

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 **Union County Transit** 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, **Union County Transit** 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.

Union County Transit has agreed to adopt the Coordinated Public Transit-Human Services Transportation Plan for Region 11.

Trisha Witham

Printed Name

Trisha Witham

Signature

Executive Director

Title

1/22/2015

Date



**Coordinated Public Transit-Human Services
Transportation Plan Update
Region 11**

Final Report

November 2013

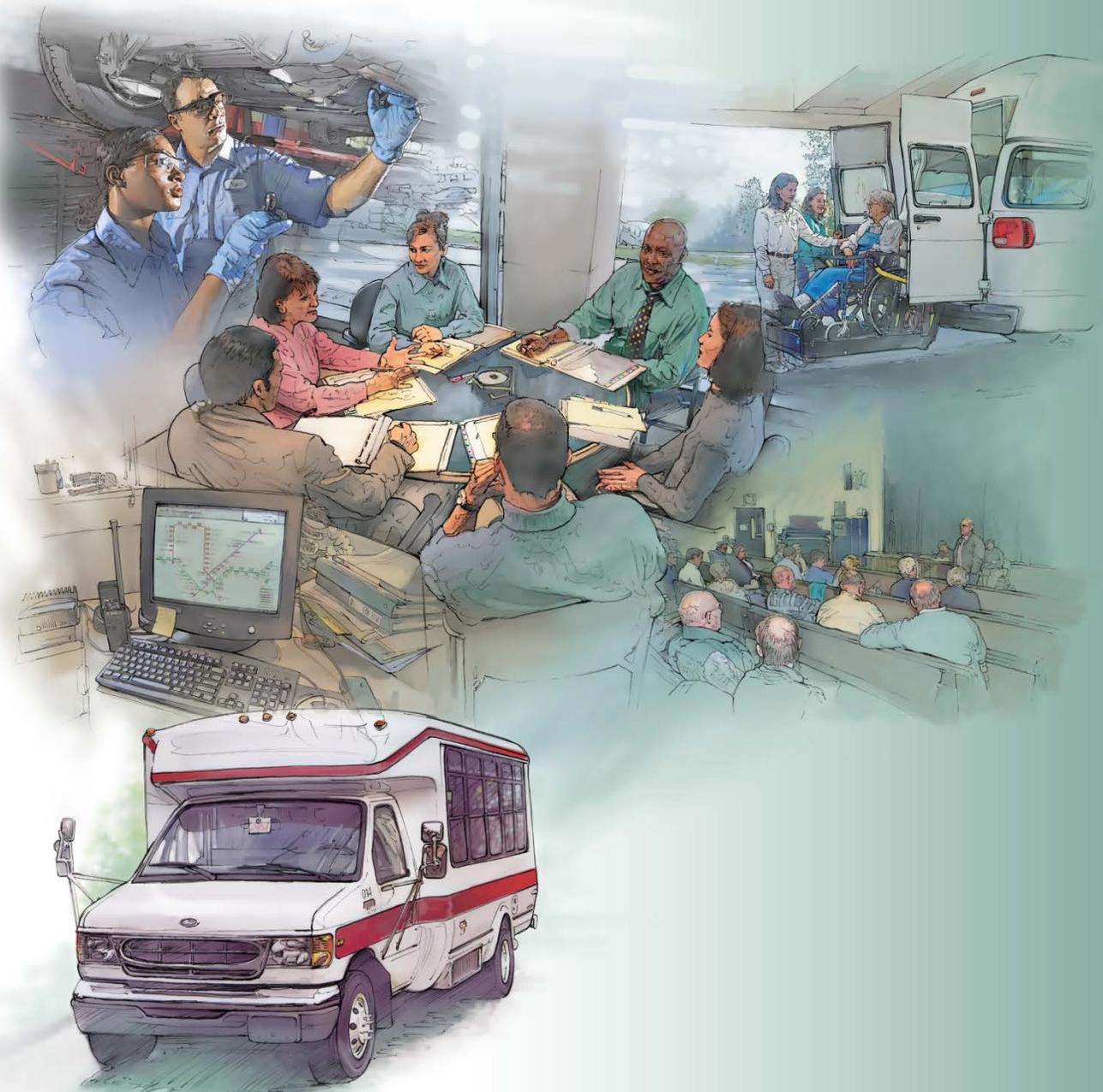




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I. INTRODUCTION

Introduction

OVERVIEW

The Coordinated Public Transit-Human Services Transportation Plan Update is a follow-on to the 2008 Regional Plan for the counties of Fayette, Franklin, Rush, Union, and Wayne in Indiana. The plan update is funded by the Indiana Department of Transportation, Public Transit.

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

Relevant MAP-21 Programs

New Freedom

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

Job Access and Reverse Commute

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

PLAN DEVELOPMENT METHODOLOGY

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

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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.

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

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

The coordination plan update incorporated the following planning elements:

1. Review of the previous regional coordination plan to develop a basis for further evaluation and recommendations;
2. Evaluation of existing economic/demographic conditions in each county;
3. Conduct a survey of public and human service transportation providers, agencies with clients that need transportation service and the general public, including consumers who need or use transportation services. It must be noted that general public survey results are not statistically valid, but are intended to provide insight into the opinions of the local community. A statistically valid public survey was beyond the scope of this project. However, U.S. Census data is provided to accompany any conclusions drawn based on general public information;
4. Held 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. Chart vehicle utilization for the purpose of determining where vehicles can be better utilized to meet transportation needs;
7. Conduct an assessment of transportation needs and gaps in service obtained through meetings and surveys; and
8. Develop an implementation plan including goals, strategies, responsible parties and performance measures.

ACCOMPLISHMENTS SINCE 2008

Introduction

As demonstrated by the accomplishments from the previous coordinated plan, it is evident that the transportation providers throughout the region are dedicated to ensuring the transit dependent population has access to transportation information and services. Strategies implemented improved the transportation available to the public by enhancing existing operations.

A review of the accomplishments from the previous coordinated plan is summarized below. This 2013 Coordinated Public Transit Human Services Transportation Plan builds upon these accomplishments.

Accomplishments

Progress toward coordinating the transportation services in Region 11 was made by the implementation of the strategies included in the 2008 Coordinated Public Transit Human Services Transportation Plan. Below is a listing of those accomplishments and a brief explanation of the strategy that it addressed.

- ◆ Providers throughout the region work together when possible.
 - Strategy 1.3.3: Ask each regional TAC member to commit to actively supporting an assigned role in the coordination efforts so that the committee is actively and energetically promoting and advising the coordination plan.
- ◆ Union County Transit purchased scheduling and dispatching software.
 - Strategy 2.1.2: Purchase and utilize scheduling and dispatching software that will allow providers in the regional coordination project to share trip information.
- ◆ Each public transportation provider in the region complies with INDOT's Fitness for Duty standards.
 - Strategy 2.4.1: Develop a list of mandatory training and hiring requirements.
- ◆ Hand-in-Hand Adult Day Care (Wayne County) shares vehicles with local churches through contractual arrangements.

- Strategy 2.6.1: Share vehicles when times of usage permit to save on the capital cost of vehicles.
- ◆ Greyhound Bus service was restored in the City of Richmond. Hoosier Ride also provides inter-city service from Richmond.
 - Strategy 3.3.2: Work with Greyhound and/or Megabus to coordinate an appropriate transfer location.
- ◆ Accessible vehicles were purchased by all providers as necessary.
 - Strategy 4.1.1: Develop vehicle replacement schedules for transportation providers in the region.

Demographics

II. EXISTING CONDITIONS

The region discussed in this chapter lies in the east central part of Indiana, immediately adjacent to the Indiana-Ohio border. The region is south of Muncie, north of Lawrenceburg, east of Indianapolis, and west of Preble and Butler Counties in Ohio. The region includes the counties of Fayette, Franklin, Rush, Union, and Wayne Counties in Indiana. The largest cities in the region include Richmond; Rushville; Connersville; Liberty; and Brookville. Population figures are derived from the U.S. Census Bureau, 2011 American Community Survey 5-Year Estimates.

Exhibit II.1 on the following page is a highway and location map of the Region. The region is served by the following major highways: Interstates 70 and 74; U.S. Routes 27, 35, 40, and 52; and Indiana Routes 1, 3, 38, 44, 121, 229, 101, 227, and 252.

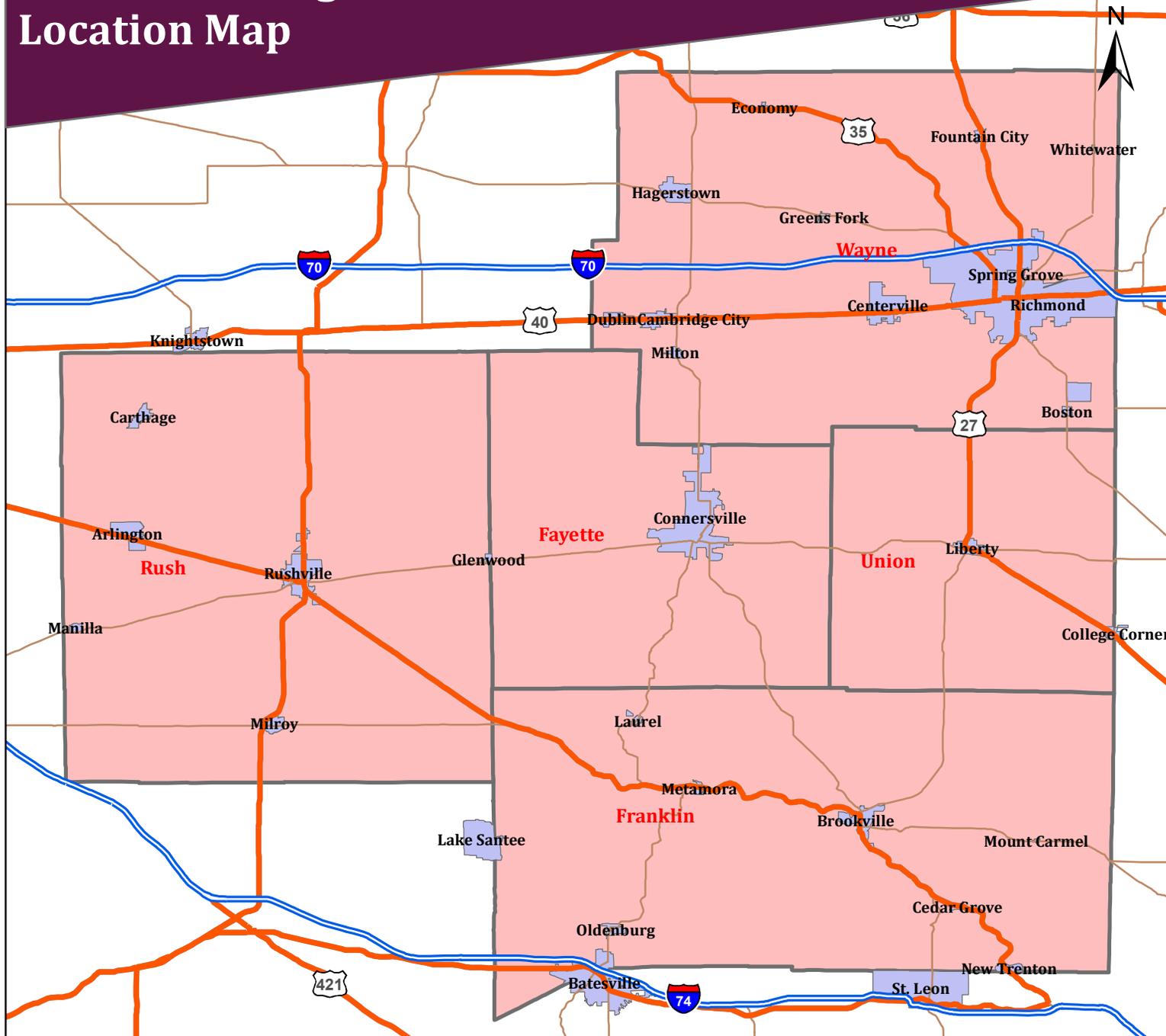
ECONOMIC/DEMOGRAPHIC CHARACTERISTICS

Population

The region, as a whole, spans approximately 1,584 square miles and has a total population of 141,460 according to the U.S. Census Bureau. This is an average population density of 89.3 persons per square mile. The map in Exhibit II.2 shows the population density for each block group. The block groups of highest and moderately high population density were located in the cities of Hagerstown, Richmond, Cambridge City, Connersville, and Brookville. The block groups with moderate population density are located in Rushville, Connersville, Richmond, and Cambridge City. The remainder of the block groups have low to very low population density per block group.

The most populous places in 2011 were Richmond and Connersville. See Exhibit II.3 for the list of the largest cities and towns and their percentage of the total population in 2011.

Exhibit II.1: Region 11 Location Map



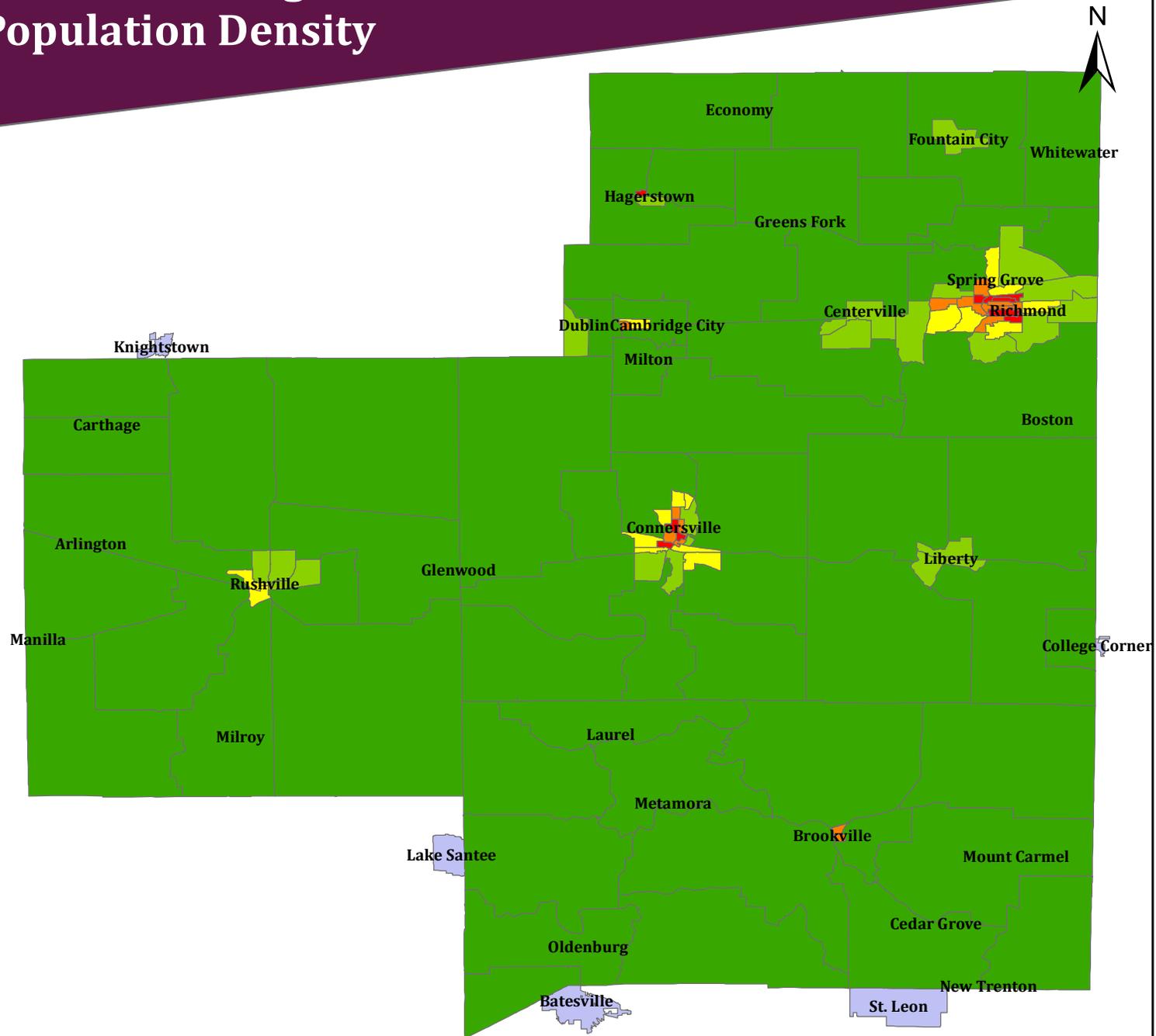
Coordinated Public Transit- Human Service Transportation Plan

Legend

-  Interstate
-  U.S. Highway
-  Major Road
-  Region 11 Cities
-  Region 11



Exhibit II.2: Region 11 Population Density



Coordinated Public Transit- Human Service Transportation Plan

Legend

POP2010 / SQMI

	15.29 - 213.5
	213.6 - 990.0
	990.1 - 2559
	2560 - 4609
	4610 - 7889
	Region 11 Cities



Exhibit II.3: Population of the Largest Places, 2011

Place	2011	% of Regions Total Pop.
Richmond	36,939	26.1%
Connersville	13,458	9.5%
Rushville	6,487	4.6%
Brookville	2,651	1.9%
Liberty	2,037	1.4%

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

Race

In 2011, the population was primarily White/Caucasian (94.1 percent), while Black/African Americans were 2.1 percent of the population. People who reported being two or more races made up 2.5 percent of the total population. Approximately six percent, or 8,287 people, were listed as some racial minority group. Exhibit II.4 lists the breakdown of the different race categories for the region.

