

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

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

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

Each Coordinated Public Transit-Human Services Transportation Planning Region in Indiana has a designated local lead agency. INDOT Office of Transit has designated **Living Well in Wabash County CoA, Inc.** 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, **Living Well in Wabash County CoA, Inc.** 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.

**Living Well in Wabash County CoA, Inc.** has agreed to adopt the Coordinated Public Transit-Human Services Transportation Plan for Region 9.

Beverly Ferry  
Printed Name

Beverly Ferry  
Signature

CEO  
Title

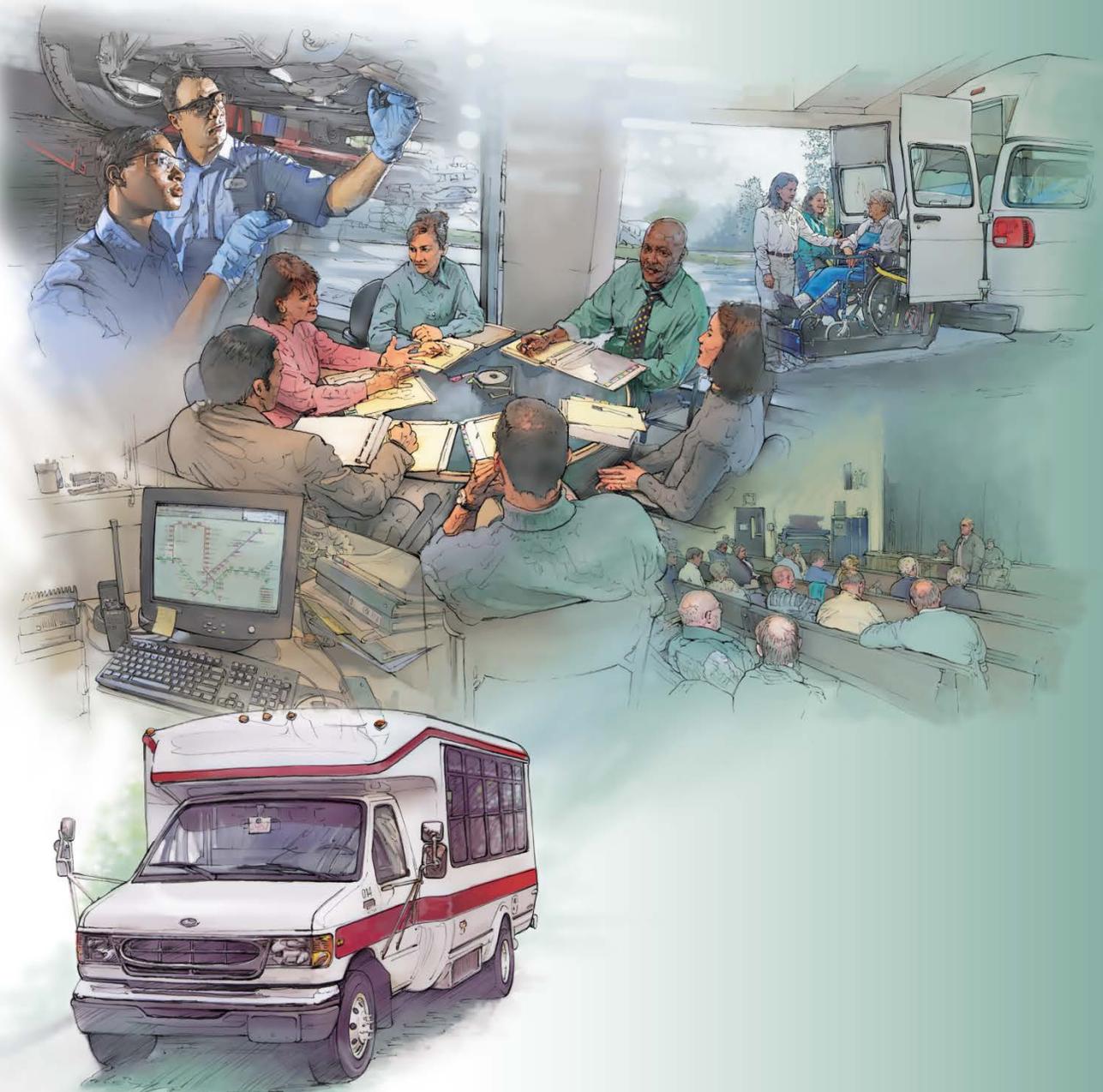
2-19-15  
Date



**Coordinated Public Transit-Human Services  
Transportation Plan Update  
Region 9**

**Final Report**

**November 2014**





**Table of Contents**

**I. Introduction ..... 1**

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

**II. Existing Conditions Economic/Demographic Characteristics of the Region..... 5**

- Population..... 5
- Race/National Origin ..... 8
- Disability Incidence..... 9
- Economic Profile ..... 9
- Industry and Labor Force..... 10
- Journey to Work..... 11
- County Profiles..... 11
- Summary..... 53

**III. Inventory of Existing Services and Gaps in Service..... 54**

- Introduction ..... 54
- Stakeholder Survey Tabulation and Results..... 54
- Arc of Wabash ..... 55
- Miami County YMCA Transit..... 56
- Fulton County Council on Aging ..... 57
- Cass County Council on Aging (Cass Area Transit)..... 57
- Living Well in Wabash County Council on Aging/Wabash County Public Transit..... 58
- Peak Community Services..... 58
- Pathfinder Services ..... 59
- Janus Developmental Services ..... 59
- Vehicles..... 60
- Assessment of Progress Since the 2007-2008 Coordinated Transportation Plan ..... 60
- Summary ..... 61
- County-by-County Transportation Resources ..... 61

**IV. Unmet Needs and Gaps Assessment..... 66**

- Overview..... 66
- General Public and Stakeholder Meetings..... 66
- Summary of Identified Unmet Mobility Needs, Gaps, and Challenges in Transportation Service..... 67
- Challenges to Coordinated Transportation..... 68
- Results of the General Public Survey ..... 68



<b>V. Implementation Plan .....</b>	<b>74</b>
Goal #1: Build upon the communication network of public transportation providers, non-profit agencies, faith-based organizations, and for-profit companies.....	74
Goal #2: Enhance the education of the general public and local officials regarding transportation.....	74
Goal #3: Provide transportation at a capacity and safety level that meets demand from older adults and individuals with disabilities.....	74
Goal #4: Increase service availability.....	74
Goal #5: Increase funding for transportation.....	74
Goal #6: Improve accessibility to community resources for individuals with disabilities.....	75
Goal #7: Create a regional information and referral system for use by human service agency clients and the general public.....	75
Goals and Strategies.....	75
Goal #1: Build upon the communication network of public transportation providers, non-profit agencies, faith-based organizations, and for-profit companies.....	75
Goal #2: Enhance the education of the general public and local officials regarding transportation.....	77
Goal #3: Provide transportation at a capacity and safety level that meets demand from older adults and individuals with disabilities.....	79
Goal #4: Increase service availability to include additional out-of-county service, early mornings, extended evenings, and weekends.....	82
Goal #5: Increase funding streams for coordinated transportation service.....	85
Goal #6: Improve accessibility in the community by increasing curb cuts and accessible, well-maintained spaces for wheelchair accessible vehicles.....	86
Goal #7: Create a regional information and referral system for use by human service agency clients and the general public. The system would provide information and schedules, service hours, fares, passenger eligibility, and reservation procedures.....	87
<b>VI. Potential Grant Applications .....</b>	<b>89</b>

# I. INTRODUCTION

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## OVERVIEW

The Coordinated Public Transit-Human Services Transportation Plan Update is a follow-on to the 2008 Regional Plan for the counties of Fulton, Cass, Howard, Tipton, Miami, and Wabash Counties, Indiana. The plan update is funded by the Indiana Department of Transportation, Office of Transit.

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

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

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

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

#### **New Freedom**

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

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

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

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

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

## **PLAN DEVELOPMENT METHODOLOGY**

The plan must be developed and adopted through a process that includes participation by older adults, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and the general public. RLS & Associates, Inc. made every effort to identify these stakeholders and facilitate their participation in the planning process.

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

The coordination plan update incorporated the following planning elements:

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

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

# Existing Conditions

## II. EXISTING CONDITIONS

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The six county study area discussed in this chapter lies in the northern central part of Indiana. The study area is north of Indianapolis, west of Fort Wayne and Muncie, and south of South Bend. The study area includes the counties of Cass (38,875), Fulton (20,762), Howard (82,914), Miami (36,850), Tipton (15,917), and Wabash (32,804) Counties in Indiana. Larger cities in the study area include Kokomo (54,402); Logansport (17,855); Peru (11,475); Wabash (10,644); and Rochester (6,204). Population figures are derived from the US Census Bureau, 2012 American Community Survey 5-Year Estimates. The study area is bordered by the counties of Marshall and Kosciusko to the north; Whitley, Huntington, Grant, and Madison to the west; Hamilton to the south; and Clinton, Carroll, White, and Pulaski to the east.

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

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

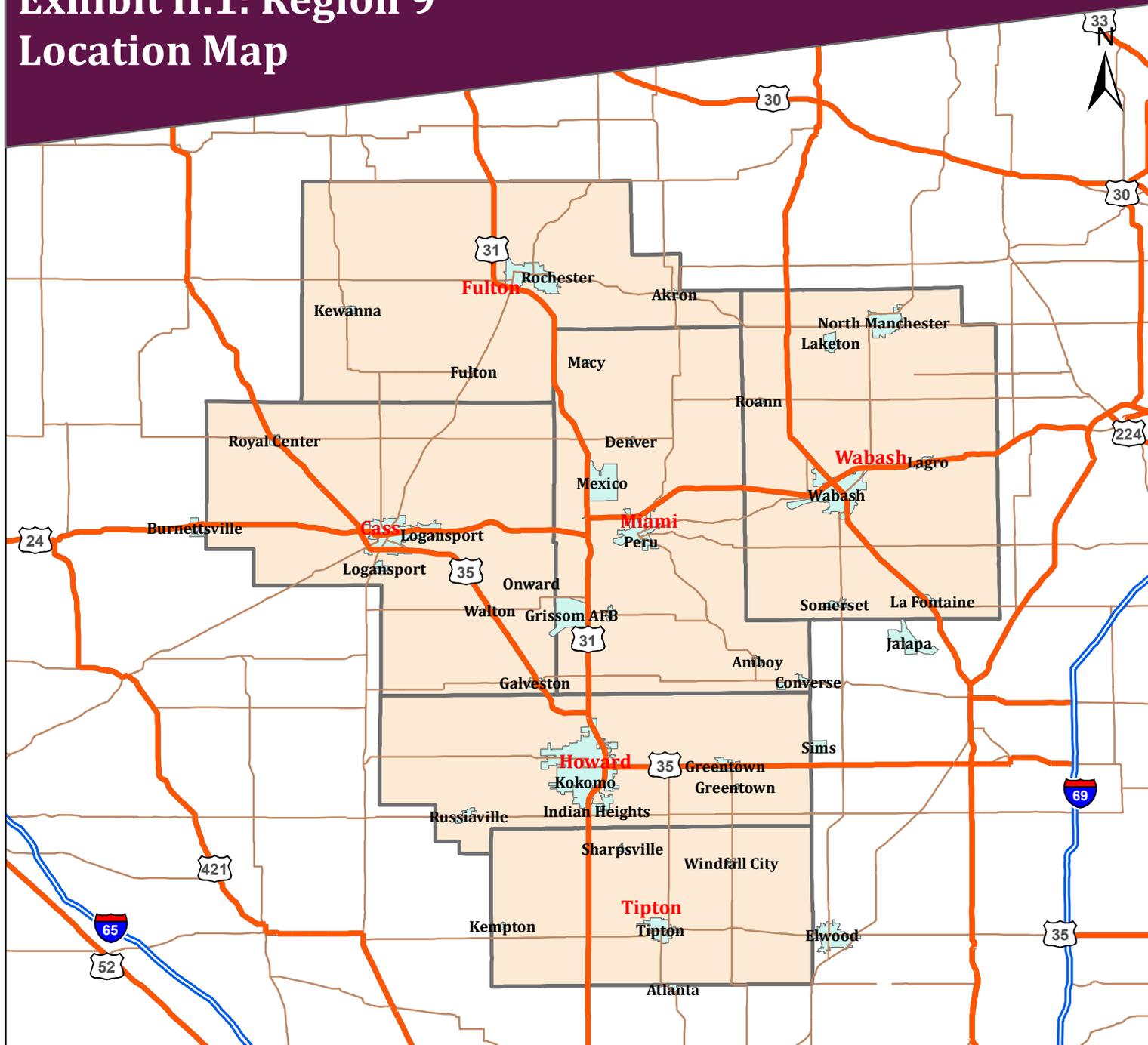
#### **Population**

The study area spans approximately 2,139 square miles and has a total population of 228,122 according to the U.S. Census Bureau. This is an average population density of 107 persons per square mile in the study area. 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 Tipton, Kokomo, Peru, Logansport, Wabash, North Manchester, and Rochester. The remainder of the block groups in the study area have low to very low population density per block group.

In terms of the study area's most populous places in 2012, Kokomo ranked first while Logansport was the second largest place. See Exhibit II.3 for the list of the study area's largest cities and towns and their percentage of the study area's total population in 2012.

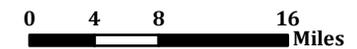
# Exhibit II.1: Region 9 Location Map

## Coordinated Public Transit- Human Service Transportation Plan



### Legend

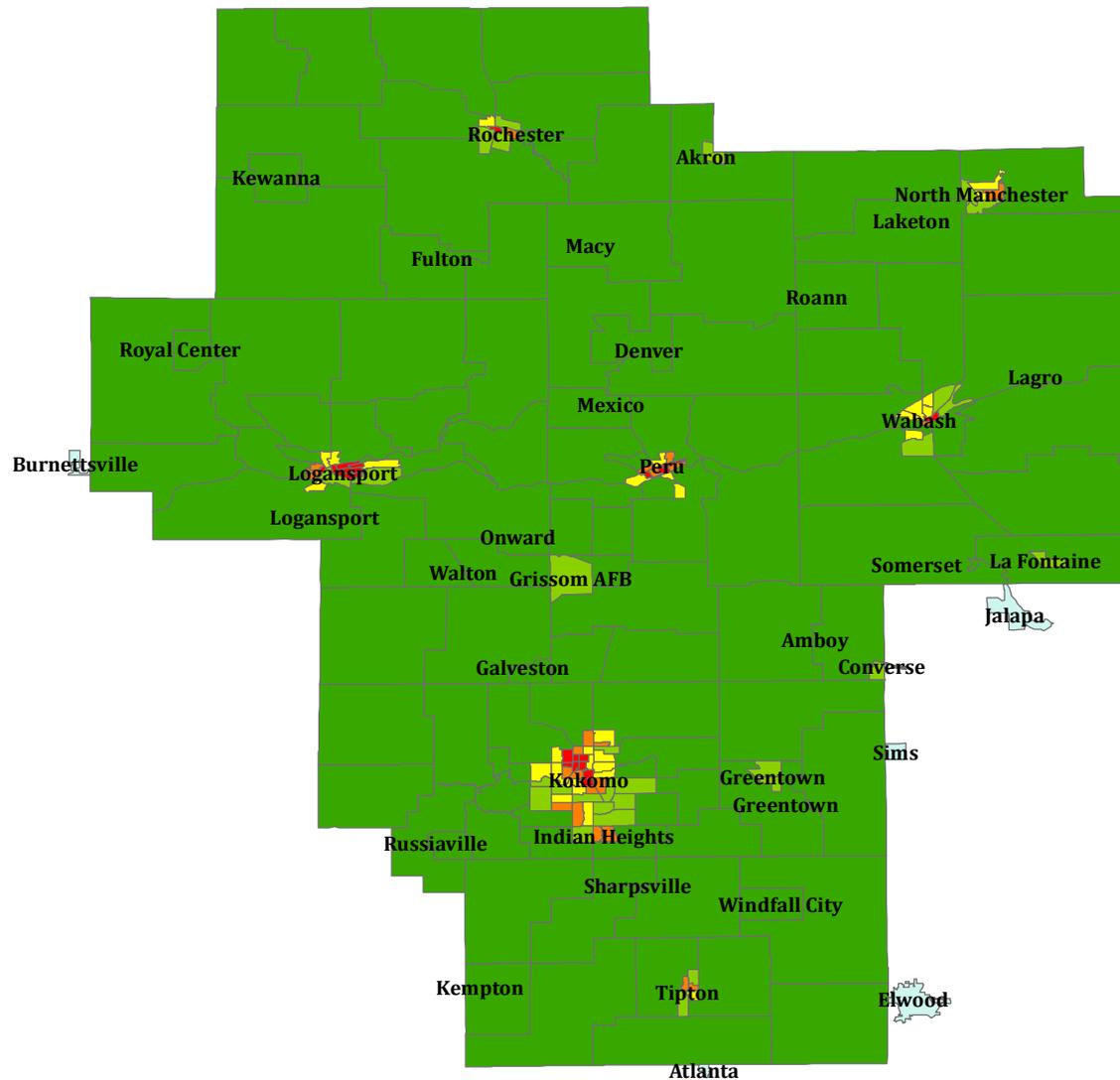
-  Interstate
-  U.S. Highway
-  Major Road
-  Region 9 Cities
-  Region 9



# Exhibit II.2: Region 9 Population Density



## Coordinated Public Transit- Human Service Transportation Plan



### Legend

#### POP2010 / SQMI

- 11.98 - 554.4
- 554.5 - 1610
- 1611 - 2763
- 2764 - 4238
- 4239 - 7900
- Region 9 Cities



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

Place	2012	% of Regions Total Pop.
Kokomo	54,402	23.8%
Logansport	17,855	7.8%
Peru	11,475	5.0%
Wabash	10,644	4.7%
Rochester	6,204	2.7%

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

**Race/National Origin**

The study area population was primarily White/Caucasian (83.3 percent of the total population). Hispanic or Latino’s made up 4.4 percent of the population while Black/African Americans were 3.8 percent of the population. People who reported being two or more races made up 1.3 percent of the total population.

The U.S. Census data, reported the total population of the study area was 228,122 in 2012. Of that, 10.7 percent, or 24,376 persons were listed as some racial minority group (which includes Hispanic and Latino). Exhibit II.4 lists the breakdown of the different race categories for the region’s population.

**Exhibit II.4: Race/National Origin Distribution**

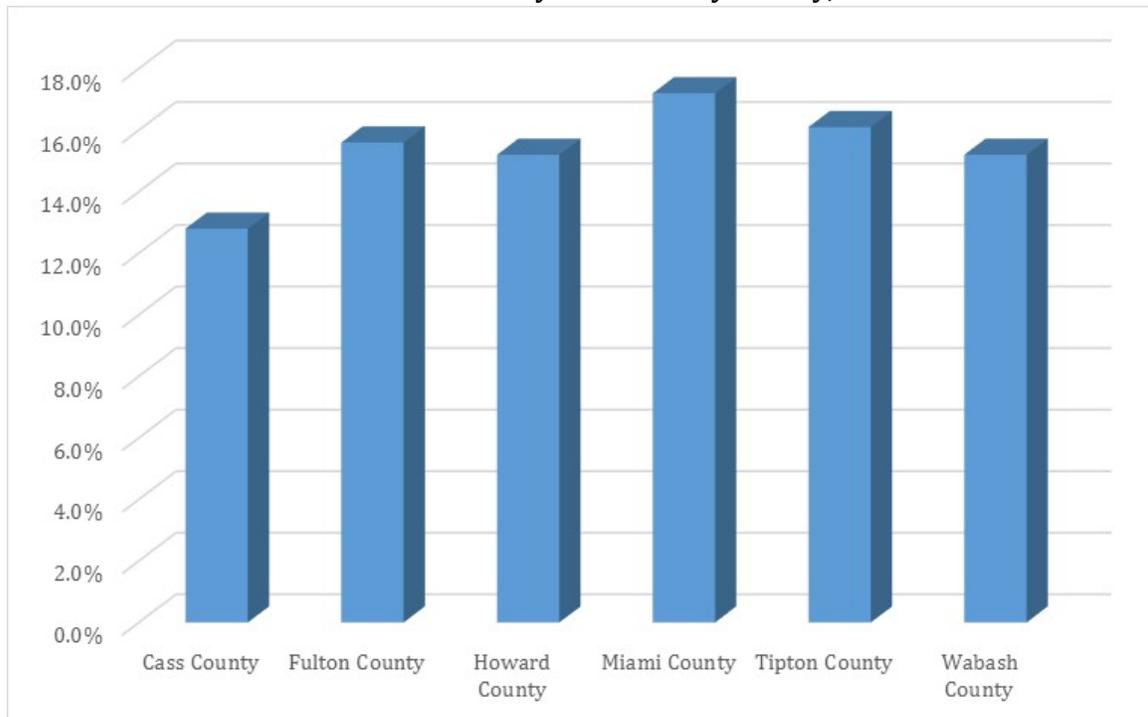
Race	Population	Percent
White	203,746	89.3%
African American	8,608	3.8%
Native American	914	0.4%
Asian	1,630	0.7%
Native Hawaiian and Other Pacific Islander	59	0.0%
Some Other Race	279	0.1%
Two or More Races	2,904	1.3%
Hispanic or Latino	9,982	4.4%
Total Minority	24,376	10.7%
Total Population	228,122	100%

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

## **Disability Incidence**

Disability incidence data was collected using the 2012 U.S. Census American Community Survey 5-Year Estimates. The following exhibit (Exhibit II.5) shows the percent of the total non-institutionalized population in each county with a disability. In total, 33,962 persons (15.2 percent) reported they have some type of disability. Comparatively, Miami County has the highest percentage of the population that reported a disability (17 percent). Cass County had the lowest percentage with approximately 12.8 percent reporting a disability. When compared to the State of Indiana percentage of disabled population (12.7 percent) and the United States (12 percent), Region 9 had a slightly higher percentage. Disabilities include hearing, vision, cognitive, ambulatory, self-care and independent living difficulties. Not all disabilities represent mobility limitations that would impact the need for transportation resources.

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



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

## **ECONOMIC PROFILE**

The median household income was \$44,012. This is significantly lower than the median household income for Indiana of \$48,374. Tipton, Howard, and Wabash Counties had a median household income higher than the State average. Exhibit II.6 below lists the median household incomes for the each county.

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

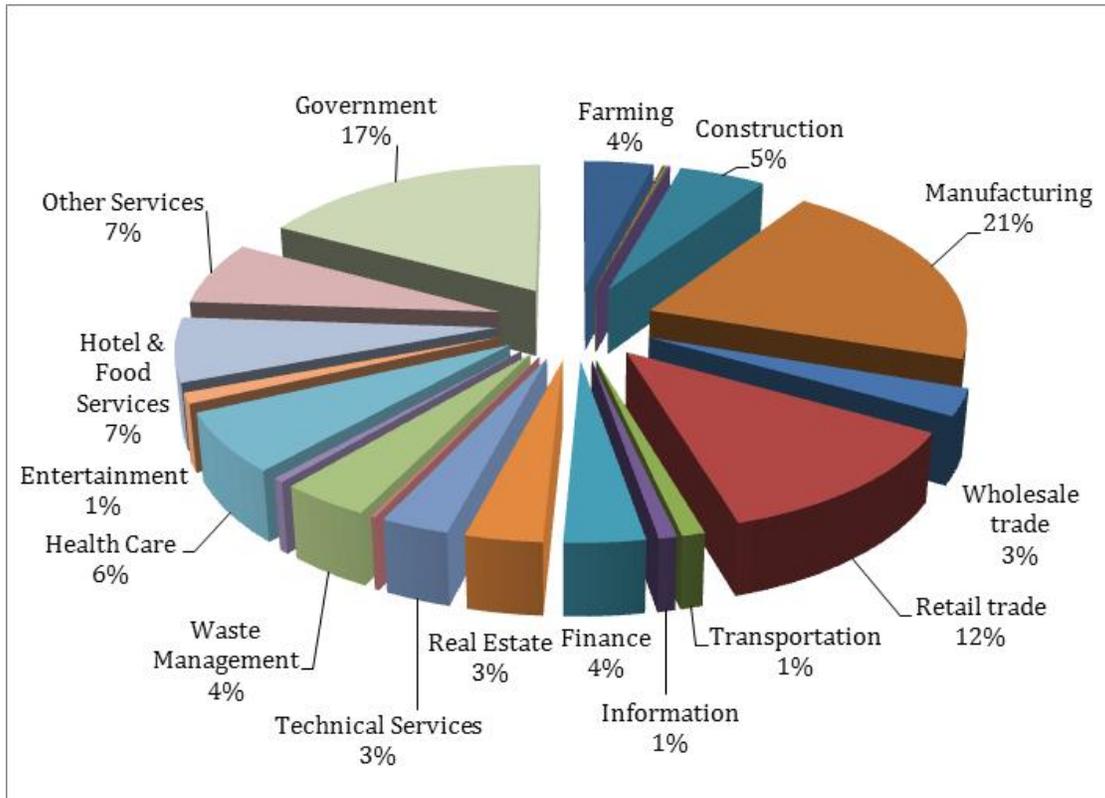
<i>County</i>	<b>Median HH Income</b>
Cass County	\$41,135
Fulton County	\$40,910
Howard County	\$44,452
Miami County	\$39,816
Tipton County	\$53,368
Wabash County	\$44,389

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

**INDUSTRY AND LABOR FORCE**

Manufacturing was the largest industry in the study area with approximately 20,924 employees. The government was the second largest employer with approximately 17,393 employees. Retail trade made up 12 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 21.8 minutes. This is a shorter average commute time as compared to the State of Indiana, which was 23.2 minutes. Exhibit II.8 illustrates the average commute time for each county in the study area, according to the U.S. Census Bureau 2012 American Community Survey 5-Year Estimates.

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

<b>County</b>	<b>Average Commute Time</b>
Cass County	20.1 minutes
Fulton County	23 minutes
Howard County	20 minutes
Miami County	23 minutes
Tipton County	24.8 minutes
Wabash County	19.9 minutes

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

## **COUNTY PROFILES**

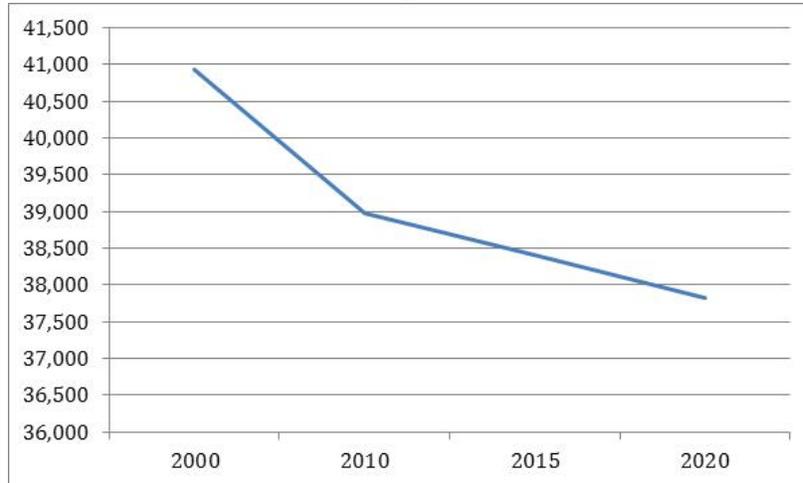
The following paragraphs explain the demographic and economic characteristics of each county. County demographic categories are similar to the study area categories, but are intended to provide a more detailed description of existing conditions as they relate the need for transportation.

### **CASS COUNTY**

#### **Population Growth**

The total population of Cass County in 2012 was 38,875 persons. The projected population for 2015 is expected to decrease slightly from 2010. The projected population for 2015 is 38,409, a decrease of 1.2 percent from 2012. Exhibit II.9 illustrates the historical and projected population trends for Cass County through the year 2020.

### Exhibit II.9: Population Trends



Source: 2000 & 2010 Census Bureau & STATS Indiana

### Age

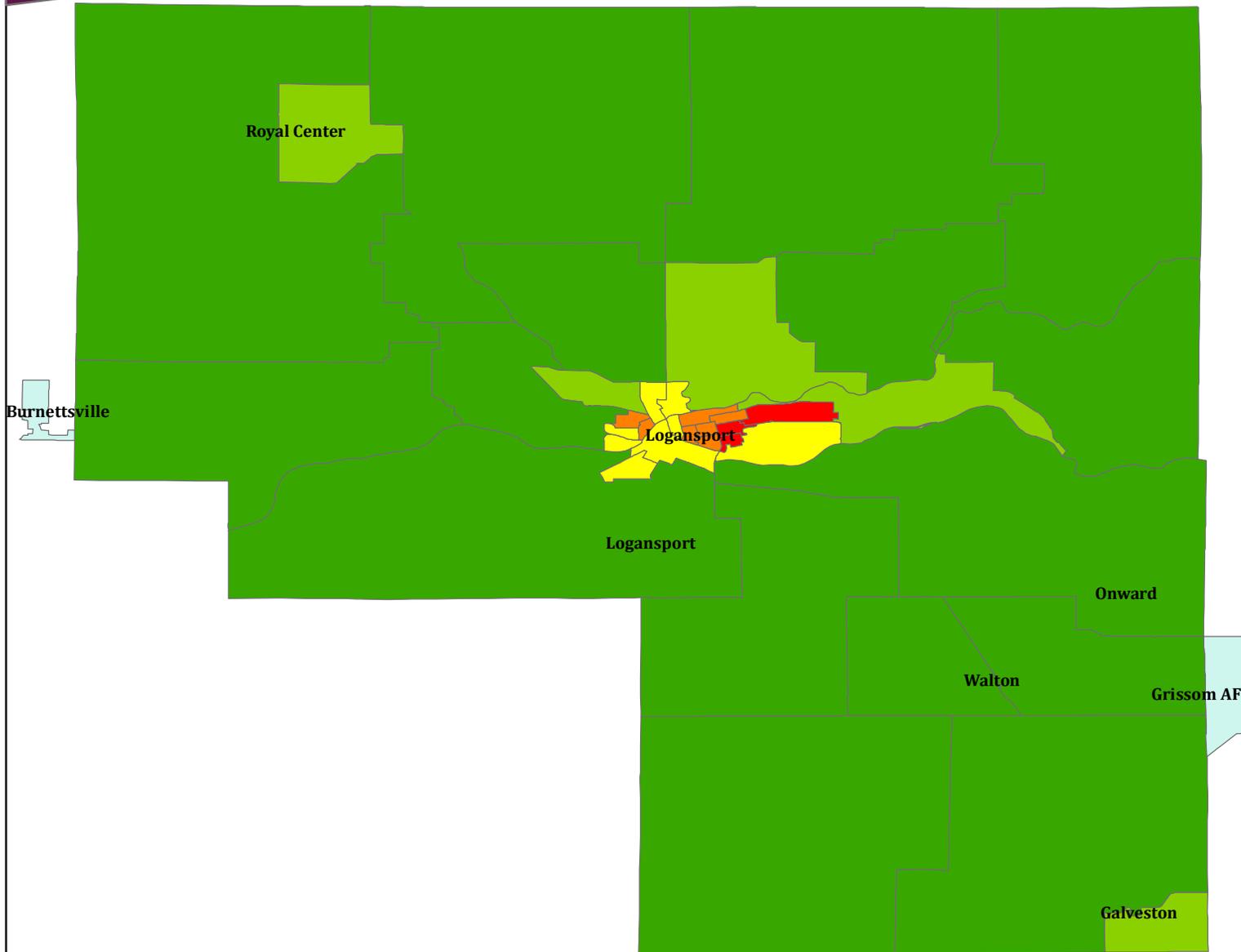
Exhibit II.10 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Cass County residents aged 65 and older are in Logansport. Block groups around Logansport had older adult densities between 68.4 and 783.3 persons per square mile. The remainder of the county has low to very low older adult population density.

