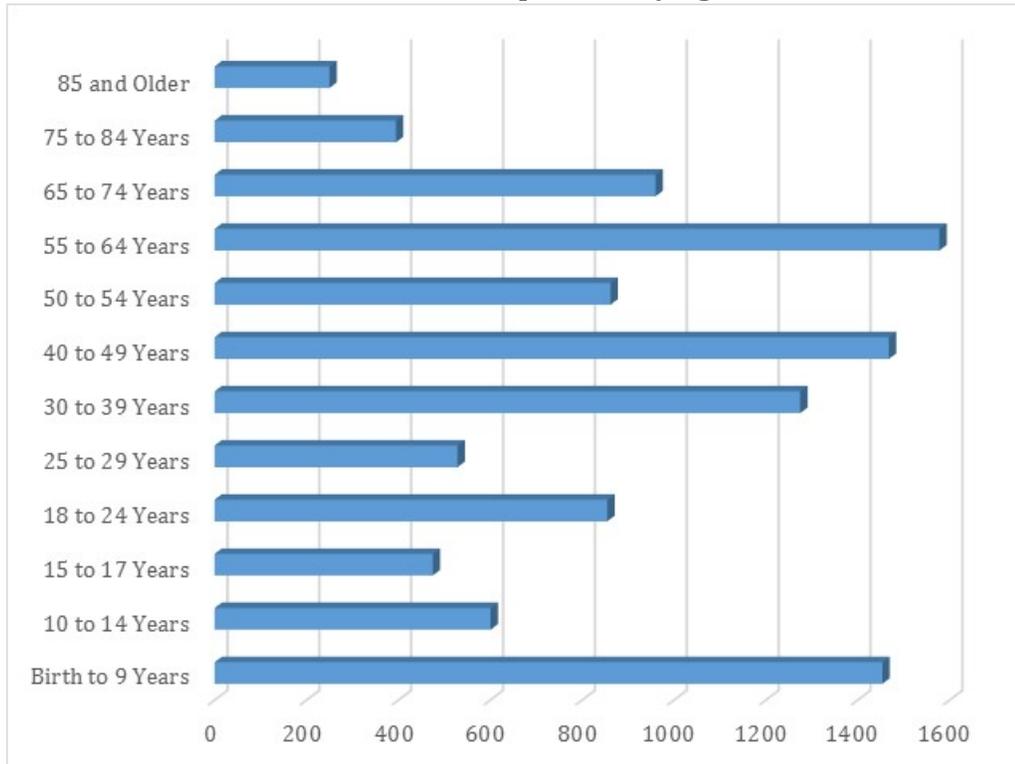
**65Plus / SQMI**

- 2.942 - 3.153
- 3.154 - 3.697
- 3.698 - 5.763
- 5.764 - 8.759
- 8.760 - 18.72
- Region 2 Cities



The largest age cohort for Crawford County was between the ages of 55 and 64 years; the second largest age group was from birth to age 9. The distribution indicates that the county has a large aging population balanced with a youth and young adult population. U.S. Census Bureau 2012 American Community Survey 5-Year Estimates were used for Crawford County as 2013 American Community Survey 3-Year Estimates were not available.

**Exhibit II.11: Population by Age**



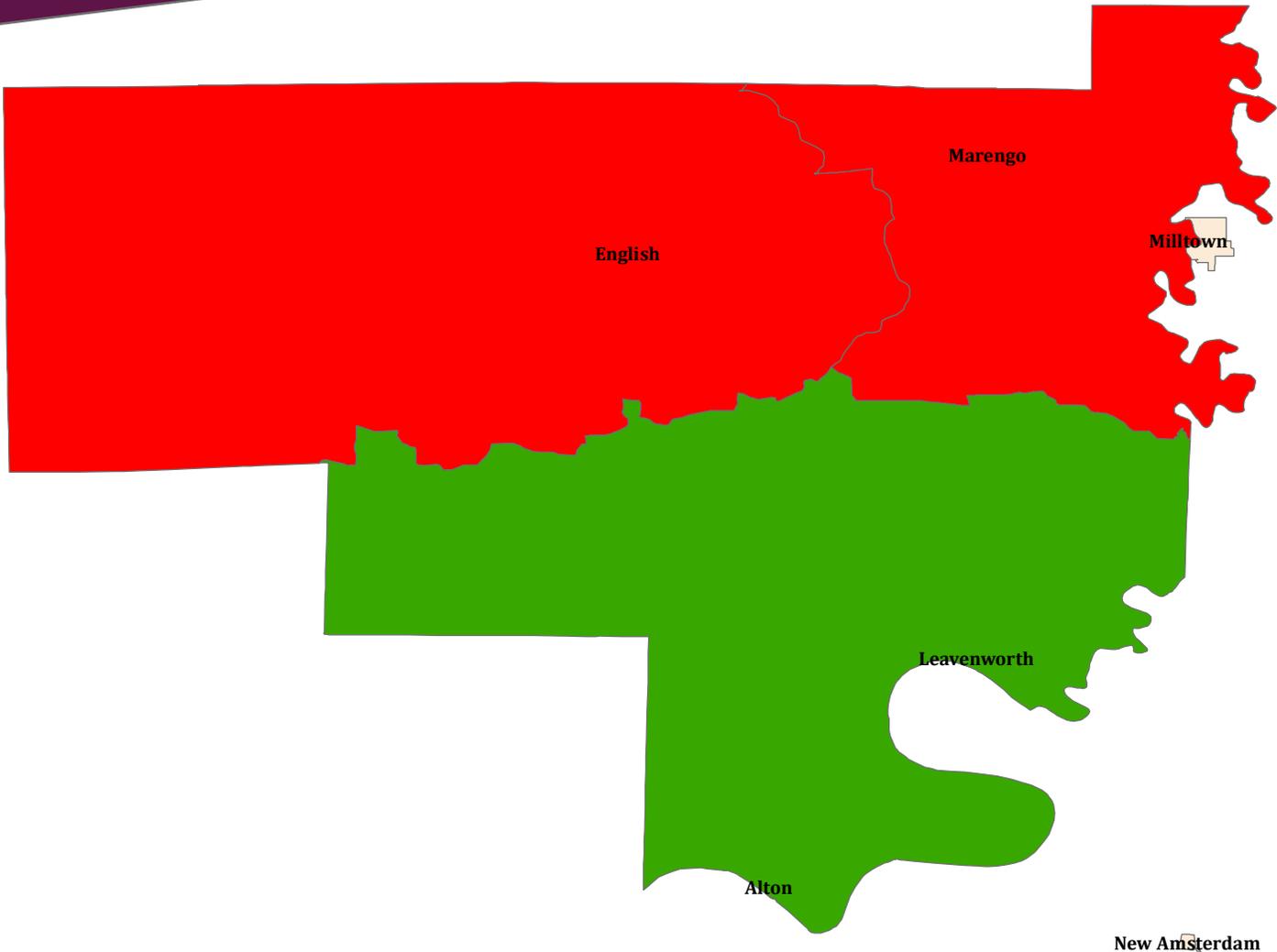
Source: U.S. Census Bureau 2012 American Community Survey 5-Year Estimates

**Economic Profile**

**Employment and Income**

There were approximately 10,605 persons in Crawford County for whom poverty status was determined. Exhibit II.12 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. Areas having a very high density of people below the poverty level were found in the northern portion of Crawford County. These areas had poverty rates higher than the State of Indiana’s average. The remainder of the county had very low densities of persons below the poverty level.

# Exhibit II.12: Crawford County Percent Below Poverty Level



## Coordinated Public Transit-Human Service Transportation Plan

### Legend

- Region Tracts**
- 12.345% (Green)
  - 12.346% - 14.1% (Yellow)
  - 14.101% - 25.301% (Red)
  - Region 2 Cities (Tan)



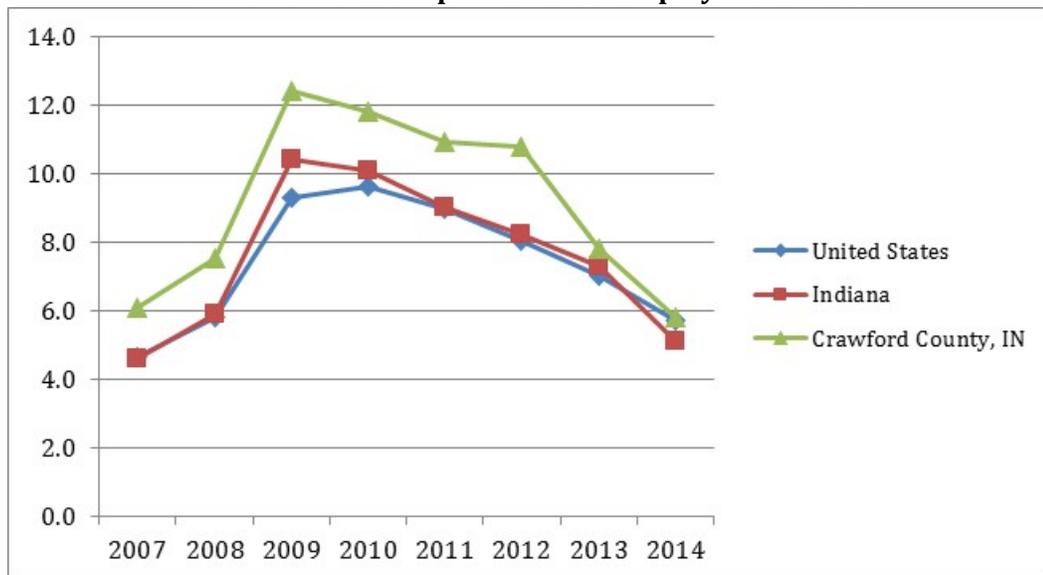
### **Zero Vehicle Households**

The U.S. Census Bureau reported that there were 4,242 total households in Crawford County. Exhibit II.13 illustrates the percentage of households with zero vehicles available by Census Tract. The tract in the northeast corner of Crawford County had the highest densities of households with zero vehicles available. The remainder of the county had low to very low densities of zero vehicle households.

### **Industry and Labor Force**

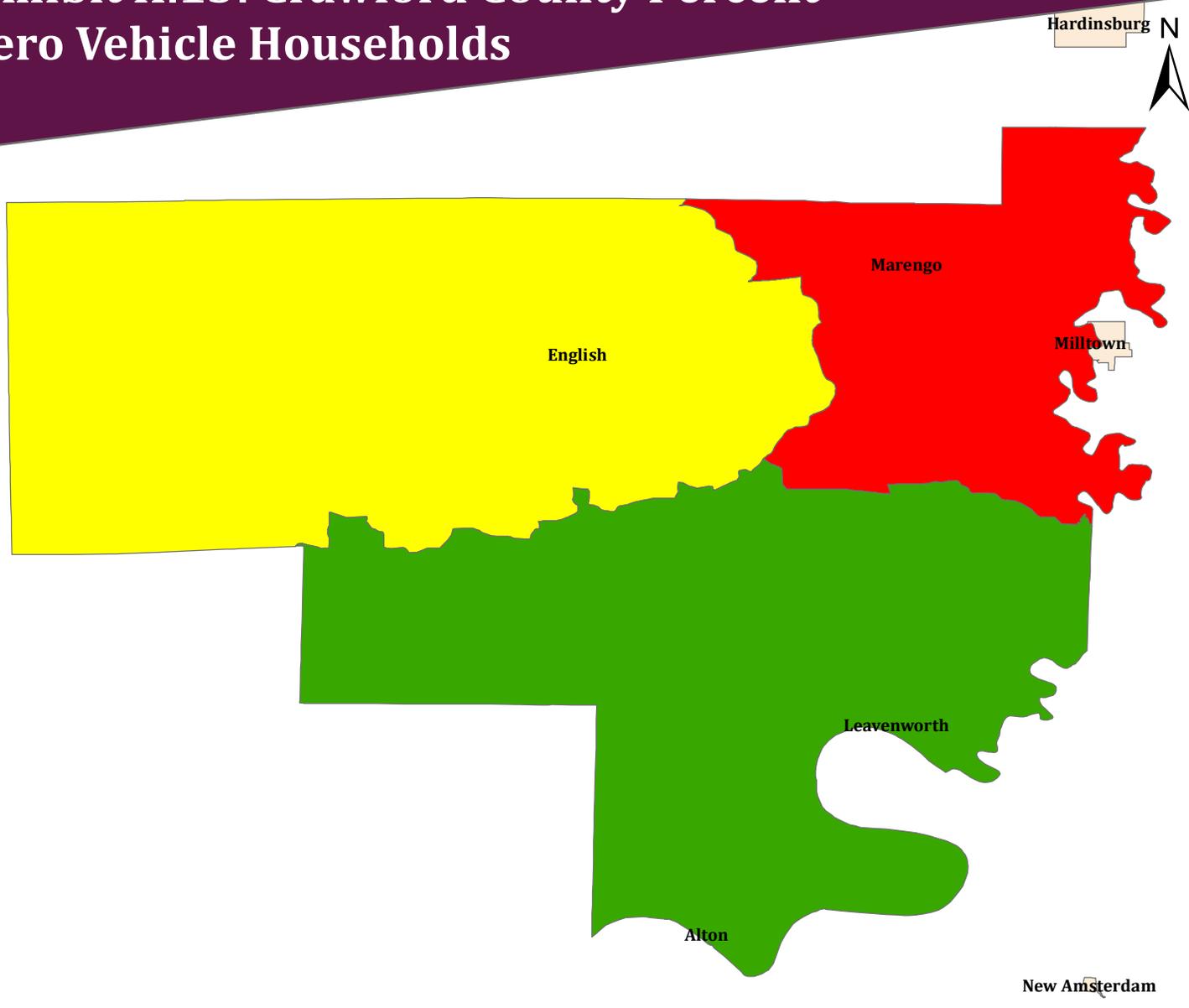
The 2014 Crawford County labor force consisted of approximately 5,211 individuals. The county's unemployment rate reached a high in 2009 of 12.4 percent. This was significantly higher than that of the United States (9.3) and the State of Indiana (10.4). From 2007 to 2014, the unemployment rate for Crawford County was consistently higher than the national and state unemployment averages, but by 2013 and 2014 the rates were becoming more comparable. Exhibit II.14 illustrates a comparison of the unemployment rates in the county, state, and nation.

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



Source: STATS Indiana using Bureau of Labor Statistics

# Exhibit II.13: Crawford County Percent Zero Vehicle Households



**Coordinated  
Public Transit-  
Human Service  
Transportation  
Plan**

### Legend

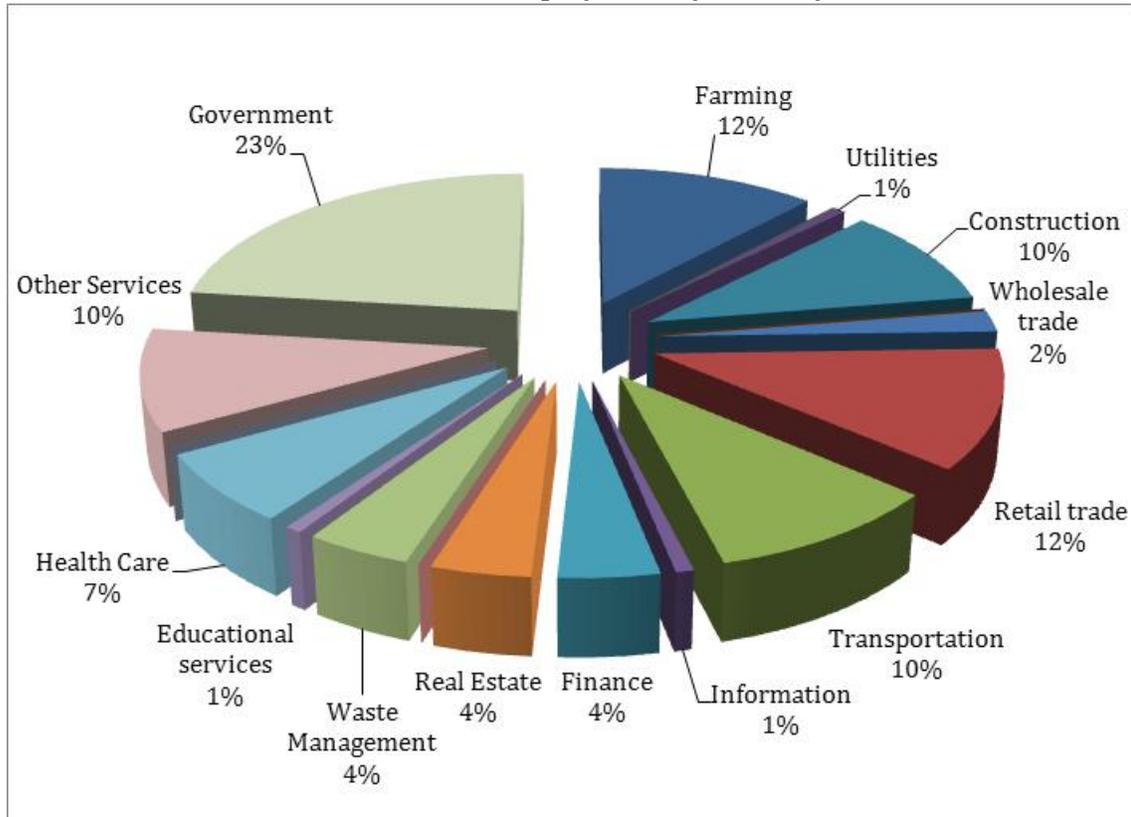
- Region Tracts**
- 0.085%
  - 0.086% - 6.12%
  - 6.121% - 7.297%
  - Region 2 Cities



## **Employment by Industry**

Government was the largest industry in Crawford County with approximately 23 percent of the workforce. Retail Trade was the second largest employer group (12 percent) and “Other Services” and Transportation were the third largest groups (10 percent each).

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



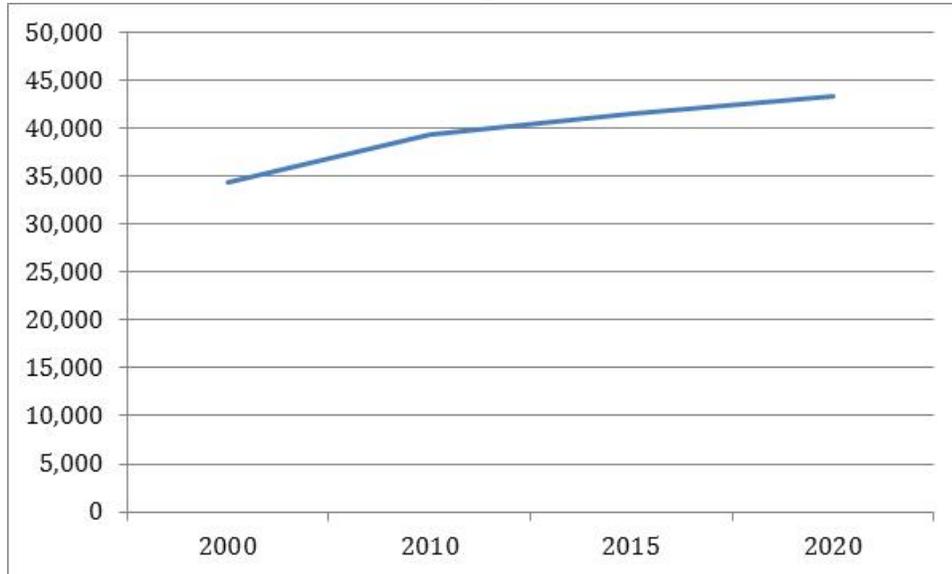
Source: U.S. Bureau of Economic Analysis, 2012

## **HARRISON COUNTY**

### **Population Growth**

The total population of Harrison County in 2012 was 39,102 persons. The Indiana Business Research Center is projecting a steady increase in population of approximately five percent in 2015 and another four percent increase in 2020. Exhibit II.16 illustrates the historical and projected population trends for Harrison County through the year 2020.

**Exhibit II.16: Population Trends**



Source: 2000 & 2010 Census Bureau & STATS Indiana

**Age**

Exhibit II.17 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Harrison County residents aged 65 and older is in Corydon. Other areas of moderate to moderately high densities of persons aged 65 and older are around New Salisbury, Crandall, and Palmyra. The remainder of the county has low to very low older adult population density.

# Exhibit II.17: Harrison County Population Density Age 65 and Over

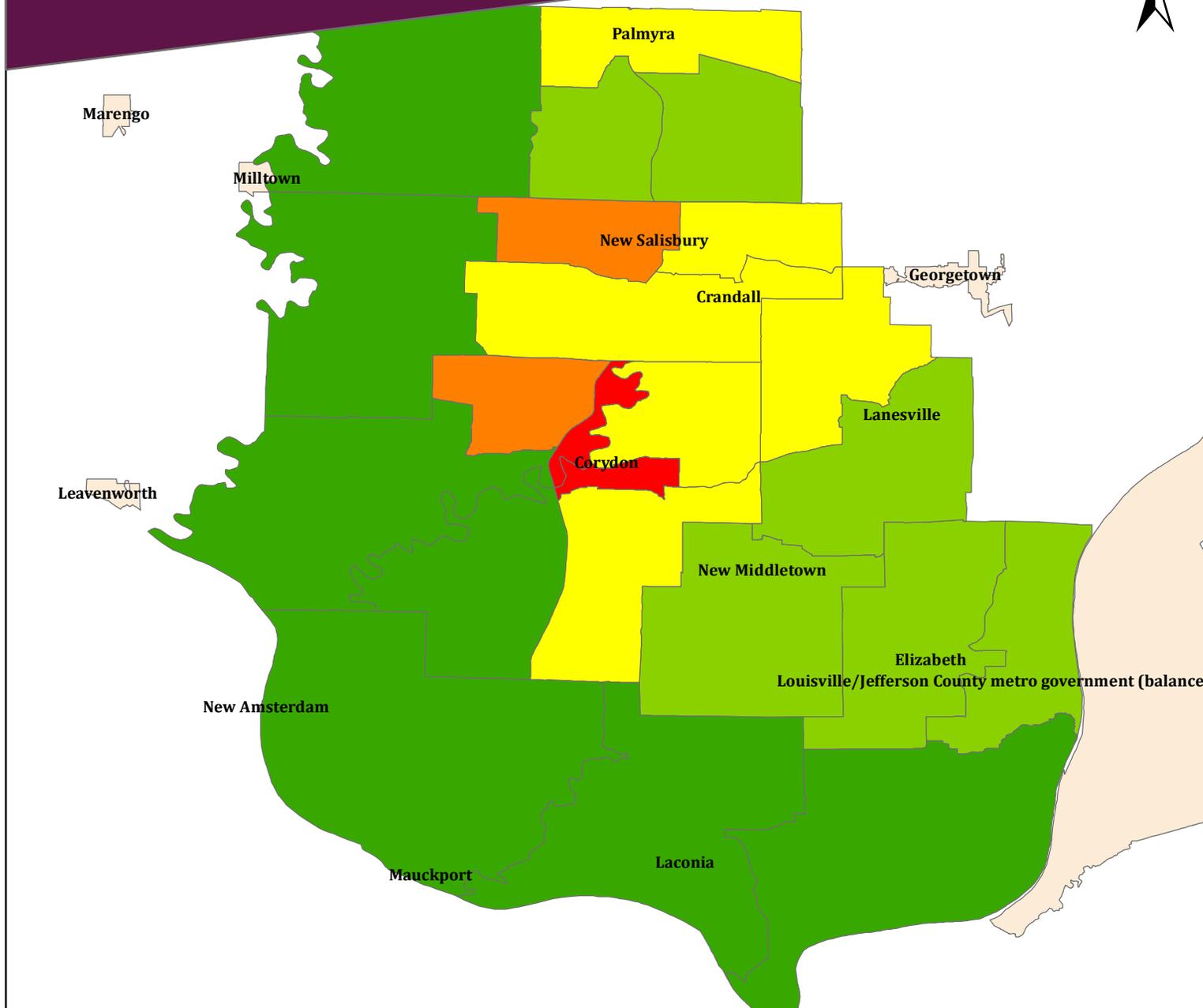
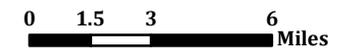


## Coordinated Public Transit-Human Service Transportation Plan

### Legend

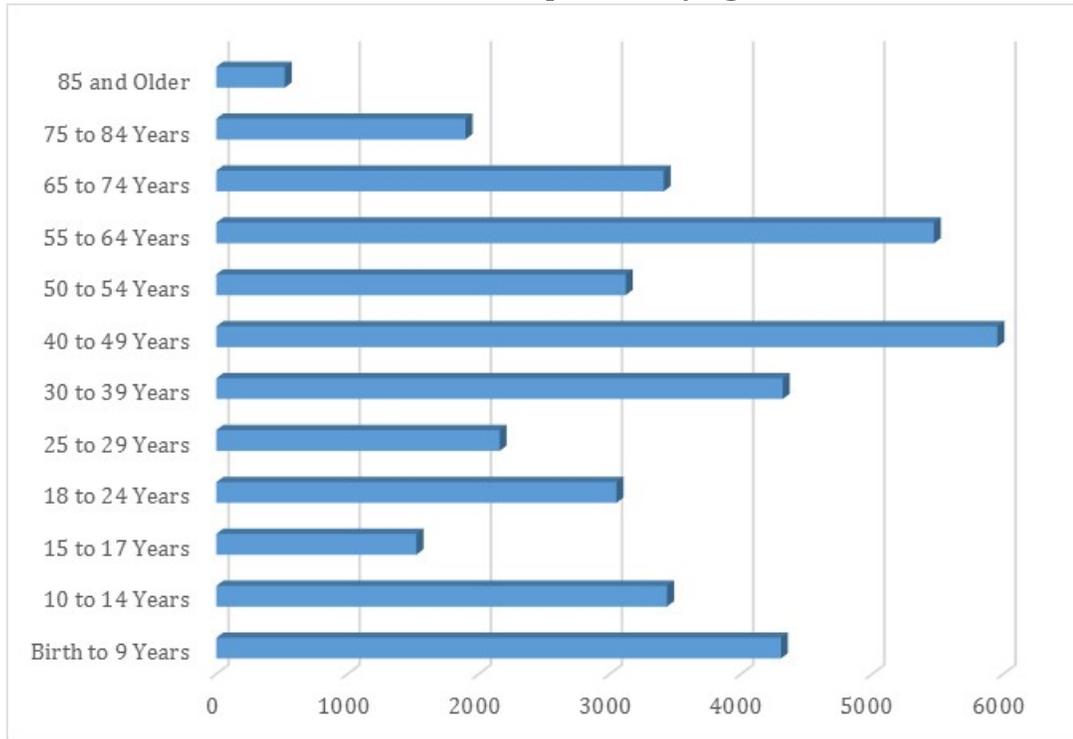
#### 65Plus / SQMI

- 3.215 - 7.157
- 7.158 - 13.95
- 13.96 - 21.22
- 21.23 - 35.57
- 35.58 - 148.2
- Region 2 Cities



The largest age cohort for Harrison County was between the ages of 40 and 49. The second largest group was between ages 55 and 64. The third largest age group was 30 to 39 years old (11 percent), while 15 percent was age 65 or older. The distribution indicates that the county has a strong population of individuals of working ages.

