

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

Moving Ahead for Progress in the 21st 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 **Lifetime Resources** 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, **Lifetime Resources** 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.

Lifetime Resources has agreed to adopt the Coordinated Public Transit-Human Services Transportation Plan for Region 8.

Sally Beckley
Printed Name


Signature

Executive Director
Title

1-15-15
Date



**Coordinated Public Transit-Human Services
Transportation Plan Update
Region 8**

Final Report

July 2014

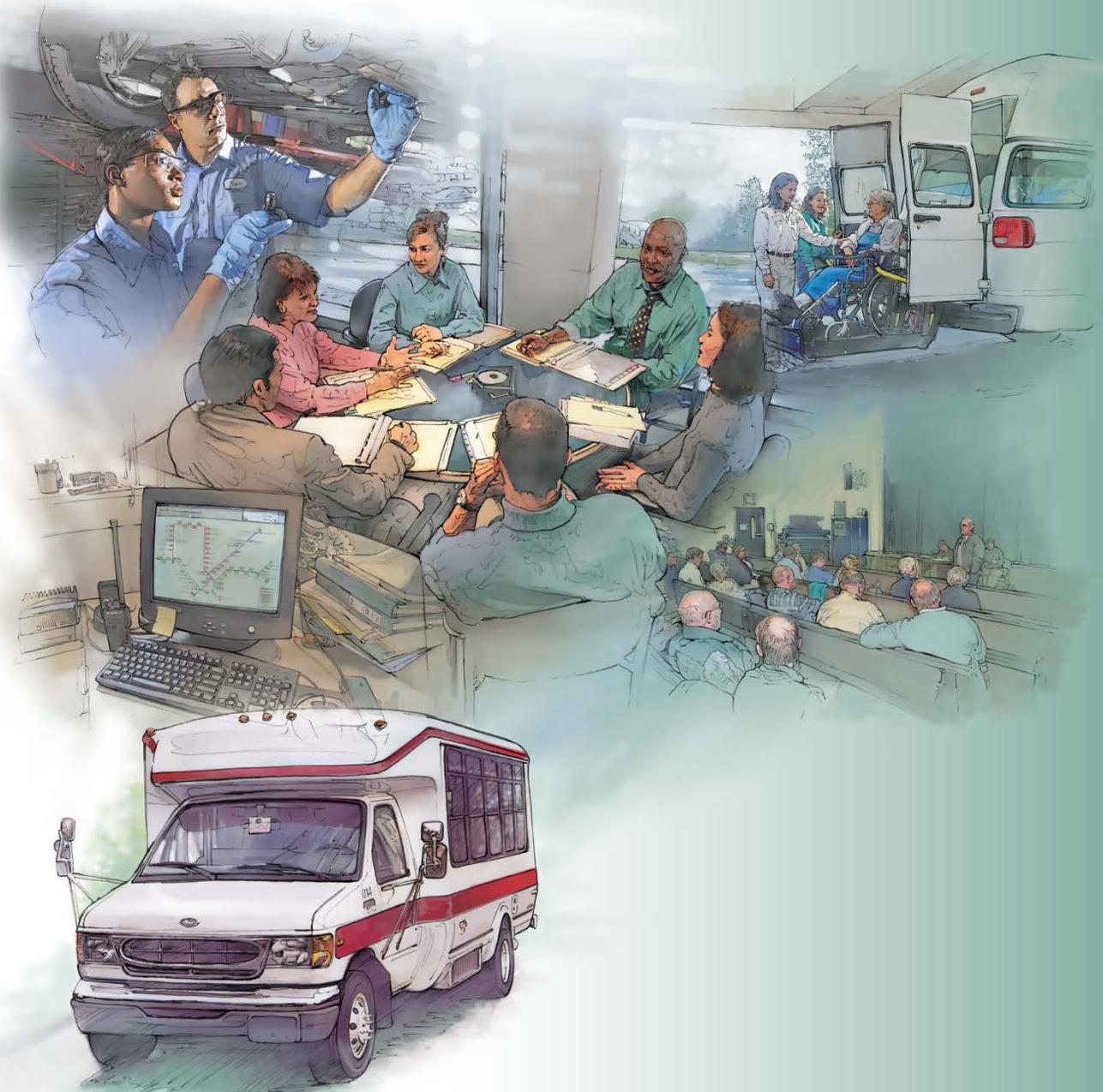




Table of Contents

I. Introduction..... 1
Overview 1
 Relevant MAP-21 Programs 1
 Plan Development Methodology 2

II. Existing Conditions 4
Economic/Demographic Characteristics 4
Dearborn County..... 10
Decatur County 17
Jefferson County..... 24
Jennings County..... 31
Ohio County..... 38
Ripley County 45
Switzerland County..... 52
Summary 59

III. Inventory of Existing Transportation Services And Gaps 61
Introduction..... 61
Human Services and Public Transportation Inventory of Available Resources..... 61
Stakeholder Survey Tabulation and Results..... 61
 LifeTime Resources..... 62
 Community Mental Health Center, Inc..... 63
 Thrive Alliance (Aging and Community Services of South Central Indiana)..... 63
 Developmental Services, Inc..... 64
 New Horizons Rehabilitation..... 65
 Human Services, Inc. – Head Start 65
 Centerstone (Quinco)..... 66
 Southeastern Indiana Independent Living Councils (SILC) 66
 Jennings Rehabilitation 66
 Other Participating Transportation Stakeholders 66
 Vehicles 67
 Assessment of Progress since the Coordinated Planning Process Initiated in 2007 67
Summary 68
County-by-County Transportation Resources..... 69
 Exhibit III.2: Catch-A-Ride Vehicle Inventory 70
 Exhibit III.2: Catch-A-Ride Vehicle Inventory (continued)..... 71



IV. Needs Assessment.....	72
Overview	72
General Public and Stakeholder Meetings.....	72
Challenges to Coordinated Transportation.....	75
Results of the General Public Survey	76
County by County Public Survey Results	79
Dearborn County Public Survey Results	79
Decatur County Public Survey Results.....	81
Jefferson County Public Survey Results.....	82
Jennings County Public Survey Results	84
Ohio County Public Survey Results	85
Ripley County Public Survey Results.....	85
Switzerland County Public Survey Results	87
V. Implementation Plan.....	90
Goal #1.	90
Goal #2.	90
Goal #3	91
Goal #4.	91
Goal #5	91
VI. Potential Grant Applications.....	106

I. INTRODUCTION

OVERVIEW

The Coordinated Public Transit-Human Services Transportation Plan Update is a follow-on to the 2007 Regional Plan for the counties of Dearborn, Decatur, Jennings, Jefferson, Ohio, Ripley, and Switzerland Counties. 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 21st 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

New Freedom

The New Freedom program (previously the Federal Transit Administration (FTA) Section 5317 program) was consolidated into the FTA Section 5310, Specialized Transportation for 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

The plan must be developed and approved 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 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. Understand vehicle utilization 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.

Demographics

II. EXISTING CONDITIONS

The region discussed in this chapter lies in the southeast part of Indiana along the Ohio River and immediately adjacent to the Indiana-Ohio and Indiana-Kentucky boundaries. The region is southeast of Indianapolis, west of Hamilton County in Ohio, and north of Boone, Gallatin, Carroll, and Trimble Counties in Kentucky. The region includes the counties of Dearborn (49,904), Decatur (26,277), Jefferson (32,458), Jennings (28,241), Ohio (5,994), Ripley (28,419), and Switzerland (10,526) Counties in Indiana. Larger cities in the region include Lawrenceburg (5,021); Greensburg (11,059); Madison (11,967); North Vernon (6,401); Batesville (6,694); and Bright (5,586). Population figures are derived from the U.S. Census Bureau, 2013 Population Estimates. The study area is bordered by the counties of Franklin, Rush, and Shelby to the north; Bartholomew, Jackson, and Scott to the west; Clark County in Indiana and Boone, Gallatin, Carroll, and Trimble Counties in Kentucky to the south; and Hamilton County in Ohio 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: Interstate 74 and U.S. Routes 421 and 50.

ECONOMIC/DEMOGRAPHIC CHARACTERISTICS OF THE REGION

Population

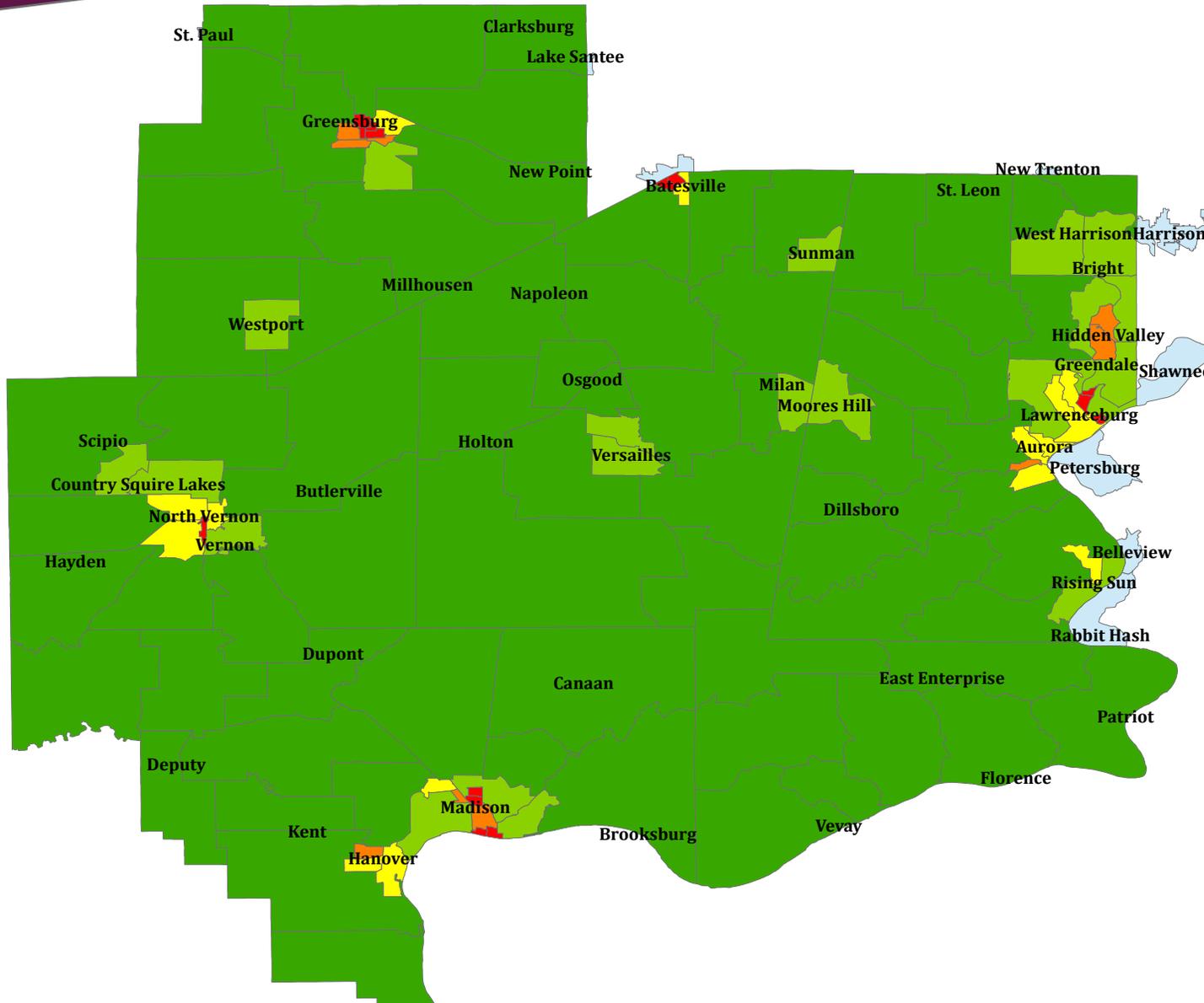
The study area spans approximately 2,181 square miles and has an estimated total population of 181,819 according to the U.S. Census Bureau. This is an average population density of 0.012 persons per square mile. The map in Exhibit II.2 shows the population density for each block group within the study area. The block groups of highest and moderately high population density were located in the cities of Greensburg, Lawrenceburg, Greendale, Madison, North Vernon, and Hanover. The block groups with moderate population density are located in Greensburg, North Vernon, Hanover, Madison, Rising Sun, Aurora, Lawrenceburg, and Greendale. The remainder of the block groups in the region has low, to very low population density per block group.

In terms of the area's most populous places in 2013, the city of Madison ranked first while Greensburg was the second largest place. See Exhibit II.3 for the list of the region's largest cities and towns and their percentage of the region's total population in 2013.

Exhibit II.2: Region 8 Population Density



Coordinated Public Transit- Human Service Transportation Plan



Legend

POP2010 / SQMI

- 16.23 - 173.9
- 174.0 - 458.5
- 458.6 - 985.4
- 985.5 - 1995
- 1996 - 6642
- Region 8 Cities



Exhibit II.3: Population of the Region's Largest Places, 2012

Place	2012	% of Regions Total Pop.
Batesville	6,727	3.7%
Bright	5,517	3.0%
Greensburg	11,527	6.3%
Lawrenceburg	5,023	2.8%
Madison	12,048	6.6%
North Vernon	6,616	3.6%
TOTAL POP	181,819	

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

Race

According to 2012 data from the U.S. Census, the study area's population was primarily White/Caucasian (97.2 percent of the region population). Black/African Americans were 0.7 percent of the population. People who reported being some other race or two or more races each made up 0.9 percent of the total population.

The U.S. Census data reported the total population of the area as 181,819 in 2012. Of that, 2.8 percent, or 5,058 persons, were listed as some racial minority group. Exhibit II.4 lists the breakdown of the different race categories for the region's population.

Exhibit II.4: Race Distribution

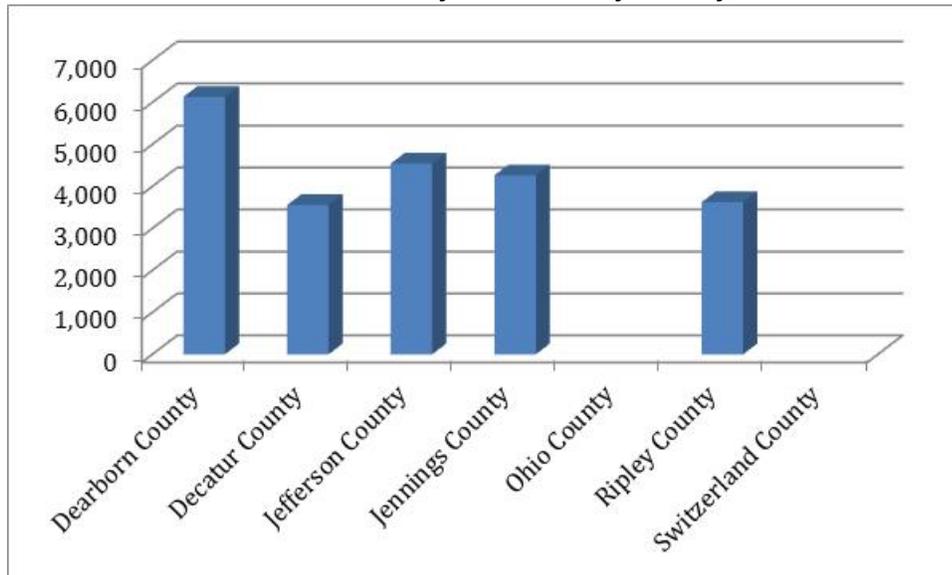
Race	Population	Percent
White	176,480	97.2%
African American	1,336	0.7%
Native American	177	0.1%
Asian	990	0.5%
Native Hawaiian and Other Pacific Islander	0	0.0%
Some Other Race	935	0.5%
Two or More Races	1,620	0.9%
Total Minority	5,058	2.8%
Total Population	181,538	100%

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

Disability Incidence

Disability incidence data was collected using the 2011 U.S. Census American Community Survey 3-Year Estimates. The following exhibit (Exhibit II.5) shows the number of persons in each county in the region over the age of 5 with disabilities. Disability data for Ohio and Switzerland Counties were not available at the time of the report. In the remaining five counties, 3,623 persons (12.7 percent) reported they have some type of disability. When compared to the state of Indiana percentage of disabled population (12.6 percent) and the United States (12 percent), Region 8 had an average percentage of disabled population. Disabilities include hearing, vision, cognitive, ambulatory, self-care and independent living difficulties.

Exhibit II.5: Disability Incidence by County, 2011



Source: U.S. Census Bureau, 2011 American Community Survey 3-Year Estimates

ECONOMIC PROFILE

In the U.S. Census Bureau 2011 American Community Survey 5-Year Estimates, the average household income in the study area was \$48,170. This is slightly lower than the median household income for Indiana of \$48,393. Exhibit II.6 below lists the median household incomes for the area. The average per capita income for the area was \$22,854. This was lower than the median per capita income for the state of Indiana, which was \$24,497.

Exhibit II.6: Per Capita and Median Household Income, 2011

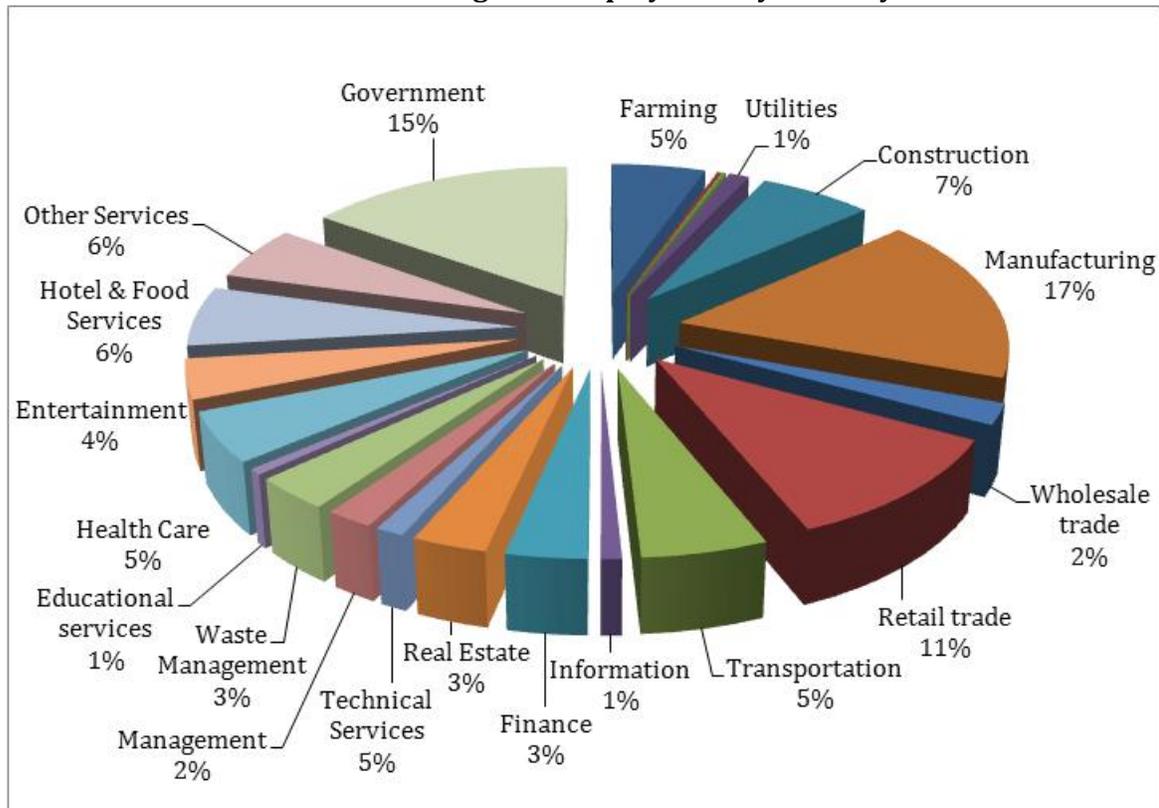
County	Per Capita Income	Median HH Income
Dearborn County	\$25,687	\$57,146
Decatur County	\$22,425	\$47,810
Jefferson County	\$22,191	\$43,635
Jennings County	\$19,570	\$44,815
Ohio County	\$26,138	\$50,795
Ripley County	\$22,995	\$49,358
Switzerland County	\$20,974	\$43,628

Source: U.S. Census Bureau, 2011 American Community Survey 5-Year Estimates

INDUSTRY AND LABOR FORCE

Manufacturing was the largest industry in the study area with 12,642 employees in 2012. The government was the second largest employer with 11,183 employees. Retail trade made up 11 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 26.5 minutes. This is a longer than average trip as compared to the average commute time for Indiana, which was 23.1 minutes. Exhibit II.8 illustrates the average commute time for each county in the study area, according to the U.S Census, 2010.

Exhibit II.8 Average Commute Time to Work

County	Average Commute Time
Dearborn County	28.8 minutes
Decatur County	21.7 minutes
Jefferson County	22 minutes
Jennings County	26.9 minutes
Ohio County	31.3 minutes
Ripley County	24.6 minutes
Switzerland County	30.2 minutes

Source: U.S. Census, 2010

COUNTY PROFILES

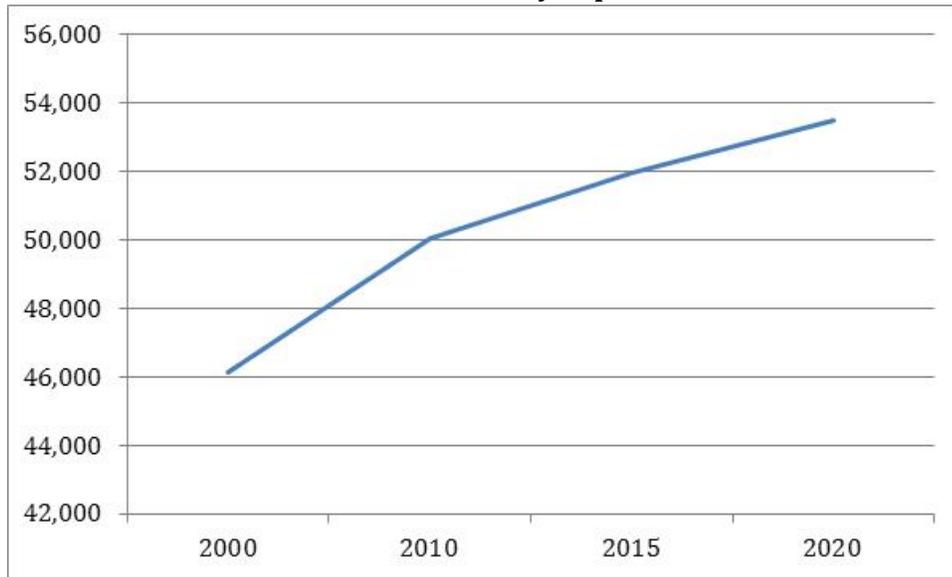
The following paragraphs explain the demographic and economic characteristics of each county within the study. County demographic categories are similar to the regional categories, but are intended to provide a more detailed description of existing conditions in each county.

DEARBORN COUNTY

Population Growth

The total population of Dearborn County in 2012 was 49,904 persons, an increase of 8.5 percent, between the reported 2000 Census population and the 2010 population figures. The Indiana Business Research Center is projecting a continued increase in population for Dearborn County. The projected population for 2015 is 51,927, an increase of 3.62 percent from 2010. Exhibit II.9 illustrates the historical and projected population trends for Dearborn County through the year 2020.

Exhibit II.9: Dearborn County Population Trends

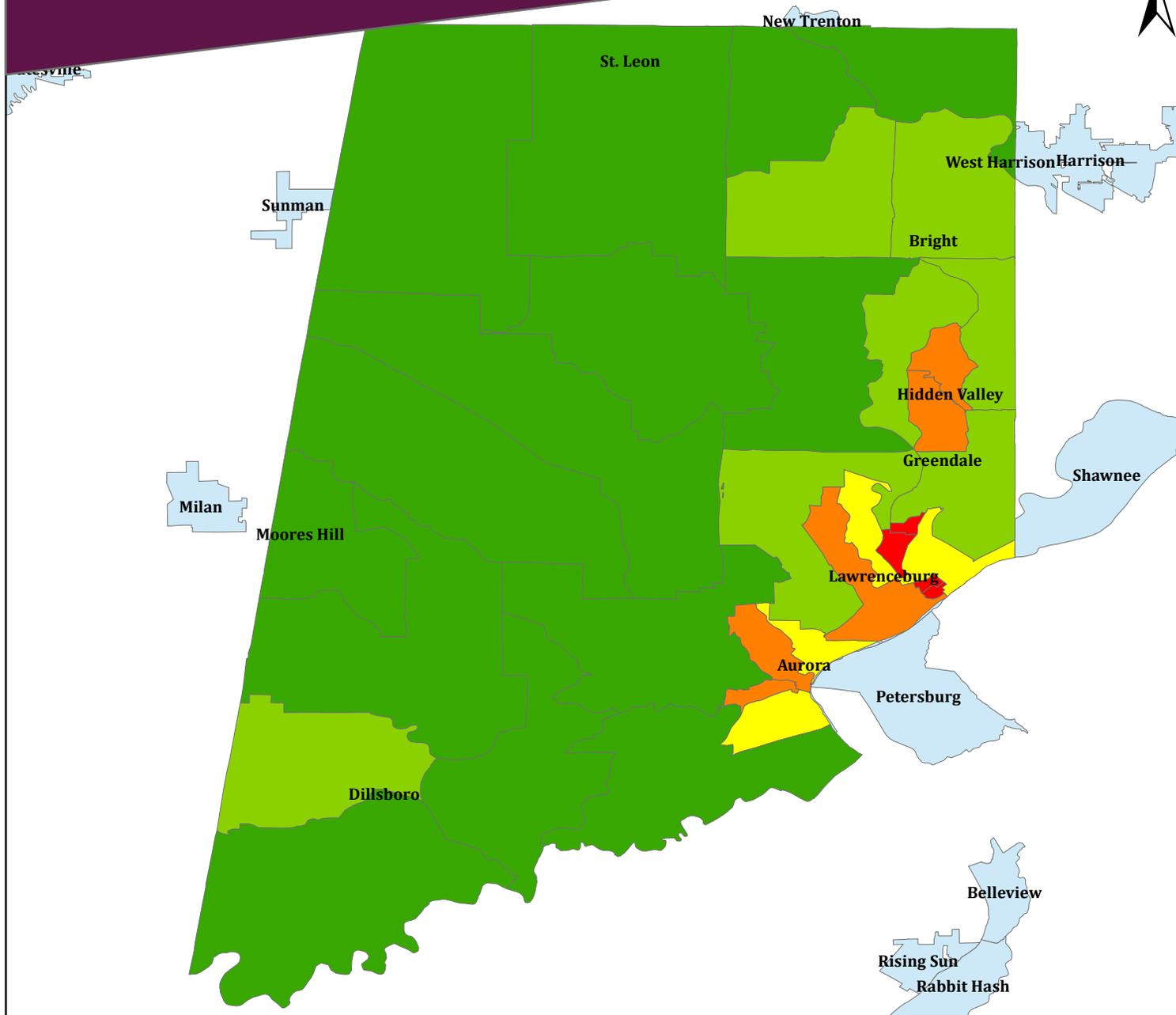


Source: 2000 & 2010 Census Bureau & STATS Indiana

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 Dearborn County residents aged 65 and older are in Lawrenceburg. Areas of moderately high and moderate density of older adults are found in Lawrenceburg and Aurora. The remainder of the County has low to very low older adult population density.

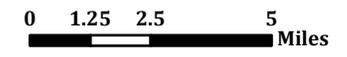
Exhibit II.10: Dearborn County Population Density Age 65 and Over



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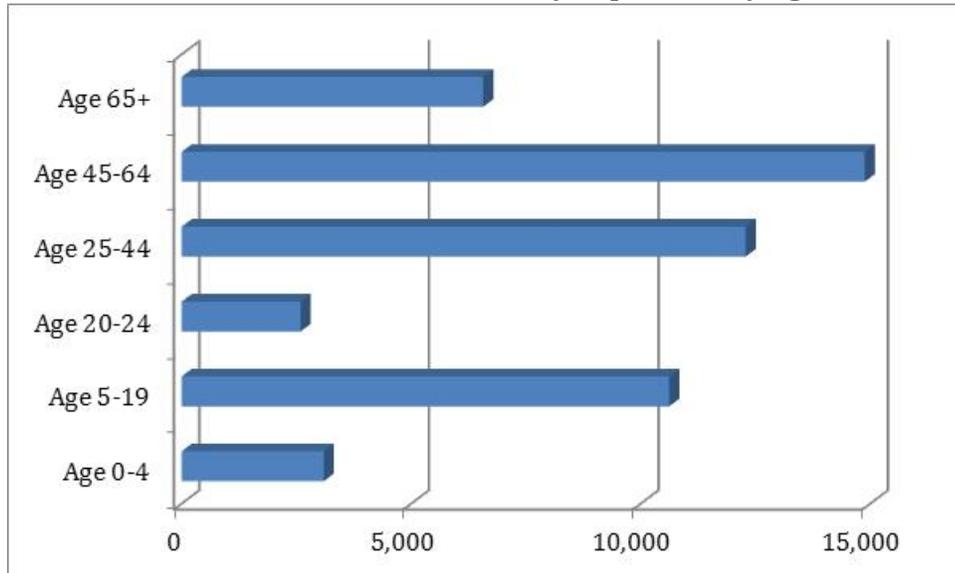
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- 65Plus / SQMI**
- 7.368 - 20.54
 - 20.55 - 37.25
 - 37.26 - 75.19
 - 75.20 - 159.1
 - 159.2 - 650.0
 - Region 8 Cities



The largest age cohort for Dearborn County was between the ages of 45 and 64. The second largest group was between ages 25 and 44, which constituted 24.6 percent of the county's population (see Exhibit II.11). The third largest age group was 5 to 19 years old (21.2 percent), while 13.1 percent was age 65 or older.

Exhibit II.11: Dearborn County Population by Age



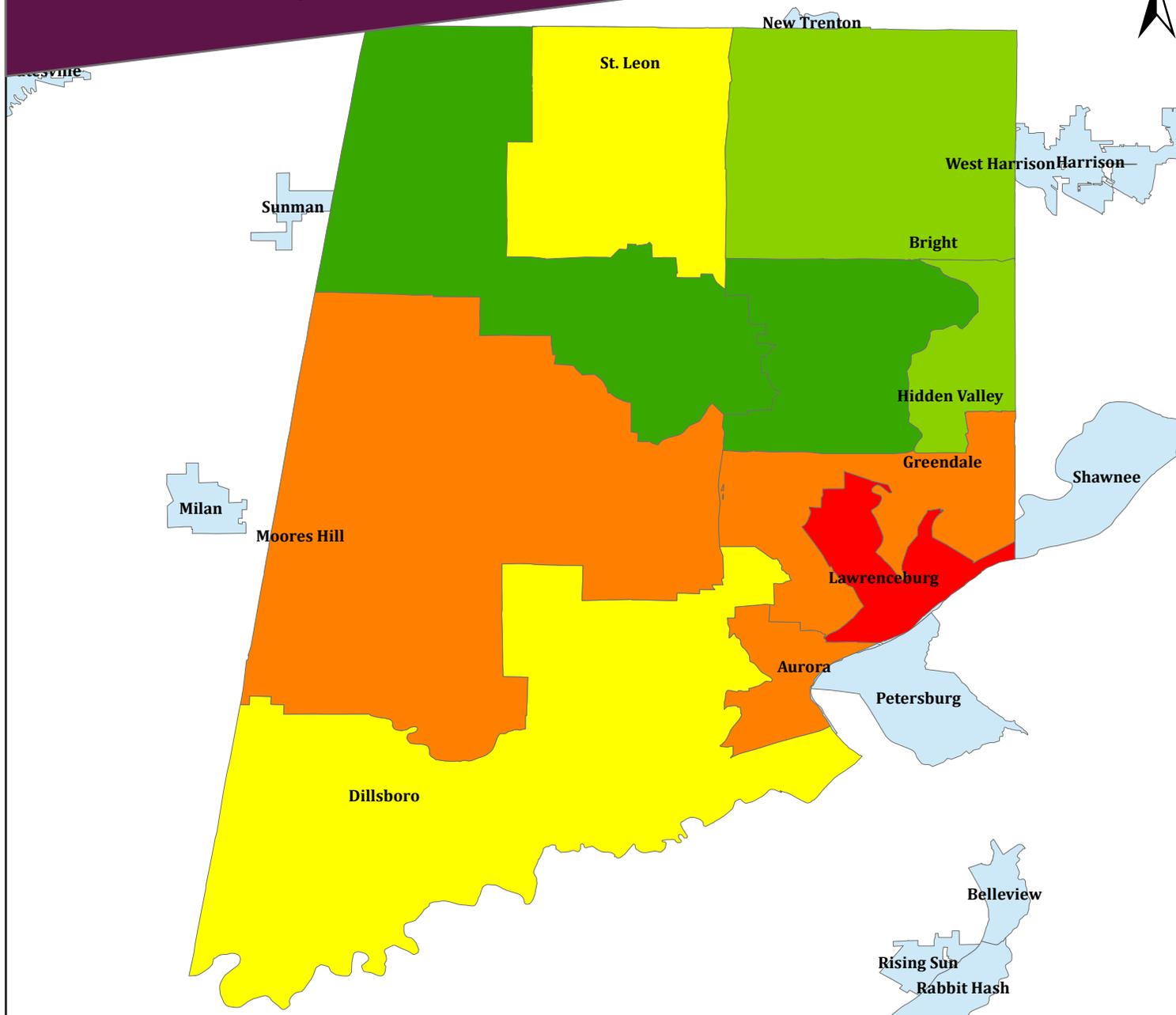
Source: STATS Indiana

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2012 that there were 49,145 total people in Dearborn County for whom poverty status is 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 Lawrenceburg. This area had poverty rates higher than that of the State of Indiana (14.1 percent). The central portion of Dearborn County had poverty rates between 6.07 and 14.1 percent. The remainder of the county had moderate to very low densities of persons below the poverty level.

Exhibit II.12: Dearborn County Percent Below Poverty



Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 2.361% - 2.746%
- 2.747% - 3.35%
- 3.351% - 6.071%
- 6.072% - 14.1%
- 14.101% - 17.524%
- Region 8 Cities

0 1.25 2.5 5 Miles



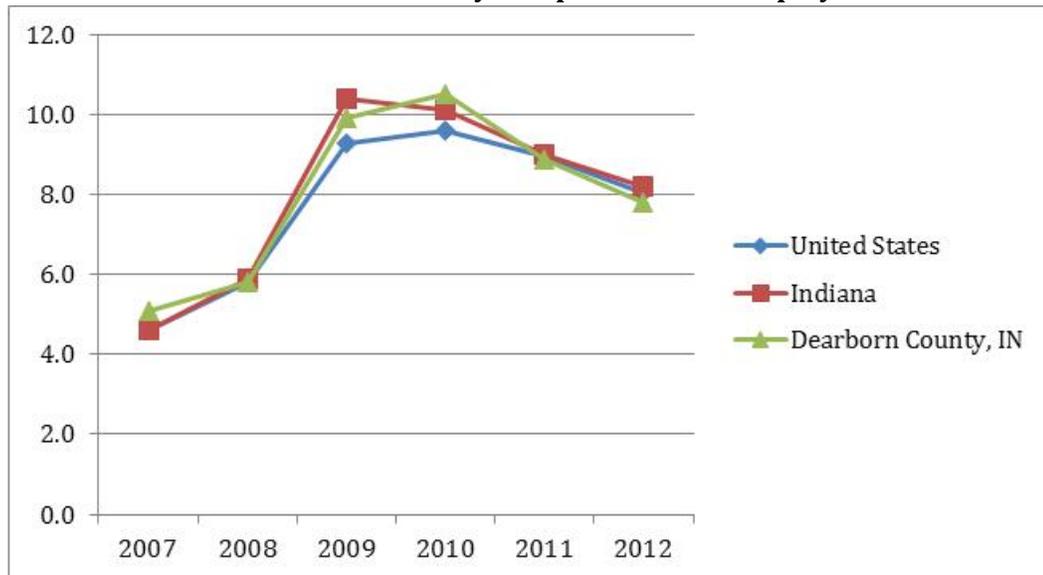
Zero Vehicle Households

There are approximately 18,398 total households in Dearborn County. Exhibit II.13 illustrates the percentage of households with zero vehicles available by Census Tract. The central portion of Dearborn County and around Lawrenceburg and Aurora had the highest density of households with zero vehicles available. This area had a zero vehicle rate between 2.89 and 12.27 percent.

Industry and Labor Force

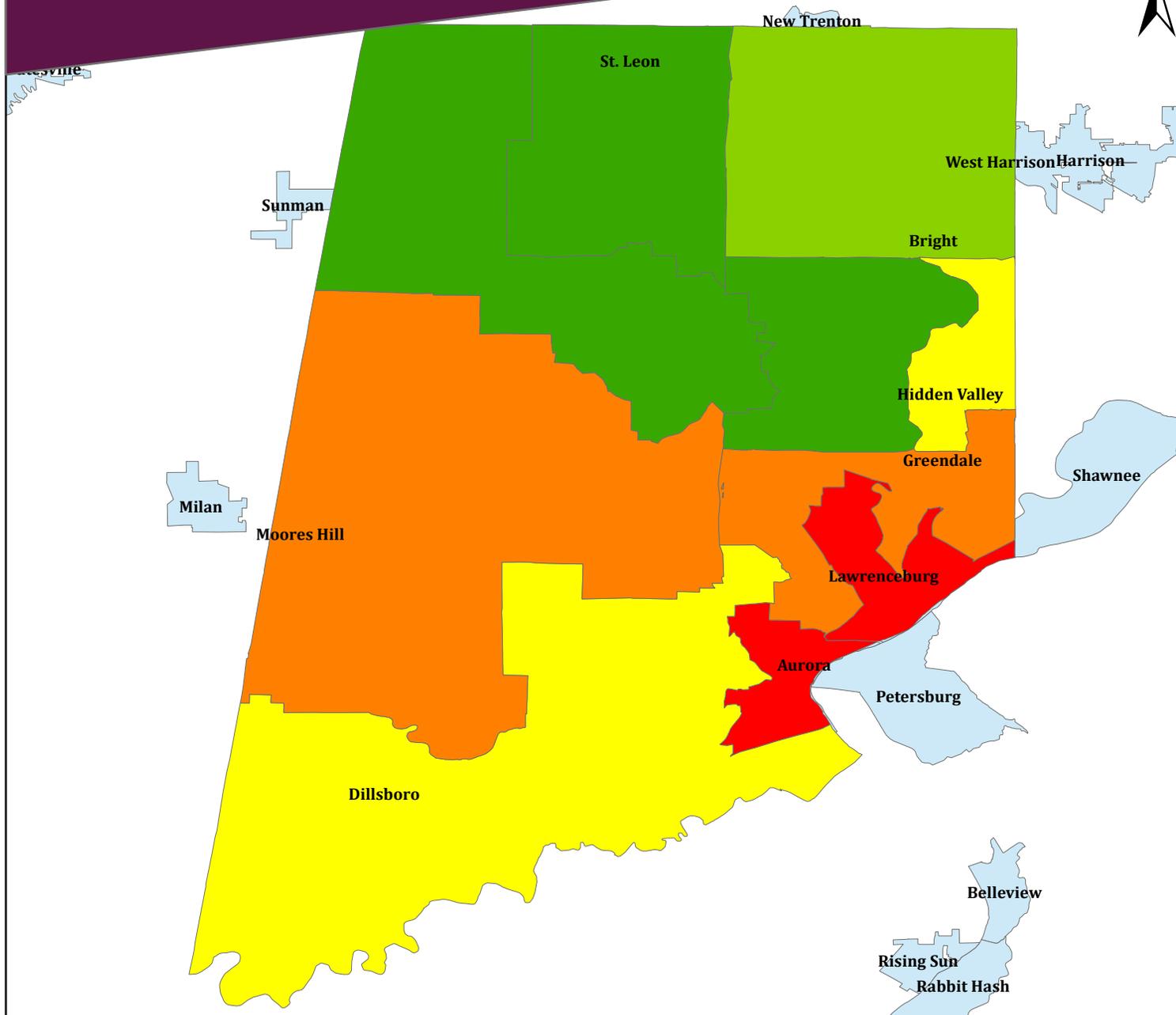
The 2012 Dearborn County labor force consisted of 25,518. The county's unemployment rate reached a high in 2010 of 10.5 percent. This was slightly higher than that of the United States (9.6) and the State of Indiana (10.1). From 2008 to 2009, the unemployment rate for Dearborn County was lower than the state unemployment rate. In 2010, the unemployment rate for Dearborn County was higher than the state rate and since 2011 has been below the state unemployment rate. Exhibit II.14 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.14: Dearborn County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

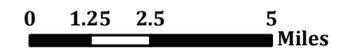
Exhibit II.13: Dearborn County Percent Zero Vehicle Households



Coordinated Public Transit-Human Service Transportation Plan

Legend

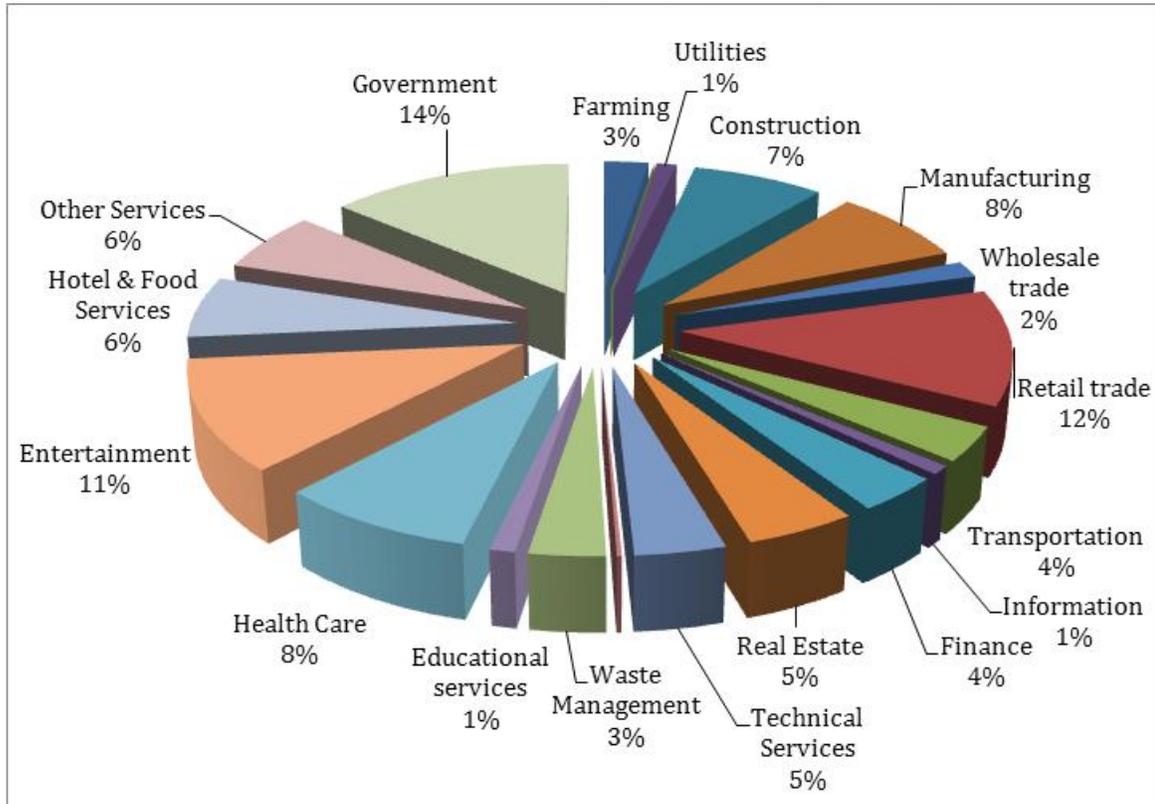
- Region Tracts**
- 0% - 0.327%
 - 0.328% - 1.669%
 - 1.67% - 2.894%
 - 2.895% - 5.154%
 - 5.155% - 12.267%
 - Region 8 Cities



Employment by Industry

The government was the largest employment industry in Dearborn County with 3,066 employees in 2011. Retail trade was the second largest employer groups (2,620 employees) and entertainment jobs were the third largest (2,517 employees). Exhibit II.15 is an illustration of the employment by industry.