Exhibit II.4: Race Distribution

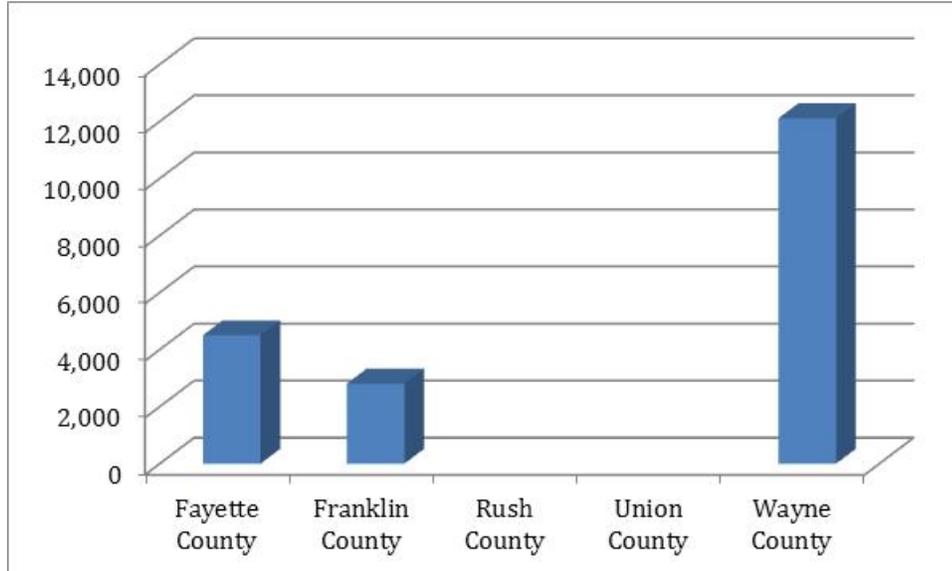
Race	Population	Percent
White	133,179	94.1%
African American	2,949	2.1%
Native American	190	0.1%
Asian	743	0.5%
Native Hawaiian and Other Pacific Islander	0	0.0%
Some Other Race	895	0.6%
Two or More Races	3,510	2.5%
Total Minority	8,287	5.9%
Total Population	141,460	100%

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

Disability Incidence

Disability incidence data was collected using the 2011 U.S. Census American Community Survey 3-Year Estimates. The following exhibit (Exhibit II.5) shows the number of persons in each county over the age of five with disabilities. Disability data for Rush and Union Counties was not available at the time of the report.

Exhibit II.5: Disability Incidence by County, 2011



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

ECONOMIC PROFILE

Exhibit II.6 below lists the median household incomes and per capita incomes in each county. Each county has a significantly lower per capita income compared to the median per capita income for the State of Indiana, which was \$24,497. In fact, Fayette County had the lowest per capita income (\$18,288) and median household income (\$35,802) in the State of Indiana.

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

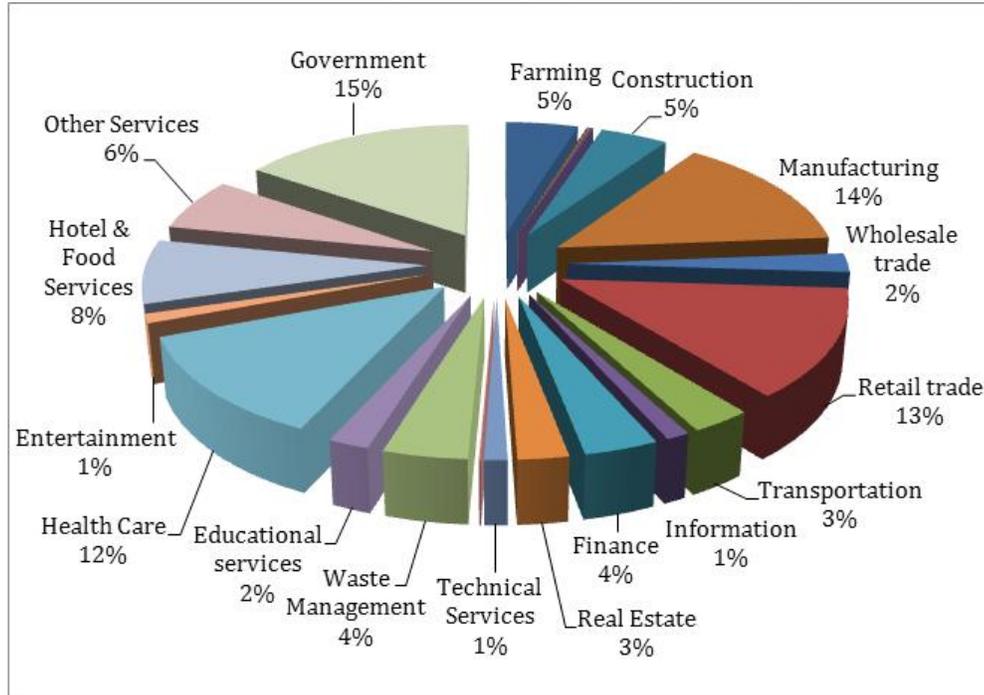
County	Per Capita Income	Median HH Income
Fayette County	\$18,288	\$35,802
Franklin County	\$23,971	\$52,234
Rush County	\$21,779	\$47,102
Union County	\$20,279	\$43,912
Wayne County	\$22,082	\$40,427

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

INDUSTRY AND LABOR FORCE

The government was the largest employer in the region with 9,065 employees in 2011. The manufacturing industry was the second largest employer with 8,240 employees. Retail trade and health care made up 13 and 12 percent of the labor force, respectively. 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, 2011

Journey to Work

The average commute time to work ranged from 19.7 minutes to 29.1 minutes. This is similar to the average commute time for the State of Indiana, which was 23.1 minutes. Exhibit II.8 illustrates the average commute time for each county, according to the U.S Census, 2010.

Exhibit II.8 Average Commute Time to Work

County	Average Commute Time
Fayette County	24.1 minutes
Franklin County	29.1 minutes
Rush County	26.6 minutes
Union County	25.1 minutes
Wayne County	19.7 minutes

Source: U.S. Census, 2010

COUNTY PROFILES

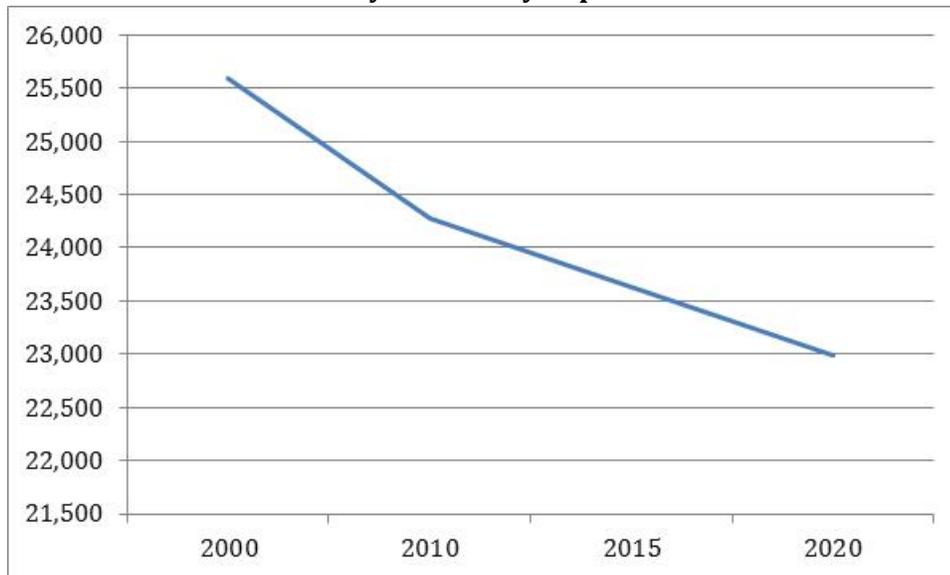
The following paragraphs explain the demographic and economic characteristics of each county.

FAYETTE COUNTY

Population Growth

The total population of Fayette County in 2010 was 24,277, a decrease of 1,311, or 5.12 percent, from the 2000 U.S. Census data. The Indiana Business Research Center is projecting a similar decrease in population for Fayette County over the next 10 years. The projected population for 2015 is 23,638, a decrease of 2.7 percent from 2010. Exhibit II.9 illustrates the historical and projected population trends for Fayette County through the year 2020.

Exhibit II.9: Fayette County Population Trends



Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

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

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



Coordinated Public Transit-Human Service Transportation Plan

Legend

65Plus / SQMI

- 3.356 - 47.41
- 47.42 - 174.7
- 174.8 - 435.7
- 435.8 - 753.8
- 753.9 - 1139
- Region 11 Cities

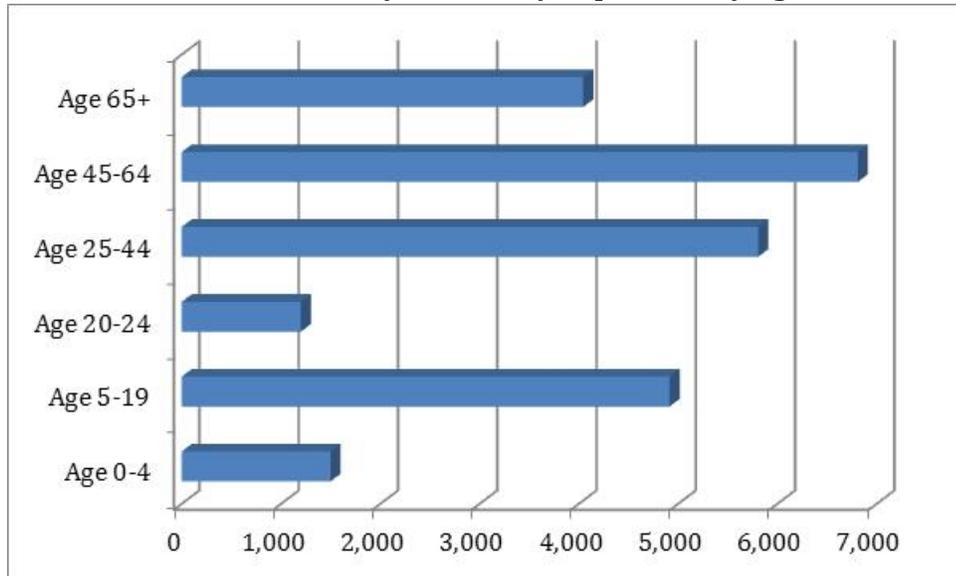


0 1 2 4 Miles



The largest age cohort for Fayette County was between the ages of 45 and 64. The second largest group was between ages 25 and 44, which constituted 23.9 percent of the county’s population (see Exhibit II.11). The third largest age group was 5 to 19 years old (20.2 percent), while 16.7 percent was age 65 or older.

Exhibit II.11: Fayette County Population by Age



Source: STATS Indiana

Economic Profile

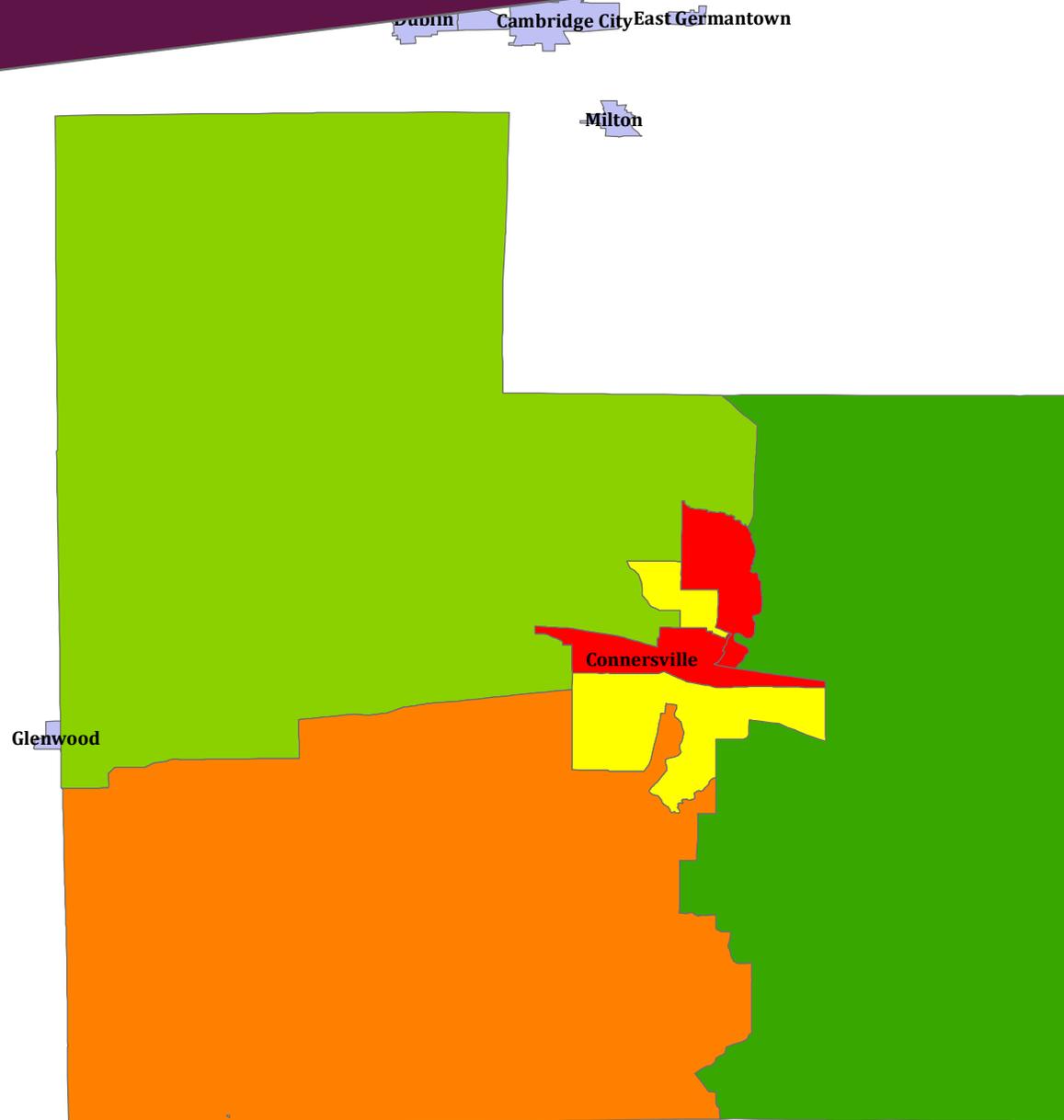
Employment and Income

In 2011, there were 23,716 total people in Fayette County for whom poverty status is determined. Exhibit II.12 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. Areas having a very high density of people below the poverty level were found in the central portion of Fayette County in Connersville. These areas had poverty rates higher than 22.61 percent which is significantly higher than the State of Indiana. Moderately high densities of people below the poverty level were located in the southwest portion of Fayette County. Moderate levels of persons below the poverty level were located in Connersville. All of these areas had poverty rates higher than that of the State of Indiana (14.1 percent). The remainder of the region had moderate to very low densities of persons below the poverty level.