**Exhibit II.18: Population by Age**



Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

**Economic Profile**

**Employment and Income**

There were approximately 38,217 people in Harrison County for whom poverty status was determined. Exhibit II.19 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The Census Tracts in southern and central Harrison County had the highest density of people below the poverty level. These tracts had a poverty rate higher than that of the State of Indiana. The remainder of the county tracts had moderate to very low densities of persons below the poverty level.

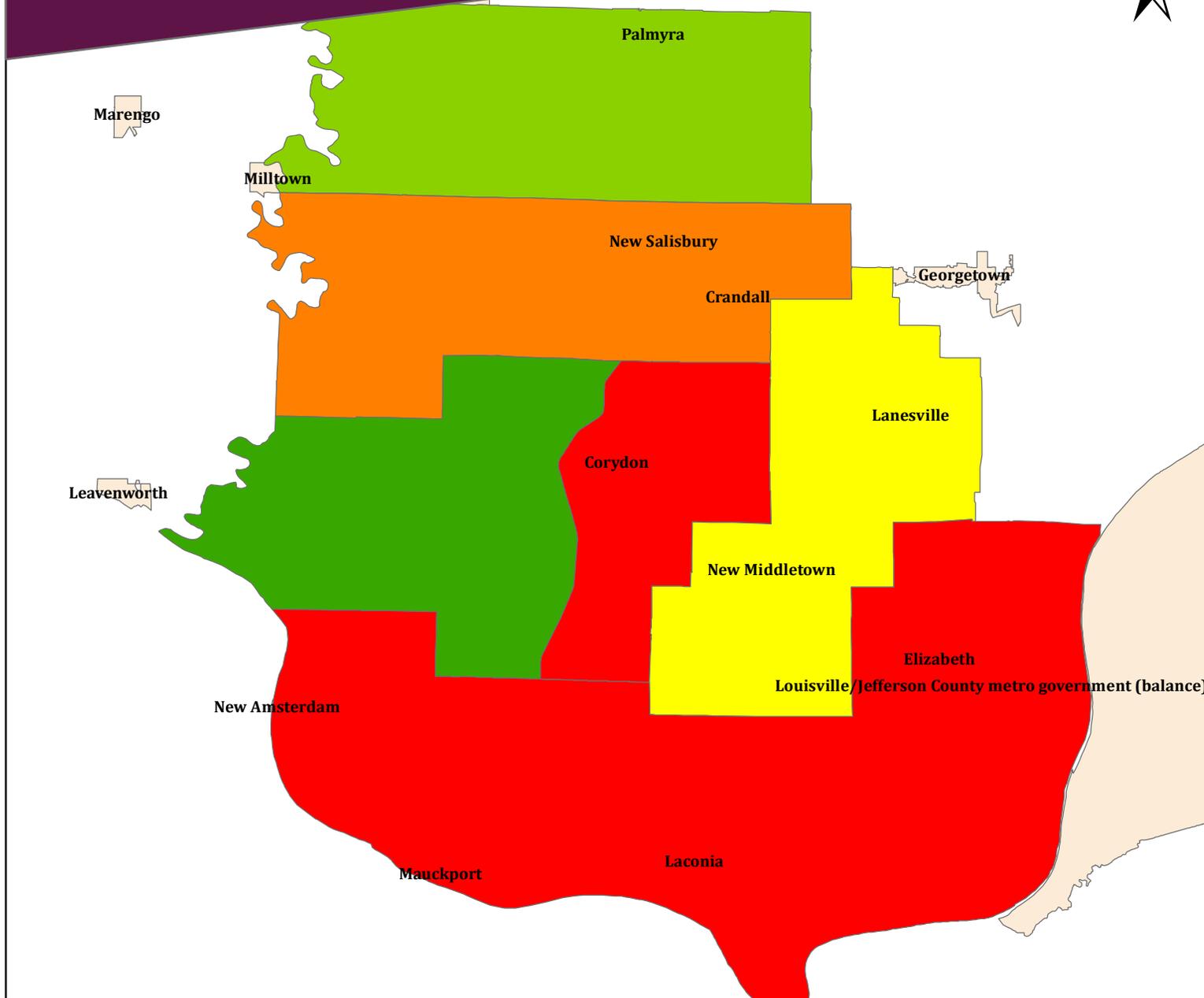
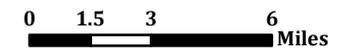
# Exhibit II.19: Harrison County Percent Below Poverty Level

## Coordinated Public Transit-Human Service Transportation Plan

### Legend

**Region Tracts**

	5.836%
	5.837% - 10.026%
	10.027% - 10.687%
	10.688% - 14.1%
	14.101% - 16.404%
	Region 2 Cities



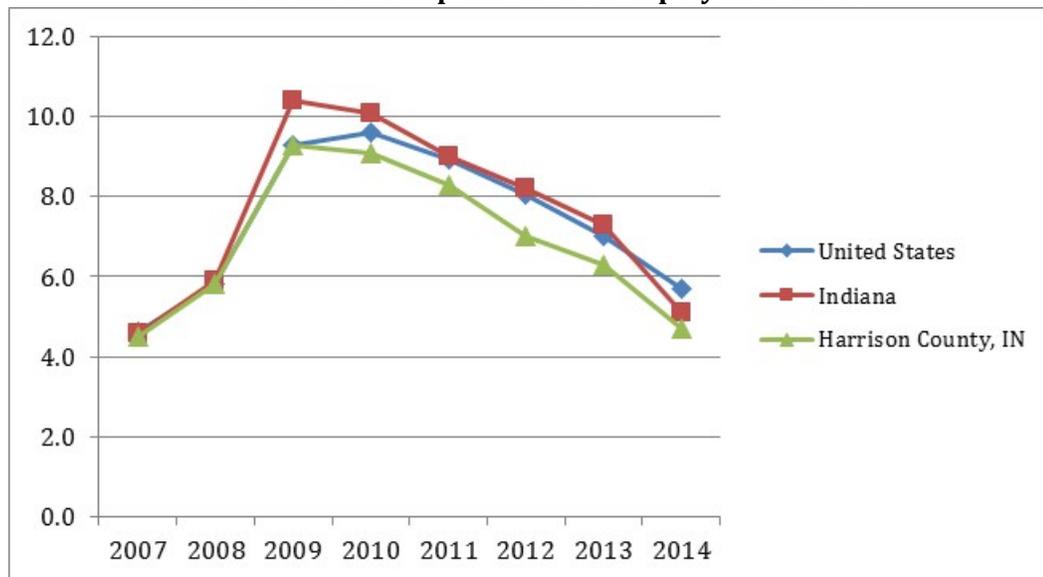
### Zero Vehicle Households

That there were 14,539 total households in Harrison County. Exhibit II.20 illustrates the percentage of households with zero vehicles available by Census Tract. The tract around Corydon had the highest percentage of households with zero vehicles available. This area had zero vehicle rates above 2.72 percent. The remaining tracts in Harrison County had very low rates of zero vehicle households as compared to the other counties in the study area.

### Industry and Labor Force

The 2014 Harrison County labor force consisted of 19,841 individuals. The county's unemployment rate reached a high in 2009 of 9.3 percent. From 2007 to 2014, the unemployment rate for Harrison County has consistently remained the same, or lower than the national and state unemployment averages. Exhibit II.21 illustrates a comparison of the unemployment rates in the county, state, and nation.

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



Source: STATS Indiana using Bureau of Labor Statistics

# Exhibit II.20: Harrison County Percent Zero Vehicle Households

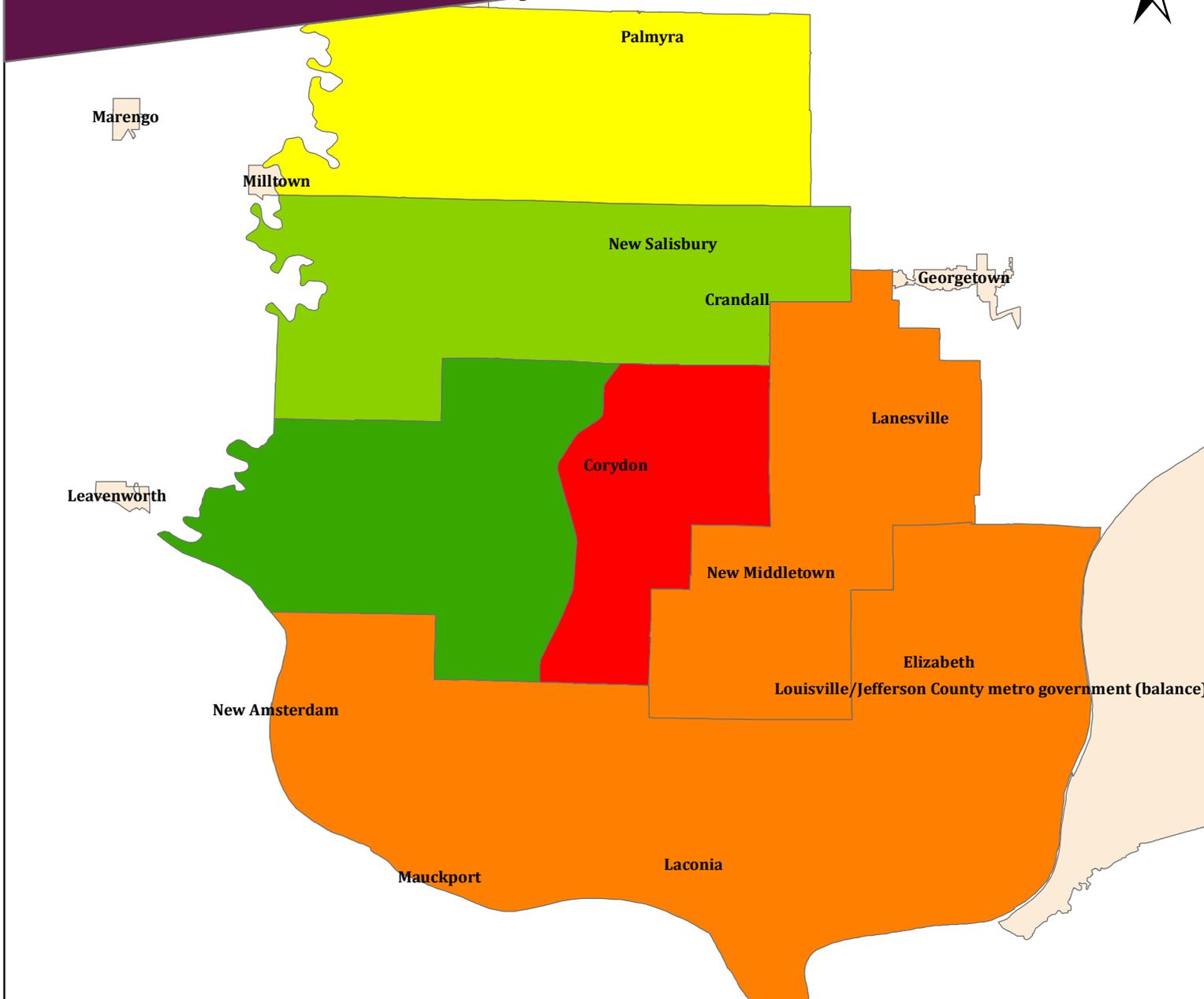
## Coordinated Public Transit-Human Service Transportation Plan

### Legend

#### Region Tracts

- 0.919%
- 0.92% - 1.755%
- 1.756% - 2.127%
- 2.128% - 2.714%
- 2.715% - 9.56%
- Region 2 Cities

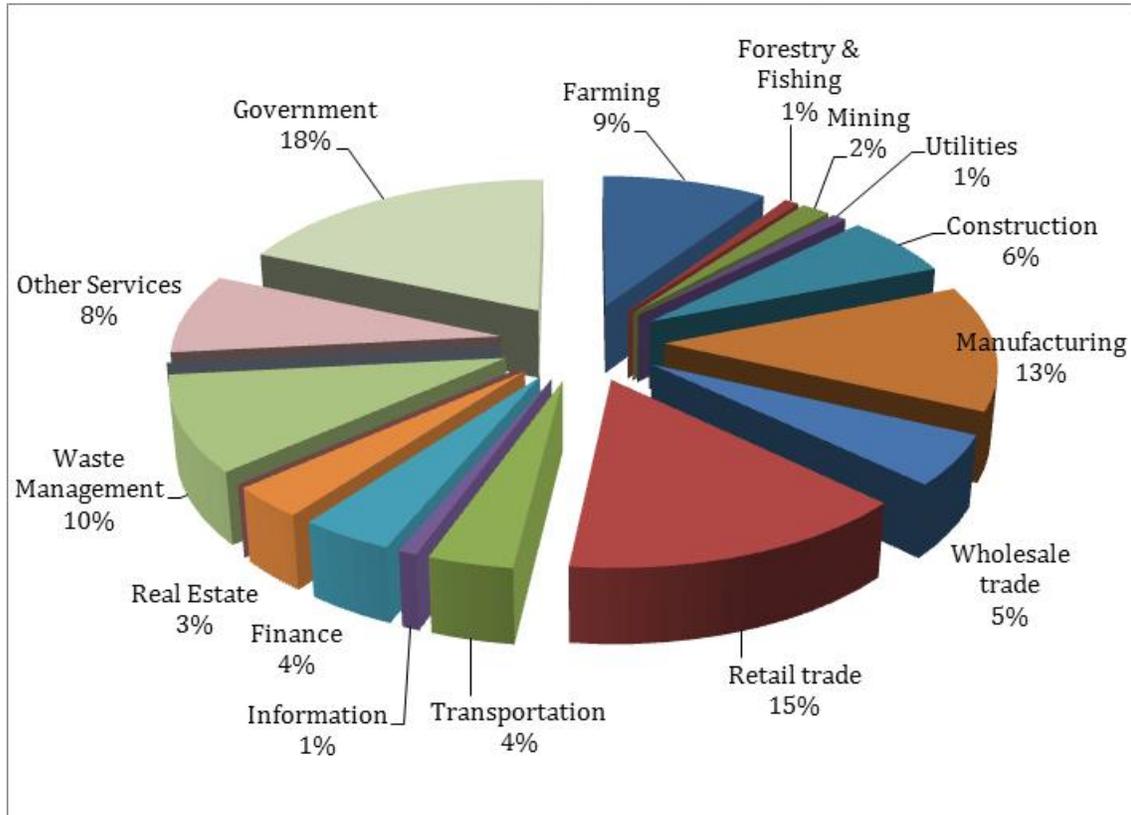
0 1.5 3 6 Miles



### Employment by Industry

Government jobs were the largest industry in Harrison County with 18 percent of employees employed. Retail trade jobs were the second largest employer group (15 percent) and manufacturing was the third largest (13 percent). Exhibit II.22 is an illustration of the employment by industry.

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



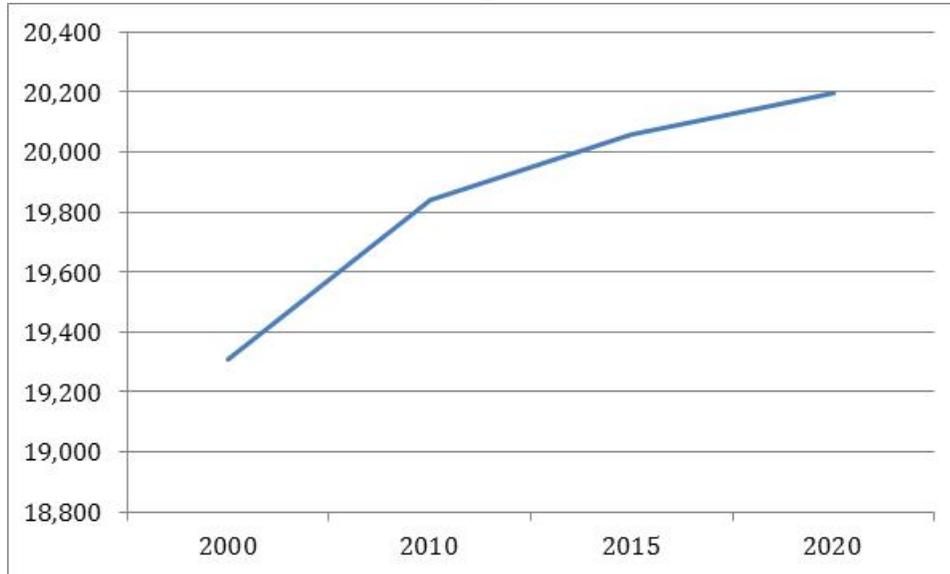
Source: U.S. Bureau of Economic Analysis, 2012

## **ORANGE COUNTY**

### Population Growth

The total population of Orange County in 2012 was 19,828 persons. The population for 2015 is projected to increase 1.09 percent from 2010 and increase another 0.69 percent in 2020. Exhibit II.23 illustrates the historical and projected population trends for Orange County through the year 2020.

**Exhibit II.23: Population Trends**



Source: 2000 & 2010 Census Bureau & STATS Indiana

**Age**

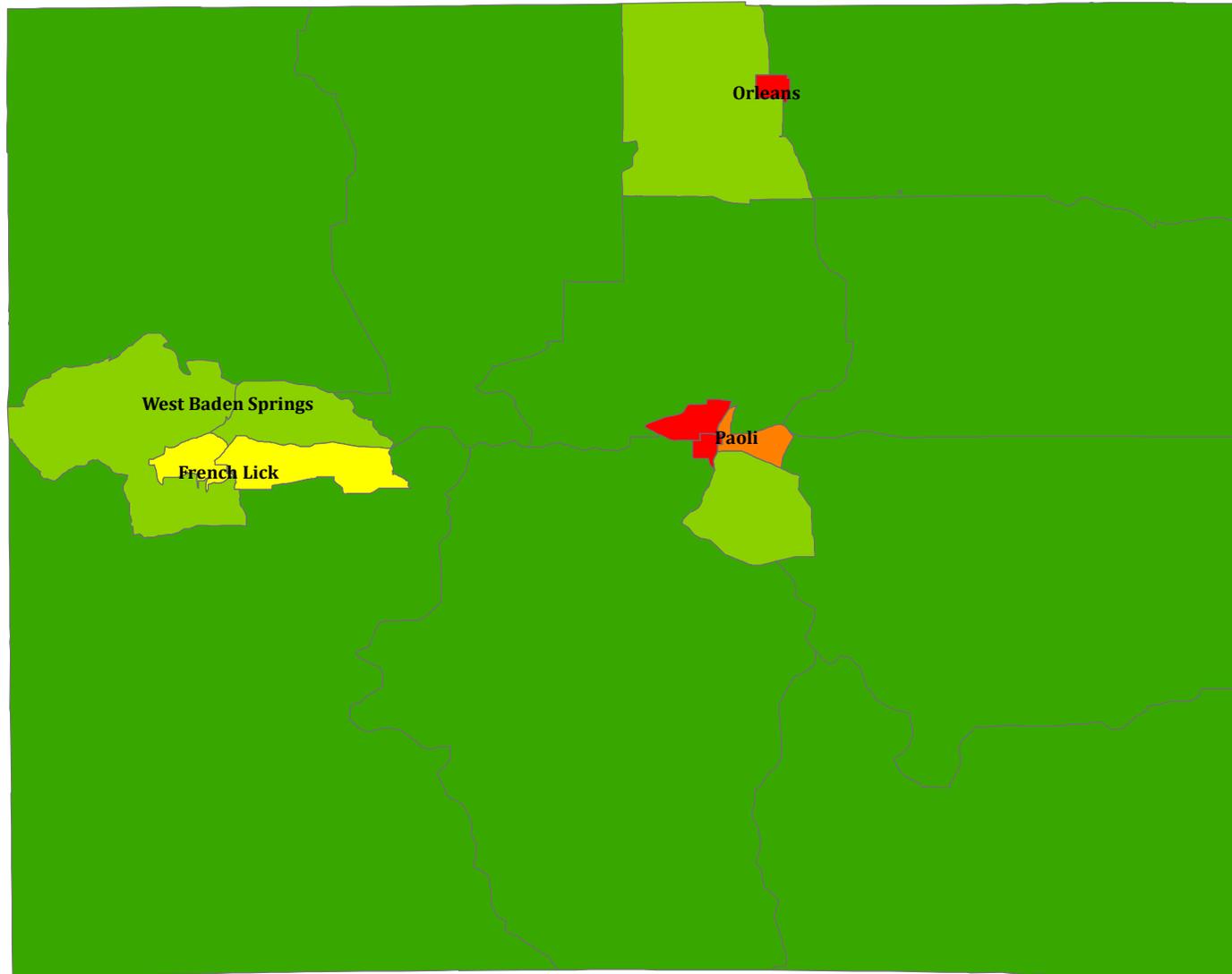
Exhibit II.24 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Orange County are in Paoli and Orleans. Areas of moderate density of older adults were found around French Lick. The remainder of the county has low to very low older adult population density.

# Exhibit II.24: Orange County Population Density Age 65 and Over



## Coordinated Public Transit-Human Service Transportation Plan

Saltillo



### Legend

#### 65Plus / SQMI

- 2.935 - 10.33
- 10.34 - 41.85
- 41.86 - 105.6
- 105.7 - 208.5
- 208.6 - 377.3

Region 2 Cities

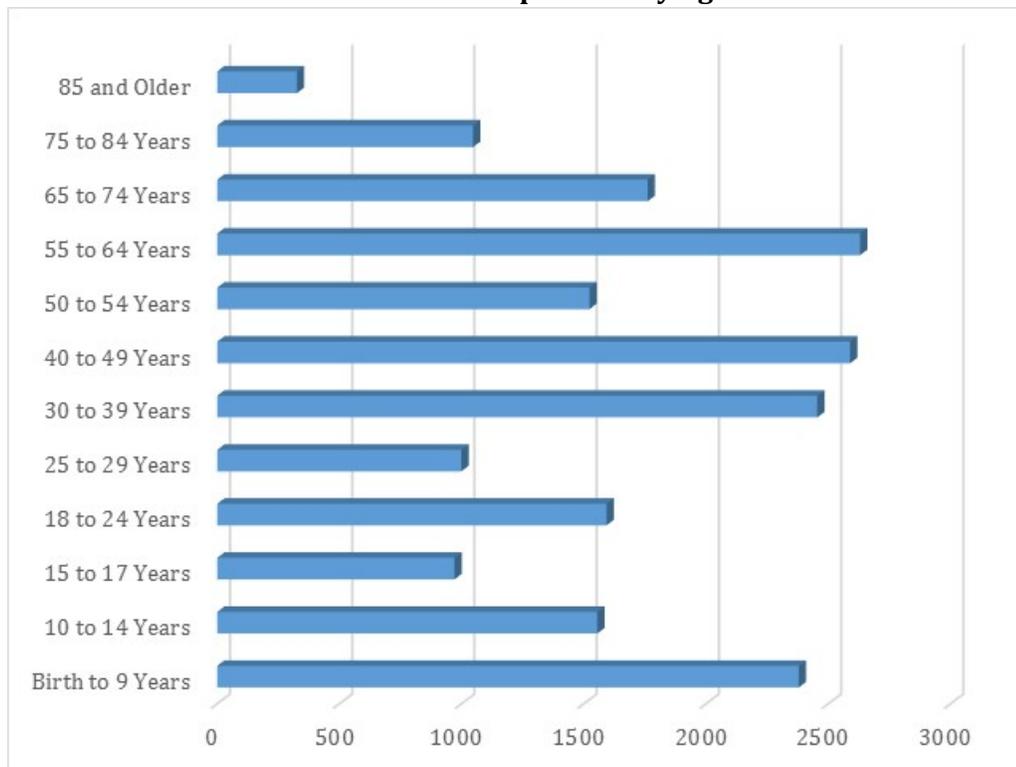
0 1.25 2.5 5 Miles

Marengo



The largest age cohort for Orange County was between the ages of 55 and 64 (13 percent). Approximately 13 percent of the population is between the ages of 40 and 49 with an additional 16 percent being age 65 or older. The distribution indicates that the county has a strong population of individuals of working ages. U.S. Census Bureau 2012 American Community Survey 5-Year Estimates were used for Crawford County as 2013 American Community Survey 3-Year Estimates were not available.

