Coordinated Public Transit-Human Services Transportation Plan Update
Region 1

Final Report

October 2014

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I. INTRODUCTION

OVERVIEW

The Coordinated Public Transit-Human Services Transportation Plan Update is a follow-on to the 2008 Regional Plan for the counties of Daviess, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan, and Warrick. The plan update is funded by the Indiana Department of Transportation, Office of Transit.

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

Relevant MAP-21 Programs

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.

II. EXISTING CONDITIONS

The counties discussed in this chapter are in the southwestern corner of Indiana, immediately adjacent to Illinois and Kentucky. The study area is southwest of Bloomington and includes the counties of Daviess (population 31,604), Dubois (41,995), Gibson (33,437), Greene (33,032), Knox (38,392), Martin (10,300), Perry (19,408) Pike (12,849), Posey (25,840), Spencer (20,948), Sullivan (21,379), and Warrick (59,643) in Indiana. Larger cities in the region include Vincennes (18,374); Jasper (14,982); Washington (11,552); Princeton (8,607); Tell City (7,287); Mount Vernon (6,677); Boonville (6,267); and Huntingburg (5,739). Population figures are derived from the U.S. Census Bureau, 2012 American Community Survey 5-Year Estimates. The Indiana Counties of Vigo, Clay, Owen, Monroe, Lawrence, Orange, Crawford, and Vanderburgh border the study area.

Exhibit II.1 on the following page is a highway and location map of the study area. The area is served by the following major highways: Interstates 64, 164, and 69; and U.S. Routes 41, 50, 60, 150, and 231.

ECONOMIC/DEMOGRAPHIC CHARACTERISTICS OF THE STUDY AREA

Population

The region spans approximately 5,174 square miles and has an approximate population of 348,827 people. This is an average population density of 67.4 persons per square mile. The map in Exhibit II.2 shows the population density by Census block group. The block groups of highest and moderately high population density were located in the cities of Washington, Vincennes, Tell City, Newburgh, Fort Branch, Booneville, Mount Vernon, Linton, Bicknell, Huntingburg, Jasper, and Princeton. The block groups with moderate population density are located in the cities of Sullivan, Petersburg, and Chandler. The remainder of the block groups in the region have low, to very low, population density per block group.

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

Exhibit II.1: Region 1 Location Map

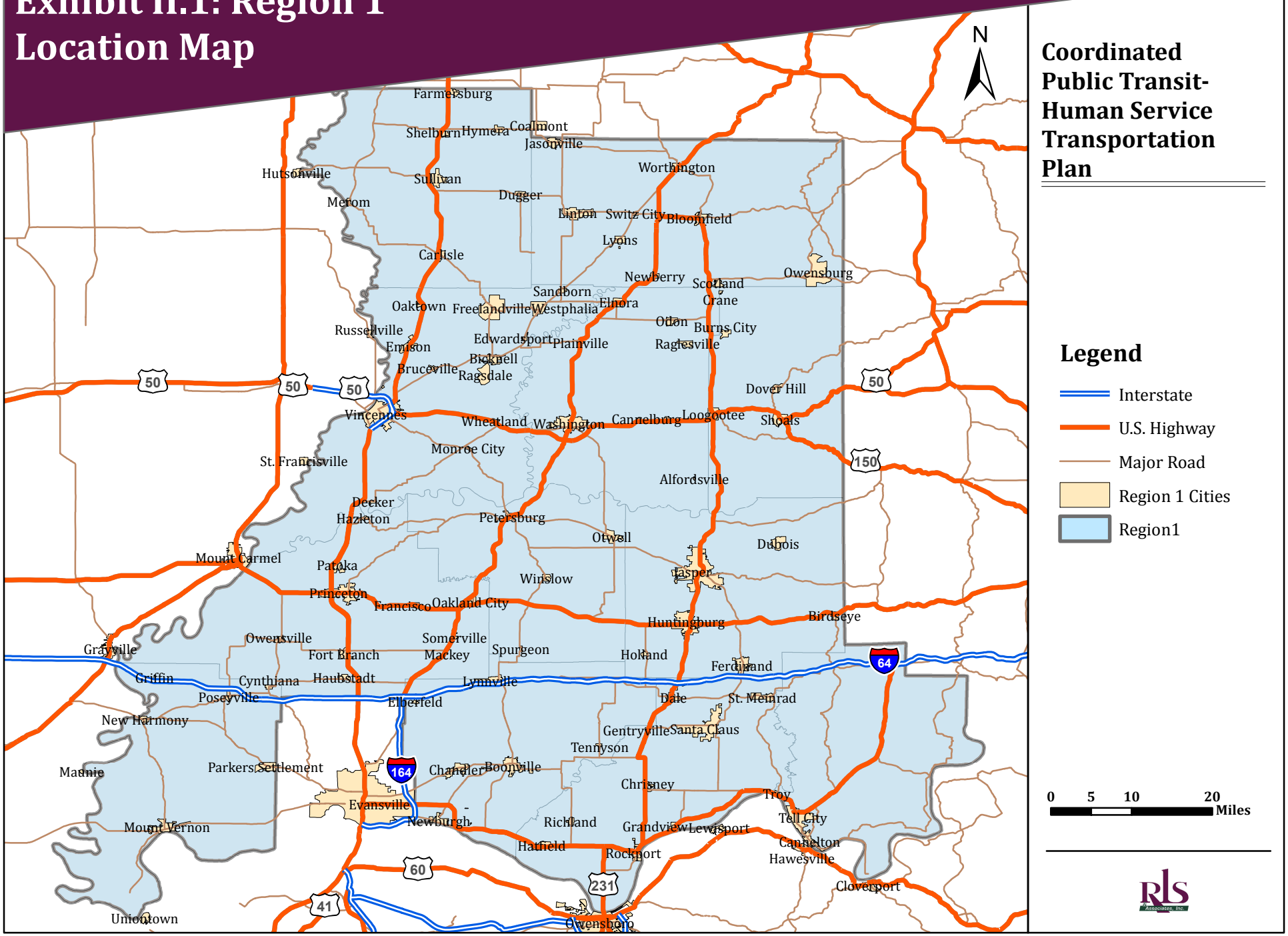
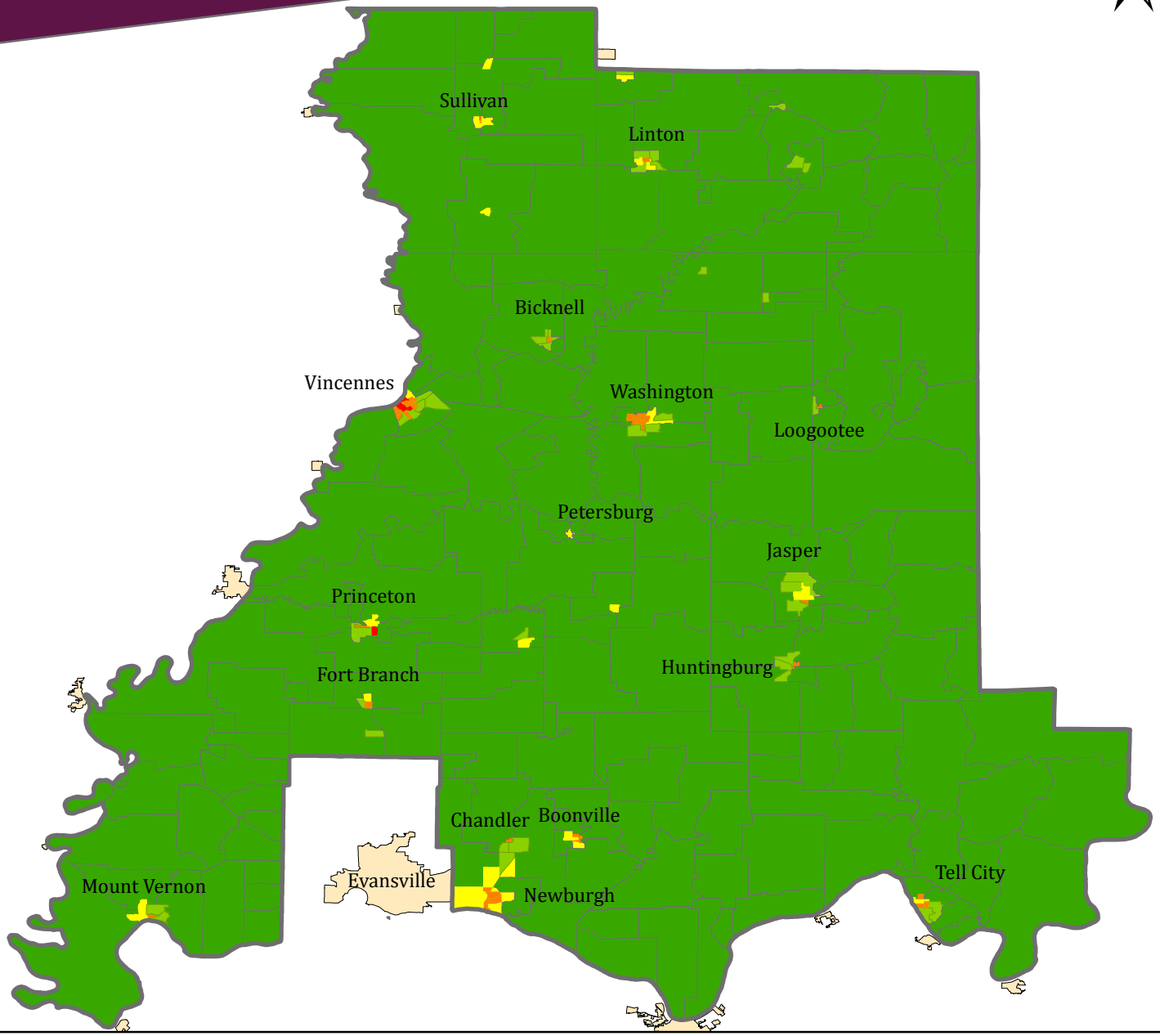


Exhibit II.2: Region 1 Population Density



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Cities
- Region 1

POP10 / SQMI

- 8.7 - 550.5
- 550.6 - 1427.1
- 1427.2 - 2625
- 2625.1 - 4291.3
- 4291.4 - 7096.4

0 5 10 20 Miles

RLS & Associates, Inc.

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

Places	2012	% of Region's Total Pop.
Vincennes	18,374	5.3%
Jasper	14,982	4.3%
Washington	11,552	3.3%
Princeton	8,607	2.5%
Tell City	7,287	2.1%
Mount Vernon	6,677	1.9%
Boonville	6,267	1.8%
Huntingburg	5,739	1.7%
Linton	5,408	1.6%

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

Race

The study area population was primarily White/Caucasian (96.2 percent of the total study area population). Hispanic or Latinos, of any race, were approximately 2.2 percent of the total populations. Black/African Americans were approximately 1.3 percent of the population. People who are of two or more races made up approximately one percent of the total population.

Of the total population in the study area, approximately 5.9 percent were listed as a racial minority group (which includes Hispanic and Latino of any race). Exhibit II.4 lists the breakdown of the different race categories for the area's population.

Exhibit II.4: Race Distribution

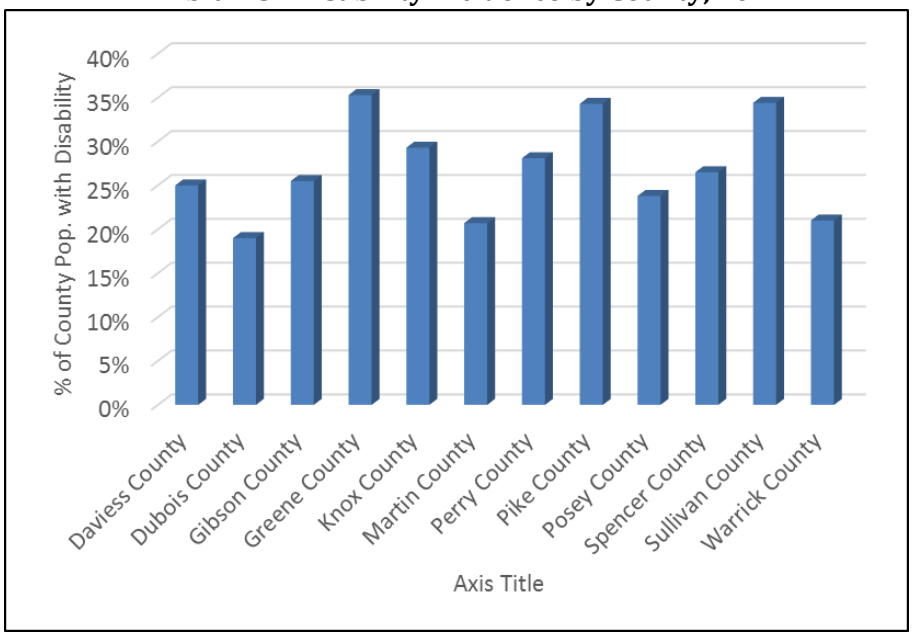
Race	Population	Percent
White	334,983	96.2%
African American	4,365	1.2%
Native American	644	0.2%
Asian	1,903	0.5%
Hispanic or Latino (of any race)	7,575	2.2%
Native Hawaiian and Other Pacific Islander	118	0.0%
Some Other Race	2,903	0.8%
Two or More Races	3,340	1.0%
Total Minority	20,848	5.9%
Total Population (2011)	348,256	100%

Source: U.S. Census Bureau, 2011 American Community Survey 5-Year Estimates. Data from 2012 was not available at the time of this report.

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 population in each county over the age of 5 with disabilities. Comparatively, Greene, Pike, and Posey Counties have the highest percentages of the population that reported a disability (nearly 35 percent in each case). Dubois County had the lowest percentage with approximately 19 percent. Disabilities include hearing, vision, cognitive, mobility, self-care and independent living difficulty. 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

In the U.S. Census Bureau 2012 American Community Survey 5-Year Estimates, the median household income in the study area was $52,404. This is slightly higher than the median household income for Indiana of $48,374 during the same year. Exhibit II.6 below lists the median household incomes for each county. Daviess, Greene, Knox, Martin, Perry, Pike, and Sullivan Counties have median household incomes below the State average.

Exhibit II.6: Median Household Income, 2012

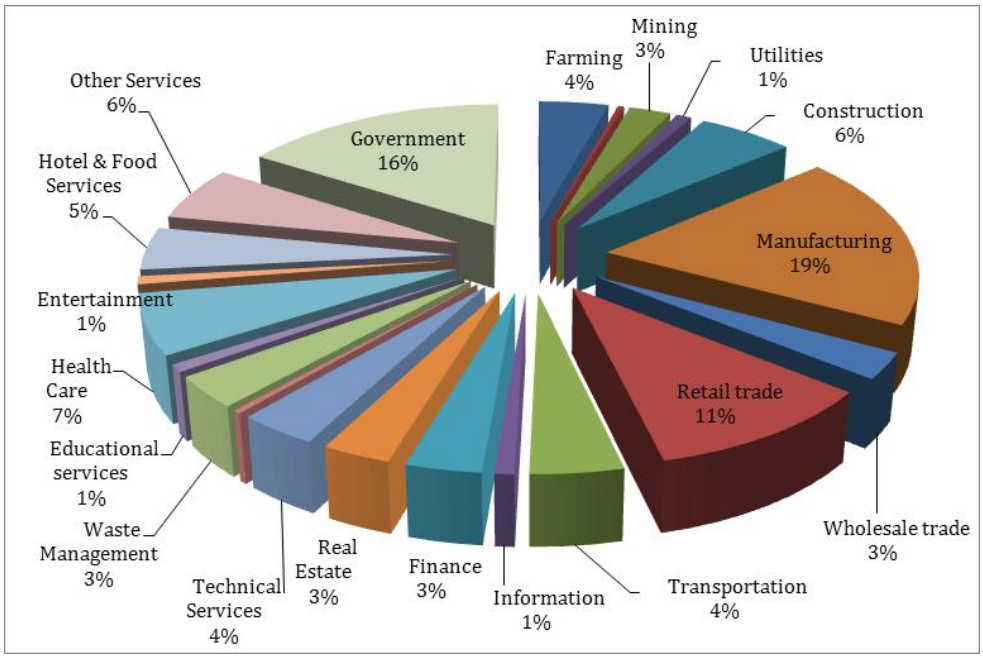
County	Median Household Income
Daviess County	$45,927
Dubois County	$54,168
Gibson County	$48,524
Greene County	$43,850
Knox County	$40,089
Martin County	$44,291
Perry County	$47,132
Pike County	$40,760
Posey County	$57,777
Spencer County	$54,832
Sullivan County	$45,330
Warrick County	$61,948

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

INDUSTRY AND LABOR FORCE

The 'private' sector was the largest industry with approximately 139,000 employees in 2012. Of the private sector jobs, manufacturing was the largest employer and retail trade was the second largest. 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 23.6 minutes. This is longer than the average commute time for Indiana, which was 23.1 minutes. Exhibit II.8 illustrates the average commute time for each county in the region, according to the U.S Census, 2010.

Exhibit II.8 Average Commute Time to Work

County	Average Commute Time
Daviess County	21.6 minutes
Dubois County	18.7 minutes
Gibson County	22.7 minutes
Greene County	28.9 minutes
Knox County	19.1 minutes
Martin County	24.7 minutes
Perry County	22.7 minutes
Pike County	25.9 minutes
Posey County	24.1 minutes
Spencer County	26.7 minutes
Sullivan County	25.2 minutes
Warrick County	22.5 minutes

Source: U.S. Census, 2010

COUNTY PROFILES

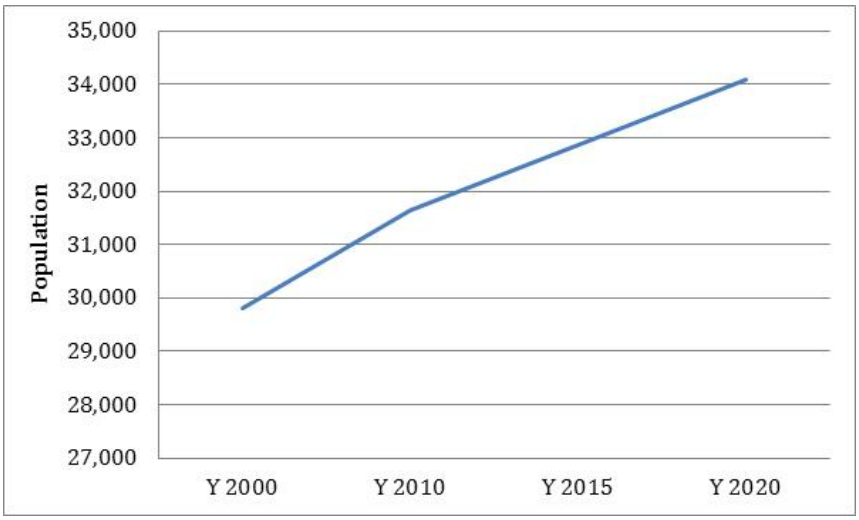
The following paragraphs explain the demographic and economic characteristics of each county. County demographic categories are similar to the regional categories, but are intended to provide a more detailed description of existing conditions as they relate to transportation.

DAVIESS COUNTY

Population Growth

The total population of Daviess County in 2010 was 31,648, an increase of 1,828, or six percent, between the reported 2000 Census population and the 2010 Census population figures. The total population in 2012 was slightly less at approximately 31,604. The Indiana Business Research Center is projecting an increase in population for Daviess County through the year 2020. The projected population for 2020 is approximately 34,000, an increase of seven percent from 2012. Exhibit II.9 illustrates the historical and projected population trends for Daviess County through the year 2020.

Exhibit II.9: Population Trends

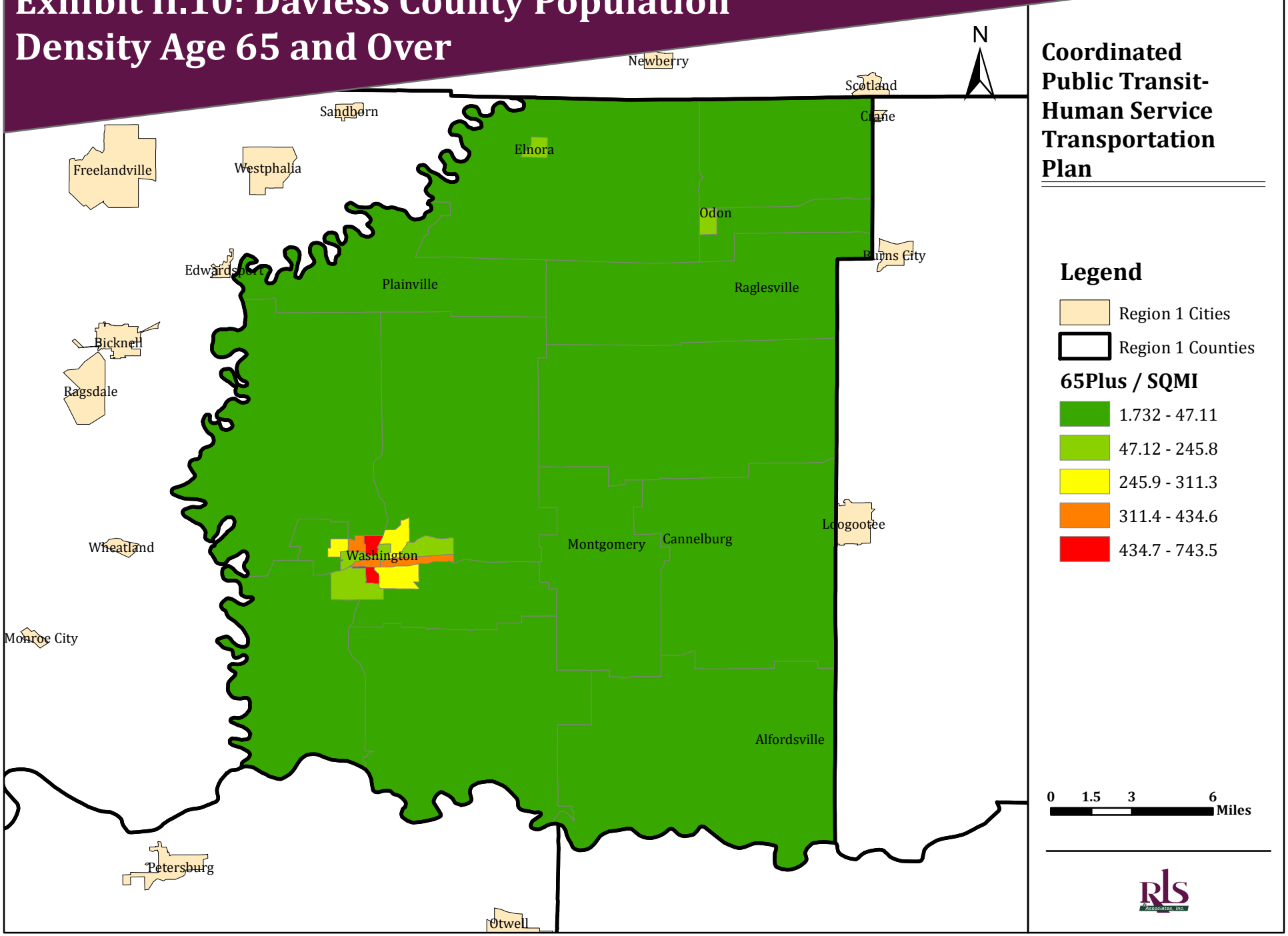


Source: 2000 & 2010 Census Bureau & STATS Indiana and
2012 American Community Survey 5-Year Estimates

Age

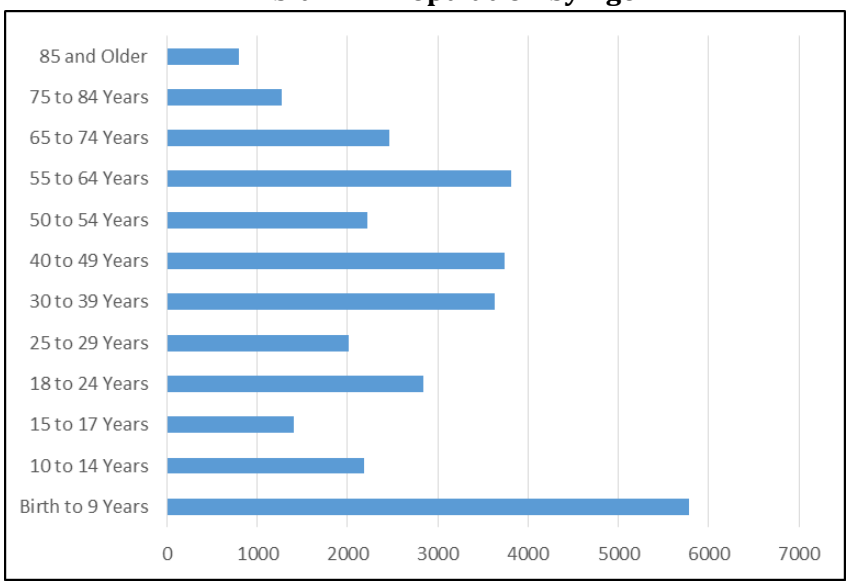
Exhibit II.10 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Daviess county residents aged 65 and older are in the central portion of the City of Washington. Areas of moderately high and moderate density of older adults are found throughout the City of Washington. The remainder of the county has low to very low older adult population density.

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



The largest age cohort for Daviess County was between the ages of birth and 9 years; the second largest age group was under age 5. Of the adult population, the largest age cohort was between 50 and 54. The second largest adult age group was between ages 25 and 29. The distribution indicates that the county has a large aging population balanced with a youth and young adult population.

Exhibit II.11: Population by Age



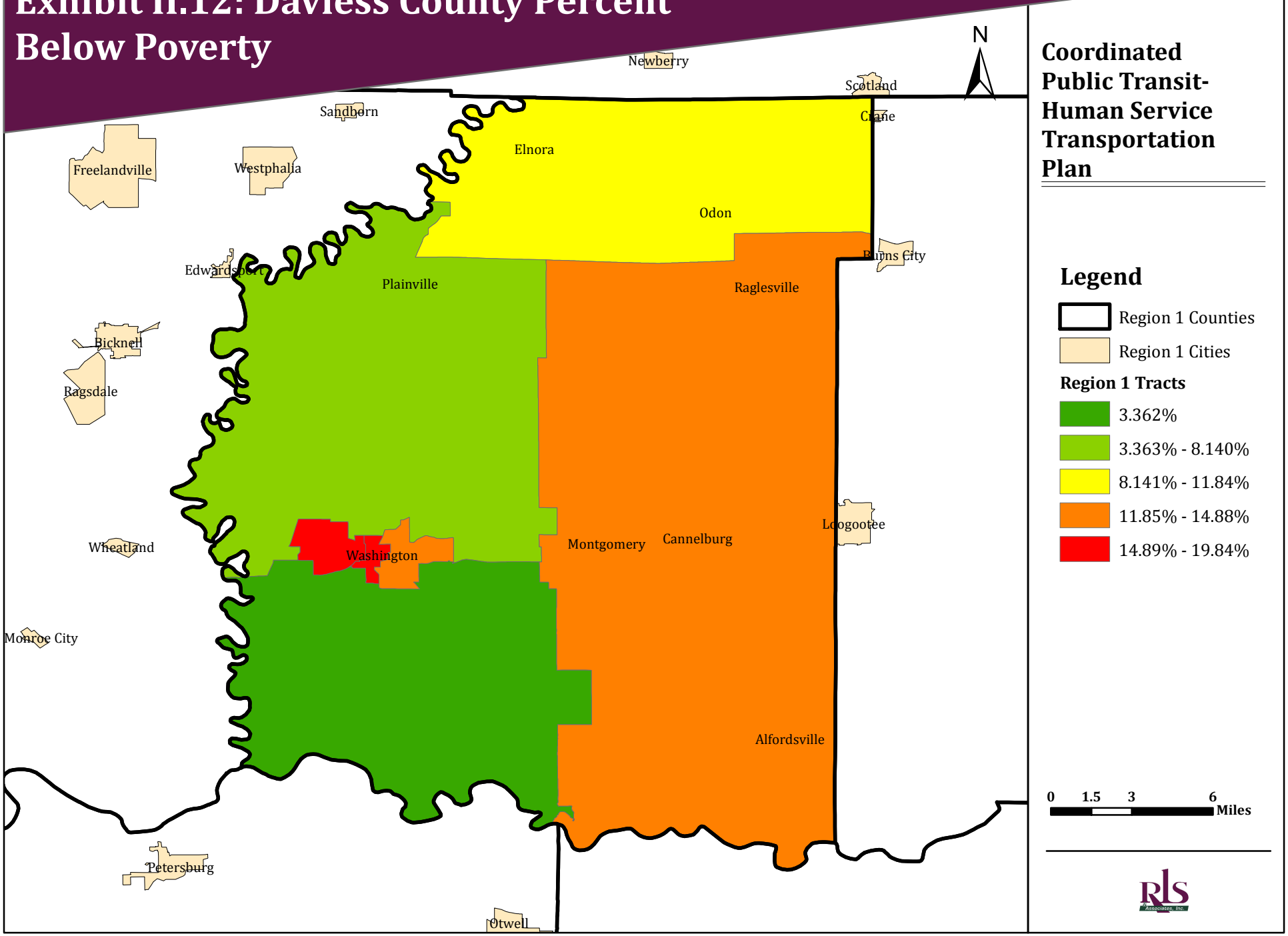
Source: 2013 American Community Survey 3-Year Estimates

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2011 that there were approximately 31,000 people in Daviess County 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 the west portion of the City of Washington. These areas had poverty rates higher than that of the State of Indiana. Moderately high densities of people below the poverty level were located in the east portion of the City of Washington, and in the eastern tract of Daviess County. The remainder of the county had moderate to very low densities of persons below the poverty level.

Exhibit II.12: Daviess County Percent Below Poverty



Zero Vehicle Households

The U.S. Census Bureau reported that there were approximately 11,000 total households in Daviess County. Exhibit II.13 illustrates the percentage of households with zero vehicles available by Census Tract. Areas having a very high density of households with zero vehicles available were found in the eastern portion of the county near the Cities of Montgomery, Cannelburg, Alfordsville, and Raglesville. These areas had zero vehicle rates over 9.58 percent. Areas of high density were located in the western portion of the county and in the City of Washington. An area of moderate density of zero vehicle households is located in the eastern portion of the City of Washington. The remaining far northern and southwest sections of the county had low densities of zero vehicle households.

Industry and Labor Force

The 2013 Daviess County labor force consisted of 14,985 individuals. The county's unemployment rate reached a high in 2012 of 6.4 percent. Since 2007, the unemployment rate for Daviess County has consistently remained lower than the national and state unemployment 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 Bureau of Labor Statistics, 2013

Employment by Industry

The manufacturing sector was the largest industry in Daviess County with approximately 2,200 employees. Construction sector jobs were the second largest employer groups and government was the third largest. Reportedly, 1,900 workers were employed by some form of government entity. In addition, 1,600 people were employed by the retail trade sector. Exhibit II.15 is an illustration of the employment by industry.

Exhibit II.13: Daviess County Percent Zero Vehicle Households

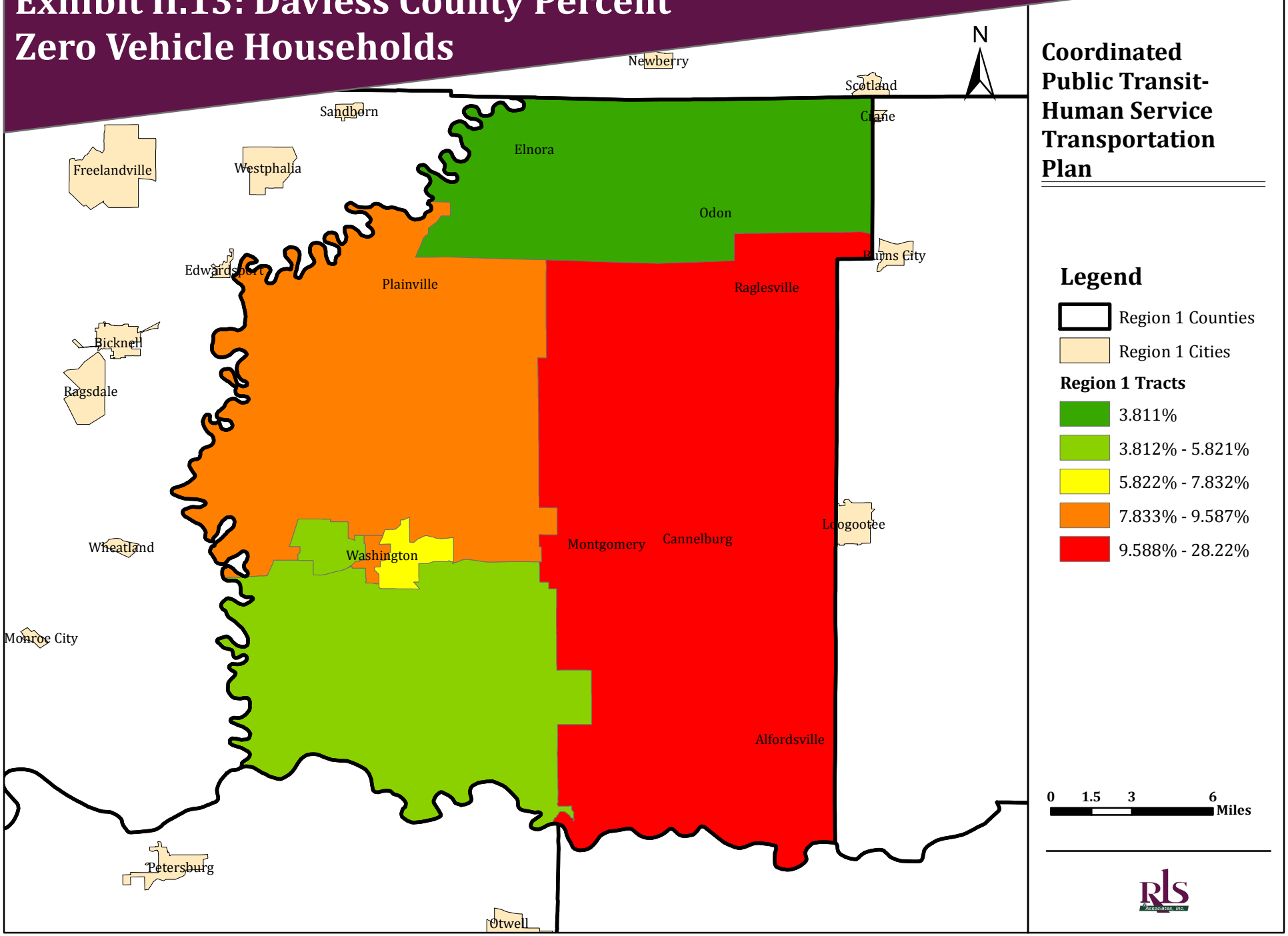
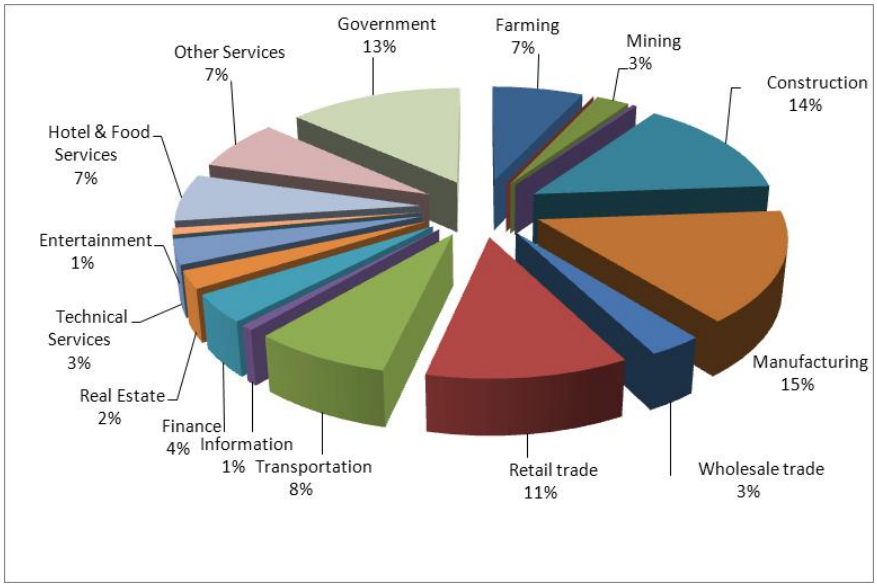


Exhibit II.15: Employment by Industry



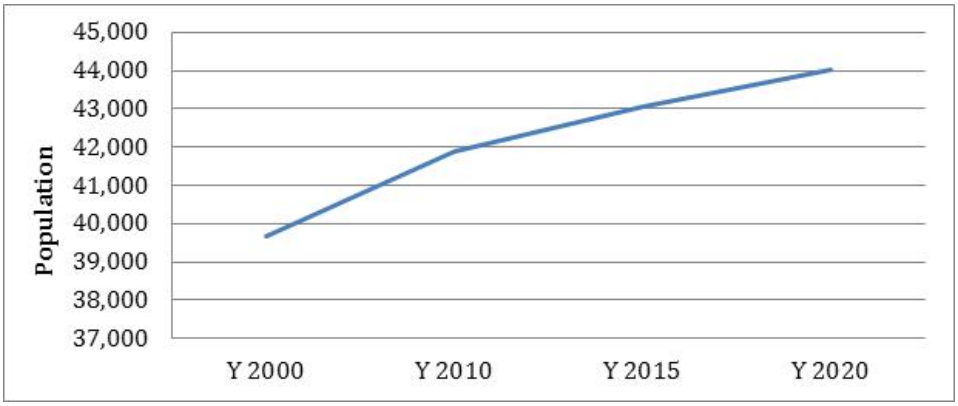
Source: U.S. Bureau of Economic Analysis, 2012

DUBOIS COUNTY

Population Growth

According to information from the state of Indiana, the total population of Dubois County in 2010 was 41,889 persons, an increase of 2,215, or five percent, between the reported 2000 Census population and the 2010 population figures. The Indiana Business Research Center indicated that the population has increased by 1.1 percent between 2010 and 2013. The projected population for 2015 is 43,039, an increase of three percent from 2010. Exhibit II.16 illustrates the historical and projected population trends for Dubois County through the year 2020.

Exhibit II.16: Population Trends



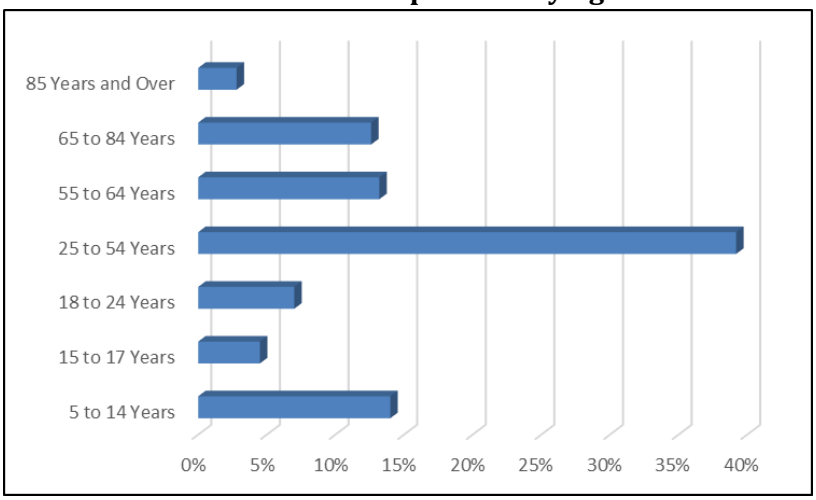
Source: 2000 & 2010 Census Bureau & 2013 STATS Indiana

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 Dubois county residents aged 65 and older is in the City of Jasper. Areas of moderately high and moderate density of older adults are found around the City of Jasper and in Huntingburg. The remainder of the county has low to very low older adult population density.

The largest age cohort for Dubois County was between the ages of 25 and 54, which constituted nearly 40 percent of the total population. The second largest group was between ages 5 and 14. The third largest age group was 5 to 19 years old (21 percent), while 15 percent were age 65 or older. The distribution indicates that the county has a strong population of individuals of working ages.

Exhibit II.18: Population by Age



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

Economic Profile

Employment and Income

Exhibit II.19 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. An area having a very high density of people below the poverty level was found near the City of Huntingburg. This tract had a poverty rate higher than that of the State of Indiana (15.5 percent). Areas of high density of persons below the poverty level exist north or the City of Jasper. The remainder of the county had moderate to very low densities of persons below the poverty level.

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

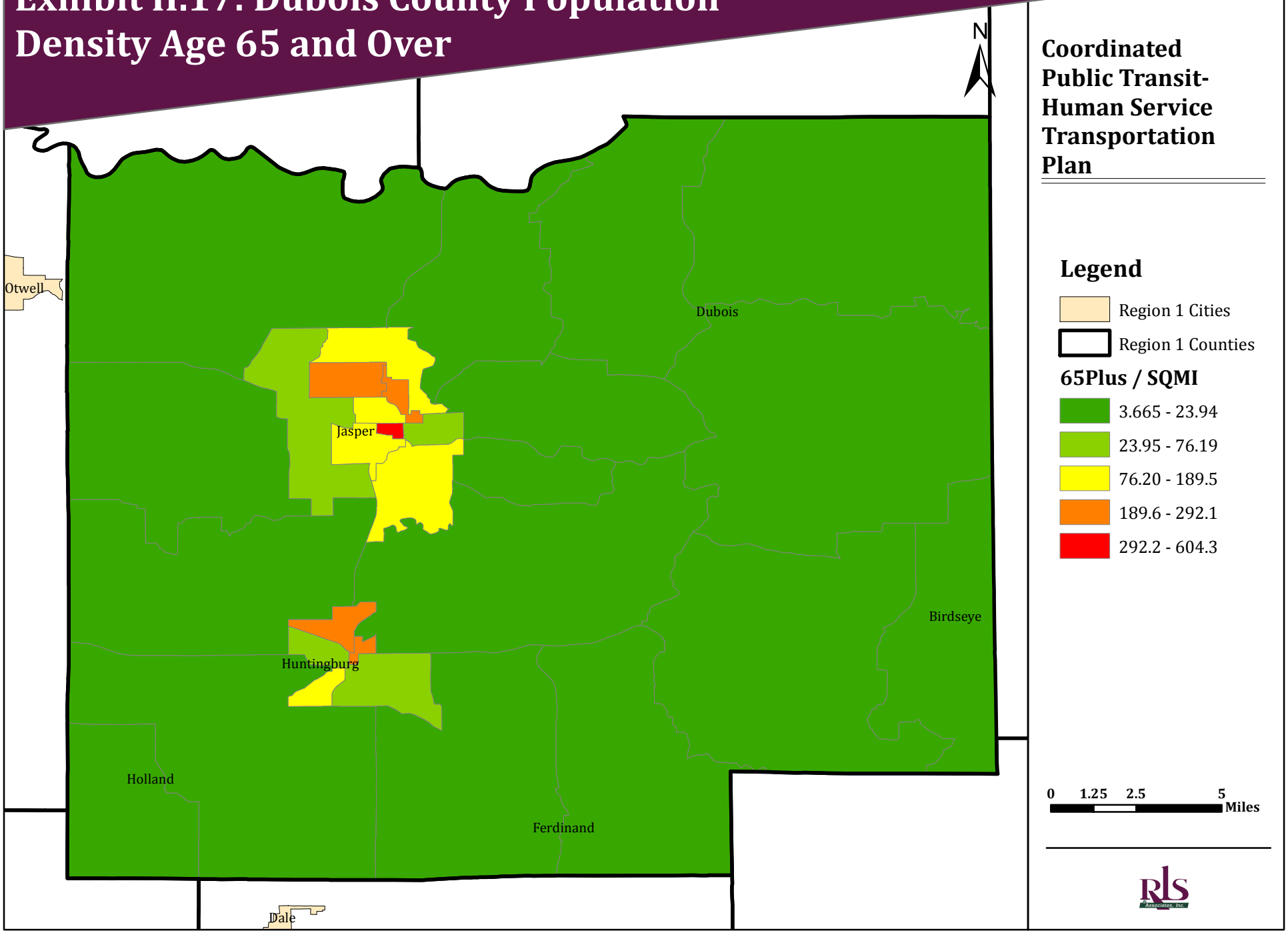
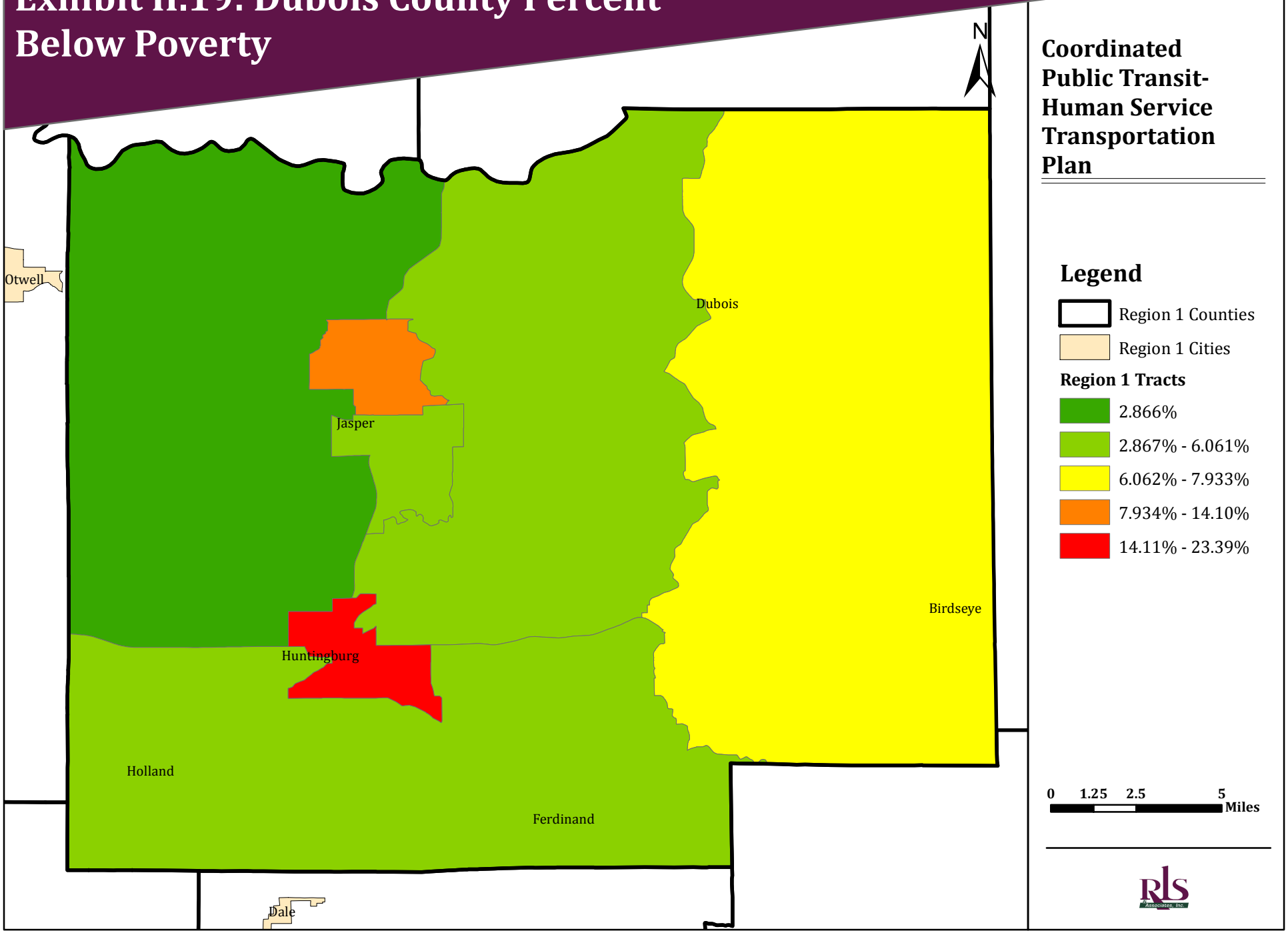


Exhibit II.19: Dubois County Percent Below Poverty



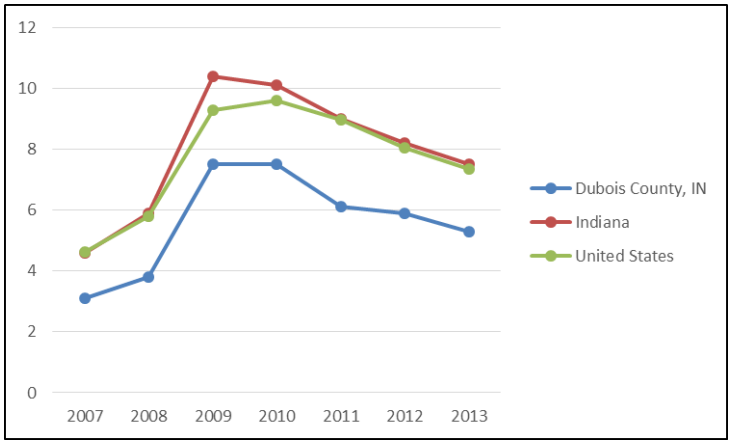
Zero Vehicle Households

There were 15,945 total households in Dubois County. Exhibit II.20 illustrates the percentage of households with zero vehicles available by Census Tract. Areas having a very high density of households with zero vehicles available was found in the City of Huntingburg. These areas had zero vehicle rates between 5.29 percent and 10.97 percent. Areas of high to moderate density were located in the eastern portion of the county and in and around the City of Jasper. The remaining portions of the county had low to very low densities of zero vehicle households.