Exhibit II.12: Fayette County Percent Below Poverty



Coordinated Public Transit-Human Service Transportation Plan



Legend

Region Tracts

- 9.617%
- 9.618% - 14.1%
- 14.101% - 17.564%
- 17.565% - 22.604%
- 22.605% - 37.277%
- Region 11 Cities

0 1 2 4 Miles



Zero Vehicle Households

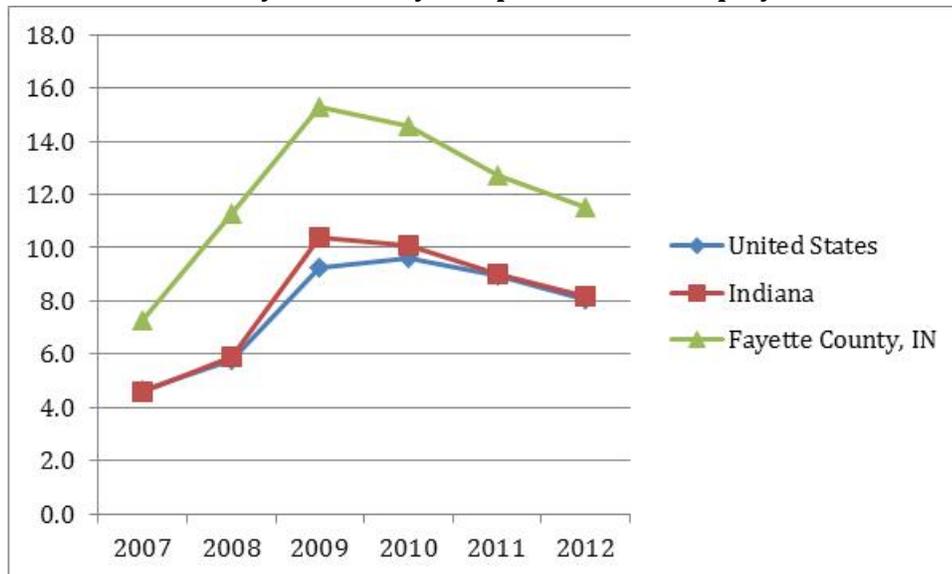
There were 9,604 total households in Fayette County in 2011. Exhibit II.13 illustrates the percentage of households with zero vehicles available by Census Tract. The areas of high percentage of zero vehicle households mimic that of the areas with high percentages of people below the poverty level. The tracts in Connerville and in the southwest corner of Fayette County had the highest densities of households with zero vehicles available. The remainder of the county had low to very low densities of zero vehicle households.

Industry and Labor Force

The 2012 Fayette County labor force consisted of 9,095 individuals. The county's unemployment rate reached a high in 2009 of 15.3 percent. This was significantly higher than that of the United States (9.3) and the State of Indiana (10.4).

From 2007 to 2012, the unemployment rate for Fayette County was consistently higher 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: Fayette County Comparison of Unemployment Rates

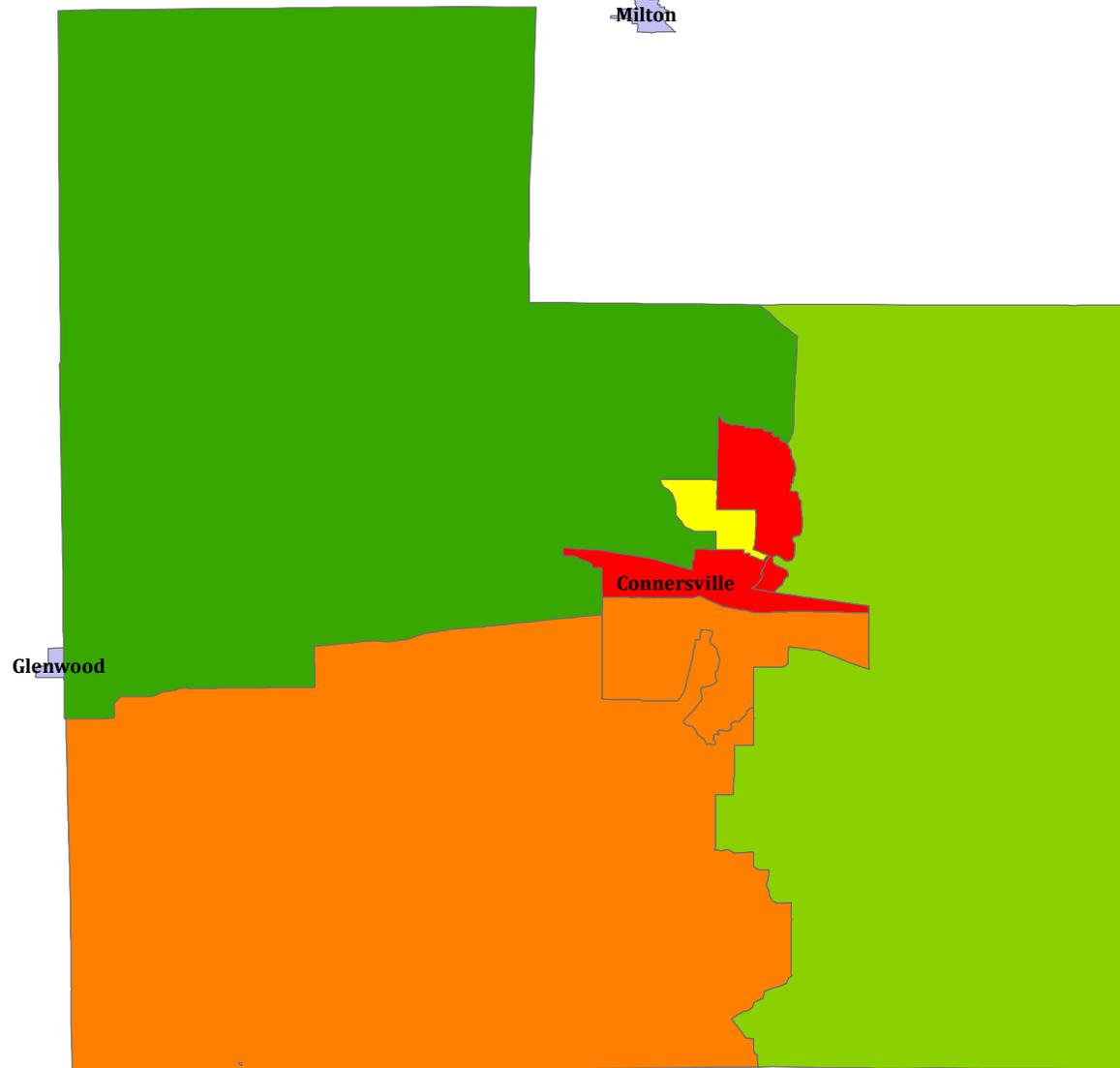


Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.13: Fayette County Percent Zero Vehicle Households



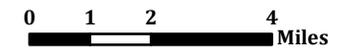
Coordinated Public Transit-Human Service Transportation Plan



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Region Tracts

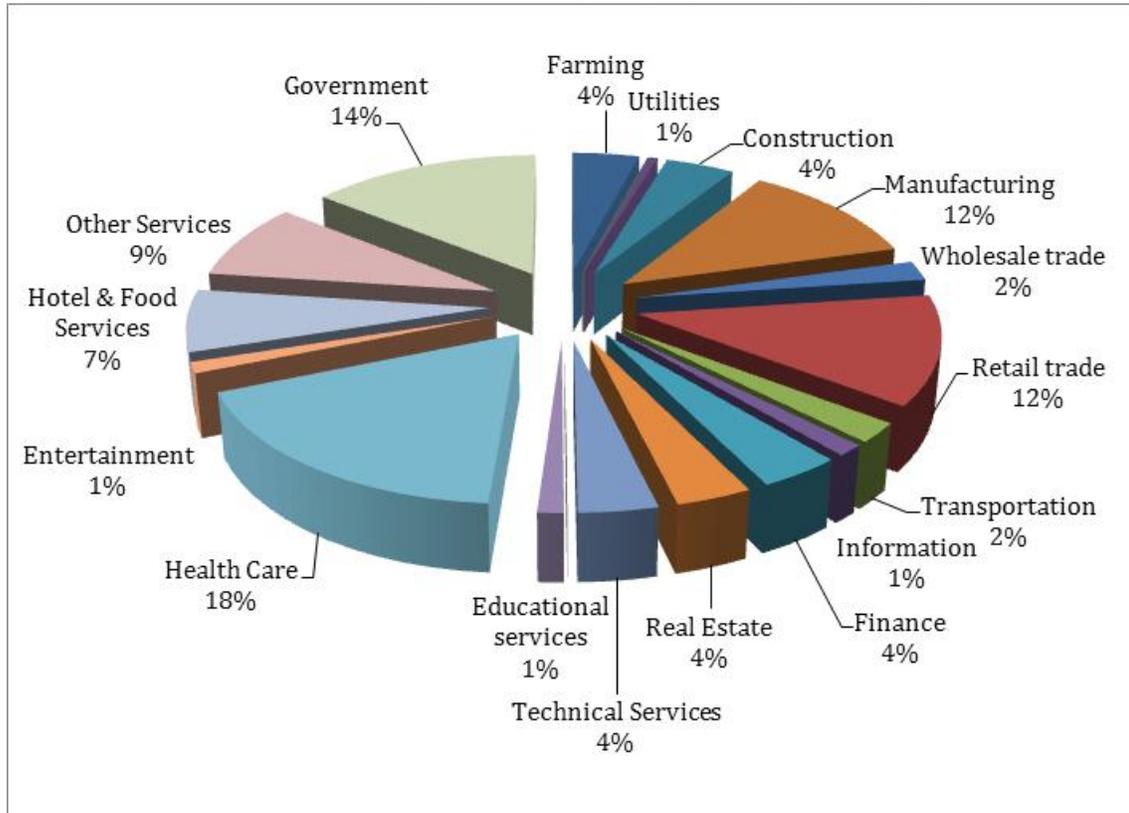
- 3.403%
- 3.404% - 4.714%
- 4.715% - 6.209%
- 6.21% - 8.034%
- 8.035% - 16.423%
- Region 11 Cities



Employment by Industry

Health care was the largest industry in Fayette County with 1,607 employees in 2011. Government jobs was the second largest employer group (1,295 employees) and retail trade the third largest. In addition, 1,058 people were employed by manufacturing jobs. Exhibit II.15 is an illustration of the employment by industry.

Exhibit II.15: Fayette County Employment by Industry



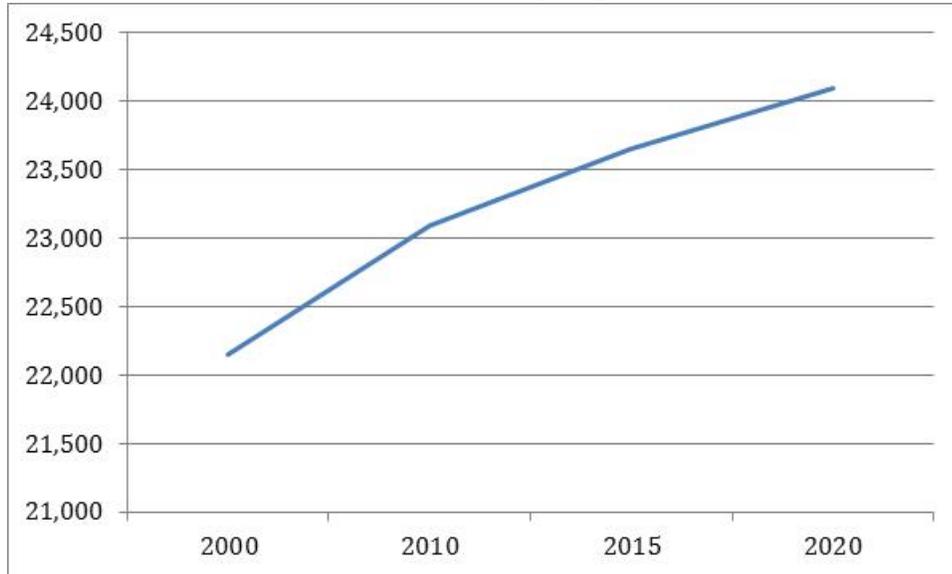
Source: U.S. Bureau of Economic Analysis, 2011

FRANKLIN COUNTY

Population Growth

The total population of Franklin County in 2010 was 23,087 persons, an increase of 936, or 4.23 percent, between the reported 2000 Census population and the 2010 population figures. The Indiana Business Research Center is projecting an increase in population by 2.37 percent in 2015 and another 1.82 percent increase in 2020 for the county. Exhibit II.16 illustrates the historical and projected population trends for Franklin County through the year 2020.

Exhibit II.16: Franklin County Population Trends



Source: 2000 & 2010 Census Bureau & STATS Indiana

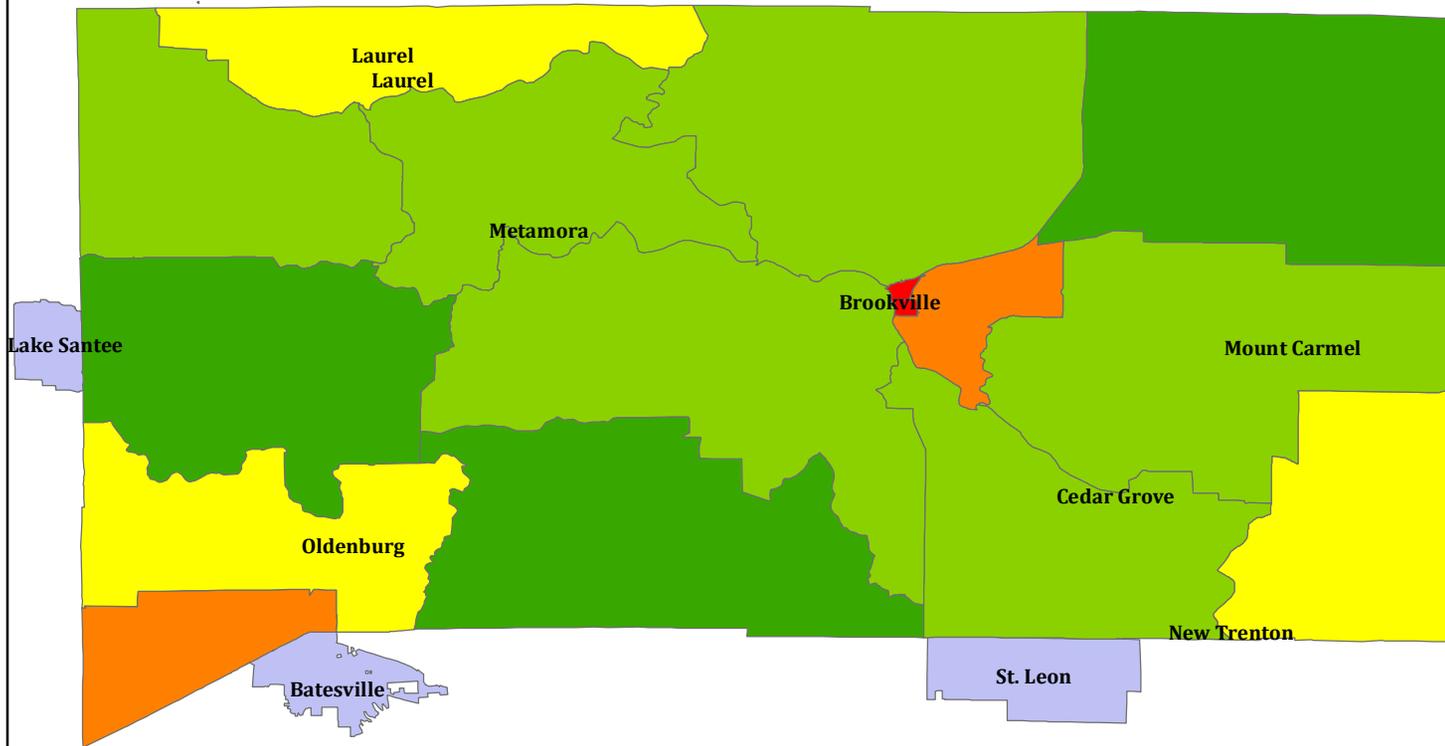
Age

Exhibit II.17 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest densities of residents aged 65 and older are in Brookville. Other areas of moderate to moderately high densities of persons aged 65 and older are around Oldenburg, Batesville, Laurel, and New Trenton. The remainder of the county has low to very low older adult population density.

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



Coordinated Public Transit-Human Service Transportation Plan



Legend

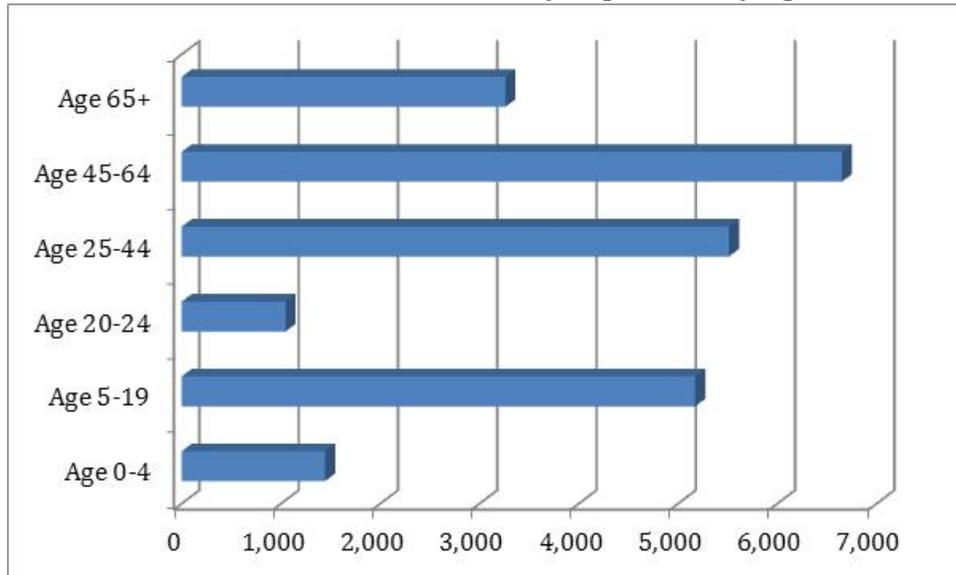
65Plus / SQMI

- 4.431 - 4.830
- 4.831 - 6.934
- 6.935 - 15.10
- 15.11 - 38.32
- 38.33 - 871.4
- Region 11 Cities



The largest age cohort for Franklin County was between the ages of 45 and 64, in 2011. The second largest group was between ages 25 and 44, which constituted 23.9 percent of the county’s population (see Exhibit II.18). The third largest age group was 5 to 19 years old (22.4 percent), while 14.1 percent was age 65 or older.