Exhibit II.15: Dearborn County Employment by Industry



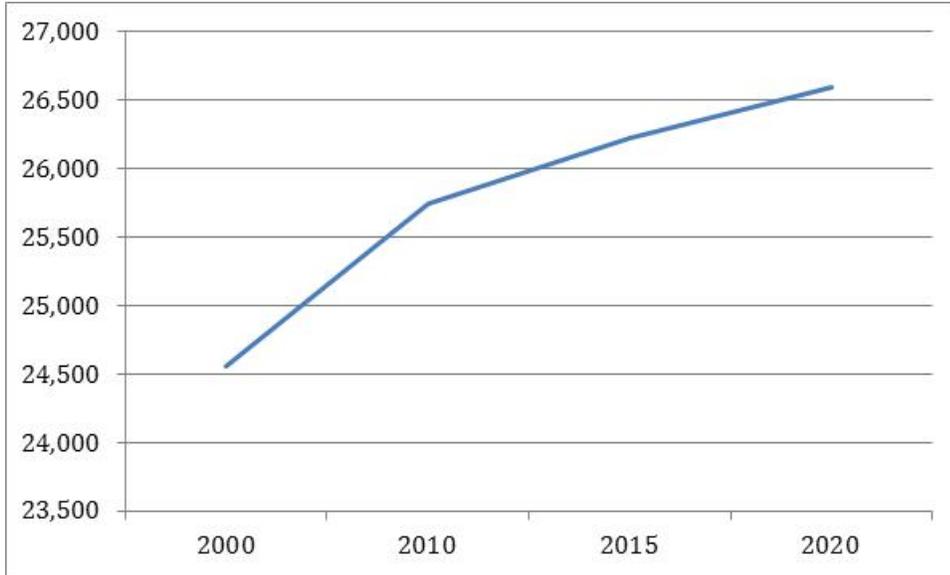
Source: U.S. Bureau of Economic Analysis, 2011

DECATUR COUNTY

Population Growth

The total population of Decatur County in 2012 was 26,277 persons, an increase of 4.8 percent, between the reported 2000 Census population and the 2010 population figures. The Indiana Business Research Center is projecting an increase in population of 1.82 percent in 2015 and another 1.42 percent increase in 2020. Exhibit II.16 illustrates the historical and projected population trends for Decatur County through the year 2020.

Exhibit II.16: Decatur County 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 Decatur County residents aged 65 and older is in Greensburg. The remainder of the county has moderate to very low older adult population density.

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

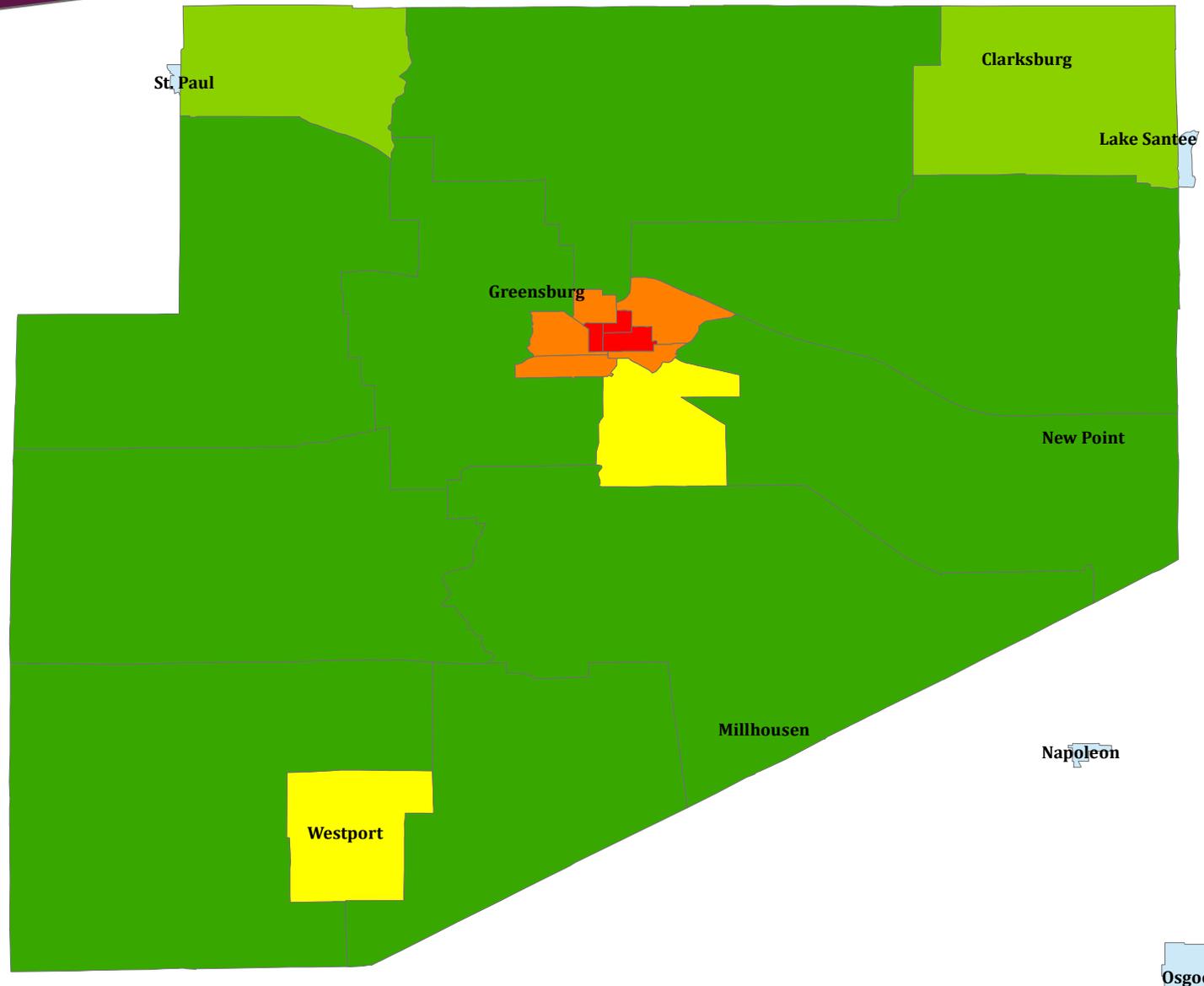


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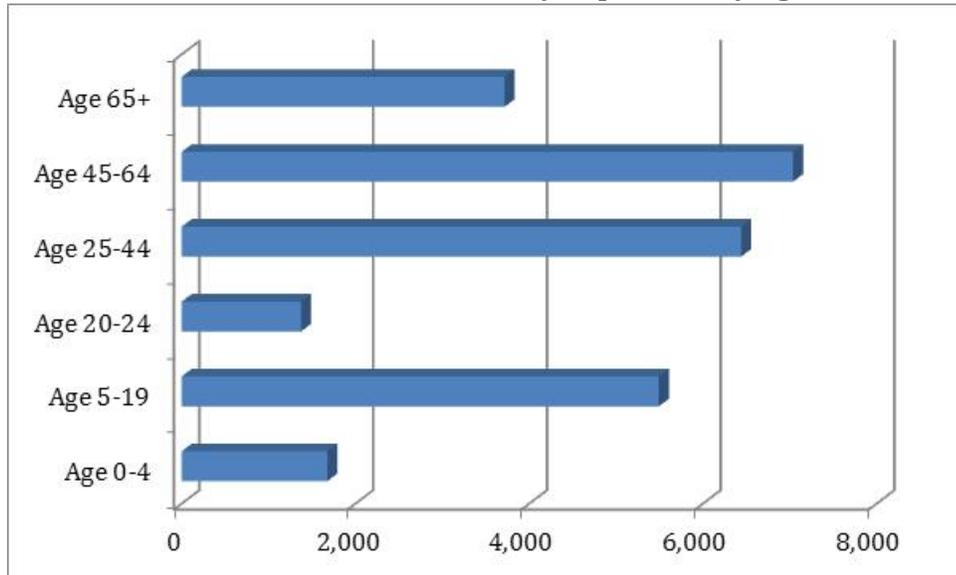
65Plus / SQMI

- 3.017 - 7.136
- 7.137 - 11.92
- 11.93 - 53.75
- 53.76 - 341.5
- 341.6 - 663.2
- Region 8 Cities



The largest age cohort for Decatur County was between the ages of 45 and 64. The second largest group was between ages 25 and 44, which constituted 25 percent of the county's population (see Exhibit II.18). The third largest age group was 5 to 19 years old (21.3 percent), while 14.4 percent was age 65 or older.

Exhibit II.18: Decatur County Population by Age



Source: US Census Bureau, 2011 American Community Survey 5-Year Estimates

Economic Profile

Employment and Income

In 2012, there were approximately 25,300 total people in Decatur County for whom poverty status is determined. Exhibit II.19 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 northwest Decatur County and around Greensburg. These tracts had a poverty rate higher than that of the state of Indiana (14.1 percent). The remainder of the county had moderate to very low densities of persons below the poverty level.

Exhibit II.19: Decatur County Percent Below Poverty

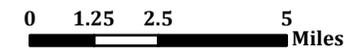
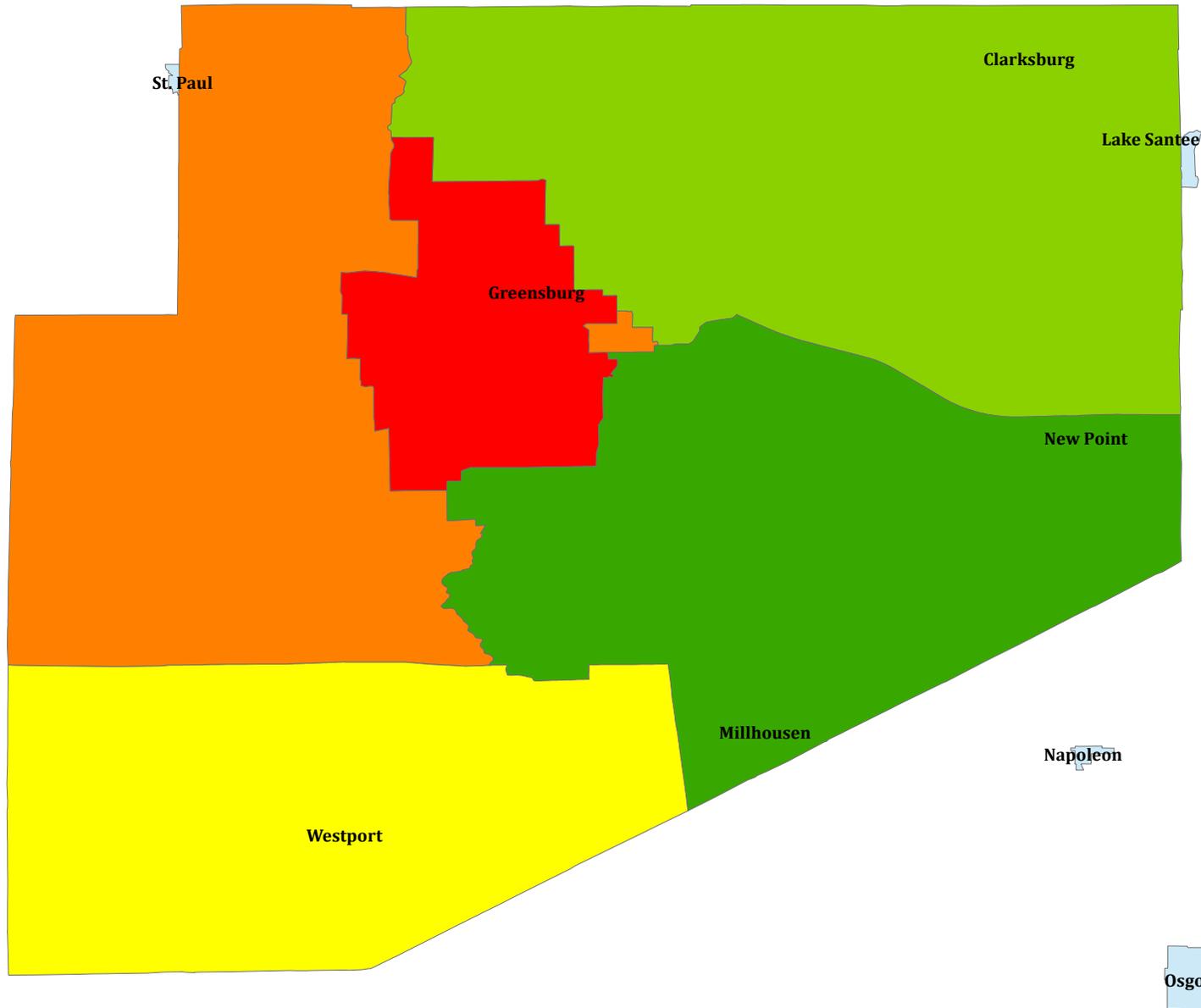


Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 6.449%
- 6.45% - 8.481%
- 8.482% - 14.1%
- 14.101% - 17.613%
- 17.614% - 20.873%
- Region 8 Cities



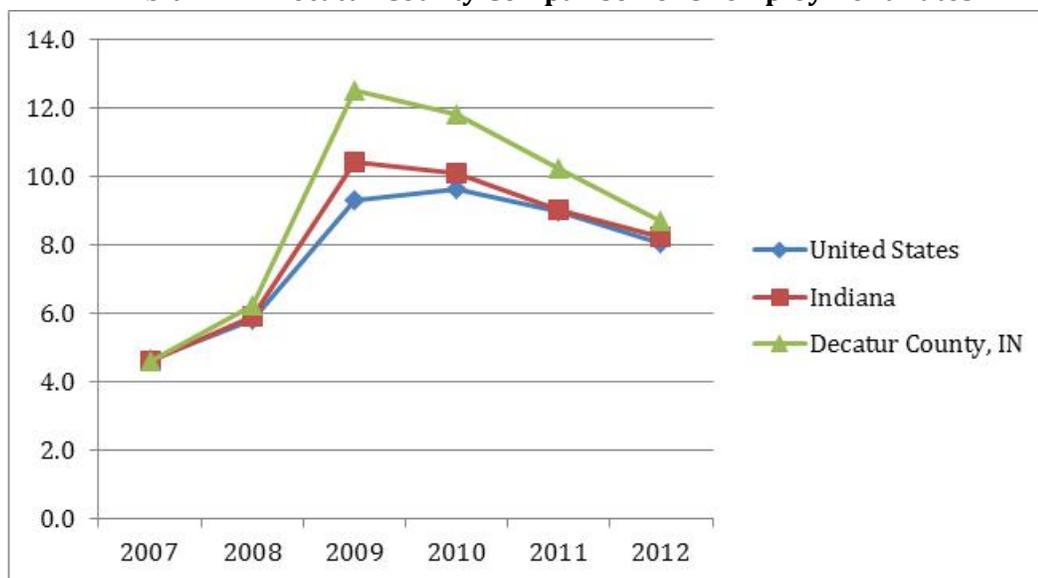
Zero Vehicle Households

The U.S. Census Bureau reported in 2012 that there were approximately 9,992 total households in Decatur County. Exhibit II.20 illustrates the percentage of households with zero vehicles available by Census Tract. The tracts around Greensburg had the highest percentage of households with zero vehicles available. This area had zero vehicle rates between 3.61 percent and 8.72 percent. Areas of moderately high densities were located in the southwest section of Decatur County. The remaining portions of the county had moderate to very low densities of zero vehicle households.

Industry and Labor Force

The 2012 Decatur County labor force consisted of 12,486 individuals according to the U. S. Bureau of Labor Statistics and STATS Indiana. The county's unemployment rate reached a high in 2009 of 12.5 percent. Since 2007, the unemployment rate for Decatur County has been higher 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: Decatur County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.20: Decatur County Percent Zero Vehicle Households



Coordinated Public Transit-Human Service Transportation Plan

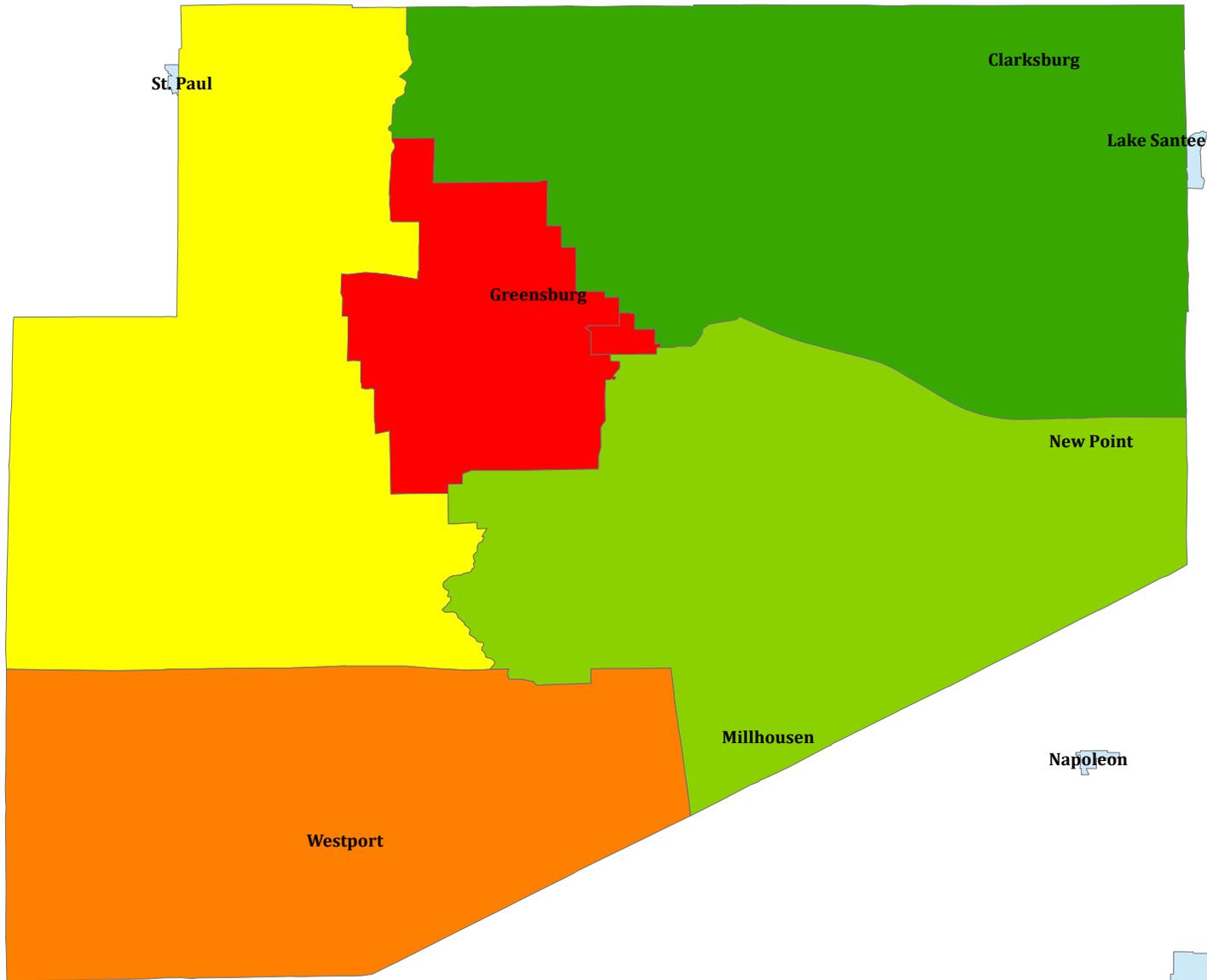
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Region Tracts

-  2.61%
-  2.611% - 2.652%
-  2.653% - 3.492%
-  3.493% - 3.613%
-  3.614% - 8.715%
-  Region 8 Cities

0 1.25 2.5 5 Miles

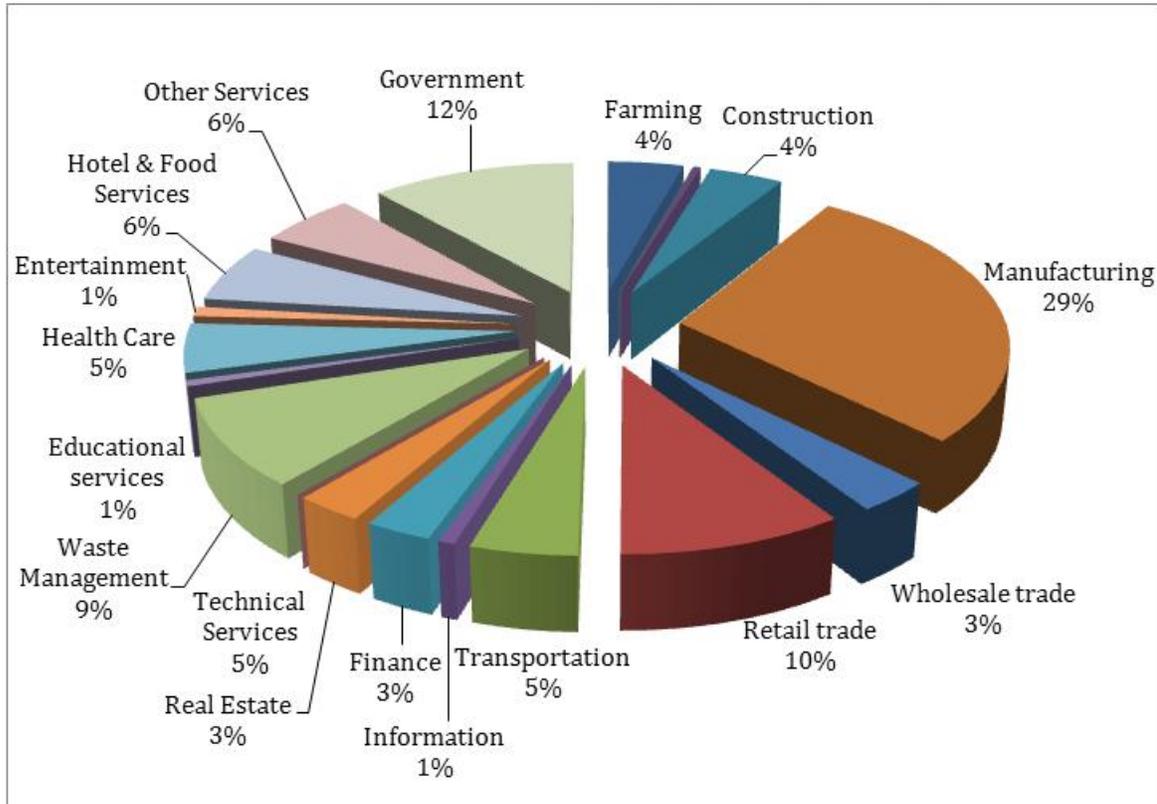
Osgood



Employment by Industry

Manufacturing was the largest industry in Decatur County with 29 percent of employees employed in 2012. Government jobs were the second largest employer groups (1,666 employees) and retail trade was the third largest (1,369). In addition, 1,300 people were employed by waste management jobs. Exhibit II.22 is an illustration of the employment by industry.

Exhibit II.22: Decatur County Employment by Industry



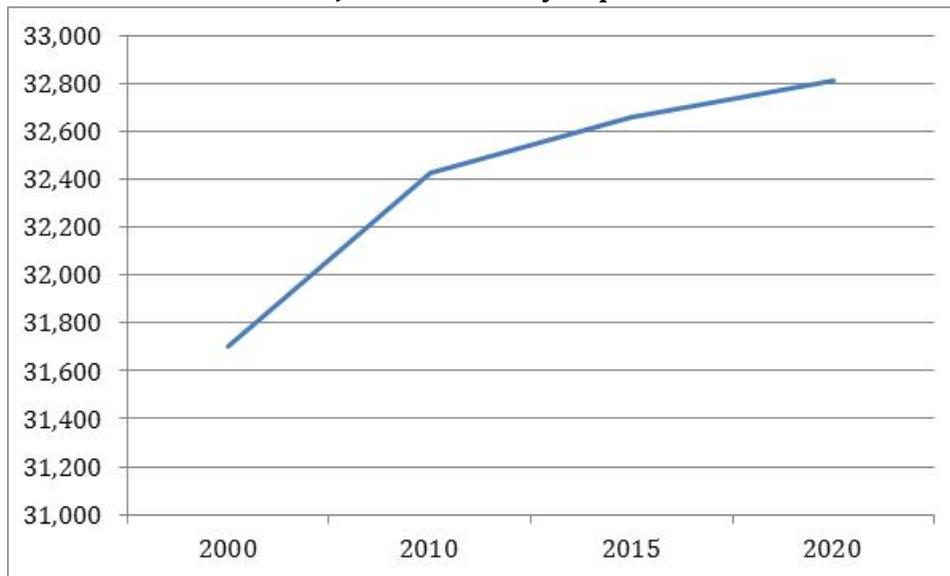
Source: U.S. Bureau of Economic Analysis, 2012

JEFFERSON COUNTY

Population Growth

The total population of Jefferson County in 2012 was 32,458 persons, an increase of 2.28 percent, between the reported 2000 Census population and the 2010 population figures. The Indiana Business Research Center is projecting a slight increase in population for Jefferson County. The population for 2015 is projected to increase 0.7 percent from 2010 and increase another 0.47 percent in 2020. Exhibit II.23 illustrates the historical and projected population trends for Jefferson County through the year 2020.

Exhibit II.23: Jefferson County 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 Jefferson County are in Madison and Hanover. The remainder of the county has low to very low older adult population density.

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

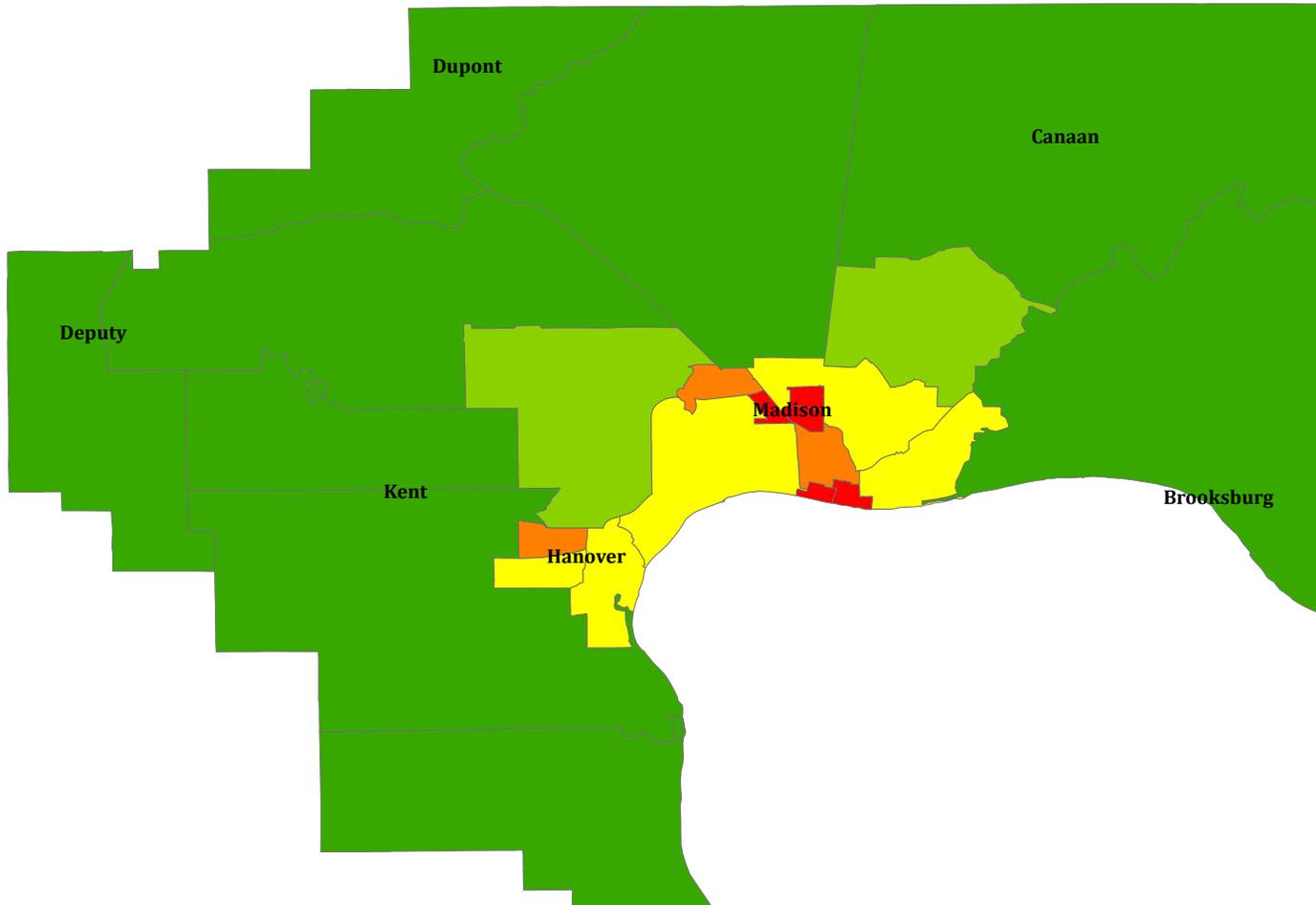


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Legend

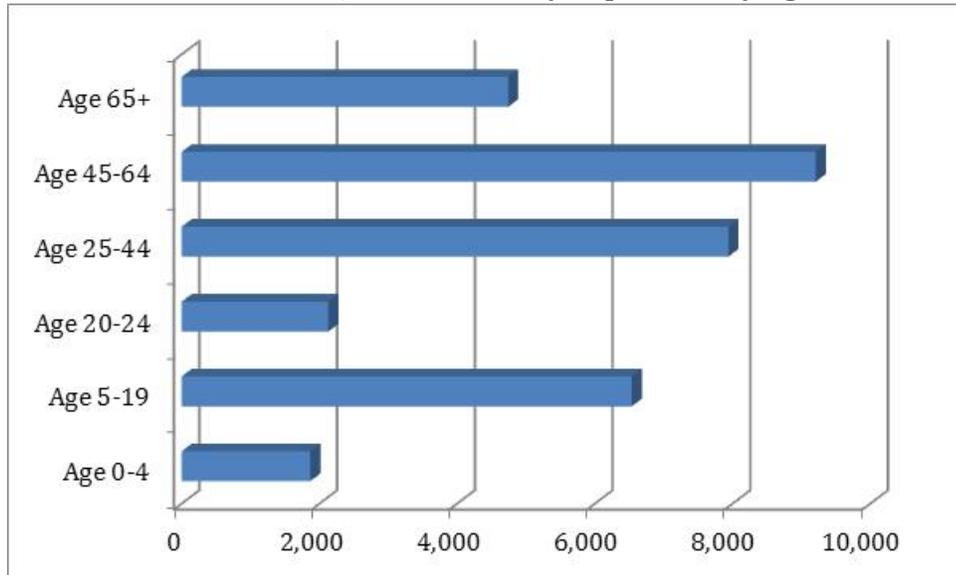
65Plus / SQMI

- 2.749 - 8.076
- 8.077 - 23.11
- 23.12 - 65.00
- 65.01 - 244.9
- 245.0 - 734.2
- Region 8 Cities



The largest age cohort for Jefferson County was between the ages of 45 and 64 (28.4 percent). The second largest group was between ages 25 and 44, which constituted 24.5 percent of the county's population (see Exhibit II.25). The third largest age group was 5 to 19 years old (20.2 percent), while 14.6 percent was age 65 or older.

Exhibit II.25: Jefferson County Population by Age



Source: US Census Bureau, 2011 American Community Survey 5-Year Estimates

Economic Profile

Employment and Income

There were approximately 30,200 total people in Jefferson County for whom poverty status is 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 were found in the City of Hanover. These tracts had a poverty rate higher than that of the State of Indiana (14.1 percent). Central Jefferson County had the second highest concentration of people below the poverty level. The remaining parts of the county had moderate to very low densities of people below the poverty level.

Exhibit II.26: Jefferson County Percent Below Poverty

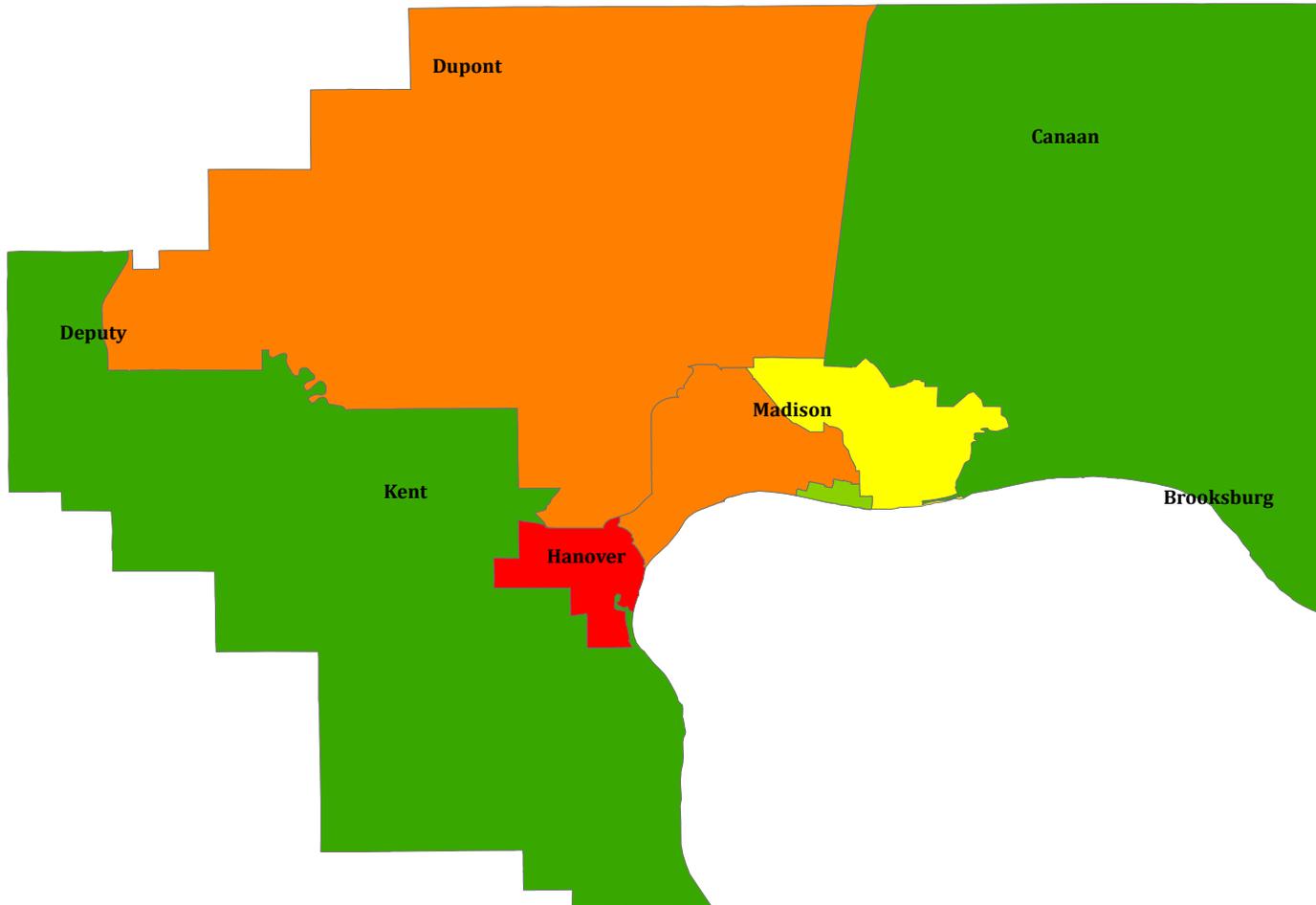


Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

-  10.228% - 10.233%
-  10.234% - 10.706%
-  10.707% - 11.54%
-  11.541% - 14.1%
-  14.101% - 26.262%
-  Region 8 Cities



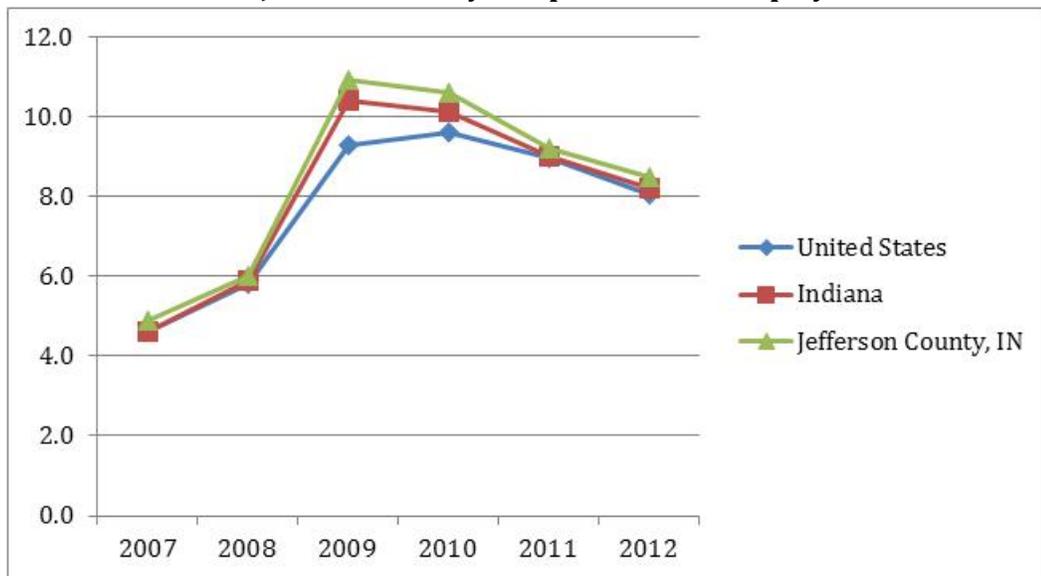
Zero Vehicle Households

There were approximately 12,725 total households in Jefferson County in 2012. Exhibit II.27 illustrates the percentage of households with zero vehicles available by Census Tract. The Census tract in southeast Madison had the highest percentage of households with zero vehicles available in Jefferson County. This area had zero vehicle rates between 8.91 percent and 18.15 percent. The Census tracts around Hanover and eastern Madison had zero vehicle rates between 5.72 and 8.91 percent. The remaining areas of Jefferson County had moderate to very low levels of zero vehicle households.