**Exhibit II.25: Population by Age**



Source: U.S. Census Bureau, 2012 American Community Survey 5-Year Estimates

**Economic Profile**

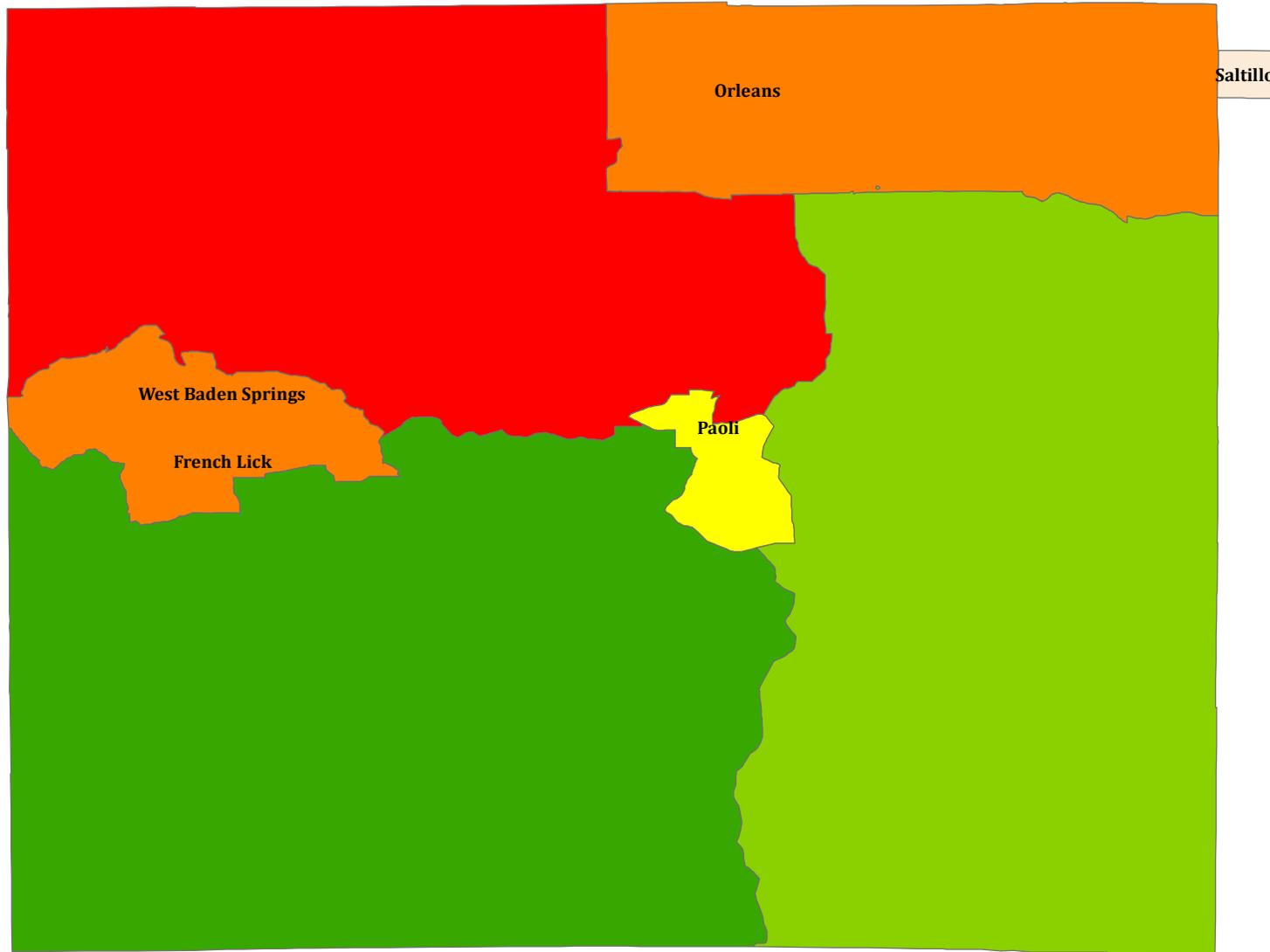
**Employment and Income**

There were approximately 19,427 people in Orange County for whom poverty status was determined. Exhibit II.26 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. Areas having the highest density of people below the poverty level in Orange County were found in the northwest portion. Other areas that had higher than the state average of people below the poverty level were highlighted in orange and yellow. These tracts were located around Paoli, West Baden Springs, French Lick, and Orleans. The remaining parts of the county had low to very low densities of people below the poverty level.

# Exhibit II.26: Orange County Percent Below Poverty Level



## Coordinated Public Transit-Human Service Transportation Plan



### Legend

#### Region Tracts

- 12.188%
- 12.189% - 14.1%
- 14.101% - 17.572%
- 17.573% - 19.502%
- 19.503% - 26.432%
- Region 2 Cities

0 1.25 2.5 5 Miles



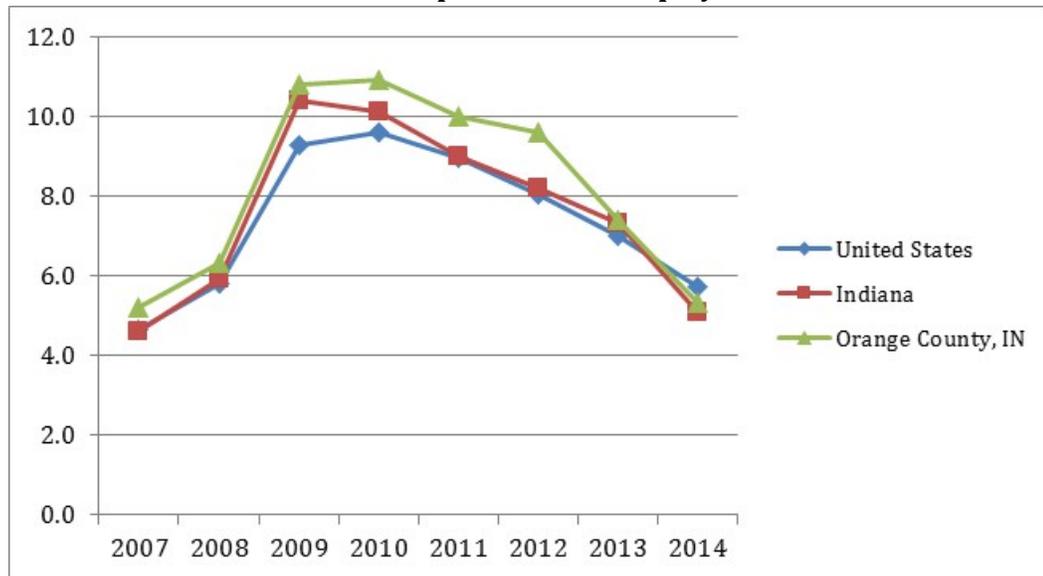
### Zero Vehicle Households

The U.S. Census Bureau reported that there were approximately 7,677 total households in Orange County. Exhibit II.27 illustrates the percentage of households with zero vehicles available by Census Tract. The census tract around West Baden Springs and French Lick had the highest percentage of households with zero vehicles available in Orange County. This area had zero vehicle rates higher than 7.50 percent. The northwest portion of Orange County had a moderately high density of zero vehicle households. The remaining areas of Orange County had moderate to very low levels of zero vehicle households.

### Industry and Labor Force

The 2014 Orange County labor force consisted of approximately 9,994 individuals. The county's unemployment rate reached a high in 2010 of 10.9 percent. Similar to the United States and the State of Indiana, Orange County's unemployment rate sharply increased from 2007 to 2009 and now has begun to decrease back to pre-recession levels. Exhibit II.28 illustrates a comparison of the unemployment rates in the county, state, and nation.

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

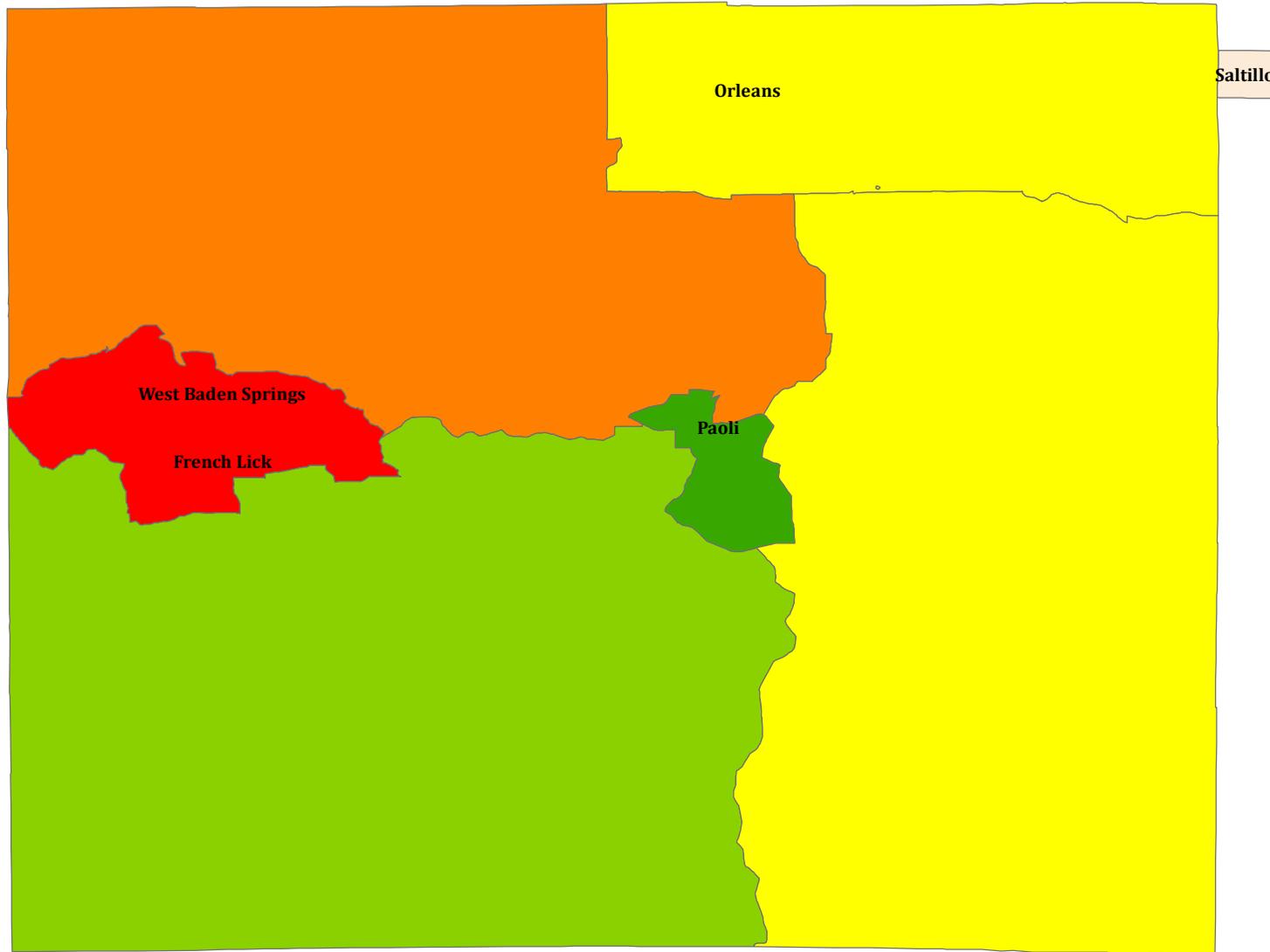


Source: STATS Indiana using Bureau of Labor Statistics

# Exhibit II.26: Orange County Percent Zero Vehicle Households



## Coordinated Public Transit-Human Service Transportation Plan



### Legend

#### Region Tracts

- 2.319%
- 2.32% - 4.71%
- 4.711% - 5.983%
- 5.984% - 7.498%
- 7.499% - 10.052%
- Region 2 Cities

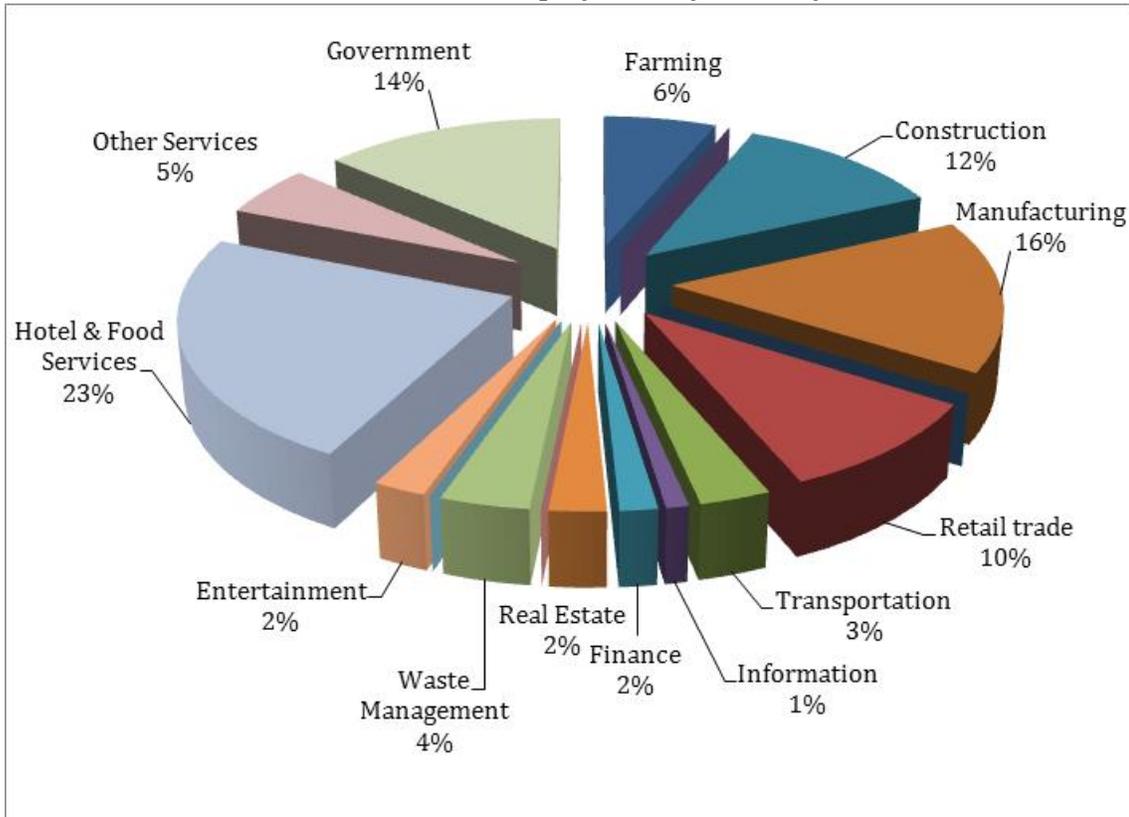
0 1.25 2.5 5 Miles



### Employment by Industry

Hotel and food service jobs were the largest industry in Orange County with 1,835 employees. Manufacturing was the second largest employer groups (1,232 employees) and the government was the third largest (1,077). Exhibit II.29 is an illustration of the employment by industry.

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



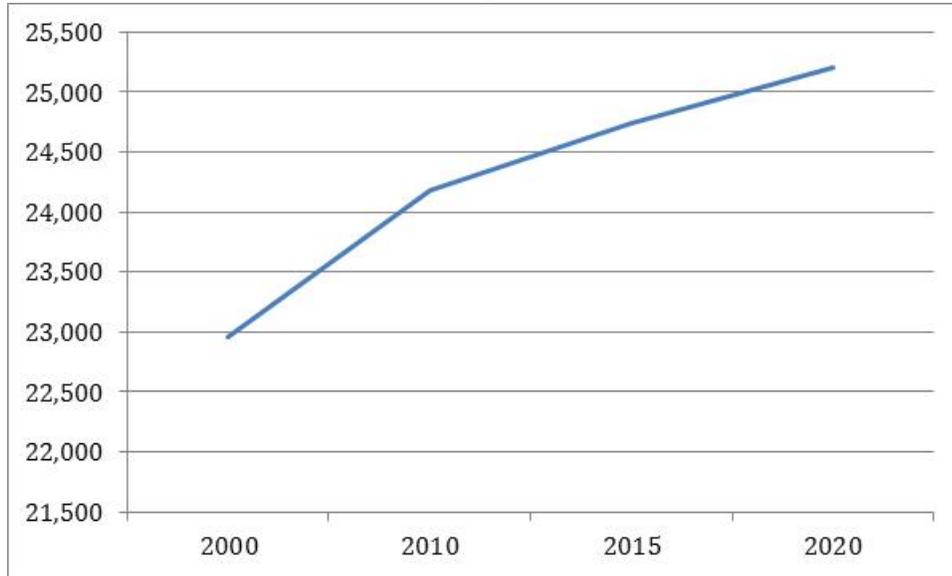
Source: U.S. Bureau of Economic Analysis, 2012

## **SCOTT COUNTY**

### Population Growth

The total population of Scott County in 2012 was 24,044 persons. The population for 2015 is projected to increase by 2.28 percent from 2010 and increase another 1.84 percent in 2020. Exhibit II.30 illustrates the historical and projected population trends for Scott County through the year 2020.

**Exhibit II.30: Population Trends**



Source: 2000 & 2010 Census Bureau & STATS Indiana

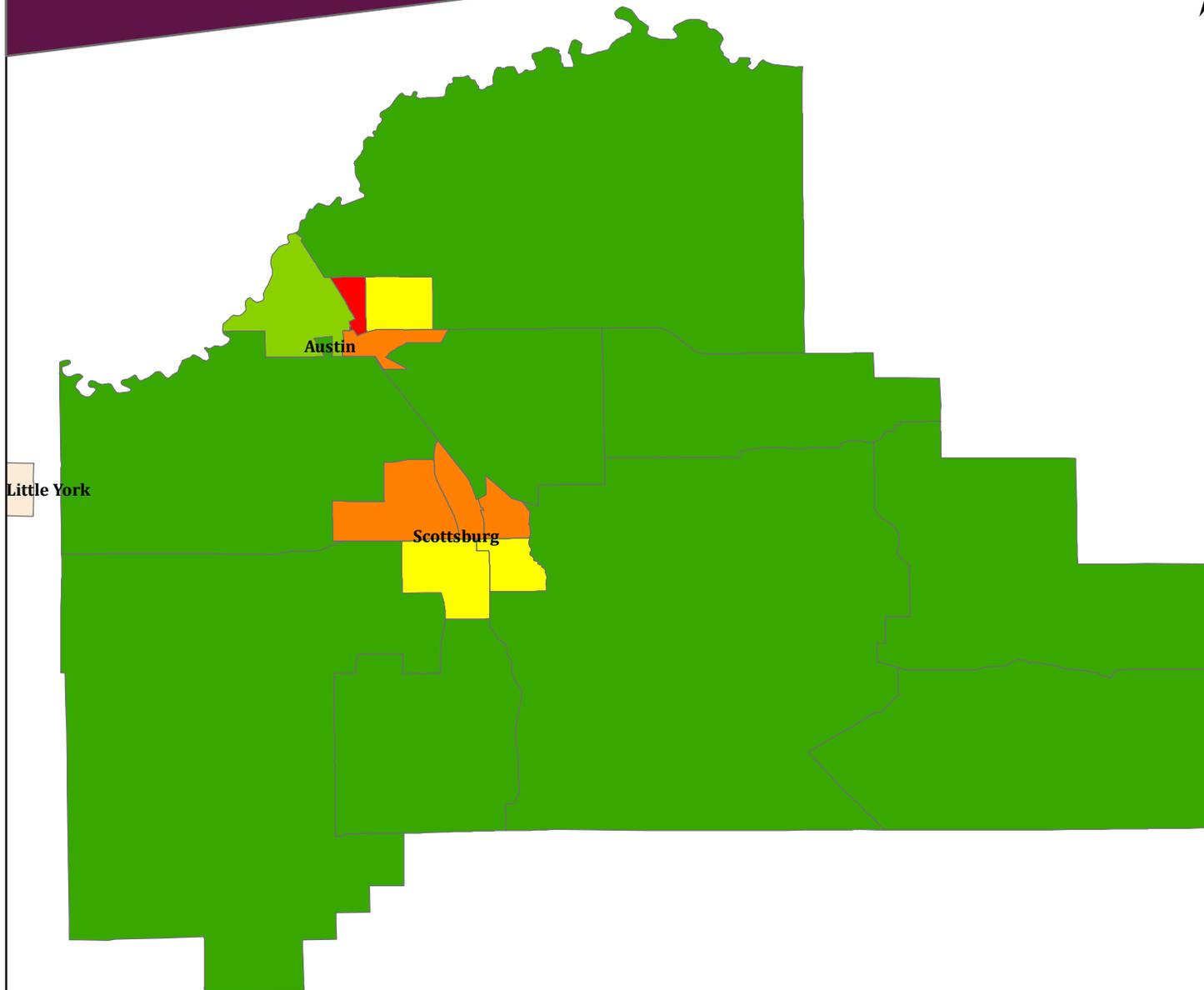
**Age**

Exhibit II.31 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Scott County are in Austin and Scottsburg. These areas had older adult densities higher than 146.1 persons per square mile. The remainder of the county has low to very low older adult population density.

# Exhibit II.31: Scott County Population Density Age 65 and Over



## Coordinated Public Transit-Human Service Transportation Plan



### Legend

#### 65Plus / SQMI

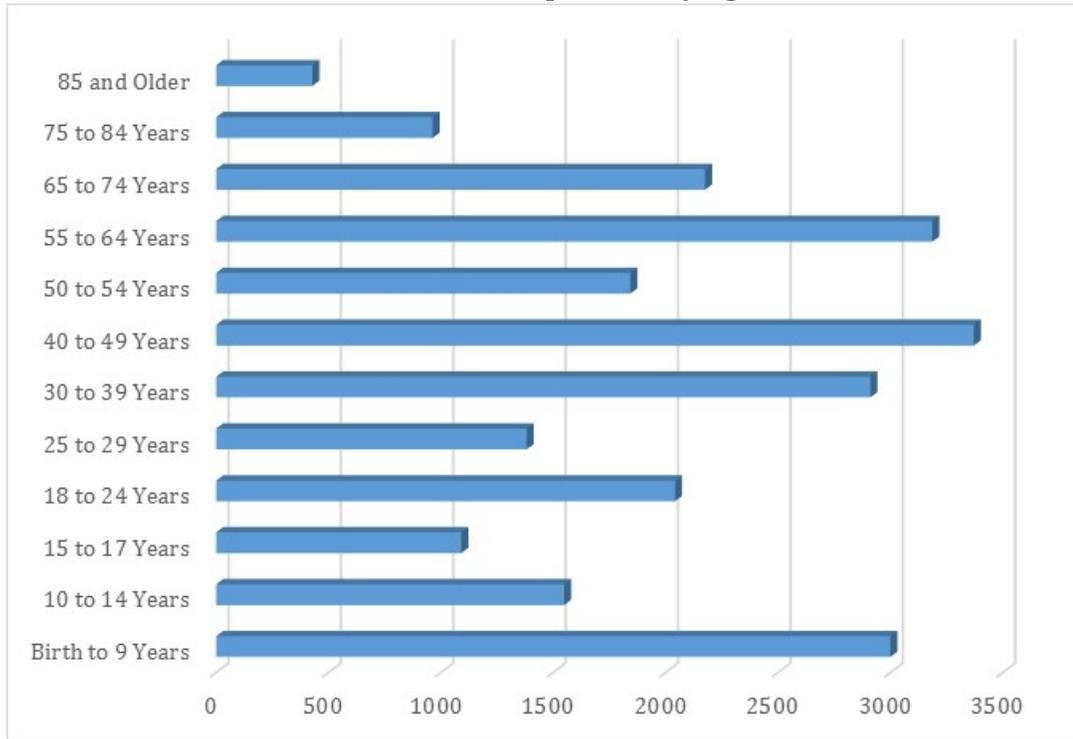
- 6.746 - 15.10
- 15.11 - 52.12
- 52.13 - 146.0
- 146.1 - 261.4
- 261.5 - 393.9
- Region 2 Cities

0 1 2 4 Miles



The largest age cohort for Scott County was between the ages of 40 and 49 (14 percent). Approximately 13 percent of the population is between the ages of 55 and 64 with an additional 15 percent being age 65 or older. Approximately 32 percent of the population is age 24 or younger. The distribution indicates that the county has a strong population of individuals of working ages.

**Exhibit II.32: Population by Age**



Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

**Economic Profile**

**Employment and Income**

There were 23,702 total people in Scott County for whom poverty status was determined. Exhibit II.33 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The tracts with the highest percentage of people below the poverty level were in Scottsburg, Austin, and southeast Scott County. All of the tracts shaded in red, orange, and yellow had a poverty rate higher than the State of Indiana’s average. The remaining tracts had poverty rates below the State average.

# Exhibit II.33: Scott County Percent Below Poverty Level

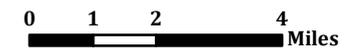
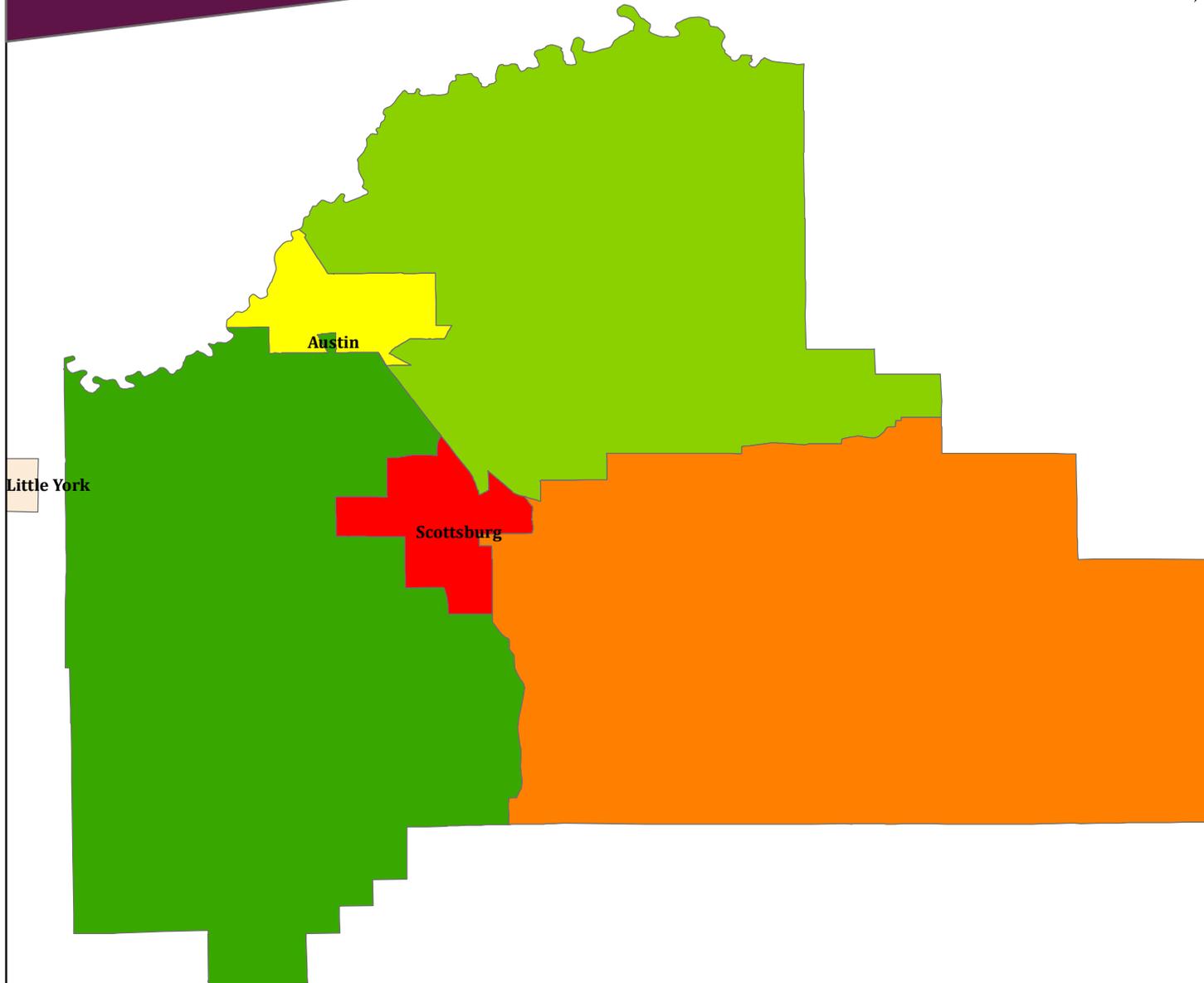


## Coordinated Public Transit-Human Service Transportation Plan

### Legend

#### Region Tracts

- 9.881%
- 9.882% - 14.1%
- 14.101% - 20.227%
- 20.228% - 21.303%
- 21.304% - 22.948%
- Region 2 Cities



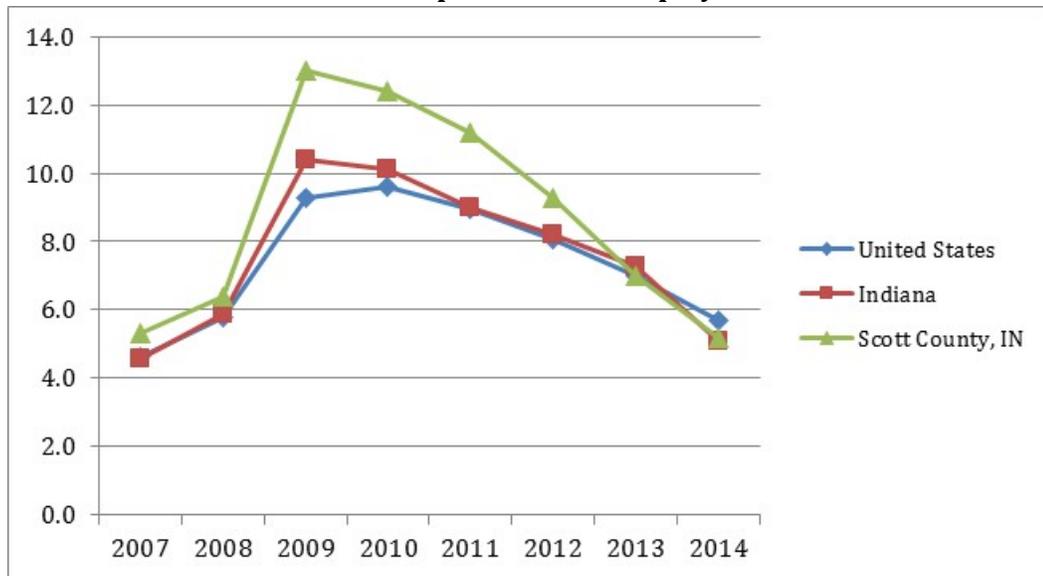
**Zero Vehicle Households**

There were approximately 9,098 households in Scott County. Exhibit II.34 illustrates the percentage of households with zero vehicles available by Census Tract. The tract around Austin had the highest densities of households with zero vehicles available. This area had zero vehicle rates above 8.89 percent. The tract around Scottsburg had the second highest percentage of zero vehicles households with a range between 3.94 and 8.89 percent. The remaining Census tracts had moderate to very low densities of zero vehicle households.