Industry and Labor Force

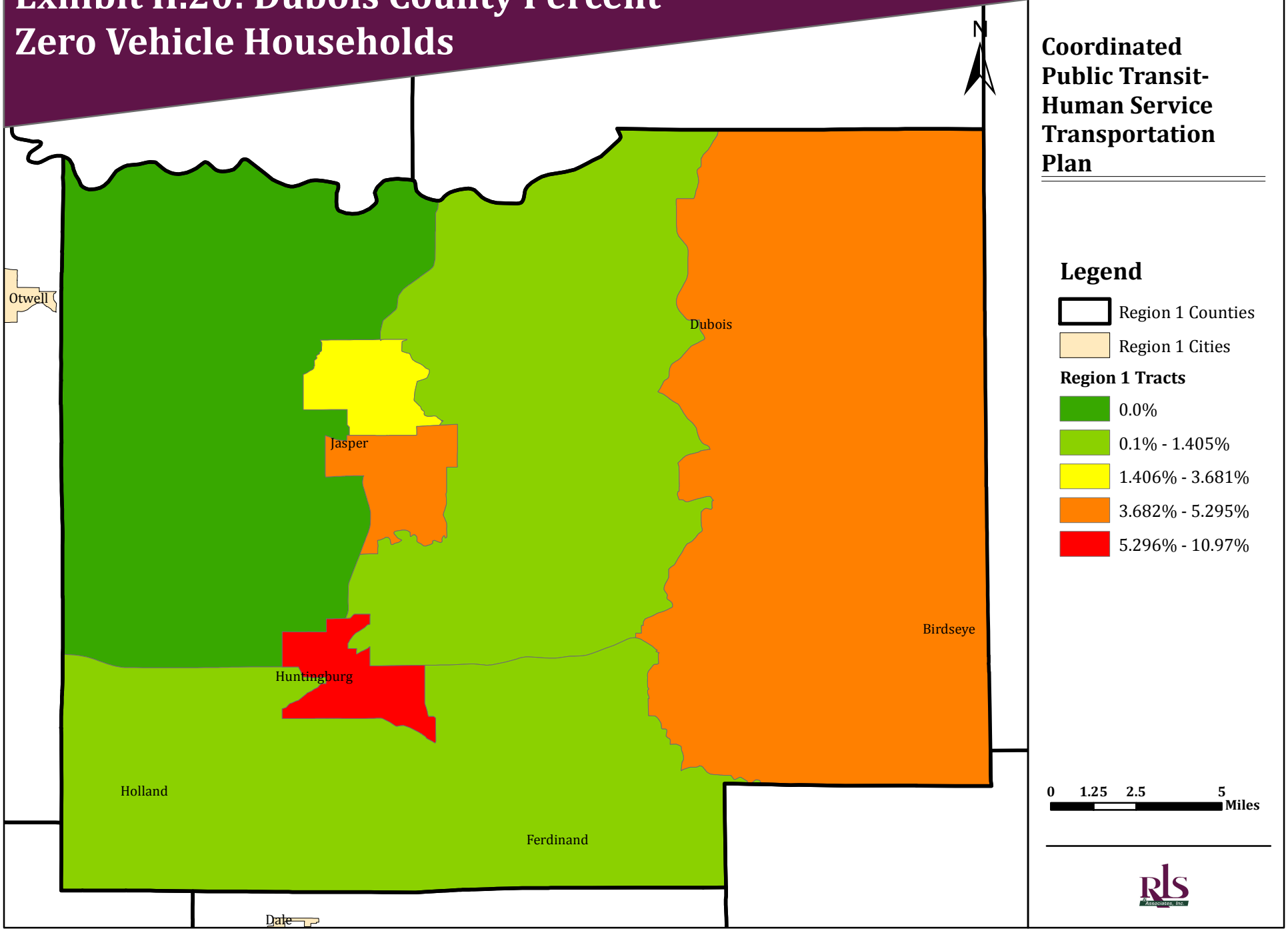
The 2013 Dubois County labor force consisted of 21,505 individuals according to the U.S. Bureau of Labor Statistics. The county's unemployment rate reached a high in 2009 and 2010 of over 7.5 percent. Since 2007, the unemployment rate for Daviess County has consistently remained lower than the national and state unemployment averages. Exhibit II.21 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.21: Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics, 2007-2013

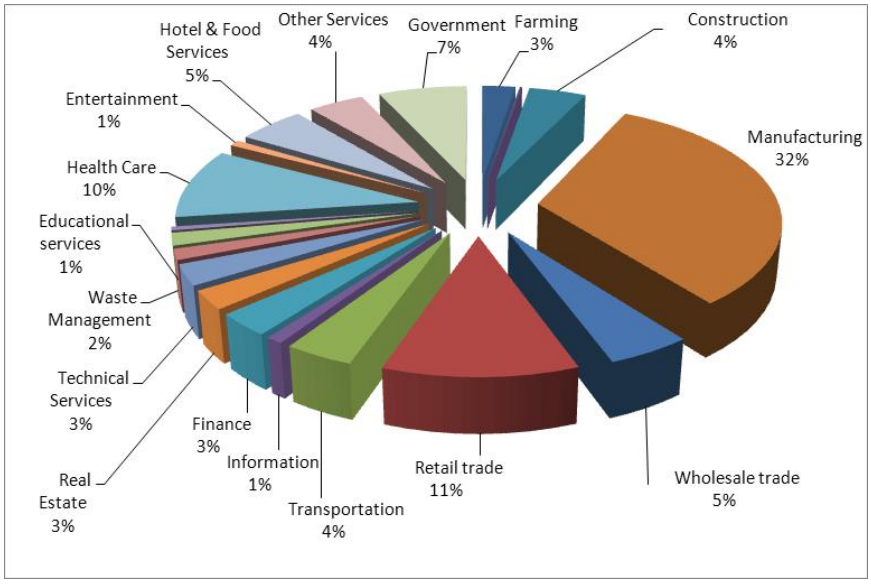
Exhibit II.20: Dubois County Percent Zero Vehicle Households



Employment by Industry

The manufacturing sector was the largest industry in Dubois County with approximately 10,600 employees. Retail trade sector jobs was the second largest employer group and health care was the third largest. In addition, approximately 2,300 people were employed by the government. Exhibit II.22 is an illustration of the employment by industry.

Exhibit II.22: Employment by Industry



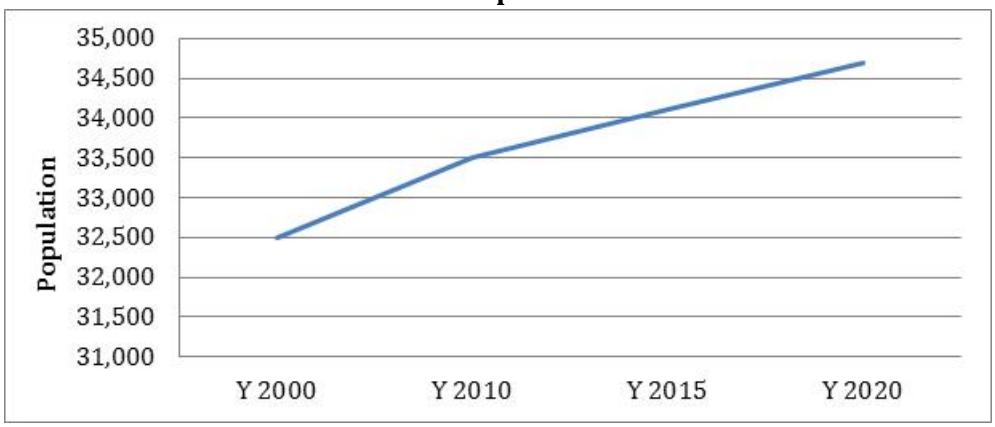
Source: U.S. Bureau of Economic Analysis, 2012

GIBSON COUNTY

Population Growth

According to information from the state of Indiana, the total population of Gibson County in 2013 was 33,612 persons. The Indiana Business Research Center is projecting a slight increase in population for Gibson County through 2020. The population for 2015 is projected to increase two percent from 2010 and increase another two percent in 2020. Exhibit II.23 illustrates the historical and projected population trends for Gibson County through the year 2020.

Exhibit II.23: Population Trends

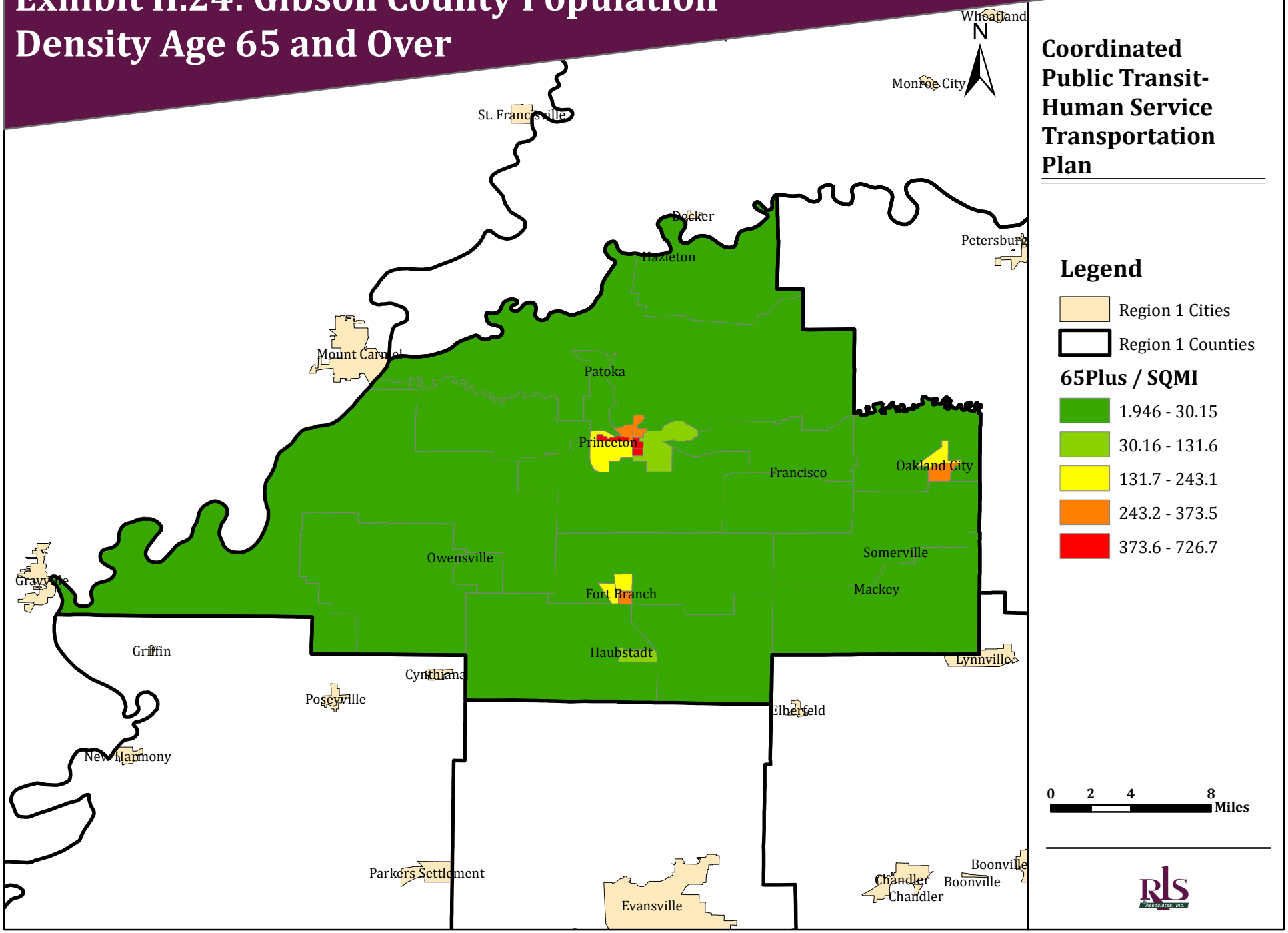


Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

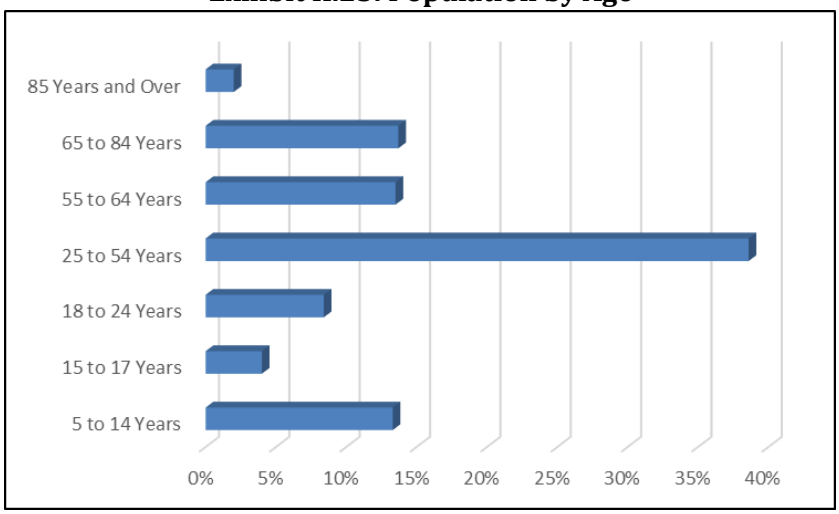
Exhibit II.24 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Gibson County are in the City of Princeton. Areas of moderately high and moderate density of older adults are found around the City of Princeton, Oakland City, and Fort Branch. The remainder of the county has low to very low older adult population density.

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



The largest age cohort for Gibson County was between the ages of 25 and 54 (39 percent). Approximately 28 percent of the population is between the ages of 55 and 84 with an additional two percent being age 85 or older. Approximately 26 percent of the population is age 24 or younger. The distribution indicates that the county has an aging population.

Exhibit II.25: Population by Age



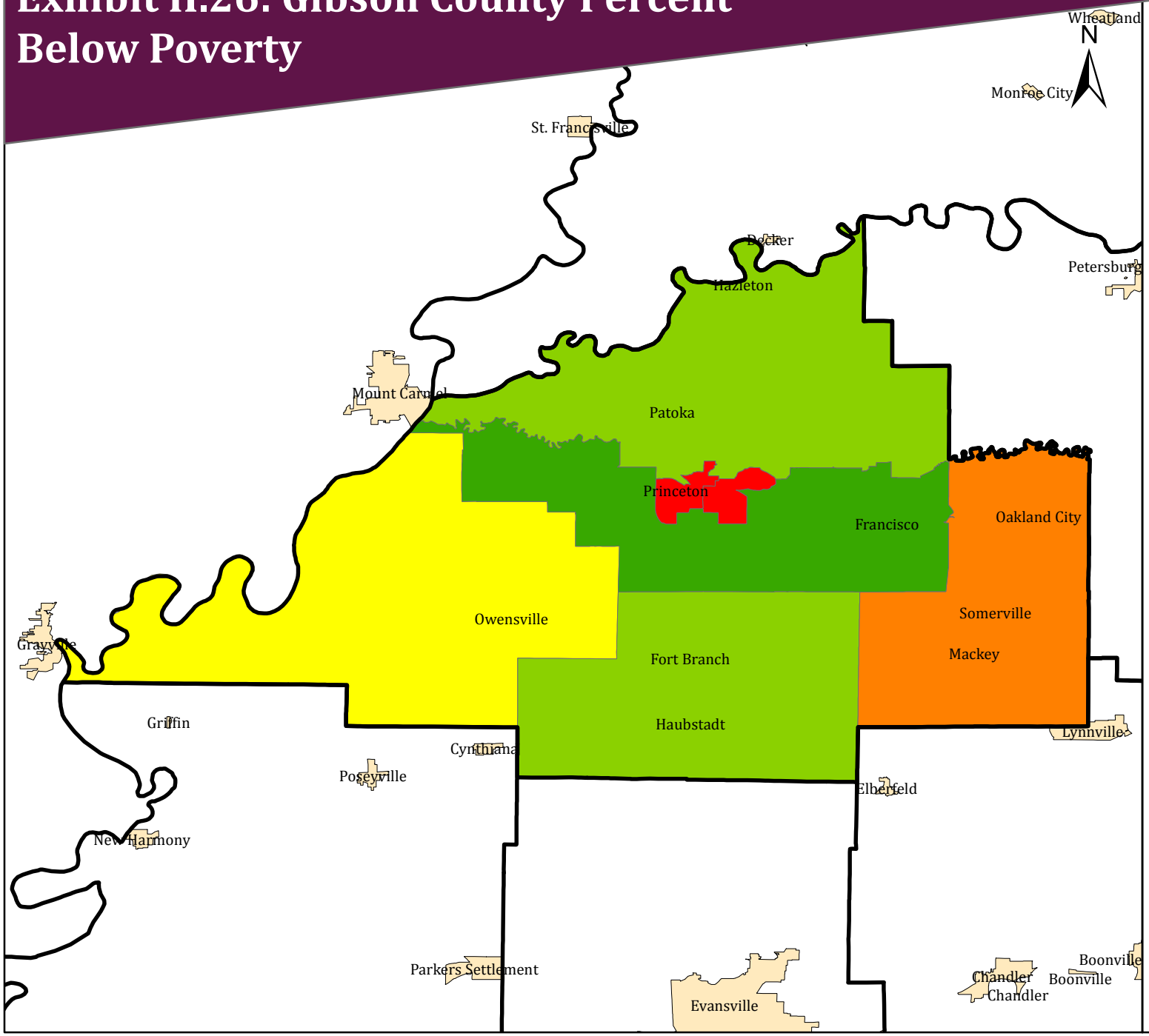
Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

Economic Profile

Employment and Income

Exhibit II.26 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. Areas having a very high density of people below the poverty level were found in the City of Princeton. This tract had a poverty rate significantly higher than that of the State of Indiana (14.1 percent). Areas of high density of persons below the poverty level exist in the eastern portion of the county around the cities of Mackey, Somerville, and Oakland City.

Exhibit II.26: Gibson County Percent Below Poverty



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

- 5.777%
- 5.778% - 7.880%
- 7.881% - 9.537%
- 9.538% - 17.64%
- 17.65% - 23.22%

0 2 4 8 Miles

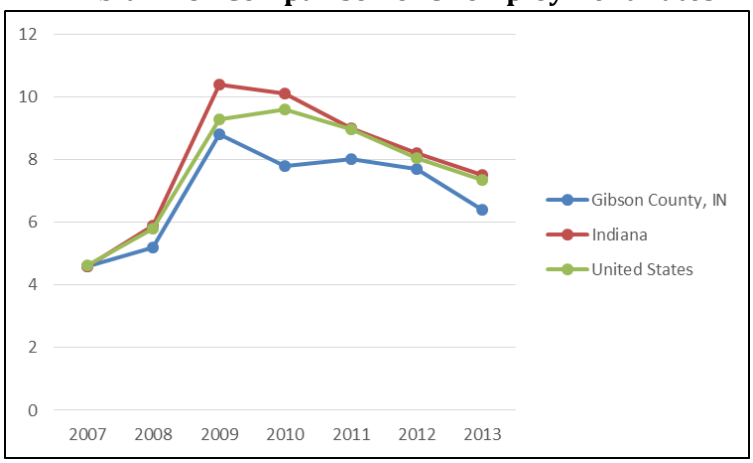
Zero Vehicle Households

The U.S. Census Bureau reported in 2012 that there were 13,048 total households in Gibson County. Exhibit II.27 illustrates the percentage of households with zero vehicles available by Census Tract. The eastern portion of the City of Princeton has a very high percentage of households with zero vehicles available. Another area has a high density of households with zero vehicles available, the eastern section of the county around the Cities of Somerville, Mackey, and Oakland City. These areas had zero vehicle rates between 4.44 percent and 5.77 percent.

Industry and Labor Force

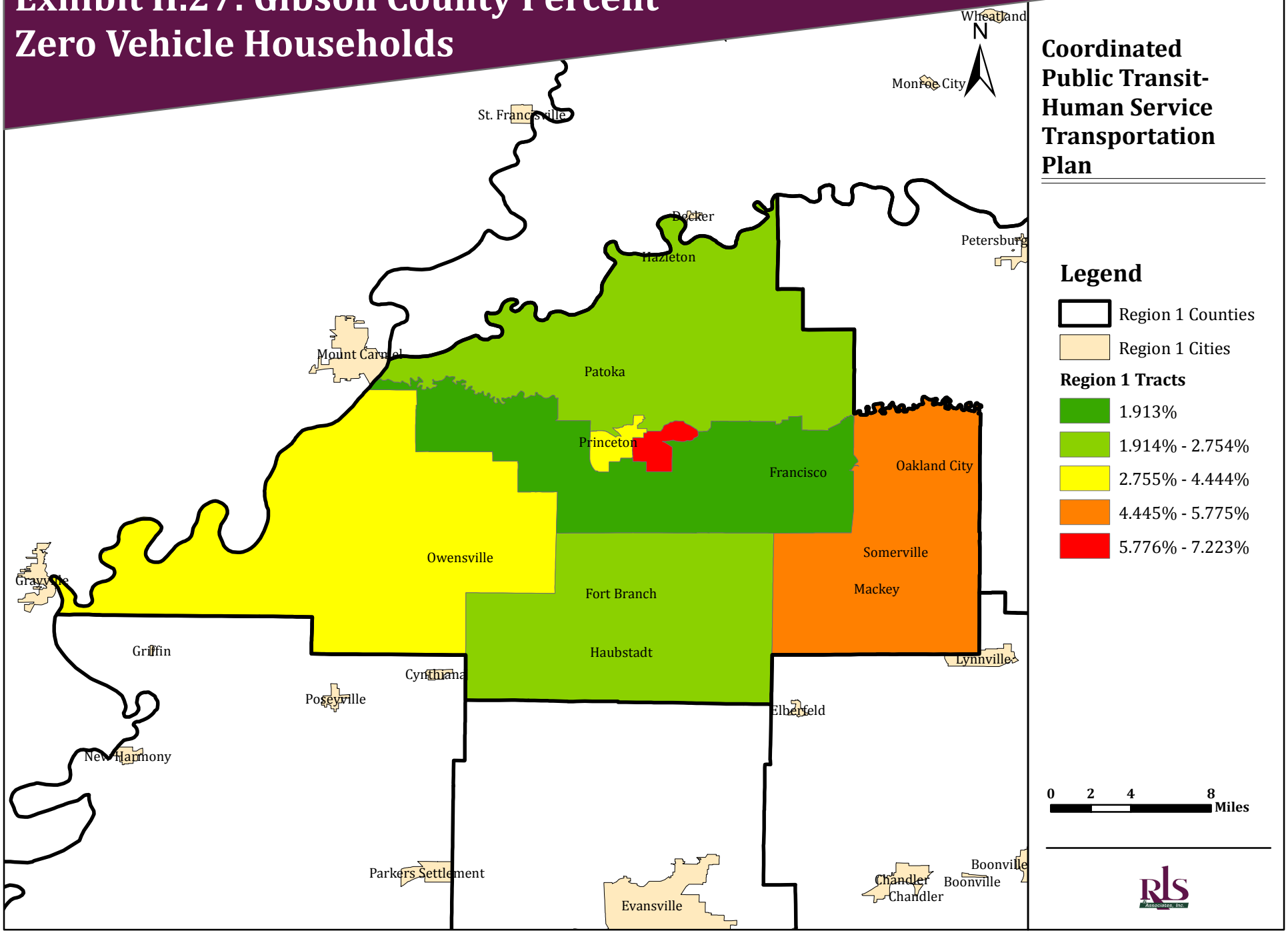
The 2013 Gibson County labor force consisted of 16,484 individuals. The county's unemployment rate reached a high in 2009 of 8.8 percent. Similar to the United States and the State of Indiana, Gibson County's unemployment rate sharply increase from 2007 to 2009 and has been declining since 2009. Exhibit 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, 2007-2013

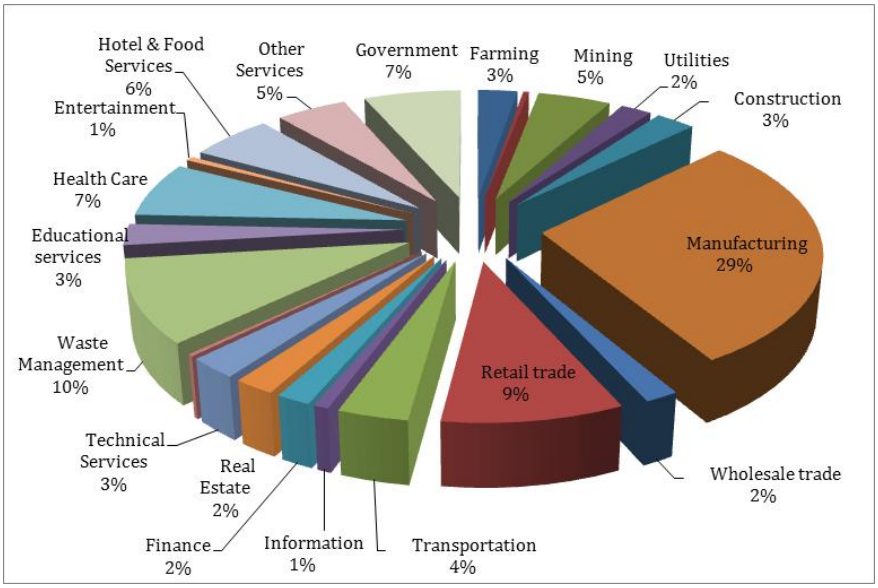
Exhibit II.27: Gibson County Percent Zero Vehicle Households



Employment by Industry

The manufacturing sector was the largest industry in Gibson County with approximately 6,300 employees. Waste management was the second largest employer group and retail trade was the third largest. In addition, over 1,000 people were employed by the government. Exhibit II.29 is an illustration of the employment by industry.

Exhibit II.29: Employment by Industry



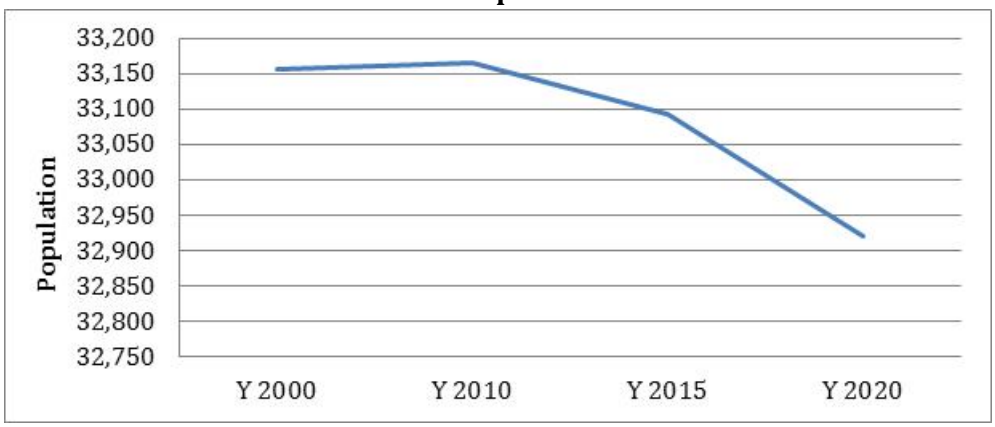
Source: U.S. Bureau of Economic Analysis, 2011

GREENE COUNTY

Population Growth

The total population of Greene County in 2013 was 32,781, only a slight change from the reported 2000 Census population and the 2010 population figures. The Indiana Business Research Center is projecting a slight decrease in population for Greene County. The population is projected to decrease by approximately one percent by 2020. Exhibit II.30 illustrates the historical and projected population trends for Greene County through the year 2020.

Exhibit II.30: Population Trends

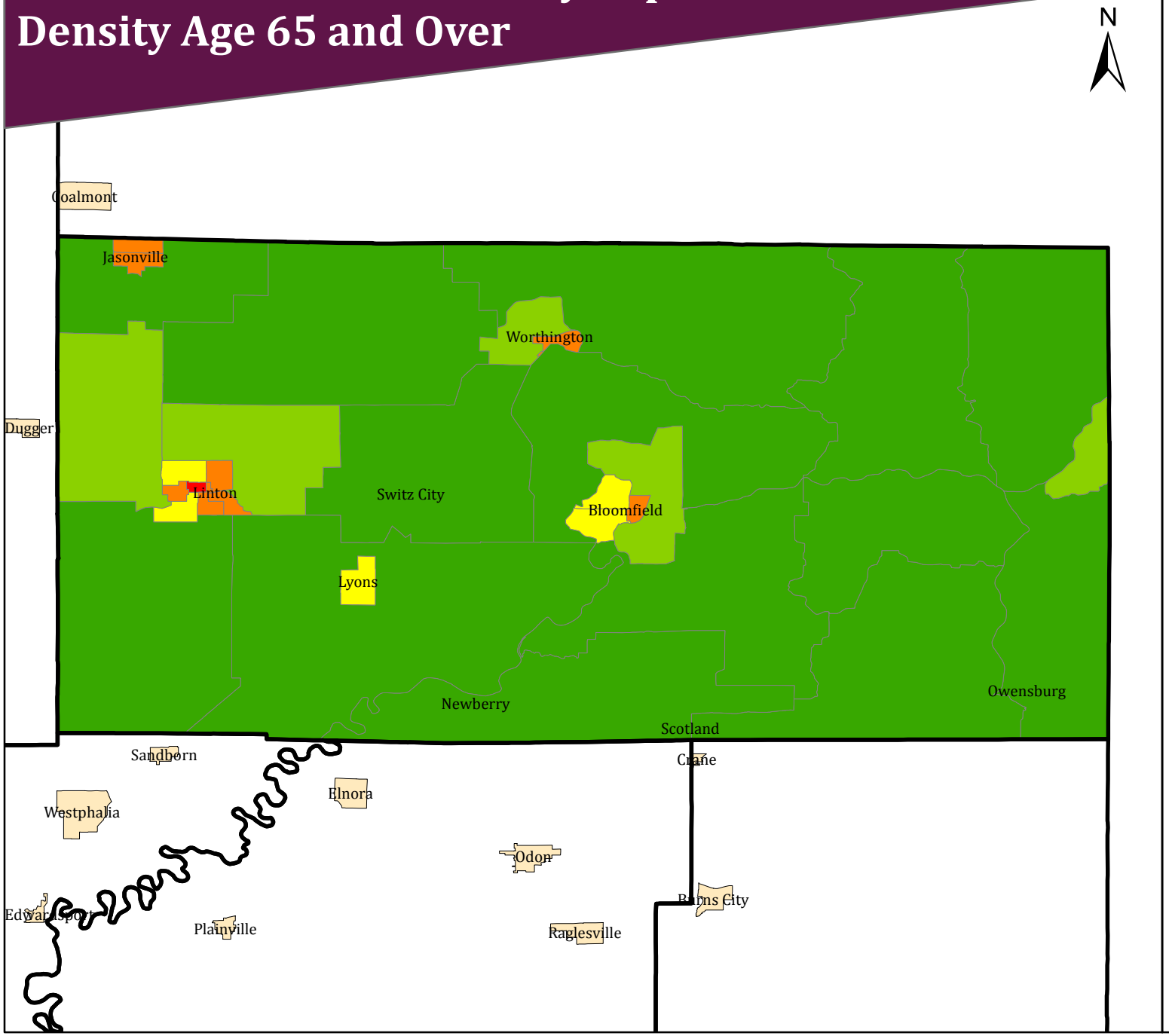


Source: 2000, 2010, 2013 Census Bureau & STATS Indiana

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 Greene County are in the City of Linton. Other areas of high to moderate density of older adults are found around in Jasonville, Worthington, Bloomfield, Lyons, and Linton. The remainder of the county has low to very low older adult population density.

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



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Cities
- Region 1 Counties

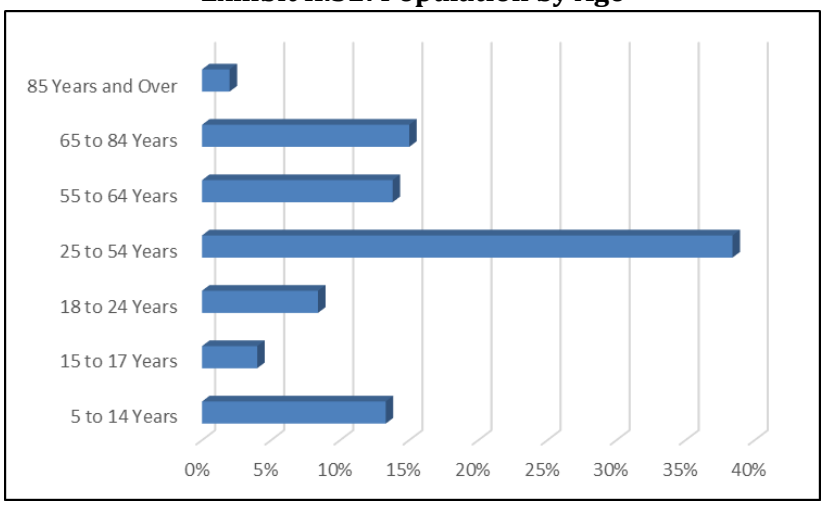
65Plus / SQMI

- 2.320 - 8.309
- 8.310 - 35.42
- 35.43 - 141.7
- 141.8 - 302.4
- 302.5 - 580.0

0 1.75 3.5 7 Miles

The largest age cohort for Gibson County was between the ages of 25 and 54 (38 percent). Approximately 29 percent of the population is between the ages of 55 and 84 with an additional two percent being age 85 or older. Approximately 26 percent of the population is age 24 or younger. The distribution indicates that the county has an aging population.

Exhibit II.32: Population by Age



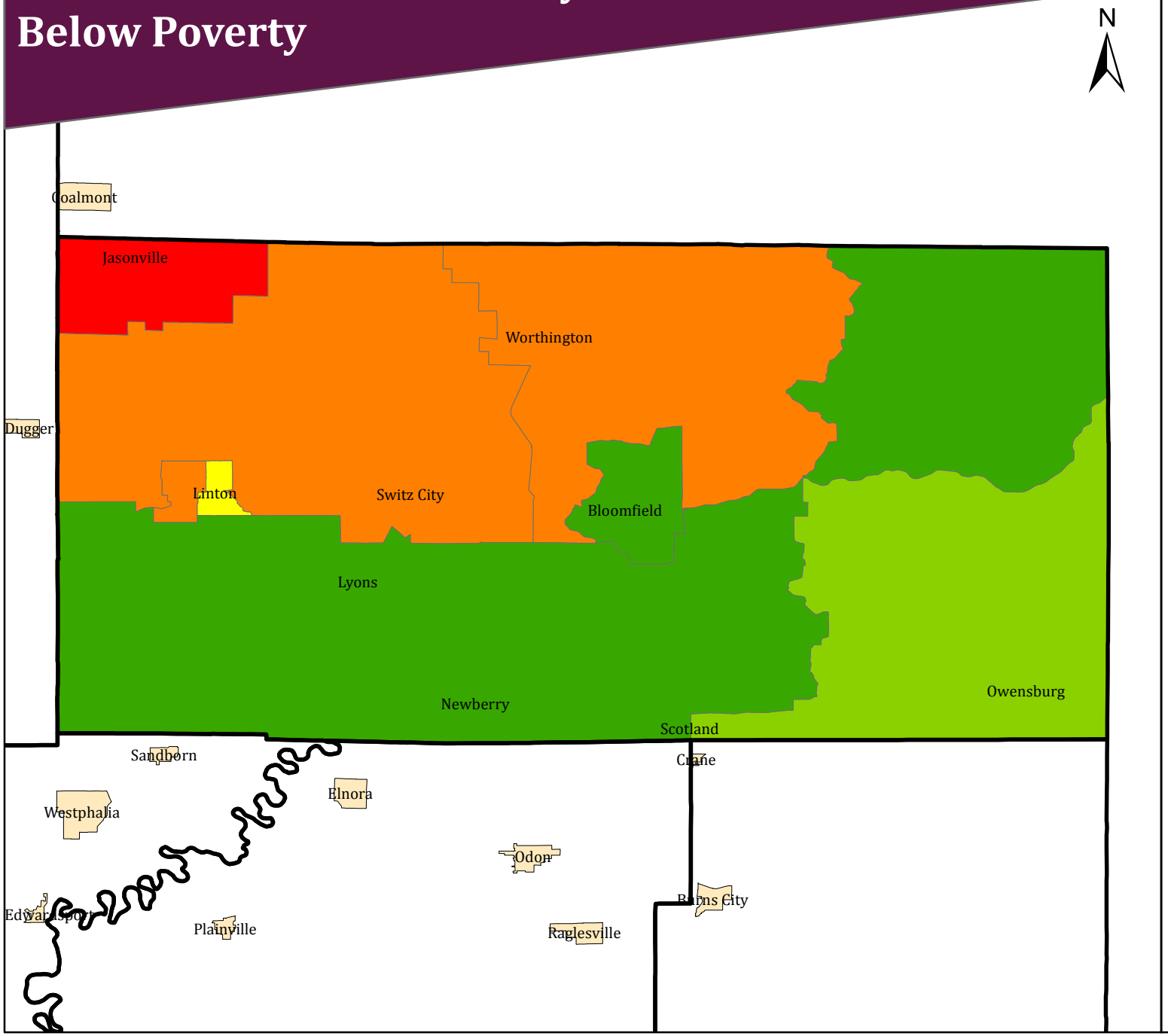
Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

Economic Profile

Employment and Income

In 2012, the poverty rate for Greene County was 15.9. Exhibit II.33 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The tracts in the northwest and north central portions of Greene County (Jasonville, Worthington, Switz City, and Linton) had very high and high densities of people below the poverty level. These tracts had a poverty rate higher than that of the State of Indiana. One tract in the City of Linton had moderate poverty levels while the remainder of the county had low densities of persons below the poverty level.

Exhibit II.33: Greene County Percent Below Poverty



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

- 7.498% - 8.037%
- 8.038% - 9.172%
- 9.173% - 14.10%
- 14.11% - 17.61%
- 17.62% - 21.60%

0 1.75 3.5 7 Miles

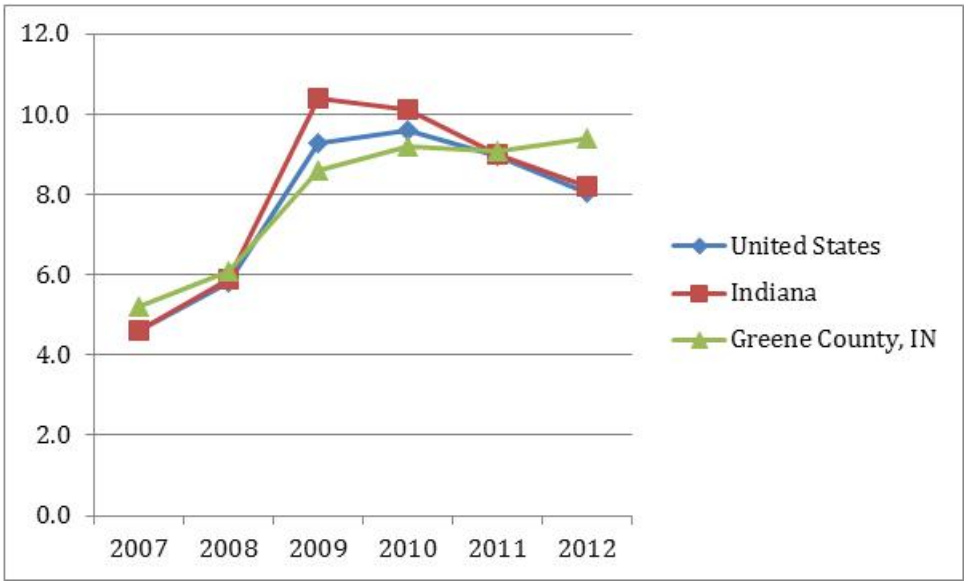
Zero Vehicle Households

The U.S. Census Bureau reported in 2012 that there were 12,912 total households in Greene County. Exhibit II.34 illustrates the percentage of households with zero vehicles available by Census Tract. The tracts around the City of Linton, Bloomfield, and Jasonville all had high and moderately high densities of households with zero vehicles available. These areas had zero vehicle rates between 3.91 percent and 11.69 percent. The remaining portions of the county had moderate to very low densities of zero vehicle households.