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

Fulton



## Coordinated Public Transit-Human Service Transportation Plan



### Legend

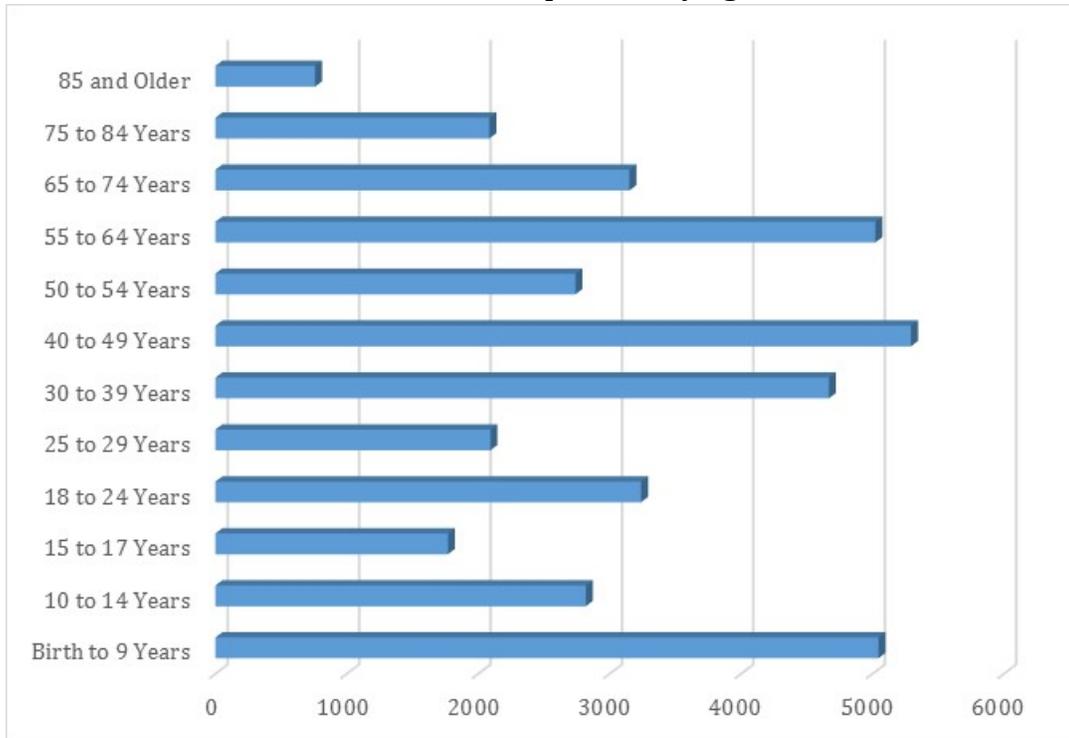
#### 65Plus / SQMI

- 3.107 - 14.97
- 14.98 - 68.35
- 68.36 - 291.7
- 291.8 - 525.0
- 525.1 - 783.3
- Region 9 Cities



The largest age cohort for Cass County was between the ages of 40 and 49 years; the second largest age group was from 55 age 64. The distribution indicates that the county has a large aging population that is not balanced with a youth and young adult population.

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



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

**Economic Profile**

**Employment and Income**

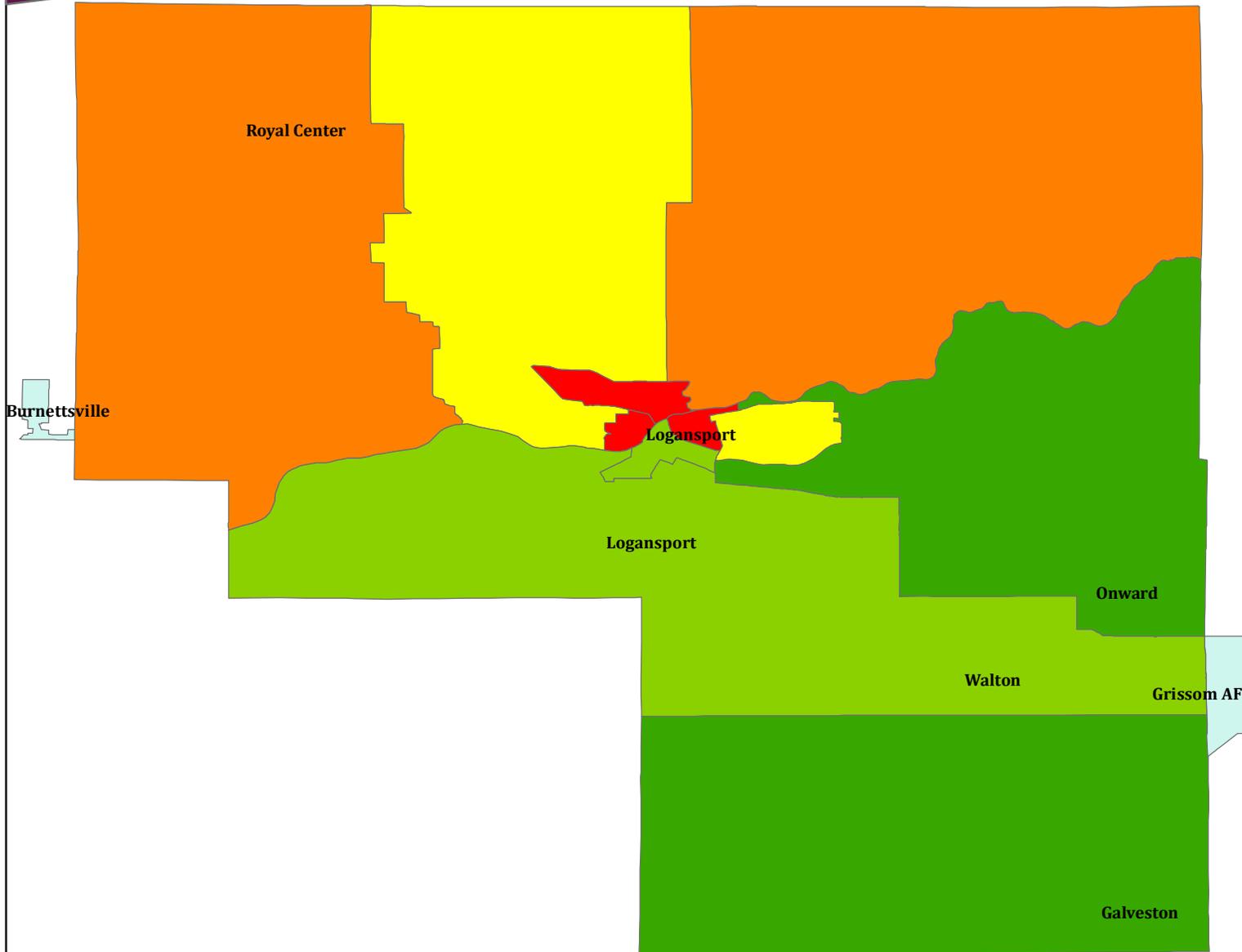
There were approximately 37,816 total people in Cass County for whom poverty status is determined. Exhibit II.12 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. Areas having a very high density of people below the poverty level were found in Logansport. Areas of moderately high density of people below the poverty level were found in the northwest and northeast corners of Cass County. All of these areas had poverty rates higher than 14.1 percent which is higher than the State of Indiana’s average (14.1 percent). The remainder of the county had moderate to very low densities of persons below the poverty level.

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

Fulton



## Coordinated Public Transit-Human Service Transportation Plan



### Legend

#### Region Tracts

- 2.971% - 5.926%
- 5.927% - 10.21%
- 10.211% - 14.1%
- 14.101% - 15.064%
- 15.065% - 30.855%
- Region 9 Cities

0 1.25 2.5 5 Miles



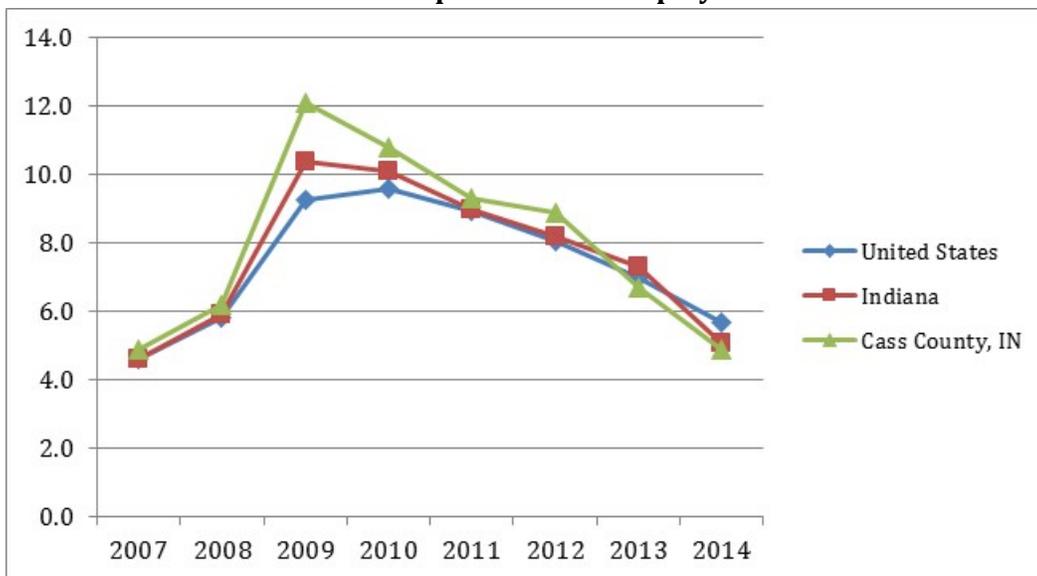
### **Zero Vehicle Households**

There were 14,813 total households in Cass County. Exhibit II.13 illustrates the percentage of households with zero vehicles available by Census Tract. The tract in Logansport had the highest densities of households with zero vehicles available. The tracts shaded in orange and red had zero vehicle household percentages between 5.05 and 11.56 percent. The remainder of the county had moderate to very low densities of zero vehicle households.

### **Industry and Labor Force**

The 2014 Cass County labor force consisted of approximately 17,949 individuals. The county's unemployment rate reached a high in 2009 of 12.1 percent. This was significantly higher than that of the United States (9.3) and the State of Indiana (10.4). From 2007 to 2012, the unemployment rate for Cass County was consistently higher than the national and state unemployment averages. Since 2012, the unemployment rate has been lower than the national and state averages. Exhibit II.14 illustrates a comparison of the unemployment rates in the county, state, and nation.

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



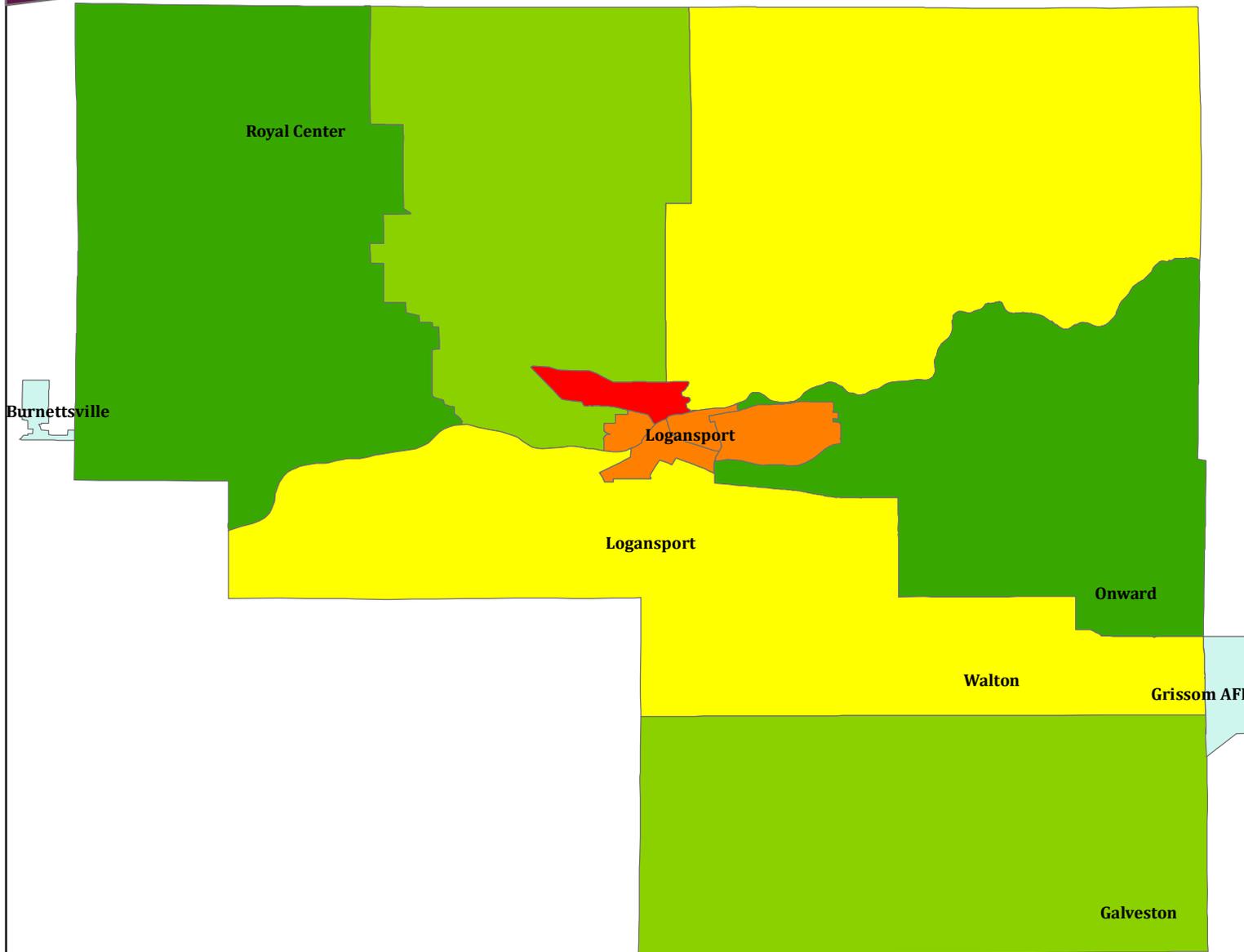
Source: STATS Indiana using Bureau of Labor Statistics

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

Fulton



## Coordinated Public Transit-Human Service Transportation Plan



### Legend

#### Region Tracts

- 0.434% - 1.622%
- 1.623% - 3.577%
- 3.578% - 5.051%
- 5.052% - 9.896%
- 9.897% - 11.563%
- Region 9 Cities

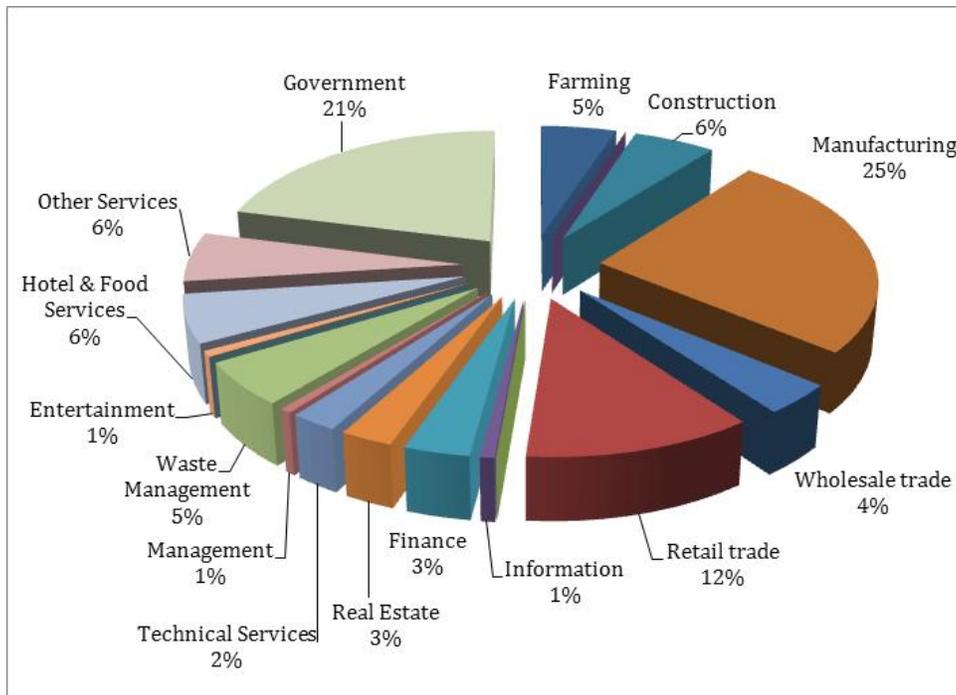
0 1.25 2.5 5 Miles



### **Employment by Industry**

Manufacturing was the largest industry in Cass County with approximately 25 percent of the workforce. Government jobs were the second largest employer groups (21 percent) and retail trade the third largest (12 percent). Exhibit II.15 is an illustration of the employment by industry.

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



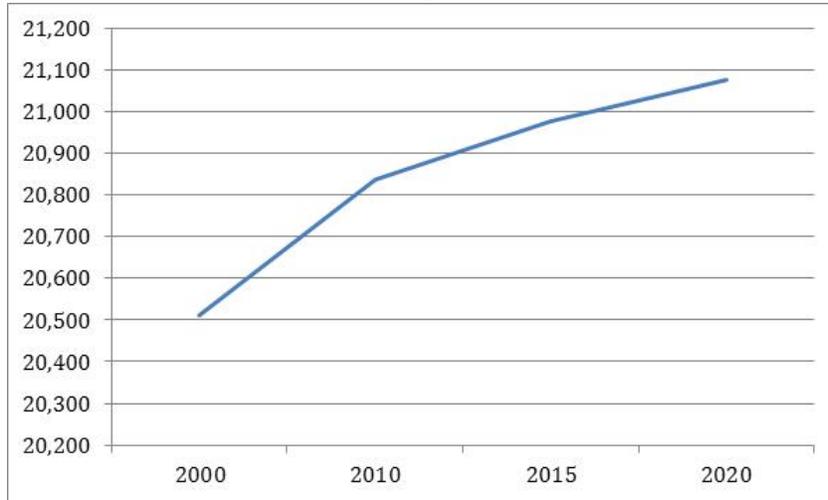
Source: U.S. Bureau of Economic Analysis, 2012

## **FULTON COUNTY**

### **Population Growth**

The total population of Fulton County in 2012 was 20,762 persons. The Indiana Business Research Center is projecting a slight increase in population of 0.67 percent in 2015 and another 0.47 percent increase in 2020 for Fulton County. Exhibit II.16 illustrates the historical and projected population trends for Fulton County through the year 2020.

**Exhibit II.16: Population Trends**



Source: 2000 & 2010 Census Bureau & 2014 STATS Indiana

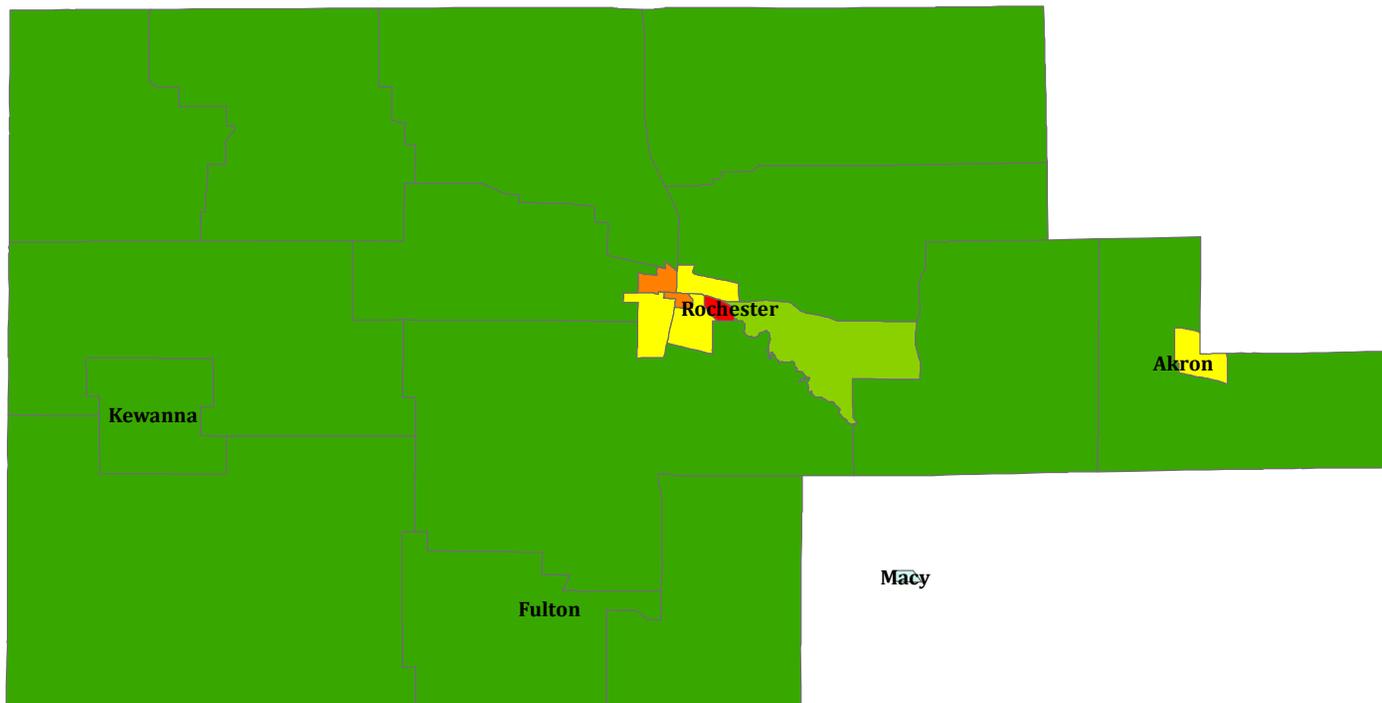
**Age**

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

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



## Coordinated Public Transit-Human Service Transportation Plan



### Legend

#### 65Plus / SQMI

- 2.281 - 15.23
- 15.24 - 42.00
- 42.01 - 253.5
- 253.6 - 568.8
- 568.9 - 872.0
- Region 9 Cities

0 1.5 3 6 Miles

Royal Center

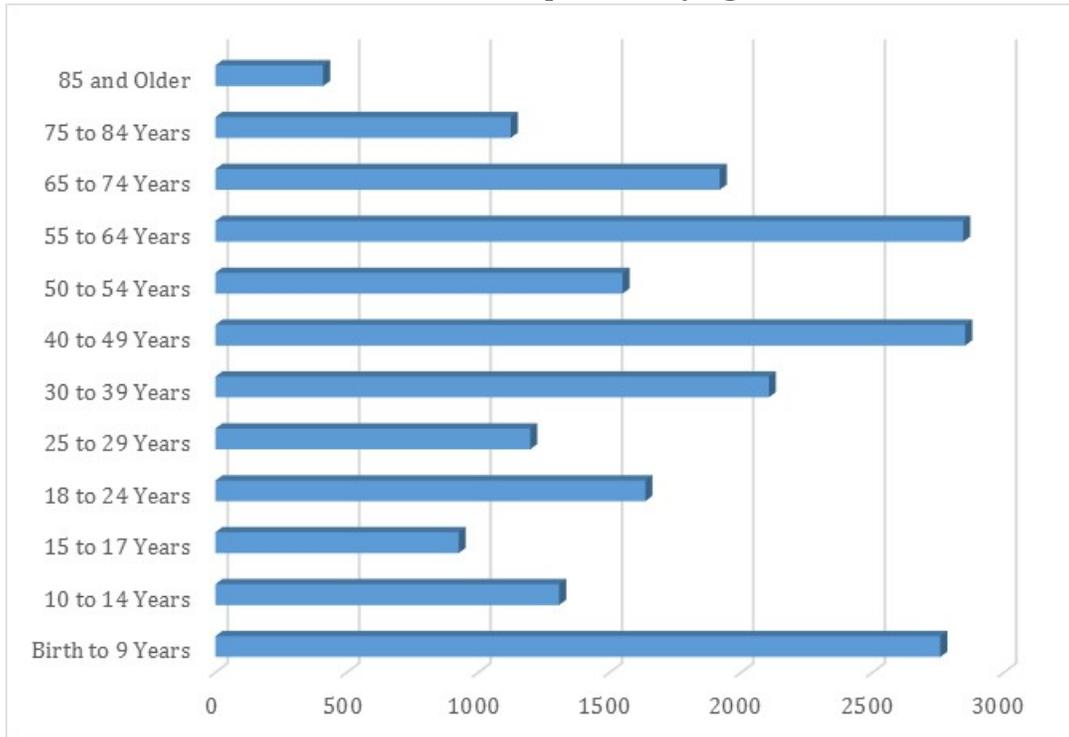
Denver

Mexico



The largest age cohort for Fulton County was between the ages of 40 and 49. The second largest group was between ages 55 and 64. The third largest age group was birth to 9 years old (13 percent), while 17 percent was age 65 or older. The distribution indicates that the county has a large aging population balanced with a youth and young adult population.

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



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

**Economic Profile**

**Employment and Income**

There were 20,444 total people in Fulton 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. The Census Tracts in northwest Fulton County and around Rochester had the highest density of people below the poverty level. These tracts had a poverty rate higher than that of the State of Indiana (14.1 percent). The remainder of the county tracts had moderate to very low densities of persons below the poverty level.

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

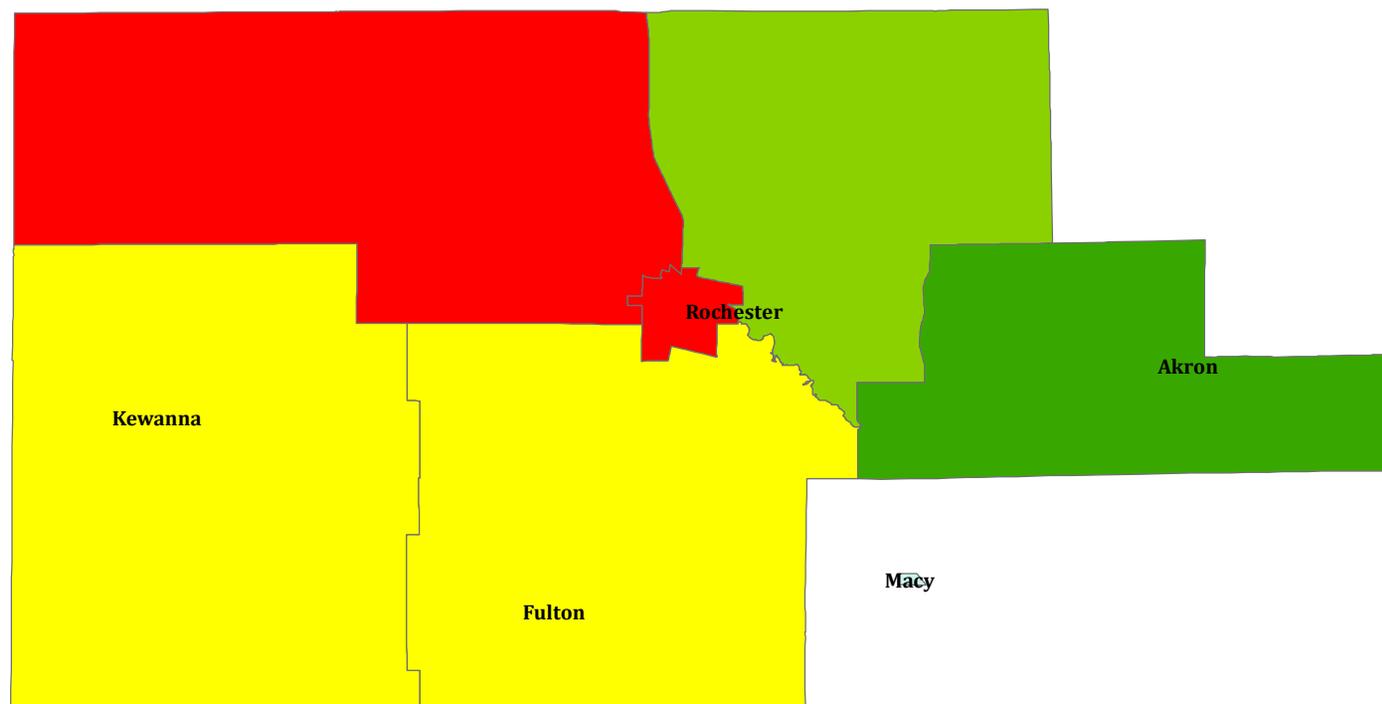


## Coordinated Public Transit-Human Service Transportation Plan

### Legend

#### Region Tracts

- 5.533%
- 5.534% - 6.438%
- 6.438% - 11.661%
- 11.662% - 14.1%
- 14.101% - 20.603%
- Region 9 Cities



0 1.5 3 6 Miles



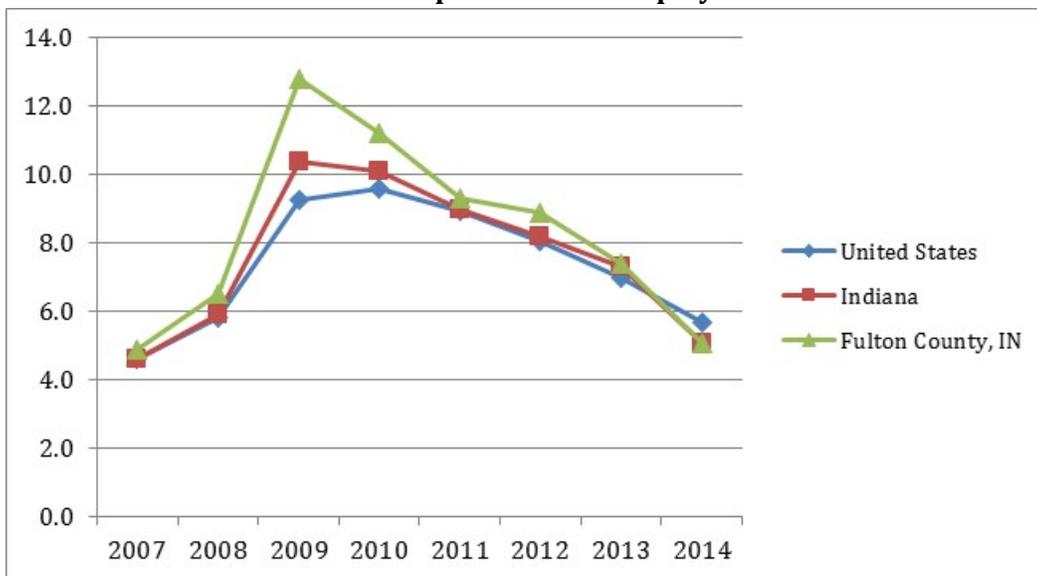
### **Zero Vehicle Households**

There were 8,314 total households in Fulton County. Exhibit II.20 illustrates the percentage of households with zero vehicles available by Census Tract. The tract around Rochester had the highest percentage of households with zero vehicles available. This area had zero vehicle rates above 6.54 percent. The tract in the northeast corner of Fulton County had the second highest rate of zero vehicle households. The remaining tracts in Fulton County had low rates of zero vehicle households as compared to the other counties in the study area.

### **Industry and Labor Force**

The 2014 Fulton County labor force consisted of approximately 9,910 individuals. The county's unemployment rate reached a high in 2009 of 12.8 percent. From 2007 to 2012, the unemployment rate for Fulton County has consistently decreased at a similar rate to the national and state unemployment averages. Exhibit II.21 illustrates a comparison of the unemployment rates in the county, state, and nation.