**Industry and Labor Force**

The 2014 Scott County labor force consisted of approximately 11,211 individuals. The county’s unemployment rate reached a high in 2009 of over 13 percent. From 2007 to 2012 the unemployment rate has been higher than the State of Indiana and United States. Since 2012 the unemployment rate in Scott County has been similar to that of the State. Exhibit II.35 illustrates a comparison of the unemployment rates in the county, state, and nation.

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



Source: STATS Indiana using Bureau of Labor Statistics

# Exhibit II.34: Scott County Percent Zero Vehicle Households



## Coordinated Public Transit-Human Service Transportation Plan

### Legend

#### Region Tracts

- 3.497%
- 3.498% - 3.916%
- 3.917% - 3.935%
- 3.936% - 8.892%
- 8.893% - 16.811%
- Region 2 Cities

Little York

Austin

Scottsburg

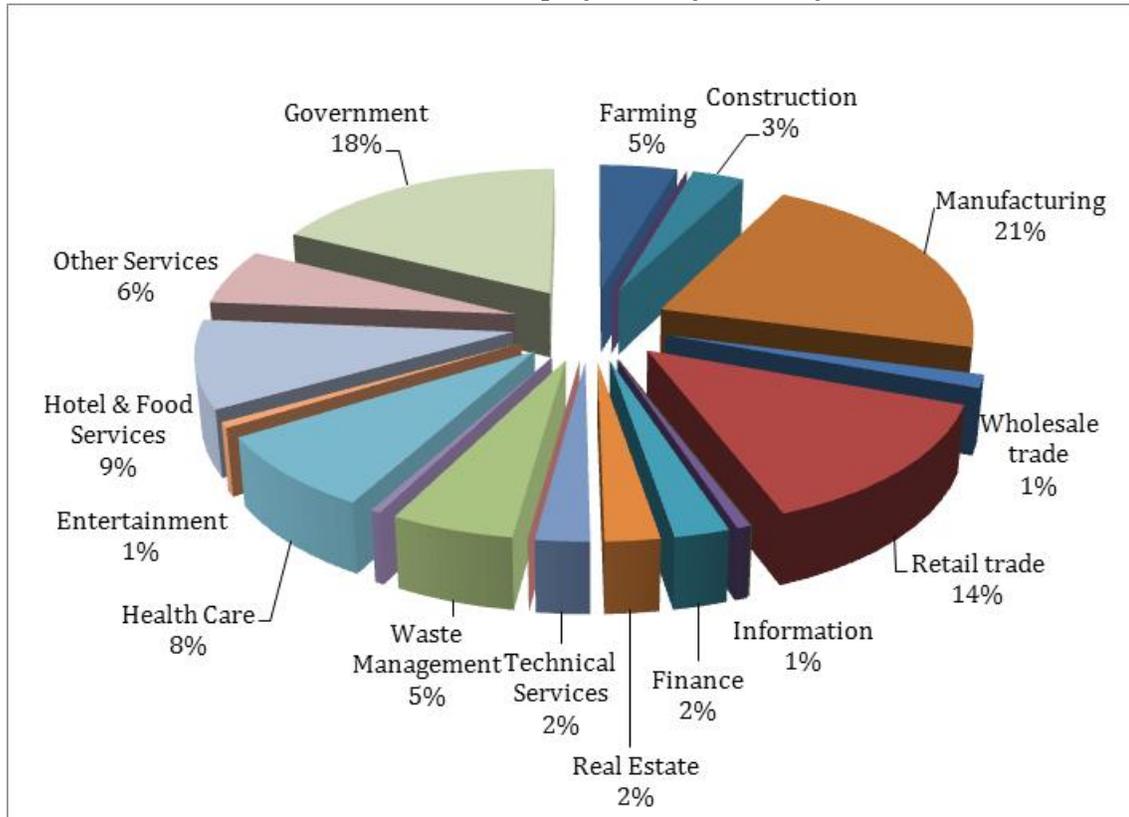
0 1 2 4 Miles



### Employment by Industry

Manufacturing jobs were the largest employer in Scott County with 21 percent of the workforce. The government was the second largest employer group with 18 percent. Retail trade was the third largest employer with 14 percent. Exhibit II.36 is an illustration of the employment by industry.

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



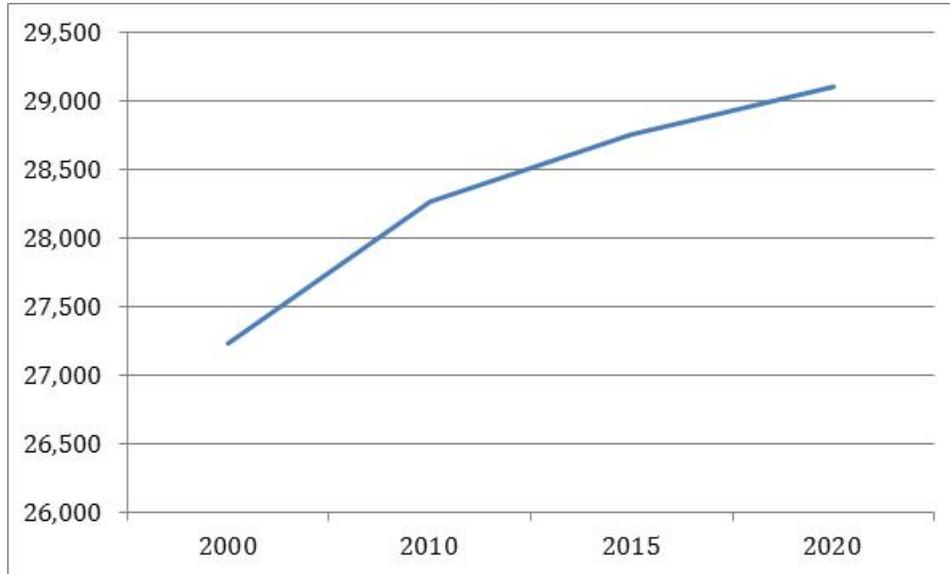
Source: U.S. Bureau of Economic Analysis, 2012

## WASHINGTON COUNTY

### Population Growth

The total population of Washington County in 2012 was 28,162 persons. The population for 2015 is projected to increase by 1.7 percent from 2010 and increase another 1.21 percent in 2020. Exhibit II.37 illustrates the historical and projected population trends for Washington County through the year 2020.

**Exhibit II.37: Population Trends**



Source: 2000 & 2010 Census Bureau & STATS Indiana

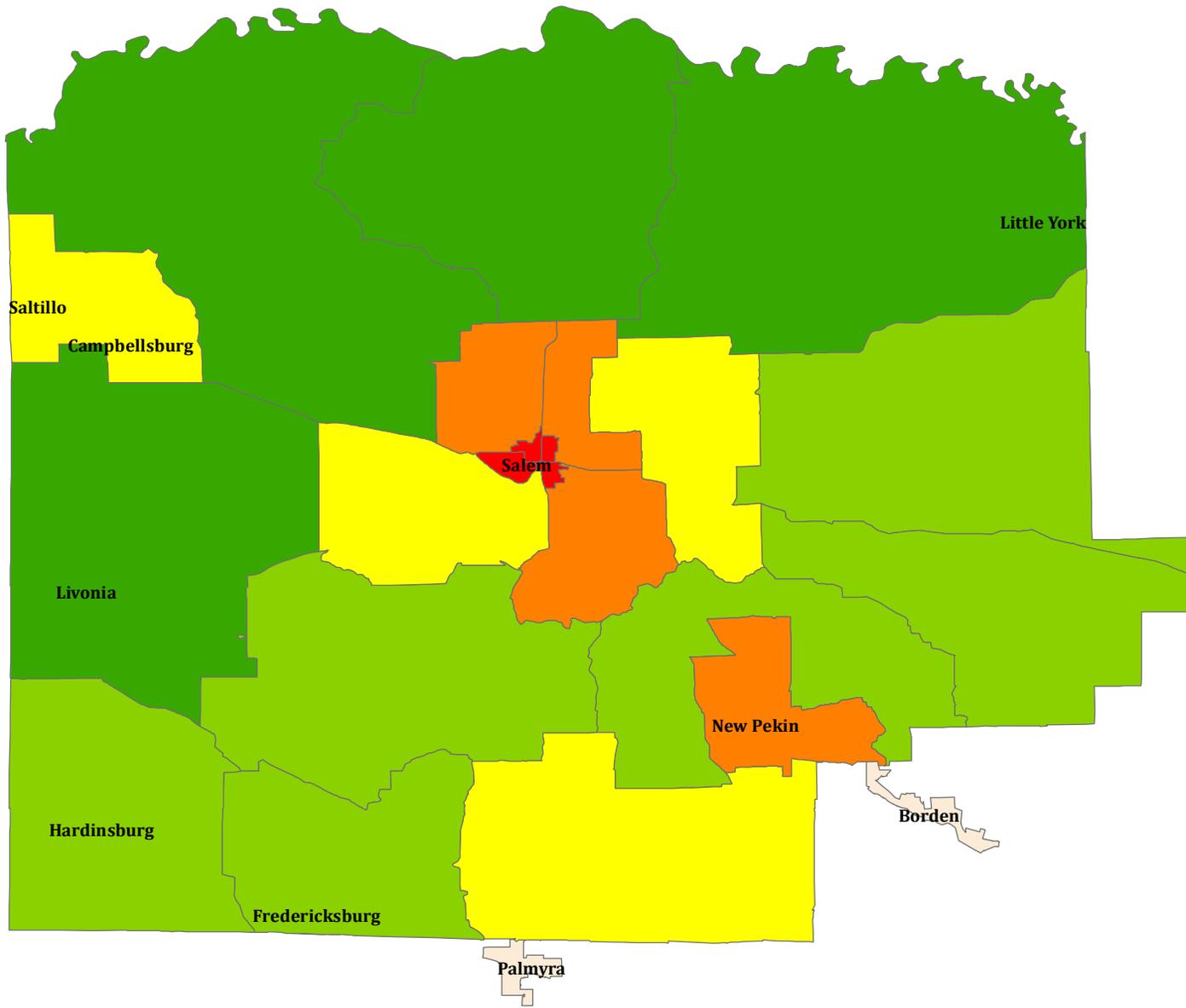
**Age**

Exhibit II.38 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Washington County are in Salem. The only other area with a high density of older adults was in New Pekin. The remainder of the county has moderate to very low older adult population density.

# Exhibit II.38: Washington County Population Density Age 65 and Over

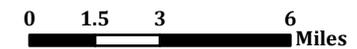


## Coordinated Public Transit-Human Service Transportation Plan



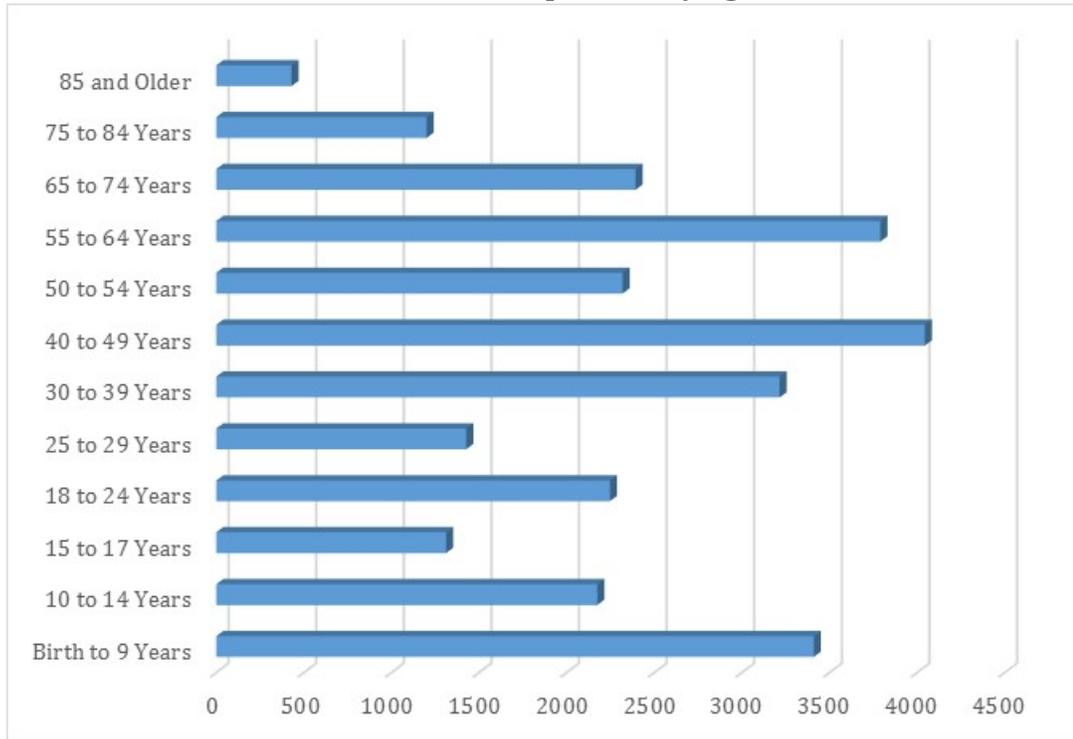
### Legend

- 65Plus / SQMI**
- 2.470 - 3.483
  - 3.484 - 6.456
  - 6.457 - 11.02
  - 11.03 - 38.62
  - 38.63 - 809.1
  - Region 2 Cities



The largest age cohort for Washington County was between the ages of 40 and 49 (14 percent). Approximately 14 percent of the population is between the ages of 55 and 64 with an additional 14 percent being age 65 or older. Approximately 33 percent of the population is age 24 or younger. The distribution indicates that the county has a strong population of individuals of working ages.

**Exhibit II.39: Population by Age**



Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

**Economic Profile**

**Employment and Income**

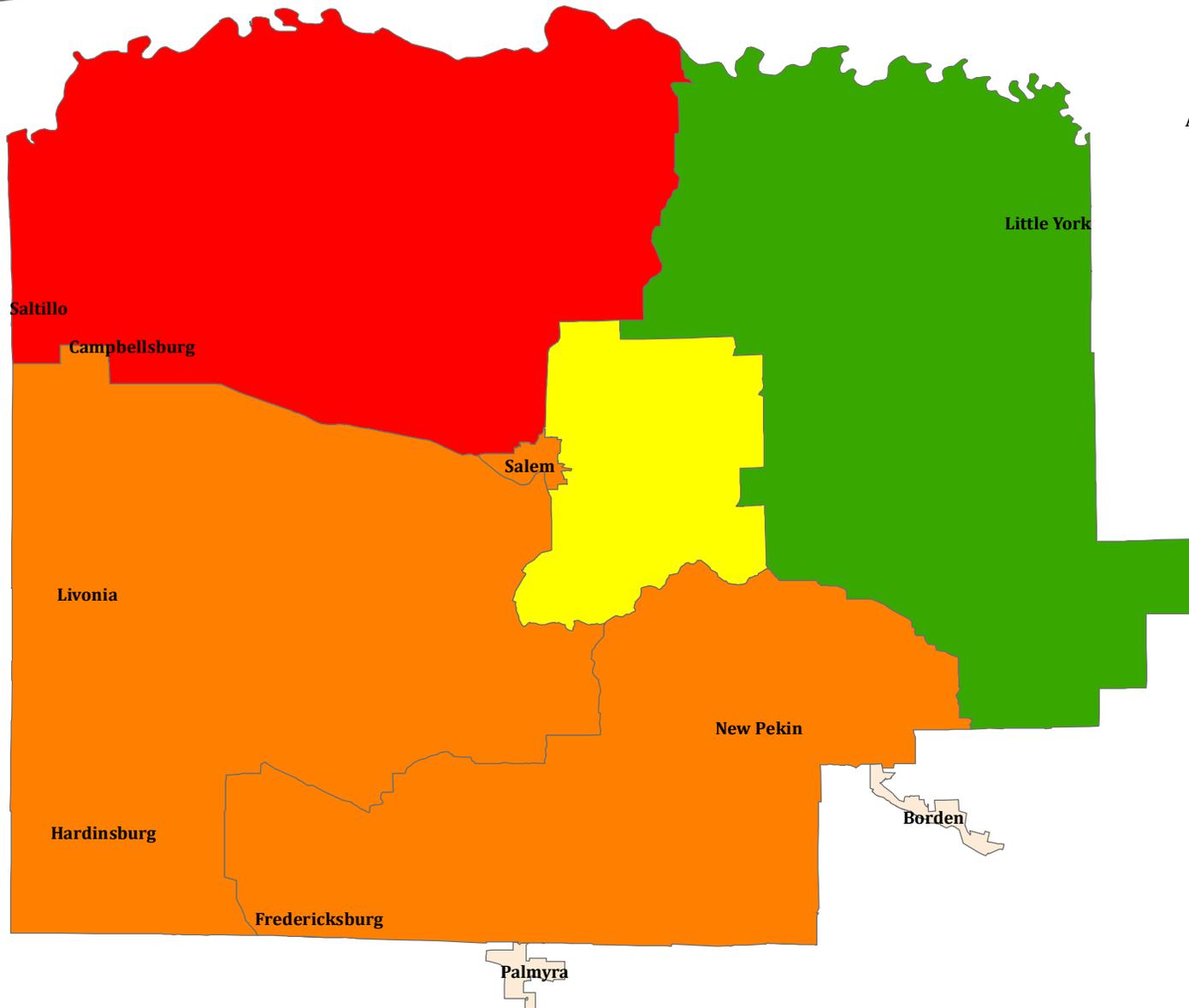
There were approximately 27,708 total people in Washington County for whom poverty status was determined. Exhibit II.40 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The tracts in west and central Washington County had densities of people below the poverty level higher than the State of Indiana’s average. The remainder of the county had low to very low densities of persons below the poverty level.

# Exhibit II.40: Washington County Percent Below Poverty Level



## Coordinated Public Transit-Human Service Transportation Plan

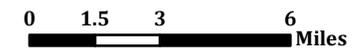
Austin



### Legend

**Region Tracts**

	10.452%
	10.453% - 14.1%
	14.101% - 14.378%
	14.379% - 15.869%
	15.87% - 18.879%
	Region 2 Cities



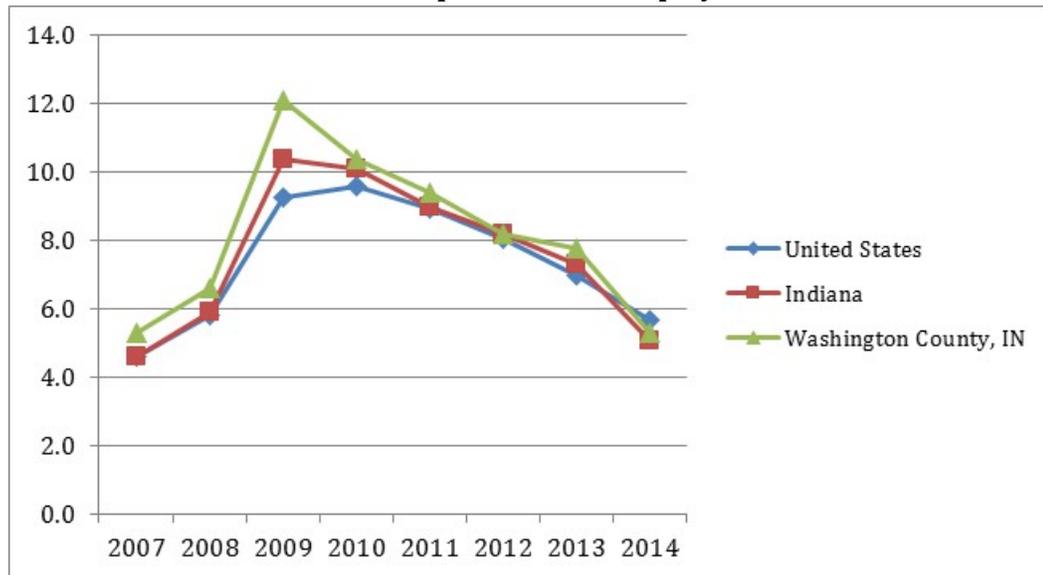
### **Zero Vehicle Households**

There were approximately 10,744 households in Washington County. Exhibit II.41 illustrates the percentage of households with zero vehicles available by Census Tract. The tracts in northwest Washington County, around Saltillo and Campbellsburg, and in Salem had the highest density of households with zero vehicles available (5.57 – 10.37 percent). The tract in southern Washington County had the second highest percentage of zero vehicle households. These areas had zero vehicle rates between 4.39 percent and 5.57 percent. The remaining portions of the county had moderate to very low densities of zero vehicle households.

### **Industry and Labor Force**

The 2014 Washington County labor force consisted of approximately 13,451 individuals. The county's unemployment rate reached a high in 2009 of 12.1 percent. From 2007 to 2012, Washington County's unemployment rate has been slightly higher than that of the State of Indiana and the United States. In 2014, the unemployment rate was lower than the national rate and very near the state average. Exhibit II.42 illustrates a comparison of the unemployment rates in the county, state, and nation.