Exhibit II.18: Franklin County Population by Age



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

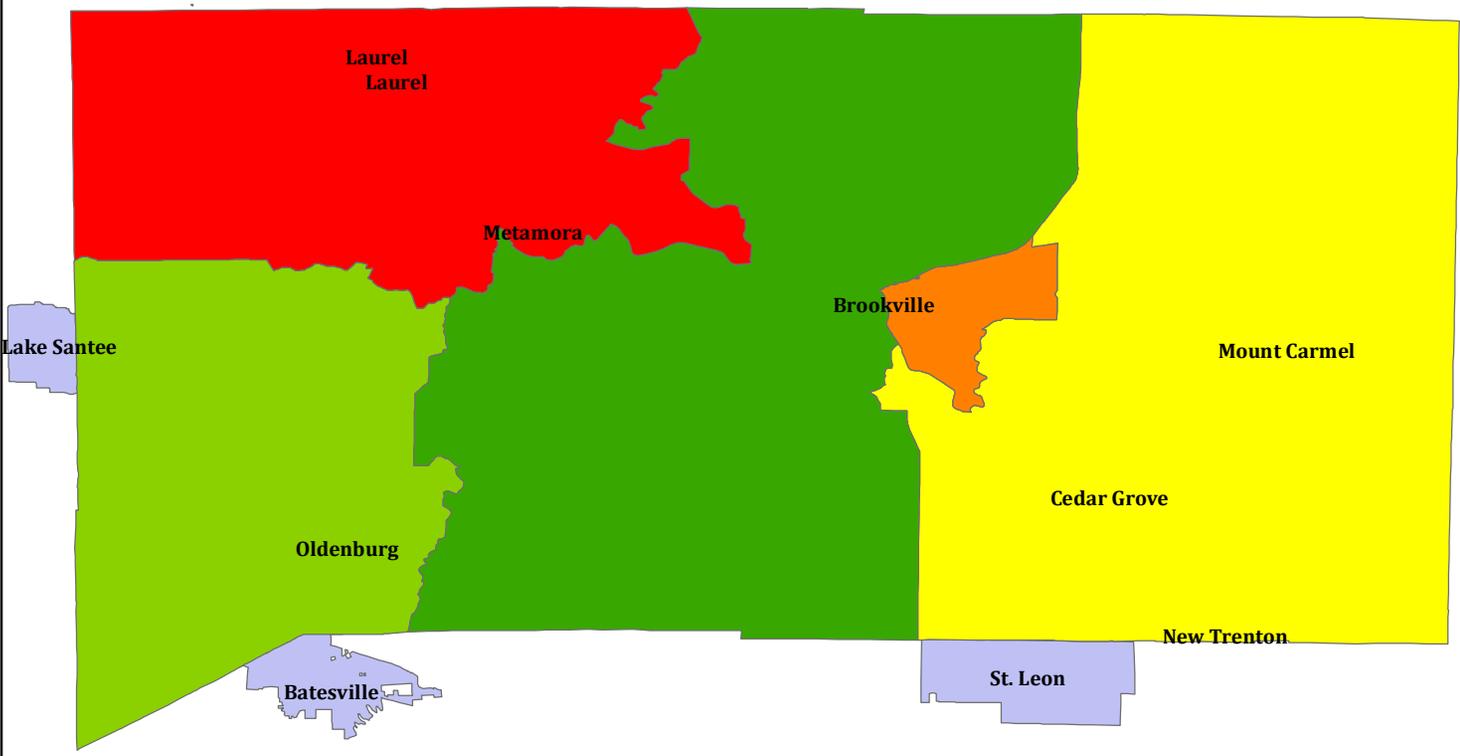
Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2011 that there were 22,956 total people in Franklin County for whom poverty status is determined. Exhibit II.19 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. One Census Tract had the highest density of people below the poverty level. It was located in the northwest portion of Franklin County near the Town of Laurel and Metamora. The Census Tract that encompasses the eastern portion of Brookville had a moderately high density of people below the poverty level. Both of these tracts had a poverty rate higher than that of the State of Indiana (14.1 percent). The remainder of the county tracts had moderate to very low densities of persons below the poverty level.

Exhibit II.19: Franklin County Percent Below Poverty

Coordinated Public Transit-Human Service Transportation Plan



Legend

- Region Tracts**
- 7.171%
 - 7.172% - 8.862%
 - 8.863% - 14.1%
 - 14.101% - 16.144%
 - 16.145% - 22.436%
 - Region 11 Cities



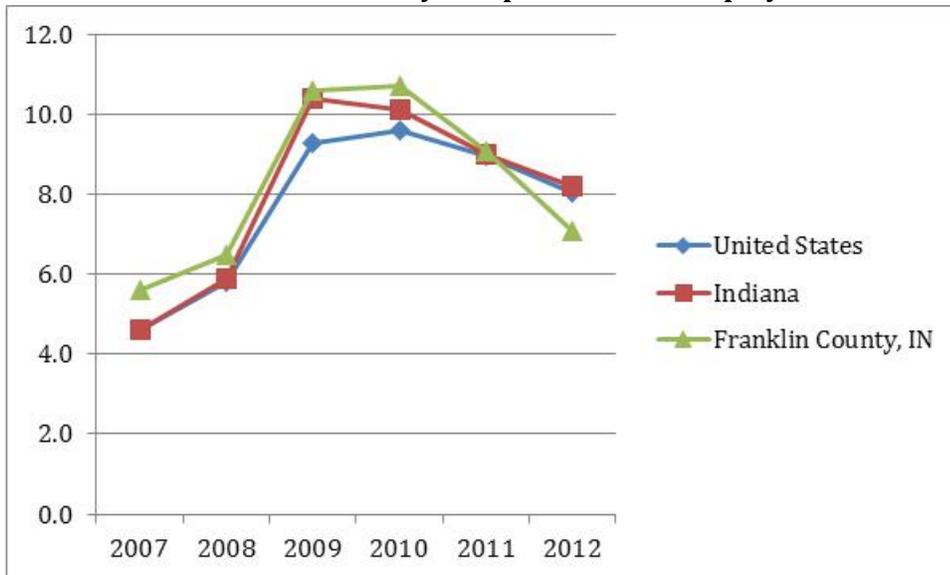
Zero Vehicle Households

There were 8,601 total households in Franklin County in 2011. Exhibit II.20 illustrates the percentage of households with zero vehicles available by Census Tract. The tract in eastern Brookville had the highest percentage of households with zero vehicles available; this area had zero vehicle household rates above 2.89 percent. The remaining tracts in Franklin County had very low rates of zero vehicle households as compared to the other counties in the region.

Industry and Labor Force

The 2012 Franklin County labor force consisted of 11,248 individuals according to the U. S. Bureau of Labor Statistics. The county’s unemployment rate reached a high in 2010 of 10.7 percent. From 2007 to 2011, the unemployment rate for Franklin County has consistently remained higher than the national and state unemployment averages. Exhibit II.21 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.21: Franklin County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.20: Franklin County Percent Zero Vehicle Households

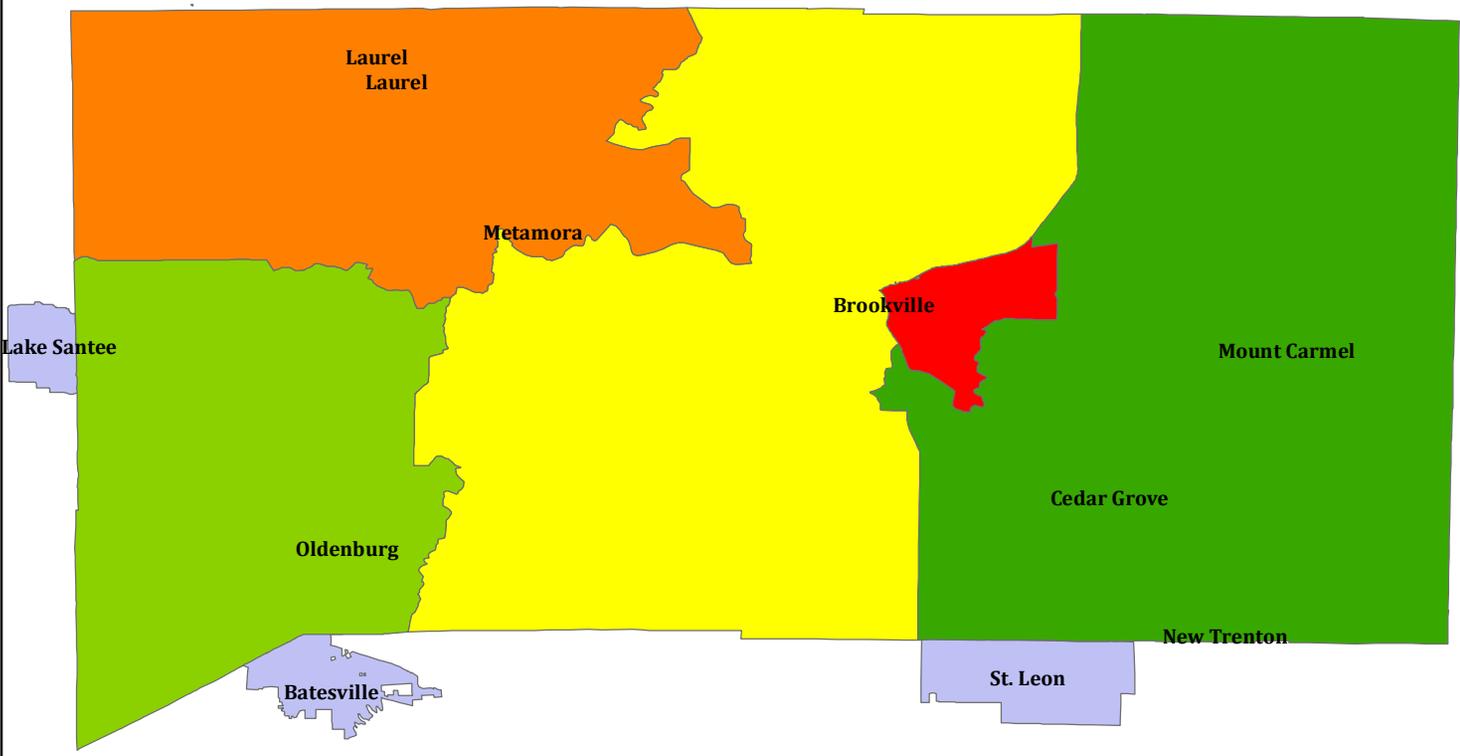
Coordinated
Public Transit-
Human Service
Transportation
Plan



Legend

Region Tracts

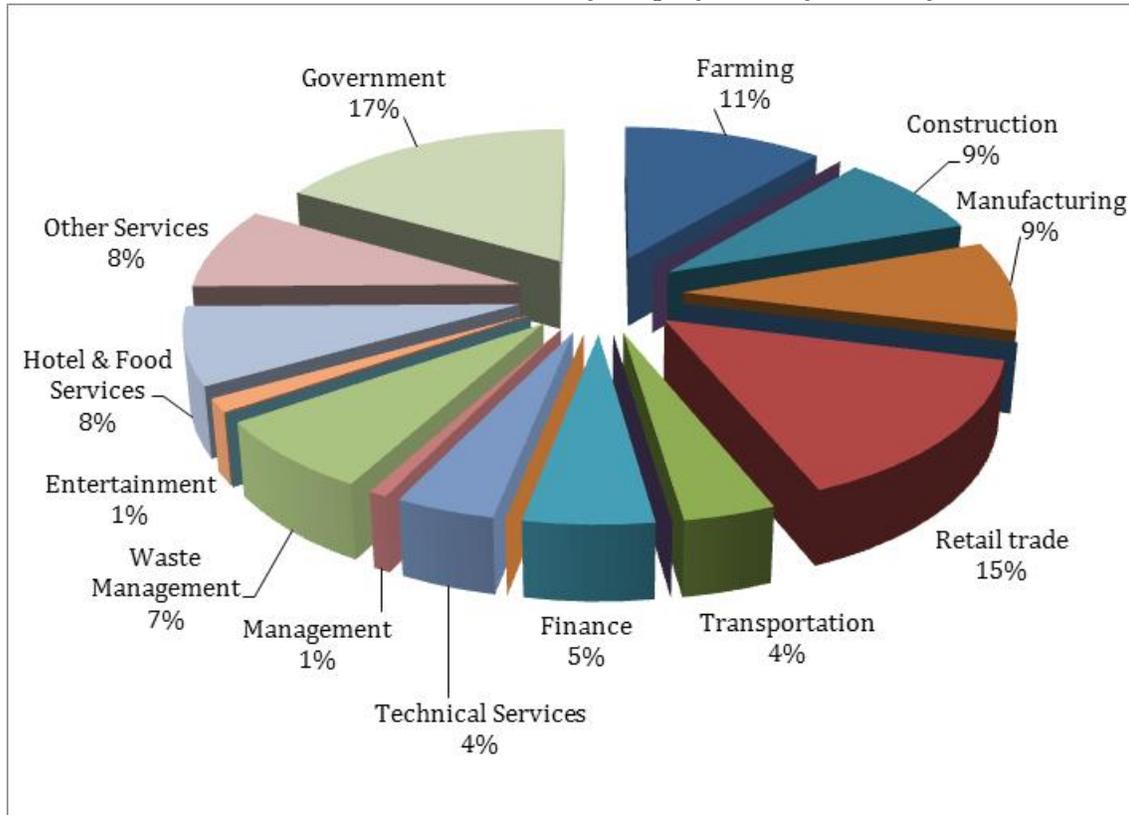
- 1.562%
- 1.563% - 2.253%
- 2.254% - 2.416%
- 2.417% - 2.887%
- 2.888% - 11.154%
- Region 11 Cities



Employment by Industry

Government jobs were the largest industry in Franklin County with 17 percent of employees employed in 2011. Retail trade jobs was the second largest employer group (937 employees) and farming was the third largest (706). Exhibit II.22 is an illustration of the employment by industry.

Exhibit II.22: Franklin County Employment by Industry



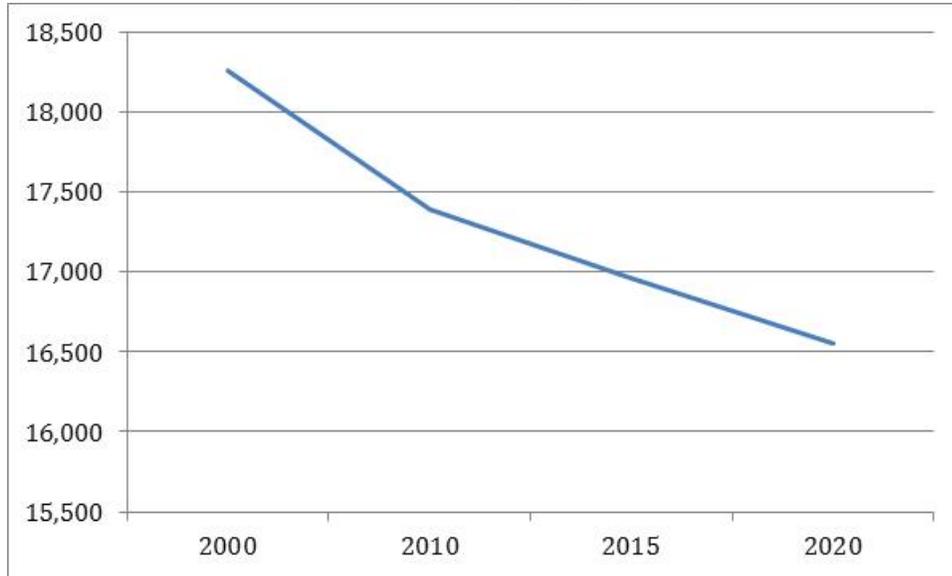
Source: U.S. Bureau of Economic Analysis, 2011

RUSH COUNTY

Population Growth

The total population of Rush County in 2010 was 17,392 persons, a decrease of 869, or 4.76 percent, since the 2000 Census data. The Indiana Business Research Center is projecting that the population will continue to decrease. The population for 2015 is projected to be 2.55 percent less than in 2010 and to decrease another 2.47 percent by 2020. Exhibit II.23 illustrates the historical and projected population trends for Rush County through the year 2020.