Industry and Labor Force

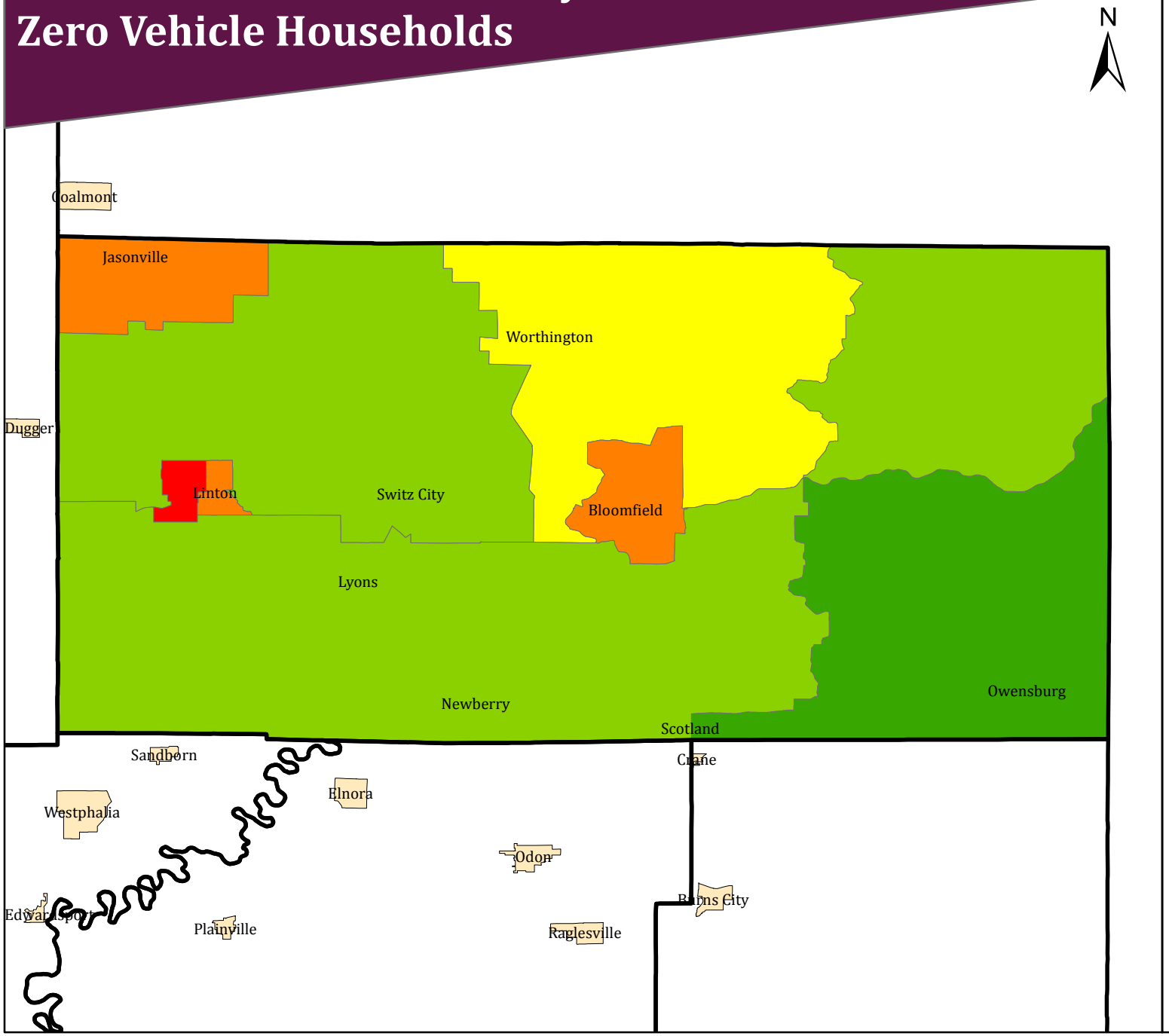
The 2012 Greene County labor force consisted of 15,275 individuals according to the U.S. Bureau of Labor Statistics and STATS Indiana. The county's unemployment rate reached a high in 2012 of over 9.4 percent. From 2007 to 2008, Greene County's unemployment rate was higher than that of the State of Indiana and the United States. In 2009 and 2010, the unemployment rate dipped below the State of Indiana and the United States. Since 2011, the rate has increased and once again become higher than the State of Indiana and the United States. Exhibit II.35 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.35: Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.34: Greene County Percent Zero Vehicle Households



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

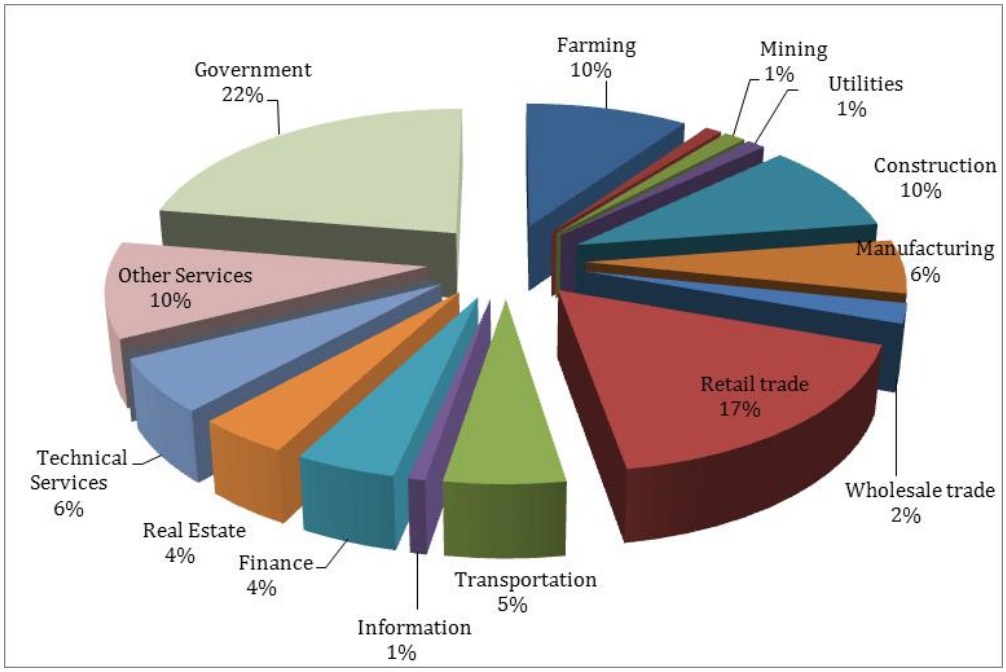
- 0.3563%
- 0.3564% - 2.072%
- 2.073% - 3.915%
- 3.916% - 10.27%
- 10.28% - 11.69%

0 1.75 3.5 7 Miles

Employment by Industry

The government was the largest employer in Greene County with approximately 2,000 employees. The retail trade sector was the second largest employer group with approximately 1,500 employees. In addition, construction, farming, and other services employed approximately 10 percent of the population each. Exhibit II.36 is an illustration of the employment by industry.

Exhibit II.36: Employment by Industry



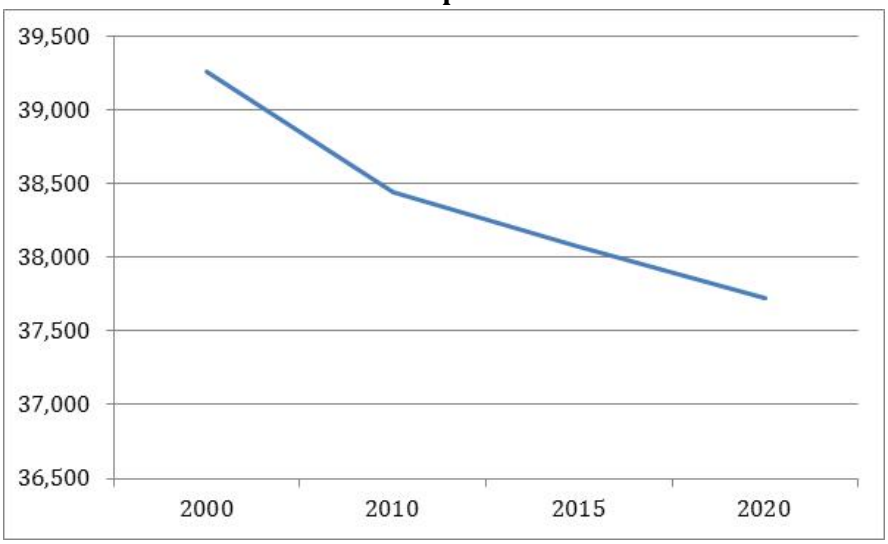
Source: U.S. Bureau of Economic Analysis, 2011

KNOX COUNTY

Population Growth

The total population of Knox County in 2013 was 37,954 persons, a decrease of approximately two percent since the reported 2000 Census population. The Indiana Business Research Center is projecting a slight decrease in population for Knox County. The population for 2015 is projected to decrease by one percent from 2010 (decrease of 365 people) and decrease another one percent in 2020. Exhibit II.37 illustrates the historical and projected population trends for Knox County through the year 2020.

Exhibit II.37: Population Trends

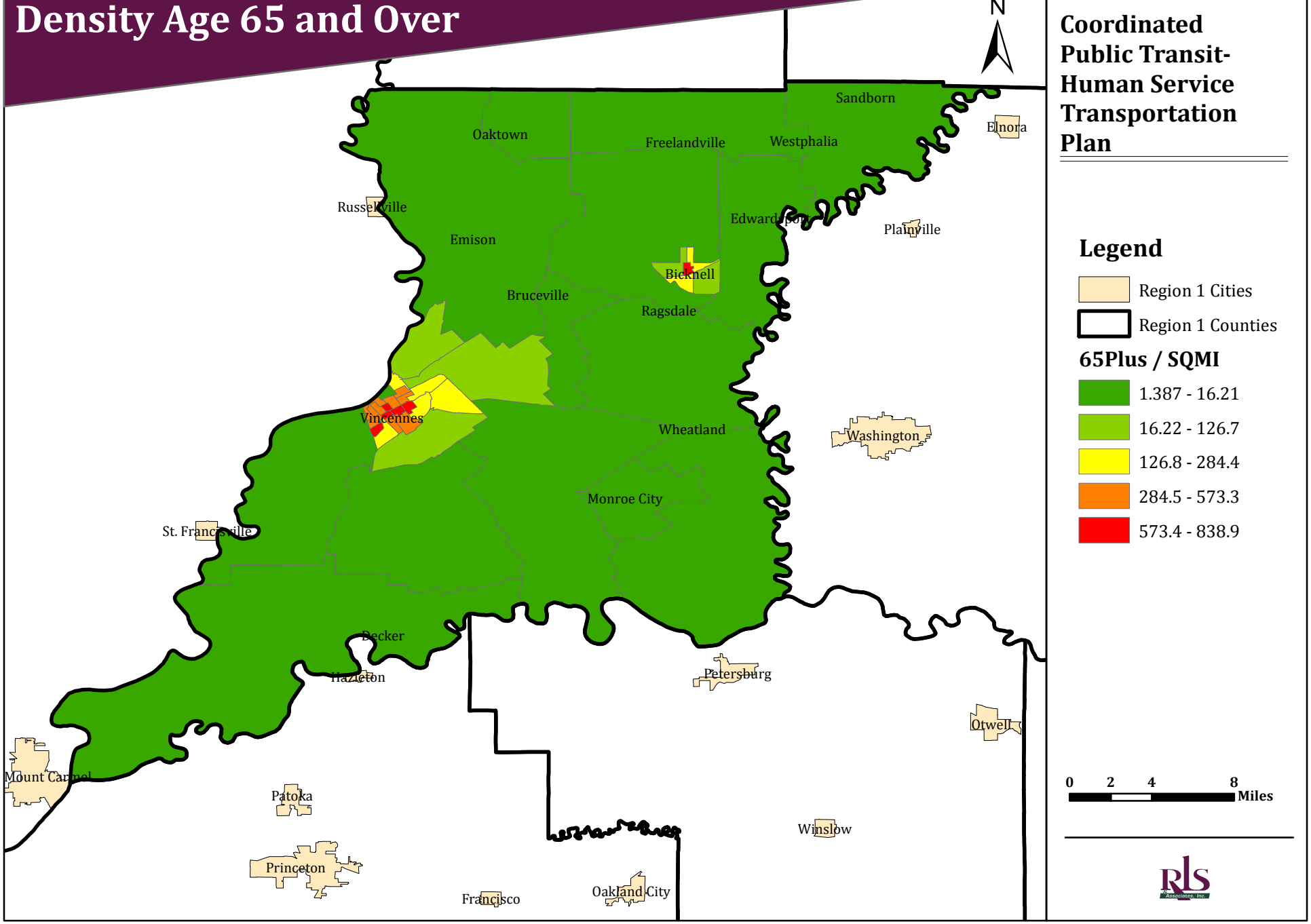


Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

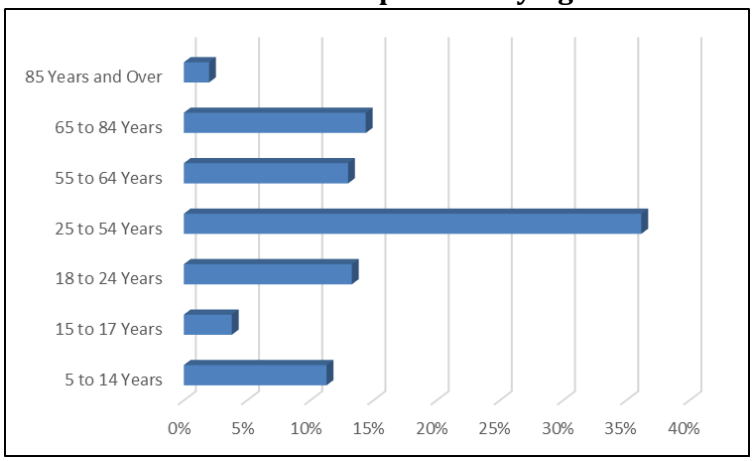
Exhibit II.38 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Knox County are in the City of Vincennes and Bicknell. The remainder of the county has low to very low older adult population density.

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



The largest age cohort for Knox County was between the ages of 25 and 54 (36 percent). The second largest age group was 5 to 24 years old (28 percent), while 15.8 percent were age 65 or older. The third largest group was between ages 55 and 64, which constituted 27 percent of the county's population (see Exhibit II.39).

Exhibit II.39: Population by Age



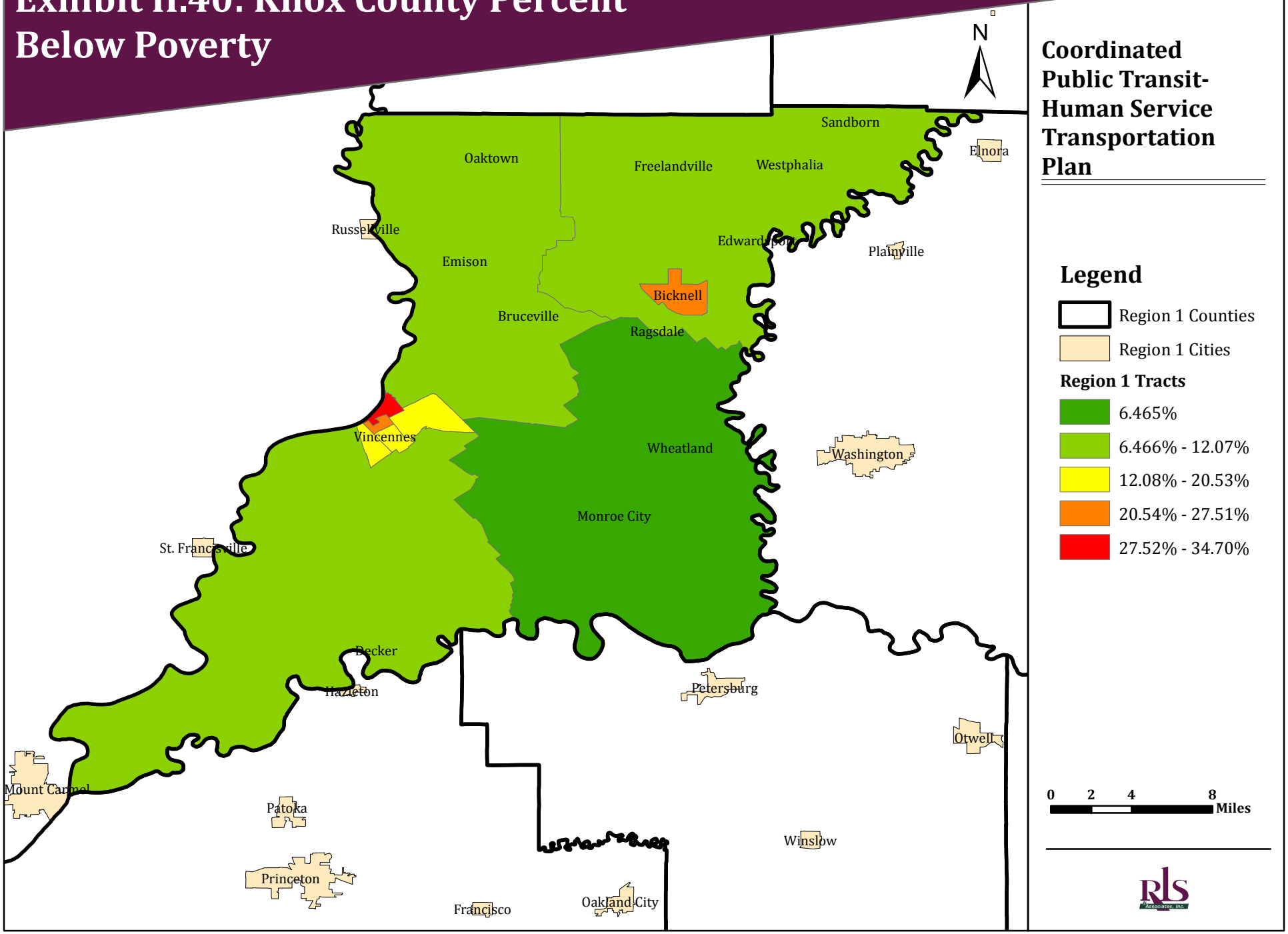
Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

Economic Profile

Employment and Income

The Knox County poverty rate in 2012 was 15.9. Exhibit II.40 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The tracts in Vincennes and Bicknell have moderate to high densities 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 had low densities of persons below the poverty level.

Exhibit II.40: Knox County Percent Below Poverty



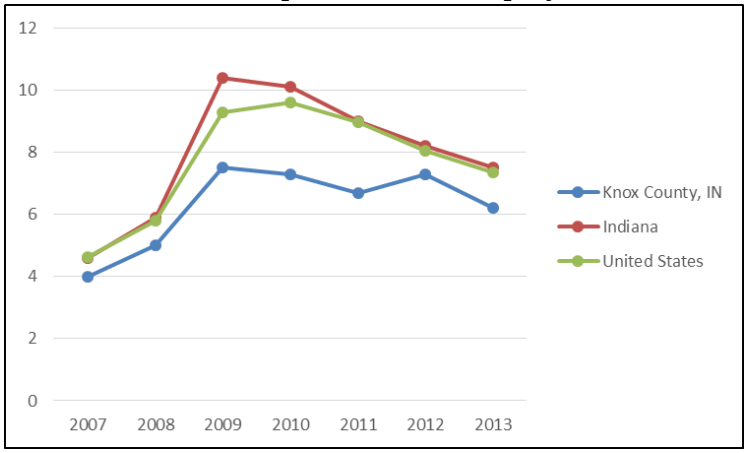
Zero Vehicle Households

Exhibit II.41 illustrates the percentage of households with zero vehicles available by Census Tract. One tract in the City of Vincennes had the highest density of households with zero vehicles available (17.11 – 36.53 percent). The tract that encompasses Bicknell had the second highest percentage of zero vehicle households. These areas had zero vehicle rates between 9.40 percent and 17.10 percent. The remaining portions of the county had moderate to very low densities of zero vehicle households.

Industry and Labor Force

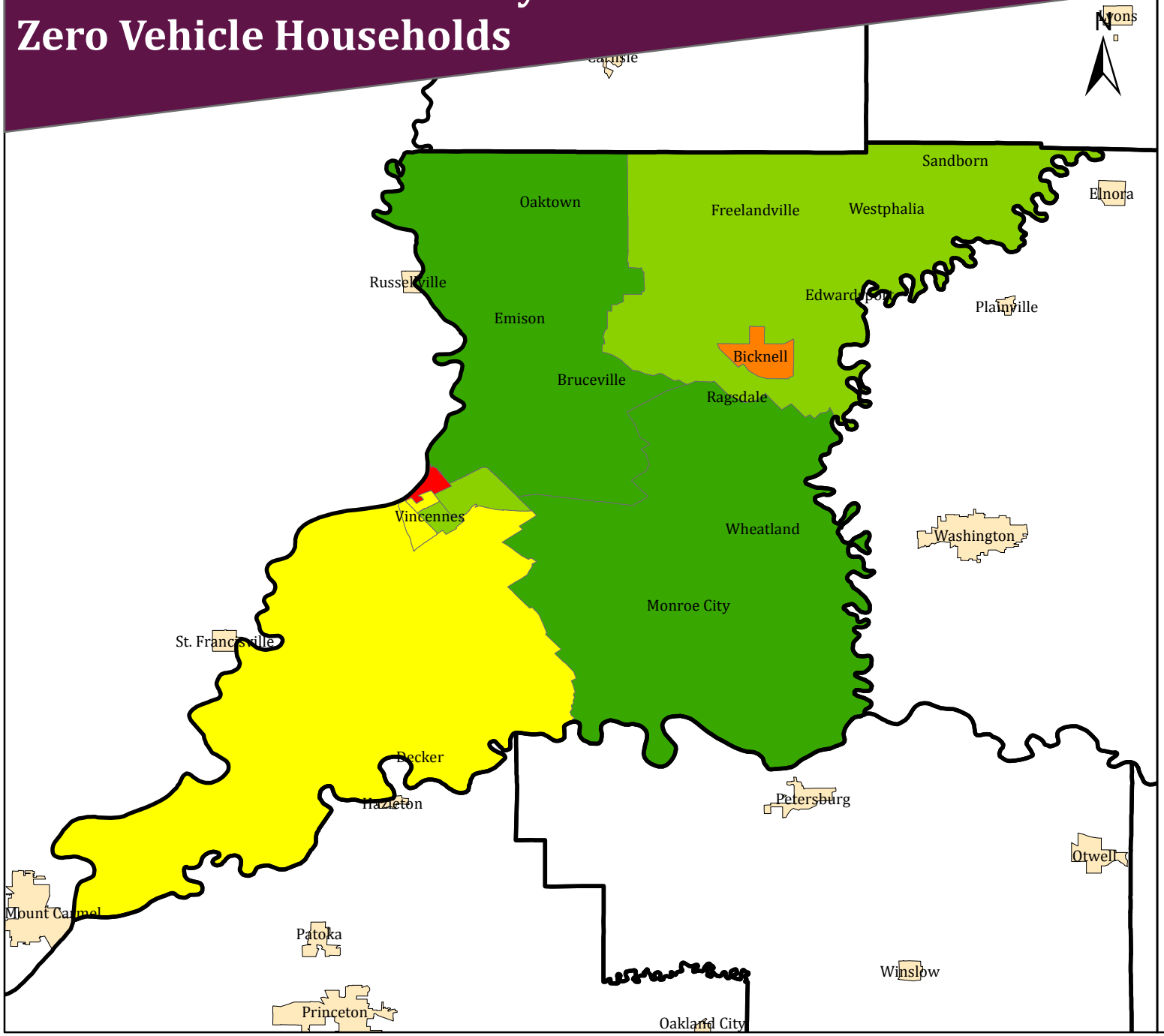
The 2013 Knox County labor force consisted of 19,986 individuals according to the U.S. Bureau of Labor Statistics. The county's unemployment rate reached a high in 2009 of 7.5 percent. From 2009 to 2013, Knox County's unemployment rate steadily declined. Exhibit II.42 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.42: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics, 2007-2013

Exhibit II.41: Knox County Percent Zero Vehicle Households



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

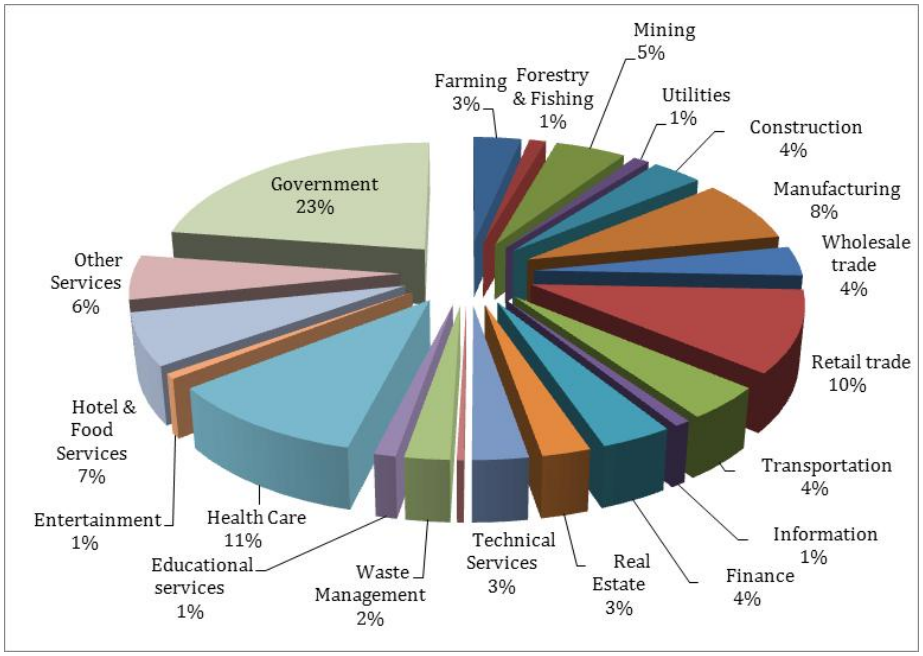
- 2.208% - 3.125%
- 3.126% - 5.333%
- 5.334% - 9.401%
- 9.402% - 17.10%
- 17.11% - 36.53%

0 2 4 8 Miles

Employment by Industry

The government was the largest employer in Knox County with approximately 23 percent of the workforce. The health care sector was the second largest employer group. In addition, retail trade employed about 10 percent of the population. Exhibit II.43 is an illustration of the employment by industry.

Exhibit II.43: Employment by Industry



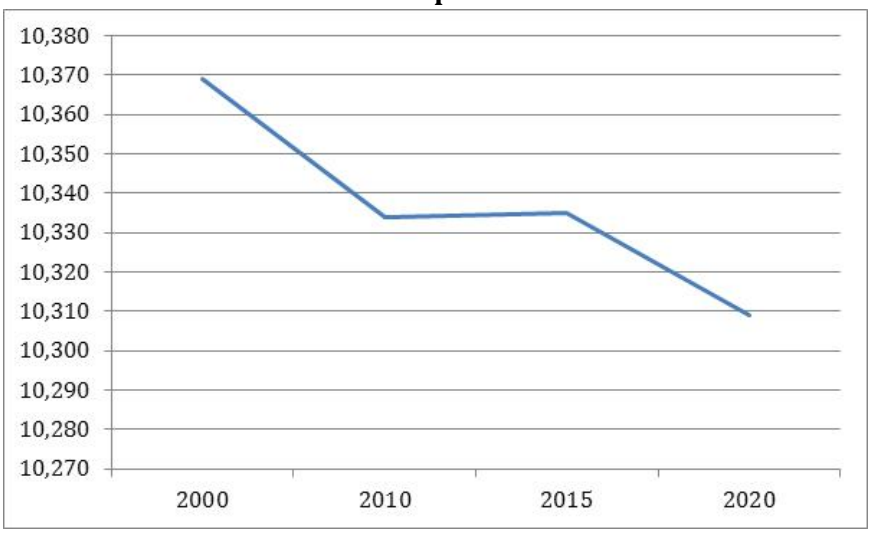
Source: U.S. Bureau of Economic Analysis, 2011

MARTIN COUNTY

Population Growth

The total population of Martin County in 2013 was 10,160 persons, a decrease of approximately 0.3 percent since the reported 2000 Census population. The Indiana Business Research Center is projecting a one percent increase in population for Martin County for 2015. A decrease of 0.2 percent is projected for the year 2020. Exhibit II.44 illustrates the historical and projected population trends for Martin County through the year 2020.

Exhibit II.44: Population Trends

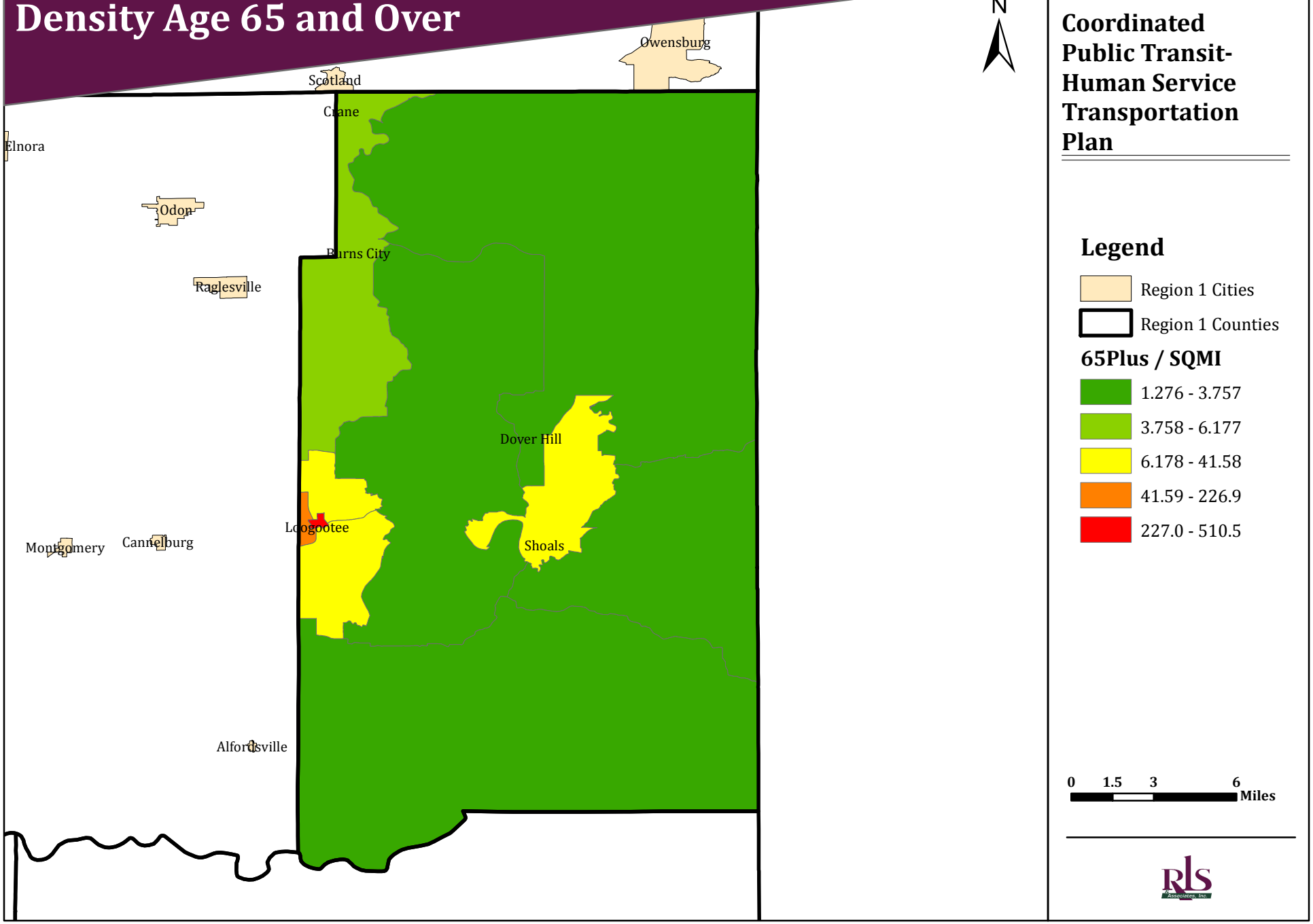


Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

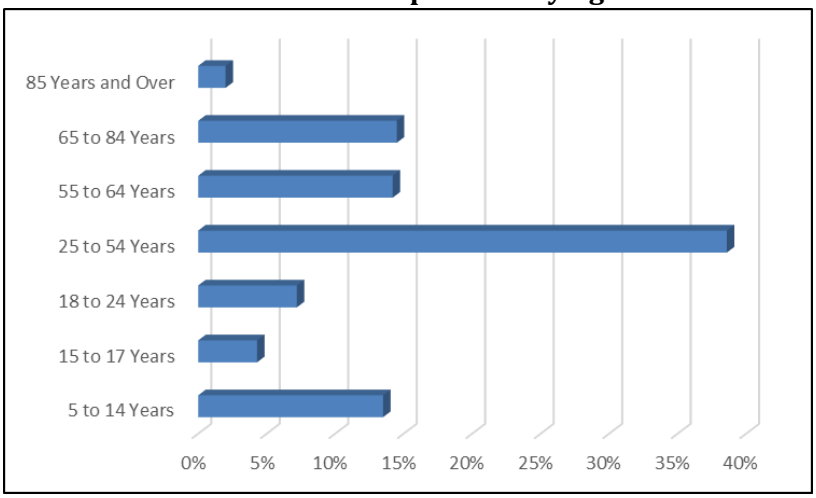
Exhibit II.45 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Martin County are in the City of Loogootee. The remainder of the county has moderate to very low older adult population density.

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



The largest age cohort for Martin County was between the ages of 25 and 54 (39 percent). The second largest group was between ages 55 and 84, which constituted 29 percent of the county's population (see Exhibit II.46). The third largest age group was 5 to 24 years old (25 percent).

Exhibit II.46: Population by Age



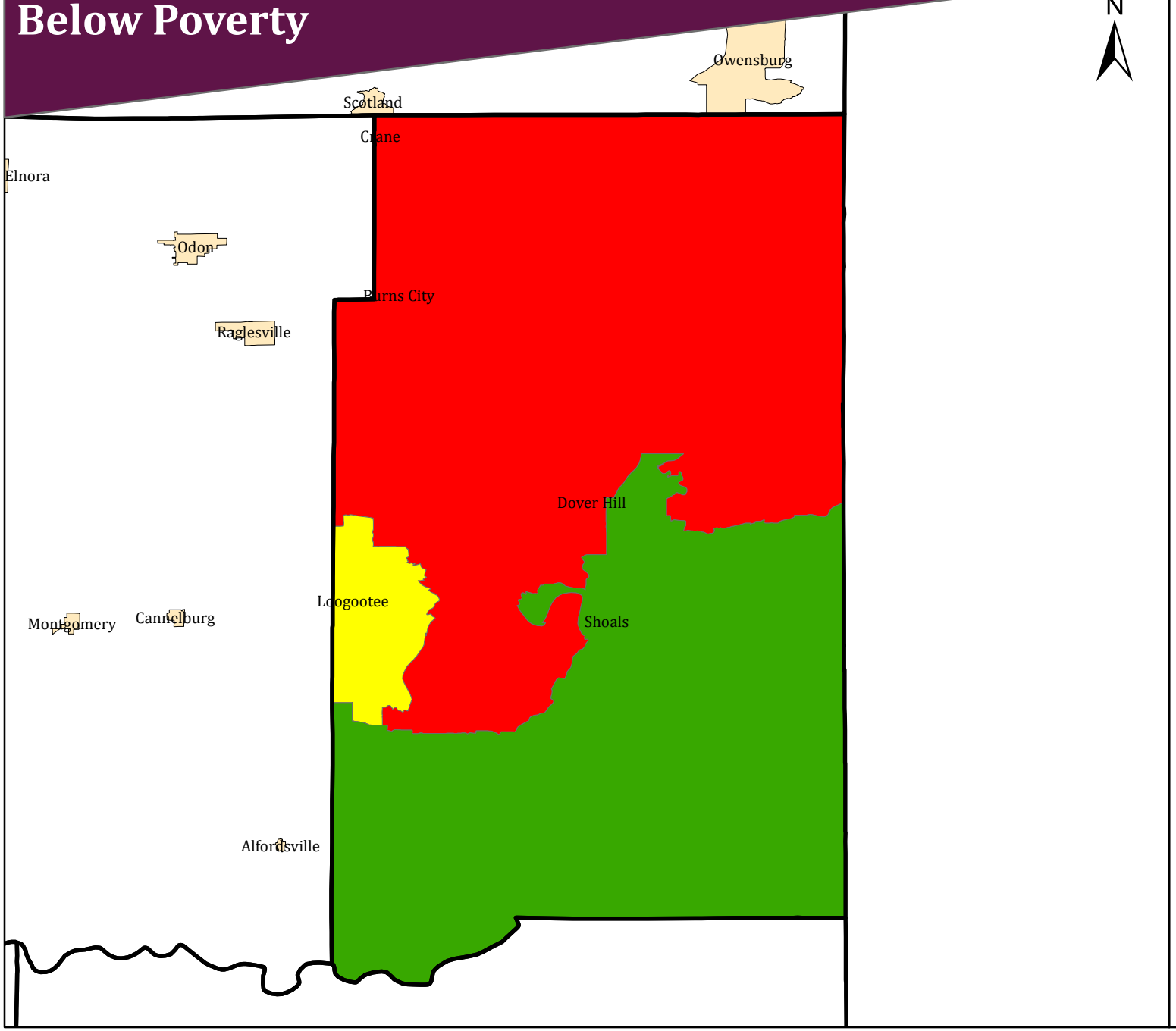
Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

Economic Profile

Employment and Income

The poverty rate in 2012 was 12.8. Exhibit II.47 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The northern most tracts in Martin County had the highest percentage of people below the poverty level (14.50 – 16.45 percent). This tract had a poverty rate higher than that of the State of Indiana (14.1 percent). The tract that encompasses Loogootee had a moderate density of people below the poverty level. The remaining tracts had low densities of persons below the poverty level.

Exhibit II.47: Martin County Percent Below Poverty



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

- 0.1272
- 0.1273 - 0.1449
- 0.1450 - 0.1645

0 1.5 3 6 Miles

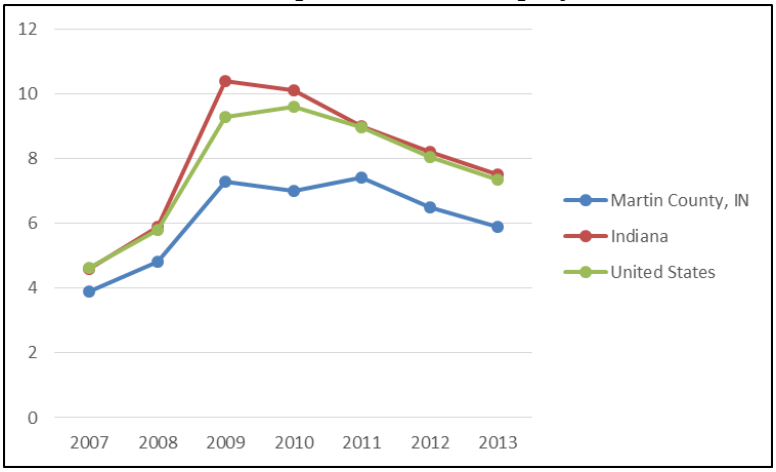
Zero Vehicle Households

The U.S. Census Bureau reported in 2012 that there were 4,108 total households in Martin County. Exhibit II.48 illustrates the percentage of households with zero vehicles available by Census Tract. The tract in and around Loogootee had the highest density of households with zero vehicles available (4.31 – 6.49 percent). The southern tract had the second highest percentage of zero vehicle households. These areas had zero vehicle rates between 2.22 percent and 4.30 percent. The remaining portion of the county had low densities of zero vehicle households.

Industry and Labor Force

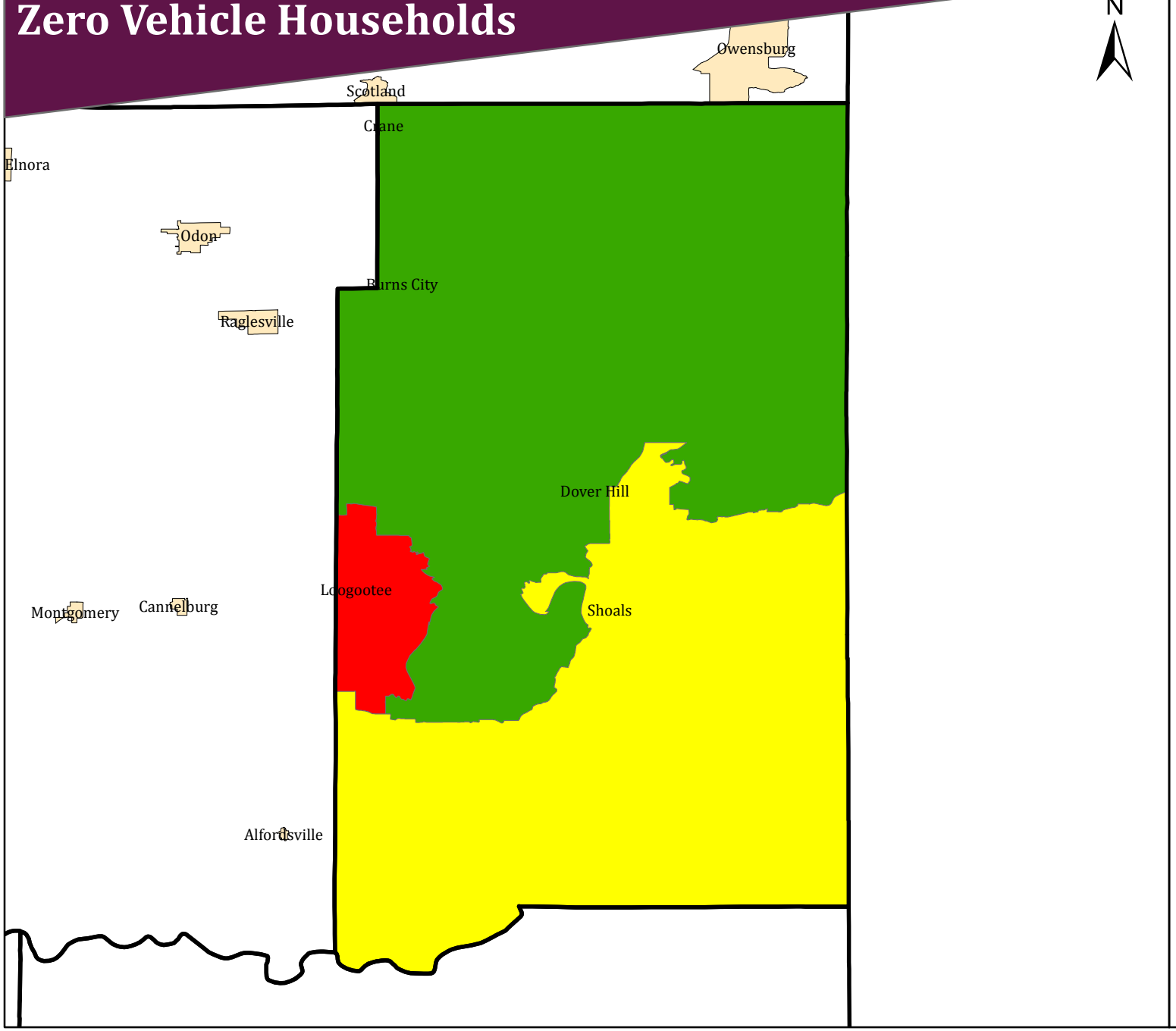
The 2013 Martin County labor force consisted of 5,203 individuals. The county's unemployment rate reached a high in 2009 of 7.3 percent. From 2009 to 2013, Martin County's unemployment rate steadily declined. Exhibit II.49 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.49: Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.48: Martin County Percent Zero Vehicle Households



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

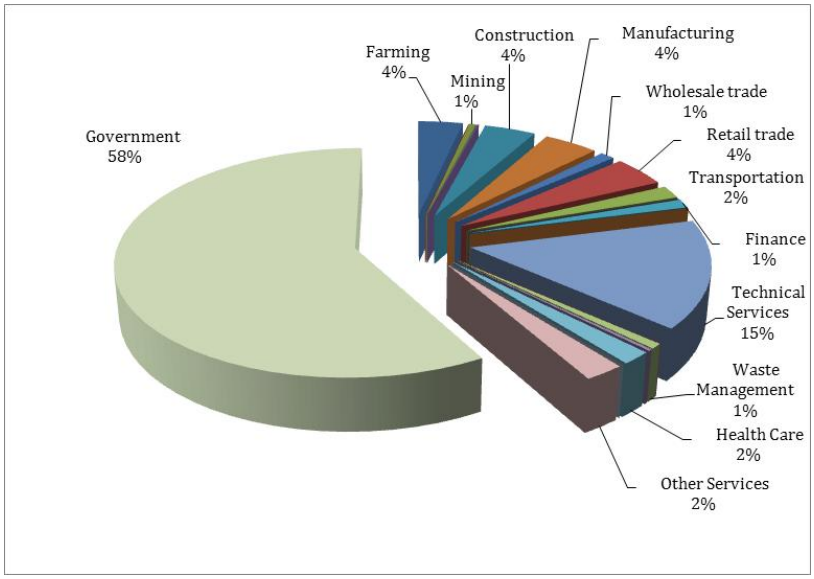
- 2.220%
- 2.221% - 4.308%
- 4.309% - 6.487%

0 1.5 3 6 Miles

Employment by Industry

The government is the largest employer in Martin County with nearly 60 percent of the workforce. Technical services was the second largest employer group with approximately 15 percent of the workforce. No other industry in Martin County employed more than four percent of employees. Exhibit II.50 is an illustration of the employment by industry.

Exhibit II.50: Employment by Industry



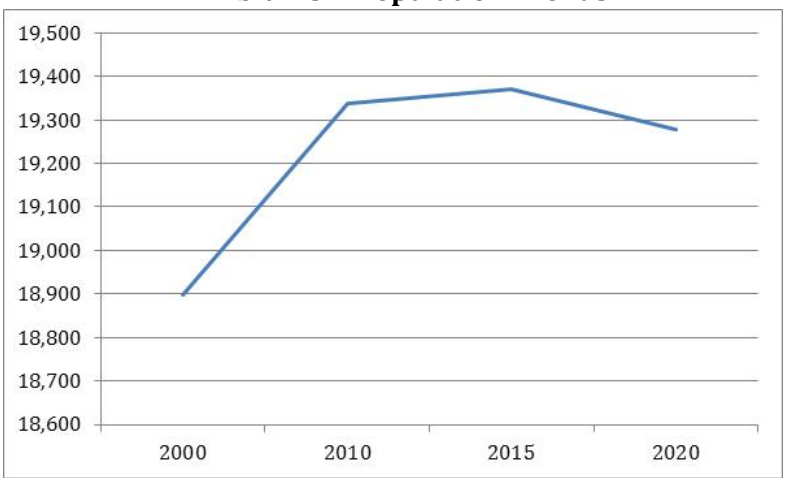
Source: U.S. Bureau of Economic Analysis, 2011

PERRY COUNTY

Population Growth

The total population of Perry County in 2013 was 19,558 persons, an increase of 2.3 percent since reported 2000 Census population figures. The Indiana Business Research Center is projecting a slight decline in population for Perry County in 2015 and 2020. Exhibit II.51 illustrates the historical and projected population trends for Perry County through the year 2020.