**Exhibit II.42: Comparison of Unemployment Rates**



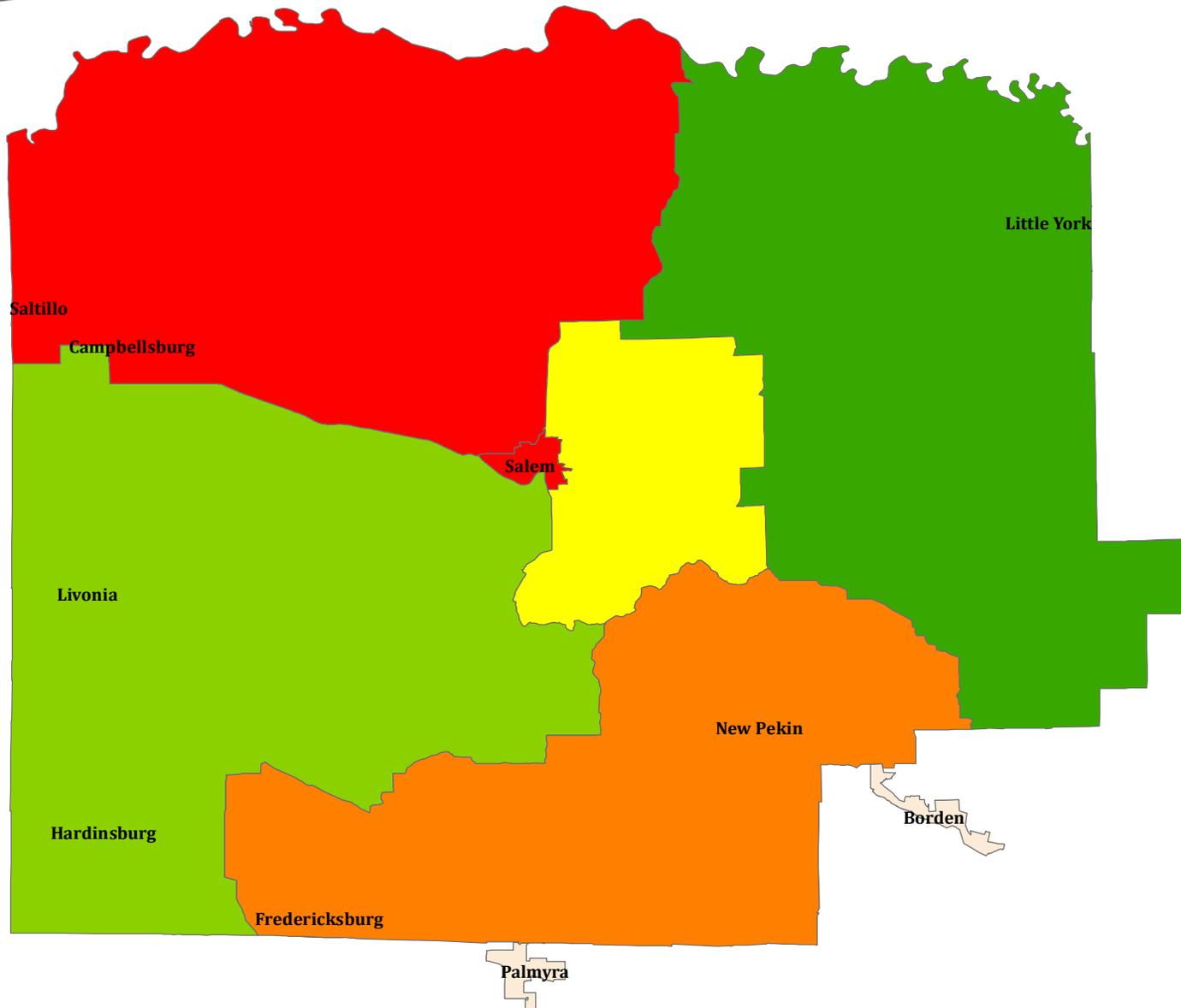
Source: STATS Indiana using Bureau of Labor Statistics

# Exhibit II.41: Washington County Percent Zero Vehicle Households



## Coordinated Public Transit-Human Service Transportation Plan

Austin



### Legend

#### Region Tracts

- 3.888%
- 3.889% - 4.306%
- 4.307% - 4.387%
- 4.388% - 5.573%
- 5.574% - 10.365%
- Region 2 Cities

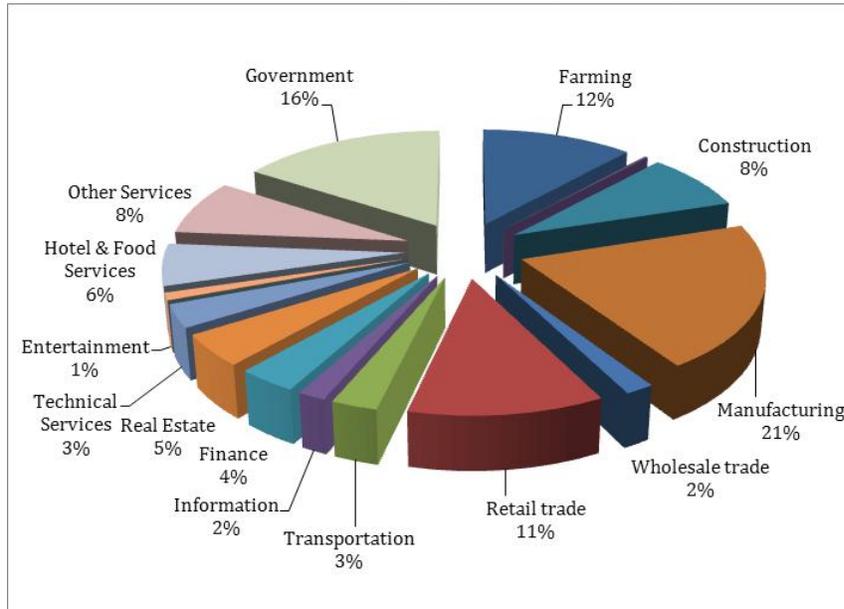
0 1.5 3 6 Miles



## **Employment by Industry**

Manufacturing was the largest employer in Washington County with 21 percent of the workforce. Government jobs were the second largest employer group with 16 percent. In addition, retail trade employed about 11 percent of the workforce. Exhibit II.43 is an illustration of the employment by industry.

**Exhibit II.43: Employment by Industry**



Source: U.S. Bureau of Economic Analysis, 2012

## **SUMMARY**

Region 2 has had a slight increase in population of 6.38 percent between 2000 and 2010, and the population is expected to increase by approximately 5 percent through the year 2020.

The study area's age distribution indicates that Region 2 has an older population with a higher percentage of persons age 65 and older (15 percent) as compared to the State of Indiana (13 percent) and a slightly lower percentage of the population under the age of 24 (32 percent) as compared to the State of Indiana in 2012/2013 (35 percent).

The labor force in this five county study area consisted of 59,708 individuals in 2014 according to U.S. Bureau of Labor Statistics and STATS Indiana. The average unemployment rate in September 2014 was 5.26 percent, a rate slightly higher than the State of Indiana's September 2014 unemployment rate of 5.1 percent. The study area's unemployment rate was consistently higher the national and state rates since 2007.

# Existing Services

## III. INVENTORY OF EXISTING SERVICES AND GAPS IN SERVICES

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### INTRODUCTION

Evaluation of service provider capabilities and analysis of the existing gaps and duplications that exist in the network of transportation resources for each county provides local transportation planners with the necessary foundation for implementing changes that will complete and improve the availability of transportation and mobility resources. Multiple components of community outreach activities were utilized to encourage public and human service agency transportation providers to participate in the coordinated transportation planning efforts.

First, local stakeholders were encouraged to participate in the Coordinated Public Transit-Human Services Transportation Stakeholder Survey and Inventory. The survey was designed for transportation providers, government and non-profit organizations, and funders. Survey questions were intended to update the information obtained during the 2008 Coordinated Public Transit Human Services Transportation Plan. The survey was implemented as a web-based application and follow-up phone calls were conducted to clarify the information provided. Transportation stakeholders from all counties were invited to participate in the inventory survey. Invitations were distributed by mail to known stakeholders representing older adults, individuals with disabilities, and people with low incomes. The opportunity to complete a survey also was announced in local newspapers and several websites, including the Indiana RTAP site, to provide opportunity for participation from public and private organizations as well as the general public. The survey was available in paper format, on-line, and was also made available through email communications. A copy of the survey is provided in the Appendix.

Finally, all stakeholder organizations that were represented at the local public meetings (discussed in the next chapter) were invited to participate in one-on-one reviews of the information provided in the surveys. The purpose of the reviews was to offer stakeholders the opportunity to discuss with the consulting team the specific transportation needs and priorities for their respective communities.

As necessary, information reported in the 2008 Coordinated Public Transit Human Services Transportation Plan was used to supplement and provide a foundation for the public information gathered during this coordination planning effort.

### STAKEHOLDER SURVEY TABULATION AND RESULTS

A list of organizations that participated in a one-on-one interview and/or the local meetings is included below:

- ◆ Harrison County Community Services
- ◆ Harrison County Office
- ◆ LifeSpan Resources
- ◆ New Hope Services
- ◆ Orange County Highway Department

- ◆ Orange County Rehabilitative and Developmental Services, Inc.
- ◆ Orange County Transit
- ◆ Blue River Services, Inc. - Southern Indiana Transportation Services (SITS)

### **Harrison County Community Services**

Harrison County Community Services (HCCS) is a private nonprofit organization that provides a variety of services to help the people of Harrison County meet their basic needs. Direct services include Food Pantry, Transient Assistance, and Crisis Assistance. The HCCS is the managing agency for many Federal, State, and locally funded programs that are available to individuals and families with low incomes. Community partners include the Community Foundation of Harrison County, Dare to Care Food Bank, United Way, the Salvation Army, and Blue River Services, Inc.

### **LifeSpan Resources**

LifeSpan Resources is the designated Area Agency on Aging for Harrison and Scott Counties, Indiana, and Clark and Floyd Counties, Kentucky. Responsibilities include the development and coordination of programs and services, which enable older adults, and individuals with disabilities of any age to remain independent and in their own homes. As an umbrella organization, LifeSpan provides some services directly and others are contracted out to vendors, e.g., home health care agencies, private sector businesses, and nonprofit entities.

Transportation services are typically provided curb-to-curb but door-to-door service is available if needed by the rider. Service is provided in the demand response mode with a 4-day advance reservation requirement. Same-day requests will be honored if space is available.

Partners for LifeSpan include the Horseshoe Foundation of Floyd County, Community Foundation of Southern Indiana, Culbertson Home for Old Ladies Board of Directors, Family and Social Services Administration – Indiana Division of Aging, Harrison County Community Foundation, Hoosier Lottery, Indiana Department of Transportation, Metro United Way, Scott County Community Foundation, and United Way of Scott County.

LifeSpan provides transportation to life sustaining therapies, doctors, nutrition sites, social service organizations, and other locations. The LifeSpan Resource Transportation Team continually strives to accommodate all requests for transportation.

LifeSpan also refers individuals in need of transportation to other providers in the region including, Southern Indiana Transit Systems and Transportation Authority of River City (serving the Louisville, KY area).

#### **Eligibility Requirements:**

The LifeSpan transportation program serves older adults, individuals with disabilities, and those that are Medicaid eligible for medical trips. LifeSpan also has special programs for transportation of individuals with low incomes.

Hours of Operation:

Office hours for scheduling transportation are Monday through Friday, 8:00 AM to 4:30 PM. Return trips from medical appointments must be scheduled by 2:30 PM. Transportation service hours of operation vary.

Fare Structure:

There is no established passenger fare structure. Donations are appreciated and can be given to the driver or mailed. No one is denied transportation service based on ability to donate.

**New Hope Services, Inc.**

New Hope Services is a private, nonprofit community service agency that serves the needs of individuals with disabilities. The agency operates in Clark and Scott Counties. Programs for adults and children include but are not limited to skills training, employment services, family preservation, and housing and development for multi- and single-family homes.

On a typical day, the agency operates 11 vehicles, of which 10 are wheelchair accessible. Service is primarily regular trips to and from consumers' homes and the workshops. The agency received a vehicle through the Federal Transit Administration Section 5310 program in 2012.

New Hope Services also utilizes the Transit Authority of River City (TARC) when possible for its Clark County transportation needs. TARC does not operate in Scott County.

Consumer resources and agency funding partners include the Welfare to Work Partnership, Indiana Institute on Disability and Community, Division of Family Resources, the Arc of Indiana, Vocational Rehabilitation Services, the Arc of the United States, Indiana Family and Social Services Administration, and Indiana Governors Council for People with Disabilities.

Eligibility Requirements:

Agency consumers with disabilities.

Hours of Operation:

Transportation is available Monday through Friday between 6:00 AM and 6:30 PM. There is no transportation service operated on weekends.

Fare Structure:

There is no fare structure.

**Older Americans Services Corporation**

The Older Americans Services Corporation is a private, nonprofit corporation that provides key services to older adults in the communities of Crawford, Lawrence, Orange, and Washington Counties. The Corporation received two Section 5310 vehicles through the INDOT Section 5310 grant program in 2011 and 2012.

## **Orange County Transit and Orange County Rehabilitative and Developmental Services**

Orange County Transit and Orange County Rehabilitative and Developmental Services are programs offered by the First Chance Center. Orange County Transit provides demand response public transportation to all of Orange County as well as Medicaid transportation. A minimum of 24-hours advance reservation is required for transportation. During peak hours of operation, Orange County Transit operates 18 vehicles. Operations are reduced to eight vehicles during off-peak hours.

Orange County Transit is also included in the Region 3 Coordinated HSTP update because it indicated a need for inter-city travel in coordination with the Transit Authority of Stone City and Mitchell Transit Service. The Region 3 Coordinated HSTP update includes Brown, Jackson, Lawrence, and Owen Counties.

Orange County Rehabilitative and Developmental Services provides transportation for individuals with disabilities and is a recipient of a Federal Transit Administration Section 5310 grant program vehicle.

### **Eligibility Requirements:**

There are no eligibility requirements. Transportation is open to the general public.

### **Hours of Operation:**

Transportation is available Monday through Friday between 4:30 AM and 6:00 PM. There is no transportation service operated on weekends.

### **Fare Structure:**

Orange County Transit charges a base passenger fare of \$4.00.

## **Southern Indiana Transportation Services (SITS)**

Blue River Services, Inc. operates the Southern Indiana Transportation Service (SITS). The SITS program provides public, medical, and deviated route transportation services in Crawford, Harrison, Scott, and Washington Counties. Public transportation service is provided as demand response and deviated routes. Deviated routes operate in each county.

Public transportation includes demand response service throughout the county including shopping centers, grocery stores, banks, hospitals, clinics, car repair shops, and recreation areas. Drivers are CPR and First Aid certified.

The SITS program coordinates with several other agencies, including Rauch, Inc., New Hope Services, Hoosier Pact, and the Community Learning Center of Washington County.

### **Eligibility Requirements:**

There are no eligibility requirements and service is open to the general public.

### Hours of Operation:

Transportation is available Monday through Friday between 6:00 AM and 6:00 PM. Saturday service is available in Corydon between 8:00 AM and 5:00 PM.

### Fare Structure:

The passenger fare structure is based on trip distance.

Trips 0 to 10 miles: \$2.00 per one-way trip

Trips 11 to 20 miles: \$3.00 per one-way trip

Trips more than 20 miles: \$4.00 per one-way trip

Trips outside of the service area require an additional \$1.20 per mile.

### Vehicles

Participants in the planning process listed a combined total of 104 vehicles serving the counties in Region 2. Approximately 67 percent of the vehicles in the region were wheelchair accessible. All agencies were invited to provide an updated vehicle inventory list for this plan update. The vehicle inventory table is provided at the end of this chapter.

All transportation providers operate at least one wheelchair accessible vehicle. However, given the demand for wheelchair accessible vehicles and the fact that wheelchair accessible vehicles are utilized frequently for long distance (multi-county) trips, the number of accessible vehicles may be insufficient to meet the needs of individuals with disabilities and older adults.

### Assessment of Progress Since the 2008 Coordinated Transportation Plan

Local agencies continue to network and refer passengers to other area transportation providers when they are unable to directly meet a passenger's trip request. Also, local agencies including New Hope Services and Older American Services were able to secure new vehicles through the Federal Transit Administration (FTA) Section 5310 Program administered through INDOT. The new vehicles helped to improve the quality of service to older adults and individuals with disabilities.

### Summary

In order to understand the existing coordinated transportation resources and activities throughout this region, multiple methods for contacting the community and stakeholders were deployed. Stakeholders participated in inventory surveys, telephone interviews, and public meetings. Responses to outreach activities were utilized to provide a representative sample of the existing level of transportation and inter-agency coordination or cooperation.

Public transportation is available in every county, and provided by two different human service agencies. The public transportation services are closely tied to transportation operated for programs serving individuals with disabilities.

The region has strong support from partners that do not directly provide transportation, including the Metro United Way, the Salvation Army, and other national and local organizations.

## COUNTY-BY-COUNTY TRANSPORTATION RESOURCES

The following paragraphs offer detailed information about the participating organizations that provide or purchase public, private and human service agency transportation services. Information pertaining to each agency and organization was updated from the 2008 Coordinated Plan through one-on-one interviews and referencing the 2012 INDOT Public Transit Annual Report.

The following table outlines the transportation services available by county as of the date of this report. Sources for information include survey results, interviews, and the 2012 INDOT Public Transit Annual Report.

**Exhibit III.1: County-by-County Service Summary**

<u>Organization/ Agency Name</u>	<u>Consumer Eligibility</u>	<u>Eligible Trip Purpose</u>	<u>Wheelchair Accessible Vehicles</u>	<u>Crawford</u>	<u>Harrison</u>	<u>Orange</u>	<u>Scott</u>	<u>Washington</u>
LifeSpan Resources	Older Adults, Individuals with Disabilities, Medicaid	Medical, Nutrition, Agency Appointments	Yes		X		X	
New Hope Services, Inc.	Individuals with Disabilities	Home to/ from Work	Yes				X	
Older Americans Services Corp.	Older Adults	Any	Yes	X		X		X
First Chance Center/ Orange County Transit	Public and Individuals with Disabilities	Any	Yes			X		
SITS	Public	Any	Yes	X	X		X	X

**Exhibit III.2: Region 2 Vehicle Utilization Chart**

Veh #	Make	Model	Year	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Program to which Vehicle is Assigned (if applicable)	Service Area
<b>Southern Indiana Transit System (SITS)</b>									
1	Dodge	SV	2000	5	0	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
2	Dodge	MV	2002	5	0	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
3	Dodge	VN	2003	12	0	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
4	Ford	VN	2004	9	2	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
5	Chevy	SB	2005	16	2	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
6	Chevy	SB	2005	16	2	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
7	Ford	BR	2006	21	2	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
8	Chevy	MV	2006	6	2	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
9	Chevy	SB	2006	16	2	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
10	Chevy	MV	2006	6	2	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
11	Ford	BR	2006	21	2	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
12	Ford	BR	2006	21	2	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
13	Chevy	MV	2006	6	2	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
14	Ford	MV	2005	7	0	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
15	Ford	BR	2007	12	2	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
16	Ford	BR	2008	8	1	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
17	Chevy	MV	2008	6	2	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
18	Ford	BR	2009	8	1	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
19	Dodge	MV	2010	6	2	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
20	Ford	BR	2010	12	2	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
21	Ford	BR	2010	12	2	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
22	Ford	BR	2010	12	2	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
23	Ford	BR	2010	8	1	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
24	Ford	BR	2010	8	1	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
25	Ford	BR	2010	8	1	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
26	Ford	SV	1999	6	0	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
27	Ford	BR	2010	8	1	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
28	Ford	SV	2009	5	0	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
29	Ford	BR	2011	12	2	M-F	6:00 AM - 6:00 PM	Owned by Service Provider	Crawford, Harrison, Scott, & Washington Counties
30	Dodge	MV	2011	6	2	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
31	Dodge	MV	2011	6	2	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
32	Ford	BR	2013	8	1	M-F	6:00 AM - 6:00 PM	Owned by Public Agency	Crawford, Harrison, Scott, & Washington Counties
<b>First Chance Center/Orange County Transit</b>									
1	Dodge	MV	2010	3	2	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
2	Dodge	VN	2003	13	2	M-F	4:30 AM - 6:00 PM	Owned by Service Provider	Orange County
3	Dodge	MV	2006	7	0	M-F	4:30 AM - 6:00 PM	Owned by Service Provider	Orange County
4	Dodge	MV	2010	3	2	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
5	Dodge	VN	2002	13	2	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
6	Dodge	MV	2010	7	2	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
7	Ford	VN	2009	12	0	M-F	4:30 AM - 6:00 PM	Owned by Service Provider	Orange County
8	Chevy	MV	2008	7	0	M-F	4:30 AM - 6:00 PM	Owned by Service Provider	Orange County
9	Chevy	MV	1996	7	0	M-F	4:30 AM - 6:00 PM	Owned by Service Provider	Orange County
10	Chevy	MV	2007	7	0	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
11	Chevy	MV	2008	3	2	M-F	4:30 AM - 6:00 PM	Owned by Service Provider	Orange County
12	Chevy	MV	2006	7	0	M-F	4:30 AM - 6:00 PM	Owned by Service Provider	Orange County
13	Chevy	MV	2006	7	0	M-F	4:30 AM - 6:00 PM	Owned by Service Provider	Orange County
14	Dodge	MV	2010	3	2	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
15	Dodge	MV	2001	7	0	M-F	4:30 AM - 6:00 PM	Owned by Service Provider	Orange County
16	Dodge	MV	2001	7	0	M-F	4:30 AM - 6:00 PM	Owned by Service Provider	Orange County
17	Dodge	MV	2010	3	2	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
18	Dodge	MV	2003	7	0	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
19	Dodge	MV	2003	7	0	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
20	Dodge	VN	2003	13	2	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
21	Chevy	MV	2006	3	2	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
22	Dodge	MV	2007	7	0	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
23	Chevy	MV	2008	3	2	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County

**Exhibit III.2: Region 2 Vehicle Utilization Chart**

Veh #	Make	Model	Year	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Program to which Vehicle is Assigned (if applicable)	Service Area
24	Chevy	MV	2008	3	2	M-F	4:30 AM - 6:00 PM	Owned by Service Provider	Orange County
25	Chevy	MV	2008	3	2	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
26	Chevy	MV	2008	3	2	M-F	4:30 AM - 6:00 PM	Owned by Public Agency	Orange County
<b>LifeSpan Resources</b>									
1	Ford	SW	2000	4	0	As needed	As needed	All	Harrison & Scott Counties
2	Chevy	MV	2007	4	1	M-F	10:00 AM-4:00 PM	All	Harrison & Scott Counties
3	Ford	Raised Roof Van	2007	4	2	M-F	8:00 AM-4:00 PM	All	Harrison & Scott Counties
4	Dodge	Raised Roof Van	2001	6	2	Reserve	As needed	All	Harrison & Scott Counties
5	Ford	SW	2001	4	0	When needed	As needed	All	Harrison & Scott Counties
6	Ford	SW	2001	4	0	When needed	As needed	All	Harrison & Scott Counties
7	Dodge	Raised Roof Van	2002	6	2	M-F	8:00 AM-4:00 PM	All	Harrison & Scott Counties
8	Ford	Raised Roof Van	2002	6	2	Reserve	As needed	All	Harrison & Scott Counties
9	Dodge	Raised Roof Van	2003	6	2	M-F	6:00 AM-2:00 PM	All	Harrison & Scott Counties
10	Ford	Raised Roof Van	2004	5	2	M-F	10:00 AM-4:00 PM	All	Harrison & Scott Counties
11	Ford	Raised Roof Van	2005	5	2	M-F	8:30 AM-4:30 PM	All	Harrison & Scott Counties
12	Ford	MV	2006	11	0	When needed	As needed	All	Harrison & Scott Counties
13	Ford	Raised Roof Van	2006	5	2	M-F	6:00 AM-12:00 PM	All	Harrison & Scott Counties
14	Ford	Raised Roof Van	2006	5	2	M-F	8:00 AM-2:00 PM	All	Harrison & Scott Counties
<b>New Hope Services - Scott County</b>									
1	Ford	MV	1999	12	0	M-F	8:00 AM-6:00 PM	All	Scott County
2	Chevy	MMV	2004			M-F	7:00 AM-6:30 PM	All	Scott County
3	Ford	Bus/Minibus	2006			M-F	6:00 AM-6:00 PM	All	Scott County
4	Ford	Bus/Minibus	2006			M-F	6:00 AM-6:00 PM	All	Scott County
5	Ford	Bus/Minibus	2006			M-F	6:00 AM-6:00 PM	All	Scott County
6	Ford	Van	2007	12	1	M-F	6:00 AM-6:30 PM	All	Scott County
7	Section 5310 Vehicle		2012			M-F	6:00 AM-6:00 PM	All	Scott County
<b>Older American Services</b>									
1	Chevy	MV	2007	1	1	M-F	7:00 AM-5:00 PM	Any	Crawford, Lawrence, Orange, Washington
2	Chevy	MV	2007	1	1	M-F	7:00 AM-5:00 PM	Any	Crawford, Lawrence, Orange, Washington
3	Chevy	MV	2005	1	1	M-F	7:00 AM-5:00 PM	Any	Crawford, Lawrence, Orange, Washington
4	Chevy	MV	2005	1	1	M-F	7:00 AM-5:00 PM	Any	Crawford, Lawrence, Orange, Washington
5	Dodge	MV	2003	7	0	M-F	7:00 AM-5:00 PM	Any	Crawford, Lawrence, Orange, Washington
6	Dodge	MV	2003	7	0	M-F	7:00 AM-5:00 PM	Any	Crawford, Lawrence, Orange, Washington
7	Dodge	MV	1998	7	0	M-F	7:00 AM-5:00 PM	Any	Crawford, Lawrence, Orange, Washington
8	Chevy	MV	1996	7	0	M-F	Back Up	Back Up	Crawford, Lawrence, Orange, Washington
9	Chevy	MV	1995	7	0	M-F	Back Up	Back Up	Crawford, Lawrence, Orange, Washington
10	Ford	Pass Van	2001	15	0	M-F	Salem Senior Ctr	Salem Senior Ctr	Salem Senior Center
11	Dodge	Pass Van	1997	15	0	M-F	Salem Senior Ctr	Salem Senior Ctr	Salem Senior Center
12	Chevy	Pass Van	1996	15	0	M-F	Paoli Senior Ctr	Paoli Senior Ctr	Paoli Senior Center
13	Dodge	Pass Van	1997	15	0	M-F	Orleans Back Up	Orleans Back Up	Orleans
14	Dodge	Van HT	2004	6	2	M-F	7:00 AM-5:00 PM	Any	Crawford, Lawrence, Orange, Washington
15	Ford	Van HT	2003	4	2	M-F	7:00 AM-5:00 PM	Any	Crawford, Lawrence, Orange, Washington
16	Dodge	Van HT	2002	6	2	M-F	7:00 AM-5:00 PM	Any	Crawford, Lawrence, Orange, Washington
17	Dodge	Van HT	2001	6	2	M-F	Varies	Any	Crawford, Lawrence, Orange, Washington
18	Dodge	Van HT	2000	6	2	M-F	Varies	Any	Crawford, Lawrence, Orange, Washington
19	Dodge	Van HT	1995	6	2	M-F	Back Up	Any	Crawford, Lawrence, Orange, Washington
20	Dodge	Van HT	2004	6	2	M-F	Varies	Any	Crawford, Lawrence, Orange, Washington
21	Dodge	Van HT	2000	6	2	M-F	Varies	Any	Crawford, Lawrence, Orange, Washington
22	Chevy	MV	2007	1	1	M-F	Varies	Any	Crawford, Lawrence, Orange, Washington
23	Dodge	MV	2005	7	0	M-F	Varies	Any	Crawford, Lawrence, Orange, Washington
24	Chevy	Pass Van	2007	12	0	M-F	Varies	Any	Crawford, Lawrence, Orange, Washington
25	Dodge	Pass Van	2002	15	0	M-F	Varies	Any	Crawford, Lawrence, Orange, Washington

# Needs

## IV. NEEDS ASSESSMENT

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### OVERVIEW

RLS & Associates, Inc. contacted local human service agencies, faith based organizations, employers, and all transportation providers serving each county in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. Meeting invitations were mailed to all identified organizations, those that participated in the 2008 Coordinated Public Transit Human Services Transportation Plan, and agencies that applied for Section 5310 grants from INDOT since 2008. Documentation of outreach efforts included in this project to date and the level of participation from each organization is provided in the Appendix. The following paragraphs outline results from the local general public and stakeholder coordinated transportation meetings.

### GENERAL PUBLIC AND STAKEHOLDER MEETINGS

Local meetings were hosted at the Harrison County Community Foundation and facilitated by RLS & Associates, Inc. to discuss the unmet transportation needs and gaps in service and establish goals for older adults, individuals with disabilities, people with low incomes, and the general public. The schedule for the meetings is provided in the following table:

<b>Date</b>	February 26, 2013	April 12, 2013
<b>Location</b>	Harrison County Community Foundation Corydon, Indiana	Harrison County Community Foundation Corydon, Indiana
<b>Time</b>	10:00 AM	10:00 AM

Invitations to the meeting were distributed via the U.S. Postal Service to 150 individuals or organizations that represent transportation providers, older adults, individuals with disabilities, and/or people with low incomes. The general public was invited and notified of the meeting through a variety of public announcements through the following websites and newspapers:

- ◆ Corydon Democrat
- ◆ Spring Valley Herald
- ◆ Paoli News Republican
- ◆ Salem Leader
- ◆ Clarion News

A list of all organizations invited to the meeting and their attendance/non-attendance status is provided in the Appendix.