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



Source: STATS Indiana using Bureau of Labor Statistics

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

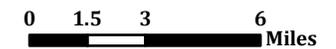
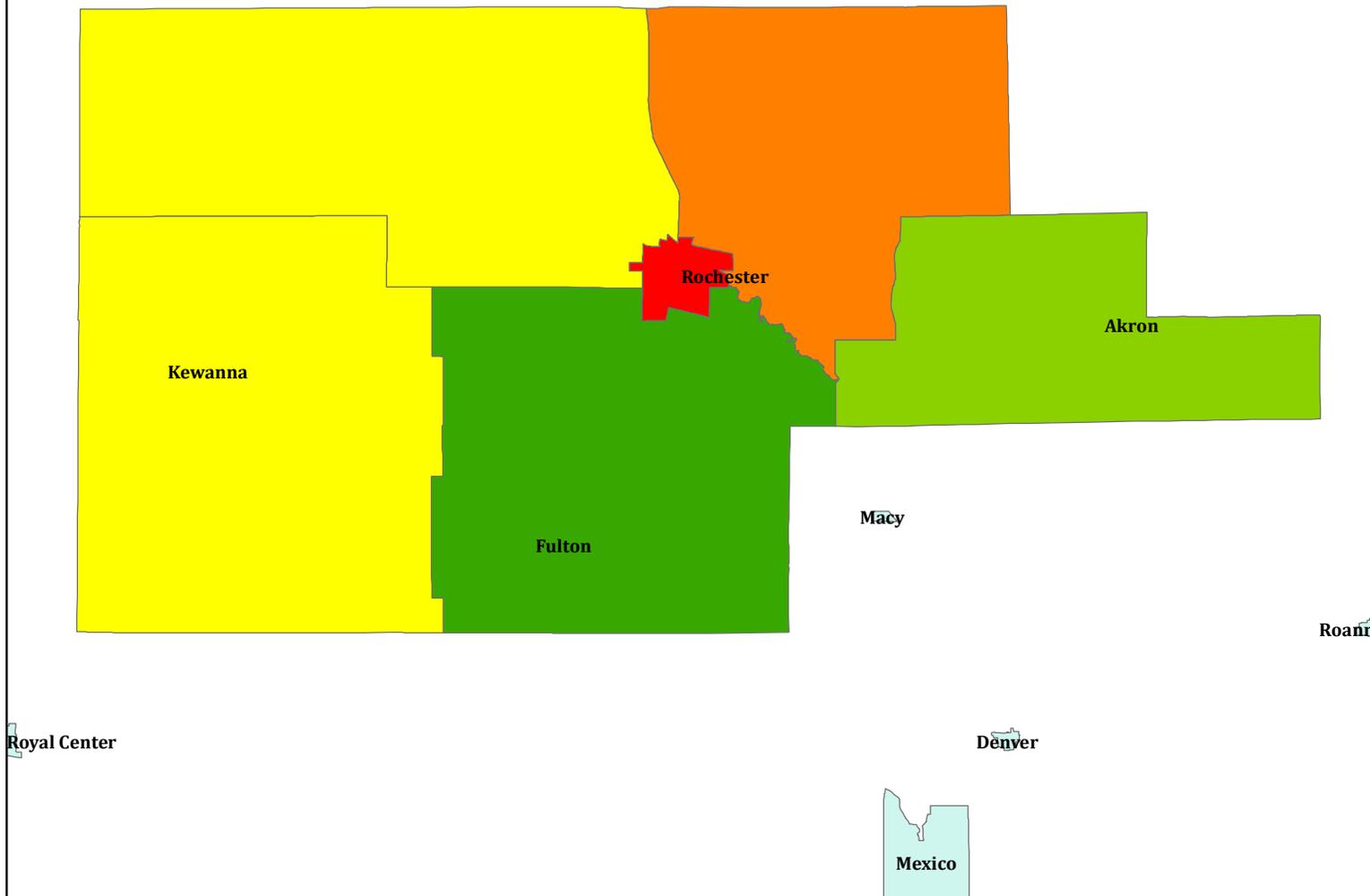


**Coordinated  
Public Transit-  
Human Service  
Transportation  
Plan**

## Legend

### Region Tracts

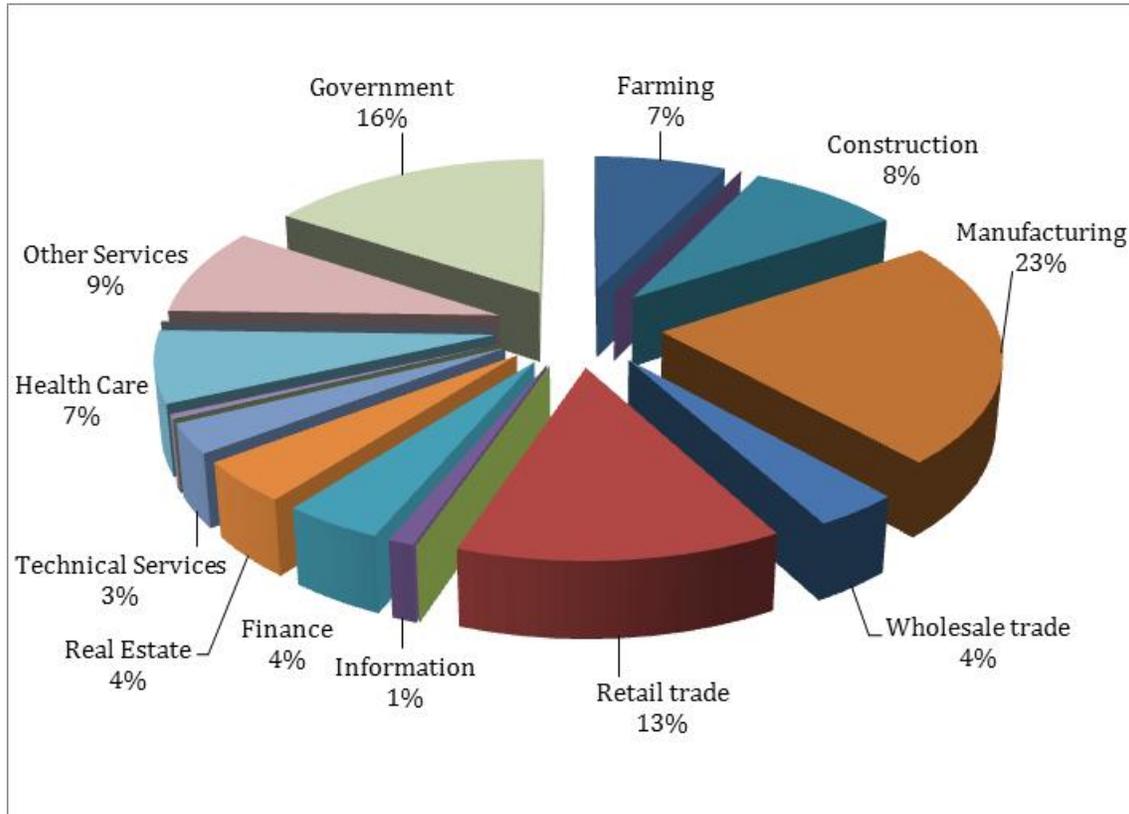
-  1.337%
-  1.338% - 1.531%
-  1.532% - 3.756%
-  3.757% - 6.539%
-  6.54% - 10.278%
-  Region 9 Cities



### **Employment by Industry**

Manufacturing jobs were the largest industry in Fulton County with 23 percent of employees. Government jobs were the second largest employer group (16 percent) and retail trade was the third largest (13 percent). Exhibit II.22 is an illustration of the employment by industry.

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



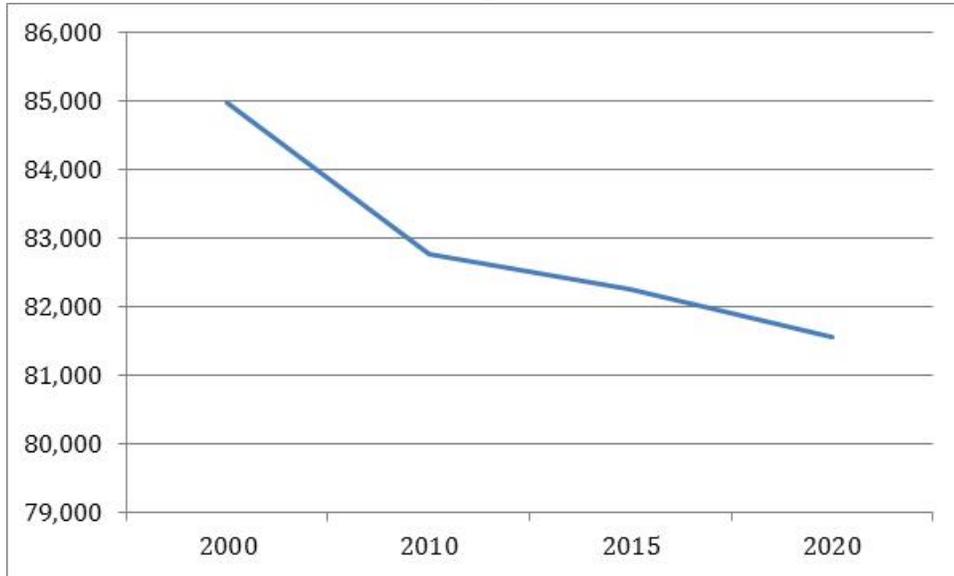
Source: U.S. Bureau of Economic Analysis, 2012

## **HOWARD COUNTY**

### **Population Growth**

The total population of Howard County in 2012 was 82,914 persons. The population for 2015 is projected to decrease 0.61 percent from 2010 and decrease another 0.87 percent in 2020. Exhibit II.23 illustrates the historical and projected population trends for Howard County through the year 2020.

**Exhibit II.23: Population Trends**



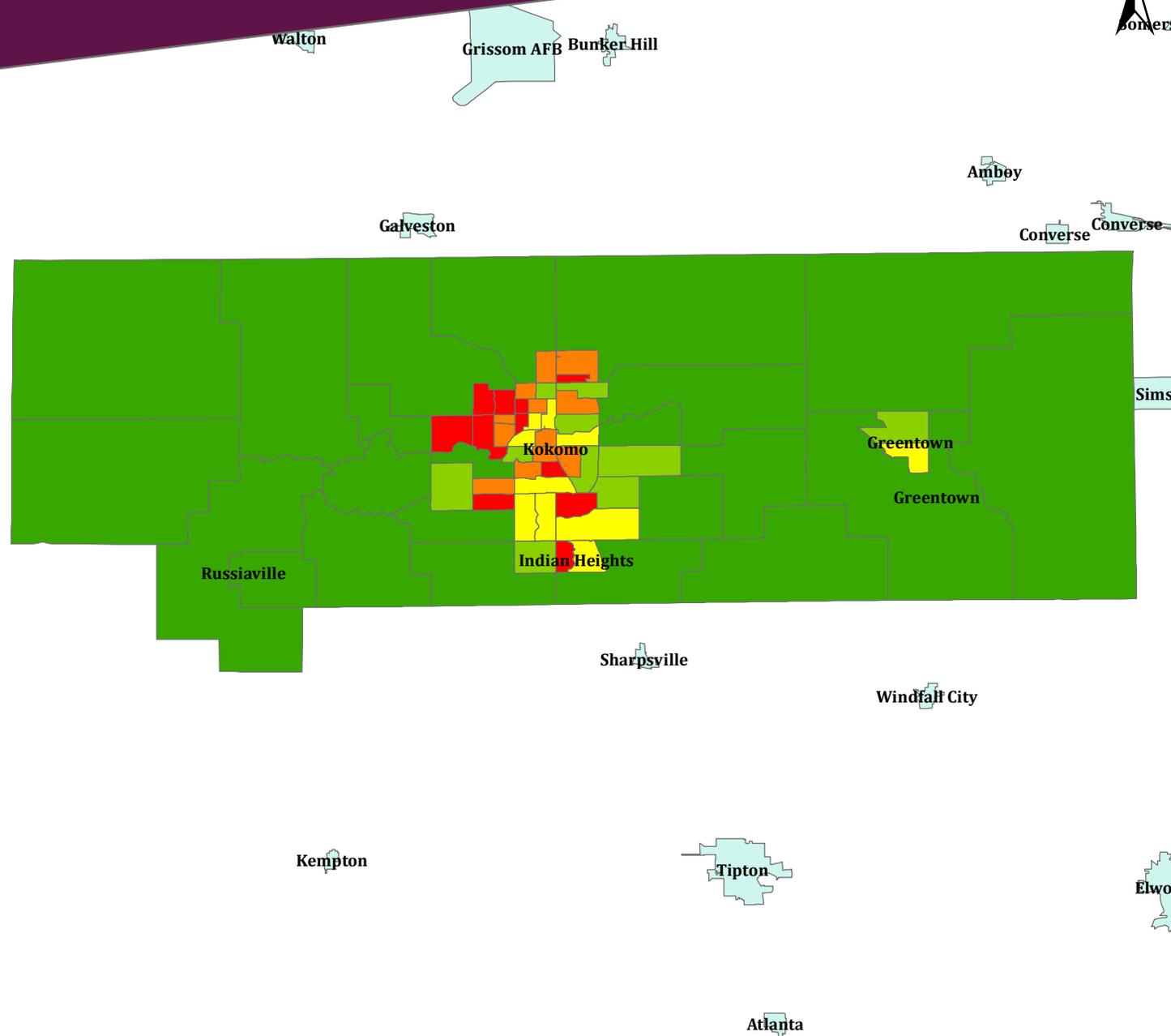
Source: 2000 & 2010 Census Bureau & STATS Indiana

**Age**

Exhibit II.24 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Howard County are in Kokomo and Indian Heights. Areas of moderate density of older adults were found around Greentown. The remainder of the county has low to very low older adult population density.

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

## Coordinated Public Transit-Human Service Transportation Plan



### Legend

#### 65Plus / SQMI

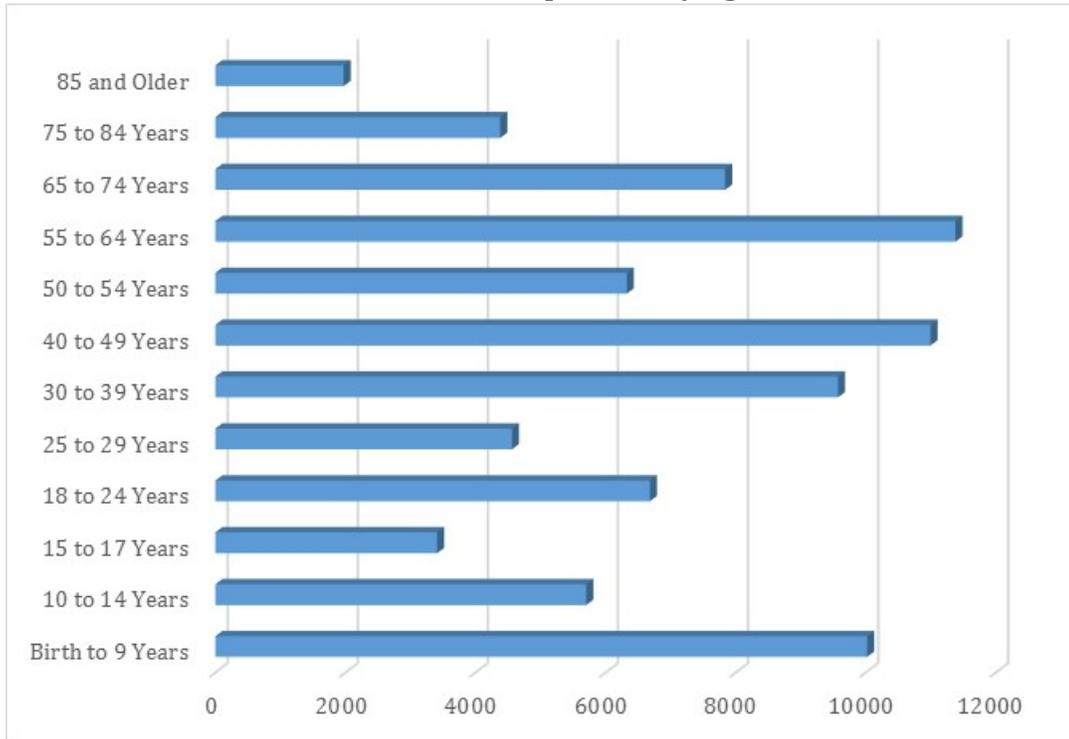
- 4.408 - 93.16
- 93.17 - 240.4
- 240.5 - 331.6
- 331.7 - 500.0
- 500.1 - 900.0
- Region 9 Cities

0 1.5 3 6 Miles



The largest age cohort for Howard County was between the ages of 55 and 64 years; the second largest age group was from 40 to 49 years. The third largest age group was birth to 9 years old. The distribution indicates that the county has a large aging population with a smaller youth population.

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



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

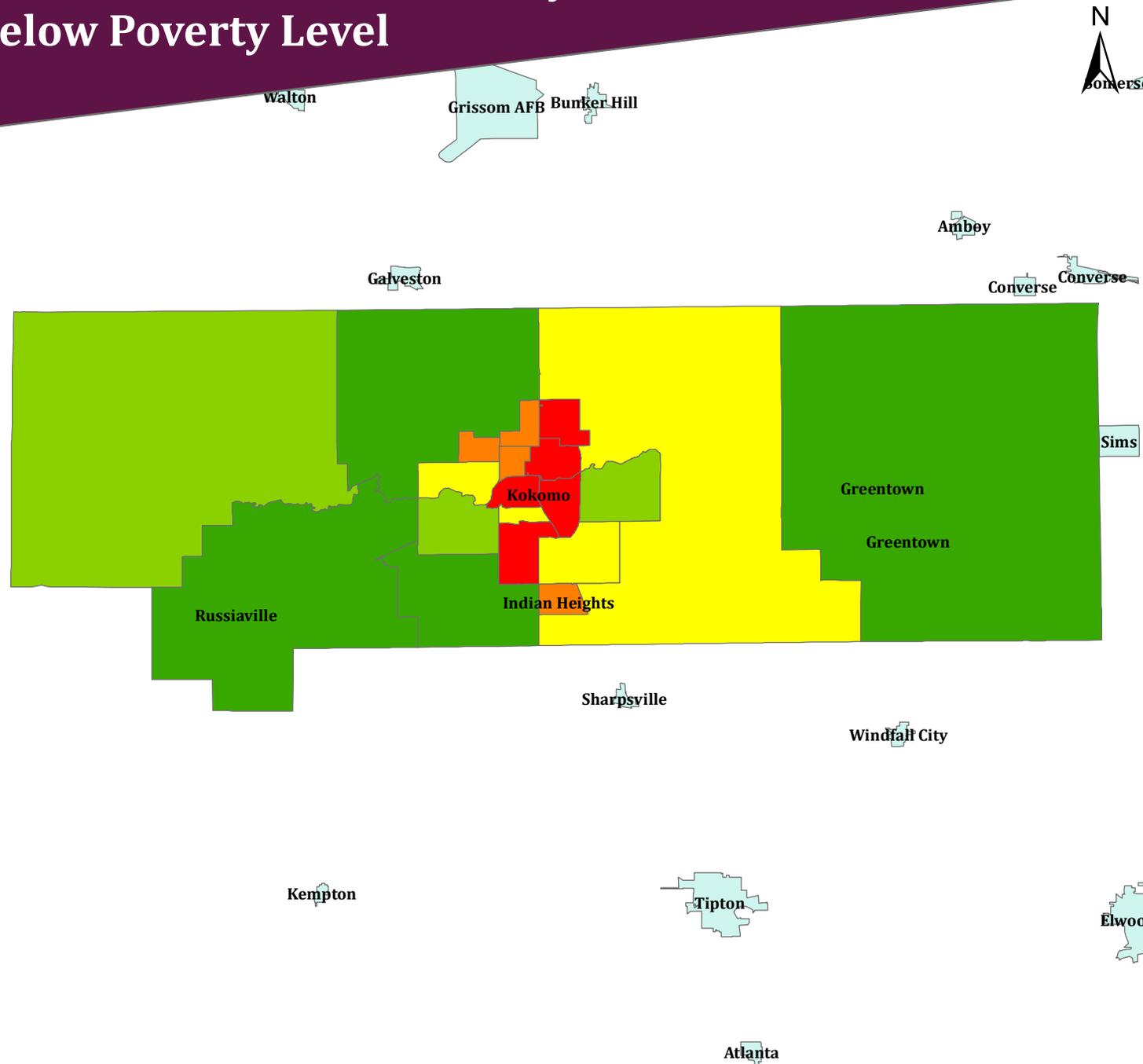
**Economic Profile**

**Employment and Income**

There were approximately 81,387 total people in Howard 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 in Howard County were found around Kokomo. Other areas that had higher than the state average of people below the poverty level were highlighted in orange. These tracts were located around Kokomo and Indian Heights. The remaining parts of the county had moderate to very low densities of people below the poverty level.

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

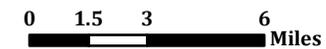
## Coordinated Public Transit-Human Service Transportation Plan



### Legend

#### Region Tracts

- 3.74% - 5.725%
- 5.726% - 10.709%
- 10.71% - 14.1%
- 14.101% - 23.145%
- 23.146% - 32.704%
- Region 9 Cities



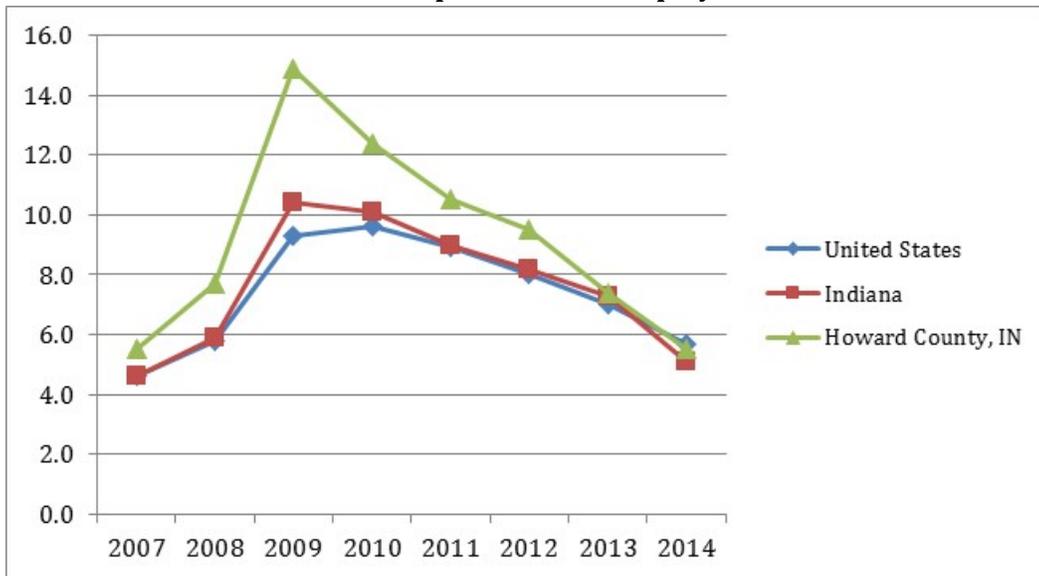
### **Zero Vehicle Households**

There were 34,215 total households in Howard County. Exhibit II.27 illustrates the percentage of households with zero vehicles available by Census Tract. The Census Tracts around Kokomo had the highest percentage of households with zero vehicles available in Howard County. These areas had zero vehicle rates higher than 15.3 percent. Areas in southern and northern Kokomo had moderately high densities of zero vehicle households. The remaining areas of Howard County had moderate to very low levels of zero vehicle households.

### **Industry and Labor Force**

The 2014 Howard County labor force consisted of approximately 37,401 individuals according to the U. S. Bureau of Labor Statistics and STATS Indiana. The county's unemployment rate reached a high in 2009 of 14.9 percent. Similar to the United States and the State of Indiana, Howard County's unemployment rate sharply increased from 2007 to 2009 and now has begun to decrease back to pre-recession levels. Exhibit II.28 illustrates a comparison of the unemployment rates in the county, state, and nation.

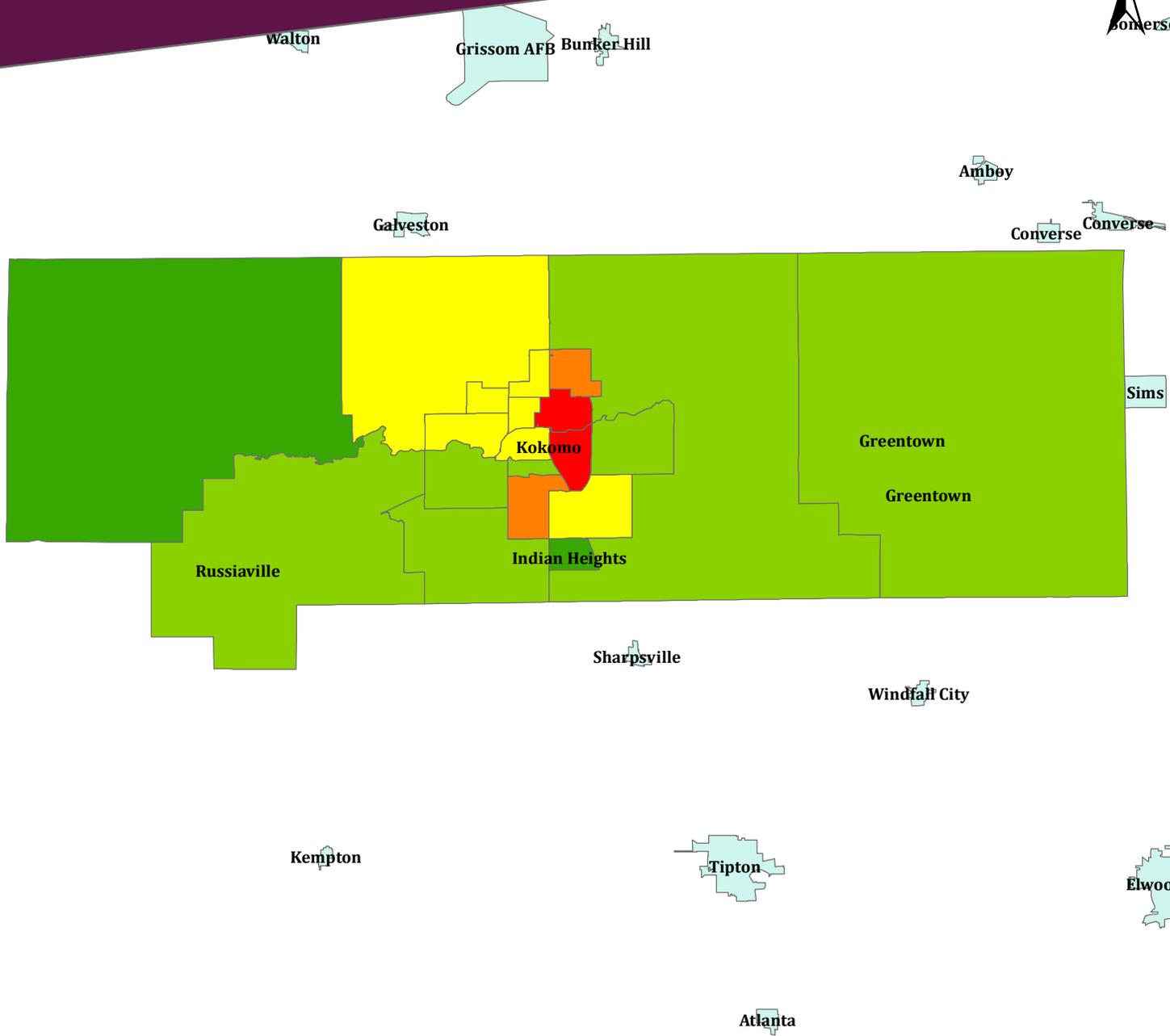
**Exhibit II.28: Comparison of Unemployment Rates**



Source: STATS Indiana using Bureau of Labor Statistics

# Exhibit II.27: Howard County Percent Zero Vehicle Households

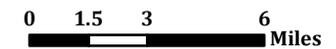
## Coordinated Public Transit-Human Service Transportation Plan



### Legend

#### Region Tracts

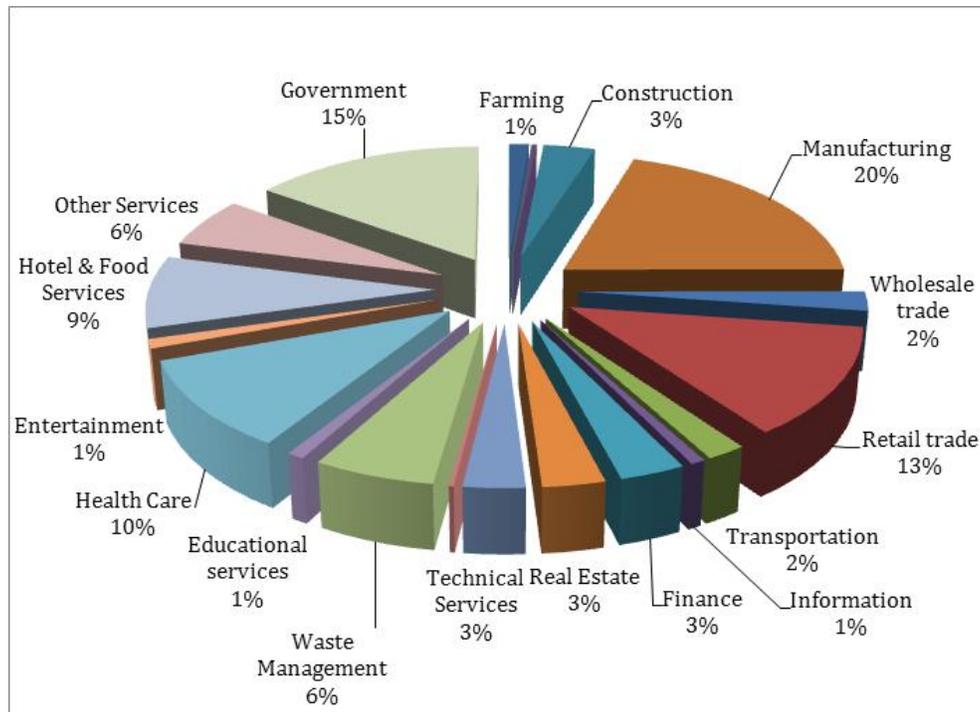
- 0%
- 0.001% - 5.022%
- 5.023% - 9.851%
- 9.852% - 15.302%
- 15.303% - 24.54%
- Region 9 Cities



### Employment by Industry

Manufacturing jobs were the largest industry in Howard County with approximately 20 percent of the workforce. The government was the second largest employer groups (15 percent) and retail trade was the third largest (13 percent). Exhibit II.29 is an illustration of the employment by industry.

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



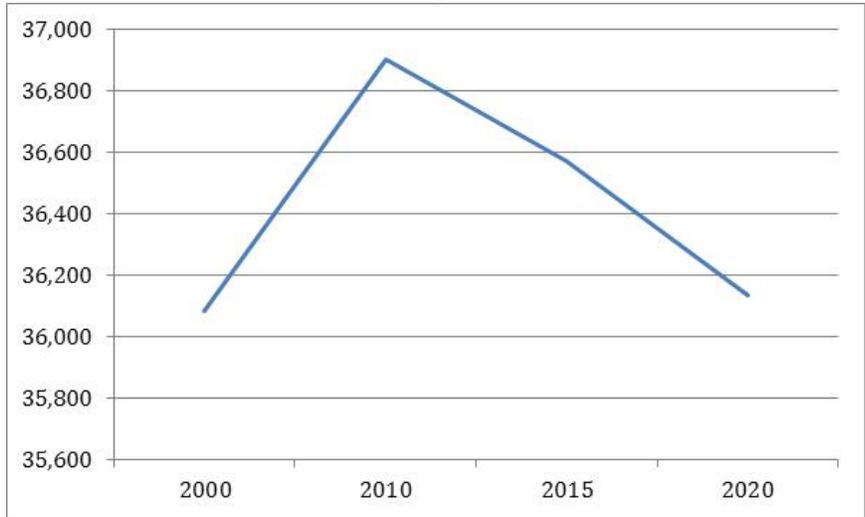
Source: U.S. Bureau of Economic Analysis, 2012

## **MIAMI COUNTY**

### Population Growth

The total population of Miami County in 2012 was 36,850 persons. The population for 2015 is projected to decrease by 0.91 percent from 2010 and decrease another 1.2 percent in 2020. Exhibit II.30 illustrates the historical and projected population trends for Miami County through the year 2020.

**Exhibit II.30: Population Trends**



Source: 2000 & 2010 Census Bureau & STATS Indiana

**Age**

Exhibit II.31 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Miami County are in Peru. These areas had older adult densities higher than 397.6 persons per square mile. One area of moderate density of older adults was in Converse. The remainder of the county has low to very low older adult population density.