Exhibit II.23: Rush County Population Trends



Source: 2000 & 2010 Census Bureau & STATS Indiana

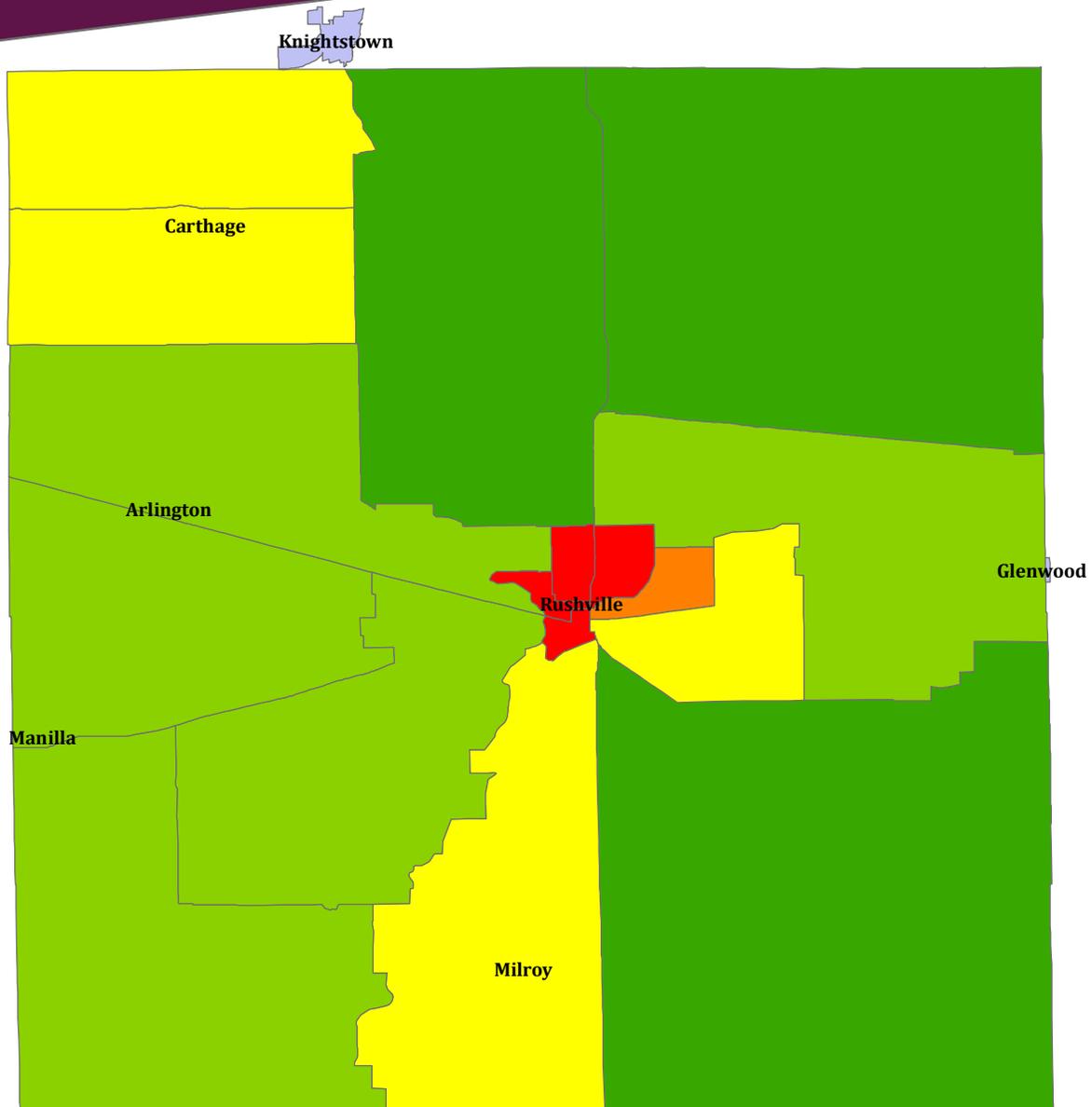
Age

Exhibit II.24 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Rush County are in Rushville. Areas of moderate density of older adults were found around the towns of Carthage and Milroy. The remainder of the county has low to very low older adult population density.

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



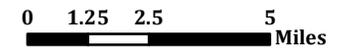
Coordinated Public Transit-Human Service Transportation Plan



Legend

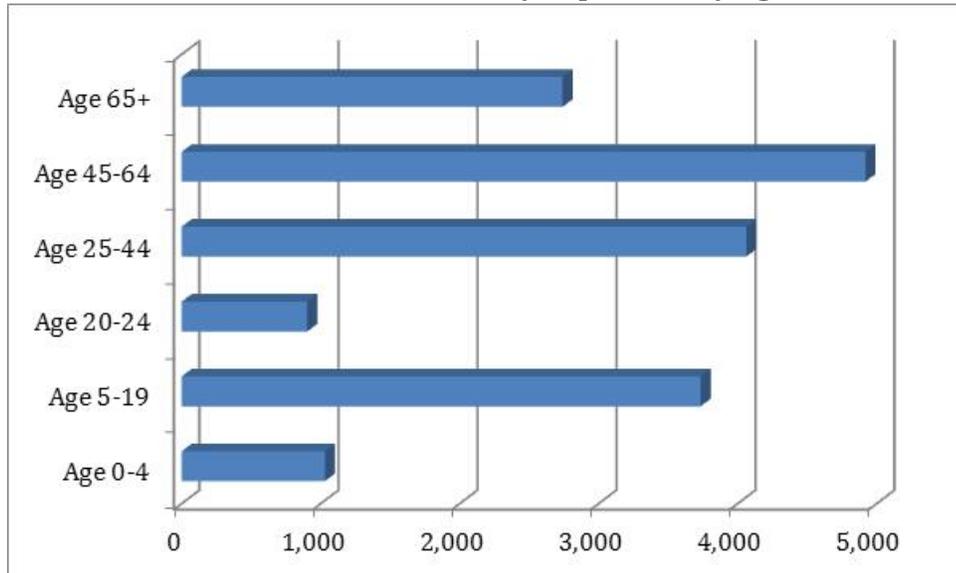
65Plus / SQMI

- 2.354 - 2.608
- 2.609 - 5.526
- 5.527 - 12.24
- 12.25 - 54.59
- 54.60 - 247.9
- Region 11 Cities



The largest age cohort for Rush County was between the ages of 45 and 64 (28.3 percent). The second largest group was between ages 25 and 44, which constituted 23.4 percent of the county's population (see Exhibit II.25). The third largest age group was 5 to 19 years old (21.5 percent), while 15.8 percent was age 65 or older.

Exhibit II.25: Rush County Population by Age



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

Economic Profile

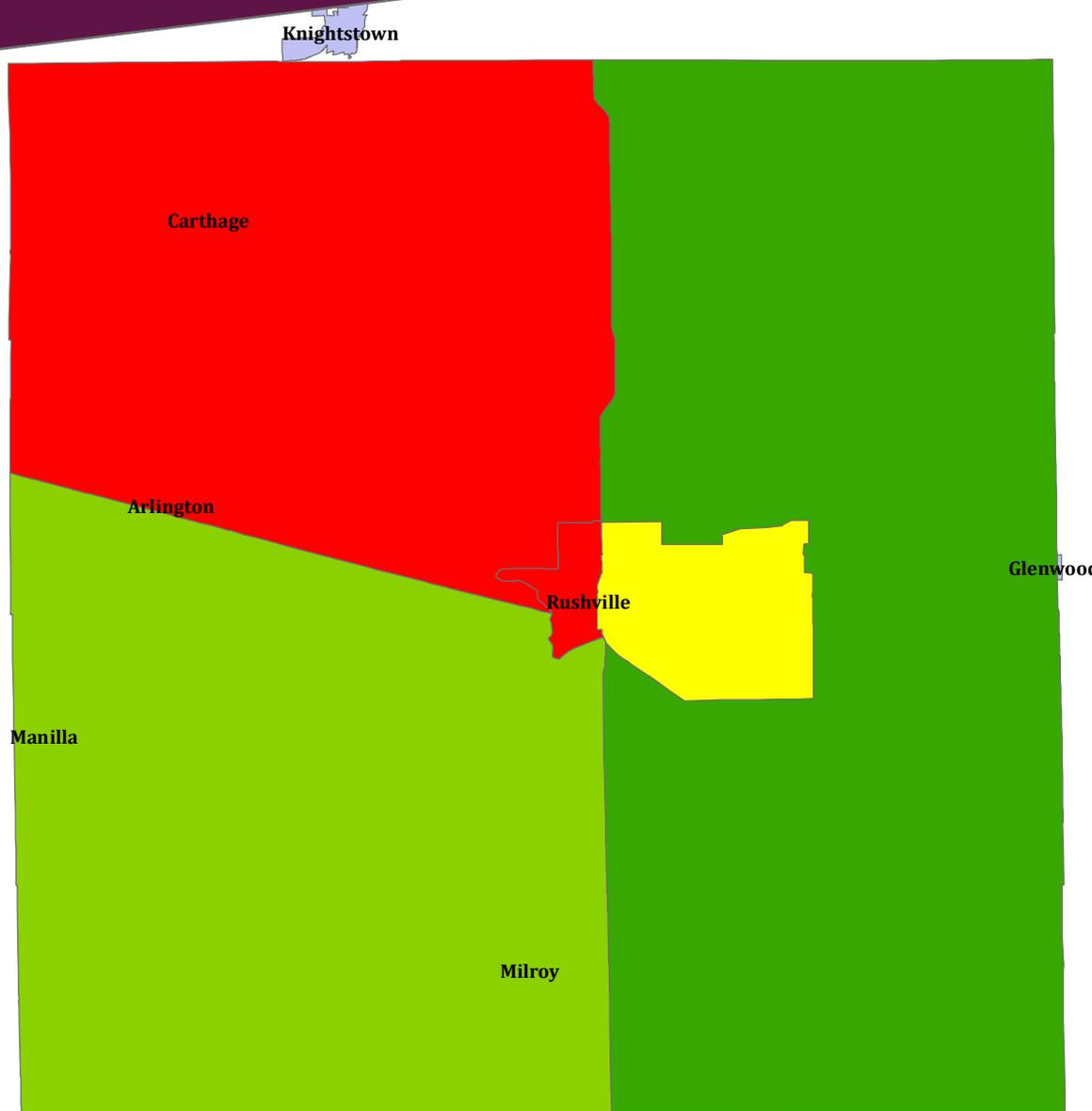
Employment and Income

There were 17,170 total people in Rush County for whom poverty status is determined. Exhibit II.26 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. Areas having the highest density of people below the poverty level in Delaware County were in Rushville and the northwest portion of Rush County around Carthage and Arlington. These tracts had a poverty rate significantly higher than that of the State of Indiana (14.1 percent). The remaining parts of the county had moderate to very low densities of people below the poverty level.

Exhibit II.26: Rush County Percent Below Poverty



Coordinated Public Transit-Human Service Transportation Plan



Legend

Region Tracts

- 7.79%
- 7.791% - 11.02%
- 11.021% - 12.725%
- 12.726% - 14.1%
- 14.101% - 24.571%
- Region 11 Cities

0 1.25 2.5 5 Miles



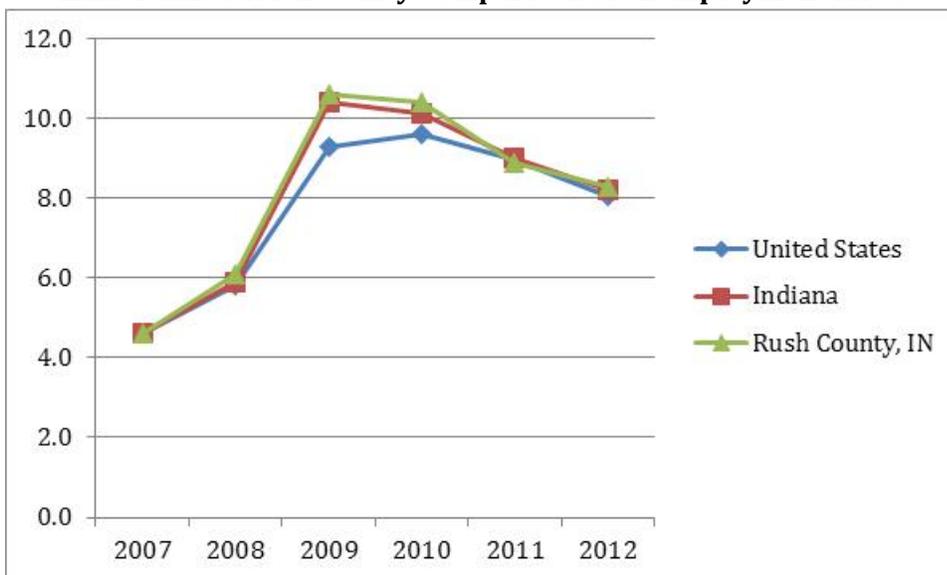
Zero Vehicle Households

There were 6,686 total households in Rush County. Exhibit II.27 illustrates the percentage of households with zero vehicles available by Census Tract. The Census Tract in eastern Rushville had the highest percentage of households with zero vehicles available in Rush County (9.59 percent). The southwest portion of Rush County had a moderately high density of zero vehicle households. The remaining areas of Rush County had moderate to very low levels of zero vehicle households.

Industry and Labor Force

The 2012 Rush County labor force consisted of 8,800 individuals. The county's unemployment rate reached a high in 2009 of 10.6 percent. Similar to the United States and Indiana, Rush County's unemployment rate sharply increased from 2007 to 2009 and now has begun to decrease slightly. Exhibit II.28 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.28: Rush County Comparison of Unemployment Rates

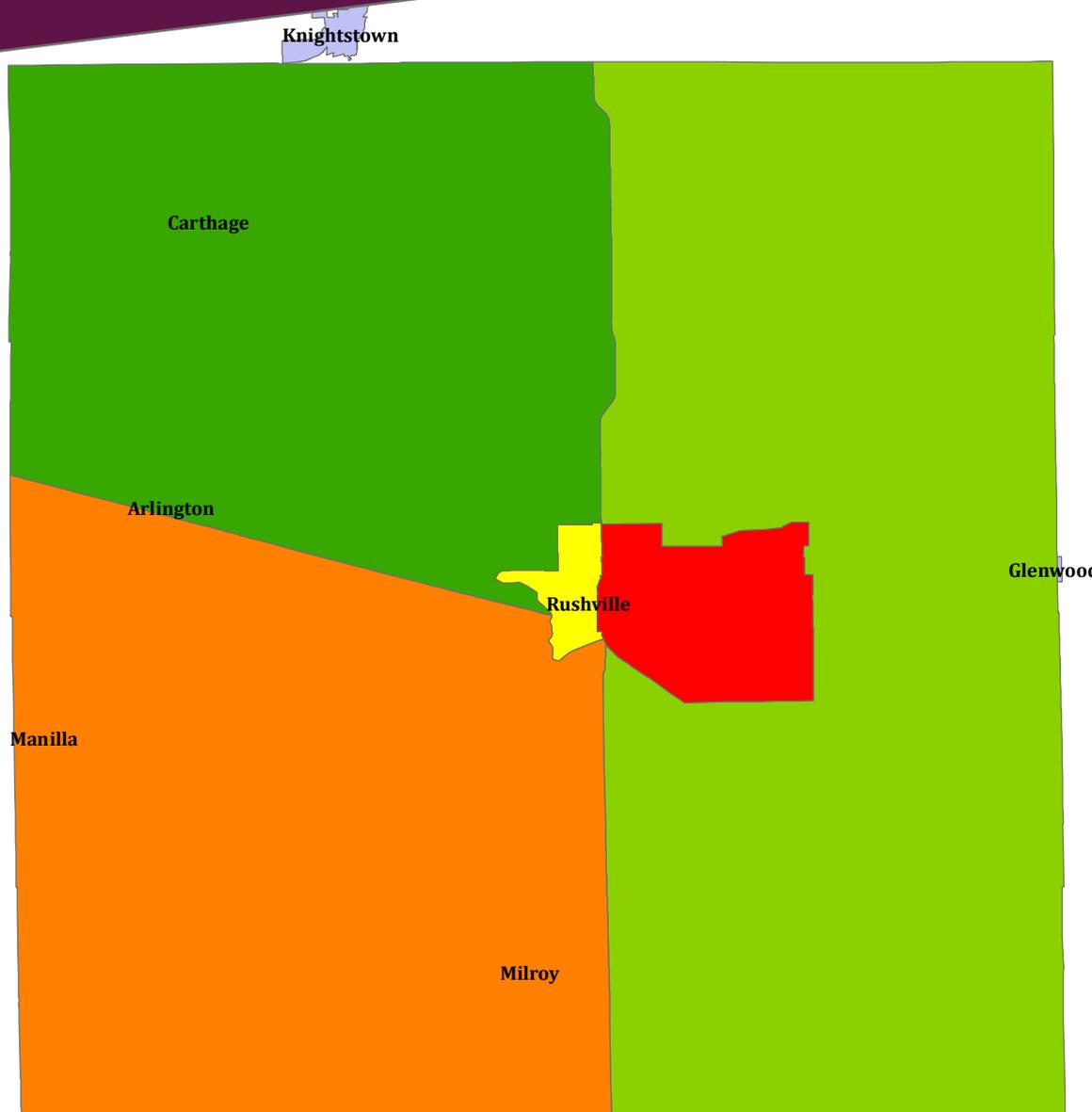


Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.27: Rush County Percent Zero Vehicle Households