Exhibit II.51: Population Trends

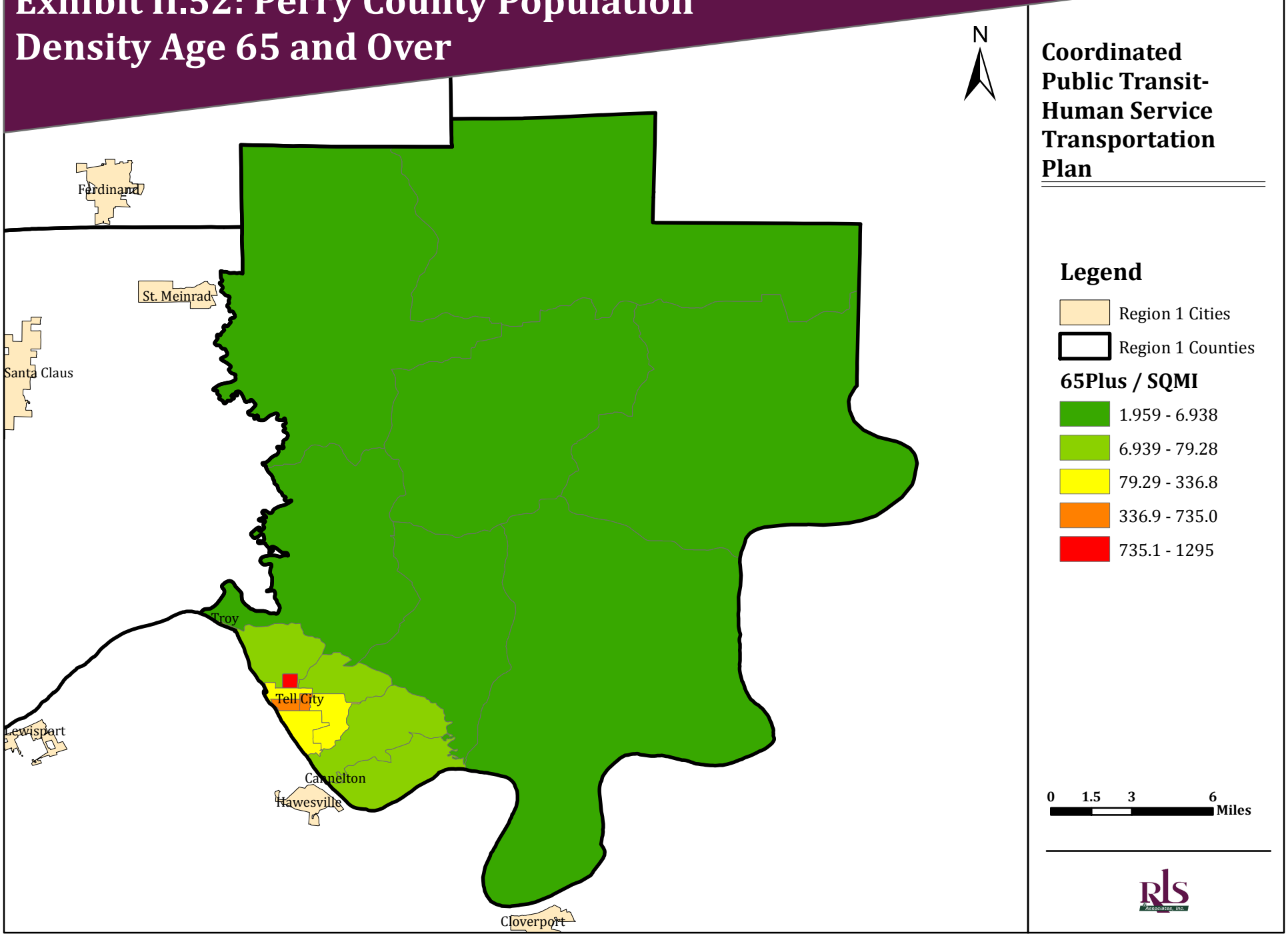


Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

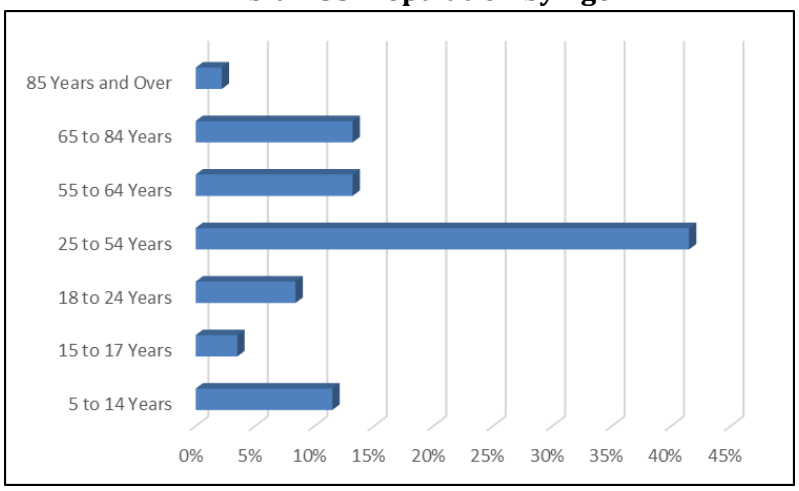
Exhibit II.52 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Perry County are in Tell City. The remainder of the county has low to very low older adult population density.

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



The largest age cohort for Perry County was between the ages of 25 and 54 (42 percent). The second largest group was between ages 55 and 84, which constituted 26 percent of the county's population (see Exhibit II.53). The third largest age group was 5 to 24 years old (23 percent), while two percent were age 85 or older. The distribution indicates that the county has an aging population.

Exhibit II.53: Population by Age



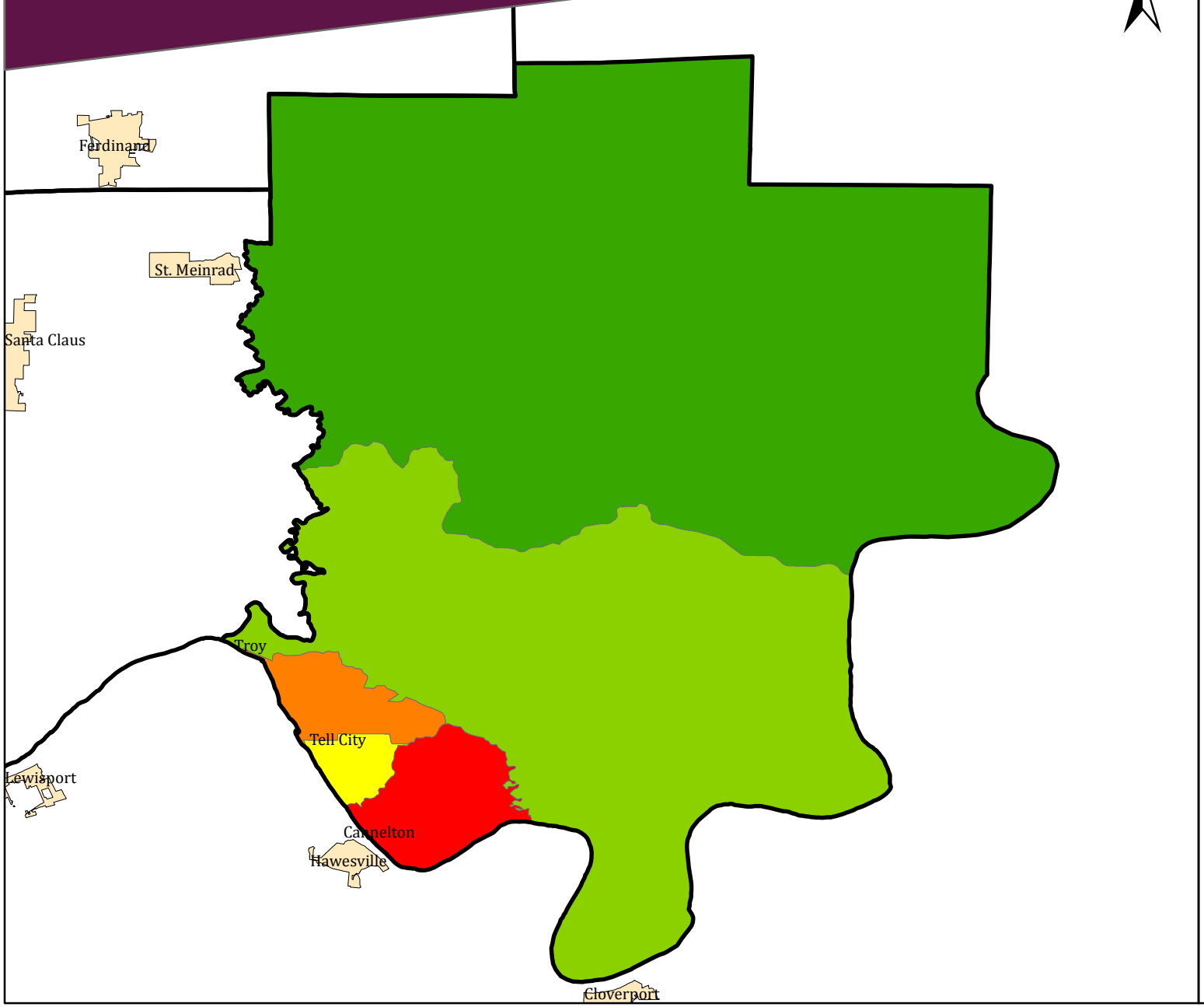
Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

Economic Profile

Employment and Income

The poverty rate in Perry County was 14.6 in 2012. Exhibit II.54 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The tract around Cannelton had the highest percentage of people below the poverty level (14.11 – 27.69 percent). This tract had a poverty rate higher than that of the State of Indiana (14.1 percent). The tracts that encompass Tell City had moderate to high densities of people below the poverty level. The remaining tracts in Perry County had low to very low densities of persons below the poverty level.

Exhibit II.54: Perry County Percent Below Poverty



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

- 5.427%
- 5.428% - 5.474%
- 5.475% - 7.090%
- 7.091% - 14.10%
- 14.11% - 27.69%

0 1.5 3 6 Miles

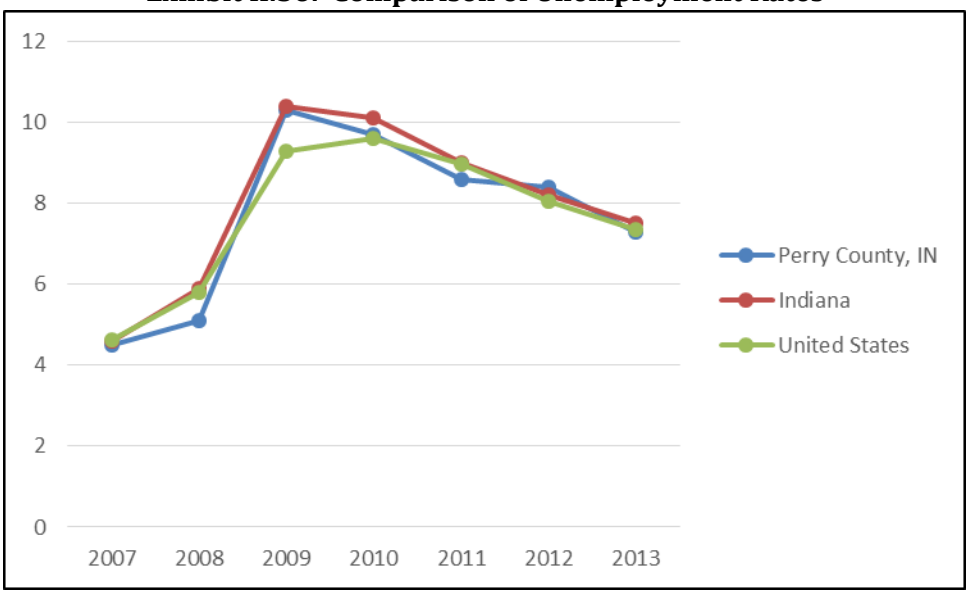
Zero Vehicle Households

The U.S. Census Bureau reported in 2012 that there were 7,499 total households in Perry County. Exhibit II.55 illustrates the percentage of households with zero vehicles available by Census Tract. The tracts with higher percentages of zero vehicle households mimics that of tracts with people below the poverty level. The tract around Cannelton had the highest percentage of households with zero vehicles available (11.65 – 12.68 percent). The tracts that encompass Tell City had moderate to high densities of zero vehicle households. The remaining tracts in Perry County had low to very low densities of zero vehicle households.

Industry and Labor Force

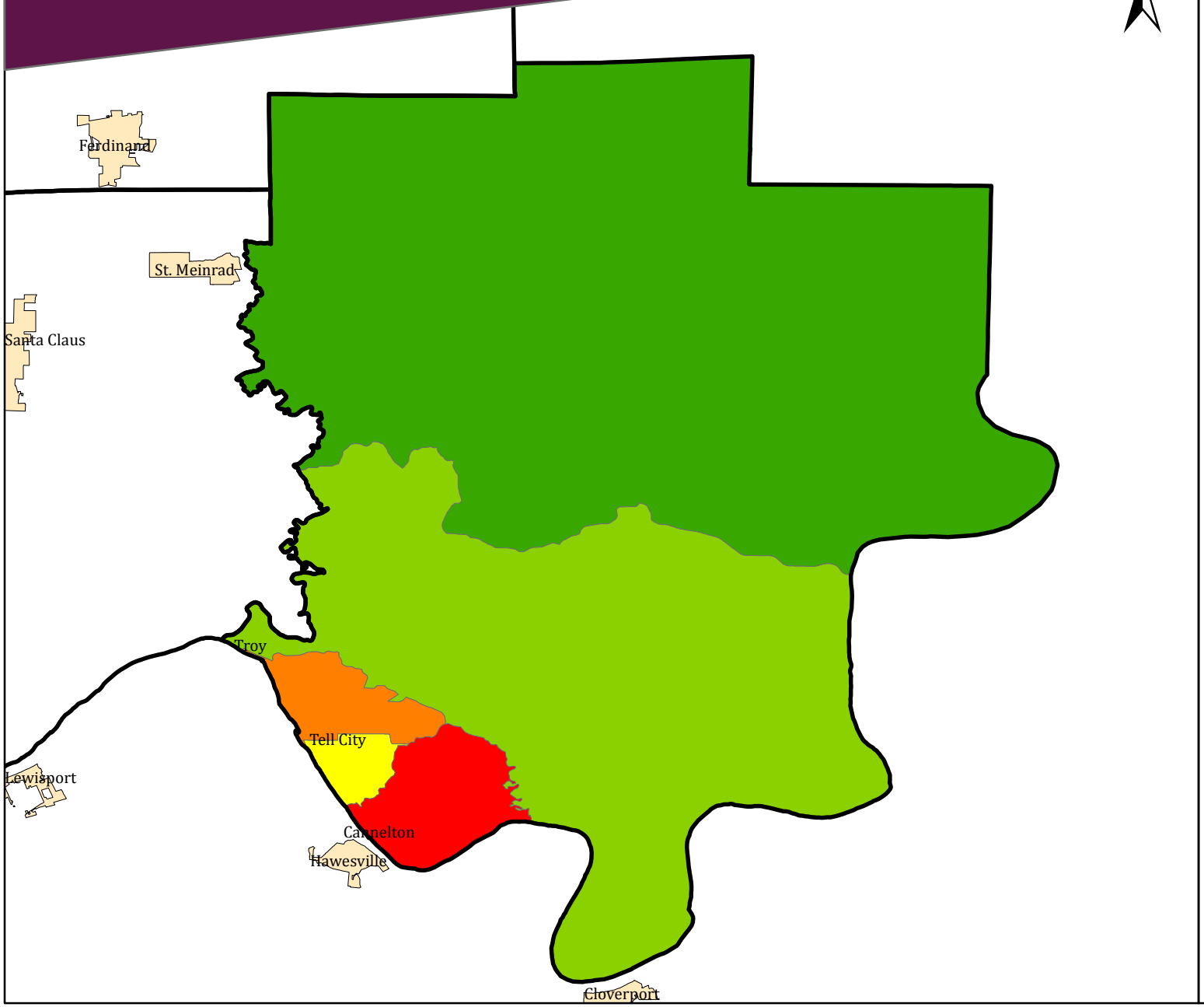
The 2013 Perry County labor force consisted of 9,475 individuals. The county's unemployment rate reached a high in 2009 of 10.3 percent. From 2009 to 2013, the unemployment rate for Perry County was similar to the State and national unemployment rates. Exhibit II.56 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.56: Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics, 2007-2013

Exhibit II.55: Perry County Percent Zero Vehicle Households



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

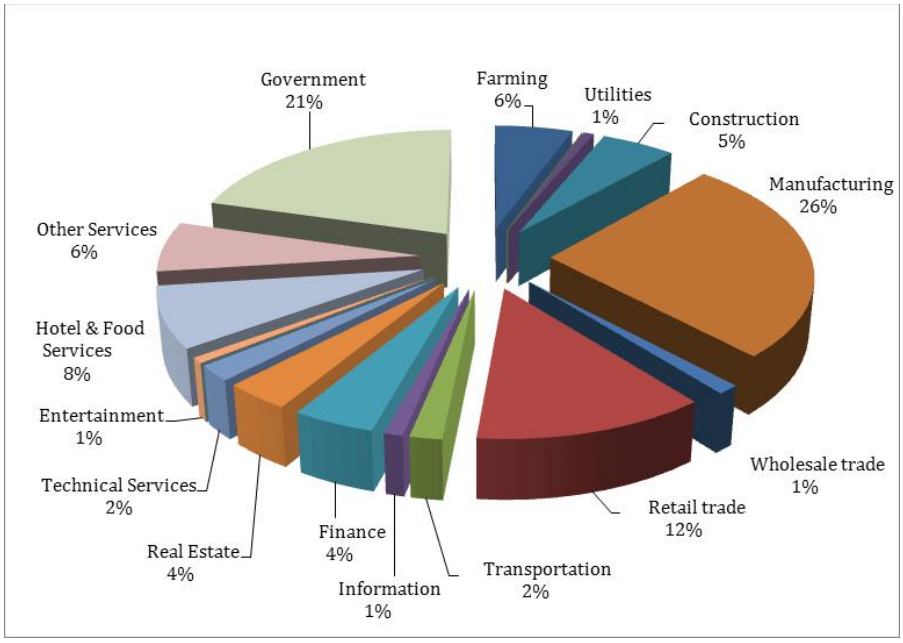
- 1.628%
- 1.629% - 2.888%
- 2.889% - 5.468%
- 5.469% - 11.64%
- 11.65% - 12.68%

0 1.5 3 6 Miles

Employment by Industry

Manufacturing was the largest employer in Perry County with 26 percent of the workforce. The government was the second largest employer group with approximately 21 percent of the workforce. Retail trade made up 12 percent of the employed population while hotel and food services made up 8 percent. No other industry in Martin County employed more than six percent of employees. Exhibit II.57 is an illustration of the employment by industry.

Exhibit II.57: Employment by Industry



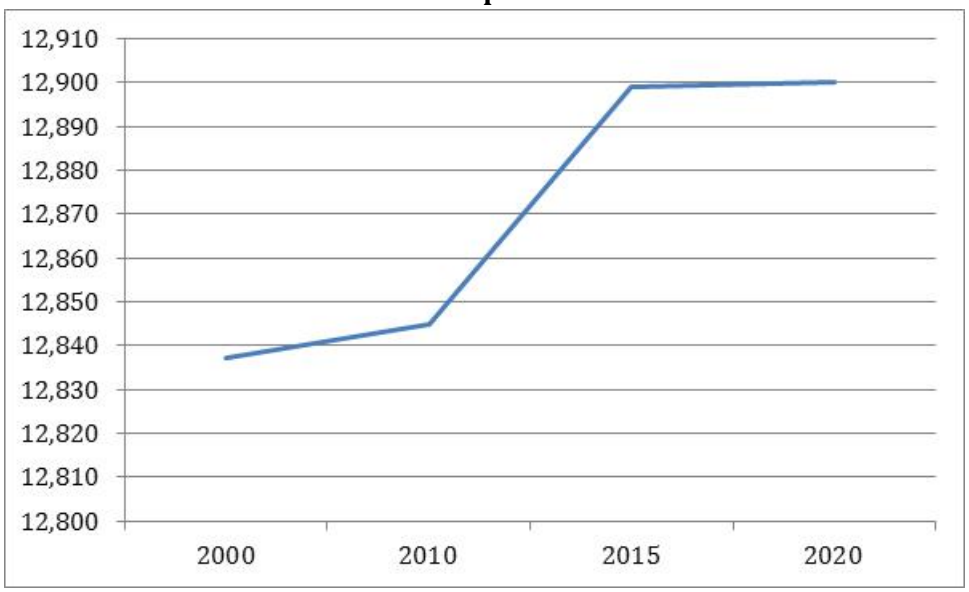
Source: U.S. Bureau of Economic Analysis, 2011

PIKE COUNTY

Population Growth

The total population of Pike County in 2013 was 12,683 persons. The Indiana Business Research Center is projecting a 0.4 percent population increase for Pike County by 2015 and no increase in 2020. Exhibit II.58 illustrates the historical and projected population trends for Pike County through the year 2020.

Exhibit II.58: Population Trends

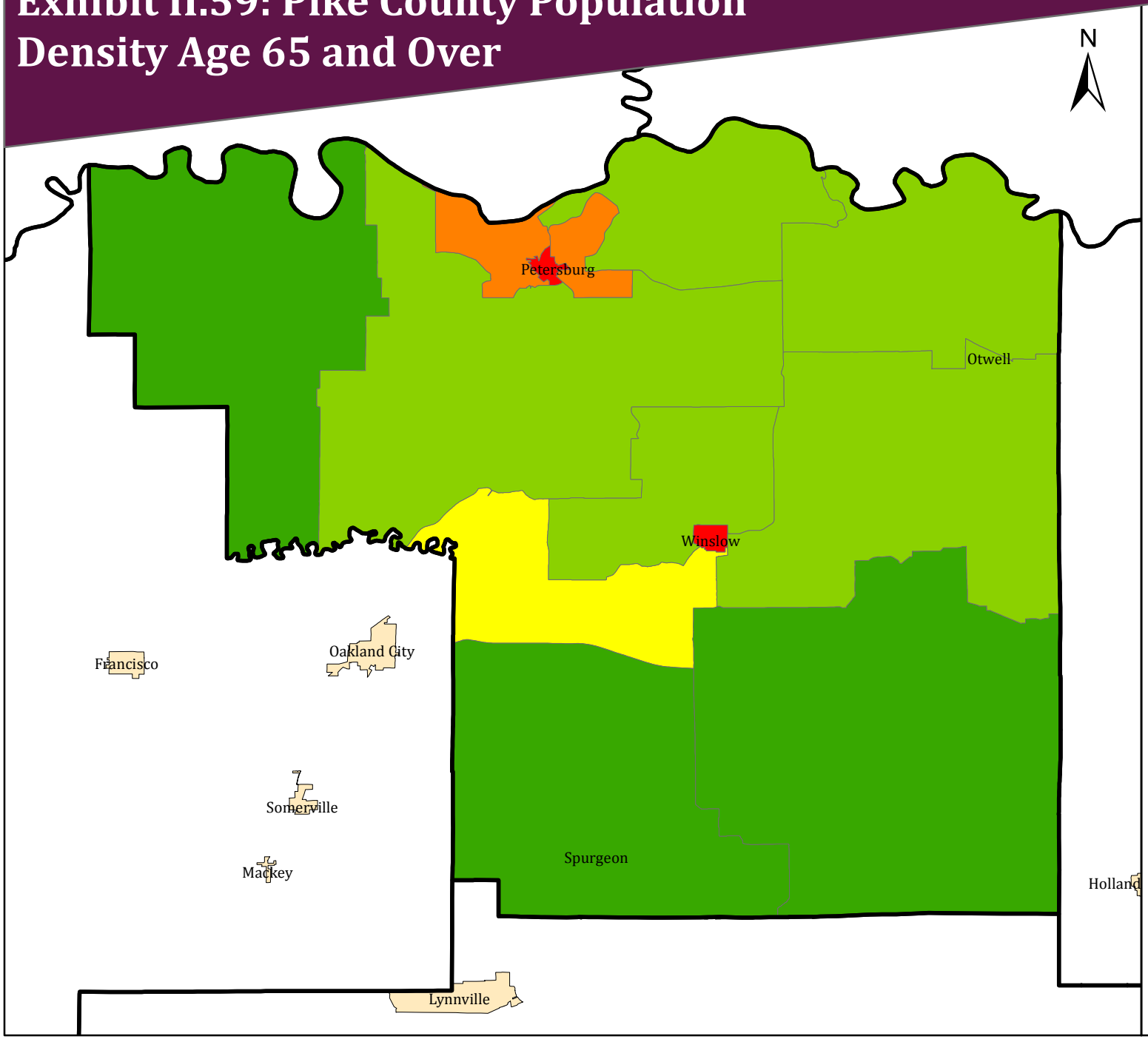


Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

Exhibit II.59 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Pike County are in Petersburg and Winslow. These areas had densities of persons aged 65 and older between 65.45 and 447.7 persons per square mile. The other block groups around Petersburg had moderately high densities. The remainder of the county has low to very low older adult population density.

Exhibit II.59: Pike County Population Density Age 65 and Over



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Cities
- Region 1 Counties

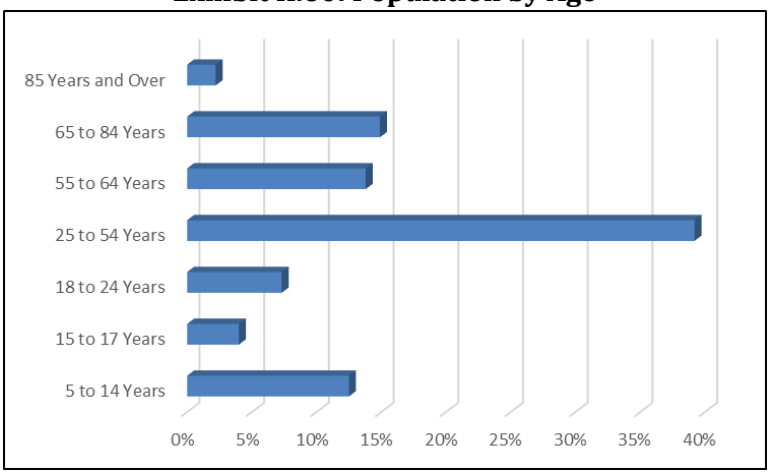
65Plus / SQMI

- 2.191 - 3.172
- 3.173 - 6.033
- 6.034 - 10.23
- 10.24 - 65.44
- 65.45 - 447.7

0 1.25 2.5 5 Miles

The largest age cohort for Pike County was between the ages of 25 and 54 (39 percent). The second largest group was between ages 55 and 84, which constituted 29 percent of the county's population (see Exhibit II.60). The third largest age group was 5 to 24 years old (24 percent), while two percent were age 85 or older. The distribution indicates that the county has an aging population.

Exhibit II.60: Population by Age



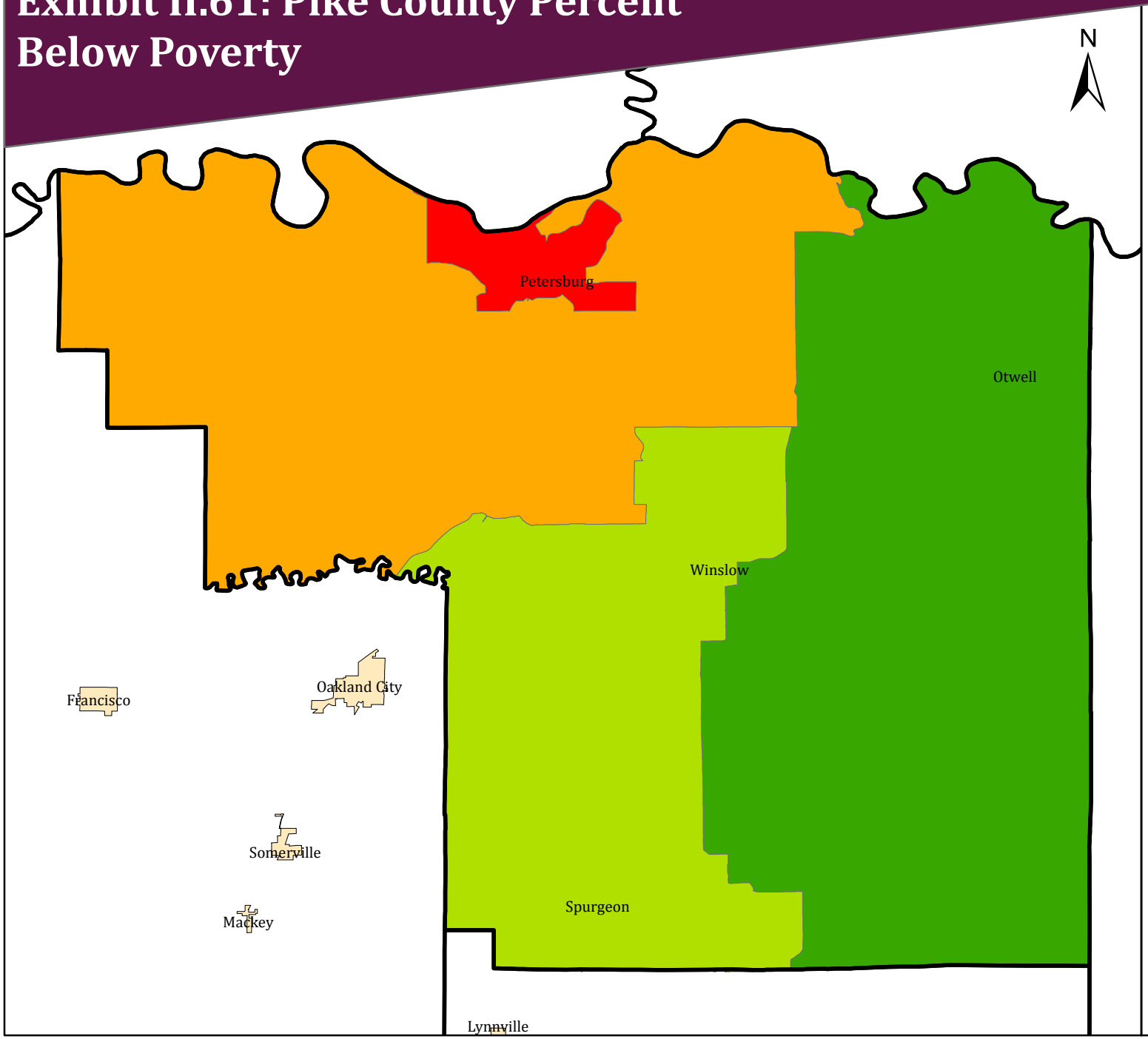
Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

Economic Profile

Employment and Income

The poverty rate in Pike County was 10.8. Exhibit II.61 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The tract around Petersburg had the highest percentage of people below the poverty level (14.52 – 19.32 percent). This tract had a poverty rate higher than that of the State of Indiana. The tract in the northwest portion of Pike County had the second highest density of people below the poverty level. The remaining tracts in Pike County had low to very low densities of persons below the poverty level.

Exhibit II.61: Pike County Percent Below Poverty



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

- 8.946%
- 8.947% - 12.68%
- 12.69% - 14.51%
- 14.52% - 19.32%

0 1.25 2.5 5 Miles

RLS Associates, Inc.

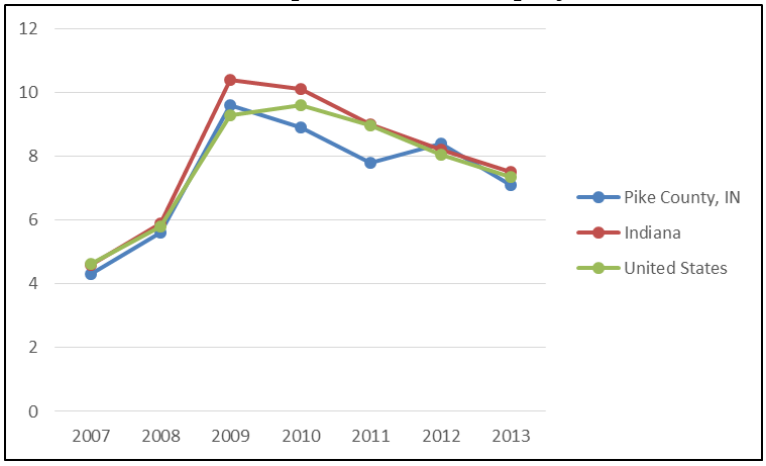
Zero Vehicle Households

There were approximately 5,272 total households in Pike County in 2012. Exhibit II.62 illustrates the percentage of households with zero vehicles available by Census Tract. The tracts with higher percentages of zero vehicle households mimics that of tracts with people below the poverty level. The tract around Petersburg had the highest percentage of households with zero vehicles available (9.21 – 10.15 percent). The tract in the northwest portion of Pike County had the second highest density of zero vehicle households. The remaining tracts in Pike County had low to very low densities of zero vehicle households.

Industry and Labor Force

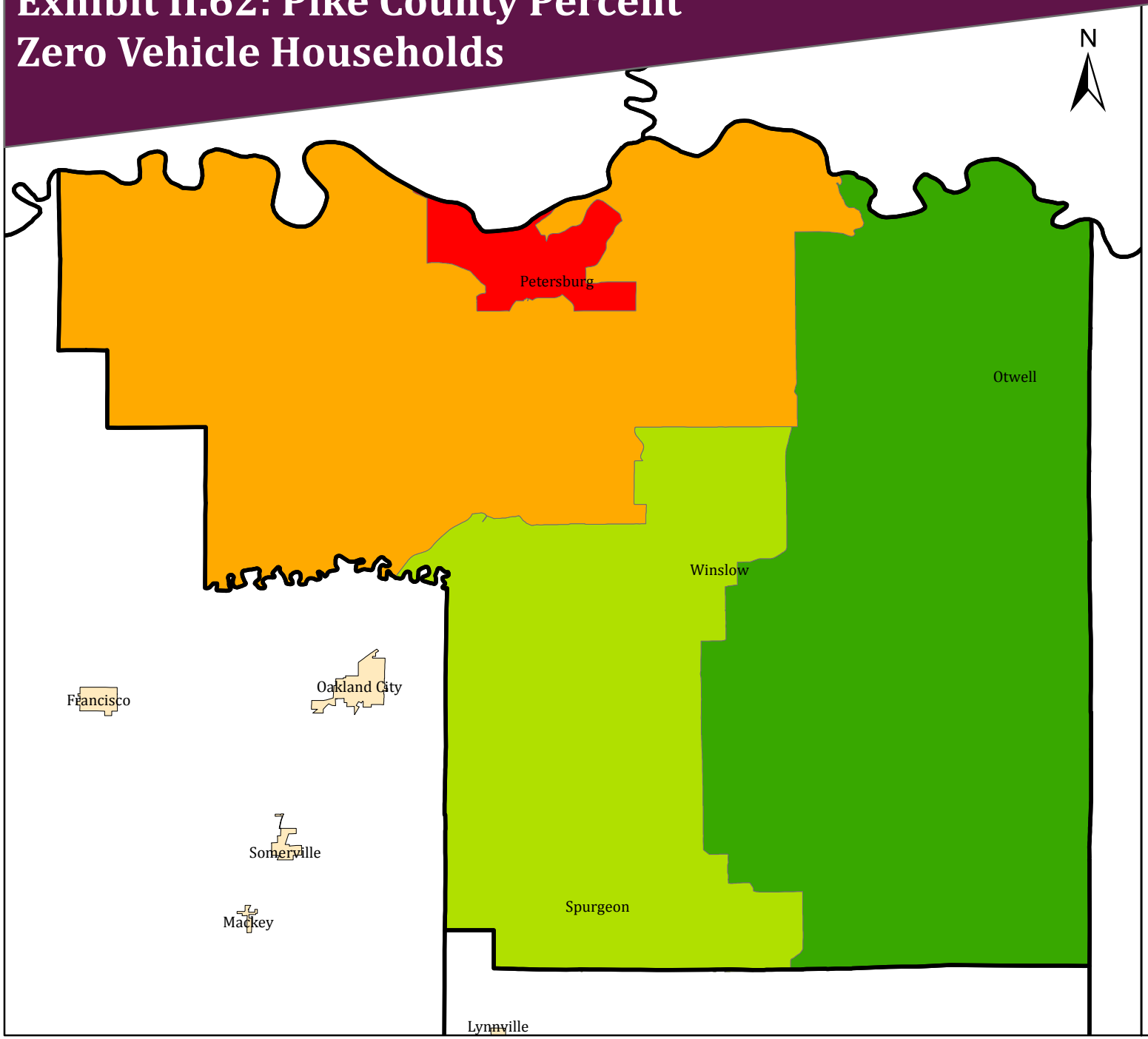
The 2013 Pike County labor force consisted of 5,824 individuals. The county's unemployment rate reached a high in 2009 of 9.6 percent. From 2010 to 2013, the unemployment rate for Pike County was similar to that of the State of Indiana.

Exhibit II.63: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics, 2007-2013

Exhibit II.62: Pike County Percent Zero Vehicle Households



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

- 4.631%
- 4.632% - 6.810%
- 6.811% - 9.211%
- 9.212% - 10.15%

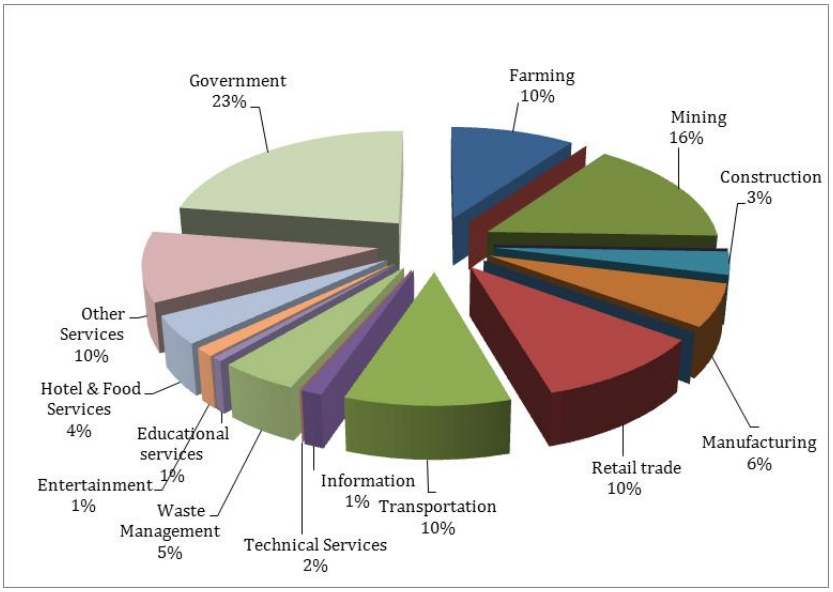
0 1.25 2.5 5 Miles

RLS Associates, Inc.

Employment by Industry

The government was the largest employer in Pike County with 23 percent of the workforce. Mining was the second largest employer group with 16 percent of the workforce. Farming, retail trade, transportation, and other services each made up 10 percent of the employed population. No other industry in Pike County employed more than six percent of employees. Exhibit II.64 is an illustration of the employment by industry.

Exhibit II.64: Employment by Industry



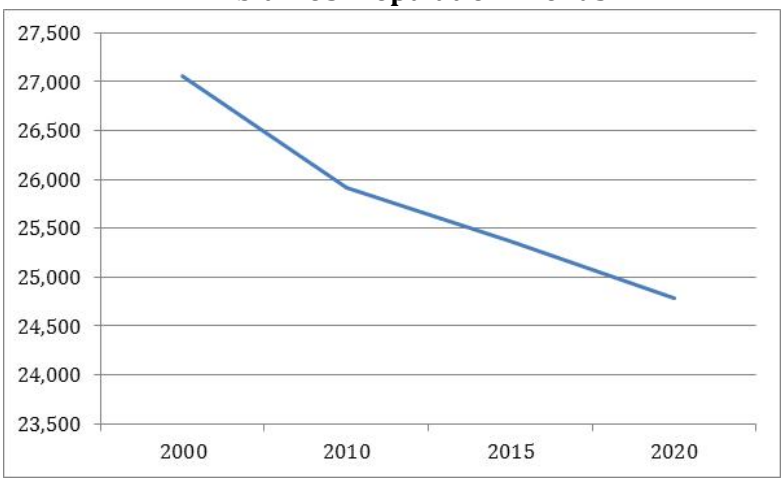
Source: U.S. Bureau of Economic Analysis, 2011

POSEY COUNTY

Population Growth

The total population of Posey County in 2013 was 25,486, a decrease of 4.25 percent since the reported 2000 Census population figures. The Indiana Business Research Center is projecting a population decrease for Posey County in 2015 and 2020. Exhibit II.65 illustrates the historical and projected population trends for Posey County through the year 2020.

Exhibit II.65: Population Trends

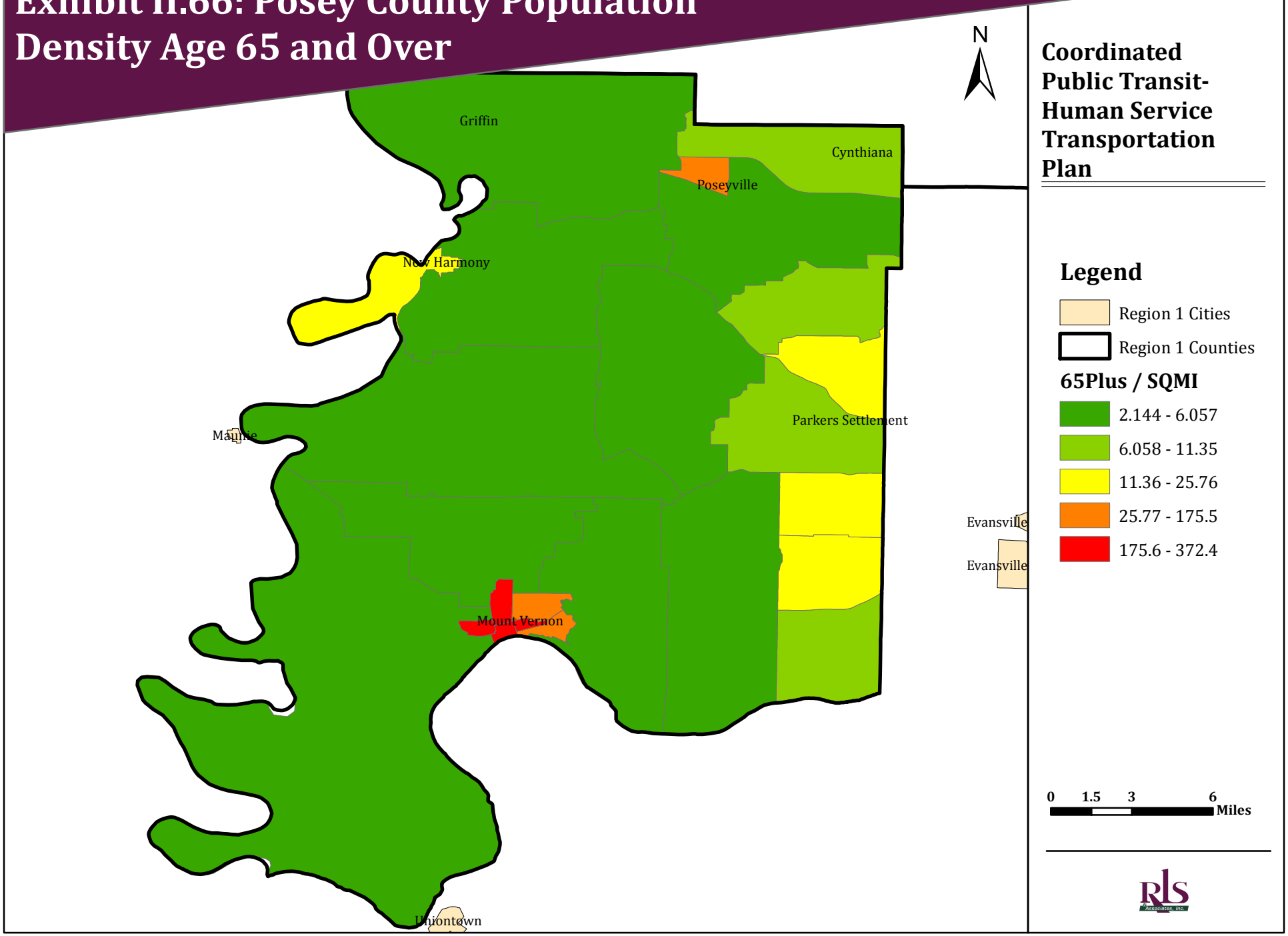


Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

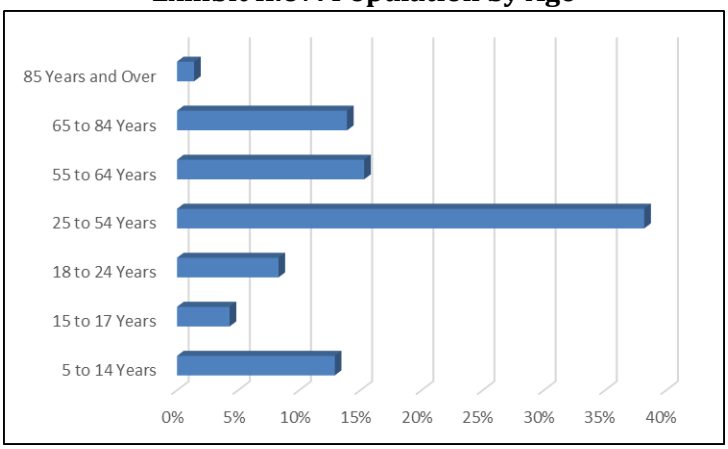
Exhibit II.66 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Posey County are in Mount Vernon. There are pockets of high to moderate densities in Poseyville, New Harmony, and the eastern section of Posey County. The remainder of the county has low to very low older adult population density.