During the first meeting, the facilitator presented highlights of historical coordinated transportation in the region and discussed the activities since from the 2008 Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area. Many of the participants in the meetings were involved in the 2008 planning process. Following the presentation, attendees were asked to identify the unmet transportation and mobility needs of the individual counties, and gaps in service. The focus of the discussions was transportation for older adults, individuals with disabilities, and people with low incomes. However, several topics discussed also impact mobility options for the general public.

Following the public and stakeholder meeting, public surveys were distributed to public libraries in each county of the region. Surveys were available for approximately four weeks. The purpose of the survey was to gather additional input about transportation from the general public and those individuals who may or may not be clients of the participating agencies. In addition to printed surveys at the libraries, the public survey was also available online, and advertised in the newspaper advertisements.

The following lists provide the identified unmet transportation needs and gaps in services that were identified by meeting participants or during the public survey process. Coordinated transportation stakeholders will consider these unmet needs and gaps in service when developing transportation strategies and grant applications.

### **Summary of Identified Unmet Mobility Needs and Gaps in Transportation Service**

- ◆ Southern Indiana transportation providers would like to have access to additional RTAP training in their region. Organizations are willing to have a pool of employees from multiple agencies in one training in order to meet the minimum class size requirements.
- ◆ Floyd and Clark Counties (Kentucky) need additional funding for TARC public transportation services. Individuals from Indiana travel across state lines and would utilize TARC public transportation.
- ◆ Harrison and Washington County transportation providers are not able to meet the demand from Veterans for transportation to appointments. Transportation providers that serve Veterans would like assistance from others to help relieve some of their demand.
- ◆ Additional transportation for older adults is needed.
- ◆ The Hispanic community is disenfranchised by their lack of access to local public transportation resources.
- ◆ The communities, in general, are not aware of the transportation resources that are available to them.
- ◆ Additional funding to advertise transportation is needed.
- ◆ The homeless population in Washington, Scott, Harrison, Crawford, and Orange Counties need transportation throughout the region as well as connections with transportation providers in neighboring counties where shelters and jobs are located.
- ◆ An assessment of needs should be done for the Amish communities in Crawford and Orange Counties.
- ◆ Individuals released from correctional institutions often need affordable, long-distance transportation and resources are limited.

- ◆ Transportation providers need to reduce the time it takes to make a trip reservation to improve efficiency.
- ◆ Dispatcher coordination software needs to be standardized across the region.

## **CHALLENGES TO COORDINATED TRANSPORTATION**

There are numerous challenges to the initial coordination of human service agency and public transportation in any community and region. Some of the unmet transportation needs listed in above are unmet because of the level of difficulty to implement strategies that will address them or funding to support the activity is not available.

While there are challenges to implementing coordination among various transportation providers, services, and funding sources, it is important to note that transportation coordination is being successfully implemented throughout the country, including in Indiana and Region 2. Therefore, issues such as conflicting or restrictive State and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort. There are many resources available to assist communities as they work together to coordinate transportation. Contact the Indiana Department of Transportation, Office of Transit (INDOT) (<http://in.gov/indot/2436.htm>) for assistance.

## **RESULTS OF THE GENERAL PUBLIC SURVEY**

The following text and tables outline the public survey results received from individuals living in Crawford, Harrison, Orange, Scott, and Washington Counties. Surveys were available on-line, at various non-profits, and public libraries. Efforts were made to advertise the survey in local newspapers and through word-of-mouth. Nonetheless, results were minimal and are not statistically valid. Each summary response is based on the number of responses received for individual questions. If an individual skipped a question or did not provide an eligible answer, the distribution of responses for that particular question will be based on fewer than five surveys. The distribution of survey results is listed below:

Crawford County: 0 Surveys  
 Harrison County: 2 Surveys  
 Orange County: 0 Surveys  
 Scott County: 1 Survey  
 Washington County: 2 Surveys

### **Time of Day When Transportation is Needed**

Respondents were asked what time of day they need transportation on a regular basis. Responses to multiple categories were accepted, therefore, the total results equal more than 100 percent. Responses from Harrison County targeted a need for transportation between 8:30 AM and 5:00 PM. The Scott County participant wanted transportation all day. And, in Washington County, one

respondent skipped the question, while one indicated a need for transportation between 5:00 AM and 8:30 AM. There were no responses from Crawford or Orange Counties.

**Exhibit IV.1: Time of Day when Transportation is needed on a Regular Basis by County**

What time do you need transportation on a regular basis?				
County	5:00 AM-8:30 AM	8:30 AM - 5:00 PM	5:00 PM- 8:00 PM	8:00 PM-10:00 PM
Crawford	N/A	N/A	N/A	N/A
Harrison	0.0%	100.0%	0.0%	0.0%
Orange	N/A	N/A	N/A	N/A
Scott	100.0%	100.0%	100.0%	100.0%
Washington	50.0%	0.0%	0.0%	0.0%

**Common Trip Purposes**

There was no single most common trip purpose identified for which transportation is needed on a regular basis.

**Exhibit IV.2: Trip Purposes for Which You Need Transportation on a Regular Basis by County**

What are the trip purposes for which you need transportation on a regular basis?							
County	Training/Education	Kids to Childcare/School	Shopping	Doctors/Dentist/ Other Medical	Visiting Family/Friends	Recreational Activities	Weekend & Holiday Travel
Crawford	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Harrison	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Orange	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scott	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%
Washington	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%

**Geographic Access to Transportation**

Survey respondents were asked if their transportation options are limited because of where they live. Only the Scott County respondent answered affirmative.

**Exhibit IV.3: Transportation Options Limited Because of Where Respondents Live, by County**

Is your transportation limited because of where you live?	
County	Yes
Crawford	N/A
Harrison	0.0%
Orange	N/A
Scott	100.0%
Washington	0.0%

**Mode of Transportation**

Survey respondents were asked how they usually get places. The most common response was “personal car/vehicle.” Other common modes of transportation for survey respondents included “bicycle/walk,” “Vanpool/Carpool,” or “public transportation.”

**Exhibit IV.4: Most Common Mode of Transportation by County**

How do you usually get places?								
County	Personal car/ Vehicle	Bicycle/ Walk	Family/ Friends	Vanpool/ Carpool	Public Transportation	Agency/ Senior Center	Taxi	Other
Crawford	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Harrison	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Orange	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scott	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Washington	100.0%	0.0%	50.0%	100.0%	50.0%	0.0%	0.0%	50.0%

**Ratings for Passenger or Public Transportation**

Survey respondents were asked to rate how accurately the following statement applies to them: “I have a car, but I would use/continue to use public transportation to do the following, if available.” The ratings were on a scale of 1 to 4 with “1” being the highest rating.

**Exhibit IV. 5: I have a Car, but I would Use/Continue to Use Public Transportation to do the Following by County**

County	The transportation I use:						
	Does a good job of getting me where I need to go.	Makes me wish there was something better.	Limits where I can work.	Is difficult for me to afford.	Makes it easy to do errands.	Is difficult for me to board.	Is not equipped to accommodate my disability accessibility needs.
Crawford	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Harrison	1.50	1.00	3.00	3.00	2.00	3.00	4.00
Orange	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scott	4.00	1.00	1.00	N/A	4.00	N/A	N/A
Washington	1.00	2.00	2.00	3.00	4.00	4.00	4.00

Survey respondents were asked to rate their current transportation on a scale of 1 to 4, with 1 being the best. The following exhibit illustrates the distribution of responses by topic and county.

**Exhibit IV.6: Rating the Transportation Used by Survey Respondents by County**

County	I would use public buses regularly if:									
	I knew what was available.	There were bus routes where I lived.	Wait time for pick-up was shorter.	Bus arrival time was more reliable.	It was easier for me to schedule.	I felt safe.	Someone taught me to use the bus.	Buses were easier to board.	Language was not a problem.	
Crawford	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Harrison	2.00	3.00	2.00	2.00	2.00	3.00	2.00	3.00	3.00	
Orange	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Scott	1.00	1.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Washington	1.00	1.00	1.00	1.50	2.50	1.00	1.50	1.00	1.50	

Survey respondents were asked what characteristic of public transportation service would encourage them to use it regularly. A rating of “1” is the highest possible score; a rating of “4” is the lowest. Common categories that received high ratings in Scott and Washington Counties were knowing what service was available and having bus routes where respondents live.

**Exhibit IV. 7: Transportation Service that would Encourage People to Ride by County**

County	I would use public buses regularly if:								
	I knew what was available.	There were bus routes where I lived.	Wait time for pick-up was shorter.	Bus arrival time was more reliable.	It was easier for me to schedule.	I felt safe.	Someone taught me to use the bus.	Buses were easier to board.	Language was not a problem.
Crawford	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Harrison	2.00	3.00	2.00	2.00	2.00	3.00	2.00	3.00	3.00
Orange	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scott	1.00	1.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Washington	1.00	1.00	1.00	1.50	2.50	1.00	1.50	1.00	1.50

**Survey Respondent Demographics and Socio-Economic Conditions**

The following exhibit outlines the age and gender demographics of individuals who participated in the public survey. Demographic data was not provided from respondents in Crawford and Orange Counties.

**Exhibit IV.8: Age and Gender of Survey Respondents**

County	Demographics - Age					Gender	
	Under 19	20-34	35-54	55-64	65 and Over	Male	Female
Crawford	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Harrison	0.0%	0.0%	50.0%	50.0%	0.0%	100.0%	0.0%
Orange	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scott	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Washington	0.0%	0.0%	100.0%	0.0%	0.0%	50.0%	50.0%

Survey respondents were invited to list their total annual household income. Household income is an indication of a need for public transportation as well as a need for services from local human service agency programs.

**Exhibit IV.9: Annual Household Income, by County**

Total Annual Household Income					
County	\$0-9,999	\$10,000- \$19,999	\$20,000- \$29,999	\$30,000- \$44,999	\$45,000
Crawford	N/A	N/A	N/A	N/A	N/A
Harrison	0.0%	0.0%	0.0%	0.0%	100.0%
Orange	N/A	N/A	N/A	N/A	N/A
Scott	100.0%	0.0%	0.0%	0.0%	0.0%
Washington	100.0%	0.0%	0.0%	0.0%	0.0%

Survey respondents were asked a few questions to describe their proficiency with the English language. No responses were received from Crawford or Orange Counties. In all other cases, 100 percent of survey respondents indicated that English is their first language. One of the survey respondents from Washington County, however, indicated a need for transportation information to be translated into a language other than English.

**Exhibit IV.10: Limited English Proficiency**

County	Is English Your First Language?	to Transportation Information in a Language Other than English?
	Yes	Yes
Crawford	N/A	N/A
Harrison	100.0%	0.0%
Orange	N/A	N/A
Scott	100.0%	0.0%
Washington	100.0%	50.0%

# Implementation

## V. IMPLEMENTATION PLAN

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The second Region 2 coordinated public and stakeholder meeting was attended with representation from human service organizations, members of the general public, and medical service providers. The group was provided with results of the community and agency surveys and a list of potential coordinated transportation goals for Region 2 as a result of the surveys and previous meeting.

Region 2 has two public transit providers, SITS and Orange County Transit. Together, the two providers cover the entire region. In addition to the public transportation that is provided here, several agencies provide services for older adults and people with disabilities.

The following goals were identified by the plan participants to address the unmet transportation needs and gaps in services for the area.

**Goal #1: Create a Formal Information and Referral System for Use by Human Service Agencies and their Clients, as well as the General Public.**

This goal is derived from the identified need to share the demand for transportation of Veterans. The system will also help anyone seeking transportation in the area to learn about the options that are available.

**Goal #2: Obtain the Necessary Capital Assistance, Including Vehicles and Related Equipment and New Technology, to Improve Existing Mobility Options and Serve More People.**

It is important that transit providers continue to obtain the capital assistance that is needed to meet their service requirements and to enhance the traveling experience for their passengers. Various types of vehicles should be considered that together will meet the needs of seniors, persons with disabilities, and individuals with low-income. Technology utilization can result in new levels of efficiency in terms of communicating with passengers, scheduling trips, billing, and managing a safe transportation program. Additional capital resources, along with technology, will create efficiencies and improve communication with passengers, the public, internally, and between coordinating agencies.

**Goal #3: Improve or Expand Transportation Connections to Providers in Neighboring Regions.**

Goal #3 pertains to the importance of building upon the opportunities for individuals to travel into or out of the area from neighboring counties. Opportunities to develop transfer points and/or inter-city service are discussed here.

**Goal #4: Standardize and Update Driver and Staff Training for All Transportation Providers in the Area**

Goal #4 addresses the identified need for driver and staff training in southern Indiana. It is difficult for providers to find the time and dedicate the resources to send staff to training sessions that are several hours driving distance outside of the local area.

## GOALS AND STRATEGIES

The following tables outline the timeframe, responsible party, and performance measure(s), for implementation of each of the above noted coordination goals and objectives. The implementation timeframes/milestones are defined as follows:

- ◆ Near-term – Activities to be achieved within 1 to 24 months.
- ◆ Long-term – Activities to be achieved within 2 to 4 years.
- ◆ Ongoing - Activities that either have been implemented prior to this report, or will be implemented at the earliest feasible time and will require ongoing activity.

Goals and implementation strategies are offered in this chapter as a guideline for leaders in the coordination effort as well as the specific parties responsible for implementation. Goals and strategies should be considered based upon the available resources during the implementation time period.

### **Goal #1: Create a Formal Information and Referral System for Use by Human Service Agencies and their Clients, as well as the General Public.**

**Strategy 1.1:** Create a regional information and referral system for use by human service agency clients, veterans, and the general public that provides information about schedules, service hours, fares, passenger eligibility and reservation procedures and refers callers to the transportation provider that can address the customer’s needs. Develop a central call number (toll-free) for information and referral purposes for anyone in the area who needs transportation.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange

<u>Implementation Time Frame:</u> Mid-Term (13-24 months)	<u>Staffing Implications:</u> Designated manager will be needed.
<u>Implementation Budget:</u> Minimal expense for labor to update information as needed.	
<u>Potential Grant Funding Sources:</u> Mobility management activities are eligible for funding under the Section 5311 (rural) grant programs. A 20% local match is required. Local match may be derived from local resources and/or any non-US DOT funding program. Certain Veterans Administration funding programs are also eligible as local match if services improve mobility for veterans.	

**Responsible Parties:** Public transportation providers and human service agencies from each county.

**Performance Measures:**

- ◆ Regional information and referral system established
- ◆ Number of calls received and referrals made

**Strategy 1.2:** Increase community outreach to identify available services and information on how to utilize existing transportation services, with providers taking the opportunity to speak to civic organizations, human service agencies, and community groups. Distribute the brochure developed as part of Strategy 1.4 at these events.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required.
<u>Implementation Budget:</u> No additional budget.	
<u>Potential Grant Funding Sources:</u> NA	

**Responsible Parties:** Public transportation providers and human service agencies from each county.

**Performance Measures:**

- ◆ Number of presentations made to area organizations and agencies
- ◆ Increase in the number of inquiries received by transportation providers from organizations and individuals that attend the civic meetings
- ◆ Increase in ridership
- ◆ Increase in the number of local funding partners

**Strategy 1.3:** Conduct presentations on public and coordinated transportation at meetings for local elected officials. Develop a PowerPoint presentation to be used that includes ridership figures, trip purposes, service descriptions, and testimonials/comments from riders.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required.
<u>Implementation Budget:</u> No additional budget.	
<u>Potential Grant Funding Sources:</u> NA	

**Responsible Parties:** Public transportation providers and human service agencies from each county

**Performance Measures:**

- ◆ PowerPoint presentation developed
- ◆ Number of presentations made to local elected officials
- ◆ Increase in level of support for coordinated transportation from local elected officials

**Strategy 1.4:** Develop an informational brochure on the benefits of public, human service agency, and/or coordinated transportation that could be broadly distributed to local government officials, human service agency staff, and businesses.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange

<u>Implementation Time Frame:</u> Mid-Term (13-24 months)	<u>Staffing Implications:</u> No additional staff required.
<u>Implementation Budget:</u> Minimal expense for labor, printing and postage.	
<u>Potential Grant Funding Sources:</u> Mobility management activities are eligible for funding under the Section 5311 (rural) grant program. A local match of 20% is required for mobility management. Local match may be derived from any non-US DOT funding program or local programs and agencies.	

**Responsible Parties:** Public transportation providers and human service agencies from each county.

**Performance Measures:**

- ◆ Informational brochure prepared
- ◆ Number of brochure copies distributed

- ◆ Increase in the number of new riders served by participating agencies
- ◆ Increase in the number of trips provided

**Strategy 1.5:** Submit informational articles on public and/or coordinated transportation to the local newspaper and to agency newsletters. Encourage riders/consumers to write positive letters to the editor regarding their transportation service experience.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> NA	
<u>Potential Grant Funding Sources:</u> NA	

**Responsible Parties:** Public transportation providers and human service agencies from each county.

**Performance Measures:**

- ◆ Articles submitted to newspapers
- ◆ Increase in ridership
- ◆ Decrease in information requests as transportation services information and updates reach potential passengers

**Strategy 1.6:** Work to inform human service agencies that there are no restrictions on the joint use of vehicles and types of individuals that may be transported on the vehicles. This will facilitate more coordination of vehicles and client mixing.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> No additional budget required. Savings or cost-efficiency is likely to occur if vehicle sharing agreements are developed.	
<u>Potential Grant Funding Sources:</u> NA	

**Responsible Parties:** Public transportation providers and human service agencies from each county.

**Performance Measures:**

- ◆ Decrease in questions regarding vehicle restrictions
- ◆ Increase in the number of coordinated trips provided

**Strategy 1.7:** Maintain or establish a travel-training program for individual users on awareness, knowledge, and skills of public and alternative transportation options available in each county in the Region. Training can be provided to organizations, civic groups, and on an individual basis as needed. Materials that outline training highlights should be produced and distributed to attendees.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange

<p><u>Implementation Time Frame:</u> Ongoing</p>	<p><u>Staffing Implications:</u> Staffing could be shared by participating organizations and/or minimized through the use of volunteers.</p>
<p><u>Implementation Budget:</u> To be determined based on approach to implementing the program.</p>	
<p><u>Potential Grant Funding Sources:</u> Potential for Section 5311 (rural) public transportation grants. As a mobility management effort, this program could be eligible as a capital grant application which requires a 20% local match. Local match may be derived from non-US DOT Federal programs or local resources.</p>	

**Responsible Parties:** Public transportation providers and human service agencies from each county.

**Performance Measures:**

- ◆ Travel-training program initiated
- ◆ Materials produced and distributed
- ◆ Number of individuals trained
- ◆ Customer satisfaction and comfort level improves
- ◆ Increase in ridership

**Goal #2: Obtain the Necessary Capital Assistance, Including Vehicles and Related Equipment and New Technology, to Improve Existing Mobility Options and Serve More People.**

**Strategy 2.1:** Each public and agency transportation provider will develop a five-year vehicle replacement schedule, considering both replacement and expansion vehicles to meet service expansion plans and ensuring that the replacement schedule will meet rider’s accessibility needs.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange

<u>Implementation Time Frame:</u> Near-term (1-12 months)	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> Cost of vehicles.	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers and Section 5310 for human service agencies and public transportation providers. A 20% local match is required for capital purchases. Local match may be derived from local resources as well as any non-US DOT Federal funding program.	

**Responsible Parties:** Public and human service transportation providers.

**Performance Measures:**

- ◆ Five-year vehicle replacement plans completed
- ◆ Vehicle fleets are safe and efficient
- ◆ Customer satisfaction
- ◆ Improved cost efficiency of the transportation operators

**Strategy 2.2:** Update and improve vehicle fleets by applying to INDOT for Section 5310 and Section 5311 capital assistance. The grant applications should be coordinated and demonstrate local coordination efforts to meet the identified needs and gaps in service. Only accessible vehicles should be acquired. Further evaluate the feasibility of vehicle sharing among area providers as schedules permit to increase transportation options and save on capital costs.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> Price of vehicles and equipment	
<u>Potential Grant Funding Sources:</u> Section 5311 (rural) for public transportation providers; Section 5310 for human service agencies and public transportation providers. A 20% local match is required.	

**Responsible Parties:** Public and human service transportation providers

**Performance Measures:**

- ◆ Number of coordinated capital applications submitted
- ◆ Number of vehicles acquired
- ◆ Number of vehicle sharing arrangements
- ◆ Amount of increased ridership/trips

**Strategy 2.3:** Acquire vehicles that accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600-pound design load, and the acquisition of heavier-duty vehicles for paratransit and/or demand response service.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> Price of vehicles and equipment.	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers and Section 5310 for human service agencies and public transportation providers. Local match of 20% is required. Local match may be derived from any non-US DOT Federal source and/or local resources.	

**Responsible Parties:** Public and human service transportation providers.

**Performance Measures:**

- ◆ Number of mobility aids accommodated
- ◆ Necessary funding is secured
- ◆ Number of oversized mobility aids accommodated
- ◆ Number of individuals with disabilities served
- ◆ Number of trips provided for people with all sizes of mobility aids

**Strategy 2.4:** Purchase and utilize scheduling software for public transportation providers. Scheduling software enables providers to share trip schedules, identify the number of vacant seats available on each vehicle, and tracks performance of trips provided. Transportation providers can jointly purchase or share licensing of software to facilitate the efficient performance of the providers in each county. Transportation providers that currently use scheduling software should be able to communicate with other scheduling software programs to share trip information.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange

Implementation Time Frame:

Mid-term (13-24 months)

Staffing Implications:

None. Will increase productivity of dispatchers.

Implementation Budget:

Price of software and possibly hardware; New hardware may be necessary to accommodate software functionality.

Potential Grant Funding Sources: Possible funding sources include local grants and FTA Section 5310 or 5311, if considered eligible under INDOT guidelines. Local match of 20% may be derived from non-US DOT Federal funding programs or local sources.

**Responsible Parties:** Public and human service transportation providers.

**Performance Measures:**

- ◆ Increase in ridership as scheduling efficiency improves
- ◆ Increased number of trips shared between multiple providers
- ◆ Increased number of trips provided/month/year
- ◆ Amount of time reduced to schedule a trip

**Goal #3: Improve or Expand Transportation Connections to Providers in Neighboring Regions.**

**Strategy 3.1:** Evaluate the possibility of expanding the service provided by existing providers to specifically benefit Amish residents and the underserved Hispanic community, with consideration given to providing this service in a deviated fixed route manner. This should include conducting public outreach meetings to receive feedback from the public and the targeted markets on the adequacy of existing services and needs that are not being met. Coordination with human service agencies and faith-based organizations that serve the targeted communities will be necessary.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange

<u>Implementation Time Frame:</u> Long-Term (24 months or longer)	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> To be determined based on service design.	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers. A 50% local match is required for Section 5311 operating dollars.	

**Responsible Parties:** All local transportation providers.

**Performance Measures:**

- ◆ Service evaluation completed
- ◆ Expansion of transit service initiated
- ◆ Necessary Section 5311 funding secured
- ◆ Ridership on expansion service

**Strategy 3.2:** SITS and Scott County’s human service transportation providers should conduct a cost-benefit analysis of providing various levels of cross-county service to connect with TARC in Kentucky.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange

<u>Implementation Time Frame:</u> Mid-Term (13-24 months)	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> To be determined based on service design.	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers (50% local match required).	

**Responsible Parties:** SITS and Scott County human service agency transportation providers.

**Performance Measures:**

- ◆ Cost-benefit analysis completed
- ◆ Expansion of transit service
- ◆ Funding secured
- ◆ Ridership on expansion service/numbers of connections made



**Strategy 3.3:** To improve the provision of intercity transportation in Orange County, Orange County Transit should meet with respective managers of the Transit Authority of Stone City and Mitchell Transit Service to discuss the possibility of establishing transfer points to coordinate passenger travel among the providers.

**Counties Included:** Orange

<u>Implementation Time Frame:</u> Near-Term (1-12 months)	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> Minimal cost for informational materials.	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers (50% local match required) for changes in service that would be expansions for the existing providers (i.e., transfer points).	

**Responsible Parties:** Transit Authority of Stone City, Mitchell Transit Service and Orange County Transit

**Performance Measures:**

- ◆ Meeting(s) among transit providers are held
- ◆ Transfer points established
- ◆ Number of resulting transfers
- ◆ Necessary funding secured to cover expansions in existing services to include transfers

**Strategy 3.4:** Applications should be submitted commensurate with the level of additional funding needed to support the services implemented as a result of the above effort.

**Counties Included:** Orange

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> To be determined	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers (50% local match required).	

**Responsible Parties:** Orange County Transit

**Performance Measures:**

- ◆ Number of funding applications submitted/amount of funding received
- ◆ Volume of service initiated (additional hours, routes, etc.)
- ◆ Ridership on expanded services

**Strategy 3.5:** Once the regional transfers/coordinated service has been planned, strenuous efforts should be made to inform the public of the availability of the service.

**Counties Included:** Orange

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> Cost of informational materials and other public notice efforts.	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers (50% local match required).	

**Responsible Parties:** Orange County Transit

**Performance Measures:**

- ◆ Efforts made to inform public of expanded services
- ◆ Ridership on expanded services

**Goal #4: Standardize and Update Driver and Staff Training for All Transportation Providers in the Area.**

**Strategy 4.1:** Work with the Indiana RTAP office to establish additional regional trainings in the local area.

**Counties Included:** Washington, Scott, Harrison, Crawford, and Orange

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> Cost of hosting the training.	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers (50% local match required).	

**Responsible Parties:** Orange County Transit or SITS would sponsor the regional training. Local agencies would be eligible to attend.