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

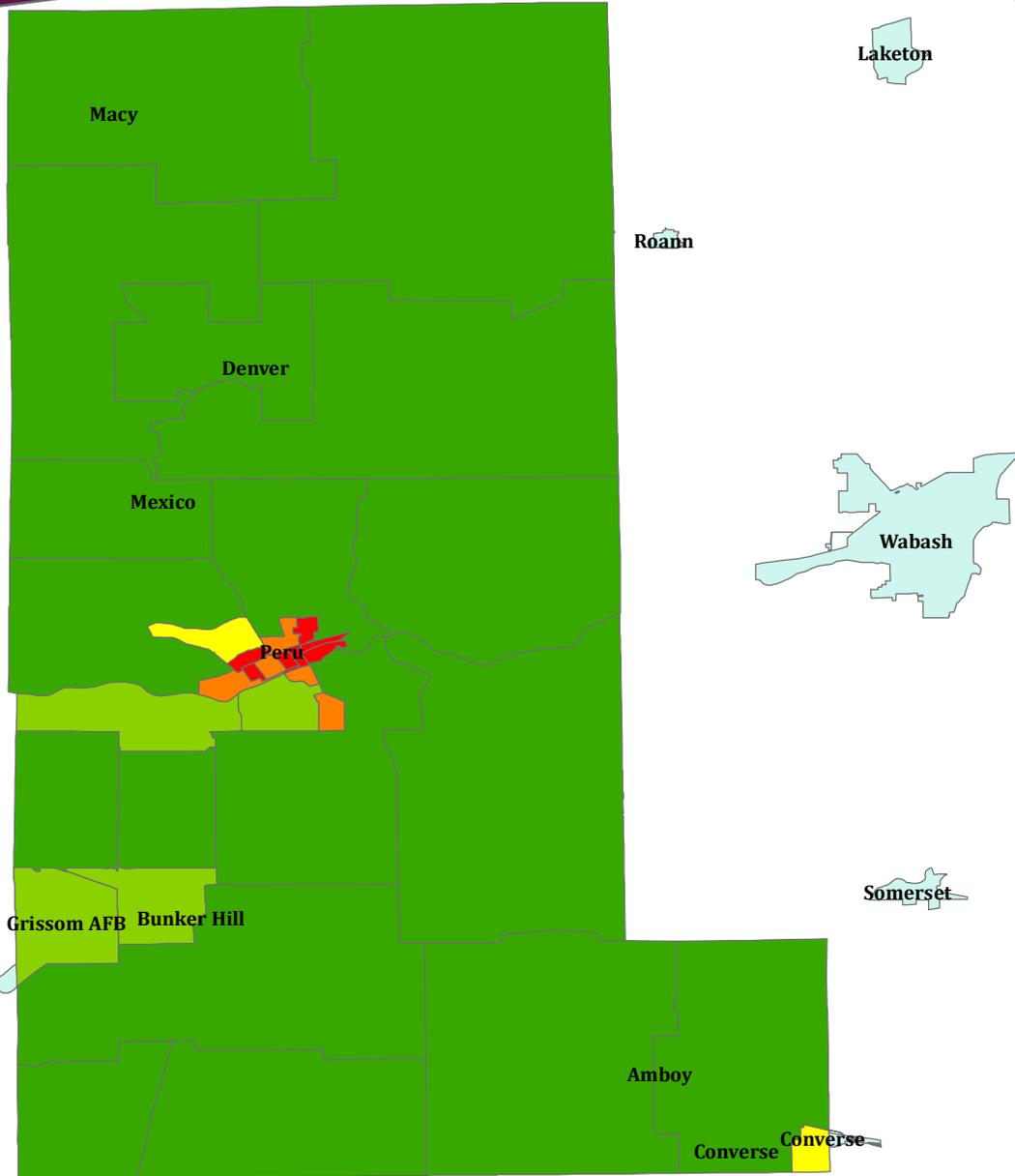
## Coordinated Public Transit-Human Service Transportation Plan

### Legend

#### 65Plus / SQMI

- 2.926 - 27.37
- 27.38 - 57.81
- 57.82 - 128.8
- 128.9 - 397.5
- 397.6 - 741.7
- Region 9 Cities

0 1.5 3 6 Miles



Fulton

Macy

Laketon

North Manchester

Roann

Denver

Wabash

Mexico

Peru

Onward

Somerset

Walton

Grissom AFB Bunker Hill

Jalapa

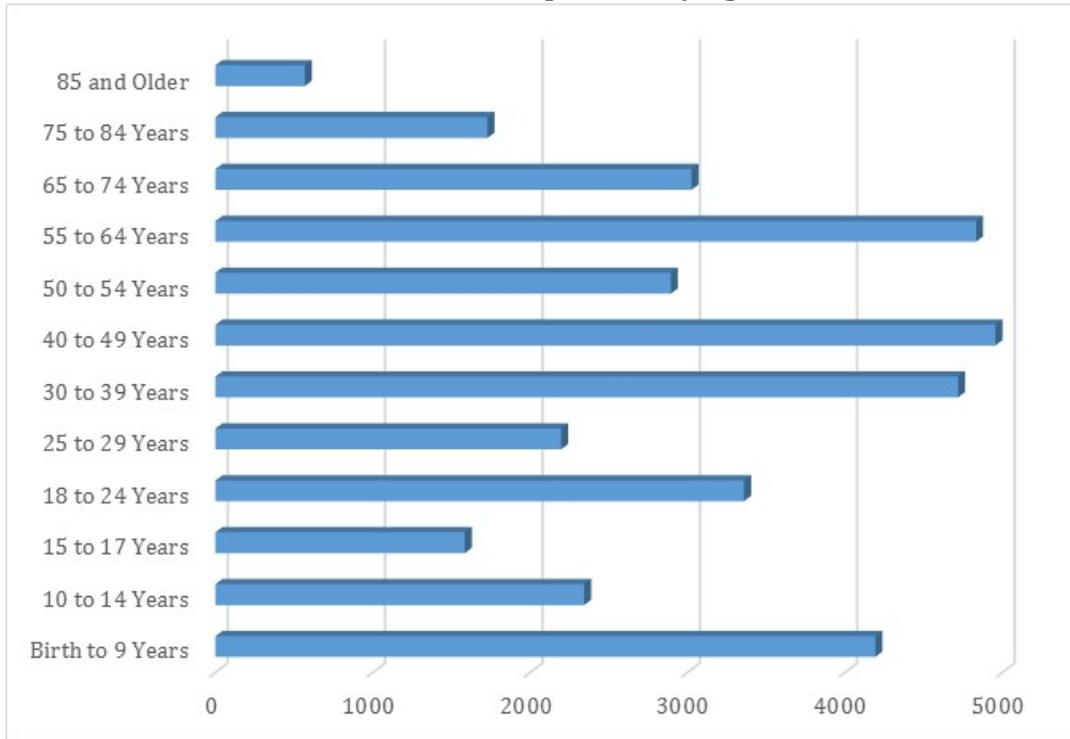
Galveston

Amboy

Converse

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

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



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

**Economic Profile**

**Employment and Income**

There were approximately 35,244 total people in Miami County for whom poverty status was determined. Exhibit II.33 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The tracts with the highest percentage of people below the poverty level were in Peru and southeast Miami County. All of the tracts shaded in red and orange had a poverty rate higher than the State average. The remaining tracts had poverty rates below the State average.

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

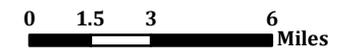
## Coordinated Public Transit-Human Service Transportation Plan



### Legend

#### Region Tracts

- 7.361%
- 7.362% - 13.473%
- 13.474% - 14.1%
- 14.101% - 17.941%
- 17.942% - 27.066%
- Region 9 Cities



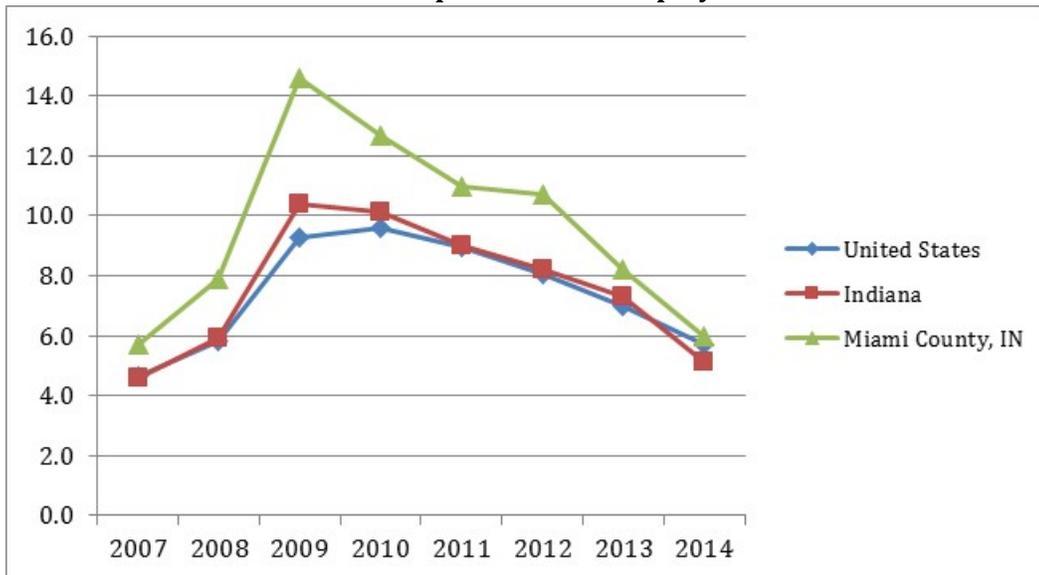
**Zero Vehicle Households**

There were 13,378 total households in Miami County. Exhibit II.34 illustrates the percentage of households with zero vehicles available by Census Tract. The tracts around Peru had the highest densities of households with zero vehicles available. These areas had zero vehicle rates above 4.47 percent. The remaining Census Tracts had moderate to very low densities of zero vehicle households.

**Industry and Labor Force**

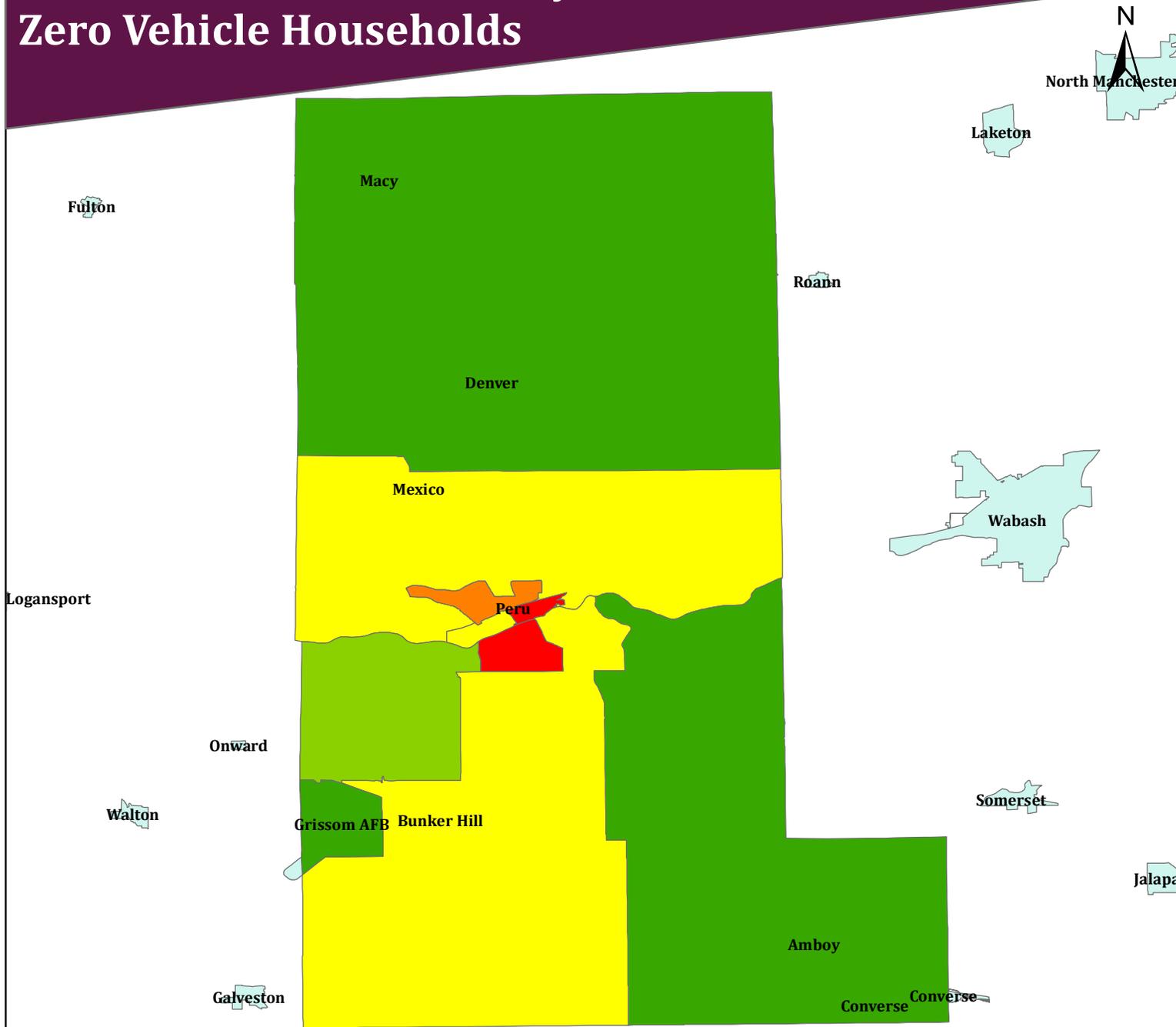
The 2014 Miami County labor force consisted of approximately 15,440 individuals. The county's unemployment rate reached a high in 2009 of 14.6 percent. From 2007 to 2014 the unemployment rate has been higher than the State of Indiana and United States. Exhibit II.35 illustrates a comparison of the unemployment rates in the county, state, and nation.

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



Source: STATS Indiana using Bureau of Labor Statistics

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

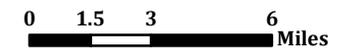


## Coordinated Public Transit-Human Service Transportation Plan

### Legend

#### Region Tracts

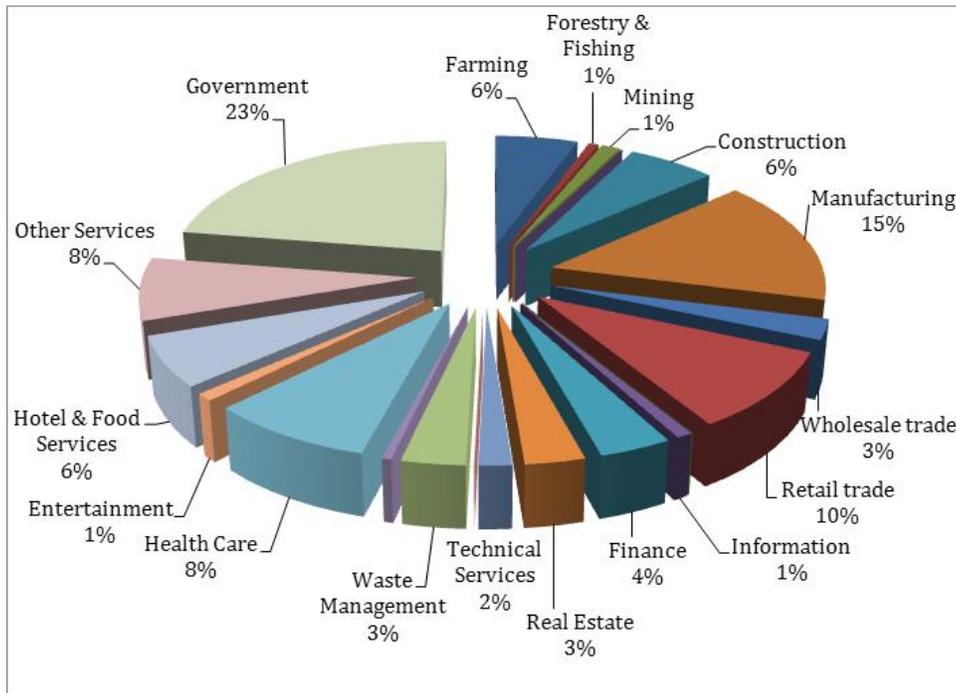
- 1.108% - 1.347%
- 1.348% - 3.152%
- 3.153% - 4.466%
- 4.467% - 5.64%
- 5.641% - 16.774%
- Region 9 Cities



### Employment by Industry

Government jobs were the largest employer in Miami County with approximately 23 percent of the workforce. Manufacturing was the second largest employer group with 15 percent. Retail trade was the third largest employer with 10 percent of the workforce. Exhibit II.36 is an illustration of the employment by industry.

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



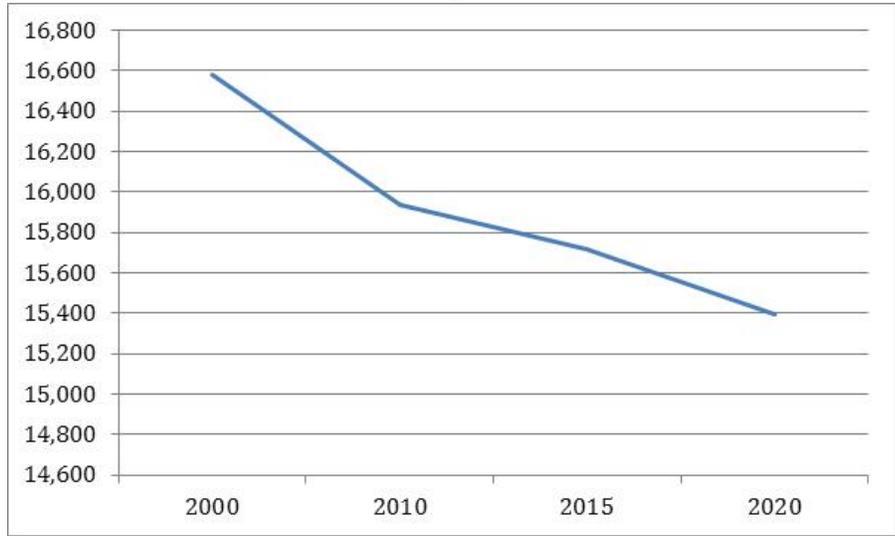
Source: U.S. Bureau of Economic Analysis, 2012

## **TIPTON COUNTY**

### Population Growth

The total population of Tipton County in 2012 was 15,917 persons. The population for 2015 is projected to decrease by 1.41 percent from 2010 and decrease another 2.11 percent in 2020. Exhibit II.37 illustrates the historical and projected population trends for Tipton County through the year 2020.

**Exhibit II.37: Population Trends**



Source: 2000 & 2010 Census Bureau & STATS Indiana

**Age**

Exhibit II.38 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Tipton County are in the City of Tipton. The only other areas with a moderate density of older adults were in Windfall City and Sharpsville. The remainder of the county has low to very low older adult population density.

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

## Coordinated Public Transit-Human Service Transportation Plan



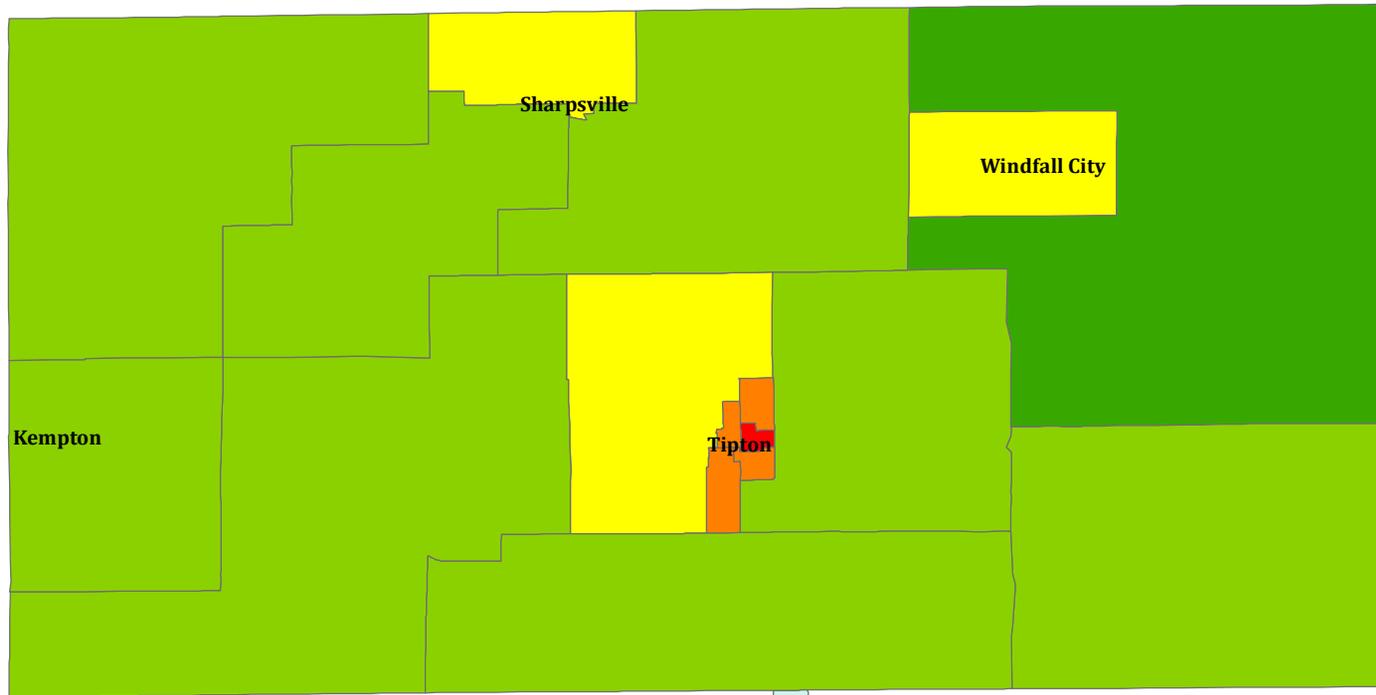
Russiaville



Indian Heights

Greentown

Greentown



Kempton

Sharpville

Windfall City

Tipton

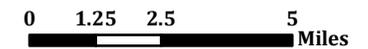
Elwood

Atlanta

### Legend

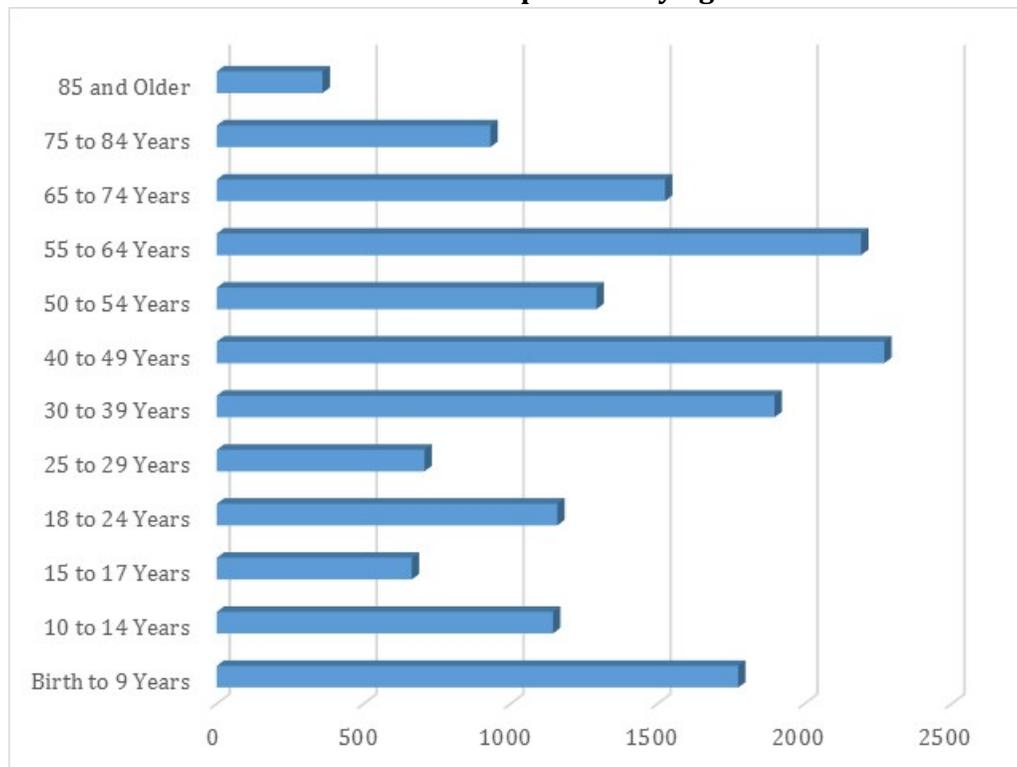
#### 65Plus / SQMI

- 2.698
- 2.699 - 12.18
- 12.19 - 23.75
- 23.76 - 432.5
- 432.6 - 663.6
- Region 9 Cities



The largest age cohort for Tipton County was between the ages of 40 and 49. The second largest group was between ages 55 and 64. The third largest age group was 30 to 39 years old (11 percent), while 18 percent was age 65 or older. The distribution indicates that the county has a strong population of individuals of working ages and older but a small young adult/youth population. U.S. Census Bureau 2012 American Community Survey 5-Year Estimates were used for Tipton County as 2013 American Community Survey 3-Year Estimates were not available.

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



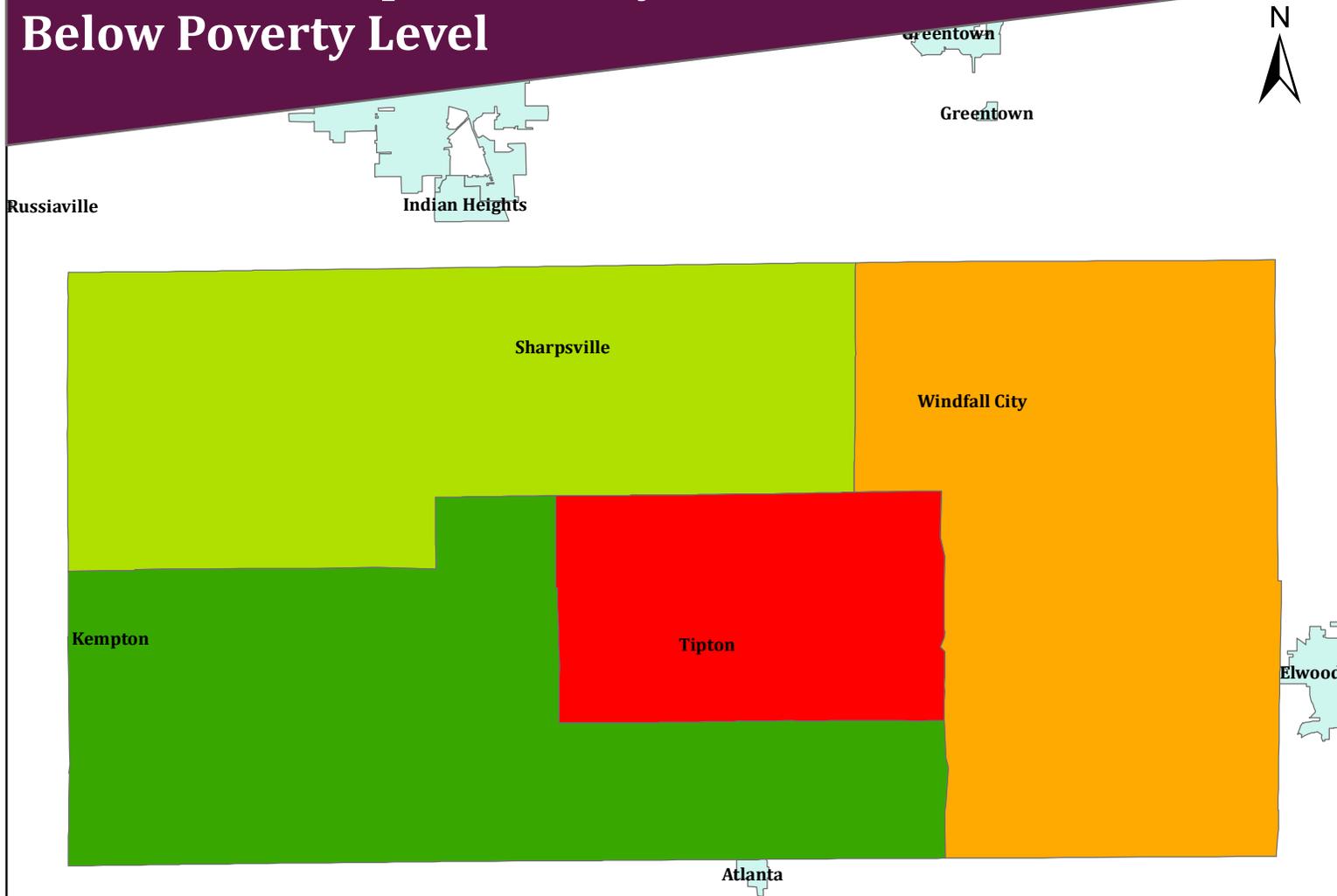
Source: U.S. Census Bureau 2012 American Community Survey 5-Year Estimates

**Economic Profile**

**Employment and Income**

The U.S. Census Bureau reported that there were 15,646 total people in Tipton 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. The tract around the City of Tipton had densities of people below the poverty level between 8.61 and 9.66 percent. This percentage is below the State of Indiana’s average (14.1 percent). The remainder of the study area had low densities of persons below the poverty level as compared to the other counties in the study area.

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



## Coordinated Public Transit-Human Service Transportation Plan

### Legend

- Region Tracts**
- 3.348%
  - 3.349% - 3.725%
  - 3.726% - 8.604%
  - 8.605% - 9.663%
  - Region 9 Cities



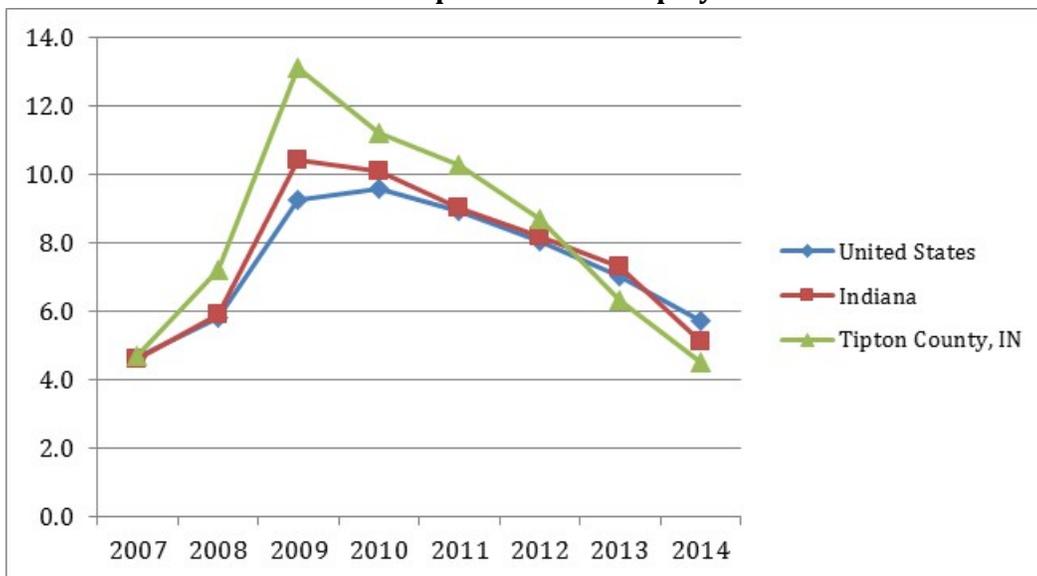
### **Zero Vehicle Households**

There were 6,637 total households in Tipton County. Exhibit II.41 illustrates the percentage of households with zero vehicles available by Census Tract. The tract around the City of Tipton had the highest density of households with zero vehicles available (5.46 – 9.90 percent). The tract in southwest Tipton County had the second highest percentage of zero vehicle households. This area had zero vehicle rates between 2.75 percent and 5.46 percent. The remaining portions of the county had low to very low densities of zero vehicle households.