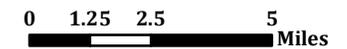
Coordinated Public Transit-Human Service Transportation Plan



Legend

Region Tracts

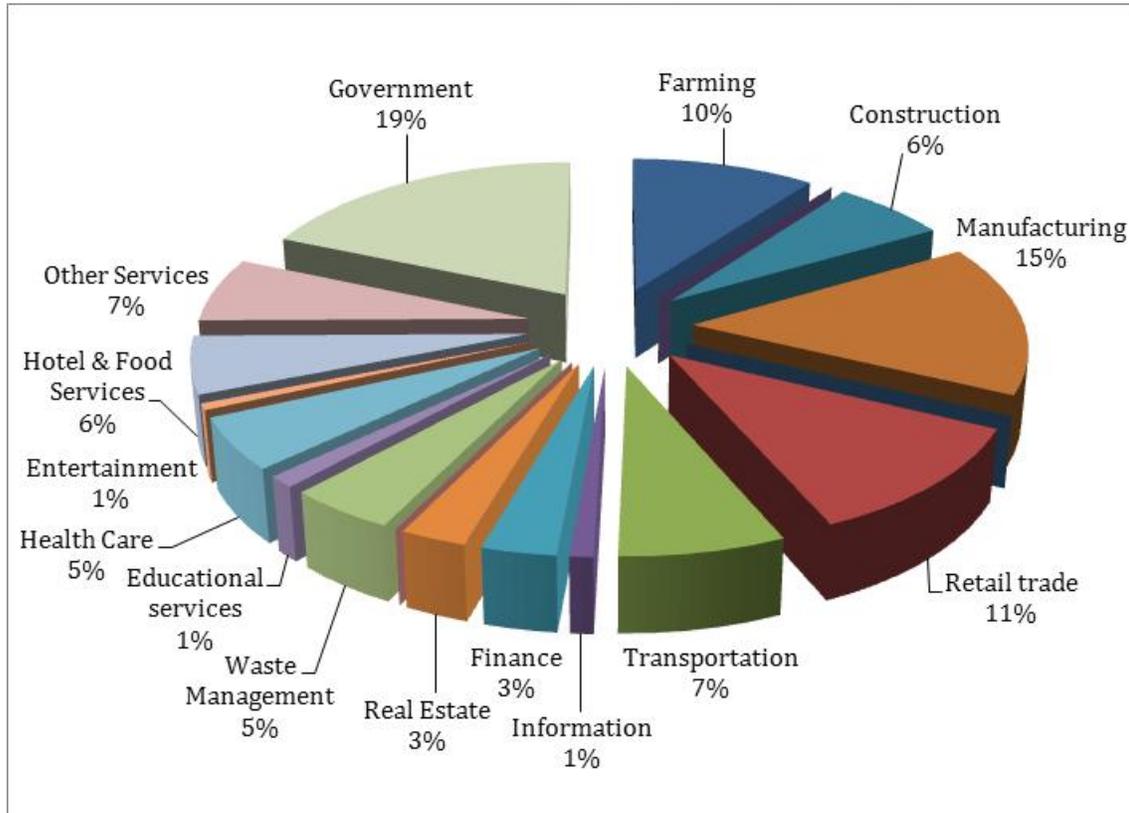
- 0.224%
- 0.225% - 1.034%
- 1.035% - 7.237%
- 7.238% - 9.587%
- 9.588% - 11.727%
- Region 11 Cities



Employment by Industry

The government was the largest industry in Rush County with 1,144 employees in 2011. Manufacturing was the second largest employer group (946 employees) and retail trade was the third largest (701). Farming jobs made up 10 percent of the Rush County employed population. Exhibit II.29 is an illustration of the employment by industry.

Exhibit II.29: Rush County Employment by Industry



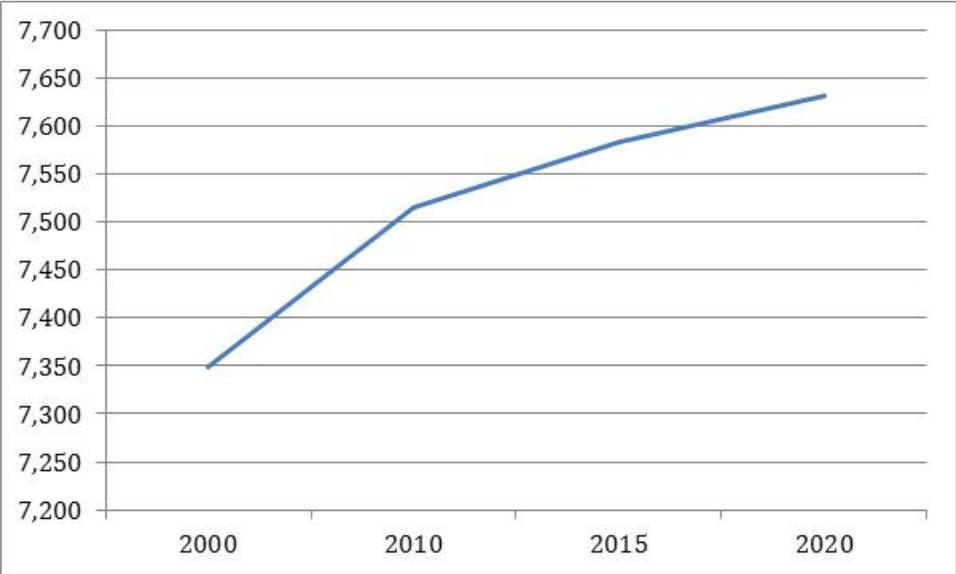
Source: U.S. Bureau of Economic Analysis, 2011

UNION COUNTY

Population Growth

The total population of Union County in 2010 was 7,516 persons, an increase of 167, or 2.27 percent, since 2000. The Indiana Business Research Center is projecting a slight increase in population for Union County over the next ten years. The population for 2015 is projected to increase by 0.88 percent from 2010 and increase another 0.64 percent by 2020. Exhibit II.30 illustrates the historical and projected population trends for Union County through the year 2020.

Exhibit II.30: Union County Population Trends

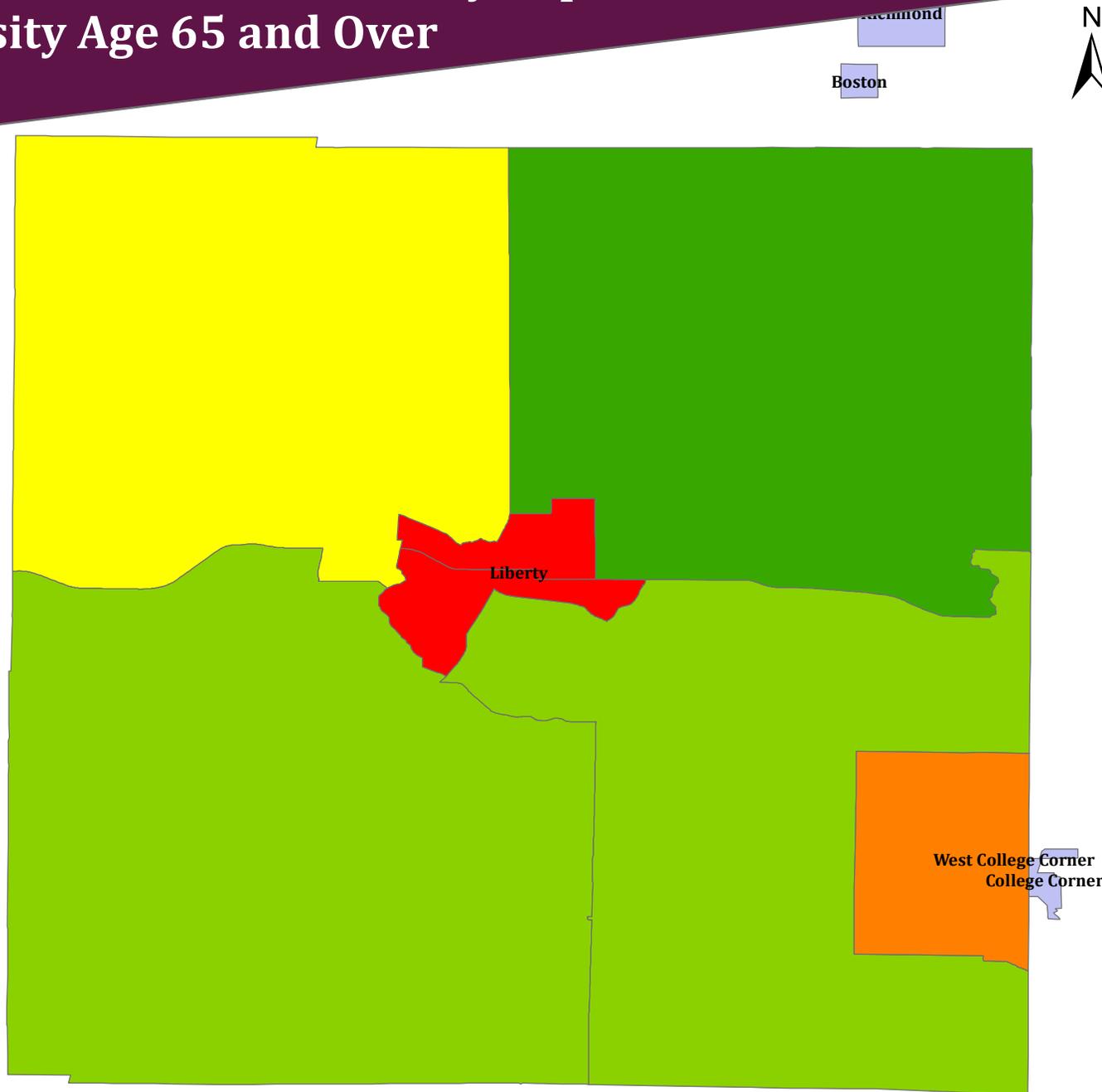


Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

Exhibit II.31 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Union County are in Liberty. Other areas of high to moderate density of older adults are found in West College Corner. The remainder of the county has low to very low older adult population density.

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



Coordinated Public Transit-Human Service Transportation Plan

Legend

65Plus / SQMI

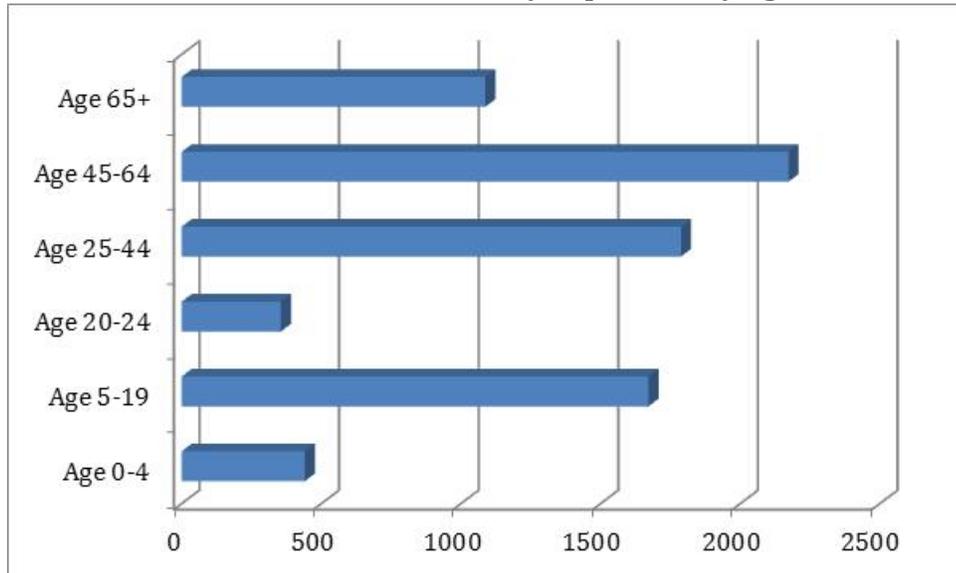
- 2.613
- 2.614 - 3.695
- 3.696 - 4.472
- 4.473 - 16.94
- 16.95 - 136.2
- Region 11 Cities

0 0.75 1.5 3 Miles



The largest age cohort for Union County was between the ages of 45 and 64 (28.9 percent). The second largest group was between ages 25 and 44, which constituted 23.8 percent of the county's population (see Exhibit II.32). The third largest age group was 5 to 19 years old (22.2 percent), while 14.5 percent was age 65 or older.

Exhibit II.32: Union County Population by Age



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

Economic Profile

Employment and Income

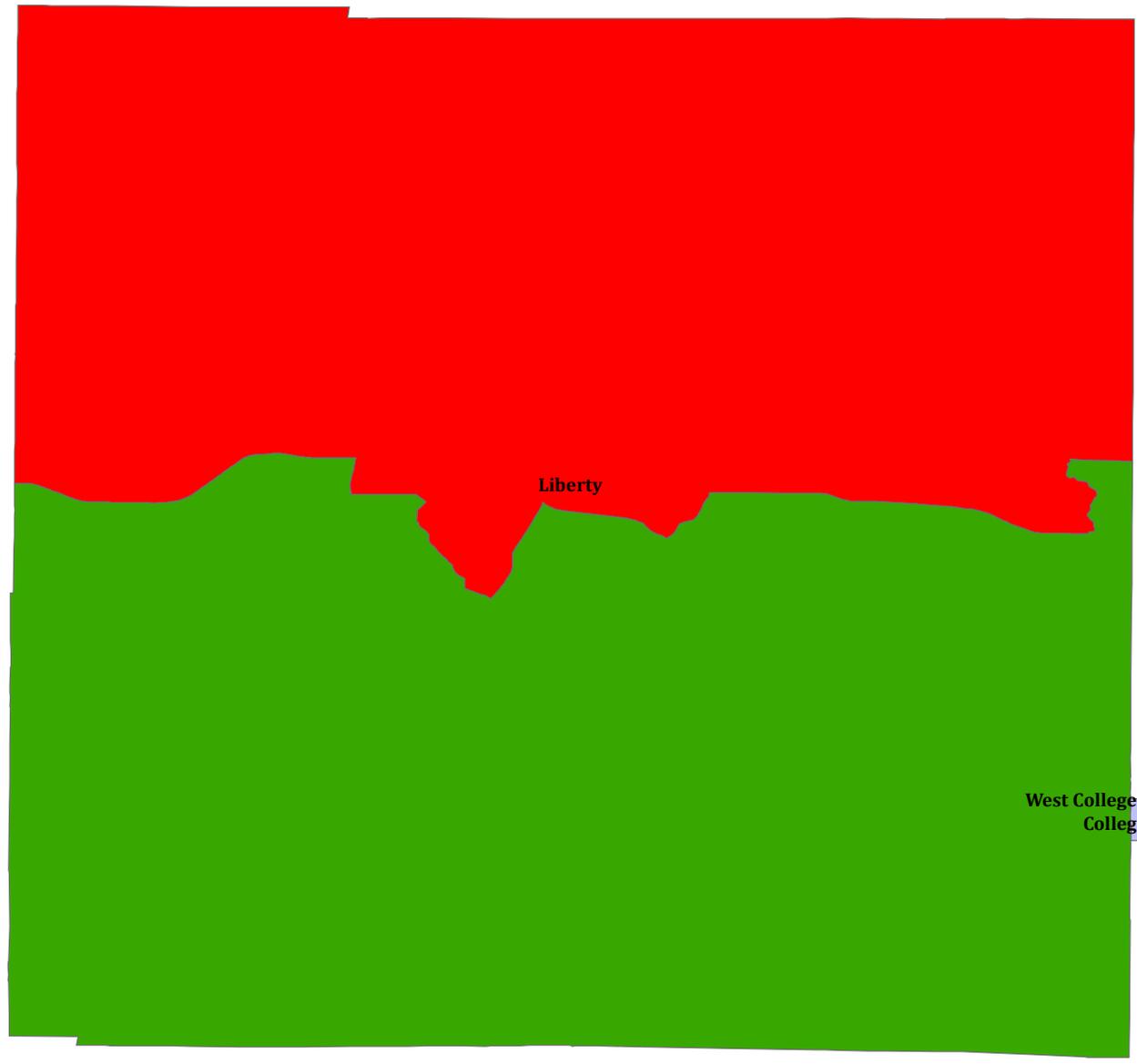
There were 7,366 total people in Union County for whom poverty status was determined. Exhibit II.33 illustrates the percentage of people below the poverty level as compared to total population by Census Tract. Union County's small total population has led to only two census tracts being located in the county. The tract with the higher percentage of people below the poverty level was in the northern portion of the county. This tract had a poverty rate higher than 8.41 percent. The remaining tract had a poverty rate lower than 8.41 percent.