**Performance Measures:**

- ◆ Improved safety records for transportation providers
- ◆ Improved passenger satisfaction with safety and customer service
- ◆ Number of drivers serving the region who are trained
- ◆ Number of training courses offered in the region

## **VI. POTENTIAL GRANT APPLICATIONS**

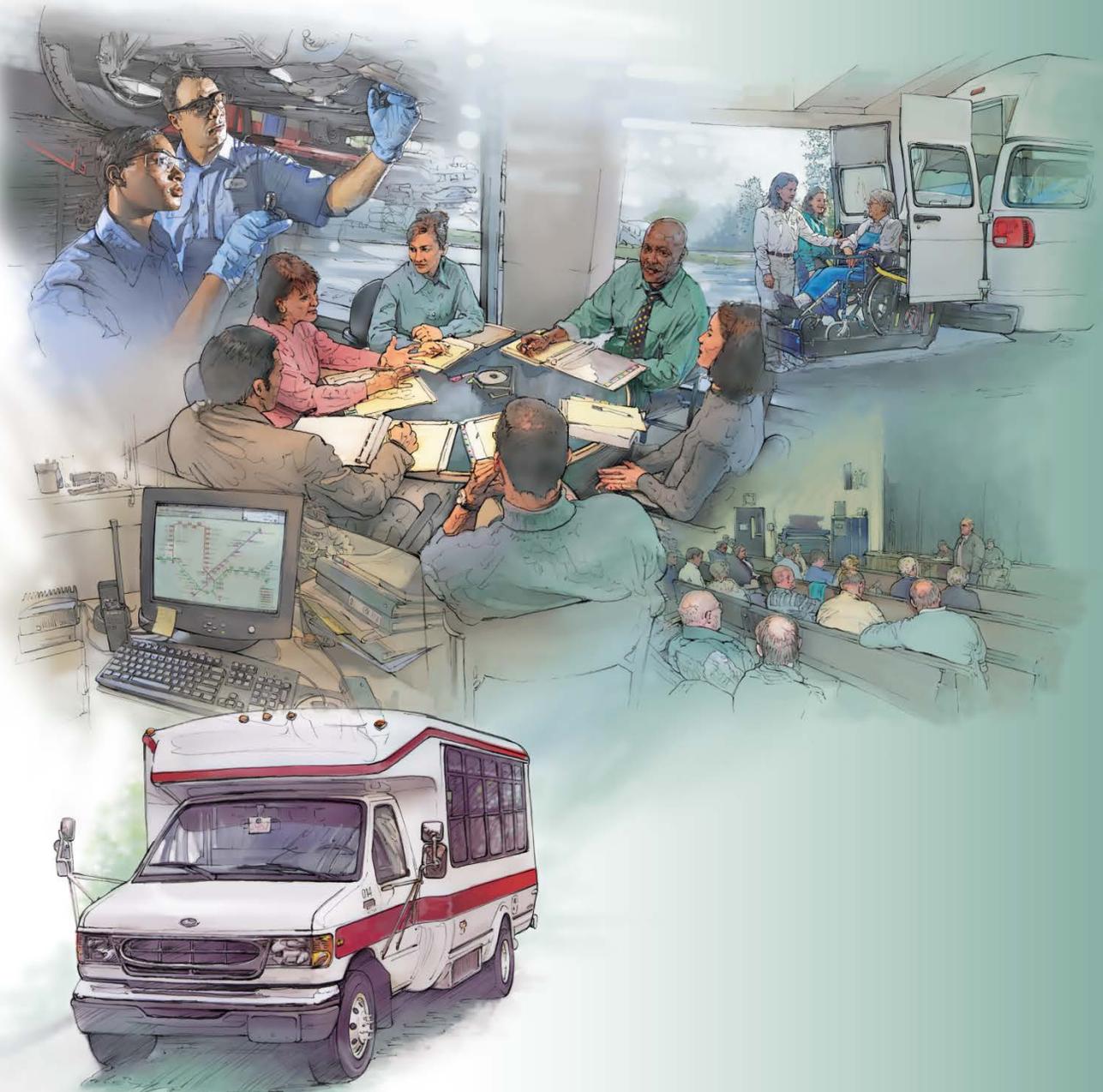
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All Section 5310 grant funds will be available through a competitive process. Please also note that each grant application for Section 5310 and Section 5311 will be considered individually to determine if the proposed activities to be supported by the grant adequately meet the requirements of the intended funding program. Grant applications for strategies that do not meet the intended requirements of the Federal MAP-21 grant program will not be awarded, regardless of the designated eligibility in this report.

The implementation timeframe for each strategy ranges from the date of this report through 2017. It is noted that a coordinated transportation working group (such as a regional coordination committee or TAC) should update this plan on an annual basis and as new coordinated transportation strategies and objectives are developed.



**Coordinated Public Transit-Human Services  
Transportation Plan Update  
APPENDIX**



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## INDOT REGION 2 CHECK SHEET

### Focus Group

#### *Stakeholder and General Public Meetings*

Date: Meeting 1: 02/26/13 Meeting 2: 04/12/13

Locations: Harrison County Community Foundation, Corydon, IN

#### *Invitations Distributed*

U.S. Mail: Meeting 1: 02/07/13 Meeting 2: 03/25/13

Email: 02/07/13 and 03/25/13

Web Posting:

Newspaper Notice: Corydon Democrat, Spring Valley Herald, Paoli News Republican, Salem Leader, Clarion News

Radio/TV PSAs:

Other:

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.

Number of Attendees (by location & date): Meeting 1: 8 (02/25/13); Meeting 2: 3 (04/9/13)

Invitation letter and mailing list attached.

Copies of flyers, brochures, etc.

Copy of Public Notice from each newspaper in which it appeared

Copy of email invitation and mailing list attached.

Sign-in Sheets attached. (Attendee List)

Copy of web posting (if available)

Focus Group Summary Included in Report

### Surveys

Date(s) Surveys Were Distributed: March – August 2013

U.S. Mail

Web Posting: Survey Monkey

E-mail Upon request

Other (please specify): Public Libraries

Newspaper Notice:

Radio/TV PSAs:

Distributed in local community/senior centers, etc.

Information was provided in alternative formats, upon request.

Number of Surveys Distributed:

Number of Surveys Returned: 5

Listing of Survey Recipients attached

**Other Outreach Efforts**

- Flyers or Brochures
- Senior Centers
- Community Centers
- City/County Offices
- Other: Telephone interviews with key stakeholders

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.:

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

## **NEWSPAPER ANNOUNCEMENT MEETING 1**

The Indiana Department of Transportation, Blue River Public Transit and Orange County Public Transit are conducting a regional coordinated public transit-human services transportation plan update meeting for Washington, Scott, Perry, Harrison, Crawford and Orange Counties. The public meeting will be held on **February 26, 2013 from 10:00 a.m. to 12:00 p.m.** at the **Harrison County Community Foundation 1523 Foundation Way NE. Corydon, IN 47112.** The agenda includes the content of the current plan, unmet transportation needs, existing coordination efforts, and the process for developing an action plan for 2013-2017. **This public meeting will provide a unique opportunity for the public to share transit needs and vision for their community. Transportation providers, human service agencies, and other advocates will also want to attend to discuss this important topic.**

Agencies who receive or intend to receive funding under MAP-21 Section 5310 and Section 5311 programs must participate in coordination planning and development.

Please RSVP by February 21, 2013 to Megan Lawson, Indiana Rural Transit Assistance Program at 812-372-3794 or [mlawson@indianartap.com](mailto:mlawson@indianartap.com).

Harrison County Community Foundation is an accessible facility. If you require any additional assistance, please contact Megan Lawson, at 812-372-3794 or [mlawson@indianartap.com](mailto:mlawson@indianartap.com).

Interested parties unable to attend may send their comments to Zach Kincade at: [zkincade@rlsandassoc.com](mailto:zkincade@rlsandassoc.com) or to RLS & Associates, Inc. 3131 S. Dixie Hwy. Suite 545 Dayton, OH. 45439.

## **Newspaper Announcement Meeting 2**

### **2<sup>ND</sup> AND FINAL PUBLIC MEETING: PLEASE ATTEND**

INDOT-Transit invites you to participate in the 2013 Coordinated Public Transit-Human Services Transportation Plan Update for Washington, Scott, Harrison, and Crawford, Counties.

**Why:** To review the goals and strategies designed to meet the unmet transportation needs as discussed at the February 26<sup>th</sup> meeting. Attendees will help rank the goals and strategies.

**When:** April 12, 2013 from 10:00 a.m. to 12:00 p.m. EST

**Where:** Harrison County Community Foundation, 1523 Foundation Way NE Corydon, IN 47112

**Who Should Attend?** Any public, private, faith-based, non-profit, or for-profit organization that serves or represents individuals with disabilities, older adults, or people with low incomes should attend. Also, any organization intending to apply for funding through the Federal Transit Administration's Section 5310 (and New Freedom) Program or Section 5311 Rural Public Transit Funding (and Job Access Reverse Commute) must participate in the planning process. The general public is also encouraged to attend.

Questions may be directed to Megan at [mlawson@indianartap.com](mailto:mlawson@indianartap.com) or 1-800-709-9981

**INDOT Region 2 Mailing List**

Contact Person	Organization Name	Address Line 1	Address Line 2	City	State	Zip
	Alan Waynick	212 E. Main St		Paoli	IN	47461
	Alvin M. Brown	303 N. Capitol Ave		Corydon	IN	47115
	AMERICAN RED CROSS	678 W WALNUT ST		SCOTTSBURG	IN	47170
Director	American Red Cross	1099 Marci Lane		Georgetown	IN	47122
Mr. Steve Warren	Bedford Ford Lincoln Mercury, Inc.	10050 SR 37 S		Bedford	IN	47421
	BEE HIVE ASSISTED LIVING HOME	1496 N GARDNER ST		SCOTTSBURG	IN	47170
Daniel Lowe	BLUE RIVER SERVICES, INC.	P.O. Box 547		CORYDON	IN	47112
Liz Tyree	Blue River Services, Inc.	P.O. Box 547		Corydon	IN	47112
Judy Hall	Blue River Services, Inc.	P.O. Box 547		Corydon	IN	47112
	Byron Green	100 Public Square, Suite 103		Salem	IN	47168
	Cannelton City Schools	125 S 6th St		Cannelton	IN	47520
	CARDINAL HEALTHCARE OF SCOTTSBURG	1350 N TODD DR		SCOTTSBURG	IN	47170
Marcy Nance	Case Manager, IPMG	211 S. Campbellsburg-Livonia Rd		Campbellsburg	IN	47108
Director	Church of Christ	400 N. Mulberry St.		Corydon	IN	47112
Director	Community Action of Southern Indiana (CASI)	1613 E. 8th Street		Jeffersonville	IN	47131
	COMMUNITY HEALTH TRUST INC	407 N MAIN ST		SALEM	IN	47167
Director	Corydon Health Care Ctr	315 Country Club Rd.		Corydon	IN	47112
Rudy Freeman	County Highway	Greenbriar Drive		Paoli	IN	47454
Herb Gordon	Crawford Co. FCS	P.O. Box 129		English	IN	47118
Carol Preflatish	Crawford County FCS	P.O. Box 129		English	IN	47118
	CRAWFORD COUNTY SENIOR CITIZENS CENTER INC	411 W CHURCH ST		ENGLISH	IN	47118
Don DuBois, Ex. Director	Crawford Economic Dev.	6225 E. Industrial Lane		LEAVENWORTH	IN	47137
	Daniel Crecelius	2271 N. Crecelius Rd		Milltown	IN	47145
	David Jones	854 N. Depot Hill Rd		Milltown	IN	47145
	Dawson Souder	108 Public Square, Suite 103		Salem	IN	47176
	DISABLED AMERICAN VETERANS	5404 N TERRY RD		AUSTIN	IN	47102
	Donald Crockett	8616 S. 550 W. Lafayette		Paoli	IN	47909
	Donna Atchison	205 E. Main St		Paoli	IN	47454
	East Washington School Corp.	1050 N Eastern School Rd		Pekin	IN	47165
	FAMILY SUPPORT SERVICES	1642 W MCCLAIN AVE		SCOTTSBURG	IN	47170
Cheryl Longest	First Chance Center	P.O. Box 267		Paoli	IN	47454
Louise O'Connell	First Chance Center	P.O. Box 267		Paoli	IN	47454
	FIRST STEPS COORDINATING COUNCIL	1642 W MCCLAIN AVE		SCOTTSBURG	IN	47170
	FURTHERING YOUTH, INC	7647 GOLDEN DAVIS NW		NEW SALISBURY	IN	47161
	Garbara Gilliatt	208 E. Main St		Paoli	IN	47457
Mr. Gary Lewis	Gary's Service Center	1400 N SR 37		Paoli	IN	47454
	Gerdon Youth Center	P.O. Box 215		Corydon	IN	47112
	Greg Farlow	207 E. Main St		Paoli	IN	47456
	HARDINBURG COMMUNITY ASSOCIATION INC	6066 E COUNTY RD 775 S		MARENGO	IN	47140
	HARDINBURG SENIOR CITIZENS, CORP.	6973 S COUNTY RD 675 E		HARDINBURG	IN	47125
	Harrison Co. Comm. Services	P.O. Box 308		Corydon	IN	47112
ATTN: Shirley Raymond	Harrison Co. Community Services	101 W. Highway 62		Corydon	IN	47112
Jim Miller	Harrison Co. FCS	P.O. Box 366		Corydon	IN	47112
Mary Shields	Harrison Co. FCS	P.O. Box 366		Corydon	IN	47112
Director	Harrison Co. Office of Family and Children	2026 Highway 337 NW		Corydon	IN	47112
Dr. Beverly Garrison	Harrison Co. Special Ed.	121 High School Road		Corydon	IN	47112
Rick Cooper	Harrison County Community Services	PO Box 308		Corydon	IN	47112
	HARRISON EDUCATION AND LITERACY PROGRAM , INC	5670 CEDAR VIEW CT NE		CORYDON	IN	47112
Director	Harrison Health and Rehab Ctr	150 Beechmont Dr. NE		Corydon	IN	47112
	HARRISON-CRAWFORD VETERANS COUNCIL	108 2ND ST		MILLTOWN	IN	47145
	Honorable Larry Blanton, Judge	Orange County Circuit Court		Paoli	IN	47454
John Kuss	Hoosiers Hill Pact Center	35 North Public Square		Salem	IN	47167
Gregory E. Powers	Human Resources Administration Manager	11999 Ave. of the Emperors		Elizabeth	IN	47117
Director	Indian Creek Health and Rehab	240 Beechmont Dr. NE		Corydon	IN	47112
Mr. Tom Hamilton	Indiana Department of Transportation	100 North Senate Ave. Room N 901		Indianapolis	IN	46204
Brian Jones	INDOT: Section 16 Manager	100 North Senate, Room N901		Indianapolis	IN	46204
James English	INDOT: Section 5311 Manager	100 North Senate, Room N901		Indianapolis	IN	46204
Director	Interfaith Community Council/Retired Senior Volunteer Program	702 East Market Street		New Albany	IN	47150
	James D. Buchanan	One E. McClain Ave., Suite 134		Scottsburg	IN	47174
	James Day	102 Public Square, Suite 103		Salem	IN	47170
	James McDonald	210 E. Main St		Paoli	IN	47459
	James Nice	107 Public Square, Suite 103		Salem	IN	47175
	James Springer	205 E. Main St		Paoli	IN	47454
	Jerry Brewer	3370 N. Ross Rd.		Merengo	IN	47140
	Jim Elliott	4461 E. Miller Rd		Merengo	IN	47140
	Jim Schultz	P.O. Box 316		English	IN	47118
	Jim Taylor	7144 E. Hardinsburgh Rd		Merengo	IN	47140
ATTN: Judy	Joe Rhoads Senior Citizen Center	123 S. Mulberry St.		Corydon	IN	47112
	John D. Fultz	104 Public Square, Suite 103		Salem	IN	47172
	John F. Noblitt	211 E. Main St		Paoli	IN	47460
	JUBILEE COMMUNITY HEALTH, INC	202 CHERRY ST		PAOLI	IN	47454
	Kelley Robbins	One E. McClain Ave., Suite 138		Scottsburg	IN	47178
	Kermit Lamb	209 E. Main St		Paoli	IN	47458
	Lary Blevins	One E. McClain Ave., Suite 130		Scottsburg	IN	47170
	LIFELINE OF WASHINGTON COUNTY, INC	4517 E SR 160		SALEM	IN	47167
Dick Joslin	Lifespan Resources	426 Bank St, Suite 100	P.O. Box 995	New Albany	IN	47151
ATTN: Susan Chepa	Lifespan Resources, Inc.	P.O. Box 995		New Albany	IN	47151
ATTN: Marshal Lowery	Lifespring Mental Health Svcs	460 Spring St.		Jeffersonville	IN	47130
	Lincoln Hills Development Corp	600 E. Chestnut Street		Corydon	IN	47112
Janet Lubbers	Lincoln Hills Div. of Elderly	P.O. Box 43		English	IN	47118
	Lost River Career Coop.	610 Elm St		Paoli	IN	47454
	Mark Hays	One E. McClain Ave., Suite 131		Scottsburg	IN	47171
	Marvin Lee Richey	One E. McClain Ave., Suite 137		Scottsburg	IN	47177
	Mayor Bill Graham	2 East McClain Avenue		Scottsburg	IN	47170
	Mayor David Bower	Salem City Hall		Salem	IN	47167
	Mayor Gary Pruett	407 S 6th Street		Mitchell	IN	47446
	Mayor Shawna Girgis	1116 16th Street		Bedford	IN	47421
Director	Medi-Ride	P.O. Box 311		Salem	IN	47167
	Merwyn T. Fisher	103 Public Square, Suite 103		Salem	IN	47171
ATTN: Becki Rucker	Metro United Way	405 East Court Ave, Suite 3		Jeffersonville	IN	47131
	Michael Goering	99 Public Square, Suite 103		Salem	IN	47167

**INDOT Region 2 Mailing List**

Contact Person	Organization Name	Address Line 1	Address Line 2	City	State	Zip
Angie Kleer	Michell Timperman Ritz Architects	319 Bank Street		New Albany	IN	47150
	Mike. D. White	One E. McClain Ave., Suite 139		Scottsburg	IN	47179
	Mingnon Marshall	106 Public Square, Suite 103		Salem	IN	47174
Transportation Director	Mitchell Transit Service	407 South 6th Street		Mitchell	IN	47446
	Mr. Marshall Noble	9392 W Hillside Drive		French Lick	IN	47432
	Mrk Manship, M.D.	105 Public Square, Suite 103		Salem	IN	47173
	NAVY SEABEE VETERANS OF AMERICA	7811 S COUNTY RD 500 E		HARDINSBURG	IN	47125
Amy Salazar	New Albany Parks Department	1140 Griffin St.		New Albany	IN	47130
John Watkins	New Hope Services	725 Wall Street		Jeffersonville	IN	47130
	NEW SALISBURY COMMUNITY HEALTH SERVICES INC	1164 HARTLAGE AVE NW		CORYDON	IN	47112
	North Harrison Comm. Sch. Corp	1260 Highway 64 NW		Ramsey	IN	47166
	OHIO VALLEY SENIOR CITIZENS OF LEAVENWORTH AREA	529 W OLD 62		LEAVENWORTH	IN	47137
Lawrence Myers	Older Americans Services Corp.	P.O. Box 206		Orleans	IN	47452
	Orange County Auditor	205 E Main Street, Suite 1		Paoli	IN	47454
Mr. James McDonald	Orange County Council	7185 E CR 525 S		HARDINSBURG	IN	47125
Mr. Greg Farlow	Orange County Council	1029 E Indian Trail Road		Paoli	IN	47454
Ron Knicrien	Orange County Highway Department	727 N. Greenbrow St.		Paoli	IN	47454
Mr. Art Hampton	Orange County Publishing	PO Box 190		Paoli	IN	47454
	ORANGE COUNTY SENIOR CITIZENS CENTER INC	PO BOX 186		WEST BADEN SPRINGS	IN	47469
Mr. Richard Dixon, Sheriff	Orange County Sheriff's Office	205 East Main Street		Paoli	IN	47454
Director	Orange County Transit	986 W. Hospital Road		Paoli	IN	47454
Robert Henderson, Exec. Director	Orleans Chamber of Commerce	PO Box 9		Orleans	IN	47452
Ms. Nancy Wright	Orleans Progress Examiner	2nd & Washington Street		Orleans	IN	47452
	PARTNERSHIP EMPLOYMENT SERVICES	1092 W COMMUNITY WAY		SCOTTSBURG	IN	47170
	PEKIN COMMUNITY BETTERMENT ORGANIZATION INC	5587 E NEWLON RD		PEKIN	IN	47165
Director	Perry County Council on Aging	P.O. Box 163		Cannelton	IN	47520
	Phillip Lofton	101 Public Square, Suite 103		Salem	IN	47169
	RANDY GILMORE	8786 W. STATE RD. 64		Birdseye	IN	47513
	Randy L. Emmons	206 E. Main St		Paoli	IN	47455
	Raymond W. Jones	One E. McClain Ave., Suite 136		Scottsburg	IN	47176
	Robert Kellems	2760 N. Newkirk Lane		Taswell	IN	47175
	Robert Tobias	One E. McClain Ave., Suite 132		Scottsburg	IN	47172
	Salem Community Schools	500 North Harrison St		Salem	IN	47167
	Scott County Commissioners	1 E. McClain Ave, Ste. 130		Scottsburg	IN	47170
	SCOTT COUNTY FAMILY YMCA, INC	805 COMMUNITY WAY		SCOTTSBURG	IN	47170
Cliff Way	Scott County Hospital	1451 N. Gardner		Scottsburg	IN	47170
	SCOTT COUNTY LITERACY COUNCIL, INC	829 E BRIDGEwater RD		SCOTTSBURG	IN	47170
	SCOTT COUNTY MEMORIAL HOSPITAL	PO BOX 430		SCOTTSBURG	IN	47170
Carolyn King	Scott County Partnership	P.O. Box 214		Scottsburg	IN	47170
	Scott County School District 1	255 Hwy 31 South		Austin	IN	47102
	Scott County School District 2	375 East McClain Ave		Scottsburg	IN	47170
Joan Kelly	Scott/Washington Co. FCS	711 Anson Street		Salem	IN	47167
	Sharon Wilson	P.O. Box 316		English	IN	47118
Darlene Webster	SICIL	651 X Street		Bedford	IN	47421
Patricia Glenn	SIRS	1012 31st Street		Tell City	IN	47586
	South Harrison Comm. Sch. Corp	315 S. Harrison Dr		Corydon	IN	47112
Director	Southern Indiana Rehabilitation Services, Inc	1579 S Folsomville Rd		Boonville	IN	47601
	Springs Valley Comm. Sch. Corp	498 S Larry Bird Blvd		French Lick	IN	47432
	St. Joseph School/Harrison Co.	512 N Mulberry St		Corydon	IN	47112
	Steven P. Bridgewater	One E. McClain Ave., Suite 133		Scottsburg	IN	47173
	Thomas A. Herald	One E. McClain Ave., Suite 135		Scottsburg	IN	47175
	Thomas Lamb	205 E. Main St		Paoli	IN	47454
ATTN: Barbara Timberlake	United Way of Scott County	60 North Main St		Scottsburg	IN	47170
Mr. Frankie Warren	W.C. Mintworth's	700 West Main Street		Paoli	IN	47454
Victor Dufour	Washington Co. Advisor	4370 West Hill Farm Road		Salem	IN	47167
	Washington Co. Commissioners	99 Public Square		Salem	IN	47167
Director	Washington Transit System	2200 E. Memorial Ave.		Washington	IN	47501
Tammy K Thompson	WIA Workforce Center	P.O. Box 336		Tell City	IN	47586
Debbie Haezlitt	Youth Alternative School	245 Atwood Street		Corydon	IN	47112

# **Public Transit-Human Services Transportation Plan Update**

## **PUBLIC MEETING**

**February 26, 2013**

**Harrison County Community Foundation  
1523 Foundation Way NE**

**Corydon, IN 47112**

**10:00 a.m. to 12:00 p.m. EST**

Recognizing that coordinating transportation services is essential for our Seniors Citizens with Disabilities, Individuals and Families living below the Poverty Level, and the General Public to access employment, education, health services, and community programs, the Indiana Department of Transportation and Rural Transportation Providers in your community are soliciting your input for the development of the updated Regional Public Transit –Human Services Transportation Plan.

PLEASE Come and provide your input and insights on unmet transportation needs, gaps in transportation services, and recommended strategies to improve transportation and mobility options in and around Crawford, Harrison, Orange, Scott, and Washington Counties.

Applicants for Section 5310 (Elderly Persons and Persons with Disabilities) and Section 5311 (Rural Public Transportation) must participate in the planning effort.

RSVP by February 21 to Megan Lawson at 1-800-709-9981 or [mlawson@indianartap.com](mailto:mlawson@indianartap.com). The meeting facility is accessible.

## **PUBLIC MEETING: PLEASE ATTEND**

INDOT-Transit invites you to participate in the 2013 Coordinated Public Transit-Human Services Transportation Plan Update for Washington, Scott, Harrison, Crawford, and Orange Counties.

**Why:** To develop a list of unmet transportation needs and gaps in services for each county and community. Also, to discuss coordinated strategies to address the identified needs.

**When: February 26, 2013 from 10:00 a.m. to 12:00 p.m. EST**

**Where: Harrison County Community Foundation 1523 Foundation Way NE. Corydon, IN. 47112**

**Who Should Attend?** Any public, private, faith-based, non-profit, or for-profit organization that serves or represents individuals with disabilities, older adults, or people with low incomes should attend. Also, any organization intending to apply for funding through the Federal Transit Administration's Section 5310 (and New Freedom) Program or Section 5311 Rural Public Transit Funding (and Job Access Reverse Commute) must attend. The general public is also encouraged to attend.

**RSVP by February 21 to Megan at [mlawson@indianartap.com](mailto:mlawson@indianartap.com) or 1-800-749-9981**

## Public Transit-Human Services Transportation Plan Update

### SECOND and FINAL PUBLIC MEETING

April 12, 2013

Harrison County Community Foundation

1523 Foundation Way NE Corydon, IN 47112

10:00 a.m. to 12:00 p.m. EST

Recognizing that coordinating transportation services is essential for our Seniors, Citizens with Disabilities, Individuals and Families living below the Poverty Level, and the General Public to access employment, education, health services, and community programs the Indiana Department of Transportation and Rural Transportation Providers in your community are soliciting your input for the development of the updated Regional Public Transit –Human Services Transportation Plan.

This meeting will provide the opportunity to review the goals and strategies designed to meet the unmet transportation needs as discussed at the February 26<sup>th</sup> meeting as well as the results of the community surveys.

Please attend this meeting even if you were not present at the first meeting. Attendees at this meeting will help rank the goals and strategies for the updated transportation coordination plan. Any public, private, faith-based, non-profit, or for-profit organization that serves or represents individuals with disabilities, older adults, or people with low incomes should plan to attend. The general public is encouraged to attend.

PLEASE Come and provide your input and insights on unmet transportation needs, gaps in transportation services, and recommended strategies to improve transportation and mobility options in and around (insert regions counties)Counties.

Applicants for Section 5310 (Elderly Persons and Persons with Disabilities) and Section 5311 (Rural Public Transportation) must participate in the planning effort.

Questions about the meeting may be directed to Megan Lawson at 1-800-709-9981 or [mlawson@indianartap.com](mailto:mlawson@indianartap.com). The meeting facilities are accessible.