Industry and Labor Force

The 2012 Jefferson County labor force consisted of 15,843 individuals according to the U. S. Bureau of Labor Statistics and STATS Indiana. The county's unemployment rate reached a high in 2009 of 10.9 percent. Similar to the United States and the State of Indiana, Jefferson County's unemployment rate sharply increased from 2007 to 2009 and now has begun to decrease slightly. Exhibit II.28 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.28: Jefferson County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.27: Jefferson County Percent Zero Vehicle Households

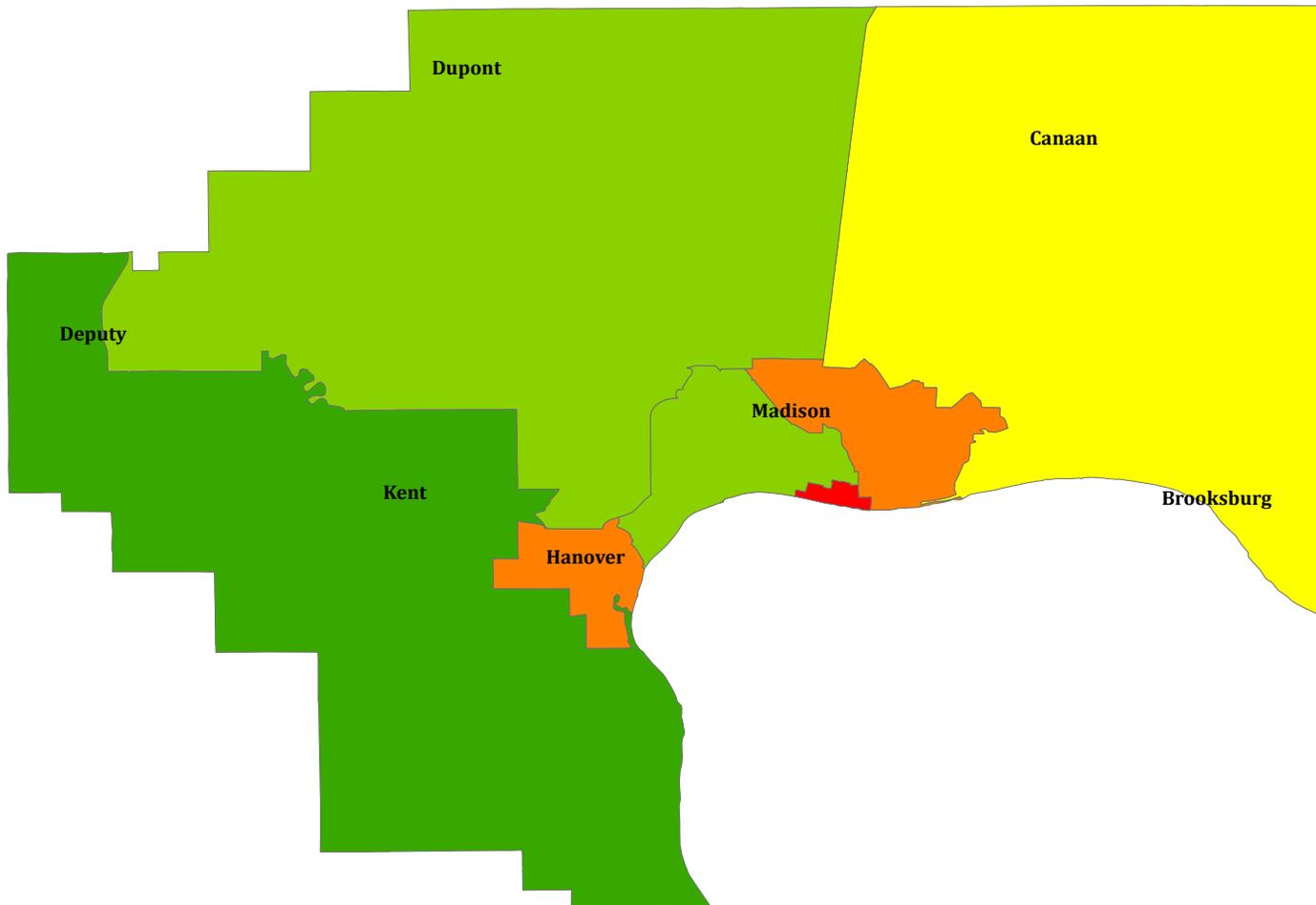


Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

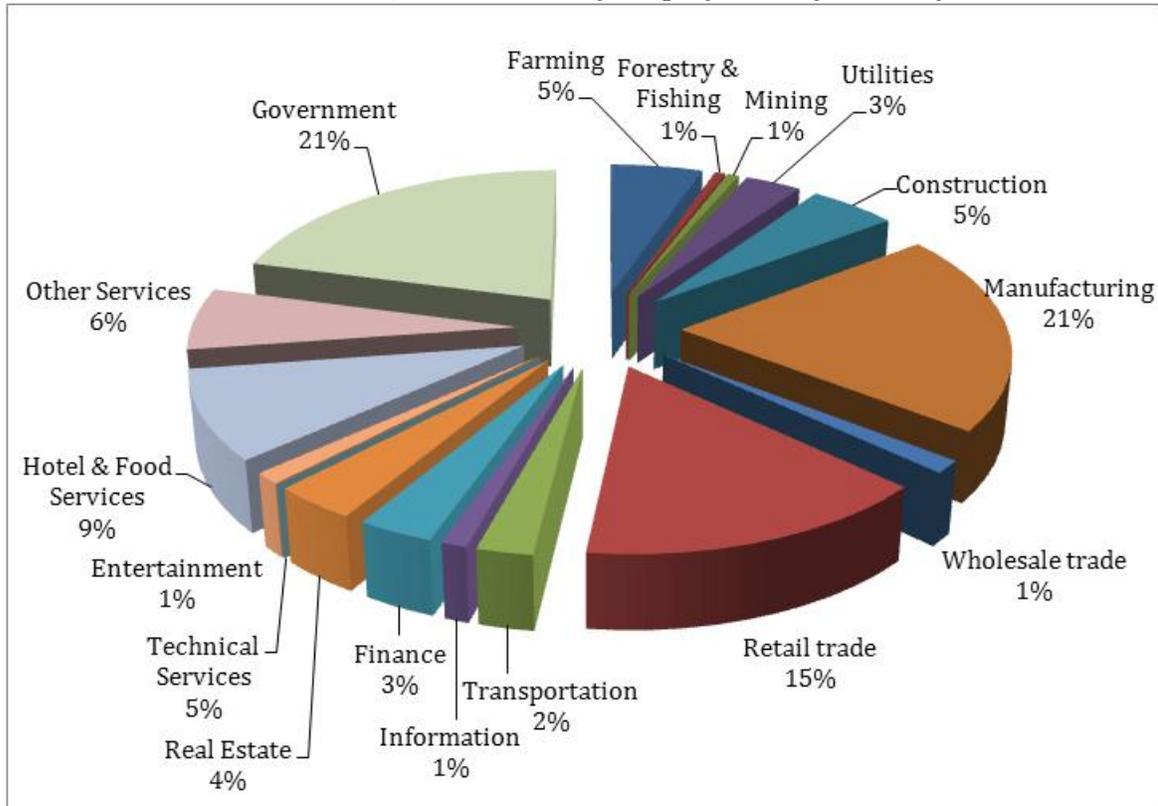
-  4.33%
-  4.331% - 4.973%
-  4.974% - 5.721%
-  5.722% - 8.916%
-  8.917% - 18.153%
-  Region 8 Cities



Employment by Industry

The government was the largest industry in Jefferson County with 2,718 employees in 2012. Manufacturing jobs were the second largest employer groups (2,696 employees) and retail trade was the third largest (1,969). Exhibit II.29 is an illustration of the employment by industry.

Exhibit II.29: Jefferson County Employment by Industry



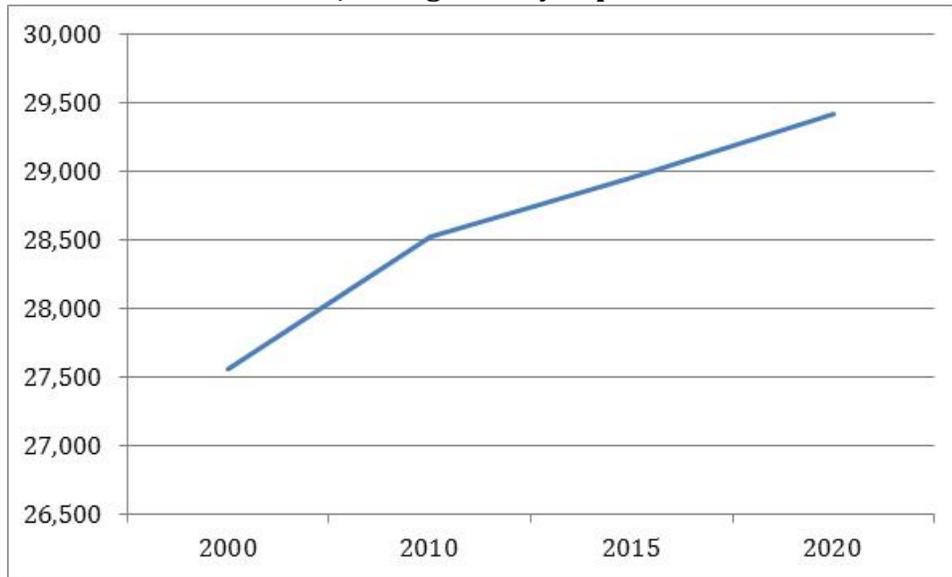
Source: U.S. Bureau of Economic Analysis, 2012

JENNINGS COUNTY

Population Growth

The total population of Jennings County in 2012 was 28,241 persons, an increase of 3.5 percent, between the reported 2000 Census population and the 2012 population figures. The Indiana Business Research Center is projecting an increase in population for Jennings County over the next ten years. The population for 2015 is projected to increase by 1.48 percent from 2010 and increase another 1.57 percent in 2020. Exhibit II.30 illustrates the historical and projected population trends for Jennings County through the year 2020.

Exhibit II.30: Jennings County Population Trends

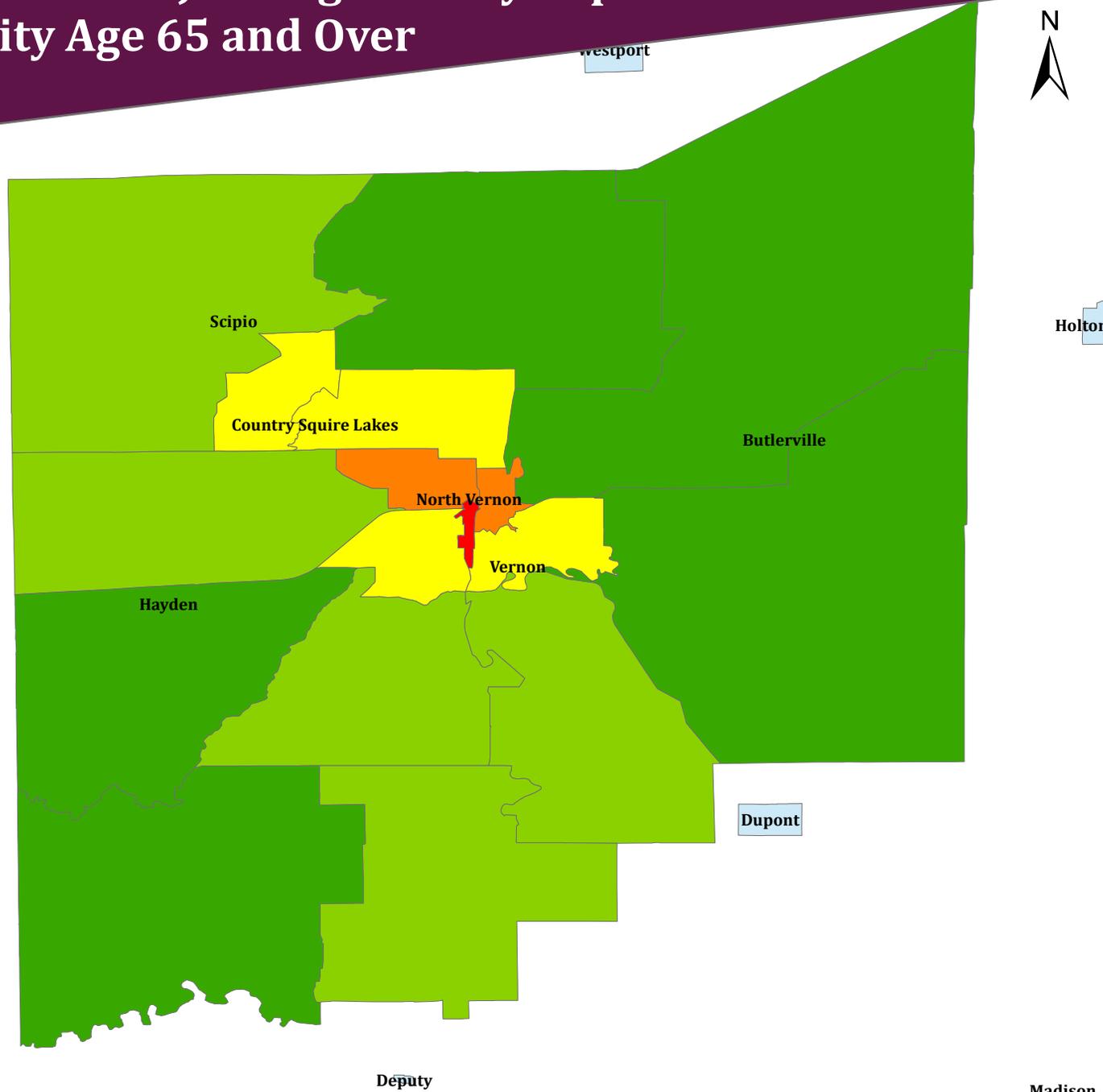


Source: 2000 & 2010 Census Bureau & STATS Indiana

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 Jennings County are in North Vernon. The block groups had older adult densities between 53.7 and 395 persons per square mile. The remainder of the county has moderate to very low older adult population density.

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

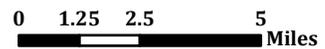


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Public Transit-
Human Service
Transportation
Plan



Legend

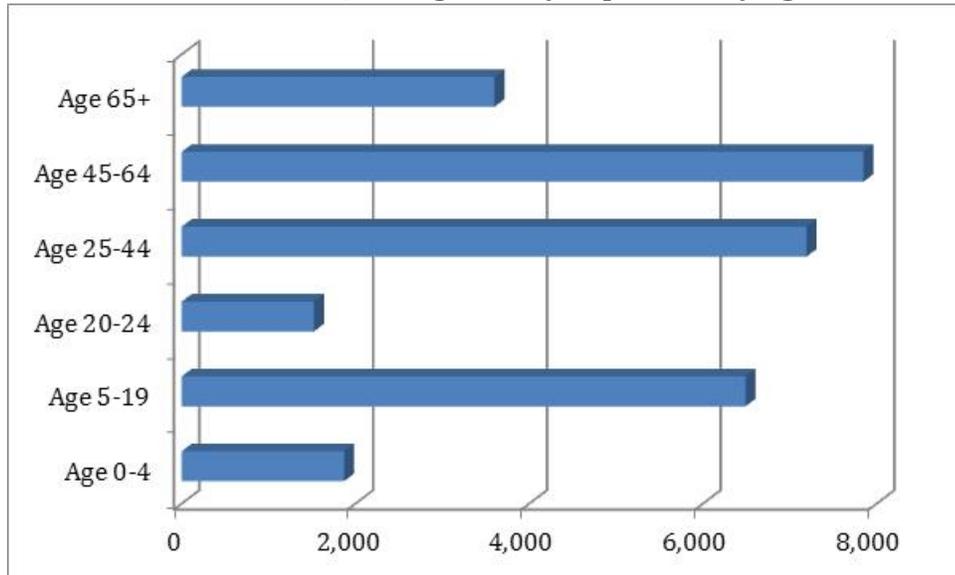
- 65Plus / SQMI**
- 3.257 - 4.736
 - 4.737 - 9.286
 - 9.287 - 53.69
 - 53.70 - 128.4
 - 128.5 - 395.1
 - Region 8 Cities



Madison

The largest age cohort for Jennings County was between the ages of 45 and 64 (27.5 percent). The second largest group was between ages 25 and 44, which constituted 25.2 percent of the county's population (see Exhibit II.32). The third largest age group was 5 to 19 years old (22.8 percent), while 12.6 percent was age 65 or older.

Exhibit II.32: Jennings County Population by Age



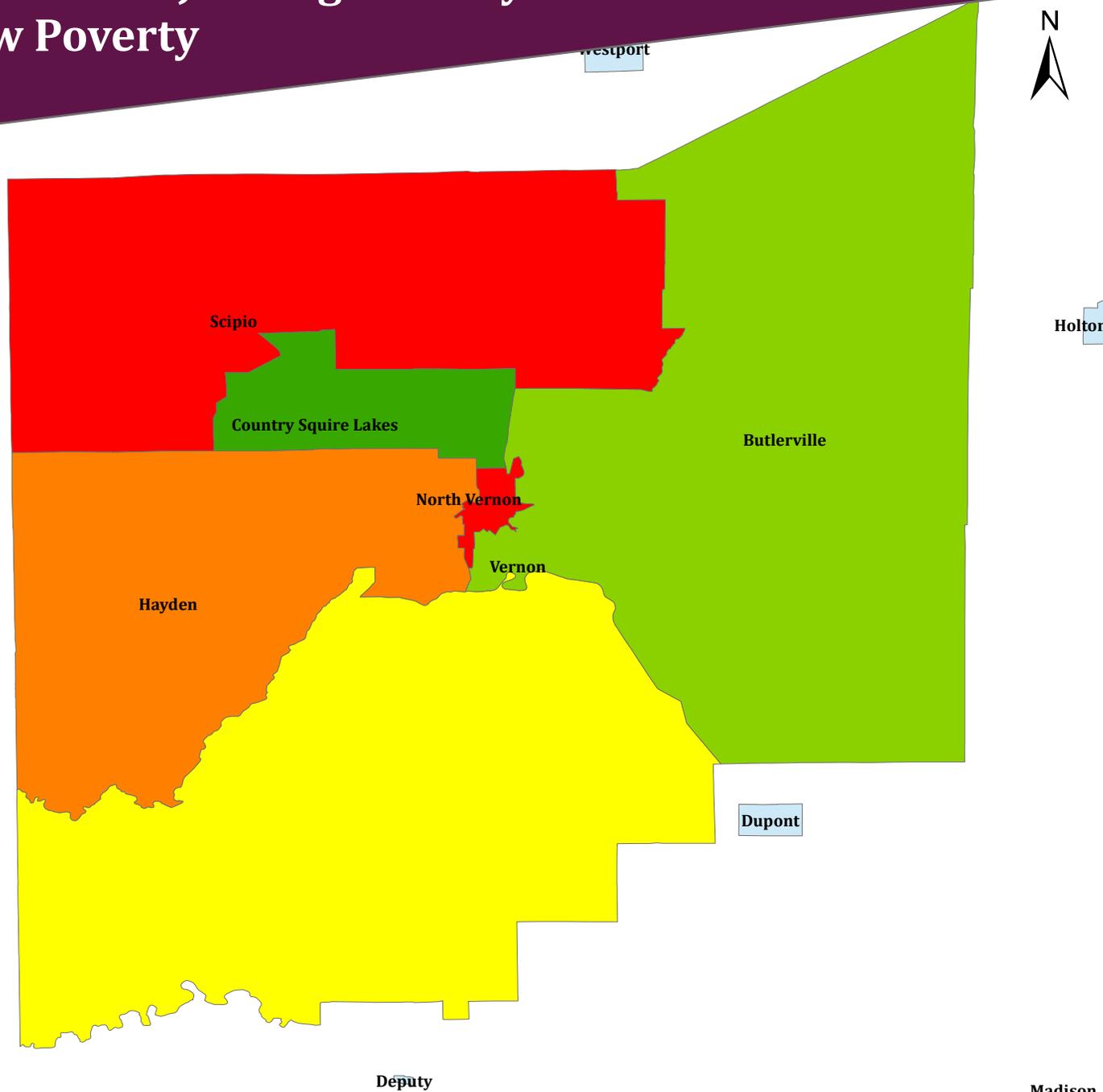
Source: US Census Bureau, 2011 American Community Survey 5-Year Estimates

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2012 that there were 20,006 total people in Jennings County for whom poverty status is 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 the northwest section of Jennings County and eastern North Vernon. These tracts had a poverty rate higher than that of the State of Indiana (14.1 percent). The tract in western Jennings County had high densities of people below the poverty level between 10.81 and 14.1 percent. The remainder of the county had moderate to very low densities of people below the poverty level.

Exhibit II.33: Jennings County Percent Below Poverty

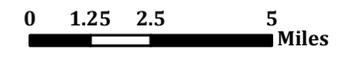


Coordinated Public Transit-Human Service Transportation Plan



Legend

- Region Tracts**
- 9.556%
 - 9.557% - 10.009%
 - 10.01% - 10.811%
 - 10.812% - 14.1%
 - 14.101% - 18.084%
 - Region 8 Cities



Madison

Deputy

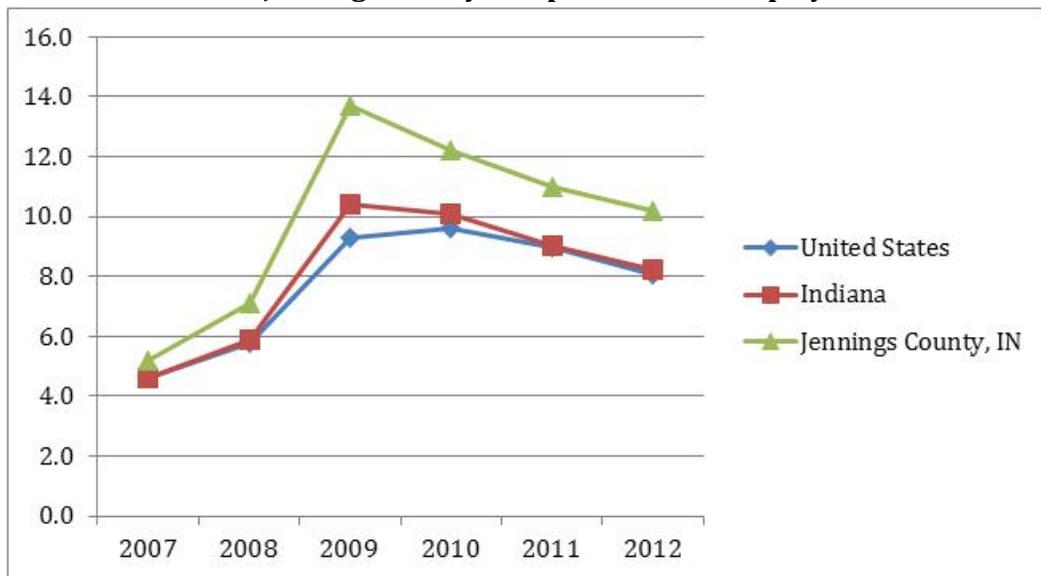
Zero Vehicle Households

There were 10,936 total households in Jennings County. Exhibit II.34 illustrates the percentage of households with zero vehicles available by Census Tract. The tract in eastern North Vernon had the highest densities of households with zero vehicles available. This area had zero vehicle rates above 3.49 percent. The tracts in the south western portion of Jennings County had zero vehicle household rates between 2.61 and 3.49 percent. The remainder of the county had moderate to very low densities of zero vehicle households.

Industry and Labor Force

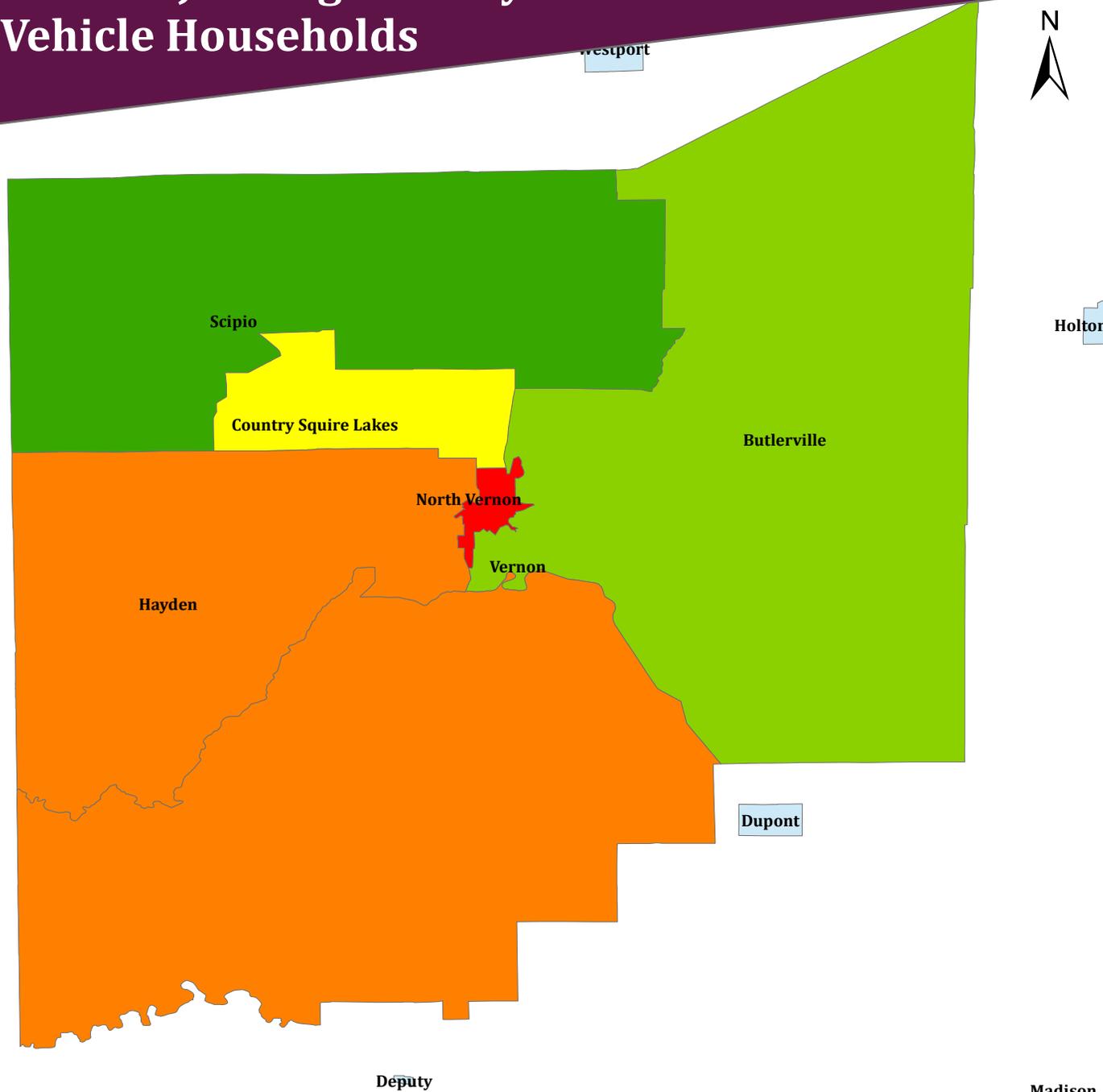
The 2012 Jennings County labor force consisted of 13,516 individuals according to the U. S. Bureau of Labor Statistics and STATS Indiana. The county's unemployment rate reached a high in 2009 of over 13.7 percent. Since 2007 the unemployment rate has been higher than the State of Indiana and the United States. Exhibit II.35 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.35: Jennings County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.34: Jennings County Percent Zero Vehicle Households



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Human Service
Transportation
Plan

Legend

- Region Tracts**
- 0%
 - 0.001% - 2.457%
 - 2.458% - 2.608%
 - 2.609% - 3.495%
 - 3.496% - 7.606%
 - Region 8 Cities

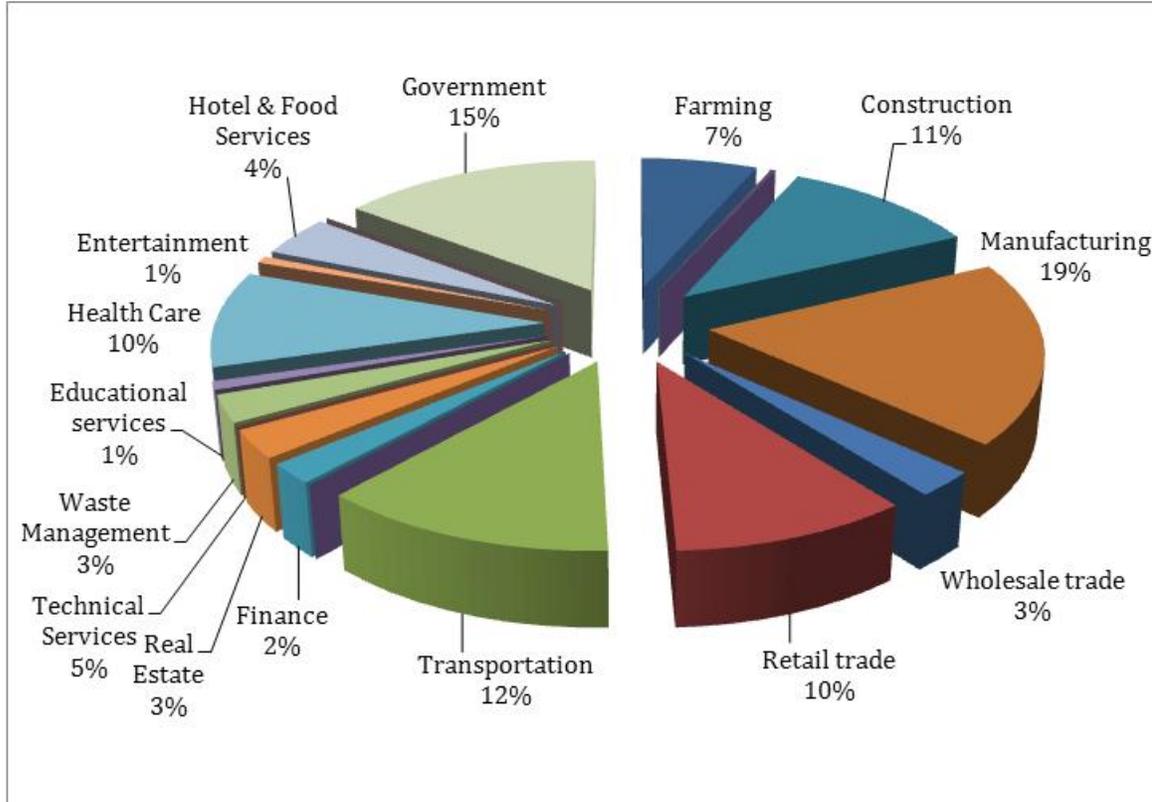


Madison

Employment by Industry

Manufacturing jobs were the largest employer in Jennings County with 1,768 employees in 2012. Government jobs were the second largest employer group with approximately 1,385 employees. In addition, transportation jobs employed about 12 percent of the population. Exhibit II.36 is an illustration of the employment by industry.

Exhibit II.36: Jennings County Employment by Industry



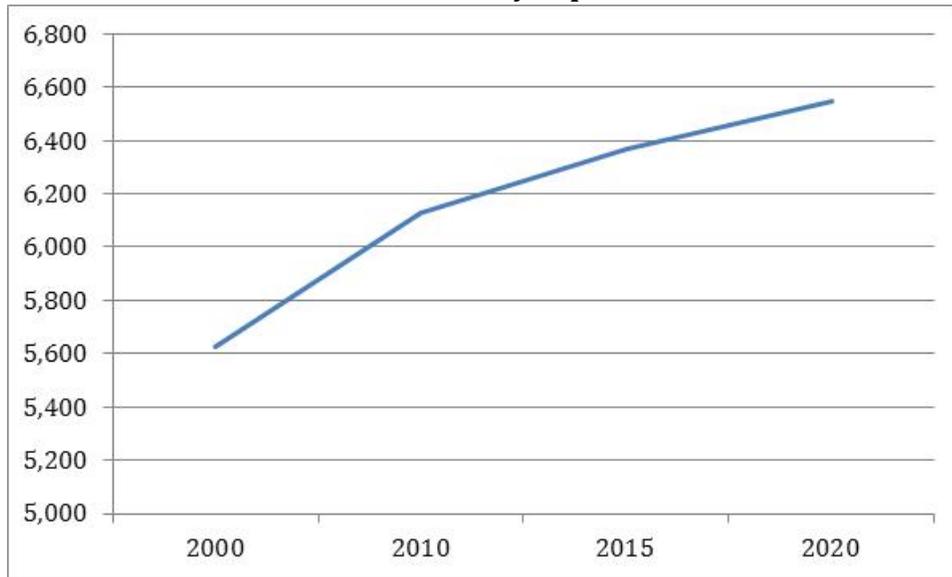
Source: U.S. Bureau of Economic Analysis, 2012

OHIO COUNTY

Population Growth

The total population of Ohio County in 2012 was 5,994 persons, an increase of nearly nine percent, between the reported 2000 Census population and the 2010 population figures. The Indiana Business Research Center is projecting an increase in population for Ohio County. The population for 2015 is projected to increase by 3.75 percent from 2010 and increase another 2.78 percent in 2020. Exhibit II.37 illustrates the historical and projected population trends for Ohio County through the year 2020.

Exhibit II.37: Ohio County 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 Ohio County are in Rising Sun. The remainder of the county has low to very low older adult population density.

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

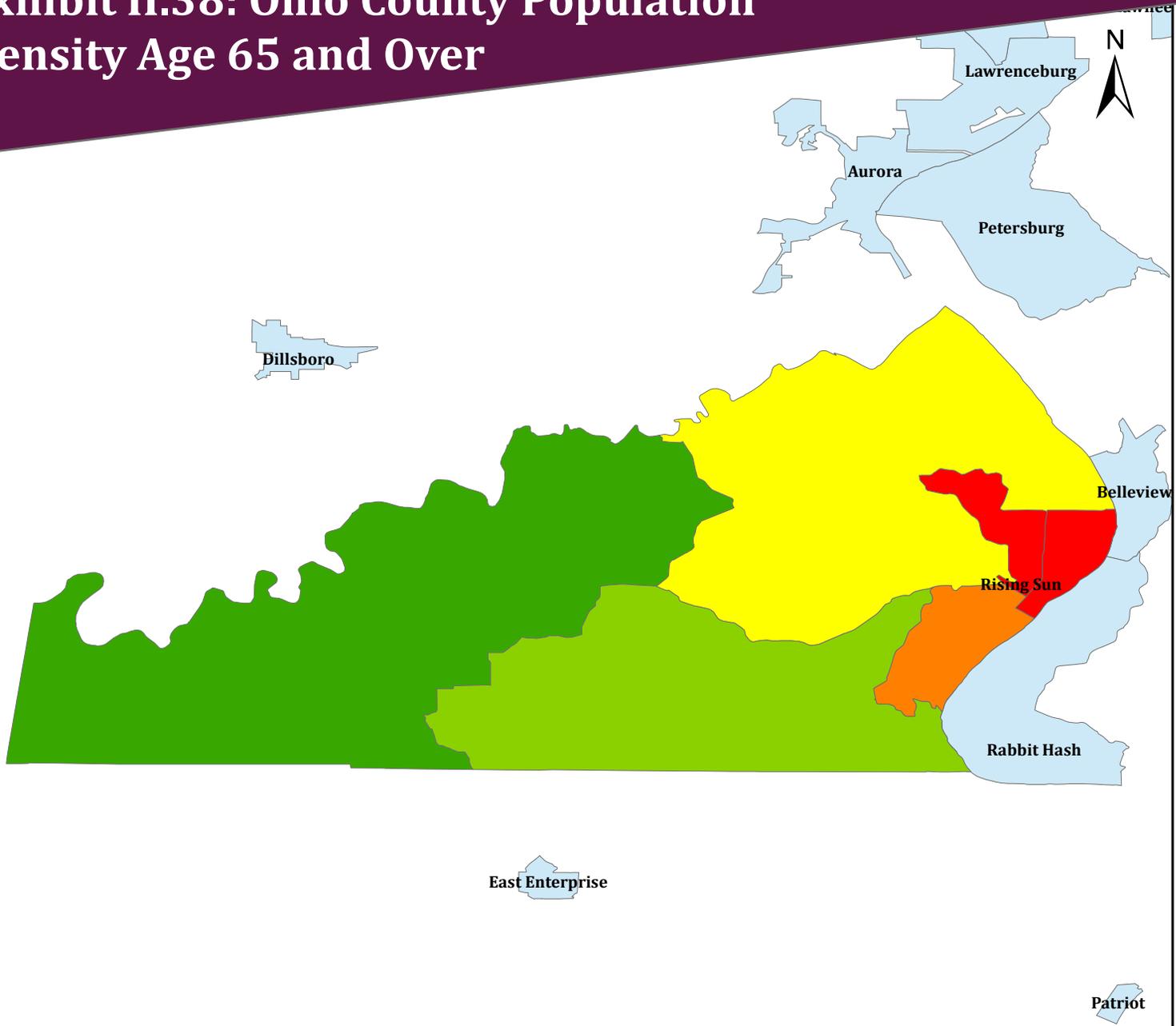
Coordinated Public Transit-Human Service Transportation Plan

Legend

65Plus / SQMI

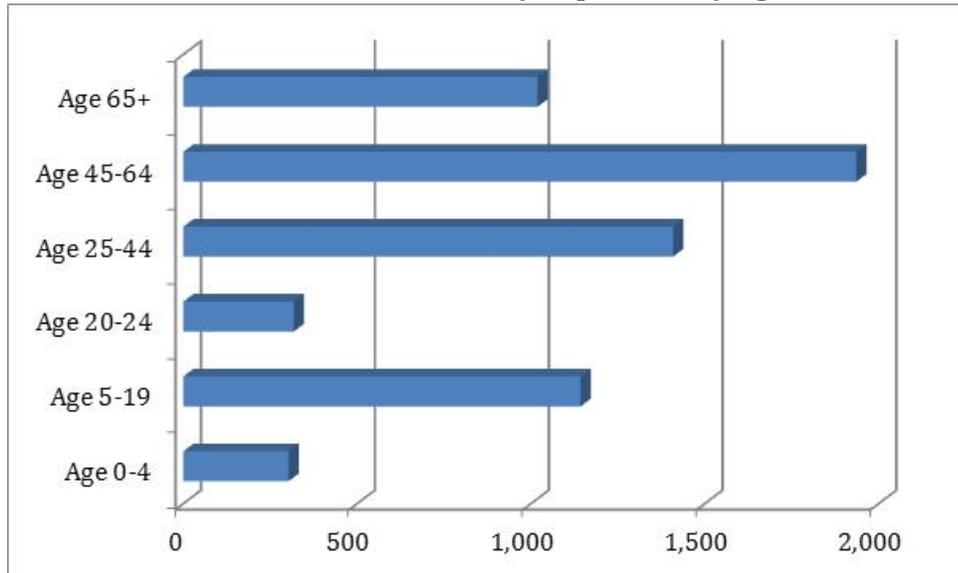
- 3.972
- 3.973 - 6.322
- 6.323 - 8.736
- 8.737 - 51.41
- 51.42 - 125.0
- Region 8 Cities

0 1 2 4 Miles



The largest age cohort for Ohio County was between the ages of 45 and 64 (31.6 percent). The second largest group was between ages 25 and 44, which constituted 23 percent of the county's population (see Exhibit II.39). The third largest age group was 5 to 19 years old (18.7 percent), while 16.6 percent was age 65 or older.

Exhibit II.39: Ohio County Population by Age



Source: 2010 Indiana Business Research Center

Economic Profile

Employment and Income

There were 5,946 total people in Ohio County for whom poverty status is determined. Exhibit II.40 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. There are only two tracts in Ohio County and neither had a poverty rate higher than that of the State of Indiana (14.1 percent). The tract in Rising Sun had the highest poverty rate in Ohio County at 12.6 percent. The remaining tract had a poverty rate of five percent.