Exhibit II.66: Posey County Population Density Age 65 and Over



The largest age cohort for Posey County was between the ages of 25 and 54 (38 percent). The second largest group was between ages 55 and 84, which constituted 29 percent of the county's population (see Exhibit II.67). The third largest age group was 5 to 24 years old (26 percent), while 1.4 percent was age 85 or older.

Exhibit II.67: Population by Age



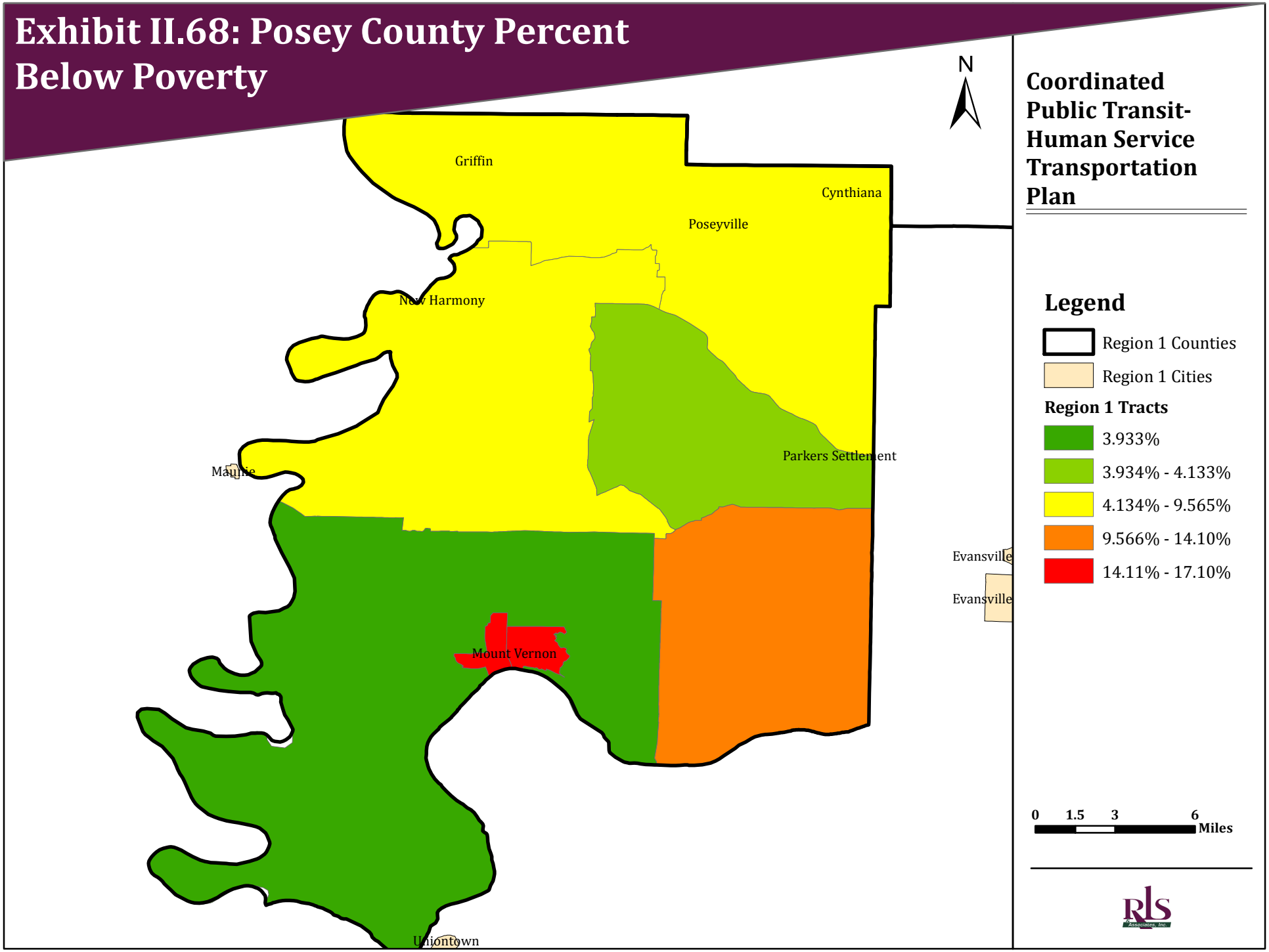
Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

Economic Profile

Employment and Income

The poverty rate in 2012 was 9.5. Exhibit II.68 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The tracts around Mount Vernon had the highest percentage of people below the poverty level (14.11 – 17.10 percent). These tracts had a poverty rate higher than that of the State of Indiana. The tract in the southeast corner of Posey County had high densities of people below the poverty level.

Exhibit II.68: Posey County Percent Below Poverty



Zero Vehicle Households

There were 10,063 total households in Posey County. Exhibit II.69 illustrates the percentage of households with zero vehicles available by Census Tract. The tract around Mount Vernon had the highest percentage of households with zero vehicles available (3.43 – 8.72 percent). The remaining tracts in Posey County had moderate to very low densities of zero vehicle households.

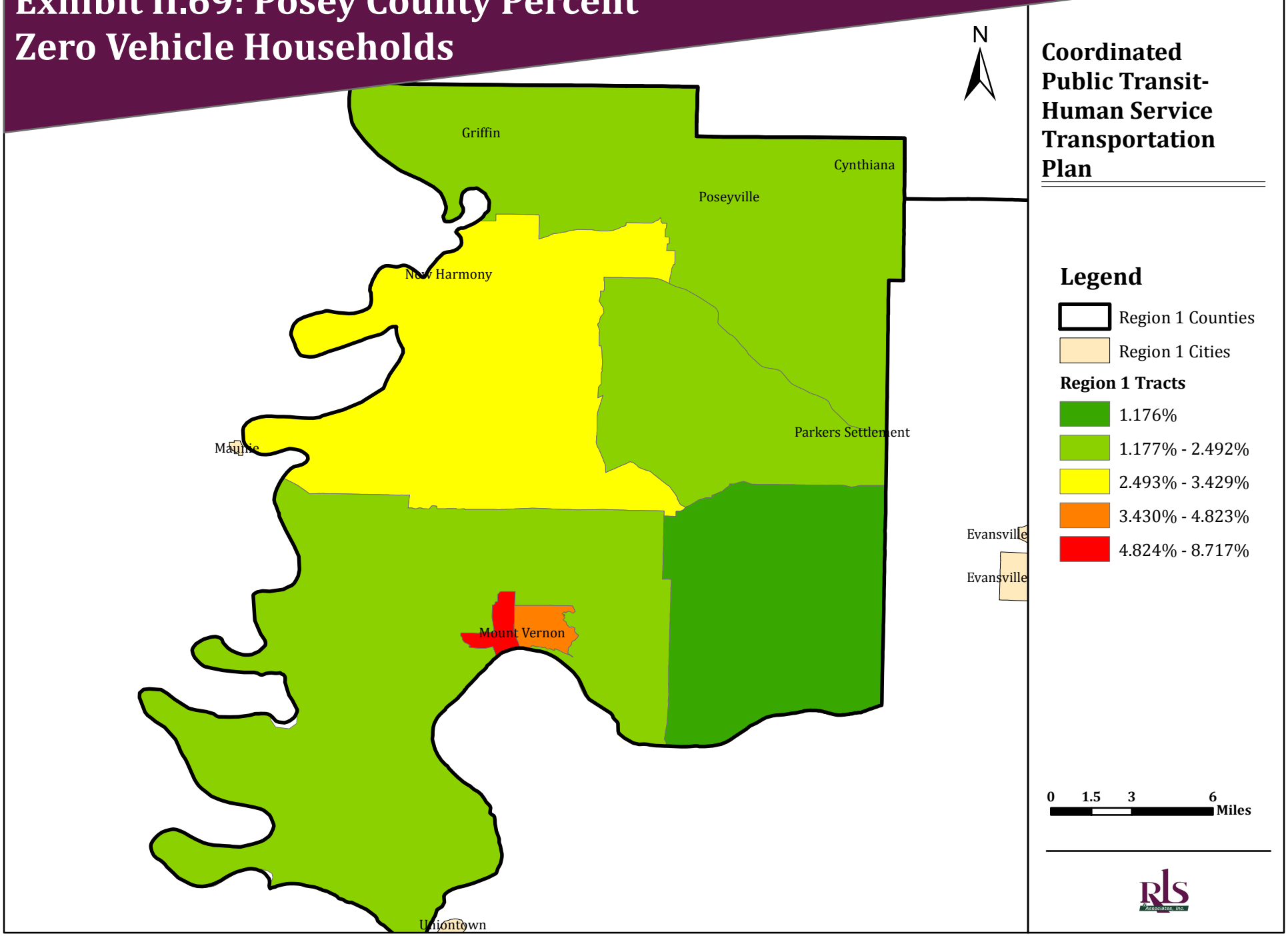
Industry and Labor Force

The 2013 Posey County labor force consisted of 12,599 individuals. The county's unemployment rate reached a high in 2009 of 8.2 percent. From 2010 to 2013, the unemployment rate for Posey County was significantly lower than the national and State of Indiana unemployment rates. Exhibit II.70 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.70: Comparison of Unemployment Rates

Source: STATS Indiana using Bureau of Labor Statistics, 2007-2013

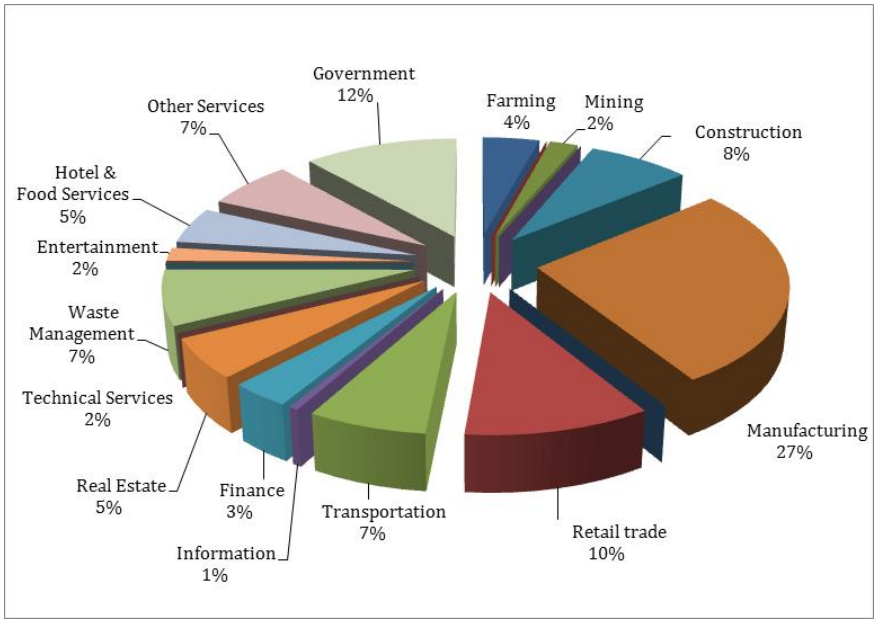
Exhibit II.69: Posey County Percent Zero Vehicle Households



Employment by Industry

Manufacturing was the largest employer in Posey County with approximately 27 percent of the workforce. The government was the second largest employer group with 12 percent of the workforce. Retail trade made up 10 percent of the employed population while construction made up eight percent. Exhibit II.71 is an illustration of the employment by industry.

Exhibit II.71: Employment by Industry



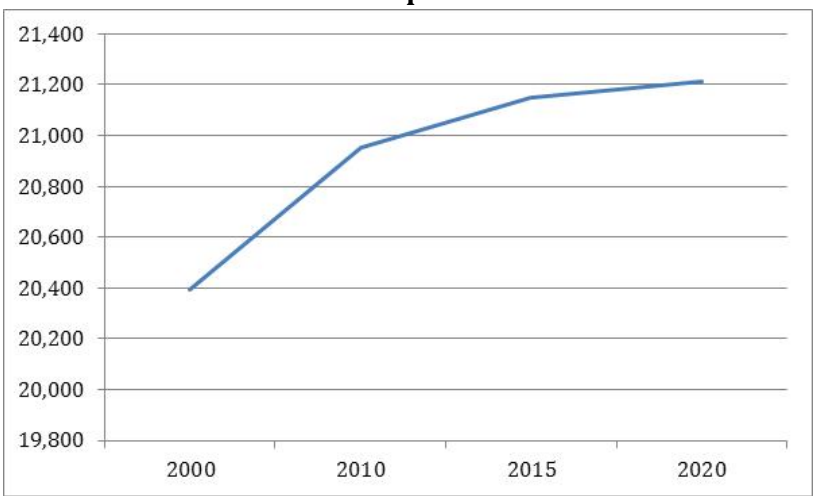
Source: U.S. Bureau of Economic Analysis, 2011

SPENCER COUNTY

Population Growth

The total population of Spencer County in 2013 was 20,944, an increase of three percent since the reported 2000 Census population figures. The Indiana Business Research Center is projecting a small increase in population for Spencer County in 2015 and 2020. Exhibit II.72 illustrates the historical and projected population trends for Spencer County through the year 2020.

Exhibit II.72: Population Trends

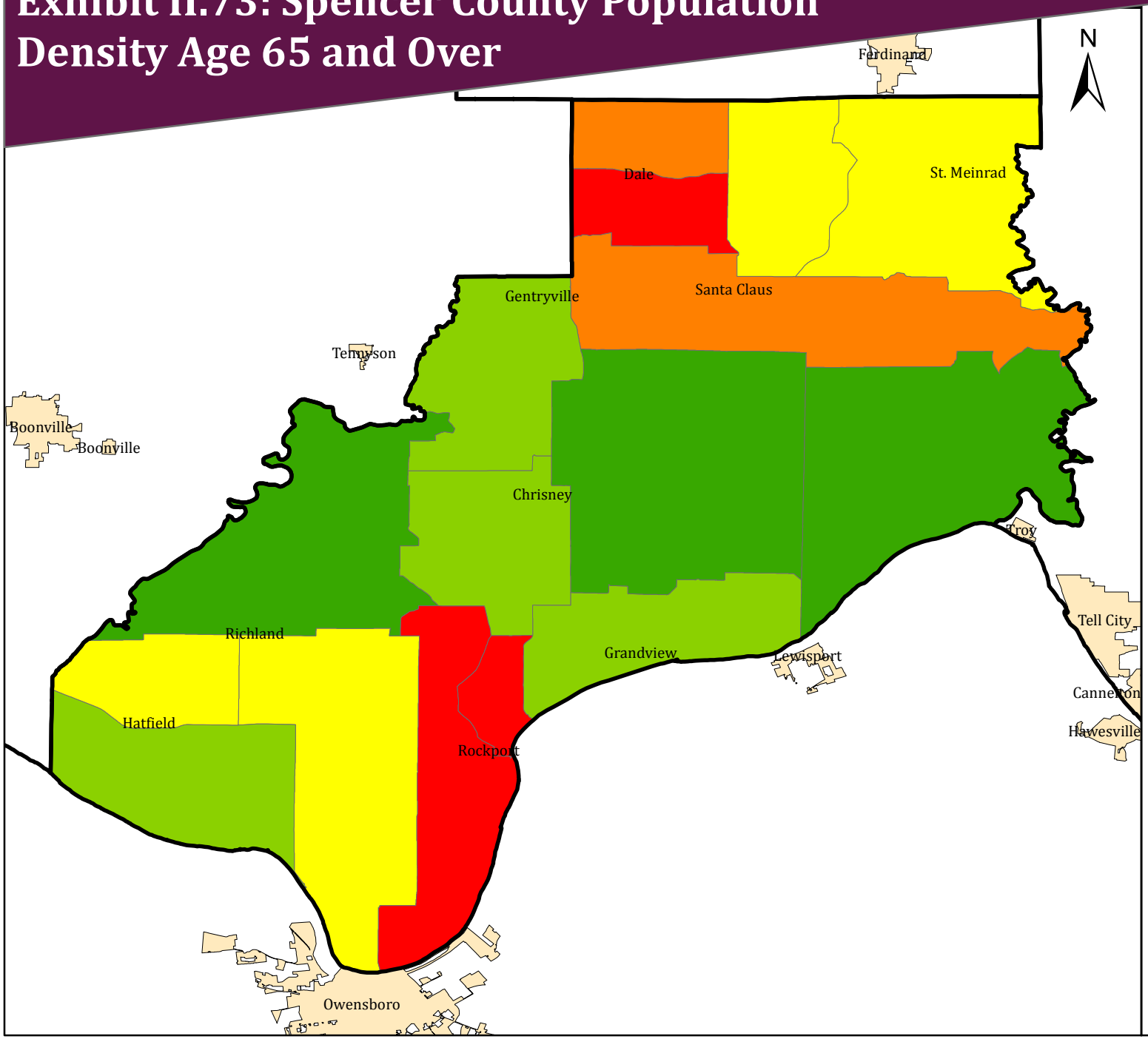


Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

Exhibit II.73 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Spencer County are around Rockport, Dale, Santa Claus, and Owensboro in Kentucky. The remainder of the county has moderate to very low older adult population density.

Exhibit II.73: Spencer County Population Density Age 65 and Over



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Cities
- Region 1 Counties

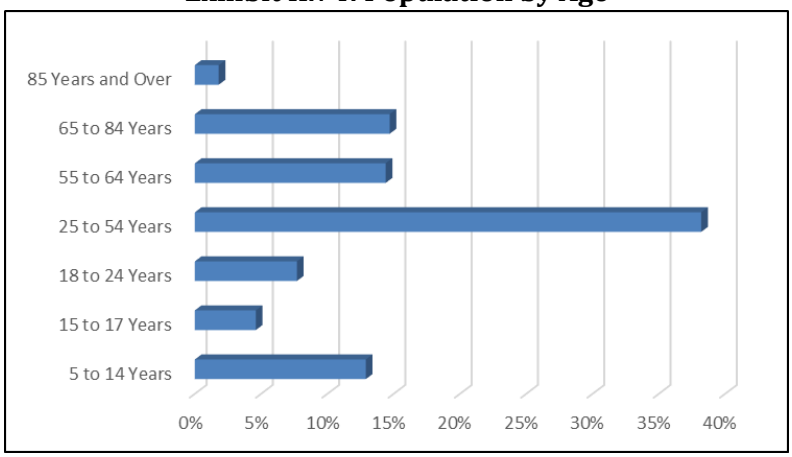
65Plus / SQMI

- 2.962 - 3.767
- 3.768 - 7.267
- 7.268 - 9.299
- 9.300 - 13.43
- 13.44 - 20.66

0 1.5 3 6 Miles

The largest age cohort for Spencer County was between the ages of 25 and 54 (38 percent). The second largest group was between ages 55 and 64, which constituted 29 percent of the county's population (see Exhibit II.74). The third largest age group was 5 to 24 years old (25 percent), while less than two percent were age 85 or older.

Exhibit II.74: Population by Age



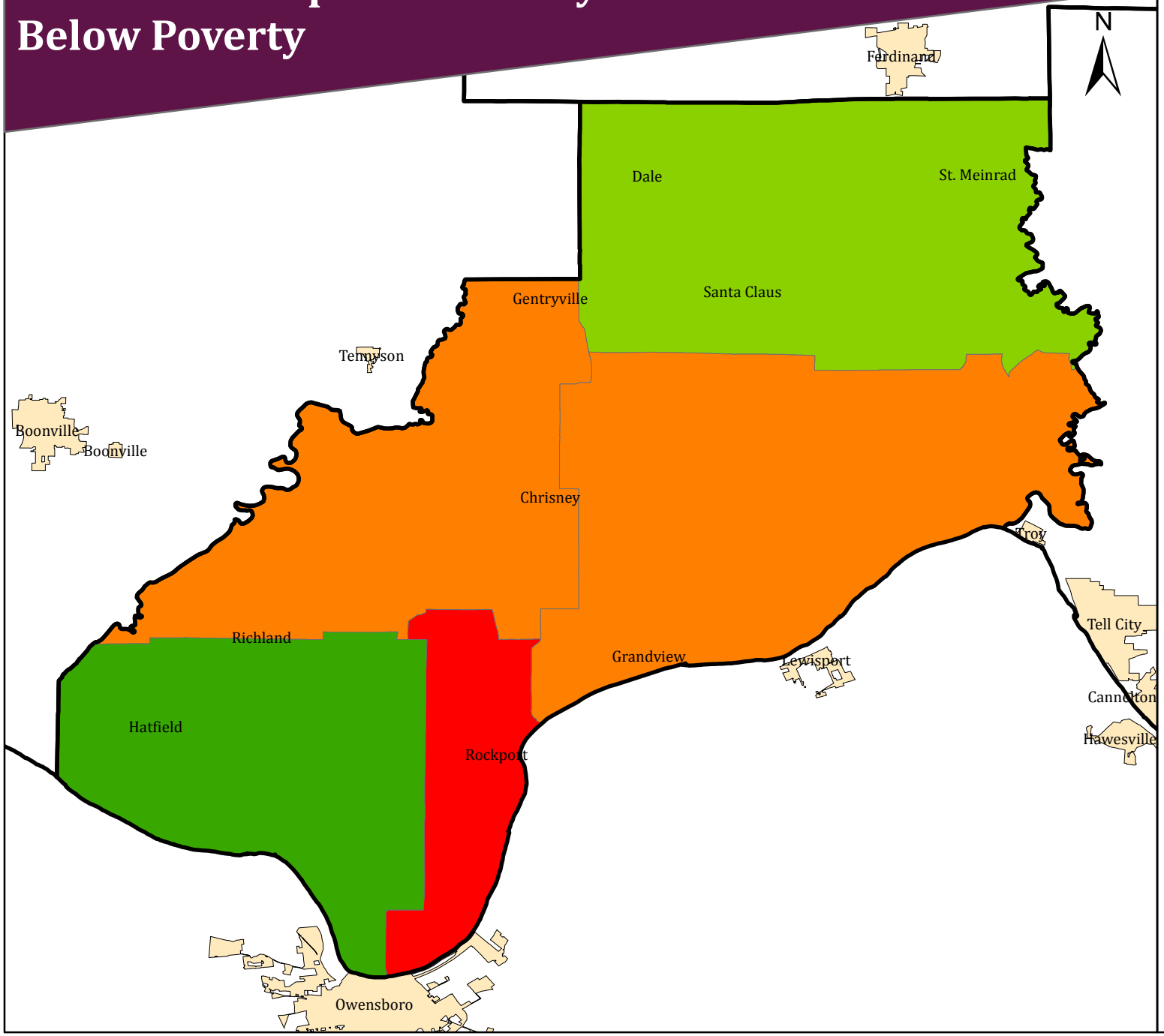
Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

Economic Profile

Employment and Income

The 2012 poverty rate was 10. Exhibit II.75 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The tract around Rockport had the highest percentage of people below the poverty level (18.21 – 20.92 percent). This tract had a poverty rate significantly higher than that of the State of Indiana. The two tracts in the center of Spencer County also had poverty rates higher than the State of Indiana (14.11 – 18.20 percent). The remaining tracts in Spencer County had low to very low densities of persons below the poverty level.

Exhibit II.75: Spencer County Percent Below Poverty



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

- 7.234%
- 7.235% - 8.299%
- 8.30% - 14.10%
- 14.11% - 18.20%
- 18.21% - 20.92%

0 1.5 3 6 Miles

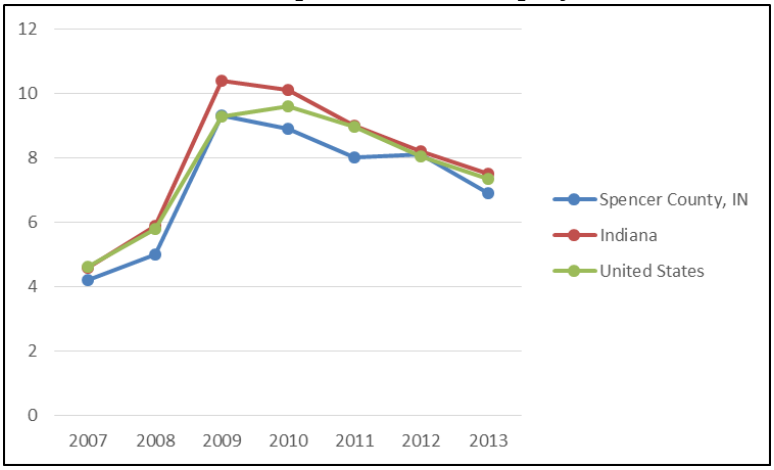
Zero Vehicle Households

The U.S. Census Bureau reported in 2012 that there were 8,084 total households in Spencer County. Exhibit II.76 illustrates the percentage of households with zero vehicles available by Census Tract. The tracts with the highest percentage of zero vehicle households mimics that of the tract with people below the poverty level. The tract around Rockport had the highest percentage of households with zero vehicles available (2.05 – 5.99 percent). The remaining tracts in Spencer County had low to very low densities of zero vehicle households.

Industry and Labor Force

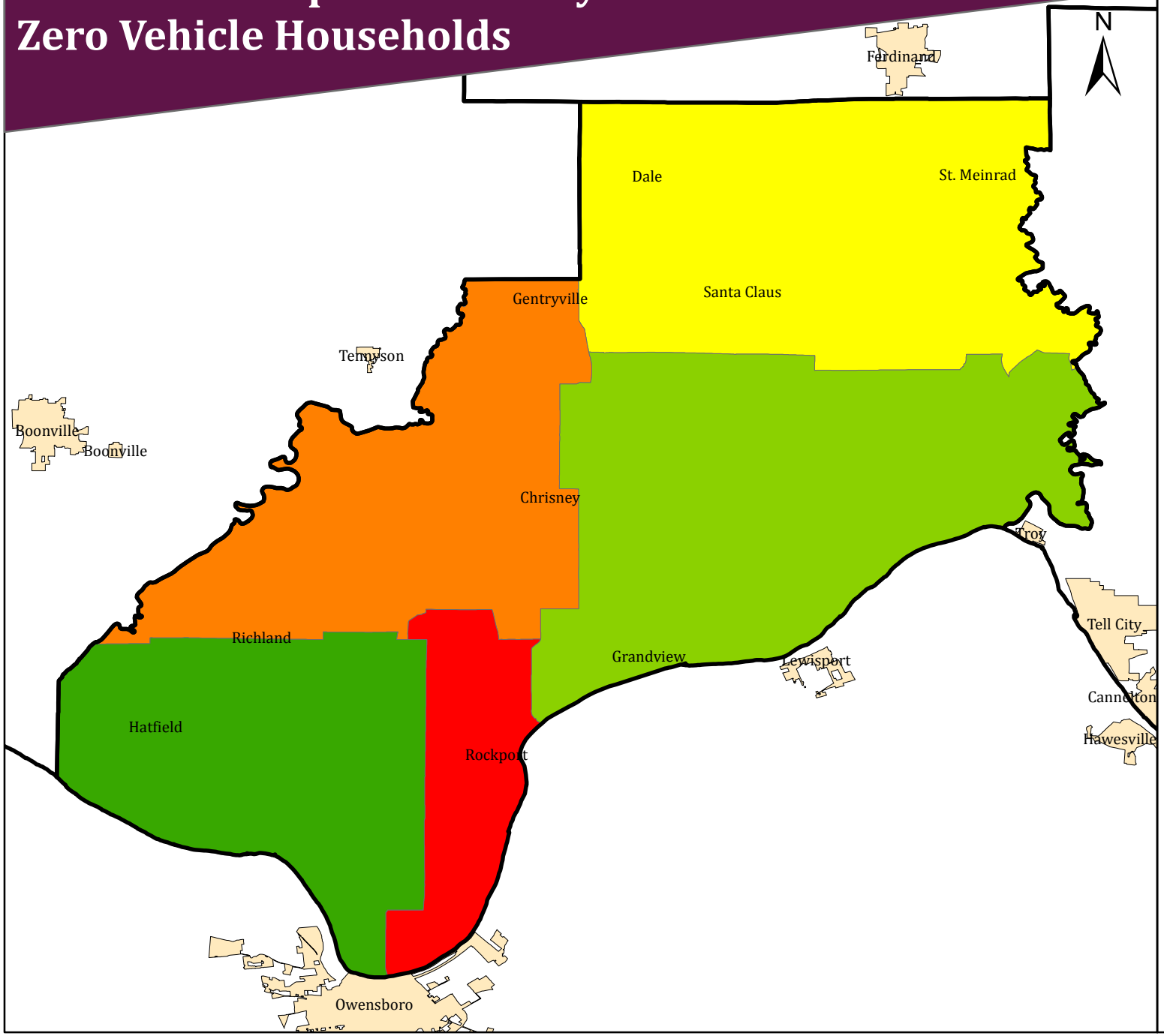
The 2013 Spencer County labor force consisted of 10,195 individuals. The county's unemployment rate reached a high in 2009 of 9.3 percent. From 2010 to 2013, the unemployment rate for Spencer County steadily declined. Exhibit II.77 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.77: Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics, 2007-2013

Exhibit II.76: Spencer County Percent Zero Vehicle Households



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

- 1.751%
- 1.752% - 1.799%
- 1.80% - 1.991%
- 1.992% - 2.054%
- 2.055% - 5.992%

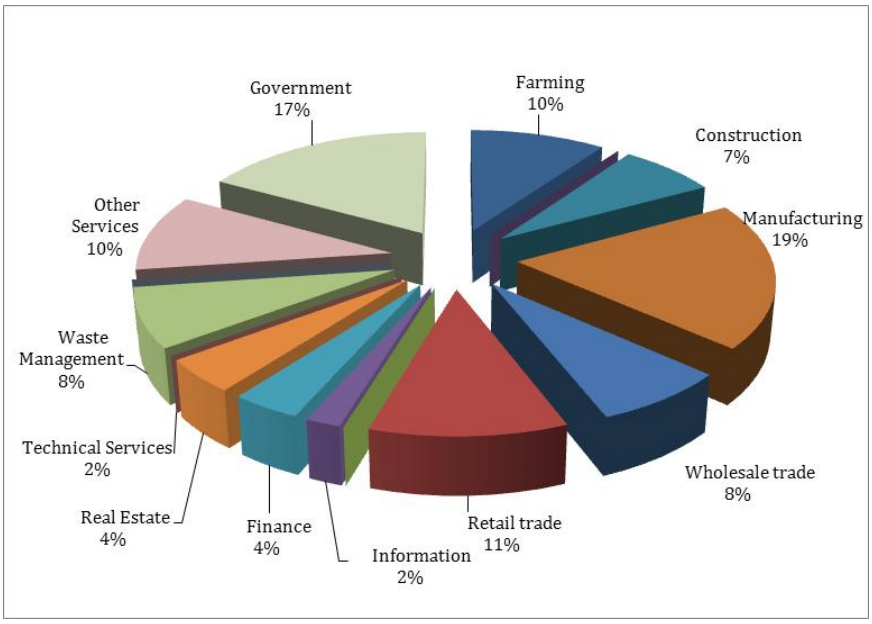
0 1.5 3 6 Miles

RLS Associates, Inc.

Employment by Industry

Manufacturing was the largest employer in Spencer County with 19 percent of the workforce. The government was the second largest employer group with 17 percent. Retail trade made up 11 percent of the employed population while farming and other services made up 10 percent. No other industry in Spencer County employed more than eight percent of employees. Exhibit II.78 is an illustration of the employment by industry.

Exhibit II.78: Employment by Industry



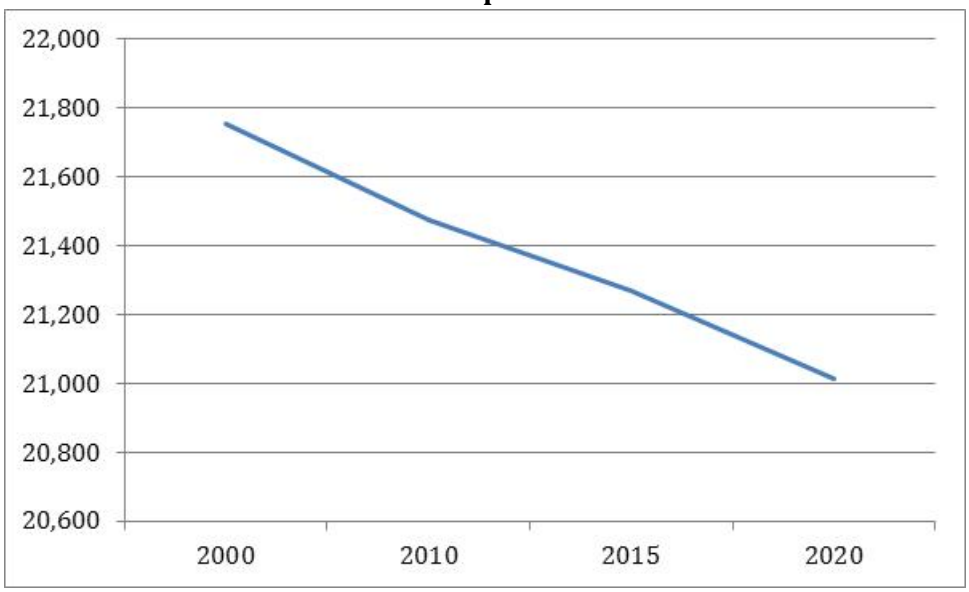
Source: U.S. Bureau of Economic Analysis, 2011

SULLIVAN COUNTY

Population Growth

The total population of Sullivan County in 2013 was 21,223 persons, a decrease of 1.27 percent since the reported 2000 Census population figures. The Indiana Business Research Center is projecting a similar one percent decrease in population for Sullivan County in 2015 and 2020. Exhibit II.79 illustrates the historical and projected population trends for Sullivan County through the year 2020.

Exhibit II.79: Population Trends

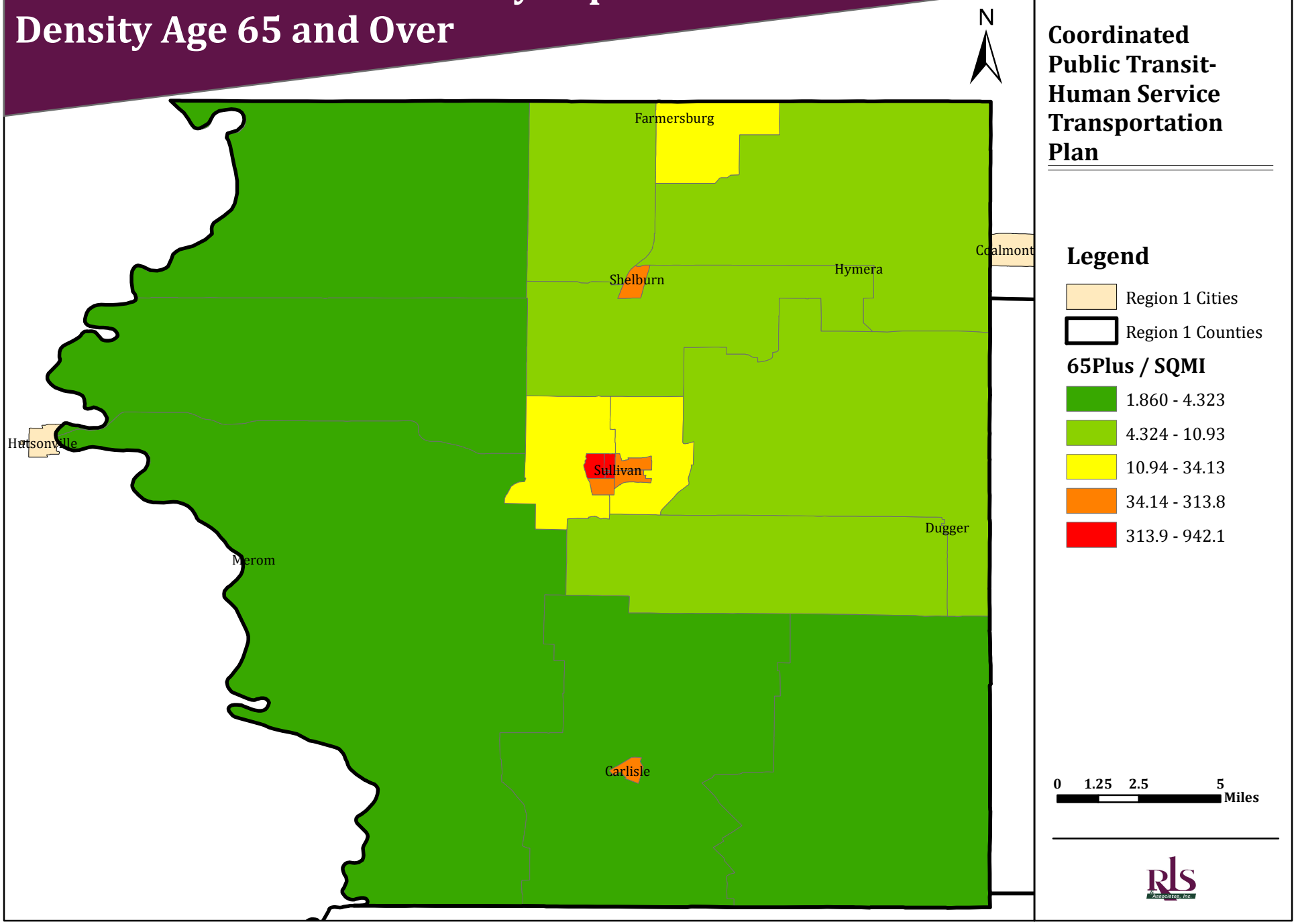


Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

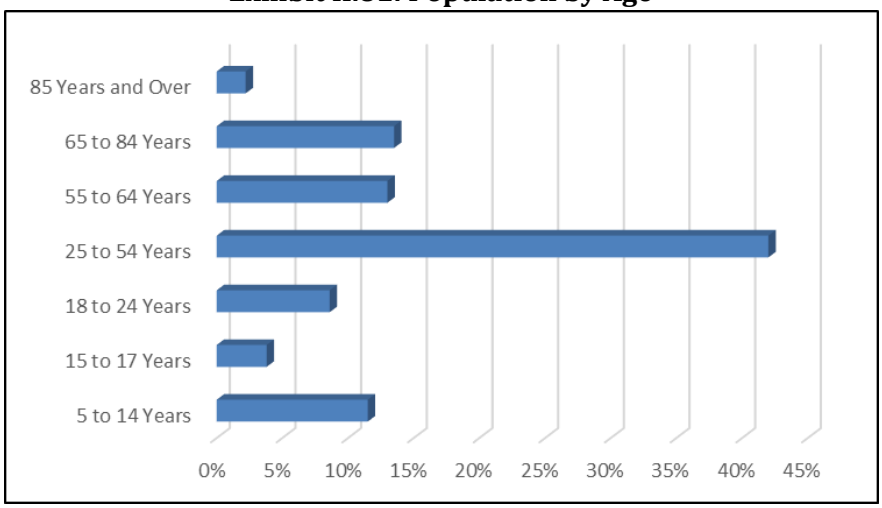
Exhibit II.80 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Sullivan County are in the City of Sullivan, Shelburn, and Carlisle. The City of Sullivan has population densities of persons aged 65 and older between 313.9 and 942.1 persons per square mile. The remainder of the county has low to very low older adult population density.

Exhibit II.80: Sullivan County Population Density Age 65 and Over



The largest age cohort for Sullivan County was between the ages of 25 and 54 (42 percent). The second largest group was between ages 55 and 84, which constituted 27 percent of the county's population (see Exhibit II.81). The third largest age group was 5 to 24 years old (24 percent), while approximately two percent were age 85 or older.

Exhibit II.81: Population by Age



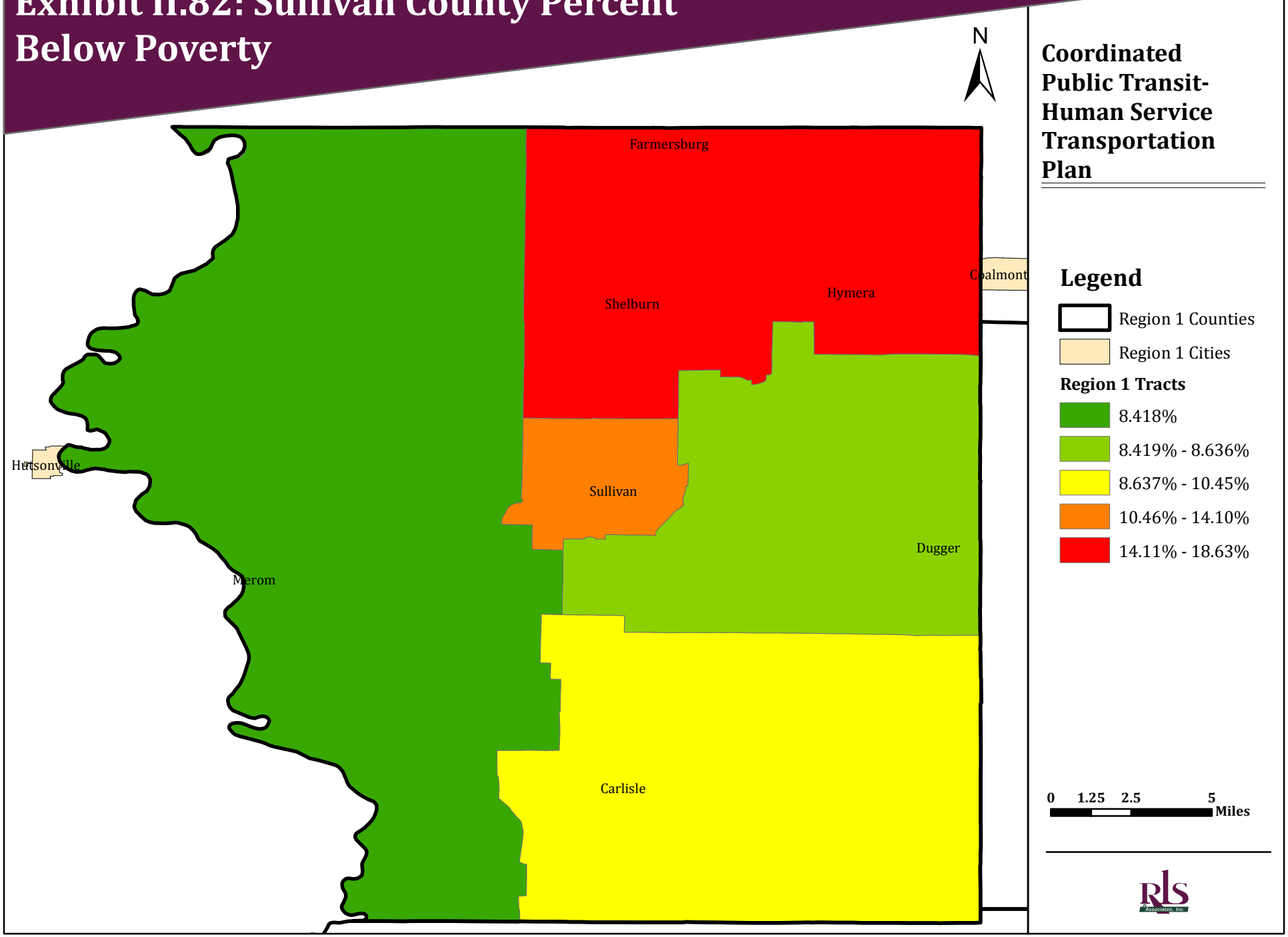
Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

Economic Profile

Employment and Income

The poverty rate was high at 18.2 in Sullivan County in 2012. Exhibit II.82 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The tract that includes the towns of Farmersburg, Shelburn, and Hymera had the highest percentage of people below the poverty level (14.11 – 18.63 percent). This tract had a poverty rate higher than that of the State of Indiana. The tracts that encompass the City of Sullivan had a high density of people below the poverty level.

Exhibit II.82: Sullivan County Percent Below Poverty



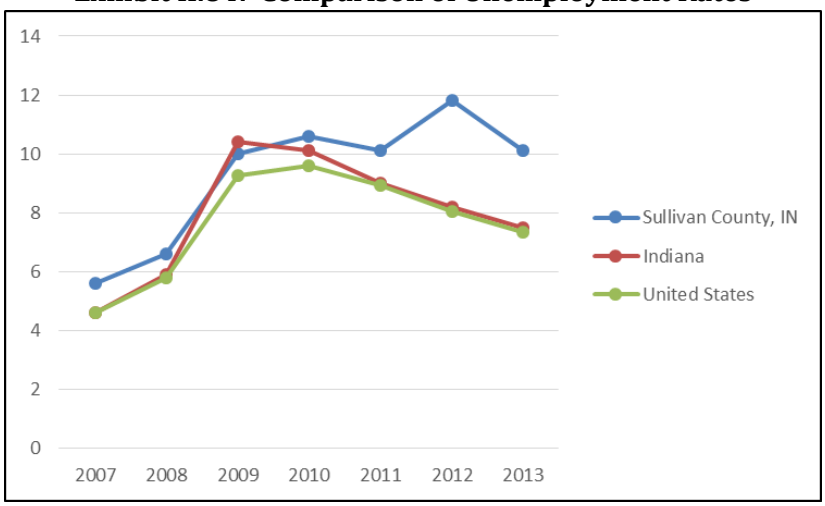
Zero Vehicle Households

There were 7,878 total households in Sullivan County in 2012. Exhibit II.83 illustrates the percentage of households with zero vehicles available by Census Tract. The tract with highest percentages of zero vehicle households is in the City of Sullivan (9.05 – 12.47 percent). The southeast tract had the second highest percentage of households with zero vehicles available (4.62 – 9.04 percent). The remaining tracts in Sullivan County had moderate to very low densities of zero vehicle households.