### **Industry and Labor Force**

The 2014 Tipton County labor force consisted of 7,562 individuals. The county's unemployment rate reached a high in 2009 of 13.1 percent. From 2007 to 2012, Tipton County's unemployment rate has been higher than that of the State of Indiana and the United States. Since 2012, the unemployment rate for Tipton County has fallen below the national and state averages. Exhibit II.42 illustrates a comparison of the unemployment rates in the county, state, and nation.

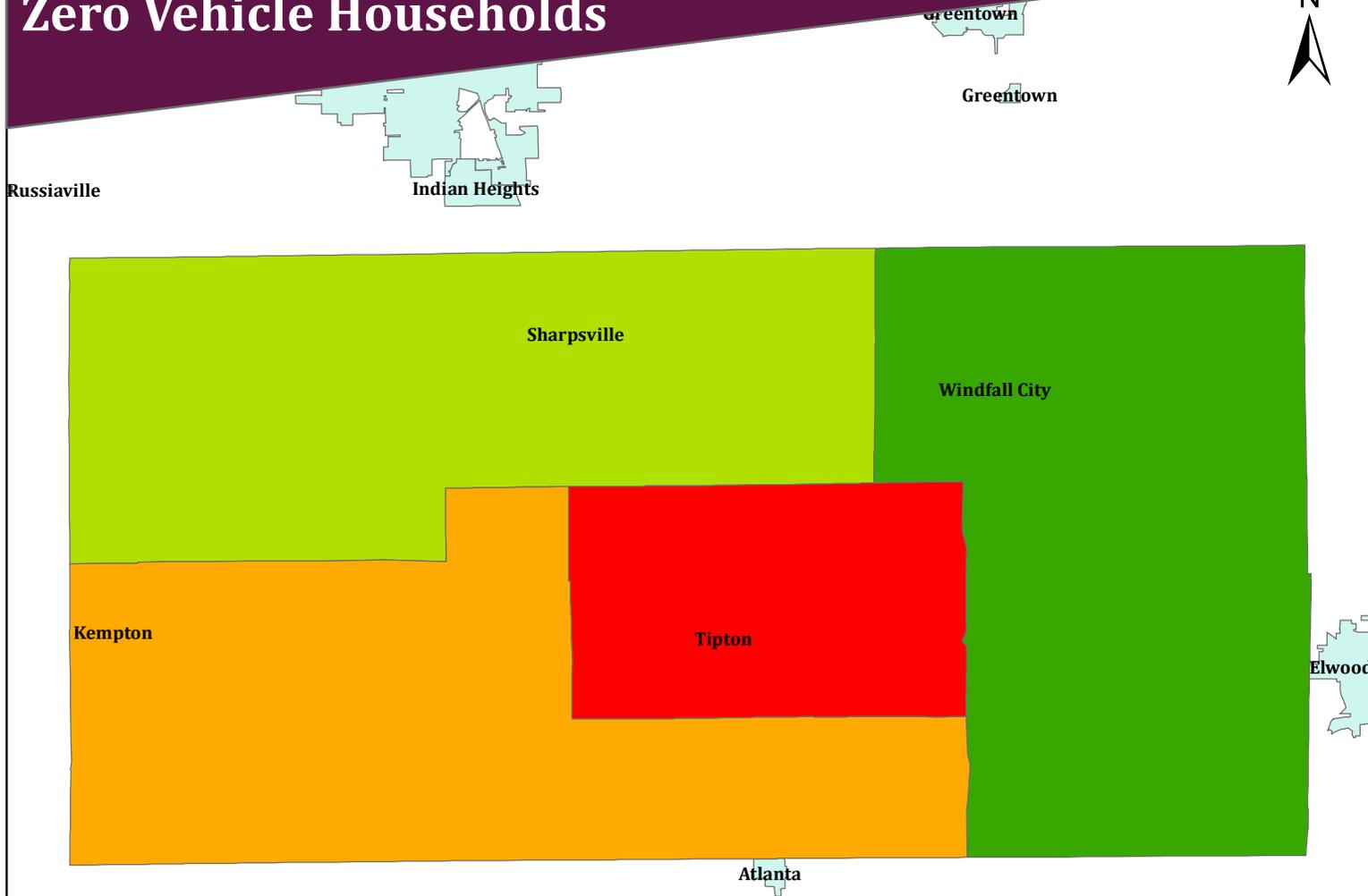
**Exhibit II.42: Comparison of Unemployment Rates**



Source: STATS Indiana using Bureau of Labor Statistics

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

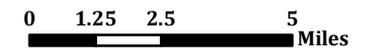
## Coordinated Public Transit-Human Service Transportation Plan



### Legend

#### Region Tracts

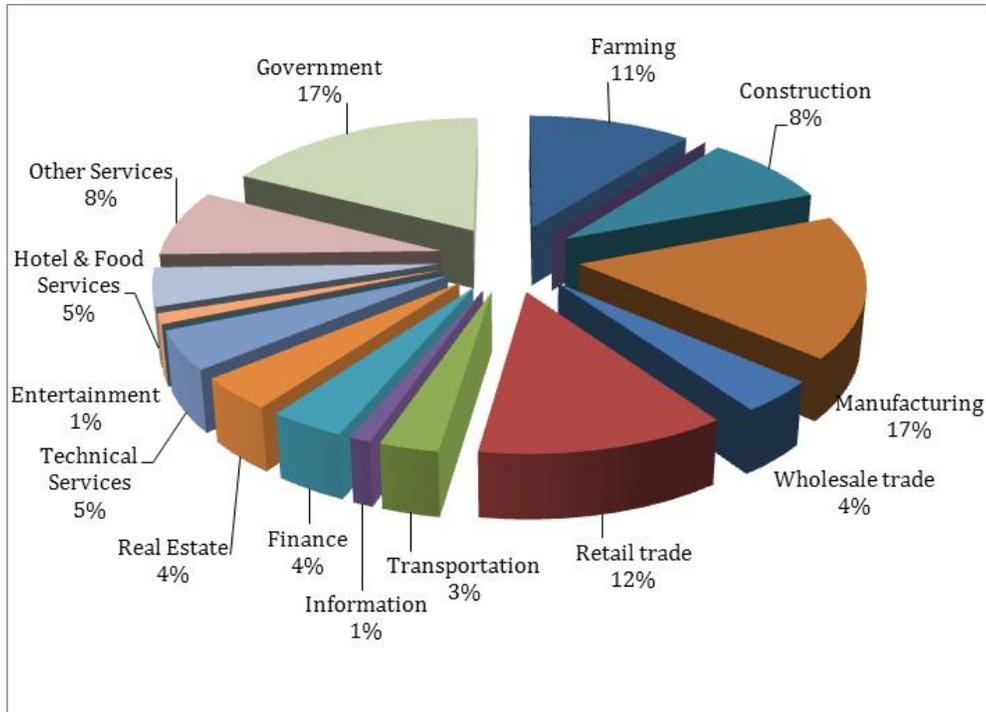
- 1.853%
- 1.854% - 2.742%
- 2.743% - 5.455%
- 5.456% - 9.896%
- Region 9 Cities



### **Employment by Industry**

Employment by industry is diverse in Tipton County. Government was the largest employer in Tipton County with approximately 17 percent of the workforce. Manufacturing jobs were the second largest employer group with 17 percent of the workforce. In addition, retail trade employed about 12 percent of the workforce and farming made up 11 percent. Exhibit II.43 is an illustration of the employment by industry.

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



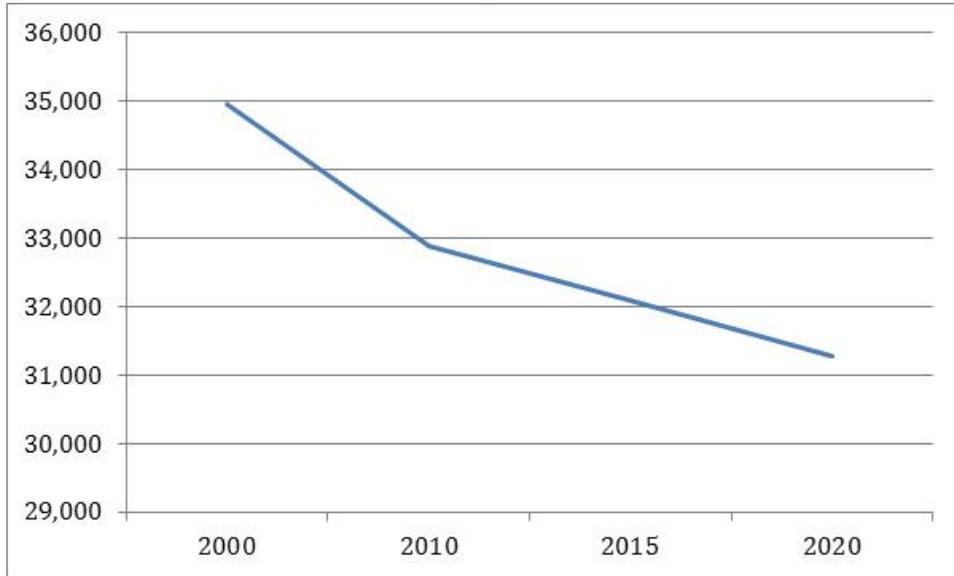
Source: U.S. Bureau of Economic Analysis, 2012

## **WABASH COUNTY**

### **Population Growth**

The total population of Wabash County in 2012 was 32,805 persons. The population for 2015 is projected to decrease by 2.52 percent from 2010 and decrease another 2.62 percent in 2020. Exhibit II.44 illustrates the historical and projected population trends for Wabash County through the year 2020.

**Exhibit II.44: Population Trends**



Source: 2000 & 2010 Census Bureau & STATS Indiana

**Age**

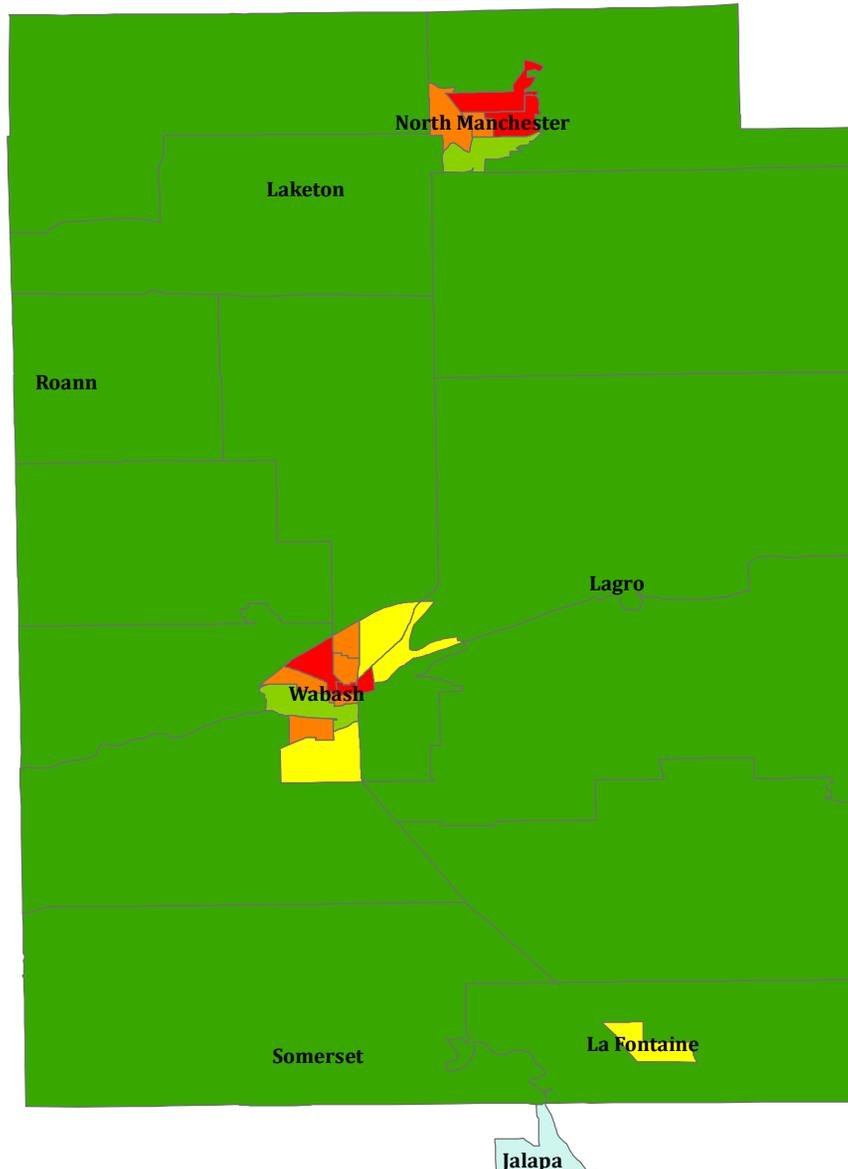
Exhibit II.45 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Wabash County are in North Manchester and the City of Wabash. The only other area with a moderate density of older adults was in La Fontaine. The remainder of the county has low to very low older adult population density.

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



## Coordinated Public Transit-Human Service Transportation Plan

Akron



Peru

### Legend

#### 65Plus / SQMI

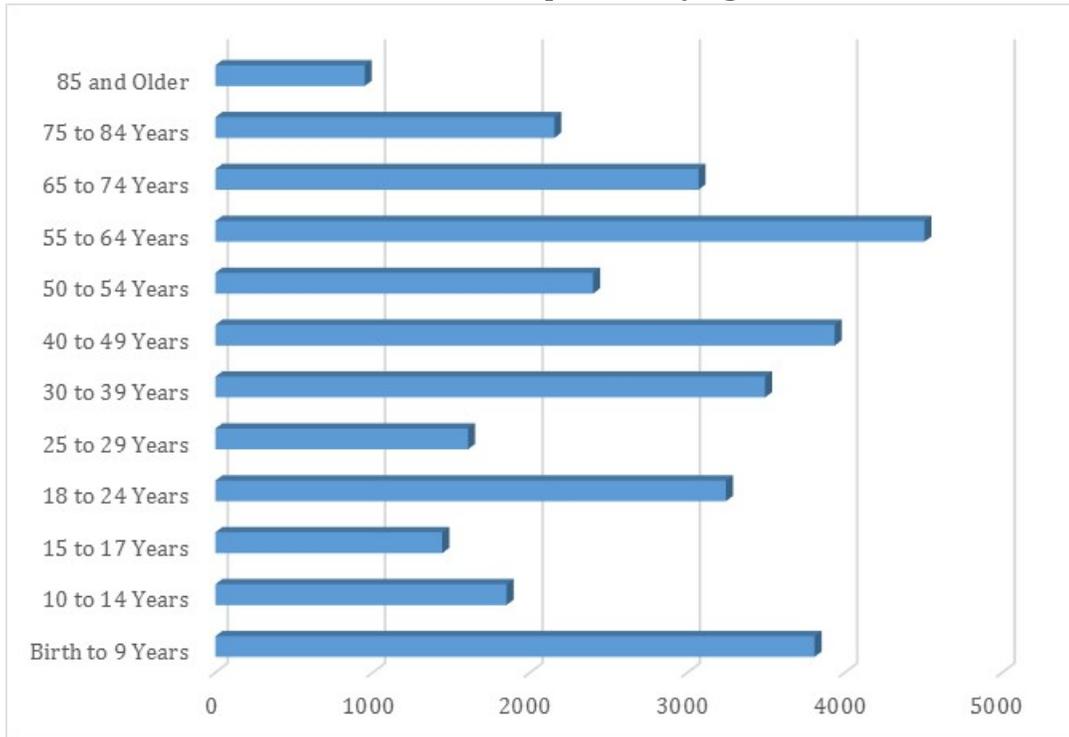
- 2.686 - 23.41
- 23.42 - 88.30
- 88.31 - 223.3
- 223.4 - 442.3
- 442.4 - 712.5
- Region 9 Cities

0 1.5 3 6 Miles



The largest age cohort for Wabash County was between the ages of 55 and 64 years; the second largest age group was from 40 to 49. The next largest age group was from birth to 9 years old. The distribution indicates that the county has a large aging population balanced with a youth and young adult population.

**Exhibit II.46: Population by Age**



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

**Economic Profile**

**Employment and Income**

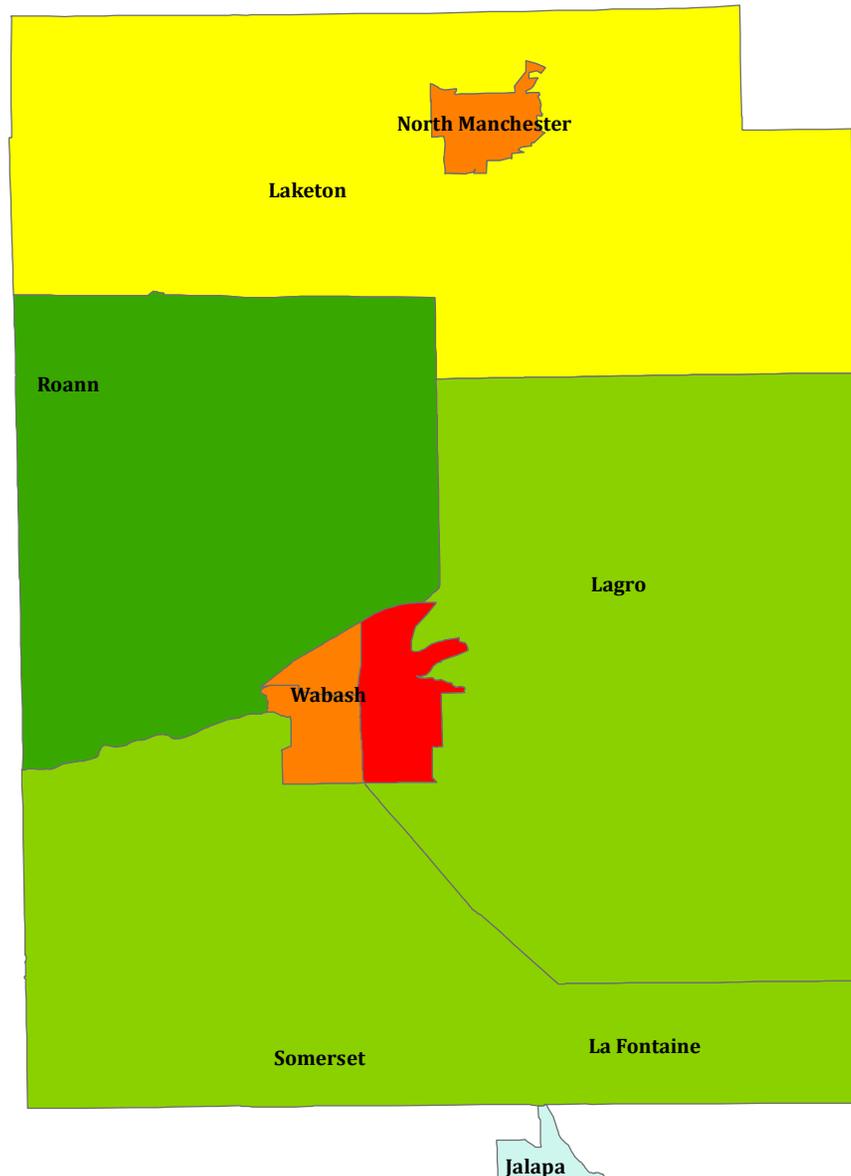
There were 31,043 total people in Wabash County for whom poverty status is determined. Exhibit II.47 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The tracts in the City of Wabash and North Manchester had densities of people below the poverty level higher than the State of Indiana’s average. The remainder of the study area had moderate to very low densities of persons below the poverty level.

# Exhibit II.47: Wabash County Percent Below Poverty Level



## Coordinated Public Transit-Human Service Transportation Plan

Akron



Peru

### Legend

#### Region Tracts

- 5.333%
- 5.334% - 8.164%
- 8.165% - 14.1%
- 14.101% - 18.529%
- 18.53% - 22.242%
- Region 9 Cities

0 1.5 3 6 Miles



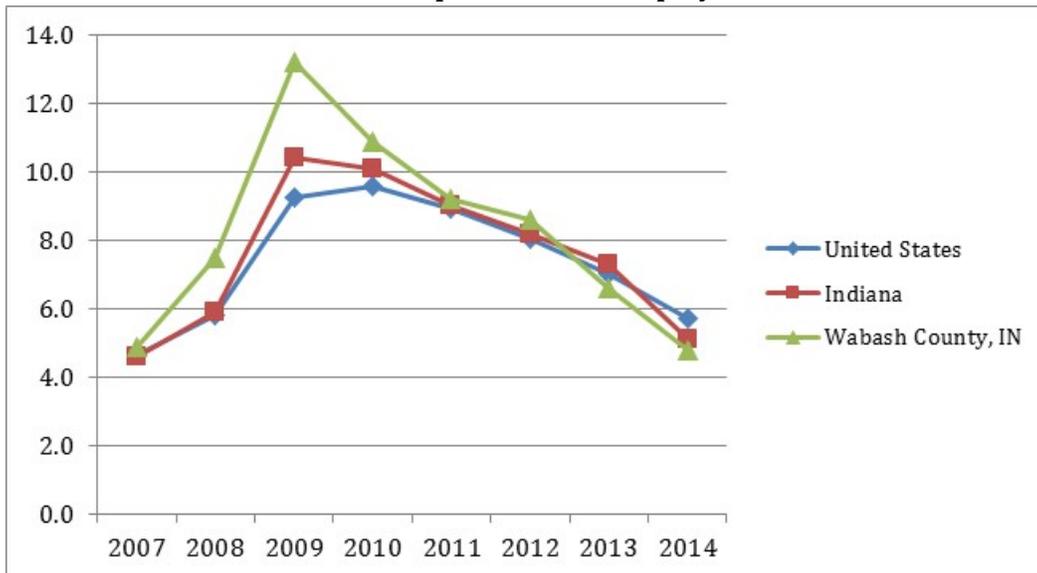
### **Zero Vehicle Households**

There were 12,968 total households in Wabash County. Exhibit II.48 illustrates the percentage of households with zero vehicles available by Census Tract. The tract in the northern section of the City of Wabash had the highest density of households with zero vehicles available (9.69 – 17.50 percent). The other tracts that encompass the City of Wabash and North Manchester had the second highest percentage of zero vehicle households. These areas had zero vehicle rates between 4.46 percent and 9.68 percent. The remaining portions of the county had moderate to very low densities of zero vehicle households.

### **Industry and Labor Force**

The 2014 Wabash County labor force consisted of 15,959 individuals. The county's unemployment rate reached a high in 2009 of 13.2 percent. From 2007 to 2012, Wabash County's unemployment rate has been slightly higher than that of the State of Indiana and the United States. Since 2012, the unemployment rate has dropped below the national and state averages. Exhibit II.49 illustrates a comparison of the unemployment rates in the county, state, and nation.

**Exhibit II.49: Comparison of Unemployment Rates**



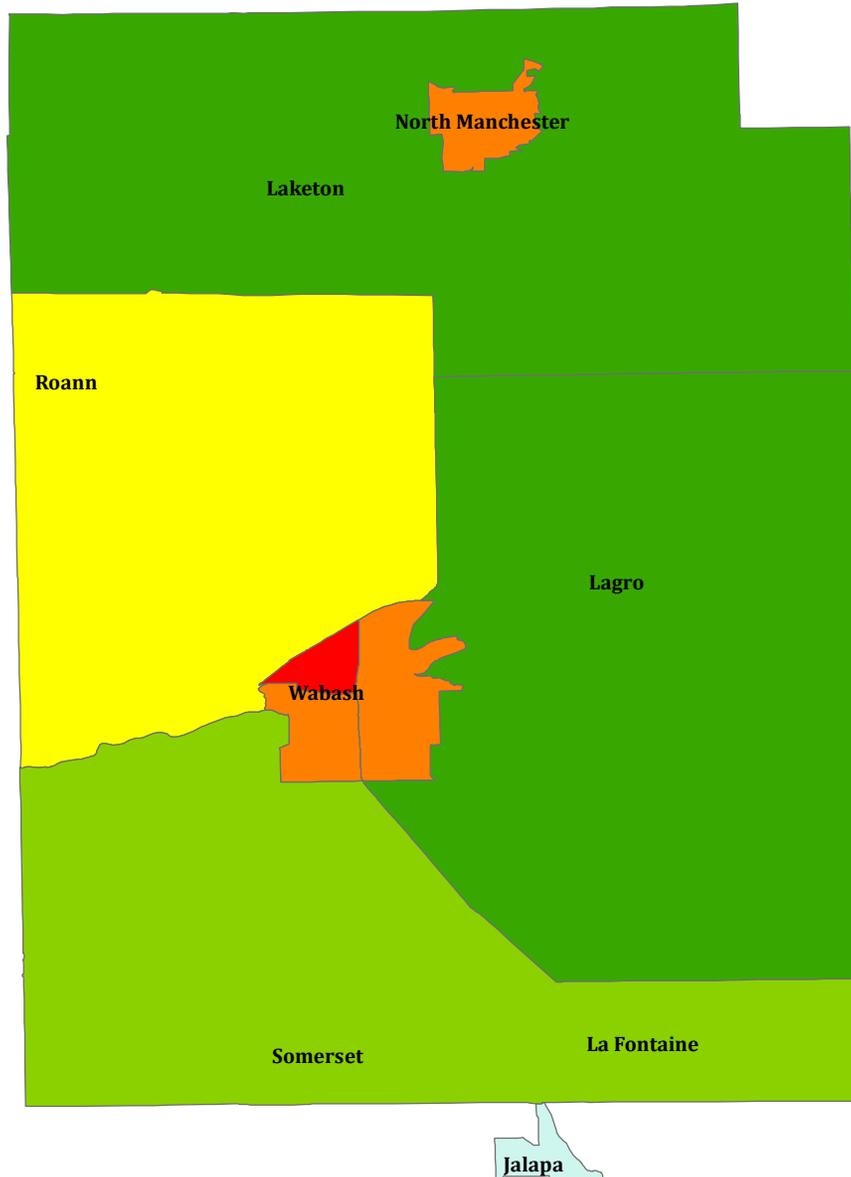
Source: STATS Indiana using Bureau of Labor Statistics

# Exhibit II.48: Wabash County Percent Zero Vehicle Households



## Coordinated Public Transit-Human Service Transportation Plan

Akron



Peru

### Legend

#### Region Tracts

- 1.906% - 1.938%
- 1.939% - 3.301%
- 3.302% - 4.46%
- 4.461% - 9.684%
- 9.685% - 17.503%
- Region 9 Cities

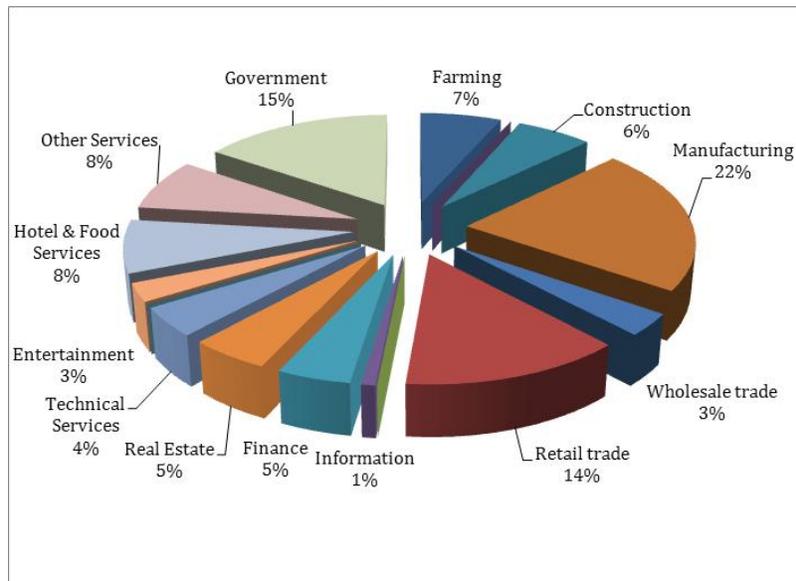
0 1.5 3 6 Miles



## **Employment by Industry**

Manufacturing was the largest employer in Wabash County with approximately 22 percent of the workforce. Government jobs were the second largest employer group with 15 percent of the workforce. In addition, retail trade employed about 14 percent of the workforce. Exhibit II.50 is an illustration of the employment by industry.

**Exhibit II.50: Employment by Industry**



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

## **SUMMARY**

The study area has had a slight decrease in population of 2.52 percent between 2000 and 2010, and the population is expected to decrease by 2.27 percent through the year 2020.

The study area's age distribution indicates that there is an older population with a higher percentage of persons age 65 and older (16.7 percent) as compared to the State of Indiana (13 percent) and a lower percentage of the population under the age of 25 (31.7 percent) as compared to the State of Indiana in 2012/2013 (35 percent). The population distribution is an indication of a potential increasing need for wheelchair accessible transportation that is suitable for an aging population. It also projects a continued need for transportation suitable for daily trips to work and occasional trips to medical appointments.

The labor force in this six county study area consisted of 104,221 individuals in 2014. The average unemployment rate in September 2014 was 5.1 percent, a rate in line with the State of Indiana's September 2014 unemployment rate of 5.1 percent. The study area's unemployment rate from 2007 to 2012 has been significantly higher the national and state rates but since 2012 has been in line with the state and national rates. Lack of transportation is a commonly cited reason for unemployment.

# Existing Services

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

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

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

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

### **STAKEHOLDER SURVEY TABULATION AND RESULTS**

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

- ◆ Arc of Wabash County, Inc.
- ◆ Miami County YMCA
- ◆ Fulton County Council on Aging
- ◆ The Cass County Council on Aging, Inc./Cass Area Transit

- ◆ Wabash County Council on Aging
- ◆ Peak Community Services
- ◆ Pathfinder Services
- ◆ Janus Developmental Services

In addition to the above noted agencies, Kokomo/Howard County Area Metropolitan Planning Organization (KHCGCC) provides fixed route, trolley, and demand response public transportation in Howard County. The KHCGCC service area is outside of this planning region and will be included in a separate plan provided by KHCGCC. In 2013, First City Rider, Spirit of Kokomo, and City-Line Trolley reportedly provided nearly 455,000 one-way passenger trips for the general public.

The program operates 25 vehicles. All vehicles are utilized during peak hour service and 22 vehicles are used during off-peak hours of operation. All vehicles are wheelchair accessible.

Hours of Operation:

Transportation is available through the demand response services 24 hours per day, 7-days per week.

Fare Structure:

General passenger fares are \$7.50 per one-way trip. Older adult fares are reduced to \$3.75 per trip.

Arc of Wabash

Arc of Wabash County, Inc. is a private, nonprofit entity serving Wabash County. Arc provides transportation and a complete range of services including counseling, job training, employment, rehabilitation services, job placement, residential facilities, and recreation/social activities. All agency clients with disabilities and/or are Medicaid Waiver eligible have transportation service as part of their individual service plan. Transportation is provided in the on-demand mode of service as well as routes to the agency. Arc of Wabash directly operates its agency-owned vehicles with staff designated specifically for transportation. Agency employees who are not “drivers” also use agency owned fleet vehicles. Employees receive driver orientation and proficiency testing before using agency vehicles. Trainings are conducted in-house or by Indiana RTAP.

Transportation service is provided as door-to-door, door-through-door, or curb-to-curb service during morning and afternoon routes between home and day services. Arc also provides community-based transportation for its volunteers and those who exercise or are learning about their community. Drivers are permitted to assist passengers with packages.

In addition to group transportation, each of the Supported Living homes has a vehicle at its disposal for shopping and appointments. Arc transportation to recreation/leisure activities is vital so that everyone who wishes can attend events planned by the Manchester University Student Education Association as well as other trips to local attractions such as the Honeywell Center concerts.

Arc also has delivery trucks used by the Workshop to pick up materials and drop off completed production work as well as picking up cardboard to be recycled and paper for shredding.



Most agency operated transportation is provided for the day program, senior/developmental disabilities activities, or training (employment, etc.). Other common trips are for community employment and social activities.

Hours of Operation:

Transportation is available Monday through Friday between 6:30 AM and 5:30 PM. Saturday and Sunday transportation is available between 6:30 AM and 11:00 PM.

Fare Structure:

The agency does not charge a fare to passengers using the transportation service.