Exhibit II.40: Ohio County Percent Below Poverty

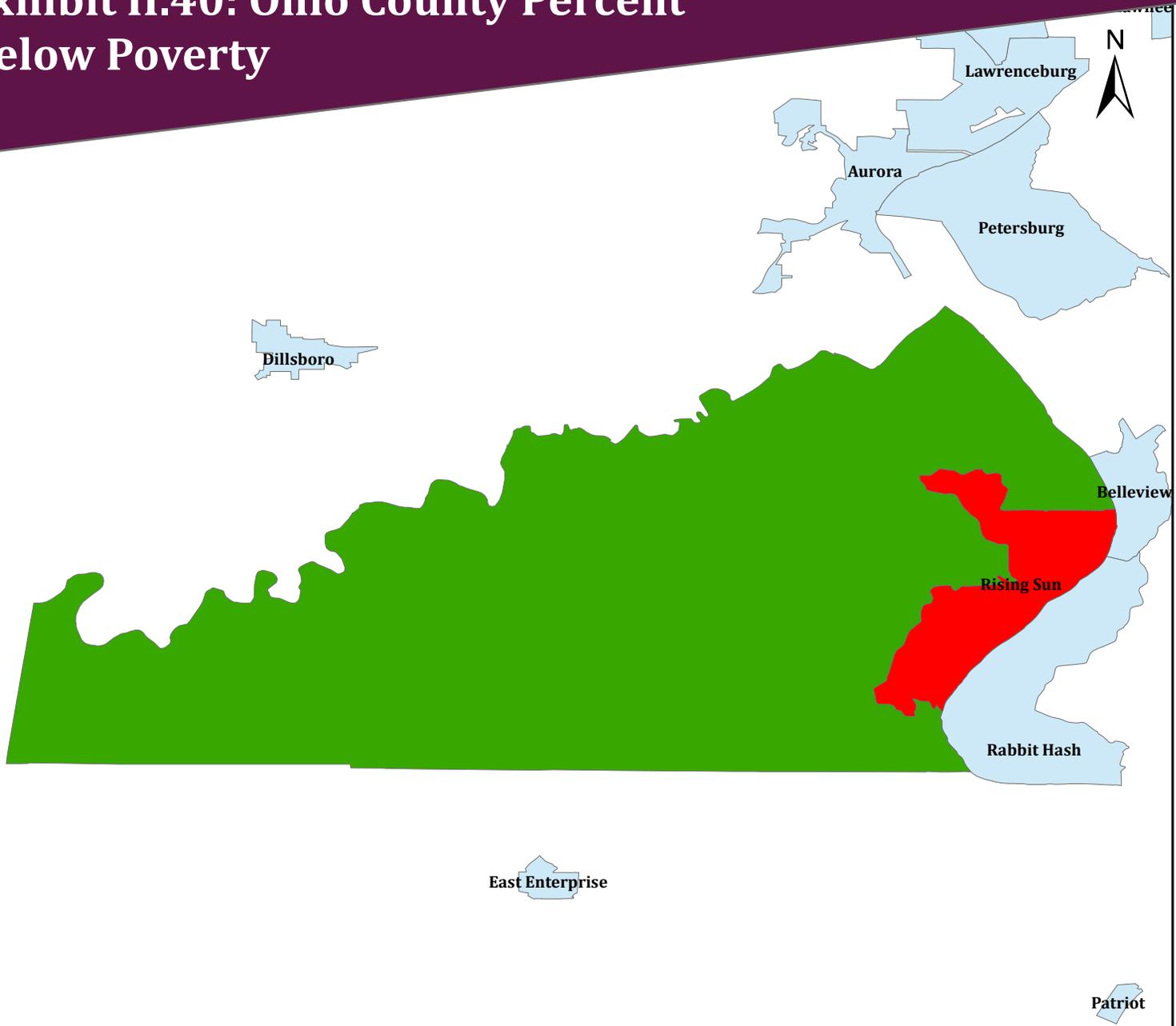
Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 5.006%
- 5.007% - 12.602%
- Region 8 Cities

0 1 2 4 Miles



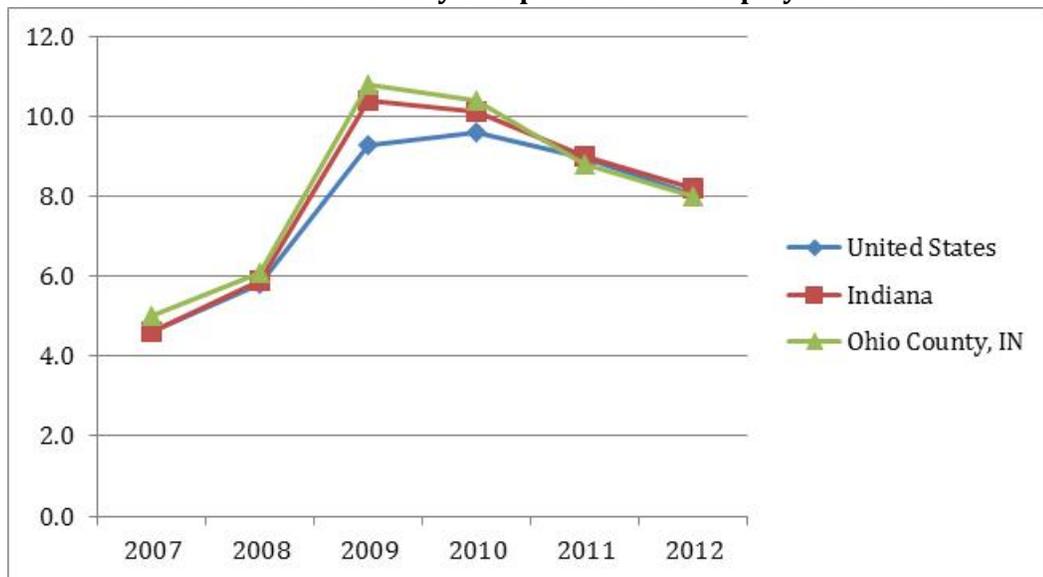
Zero Vehicle Households

There were 2,403 total households in Ohio County. Exhibit II.41 illustrates the percentage of households with zero vehicles available by Census Tract. The tract in Rising Sun had the highest density of households with zero vehicles available (8.79 percent) while the remaining tract in Ohio County had a zero vehicle household rate of 0.91 percent.

Industry and Labor Force

The 2012 Ohio County labor force consisted of 3,134 individuals according to the U. S. Bureau of Labor Statistics and STATS Indiana. The county's unemployment rate reached a high in 2009 of 10.8 percent. From 2007 to 2010, Ohio County's unemployment rate was higher than that of the State of Indiana and the United States. Since 2010, Ohio County's unemployment rate has been lower to that of the State of Indiana. Exhibit II.42 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.42: Ohio County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.41: Ohio County Percent Zero Vehicle Households

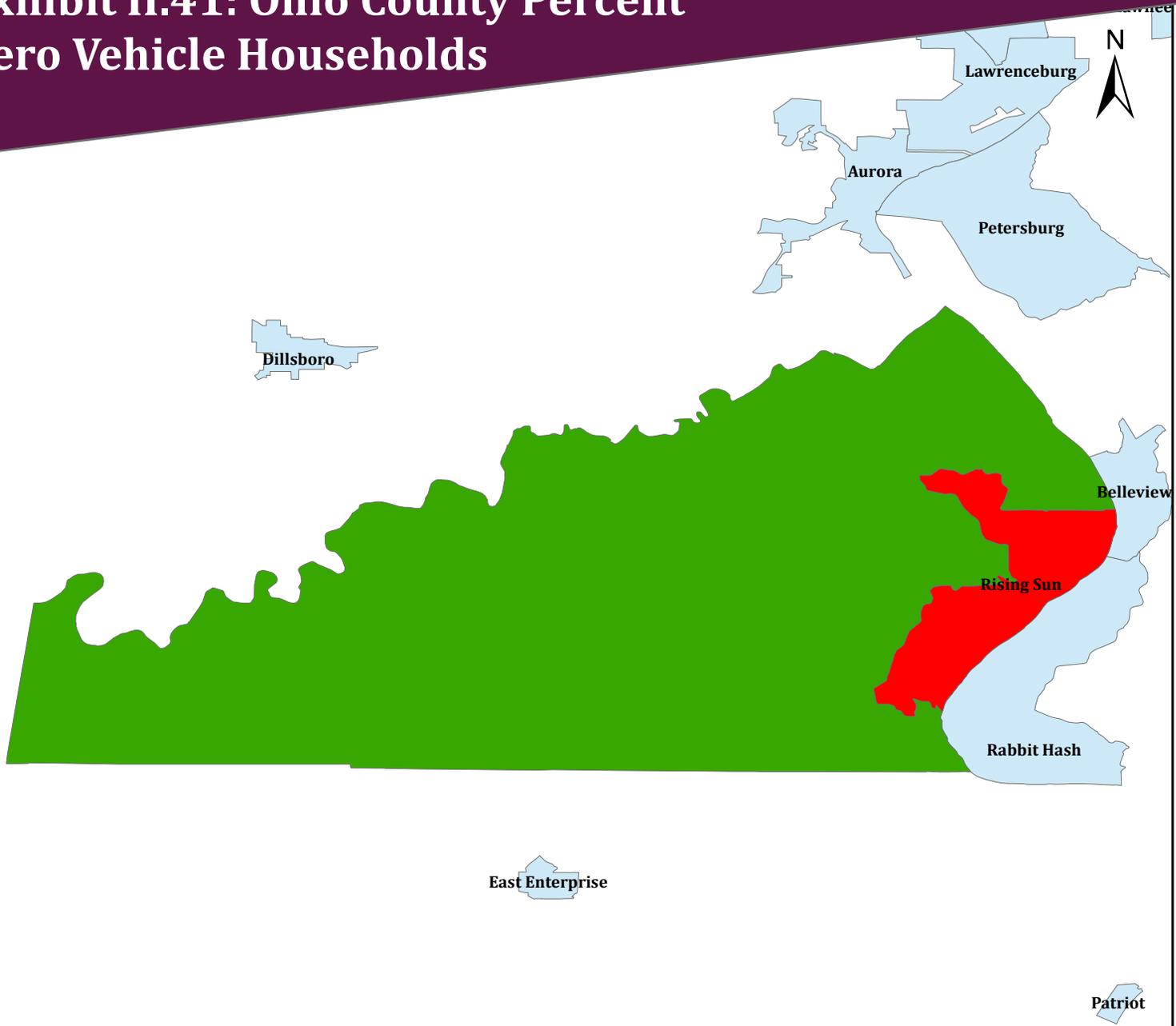
Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 0.911%
- 0.912% - 8.787%
- Region 8 Cities

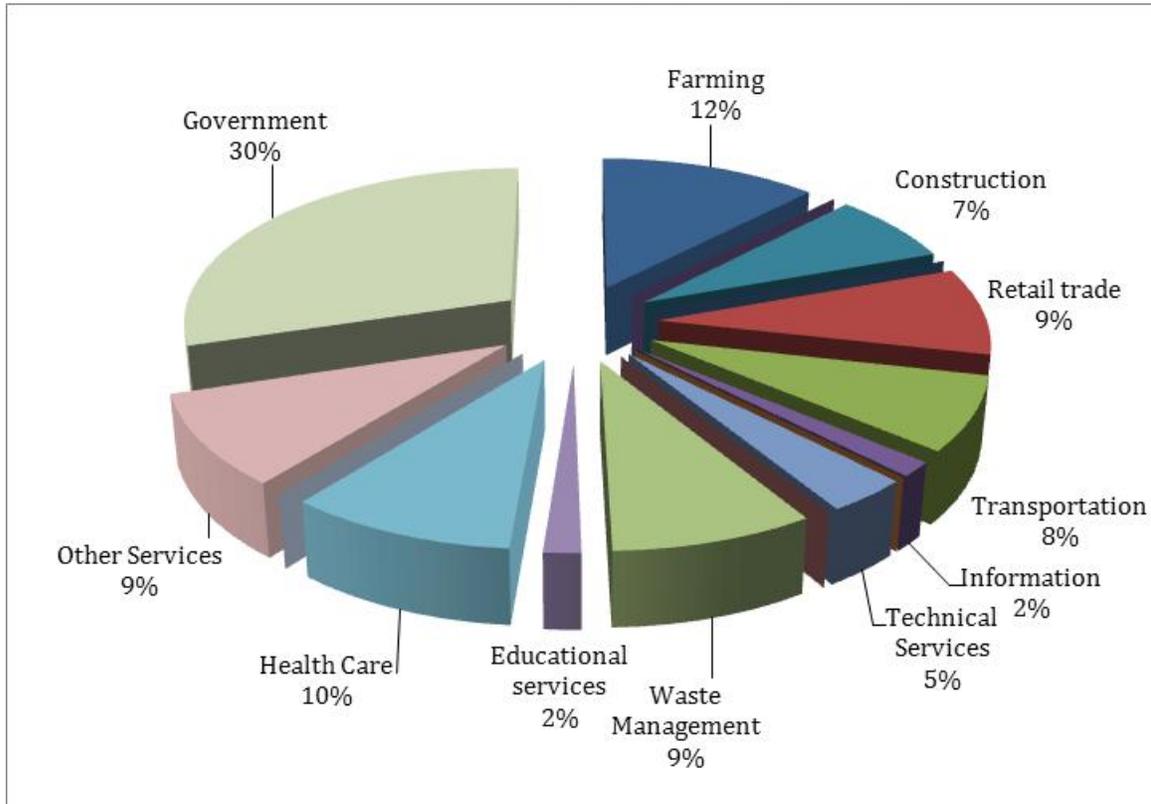
0 1 2 4 Miles



Employment by Industry

Government jobs were the largest employer in Ohio County in 2012. Farming was the second largest employer group with 164 employees. In addition, health care, retail trade, and other services employed another 10, 9, and 9 percent respectively of the population. Exhibit II.43 is an illustration of the employment by industry.

Exhibit II.43: Ohio County Employment by Industry



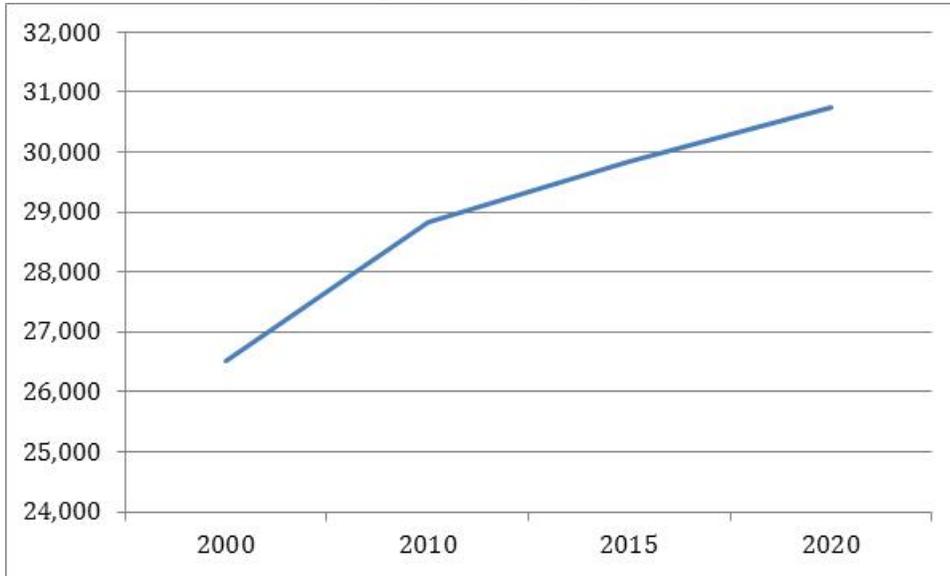
Source: U.S. Bureau of Economic Analysis, 2012

RIPLEY COUNTY

Population Growth

The total population of Ripley County in 2012 was 28,419 persons, an increase of 8.65 percent between the reported 2000 Census population and the 2010 population figures. The Indiana Business Research Center is projecting a 3.42 percent increase in population for Ripley County for 2015 and another 2.98 percent increase for the year 2020. Exhibit II.44 illustrates the historical and projected population trends for Ripley County through the year 2020.

Exhibit II.44: Ripley County Population Trends



Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

Exhibit II.45 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Ripley County are in Batesville. These block groups had densities of older adults between 43.67 and 430 per square mile. The remainder of the county has low to very low densities of older adults as compared to the rest of the county.

Exhibit II.45: Ripley County Population Density Age 65 and Over

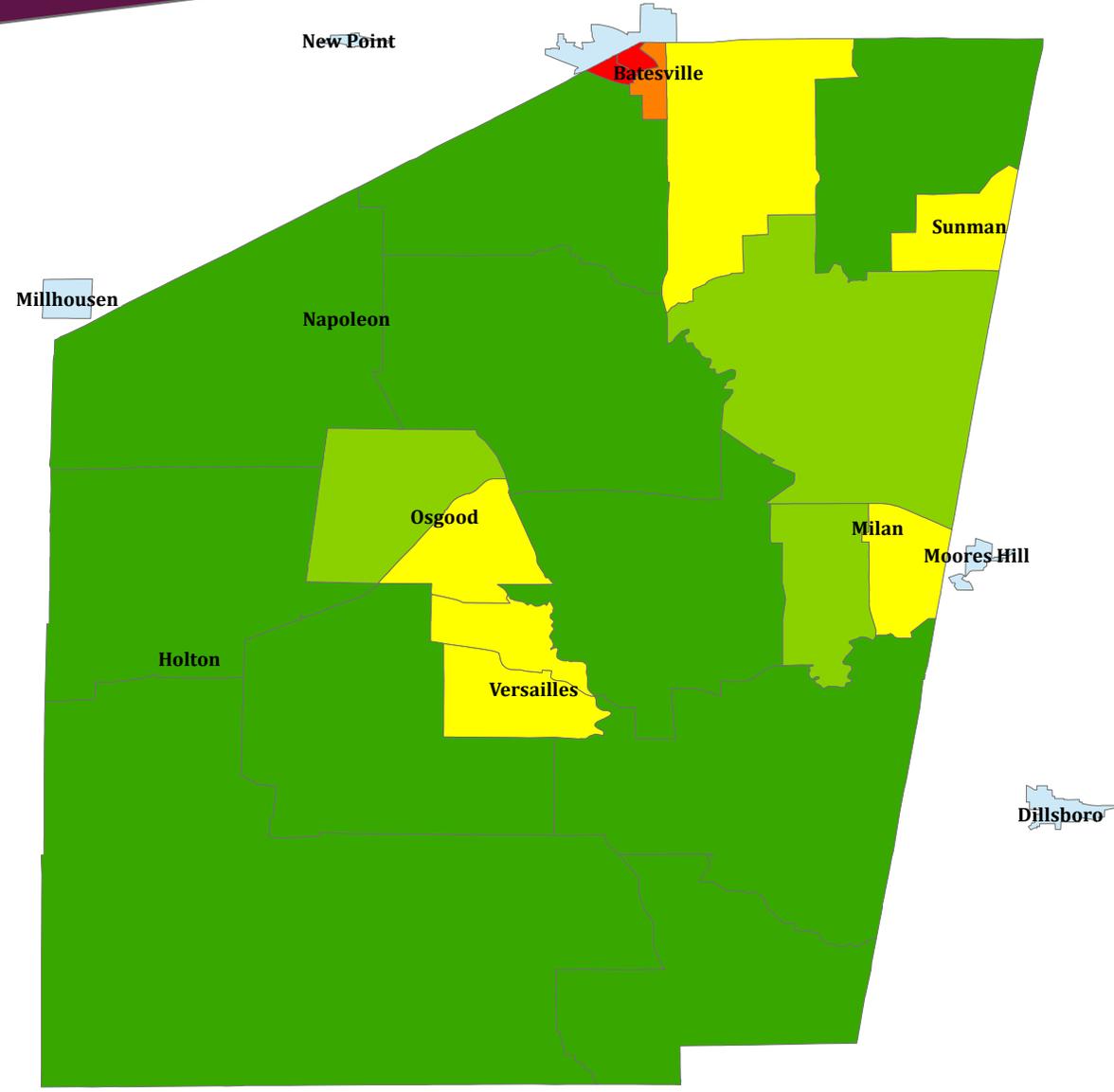
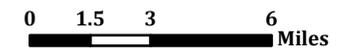


Coordinated Public Transit-Human Service Transportation Plan

Legend

65Plus / SQMI

- 2.443 - 8.350
- 8.351 - 16.07
- 16.08 - 43.66
- 43.67 - 157.4
- 157.5 - 430.0
- Region 8 Cities

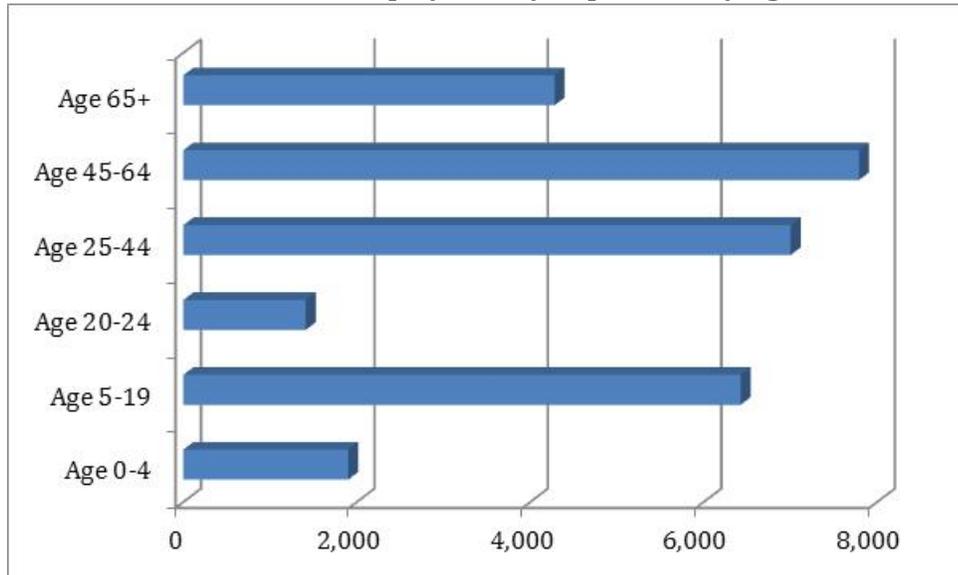


Dupont



The largest age cohort for Ripley County was between the ages of 45 and 64 (27 percent). The second largest group was between ages 25 and 44, which constituted 24.3 percent of the county's population (see Exhibit II.46). The third largest age group was 5 to 19 years old (22.3 percent), while 14.9 percent was age 65 or older.

Exhibit II.46: Ripley County Population by Age



Source: US Census Bureau, 2011 American Community Survey 5-Year Estimates

Economic Profile

Employment and Income

There were 28,251 total people in Ripley County for whom poverty status is determined. Exhibit II.47 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The Census Tracts in red (southwest Ripley County) had percentages of people below the poverty level (14.1 – 17.78 percent) higher than the State of Indiana's (14.1 percent). The remaining tracts in Ripley County had densities of persons below the poverty level between 7.41 and 14.1 percent.

Exhibit II.47: Ripley County Percent Below Poverty

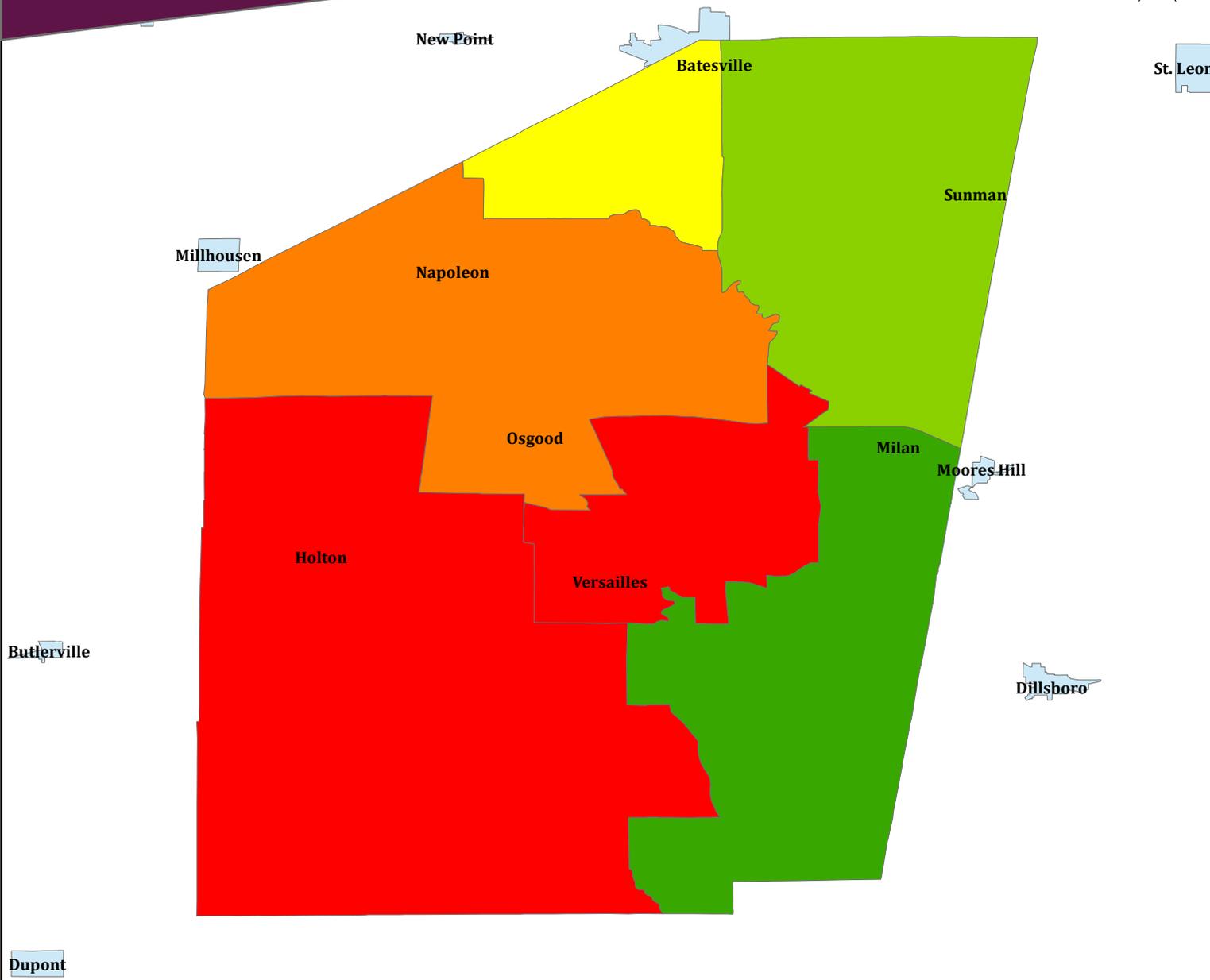
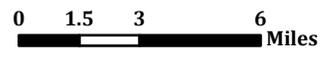


Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 7.419%
- 7.42% - 7.512%
- 7.513% - 9.603%
- 9.604% - 14.1%
- 14.101% - 17.78%
- Region 8 Cities



Dupont

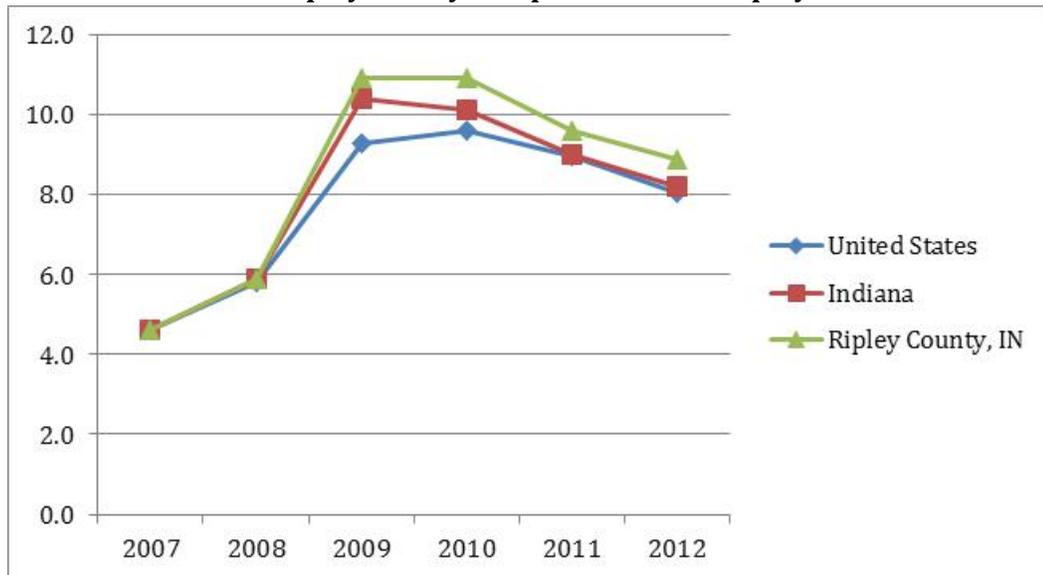
Zero Vehicle Households

There were 10,813 total households in Ripley County. Exhibit II.48 illustrates the percentage of households with zero vehicles available by Census tract. The tracts in northeast Ripley County had the highest percentage of households with zero vehicles available (5.27 – 7.01 percent). The remaining Census tracts had zero vehicle household rates below 5.27 percent.

Industry and Labor Force

The 2012 Ripley County labor force consisted of 14,350 individuals according to the U. S. Bureau of Labor Statistics and STATS Indiana. The county's unemployment rate reached a high in 2009 and 2010 of 10.9 percent. From 2007 to 2010, Ripley County's unemployment rate steadily rose at a slightly higher rate than the State of Indiana and national average. Since 2010 Ripley County's unemployment rate has slowly decreased to 8.9 percent in December of 2012. Exhibit II.49 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.49: Ripley County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.48: Ripley County Percent Zero Vehicle Households

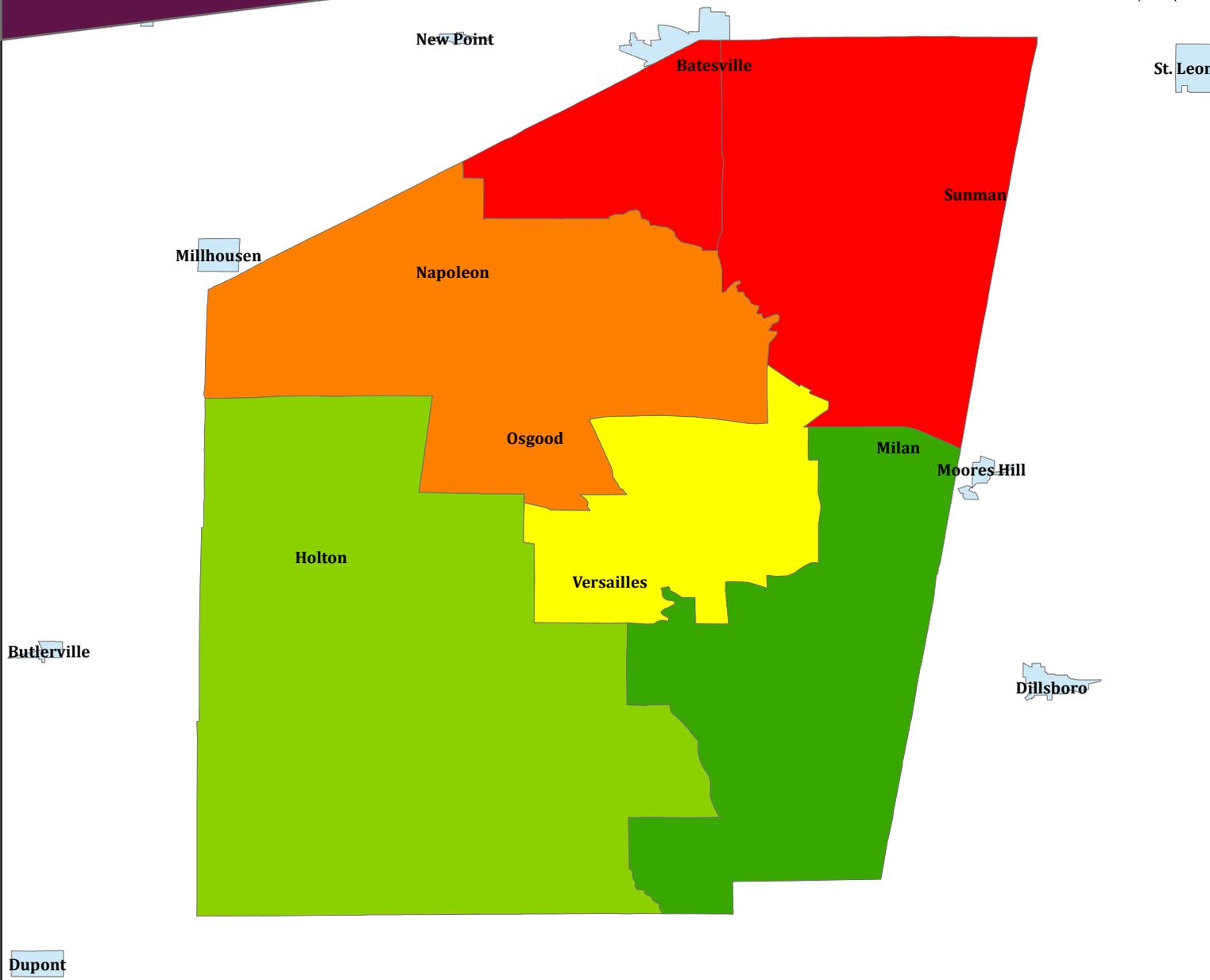
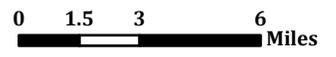


Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

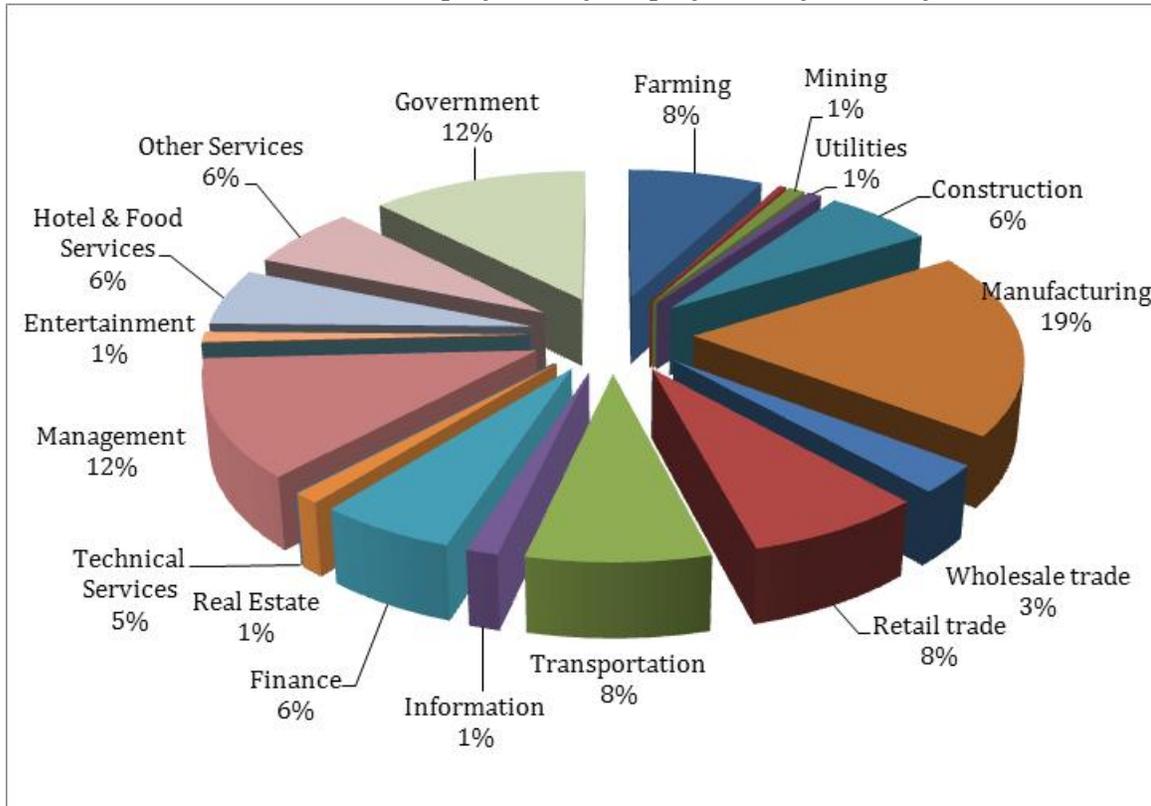
	2.649%
	2.65% - 3.852%
	3.853% - 4.993%
	4.994% - 5.269%
	5.27% - 7.012%
	Region 8 Cities



Employment by Industry

Manufacturing jobs were the largest employer in Ripley County in 2012. Government jobs were the second largest employer group with 1,465 employees while management positions employed 1,440 people. Exhibit II.50 is an illustration of the employment by industry.

Exhibit II.50: Ripley County Employment by Industry



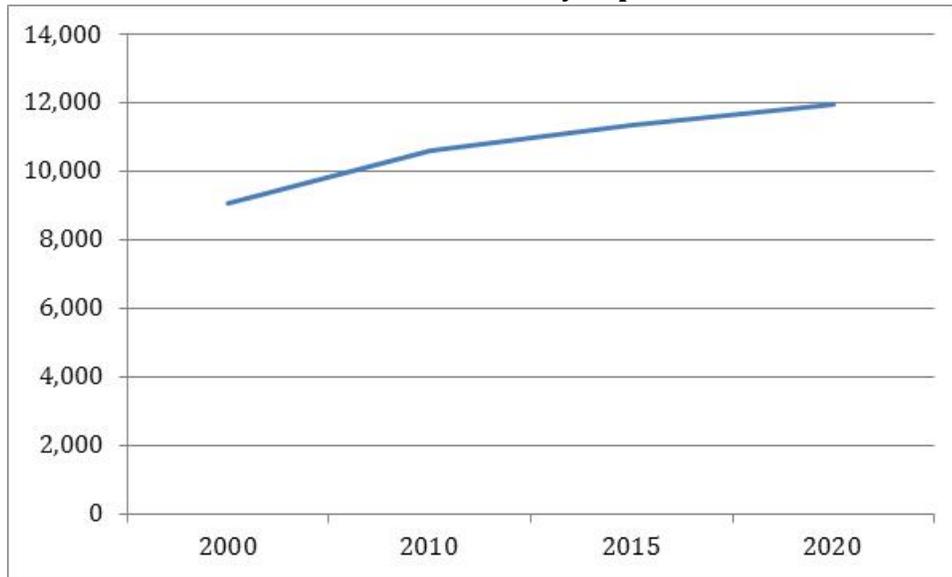
Source: U.S. Bureau of Economic Analysis, 2012

SWITZERLAND COUNTY

Population Growth

The total population of Switzerland County in 2013 was 10,526 persons, an increase of approximately 17 percent, between the reported 2000 Census population and the 2013 population figures. The Indiana Business Research Center is projecting a significant increase in population for Switzerland County in 2015 and 2020. Exhibit II.51 illustrates the historical and projected population trends for Switzerland County through the year 2020.

Exhibit II.51: Switzerland County Population Trends

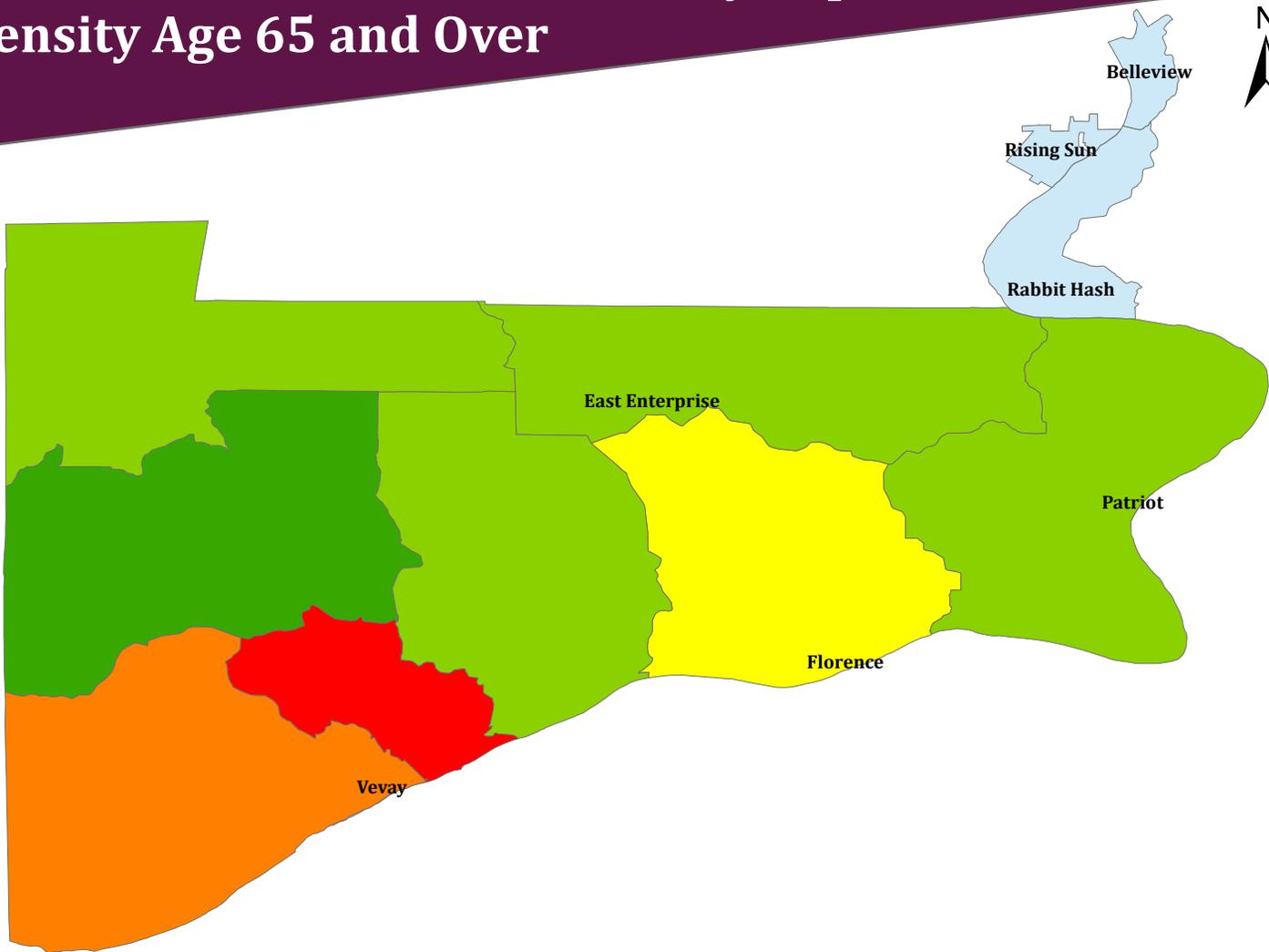


Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

Exhibit II.52 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Switzerland County are near Vevay in the southwest section of the county. These block groups had older adult densities between 9.6 and 18.8 people per square mile. The remainder of the county has very low older adult population density as compared to the rest of the region.

Exhibit II.52: Switzerland County Population Density Age 65 and Over



Coordinated Public Transit-Human Service Transportation Plan

Legend

65Plus / SQMI

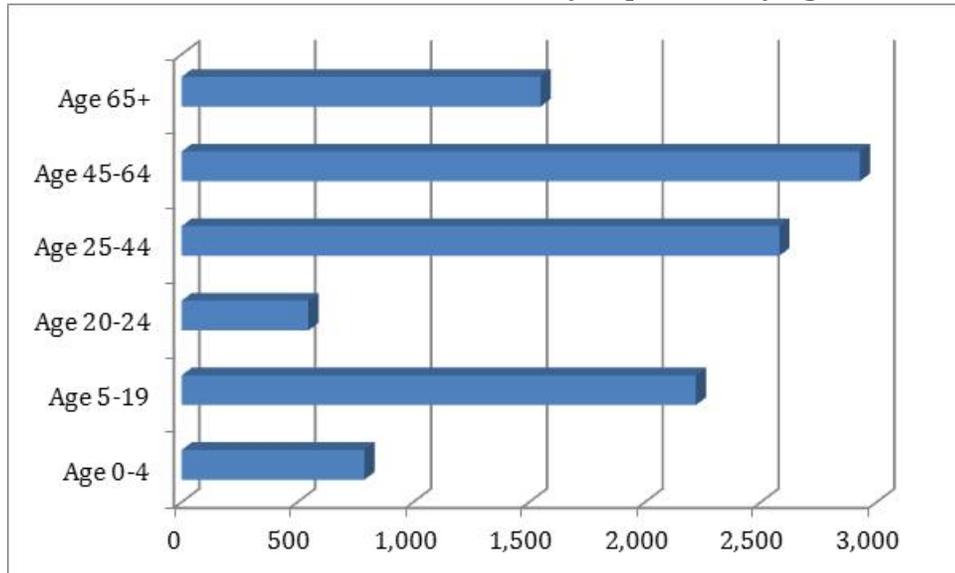
- 4.560
- 4.561 - 5.995
- 5.996 - 7.445
- 7.446 - 9.614
- 9.615 - 18.80
- Region 8 Cities

0 1.25 2.5 5 Miles



The largest age cohort for Switzerland County was between the ages of 45 and 64 (27.6 percent). The second largest group was between ages 25 and 44, which constituted 24.3 percent of the county's population (see Exhibit II.53). The third largest age group was 5 to 19 years old (20.9 percent), while 14.6 percent was age 65 or older.