Industry and Labor Force

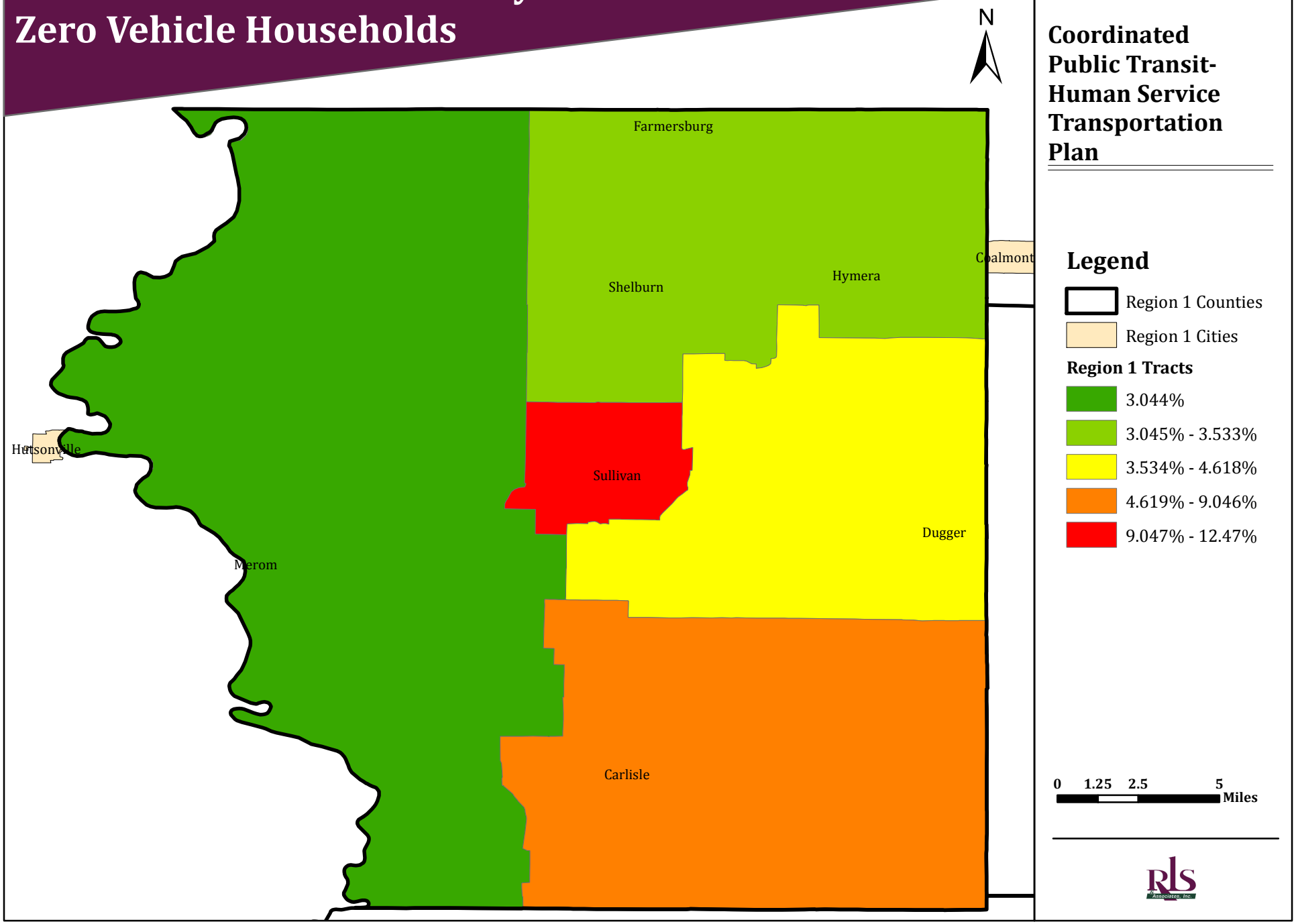
The 2013 Sullivan County labor force consisted of 8,482 individuals. Unlike the trend throughout most of Indiana, the county's unemployment rate continued to increase after 2009 to a high of 11.8 in 2012. In 2013, the unemployment rate for Sullivan County is down slightly to 10.1. Only in 2009 was the State of Indiana's unemployment rate higher than that of Sullivan County. Exhibit II.84 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.84: Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics, 2007-2013

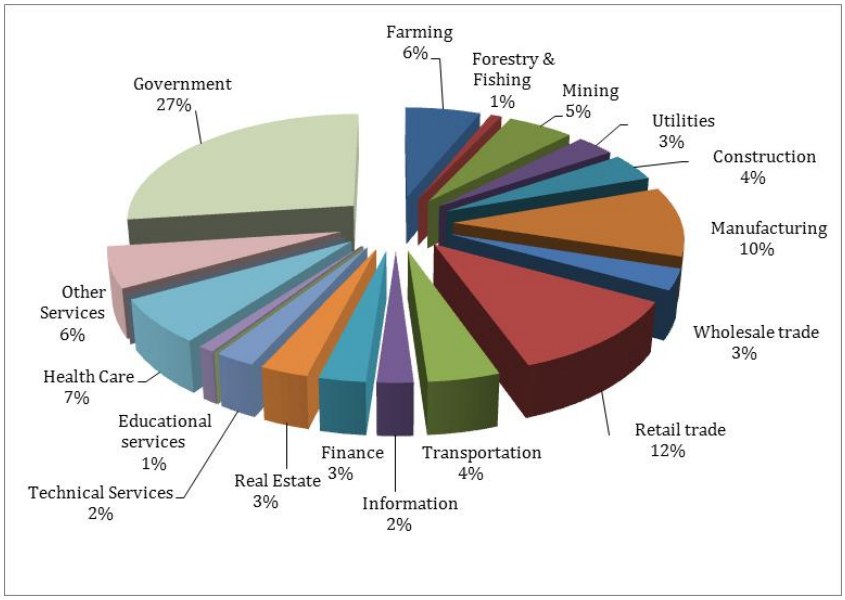
Exhibit II.83: Sullivan County Percent Zero Vehicle Households



Employment by Industry

The government was the largest employer in Sullivan County with 27 percent of the workforce. Retail trade was the second largest employer group with 12 percent. Manufacturing made up 10 percent of the employed population while health care made up seven percent. No other industry in Sullivan County employed more than six percent of employees. Exhibit II.85 is an illustration of the employment by industry.

Exhibit II.85: Employment by Industry



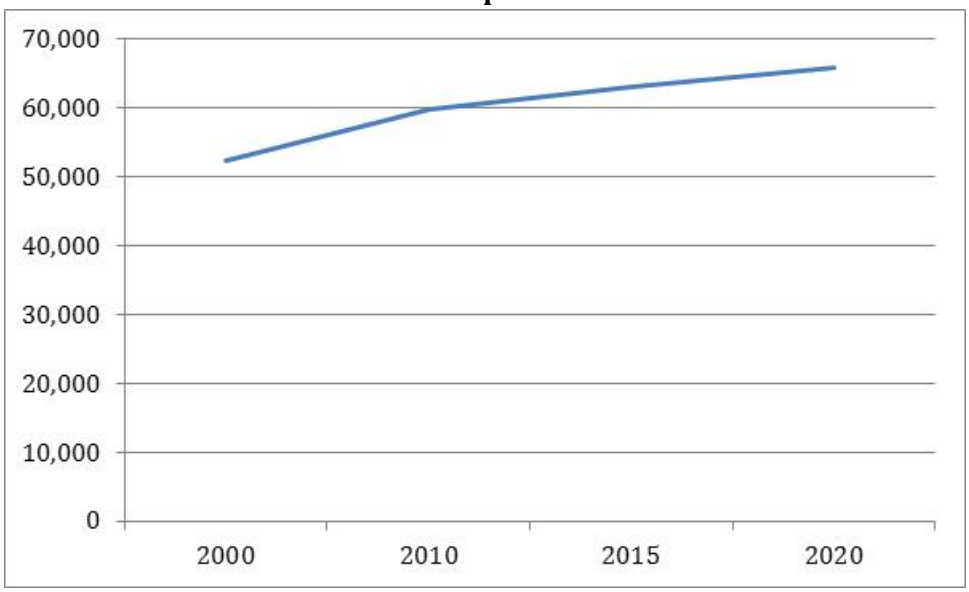
Source: U.S. Bureau of Economic Analysis, 2011

WARRICK COUNTY

Population Growth

The total population of Warrick County in 2013 was 61.049, an increase of almost 14 percent since the reported 2000 Census population figures. The Indiana Business Research Center is projecting a five percent increase in population for Warrick County in 2015 and a four percent increase in 2020. Exhibit II.86 illustrates the historical and projected population trends for Warrick County through the year 2020.

Exhibit II.86: Population Trends

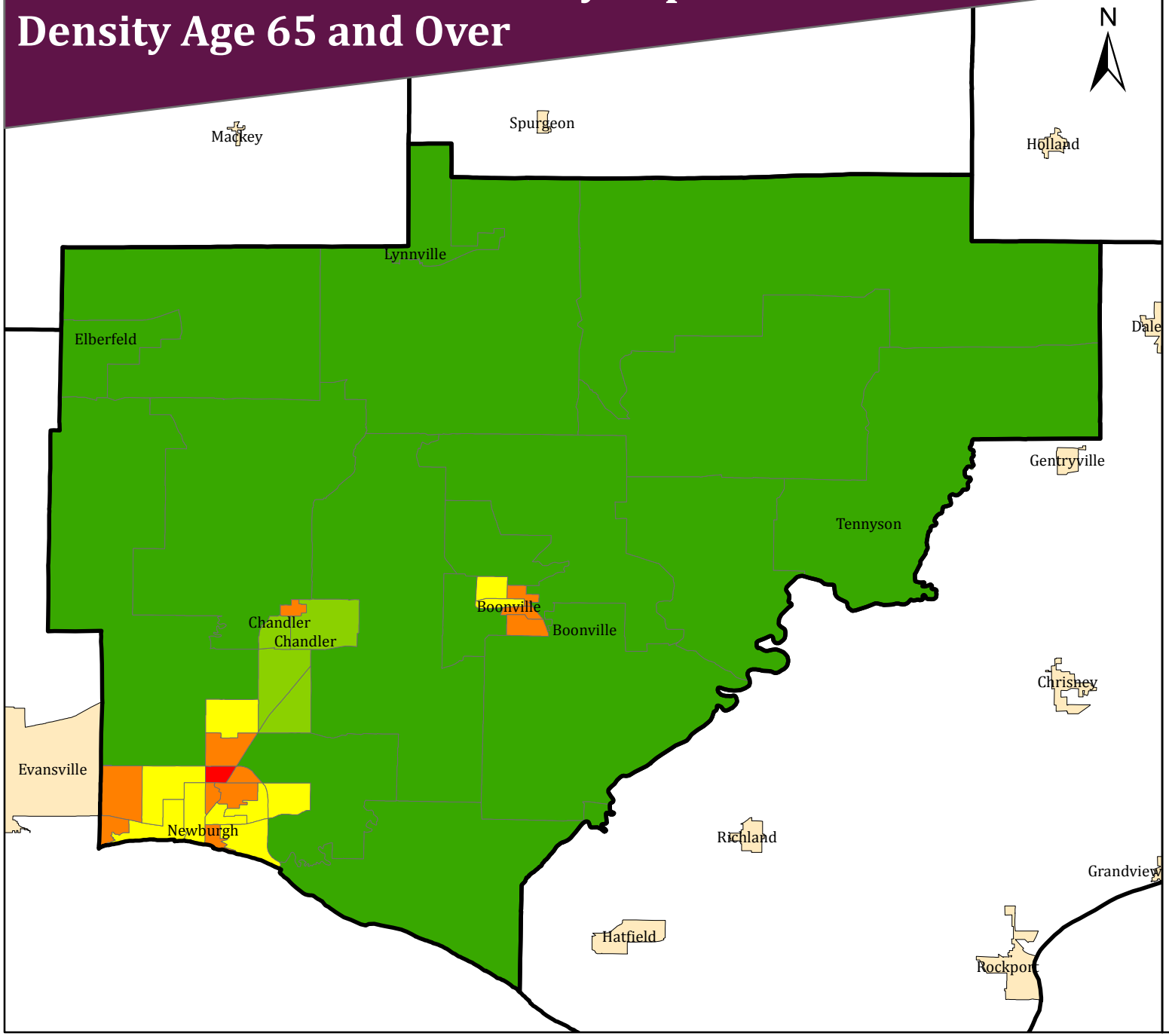


Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

Exhibit II.87 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Warrick County are in Newburgh, Boonville, and Chandler. The remainder of the county has low to very low older adult population density.

Exhibit II.87: Warrick County Population Density Age 65 and Over



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Cities
- Region 1 Counties

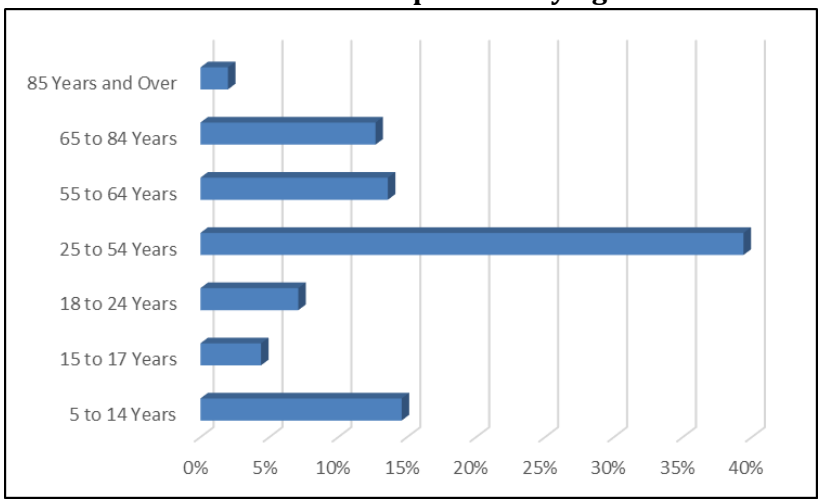
65Plus / SQMI

- 2.808 - 56.62
- 56.63 - 122.0
- 122.1 - 275.0
- 275.1 - 550.0
- 550.1 - 836.7

0 1.5 3 6 Miles

The largest age cohort for Warrick County was between the ages of 25 and 54 (39 percent). The age groups between 55 and 64 and the group between 5 and 24 each constitute 26 percent of the population, while 2 percent of the population are age 85 or older (see Exhibit II.88).

Exhibit II.88: Population by Age



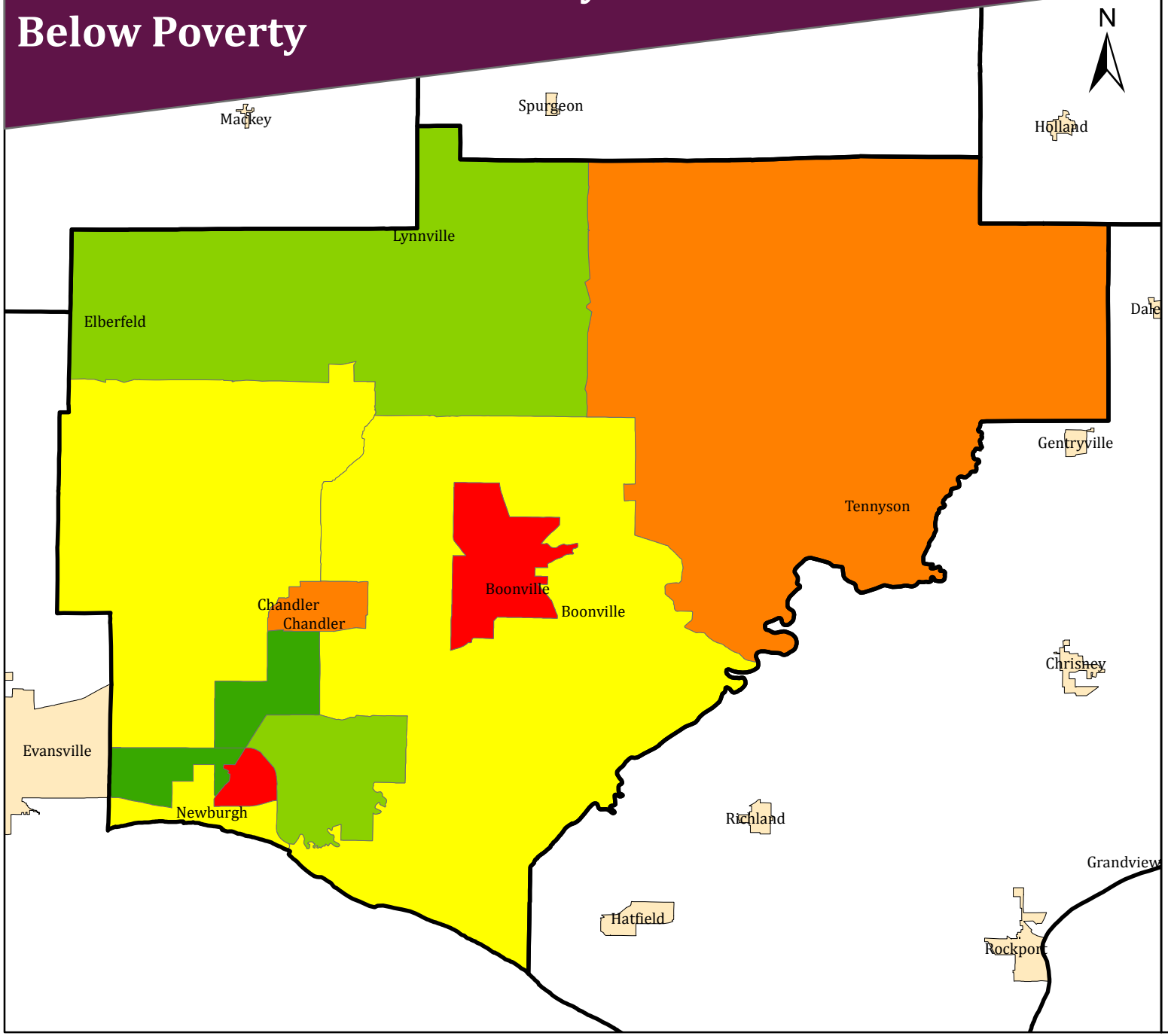
Source: U.S. Census Bureau, 2013 American Community Survey 3-Year Estimates

Economic Profile

Employment and Income

The poverty rate in 2012 was 9.7. Exhibit II.89 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. The tracts around Boonville and Newburgh had the highest percentage of people below the poverty level (9.73 – 13.29 percent). The poverty rate in these tracts is lower than that of the State of Indiana. The tract that encompasses Chandler and the northeast tract had high densities of people below the poverty level.

Exhibit II.89: Warrick County Percent Below Poverty



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

- 3.158% - 3.980%
- 3.981% - 5.432%
- 5.433% - 7.082%
- 7.083% - 9.726%
- 9.727% - 13.29%

0 1.5 3 6 Miles

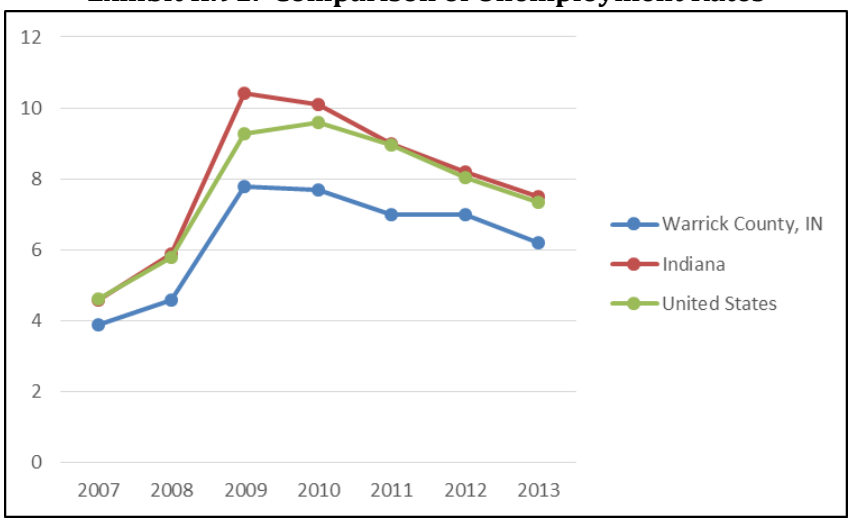
Zero Vehicle Households

The U.S. Census Bureau reported in 2012 that there were 22,406 total households in Warrick County. Exhibit II.90 illustrates the percentage of households with zero vehicles available by Census Tract. The tracts with higher percentages of zero vehicle households mimics that of tracts with people below the poverty level. The tracts around Boonville and Newburgh had the highest percentage of households with zero vehicles available (3.42 – 6 percent).

Industry and Labor Force

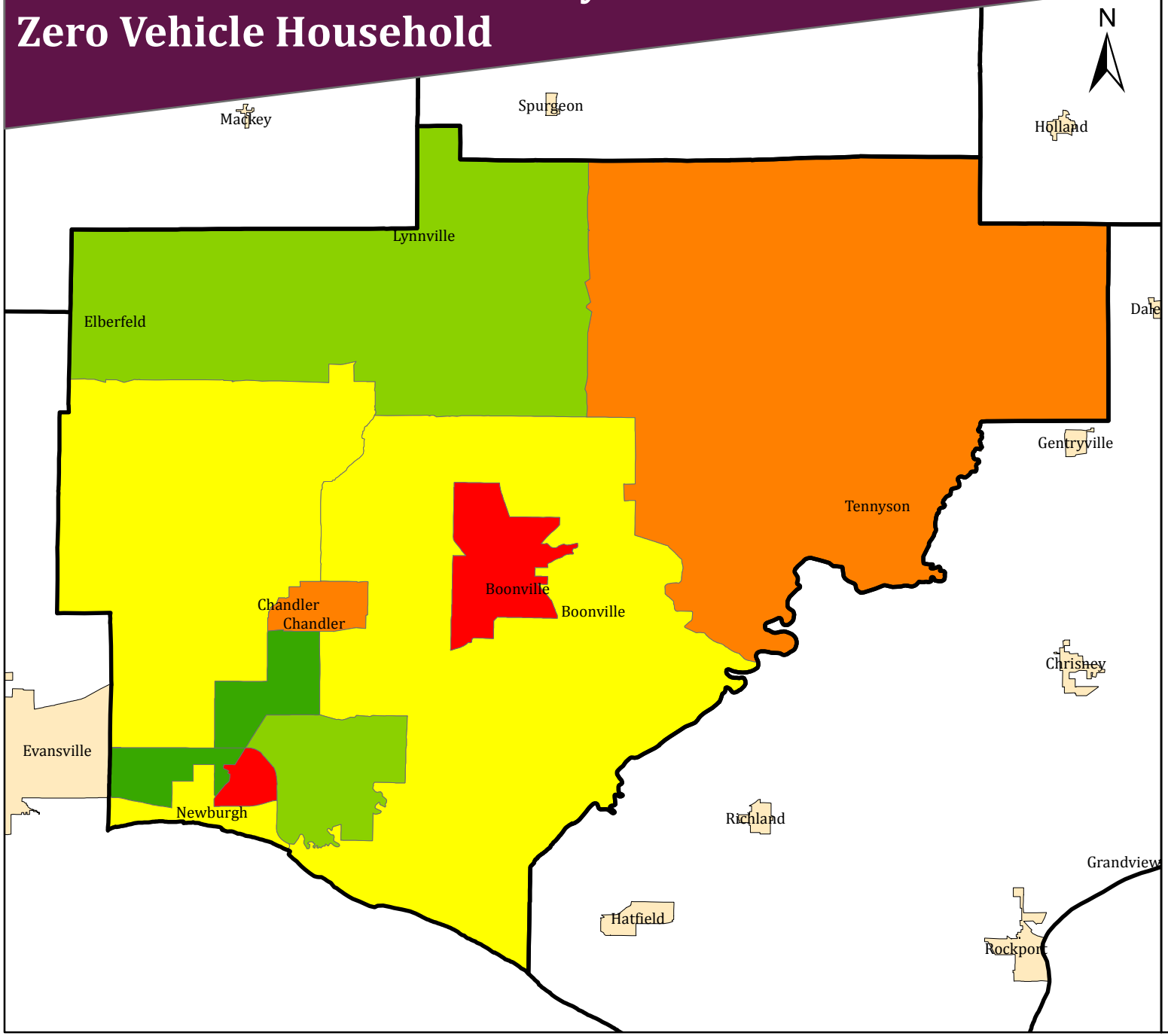
The 2013 Warrick County labor force consisted of 31,234 individuals. The county's unemployment rate reached a high in 2009 of 7.8 percent. From 2010 to 2013, the unemployment rate for Warrick County steadily declined and remained significantly lower than the State and national rates. Exhibit II.91 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.91: Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics, 2007-2013

Exhibit II.90: Warrick County Percent Zero Vehicle Household



Coordinated Public Transit-Human Service Transportation Plan

Legend

- Region 1 Counties
- Region 1 Cities

Region 1 Tracts

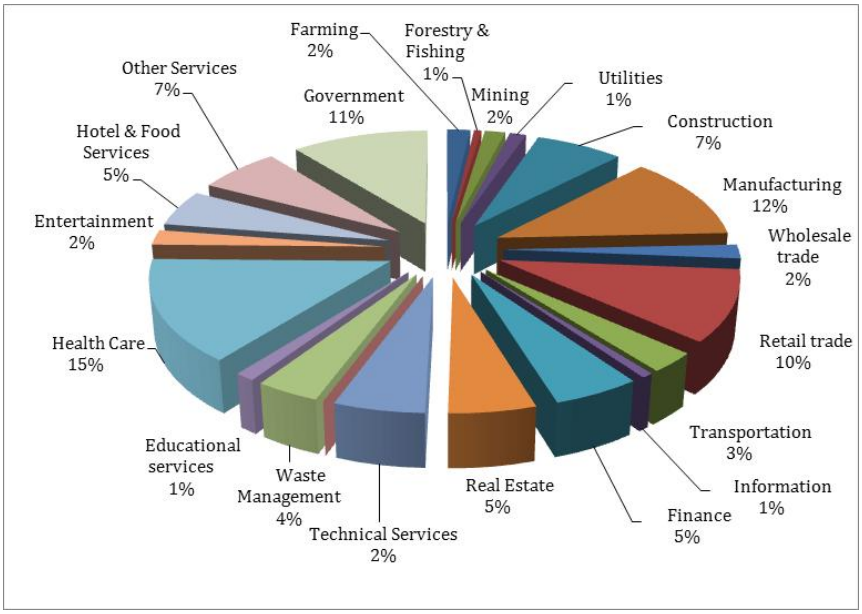
- 3.158% - 3.980%
- 3.981% - 5.432%
- 5.433% - 7.082%
- 7.083% - 9.726%
- 9.727% - 13.29%

0 1.5 3 6 Miles

Employment by Industry

Health care was the largest employer in Warrick County with approximately 15 percent of the workforce. Manufacturing was the second largest employer group with 12 percent of the workforce. The government made up 11 percent of the employed population while retail trade made up 10 percent. No other industry in Warrick County employed more than seven percent of employees. Exhibit II.92 is an illustration of the employment by industry.

Exhibit II.92: Employment by Industry



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

SUMMARY

Region 1 has grown a little over three percent between 2000 and 2010, and the population is expected to increase by two percent through the year 2020.

The region's age distribution indicates that it has a relatively older population with a lower percentage of young persons and a higher percentage of the population age 65 and older as compared to the State of Indiana in 2010. The distribution of individuals in the older age groups indicates a potential increase in demand for public, private, and human service agency transportation resources.

The average unemployment rate in December 2013 was 6.8 percent, a rate lower than the State of Indiana's December 2013 unemployment rate of 7.5 percent. Sullivan County has a significantly higher annual unemployment rate compared to all other counties in the region. Unemployment statistics indicate a potential need for improved transportation to work access, especially for Sullivan County employees and employers.

III. INVENTORY OF EXISTING SERVICES AND GAPS IN SERVICES

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:

- Older Americans
- Posey County Council on Aging
- Posey County Rehabilitation Services
- Southern Indiana Resource Solutions, Inc., Link-N-Go

- SIDC – Ride Solution
- Spencer County Council on Aging
- Tri-CAP
- YMCA VanGo

Older Americans

Older Americans is a public, nonprofit entity serving the city of Jasper in Dubois County. Older Americans provides transportation and recreational/social activities. There are no eligibility requirements. Transportation is provided in the on-demand mode of service, similar to taxi service. Older Americans directly operates its agency-owned vehicles with staff designated specifically for transportation. Drivers are trained to load/unload and secure wheelchairs. They are also trained in CPR and EVOC. Driver training is provided by Bliss McKnight, Ride Solution, Memorial Hospital, and the City of Jasper.

Transportation service is provided as door-to-door and drivers are permitted to assist passengers with packages. In 2013, the agency provide over 3,000 one-way passenger trips for more than 100 individuals, including the general public, and day program participants.

Hours of Operation:
Transportation is available Monday through Friday between 8:00 AM and 3:00 PM.

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

Posey County Council on Aging

Posey County Council on Aging (COA) is a private, non-profit agency serving Posey County. The COA provides transportation services as well as social, recreational, and information/referral services for older adults. Transportation program revenue sources include Medicaid reimbursements, local government, state government, Older Americans Act, United Way, passenger donations, fundraising, and contributions from charitable foundations.

Transportation is provided as scheduled routes and demand response. The COA transportation program is an organized program with vehicles and staff designated specifically for transportation. Door-to-door and door-through-door transportation services are available. Drivers are permitted to assist passengers with packages. The COA also utilizes ambulances for Medicaid-eligible individuals traveling to and from health care appointments.

In 2013, the agency provide more than 5,000 one-way passenger trips. A large majority of trips were for medical appointments. The other common trip purpose was senior nutrition.

The COA drivers receive First Aid, CPR, Defensive Driving, Automated Electrocardiogram Device, and Passenger Assistance training from Indiana RTAP, Red Cross, and in-house service trainers.

Eligibility Requirements:
Individuals must be age 60 or older, on standard Medicaid, or have a disability in order to qualify for COA transportation services.

Hours of Operation:
Transportation is available Monday through Friday between 6:00 AM and 6:00 PM.

Fare Structure:
The agency does not charge a fare to passengers using the transportation service. The COA does accept donations from passengers.

The COA indicated that a framework for coordinated transportation in the region needs to begin. Currently, the COA and its consumers utilize the services available from public transit, private transportation providers, human service agencies, volunteers, and friends and family.

Posey County Rehabilitation Services

Posey County Rehabilitation Services is a private, nonprofit organization serving Posey, Vanderburgh, and Warrick Counties. The agency provides transportation, social services, job training, employment, rehabilitation services, and job placement programs.

Transportation is provided as a fixed route mode of service. The agency operates an organized transportation program with vehicles and staff designated specifically for transportation. Curb-to-curb and door-through-door transportation is available.

Drivers are trained in Dealing with Difficult Passengers, Winter Driving Conditions, Vehicle Inspections, Vehicle Maintenance Reports, and Wheelchair Tie Down Demonstration and Lift Operation. Training is provided in-house as well as with RTAP videos, Council on Aging trainers, and Indiana RTAP.

The transportation program provided approximately 10,850 one-way passenger trips in 2013. An additional 1,686 trips were provided for the community employment program.

Eligibility Requirements:
Individuals must be enrolled as a client of the agency to be eligible for transportation services.

Hours of Operation:
Transportation is available Monday through Friday between 7:30 AM and 4:00 PM, and on Saturdays between 8:00 AM and Noon. There is no Sunday transportation service.

Fare Structure:
The agency does not charge a fare to passengers using the transportation service, and does not accept donations.

The agency representative indicated that Posey County needs a public transit system that is supported by county government. She also indicated that the coordinated transportation effort in the county and region needs significant action. The agency currently utilizes a network of transportation resources that include public transit, senior center programs, taxis, private providers, human service agencies, volunteers, and family and friends.

SIDC – Ride Solution

SIDC is a private, nonprofit organization that provides public transportation as Ride Solution. The geographic service area for Ride Solution encompasses the 10 county service area of Daviess, Dubois, Gibson, Greene, Martin, Perry, Pike, Spencer, Sullivan, and Warrick Counties.

Transportation service is provided as door-to-door, demand response except for the Warrick Area Transit System which is operated with fixed routes.

Drivers are trained in Passenger Assistance, Wheelchair Securement, and Service and Safety. Ride Solution employs two PASS certified instructors who provide training for all drivers, including contracted partners.

Ride Solution makes payments to third parties to pay for transportation. Third parties are paid at a rate of $3.00 per trip.

Transportation operating revenue sources include Federal Transit Administration Sections 5316, 5317, and 5311; local government appropriations, State government appropriations, Title III of the Older Americans Act, passenger fares, and others. Capital revenue sources include the FTA Section 5310 program and the necessary local match.

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

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

Fare Structure:
Ride Solution charges a fare of $2, $4, or $6 depending upon the service provided.

Spencer County Council on Aging

Spencer County Council on Aging (COA) is a private, nonprofit organization serving Spencer County that provides transportation as well as homemaker services and a Senior Center. Transportation is provided as a demand-response or on-demand mode of service.

Revenue sources for the COA transportation program include reimbursements from third parties, local government appropriations, passenger donations, United Way, Federal Transit Administration

Section 5316, fundraising, and charitable foundations. Capital revenue sources include Federal Transit Administration Section 5310.

The Spencer County COA transportation program is organized with vehicles and staff dedicated specifically for transportation. Service is operated as curb-to-curb, door-to-door, or door-through-door, and drivers are permitted to assist passengers.

The COA drivers receive CPR/First Aid training as well as annual RTAP training, and office training on a variety of topics. Training is provided by Spencer County EMA, Indiana RTAP, and in-house office staff.

Eligibility Requirements:
Individuals must be age 55 and over or be of any age with a disability. Medicaid-eligible individual sand veterans are also eligible for transportation.

Hours of Operation:
Transportation is available Monday through Friday. Daily hours of operation vary depending upon need. Transportation is not provided on weekends.

Fare Structure:
There is no fare or fee for passengers using the transportation program. However, a suggested donation of $9.00 for service within the county or $18.00 for an out-of-county trip applies.

The agency representative indicated that local leaders have defined coordinated transportation service in the area but that a governing framework is needed. It was further indicated that there is sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders.

Tri-CAP

Tri-CAP is a private, nonprofit organization serving Dubois, Pike, and Warrick Counties. In addition to transportation services, the agency provides health care, social services, nutrition, information/referral, housing, and Head Start-Preschool programs.

Revenue sources for the transportation program include Federal Transit Administration Section 5317.

Transportation is provided as a human service agency fixed route, curb-to-curb operation. In addition to its organized transportation program, Tri-CAP also directly provides transportation through other multiple means, including:

- Agency staff utilizing personal vehicles.
- Agency employees who are not 'drivers' using agency-owned fleet vehicles.
- Purchasing tickets from Ride Solutions.
- Reimbursement of mileage or auto expenses paid to employees, clients, families, etc.
- Volunteers.

- Providing information and referral about other community and public transportation resources.

Drivers are required to pass DOT and CDL training courses.

Eligibility Requirements:
There are no eligibility requirements for agency consumers.

Hours of Operation:
Transportation is available Monday, Wednesday, Thursday, and Friday, between 7:00 AM and 4:30 PM. Transportation is not provided on Tuesdays or weekends.

Fare Structure:
There is no fare or fee for passengers using the transportation program. However, donations are accepted.

The agency representative indicated that a framework for coordinated transportation is needed in the area.

Washington Transit

The City of Washington is located in Daviess County. The City of Washington Transit System is a department of the City. Washington Transit operates over a designated route within the city limits of Washington and the Wal-Mart Super Center. Washington Transit also offers demand responsive "off-route" services within three quarters of a mile of the regular bus route and the corporate boundaries of the City of Washington.

Service is funded by the City of Washington, the Federal Transit Administration, INDOT, and passenger fares.

Eligibility Requirements:
There are no eligibility requirements.

Hours of Operation:
Transportation is available Monday through Friday between 7:00 AM and 5:00 PM, Fridays between 6:00 AM and 6:00 PM, or until 8:00 PM by appointment. Saturday and Sunday transportation is available by appointment.

Fare Structure:

Regular Fare: $0.75
Students (K-12): $0.50
Senior Citizens: $0.25
Individuals with Disabilities: $0.25

YMCA VanGo

YMCA is a private, nonprofit organization that operates public transportation through the VanGo program. VanGo serves Knox County with demand response and on-demand modes of services. VanGo is an organized transportation program with vehicles and staff designated specifically for transportation.

Transportation program revenues in 2013 included Federal Transit Administration Sections 5316 and 5317, passenger fares, Older Americans Act, United Way, and other contributions. The transportation program receives governmental revenues for capital purchases.

Drives are trained in CPR, First Aid, Emergency Evacuation, Defensive Driving, Passenger Assistance, and Wheelchair Securement. Trainers used by VanGo include Red Cross, Indiana RTAP, and Burkhard Insurance.

Transportation service is provided as a curb-to-curb, door-to-door, or door-through door operation, depending upon the client's needs.

Eligibility Requirements:
There are no eligibility requirements with the exception that children under age 5 must be accompanied by a parent or guardian.

Hours of Operation:
Transportation is available Monday through Thursday between 6:00 AM and 6:00 PM, Fridays between 6:00 AM and 6:00 PM, or until 8:00 PM by appointment. Saturday and Sunday transportation is available by appointment.

Fare Structure:
VanGo charges a passenger fare of $2.00 per one-way trip.

In the future, VanGo would like to see all human service agencies in the area using public transportation to save costs. It was indicated that leaders and organizations have defined the need for change and articulated a new vision for the delivery of transportation services, and there is a framework in place that brings providers and agencies together.

Vehicles

Survey/Interview participants reported a combined total of 184 vehicles serving the counties in Region 1. Approximately 68 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. Updated inventories were not available from Tri-CAP or Posey County Council on Aging. 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 fact that wheelchair accessible vehicles

are utilized frequently for long distance (multi-county) trips, the number of accessible vehicles may be insufficient to meet the needs of individuals with disabilities and older adults.

Assessment of Progress Since the 2008 Coordinated Transportation Plan

Participation in the public survey and participation in meetings for the updated coordination plan was strong. Stakeholders have an impressive vision for coordinated transportation and they have experienced success in multiple county organizational structures. However, designated leadership of the coordinated transportation effort is holding them back from achieving higher levels of success. Currently, the transportation operators have limited staff or time to dedicate to implementing cost-sharing and trip-sharing activities.

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 12 county region has access to public transportation in all but one county. Transportation is available for older adults in all counties; however, hours and days of service are somewhat limited. The largest public transportation provider is a multi-county operation. There is limited transportation available on weekends and evenings, which, in the following chapter, is identified as a potential gap in services.

COUNTY-BY-COUNTY TRANSPORTATION RESOURCES

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

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

Exhibit III.1: Existing Transportation Services (Y=Yes, N=No)

Organization /Agency Name	Consumer Eligibility	Eligible Trip Purpose	Wheel-chair Accessible Vehicles	Daviess	Dubois	Gibson	Greene	Knox	Martin	Perry	Pike	Posey	Spencer	Sullivan	Warrick
Huntingburg Transit System (City of Huntingburg)	None	All	Yes		X										
Older Americans (City of Jasper)	Older Adults & Individuals with Disabilities	Open	Yes		X										
Posey Co. COA	60+, Medicaid, Disabled	Open	Yes									X			
Posey Co. Rehab. Svcs.	Agency Consumers	Programs & Community Employment	Yes									X			X
Spencer Co. COA	55+, Medicaid, Disabled	Open	Yes										X		
SIDC-Ride Solution	None	All	Yes	X	X	X	X		X	X	X		X	X	X
Tri-CAP	Agency Consumers	All	Yes		X						X				X
VanGo	None	All	Yes					X							
Washington Transit	None	All	Yes	X											

Exhibit III.2: Vehicle Utilization Chart Region 1

Veh #	Make	Model	Year	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
Posey County Rehab Services										
1	Dodge	Caravan	2003	6	0	M-F	7:30 AM- 4:00 PM	Poor	Day Program	Posey County
2	Ford	Econoline	2004	11	0	M-F	7:30 AM- 4:00 PM	Good	Day Program	Posey County
3	Dodge	Ram350	2001	10	1wc +8	M-F	7:30 AM- 4:00 PM	Fair	Day Program	Posey County
4	Ford	Taurus	2002	5	0	M-F	7:30 AM- 4:00 PM	Poor	Day Program	Posey County
5	Dodge	Avenger	2010	4	0	M-F	7:30 AM- 4:00 PM	Good	Com. Employment	Posey, Vanderburgh, Warrick
6	Dodge	Gr. Caravan	2010	10	1wc +6	M-F	7:30 AM- 4:00 PM	Good	Day Program	Posey County
Spencer County Council on Aging										
1	Chevy	Uplander	2007	3	3 + 1 WC	Everyday	Vary	Poor	SCCOA	Spencer
2	Chevy	Uplander	2008	3	3 + 1WC	Everyday	Vary	Poor	SCCOA	Spencer
3	Dodge	Caravan	2010	5	3 + 1WC	Everyday	Vary	Excellent	SCCOA	Spencer
4	Dodge	Caravan	2011	5	3 + 1WC	Everyday	Vary	Excellent	SCCOA	Spencer
5	Ford	Transit	2009	6	6 + 2WC	Varies	Vary	Excellent	SCCOA	Spencer
6	Ford	Fusion	2013	3/4	0	Varies	Vary	Excellent	SCCOA	Spencer
7	Dodge	Caravan	2005	5	0	Everyday	Vary	Poor	SCCOA	Spencer
SIDC										
1	Ford	A	2012	10	0	Varies	Vary	Excellent	FRRS	
2	Dodge	C	2002	9	1	Varies	Vary	Fair	FRRS	
3	Ford	A	2003	10	0	Varies	Vary	Fair	FRRS	
4	Chevrolet	CAR	2003	4	0	Varies	Vary	Fair	FRRS	
5	Dodge	MV	2000	6	0	Varies	Vary	Poor	FRRS	
6	Dodge	C	2003	9	1	Varies	Vary	Poor	FRRS	
7	Chevrolet	MMV	2004	4	1	Varies	Vary	Fair	FRRS	
8	Chevrolet	MMV	2005	4	1	Varies	Vary	Fair	FRRS	
9	Scion	CAR	2006	4	0	Varies	Vary	Fair	FRRS	
10	Chevrolet	MMV	2007	4	1	Varies	Vary	Good	SIDC	
11	Chevrolet	MMV	2007	4	1	Varies	Vary	Fair	SIDC	
12	Chevrolet	MV	2005	6	0	Varies	Vary	Good	SIDC	
13	Scion	CAR	2006	4	0	Varies	Vary	Fair	FRRS	
14	Dodge	MMV	2001	4	1	Varies	Vary	Fair	FRRS	
15	Chevrolet	MMV	2007	4	1	Varies	Vary	Good	SIDC	
16	Ford	ST	2008	8	1	Varies	Vary	Good	SIDC	
17	Toyota	CAR	2008	4	0	Varies	Vary	Good	FRRS	
18	Toyota	CAR	2008	4	0	Varies	Vary	Good	FRRS	
19	Dodge	C	1995	8	1	Varies	Vary	Poor	FRRS	
20	Chevrolet	MMV	2008	4	1	Varies	Vary	Good	SIDC	
21	Chevrolet	MMV	2008	4	1	Varies	Vary	Good	SIDC	
22	Dodge	MMV	1999	4	1	Varies	Vary	Poor	FRRS	
23	Ford	ST	2009	8	1	Varies	Vary	Good	SIDC	
24	Dodge	MV	2000	6	0	Varies	Vary	Good	FRRS	
25	Chevrolet	MMV	2008	5	2	Varies	Vary	Good	SIDC	
26	Ford	ST	2009	8	2	Varies	Vary	Excellent	SIDC	
27	Ford	ST	2009	8	2	Varies	Vary	Good	SIDC	
28	Ford	ST	2010	8	2	Varies	Vary	Good	SIDC	
29	Ford	ST	2010	8	2	Varies	Vary	Excellent	SIDC	
30	Ford	ST	2010	8	2	Varies	Vary	Excellent	SIDC	
31	Ford	ST	2010	8	2	Varies	Vary	Excellent	SIDC	
32	Ford	ST	2010	8	2	Varies	Vary	Good	SIDC	
33	Ford	ST	2010	8	2	Varies	Vary	Excellent	SIDC	
34	Ford	ST	2010	8	2	Varies	Vary	Good	SIDC	