**Miami County YMCA Transit**

Miami County YMCA operates Miami County YMCA Transit, as a Section 5311 rural public transit system. The Miami County YMCA is located in Peru, Indiana. In addition to public transportation, the YMCA also provides job training/placement, employment, information and referral, and social/recreational programs for the county.

Transportation is provided as door-to-door, demand response using a fleet of nine vehicles; seven vehicles operate during peak hours and five operate during off-peak hours. Miami County YMCA Transit received two new low-floor minivans in 2013 through the Section 5310 program. It will receive three more vehicles in 2014 through the same program. Also in 2013, the YMCA completed construction of its new garage facility (funded with American Recover/Reinvestment Act dollars).

Ridership increased between 2009 and 2011 and has slightly declined between 2011 and 2013, while remaining above the 2009 levels. Miami County YMCA Transit reported that it provided 35,436 trips in 2013 (compared to 32,940 trips in 2009). The most common trip purposes are medical appointments, counseling sessions, community employment, senior nutrition, senior/developmental disabilities activities, and training. Other common trip purposes include social activities, and court appointed sessions.

Drivers receive training for CPR/First Aid, Defensive Driving, Passenger Assistance, and Substance Abuse. Training is provided by Indiana RTAP and Red Cross certified instructors.

Hours of Operation:

Transportation is available Monday through Friday between 6:00 AM and 6:00 PM. Saturday and Sunday transportation is available by appointment only.

Fare Structure:

\$2.00 – In-Town

\$4.00 – Within 10 Miles of Peru

\$6.00 – Outside 10 Miles of Peru

Elderly or Passengers with Disabilities ride for free.

## **Fulton County Council on Aging**

Fulton County Transportation is a private, nonprofit agency located in Rochester. The agency provides transportation, nutrition, information and referral, and recreation/social activities in Fulton County. Countywide demand response public transportation is operated through the agency. The public transportation program has no eligibility requirements.

The public transportation program employs seven full-time and eight part-time employees. The fleet includes 14 vehicles; nine vehicles are used during peak hours of operation and five are operated during off-peak service. Ridership increased from 36,846 one-way trips in 2009 to 41,106 trips in 2012. In 2013, ridership declined slightly to 38,519 one-way trips.

The agency held the grand opening of its new transportation garage in May of 2013.

### **Hours of Operation:**

Public transportation is available on weekdays between 6:30 AM and 5:00 PM. No service is provided on weekends.

### **Fare Structure:**

Passenger fare is \$1.00 per one-way ride in Rochester. Trips within Fulton County but outside of Rochester are \$3.00 per one-way ride.

Passes are available at a price of \$10.00 for 12 rides in Town/\$20.00 in for 12 rides in County.

## **Cass County Council on Aging (Cass Area Transit)**

Cass Area Transit is a public, demand response transportation program (FTA Section 5311) operated by the Cass County Council on Aging, Inc. Demand response transportation provided as part of this program is open to the general public in Cass County. The program includes 16 full time staff and 32 part-time staff. Cass Area Transit operates a fleet of 30 vehicles; 28 vehicles are operated during peak service hours and 16 operate during off-peak service.

Ridership on Cass Area Transit has steadily decreased from 194,626 one-way trips in 2010 to 146,433 in 2013.

### **Hours of Operation:**

Public transportation operates from 6:00 AM to 6:00 PM, weekdays. Saturday service is available between 9:00 AM and 2:00 PM. The system is closed on Sundays.

### **Fare Structure:**

The passenger fare is \$2.00 per one-way ride. Bus passes are available at a price of \$15.00 for 12 one-way ride.

## **Living Well in Wabash County Council on Aging/Wabash County Public Transit**

Wabash County Council on Aging is a private, nonprofit agency that provides transportation, information and referral, recreation/social activities, and food pantry in Wabash County. Transportation is operated as a door-to-door, demand response program for the general public (Wabash County Public Transit). Consumers are encouraged to schedule trips days or weeks in advance. However, same-day reservations are accepted, and last minute trips are provided, if space is available.

Public transportation is provided throughout the county. Out-of-county medical transportation is available for medical purposes.

### **Hours of Operation:**

Public transportation is available on weekdays between 6:00 AM and 6:00 PM. Special arrangements can be made to schedule trips outside of operating hours.

### **Fare Structure:**

Passengers age 60 and over ride by donation.

Passengers age 59 and under pay a fare of \$2.00 per one-way trip within the city limits of North Manchester and Wabash. The one-way fare anywhere else in the county is \$4.00. Advance purchase tickets and discount passes are available.

## **Peak Community Services**

Peak Community Services is a private, nonprofit human service agency. In addition to transportation, the agency also provides day treatment, job training, and employment and rehabilitation services in Cass, Carroll, Fulton, Howard, Miami, Pulaski, and White Counties.

Peak Community Services provides client transportation and it purchases transportation on behalf of clients from general public or other transportation providers. Peak operates a fleet of agency-owned vehicles. Agency staff drive personal cars as well as agency-owned vehicles. Mileage reimbursements are provided when personal vehicles are used for business purposes.

Peak operates transportation as a fixed route scheduled around programs. It also provides demand response transportation, which includes casual appointments and regular clients attending daily activities.

### **Hours of Operation:**

Transportation is available 24-hours a day, seven days a week for agency consumers. Peak hours of operation are scheduled around the workday, as well as late afternoon/evening shopping, social, and medical trips.

### **Fare Structure:**

There is no fare structure for passengers.

## **Pathfinder Services**

Pathfinder Services is a private, nonprofit comprehensive human and community development agency. Pathfinder provides transportation, resource connections, community connections, outsource manufacturing, community support, and residential facilities for Allen, Huntington, Jay, Marshall, Noble, Wabash, and Whitley Counties.

Agency consumers with disabilities are eligible for transportation. Pathfinder requests that consumers make trip reservations at least one day before travel.

Agency employees as well as volunteer drivers provide consumer transportation. Volunteers are reimbursed of mileage or auto expenses. Pathfinder also refers consumers to other community transportation resources.

Pathfinder Services programs are funded in part by the Social Security Administration Ticket to Work Program (SSA TTW), the Bureau of Developmental Disabilities Services (BDDS), and Indiana Vocational Rehabilitation Services.

The agency operates approximately 51 vehicles throughout the multi-county service area.

### **Hours of Operation:**

Daily hours of operation are Monday through Friday between 6:30 AM and 4:30 PM.

### **Fare Structure:**

Agency consumers are not charged a fare per trip.

## **Janus Developmental Services**

Janus Developmental Services is a private, nonprofit agency located in Noblesville and serving Boone, Tipton, and Hamilton Counties. Janus provides support for individuals with disabilities, and operates public transportation services throughout Hamilton County as Hamilton County Express (HCE). Four fixed route bus services provide transportation for agency consumers, while demand response service transports consumers to appointments and program activities. Janus provides more than 47,000 one-way passenger trips per year.

Agency consumer transportation is provided with agency-owned vehicles. Janus transports consumers to and from developmental workshops on weekdays. Routes operate on regular schedules.

The Hamilton County Express program operates a fleet of 20 vehicles. To assist with regional transportation, the HCE program coordinates with PrimeLife Enrichment and LifeStream Services, when possible.

### Hours of Operation:

Hours of operation for Janus consumers are developed based on agency program schedules. Weekday transportation services begin at 6:00 AM and end at 6:00 PM. Saturday service is available from 7:00 AM to 3:00 PM. There is no Sunday service.

### Fare Structure:

Janus consumers are not charged a per-trip passenger fare.

#### **General Public Adult Fare (HCE):**

\$5.00 one-way

\$55.00 adult pass for one-month of unlimited rides

#### **General Public Student Fare (HCE):**

\$2.00 one-way

\$40.00 student pass for one-month of unlimited rides

### Vehicles

Survey/Interview participants reported a combined total of 151 vehicles serving the counties in Region 9. Approximately 70 percent of the vehicles in the region were wheelchair accessible. All agencies were invited to provide an updated vehicle inventory list for this plan update. If no vehicle inventory was provided, supplemental information was gathered from the INDOT Annual Report. The vehicle inventory table is provided at the end of this chapter.

All of the transportation providers operate at least one wheelchair accessible vehicle. However, given the demand for wheelchair accessible vehicles and the ageing population, the number of accessible vehicles may be insufficient to meet the needs of individuals with disabilities and older adults.

### **Assessment of Progress Since the 2007-2008 Coordinated Transportation Plan**

Local stakeholders indicated that progress in the coordination of transportation resources is slow because of seven primary factors. The challenging factors are as follows:

- ◆ Agencies have a fear of losing control over certain aspects of their programs if they coordinate.
- ◆ Agencies do not fully understand the requirements of coordination, or its benefits.
- ◆ Agencies need a better understanding of how to fully allocate the cost of providing transportation so that they can compare the current structure to the benefits of coordinating.
- ◆ Participation in the coordination meetings and planning efforts is low.
- ◆ The current local economic climate is not encouraging coordination.
- ◆ The service area is primarily rural with low population densities. Trip sharing through coordination is typically a challenge in areas with low densities of people because it makes trips longer and more difficult to schedule.

- ◆ The transportation providers in this region have been operating successfully for a long time. Providers are not motivated to change what they are doing today because operating independently of one another has been working for years.

**Summary**

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

The six-county region has access to public transportation in all counties except Tipton and rural portions of Howard County. Transportation is available for older adults and individuals with disabilities in all counties; however, hours and days of service are somewhat limited, especially on Sundays.

**COUNTY-BY-COUNTY TRANSPORTATION RESOURCES**

The following table offers summary 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 2013 INDOT Public Transit Annual Report.

**Exhibit III.1: Existing Transportation Services**

<u>Organization/ Agency Name</u>	<u>Consumer Eligibility</u>	<u>Eligible Trip Purpose</u>	<u>Days of Operation</u>	<u>Wheel- chair Accessible Vehicles</u>	<u>Fulton</u>	<u>Cass</u>	<u>Howard</u>	<u>Tipton</u>	<u>Miami</u>	<u>Wabash</u>
Arc of Wabash County, Inc.	Individuals with Disabilities and/or Medicaid	Day Services, Appointments community-based trips	Weekdays Saturdays Sundays	Yes						X
Miami County YMCA	Public	Any	Weekdays Saturday (by apptmnt.) Sunday (by apptmnt.)	Yes					X	
Fulton County Council on Aging	Public	Any	Weekdays	Yes	X					
Cass County Council on Aging	Public	Any	Weekdays Saturdays	Yes		X				

Wabash County Council on Aging	Public	Any	Weekdays	Yes						X
Peak Community Services	Individuals with Disabilities	Program Related or Client Trips	Weekdays Saturdays Sundays	Yes	X	X	X		X	
Pathfinder Services	Individuals with Disabilities	Program Related Trips	Weekdays	Yes						X
Janus Developmental Services	Individuals with Disabilities	Program Related Trips	Weekdays Saturdays	Yes				X		
Kokomo/ Howard County	Public	Any		Yes			X			

System	Year	Type	Manufacturer	# of Installed Seats	Wheelchair Capacity	Lift Ramp
Cass Area Transit	1992	SB	Chevy	14	0	No
Cass Area Transit	2000	VN	Dodge	11	1	Yes
Cass Area Transit	2000	MV	Chevy	6	0	No
Cass Area Transit	2001	VN	GMC	15	0	No
Cass Area Transit	2001	MV	Chevy	6	1	No
Cass Area Transit	2002	MV	Dodge	6	0	No
Cass Area Transit	2002	MV	Dodge	6	0	No
Cass Area Transit	2002	MV	Chevy	6	2	Yes
Cass Area Transit	2003	MV	Dodge	6	1	No
Cass Area Transit	2003	MV	Dodge	6	0	No
Cass Area Transit	2003	VN	Dodge	11	1	Yes
Cass Area Transit	2003	VN	Ford	18	2	Yes
Cass Area Transit	2003	MV	Dodge	6	0	No
Cass Area Transit	2003	MV	Chevy	6	1	No
Cass Area Transit	2005	VN	Ford	11	2	Yes
Cass Area Transit	2005	VN	Ford	11	1	Yes
Cass Area Transit	2006	MV	Chevy	6	1	Yes
Cass Area Transit	2006	MV	Chevy	6	1	Yes
Cass Area Transit	2007	MV	Dodge	6	0	No
Cass Area Transit	2007	MV	Dodge	6	0	No
Cass Area Transit	2007	MV	Chevy	6	1	Yes
Cass Area Transit	2007	MV	Chevy	6	1	No
Cass Area Transit	2008	MV	Chevy	6	1	Yes
Cass Area Transit	2008	MV	Chevy	6	1	Yes
Cass Area Transit	2009	VN	Ford	8	1	Yes
Cass Area Transit	2009	VN	Ford	8	1	Yes
Cass Area Transit	2009	VN	Ford	8	1	Yes
Cass Area Transit	2013	MV	Dodge	6	1	Yes
Cass Area Transit	2013	MV	Dodge	6	1	Yes
Cass Area Transit	2013	MV	Dodge	6	1	Yes
Fulton County	1997	AO	Buick	2	4	No
Fulton County	2000	MV	Dodge	4	6	No
Fulton County	2003	MV	Chevrolet	4	6	Yes
Fulton County	2005	MV	Dodge	4	6	No
Fulton County	2006	MV	Chevrolet	4	6	Yes
Fulton County	2007	MV	Chevrolet	4	6	Yes
Fulton County	2008	MV	Chevrolet	4	6	Yes
Fulton County	2009	BU	Ford	9	12	No
Fulton County	2010	MV	Dodge	4	6	Yes
Fulton County	2011	CU	Ford	11	14	Yes
Fulton County	2011	MV	Dodge	4	6	Yes
Fulton County	2011	MV	Dodge	4	6	Yes
Fulton County	2011	CU	Ford	11	14	Yes
Fulton County	2012	MV	Dodge	4	5	Yes
Janus Dev. Svcs (Hamilton County Express)	2000	Minivan		7		Yes
Janus Dev. Svcs (Hamilton County Express)	2000	Minivan		7		No
Janus Dev. Svcs (Hamilton County Express)	2000	Minivan		7		No
Janus Dev. Svcs (Hamilton County Express)	2004	Tran. Bus	Ford			Yes
Janus Dev. Svcs (Hamilton County Express)	2005	Tran. Bus	Ford			Yes
Janus Dev. Svcs (Hamilton County Express)	2006	Tran. Bus	Ford			Yes
Janus Dev. Svcs (Hamilton County Express)		Tran. Bus	Ford			Yes
Janus Dev. Svcs (Hamilton County Express)		Stan. Van		15		Yes
Janus Dev. Svcs (Hamilton County Express)		Stan. Van		15		Yes
Janus Dev. Svcs (Hamilton County Express)		Stan. Van		15		No
Janus Dev. Svcs. (5310)	2001	15-Pass. Van	Dodge	15		No
Janus Dev. Svcs. (5310)	2001	Van	Dodge	12		No
Janus Dev. Svcs. (5310)	2003	Van	Ford	15		Yes
Janus Dev. Svcs. (5310)	2003	Van	Ford	14		Yes
Living Well In Wabash County	2007	CU	Ford	9	1	Yes
Living Well In Wabash County	2008	CU	Ford	9	1	Yes
Living Well In Wabash County	2008	CU	Ford	9	1	Yes
Living Well In Wabash County	2010	CU	Ford	14	1	Yes
Living Well In Wabash County	2010	CU	Ford	14	1	Yes
Living Well In Wabash County	2010	MV	Dodge	5	1	Yes

System	Year	Type	Manufacturer	# of Installed Seats	Wheelchair Capacity	Lift Ramp
Living Well In Wabash County	2010	MV	Dodge	5	1	Yes
Living Well In Wabash County	2011	MV	Dodge	6	1	Yes
Living Well In Wabash County	2013	MV	Dodge	4	1	Yes
Living Well In Wabash County	2013	MV	Dodge	4	1	Yes
Miami County	2002	BU	FORD	21	2	Yes
Miami County	2005	MV	DODGE	7	0	No
Miami County	2005	MV	CHEVY	6	1	Yes
Miami County	2007	MV	CHEVY	6	1	Yes
Miami County	2008	MV	CHEVY	6	1	Yes
Miami County	2008	MV	CHEVY	6	1	Yes
Miami County	2010	BU	FORD	14	2	Yes
Miami County	2013	MV	DODGE	6	1	Yes
Miami County	2013	MV	DODGE	6	1	Yes
Pathfinder Services	99	Sedan	Mercury			No
Pathfinder Services	1990	Garbage Trk.				No
Pathfinder Services	1991	Truck	Ford			No
Pathfinder Services	1992	Garbage Trk.	Chevrolet			No
Pathfinder Services	1992	Dump Truck	Ford			
Pathfinder Services	1994	Van	Dodge			Yes
Pathfinder Services	1994	Garbage	Mack			No
Pathfinder Services	1995	E-350	Ford			No
Pathfinder Services	1995	E-350	Ford			No
Pathfinder Services	1996	Van	Ford			Yes
Pathfinder Services	1996	Escort	Ford			No
Pathfinder Services	1997	Sedan	Ford			No
Pathfinder Services	1997	Van	Ford			
Pathfinder Services	1997	E-350	Ford			No
Pathfinder Services	1997	Ranger	Ford			No
Pathfinder Services	1998	E-450	Ford			
Pathfinder Services	1998	E-250	Ford			
Pathfinder Services	1998	Escort	Ford			No
Pathfinder Services	1998		Ford			No
Pathfinder Services	1999	E-350	Ford			
Pathfinder Services	1999	C6500	GMC			No
Pathfinder Services	1999	E-350	Ford			
Pathfinder Services	1999	4X4	Ford			No
Pathfinder Services	1999	Windstar	Ford			No
Pathfinder Services	2000	E-250	Ford			No
Pathfinder Services	2000	Sedan	Ford			No
Pathfinder Services	2000	Sedan	Ford			No
Pathfinder Services	2000	Van	Ford			
Pathfinder Services	2000	Bus	Chevy			
Pathfinder Services	2000	Van	Ford			
Pathfinder Services	2000	Caravan	Dodge			
Pathfinder Services	2001	Sedan	Ford			No
Pathfinder Services	2001	Van	Ford			
Pathfinder Services	2001	Van	Ford			
Pathfinder Services	2001	Van	Ford			Yes
Pathfinder Services	2001	Taurus	Ford			No
Pathfinder Services	2002	F-350 dump Trk.	Ford			No
Pathfinder Services	2002	Taurus	Ford			No
Pathfinder Services	2002	Sedan	Saturn			
Pathfinder Services	2003	Van	Ford			
Pathfinder Services	2003	Sedan	Dodge			No
Pathfinder Services	2003	Bus	Ford			
Pathfinder Services	2003	Accord	Honda			No
Pathfinder Services	2003		International			
Pathfinder Services	2004	Sedan	Ford			No
Pathfinder Services	2004	Transit	GM			
Pathfinder Services	2004	Transit	Ford			
Pathfinder Services	2005	Sedan	Ford			No
Pathfinder Services	2005	Bus	Ford			
Pathfinder Services	2005	Transit	Ford			
Pathfinder Services	2005	Transit				

<b>System</b>	<b>Year</b>	<b>Type</b>	<b>Manufacturer</b>	<b># of Installed Seats</b>	<b>Wheelchair Capacity</b>	<b>Lift Ramp</b>
Pathfinder Services	2005	Transit				
Pathfinder Services	2005	E-450	Ford			
Pathfinder Services	2005	Van	Ford			
Pathfinder Services	2005	Van	Ford			
Pathfinder Services	2006	Taurus	Ford			No
Pathfinder Services	2006	Minivan	Dodge			
Pathfinder Services	2006	Minivan	Dodge			
Pathfinder Services	2006	Sedan	Ford			
Pathfinder Services	2006	450	Ford			No
Pathfinder Services	2006	Caravan	Dodge			
Pathfinder Services	2006	E-450	Ford			
Pathfinder Services	2006	Transit	Ford			
Pathfinder Services	2006	Caravan	Dodge			
Pathfinder Services	2006	Van	Ford			
Pathfinder Services	2007	E-350	Ford			
Wabash County CoA	1998	Van	Dodge	9/1WC		Yes
Wabash County CoA	1999	Hi-top Van	Dodge	13		No
Wabash County CoA	2000	Hi-top Van	Dodge	4/2WC		Yes
Wabash County CoA	2002	Hi-top Van	Dodge	10/1WC		Yes
Wabash County CoA	2004	Minivan	Chevrolet	3/2WC		Yes
Wabash County CoA	2005	Minivan	Chevrolet	3/2WC		Yes
Wabash County CoA	2005	Minivan	Chevrolet	3/2WC		Yes
Wabash County CoA	2007	Hi-top Van	Ford	15		Yes

# Needs

## IV. UNMET NEEDS AND GAPS 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 2007-2008 Coordinated Public Transit Human Services Transportation Plan, and agencies that applied for Section 5310 grants from INDOT since 2008. Documentation of outreach efforts included in this project to date and the level of participation from each organization is provided in the Appendix. The following paragraphs outline results from the local general public and stakeholder coordinated transportation meetings.

### GENERAL PUBLIC AND STAKEHOLDER MEETINGS

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

Date	April 9, 2013	June 6, 2013
Location	Miami County YMCA Peru, Indiana	Miami County YMCA Peru, Indiana
Time	9:00 AM to 11:00 AM	10:00 AM to 12:00 PM

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

- ◆ Indianapolis STAR Legal Ad
- ◆ Kokomo Herald
- ◆ Kokomo Perspective
- ◆ Kokomo Tribune
- ◆ Pharos-Tribune
- ◆ Peru Tribune
- ◆ Rochester Sentinel
- ◆ Tipton County Tribune
- ◆ Wabash Plain Dealer

During the first meeting, the facilitator presented highlights of historical coordinated transportation in the region and discussed the activities since from the 2007-2008 Coordinated

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

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

The following list provides the identified unmet transportation needs and gaps in services that were identified by meeting participants or during the public survey process. Coordinated transportation stakeholders will consider these unmet needs and gaps in service when developing transportation strategies and grant applications. Needs appeared consistently for each county.

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

- ◆ Medical transportation, especially for non-Medicaid eligible trips
- ◆ Employment transportation
- ◆ Out-of-County transportation (most counties transport within their county lines)
- ◆ Evening and weekend service
- ◆ Social and recreational service
- ◆ Access to shopping
- ◆ Additional funding for transportation
- ◆ Transportation for older adults, individuals with disabilities, children, and people with low incomes
- ◆ Escort services for frail individuals
- ◆ Additional door-to-door service
- ◆ Diversity training and translator services
- ◆ Additional vehicles that are wheelchair accessible
- ◆ Service for Howard County
- ◆ Additional transportation options for Veterans
- ◆ Improved community education regarding available transportation resources (and the gaps in service)
- ◆ Improved understanding/communication about eligibility requirements for providers

## **CHALLENGES TO COORDINATED TRANSPORTATION**

There are numerous challenges to the initial coordination of human service agency and public transportation in any community. Some of the unmet transportation needs identified in this chapter 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 the identified unmet needs remain top priority, 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.

This region has a significant number of public transportation providers each covering a single county. Human service agency transportation is also provided, but on a more regional level when compared to public transit. The history of transportation in the study area is largely one of individual agencies and organizations serving their own counties and/or clients (in the case of agencies). The actual process involved in sharing resources as well as the real benefits to doing so must be clearly defined for the local transportation providers in order to overcome the traditions of individual service areas.

Another challenge to the local transportation providers is the rural nature of each county. Low population densities of the service areas increases the challenges and barriers to sharing trips and coordinating services.

While there are challenges to implementing coordination among various transportation providers, services, and funding sources, it is important to note that transportation coordination and regional transportation is being successfully implemented 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 Fulton, Cass, Howard, Tipton, Miami, and Wabash Counties. Surveys were available on-line, at various non-profits, and public libraries.

The following survey summary includes the information gained from 279 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 279 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:

- Cass County: 63 Surveys
- Fulton County: 50 Surveys
- Howard County: 0 Surveys
- Miami County: 10 Surveys
- Tipton County: 0 Surveys
- Wabash County: 156 Surveys

Results from the individual counties are provided in the following paragraphs and tables.

**Time of Day When Transportation is Needed**

Respondents were asked what time of day they need transportation on a regular basis. Responses to multiple categories were accepted, therefore the total results equal more than 100 percent. Results indicate that the unmet need is more common between 5:00 AM and 8:30 AM for all counties. The need for transportation between 8:30 AM and 5:00 PM is also frequent in all counties. The need for transportation after 8:00 PM was most commonly cited in Cass County.

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

What time do you need transportation on a regular basis?				
County	5:00 AM-8:30 AM	8:30 AM - 5:00 PM	5:00 PM- 8:00 PM	8:00 PM-10:00 PM
Cass	19.0%	12.0%	8.0%	18.0%
Fulton	2.4%	9.8%	2.4%	7.3%
Howard	0.0%	0.0%	0.0%	0.0%
Miami	22.2%	22.2%	0.0%	0.0%
Tipton	0.0%	0.0%	0.0%	0.0%
Wabash	11.3%	8.8%	3.8%	5.0%

**Common Trip Purposes**

The most common trip purposes for which transportation is needed on a regular basis varied by county, with the exception of medical transportation, which was the top rated purpose in all counties. In Cass County, survey respondents also commonly needed transportation for visiting family and friends or shopping. In Fulton County, shopping was indicated as a need by nearly 60 percent of survey respondents. In Miami and Wabash Counties, shopping was the second highest purpose for which people need transportation on a regular basis.

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

What are the trip purposes for which you need transportation on a regular basis?							
County	Training/Education	Kids to Childcare/School	Shopping	Doctors/Dentist/Other Medical	Visiting Family/Friends	Recreational Activities	Weekend & Holiday Travel
Cass	18.0%	6.0%	59.0%	63.0%	45.0%	30.0%	28.0%
Fulton	7.3%	2.4%	58.5%	73.2%	22.0%	14.6%	7.3%
Howard	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Miami	0.0%	0.0%	33.3%	66.7%	0.0%	22.2%	22.2%
Tipton	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Wabash	12.5%	17.5%	48.8%	63.8%	31.3%	23.8%	21.3%

**Geographic Access to Transportation**

Survey respondents were asked if their transportation options are limited because of where they live. In Cass, Fulton, and Miami Counties, 20 to 24 percent of survey respondents indicated that their transportation options are limited because of where they live. In Wabash County, less than 10 percent indicated that their transportation options are limited.

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

Is your transportation limited because of where you live?	
County	Yes
Cass	24.0%
Fulton	21.4%
Howard	0.0%
Miami	20.0%
Tipton	0.0%
Wabash	9.3%

**Mode of Transportation**

Survey respondents were asked how they usually get places. In Cass, Fulton, and Miami Counties the most common response was “personal car/vehicle.” Family and friends or public transportation ranked second or third in all participating counties.

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

How do you usually get places?								
County	Personal car/Vehicle	Bicycle/Walk	Family/Friends	Vanpool/Carpool	Public Transportation	Agency/Senior Center	Taxi	Other
Cass	45.0%	23.0%	26.0%	5.0%	44.0%	19.0%	5.0%	7.0%
Fulton	25.0%	20.8%	43.8%	0.0%	41.7%	6.3%	0.0%	6.3%
Howard	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Miami	30.0%	20.0%	60.0%	0.0%	30.0%	10.0%	10.0%	20.0%
Tipton	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Wabash	61.4%	11.8%	29.4%	2.0%	21.6%	13.1%	0.0%	5.2%

**Ratings for Passenger or Public Transportation**

Survey respondents were asked to rate how accurately the following statement applies to them: “I have a car, but I would use/continue to use public transportation to do the following, if available.” The ratings were on a scale of 1 to 4 with “1” being the highest rating. In all participating counties, the ratings were moderately favorable to using public transportation to get to work. Overall, Cass County had the most favorable ratings toward using public transportation. Miami County had the least favorable ratings toward using public transportation, compared to Cass, Fulton, and Wabash Counties.

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

I have a car, but I would use/continue to use public transportation to do the following, if available:				
County	Get to work.	Get to medical appointments.	Get to shopping, social events, entertainment.	Get to service provider appointments.
Cass	1.7	1.5	1.5	1.5
Fulton	2.2	1.9	2.1	2.1
Howard	0.0	0.0	0.0	0.0
Miami	3.0	2.5	2.3	2.8
Tipton	0.0	0.0	0.0	0.0
Wabash	2.2	2.1	2.0	2.1

Survey respondents were asked to rate their current transportation on a scale of 1 to 4, with 1 being the highest/strongest rating. The following exhibit illustrates the distribution of responses by topic and county. In all participating counties, survey respondents indicated that their current transportation does a good job of getting them where they need to go and is equipped to accommodate disability or accessibility needs.

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

County	The transportation I use:						
	Does a good job of getting me where I need to go.	Makes me wish there was something better.	Limits where I can work.	Is difficult for me to afford.	Makes it easy to do errands.	Is difficult for me to board.	Is not equipped to accommodate my disability accessibility needs.
Cass	1.4	2.8	2.8	3.0	1.6	3.1	3.0
Fulton	1.2	3.2	3.0	3.0	1.5	3.4	3.5
Howard	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Miami	1.0	3.0	3.0	3.3	2.0	3.8	3.0
Tipton	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wabash	1.3	2.5	3.0	2.8	1.6	3.1	2.9

Survey respondents were asked what characteristic of public transportation service would encourage them to use it regularly. Rating of “1” is the highest possible score, rating of “4” is the lowest. Common categories that received a high rating were knowing what service was available and feeling safe on the vehicle or waiting for the bus to arrive. Survey responses from Miami County, however, indicate that reasons for not using public transportation on a regular basis are tied to feeling that the bus arrival time is not reliable or feeling unsafe at the bus stop or on the vehicle.

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

County	I would use public buses regularly if:								
	I knew what was available.	There were bus routes where I lived.	Wait time for pick-up was shorter.	Bus arrival time was more reliable.	It was easier for me to schedule.	I felt safe.	Someone taught me to use the bus.	Buses were easier to board.	Language was not a problem.
Cass	1.9	1.8	1.8	2.0	1.9	1.9	2.3	2.1	2.1
Fulton	1.8	1.9	2.2	2.4	2.5	1.8	2.3	2.3	2.1
Howard	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Miami	3.0	3.0	2.3	2.0	2.7	2.3	3.0	2.5	4.0
Tipton	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wabash	1.6	1.8	2.1	1.9	1.9	1.9	2.3	2.2	2.2

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

The following exhibit outlines the age and gender demographics of individuals who participated in the public survey. While the survey was available at public libraries, individuals under age 19 were not strongly represented in the survey results. Demographic data was not provided from respondents in Howard or Tipton Counties.

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

County	Demographics - Age					Gender	
	Under 19	20-34	35-54	55-64	65 and Over	Male	Female
Cass	0.0%	8.0%	12.0%	30.0%	51.0%	36.0%	63.8%
Fulton	4.3%	15.2%	13.0%	21.7%	45.7%	46.7%	53.3%
Howard	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Miami	0.0%	20.0%	20.0%	10.0%	50.0%	30.0%	70.0%
Tipton	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Wabash	2.0%	12.0%	32.0%	18.7%	35.3%	24.4%	75.6%

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

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

County	Total Annual Household Income				
	\$0-9,999	\$10,000- \$19,999	\$20,000- \$29,999	\$30,000- \$44,999	\$45,000
Cass	24.5%	30.2%	22.6%	13.2%	9.4%
Fulton	37.1%	48.6%	2.9%	2.9%	8.6%
Howard	0.0%	0.0%	0.0%	0.0%	0.0%
Miami	60.0%	20.0%	0.0%	20.0%	0.0%
Tipton	0.0%	0.0%	0.0%	0.0%	0.0%
Wabash	24.6%	16.9%	24.6%	16.9%	16.9%

Survey respondents were asked a few questions to describe their proficiency with the English Language. No responses were received from Howard or Tipton Counties. In all other cases, nearly 100 percent of survey respondents indicated that English is their first language. A small

percentage of the survey respondents from Cass and Wabash Counties indicated a need for transportation information to be translated into a language other than English.