Exhibit II.53: Switzerland County Population by Age



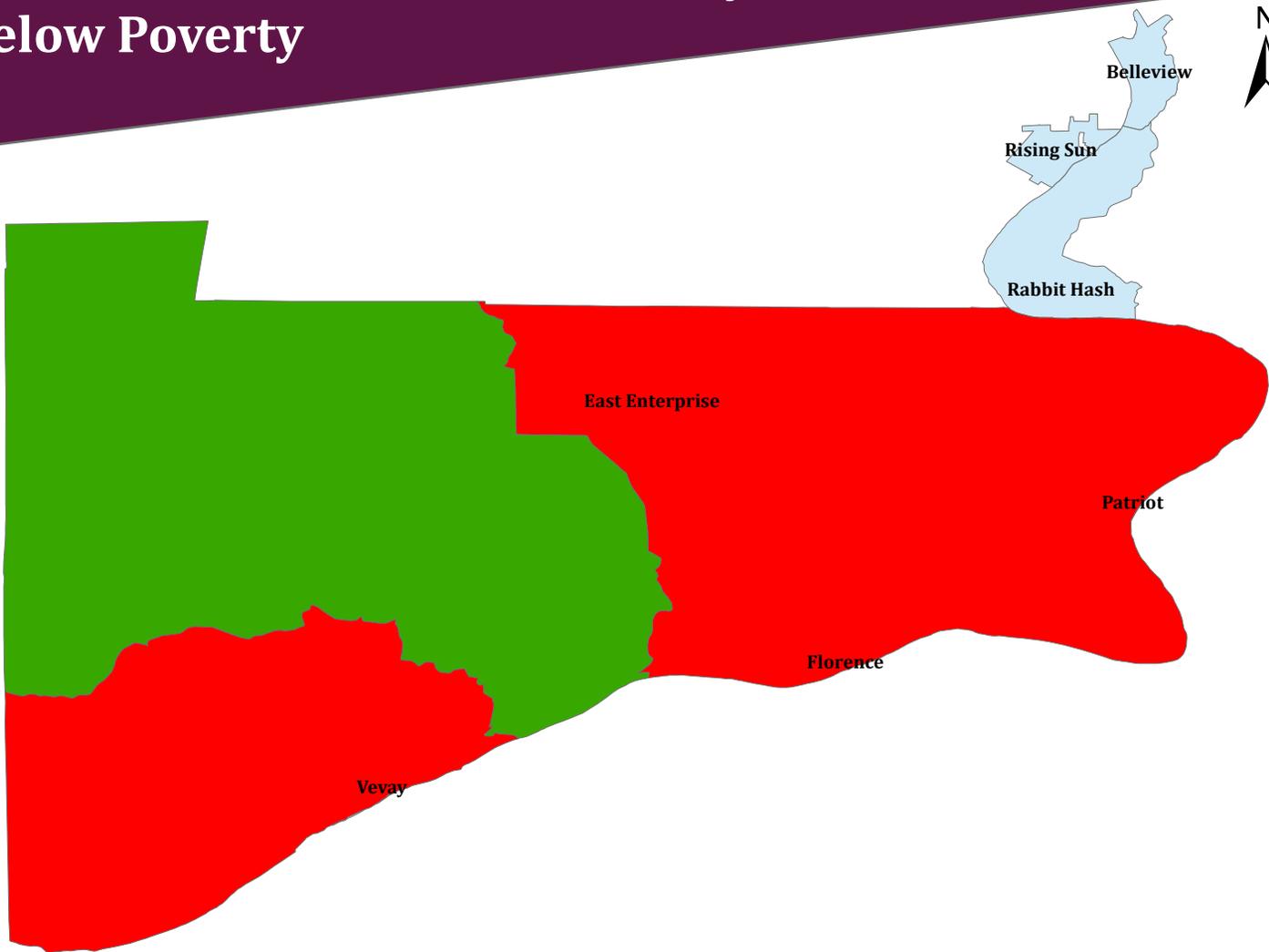
Source: US Census Bureau, 2011 American Community Survey 5-Year Estimates

Economic Profile

Employment and Income

There were 10,299 total people in Switzerland County for whom poverty status is determined. Exhibit II.54 illustrates the percentage of people below the poverty level as compared to total population by Census tract. Two of the three tracts in Switzerland County had percentages of people below the poverty level higher than that of the State of Indiana (14.1 percent). The remaining Census tract had 11.27 percent of the population below the poverty level.

Exhibit II.54: Switzerland County Percent Below Poverty



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region Tracts**
- 11.276%
 - 11.277% - 14.1%
 - 14.101% - 17.143%
 - Region 8 Cities

0 1.25 2.5 5 Miles



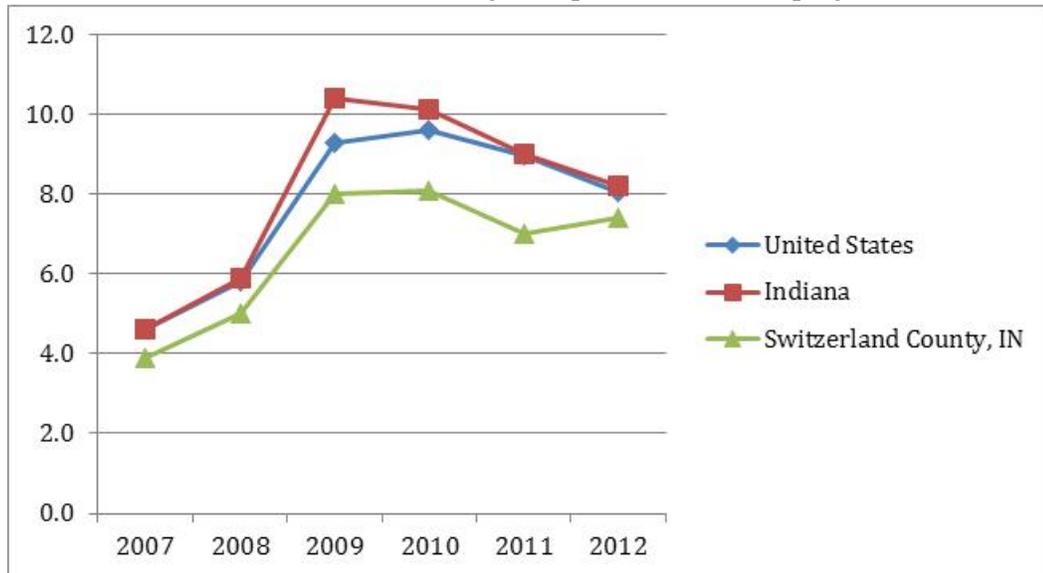
Zero Vehicle Households

There were 4,149 total households in Switzerland County. Exhibit II.55 illustrates the percentage of households with zero vehicles available by Census Tract. The tract in central and northwest Switzerland County had the highest percentage of households with zero vehicles available (7.71 – 9.75 percent). The remaining tracts in Switzerland County had moderate to very low densities of zero vehicle households.

Industry and Labor Force

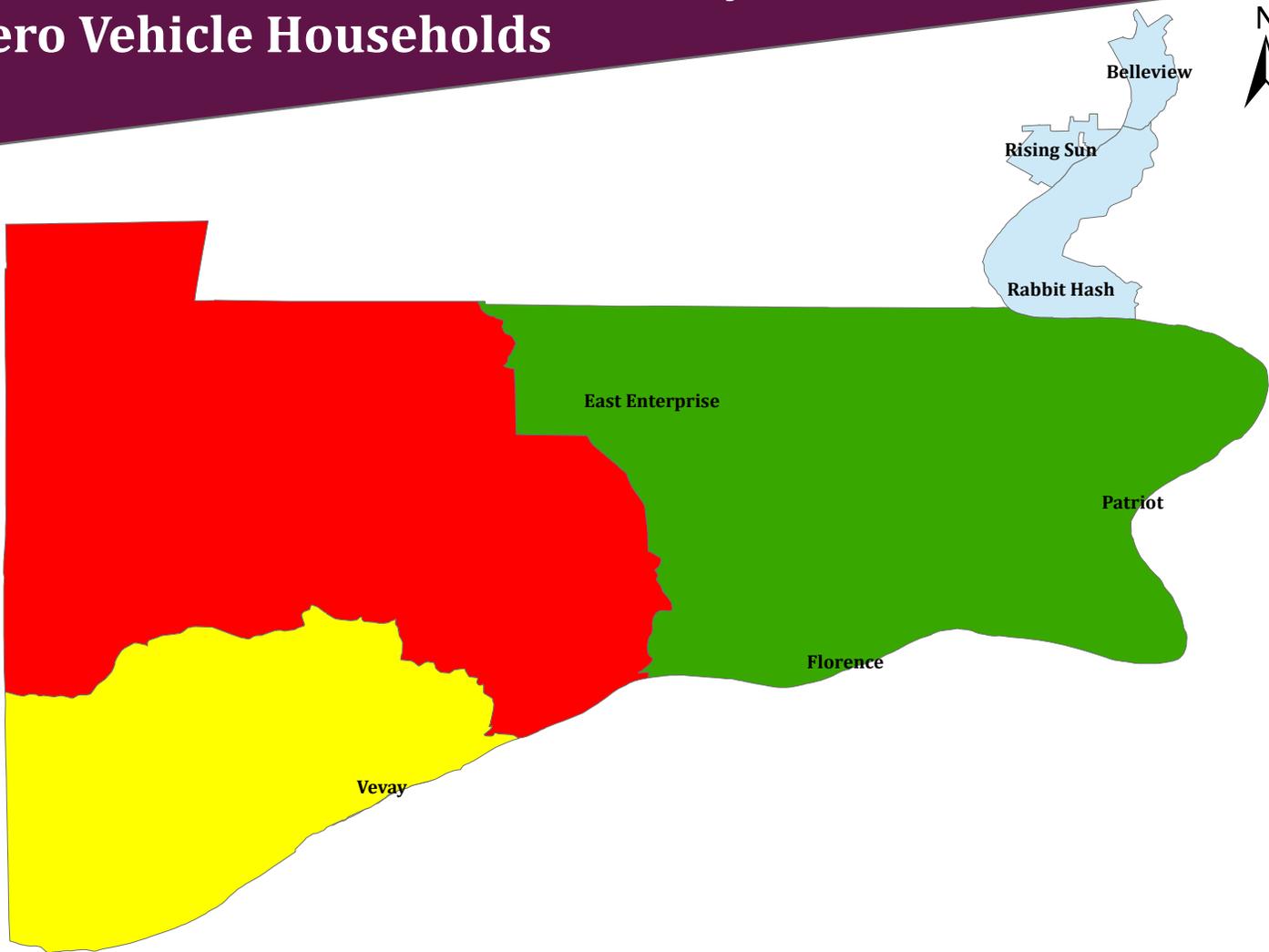
The 2012 Switzerland County labor force consisted of 5,502 individuals according to the U. S. Bureau of Labor Statistics and STATS Indiana. The county's unemployment rate reached a high in 2010 of 8.1 percent. From 2007 to 2012, the unemployment rate for Switzerland County has been significantly lower than the State of Indiana and national unemployment averages. Exhibit II.56 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.56: Switzerland County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.55: Switzerland County Percent Zero Vehicle Households



Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 2.302%
- 2.303% - 7.711%
- 7.712% - 9.748%
- Region 8 Cities

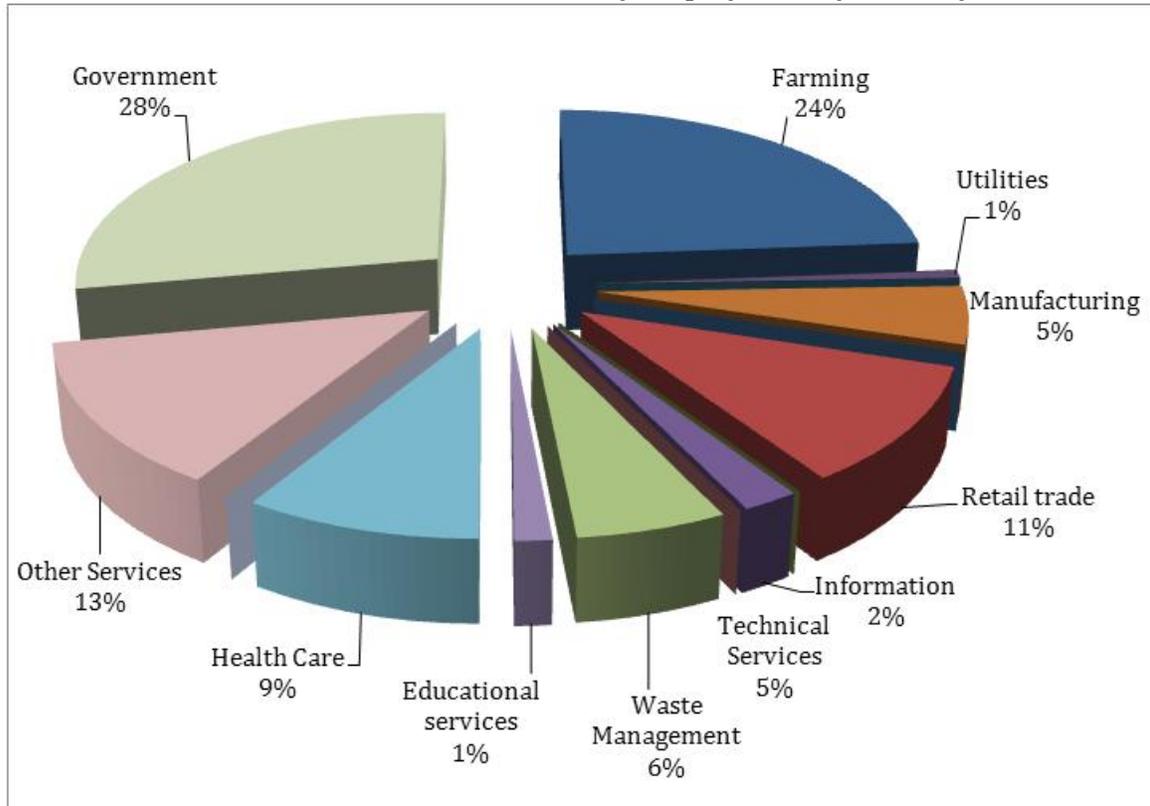
0 1.25 2.5 5 Miles



Employment by Industry

Government jobs were the largest employer in Switzerland County in 2012. Farming was the second largest employer group with 416 employees. Other services made up 13 percent of the employed population in Switzerland County. Exhibit II.57 is an illustration of the employment by industry.

Exhibit II.57: Switzerland County Employment by Industry



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

SUMMARY

Region 8 has had a significant increase in population of 6.12 percent between 2000 and 2010, and the population is expected to increase by 4.83 percent through the year 2020.

The region's age distribution indicates that Region 8 has a slightly older population with a higher percentage of persons age 65 and older (13.97 percent) as compared to the State of Indiana (12.97 percent) and a smaller percentage of the population under the age of 24 (33.1 percent) as compared to the State of Indiana in 2010 (34.8).

The labor force in this seven county study area consisted of 90,349 individuals in 2012 according to U. S. Bureau of Labor Statistics and STATS Indiana. The average unemployment rate in December 2012 was 8.5 percent, a rate 0.3 percent higher than the State of Indiana's December 2012 unemployment rate of 8.2 percent. The region's unemployment rate was similar to the national and

state rates since 2007 except for 2009 and 2010 when the unemployment rate was over 0.5 percent higher than the State of Indiana.

Manufacturing jobs were the largest industry in the region with more than 12,000 employees. Government jobs were the second largest employer (11,183 employees) and retail trade was the third largest with 8,111 employees.

Existing Services

III. INVENTORY OF EXISTING TRANSPORTATION SERVICES AND GAPS

INTRODUCTION

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

Local stakeholders were encouraged to participate in the Coordinated Public Transit-Human Services Transportation Stakeholder Survey. 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 2007 Coordinated Public Transit Human Services Transportation Plan and were based, in part, upon the FTA's Framework for Action "Self-Assessment Tool for Communities." The survey was implemented as a web-based application.

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 2007 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.

HUMAN SERVICES AND PUBLIC TRANSPORTATION INVENTORY OF AVAILABLE RESOURCES

Transportation stakeholder surveys were distributed 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.

STAKEHOLDER SURVEY TABULATION AND RESULTS

The survey posting automatically compiled the survey responses into a Microsoft Excel™ database for ease and accuracy of tabulations. A list of organizations that either completed a survey or participated in a one-on-one interview is included below:

LifeTime Resources

LifeTime Resources is a private nonprofit human service agency located in Dillsboro. LifeTime provides transportation, nutrition, screening, information and referral, housing, and recreational services for the general public in Dearborn, Decatur (transportation only), Jefferson, Ohio, Ripley, and Switzerland Counties. Service is provided in Indiana, Ohio, and Kentucky. LifeTime Resources no longer provides public transportation in Jennings County. Public transportation service in Jennings County was discontinued because of a lack of local funding to support the operations.

LifeTime (Catch-A-Ride) directly provides demand response and point deviation transportation for the general public. Point deviation with designated stops is provided in the city of Madison only. A designated transportation staff, provides consumer transportation using agency owned vehicles.

LifeTime owns and operates a fleet of 42 vehicles. Drivers provide origin-to-destination service. The vehicles are equipped with two-way mobile radios and mobile data transmitters which can be used to send live trip information between dispatch and drivers. Passengers are permitted to travel with a personal care attendant or escort. Hours of operation are Monday through Friday, 6:00 AM to 6:00 PM. Reservations are accepted up to seven days in advance and include same-day reservations based on availability.

During FY 2012, LifeTime provided 104,458 trips. The fare structure utilized by LifeTime is provided below. The fare structure was recently changed to a per-mile basis with no additional fee for crossing county lines. According to the staff at LifeTime Resources, the change to a per-mile based fare structure did not have a significant impact on ridership. In fact, it may have resulted in lower fares for many individual passengers. Individuals considered to be older adults (60+) and persons with disabilities receive discounted fares.

LifeTime Services is the only organization in the region that has a passenger fare structure in place. The fare system in place for general public service:

Service	One-Way Fare Adults	Older Adults, People w/Disabilities, Children	Subscription
0-5 Miles	\$1.50	\$0.75	\$3.50
6+ Miles	Additional \$0.25/mi	Additional \$0.25/mi	Additional \$0.25/mi

The FY2012 transportation operations revenues were \$1,622,030. A portion of revenue was derived from Section 5311 and the State PMTF funds. Other transportation revenue involved reimbursements for services obtained from third parties, including Medicaid. County government appropriations, fares collected from passengers and contributions from charitable foundations provided the remainder of LifeTime's Transit budget.

LifeTime resources indicated that increased coordination between transportation providers would have the most significant impact on improving personal mobility in the service area. The organization currently leads all efforts in the following coordination activities:

- ◆ Information and referral
- ◆ Joint training
- ◆ Shared back-up vehicles
- ◆ Joint use of vehicles
- ◆ Trip sharing
- ◆ Service consolidation
- ◆ Joint grant applications/funding

Statutory barriers to pooling funds, restrictions placed on the use of vehicles, and liability insurance concerns are the issues that LifeTime Resources has encountered during attempts at local coordination efforts. Liability or insurance concerns (real and perceived) are the greatest obstacle to coordination and mobility in the service area.

Catch-A-Ride Extra

Catch-A-Ride Extra is designed to meet the needs of frail older adults and individuals with disabilities that require additional assistance. This service is not available through Point Deviation Service. An eligibility screening is required prior to scheduling a ride for this service.

Drivers will provide minimal assistance such as carrying items to and from the vehicle, pushing wheelchairs through doors, escorting you into the destination and announcing your arrival when necessary. The assistance is not meant to replace personal assistant or companion services while at the destination.

This service is charged at the Standard rate and the discount for individuals with disabilities and individuals age 60 and over does not apply.

Community Mental Health Center, Inc.

Community Mental Health is a private nonprofit human service agency that provides job training, employment, and job placement assistance to individuals in Dearborn, Ripley, Franklin, Ohio, and Switzerland Counties, Indiana.

The agency provides demand response transportation for its consumers who need transportation for community employment or job training. Transportation is provided with personal vehicles of agency staff, agency employees who are not technically hired as “drivers” using agency owned fleet vehicles when necessary, and reimbursement of mileage or auto expenses paid to employees, clients, families or friends. Community Mental Health Center has a fleet of approximately 43 vehicles. Transportation is provided as needed, 7-days a week and 24-hours a day.

The Community Employment and Training programs has over 100 participants for whom CMHC provides approximately 800 to 1,000 annual trips.

Thrive Alliance (Aging and Community Services of South Central Indiana)

Aging and Community Services of South Central Indiana is located in Columbus Indiana. The agency is a private nonprofit organization providing transportation, health care, social services, nutrition

and case management for in-home services in Brown, Bartholomew, Jackson, Jennings, and Decatur Counties.

The agency directly operates demand response transportation as well as purchases transportation on behalf of consumers. Limited transportation is provided for consumers who are age 60 or older and their spouse. Some transportation is available for individuals with a disability who have no other transportation alternatives. Agency staff and volunteers provide transportation. Pre-purchased tickets, tokens, and passes for other paratransit/transit providers are also available for consumers. The agency refers the majority of its consumers who need transportation in Brown County to Access Brown County for public transportation options. Coordination in other counties was not noted by the agency representative. However, the successful transportation coordination in Brown County should lend itself to a willingness for the agency to coordinate with Catch-A-Ride or other providers for transportation in Jackson and Decatur Counties.

The agency currently operates a fleet of six wheelchair accessible vehicles. Drivers provide door-to-door service and are permitted to assist passengers with an unlimited number of packages. Passengers are permitted to travel with their own personal care attendants or escorts. Limited transportation is available Monday through Friday between 9:00 AM and 10:00 PM. A one-day advance reservation is required and late reservations are accommodated if space is available.

Developmental Services, Inc.

Developmental Services, Inc. (DSI) is a private-for-profit organization assisting children and adults with mental, physical, and emotional challenges in Bartholomew, Decatur, Jackson, Jefferson, Jennings, Brown, Clark, Dearborn, Fayette, Floyd, Franklin, Harrison, Johnson, Lawrence, Monroe, Morgan, Ohio, Ripley, Rush, Scott, Shelby, Switzerland, Union, Washington Counties.

As noted in the 2007 Coordinated Public Transit-Human Services Transportation Plan, DSI provided demand response transportation services for agency consumers. Client transportation was provided using 32 agency vehicles. Various agency employees used agency vehicles to transport clients on an as needed basis. Also, agency employees operated personal vehicles and are reimbursed for mileage or auto expenses. DSI was contacted for an update on transportation services, however the agency did not elect to provide additional agency information for the coordination plan update. A representative of the agency did participate in a local public meeting on May 29, 2013 to discuss transportation needs.

In 2007, DSI operated a fleet of thirty-two vehicles. Ten vehicles were equipped with accessible lifts or ramps. Curb-to-curb service was provided on an as-needed basis and available 24 hours a day. Consumers were requested to develop transportation schedules in advance with agency staff. Agency staff was encouraged to provide group transportation when possible to minimize individual trips.

Agency transportation expenses and revenues are part of each agency program that utilizes a vehicle. Therefore, a true analysis of inner-agency transportation expenses was not available.

DSI has indicated that previous barriers to coordination included liability and insurance concerns, “turf-conflicts” among providers, and the unique characteristics of DSI clients posing an issue to various providers. The agency has also indicated that a significant improvement to individual mobility could begin with the expansion of the public transportation program beyond the city limits of Columbus.

DSI representatives feel that Columbus and the surrounding areas could easily become a strong, valuable economic link to surrounding counties with a more complete array of county-wide transportation services.

New Horizons Rehabilitation

New Horizons is a private nonprofit social service agency located in Batesville. Individuals with disabilities are eligible consumers of agency services. New Horizons provides transportation, day treatment, employment, residential and other similar services for eligible consumers in Dearborn, Franklin, Jennings, Ohio, and Ripley Counties.

New Horizons was contacted but did not participate in this plan update. According to the 2007 Coordinated Public Transit-Human Services Transportation Plan, New Horizons directly provided and purchased transportation on behalf of consumers. Transportation services were not available to the general public. Agency employees, including designated transportation staff, provided consumer transportation using a fleet of 22 agency owned vehicles. Reimbursement for mileage or auto expenses is also paid to employees, clients, families or friends if personal automobiles are utilized.

In 2007, New Horizons owned and operated a fleet of 21 vehicles. Ten vehicles were wheelchair accessible. The vehicle information update was requested but was not provided for this planning process.

In 2007, drivers provided curb-to-curb demand response service. They carried cellular phones for communication. Hours of operation were Monday through Friday, 5:15 AM to 5:30 PM. There were no advance reservation requirements. However, consumers must be prequalified with a Medicaid waiver or have a ‘private pay’ agreement in order to access transportation.

New Horizons received an FTA Section 5310 capital grants during FY 2006, 2007, 2009, 2010, and 2012.

Human Services, Inc. – Head Start

Human Services, Inc. (HSI) is private not-for-profit agency providing quality of life services to Bartholomew, Brown, Jackson, Johnson, Decatur, and Shelby Counties.

HSI reported current transportation services are limited to school buses operating on a fixed route to low-income families. School-aged children are transported to and from Head Start programs operating throughout the serviced counties. In Bartholomew County, children are transported via eight 16- to 24-passenger yellow school buses. Each bus is equipped with a two-way radio for communications with a dispatch office.

Centerstone (Quinco)

Centerstone acquired Quinco (merger). Centerstone no longer provides transportation due to changes in Medicaid and other funding restrictions. Centerstone Indiana is located in Columbus, IN.

Southeastern Indiana Independent Living Councils (SILC)

Southeastern Indiana Independent Living Councils (SILC) is a private nonprofit organization serving individuals in Ripley, Dearborn, Jefferson, Ohio, Switzerland, and Jennings Counties. The agency does not directly operate transportation but it does refer passengers to other providers. Informally, SILC staff use personal vehicles and the agency reimburses clients, families, friends, and employees for mileage and automobile expenses, as needed. The agency provides up to 200 consumer trips per year.

The agency stated that in the future, they would like to see transportation options in the area that are more readily available. Currently, passengers need a one-week advance notice for a ride on public transit, which is not always feasible. The agency feels that significant action is needed in the region to improve coordinated transportation.

Jennings Rehabilitation

Jennings Rehabilitation operates transportation for individuals with disabilities who are consumers of the agency's programs in Jennings County. Jennings Rehabilitation purchased a vehicle from Catch-A-Ride and hired a driver when Catch-A-Ride discontinued public transit service in Jennings County. Jennings Rehabilitation does not provide public transportation.

Other Participating Transportation Stakeholders

The following organizations have been identified through public meetings or research as transportation stakeholders in the counties included in this planning effort. These organizations have indicated an interest in coordinated transportation efforts.

- ◆ Swiss Villa Nursing & Rehab
 - Kyle Stout kstout@extendicare.com
- ◆ Heart House
 - Craig Beckley (812) 926-4890
- ◆ Interim Home Care
 - wmorris@interim-health.com Wendy Morris
- ◆ Southeastern Indiana Economic Opportunity Corporation (SIEOC) Family Services & Head Start
 - familyserv@sieoc.org (812)926-1585 Carol Parcell
 - Does not provide transportation
- ◆ City of Greensburg
- ◆ OKI Regional Council of Governments
- ◆ Jennings County School Corporation
- ◆ Jennings County Rehabilitation
 - Operates one vehicle for agency consumers in Jennings County
- ◆ United Way
- ◆ Switzerland County Veterans Service Office
 - Richard Adams (812)594-9141 or adamshousehold@centurylink.net

The following information is based upon the tabulations from the survey and interview database. One of the survey/interview participants, New Horizons received financial assistance to purchase a vehicle through the Federal Transit Administration (FTA) Section 5310 program during the most recent 12 months. One other survey/interview participant, LifeTime Resources, received financial assistance through the FTA Section 5317, New Freedom program.

All participating transportation services in the area are associated with a human service agency or local planning or governmental organization. Therefore, the majority of transportation stakeholders in the area either rely on internal resources to provide transportation for their consumers or offer no financial assistance for transportation to their consumers. This statistic is an indication that there may be some degree of unnecessary overlap in administration of transportation resources and gaps in the actual service areas between the agencies that provide transportation; the opportunities for coordinating transportation should be explored.

All of the participants except the Catch-A-Ride program (LifeTime Resources) that provide or purchase transportation indicated that their organization imposes some type of eligibility requirements (i.e., income, disability, and/or age eligibility).

The majority of transportation is available on weekdays. The majority of transportation providers begin weekday transportation between 6:00 AM and 8:00 AM and end transportation service at 6:00 PM or earlier.

Vehicles

Survey/Interview participants in 2007 listed a combined total of 162 vehicles serving the counties in Region 8. Approximately 73 percent of the vehicles were wheelchair accessible. All agencies were invited but only Catch-A-Ride provided an updated vehicle inventory list for this plan update.

In 2007, all the 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 Coordinated Planning Process Initiated in 2007

Participation in the local meetings for this Plan Update was strong, however, few organizations provided updated information about their agency services. Unmet transportation needs and gaps in services appear to be consistent with what was reported in the 2007 Plan with only small successes in implementing new coordination agreements. Catch-A-Ride attempts to coordinate with other agencies in the area. However, the most significant barriers are the limited number of transportation providers and the lack of reliable taxi services in the area.

Catch-A-Ride transportation in Jennings County was eliminated due to lack of necessary operating dollars. LifeTime Resources sold one vehicle to Jennings Rehabilitation services so that the agency

serving individuals with disabilities could begin providing consumer-based transportation. While the general public has no public transportation option in Jennings County, those individuals who are eligible for Jennings Rehabilitation services do have an option.

SUMMARY

In order to understand the existing coordination activities throughout this region, multiple methods for contacting the community and stakeholders were deployed. Responses to outreach activities were utilized to provide a representative sample of the existing level of transportation and inter-agency coordination or cooperation. The findings offer valuable support for the coordinated transportation strategies that will be implemented by transportation providers. For example, information pertaining to the limited number of number of potential coordinated transportation providers/partnerships in the area reveals challenges for expanding the variety of services available to fill the gaps and unmet needs.

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 in 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: Existing Transportation Services (Y=Yes, N=No)

<u>Organization /Agency Name</u>	<u>Consumer Eligibility</u>	<u>Eligible Trip Purpose</u>	<u>Wheelchair Accessible Vehicles</u>	<u>Dearborn</u>	<u>Decatur</u>	<u>Jennings</u>	<u>Ripley</u>	<u>Ohio</u>	<u>Switzerland</u>	<u>Jefferson</u>
LifeTime Resources (Catch-A-Ride)	General Public	Any	Yes	Y	Y	N	Y	Y	Y	Y
CMHC	Consumers	Community Employment or Job Training	Yes	Y	N	N	Y	Y	Y	N
New Horizons, Inc.	Consumers	Employment and Employment Training	Yes	Y	N	Y	Y	Y	N	N
Human Services, Inc.	Head Start	Head Start	Yes	N	Y	N	N	N	N	N
Thrive Alliance	Age 60+ & Individuals with Disabilities	Any	Yes	N	Y	Y	N	N	N	N
DSI	Individuals with Disabilities	Any	Yes	Y	Y	Y	Y	Y	Y	Y
Jennings Rehab	Individuals with Disabilities	Program Related Trips	Yes	N	N	Y	N	N	N	N

Exhibit III.2: Catch-A-Ride Vehicle Inventory

Model	Year	Vin #	Capacity	WC	Service Days	Service Hours	Mileage	Vehicle Condition	Program	Service Area
Tesco	2010	1FDEE3FS2ADA52737	8	2	M-F	6:00 AM- 6:00 PM	84,174	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2003	1GBDX23E23D310958	6	1	M-F	6:00 AM- 6:00 PM	174,643	Poor	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Goshen	2010	1FDFF4FSXBDA09923	12	2	M-F	Back Up	73,327	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2005	1GBDV13E05D150291	6	1	M-F	6:00 AM- 6:00 PM	157,286	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Goshen	2010	1FDFF4FS8BDA09922	12	2	M-F	6:00 AM- 6:00 PM	67,653	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Super Auto	2008	1GBDV13W38D208939	6	1	M-F	6:00 AM- 6:00 PM	133,304	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Goshen	2009	1FDFF4FS89DA32726	12	2	M-F	6:00 AM- 6:00 PM	127,802	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Tesco	2010	1FDEE3FS6ADA90116	8	2	M-F	6:00 AM- 6:00 PM	93,234	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
138 Econo	2002	1FTSS34S12HB69562	11	2	M-F	6:00 AM- 6:00 PM	275,540	Poor	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2006	1FTSS34L46HA65386	10	1	M-F	6:00 AM- 6:00 PM	182,660	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Midwest	2007	1FDXE45S57DA99446	12	2	M-F	Back Up	134,592	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Tesco	2009	1FDEE35S39DA52792	8	2	M-F	6:00 AM- 6:00 PM	132721	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Tesco	2009	1FDEE35S59DA52793	8	2	M-F	6:00 AM- 6:00 PM	120774	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Tesco	2010	1FDEE3FS0ADA52736	8	2	M-F	6:00 AM- 6:00 PM	84453	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2007	1FDXE45S57DA78953	12	2	M-F	6:00 AM- 6:00 PM	166956	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Tesco	2010	1FDEE3FS3ADA52732	8	2	M-F	6:00 AM- 6:00 PM	79695	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2008	1GDBV13W38D212103	6	1	M-F	6:00 AM- 6:00 PM	119320	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2005	1FTSS34L75HB11663	11	2	M-F	Back Up	188240	Poor	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2005	1FTSS34L95HB11664	11	2	M-F	Back Up	169908	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Tesco	2010	1FDEE3FS9ADA52735	8	2	M-F	6:00 AM- 6:00 PM	87111	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Tesco	2010	1FDEE3FS4ADA90115	8	2	M-F	6:00 AM- 6:00 PM	86919	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Tesco	2010	1FDEE3FS7ADA52734	8	2	M-F	Back Up	91010	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2008	1GBDV13W78D211908	6	1	M-F	6:00 AM- 6:00 PM	108431	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Tesco	2010	1FDEE3FS5ADA52733	8	2	M-F	6:00 AM- 6:00 PM	76811	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Tesco	2010	1FDEE3FS9ADA49012	8	2	M-F	6:00 AM- 6:00 PM	99268	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Freestar	2006	2FMZA51636BA24705	6	0	M-F	6:00 AM- 6:00 PM	133986	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2006	1GBDV13L16D143172	6	1	M-F	6:00 AM- 6:00 PM	209652	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Caravan	2007	1D4GP25R67B102112	6	0	M-F	6:00 AM- 6:00 PM	114377	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2007	1GNDV23107D103948	6	1	M-F	6:00 AM- 6:00 PM	148910	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.

Source: LifeTime Resources, Inc.

Exhibit III.2: Catch-A-Ride Vehicle Inventory (continued)

Model	Year	Vin #	Capacity	WC	Service Days	Service Hours	Mileage	Vehicle Condition	Program	Service Area
Tesco	2010	1FDEE3FS1ADA52731	8	2	M-F	6:00 AM- 6:00 PM	91036	Excellent	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2007	1GBDV1314D175212	6	1	M-F	Back Up	155787	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Uplander	2007	1FDXE45S47DA78944	12	2	M-F	6:00 AM- 6:00 PM	158504	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2007	1FTSS34L77DB03122	11	2	M-F	6:00 AM- 6:00 PM	141212	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2007	1FTSS34L97DB03123	11	2	M-F	6:00 AM- 6:00 PM	171997	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2007	1FTSS34L47DB03126	11	2	M-F	6:00 AM- 6:00 PM	149401	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2007	1FTSS34L07DB03124	11	2	M-F	Back Up	172717	Fair	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2008	1FD3E35S08DA96433	9	1	M-F	6:00 AM- 6:00 PM	173130	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2008	1FD3E35S98DA96432	10	1	M-F	6:00 AM- 6:00 PM	176584	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2008	1FD3E35S18DA70746	9	1	M-F	6:00 AM- 6:00 PM	152971	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Uplander	2008	1GBDV13W98D144437	6	1	M-F	6:00 AM- 6:00 PM	170443	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Super Auto	2008	1GBDV13W88D197808	6	1	M-F	6:00 AM- 6:00 PM	153232	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Braun	2008	1GBDV13W78D162287	6	1	M-F	6:00 AM- 6:00 PM	146339	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Goshen	2008	1FDWE35S67DB43427	8	2	M-F	Back Up	104915	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Goshen	2008	1FD4E45S18DB51661	12	2	M-F	6:00 AM- 6:00 PM	143079	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Tesco	2008	1FD4E45S08DB51621	12	2	M-F	6:00 AM- 6:00 PM	146795	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Goshen	2008	1FD3E35L08DB56784	8	2	M-F	6:00 AM- 6:00 PM	118874	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Goshen	2008	1FD3E35S08DB51611	9	1	M-F	Back Up	129904	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Goshen	2008	1FD3E35S98DB51610	9	1	M-F	6:00 AM- 6:00 PM	151026	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.
Super Auto	2008	1GBDV13W98D208928	6	1	M-F	6:00 AM- 6:00 PM	141193	Good	Public Transit	Dearbor, Decatur, Jefferson, Ohio, Ripley and Switzerland Cos.

Source: LifeTime Resources, Inc.

IV. NEEDS ASSESSMENT

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. 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

LifeTime Resources hosted, and RLS & Associates, Inc. facilitated, two local public meetings to discuss the unmet transportation needs and gaps in service for older adults, individuals with disabilities, people with low incomes, and the general public. The schedule for the meetings is provided in the following tables:

Date & Time	April 19, 2013 10:00 AM - 12:00 PM	May 29, 2013 10:00 AM - 12:00 PM
Place	LifeTime Resources Inc.	LifeTime Resources Inc.
Address	13091 Benedict Dr. Dillsboro, IN 47018	13091 Benedict Dr. Dillsboro, IN 47018

Invitations to the meeting were distributed via the U.S. Postal Service to 84 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:

- ◆ Indianapolis STAR Legal Ad
- ◆ The Clearinghouse Project Monthly Newsletter
- ◆ Flyers on Catch-A-Ride vehicles
- ◆ Register Publications (Dearborn & Ohio Counties)
- ◆ Ripley Publishing
- ◆ Madison Courier
- ◆ Vevay Reveille
- ◆ Community Newspaper Holdings (Decatur County)
- ◆ Plain Dealer & Sun (Jennings County)

A list of all organizations invited to the meeting and their attendance/non-attendance status is provided in the Appendix. In total, 24 individuals representing the general public and agencies attended the local meetings. Organizations that were represented at the meetings are listed below:

- ◆ City of Greensburg
- ◆ DSI
- ◆ Heart House homeless shelter
- ◆ INDOT, Public Transit
- ◆ Indiana RTAP
- ◆ Interim Home Care
- ◆ Jennings County School Corporation
- ◆ LifeTime Resources, Inc.
- ◆ OKI Regional Council of Governments
- ◆ SIEOC Head Start
- ◆ SIEOC Family Services
- ◆ Southeastern Indiana Independent Living Council
- ◆ Switzerland County Veterans Service Office
- ◆ United Way
- ◆ WTRE Radio - Greensburg

During the first meeting, the facilitator presented highlights of historical coordinated transportation in the region as well as the activities and results from the 2008 Coordinated Public Transit Human Services Transportation Plan. 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 affect the general public.

Coordinated transportation stakeholders will consider these unmet needs and gaps in service when developing transportation strategies and grant applications.