Exhibit III.2: Vehicle Utilization Chart Region 1

Veh #	Make	Model	Year	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
35	Ford	ST	2010	8	2	Varies	Vary	Excellent	SIDC	
36	Dodge	MMV	2010	4	1	Varies	Vary	Excellent	SIDC	
37	Dodge	MMV	2010	4	1	Varies	Vary	Good	SIDC	
38	Dodge	MMV	2012	4	1	Varies	Vary	Excellent	SIDC	
39	Dodge	MMV	2012	4	1	Varies	Vary	Excellent	SIDC	
40	Ford	MT	2011	12	2	Varies	Vary	Excellent	SIDC	
41	Ford	MT	2011	12	2	Varies	Vary	Excellent	SIDC	
42	Ford	ST	2011	8	2	Varies	Vary	Excellent	SIDC	
43	Dodge	MMV	2012	4	1	Varies	Vary	Excellent	SIDC	
44	Dodge	MMV	2012	4	1	Varies	Vary	Excellent	SIDC	
45	Dodge	MMV	2012	4	1	Varies	Vary	Excellent	SIDC	
46	Dodge	MMV	2012	4	1	Varies	Vary	Excellent	SIDC	
47	Dodge	MMV	2012	4	1	Varies	Vary	Excellent	SIDC	
48	Dodge	MMV	2012	4	1	Varies	Vary	Excellent	SIDC	
49	Dodge	MMV	2012	4	1	Varies	Vary	Excellent	SIDC	
50	Dodge	MMV	2012	4	1	Varies	Vary	Excellent	SIDC	
51	Dodge	MMV	2012	4	1	Varies	Vary	Excellent	SIDC	
52	Ford	Car	2010	5	5	Varies	Vary	Excellent	SIDC	
53	Ford	Car	2010	5	0	Varies	Vary	Good	SIDC	
54	Chevrolet	MMV	2006	4	1	Varies	Vary	Good	FRRS	
55	Dodge	MV	2007	6	0	Varies	Vary	Good	FRRS	
56	Dodge	MV	2005	6	0	Varies	Vary	Good	FRRS	
57	Dodge	MV	2005	6	0	Varies	Vary	Good	FRRS	
58	Ford	B	2009	13	0	Varies	Vary	Excellent	FRRS	
59	Chevrolet	MMV	2003	4	1	Varies	Vary	Good	FRRS	
60	Dodge	A	1995	9	0	Varies	Vary	Poor	FRRS	
61	Dodge	A	1997	9	0	Varies	Vary	Poor	FRRS	
62	Ford	ST	2011	8	1	Varies	Vary	Excellent	FRRS	
63	Ford	MV	1998	6	0	Varies	Vary	Poor	FRRS	
64	Ford	ST	2011	8	1	Varies	Vary	Good	Lease	
65	Chevrolet	MMV	2008	5	1	Varies	Vary	Good	FRRS	
66	Dodge	MMV	1999	5	1	Varies	Vary	Bad	FRRS	
67	Ford	C	2006	8	1	Varies	Vary	Fair	FRRS	
68	Dodge	C	2003	9	1	Varies	Vary	Fair	FRRS	
69	Ford	ST	2010	8	1	Varies	Vary	Good	SIDC	
70	Dodge	MMV	1998	3	1	Varies	Vary	Poor	FRRS	
71	Dodge	C	1996	8	1	Varies	Vary	Poor	FRRS	
72	Dodge	C	2002	9	1	Varies	Vary	Good	FRRS	
73	Chevrolet	MMV	2003	4	1	Varies	Vary	Good	FRRS	
74	Dodge	MV	2005	6	0	Varies	Vary	Good	FRRS	
75	Chevrolet	MMV	2005	4	1	Varies	Vary	Good	FRRS	
76	Chevrolet	MV	2006	6	0	Varies	Vary	Good	FRRS	
77	Chevrolet	MV	2008	6	0	Varies	Vary	Excellent	FRRS	
78	Dodge	MV	1998	6	0	Varies	Vary	Fair	FRRS	
79	Dodge	C	2002	9	1	Varies	Vary	Good	FRRS	
80	Dodge	MV	2005	6	0	Varies	Vary	Fair	FRRS	
81	Dodge	MV	2005	6	0	Varies	Vary	Fair	FRRS	
82	Dodge	MV	2005	6	0	Varies	Vary	Fair	FRRS	
83	Chevrolet	MV	2006	6	0	Varies	Vary	Good	FRRS	
84	Chevrolet	A	2007	10	0	Varies	Vary	Good	FRRS	

Exhibit III.2: Vehicle Utilization Chart Region 1

Veh #	Make	Model	Year	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
85	Dodge	MMV	1998	4	1	Varies	Vary	poor	FRRS	
86	Dodge	A	2002	10	0	Varies	Vary	Fair	FRRS	
87	Dodge	MV	2003	6	0	Varies	Vary	Good	FRRS	
88	Chevrolet	MV	2006	6	0	Varies	Vary	Excellent	FRRS	
89	Dodge	MV	2007	6	0	Varies	Vary	Good	FRRS	
90	Chevrolet	MV	2008	6	0	Varies	Vary	Excellent	FRRS	
91	Ford	ST	2011	8	1	Varies	Vary	Excellent	FRRS	
92	Ford	MT	2012	12	1	Varies	Vary	Excellent	Jasper	
93	Dodge	MV	2002	6	0	Varies	Vary	Poor	SAFS	
94	Chevrolet	MMV	2005	4	1	Varies	Vary	Poor	SAFS	
95	Chevrolet	MMV	2005	4	1	Varies	Vary	Poor	SAFS	
96	Chevrolet	MMV	2006	4	1	Varies	Vary	Poor	SAFS	
97	Dodge	MV	1999	6	0	Varies	Vary	Poor	SAFS	
98	Dodge	MV	2007	6	0	Varies	Vary	Fair	SAFS	
99	Chevrolet	MMV	2008	4	1	Varies	Vary	Good	SAFS	
100	Chevrolet	MMV	2008	4	1	Varies	Vary	Fair	SAFS	
101	Chevrolet	CAR	2007	4	0	Varies	Vary	Fair	SAFS	
102	Chevrolet	CAR	2007	4	0	Varies	Vary	Fair	SAFS	
103	Chevrolet	MMV	2008	5	1	Varies	Vary	Good	SAFS	
104	Chrysler	CAR	2004	4	0	Varies	Vary	Good	SAFS	
105	Buick	CAR	2004`	4	0	Varies	Vary	Fair	SAFS	
106	Ford	ST	2011	9	1	Varies	Vary	Good	SAFS	
107	Ford	ST	2011	9	1	Varies	Vary	Good	SAFS	
108	Chrysler	MV	2006	6	0	Varies	Vary	Good	SAFS	
109	Dodge	CAR	2010	4	0	Varies	Vary	Good	SAFS	
110	Dodge	MMV	2011	5	1	Varies	Vary	Good	SAFS	
111	Dodge	MMV	2011	5	5	Varies	Vary	Good	SAFS	
112	Dodge	MMV	2011	5	5	Varies	Vary	Good	SAFS	
113	Dodge	MMV	2011	5	5	Varies	Vary	Good	SAFS	
114	Ford	MV	2007	7	0	Varies	Vary	Good	GCARC	
115	Dodge	MV	2006	6	0	Varies	Vary	Poor	GCARC	
116	Ford	A	2006	10	0	Varies	Vary	Poor	GCARC	
117	Dodge	B	2002	9	1	Varies	Vary	Poor	GCARC	
118	Ford	A	2009	10	0	Varies	Vary	Fair	GCARC	
119	Chevrolet	MV	2008	6	1	Varies	Vary	Fair	GCARC	
120	Chevrolet	Car	2005	4	0	Varies	Vary	Poor	GCARC	
121	Dodge	MV	2010	4	1	Varies	Vary	Good	GCARC	
122	Ford	ST	2011	10	1	Varies	Vary	Good	GCARC	
123	Dodge	MV	2011	4	0	Varies	Vary	Good	GCARC	
124	Dodge	MMV	2011	4	1	Varies	Vary	Good	GCARC	
125	Ford	ST	2008	10	1	Varies	Vary	Good	GCARC	
126	Ford	ST	2010	10	1	Varies	Vary	Good	GCARC	
127	Ford	ST	2011	10	1	Varies	Vary	Good	GCARC	
128	Toyota	Car	2006	4	0	Varies	Vary	Good	SIRS	
129	Dodge	LFMV	2010	4	1	Varies	Vary	Good	SIRS	
130	Ford	ST	2010	8	1	Varies	Vary	Good	SIRS	
131	Ford	ST	2011	8	1	Varies	Vary	Good	SIRS	
132	Dodge	LFMV	2011	4	1	Varies	Vary	Good	SIRS	
133	Chevy	MV	1996	8	0	Varies	Vary	Poor	PCCOA	
134	Dodge	C	2002	8	1	Varies	Vary	Fair	PCCOA	

Exhibit III.2: Vehicle Utilization Chart Region 1

Veh #	Make	Model	Year	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
135	Dodge	MMV	2011	4	1	Varies	Vary	Excellent	PCCOA	
Knox County - VanGo										
1	FORD	BU	2002	18	2	M-F, Weekends by Appt.	6:00 AM-6:00 PM	BAD	VanGo	Knox County
2	CHEVY	MV	2003	6	1	M-F, Weekends by Appt.	6:00 AM-6:00 PM	BAD	VanGo	Knox County
3	FORD	BU	2003	18	4	M-F, Weekends by Appt.	6:00 AM-6:00 PM	BAD	VanGo	Knox County
4	CHEVY	AO	2005	5	0	M-F, Weekends by Appt.	6:00 AM-6:00 PM	GOOD	VanGo	Knox County
5	FORD	BU	2005	10	2	M-F, Weekends by Appt.	6:00 AM-6:00 PM	POOR	VanGo	Knox County
6	FORD	BU	2006	11	2	M-F, Weekends by Appt.	6:00 AM-6:00 PM	POOR	VanGo	Knox County
7	FORD	BU	2006	11	2	M-F, Weekends by Appt.	6:00 AM-6:00 PM	POOR	VanGo	Knox County
8	CHEVY	MV	2007	6	1	M-F, Weekends by Appt.	6:00 AM-6:00 PM	FAIR	VanGo	Knox County
9	FORD	BU	2007	20	4	M-F, Weekends by Appt.	6:00 AM-6:00 PM	FAIR	VanGo	Knox County
10	FORD	BU	2008	16	2	M-F, Weekends by Appt.	6:00 AM-6:00 PM	FAIR	VanGo	Knox County
11	FORD	BU	2008	12	2	M-F, Weekends by Appt.	6:00 AM-6:00 PM	FAIR	VanGo	Knox County
12	FORD	BU	2009	8	2	M-F, Weekends by Appt.	6:00 AM-6:00 PM	GOOD	VanGo	Knox County
13	FORD	BU	2009	12	2	M-F, Weekends by Appt.	6:00 AM-6:00 PM	GOOD	VanGo	Knox County
14	FORD	BU	2010	8	2	M-F, Weekends by Appt.	6:00 AM-6:00 PM	GOOD	VanGo	Knox County
15	FORD	BU	2010	8	2	M-F, Weekends by Appt.	6:00 AM-6:00 PM	GOOD	VanGo	Knox County
16	FORD	BU	2011	16	4	M-F, Weekends by Appt.	6:00 AM-6:00 PM	GOOD	VanGo	Knox County
17	FORD	BU	2011	8	2	M-F, Weekends by Appt.	6:00 AM-6:00 PM	GOOD	VanGo	Knox County
18	FORD	BU	2011	16	4	M-F, Weekends by Appt.	6:00 AM-6:00 PM	GOOD	VanGo	Knox County
19	FORD	BU	2011	2	2	M-F, Weekends by Appt.	6:00 AM-6:00 PM	GOOD	VanGo	Knox County
Southern Indiana Resource Solutions, Inc.										
1	Ford		2006	12	1wc+9	M-F	6:00 A-6:00 P	Good	Demand Response/Medicaid	Dubois, Perry, Spencer, Warrick, and Vanderburgh Counties
2	Ford		2006	15	0	M-F	6:00 A-6:00 P	Poor	Demand Response/Medicaid	
3	KIA		2006	4	0	M-F	6:00 A-6:00 P	Poor	Demand Response/Medicaid	Dubois, Perry, Spencer, Warrick, and Vanderburgh Counties
4	KIA		2006	4	0	M-F	6:00 A-6:00 P	Poor	Demand Response/Medicaid	Dubois, Perry, Spencer, Warrick, and Vanderburgh Counties
5	Chevrolet		2008	5	1wc+2	M-F	6:00 A-6:00 P	Good	Demand Response/Medicaid	Dubois, Perry, Spencer, Warrick, and Vanderburgh Counties
6	Chevrolet		2008	5	1wc+2	M-F	6:00 A-6:00 P	Good	Demand Response/Medicaid	Dubois, Perry, Spencer, Warrick, and Vanderburgh Counties
7	Chevrolet		2008	5	1wc+2	M-F	6:00 A-6:00 P	Good	Demand Response/Medicaid	Dubois, Perry, Spencer, Warrick, and Vanderburgh Counties
8	Chevrolet		2008	5	1wc+2	M-F	6:00 A-6:00 P	Good	Demand Response/Medicaid	Dubois, Perry, Spencer, Warrick, and Vanderburgh Counties
9	Toyota		2006	4	0	M-F	6:00 A-6:00 P	Good	Demand Response/Medicaid	Dubois, Perry, Spencer, Warrick, and Vanderburgh Counties
10	Dodge		2010	5	1wc+2	M-F	6:00 A-6:00 P	Excellent	Demand Response/Medicaid	Dubois, Perry, Spencer, Warrick, and Vanderburgh Counties
11	Ford		2010	8	8+2	M-F	6:00 A-6:00 P	Excellent	Demand Response/Medicaid	Dubois, Perry, Spencer, Warrick, and Vanderburgh Counties
12	Ford		2011	8	8+2	M-F	6:00 A-6:00 P	Excellent	Demand Response/Medicaid	Dubois, Perry, Spencer, Warrick, and Vanderburgh Counties
13	Dodge		2011	5	1wc+2	M-F	6:00 A-6:00 P	Excellent	Demand Response/Medicaid	Dubois, Perry, Spencer, Warrick, and Vanderburgh Counties
Older Americans (City of Jasper)										
1	Ford	E350	2012	15	2 WC	M-F	8:00 AM - 3:30PM	Excellent	Transportation	City of Jasper
Huntingburg Transit System										
	FORD	VN	2008	10	2	M-F	9:00 AM - 4:00 PM	Excellent	Demand Response	City of Huntingburg
	FORD	VN	2010	14	2	M-F	9:00 AM - 4:00 PM	Excellent	Demand Response	City of Huntingburg
	Dodge	MV	2012	4	1	M-F	9:00 AM - 4:00 PM	Excellent	Demand Response	City of Huntingburg
Washington Transit (City of Washington, Daviess County)										
1	Ford	CU	1996	16	2	M-F	7:00 AM-5:00 PM	Fair	Designated Route	City of Washington and Wal-Mart Super Center
2	Ford	CU	2010	16	2	M-F	7:00 AM-5:00 PM	Good	Designated Route	City of Washington and Wal-Mart Super Center
3	Ford	CU	2008	16	2	M-F	7:00 AM-5:00 PM	Good	Designated Route	City of Washington and Wal-Mart Super Center

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

GENERAL PUBLIC AND STAKEHOLDER MEETINGS

Local meetings were hosted at three 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	February 25, 2013	February 25, 2013	April 9, 2013
Location	Gibson County Council on Aging Princeton, Indiana	Arnold F. Habig Community Center Jasper, Indiana	Betty E. McCormick Center Vincennes, Indiana
Time	8:30 AM	2:00 PM	10:00 AM

Invitations to the meeting were distributed via the U.S. Postal Service to 187 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
- Daily World
- Posey County News
- Warrick Publishing, Inc.
- Princeton Daily Clarion
- Vincennes Sun-Commercial

During the first meeting, the facilitator presented highlights of historical coordinated transportation in the region and discussed the activities since from the 2008 Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area. Many of the participants in the meetings were involved in the 2008 planning process. Following the presentation, attendees were asked to identify the unmet

transportation and mobility needs of the individual counties, and gaps in service. The focus of the discussions was transportation for older adults, individuals with disabilities, and people with low incomes. However, several topics discussed also impact mobility options for the general public. Following the public and stakeholder meeting, public surveys were distributed to public libraries in each county of the region. Surveys were available for approximately three weeks. The purpose of the survey was to gather additional input about transportation from the general public and those individuals who may or may not be clients of the participating agencies. In addition to printed surveys at the libraries, the public survey was also available online, and advertised in the newspaper advertisements.

The following 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.

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

- There needs to be a more appropriate response to crossing county lines (Vanderburg/Marion).
- No public transportation is available in Posey County which represents a significant gap in services.
- A shuttle connection in Evansville is needed.
- There is no availability of minivans with 5310. The cost is too high to maintain vehicles of the size offered in such rural areas.
- The minivan would give more access to those whose physical needs are not as high as what is required with the larger mobility vehicles. Smaller vehicles would make more sense for rural use because of fuel/maneuvering/wear and tear.
- Small vehicles would save a lot of money across the board.
- There is also a perception that the Area on Aging could do more to be adaptable into the coordination needs of other agencies. Additional planning and discussions about transportation coordination are needed.
- Gibson County needs connection to Evansville (HWY41).
- Knox County needs evening and weekend services and availability outside of Vincennes from 6:00 to 8:00 PM.
- A plan is needed to coordinate human service agencies and public transportation with local taxi services.
- Knox County needs to utilize the VanGo transportation program.
- Additional funding is needed to address the rising and fluctuating fuel costs because it is difficult for local agencies to plan for fuel costs.
- At the hospital patients need transit provided--the hospital is utilizing emergency ambulances for discharged patients because they can find no way of getting home. This has caused some issues and the cost is very high for the hospital.
- Head Start can only have kids on bus for a total of one-hour and it has children in-need who would have to ride for longer to receive Head Start benefits. Some coordination for Head Start with other organizations would be needed to get the students into the facilities.
- Older adults need transportation service options during evenings and on weekends.
- Pike County and all other county residents cannot get to evening classes/ higher learning.

- Community corrections clients need rides. The passenger fees are too high for people returning into society and they cannot afford to ride. A system needs set up to get them to work, probation, home, and to/from community resources for shopping and entertainment.
- Meals on Wheels has had to reduce services to a few days per week due to lack of funding.
    - When the drivers for Meals on Wheels are not on their old schedules perhaps they could drive for other organizations so they maintain their hours and that organization has an experienced driver.
- Need to coordinate insurance programs and offer an incentive for combining multiple sources.
- Need to coordinate driver training with other groups so that drivers are still on the road while others are getting the necessary training.
- Offering more trainers would be a need as well.
- There are no options for training in Southern Indiana. Most trainings take place in the North and this hurts the systems in the South.
- Homeless people need transportation to shelters and Greyhound hubs.
- There needs to be better communication of available public transportation so that people understand which services are available to the general public and which have eligibility requirements.
- The Spanish speaking population in the Huntingburg area needs access to transportation services.

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.

Community transportation providers in Region 1 indicated that one of their most significant challenges is their understanding that insurance companies will not allow the sharing of vehicles. Therefore, the providers feel that funding requirements need to be changed so that more organizations can take part in vehicle sharing.

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 at the basic information sharing and referral level with Ride Solutions and other programs. Higher levels of coordinated transportation, such as sharing of resources and trip-sharing are occurring successfully throughout the country and in Indiana. Therefore, issues such as conflicting or restrictive State and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort. There are many resources available to assist communities as they work together to coordinate transportation.

Contact the Indiana Department of Transportation, Public Transit Section (INDOT) (http://in.gov/indot/2436.htm) for assistance.

RESULTS OF THE GENERAL PUBLIC SURVEY

The following charts outline the public survey results received from individuals living in Daviess, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan, and Warrick Counties. Surveys were available on-line, at various non-profits, and public libraries.

The following survey summary includes the information gained from 111 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 111 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:

Daviess County: 41 Surveys
Dubois County: 13 Surveys
Gibson County: 0 Surveys
Greene County: 5 Surveys
Knox County: 1 Surveys
Martin County: 2 Surveys
Perry County: 3 Surveys
Pike County: 9 Surveys
Posey County: 1 Surveys
Spencer County: 14 Surveys
Sullivan County: 2 Surveys
Warrick County: 20 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 need is distributed throughout the day in Daviess, Dubois, Sullivan, Martin, and Warrick Counties. However, the most commonly stated need for transportation among all counties was early mornings between 5:00 AM and 8:30 AM. The individuals in Perry County need transportation in the evenings between 5:00 PM and 8:00 PM. In Spencer County, the need is also in the evenings between 5:00 PM and 10:00 PM.

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**
Daviess	58.6%	27.6%	20.7%	27.6%
Dubois	45.5%	36.4%	45.5%	18.2%
Gibson	N/A	N/A	N/A	N/A
Greene	0.0%	40.0%	0.0%	0.0%
Knox	N/A	N/A	N/A	N/A
Martin	50.0%	100.0%	0.0%	0.0%
Perry	0.0%	0.0%	50.0%	0.0%
Pike	0.0%	25.0%	0.0%	0.0%
Posey	0.0%	0.0%	0.0%	0.0%
Spencer	0.0%	0.0%	33.3%	33.3%
Sullivan	50.0%	50.0%	50.0%	0.0%
Warrick	80.0%	20.0%	40.0%	40.0%

Common Trip Purposes

Across the region, the most common trip purposes for which transportation is needed on a regular basis were medical appointments and shopping. The least common trip purpose for which transportation was needed was for training and educational classes. In Pike County, all of the survey respondents need transportation for children to go to childcare or school.

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**
Daviess	13.8%	3.4%	69.0%	86.2%	41.4%
Dubois	18.2%	27.3%	81.8%	81.8%	72.7%
Gibson	N/A	N/A	N/A	N/A	N/A
Greene	0.0%	0.0%	60.0%	60.0%	20.0%
Knox	N/A	N/A	N/A	N/A	N/A
Martin	0.0%	0.0%	0.0%	0.0%	0.0%
Perry	0.0%	0.0%	100.0%	100.0%	100.0%
Pike	0.0%	100.0%	75.0%	75.0%	75.0%
Posey	0.0%	0.0%	0.0%	100.0%	0.0%
Spencer	0.0%	0.0%	66.7%	66.7%	33.3%
Sullivan	0.0%	50.0%	100.0%	50.0%	0.0%
Warrick	0.0%	60.0%	60.0%	60.0%	50.0%

Geographic Access to Transportation

Survey respondents were asked if their transportation options are limited because of where they live. In Greene County, 75 percent of survey respondents indicated that their transportation options

are limited because of where they live. In Sullivan County, half of the respondents indicated that their options were limited. In all other counties, less than 36 percent of respondents had limited access to transportation options because of where they live.

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

	Is your transportation limited because of where you live?
County	**Yes**
Daviess	35.5%
Dubois	27.3%
Gibson	N/A
Greene	75.0%
Knox	0.0%
Martin	0.0%
Perry	0.0%
Pike	11.1%
Posey	0.0%
Spencer	27.3%
Sullivan	50.0%
Warrick	17.6%

Mode of Transportation

Survey respondents were asked how they usually get places. In Daviess, Dubois, Knox, Perry, Pike, Posey, Spencer, and Warrick Counties the most common response was "personal car/vehicle." In Greene County, the most common mode of transportation was "getting a ride from family/friends." In Sullivan County, the most common mode of transportation for survey respondents was either "bicycle/walk" or "public transportation."

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

	How do you usually get places?							
County	**Personal car/ Vehicle**	**Bicycle/Walk**	**Family/Friends**	**Vanpool/ Carpool**	**Public Transportation**	**Agency/ Senior Center**	**Taxi**	**Other**
Daviess	55.0%	22.5%	30.0%	2.5%	30.0%	12.5%	2.5%	5.0%
Dubois	61.5%	46.2%	38.5%	0.0%	7.7%	7.7%	0.0%	0.0%
Gibson	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Greene	0.0%	20.0%	60.0%	0.0%	40.0%	0.0%	0.0%	0.0%
Knox	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Martin	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Perry	66.7%	33.3%	66.7%	0.0%	33.3%	33.3%	33.3%	0.0%
Pike	88.9%	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Posey	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Spencer	71.4%	21.4%	21.4%	0.0%	14.3%	14.3%	7.1%	0.0%
Sullivan	0.0%	100.0%	50.0%	0.0%	100.0%	0.0%	0.0%	0.0%
Warrick	75.0%	10.0%	20.0%	0.0%	10.0%	5.0%	0.0%	5.0%

Ratings for Passenger or Public Transportation

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

were favorable to public transportation. In Perry County, the small sample of survey respondents were not likely to use public transportation. In Spencer County, the likelihood was also low, especially low for using public transportation to go to work. In Daviess, Dubois, and Greene Counties, the likelihood of using public transportation was fairly high for all categories, especially getting to work or going to medical appointments.

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.
Daviess	1.93	1.80	2.00	2.07
Dubois	1.86	1.78	2.11	1.67
Gibson	N/A	N/A	N/A	N/A
Greene	1.33	1.50	2.00	2.00
Knox	N/A	N/A	N/A	N/A
Martin	N/A	N/A	N/A	N/A
Perry	4.00	4.00	4.00	4.00
Pike	2.75	2.60	2.75	2.75
Posey	N/A	1.00	3.00	2.00
Spencer	4.00	2.60	2.60	3.00
Sullivan	N/A	N/A	1.00	N/A
Warrick	2.57	2.53	2.69	2.57

Survey respondents were asked to rate their current transportation on a scale of 1 to 4, with 1 being the best. The following exhibit illustrates the distribution of responses by topic and county. In all participating counties, survey respondents indicated that their current transportation does a good job of getting them where they need to go.

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

The transportation I use:							
County	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.
Daviess	1.88	2.35	2.29	2.63	2.10	3.25	3.22
Dubois	1.73	2.30	2.22	2.78	2.40	4.00	3.33
Gibson	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Greene	1.60	2.80	2.67	3.20	2.60	3.25	2.67
Knox	1.00	4.00	4.00	4.00	1.00	4.00	N/A
Martin	1.00	4.00	4.00	4.00	1.00	4.00	4.00
Perry	1.33	2.67	3.50	2.33	1.33	4.00	N/A
Pike	1.17	2.83	3.00	2.00	1.33	2.75	3.00
Posey	1.00	3.00	N/A	3.00	N/A	3.00	N/A
Spencer	1.20	2.00	2.33	2.71	1.89	2.67	2.50
Sullivan	1.00	4.00	4.00	4.00	1.00	4.00	4.00
Warrick	1.37	2.93	3.07	3.19	1.56	3.60	3.50

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.

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

	I would use public buses regularly if:								
County	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.
Daviess	1.95	1.63	1.78	2.19	1.75	1.67	2.50	2.36	2.50
Dubois	2.00	2.00	2.17	2.17	2.00	2.43	2.00	3.00	2.50
Gibson	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Greene	2.00	2.40	2.60	2.25	2.60	2.75	2.40	2.80	3.00
Knox	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Martin	4.00	4.00	4.00	4.00	N/A	1.00	1.00	4.00	4.00
Perry	1.00	4.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pike	2.67	2.75	2.67	2.67	2.67	2.67	2.67	2.67	2.67
Posey	2.00	1.00	N/A	N/A	N/A	1.00	N/A	1.00	N/A
Spencer	1.88	2.00	3.67	3.67	2.57	2.75	3.25	3.25	3.50
Sullivan	3.50	3.50	3.50	4.00	4.00	3.00	3.00	4.00	2.50
Warrick	2.60	2.70	2.78	3.11	3.11	2.88	3.14	3.57	3.50

Survey Respondent Demographics and Socio-Economic Conditions

The following exhibit outlines the age and gender demographics of individuals who participated in the public survey. Age demographics are similar to the distribution of the county population with the exception of representation from youth. While the survey was available at public libraries, individuals under age 19 were not targeted for this distribution. Demographic data was not provided from respondents in Gibson and Knox Counties.

Exhibit IV.8: Age and Gender of Survey Respondents

	Demographics - Age					Gender	
County	Under 19	20-34	35-54	55-64	65 and Over	Male	Female
Daviess	0.0%	12.8%	33.3%	20.5%	33.3%	27.8%	72.2%
Dubois	16.7%	41.7%	25.0%	0.0%	16.7%	18.2%	81.8%
Gibson	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Greene	0.0%	0.0%	60.0%	20.0%	20.0%	40.0%	60.0%
Knox	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Martin	0.0%	50.0%	50.0%	0.0%	0.0%	100.0%	0.0%
Perry	0.0%	33.3%	33.3%	0.0%	33.3%	33.3%	66.7%
Pike	0.0%	77.8%	22.2%	0.0%	0.0%	0.0%	100.0%
Posey	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Spencer	0.0%	38.5%	0.0%	7.7%	53.8%	23.1%	76.9%
Sullivan	0.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%
Warrick	0.0%	60.0%	20.0%	10.0%	10.0%	20.0%	80.0%

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

Exhibit IV.9: Annual Household Income, by County

Total Annual Household Income					
County	$0-9,999	$10,000-$19,999	$20,000-$29,999	$30,000-$44,999	$45,000
Daviess	21.2%	33.3%	15.2%	21.2%	9.1%
Dubois	8.3%	33.3%	16.7%	0.0%	41.7%
Gibson	N/A	N/A	N/A	N/A	N/A
Greene	20.0%	60.0%	20.0%	0.0%	0.0%
Knox	N/A	N/A	N/A	N/A	N/A
Martin	0.0%	50.0%	0.0%	0.0%	50.0%
Perry	0.0%	33.3%	0.0%	33.3%	33.3%
Pike	44.4%	33.3%	11.1%	0.0%	11.1%
Posey	0.0%	0.0%	100.0%	0.0%	0.0%
Spencer	18.2%	27.3%	36.4%	9.1%	9.1%
Sullivan	0.0%	0.0%	50.0%	50.0%	0.0%
Warrick	15.0%	25.0%	50.0%	5.0%	5.0%

Survey respondents were asked a few questions to describe their proficiency with the English Language. No responses were received from Knox or Gibson Counties. In all other cases, nearly 100 percent of survey respondents indicated that English is their first language. None of the survey respondents 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
Daviess	97.4%	0.0%
Dubois	100.0%	0.0%
Gibson	N/A	N/A
Greene	100.0%	0.0%
Knox	N/A	N/A
Martin	100.0%	0.0%
Perry	100.0%	0.0%
Pike	100.0%	0.0%
Posey	100.0%	0.0%
Spencer	100.0%	0.0%
Sullivan	100.0%	0.0%
Warrick	94.7%	0.0%

V. IMPLEMENTATION PLAN

The second Region 1 coordinated public and stakeholder meeting was well attended with representation from human service organizations, members of the general public, and medical service providers. The group was provided with results of the community and agency surveys and a list of potential coordinated transportation goals for Region 1 as a result of the surveys and previous meeting.

Region 1 has two public transit providers, Ride Solution, now serving 10 counties and VanGo serving one county. The two transit systems work together to coordinate services as needed and possible. Posey County does not have public transportation.

Goal #1: Create a Transportation Structure that Promotes Efficient Use of Resources at the Local and Regional Level.
Discussion of this goal evolved into a discussion of hiring a Mobility Manager and how that position may fit into the Region to benefit all agencies and providers. The Mobility Manager role was envisioned as a position that could relieve some transit manager duties and increase knowledge in the community.

Goal #2: Coordinate Transportation Resources to Promote Expansion of Service Within and Outside of the Region.
This goal was established as an intermediate priority due to the role the Mobility Manager would play in developing the coordinated transportation structure or network. The Mobility Manager and Transportation Advisory Committee (TAC) will work toward this goal. The Mobility Manager will have the responsibility and focus for scheduling and facilitating regular meetings and communication with all parties.

Goal #3: Improve Quality of Service and Customer Experience Offered by Transportation Providers.
This goal contains several levels of effort. Some improvements can be addressed immediately while others such as expansion of service may be long term efforts.

Goal #4: Incorporate New Capital to Improve Existing Mobility Options and Serve More People.
Goal #4 pertains to the importance of maintaining and improving upon the valuable service offered by existing public transportation and Section 5310 grant recipients in the area as well as supporting new non-profit and private operators who join the coordinated transportation efforts in the future.

GOALS AND STRATEGIES

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

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

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

Goal #1: Create a Transportation Structure that Promotes Efficient Use of Resources at the Local and Regional Level.

Strategy 1.1: Stakeholders should designate a lead agency to hire a Mobility Manager (or designate Mobility Manager duties to an existing employee). The TAC will function as an advisory board to the Mobility Manager.

A Mobility Manager provides short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers. For Region 1, a Mobility Manager would be the leader in creating a network of passenger transportation services that will go above and beyond the abilities of the existing operators. The Mobility Manager will seek to establish more cost-effective transportation options for the providers while expanding the amount of services available for consumers. After an initial period of time, the benefit of the Mobility Manager will exceed the cost of his or her salary.

Counties Included: All Counties that are involved in the TAC. The lead agency to hire the Mobility Manager will depend upon funding, capacity of an organization to hire a Mobility Manager, and desire of an agency to lead the effort.

Responsible Parties: To be determined. It is recommended that an existing transportation provider (public or non-profit) take the lead in hiring the Mobility Manager.

Implementation Time Frame:
Immediate.

Staffing Implications:
Hire a Mobility Manager.

Implementation Budget:
Salary of Mobility Manager, and associated indirect expenses.

Potential Grant Funding Sources: Mobility Management is an eligible capital expense under any Federal Transit Administration (FTA) grant other than Section 5309. Capital grants from the FTA require a 20% local match. Local match may be derived from any non-US Department of Transportation Federal funding source, or local dollars. Local match could be compiled from a number of sources, or a single source.

Performance Measures:

- Mobility Manager job description is developed and adopted by hiring agency; reviewed and approved by advisory committee/TAC.
- Mobility Manager is hired.
- Number of trips provided through the Mobility Management efforts compared to the number of trips provided prior to the Mobility Manager.
- New coordinated transportation opportunities for the region.

Strategy 1.2: TAC meetings with the Mobility Manager should be held at least quarterly and must be held at locations convenient to all members. It is recommended that meetings are held monthly during the initial six-months to one year of the establishment of the Mobility Manager position.

Counties Included: All Counties that are involved in the TAC.

Responsible Parties: Lead agency will be responsible for organizing the regional TAC. Once hired, the Mobility Manager will be responsible for agenda development with input from the TAC.

Implementation Time Frame:
Immediate.

Staffing Implications:
Mobility Manager will be responsible, upon hire.

Implementation Budget:
Minor costs for printing meeting materials and travel to meetings.

Potential Grant Funding Sources: Individual agencies will be responsible for covering the cost of participation in the TAC.

Performance Measures:

- TAC meetings are scheduled and attendance is strong.
- TAC participants expand their programs through coordinated transportation. Expansion could involve new trip-sharing agreements, more outreach efforts, additional clients and trips, or additional funding.
- Mobility Manager is able to develop new coordination programs to benefit the area through input from the TAC.

Goal #2: Coordinate Transportation Resources to Promote Expansion of Service Within and Outside of the Region.

Strategy 2.1: The Mobility Manager, through the TAC, will work with providers to determine actual trip cost and payment structure between providers for coordinated trips.

Counties Included: All Counties that are involved in the TAC. This effort will require a gradual approach and should target the areas with the highest level of need and also the greatest potential for coordination.

Responsible Parties: Mobility Manager will be responsible for working with each agency on an individual level. Each transportation provider will be equally responsible for participating.

Implementation Time Frame:	Staffing Implications:
Immediate.	Mobility Manager will be responsible, upon hire.

Implementation Budget:
No significant costs associated with task. However, coordinated trips are likely to result in more efficient use of funding for participating agencies.

Potential Grant Funding Sources: Not Applicable.

Performance Measures:

- Number of coordinated trips provided by participating agencies.
- Number of agencies that agree to participate in coordinated transportation negotiations.
- Expanded access to transportation resources to fill gaps.
- Hours of operation and/or service area are expanded due to the ability for providers to operate with hightened cost-efficiency.

Strategy 2.2: Mobility Manager and the TAC, should identify potential private or nonprofit providers that will provide transportation in areas currently unserved or underserved by the existing network of providers.

Counties Included: All Counties that are involved in the TAC. This effort will require a gradual approach and should target the areas with the highest level of need and also the greatest potential for coordination. Focus should be on expanding hours of operation and service area through contracts with private providers.

Responsible Parties: Mobility Manager will be responsible for working with each agency and private transportation providers on an individual level. Each transportation provider will be equally responsible for participating.

Implementation Time Frame:	Staffing Implications:
Immediate.	None.

Implementation Budget:
Additional costs to contract with private transportation providers may be incurred. However, these costs are likely to be lower than the cost of directly operating transportation during extended hours/days of operation, or in an extended service area.

Potential Grant Funding Sources: Existing operating budgets and additional local match from employers, hospitals, and local businesses that benefit from the service expansion.

Performance Measures:

- Private providers that are potential partners in a coordinated effort are identified.
- Agreements between private providers and public or nonprofit transportation operators are developed, negotiated, and implemented.
- Number of trips provided during evenings, weekends, and/or beyond the existing service areas that improve the quality of life for passengers.

Goal #3: Improve the Quality of Service and Customer Experience Offered by Transportation Providers.

Strategy 3.1: Enhance the education of the general public and local officials regarding the availability and benefits of public and coordinated human service transportation. Accomplish enhanced education by increasing outreach to identify available services and information on how to utilize existing transportation services. Also, conduct coordinated transportation presentations for elected officials and develop an informational brochure to distribute at meetings.

Counties Included: All Counties that are involved in the TAC.

Responsible Parties: When hired, the Mobility Manager will be responsible for working with each agency to develop informational materials and to ensure that his or her presentations to the community are accurate. Until the Mobility Manager is hired, it is recommended that

Implementation Time Frame:	Staffing Implications:
Near Term.	Mobility Manager will be responsible, upon hire. Until that time, public transportation operators will be responsible.

Implementation Budget:
No significant costs associated with this task. However, a significant amount of time for transportation providers is required to accomplish the goal until a Mobility Manager is hired.

Potential Grant Funding Sources: There is no additional dedicated funding source for distribution of educational materials and outreach. However, costs are eligible under the Federal Transit Administration Section 5311 program operating dollars.

representatives of public transportation providers attend local meetings and educate elected officials and others about the needs and gaps in transportation as well as the services available to address them.

Performance Measures:

- Informational materials are developed and maintained.
- Elected officials and other communitiy organizations are aware of the unmet transportation needs as well as the existing resources.
- Community stakeholders have an increased awareness of the impact gaps in transportation are having on the local economy as well as on individual residents.

Strategy 3.2: Create a regional scheduling system for use by human service agency clients/general public that provides information about schedules, service hours, fares, passenger eligibility, and reservation procedures. Administer the system through a central call number (toll free). And, implement scheduling software that allows for shared trip scheduling.

Counties Included: All Counties that are involved in the TAC.

Responsible Parties: A lead agency could be identified to procure equipment and software for the consortium of participating agencies. The lead agency in the consortium also will be responsible for housing and maintaining the technology.

Implementation Time Frame:
Long Term.

Staffing Implications:
Shared scheduling could reduce scheduling time and improve efficiency of driver schedules.

Implementation Budget:
Cost of scheduling software/hardware should be investigated as there are numerous systems available. On-site evaluations of systems currently used by operators in Indiana is suggested prior to purchase.

Potential Grant Funding Sources: Scheduling software and hardware is an eligible expense under the FTA Section 5310 and 5311 programs. Local match of 20% is required for hardware and software purchases.

Performance Measures:

- Scheduling software is evaluated and a selection is agreed upon by local providers.
- Software/hardware is purchased.
- Number of coordinated trips scheduled through the software.
- Number of trips provided after software is implemented compared to historical ridership numbers.
- Customer satisfaction measured by periodic surveys.

Strategy 3.3: Implement a volunteer driver program to extend available transportation services and service areas, and meet providers' respective staffing needs. Note that umbrella insurance is available to address liability concerns.

There are numerous successful volunteer driver programs throughout the country. Development of a volunteer program for Region 1 could be expedited through a peer study. The Community Transportation Association of America (www.ctaa.org) is a central resource for contact information of volunteer driver programs.

Counties Included: All Counties that are involved in the TAC.

Responsible Parties: If hired, a Mobility Manager should lead the effort. If no Mobility Manager is hired, it is recommended that a human service agency lead the effort.

Implementation Time Frame:
Long Term.

Staffing Implications:
Designated volunteer coordinator will be needed. This person should be a paid employee.

Implementation Budget:
Cost of hiring a volunteer coordinator. Potential impact on insurance costs of transportation providers.

Potential Grant Funding Sources: Funding for the volunteer driver coordinator and associated program operating and capital costs should be derived from a combination of local resources including the Council on Aging, local governments, and human service agencies that benefit from the program. Consider in-kind donations of office space and equipment.

Performance Measures:

- Volunteer driver program is developed and a lead agency agrees to implement it.
- A Volunteer Coordinator is hired.
- Number of volunteer drivers recruited.
- Number of trips provided per year by volunteer drivers.
- Customer satisfaction measured by periodic surveys.

Strategy 3.4: Transportation providers will consider decreasing the amount of call-ahead time required for demand response trips, with same-day trip requests allowed when possible. Providers will also consider establishing a wait list for unscheduled trip requests and schedule them as cancellations occur.

Counties Included: All transportation providers that require advance reservations.

Responsible Parties: All transportation providers.

Implementation Time Frame:
Mid Term.

Staffing Implications:
Impact on procedures for schedulers.

Implementation Budget:
No additional costs.

Potential Grant Funding Sources: There is no change in the operating budgets for transportation providers implementing this structure unless additional resources are required to meet demand. If additional funding is necessary, FTA Section 5311 program is an eligible resource. Section 5311 requires a local match of 50% for operating dollars. Local match is derived from local sources and any non-U.S. DOT funding program.

Performance Measures:

- Number of same-day trips provided.
- Customer satisfaction measured by periodic surveys.
- Cost-efficiency of transportation providers.

Goal #4: Incorporate New Capital to Improve Existing Mobility Options and Serve More People.

Strategy 4.1: Acquire replacement and expansion vehicles and equipment for accessible services designed to accommodate passengers with disabilities and mobility limitations in each county.

Counties Included: All Counties.

Responsible Parties: Eligible agencies.

Implementation Time Frame:
Ongoing.
Based upon need.

Staffing Implications:
None.

Implementation Budget:
Cost of vehicles and equipment.

Potential Grant Funding Sources: Section 5311 for public transportation providers; Section 5310 for human service agencies and public transportation providers. A 20% local match is required for capital purchases. Local match can be derived from local resources as well as any non-US DOT Federal funding program.

Performance Measures:

- Applications for Sections 5310/5311 developed and submitted.
- Number of accessible vehicles and equipment acquired.
- Number of mobility aids accommodated.
- Number of additional individuals with disabilities served compared to historical numbers.
- Number of trips provided for people with all sizes of mobility aids.

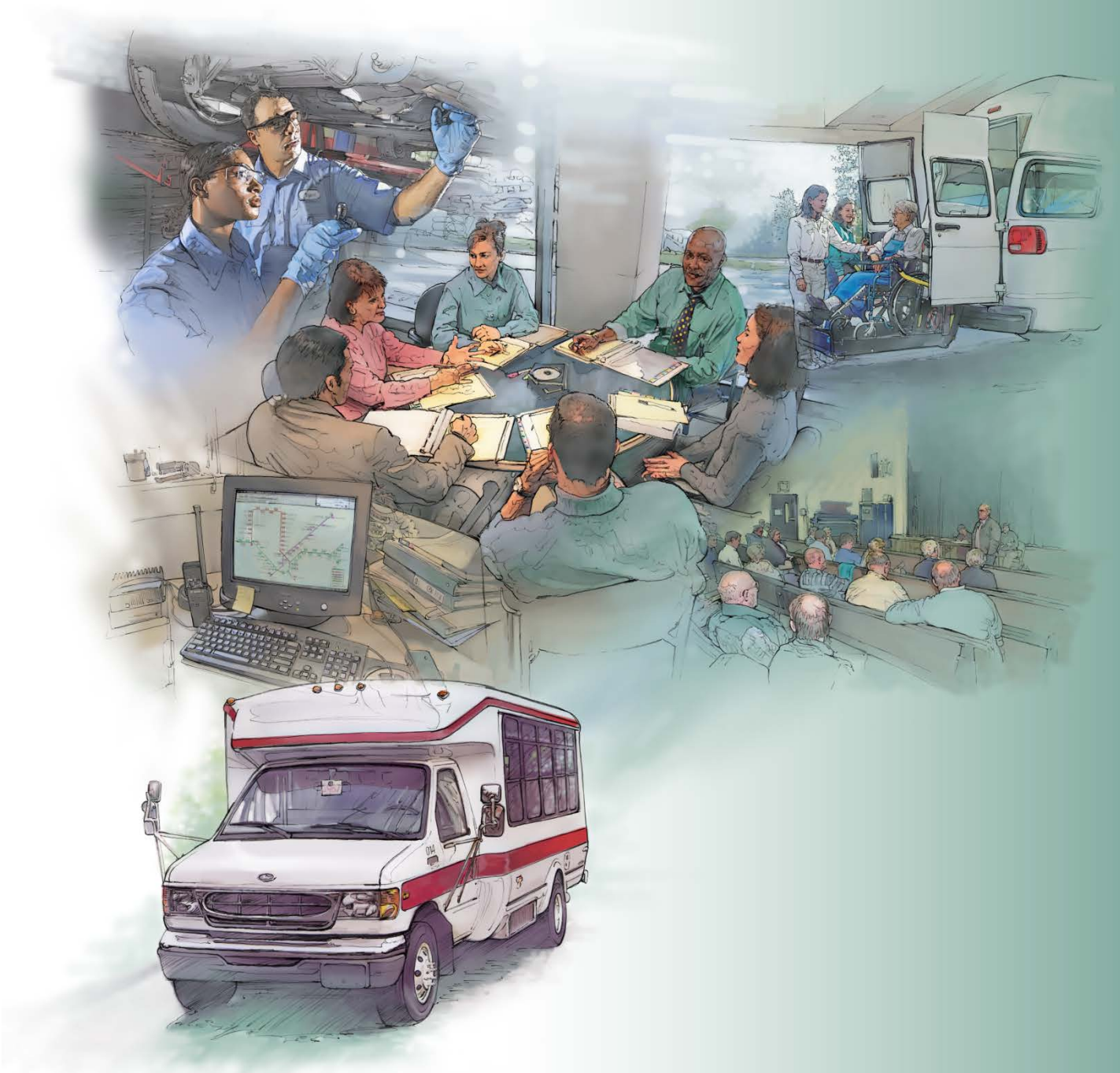
VI. POTENTIAL GRANT APPLICATIONS

Conditions

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

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

Coordinated Public Transit-Human Services Transportation Plan Update
APPENDIX



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INDOT REGION 1 CHECK SHEET

Focus Group

Stakeholder and General Public Meetings
Date: Meeting 1: 02/25/13 Meeting 2: 04/9/13
Locations: Gibson County Council on Aging, Princeton, IN; Arnold F. Habig Community Center, Jasper, IN; Bette E. McCormick Center, Vincennes, IN

Invitations Distributed
☑U.S. Mail: Meeting 1: 02/07/13 Meeting 2: 03/25/13
☑Email: 02/07/13 and 03/25/13
☐Web Posting:
☑ Newspaper Notice: Indy Star, Daily World, Posey County News, Warrick Publishing, Inc., Princeton Daily Clarion, Vincennes Sun-Commercial
☐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: 20 (02/25/13); Meeting 2: 16 (04/9/13)
☑Invitation letter and mailing list attached.
☑Copies of flyers, brochures, etc.
☑Copy of Public Notice from each newspaper in which it appeared
☑Copy of email invitation and mailing list attached.
☑Attendee List 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
☐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: 111

☐Listing of Survey Recipients attached

Other Outreach Efforts

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

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

☐Miscellaneous Meetings, Conferences, etc.:

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

NEWSPAPER ANNOUNCEMENT MEETING 1

The Indiana Department of Transportation, Ride Solution Public Transit, Washington Public Transit and Van-Go Public Transit are conducting a regional coordinated public transit-human services transportation plan update meeting for Gibson, Daviess, Posey, Perry, Pike, Martin, Greene, Sullivan, Dubois, Knox, Warrick, and Spencer Counties. One public meeting will be held on **February 25, 2013 from 8:30 a.m. CT, 9:30 EST to 10:30 a.m. CT, 11:30 a.m. EST.** at the **Gibson County Council on Aging 212 Richland Creek Dr. Princeton, IN 47670 and a second meeting will be held from 2:00 p.m. to 4:00 p.m. EST** at the **Arnold F. Habig Community Center 1301 Saint Charles St. Jasper, IN 47546.** The agenda includes the content of the current plan, unmet transportation needs, existing coordination efforts, and the process for developing an action plan for 2013-2017. **This public meeting will provide a unique opportunity for the public to share transit needs and vision for their community. Transportation providers, human service agencies, and other advocates will also want to attend to discuss this important topic.**

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

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

The Gibson County Council on Aging and the Arnold F. Habig Community Center are accessible facilities. If you require any additional assistance, please contact Megan Lawson, at 812-372-3794 or mlawson@indianartap.com .