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

	Is English Your First Language?	Do You Need Access to Transportation Information in a Language Other than English?
County	Yes	Yes
Cass	95.0%	5.5%
Fulton	100.0%	0.0%
Howard	0.0%	0.0%
Miami	100.0%	0.0%
Tipton	0.0%	0.0%
Wabash	96.6%	1.4%

# Implementation

## V. IMPLEMENTATION PLAN

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The second coordinated public and stakeholder meeting was well attended with representation from human service organizations, and general public. The group was provided with results of the community and agency surveys and a list of potential coordinated transportation goals and strategies that were created based on input from surveys, interviews, and input during the previous local meeting.

The study area has five public transit providers serving five counties, including Kokomo/Howard County public transit. Tipton County has human service agency transportation but does not have public transportation.

### **Goal #1: Build upon the communication network of public transportation providers, non-profit agencies, faith-based organizations, and for-profit companies.**

The purpose of Goal #1 is to continue enhancing coordinated transportation services to address unmet needs and reduce duplication of transportation services in each county.

### **Goal #2: Enhance the education of the general public and local officials regarding transportation.**

Local stakeholders are focused on preparing materials and providing outreach opportunities throughout each county so that more people are aware of the availability and benefits of public and coordinated human service agency transportation.

### **Goal #3: Provide transportation at a capacity and safety level that meets demand from older adults and individuals with disabilities.**

Transportation providers recognize the increasing travel demand from older adults and individuals with disabilities. Strategies developed under Goal #3 will focus on meeting demand for transportation and mobility and maintaining vehicle fleets to appropriate passenger and driver safety and comfort levels.

### **Goal #4: Increase service availability.**

Goal #4 focuses on strategies that will result in additional availability for trips that cross county lines, early morning trips, extended evening services, and weekend transportation.

### **Goal #5: Increase funding for transportation.**

Local stakeholders understand that in order to accomplish other goals, they must increase funding levels and diversify funding streams to sustain and support expansion of coordinated transportation service.

**Goal #6: Improve accessibility to community resources for individuals with disabilities.**

Goal #6 stretches beyond the traditional transportation strategies and focuses on the need to improve curb cuts and the availability/condition of well-maintained spaces for wheelchair accessible vehicles.

**Goal #7: Create a regional information and referral system for use by human service agency clients and the general public.**

The regional information and referral system would become a resource for information about schedules, service hours, fares, passenger eligibility, and reservation procedures.

**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 will be implemented upon the available resources during the implementation time period.

**Goal #1: Build upon the communication network of public transportation providers, non-profit agencies, faith-based organizations, and for-profit companies.**

**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, faith-based organizations, human service agencies, medical facilities, non-profits, for-profit agencies, and major employers that serve older adults, people with disabilities, and individuals with low incomes.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash 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:** Miami County YMCA and all other current Section 5311 or 5310 grant recipients in the region 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:** Enhance the Regional Transportation Advisory Committee (TAC) to allow each transportation provider to fully understand services available by all other transportation providers (public, private, profit, and non-profit). Each participating organization will enter into a Memorandum of Understanding (MOU) that states their role in the TAC and the overall coordinated transportation effort.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties.

<u>Implementation Time Frame:</u> Near-Term (1-12 months)	<u>Staffing Implications:</u> No additional staff required.
<u>Implementation Budget:</u> Minimal expense for travel. No additional costs for staff time to attend meetings.	
<u>Potential Grant Funding Sources:</u> NA	

**Responsible Parties:** Public transportation providers and human service agencies from each county will participate in the Regional TAC and sign MOUs. The MOUs should be developed by a lead agency (i.e., Miami County YMCA). The lead agency in development of the MOUs is not required to commit to being the lead agency for all TAC meetings. However, one organization

must step forward to initiate the effort. Each MOU will be similar but written specific to the negotiated points of the partnering agency.

**Performance Measures:**

- ◆ Evidence of RTAC creation.
- ◆ Number of agencies on membership list.
- ◆ RTAC accomplishments.

**Strategy 1.3:** Establish working committees within the Regional TAC (see strategy 1.2). Each committee will be structured to focus on one aspect of coordinated transportation and/or one goal related to this Plan. Assignment to the working committees should be designated in the MOU.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties.

<u>Implementation Time Frame:</u> Near-Term (1-12 months)	<u>Staffing Implications:</u> No additional staff required.
<u>Implementation Budget:</u> Minimal expense for travel. No additional costs for staff time to attend meetings.	
<u>Potential Grant Funding Sources:</u> NA	

**Responsible Parties:** Similar to Strategy 1.2, agencies must step forward to initiate the process and to lead, as appropriate, the working committees. Leadership and responsibilities can be established with MOUs and include “term limits,” if necessary.

**Performance Measures:**

- ◆ Evidence of MOUs that assign responsibilities and membership to working committees.
- ◆ Number of goals achieved by the working committees.
- ◆ Number of coordinated trips provided by partnering organizations.

**Goal #2: Enhance the education of the general public and local officials regarding transportation.**

**Strategy 2.1:** Increase outreach efforts to identify available transportation services.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required.
<u>Implementation Budget:</u> No additional costs but existing staff will need to incorporate the responsibility into current job duties.	
<u>Potential Grant Funding Sources:</u> NA	

**Responsible Parties:** All members of the Regional TAC will focus on improving their inventory of available resources so that they can make appropriate referrals and coordination efforts. This Coordinated Transportation Plan Update is an initial starting point. However, there may be faith-based organizations and other operators who did not participate in the planning effort but who would be strong partners in a coordinated effort.

**Performance Measures:**

- ◆ Number of transportation providers identified in the inventory that were previously unknown.
- ◆ Number of new coordinated transportation agreements.
- ◆ Number of coordinated trips provided/referrals made to other agencies.
- ◆ Updated needs assessment to see if transportation gaps and unmet needs have been reduced through a more complete inventory of resources and information-sharing process.

**Strategy 2.2:** Conduct presentations on public and coordinated transportation at meetings for local elected officials. Develop a PowerPoint presentation to be used that includes ridership figures, trip purposes, service description and testimonials/comments from riders. Improving awareness of transportation needs is a great way to gather support which could in-turn lead to additional funding opportunities or resources.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required.
<u>Implementation Budget:</u> No additional funding needed, but staff time will be required to create the presentation(s) and attend local meetings.	
<u>Potential Grant Funding Sources:</u> NA	

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

**Performance Measures:**

- ◆ Number of presentations made to local elected officials.
- ◆ Increased level of awareness and support for transportation from local elected officials.

**Strategy 2.3:** Develop a brochure and website that contain information about transportation resources in each county. The website will include links to each provider and human service agency or faith-based organization website that has transportation resources.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties.

Implementation Time Frame:

Mid-Term (13-24 months)

Staffing Implications:

No additional staff required.

Implementation Budget:

Expenses associated with printing the brochure or developing and maintaining the website could range from \$500 to \$1,500.

Potential Grant Funding Sources:

Mobility management activities are eligible for funding under Job Access and Reverse Commute (JARC) activities within the Section 5311 (rural) grant programs.

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

**Performance Measures:**

- ◆ Brochure and website are prepared.
- ◆ Number of brochures distributed.
- ◆ Number of hits on the website.
- ◆ Number of new passengers.
- ◆ New gaps in service are identified and addressed through input from potential customers.

**Goal #3: Provide transportation at a capacity and safety level that meets demand from older adults and individuals with disabilities.**

**Strategy 3.1:** Develop a vehicle replacement and expansion schedule for each public and human service transportation in the study area. Transportation providers that share a common service area should consider a combined vehicle expansion schedule to reduce duplication of resources.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties.

<u>Implementation Time Frame:</u> Near-Term (1-12 months)	<u>Staffing Implications:</u> No additional staff required.
<u>Implementation Budget:</u> No additional budget to develop the schedule	
<u>Potential Grant Funding Sources:</u> N/A	

**Responsible Parties:** Public transportation providers and human service agencies from each county will develop the schedules and share with one another.

**Performance Measures:**

- ◆ Reduced duplication of resources and maximized use of local matching funds to purchase vehicles in each county (because agencies can stagger purchase of expansion vehicles and share the local funds).
- ◆ Improved customer service and safety because vehicles are in better working condition.
- ◆ Reduced maintenance costs because vehicles can be replaced at appropriate times.
- ◆ Diversify availability of local matching funds for transportation providers by coordinating vehicle purchases across multiple agencies for multiple years.

**Strategy 3.2:** Utilize a coordinated approach to local and national grant and funding opportunities. In a coordinated approach, agencies will not be duplicating the purpose for which grant funds are requested because they will work together to apply the available funding across a variety of programs and services.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required.
<u>Implementation Budget:</u> No additional budget required. However, the strategy could lead to additional local funding for participating agencies.	
<u>Potential Grant Funding Sources:</u> Local and National foundations, programs, and partners	

**Responsible Parties:** Public transportation providers and human service agencies from each county will develop the schedules and share with one another.

**Performance Measures:**

- ◆ Reduced duplication of resources and maximized use of local matching funds for transportation operations and/or capital.
- ◆ Improved customer service.
- ◆ Improved utilization of local dollars leads to additional local funding.
- ◆ Diversify availability of local matching funds for transportation providers by coordinating vehicle purchases across multiple agencies for multiple years.

**Strategy 3.3:** Evaluate the feasibility of vehicle sharing among area providers as schedules permit to increase transportation options and save on capital costs.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties.

<u>Implementation Time Frame:</u> Near-Term (1-12 months)	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> Price of vehicles and equipment.	
<u>Potential Grant Funding Sources:</u> Section 5311 (rural) for public transportation providers; Section 5310 for human service agencies and public transportation providers (Local match required). Local match may be derived from any non-U.S. DOT Federal funding program, foundations, local government, non-profits, businesses, contracts, and other local resources.	

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

**Performance Measures:**

- ◆ Number of vehicle sharing arrangements.
- ◆ Amount of increased ridership/trips.
- ◆ Savings per agency (capital costs).

**Strategy 3.4:** Obtain vehicles that are as fuel-efficient as possible, to address cost and environmental impact concerns.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties.

Implementation Time Frame: Ongoing  
Staffing Implications: None

Implementation Budget:  
Cost of purchased fuel.

Potential Grant Funding Sources: Section 5311 and Section 5310, or local agency budgets. A 20% local match is required for capital dollars under the Section 5310 or 5311 Programs. Local match may be derived from any non-U.S. DOT Federal funding program, foundations, local government, non-profits, businesses, contracts, and other local resources.

**Responsible Parties:** Public transportation providers.

**Performance Measures:**

- ◆ Fuel-efficient vehicles discussed with INDOT.
- ◆ Number of fuel-efficient vehicles purchased in each county.
- ◆ Amount of reduced fuel costs realized.

**Goal #4: Increase service availability to include additional out-of-county service, early mornings, extended evenings, and weekends.**

**Strategy 4.1:** Evaluate the need to implement an affordable on-demand, Vanpool, or Taxi Voucher Program (where taxi service exists) in each County for individuals with low incomes who need to stop at childcare facilities in transit to/from employment.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties.

Implementation Time Frame: Long-Term (2 to 4 Years)  
Staffing Implications: None

Implementation Budget:  
Cost of purchased fuel.

Potential Grant Funding Sources: Section 5311 and Section 5310, or local agency budgets. A 20% local match is required for capital dollars under the Section 5310 or 5311 Programs. Local match may be derived from any non-U.S. DOT Federal funding program, foundations, local government, non-profits, businesses, contracts, and other local resources.

**Responsible Parties:** Public transportation providers.

**Performance Measures:**

- ◆ On-demand transportation resources are evaluated and identified.
- ◆ Applications for funding to support operations of on-demand service are submitted and local match is secured.
- ◆ Number of on-demand passenger trips provided.
- ◆ Customer satisfaction.

**Strategy 4.2:** Evaluate coordination and connection of services throughout the provider network. Use evaluation results to plan for improvements to reduce gaps in services. This level of evaluation goes beyond the scope of the coordinated transportation plan and involves a thorough review of the daily schedules and trip denials (or trip requests outside of the service area) of each transportation provider.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties.

<p><u>Implementation Time Frame:</u> Long-Term (2 to 4 Years)</p>	<p><u>Staffing Implications:</u> Dedicated time from existing staff at each transportation provider agency and a lead individual to coordinate the information into a report.</p>
<p><u>Implementation Budget:</u> Utilize existing budgets and staff.</p>	
<p><u>Potential Grant Funding Sources:</u> Section 5311 Programs, or human service agency budgets (depending upon the program that is participating).</p>	

**Responsible Parties:** Public and human service agency transportation providers, and any private transportation providers who are identified.

**Performance Measures:**

- ◆ Assessment of existing connections (or potential connections) between agencies for transfer points.
- ◆ Opportunities for individual trip sharing/connections/transfers are evaluated by the providers.
- ◆ Number of trip connections implemented per year.

**Strategy 4.3:** Solicit sponsors, especially in Howard County, to allow for expansion of service and extended service hours for public transportation.

**Counties Included:** Howard County

Implementation Time Frame:  
Long-Term (2 to 4 Years)

Staffing Implications:  
Dedicated time from existing staff at each transportation provider agency and a lead individual to seek sponsors/funders.

Implementation Budget:  
Utilize existing budgets and staff. If additional sponsors are identified, the operating budget would increase proportionate to additional revenue.

Potential Grant Funding Sources: Section 5311 Program.

**Responsible Parties:** Howard County human service agencies, faith-based organizations, and other for-profit or non-profit organizations representing individuals who need transportation.

**Performance Measures:**

- ◆ An effort to identify funding is identified.
- ◆ Additional funding sources are secured.
- ◆ A plan is developed to expand transportation services.
- ◆ Additional transportation services are implemented.
- ◆ Number of rides/trips provided in the new service area.

**Strategy 4.4:** Transportation providers should consider the utilization of volunteers to extend services, decrease costs and meet their respective staffing needs. Note that umbrella insurance is available to address liability concerns.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties

Implementation Time Frame:  
Near-Term (1-12 months)

Staffing Implications:  
NA

Implementation Budget:  
Cost of insurance.

Potential Grant Funding Sources: Section 5311 for public transportation providers (50% local match required). Local match may be derived from any non-U.S. DOT Federal funding program, state and local programs, or businesses.

**Responsible Parties:** Public transportation providers.

**Performance Measures:**

- ◆ Increase in number of volunteers used.
- ◆ Amount of funds saved.

**Goal #5: Increase funding streams for coordinated transportation service.**

**Strategy 5.1:** Develop collaborative grant applications to INDOT and non-Department of Transportation funding agencies.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties

<u>Implementation Time Frame:</u> Near-Term (1-12 months)	<u>Staffing Implications:</u> Additional staff time to coordinate the application process
<u>Implementation Budget:</u> No costs to implement. Additional revenue from coordinated applications is likely.	
<u>Potential Grant Funding Sources:</u> N/A	

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

**Performance Measures:**

- ◆ Number of collaborative grant opportunities identified and pursued.
- ◆ Number of collaborative grants awarded.
- ◆ Service improvements that resulted from collaborative efforts.

**Strategy 5.2:** Provide on-going, regional community education and awareness activities about unmet transportation needs, gaps in services, and challenges of providing transportation.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> Additional staff time to promote awareness.
<u>Implementation Budget:</u> No costs to implement.	
<u>Potential Grant Funding Sources:</u> N/A	

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

**Performance Measures:**

- ◆ Number of times the topic of transportation challenges appears on local meeting agendas.
- ◆ Additional funding received from local and regional contributions.
- ◆ Increase in the number of supporters of transportation services.

**Strategy 5.3:** Seek funding from non-traditional and national funding programs and resources.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> Additional staff time to find funding opportunities.
<u>Implementation Budget:</u> No costs to implement.	
<u>Potential Grant Funding Sources:</u> N/A	

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

**Performance Measures:**

- ◆ Number of new funding resources identified and solicited.
- ◆ Additional funding for transportation is secured.
- ◆ Transportation services are expanded to match the additional revenue.

**Goal #6: Improve accessibility in the community by increasing curb cuts and accessible, well-maintained spaces for wheelchair accessible vehicles.**

**Strategy 6.1:** Educate local community leaders about inadequacies and the importance of improving accessibility. Utilize demographic data as well as testimonials from local residents.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> Additional staff time to develop materials and educate officials.
<u>Implementation Budget:</u> No costs to implement.	
<u>Potential Grant Funding Sources:</u> N/A	

**Responsible Parties:** Delegate responsibilities to agencies and advocacy groups that represent individuals with disabilities.

**Performance Measures:**

- ◆ Educational and informative materials are created and distributed to planning officials.
- ◆ Number of deficiencies identified.

**Strategy 6.2:** Work with local leaders and assist with development of an accessibility improvement plan.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> Additional staff time to develop materials and educate officials.
<u>Implementation Budget:</u> No costs to implement.	
<u>Potential Grant Funding Sources:</u> N/A	

**Responsible Parties:** Local agencies and advocacy groups that represent individuals with disabilities will work with local leaders and planning departments.

**Performance Measures:**

- ◆ Number of improved curb cuts.
- ◆ Public survey results indicating improved accessibility throughout the community.

**Goal #7: Create a regional information and referral system for use by human service agency clients and the general public. The system would provide information and schedules, service hours, fares, passenger eligibility, and reservation procedures.**

**Strategy 7.1:** Designate an entity with the responsibility of housing and operating an information and referral system for the region.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties

<u>Implementation Time Frame:</u> Near-Term (1-12 months)	<u>Staffing Implications:</u> Additional staff time of the designated agency to develop and implement the program.
<u>Implementation Budget:</u> No costs to designate an entity with responsibility. Costs associated with implementation would vary depending upon the structure.	
<u>Potential Grant Funding Sources:</u> N/A	

**Responsible Parties:** An organization with a regional mission or a public transportation provider is preferred.

**Performance Measures:**

- ◆ Lead organization is identified.
- ◆ Structure is designed for implementation.

**Strategy 7.2:** Establish one toll-free telephone number for the regional information and referral center.

**Counties Included:** Cass, Fulton, Howard, Tipton, Miami, and Wabash Counties

<u>Implementation Time Frame:</u> Near-Term (1-12 months)	<u>Staffing Implications:</u> Additional staff may be needed to answer the toll-free line, depending upon the projected volume of calls.
<u>Implementation Budget:</u> Implementation costs depend upon the structure of the center. Primary costs are staff time (labor) and the cost/plan for the toll free telephone line.	
<u>Potential Grant Funding Sources:</u> Section 5311 Program funding could be applied in combination with a 50% local match. Local match may be derived from a combination of partners, and any non-U.S. DOT Federal program.	

**Responsible Parties:** Lead agency as identified in Strategy 7.1.

**Performance Measures:**

- ◆ Call center is implemented and advertised to the public.
- ◆ Number of customers served through the center.
- ◆ Number of passenger trips provided by each participating operator increases while cost of operating service is sustained at or about the pre-call center level.

# Conditions

## VI. POTENTIAL GRANT APPLICATIONS

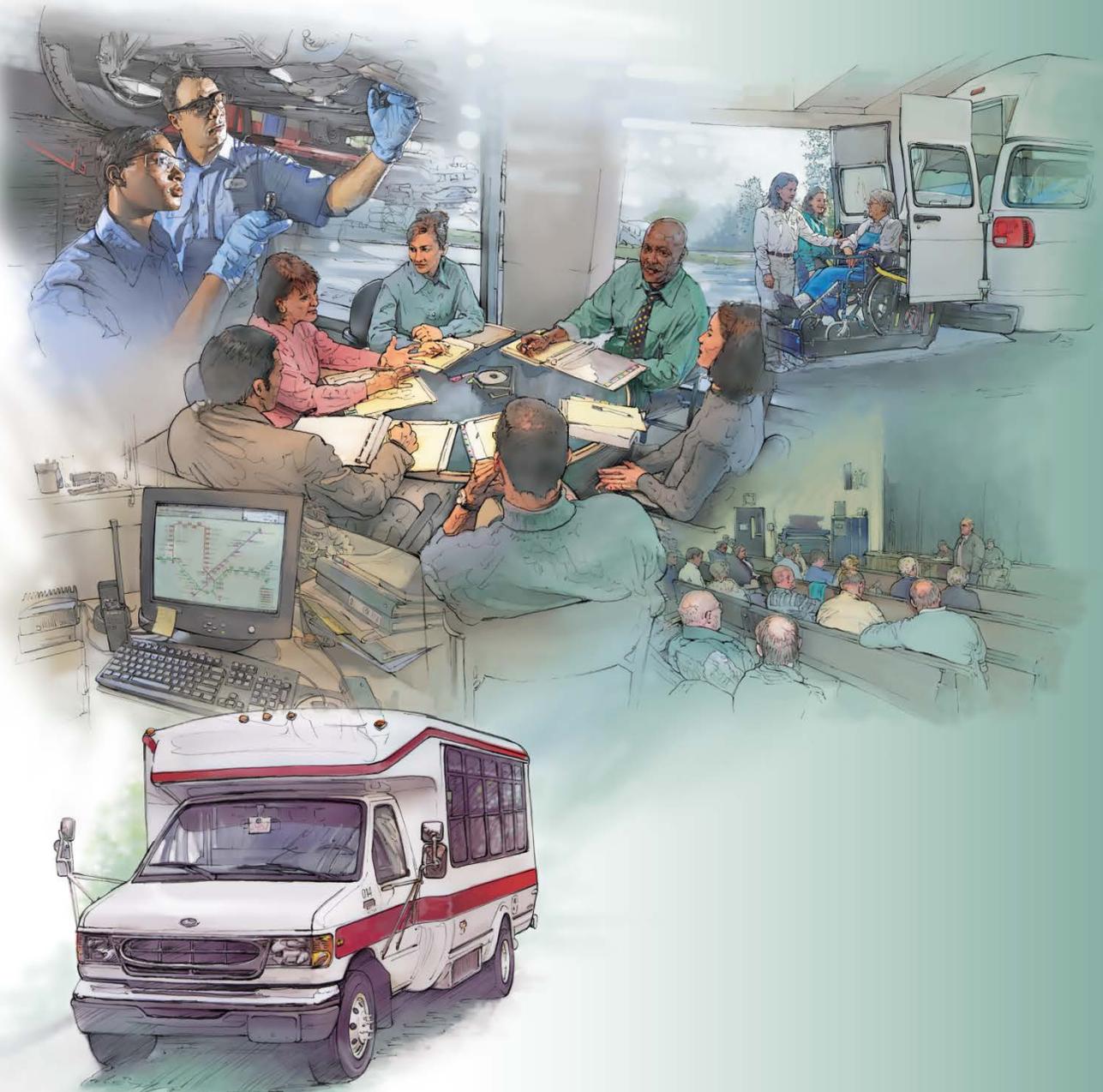
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All Section 5310 grant funds will be available through a competitive process. Please also note that each grant application for Section 5310 and Section 5311 will be considered individually to determine if the proposed activities to be supported by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

The implementation timeframe for each strategy ranges from the date of this report through 2017. It is noted that a coordinated transportation working group (such as a regional coordination committee) 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 9 Check Sheet.....	A-1
Newspaper Announcements	
Meeting 1: 04/9/13 .....	A-3
Meeting 2: 06/6/13 .....	A-5
INDOT Region 9 Mailing List.....	A-6
Meeting Invitations	
Meeting 1.....	A-9
Meeting 2.....	A-11
Presentations	
Meeting 1.....	A-13
Meeting 2.....	A-19
Sign In Sheets .....	A-30
Public Survey Posting .....	A-34
Public Survey Instrument .....	A-35

## INDOT REGION 9 CHECK SHEET

### Focus Group

#### *Stakeholder and General Public Meetings*

Date: Meeting 1: 04/9/13 Meeting 2: 06/6/13

Location: Miami County YMCA, Peru, IN

#### *Invitations Distributed*

U.S. Mail: Meeting 1: 03/25/13 Meeting 2: 05/16/13

Email: 03/25/13 and 05/16/13

Web Posting:

Newspaper Notice: Indy Star, Kokomo Herald, Kokomo Perspective, Kokomo Tribune, Pharos-Tribune, Peru Tribune, Rochester Sentinel, Tipton County Tribune, Wabash Plain Dealer

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 (04/9/13); Meeting 2: 13 (06/6/13)

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: 279

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:

The Indiana Department of Transportation is conducting a regional coordinated public transit-human services transportation plan update meeting for Cass, Fulton, Howard, Miami, Tipton, and Wabash Counties. The public meeting will be held on **April 9, 2013 from 9:00 a.m. to 11:00 p.m.** at the **Miami County YMCA 34 E. 6<sup>th</sup> St., Peru, IN 46970**. The agenda includes the content of the current plan, unmet transportation needs, existing coordination efforts, and the process for developing an action plan for 2013-2017. **This public meeting will provide a unique opportunity for the public to share transit needs and vision for their community. Transportation providers, human service agencies, and other advocates will also want to attend to discuss this important topic.**

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

Please RSVP by April 7, 2013 to Megan Lawson, Indiana Rural Transit Assistance Program at 800-709-9981 or [mlawson@indianartap.com](mailto:mlawson@indianartap.com).

The Miami County YMCA is an accessible facility. If you require any additional assistance, please contact Megan Lawson, at 800-709-9981 or [mlawson@indianartap.com](mailto:mlawson@indianartap.com).

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



## NEWSPAPER ANNOUNCEMENT MEETING 2

The Indiana Department of Transportation is conducting a regional coordinated public transit-human services transportation plan update meeting for Cass, Fulton, Howard, Miami, Tipton, and Wabash Counties. The public meeting will be held on **June 6, 2013 from 10:00 a.m. to 12:00 p.m.** at the **Miami County YMCA 34 E. 6<sup>th</sup> St., Peru, IN 46970**. The agenda includes review of the meeting that took place on April 9<sup>th</sup> 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 June 5, 2013 to Megan Lawson, Indiana Rural Transit Assistance Program at 812-372-3794 or [mlawson@indianartap.com](mailto:mlawson@indianartap.com).

The Miami County YMCA is an accessible facility. If you require any additional assistance, please contact Megan Lawson, at 800-709-9981 or [mlawson@indianartap.com](mailto:mlawson@indianartap.com).

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

Organization	Contact Person	Address Line 1	Address Line 2	City	State	Zipcode
ARC of Wabash County, Inc.	Linda Johnson	595 S Miami Street		Wabash	IN	46992
AREA 5 Agency on Aging & Community Services, Inc.	Michael Meagher, Executive Director	1801 Smith Street		Logansport	IN	46947
B & E Cabs		417 E Taylor		Kokomo	IN	47901
Bona Vista-Disabled Workplace		105 S Benton		Peru	IN	46970
Carey Services		101 Colerain St.		Wabash	IN	46992
Caring Hands-Nursing Home		1850 Matador		Peru	IN	46970
Cass	Pioneer Regional School Corp	413 S Chicago St-PO Box 577		Royal Center	IN	46978
Cass	Southeastern School Corp	6422 E SR 218		Walton	IN	46994
Cass	Logansport Community Sch Corp	2829 George St		Logansport	IN	46947
Cass Area Transit	Sue Hoehler	115 South 6th Street		Logansport	IN	46947
Cass Co. DCS Office	Brian Brown	300 East Broadway Street	Suite 502	Logansport	IN	46947
Cass County	Auditor-Van Ide	Government Building	200 Court Park, Room 105	Logansport	IN	46947
Cass County	Commissioner-Ralph Anderson	Government Building	200 Court Park	Logansport	IN	46947
Cass County	Commissioner- James Sailors	Government Building	200 Court Park	Logansport	IN	46947
Cass County	Commissioner-David Arnold	Government Building	200 Court Park	Logansport	IN	46947
Cass County	Council-Stacy Donato	Government Building	200 Court Park, Room 200	Logansport	IN	46947
Cass County	Council-Bruce Ide	Government Building	200 Court Park, Room 200	Logansport	IN	46947
Cass County	Council-Thomas Keplar	Government Building	200 Court Park, Room 200	Logansport	IN	46947
Cass County	Council-Dan Kitchel	Government Building	200 Court Park, Room 200	Galveston	IN	46932
Cass County	Council-Don Shelhart	Government Building	200 Court Park, Room 200	Logansport	IN	46947
Cass County	Council-Steve Sims	Government Building	200 Court Park, Room 200	Logansport	IN	46947
Cass County	Highway Department	1251 N. State Road 17		Logansport	IN	46947
Cass County	Surveyor-Jenny Clark	Government Building	200 Court Park, Room 306	Logansport	IN	46947
Cass County Council on Aging, Inc.	Beau Beard	115 South 6th Street		Logansport	IN	46947
City of Peru	Honorable Mayor Jim Walker	35 South Broadway		Peru	IN	46970
City of Wabash	Mayor Robert Vanlandingham	202 South Wabash		Wabash	IN	46992
First City Rider	Earlene Cooper, Transit Manager	209 S Union St		Kokomo	IN	46901
Four County Counseling Center	C.J. Davis	1015 Michigan Avenue		Logansport	IN	46947
Four County Counseling Center	Kim Hazlett	1015 Michigan Avenue		Logansport	IN	46947
Fulton	Rochester Community Sch Corp	690 Zebra Ln Box 108		Rochester	IN	46975
Fulton	Caston School Corporation	Box 8		Fulton	IN	46931
Fulton County	Auditor-Judith Reed	125 E. 9th Street	Suite 108	Rochester	IN	46975
Fulton County	Commissioner-Mark Rodriguez	125 E. 9th Street		Rochester	IN	46975
Fulton County	Commissioner-Roger Rose	125 E. 9th Street		Rochester	IN	46975
Fulton County	Commissioner-Sherry Fulton	125 E. 9th Street		Rochester	IN	46975
Fulton County	Council-Sonja Easterday	125 E. 9th Street		Rochester	IN	46975
Fulton County	Council-Earl Gaerte	125 E. 9th Street		Rochester	IN	46975
Fulton County	Council-David J. Helt	125 E. 9th Street		Rochester	IN	46975
Fulton County	Council-Christopher Sailors	125 E. 9th Street		Rochester	IN	46975
Fulton County	Council-Gary Sriver	125 E. 9th Street		Rochester	IN	46975
Fulton County	Council-James Widman	125 E. 9th Street		Rochester	IN	46975
Fulton County	Council-Kathy Siders	125 E. 9th Street		Rochester	IN	46975
Fulton County	Highway Clerk- Linda Garner	125 E. 9th Street		Rochester	IN	46975
Fulton County	Highway Supervisor-Rick Ranstead	1037 S. State Road 25		Rochester	IN	46975
Fulton County	Highway Supervisor-Mike Clark	1037 S. State Road 25		Rochester	IN	46975
Fulton County	Surveyor-Donald Towne	125 E. 9th Street		Rochester	IN	46975
Fulton County Council on Aging/Transpo	Mindy Martynowicz	625 Pontiac St.		Rochester	IN	46975
Hilltop Taxi		518 Green Road		Madison	IN	47250
Howard	Taylor Community School Corp	3750 E CR 300 S		Kokomo	IN	46902
Howard	Northwestern School Corp	3075 N Washington St		Kokomo	IN	46901
Howard	Eastern Howard School Corp	221 W Main Suite One		Greentown	IN	46936
Howard	Western School Corp	2600 S 600 W		Russiaville	IN	46979