Exhibit II.33: Union County Percent Below Poverty

Richmond
Boston



Coordinated Public Transit-Human Service Transportation Plan



Legend

Region Tracts

- 8.408%
- 8.409% - 15.082%
- Region 11 Cities

0 0.75 1.5 3 Miles



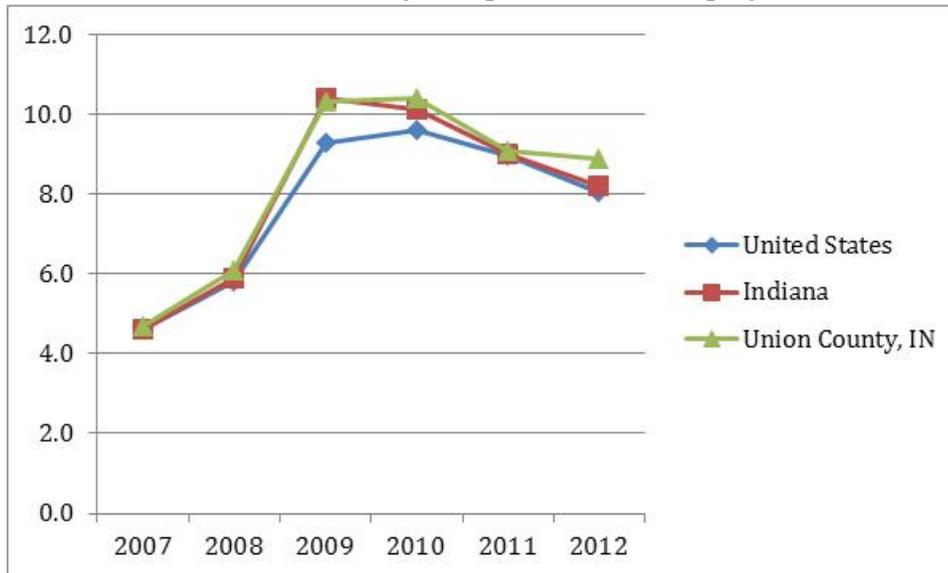
Zero Vehicle Households

There were 2,988 total households in Union County. Exhibit II.34 illustrates the percentage of households with zero vehicles available by Census Tract. The tract in northern Union County had the higher densities of households with zero vehicles available. That tract also had zero vehicle rates above 2.93 percent.

Industry and Labor Force

The 2012 Union County labor force consisted of 3,369 individuals. The county's unemployment rate reached a high in 2010 of over 10.4 percent. From 2007 to 2011, the unemployment rate has been similar to the State of Indiana. In 2012, the rate did not decrease as quickly as the State of Indiana or United States unemployment rate. Exhibit II.35 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.35: Union County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.34: Union County Percent Zero Vehicle Households

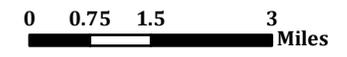


Coordinated Public Transit-Human Service Transportation Plan



Legend

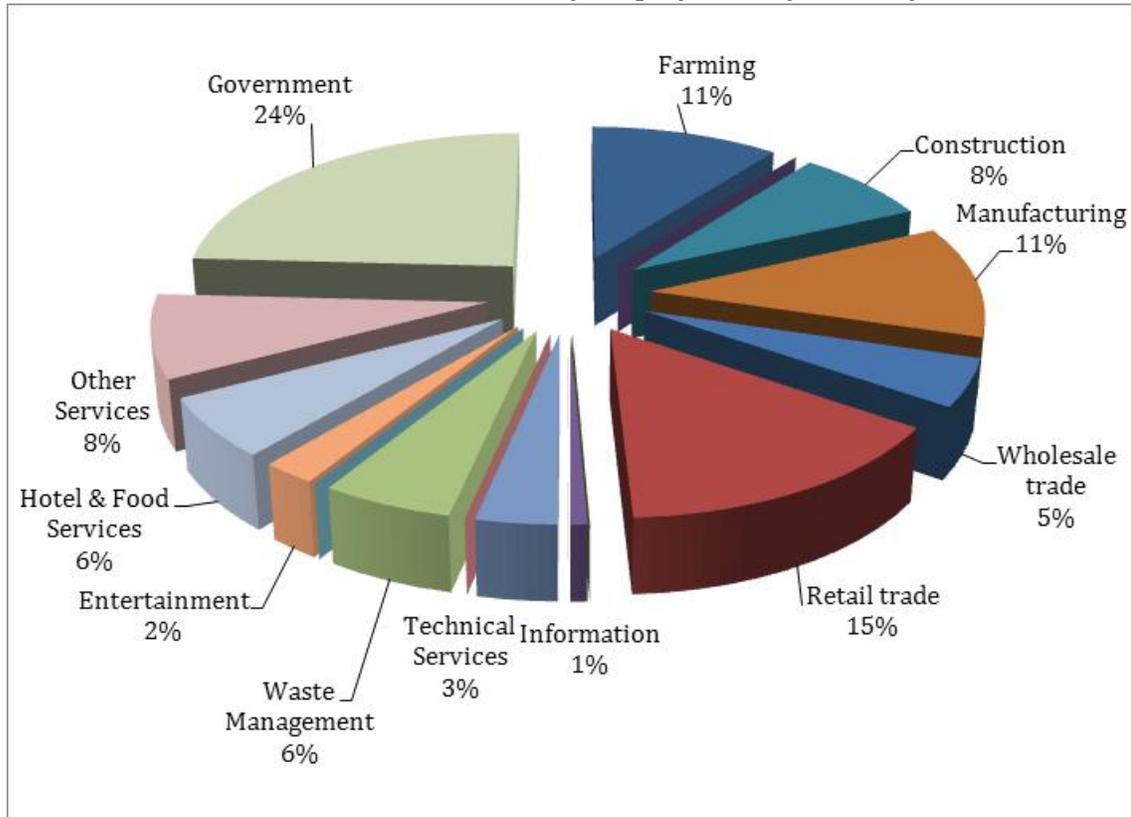
- Region Tracts**
- 2.93%
 - 2.931% - 5.204%
 - Region 11 Cities



Employment by Industry

Government jobs was the largest employer group in Union County with 505 employees in 2011. Retail trade was the second largest employer group with 311 employees. Exhibit II.36 is an illustration of the employment by industry.

Exhibit II.36: Union County Employment by Industry



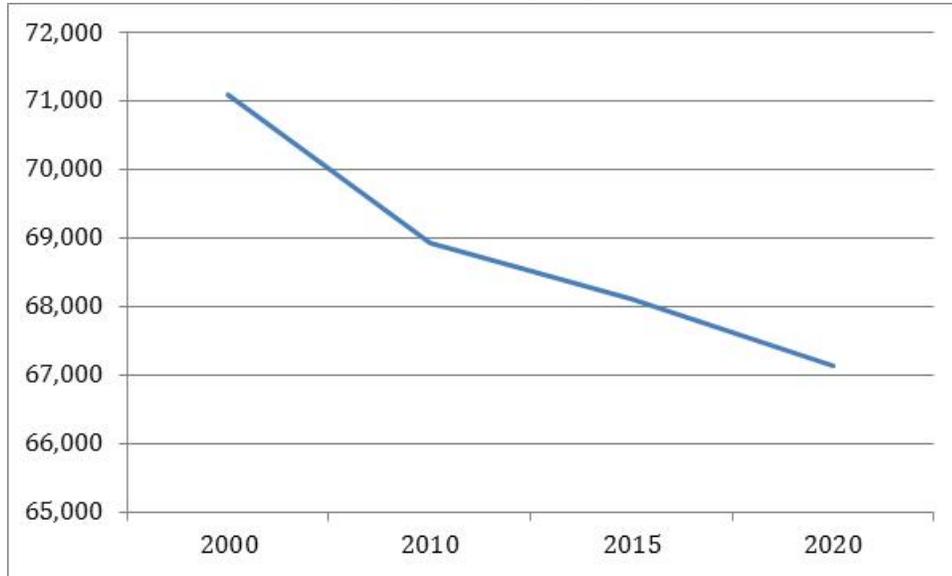
Source: U.S. Bureau of Economic Analysis, 2011

WAYNE COUNTY

Population Growth

The total population of Wayne County in 2010 was 68,917, a decrease of 2,180, or 3.07 percent since 2000. The population for 2015 is projected to decrease by 1.18 percent from 2010 and decrease another 1.44 percent by 2020. Exhibit II.37 illustrates the historical and projected population trends for Wayne County through the year 2020.

Exhibit II.37: Wayne County Population Trends



Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

Exhibit II.38 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density in Wayne County are in Richmond and Hagerstown. The only other area with a high density of older adults was in Cambridge City. The remainder of the county has low to very low older adult population density.

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



Coordinated Public Transit-Human Service Transportation Plan

Legend

65Plus / SQMI

 2.928 - 41.12

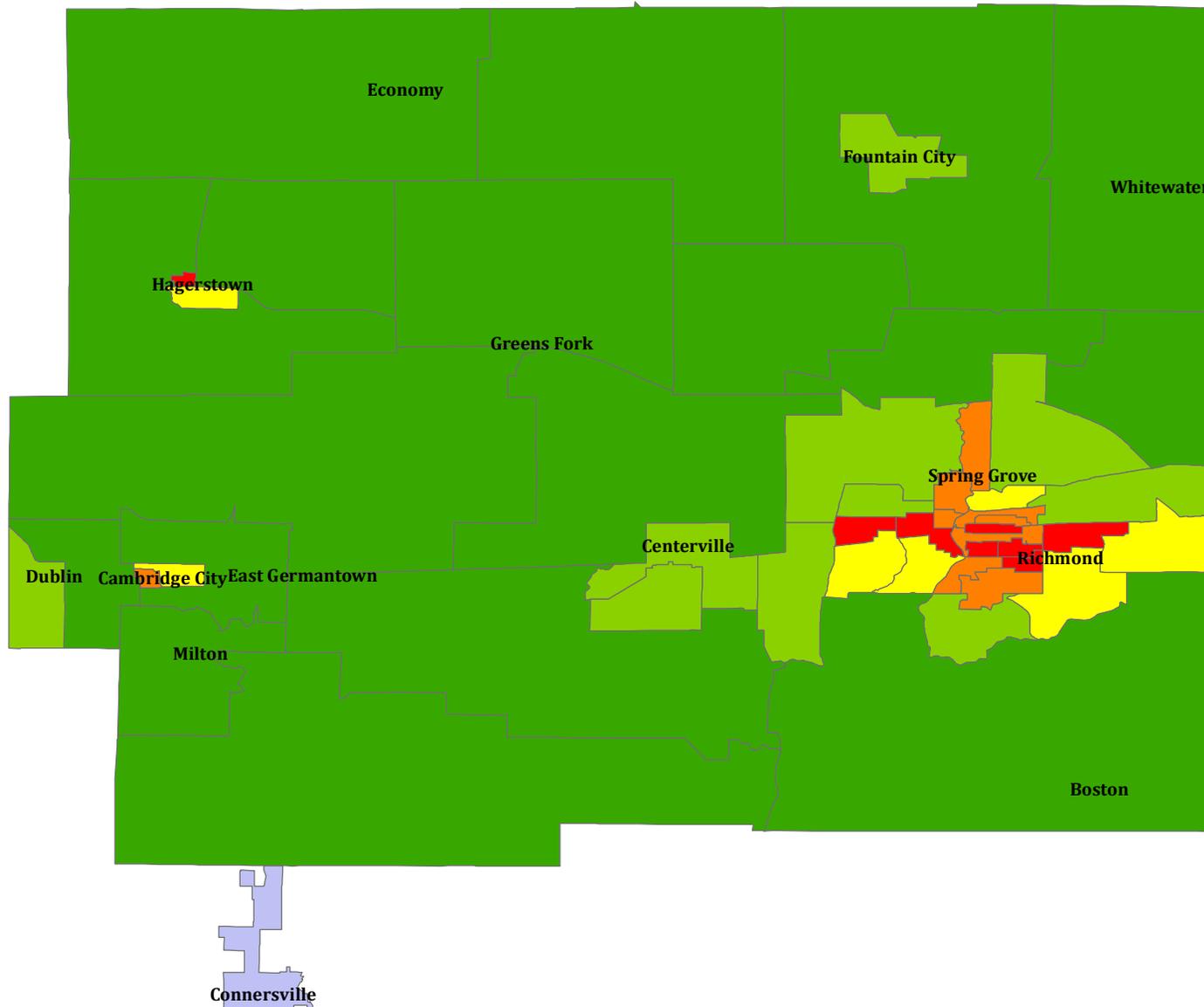
 41.13 - 127.4

 127.5 - 267.3

 267.4 - 528.4

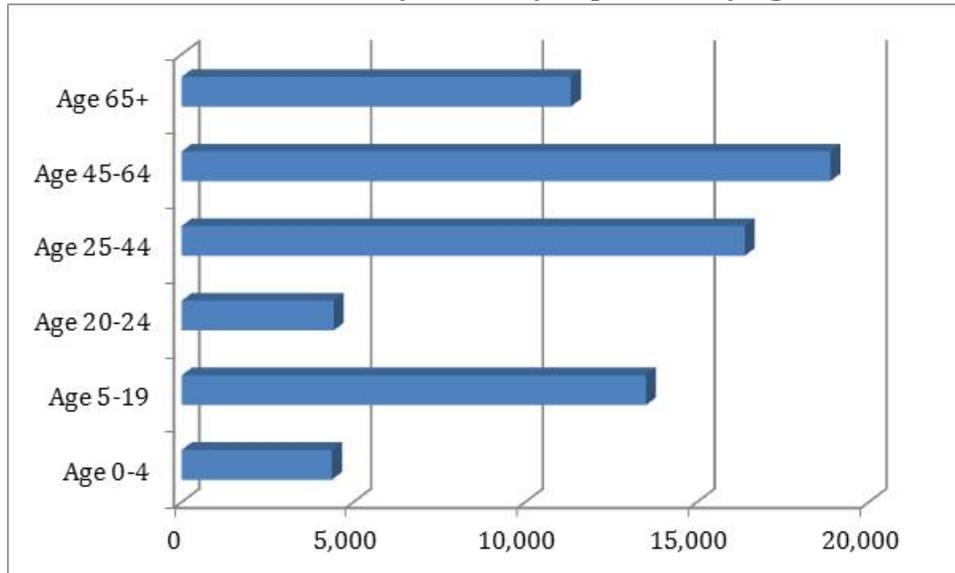
 528.5 - 896.2

 Region 11 Cities



The largest age cohort for Wayne County was between the ages of 45 and 64 (27.4 percent). The second largest group was between ages 25 and 44, which constituted 23.8 percent of the county's population (see Exhibit II.39). The third largest age group was 5 to 19 years old (19.6 percent), while 16.4 percent was age 65 or older.

Exhibit II.39: Wayne County Population by Age



Source: 2010 Indiana Business Research Center

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2011 that there were 66,374 total people in Wayne County for whom poverty status is determined. Exhibit II.40 illustrates the percentage of people below the poverty level as compared to total county population by Census Tract. The tracts in Richmond had a very high density of people below the poverty level. These tracts, along with the ones shaded in orange, had a poverty rate higher than that of the State of Indiana (14.1 percent). The remainder of the county had low to very low densities of persons below the poverty level.