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

Newspaper Announcement Meeting 2

2ND AND FINAL PUBLIC MEETING: PLEASE ATTEND

INDOT-Transit invites you to participate in the 2013 Coordinated Public Transit-Human Services Transportation Plan Update for Daviess, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan, and Warrick Counties.

Why: To review the goals and strategies designed to meet the unmet transportation needs as discussed at the February 25th meeting. Attendees will help rank the goals and strategies.

When: April 9, 2013 from 10:00 a.m. to 12:00 p.m. EST

Where: Betty E. McCormick Center 2009 Prospect Ave. Vincennes, IN 47591

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

Questions may be directed to Megan at mlawson@indianartap.com or 1-800-709-9981

INDOT Region 1 Mailing List

Contact Person	Organization Name	Address Line 1	Address Line 2	City	State	Zip
	Adult Literacy Program of Gibson County	232 West Broadway		Princeton	IN	47670
Director	Aging & Community Services of South Central Indiana	1531 13th St., Suite G-900		Columbus	IN	47201
	Alan Cassidy	2222 Payne St		Tell City	IN	47589
Director	Area Five Agency on Aging & Community Services, Inc	1801 Smith St., Suite 300		Logansport	IN	46947
Director	Area IV Agency on Aging & Community Action Programs	PO Box 4727		Lafayette	IN	47903
Lloyd Ashby	ATTIC	1721 Washington Ave.		Vincennes	IN	47591
	Barr-Reeve Comm. Schools, Inc.	P.O. Box 97		Montgomery	IN	47558
Nola Davis	Betty McCormick Senior Center	2009 Prospect Ave		Vincennes	IN	47591
Director	Bloomfield Low Income Housing	PO Box 801		Bloomfield	IN	47424
	Bloomfield School District	West South		Bloomfield	IN	47424
	BRISTOW COMMUNITY CENTER, INC	5288 ARVIN RD		Tell City	IN	47586
Director	Christole, Inc.	PO Box 1789		Nashville	IN	47448
Director	CICOA Aging and In-Home Solutions	4755 Kingsway Dr., Suite 200		Indianapolis	IN	46205
Mayor	City of Bicknell	119 E. 2nd		Bicknell	IN	47512
Mayor Dennis Spinner	City of Huntingburg	PO Box 10		Huntingburg	IN	47542
Jacque Lueken	City of Huntingburg	508 E.4th St.	Po Box 10	Huntingburg	IN	47542
Mayor	City of Jasonville	145 S. Lawton		Jasonville	IN	47438
Mayor Terry Seitz	City of Jasper	610 Main		Jasper	IN	47546
Carie Dick	City of Jasper Parks and Recreations	1301 St. Charles St.		Jasper	IN	47546
Mayor John Wilkes	City of Linton	86 S. Main		Linton	IN	47441
Mayor Noel Harty	City of Loogootee	401 JFK Ave.		Loogootee	IN	47553
Mayor Jon Craig	City of Petersburg	704 Main		Petersburg	IN	47567
Mayor Joe Yochum	City of Vincennes	201 Vigo		Vincennes	IN	47591
Mayor Joe Wellman	City of Washington	200 Harned Ave.		Washington	IN	47501
Ernie Evans	City of Washington Transit System	101 N. E. 3rd St.		Washington	IN	47501
Director	Community Action Program of Evansville and Vanderburgh County, Inc. (CAPE)	401 SE 6th St	Suite 1	Evansville	IN	47713
Director	Community Connections - SIRS	706 Woodlawn Dr.		Jasper	IN	47546
Michelle Fry	Council on Aging- Gibson County	212 Richland Creek Drive		Princeton	IN	47670
Emily Neighbors	Council on Aging- Spencer County	319 South 5th Street		Rockport	IN	47635
	Council on Aging- Warrick County	3120 West State Route 62		Boonville	IN	47601
Jack Graber, President	Daviess County Council	RR 2		Montgomery	IN	47558
	Daviess-Martin Spec. Ed. Coop.	9 West Main St		Washington	IN	47501
Director	DD and Support Services Medicaid Waivers, Bureau of Developmental Disabilities	700 E. Walnut St.		Evansville	IN	47713
	Don Sherry	2221 Payne St		Tell City	IN	47588
Greg Kendall,President	Dubois County Courthouse Auditor's Office	1 Courthouse square		Jasper	IN	47546
Director	Dubois County Older American Center	1301 St. Charles St.		Jasper	IN	47546
Director	Dubois-Pike-Warrick Economic Opportunity Committee, Inc. (TRICAP)	607 Third Ave., P.O. Box 729		Jasper	IN	47547
	Dubois-Spencer-Perry Childrens	1520 Saint Charles St #2		Jasper	IN	47546
	East Gibson School Corporation	941 S Franklin St		Oakland City	IN	47660
Director	Employment Services	123 Cooper St.		Loogootee	IN	47553
Director	Employment Services	1600 N.E. A St.		Linton	IN	47441
Director	Employment Services	607 Third Ave.		Jasper	IN	47546
	First Class Limo	1818 Spang Ave		Terre Haute	IN	47803
Director	FIRST STEPS Daviess/Martin County	2212 E. National Highway		Washington	IN	47501
Director	FIRST STEPS Dubois County	706 Woodlawn Dr.		Jasper	IN	47546
Director	FIRST STEPS Knox County	1721 Washington Ave		Vincennes	IN	47591
John Groves	First United Methodist Church	411 N. 4th St.		Vincennes	IN	47591
Becky Guthrie	Four Rivers Resource Center	P.O. Box 367		Washington	IN	47501
Director	Four Rivers Resource Services	P.O. Box 249		Linton	IN	47441
Becky Cederholm	GCCOA	212 S. Richland		Princeton	IN	47670
Laura Holscher Smith	Generations	P.O. Box 314		Vincennes	IN	47591
Laura Holscher	Generations	1019 N. 4th St.		Vincennes	IN	47541
Dan Cockrum	Gibson County ARC	PO Box 5089		Princeton	IN	47670
	Gibson County Area Rehabilitation Centers	4207 West State Road 64		Princeton	IN	47670
	Gibson General Hospital	1808 Sherman Street		Princeton	IN	47670
Kari Moye and Tammy Austin	Goodwill Ind.	1540 Willow St.		Vincennes	IN	47591
Director	Goodwill Vocational Rehab Services	1540 Willow St.		Vincennes	IN	47591
Director	Goodwill Vocational Rehab Services	201 S. U.S. Highway 231		Jasper	IN	47546
Director	Goodwill Vocational Rehab Services	900 W. National Highway		Washington	IN	47501
	Greater Jasper Cons. Schools	1520 Saint Charles St		Jasper	IN	47546
Jim Oliphant, President	Greene County Council	RR 6 Box 91		Bloomfield	IN	47424
Director	Greene County Division of Family Resources	PO Box 443		Bloomfield	IN	47424
Director	Greene County Government-County Veterans	Court House		Bloomfield	IN	47424
Director	Halter-Smith Taxi	906 N. 10th St.		Vincennes	IN	47591
Director	Hamilton Center, Inc.	500 8th Ave.		Terre Haute	IN	47804
	Holy Family School	990 Church Ave		Jasper	IN	47546
Director	Hoosier Uplands	521 W. Main St		Mitchell	IN	47446
Director	Huntingburg Housing Authority Section 8	1102 Friendship Village		Huntingburg	IN	47542
Sue Tooley	Huntingburg Transit System	508 E.4th St.		Huntingburg	IN	47542
Director	Indiana Association of Area Agencies on Aging	4755 Kingsway Dr., Suite 140		Indianapolis	IN	46205
Director	Industry Employment – SIRS	874 W. Ninth St.		Ferdinand	IN	47532
	Ivy Tech Community College of Indiana	3501 First Ave		Evansville	IN	47710
	J & S Medicab	2910 S. 100 West		Washington	IN	47501
Director	Jasonville Housing Authority Section 8	101 N. Meridian St		Jasonville	IN	47438
	John H. Emhuff Opportunity Center	700 Harriett St		Mount Vernon	IN	47620
Director	KCARC Adult Day Programming	2525 N. Sixth St.		Vincennes	IN	47591
Director Jeff Darling	KCARC Child Care	2525 N. Sixth St.		Vincennes	IN	47591
Director	KCARC Community Rehabilitation/Employment	2525 N. Sixth St.		Vincennes	IN	47591
Director	KCARC Preschool Special Education	1620 N. 11th St		Vincennes	IN	47591
Bob Lechner, President	Knox County Council	426 Vigo Street		Vincennes	IN	47591
Director	Knox County EMS	906 N. 10th St.		Vincennes	IN	47591
Director	Knox County Housing Authority Section 8	11 Powell St.		Bicknell	IN	47512
Director	Knox County Veterans Van	111 N. Seventh St		Vincennes	IN	47591
	Liberty Christian Academy	1020 A Avenue		Seymour	IN	47274
Director	LifeSpan Resources, Inc	PO Box 995		New Albany	IN	47151
Director	LifeStream Services, Inc.	PO Box 308		Yorktown	IN	47396
	Link-N-Go Transit Service	Southern Indiana Resources Solutions	1579 South Folsomville Rd	Boonville	IN	47601
Director	Linton Housing Authority Section 8	RR 2, Box 680		Linton	IN	47441

INDOT Region 1 Mailing List

Contact Person	Organization Name	Address Line 1	Address Line 2	City	State	Zip
	Linton-Stockton Sch Corp	801 1st St Northeast		Linton	IN	47441
	Loogootee Comm. School Corp.	Superintendent Office		Loogootee	IN	47553
	Louis Jody Fortwendel	2219 Payne St		Tell City	IN	47586
	M.S.D. North Posey County Sch.	101 North Church St		Poseyville	IN	47633
	M.S.D. of North Posey County	101 North Church St		Poseyville	IN	47633
Randy Wininger, President	Martin County Council	RR 1, Box 167		Shoals	IN	47581
Director	Martin County Division of Family Resources	PO Box 88		Shoals	IN	47581
Director	McCormick Senior Center	2009 Prospect Ave.		Vincennes	IN	47591
Director	Med-X-Press	211 E. Main St.		Washington	IN	47501
	Memorial Ambulance Service	800 W 9th St.		Jasper	IN	47546
Suzan Henke	Memorial Ambulance Service	800 W 9th St.		Jasper	IN	47546
Vicki Stuffle	Memorial Hospital	800 W 9th St.		Jasper	IN	47546
	Merle E. Doogs	2224 Payne St		Tell City	IN	47591
	Metropolitan School District of Mount Vernon	1000 West 4th St		Mount Vernon	IN	47620
	Miller's Merry Manor	815 West Washington St		Rockport	IN	47635
	New Harmonie Healthcare	251 Hwy 66		New Harmony	IN	47631
	New Harmony School Corporation	1000 East St		New Harmony	IN	47631
	New Harmony Town & Twp. Cons.	639 3rd		New Harmony	IN	47631
	Newburgh Senior Citizens	529 Jefferson St		Newburgh	IN	47630
	North Daviess Co. Comm. School	Highway 58		Elnora	IN	47529
	North Gibson School Corporation	1108 N. Embree Street		Princeton	IN	47670
	North Knox School Corporation	11110 North State Rd. 159		Bicknell	IN	47512
	North Spencer County School Co	South R 162		Lincoln City	IN	47552
	North Spencer County School Corporation	PO Box 316		Lincoln City	IN	47552
	Northeast Dubois Co. Sch. Corp	5379 East Main St		Dubois	IN	47527
	Northeast School Corporation	Superintendent's Office		Hymera	IN	47855
	Oakland City University	138 North Lucretia St		Oakland City	IN	47660
Tai Blythe and Kerry Kroeger	Pace Community Action	424 N. 4th St.		Vincennes	IN	47591
	Patricia A. Reed	2228 Payne St		Tell City	IN	47595
	PERRY COUNTY MEMORIAL HOSPITAL	1 HOSPITAL RD		Tell City	IN	47586
	Pete E. Franzman	2225 Payne St		Tell City	IN	47592
	Pike Co. School Corp.	907 East Walnut St		Petersburg	IN	47567
Stan Keepes	Pike County ARC	PO Box 535		Petersburgh	IN	47567
Brian Davis, President	Pike County Council	1988 West County Rd 350 N		Petersburg	IN	47567
Director	Pike County Division of Family Resources	2105 E. Main St.		Petersburg	IN	47567
Dan Gibson	Posey Co. COA	611 W. 8th		Mt. Vernon	IN	46720
Kay Giles	Posey County	611 W. 8th St.		Mt. Vernon	IN	47620
Director	Posey County Council on Aging	611 W. 8th St.		Mount Vernon	IN	47620
	Posey County Rehabilitation Services	5525 Industrial Rd		Mount Vernon	IN	47620
Jackie Vervile	Posey County Rehabilitation Services	5525 Industrial Rd		Mt. Vernon	IN	47620
Director	Real Services, Inc.	PO Box 1835		South Bend	IN	46634
Director	Red Door Industries	2212 E. National Highway		Washington	IN	47501
Director	Red Door Industries	500 N. Oak St.		Loogootee	IN	47553
Director	Residential Services - SIRS	706 Woodlawn Dr.		Jasper	IN	47546
Becky Guthrie	Ride Solution	1001 East Main St		Washington	IN	47501
Beth Browning	Ride Solution	PO Box 367		Washington	IN	47501
	River City Yellow Cab Company	1027 E Virginia St.		Evansville	IN	47711
	Robert Ramsbottom	2227 Payne St		Tell City	IN	47594
	Ryan Daum	2223 Payne St		Tell City	IN	47590
	Saint Bernard School	547 Elm St		Rockport	IN	47635
	Saint Mary's Medical Center	1116 W. Millis Avenue		Evansville	IN	47601
Scott Ledbetter	Samaritan Center	515 Bayou St		Vincennes	IN	46591
Jodi Rook	Senior & Family Services, Inc.	211 E. Main St.		Washington	IN	47501
Jill Cecil	Senior & Family Services, Inc.	211 E. Main St.		Washington	IN	47501
	Shoals Comm. School Corp.	RR 2 Box 1A		Shoals	IN	47581
Pat Glenn	SIRS Link-N-Go	1012 31st St.		Tell City	IN	47547
	South Gibson School Corporation	1029 West 650 South		Fort Branch	IN	47648
	South Knox School Corporation	RR 3		Vincennes	IN	47591
	South Spencer County School Corporation	319 South 5th St		Rockport	IN	47635
	Southeast Dubois Co. Sch. Corp	244 West 13th St		Ferdinand	IN	47532
	Southern Hills Counseling Center	107 North 2nd St		Rockport	IN	47635
	Southwest Dubois Sch. Corp.	1112 South Main St		Huntingburg	IN	47542
	Southwest School Corporation	4851 South Coxville Rd		Montezuma	IN	47862
	Southwestern Behavioral Healthcare	Psychiatric Services	415 Mulberry St	Evansville	IN	47713
Director	Southwestern Indiana Mental Health Center	415 Mulberry St		Evansville	IN	47713
	Southwestern Indiana Regional Council on Aging	16 West Virginia		Evansville	IN	47710
	Spencer County Arc	319 S 5th Street	Room 9	Rockport	IN	47635
Diane Arnold	Spencer County Council on Aging	319 S. 5th St.	RM E	Rockport	IN	47365
	Steve Goodson	2226 Payne St		Tell City	IN	47593
Director	SWIRCA, Inc.	PO Box 3938		Evansville,	IN	47737
	Tell City-Troy Twp School Corp	837 17th St		Tell City	IN	47586
	Terry G. Lock	2220 Payne St		Tell City	IN	47587
	Transition Resources Corporation	National Farmworker Jobs Program	1500 N. Chestnut Street	Vincennes	IN	47591
Director	Tri-CAP Head Start	499 W. State Rd 62		Boonville	IN	47601
Donna Sturgeon	Tri-CAP Head Start	607 3rd St.		Jasper	IN	47547
Neil Elkins	Tri-CAP Head Start	607 3rd St.	PoBox 729	Jasper	IN	47547
Joyce Fleck	Tri-CAP Head Start	Po Box 729		Jasper	IN	47547
	Twin Rivers Vocational Area	301 East South St		Washington	IN	47501
	University of Evansville	1800 Lincoln Ave		Evansville	IN	47722
	University of Southern Indiana	8600 University Boulevard		Evansville	IN	47712
	VA Outpatient Clinic- Department of Veterans Affairs	6211 Waterford Blvd		Evansville	IN	47715
	Veteran's Readjustment Counseling Service	311 North Weinbach Ave		Evansville	IN	47711
Transit Director	Vincennes Community Schools	1008 Upper 11th St		Vincennes	IN	47591
Allen Clark	Vincennes Housing	P.O. Box 1636		Vincennes	IN	47591
Director	Vincennes Housing Authority Section 8	PO Box 1636		Vincennes	IN	47591
	Vincennes University	1002 North 1st		Vincennes	IN	47591
Michele Shake	Vincennes Van Go	2009 Prospect Ave.		Vincennes	IN	47591
Director	Wabash Valley Human Services, Inc.	525 N. 4th St.		Vincennes	IN	47591
Kathy Fark	Warrick Co. COA	P.O. Box 313		Booneville	IN	47601
	Warrick County School Corp.	401 South Jaycee St		Chandler	IN	47610
	Warrick County Veterans' Affairs	107 W. Locust Street	Suite 107	Boonville	IN	47601
	Washington Catholic High	201 Northeast 2nd St		Washington	IN	47501
Director	Washington City Bus	2200 Memorial Ave.		Washington	IN	47501
	Washington Comm. Schools, Inc.	608 East Walnut St		Washington	IN	47501

INDOT Region 1 Mailing List

Contact Person	Organization Name	Address Line 1	Address Line 2	City	State	Zip
Director	Washington Housing Authority Section 8	520 SE Second St.		Washington	IN	47501
	White River Valley School Corp	484 West Main St		Worthington	IN	47471
	WILLIAM TELL SENIOR CITIZENS, INC	1301 11TH ST		Tell City	IN	47586
	Women's Hospital, The	4199 Gateway Blvd		Newburgh	IN	47630
Nola Davis	Young Men's Christian Association of Vincennes, Indiana	2009 Prospect Ave		Vincennes	IN	47591

Public Transit-Human Services Transportation Plan Update

PUBLIC MEETING

February 25, 2013

Gibson County Council on Aging
212 Richland Creek Dr.
Princeton, IN 47670
8:30 a.m. to 10:30 a.m. CT
And
Arnold F. Habig Community Center
1301 Saint Charles St.
Jasper, IN 47546
2:00 p.m. to 4:00 p.m. EST

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

PLEASE Come and provide your input and insights on unmet transportation needs, gaps in transportation services, and recommended strategies to improve transportation and mobility options in and around Davies, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan, and Warrick Counties.

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

RSVP by February 21 to Megan Lawson at 1-800-709-9981 or mlawson@indianartap.com. The meeting facilities are accessible.

PUBLIC MEETING: PLEASE ATTEND

INDOT-Transit invites you to participate in the 2013 Coordinated Public Transit-Human Services Transportation Plan Update for Daviess, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan, and Warrick Counties.

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

When: February 25, 2013 from 9:30 a.m. to 11:30 a.m. EST/ 8:30 a.m. to 10:30 a.m. CT
Where: Gibson County Council on Aging 212 Richland Creek Dr., Princeton, IN 47670

OR

When: February 25, 2013 from 2:00 p.m. to 4:00 p.m. EST
Where: Arnold F. Habig Community Center 1301 Saint Charles St., Jasper, IN 47546

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

RSVP by February 21 to attend either meeting to Megan at mlawson@indianartap.com or 1-800-709-9981

Public Transit-Human Services Transportation Plan Update

SECOND and FINAL PUBLIC MEETING

April 9, 2013

Betty E. McCormick Center 2009 Prospect Ave.
Vincennes, IN 47591
10:00 a.m. to 12:00 p.m. EST

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

This meeting will provide the opportunity to review the goals and strategies designed to meet the unmet transportation needs as discussed at the (last meeting date) meeting as well as the results of the community surveys.

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

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

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

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

2ND AND FINAL PUBLIC MEETING: PLEASE ATTEND

INDOT-Transit invites you to participate in the 2013 Coordinated Public Transit-Human Services Transportation Plan Update for Daviess, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan, and Warrick Counties.

Why: To review the goals and strategies designed to meet the unmet transportation needs as discussed at the February 25th meeting. Attendees will help rank the goals and strategies.

When: April 9, 2013 from 10:00 a.m. to 12:00 p.m. EST

Where: Betty E. McCormick Center 2009 Prospect Ave. Vincennes, IN 47591

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

Questions may be directed to Megan at mlawson@indianartap.com or 1-800-709-9981

Moving Public Transportation Into the Future

Coordinated Public Transit-Human Services Transportation Plan Update

Regional Public Meeting

February 25, 2013

Presented by: RLS & Associates, Inc.

Meeting Objectives

1. **Review MAP-21 Hilights**
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**

MAP-21 and Coordination Planning Requirements

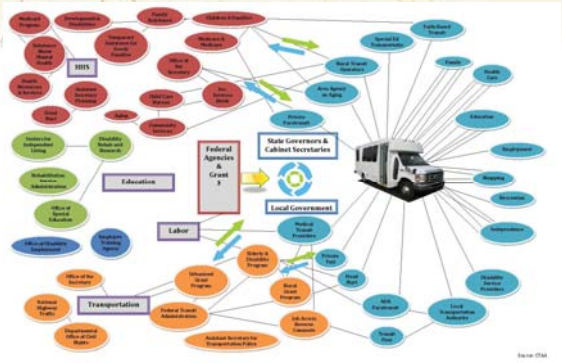
History of Coordination Plans

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.



62 Federal Programs that offer Transit Funding Opportunities

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

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

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

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

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

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

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

13

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

14

MAP-21

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

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
• Safety Authority (5329) • State of Good Repair Grants (5337) • Asset Management (5326) • Bus and Bus Facilities Formula Grants (5339) • Public Transportation Emergency Relief (5324) • TOD Planning Pilot Grants (20005(b) of MAP-21)	• Clean Fuels Grants (5308) • Job Access and Reverse Commute (5316) [JARC] • New Freedom Program (5317) • Paul S. Sarbanes Transit in the Parks (5320) • Alternatives Analysis (5339) • Over-the-Road Bus (Sec. 3038 – TEA-21)	• Urbanized Area Formula Grants (5307) [JARC] • Enhanced Mobility of Seniors and Individuals with Disabilities (5310) [New Freedom] • Rural Area Formula Grants (5311)[JARC]	• Fixed Guideway Capital Investment Grants (5309) • Metropolitan and Statewide Planning (5303 & 5304) • Research, Development, Demonstration, and Deployment (5312) • Technical Assistance and Standards (5314) • Human Resources and Training (5322)

MAP-21 Provisions

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

Section 5310 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

19

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)

20

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

21

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

22

Section 5316 Program Overview

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

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Section 5317 Program Overview

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

24

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

25

Section 5317 Program Overview

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

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MAP-21 Provisions

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

MAP-21 and Coordinated Plans

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

UPDATE OF CURRENT RESOURCES AND UNMET NEEDS

29

Unmet Transportation Needs 2009

- Lack of available resources such as vehicles, personnel and operating funds to meet the demand for transit service.
- Additional daycare transportation to facilitate employment for low-income individuals.
- Additional funds to meet rising fuel costs.
- Need to extend hours of operation for transit services in an effort to assist 2nd and 3rd shift employees.

30

Unmet Transportation Needs 2009

- Methodology for Cost Allocation Among Agencies with Clients Sharing Vehicles.
- Need Transportation Service that Crosses County Lines, Particularly for Medicaid Purposes.
- Need Night and Weekend Service Particularly to Meet Needs of Low Income Individuals.
- Need More Flexibility with State Transit Funds to Make Coordination Work More Effectively.
- Need Incentives for Providers to Coordinate Services.

31

Unmet Transportation Needs 2009

- Reduce Administrative Costs of Providing Transportation Services.
- Need to Provide More Transit Service at a More Reasonable Cost to Riders.
- Build Community Partnerships to Meet Public Transportation Goals.
- Statewide Database to Track Statistical Data that State Requests.
- Funding for the Purchase and Maintenance of Vehicles.

32

Unmet Transportation Needs 2009

- Sufficient Number of Dependable Drivers to Meet Needs.
- Route and Scheduling Software.
- Adequate Staff to Administer and Operate Transportation Programs.

33

Existing Resources 2009

- Four Rivers Resource Services, Inc.
- Gibson County Council on Aging
- Pace Community Action Agency, Inc.
- Posey County Council on Aging
- Senior and Family Services
- Southern Indiana Resource Solutions, Inc. (SIRS, Inc.), operating as Link-n-Go
- Southwestern Indiana Regional Council on Aging, Inc. (SWIRCA)

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Existing Resources 2009

- Spencer County Council on Aging
- VanGo Public Transportation
- Warrick County Council on Aging
- Area 7 Agency on Aging and Disabled
- Posey County Rehabilitation Services, Inc.
- Knox County Association for Retarded Citizens, Inc. (KCARC)
- Ride Solution
- Gibson County Area Rehabilitation Center

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Existing Resources 2009

- Pike County Area Rehabilitation Center
- Dubois County Older Americans Center
- City of Huntingburg Transit Van
- Washington Transit System
- Tri-CAP Head Start
- Tran Services Corporation

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Updated Provider Information

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

37

Goals and Strategies 2009

Goal #1:

- Coordinate/Pool Resources Whenever Possible and Eliminate Duplication of Services to Facilitate the Provision of Regional Transportation Service.

38

Goals and Strategies 2009

Goal #2:

- Increase the Volume of Affordable Transportation to Support Employment Trips for People with Low Incomes

39

Goals and Strategies 2009

Goal #3:

- Increase the Number of Options for Accessing Public Transportation Services for Older Adults, Individuals with Disabilities, People with Low Incomes, and the General Public.

40

Goals and Strategies 2009

Goal #4:

- Extend Scheduled Services and Service Hours in the Eleven-County Area, Thereby Increasing the Availability of Services for Older Adults, Individuals with Disabilities, People with Low Incomes, and Other Transportation Disadvantaged Individuals.

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NEXT STEPS

42

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

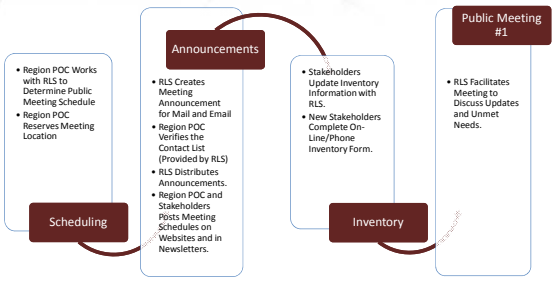
Draft Final Report

- 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

Planning Process-Flow Part 1



Planning Process-Flow Part 2

Participation Reminder

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

Moving Public Transportation Into the Future

Coordinated Public Transit-Human Services Transportation Plan Update

REGION 1 PUBLIC MEETING

APRIL 9, 2013

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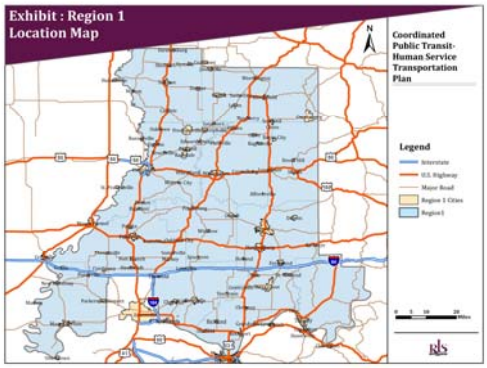

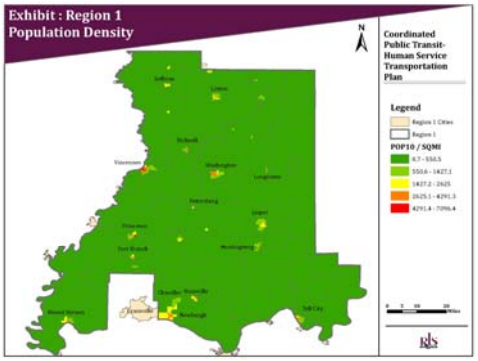

Meeting Objectives

Planning Process Overview

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

Prioritize Goals

- **Select or Prioritize Strategies**

4

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Survey Results

- Region 1
  - Provider Surveys Completed = 12
  - Agency Surveys Completed = 13
  - Public Survey Completed = 77

Survey result reports will be provided in draft plan. Responses were used to determine goals and objectives for today's meeting

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Region 1 Demographic Information

	2011	% of Regions Total Pop.
Vincennes	18,403	5.3%
Jasper	14,809	4.3%
Washington	11,467	3.3%
Princeton	8,625	2.5%
Tell City	7,347	2.1%
Mount Vernon	6,730	1.9%
Boonville	6,324	1.8%
Huntingburg	6,008	1.7%
Linton	5,369	1.6%

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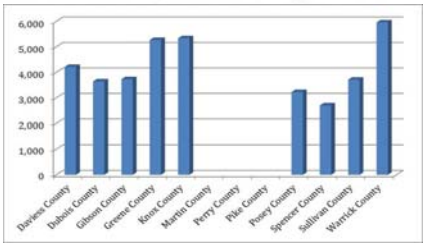
Region 1 Demographic Information

- The following information has been determined for each county in Region 1 and will be included in the plan:
  - Population concentrations
  - Percent of poverty
  - Zero vehicle households
  - Disability incidence
  - 65 and over population concentrations
  - Population by race

Disability Incidence



Economics

County	Per Capita Income	Median HH Income
Daviess County	$20,123	$45,231
Dubois County	$25,355	$53,997
Gibson County	$23,252	$48,171
Greene County	$21,974	$43,869
Knox County	$20,841	$40,391
Martin County	$22,148	$43,592
Perry County	$21,298	$45,808
Pike County	$20,756	$40,525
Posey County	$27,529	$57,757
Spencer County	$23,781	$54,348
Sullivan County	$21,371	$47,640
Warrick County	$30,791	$63,446

Current Coordination Agreements

- SIDC/ Ride Solutions
- Generations
- Gibson County Area Rehabilitation Center
- Pike County Area Rehabilitation Center
- Older American Transportation Services – City of Jasper
- Senior and Family Services, Daviess and Pike Counties

Current Coordination Agreements (Cont.)

- Southern Indiana Resource Solutions – Perry, Spencer, Warrick and Dubois Counties
- West Central Indiana Economic Development District, Inc.
- Perry County Council on Aging
- Others ?????

Moving Public Transportation Into the Future

MAP-21 and Coordination Planning Requirements

MAP-21

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- 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

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Unmet Transportation Needs and Gaps in Service

- Access to Transportation (Geographic Coverage):
  - More public transportation services available in rural areas, specifically to serve employment and residential areas of:
    - Posey County
  - Regional service beyond county lines to meet employment and NEMT needs
    - Evansville
    - Vanderburgh County
    - Marion County
    - Grey Hound Connection

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Unmet Transportation Needs and Gaps in Service

- Access to Transportation (Target Audience or Trip Purpose)
  - More service available to medical facilities
  - More service available for employment after 6 pm.
  - More service available to Area Agencies on Aging and Head Start
  - More service available to community corrections

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Unmet Transportation Needs and Gaps in Service

- Access to Transportation(Target Audience or Trip Purpose)
  - More service available to community corrections
    - After release
    - Work release programs
    - Transitional homes
    - Probation

Unmet Transportation Needs and Gaps in Service

- Access to Transportation(Target Audience or Trip Purpose)
  - Hispanic population (Huntingburg area)

Unmet Transportation Needs and Gaps in Service

- Improved Customer Service
  - Personal transportation to medical appointments, grocery shopping and daycare
  - Decrease call-ahead time for demand response service to make service more productive and responsive to customer needs
  - Improved on time performance
  - Improved outreach to new riders
  - More readily available public information
  - More community education and advertisement

Improved Customer Service (cont'd)

  - Train drivers to handle clients with all types of disabilities – not just those in wheelchairs
  - Improved complaint resolution process
- Inter-Agency Information Sharing
  - Local elected officials, agency administrators and other community leaders must understand the day-to-day operations of transportation services
  - Organizations serving older adults, individuals with disabilities, people with low incomes, and the general public need a formal cooperation and communication process

Unmet Transportation Needs and Gaps in Service

- Cooperation and Coordination
  - Coordinate training, and health and safety training for all transportation providers
  - Coordinate purchases of fuel, vehicle parts and services such as maintenance
  - Coordinated trip scheduling process among providers and agencies
  - More active TAC focused on achievement of coordination goals
  - Establish a lead coordination agency

Cooperation and Coordination (cont'd)

  - Increased number of Rural Transit partnerships with area transportation providers
  - More collaboration with other entities to help each other be better advocates for funding and to improve services
  - Incentives to facilitate coordination

Unmet Transportation Needs and Gaps in Service

- Operating Costs for Transportation Providers
  - Additional operating funds to meet increasing costs as human service programs have realized decreased funding
  - Determine a means to decrease vehicle insurance costs for transportation operators
  - Determine means to allow insurance coverage for vehicle sharing
  - Determine if vehicle maintenance can be provided by SIDC/Ride Solution for other providers

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Goal #1: Improve Quality of Service and Customer Experience Offered by Transportation Providers

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

Strategy 1.1: Increase outreach to identify available services and information on how to utilize existing transportation services

Strategy 1.2: Conduct presentations on public and coordinated transportation for elected officials

Strategy 1.3: Develop informational brochure

Goal #1: Improve Quality of Service and Customer Experience Offered by Transportation Providers

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

Strategy 1.4: Develop and distribute a regional county-by-county resource guide

Strategy 1.5: Develop website dedicated to transportation program

Strategy 1.6: Forward information to newspapers and agency newsletters

Goal #1: : Improve Quality of Service and Customer Experience Offered by Transportation Providers

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

Strategy 1.7: Attend agency and government meetings where networking opportunities exist and where information on transportation can be presented

Strategy 1.8: Enhance TAC participation and involvement by establishing formal governance structure and duties

Goal #1: Improve Quality of Service and Customer Experience Offered by Transportation Providers

- **Objective:** *Enhance the education of the general public and local officials regarding the need for and benefits of public and coordinated human service transportation in Posey County.*

Strategy 1.1: Increase outreach to identify available services and information on unmet need

Strategy 1.2: Conduct presentations on unmet need and public and coordinated transportation for public officials

Strategy 1.3: Investigate funding options to reduce cost to the county

Goal #1: Improve Quality of Service and Customer Experience Offered By Transportation Providers

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

Strategy 1.1: Designate an entity with the responsibility to house the system

Strategy 1.2: Develop a central call number (toll-free)

Strategy 1.3: Implement scheduling software that allows for shared trip scheduling

Goal #1: Improve Quality of Service and Customer Experience Offered By Transportation Providers

- **Objective:**
  Provide adequate number of vehicles, particularly wheelchair – accessible vehicles, to meet the continued increase in travel demand from seniors, persons with disabilities, and employees

Strategy 1: Evaluate the feasibility of vehicle sharing among area providers as schedules permit

Strategy 1.2: Evaluate the feasibility of consolidated grant efforts to secure vehicles

Goal #1: Improve Quality of Service and Customer Experience Offered By Transportation Providers

- **Objective:**
  Provide adequately trained staff to administer and operate the Region's transportation services.

Strategy 1: Coordinate training programs and work with Indiana RTAP to ensure that drivers are properly trained to assist clients with all types of disabilities and not just those in wheelchairs

Goal #1: Improve Quality of Service and Customer Experience Offered By Transportation Providers

- **Objective:**
  Provide adequate staff to administer and operate the Region's transportation services.

Strategy 1. 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

Strategy 1.2 Consider the utilization of taxi providers to extend services and service area

Goal #1: Improve Quality of Service and Customer Experience Offered By Transportation Providers

- **Objective:**
  Decrease call-ahead time for demand response service to make service more productive and responsive to customer needs

Strategy 1.1: Systems should consider not requiring as much call-ahead time for demand response trips, with same-day trip requests allowed when possible

Strategy 1.2: Systems should consider establishing a wait list for unscheduled trip requests and schedule as cancellations occur

Goal #2: Create Transportation Structure That Promotes Efficient Use of Resources at the Local and Regional Level

- **Objective:**
  Add formal structure to TAC for the purpose of becoming an official body committed to advancement of coordination of transportation resources and other transportation issues

Strategy 2.1: Stakeholders should convene to establish a TAC with formal structure. A lead agency and associated officers must be designated.

Strategy 2.2: TAC meetings should be held at least quarterly and must be held at locations convenient to all members

Goal #2: Create Transportation Structure That Promotes Efficient Use of Resources at the Local and Regional Level

- **Objective:**
  Use the TAC for the purpose of becoming a forum for ongoing dialogue regarding coordination of transportation resources and other transportation issues

Strategy 2.3: TAC should serve as advocate for Region's transit dependent population

Strategy 2.4: Use TAC to promote coordination of services to allow for expansion to surrounding counties

Strategy 2.5: Use TAC to promote and expand services to underserved populations

Goal #2: Create Transportation Structure That Promotes Efficient Use of Resources at the Local and Regional Level

- **Objective:**

Agencies will carefully evaluate those service needs that can be more efficiently and effectively met by agreements with other providers .

Strategy 2.6: TAC should serve as advocate for Region's transit dependent population

Goal #3: Coordinate Transportation Resources to Promote Expansion of Service Within and Outside of the Region

- **Objective:**

Agencies will carefully evaluate those service needs that can be more efficiently and effectively et by agreements with other providers .

Strategy 3: TAC should serve as advocate for Region's transit dependent population

Strategy 3.1: TAC should work with providers to determine actual trip cost and payment structure between providers

Strategy 3.2: TAC should serve as the POC and official body to communicate and negotiate with transit providers

Goal #3: Coordinate Transportation Resources to Promote Expansion of Service Within and Outside of the Region

- **Objective:**

TAC and Agencies will investigate and solicit agreements with other providers outside of the region .

Strategy 3.3: TAC and agencies should identify potential providers that will transport outside of region

Strategy 3.4: TAC should solicit and secure agreements with providers that will transport outside of region

Strategy 3.6: TAC should work with providers to determine actual trip cost and payment structure for out of region

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

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Moving Public Transportation Into the Future

Service Planning Considerations for Coordination Goal Implementation

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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

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

Service Planning Considerations

- Service Planning
  - Forces you to develop a step by step action plan
  - Forces you to clearly state your assumptions of impact and expectations;
    - makes actions defensible through supporting data and documentation

Before 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

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.

Draft Final Report

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

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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

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Questions???

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jschafer@rlsandassoc.com

Megan Lawson
Indiana RTAP Coordinator
812-372-3794
mlawson@indianartap.com

Region 1 Attendee List

- Ernie Evans-Washington Transit System (Princeton)
- Michelle Fry & Becky Cederholm-Gibson Co. CoA (Princeton)
- Lloyd Ashley +1-Attic Inc. Vincennes (Princeton)
- Carrie Dick-Older Americans Director (Jasper)
- Sue Tooley & Jacque Lueken-Huntingburg Transit System (Jasper)
- Laura Holscher-Asst. Vice Pres. Generations Vincennes Univ (Princeton)
- Joyce Fleck, Neil Elkins & Donna Sturgeon-(Jasper)
- Pat Glenn-Link-N-Go (Princeton & Jasper)
- Suzan Henke-Dir. Of Ambulance Services (Jasper)
- Jackie Verville-Posey Co. Rehab (Princeton)
- Jill Cecil-Senior & Family Services (Princeton)
- Kathy Robbins-FMC (Princeton)
- Lindsay Knox-McCormick (Princeton)
- Cheryl Meyer-Knox Co. ARC (Princeton)
- Emily Neighbors & Diane Arnold-Spencer Co. (Jasper)
- Dan Gibson & Kay Giles-Posey Co COA (Princeton)

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

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.

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

3. How do you usually get places?

- ☐ Personal car/vehicle
- ☐ Bicycle/walking
- ☐ Family/Friends
- ☐ Other (please specify)
- ☐ Vanpool / Carpool
- ☐ Public Transportation
- ☐ Agency/Senior Center
- ☐ Taxi

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.	◯	◯	◯	◯	◯
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	◯	◯	◯	◯	◯

12. I would use public buses regularly if:

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	N/A
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 a trip.	◯	◯	◯	◯	◯
I felt safe/secure on public buses and at bus stops.	◯	◯	◯	◯	◯
Someone taught me how to use the bus.	◯	◯	◯	◯	◯
Buses were easier for me to board.	◯	◯	◯	◯	◯
Language was not a problem.	◯	◯	◯	◯	◯

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.	◯	◯	◯	◯	◯
Get to medical appointments.	◯	◯	◯	◯	◯
Get to Shopping, social events, entertainment.	◯	◯	◯	◯	◯
Get to service provider appointments.	◯	◯	◯	◯	◯

INDOT General Public Survey

Demographic Information

14. Your age?

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

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
- ◯ $10,000- $19,999
- ◯ $20,000- $29,999
- ◯ 30,000- $44,999
- ◯ $45,000+

18. Is English your first language?

- ◯ Yes
- ◯ No

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

- ◯ Yes
- ◯ No

If yes, please specify what language(s).

20. Comments/ suggestions:

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

Region 1 Unmet needs (Meeting #1 Princeton IN)

- Insurance will not allow the sharing of vehicles and funding needs to be worked out for more organizations to take part in this
- There needs to be a more appropriate response to crossing county lines (Vanderburg/Marion)
- No public transportation is available in Posey County
- No shuttle connection in Evansville
- No availability of minivans with 5310- the cost is too high to maintain vehicles of the size offered in such rural areas. The minivan would give more access to those whose physical needs are not as high as what is required with the larger mobility vehicles. Smaller vehicles would make more sense for rural use because of fuel/ maneuvering/ wear and tear
- Small vehicles would save a lot of money around the board
- There is concern that SWRTA is preventing the Area on Aging from being allowed to coordinate ride sharing (needs researched and then the Area on Aging needs educated on the matter) (Gibson. Posey)
- SWRTA needs to be in attendance with discussions (they have not attended the previous plans either and are integral in the process for the smaller organizations)
- Gibson needs connection to Evansville (HWY41)
- Know County needs evening and weekend services and availability outside of Vincennes from 6-8pm
- A plan needed to coordinate with local taxi services
- Knox County needs to utilize the Vango Transport
- More fuel funding for the high rising costs

Region 1 Unmet needs (Meeting #2 Jasper, IN)

- The Area on Aging needs to be more adaptable into the coordinating with other organizations
- For Profits won't coordinate with Non-Profits
- At the hospital- patients need transit provided- the hospital is utilizing emergency ambulances for discharged patients because they can find no way of getting home. This has caused some issues and the cost is very high on the hospital.
- Headstart can only have kids on bus for a total of 1 hour and they have kids in need who would have to ride for longer on their services so some coordination for them with other organizations would be needed to get the students into the facilities
- Senior rides need evenings and weekends
- Pike County residents cannot get to evening classes/ higher learning (This is a problem in all counties)
- Community corrections need rides. The fees are so high for people returning into society and they cannot afford to ride on top of all the other expenses of being newly released. A system

needs set up to get them to work, probation, home, etc. Perhaps utilizing other transit systems downtime to help with this problem.

- Meals on wheels has had to cut services because of the high cost of fuel- they only deliver a couple days a week to people in need.
- When the drivers for Meals on Wheels are not on their old schedules perhaps using them for other organizations so they maintain their hours and that organization has an experienced driver in use.
- Coordinating insurance program and offering an incentive for combining multiple sources
- Coordinate driver training with other groups so that drivers are still on the road while others are getting the needed training. Offering more trainers would be a need as well
- There are no options for training in Southern IN- they all take place in the North and this hurts the systems in the South.
- Homeless people need transport to shelters and greyhound hubs
- There needs to be better communication of what services are provided and the public needs to
- Those in attendance expressed a desire for copies of the slides when being shown.

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

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

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

Each Coordinated Public Transit-Human Services Transportation Planning Region in Indiana has a designated local lead agency. INDOT Office of Transit has designated **Southern Indiana Development Commission** 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, **Southern Indiana Development Commission** 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.*

Southern Indiana Development Commission has agreed to adopt the Coordinated Public Transit-Human Services Transportation Plan for Region 1.

J. Mike Healy
Printed Name

J M Healy
Signature

Chair
Title

1-28-15
Date