## **2<sup>ND</sup> AND FINAL PUBLIC MEETING: PLEASE ATTEND**

INDOT-Transit invites you to participate in the 2013 Coordinated Public Transit-Human Services Transportation Plan Update for Washington, Scott, Harrison, and Crawford, Counties.

**Why:** To review the goals and strategies designed to meet the unmet transportation needs as discussed at the February 26<sup>th</sup> meeting. Attendees will help rank the goals and strategies.

**When: April 12, 2013 from 10:00 a.m. to 12:00 p.m. EST**

**Where: Harrison County Community Foundation, 1523 Foundation Way NE Corydon, IN 47112**

**Who Should Attend?** Any public, private, faith-based, non-profit, or for-profit organization that serves or represents individuals with disabilities, older adults, or people with low incomes should attend. Also, any organization intending to apply for funding through the Federal Transit Administration's Section 5310 (and New Freedom) Program or Section 5311 Rural Public Transit Funding (and Job Access Reverse Commute) must participate in the planning process. The general public is also encouraged to attend.

**Questions may be directed to Megan at [mlawson@indianartap.com](mailto:mlawson@indianartap.com) or 1-800-709-9981**

# INDOT Region 2 Meeting 1 Presentation



Moving Public Transportation  
Into the Future

## Coordinated Public Transit- Human Services Transportation Plan Update

Regional Public Meeting  
February 26, 2013

Presented by: RLS & Associates, Inc.

www.rlsandassoc.com



## Meeting Objectives

1. Review MAP-21 Highlights
2. Coordination Plan Purpose
3. Update Existing Resources
4. Update Unmet Transportation Needs
5. Review Current Priorities and Challenges
6. Update Priorities, Goals, and Strategies
7. Next Steps

www.rlsandassoc.com

## MAP-21 and Coordination Planning Requirements

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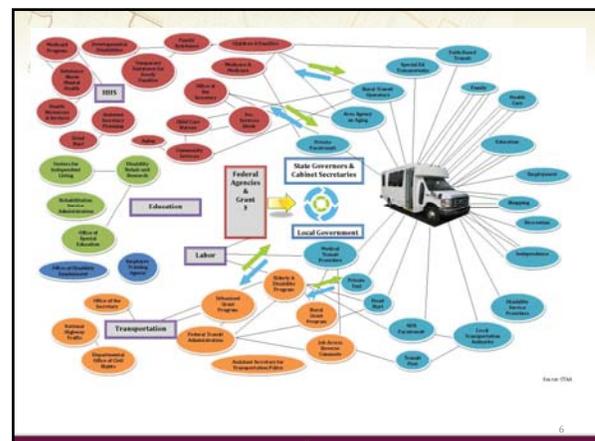
## History of Coordination Plans

Why Were Plans Developed?

- ◆ Human Services Transportation Coordination Provisions Aim to Improve Transportation Services for People with Disabilities, Older Adults, and Individuals with Lower Incomes by Ensuring that Communities Coordinate Transportation Resources Provided through Multiple Federal Programs.

## History of Coordination Plans

- ◆ Requirements of the Plan Are a Result of:
  - 2003 General Accounting Office Report Identifying:
    - 62 Different Federal Funding Programs
    - 8 Different Federal Funding Agencies
    - Little or No Coordination & Duplication of Programs
  - SAFETEA-LU was Signed into Law on August 10, 2005, and Expired on September 30, 2009.
  - Congress Renewed Its Funding Formulas, Until Replacing SAFETEA-LU in 2012 with MAP-21.



# INDOT Region 2 Meeting 1 Presentation

## 62 Federal Programs that offer Transit Funding Opportunities

- ◆ Food Stamp Employment and Training Program
- ◆ 21st-Century Community Learning Centers
- ◆ Voluntary Public School Choice
- ◆ Assistance for Education of All Children with Disabilities
- ◆ Centers for Independent Living
- ◆ Independent Living Services for Older Individuals Who Are Blind
- ◆ Independent Living State Grants

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- ◆ Supported Employment Services for Individuals with Most Significant Disabilities
- ◆ Vocational Rehabilitation Grants
- ◆ Child Care and Development Fund
- ◆ Community Services Block Grant Programs
- ◆ Developmental Disabilities Projects of National Significance
- ◆ Head Start
- ◆ Refugee and Entrant Assistance Discretionary Grants
- ◆ Refugee and Entrant Assistance State Administered Programs

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- ◆ Refugee and Entrant Assistance Targeted Assistance
- ◆ Refugee and Entrant Assistance Voluntary Agency Programs
- ◆ Social Services Block Grants
- ◆ State Councils on Developmental Disabilities and Protection and Advocacy Systems
- ◆ Temporary Assistance for Needy Families
- ◆ Grants for Supportive Services and Senior Centers
- ◆ Program for American Indian, Alaskan Native, and Native Hawaiian Elders

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- ◆ Medicaid
- ◆ State Children's Health Insurance Program
- ◆ Community Health Centers
- ◆ Healthy Communities Access Program
- ◆ Healthy Start Initiative
- ◆ HIV Care Formula Grants
- ◆ Maternal and Child Services Grants
- ◆ Rural Health Care, Rural Health Network, and Small Health Care Provider Programs
- ◆ Community Mental Health Services Block Grant

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- ◆ Substance Abuse Prevention and Treatment Block Grant
- ◆ Community Development Block Grant
- ◆ Housing Opportunities for Persons with AIDS
- ◆ Supportive Housing Program
- ◆ Revitalization of Severely Distressed Public Housing
- ◆ Indian Employment Assistance
- ◆ Indian Employment, Training and Related Services
- ◆ Job Corps
- ◆ Migrant and Seasonal Farm Workers
- ◆ Native American Employment and Training

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- ◆ Senior Community Service Employment Program
- ◆ Trade Adjustment Assistance - Workers
- ◆ Welfare-to-Work Grants to Federally Recognized Tribes and Alaska Natives
- ◆ Welfare-to-Work Grants to States and Localities
- ◆ Work Incentive Grants
- ◆ Workforce Investment Act Adult Services Program
- ◆ Workforce Investment Act Dislocated Worker Program
- ◆ Workforce Investment Act Youth Activities
- ◆ Youth Opportunity Grants

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# INDOT Region 2 Meeting 1 Presentation

- ◆ Black Lung Benefits Program
- ◆ Homeless Veterans' Reintegration Project
- ◆ Veterans' Employment Program
- ◆ Capital and Training Assistance Program for Over-the-Road Bus Accessibility
- ◆ Capital Assistance Program for Elderly Persons and Persons with Disabilities
- ◆ Capital Investment Grants
- ◆ Job Access and Reverse Commute
- ◆ Nonurbanized Area Formula Program
- ◆ Urbanized Area Formula Program

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- ◆ Automobiles and Adaptive Equipment for Certain Disabled Veterans and Members of the Armed Forces
- ◆ VA Homeless Providers Grant and Per Diem Program
- ◆ Veterans Medical Care Benefits

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- ## MAP-21
- ◆ Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).
  - ◆ Signed Into Law on July 6, 2012
  - ◆ Effective as of October 1, 2012
  - ◆ Authorizes Programs for Two Years, Through September 30, 2014

- ## MAP-21
- ◆ Authorized Funding FY 2013: \$10.578 Billion
    - Bus and Bus Facilities Formula Grants
    - Rural Formula Grants
    - Growing States and High Density States Formula
    - National Transit Institute
    - National Transit Database
    - Enhanced Mobility of Seniors and Individuals with Disabilities
    - Planning
    - Administrative Expenses
    - Research, TCRP, Bus Testing
    - Technical Assistance/Human Resources
    - TOD Pilot

## Highlights of Program Changes (Source FTA)

New	Repealed	Consolidated	Modified
<ul style="list-style-type: none"> <li>• Safety Authority (5329)</li> <li>• State of Good Repair Grants (5337)</li> <li>• Asset Management (5326)</li> <li>• Bus and Bus Facilities Formula Grants (5339)</li> <li>• Public Transportation Emergency Relief (5324)</li> <li>• TOD Planning Pilot Grants (20005(b) of MAP-21)</li> </ul>	<ul style="list-style-type: none"> <li>• Clean Fuels Grants (5308)</li> <li>• Job Access and Reverse Commute (5316) [JARC]</li> <li>• New Freedom Program (5317)</li> <li>• Paul S. Sarbanes Transit in the Parks (5320)</li> <li>• Alternatives Analysis (5339)</li> <li>• Over-the-Road Bus (Sec. 3038 – TEA-21)</li> </ul>	<ul style="list-style-type: none"> <li>• Urbanized Area Formula Grants (5307) [JARC]</li> <li>• Enhanced Mobility of Seniors and Individuals with Disabilities (5310) [New Freedom]</li> <li>• Rural Area Formula Grants (5311) [JARC]</li> </ul>	<ul style="list-style-type: none"> <li>• Fixed Guideway Capital Investment Grants (5309)</li> <li>• Metropolitan and Statewide Planning (5303 &amp; 5304)</li> <li>• Research, Development, Demonstration, and Deployment (5312)</li> <li>• Technical Assistance and Standards (5314)</li> <li>• Human Resources and Training (5322)</li> </ul>

- ## MAP-21 Provisions
- ◆ Consolidates Certain Transit Programs
    - Incorporates Section 5316/JARC-Eligible Activities into Section 5311 or 5307.
    - Consolidates Section 5310 and 5317/New Freedom Program Eligibilities into a Single Formula Program.

### Section 5310 Program Overview

- ◆ Since 1975
- ◆ Funds Awarded to Private Nonprofit Organizations Where Existing Transportation Services Were Insufficient, Inadequate, or Inappropriate
- ◆ **Program Goal:** To Improve Mobility for Older Adults and Individuals with Disabilities

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### Section 5310 Program Overview

- ◆ **Eligible Expenses in Indiana:** Capital Expenses to Support the Provision of Transportation to Meet Special Needs of Older Adults and Individuals with Disabilities
- ◆ **Matching Requirements:**
  - 80% Federal Participation
  - 20% Local Match (from any non-U.S. Department of Transportation Federal source... local source... State source)

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### Section 5316 Program Overview

- ◆ Established as Part of TEA-21
- ◆ MAP-21 Consolidated It Into the 5311 Formula Allocation
- ◆ Designated to Address the Unique Transportation Challenges Faced by People with Low-Incomes Who Were Seeking to Get and Keep Jobs.
- ◆ Addresses the Disconnect Between the Jobs and the Job Seekers

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### Section 5316 Program Overview

- ◆ **Eligible Purposes:** Capital, Planning, and Operating Expenses That Support the Development and Maintenance of Transportation Services Designed to Transport Individuals with Low-Incomes To and From Jobs and Job-Related Activities

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### Section 5316 Program Overview

- ◆ **Matching Requirements:**
  - Capital: 80% Federal/20% Local Match
  - Operating: 50% of Net Cost of Service

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### Section 5317 Program Overview

- ◆ Established as Part of SAFETEA-LU
- ◆ MAP-21 Consolidated it Into the Section 5311 Formula Program
- ◆ Designed to Support New Public Transportation Services and Public Transportation Alternatives Beyond Those Required by the Americans with Disabilities Act (ADA)

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### Section 5317 Program Overview

- ◆ **Goal:** To Provide Additional Tools to Overcome Existing Barriers Facing Americans with Disabilities Seeking Integration Into the Work Force and Full Participation in Society

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### Section 5317 Program Overview

- ◆ **Matching Requirements:**
  - Capital: 80% Federal/20% Local Match
  - Operating: 50% of Net Cost of Service

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### MAP-21 Provisions

- ◆ Ongoing Provisions
  - Local Share may be Derived from Other Non-DOT Transportation Sources.
  - Recipients Must Certify that Projects Selected are Included in Locally Developed, Coordinated Public Transit-Human Services Transportation Plan.

### MAP-21 and Coordinated Plans

- ◆ The Elimination of Discretionary Programs Underscores the Need for Grantees to Carefully Prioritize the Needs of Their Systems and Align their Plans with New Streams for Formula Assistance Under MAP-21

### **UPDATE OF CURRENT RESOURCES AND UNMET NEEDS**

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### Unmet Transportation Needs 2009

- ◆ More Affordable Service for Agency Clients and the General Public.
- ◆ Lack of general public transportation serving employment sites.
- ◆ Need Sufficient Medical Transportation for the Elderly and Persons with Disabilities.
- ◆ Need dependable, safety conscious drivers in the region.
- ◆ Need more local support for public transportation.

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# INDOT Region 2 Meeting 1 Presentation

## Unmet Transportation Needs 2009

- ◆ No General Public Service in Perry County
- ◆ Need Adequate State and Local Funds to Support Transit Service.
- ◆ Scheduled Shuttle Service from Rural Portions of County into Paoli
- ◆ Need Additional Service for the Elderly and Persons with Disabilities
- ◆ Need to Decrease Call-Ahead Time for Demand Response Service Throughout Region.

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## Unmet Transportation Needs 2009

- ◆ Decrease Vehicle Insurance Costs for Transportation Operators.
- ◆ Additional Daycare Transportation to Facilitate Employment for Low-income Individuals.
- ◆ Need Night and Weekend Service Particularly to Meet Needs of Low-income Individuals.
- ◆ Coordinate Regional Vehicle Maintenance and Training.

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## Existing Resources 2009

- ◆ LifeSpan Resources
- ◆ Perry County Council on Aging
- ◆ Older Americans Services Corp. (OASC)
- ◆ Orange County Transit Service (OCTS)
- ◆ Southern Indiana Resource Solutions, Inc. (SIRS, Inc.), operating as Link-n-Go
- ◆ Southern Indiana Transit System (SITS)
- ◆ New Hope Services

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## Updated Provider Information

- ◆ If You are a Provider and are Not Listed, or Need to be Updated on the Provider List, Please Set Up a Time for a Telephone Appointment with RLS& Associates, Inc.

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## Goals and Strategies 2009

### Goal #1:

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

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## Goals and Strategies 2009

### Goal #2:

- ◆ Coordinate/Pool Resources Whenever Possible and Eliminate Duplication of Services and functions.

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# INDOT Region 2 Meeting 1 Presentation

## Goals and Strategies 2009

### Goal #3:

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

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## Goals and Strategies Updated

### Goal #1

- ◆ SITS Initiated Extending Saturday and Sunday Services with Analyzing the Cost Effectiveness Versus the Need. Some Areas Attempting to Slowly Phase out of Sunday Services do to Lack of Ridership.
- ◆ It was Evaluated as to Whether there was a Need for 2<sup>nd</sup>/3<sup>rd</sup> Shift Services. SITS and OCT Deemed it as an Unnecessary Cost for the Some Areas.

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## Goals and Strategies Updated

### Goal #1

- ◆ Public School Bus Services were Created to Offer a Rural Vanpool Program.
- ◆ SITS and Orange County applied for 5310 and 5311 Grants for Various New Vehicles.
- ◆ SITS has talked to the EMA's in Each County about a MAU to Share Vehicles During an Emergency.

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## Goals and Strategies Updated

### Goal #2

- ◆ Bylaws are Being Prepared for the Interagency Transportation Coordination Committee.
- ◆ SITS has Implemented TAC meetings to meet quarterly.
- ◆ Developed Brochures/Rider Guides for Individual Transportation Providers with Optional Alternative Formats Available.

40

## Goals and Strategies Updated

### Goal #2

- ◆ Websites to Transit Systems Have Shared Information for Other Systems.
- ◆ Coordination Plans have been Implemented Between SITS, EMA's, and BRO CEO for Shared Vehicle Usage During Emergencies.
- ◆ SITS has Pursued Obtaining its Own Fuel Tank and Quarterly Purchases and Training is Co-shared when Possible for RTAP Training.

41

## Goals and Strategies Updated

### Goal #2

- ◆ SITS Now Uses an Online Training Program as and applies for RTAP Training Yearly.
- ◆ SITS Now Provides the Opportunity for Area Public Transportation Providers to Have Their Vehicles Maintained at Their Facility on a Contractual Basis.
- ◆ The directors Meet with Local Gov't Officials Quarterly Regarding the Benefits of Public Transportation on Human Service and Economic Perspectives.

42

# INDOT Region 2 Meeting 1 Presentation

## Goals and Strategies Updated

### Goal #2

- ◆ ITCC Discussed with INCOST about Developing a Statewide Insurance Pool to Procure Affordable Vehicle Insurance but the Rates were not Reasonable and no Longer Pursued.
- ◆ ITCC Contacted Insurance Providers to Determine the Feasibility of Pooling their Vehicle Insurance Under a Common Insurance Provider and Found that the Rates were Undesirable.

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## Goals and Strategies Updated

### Goal #2

- ◆ ITCC Sought Expansion of the Existing Level of Coordination of Out-of-County Medical Trips and SITS has Completed such Trips to Destinations such as Indianapolis and Louisville.
- ◆ SITS and Orange County Work with Each Other when the Need Arises for Customers Needing Cross County Transit.

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## Goals and Strategies Updated

### Goal #3

- ◆ Ride Solution Evaluated Extending its Public Transportation Services into Perry County and Implemented it in 2010.
- ◆ Meetings with Perry County officials began in 2010 to Discuss Ride Solution Serving their and the Cost/Funding Allocation Required for the Service.
- ◆ Ride Solutions started Public transportation in Perry County.

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## NEXT STEPS

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## Update Inventory and Needs Assessment

- ◆ RLS Interviews Transportation Providers
- ◆ Organizations that Use or Purchase Transportation Have an Opportunity to Complete a Survey
- ◆ Distribute Public Needs Assessment Surveys:
  - Local Libraries
  - On-line with Announcements on Vehicles and Posted at Agencies

## Public Meeting #2

- ◆ RLS Distributes Invitations
- ◆ Regional POC Arranges Meeting Facility
- ◆ Stakeholders Discuss Proposed Strategies and Priorities and Refine the List
  - The Refined Priorities will go into the Final Plan

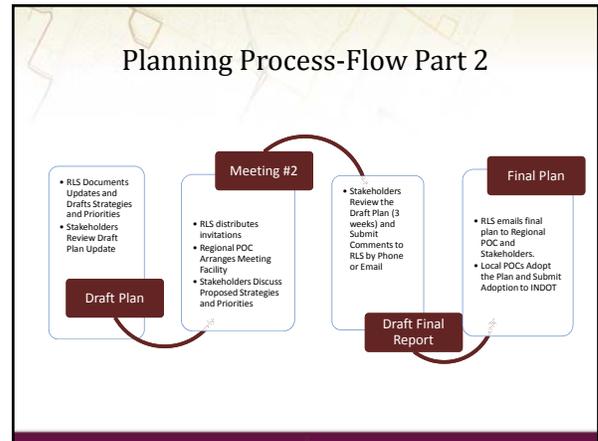
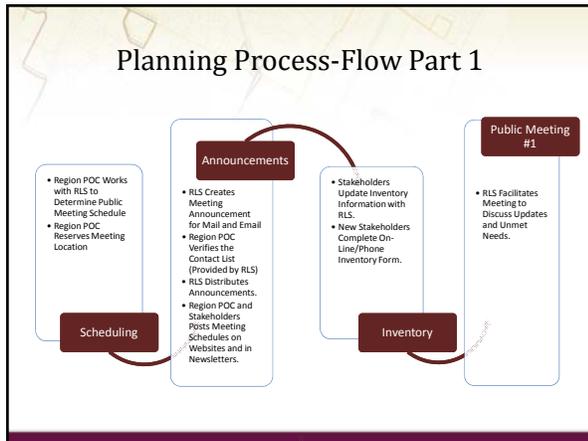
# INDOT Region 2 Meeting 1 Presentation

## Draft Final Report

- ◆ Stakeholders Review the Draft Plan (3 weeks) and Submit Comments to RLS by Phone or Email

## Final Plan

- ◆ RLS Emails Final Plan to Regional POC and Stakeholders for One Last Review (about 1 week)
- ◆ Local POCs Adopt the Final Plan and Submit Adoption Signature Page to INDOT



## Participation Reminder

- ◆ Participation in Meetings and Interviews is Required for Funding Eligibility –
  - Applications for Funding Must be Part of the Coordinated Transportation Plan.

## **Region 2 Attendee List**

- Orange County Transit
- Harrison County Community Services
- Harrison County Parks Board
- New Hope Services
- LifeSpan Resources
- Orange County Highway Department
- Clinical Manager, Harrison County Office

# **Community Transportation Public Survey**

Please take a moment to complete the transportation needs assessment survey for your community.

Information provided in the survey will be used to update transit goals and objectives in the 2013

Coordinated Public Transit- Human Services

Transportation Plan. The survey is available online at:

**<https://www.surveymonkey.com/s/indotpublic>**

**or by calling (937)299-5007**

Thank you very much for your participation!

# INDOT General Public Survey

## Transportation Survey

The purpose of this survey is to improve transportation. Please do not provide any personal information that might identify you. Thank you!

Please complete this survey and drop in the box provided or you may complete it online at [www.surveymonkey.com/s/indotpublic](http://www.surveymonkey.com/s/indotpublic)

### 1. Where are you completing this survey? (Please provide the name of the county):

### 2. Do you need transportation on a regular basis for any of the following? Check all that apply.

- |   |   |
|---|---|
| <input type="checkbox"/> Getting to/from work between 5:00AM-7:30AM                   | <input type="checkbox"/> Getting kids to childcare, school or school activities |
| <input type="checkbox"/> Getting to/from work between 7:30AM-8:30AM                   | <input type="checkbox"/> Going to the doctor / dentist / other medical          |
| <input type="checkbox"/> Getting to/from work after 8:30 AM & before 5:00PM           | <input type="checkbox"/> Visiting friends and family                            |
| <input type="checkbox"/> Getting to/from work between 5:00 PM-8:00PM                  | <input type="checkbox"/> Shopping for essentials such as groceries              |
| <input type="checkbox"/> Getting to/from work between 8:00 PM-10:00PM                 | <input type="checkbox"/> Other: (beauty shop, etc)                              |
| <input type="checkbox"/> Getting to/from work after 10:00PM                           | <input type="checkbox"/> Recreational activities and events                     |
| <input type="checkbox"/> Attending training or educational classes during the day     | <input type="checkbox"/> Weekend and holiday travel                             |
| <input type="checkbox"/> Attending training or educational classes during the evening |   |
| <input type="checkbox"/> Other (beauty shop, etc.)                                    |   |

### 3. How do you usually get places?

- |   |  |                               |
|---|--|-------------------------------|
| <input type="checkbox"/> Personal car/vehicle   | <input type="checkbox"/> Vanpool / Carpool     | <input type="checkbox"/> Taxi |
| <input type="checkbox"/> Bicycle/walking        | <input type="checkbox"/> Public Transportation |                               |
| <input type="checkbox"/> Family/Friends         | <input type="checkbox"/> Agency/Senior Center  |                               |
| <input type="checkbox"/> Other (please specify) |  |                               |

### 4. Are you currently employed?

- Yes                       Not Employed                       Retired                       Work from home

### 5. Do you have a disability that requires you to use a mobility assistance device such as a cane, walker, or wheelchair?

- Yes     No

# INDOT General Public Survey

**6. Is your transportation to work limited because of where you live?**

Yes

No

**7. Which town do you live in (or nearest to)?**

**8. Which town do you work in (or nearest to) if applicable?**

**9. What town is your childcare provider in if you have one?**

**10. What town is your primary medical provider in (if any)?**

# INDOT General Public Survey

Please rate how you agree with the following statements.

## 11. The transportation I use:

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	N/A
Does a good job of getting me where I need to go.	<input type="radio"/>				
Makes me wish there was something better.	<input type="radio"/>				
Limits where I can work.	<input type="radio"/>				
Is difficult for me to afford.	<input type="radio"/>				
Makes it easy to do errands.	<input type="radio"/>				
Is difficult for me to board.	<input type="radio"/>				
Is not equipped to accommodate my disability accessibility needs	<input type="radio"/>				

## 12. I would use public buses regularly if:

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	N/A
I knew what was available.	<input type="radio"/>				
There were bus routes where I lived.	<input type="radio"/>				
Wait time for pick-up was shorter.	<input type="radio"/>				
Bus arrival time was more reliable.	<input type="radio"/>				
It was easier for me to schedule a trip.	<input type="radio"/>				
I felt safe/secure on public buses and at bus stops.	<input type="radio"/>				
Someone taught me how to use the bus.	<input type="radio"/>				
Buses were easier for me to board.	<input type="radio"/>				
Language was not a problem.	<input type="radio"/>				

## 13. I have a car, but I would use/continue to use public transportation to do the following if available:

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	N/A
Get to work.	<input type="radio"/>				
Get to medical appointments.	<input type="radio"/>				
Get to Shopping, social events, entertainment.	<input type="radio"/>				
Get to service provider appointments.	<input type="radio"/>				

# INDOT General Public Survey

## Demographic Information

### 14. Your age?

- Under 19                       35-54 years                       65 and over  
 20-34 years                       55-64 years

### 15. Your gender?

- Male                                       Female

### 16. Number of persons in your household under the age of 18?

### 17. Total annual household income?

- \$0- \$9,999                       \$20,000- \$29,999                       \$45,000+  
 \$10,000- \$19,999                       30,000- \$44,999

### 18. Is English your first language?

- Yes                                       No

### 19. Do you need access to transportation information in a language other than English?

- Yes                                       No

If yes, please specify what language(s).

### 20. Comments/ suggestions:

This survey can be deposited into the survey box provided or mailed to RL&S Associates, Inc. 3131 South Dixie Hwy., Suite 545 Dayton, Oh. 45439.

## Region 2 Unmet Needs (Corydon IN)

- Southern Indiana needs RTAP training available in their region. They can have a pool of multiple organizations in attendance to have a large enough training class.
- RTAP needs more trainers
- Resources made more available
- Floyd and Clark County need funding for services (TARC) ---County officials keep denying funding that is heavily needed
- Harrison/Washington Counties are not getting Veterans to the appointments they need. They are over saturated and need help relieving some of the load from other providers
- Senior transportation is needed more widely
- The Hispanic community is disenfranchised in the community and there is currently no transit system in place to help them.
- Education to the community about what is available to their needs
- Homeless people are picked up and dropped off outside of county limits- there is no shelters or care provided in this region for them so they have to be dropped off and this is an issue but they need ways through a county
- More funding to advertise
- An assessment of needs should be done for the Amish communities in Crawford/Orange counties and services need to be provided to them as needed.
- Do public interest promotions (Holiday shopping transports, special events)
- Corrections releases need transport- often time great distances
- Parents and children need educated on Medicaid
- Call times need to be less but it is unrealistic for them to go lower with current plan and fiscal responsibilities
- Dispatcher coordination software needs to be the same across the board