Organization	Contact Person	Address Line 1	Address Line 2	City	State	Zipcode
Howard	Kokomo-Center Twp Con Sch Corp	PO Box 2188		Kokomo	IN	46904
Howard Co. DCS Office	Marilyn Robinson	217 E. Southway Blvd	Suite 202	Kokomo	IN	46902
Howard Community Hospital-Psychiatric Services		3500 S LaFountain St.		Kokomo	IN	46904
Howard County	Auditor-Martha Lake	222 North Main Street	Room 222	Kokomo	IN	46901
Howard County	Commissioner-Bradley Bray	220 North Main Street		Kokomo	IN	46901
Howard County	Commissioner-Tyler Moore	220 North Main Street		Kokomo	IN	46901
Howard County	Commissioner-Paul Wyman	220 North Main Street		Kokomo	IN	46901
Howard County	Council- Leslie W. Ellison	220 North Main Street		Kokomo	IN	46901
Howard County	Council- Richard H. Miller	220 North Main Street		Kokomo	IN	46901
Howard County	Council- Stanley Ortman	220 North Main Street		Kokomo	IN	46901
Howard County	Council - John Roberts	220 North Main Street		Kokomo	IN	46901
Howard County	Council -Joseph A. Pencek	220 North Main Street		Kokomo	IN	46901
Howard County	Council - Dwight V. Singer, Jr.	220 North Main Street		Kokomo	IN	46901
Howard County	Council - Jeffrey A. Stout	220 North Main Street		Kokomo	IN	46901
Howard County	Engineer-Ted L. Cain	625 S. Berkley Road		Kokomo	IN	46901
Howard County	Surveyor- Dave Duncan	232 North Main Street	Room 332	Kokomo	IN	46901
Human Services Inc.		1585 N Indianapolis road		Columbus	IN	47201
Imperial Royal Tours	James Calloway	2150 Sagamore Pkwy N		Lafayette	IN	47904
Imperial Royal Tours	Pat Calloway	2150 Sagamore Pkwy N		Lafayette	IN	47904
Indiana Migrant Head Start	Craig Taskey	900 South Purdum		Kokomo	IN	46901
Janus Developmental Services, Inc.	Elaine McGuire	1555 Westfield Rd.		Noblesville	IN	46060
Kokomo Senior Citizen Bus		100 South Union Street		Kokomo	IN	46901
Lafayette Limo, Inc.		2525 Klondike Rd.		West Lafayette	IN	47906
LifeMED EMS		P.O. Box 323		North Manchester	IN	46962
Miami	Maconaquah School Corp	7932 S Strawtown Pk		Bunker Hill	IN	46914
Miami	North Miami Community Schools	PO Box 218		Denver	IN	46926
Miami	Oak Hill United School Corp	1474 N 800 W 27 PO Box 550		Converse	IN	46919
Miami	Peru Community Schools	35 W 3rd St		Peru	IN	46970
Miami County	Auditor-Jane Lilley	25 N. Broadway Street		Peru	IN	46970
Miami County	Commissioner- Jerry Hamman	25 N Broadway Street		Peru	IN	46970
Miami County	Commissioner - Larry West	25 N Broadway Street		Peru	IN	46790
Miami County	Commissioner- Josh Francis	25 N. Broadway Street		Peru	IN	46970
Miami County	Council- Alan Hunt	25 N Broadway Street		Peru	IN	46970
Miami County	Council- Ralph Duckwall II	25 N Broadway Street		Peru	IN	46970
Miami County	Council- Jan Kendall	25 N Broadway Street		Peru	IN	46970
Miami County	Council- Shirley A. Mull	25 N Broadway Street		Peru	IN	46970
Miami County	Council- Richard Wiles	25 N Broadway Street		Peru	IN	46970
Miami County	Council- Stephen McAuliffe	25 N Broadway Street		Peru	IN	46970
Miami County	Council- John Donaldson	25 N Broadway Street		Peru	IN	46970
Miami County	Highway Supervisor- Sam Waltz	35 German Street		Peru	IN	46970
Miami County	Surveyor- Greg Wilkinson	25 N. Broadway Street		Peru	IN	46970
Miami County YMCA	Kathy Brehmer	34 E 6th St.		Peru	IN	46970
Miller's Merry Manor East	Summer Becker	1900 Alber St.		Wabash	IN	46992
Miller's Merry Manor West	Lindsay Hart	1720 North Alber St.		Wabash	IN	46992
Miller's Merry Manor-Nursing Home	Melody Edwards	317 W Blair Pike		Peru	IN	46970
OVO, Inc	Barbara Marion	421 Walnut Street		Madison	IN	42750
Pathfinder Service Inc	President- John Niederman	2824 Theater Ave	P.O. Box 1001	Huntington	IN	46750
Pathfinder Services	Lynn Thompson	2049 S. Wabash St.		Wabash	IN	46992
Peabody Retirement Community HCC	Stephen Zahn	400 West Seventh St.		North Manchester	IN	46962
Peak Community Services		1416 Woodlawn Ave.		Logansport	IN	46947
Rolling Meadows Health Care Center	Patricia Fox	604 Rennaker		LaFountaine	IN	46940
RSVP of Fulton County		625 Pontiac St.		Rochester	IN	46975

Organization	Contact Person	Address Line 1	Address Line 2	City	State	Zipcode
Tipton	Northern Com Sch Tipton Co	4774 N 200 W		Sharpsville	IN	46068
Tipton	Tipton Community School Corp	221 N Main St Suite A		Tipton	IN	46072
Tipton County	Auditor-Gregg Townsend	101 E. Jefferson Street		Tipton	IN	46072
Tipton County	Commissioner-Mike Cline	101 E. Jefferson Street		Tipton	IN	46072
Tipton County	Commissioner- Jane Harper	101 E. Jefferson Street		Tipton	IN	46072
Tipton County	Commissioner- Kenneth Ziegler	101 E. Jefferson Street		Tipton	IN	46072
Tipton County	Council-Madonna J. Alderson	101 E. Jefferson Street		Tipton	IN	46072
Tipton County	Council-Scott Friend	101 E. Jefferson Street		Tipton	IN	46072
Tipton County	Council- Suzanne Alexander	101 E. Jefferson Street		Tipton	IN	46072
Tipton County	Council Vickey R. McCorkle	101 E. Jefferson Street		Tipton	IN	46072
Tipton County	Council-Brad Nichols	101 E. Jefferson Street		Tipton	IN	46072
Tipton County	Council-Dennis Henderson	101 e. Jefferson Street		Tipton	IN	46072
Tipton County	Council-Beth Roach	101 E. Jefferson Street		Tipton	IN	46072
Tipton County	Director of Highways- Brett Morris	405 Market Rd.		Tipton	IN	46072
Tipton County	Highway Clerk-Sherry Crawford	405 Market Rd.		Tipton	IN	46072
Tipton County	Surveyor- Jason Henderson	101 E. Jefferson Street		Tipton	IN	46072
Tipton Co. DCS Office	Austin Hollabaugh	119 N. Main Street		Tipton	IN	46072
United Way of Adams County	President Susan Sefton	218 East Monroe Street		Decatur	IN	46733
United Way of Cass County	Joyce Mayhill	401 East Broadway		Logansport	IN	46947
United Way of Fulton County	Vicki Harrold	P.O. Box 583	722 Main Street	Rochester	IN	46975
United Way of Miami County	Debi Wallick, Executive Director	13 East Main Street		Peru	IN	46970
Vernon Manor Home for Children	Linda Tilley	1955 South Vernon St.		Wabash	IN	46992
Veterans Services Office	Jay A. Kendall	Courthouse - 25 N Broadway	Room 107	Peru	IN	46970
Wabash	Manchester Community Schools	107 S Buffalo		N Manchester	IN	46962
Wabash	M S D Wabash County Schools	204 N 300 W		Wabash	IN	46992
Wabash	Wabash City Schools	1101 Colerain St Box 744		Wabash	IN	46992
Wabash	Heartland Career Center	79 S 200 W		Wabash	IN	46992
Wabash Co. DCS Office	Margery Justice	89 W. Canal Street		Wabash	IN	46992
Wabash County	Auditor-Linda Conrad	One W. Hill Street		Wabash	IN	46992
Wabash County	Commissioner-Scott Givens	One W. Hill Street		Wabash	IN	46992
Wabash County	Commissioner-Brian K. Hauptert	One W. Hill Street		Wabash	IN	46992
Wabash County	Commissioner-Barry Eppley	One W. Hill Street		Wabash	IN	46992
Wabash County	Council-James Kaltenmark	One W. Hill Street		Wabash	IN	46992
Wabash County	Council-Randy Curless	One W. Hill Street		Wabash	IN	46992
Wabash County	Council-Mike Ridenour	One W. Hill Street		Wabash	IN	46992
Wabash County	Council-Jeff Dawes	One W. Hill Street		Wabash	IN	46992
Wabash County	Council-Gary Nose	One W. Hill Street		Wabash	IN	46992
Wabash County	Council-Bill Ruppel	One W. Hill Street		Wabash	IN	46992
Wabash County	Council-Claude Markstahler	One W. Hill Street		Wabash	IN	46992
Wabash County	Highway Clerk-Mary Ann Bever	One W. Hill Street		Wabash	IN	46992
Wabash County	Highway Superintendent-John Martin	800 Manchester Ave.		Wabash	IN	46992
Wabash County	Surveyor-Cheryl Slee	800 Manchester Ave.		Wabash	IN	46992
Wabash County Council on Aging, Inc.	Beverly Ferry	P.O. Box 447		Wabash	IN	46992
Wabash County Transit	Erica Cain	239 Bond Street	P.O. Box 447	Wabash	IN	46992
White's Residential and Family Services	Denae Green	5233 South 50 East		Wabash	IN	46992
KHGCC		209 S Union St		Kokomo	IN	46901

## **PUBLIC MEETING: PLEASE ATTEND**

INDOT-Transit invites you to participate in the 2013 Coordinated Public Transit-Human Services Transportation Plan Update for Cass, Fulton, Howard, Miami, Tipton, and Wabash 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 9, 2013 from 9:00 a.m. to 11:00 a.m. EST

**Where:** Miami County YMCA, 34 East 6<sup>th</sup> St. Peru, IN 46970

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

**RSVP by April 7<sup>th</sup> to Megan at [mlawson@indianartap.com](mailto:mlawson@indianartap.com) or 1-800-709-9981**

**A-9**

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

## **PUBLIC MEETING**

**APRIL 09, 2013**

**Miami County YMCA**

**34 East 6<sup>th</sup> St.**

**Peru, IN 46970**

**9:00 a.m. to 11:00 a.m. EST**

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

PLEASE Come and provide your input and insights on unmet transportation needs, gaps in transportation services, and recommended strategies to improve transportation and mobility options in and around Cass, Fulton, Howard, Miami, Tipton, and Wabash Counties.

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

RSVP by April 9, 2013 to Megan Lawson at 1-800-709-9981 or [mlawson@indianartap.com](mailto:mlawson@indianartap.com). The meeting facilities are accessible.

## **PUBLIC MEETING: PLEASE ATTEND**

You are invited to participate in the 2013 Coordinated Public Transit-Human Services Transportation Plan Update for Cass, Fulton, Howard, Miami, Tipton, and Wabash 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 9<sup>th</sup>.

**When: June 6, 2013 from 10:00 a.m. to 12:00 p.m.**

**Where: Miami County YMCA, 34 East 6<sup>th</sup> St. Peru, IN 46970**

**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 June 5th to Megan at [mlawson@indianartap.com](mailto:mlawson@indianartap.com) or 1-800-709-9981**

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

## **PUBLIC MEETING**

**June 6, 2013**

**Miami County YMCA**

**34 East 6<sup>th</sup> St.**

**Peru, IN 46970**

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

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

PLEASE Come and provide your input and insights on unmet transportation needs, gaps in transportation services, and recommended strategies to improve transportation and mobility options in and around Cass, Fulton, Howard, Miami, Tipton, and Wabash Counties. This public meeting will provide input to determine transportation goals and priorities for your community.

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

The meeting facilities are accessible.

# Presentation Meeting 1



Moving Public Transportation  
Into the Future

## Coordinated Public Transit- Human Services Transportation Plan Update

Region 9 Public Meeting  
April 9, 2013

Presented by: RIS & Associates, Inc.

www.risandassoc.com



## Meeting Objectives

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

www.risandassoc.com

## MAP-21 and Coordination Planning Requirements

3

## History of Coordination Plans

Why Were Plans Developed?

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

## History of Coordination Plans

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

## MAP-21

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

# Presentation Meeting 1

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

## MAP-21 Provisions

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

## Section 5310 Program Overview

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

## Section 5310 Program Overview

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

## Section 5316 Program Overview

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

# Presentation Meeting 1

## Section 5316 Program Overview

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

13

## Section 5316 Program Overview

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

14

## Section 5317 Program Overview

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

15

## Section 5317 Program Overview

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

16

## Section 5317 Program Overview

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

17

## 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.

# Presentation Meeting 1

## MAP-21 and Coordinated Plans

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

## UPDATE OF CURRENT RESOURCES AND UNMET NEEDS

20

## Unmet Transportation Needs 2009

- ◆ Evening and weekend service
- ◆ Out of county service
- ◆ Transportation for seniors, disabled individuals, and low income individuals
- ◆ Howard county service

21

## Existing Resources 2009

- ◆ YMCA of Miami County – MiamiGO Transit – Miami County
- ◆ ARC of Miami County
- ◆ Fulton County Council on Aging – Fulton County
- ◆ Cass County Transit – Cass County
- ◆ Wabash County Council on Aging – Wabash County

22

## Existing Resources 2009

- ◆ Peak Community Services – Pulaski and Cass Counties
- ◆ Four County Counseling Center – Multiple County
- ◆ Miller's Merry Manor – Miami County

23

## Goals and Strategies 2009

- ◆ **GOAL #1: ENHANCE CURRENT COORDINATION EFFORTS TO IMPROVE EFFICEINCY AND SET A FRAMEWORK FOR EXPANDING**
- ◆ **GOAL #2: PROVIDE TRANSPORTATION DURING EARLY MORNING, EVENING AND WEEKEND HOURS, AND EXPAND THE SERVICE AREA**

24

# Presentation Meeting 1

## Goals and Strategies 2009

- ◆ **GOAL #4: PROVIDE TRANSPORTATION SERVICE TO SUPPORT TRANSPORTATION TO EMPLOYMENT FOR INDIVIDUALS WITH LOW INCOMES AND INDIVIDUALS WITH DISABILITIES**
- ◆ **GOAL #5: INCREASE ACCESSIBILITY OF TRANSPORTATION SERVICES FOR INDIVIDUALS WITH DISABILITIES AND OLDER ADULTS.**

25

## NEXT STEPS

26

## Update Inventory and Needs Assessment

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

## Public Meeting #2

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

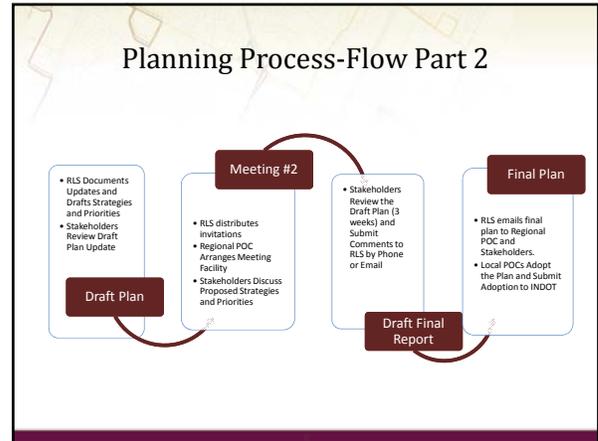
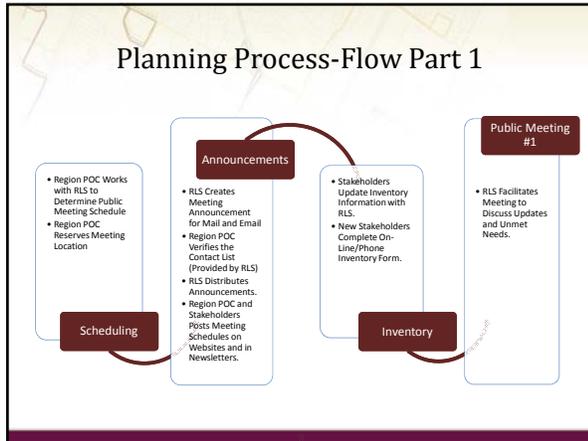
## Draft Final Report

- ◆ 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

# Presentation Meeting 1



### Participation Reminder

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

# Presentation Meeting 2

 **Moving Public Transportation  
Into the Future**

## Coordinated Public Transit- Human Services Transportation Plan Update

Region 9 Public Meeting  
June 6, 2013

Presented by: RLS & Associates, Inc.

www.rlsandassoc.com



 **Meeting Objectives**

**Planning Process Overview**

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

**Prioritize Goals**

- **Select or Prioritize Strategies**

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## MAP-21 and Coordination Planning Requirements

www.rlsandassoc.com

## History of Coordination Plans

Why Were Plans Developed?

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

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## Presentation Meeting 2

### MAP-21

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# Presentation Meeting 2

## Section 5316 Program Overview

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13

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  - Recipients Must Certify that Projects Selected are Included in Locally Developed, Coordinated Public Transit-Human Services Transportation Plan.

## CURRENT RESOURCES AND UNMET NEEDS

18

# Presentation Meeting 2

## Existing Resources

- ◆ YMCA of Miami County – MiamiGO Transit – Miami County
- ◆ ARC of Miami County
- ◆ Fulton County Council on Aging – Fulton County Transit
- ◆ Cass County Transit – Cass County
- ◆ Wabash County Council on Aging – Wabash County

19

## Existing Resources

- ◆ Peak Community Services – Pulaski and Cass Counties
- ◆ Four County Counseling Center – Multiple County
- ◆ Pathfinder Services
- ◆ Janus Developmental Services

20

## Unmet Transportation Needs

In addition to the public meeting that was held on April 10, 2013 a community survey was conducted to determine unmet needs in Region 10.

21

## Unmet Needs

Age Range  
(Survey Respondents - Region 9)

Age Range	Number of Respondents
Under 19	6
20-34 years	32
35-54 years	64
55-64 years	53
65 and over	116

22  
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## Unmet Needs

Income Range  
(Survey Respondents - Region 9)

Income Range	Number of Respondents
\$0-\$9,999	27
\$10,000-\$19,999	29
\$20,000-\$29,999	44
\$30,000-\$39,999	36
\$40,000+	61

23  
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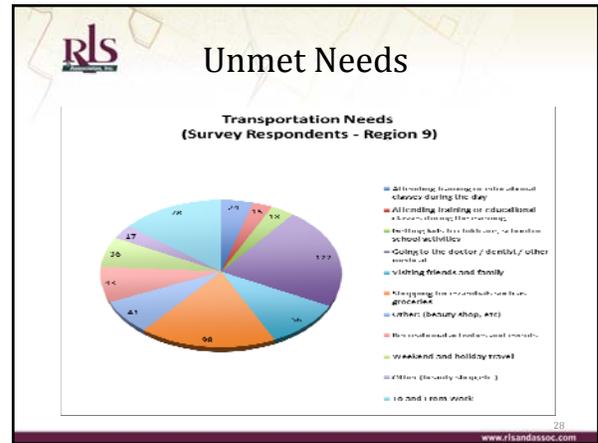
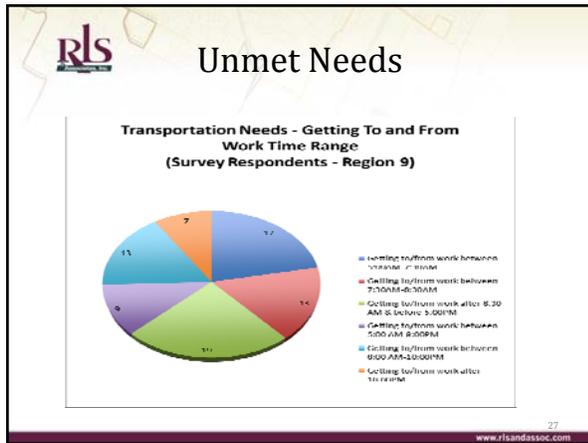
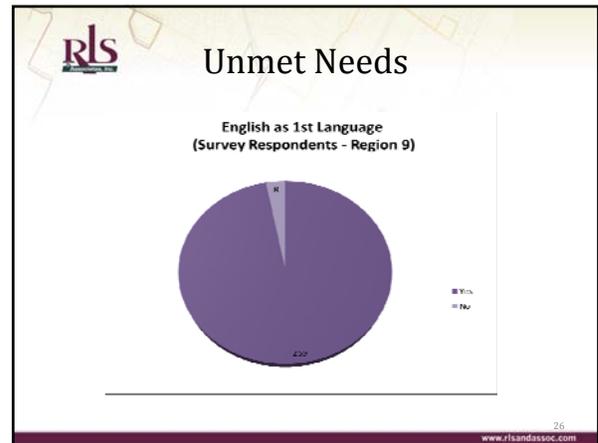
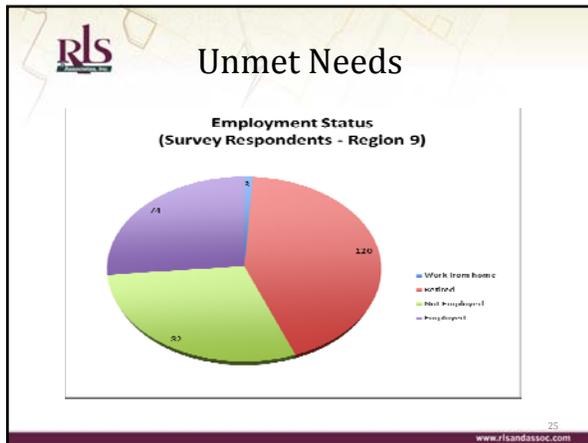
## Unmet Needs

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

Age Range	Yes	No
Under 19	0	8
20-34 years	0	31
35-54 years	0	54
55-64 years	0	35
65 and over	61	171

24  
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# Presentation Meeting 2



- ## Unmet Needs
- ◆ Medical Transportation, especially for non-Medicaid trips.
  - ◆ Employment Transportation
  - ◆ Out of County Service
  - ◆ Evening and weekend service
  - ◆ Social and recreation service
  - ◆ Access to shopping
  - ◆ Funding
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- ## Unmet Needs
- ◆ Transportation for seniors, disabled individuals, children, low income individuals
  - ◆ Escort Service
  - ◆ More Door to Door Service
  - ◆ Diversity Training and Translator Service
  - ◆ Vehicles
  - ◆ Service for Howard County
  - ◆ Veterans Transportation\*
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## Presentation Meeting 2

### Unmet Needs

- ◆ Evening and Weekend Service
- ◆ Community Education
- ◆ Understanding of Services and Eligibility Among Provider
- ◆ Handicapped Parking and Loading Zones
- ◆ More Curb Cuts

31

### Challenges to Coordination

- Fear of losing control over certain aspects of their service
- Lack of knowledge
- Fully Allocated Costs
- Agency participation
- Economic climate
- Primarily rural – low populated area
- History of agencies providing client transportation independently

### Goals and Strategies

33

### Implementation Timeframes

- ◆ Near-term – Activities to be Achieved within 1 to 12 Months.
- ◆ Long-term – Activities to be Achieved within 2 to 4 Years.
- ◆ Mid-term – Activities to be Achieved within 13 to 24 Months.
- ◆ Ongoing – Activities Implemented Earlier or Will Be Soon that Require Continued Action.



34

### 2013 Goals and Strategies

- ◆ **Goal #1:** Build Upon the Communication Network of Public Transportation Providers, Non-Profit Agencies, Faith-Based Organizations, and For-Profit Companies to Continue Coordinated Transportation Services to Address Unmet Needs and Reduce Duplication of Services in Each County and Throughout the Region.

35

### 2013 Goals and Strategies

- ◆ **Goal #1:**
  - Strategy 1.1:** Distribute the Adopted Coordinated Public Transit-Human Services Transportation Plan
  - Strategy 1.2:** Enhance Regional TAC to allow each provider to fully understand services available in the region. Enter into Memorandum of Understanding among providers.
  - Strategy 1.3:** Establish working committees within TAC.

36

## Presentation Meeting 2

### 2013 Goals and Strategies

♦ **Goal #2:**

Enhance the education of the general public and local officials regarding the availability and benefits of public and coordinated human service transportation.



37

### 2013 Goals and Strategies

♦ **Goal #2:**

**Strategy 2.1:** Increase outreach to identify available services and information on how to utilize existing transportation services

**Strategy 2.2:** Conduct presentations on public and coordinated transportation for elected officials

**Strategy 2.3:** Develop brochure and website for the Region, link website to provider and agency website.

38

### 2013 Goals and Strategies

**Goal #3**

Provide adequate number of vehicles, particularly wheelchair – accessible vehicles, to meet the continued increase in travel demand from seniors and persons with disabilities and maintain fleet.

39

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### 2013 Goals and Strategies

♦ **Goal #3:**

**Strategy 3.1:** Develop a vehicle replacement schedule for each public and human service transportation provider in the Region

**Strategy 3.2:** Utilize a coordinated approach to submitting Section 5310/5311 capital applications to INDOT to meet vehicle replacement/expansion needs

**Strategy 3.3:** Utilize coordinated approach to local and national grant and funding opportunities

40

### 2013 Goals and Strategies

♦ **Goal #3:**

**Strategy 3.3:** Evaluate the feasibility of vehicle sharing among area providers as schedules permit

**Strategy 3.4:** Obtain vehicles as fuel-efficient as possible to address cost and environmental concerns



41

### 2013 Goals and Strategies

♦ **Goal #4:**

Increase service availability to include additional out of county service, early morning, extended evening, and weekend service.

42

## Presentation Meeting 2

### 2013 Goals and Strategies

- ♦ **Goal #4:**

**Strategy 4.1:** Evaluate the Need to Implement an Affordable On-Demand or Vanpool Program or a Taxi Voucher Program (where Taxi Service Exists) in each County of the Region for Individuals with Low Incomes Who Need to Stop at a Childcare Facility in Transit to/from Employment.

**Strategy 4.2:** Evaluate Coordination and Connection of Services Throughout Provider Network.

43

### 2013 Goals and Strategies

- ♦ **Goal #4:**

**Strategy 4.3:** Solicit Sponsors Especially in Howard County to allow for Expansion of Service and Extended Service Hours

**Strategy 4.4:** Consider the utilization of volunteers to extend services and meet system's respective staffing needs. Note that umbrella insurance is available to address liability concerns.



44

### 2013 Goals and Strategies

- ♦ **Goal #5:**

Increase funding streams for Coordinated Transportation Service.



45

### 2013 Goals and Strategies

- ♦ **Goal #6:**

**Strategy 6.1:** Develop collaborative grant applications to DOT and Non DOT funding agencies.

**Strategy 6.2:** Provide on-going community education and awareness of unmet transportation needs on a regional level.

**Strategy 6.3:** Seek out funding from non traditional and national sources.



46

### 2013 Goals and Strategies

- ♦ **Goal #6:**

Improve Handicap accessibility in the community by increasing curb cuts and accessible, well maintained spaces for handicapped accessible vehicles.



47

### 2013 Goals and Strategies

- ♦ **Goal #6:**

**Strategy 6.1:** Educate local leader of inadequacies.

**Strategy 6.2:** Work with local leaders and assist with the development of an improvement plan



48

## 2013 Goals and Strategies

- ♦ **Goal #7:**  
Create a regional information and referral system for use by human service agency clients/general public that provides information about schedules, service hours, fares, passenger eligibility, and reservation procedures



49

## 2013 Goals and Strategies

- ♦ **Goal #7:**
  - Strategy 7.1:** Designate an entity with the responsibility of housing and operating a information and referral system for the region.
  - Strategy 7.2:** Establish one toll free telephone number for the regional information and referral center.



50

## Service Planning Considerations for Coordination Goal Implementation

51



## Implementation Strategy

- ♦ A common element of achieving a goal is an organized and effective plan, which serves as the backbone for the goal

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## Service Planning Considerations

- ♦ Service Planning Is
  - Is used for minor service modifications up to the development of short and long range transit development plans

53  
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## 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 transit providers and the community

54  
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## Presentation Meeting 2

 **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

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 **Before Strategy Implementation**

- ◆ Determine how implementation will address the identified need
- ◆ Contact INDOT to ensure proposed strategy meets program and regulation criteria
- ◆ Ensure buy in from transit providers and the community
- ◆ Determine the cost of implementation
- ◆ Obtain public input

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**Next Steps**

**Refine the Implementation Plan**

- Review and Comment on Draft Plan

**Adopt the Final Plan**

- Begin Implementation of Strategies

**Rating Implementation**

**SUGGESTED STRATEGIES**

- Nominate Responsible Parties for Each Strategy.
- Prioritize Implementation of Strategies.

**Next Steps**

**Refine the Implementation Plan**

- Review and Comment on Draft Plan

**Adopt the Final Plan**

- Begin Implementation of Strategies

**Next Steps**

60

## Presentation Meeting 2

### 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

Sign-In Sheet

Region 9 2013 Coordinated Public Transit-Human Services Transportation Plan Update  
 April 11 at 9:00 A.M.- 11:00A.M.

Name	Organization	Address	E-mail	Phone Number
Mitch Kirk	Pharos-Tribune	Address: _____ City: <u>Logansport</u> Zip: <u>46947</u>	Mitchell.Kirk @Pharostribune. com	(701) 361 9348
Stanley Hall	Peru Schools	Address: <u>35 W Third</u> City: _____ Zip: _____	shah@peru.k12. in.us	765 473 3081
Linda Klinck	Peak Community Services	Address: <u>1416 Woodlawn</u> City: <u>Logansport</u> Zip: <u>46947</u>	lKlinck@ peakcommunity. com	574 753 4104 ext. 129
Pam Wiles	Area Five Agency	Address: <u>1801 Smith St</u> City: <u>Logansport IN</u> Zip: <u>46947</u>	Pam@areafive.com	574-772- 4451
Bea Bea	Cass County Council on Aging	Address: <u>115 South 6th</u> City: <u>Logansport</u> Zip: <u>46947</u>		

Sign-In Sheet

Region 9 2013 Coordinated Public Transit-Human Services Transportation Plan Update  
 April 11 at 9:00 A.M.- 11:00A.M.

Name	Organization	Address	E-mail	Phone Number
DEBI WALLICK	UUMC	Address: 13 E. Main St. City: PERU Zip: 46970	debiw@uummiamip.org	765.473.4210
Erica Cain	Wabash Co. Jr. Living Well Int. Wabash County	Address: 239 Bond St City: Wabash Zip: 46992	ericac@livingwellinwabashcounty.org	260-563-4475
Beverly Ferris	WCT Living Well in Wab. County CoA	Address: PO Box 447 239 Bond City: Wabash Zip: 46992	beverlyf@livingwellinwabashcounty.org	260-563-4475
Danise Siblisk	YMCA Ymiamigo	Address: 39 E. Wm City: Peru Zip: 46970	dsiblisk@mcymca.org	765-472-1979
Kathleen Brehmer	Miami County YMCA	Address: 34 E 6th City: Peru Zip: 46970	kbrehmer@mcymca.org	765-472-1979

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Brockway, Peru  
Capt PO BX 460

The Salvation  
Army

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org

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5498

Sign-In Sheet

Region 9 2013 Coordinated Public Transit-Human Services Transportation Plan Update  
 April 11 at 9:00 A.M.- 11:00A.M.

Name	Organization	Address	E-mail	Phone Number
Louie Canal	CASS County Council on April	Address: 115 S. 6th st City: Loganport Zip: 46947	L.CANAL @ CASS TRANSIT .com	722-2474
Cheryl Lee	Perry City Council	Address: 414 E. 2nd st City: Perry Zip: 46970	Cheryl.lee.1 @ Comcast.net	765 244- 9507
LINDA JOHNSON	Arc of Wabash County	Address: 595 S. Meam City: Wabash Zip: 46998	LJohnson @ arcwabash.org	260-563 8411
Jammy Callane	MacCaughey School Corp	Address: 7532 S. S. Lawrence City: Bunker Hill Zip: 46914	Callaneje maccaughey.k12. in.us	765-689- 9131 x1058
Sheri Herd	Southeastern Sch Corp	Address: 6422E-St Rd 218 City: Walton Zip: 46994	herds @ seasc.k12.in .us	574-699- 6687 Ext. 13

# **Community Transportation Public Survey**

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

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

Coordinated Public Transit- Human Services

Transportation Plan. The survey is available online at:

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

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

Thank you very much for your participation!

# INDOT General Public Survey

## Transportation Survey

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

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

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

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

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

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

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

### 4. Are you currently employed?

- Yes                       Not Employed                       Retired                       Work from home

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

- Yes     No

# INDOT General Public Survey

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

Yes

No

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

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

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

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

# INDOT General Public Survey

Please rate how you agree with the following statements.

## 11. The transportation I use:

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

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

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

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

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

# INDOT General Public Survey

## Demographic Information

### 14. Your age?

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

### 15. Your gender?

- Male                                       Female

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

### 17. Total annual household income?

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

### 18. Is English your first language?

- Yes                                       No

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

- Yes                                       No

If yes, please specify what language(s).

### 20. Comments/ suggestions:

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