Exhibit IV.1: Region 8 Unmet Mobility Needs and Gaps in Service

All Counties

- ◆ Same day transportation service
- ◆ Night time transportation service
- ◆ Transportation to access employment for Interim Home Care
- ◆ Agency consumers need access to medical appointments
- ◆ Agency consumers need access to grocery, pharmacy, etc...
- ◆ Agency consumers need access to non-medical but recreational activities or social events
- ◆ People with disabilities or who are obese need access to anything
- ◆ Transportation for the Indigent (poor, needy) is needed
- ◆ Transportation to remote areas (vehicle type will need to be addressed)
- ◆ It takes too long to get to and from places due to lack of vehicles throughout service area
- ◆ Long wait times to get picked up after an appointment/for a return trip

- ◆ No companion services are available
- ◆ Mobility Manager
- ◆ Connections to larger transit networks (Metro, TANK, etc...)
- ◆ Weekend transportation
- ◆ Cross-county transportation for various reasons (medical, employment, etc...)
- ◆ Increased transportation availability during peak times (am/pm work schedules, medical appointments, etc...)
- ◆ Same day service
- ◆ Vehicles accessible to larger wheelchairs
- ◆ Employment getting to and from jobs in all areas (Cross-county)
- ◆ Getting to and from medical appointments in all area (cross-county)
- ◆ More availability in Dearborn County for transportation
- ◆ Mobility Manager

City of Greensburg

- ◆ Prisoners work release
- ◆ Transportation for Woman's shelter
- ◆ Transportation for the elderly

Decatur County

- ◆ Travel at night for elderly

Jennings County

- ◆ Replacement accessible/lift buses to reduce time on buses and provide flexibility and availability of vehicles when needed
- ◆ Funds to construct a facility for cleaning and preparing vehicles for use and DOT inspection and maintaining a clean environment for patrons
- ◆ Additional life buses to reduce ride time for school age students. Special Education Pre-school seat belt busses needed
- ◆ Funds for personnel to operate vehicles

OKI Urban area (Dearborn County)

- ◆ Access to 3rd shift employment from inner core to I275 beltway
- ◆ Need to know all providers in Dearborn County

Ripley, Dearborn, Jefferson, Switzerland, Ohio Counties

- ◆ Getting to medical appointments local and out of area
- ◆ Having basic daily transportation needs met for families with no vehicles or when vehicles are in need of repair

Ripley, Dearborn, Ohio, Switzerland Counties

- ◆ More same day service (unscheduled)
- ◆ Out of region – scheduled transportation (certain days going to certain places)
- ◆ Need transportation to employment
- ◆ Aurora to Hebron, KY
- ◆ Aurora to Lawrenceburg after 6pm and before 7am

Ripley, Dearborn, Ohio, Switzerland, Franklin Counties

- ◆ Agency consumers and the general public wish they have better access to public transportation – more hours, no cancellations without notice so they can take kids to pre-school and keep their jobs
- ◆ Getting transportation to Head Start is needed
- ◆ Getting transportation to medical appointments is needed
- ◆ Low income families use Catch-A-Ride to drop kids off at school then have to wait 1-2 hours to be picked up again
- ◆ The fare for the small child with mom on Catch-A-Ride is expensive for some households. Free fare for the small child would help reduce the gap in service availability for families

Switzerland County

- ◆ Stretcher equipped vehicles are needed

A second meeting was held on May 29, 2013. The presenter dedicated a portion of the second meeting reviewing the accomplishments of the 2008 Coordinated Plan. Accomplishments and their effect on the study area as well as strategies that require continued efforts (such as vehicle replacement needs) were outlined. During this second meeting, attendees were invited to rank and consider goals and strategies to meet the needs as identified during the first meeting. Goals and strategies discussed and accepted by stakeholders are included later in this document.

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 Exhibit IV.1 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 these needs remain top, some may take more time to implement because of the necessary steps and changes that must precede them. Additionally, some of the unmet transportation needs may be addressed before the top priority needs simply because they are easily addressed and/or they are a step that will improve the likelihood of implementing a priority improvement.

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 at the basic information sharing and referral level with Catch-A-Ride and other programs. Higher levels of coordinated transportation, such as sharing of resources and trip-sharing are occurring successfully throughout the country and in Indiana. Therefore, issues such as conflicting or restrictive State and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort. There are many resources available to assist communities as they work together to coordinate transportation. Contact the Indiana Department of Transportation, Public Transit Section (INDOT) (<http://in.gov/indot/2436.htm>) for assistance.

RESULTS OF THE GENERAL PUBLIC SURVEY

The following charts outline the public survey results received from individuals living in Dearborn, Decatur, Jennings, Jefferson, Ohio, Ripley, and Switzerland Counties. Surveys were available on-line, at various non-profits, and public libraries.

The following survey summary includes the information gained from 40 surveys from the general public. Each chart 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 40 surveys. The survey results are not statistically valid, but do offer insight into the unmet transportation needs and gaps in services for the general public in each county. The distribution of survey results is listed below:

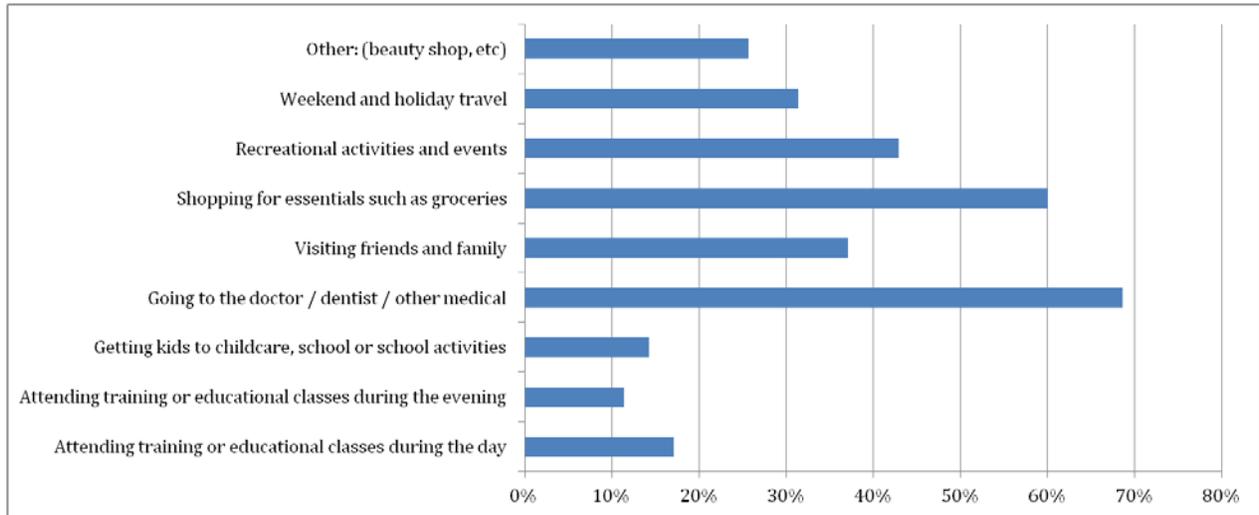
- ◆ Dearborn County: 7 Surveys
- ◆ Decatur County: 1 Surveys
- ◆ Jefferson County: 17 Surveys
- ◆ Jennings County: 1 Surveys
- ◆ Ohio County: 0 Surveys
- ◆ Ripley County: 11 Surveys
- ◆ Switzerland County: 3 Surveys

Regional survey results follow. Results from the individual counties are provided following the regional results.

Purposes for Using Transportation

Respondents were asked to choose all answers that applied, therefore, the percentages in the following exhibit add up to more than 100 percent. The most common need for regular transportation from region 8 respondents was for medical-related trips, shopping for essentials, and recreational activities and events.

Purpose for Transportation on a Regular Basis

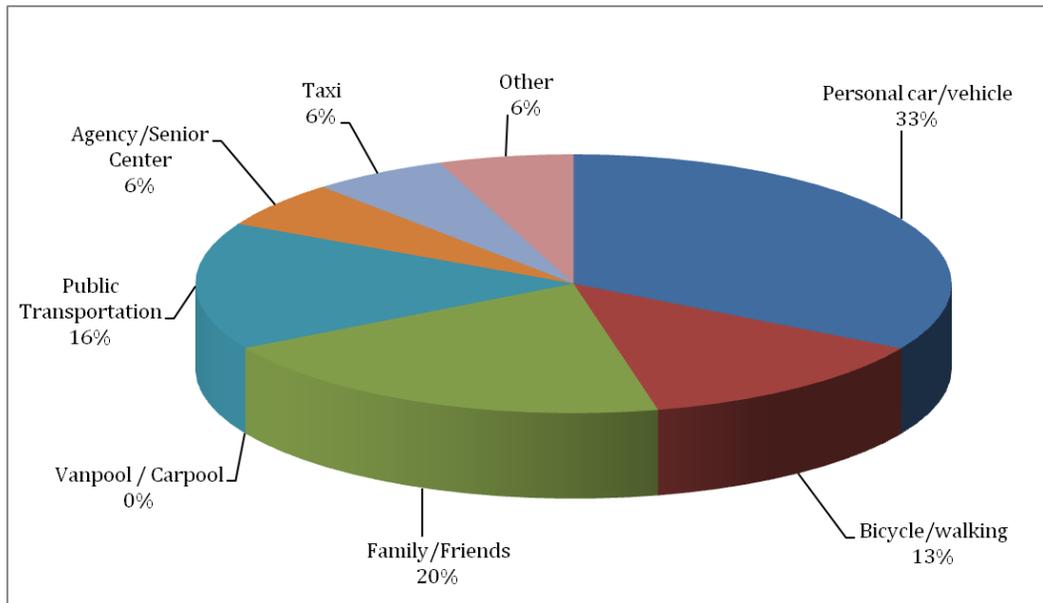


Current Mode of Transportation

As illustrated below, thirty three percent of region 8 respondents drive a personal vehicle. The second most frequent response was family or friends, at 20 percent. Other respondents ride public transportation, use agency or senior center transportation, or taxi.

Approximately 60 percent of region 8 survey respondents stated that their choice of transportation is limited by where they live. Seventy-one percent do not need a mobility device.

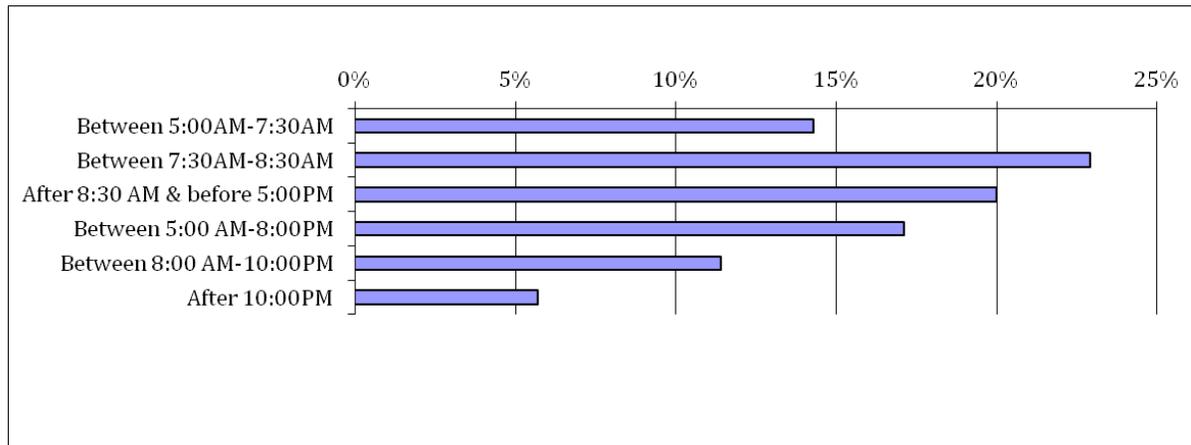
Current Mode of Transportation



Employment-Related Transportation

Twenty-one percent of region 8 respondents were retired, 50 percent were employed and twenty-six percent were unemployed. The time of day they need employment-related transportation included: 5:00 AM to 8:00 PM, 8:30 AM to before 5:00 PM, and 7:30 AM and 8:30 AM.

Employment Related Transportation Needs



Rating of Existing Transportation Resources

Region 8 survey respondents were asked to rate the transportation service that they use. Overall, most respondents felt that their current mode of transportation does a good job of getting them where they need to go and makes it easy to do errands. But, many also said their current mode of transportation limits where they can work and is difficult to afford. Some respondents indicated that their current mode of transportation is not equipped to accommodate a disability accessibility needs.

The Transportation I Use	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
Does a good job of getting me where I need to go.	14	8	3	5
Makes me wish there was something better.	10	10	6	4
Limits where I can work.	6	3	8	3
Is difficult for me to afford.	8	6	10	7
Makes it easy to do errands.	9	8	5	7
Is difficult for me to board.	2	1	7	13
Is not equipped to accommodate my disability accessibility needs.	4	2	5	7

COUNTY BY COUNTY PUBLIC SURVEY RESULTS

The following paragraphs and chart illustrate the results of the public survey at the county-level.

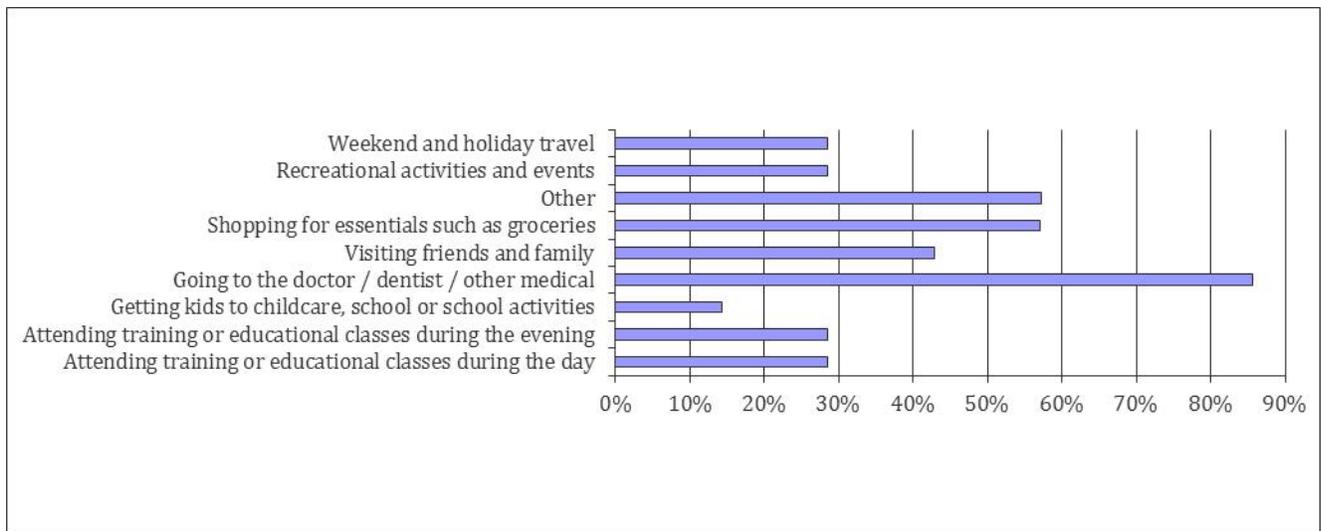
DEARBORN COUNTY PUBLIC SURVEY RESULTS

The following charts outline the public survey results received from individuals living in Dearborn County. Surveys were available on-line and at Public Libraries. A total of 7 surveys were collected from the general public.

Purposes for Using Transportation

Respondents were asked to choose all answers that applied, therefore, the percentages in the following exhibit add up to more than 100 percent. The most common need for regular transportation from Dearborn County respondents was for medical-related trips, shopping for essential needs, and other activities not listed.

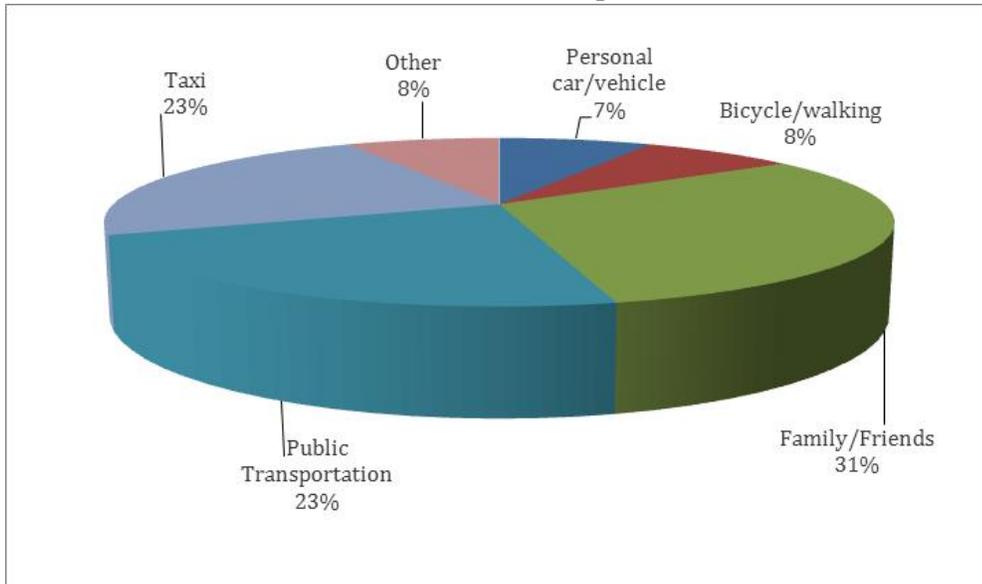
Purpose for Transportation on a Regular Basis



Current Mode of Transportation

As illustrated below, 31 percent of Dearborn County respondents get a ride from family or friends. The second most frequent response was using public transportation and taxis at 23 percent each. Other respondents drive personal vehicles, bicycle/walk, or use other forms of transportation.

Current Mode of Transportation

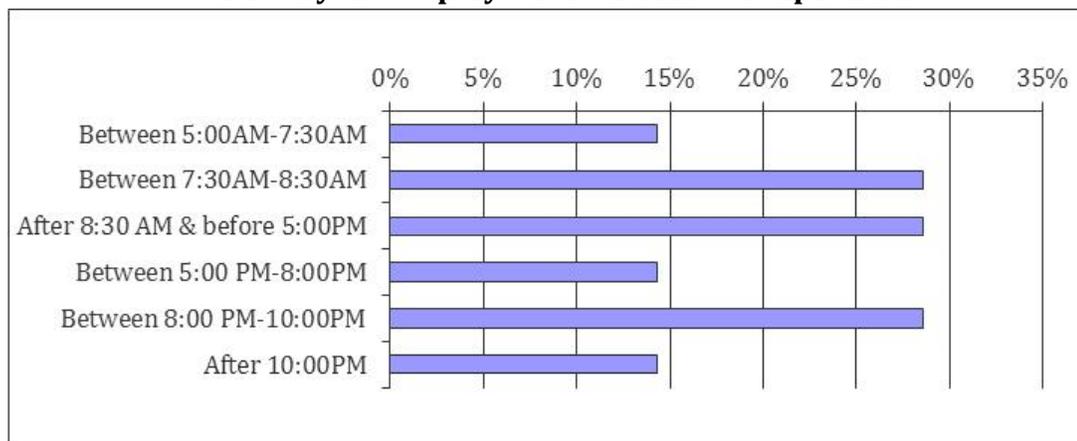


Approximately 66 percent of Dearborn County survey respondents stated that their choice of transportation is limited by where they live. Fifty-seven percent of respondents do not need a mobility device.

Employment-Related Transportation

Just over 14 percent of Dearborn County respondents were retired, over 57 percent were employed, and 28 percent were unemployed. The time of day they need employment-related transportation the most included: 7:30 AM to 5:00 PM, and 8:00 PM to 10:00 PM.

Time of Day for Employment-Related Transportation



Rating of Existing Transportation Resources

Dearborn County survey respondents were asked to rate the transportation service that they use. Overall, most respondents felt that their current mode of transportation makes them wish there was something better and doesn't do a good job at getting them where they need to go. Respondents also indicated that the current transportation resources limited where they can work and is difficult to afford.

Table: Rating of Existing Transportation Resources

The Transportation I Use	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
Does a good job of getting me where I need to go.	1	2	0	3
Makes me wish there was something better.	3	1	0	1
Limits where I can work.	2	0	1	0
Is difficult for me to afford.	2	1	1	1
Makes it easy to do errands.	1	1	2	1
Is difficult for me to board.	1	0	0	1
Is not equipped to accommodate my disability accessibility needs.	1	1	0	0

DECATUR COUNTY PUBLIC SURVEY RESULTS

The following paragraphs outline the public survey results received from individuals living in Decatur County. Surveys were available on-line and at Public Libraries. A total of one survey was collected from the general public.

Current Mode of Transportation

The lone survey respondent in Decatur County stated they use a personal vehicle, bicycle/walking, and family friends to get places. They believe that transportation to work is limited because of where they live and that they do not require a mobility device.

Employment-Related Transportation

The lone survey respondent stated they were currently employed and need transportation between the hours of 5:00 AM and 8:30 AM.

Rating of Existing Transportation Resources

Decatur County survey respondents were asked to rate the transportation service that they use. The lone respondent felt that their current mode of transportation makes them wish there was something better, limits where they can work, is difficult to afford, and is hard to run errands.

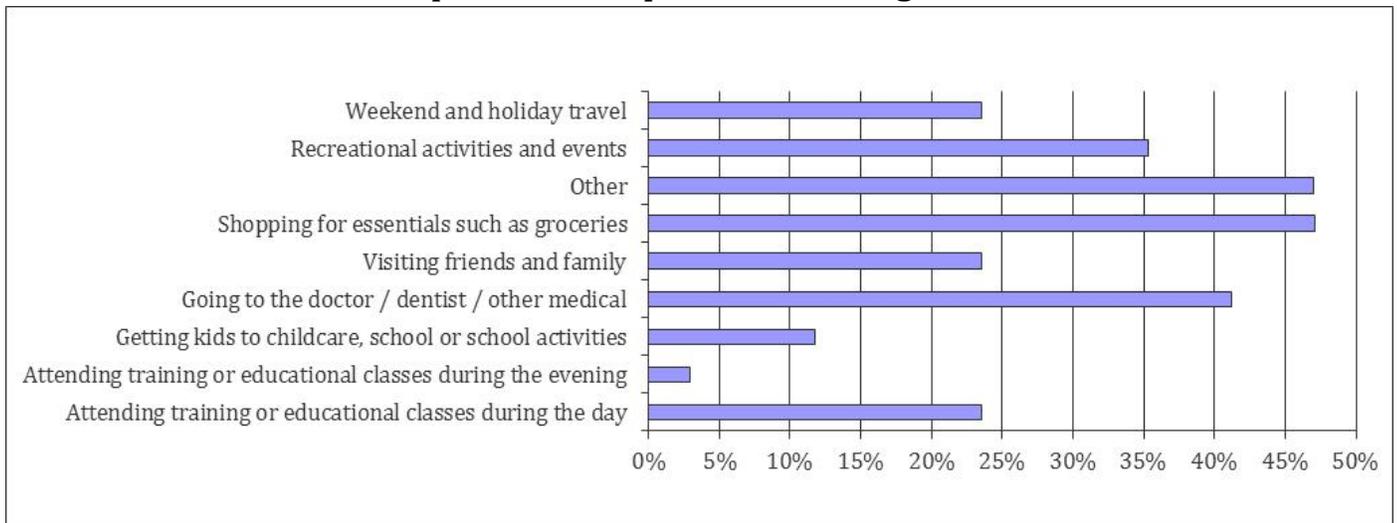
JEFFERSON COUNTY PUBLIC SURVEY RESULTS

The following charts outline the public survey results received from individuals living in Jefferson County. Surveys were available on-line and at Public Libraries. A total of 17 surveys were collected from the general public.

Purposes for Using Transportation

Respondents were asked to choose all answers that applied, therefore, the percentages in the following exhibit add up to more than 100 percent. The most common need for regular transportation from Jefferson County respondents was shopping for essential needs and other locations. The third most common need was for medical reasons.

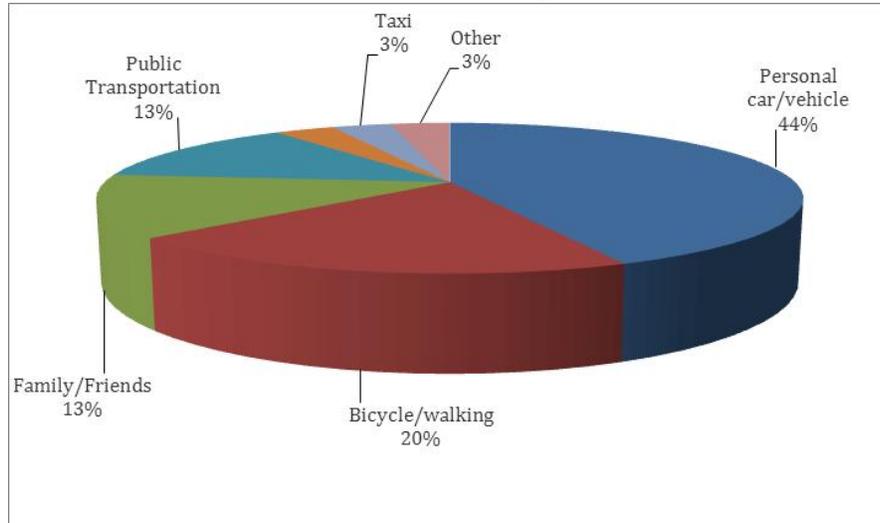
Purpose for Transportation on a Regular Basis



Current Mode of Transportation

As illustrated below, personal vehicle made up 44 percent of Jefferson County respondents. Other respondents rely on bicycle/walking, family and friends, public transportation, taxi's, or other modes of transportation.

Current Mode of Transportation

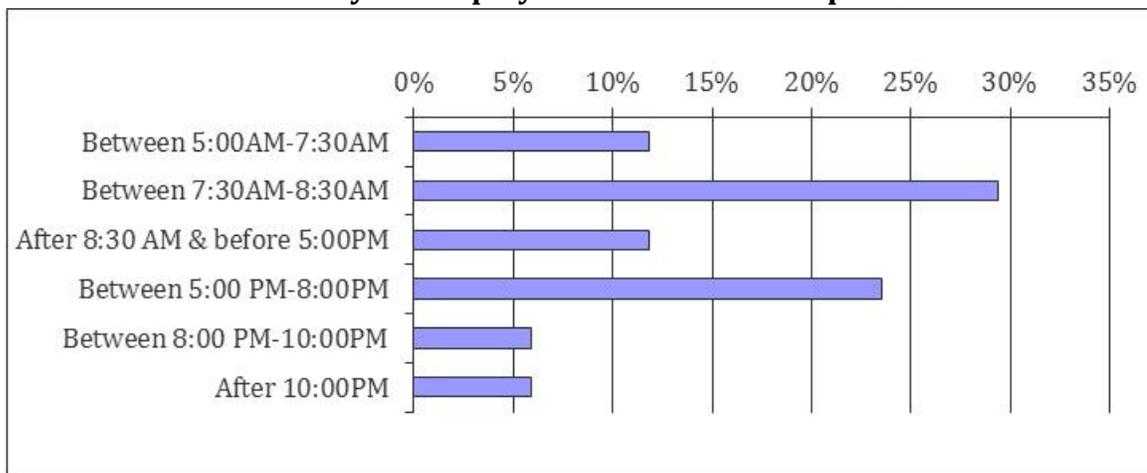


Approximately 40 percent of Jefferson County survey respondents stated that their choice of transportation is limited by where they live. Eighty-eight percent of respondents do not need a mobility device.

Employment-Related Transportation

Just over 23 percent of Jefferson County respondents were retired, 52 percent were employed and 17 percent were unemployed. The time of day they need employment-related transportation the most included: 7:30 AM to 8:30 AM and 5:00 PM to 8:00 PM.

Time of Day for Employment-Related Transportation



Rating of Existing Transportation Resources

Jefferson County survey respondents were asked to rate the transportation service that they use. Overall, most respondents felt that their current mode of transportation does a good job of getting

them where they need to go and makes it easy to do errands. But, many also said their current mode of transportation makes them wish there was something better and is difficult to afford. A few respondents indicated that their current mode of transportation is not equipped to accommodate a disability accessibility needs and is difficult to board.

Table: Rating of Existing Transportation Resources

The Transportation I Use	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
Does a good job of getting me where I need to go.	10	2	1	1
Makes me wish there was something better.	4	5	4	2
Limits where I can work.	3	1	5	2
Is difficult for me to afford.	4	4	6	2
Makes it easy to do errands.	7	3	1	4
Is difficult for me to board.	1	0	5	7
Is not equipped to accommodate my disability accessibility needs.	2	0	3	5

JENNINGS COUNTY PUBLIC SURVEY RESULTS

The following paragraphs outline the public survey results received from individuals living in Jennings County. Surveys were available on-line and at Public Libraries. A total of one survey was collected from the general public.

Purposes for Using Transportation

Respondents were asked to choose all answers that applied, therefore the respondent chose going to the medical appointments, shopping for essential needs, and recreational activities.

Current Mode of Transportation

The lone Jennings County respondents stated they use a personal vehicle to get where they need to go. They also thought that their choice of transportation is limited by where they live and do not require a mobility device.

Employment-Related Transportation

The lone Jennings County survey respondent was employed and needed transportation to work from 7:30AM to 10:00PM.

Rating of Existing Transportation Resources

Jennings County survey respondents were asked to rate the transportation service that they use. Overall, the lone respondent felt that their current mode of transportation does a good job of getting them where they need to go and makes it easy to do errands. But, they also said their current mode

of transportation limits where they can work, makes them wish there was something better, and is difficult to afford.

OHIO COUNTY PUBLIC SURVEY RESULTS

No public surveys were returned by Ohio County residents.

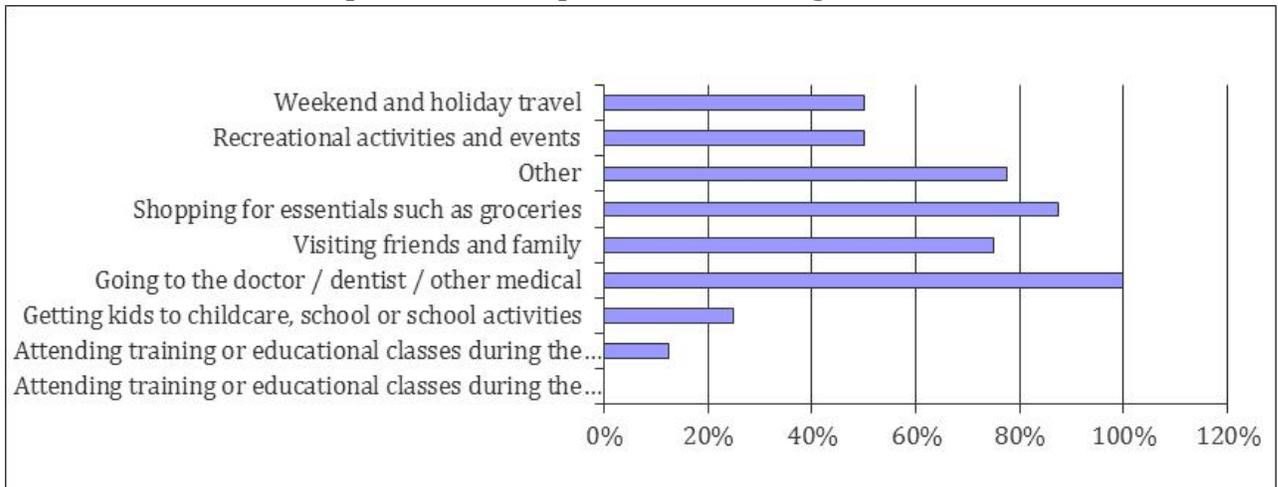
RIPLEY COUNTY PUBLIC SURVEY RESULTS

The following charts outline the public survey results received from individuals living in Ripley County. Surveys were available on-line and at Public Libraries. A total of 11 surveys were collected from the general public.

Purposes for Using Transportation

Respondents were asked to choose all answers that applied, therefore, the percentages in the following exhibit add up to more than 100 percent. The most common need for regular transportation from Ripley County respondents was for medical-related trips, shopping for essential needs, and other purposes.

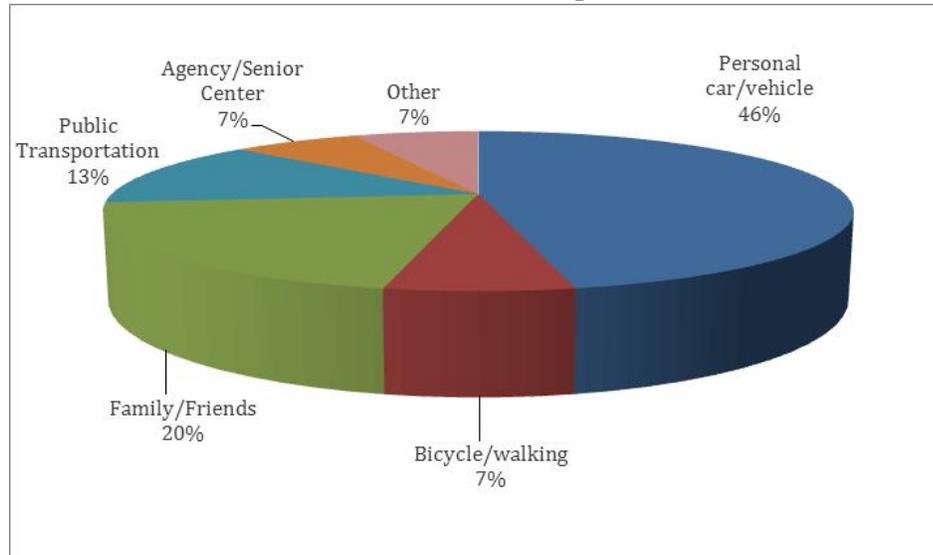
Purpose for Transportation on a Regular Basis



Current Mode of Transportation

As illustrated below, 46 percent of Ripley County respondents drive a personal vehicle. The second most frequent response was friends and family at 20 percent while public transportation came in at 13 percent.

Current Mode of Transportation

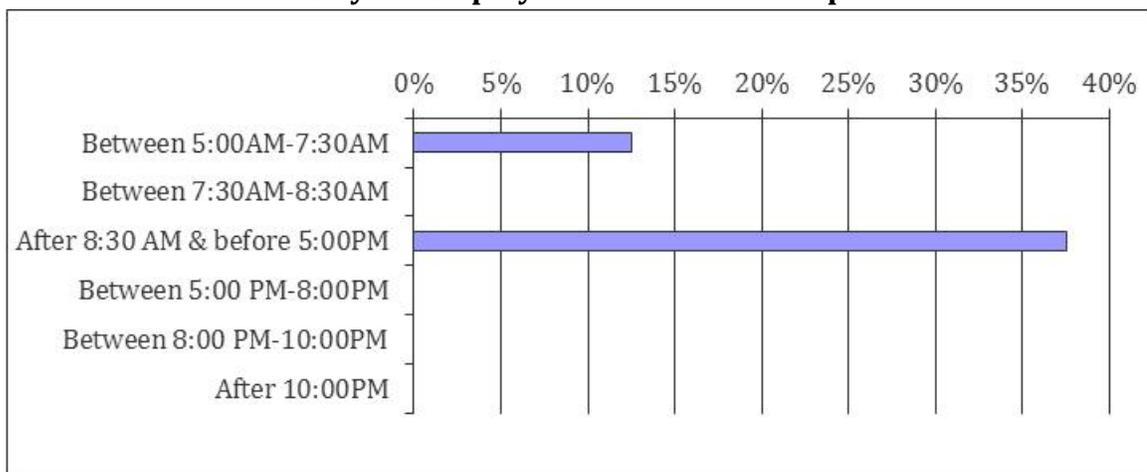


Approximately 10 percent of Ripley County survey respondents stated that their choice of transportation is limited by where they live. Over 63 percent do not need a mobility device.

Employment-Related Transportation

Nine percent of Ripley County respondents were retired, 45 percent were employed and 45 percent were unemployed. The time of day they need employment-related transportation included: 5:00 AM to 7:30 AM and 8:30 AM to 5:00 PM.

Time of Day for Employment-Related Transportation



Rating of Existing Transportation Resources

Ripley County survey respondents were asked to rate the transportation service that they use. Overall, most respondents felt that their current mode of transportation does a good job of getting

them where they need to go and makes it easy to do errands. But, some also said their current mode of transportation limits where they can work and is difficult to afford. Some respondents indicated that their current mode of transportation is not equipped to accommodate a disability accessibility needs.

Table: Rating of Existing Transportation Resources

The Transportation I Use	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
Does a good job of getting me where I need to go.	3	2	1	1
Makes me wish there was something better.	2	2	2	1
Limits where I can work.	1	0	3	1
Is difficult for me to afford.	1	1	3	2
Makes it easy to do errands.	2	3	0	1
Is difficult for me to board.	0	1	2	3
Is not equipped to accommodate my disability accessibility needs.	1	1	2	1

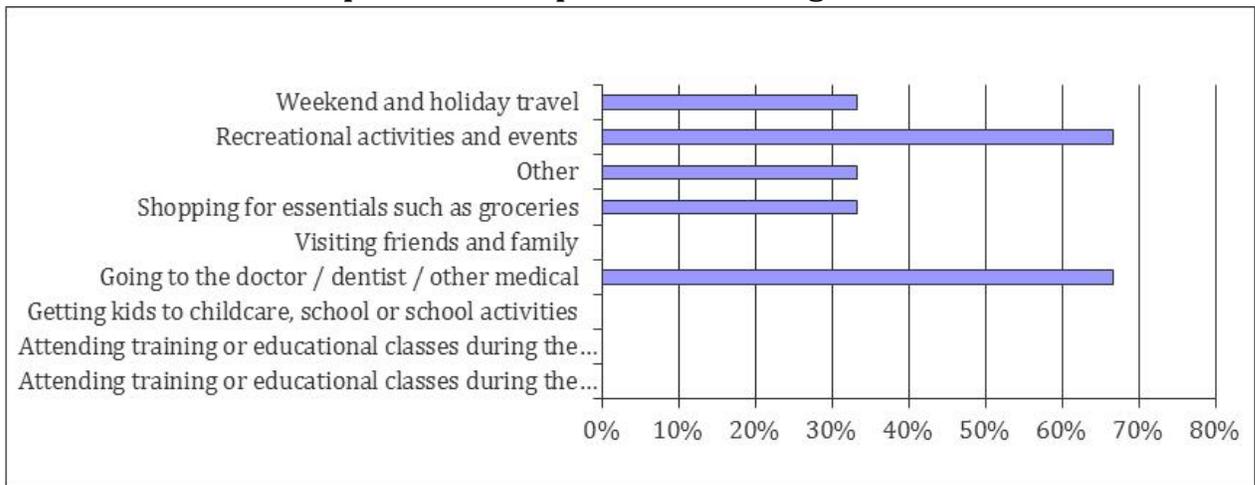
SWITZERLAND COUNTY PUBLIC SURVEY RESULTS

The following charts outline the public survey results received from individuals living in Switzerland County. Surveys were available on-line and at Public Libraries. A total of 3 surveys were collected from the general public.

Purposes for Using Transportation

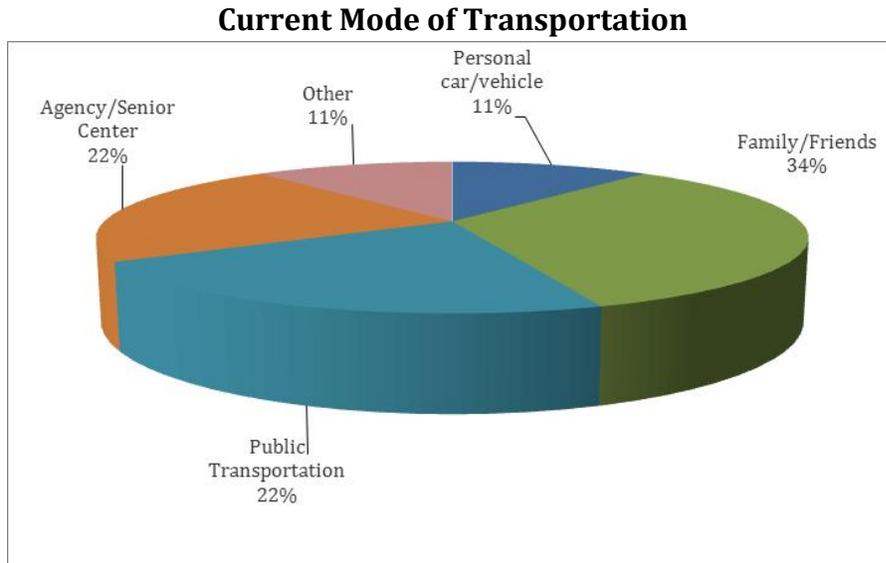
Respondents were asked to choose all answers that applied, therefore, the percentages in the following exhibit add up to more than 100 percent. The most common need for regular transportation from Switzerland County respondents was for medical-related trips and recreational activities and events.

Purpose for Transportation on a Regular Basis



Current Mode of Transportation

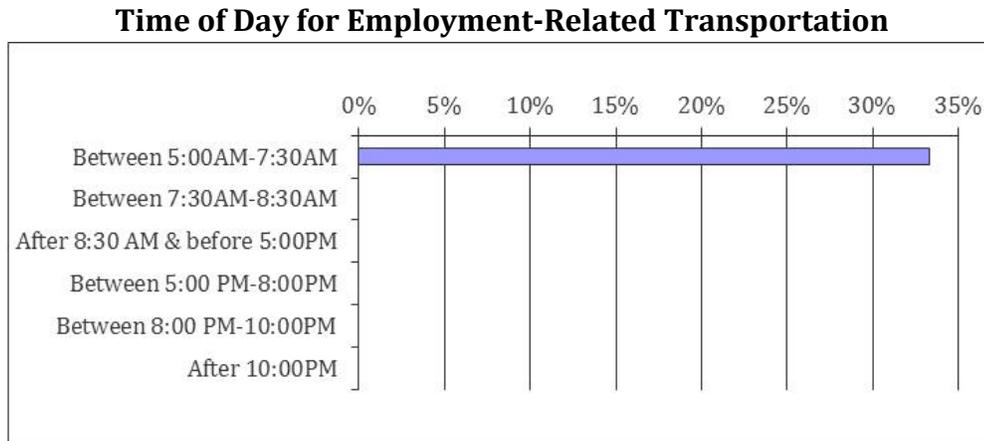
As illustrated below, 34 percent of Switzerland County respondents drive use family and friends to get to places. The second most frequent response was public transportation and agency or senior center transportation at 22 percent each. Other responders rely on personal vehicles and other forms of transportation.



Fifty percent of Switzerland County survey respondents stated that their choice of transportation is limited by where they live while 33 percent do not need a mobility device.

Employment-Related Transportation

Sixty-six percent of Switzerland County respondents were retired and 33 percent were employed. Only one respondent stated they needed employment-related transportation between 5:00 AM and 7:30 AM.



Rating of Existing Transportation Resources

Switzerland County survey respondents were asked to rate the transportation service that they use. Overall, most respondents felt that their current mode of transportation does a good job of getting them where they need to go. But, some also said their current mode of transportation makes them wish there was something better and makes it difficult to run errands.

Table: Rating of Existing Transportation Resources

The Transportation I Use	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
Does a good job of getting me where I need to go.	2	1	0	0
Makes me wish there was something better.	1	0	2	0
Limits where I can work.	0	0	1	0
Is difficult for me to afford.	0	0	1	2
Makes it easy to do errands.	0	0	2	0
Is difficult for me to board.	0	0	2	1
Is not equipped to accommodate my disability accessibility needs.	0	0	1	1

V. IMPLEMENTATION PLAN

Stakeholders are willing to continue to work toward coordinated regional transportation services by utilizing existing resources and implementing new projects that fill the service gaps associated with employment related trips, medical trips, education, and general quality of life for older adults, individuals with disabilities, persons with low incomes¹ and the general public.

Goal #1: Continue to Work toward Educating Agencies, Governments, Organizations, and the Public about the Benefits of Coordinated Transportation Services for Older Adults, Individuals with Disabilities, Low Income People and the General Public to Residents.

Strategies to educate the communities, agencies, organizations, and governments about the gaps in existing public and human service agency transportation services; how older adults, individuals with disabilities, low income people and the general public can access those services; inform all stakeholders about the importance of participating in the emergency management system to ensure information is available to those who need transportation. Inform elected officials about the available transportation services and how their constituents benefit from those services.

Goal #2: Expand Transportation Options for Older Adults, Individuals with Disabilities, People with Low Incomes, and the General Public in Areas Where Services are Nonexistent or Limited.

Strategies discussed under this goal are intended to be steps toward ensuring older adults, individuals with disabilities, people with low incomes and the general public have access to employment, medical and social opportunities. The hours and days of public or human service agency transportation service may not meet the needs of those who must rely on others for their transportation needs during nontraditional business hours. Furthermore, the necessary advance reservation requirements of Catch-A-Ride combined with the limits on standing order reservations may leave individuals with no reliable transportation options for necessary medical appointments or work. Additionally, as of January 2014, public transportation services are unavailable in Jennings County.

¹ Public Law 112-141 defines “low-income individual” to mean “an individual whose family income is at or below 150 percent of the poverty line, as that term is defined in section 673(2) of the Community Services Block Grant Act (42 U.S.C. 9902(2), including any revision required by that section, for a family of the size involved.”

Goal #3: Continue to Encourage Collaborative Efforts of Transportation Stakeholders Throughout the Region to Improve and Increase Regional, Multi-County, and Multi-Modal Coordinated Transportation Services to Improve Transportation Options for People with Low Incomes, Older Adults, Individuals with Disabilities, and the General Public to Access Employment and Community Resources.

As a lead agency in the coordination effort, LifeTime Resources, Inc. would like to implement a brokerage and other coordinated transportation activities. However, the agency is limited by 1) limited active participation from other human service and non-profit transportation providers in the area, and 2) a limited number of private and non-profit transportation providers serving the area with which LifeTime Resources could coordinate service. This goal is intended to encourage local agencies to take an active role in working toward development of an information sharing network and additional transportation service providers/modes (such as taxi service).

Goal #4: Increase Funding for Public and Coordinated Transportation.

Limited funding was mentioned as one of the top challenges for transportation. Some goals for maintaining and expanding service and improving existing services to address unmet transportation needs might only be achieved with additional funding. Strategies to increase the available sustainable funding for transportation and mobility in each county stand apart from the previously mentioned goals and will require individual focus.

Goal #5: Incorporate New Capital to Improve Existing Mobility Options and Serve More People.

Goal #5 pertains to the importance of maintaining and improving upon the valuable service offered by Catch-A-Ride and the Section 5310 grant recipients in the area as well as supporting new non-profit and private operators who join the coordinated transportation efforts in the future.

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 for the region during the implementation time period.

Goal #1: Continue to Work toward Educating Agencies, Governments, Organizations, and the Public about the Benefits of Coordinated Transportation Services for Older Adults, Individuals with Disabilities, Low Income People and the General Public to Residents

Strategy 1.1: Distribute the locally-adopted Coordinated Public Transit-Human Services Transportation Plan to stakeholders in each county and to any elected official who works with or represents older adult facilities, human service agencies, medical facilities, schools, non-profits, for-profit agencies, and major employers that serve older adults, people with disabilities, and individuals with low incomes.

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

<u>Implementation Time Frame:</u> Near Term (1-24 months)	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> Email if possible. Or, minimal expense for printing and postage.	
<u>Potential Grant Funding Sources:</u> Federal Transit Administration Section 5311 or local grants.	

Responsible Parties: LifeTime Resources, Inc. will be responsible for adopting the plan and the initial distribution of it. All participating stakeholders will be responsible for sharing the plan or links to the plan with their consumers and other stakeholders.

Performance Measures:

- ◆ Number of documents distributed (electronically or mail) to community stakeholders in each county.
- ◆ Updated mailing list is established and saved for future plan updates.
- ◆ Number of new organizations added to the mailing list from each county.

Strategy 1.2: Develop a transportation brochure (printed or electronic) that includes basic service and contact information about all human service agency, public, and private transportation operators in the area. Include reference to the coordinated efforts. Include website links, if available.

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Responsible Parties: LifeTime Resources, Inc. will take the lead in developing the brochure. Transportation providers and human service agencies in each county will provide initial information and updates to LifeTime Resources, Inc. All transportation stakeholders will distribute the survey to consumers, the public, and other stakeholders.

<u>Implementation Time Frame:</u> Near Term (1-24 months)	<u>Staffing Implications:</u> Time to design and print brochures
<u>Implementation Budget:</u> \$200 - \$600 annual costs, depending on design and printing costs.	
<u>Potential Grant Funding Sources:</u> Activity eligible for funding under Section 5311; eligible activity for human service agencies program costs.	

Performance Measures:

- ◆ Number of brochure layouts updated.
- ◆ Number of brochures distributed.
- ◆ Number of calls asking about coordinated services.

Strategy 1.3: Support a speakers’ bureau of transportation provider staff, TAC members, transportation supporters and passengers. Continue to schedule speaking engagements at government, civic, and club meetings to promote the benefits of transportation and coordination of services for older adults, individuals with disabilities, people with low incomes and the general public. Design a standard presentation for all speakers to ensure one message is conveyed in each engagement. Include information about all transportation providers in each county and the goals for addressing unmet transportation needs. Distribute promotional items, including brochures, to attendees.

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> Time required to prepare presentation; meeting attendance
<u>Implementation Budget:</u> Minimal	
<u>Potential Grant Funding Sources:</u> Eligible for funding under Section 5311 (Job Access and Reverse Commute activities) or New Freedom activities within the Section 5310 grant program. Also could be eligible for human service agency and many local grants.	

Responsible Parties: Transportation providers, human service agencies, transportation supporters and passengers in each county

Performance Measures:

- ◆ Number of speaking engagements.
- ◆ Presentation developed.
- ◆ Meeting accomplishments, level of information shared.

Strategy 1.4: It is suggested that stakeholders continue to participate in various community activities to promote transportation services. Activities may include: attending and distributing brochures and promotional items (such as calendars or magnets) at county fairs, job fairs, senior day programs, and other community outreach events; or, participating in food and/or toy drives by accepting donated items in place of fares for a day. For organizations that do not charge a fare, ask for donated items to support the food and/or toy drive.

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Responsible Parties: All stakeholders

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> No additional costs unless additional brochures and promotional items are created	
<u>Potential Grant Funding Sources:</u> Not required	

Performance Measures:

- ◆ Number of events attended.
- ◆ Number of brochures/promotional items distributed.
- ◆ Number of new passengers due to outreach efforts at events.
- ◆ Number of items donated during a food and/or toy drive.

Strategy 1.5: Include emergency management and all other organizations with a mission to protect public safety in all coordinated, local, and regional transportation planning efforts. Make the National Incident Management Systems (NIMS) courses available to transportation employees (including all drivers). There are three NIMS courses, relevant to transportation, available online. In total, the courses will probably require up to eight (8) hours for each employee to complete. Courses can be completed online, with no additional travel costs. Other emergency management or evacuation informational materials are available at little or no costs through National Cooperative Highway Research Program Transportation Research Board (NCHRP Report 20-59 (32) A Transportation Guide for All-Hazards Emergency Evacuation); or Transportation Research Board Special Report 294: The Role of Transit in Emergency Evacuation.

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Responsible Parties: Transportation provider management and human service agency management.

<p><u>Implementation Time Frame:</u> <i>Include Emergency Management</i> – Ongoing <i>Training</i> - Ongoing</p>	<p><u>Staffing Implications:</u> No additional staff</p>
<p><u>Implementation Budget:</u> Will require additional labor hours for drivers to complete training. Potentially a minimum of 8 hours per employee. No travel.</p>	
<p><u>Potential Grant Funding Sources:</u> Potential funding availability from the National Transit Institute. Also contact OKI for potential shared, low/no-cost training opportunities.</p>	

Performance Measures:

- ◆ Number of meetings with emergency management to discuss coordinated transportation services in each county.
- ◆ Number of employees (drivers and other agency staff members) who receive training.
- ◆ Number of NIMS certificates printed for successful completion of program.

Goal #2: Expand Transportation Options for Older Adults, Individuals with Disabilities, People with Low Incomes, and the General Public in Areas Where Services are Nonexistent or Limited.

Strategy 2.1: Re-establish public transportation services in Jennings County. Gather information from citizens about their travel needs (i.e., Are the needs local or between Jennings County and Columbus?). Determine the most cost effective manner in which to provide public transportation services. Speak to government entities, civic groups, human service agencies and other local organizations about the need for sustainable public transportation services and how those services can benefit the county.

Counties Included: Jennings County

Responsible Parties: LifeTime has exhausted attempts to obtain local support to re-establish public transportation in Jennings County. At the time of this plan, the nature of transportation needs in Jennings County were not clearly defined and local agencies suspect that it is likely that the largest need is for transportation into Columbus (which is outside of this regional plan boundaries). Local human service agencies and/or local government in Jennings County should consider exploring the

nature of transportation needs for residents and pursuing opportunities to re-establish public transportation services.

<u>Implementation Time Frame:</u> Long-Term (2-4 years)	<u>Staffing Implications:</u> Staff time to secure funding and develop an appropriate service design. Additional driver(s).
<u>Implementation Budget:</u> Depends upon the scope of transportation services to be implemented.	
<u>Potential Grant Funding Sources:</u> INDOT Public Mass Transit Fund, Federal Transit Administration Section 5311 and local match. Section 5311 funding is formula based and requires up to a 50% local match.	

Performance Measures:

- ◆ Amount of sustainable (multi-year) local funding identified to support public transportation services in Jennings County.
- ◆ Operator of public transit service in Jennings County is identified.
- ◆ Operating hours, mode, and service area determined.
- ◆ Driver(s) hired.
- ◆ Public transportation service implemented.

Strategy 2.2: Establish a Job Access and Reverse Commute (JARC) Program for out of area (i.e., from Dearborn County to the I-275 Beltway area) and after hour transportation options for training and work related trips. The program would operate outside the Catch-A-Ride service hours and service area. The vouchers for trips are purchased by passengers at an affordable rate for trips to and from jobs and job training sites during nontraditional work hours. Transportation providers are reimbursed at a negotiated rate. Solicit use of other area providers, taxi companies, and Section 5310 providers when vehicles are not in use. *Use of 5310 vehicles in this strategy must not adversely impact service delivery for elderly and disabled individuals.*

A 50% local match is required for JARC activities. Solicit local businesses, colleges, and technical colleges for matching funds.

Prior to implementation of this strategy, additional research is required to determine the specific level of need. While a need to meet nontraditional work and training hours was discussed during the regional meetings, the level of need is not known at this time and further study is required to establish the actual needs in terms of shift times, days of the week, and projected level of demand.

Counties Included: Dearborn County and surrounding area.

Responsible Parties: Transportation providers in the area, including taxi companies and Section 5310 providers. It is noted that any transportation provider receiving Federal Transit Administration (FTA) funds must adhere to all regulatory guidelines that apply to Catch-A-Ride,

including drug and alcohol testing requirements. The cost of abiding by these additional guidelines should be included in the negotiated price of the voucher.

<u>Implementation Time Frame:</u> Long-Term (2-4 years)	<u>Staffing Implications:</u> Staff required to oversee and administer the JARC program
<u>Implementation Budget:</u> To be determined based on level of service needed	
<u>Potential Grant Funding Sources:</u> Public transportation funding Section 5311 for a JARC activity. Local match of 50% is required. Potential sources of local match include fares collected, local businesses and educational sites that offer job training activities.	

Performance Measures:

- ◆ Research supports the implementation of nontraditional work and training transportation services outside the Catch-A-Ride hours of operation and service area.
- ◆ Local match source is identified.
- ◆ Program is established.
- ◆ Number of individuals using transportation services.
- ◆ Number of trips provided.
- ◆ Number of vouchers issued.

Strategy 2.3: Develop a regional New Freedom Voucher Program to assist individuals with disabilities to reach their destinations when public transit is not available due to lack of availability or when the trip is needed before or after service hours. Vouchers are purchased by passengers at an affordable rate for trips to and from medical appointments, work sites, and other trips as approved by the program management team. Transportation providers are reimbursed at a negotiated rate. Solicit use of other area providers, taxi companies (if available), and Section 5310 providers when vehicles are not in use. Use of 5310 vehicles in this strategy must not adversely impact service delivery for elderly and disabled individuals.

A 50% local match is required for New Freedom activities. Solicit local organizations that provide services for individuals with disabilities and/or advocacy groups to provide the required matching funds.

CICOA Aging & In-Home Solutions of the Indianapolis region operates a similar program, although perhaps not with New Freedom Program dollars at the present time. To find out more about the success of these programs, visit their website at (CICOA) <http://cicoa.org>.

Prior to implementation of this strategy, additional research is required to determine the level of need. While a need to meet the transportation needs of individuals with disabilities was discussed

during the regional meetings, the level of need is not known at this time and further study is required to establish the actual level of need in each county.

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Responsible Parties: Recommend that a human service agency serving older adults and/or people with disabilities takes the lead in administration of the program. Transportation providers in each county, including taxi companies (if available) and Section 5310 providers.

<p><u>Implementation Time Frame:</u> Long-Term (2-4 years)</p>	<p><u>Staffing Implications:</u> Staff required to oversee and administer the program</p>
<p><u>Implementation Budget:</u> To be determined based on level of service</p>	
<p><u>Potential Grant Funding Sources:</u> Section 5310 funding is available for New Freedom activities. Local match of 50% is required. Potential sources of local match include fares collected, local organizations that provide services to individuals with disabilities and/or advocacy groups.</p>	

Performance Measures:

- ◆ Research supports the implementation of additional transportation services for individuals with disabilities.
- ◆ Local match source is identified.
- ◆ Program is established.
- ◆ Number of individuals with disabilities using transportation services.
- ◆ Number of trips provided.
- ◆ Number of vouchers issued.

Goal #3: Continue to Encourage Collaborative Efforts of Transportation Stakeholders Throughout the Region to Improve and Increase Regional, Multi-County, and Multi-Modal Coordinated Transportation Services to Improve Transportation Options for People with Low Incomes, Older Adults, Individuals with Disabilities, and the General Public to Access Employment and Community Resources.

Strategy 3.1: Establish a regional mobility management program. The mobility management program will lead the local stakeholders in the coordination of transportation throughout the region. Ultimately the committee will hire a Mobility Manager.

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Responsible Parties: LifeTime Resources, Inc. will lead the effort to develop the program and hire the mobility manager, provided the necessary operating dollars are secured. Local coordinated transportation stakeholders, especially those organizations that participated in this planning effort, will play an active role. Roles will be agreed upon and documented in Memoranda of Understanding (MOU) between LifeTime Resources, Inc. and the individual partnering organizations. Each MOU will be unique to the individual organizations.

<u>Implementation Time Frame:</u> Long-Term (2-4 years)	<u>Staffing Implications:</u> Hire a Mobility Manager
<u>Implementation Budget:</u> Will be established based upon the job description written by the hiring agency. Potential annual salary for the Mobility Manager could range from \$16 to \$30K.	
<u>Potential Grant Funding Sources:</u> Mobility Management activities are eligible for funding under the Section 5311 program (JARC (Job Access and Reverse Commute) activities). Grants are potentially available for up to 80% of program costs. Local matching funds sources include local governments, businesses, and advocacy groups, and any non-U.S. Department of Transportation Federal program.	

Performance Measures:

- ◆ Mobility management activities are identified.
- ◆ Grants are investigated to support mobility management activities.
- ◆ Local match sources are identified (can come from multiple counties).
- ◆ Grants are awarded by funding source.
- ◆ Job description is written by Coordination Committee.
- ◆ Mobility Manager is hired.

Strategy 3.2: Building upon current practices, establish policies and procedures for partnering organizations that includes trip sharing, brokering, and coordination of services. Policies and procedures should address how transfers between providers or shared trips will be facilitated and the billing of such trips. Using the current informal arrangements, write formal procedures for sharing trips between participating agencies and Catch-A-Ride when their schedules are limited, how service areas can be expanded, and other concerns/issues faced by the region’s transportation providers. Incorporate all public and non-profit transportation providers, when possible, in policies and procedures for maximum use of the transportation resources available throughout the region.

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties *(It may be easier to get started if coordinated or brokered agreements are initiated in certain counties or with one or two partners and gradually expand to include the entire region.)*

Responsible Parties: Mobility Manager and participating stakeholder organizations that include public and private transportation providers and human service agencies interested in transportation options for the region.

<u>Implementation Time Frame:</u> Long Term (2-4 years)	<u>Staffing Implications:</u> Mobility Manager
<u>Implementation Budget:</u> Included in duties of Mobility Manager – No additional funding required	
<u>Potential Grant Funding Sources:</u> Not required	

Performance Measures:

- ◆ Subcommittee formed to discuss what policies and procedures are needed.
- ◆ Draft of policies and procedures is presented to full committee.
- ◆ Policies and procedures are accepted by full committee.

Strategy 3.3: Investigate areas of duplication. In areas where similar trips are provided by more than one agency, duplication of services exists. By removing duplication, scheduling one vehicle for similar trips, resources that were previously duplicating efforts can be reallocated to provide additional services in underserved areas of the region. Reallocated resources could potentially increase the overall services available throughout the region. Currently, Catch-A-Ride may be forced to provide certain trips (especially in the most rural areas) with vehicles that are only minimally occupied with passengers. If another human service agency consumer in the area needs a trip in the same general direction, the passengers from the agency and the general public Catch-A-Ride passenger could share the same vehicle. This procedure would allow both transportation operators to provide more trips with the same number of vehicles and drivers.

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Responsible Parties: Transportation providers in each county, including private and Section 5310 providers

<u>Implementation Time Frame:</u> Long Term (2 - 4 Years)	<u>Staffing Implications:</u> No additional staff required Mobility Manager Activity
<u>Implementation Budget:</u> No additional funding required	
<u>Potential Grant Funding Sources:</u> Not required	

Performance Measures:

- ◆ Individual meetings held between the transportation providers to discuss duplication of efforts.
- ◆ Duplications are identified.
- ◆ Policies and procedures are developed to reduce duplication.
- ◆ Resources are reallocated to meet unserved demands.
- ◆ Number of duplications identified.
- ◆ Amount of resources reallocated to meet unserved demands.

Strategy 3.5: Share grant-writing expertise among eligible participating agencies (i.e., eligible for Federal, State, Local, or foundation grants) to submit grants for transportation provider funding and/or as a collaborative effort. Public transportation providers will provide technical assistance to other public transportation providers and Section 5310 grantees in the region as requested to ensure services are coordinated in the most efficient and effective manner. Technical assistance can include guidance in capital replacement short/long term plans, development of justification for vehicle replacement/expansion, and building fully allocated fleet operating budgets.

Working in a collaborative manner to write and submit grants will improve local awareness of the existing funding opportunities.

Counties Included Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Responsible Parties: LifeTime Resources will work with OKI to initiate the effort. All non-profit organizations eligible for transportation related grants are eligible for this assistance.

<u>Implementation Time Frame:</u> Long Term (2-4 years)	<u>Staffing Implications:</u> No additional staff required Mobility Manager function and/or stakeholder organization staff with grant writing expertise
<u>Implementation Budget:</u> No additional costs	
<u>Potential Grant Funding Sources:</u> Not required	

Performance Measures:

- ◆ Number of grant-writing sessions scheduled and conducted, either with individuals or in work sessions.
- ◆ Number of successful grant applications submitted, either on behalf of individual organizations or as a collaborative effort.
- ◆ Amount of transportation grant funding awarded to any coordinating organization.

Goal #4: Increase Funding for Public and Coordinated Transportation.

Strategy 4.1: Continue to add new service for connectivity (between this region and neighboring regions in Ohio, Kentucky, and Columbus, Indiana). Determine where older adults, individuals with low incomes, people with low incomes and the general public living in the study area need to travel for medical, work, and other trip purposes. Coordinate with OKI and the local transportation providers in neighboring areas to determine the most effective manner to connect to services in Cincinnati, Lexington, and Columbus (IN), common destinations for the region’s residents.

Counties Included: Dearborn County and surrounding areas.

Responsible Parties: Public transportation providers and stakeholders in each county

<p><u>Implementation Time Frame:</u> Near Term (1-24 months)</p>	<p><u>Staffing Implications:</u> May require additional drivers</p>
<p><u>Implementation Budget:</u> Funding to support potential new drivers may be required</p>	
<p><u>Potential Grant Funding Sources:</u> Activities are eligible for funding under the Section 5311 program (JARC (Job Access and Reverse Commute) activities) and/or Section 5310 New Freedom activities. Grants are potentially available for up to 50% of program costs. Local matching funds sources include businesses, advocacy groups, agencies, local governments, and most non-U.S. DOT programs that support transportation of eligible consumers.</p>	

Performance Measures:

- ◆ Transportation provider for out of area trips is identified.
- ◆ Funding for expanded service is identified and secured.
- ◆ Number of coordinated trips to the new out of area destinations.
- ◆ Number of individuals that now have additional out of area transportation options that previously did not exist.
- ◆ Cost effectiveness of coordinated activities.

Strategy 4.2: Discuss the IRS Qualified Transportation Fringe Benefits (Section 132(f)) Program with employers. Additional information about this program that can benefit employers who assist employees with the cost of their transportation (public transportation, car/vanpooling, or biking) can be found at the National Center for Transit Research website at <http://www.nctr.usf.edu/programs/clearinghouse/commutebenefits/>.

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Responsible Parties: Participating transportation providers will share information about this benefit with employers and employees.

<u>Implementation Time Frame:</u> Near-Term (1-24 months)	<u>Staffing Implications:</u> Minimal
<u>Implementation Budget:</u> Minimal	
<u>Potential Grant Funding Sources:</u> Not required	

Performance Measures:

- ◆ Information is distributed regarding the IRS Qualified Transportation Fringe Benefits.
- ◆ Number of employers that assist employees with the monthly costs associated with the use of public transportation services to and from work sites.

Strategy 4.3: Encourage human service agencies and other organizations that require transportation services for their consumers to contract with Catch-A-Ride, when possible. Agencies and organizations may realize a savings by purchasing services rather than providing them in-house. Contract rates will include the fully allocated costs associated with the provision of the transportation services provided. Revenue received through contracts may be used as local match for grants received by the public transportation providers.

Counties Included: Decatur, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Responsible Parties: Transportation providers

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> Staff time to determine fully allocated costs for contracts
<u>Implementation Budget:</u> Minimal	
<u>Potential Grant Funding Sources:</u> Not required	

Performance Measures:

- ◆ Number of contracts approved and signed.
- ◆ Number of consumers transported under contract agreement.
- ◆ Local match generated by contracts.

Strategy 4.4: Promote public transportation as an economic development advantage in each county. Public transportation access will be included in each county’s land use and economic development plans.

Counties Included: Decatur, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Responsible Parties: Transportation providers will communicate with local planning and economic development organizations.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> Transportation provider manager
<u>Implementation Budget:</u> Staff time for meetings	
<u>Potential Grant Funding Sources:</u> This strategy is an important element to improving coordinated transportation in each county of the region, but is not an eligible activity for Map-21 funding	

Performance Measures:

- ◆ Number of presentations and informational materials provided to planning organizations and organizations with a mission related to economic development.
- ◆ Transportation is included in local economic development plans and materials for each county.

Strategy 4.5: Building on Goal #1 to educate everyone about public transportation services, speak to local and state officials about the need to financially support transportation services. Continue involvement in the Indiana Council on Specialized Transportation (INCOST) and other state organizations that support transportation services for older adults, individuals with disabilities, people with low incomes and the general public.

Counties Included: Decatur, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Responsible Parties: Transportation providers will continue discussions with area leaders to stress the importance and benefits of public and coordinated public transit-human service agency transportation services.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> Staff time to promote public transportation services
<u>Implementation Budget:</u> None	
<u>Potential Grant Funding Sources:</u> Not required	

Performance Measures:

- ◆ Transportation status and unmet needs are documented and updated (utilize this document as a starting point).
- ◆ Number of presentations to local and state level officials and planning organizations.
- ◆ Amount of additional funding received from state and local resources for coordinated transportation efforts.

Goal #5: Incorporate New Capital to Improve Existing Mobility Options and Serve More People.

Strategy 5.1: Acquire replacement and expansion vehicles and equipment for accessible services designed to accommodate passengers with disabilities and mobility limitations in each county.

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Responsible Parties: Eligible transportation providers

<u>Implementation Time Frame:</u> Ongoing <i>Based upon need</i>	<u>Staffing Implications:</u> None
<u>Implementation Budget:</u> Cost 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 (Local match required)	

Performance Measures:

- ◆ Number of mobility aids accommodated.
- ◆ Number of individuals with disabilities served.
- ◆ Number of trips provided for people with all sizes of mobility aids.
- ◆ Number of vehicles and equipment.

VI. POTENTIAL GRANT APPLICATIONS

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) 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**

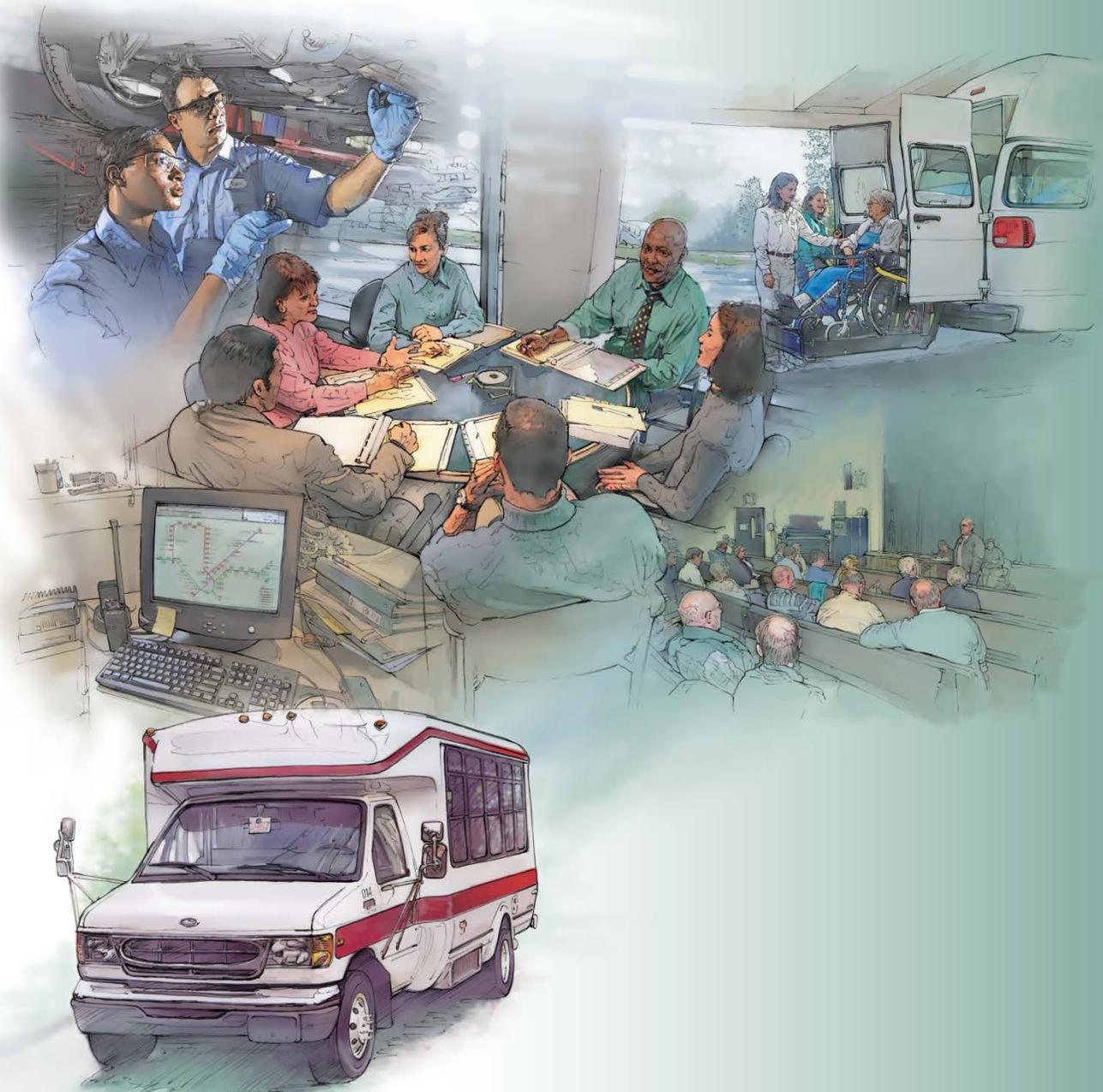


Table of Contents

INDOT Region 8 Check Sheet.....	A-1
Newspaper/Public Service Announcements	
Meeting 1: 04/19/13.....	A-3
Meeting 2: 05/29/13.....	A-6
INDOT Region 8 Mailing List.....	A-8
Meeting Invitations	
Meeting 1.....	A-10
Meeting 2.....	A-11
Presentations	
Meeting 1.....	A-12
Meeting 2.....	A-18
Sign In Sheets	
Meeting 1.....	A-25
Meeting 2.....	A-29
Public Survey Posting.....	A-32
Public Survey Instrument.....	A-33
Stakeholder Needs Meeting 1.....	A-37

INDOT REGION 8 CHECK SHEET

Focus Group

Stakeholder and General Public Meetings

Date: Meeting 1: 04/19/13 Meeting 2: 05/29/13

Location: LifeTime Resources, Inc., Dillsboro, IN

Invitations Distributed

U.S. Mail: Meeting 1: 03/26/13 Meeting 2: 05/10/13

Email: 03/25/13 and 05/10/13

Web Posting:

Newspaper Notice: Indy Star, Register Publications, Ripley Publishing, Madison Courier, Vevay Reveille, Community Newspaper Holdings, Plain Dealer & Sun

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: 16 (04/19/13); Meeting 2: 13 (05/29/13)

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.

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, River Valley Resources, Inc.,

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: 40

Listing of Survey Recipients attached

Other Outreach Efforts

- Flyers or Brochures in
- 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 is conducting a regional coordinated public transit-human services transportation plan update meeting for Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jennings Counties. The public meeting will be held on **April 19, 2013 from 10:00AM to 12:00PM EST at LifeTime Resources, Inc., 13091 Benedict Drive, Dillsboro, Indiana 47018**. 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.**

The public is encouraged to attend. Agencies who receive or intend to receive funding under FTA Section 5310 and Section 5311 programs must participate in coordination planning and development.

Please RSVP by April 18, 2013 to Megan Lawson, Indiana Rural Transit Assistance Program at 812-372-3794 or mlawson@indianartap.com.

LifeTime Resources, Inc. is an accessible facility. If you require any additional assistance, please contact Megan Lawson, at 812-372-3794 or mlawson@indianartap.com.

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

PUBLIC SERVICE ANNOUNCEMENT MEETING 1

The Indiana Department of Transportation is conducting a regional coordinated public transit-human services transportation plan update meeting for Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties. The public meeting will be held on **April 19, 2013 from 10:00AM to 12:00PM at LifeTime Resources, Inc. 13091 Benedict Drive, Dillsboro, IN 47018**. The agenda includes a discussion of the content of the current locally developed coordinated public transit and human service transportation plan, unmet transportation needs, existing coordination efforts, and the process for developing an action plan for improving coordination efforts in the region over the next four years (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.**

In July of 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21) replacing Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This reauthorization repealed several transit grants including; the Clean Fuels Grant(5308), Job Access Reverse Commute Grant(5316), New Freedom Grant Program(5317), Paul S. Sarbanes Transit in the Parks Grant(5320), Alternatives Analysis Grant(5339), and Over the Road Bus Grant(Sec.3038-TEA-21). Funds from some of the repealed grants were consolidated including the Job Access Reverse Commute Grant funds which were consolidated with Urbanized Area Formula Grant (5307) and Rural Area Formula Grant (5311) and New Freedom Program Grant funds which were consolidated with Enhanced Mobility of Seniors and Individuals with Disabilities Grant(5310).

One of the MAP-21 requirements is that projects and organizations planning to apply for funding from the programs listed above *must* be part of a “locally developed coordinated public transit-human services transportation plan.” This plan must be developed through a process that includes representatives from public, private, and non-profit transportation services, human services providers and the general public. Coordinated public transit-human services transportation plans were initially developed and locally adopted throughout Indiana in 2009. These existing plans must be updated to include transportation and mobility strategies for the next four years.

Agencies who receive or intend to receive funding under Sections 5310 or 5311 programs must participate in coordination planning and development for the updated plans.

An RSVP is appreciated but not required by April 18, 2013 to Megan Lawson, Indiana Rural Transit Assistance Program Coordinator at 812-372-3794 or mlawson@indianartap.com.

LifeTime Resources, Inc. is an accessible facility. If you require any additional assistance, please contact Megan Lawson, at 812-372-3794 or mlawson@indianartap.com.

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

LEGAL AD PREPAY
MARION COUNTY, INDIANA

To: INDIANAPOLIS NEWSPAPERS
307 N PENNSYLVANIA ST - PO BOX 145
INDIANAPOLIS, IN 46206-0145

PUBLISHER'S CLAIM

RECEIVED APR 09 2013

PUBLIC NOTICE
The Indiana Department of Transportation is conducting a regional coordinated public transit-human services transportation plan update meeting for Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jennings Counties. The public meeting will be held on April 19, 2013 from 10:00AM to 12:00PM EST at LifeTime Resources, Inc., 13091 Benedict Drive, Dillsboro, Indiana 47018. 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.
The public is encouraged to attend. Agencies who receive or intend to receive funding under FTA Section 5310 and Section 5311 programs must participate in coordination planning and development. Please RSVP by April 18, 2013 to Megan Lawson, Indiana Rural Transit Assistance Program at 812-372-3794 or mlawson@indianartap.com.
LifeTime Resources, Inc. is an accessible facility. If you require any additional assistance, please contact Megan Lawson, at 812-372-3794 or mlawson@indianartap.com.
Interested parties unable to attend may send their comments to Zach Kincade at: zkincade@rlsandassoc.com or to RL5 & Associates, Inc. 3131 S. Dixie Hwy, Suite 545 Dayton, OH. 45439. (S - 4/4/13 - 6051214)

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Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 times. The dates of publication being between the dates of:

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DATE: 04/04/2013

Title: Clerk

NEWSPAPER ANNOUNCEMENT MEETING 2

The Indiana Department of Transportation is conducting a regional coordinated public transit-human services transportation plan update meeting for Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jennings Counties. The public meeting will be held on **May 29, 2013 from 10:00AM to 12:00PM EST at LifeTime Resources, Inc., 13091 Benedict Drive, Dillsboro, Indiana 47018**. The agenda includes review of the meeting that took place on April 19th and focuses on developing an implementation plan for transportation strategies to address the identified needs. **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.**

The public is encouraged to attend. Agencies who receive or intend to receive funding under FTA Section 5310 and Section 5311 programs must participate in coordination planning and development.

Please RSVP by May 28, 2013 to Megan Lawson, Indiana Rural Transit Assistance Program at 812-372-3794 or mlawson@indianartap.com.

LifeTime Resources, Inc. is an accessible facility. If you require any additional assistance, please contact Megan Lawson, at 812-372-3794 or mlawson@indianartap.com.

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

PUBLIC SERVICE ANNOUNCEMENT MEETING 2

The Indiana Department of Transportation is conducting a regional coordinated public transit-human services transportation plan update meeting for Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties. The public meeting will be held on **May 29, 2013 from 10:00AM to 12:00PM at LifeTime Resources, Inc. 13091 Benedict Drive, Dillsboro, IN 47018**. The agenda includes developing an action plan for improving coordinated public and human service agency transportation efforts over the next four years (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.**

In July of 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21) replacing Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This reauthorization repealed several transit grants including; the Clean Fuels Grant(5308), Job Access Reverse Commute Grant(5316), New Freedom Grant Program(5317), Paul S. Sarbanes Transit in the Parks Grant(5320), Alternatives Analysis Grant(5339), and Over the Road Bus Grant(Sec.3038-TEA-21). Funds from some of the repealed grants were consolidated including the Job Access Reverse Commute Grant funds which were consolidated with Urbanized Area Formula Grant (5307) and Rural Area Formula Grant (5311) and New Freedom Program Grant funds which were consolidated with Enhanced Mobility of Seniors and Individuals with Disabilities Grant(5310).

One of the MAP-21 requirements is that projects and organizations planning to apply for funding from the programs listed above *must* be part of a “locally developed coordinated public transit-human services transportation plan.” This plan must be developed through a process that includes representatives from public, private, and non-profit transportation services, human services providers and the general public. Coordinated public transit-human services transportation plans were initially developed and locally adopted throughout Indiana in 2009. These existing plans must be updated to include transportation and mobility strategies for the next four years.

Agencies who receive or intend to receive funding under Sections 5310 or 5311 programs must participate in coordination planning and development for the updated plans.

An RSVP is appreciated but not required by May 29, 2013 to Megan Lawson, Indiana Rural Transit Assistance Program Coordinator at 812-372-3794 or mlawson@indianartap.com.

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INDOT Region 8 Mailing List

Organization Name	Contact Name	Address	Address 2	City	State	ZIP	Phone
Aging and Community Services, Area 11	Cheryl Kenyon	1531 13th Street	Suite G900	Columbus	IN	47201	
Batesville School Corporation	Ed Krause	P.O. Box 121		Batesville	IN	47006	
Catch-A-Ride Public Transportation	Debbie Horton	13091 Benedict Drive		Dillsboro	IN	47018	
Catch-A-Ride Public Transportation	Erin Catford	13091 Benedict Drive		Dillsboro	IN	47018	
Classic Medicab	CEO	312 W. Main St.		Greensburg	IN	47240	
Community Mental Health Center, Inc.	George (Yuri) Zhirkin	285 Bielby Rd		Lawrenceburg	IN	47025	
Dearborn & Ohio Counties United Fund	Karen Snyder, Area Director	227 Walnut St.		Lawrenceburg	IN	47025	
Dearborn County	Commissioner	County Administration Building	215 B West High School Street	Lawrenceburg	IN	47025	
Dearborn County Council		8219 Fair Meadows Drive		Aurora	IN	47001	
Dearborn County Council		181 Hardwood Ridge		Lawrenceburg	IN	47025	
Dearborn County RSVP	Mary Lewis, Executive Director	98 East High Street	P.O. Box 4194	Lawrenceburg	IN	47025	
Dearborn County Veterans Services	Michael Burgess	County Administration Building	215 B West High School Street	Lawrenceburg	IN	47021	
Dearborn County YMCA	CEO	1105 Elm St.		Cincinnati	OH	45202	
Decatur County	Harold Sample, Veteran's Outreach Office	315 S. Ireland St.	Suite B	Greensburg	IN	47240	
Decatur County	Council	150 Courthouse Square	Suite 133	Greensburg	IN	47240	
Decatur County Commissioner		150 Courthouse Square	Suite 109	Greensburg	IN	47240	
Decatur County Family YMCA	Diane Hart-Dawson, CEO	1301 Kathy's Way		Greensburg	IN	47240	
Decatur County Memorial Hospital	Patient Transportation	720 N. Lincoln St		Greensburg	IN	47240	
Decatur County School Corp.	Transportation Director	St Rt. 46		Greensburg	IN	47240	
Decatur County Senior Citizens Center		905 E Main St		Greensburg	IN	47240	
Decatur County United Fund	Joane Cunningham, Executive Director	108 South Broadway Street	Suite 1	Greensburg	IN	47240	
Decatur Industries	Alice Lamb or Rick Held	1015 N. Michigan Ave		Greensburg	IN	47240	
Developmental Services Inc.	Alice Lamb or Rick Held	2920 Tenth St.	PO Box 1023	Columbus	IN	47202	
Greensburg Community Schools	Transportation Director	1312 W. Westridge Parkway		Greensburg	IN	47240	
Heart House, Inc.	Craig Beckley	6815 St. Rd. 50		Aurora	IN	47001	
Human Services, Inc.	Jill Hammer	1585 N. Indianapolis Rd.		Columbus	IN	47202	812-372-8407
ILCEIN Independent Living Center	Terry Hauger	839 South Adams Street		Versailles	IN	47043	
Jac-Cen-Del School Corporation	Transportation Director	723 N. Buckeye St.		Osgood	IN	47037	
Jefferson County	Commissioner	300 E Main Street		Madison	IN	47250	
Jefferson County	Council	14473 W. 175 N.		Deputy	IN	47230	
Jefferson County	Council	4286 N. Rector Road		Madison	IN	47250	
Jefferson County	Council	3535 N. Old State Road 62		Madison	IN	47250	
Jefferson County	Council	494 Brentwood Drive		Madison	IN	47250	
Jefferson County	Council	2045 Ridgewood Lane		Madison	IN	47250	
Jefferson County	Joe DeVITO, Veteran's Service Office	300 East Main St.	Room 103	Madison	IN	47250	
Jennings County	Commissioner	200 Brown Street	P.O. Box 383	Vernon	IN	47282	
Jennings County	Council	200 Brown Street	P.O. Box 383	Vernon	IN	47282	
Jennings County Family YMCA	Director	1593 N. State St.		North Vernon	IN	47265	812-352-0038
Jennings County School Corp.	Transportation Director	34 Main Street		North Vernon	IN	47265	
Jennings County United Way, Inc.	Cheri Massey	502 Hoosier St.		North Vernon	IN	47265	812-346-5257
Jennings Industries	Alice Lamb or Rick Held	6780 N. State Street	P.O. Box 218	Scipio	IN	47273	
Lawrenceburg School Corporation	Transportation Director	300 Tiger Blvd.		Lawrenceburg	IN	47025	
LifeTime Resources, Inc.	Sally Beckley	13091 Benedict Drive		Dillsboro	IN	47018	
Madison Area Ed Spec Srv Unit	Director	702 Elm St		Madison	IN	47250	
Madison Consolidated Schools	Transportation Director	743 Clifty Dr		Madison	IN	47250	
Medicab of Columbus	Executive Director	530 S. Mapleton St.		Columbus	IN	47201	
Milan Community School Corp.	Dr. Thomas Reale, Superintendent	412 E Carr St		Milan	IN	47031	

INDOT Region 8 Mailing List

Organization Name	Contact Name	Address	Address 2	City	State	ZIP	Phone
New Horizons Rehabilitation, Inc.	Bob Ward	237 Six Pine Ranch Road	PO Box 98	Batesville	IN	47006	
New Horizons Rehabilitation, Inc.	Mary Weber	237 Six Pine Ranch Road	PO Box 98	Batesville	IN	47006	
Ohio County	Commissioner	413 Main Street		Rising Sun	IN	47040	
Ohio County	Council	319 High Street		Rising Sun	IN	47040	
Ohio County	Council	2511 St. Rd. 156		Rising Sun	IN	47040	
Ohio County	Council	1025 Burgess Avenue		Rising Sun	IN	47040	
Ohio County	Paul Gentrup, Veterans Service Office	413 Main Street Room 102		Rising Sun	IN	47040	
OKI Regional Council of Governments	Mark Paine	720 East Pete Rose Way	Suite 240	Cincinnati	OH	45202	
Quinco Behavioral Health Systems	Shelly Bean	1260 E Buckeye Street		North Vernon	IN	47265	
Ripley County	Commissioner	P.O. Box 235		Versailles	IN	47042	
Ripley County	Council	P.O. Box 235		Versailles	IN	47042	
Ripley County	Ken Hylton, Veterans Service Officer	102 First Street North	Suire 102	Versailles	IN	47042	
Rising Sun High School	Transportation Director	110 S. Henrietta St.		Rising Sun	IN	47040	
Sandstone Industries	Alice Lamb or Rick H eld	801 Green Rd.	P.O. Box 874	Madison	IN	47250	
SIEOC	Kimberly Elliott		P.O. Box 240	Aurora,	IN	47001	812-926-1585
South Dearborn School Corp.	Jack Heller	6409 Squire Place		Aurora	IN	47001	
South Ripley School Corp.	Robert D. Moorhead, Superintendent	207 W. Tyson St.	P.O. Box 690	Osgood	IN	47042	
Southeastern Career Center	Brad Street, Director	901 W. US Hwy 50		Versailles	IN	47042	
Southeastern Indiana YMCA	Angie Johnson, Executive Director	30 State Road 129 S		Batesville	IN	47006	812-934-6006
Southwestern Jefferson Co. Schools	Transportation Director	239 South Main Cross		Hanover	IN	47243	
St. Paul Senior Citizens	Executive Director	102 E. Washington St.		Saint Paul	IN	47240	
Sunman Dearborn School Corp.	Transportation Director	1 Trojan Place	Suite B	St. Leon	IN	47012	
Switzerland County	Commissioner	212 W. Main Street		Vevay	IN	47043	
Switzerland County	Commissioner	9 Bond Drive		Patriot	IN	47038	
Switzerland County	Commissioner	212 W. Main Street		Vevay	IN	47043	
Switzerland County	Council	631 Markland Pike Road		Vevay	IN	47043	
Switzerland County	Council	1505 Hwy 56		Vevay	IN	47043	
Switzerland County	Council	506 Jefferson Street		Vevay	IN	47043	
Switzerland County	Council	109 Vanosdol Road		Vevay	IN	47043	
Switzerland County	Council	204 E. Market Street		Vevay	IN	47043	
Switzerland County	Council	P.O. Box 71		Patriot	IN	47038	
Switzerland County	Council	686 Hwy. 129		Vevay	IN	47043	
Switzerland County	Richard Adams, Veterans Service Office	9906 Turtle Creek Rd.		Florence	IN	47020	
Switzerland County School Corp.	Transportation Director	1040 W. Main St.		Vevay	IN	47043	
Tri County Ambulance	Director	12 Indiana Ave		Batesville	IN	47006	
United Fund of Switzerland County	Ken Bennett	P.O. Box 221		Vevay	IN	47020	
YMCA of Switzerland County	Eric Cole	1114 W. Main Street	P.O. Box 113	Vevay	IN	47043	812-427-9622

PUBLIC MEETING: PLEASE ATTEND

INDOT-Transit invites you to participate in the 2013 Coordinated Public Transit-Human Services Transportation Plan Update for Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson 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: April 19, 2013 from 10:00 a.m. to 12:00 p.m.

Where: LifeTime Resources, Inc. 13091 Benedict Drive, Dillsboro, IN 47018

OR

Who Should Attend? The general public is encouraged to 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.

RSVP by April 18 to Megan at mlawson@indianartap.com or 1-800-709-9981

PUBLIC MEETING: PLEASE ATTEND

You are invited to participate in the 2013 Coordinated Public Transit-Human Services Transportation Plan Update for Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Why: To select and prioritize a list of coordinated transportation strategies for older adults, individuals with disabilities, people with low incomes, and the general public. Projects are to be implemented by local organizations during the next 4 years with local dollars and funding through Federal Transit Administration's Sections 5310, and 5311. This is the follow-up meeting to the meeting on April 19th.

When: May 29, 2013 from 10:00 a.m. to 12:00 p.m.

Where: LifeTime Resources, Inc. 13091 Benedict Drive, Dillsboro, IN 47018

OR

Who Should Attend? The general public is encouraged to 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.

RSVP by May 28 to Megan at mlawson@indianartap.com or 1-800-709-~~9981~~



Moving Public Transportation
Into the Future

Coordinated Public Transit- Human Services Transportation Plan Update

Regional Public Meeting
April 19, 2013

Presented by: Laura Brown, Senior Associate
RLS & Associates, Inc.

www.rlsandassoc.com



Meeting Objectives

1. **Review MAP-21 Highlights**
2. **Coordinated Transportation 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**

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MAP-21 and Coordination Planning Requirements

3

History of Coordination Plans

Why Were Plans Developed?

- ◆ To Improve Transportation Services for People with Disabilities, Older Adults, and Individuals with Lower Incomes
- ◆ To Ensuring that Communities Coordinate Transportation Resources Provided through Multiple Federal Programs.



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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
 - 2005 – SAFETEA-LU was Signed into Law
 - 2009 – SAFETEA-LU Expired but was Renewed Annually
 - 2012 – Congress Replaced SAFETEA-LU in 2012 with **MAP-21**

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MAP-21

- ◆ Moving Ahead for Progress in the 21st 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

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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

Hilights of Program Changes (Source FTA)

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

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

- ◆ **Eligibility:** Private Nonprofit Organizations Where Existing Transportation Services Were Insufficient, Inadequate, or Inappropriate
- ◆ **Program Goal:** To Improve Mobility for Older Adults and Individuals with Disabilities
- ◆ **Example:** Purchase of New or Replacement Wheelchair Accessible Vehicles to Meet Unmet Transportation Needs

Section 5310

- ◆ **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 Sources... State Source)

Section 5316 - JARC

- ◆ 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

Section 5316 - JARC

- ◆ **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

13

Section 5316 - JARC

- ◆ **Matching Requirements:**
 - Capital: 80% Federal/20% Local Match
 - Operating: 50% of Net Cost of Service
- ◆ **Example:**
 - Voucher Programs for Work Related Trips
 - Mobility Manager
 - New or Expanded Service to Meet Employment Needs

14

Section 5317 – New Freedom

- ◆ 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)

15

Section 5317 – New Freedom

- ◆ **Goal:** To Overcome Existing Barriers Facing Americans with Disabilities Seeking Integration Into the Work Force and Full Participation in Society
- ◆ **Matching Requirements:**
 - Capital: 80% Federal/20% Local Match
 - Operating: 50% of Net Cost of Service

16

Section 5317 – New Freedom

- ◆ **Examples:**
 - Door-to-Door Service for Frail Elderly
 - Mobility Management
 - Expand Current Hours of Operation
 - Incremental Cost of Providing Same-Day Service
 - Providing Escorts or Volunteer Drivers/Aides
 - Acquisition of Vehicles/Equipment To Accommodate Mobility Aides that Exceed the Dimensions and Weight Ratings Established for Wheelchairs Under ADA
 - Additional Securement Devices
 - Feeder Service/Accessible Taxis

17

Important MAP-21 Provisions

- ◆ The Local Share/Match may be Derived from Other Non-U.S 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

- ◆ MAP-21 Eliminated Discretionary Programs
 - Now Grantees Must Carefully Prioritize the Needs of Their Systems and Align their Plans with New Streams for Formula Assistance Under MAP-21



Unmet Transportation Needs Identified in 2007

- ◆ Out-of-Region Medical Trips
- ◆ Prisoners Released from Jail in Mornings
- ◆ Homeless Shelter Residents Visiting Family Members
- ◆ School Transportation for Students Under 18 and Half-Day Kindergarten Students

Unmet Transportation Needs Identified with 2000 Census

- ◆ Dearborn and Jefferson Counties had the Highest Number of Individuals with Disabilities
- ◆ Switzerland County had the Lowest Per Capita Income and Decatur County had the Highest
- ◆ Average Commute Time – 21 Minutes
- ◆ Percent of Population Age 65 and Older Was the Same or Higher than the State Distribution (12.4%)

Existing Resources 2007

- ◆ Aging & Community Services
- ◆ Community Mental Health Center
- ◆ Developmental Services, Inc. (DSI)
- ◆ LifeTime Resources/Catch-A-Ride
- ◆ Quinco
- ◆ New Horizons
- ◆ Human Services, Inc. – Head Start

Coordination Accomplishments and Challenges Since 2007

1. Catch-A-Ride Implemented A Program Offering Door-to-Door Transportation for Frail Seniors
2. *Others ?*
3. *Others?*

NEXT STEPS

25

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

- ◆ Date: ???
- ◆ Purpose: To Discuss Proposed Coordination Goals, Strategies and Priorities
 - The Refined Priorities will go into the Final Plan and Future Grant Applications Must Match the Goals Identified in the Plan for Each County

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

Reminder!

- ◆ **Participation** in the Planning Process is Required for Funding Eligibility –
 - Applications for Funding Must be Part of the Coordinated Transportation Plan.



Questions Please



Thank You!
Have A Great Weekend!

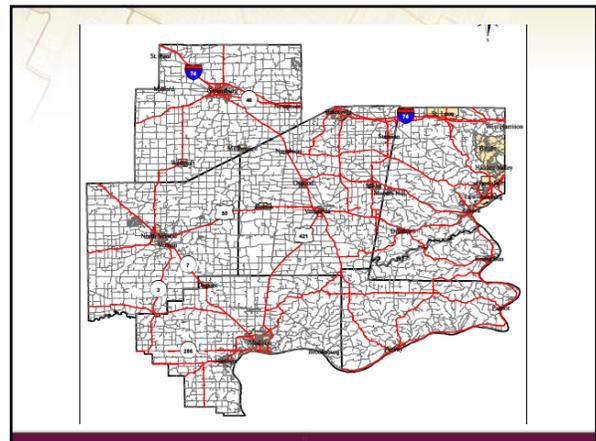


Moving Public Transportation
Into the Future

Coordinated Public Transit- Human Services Transportation Plan Update

REGION 8 PUBLIC MEETING
MAY 29, 2013

www.rlsandassoc.com



Meeting Objectives

Planning Process Overview

- **Discuss Unmet Transportation Needs, Gaps, and Duplications**

Prioritize Goals

- **Select or Prioritize Strategies**

3

Why Do This Plan?

A Common Element of Achieving a Goal Is An Organized and Effective Plan. It Serves As The Backbone For The Goal

This Plan Is The Initial Effort In the Service Planning Process. Additional Plans Will Be Necessary To Detail Implementation

Service Planning Considerations

- ◆ Service Planning Is Used For Minor Service Modifications As Well As The Development Of Short- And Long-Range Transit Development Plans

Service Planning Considerations

- ◆ Service Planning Is
 - A Necessary and Effective Tool for Reviewing and Evaluating Existing Service, Adding Service, Cutting Service, Restructuring Service, System Start-up, Fare Changes, and Other Service Modifications
 - A Critical Element to Determining the Overall Impact the Change Will Have On the Transportation Providers and the Community

Service Planning Considerations

- ◆ Service Planning
 - Forces You to Develop a Step-By-Step Action Plan
 - Forces You to Clearly State Your Assumptions of Impact and Expectations;
 - makes actions defensible through supporting data and documentation

Before Implementation

- ◆ Determine How Implementation will Address the Identified Need
- ◆ Contact INDOT
- ◆ Ensure Buy-In from Transportation Providers and the Community
- ◆ Determine the Cost of Implementation
- ◆ Obtain Public Input

STATUS OF THE CURRENT PLANNING PROCESS

Survey Results

- ◆ Provider Surveys Completed = 2
- ◆ Agency Surveys Completed = 1
- ◆ Public Survey Completed = 11

Survey Result Reports Will Be Provided In The Draft Plan. Responses Are Used to Finalize Goals and Objectives

Region Demographic Information

- ◆ The Following 2010 Census or 5-Year ACS Information Has Been Determined For Each County :
 - Population Concentrations
 - Percent of Poverty
 - Zero Vehicle Households
 - Disability Incidence (2000 Census)
 - 60 and 65+ Population Concentrations
 - Population By Race

Demographic Information

County	2000 Population	2010 Population	% Change
DeWitt	68,100	69,625	7%
Jefferson	31,705	32,360	2%
Wayne	36,923	38,617	7%
Franklin	27,554	28,441	3%
Dearborn	24,555	25,662	4%
Washtenaw	18,661	19,479	13%
Other	1,623	6,074	7%

Disability Incidence

County	2000 Population with Mobility Limitation
Darke	2,306
DeKalb	1,426
Jefferson	1,811
Jennings	1,956
Ohio	276
Wayne	1,581
Switzerland	616

Economics

County	Median HH Income 5-Year ACS (2011 Adjusted)
Darke	\$37,146
DeKalb	\$47,818
Jefferson	\$43,638
Jennings	\$41,814
Ohio	\$58,796
Wayne	\$48,339
Switzerland	\$43,629

MAP-21 AND COORDINATION PLANNING REQUIREMENTS

MAP-21 Provisions

- ◆ Incorporates Section 5316/JARC-Eligible Activities into Section 5311 or 5307
 - The Intent of Section 5316/JARC Was To Provide Work Related Transportation Resources for Individuals with Low Income
 - The Intent Continues Even After the Consolidation Into Section 5311/5307
 - Eligible For Operating and Capital Projects

MAP-21 Provisions

- ◆ Consolidates Section 5310 and 5317/New Freedom Program Eligibilities into a Single Formula Program
 - The Intent of Section 5317/New Freedom Was To Go Above and Beyond ADA Requirements
 - The Intent Continues Even After the Consolidation Into Section 5310
 - Eligible for Capital Projects In Indiana

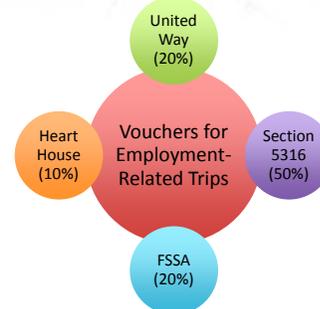
MAP-21 and Coordinated Plans

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

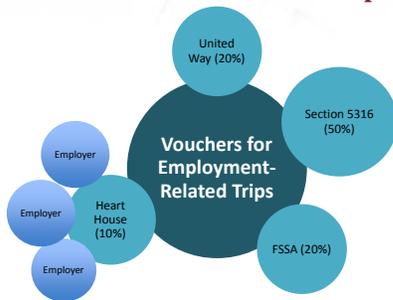
MAP-21 Provisions

- ◆ 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

Using Local Share To Leverage Federal Dollars - Example



Using Local Share To Leverage Federal Dollars-Example



Region 8's Challenges

- ◆ Most State And Federal Agencies in Indiana Do Not Require Their Local Offices To Coordinate Transportation Funding
- ◆ Some Local Offices May Not Realize The Potential Benefits/Return On Investment
- ◆ Some Agencies Prefer To Be Autonomous
- ◆ Large Service Areas – Some Towns and Some Rural Areas

Benefits For Region 8

- ◆ Catch-A-Ride Offers Public Transportation In Each County
- ◆ There Are A Variety Of Resources (Vehicles, etc) In Each County :
 - Non-Profit
 - Human Service Agency
 - Government
 - Public
 - Private/Nursing Homes
 - Ambulette

Identified Unmet Transportation Needs and Gaps in Service April 2012

Goal #1: Encourage Funders In The Area To Support Coordination Efforts

Objective: *Enhance the education of the agencies and local officials regarding the benefits of leveraging local transportation dollars.*

Strategy 1.1: Major Non-Profits Take The Lead By Including Coordination In Grant Requirements

Strategy 1.2: Conduct Presentations On The Benefits Of Coordinating Transportation For Elected Officials

Goal #2: Develop A Mobility Management Program To Coordinate Transportation

Objective: *Improve Utilization Of Vehicles And Other Resources To Address Identified Transportation Needs*

Strategy 2.1: Designate An Entity to House Detailed Transportation Information And Add It To the 211 Program

Strategy 2.2: Consolidate Scheduling Duties Into A Central Entity To Reduce Duplication And Improve Utilization of Vehicles and Other Resources

Consolidated Scheduling

- ◆ A Lead Agency Would Have Access to Vehicle Utilization Data For Participating Organizations
 - Schedulers Will Analyze Trip Requests And Assign Trips To The Most Logical Organization/Vehicle
 - Participating Agencies Will Be Reimbursed For Providing The Trip (\$)
 - Participating Agencies Will Provide More Trips With Existing Resources

Goal #2: Develop A Mobility Management Program To Coordinate Transportation

Objective: *Improve Utilization Of Vehicles And Other Resources To Address Identified Transportation Needs*

Strategy 2.3: Share Vehicles As Schedules Permit To Save On Capital Costs Of Vehicles And To Make More Service Available To Address Needs And Gaps

Goal #3: Increase Long-Distance Transportation Options

Objective: *Improve Access To Employment Opportunities Outside Of The Region 8 Counties*

Strategy 3.1: Heart House And Catch-A-Ride/LifeTime Jointly Operate An Express Route (Open To The Public) Serving Employers Outside Of The Region

Strategy 3.2: Develop A Feeder Service To Connect With Major Public Transit Systems Surrounding The Region

Goal #3: Increase Long-Distance Transportation Options

Objective: *Improve Access To Medical Facilities Opportunities Outside Of The Region 8 Counties*

Strategy 3.3: Seek Opportunities To Share Trips On A Rotation For Out-Of-Area Purposes

Goal #4: Improve Mobility Options For Older Adults

Objective: To Provide More Transportation Alternatives for Older Adults

Strategy 4.1: Initiate A Joint Voucher Program For Participating Operators To Partner With Catch-A-Ride To Provide Same-Day Or Short-Notice Transportation Options

Vouchers Reimbursements Must Be Set At A Standard Amount For All Providers

Vouchers Administered By Catch-A-Ride When A Trip Would Otherwise Be A Trip Denial

Goal #5: Maintain A Clean And Safe Environment For Passengers

Objective: Maintain Quality Customer Service And Safe Vehicles

Strategy 5.1: Construct A Joint Facility For Cleaning And Preparing Vehicles For Service And DOT Inspections

Goal #6: Increase Accessibility Of Transportation Services For Individuals With Disabilities And Older Adults

Objective: Ensure Adequate Numbers of Accessible Vehicles Are Available

Strategy 6.1: Jointly Develop Vehicle Replacement Schedules For Transportation Providers

Strategy 6.2: Apply For Expansion Or Replacement Accessible Vehicles And Demonstrate That The Use Of Vehicles Will Be Maximized Through Participation In the Coordination Effort

Other Potential Strategies

Strategy 1: Utilize School Buses During "Down Time" For Transportation Of Pre-School And After School Programs

Strategy 2: Jointly Purchase 4-Wheel Drive Vehicles Appropriate For Difficult-To-Access Areas. Share Use Of The Vehicle(s) As Schedules Permit

Next Steps

Implementation Plan

- Review and Comment on Draft Plan

Adopt the Final Plan

- Begin Implementation of Strategies

Final Plan

- ♦ RLS Emails Draft 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

Questions???

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Senior Associate
RLS & Associates, Inc.
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Megan Lawson
Indiana RTAP Coordinator
812-372-3794
mlawson@indianartap.com

Sign-In Sheet

Region 8 2013 Coordinated Public Transit-Human Services Transportation Plan Update
 April 19, 2013 at 10:00 A.M.

Name	Organization	Address	E-mail	Phone Number
Erin Catford	Lifetime Resources	Address: <u>13081 Benedict Dr</u> City: <u>Dillsboro, IN</u> Zip: <u>47018</u>		
Debbie Horton	Lifetime Resources	Address: <u>13091 Benedict Dr</u> City: <u>Dillsboro, IN</u> Zip: <u>47018</u>		
Kyle Stout	Swiss Villa Nursing & Rehab	Address: <u>1023 W Main St</u> City: <u>Veary, IN 4</u> Zip: <u>47043</u>	K Stout @ extendicare.com	812 427 2803
CRAIG E. BECKLEY	HEART HOUSE	Address: <u>6815 US 50</u> City: <u>ADRIATA</u> Zip: <u>47032</u>	HEARTHOUSE @SEIVATA.COM	812 426 4890
Rhonda Jon ^{RN}	Interim Home Care	Address: <u>500 W Ends Pkwy</u> City: <u>Lawrenceburg</u> Zip: <u>47025</u>	Pho Rison @ Interim -Health.com	812-537- 5546

Sign-In Sheet

Region 8 2013 Coordinated Public Transit-Human Services Transportation Plan Update
 April 19, 2013 at 10:00 A.M.

Name	Organization	Address	E-mail	Phone Number
Wendy Morris	Interim Home care	Address: <u>500 W. Eads PR #49</u> City: <u>Lansburg</u> Zip: <u>47025</u>	Wmorris@interimhealth.com	812-537-5546
John Howard	Jennings County School Corporation	Address: <u>34 West Main Street</u> City: <u>North Vernon IN</u> Zip: <u>47265</u>	jhoward@jcsco.org	812-346-4483 x-5
Rachel Davis	SIEOC Head Start	Address: <u>110 Importing St</u> City: <u>Aurora IN</u> Zip: <u>47001</u>	rdavis2@comcast.net	812-584-4695
Rocio Whitelock	SIEOC Head Start	Address: <u>110 Importing St</u> City: <u>Aurora</u> Zip: <u>47001</u>	rwhite@netmail.com	(812) 584-8366
Carol Percell	SIEOC Family Services	Address: <u>PO Box 240</u> <u>110 Importing St.</u> City: <u>Aurora</u> Zip: <u>47001-0240</u>	familyserv@sieoc.org	812-926-1585

Sign-In Sheet

Region 8 2013 Coordinated Public Transit-Human Services Transportation Plan Update
 April 19, 2013 at 10:00 A.M.

Name	Organization	Address	E-mail	Phone Number
Angie Disbro	SIFOC Lead start	Address: <u>110 Importing St.</u> City: <u>Aurora</u> Zip: <u>47001</u>	disbroang@aol.com	812-584 3998
Gary Murray	City of Greensburg	Address: <u>314 W Washington St</u> City: <u>Greensburg</u> Zip: <u>47040</u>	gmurray@cityofgreensburg.com	812-663-3344
Florence Parker	OKI Regional Council of Governments	Address: <u>720 E. Pete Rose Way</u> City: <u>Cincinnati</u> Zip: <u>45202</u>	fparker@oki.org	513-621-6300
Dustin White	WTRE Radio -Greensburg	Address: <u>Park Road</u> City: <u>Greensburg</u> Zip: <u>47040</u>		
Amy Browning	SIILC	Address: <u>839 S. Adams St</u> City: <u>Versailles</u> Zip: <u>47042</u>	siilc@live.com	812-689-3753

Sign-In Sheet

Region 8 2013 Coordinated Public Transit-Human Services Transportation Plan Update

April 19, 2013 at 10:00 A.M.

Name	Organization	Address	E-mail	Phone Number
Chrissy Elzy	SILC	Address: <u>839 S. Adams St.</u> City: <u>Versailles</u> Zip: <u>47042</u>	silc@live.com	82-689-3753
		Address: _____ City: _____ Zip: _____		
		Address: _____ City: _____ Zip: _____		
		Address: _____ City: _____ Zip: _____		
		Address: _____ City: _____ Zip: _____		

Sign-In Sheet

<Region 6> 2013 Coordinated Public Transit-Human Services Transportation Plan Update
 May 29, 2013 LifeTime Resources Dillsboro, IN

Name	Organization	Address	E-mail	Phone Number
HERMAN STROMPF		Address: PO Box 36 City: Osgood Zip: 47037	hermanstrompf@ hol	812 756 2212
Karen Snyder	United Way	Address: 227 Walnut St PO Box 3465 City: Liburg Zip: 47025	Karen.snyder@ uwgc.org	812 537 2009
Erin Catford	LifeTime Resources	Address: 13091 Benedict Dr City: Dillsboro, IN Zip: 47018	ecatford@ lifetime-resources. org	(812) 432- 6231
SALLY BECKLEY	'	Address: / / City: _____ Zip: _____	sbeckley@	(812) 432 6201
James English	INDOT	Address: _____ City: _____ Zip: _____		

Sign-In Sheet

<Region> 2013 Coordinated Public Transit-Human Services Transportation Plan Update
 May 29, 2013 LifeTime Resources Dillsboro, IN

Name	Organization	Address	E-mail	Phone Number
Florence Parker	OKI Regional Council of Governments	Address: <u>720 E. Pete Rose Way</u> City: <u>Cincinnati</u> Zip: <u>45202</u>	<u>fparker@oki.org</u>	<u>513-621-6300</u>
Chrissy Elzy	SILLC	Address: <u>839 S Adams St</u> City: <u>Versailles</u> Zip: <u>47042</u>	<u>sillc@live.com</u>	<u>812-689-3753</u>
Amy Browning Varble	SILLC	Address: <u>839 S. Adams St.</u> City: <u>Versailles</u> Zip: <u>47042</u>	<u>sillc@live.com</u>	<u>812-689-3753</u>
Richard Adams	SWITZERLAND COUNTY VETERANS SERVICE OFFICES	Address: <u>9906 Textile Creek Rd</u> City: <u>FLORENCE</u> Zip: <u>47020</u>	<u>Adams.house.hord@CenturyLink.net</u>	<u>8125949411</u>
CRAIG BECKLEY	HEART HOUSE	Address: <u>6815 US 50</u> City: <u>AURORA IN</u> Zip: <u>47001</u>	<u>HeartHouse@SEIDATA.COM</u>	<u>812 926-4890</u>

Sign-In Sheet

<Region 8> 2013 Coordinated Public Transit-Human Services Transportation Plan Update
 May 29, 2013 LifeTime Resources Dillsboro, IN

Name	Organization	Address	E-mail	Phone Number
Vickie Rayburn	INDOT	Address: _____ City: _____ Zip: _____		
Megan Lawson	INRTAP	Address: _____ City: _____ Zip: _____		
Jenny Maddux	DSL	Address: <u>1015 N Michigan Ave.</u> City: <u>Greensburg</u> Zip: <u>47240</u>	jmaddux@diservices.org	812-663-4690
		Address: _____ City: _____ Zip: _____		
		Address: _____ City: _____ Zip: _____		

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 here

(printed) or online at:

<https://www.surveymonkey.com/s/indotpublic8>

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

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"/>				

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 8 TRANSPORTATION NEEDS ASSESSMENT

City of Greensburg

Potential Partners	Unmet Transportation Need	Potential Revenue
Jail, Employer, Court	Transportation for Prisoners on Work Release	
	Transportation for Woman's Shelter	
	Transportation for Older Adults	

All Counties

Potential Partners	Unmet Transportation Need	Potential Revenue
	Same-Day Transportation Options	
	Late-Night Transportation	
	Transportation to Access Employment for Interim Home Care	
	Patient's Access to Medical Appointments	
	Access to Grocery, Pharmacy, etc...	
	Access to Non-Medical, Recreational Activities or Social Events	
	Disabled or Obese Clients Access to Anything	
	Transportation for the Indigent (poor, needy)	
	Transportation to Remote Areas (vehicle type will need to be addressed)	

Volunteers
Wanted

Potential Partners	Unmet Transportation Need	Potential Revenue
	More Vehicles To Reduce Travel Time	
	Reduce Wait Time on Return Trip	
	Mobility Manager	
	Connections to Larger Transit Networks (Metro, TANK, etc...)	
	Weekend Transportation	
	Cross-County Transportation For Various Reasons (medical, employment, etc...)	
	Increased Transportation Availability During Peak Times (am/pm work schedules, medical appointments, etc...)	
	Vehicles Accessible to Larger Wheelchairs	
	Employment Getting To And From Jobs In All Areas (Cross-county)	

Switzerland County

	Stretcher Equipped Vehicles	
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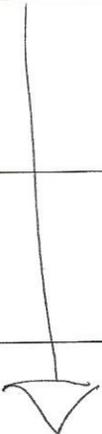
Decatur County

	Travel at Night for Elderly	
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OKI Urban area (Dearborn County)

Potential Partners	Unmet Transportation Need	Potential Revenue
Taxis OKI CAR Employers Heart House	Access to 3 rd Shift Employment from Inner Core to I275 Beltway Vouchers	
ADRC Independent Living OKI	Need to Know All Providers in Dearborn County	

Jennings County

Potential Partners	Unmet Transportation Need	Potential Revenue
School Corp. County State City	Replacement and Expansion of Accessible/Lift Bus Fleet to Reduce Time on Buses and Provide Flexibility and Availability of Vehicles	
	Funds to Construct a Facility for Cleaning and Preparing Vehicles for Use and DOT Inspection and Maintaining a Clean Environment for Patrons	
	Additional Lift Buses to Reduce Ride Time for School Age Students. Special Education Pre-school Seat Belts Needed	
	Funds for Personnel to Operate Vehicles	

Ripley, Dearborn, Jefferson, Switzerland, Ohio Counties

Potential Partners	Unmet Transportation Need	Potential Revenue
CAR Medicab Senior Centers Health Care Centers OMHC	Getting to Doctors Appointments Local and out-of Area	
CAR Marketing, PR Taxis	Having Basic Daily Transportation Needs Met for Families With No Vehicles or When Vehicles Are in Need of Repair	

Ripley, Dearborn, Ohio, Switzerland Counties

Potential Partners	Unmet Transportation Need	Potential Revenue
CAR Personal Care Providers	More Same-Day Service (unscheduled)	
CAR	Out-of-Region – Scheduled Transportation (certain days going to certain places)	
VR Heart House	Need Transportation to Employment	
	Aurora to Hebron, KY	
	Aurora to Lawrenceburg after 6pm and before 7am	

Ripley, Dearborn, Ohio, Switzerland, Franklin Counties

Priority Rating	Unmet Transportation Need	Potential Revenue
	Better Access to Public Transportation – More Hours, No Cancellations Without Notice <i>Fees</i>	
	Transportation To Head Start	
CMHC Personal Care Providers	Transportation to Medical Appointments	
SEI OC YMCA's	Low-Income Families Need Transportation To Daycare	

REGION 8 TRANSPORTATION NEEDS ASSESSMENT

(*) General Transp
for everyone
M-F 6A-6P

* City of Greensburg

Potential Partners	Unmet Transportation Need	Potential Revenue
Jail, employer, Court	Transportation for Prisoners on Work Release	
Shelter confidential	Transportation for Woman's Shelter	
Catch-ride, Hospitals, medi-cab	Transportation for Older Adults	

Examples:
* Community Mental Health

* All Counties Need to have the State require coordination

Potential Partners	Unmet Transportation Need	Potential Revenue
taxi, Catch-Ride Shared ride VA-Transp. in some areas	Same-Day Transportation Options	
taxi, charter →	Late-Night Transportation should be	
Catch-ride VR-disability taxi	Transportation to Access Employment for Interim Home Care	
Catch-ride, Home Care, Hospital	Patient's Access to Medical Appointments	
Catch-Ride, Home Care	Access to Grocery, Pharmacy, etc...	
Catch-ride	Access to Non-Medical, Recreational Activities or Social Events	
Catch-Ride	Disabled or Obese Clients Access to Anything	
Catch-ride	Transportation for the Indigent (poor, needy)	
	Transportation to Remote Areas (vehicle type will need to be addressed)	

Potential Partners	Unmet Transportation Need	Potential Revenue
	More Vehicles To Reduce Travel Time	
	Reduce Wait Time on Return Trip	
	Mobility Manager	
	Connections to Larger Transit Networks (Metro, TANK, etc...)	
	Weekend Transportation	
	Cross-County Transportation For Various Reasons (medical, employment, etc...)	
	Increased Transportation Availability During Peak Times (am/pm work schedules, medical appointments, etc...)	
	Vehicles Accessible to Larger Wheelchairs	
	Employment Getting To And From Jobs In All Areas (Cross-county)	

Switzerland County

	Stretcher Equipped Vehicles	
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Decatur County

	Travel at Night for Elderly	
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OKI Urban area (Dearborn County)

Potential Partners	Unmet Transportation Need	Potential Revenue
	Access to 3 rd Shift Employment from Inner Core to I275 Beltway	
	Need to Know All Providers in Dearborn County	

Jennings County

Potential Partners	Unmet Transportation Need	Potential Revenue
	Replacement and Expansion of Accessible/Lift Bus Fleet to Reduce Time on Buses and Provide Flexibility and Availability of Vehicles	
	Funds to Construct a Facility for Cleaning and Preparing Vehicles for Use and DOT Inspection and Maintaining a Clean Environment for Patrons	
	Additional Lift Buses to Reduce Ride Time for School Age Students. Special Education Pre-school Seat Belts Needed	
	Funds for Personnel to Operate Vehicles	

Ripley, Dearborn, Jefferson, Switzerland, Ohio Counties

Potential Partners	Unmet Transportation Need	Potential Revenue
	Getting to Doctors Appointments Local and out-of Area	
	Having Basic Daily Transportation Needs Met for Families With No Vehicles or When Vehicles Are in Need of Repair	

Ripley, Dearborn, Ohio, Switzerland Counties

Potential Partners	Unmet Transportation Need	Potential Revenue
	More Same-Day Service (unscheduled)	
	Out-of-Region – Scheduled Transportation (certain days going to certain places)	
	Need Transportation to Employment	
	Aurora to Hebron, KY	
	Aurora to Lawrenceburg after 6pm and before 7am	

Ripley, Dearborn, Ohio, Switzerland, Franklin Counties

Priority Rating	Unmet Transportation Need	Potential Revenue
	Better Access to Public Transportation – More Hours, No Cancellations Without Notice	
	Transportation To Head Start	
	Transportation to Medical Appointments	
	Low-Income Families Need Transportation To Daycare	

REGION 8 TRANSPORTATION NEEDS ASSESSMENT

City of Greensburg

Potential Partners	Unmet Transportation Need	Potential Revenue
	Transportation for Prisoners on Work Release	
	Transportation for Woman's Shelter <i>Confidential</i>	
	Transportation for Older Adults / <i>General Trans.</i>	

All Counties

Potential Partners	Unmet Transportation Need	Potential Revenue
	Same-Day Transportation Options <i>CAR Taxi Vet Trans</i>	
	Late-Night Transportation <i>? ? Charter</i>	
	Transportation to Access Employment for Interim Home Care <i>CAR Taxi</i>	
	Patient's Access to Medical Appointments <i>CAR Taxi Relatives</i>	
	Access to Grocery, Pharmacy, etc... <i>Same</i>	
	Access to Non-Medical, Recreational Activities or Social Events <i>CAR Relatives</i>	
	Disabled or Obese Clients Access to Anything <i>CAR</i>	
	Transportation for the Indigent (poor, needy) <i>CAR Reduced Fares</i>	
	Transportation to Remote Areas (vehicle type will need to be addressed)	

Potential Partners	Unmet Transportation Need	Potential Revenue
	More Vehicles To Reduce Travel Time	
	Reduce Wait Time on Return Trip	
	Mobility Manager	
	Connections to Larger Transit Networks (Metro, TANK, etc...)	
	Weekend Transportation	
	Cross-County Transportation For Various Reasons (medical, employment, etc...) <i>C.A.R.</i>	
	Increased Transportation Availability During Peak Times (am/pm work schedules, medical appointments, etc...)	
	Vehicles Accessible to Larger Wheelchairs	
	Employment Getting To And From Jobs In All Areas (Cross-county)	

Switzerland County

	Stretcher Equipped Vehicles	
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Decatur County

	Travel at Night for Elderly	
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OKI Urban area (Dearborn County)

Potential Partners	Unmet Transportation Need	Potential Revenue
	Access to 3 rd Shift Employment from Inner Core to I275 Beltway	
	Need to Know All Providers in Dearborn County	

Jennings County

Potential Partners	Unmet Transportation Need	Potential Revenue
	Replacement and Expansion of Accessible/Lift Bus Fleet to Reduce Time on Buses and Provide Flexibility and Availability of Vehicles	
	Funds to Construct a Facility for Cleaning and Preparing Vehicles for Use and DOT Inspection and Maintaining a Clean Environment for Patrons	
	Additional Lift Buses to Reduce Ride Time for School Age Students. Special Education Pre-school Seat Belts Needed	
	Funds for Personnel to Operate Vehicles	

Ripley, Dearborn, Jefferson, Switzerland, Ohio Counties

Potential Partners	Unmet Transportation Need	Potential Revenue
	Getting to Doctors Appointments Local and out-of Area	
	Having Basic Daily Transportation Needs Met for Families With No Vehicles or When Vehicles Are in Need of Repair	

Ripley, Dearborn, Ohio, Switzerland Counties

Potential Partners	Unmet Transportation Need	Potential Revenue
	More Same-Day Service (unscheduled)	
	Out-of-Region – Scheduled Transportation (certain days going to certain places)	
	Need Transportation to Employment	
	Aurora to Hebron, KY	
	Aurora to Lawrenceburg after 6pm and before 7am	

Ripley, Dearborn, Ohio, Switzerland, Franklin Counties

Priority Rating	Unmet Transportation Need	Potential Revenue
	Better Access to Public Transportation – More Hours, No Cancellations Without Notice	
	Transportation To Head Start	
	Transportation to Medical Appointments	
	Low-Income Families Need Transportation To Daycare	

- Name of VA

Now FIA \$

- Senior M. Mgr.

REGION 8 TRANSPORTATION NEEDS ASSESSMENT

City of Greensburg

Potential Partners	Unmet Transportation Need	Potential Revenue
Jail, Employers Court	Transportation for Prisoners on Work Release	
	Transportation for Woman's Shelter - only trusted volunteers	
	Transportation for Older Adults	

* Only CAR is required to coordinate - helpful if other orgs were ref. to coord. ex. MRDD
- Reg. @ state level
- Talk about political issue

All Counties

Potential Partners	Unmet Transportation Need	Potential Revenue
	Same-Day Transportation Options	
	Late-Night Transportation	
	Transportation to Access Employment for Interim Home Care	
	Patient's Access to Medical Appointments	
	Access to Grocery, Pharmacy, etc...	
	Access to Non-Medical, Recreational Activities or Social Events	
	Disabled or Obese Clients Access to Anything	
	Transportation for the Indigent (poor, needy)	
	Transportation to Remote Areas (vehicle type will need to be addressed)	

Potential Partners	Unmet Transportation Need	Potential Revenue
	More Vehicles To Reduce Travel Time	
	Reduce Wait Time on Return Trip	
	Mobility Manager	
	Connections to Larger Transit Networks (Metro, TANK, etc...)	
	Weekend Transportation	
	Cross-County Transportation For Various Reasons (medical, employment, etc...)	
	Increased Transportation Availability During Peak Times (am/pm work schedules, medical appointments, etc...)	
	Vehicles Accessible to Larger Wheelchairs	
	Employment Getting To And From Jobs In All Areas (Cross-county)	

Switzerland County

	Stretcher Equipped Vehicles	
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Decatur County

	Travel at Night for Elderly	
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OKI Urban area (Dearborn County)

Potential Partners	Unmet Transportation Need	Potential Revenue
	Access to 3 rd Shift Employment from Inner Core to 1275 Beltway <i>Region 8</i>	
	Need to Know All Providers in Dearborn County	

*From Dearborn Co to 1275 Beltway
-Heart House*

*Fully
Low-income
City*

Jennings County

Potential Partners	Unmet Transportation Need	Potential Revenue
	Replacement and Expansion of Accessible/Lift Bus Fleet to Reduce Time on Buses and Provide Flexibility and Availability of Vehicles	
	Funds to Construct a Facility for Cleaning and Preparing Vehicles for Use and DOT Inspection and Maintaining a Clean Environment for Patrons	
	Additional Lift Buses to Reduce Ride Time for School Age Students. Special Education Pre-school Seat Belts Needed	
	Funds for Personnel to Operate Vehicles	

*Educate
Requirements*

*CMHC
Marketing
Issue about
what is going
-Jennings
Co. Schools.*

Ripley, Dearborn, Jefferson, Switzerland, Ohio Counties

Potential Partners	Unmet Transportation Need	Potential Revenue
	Getting to Doctors Appointments Local and out-of Area	
	Having Basic Daily Transportation Needs Met for Families With No Vehicles or When Vehicles Are in Need of Repair	

Ripley, Dearborn, Ohio, Switzerland Counties

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Ripley, Dearborn, Ohio, Switzerland, Franklin Counties

Priority Rating	Unmet Transportation Need	Potential Revenue
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	Transportation to Medical Appointments	
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