Exhibit II.40: Wayne County Percent Below Poverty



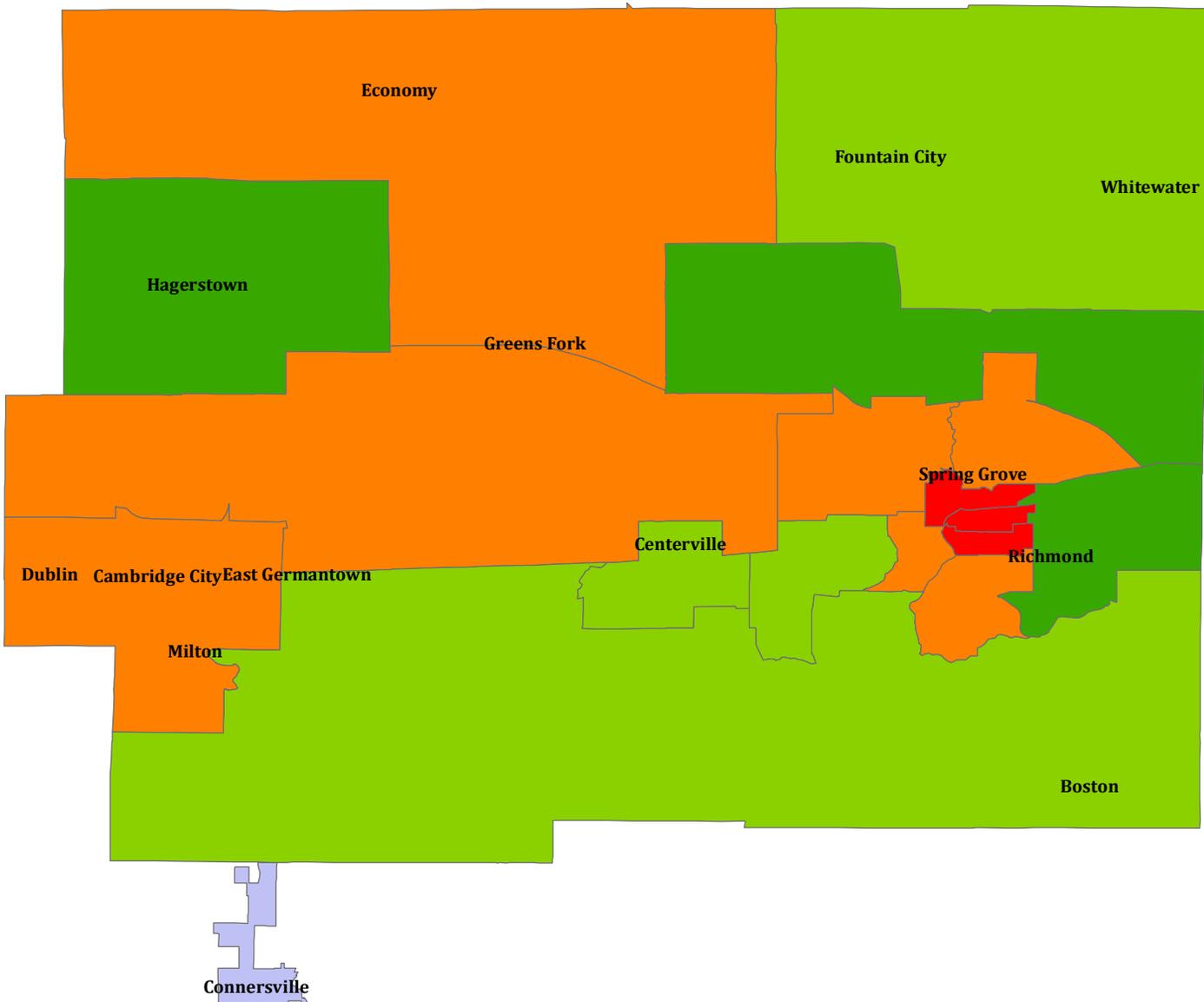
Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 7.881% - 8.43%
- 8.431% - 10.855%
- 10.856% - 14.1%
- 14.101% - 27.703%
- 27.704% - 39.362%
- Region 11 Cities

0 1.25 2.5 5 Miles



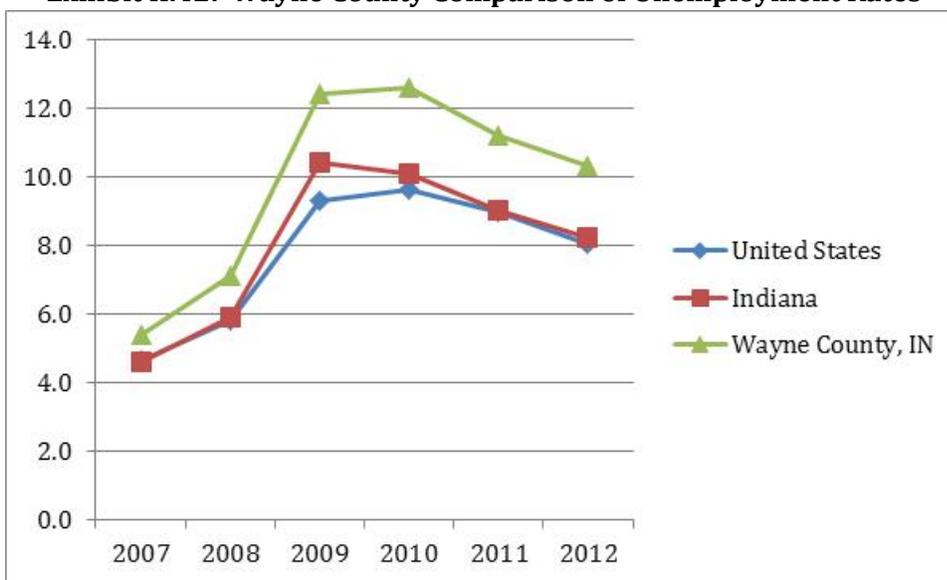
Zero Vehicle Households

In 2011, there were 28,071 total households in Wayne County. Exhibit II.41 illustrates the percentage of households with zero vehicles available by Census Tract. The Tracts in Richmond had the highest density of households with zero vehicles available (14.17 – 32.59 percent). The Tracts in eastern Richmond and around Hagerstown had the second highest percentage of zero vehicle households. These areas had zero vehicle rates between 7.40 percent and 14.17 percent. The remaining portions of the county had moderate to very low densities of zero vehicle households.

Industry and Labor Force

The 2012 Wayne County labor force consisted of 29,948 individuals. The county's unemployment rate reached a high in 2010 of 12.6 percent. From 2007 to 2012, Wayne County's unemployment rate has been significantly higher than that of the State of Indiana and the United States. Exhibit II.42 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.42: Wayne County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.41: Wayne County Percent Zero Vehicle Households



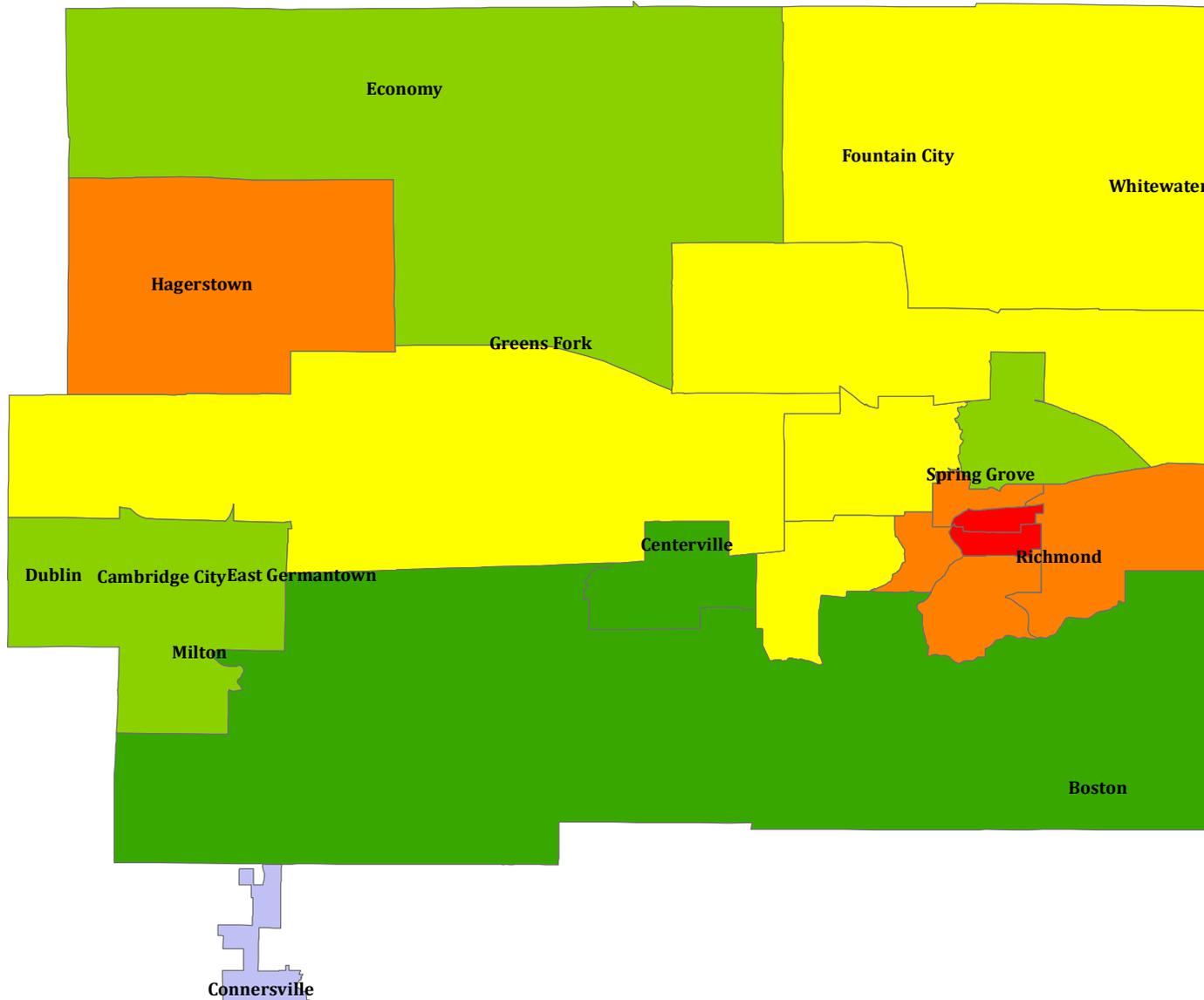
Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 0.45% - 0.699%
- 0.7% - 4.138%
- 4.139% - 7.395%
- 7.396% - 14.17%
- 14.171% - 32.585%
- Region 11 Cities

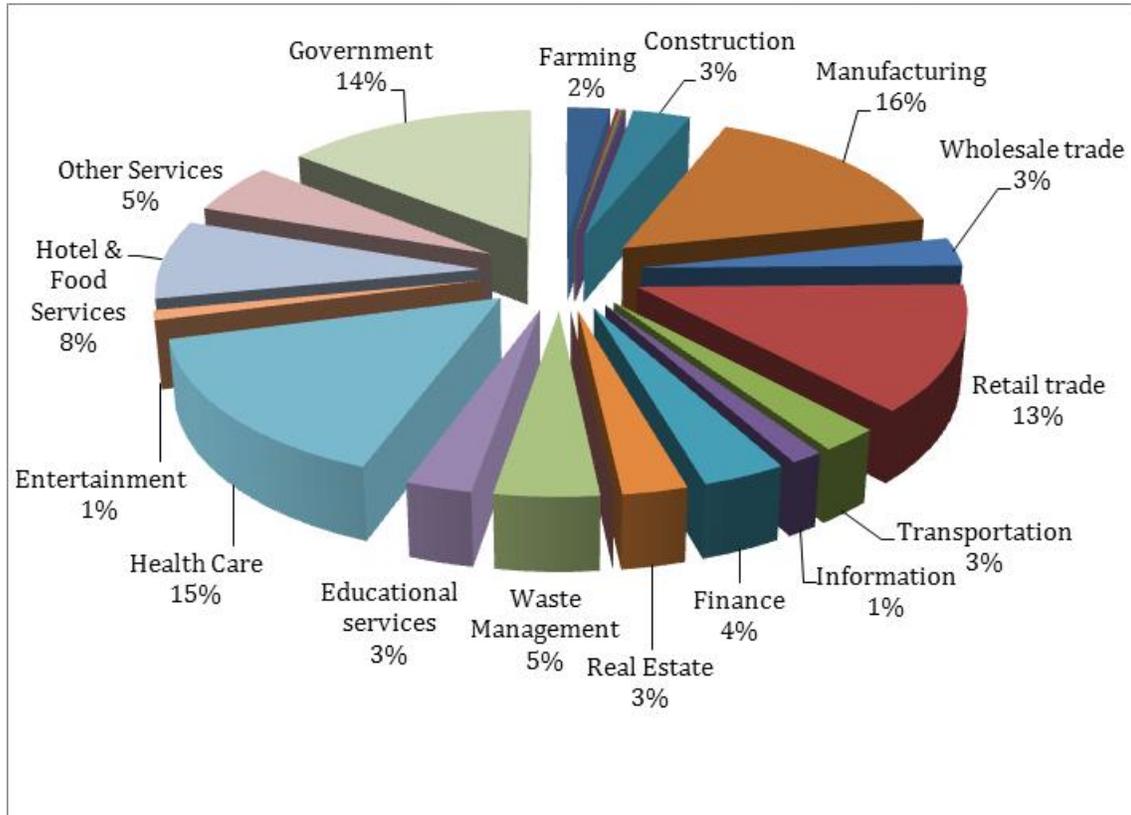
0 1.25 2.5 5 Miles



Employment by Industry

Manufacturing was the largest industry in Wayne County with 5,425 employees in 2011. Health care was the second largest employer group with 5,365 employees. In addition, the government employed about 14 percent of the population. Exhibit II.43 is an illustration of the employment by industry.

Exhibit II.43: Wayne County Employment by Industry



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

SUMMARY

The age distribution in each county indicates that the area has an older population with a higher percentage of persons age 65 and older (15.91 percent) as compared to the State of Indiana (12.97 percent) and a slightly lower percentage of the population under the age of 24 (32.39 percent) as compared to the State of Indiana in 2010 (34.8).

The overall average unemployment rate in December 2012 was 9.2 percent, a rate one percent higher than the State of Indiana's December 2012 unemployment rate of 8.2 percent. In most counties, the government was the largest employer in the area. Manufacturing was the second largest employer (8,240 employees) and retail trade was the third largest with 7,667 employees. Health care jobs made up the last significant employment group with 7,297 employees.

Existing Services

III. INVENTORY OF EXISTING TRANSPORTATION SERVICES AND GAPS

INTRODUCTION

Evaluation of service provider capabilities and analysis of the existing gaps and duplications that exist in the structure of transportation resources in each county provides coordinated 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.

Stakeholders were encouraged to participate in surveys to update information about existing resources. 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.

In addition to the surveys, all of the transportation providers, purchasers, and funding organizations were invited to participate in one-on-one reviews of the information provided in the surveys or in the 2008 plan. 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. Information reported in the 2008 Coordinated Public Transit Human Services Transportation Plan was used to supplement public information gathered during this coordination planning efforts.

HUMAN SERVICES AND PUBLIC TRANSPORTATION INVENTORY OF AVAILABLE RESOURCES

Transportation stakeholders were invited to participate in a coordinated transportation survey. Invitations were distributed to known stakeholders and also announced in local newspapers and websites and on the Indiana RTAP. Website. The survey was available in paper format at the first meeting and was also made available through email communications. A copy of the survey is provided in the Appendix.

STAKEHOLDER SURVEY TABULATION AND RESULTS

The survey posting automatically compiled the survey responses into a Microsoft Excel™ database for ease and accuracy of tabulations. There are a limited number of organizations serving the mobility needs of older adults, individuals with disabilities, and the general public. A list of organizations that either completed a survey or participated in a one-on-one interview is included below:

- ◆ Fayette Community Council on Aging and Aged
- ◆ Franklin County Senior Citizens/Public Transit

- ◆ Hand in Hand Adult Day Care of Richmond, Inc.
- ◆ Indiana Vocational Rehabilitation Services
- ◆ Richmond Public Transit/Roseview Transit
- ◆ Rush County Senior Citizens Services, Inc./"Ride Rush" Public Transit
- ◆ Union County Council on Aging and Aged

The following information is based upon the tabulations from the survey and interview database. A total of six organizations provided information about their services.

Two of survey participants received financial assistance through the Section 5317 program during 2012 to provide additional service levels that go above and beyond the basic level of service for older adults and individuals with disabilities.

Five out of seven of the participants represented a private, nonprofit social service agency. And, one organization, Indiana Vocational Rehabilitation Services, operates as a state government agency.

Six of the seven agencies that participated in the survey indicated that they directly operate transportation and one agency, Indiana Vocational Rehabilitation Services, purchases transportation on behalf of its consumers in Wayne, Union, Rush, and Fayette Counties. Three of the agencies that provide transportation are open to the general public during all days and hours of operation and do not have eligibility restrictions. Adult Day Care of Richmond, Inc. transportation services are available to the agency's registered consumers. And, Rush County Senior Citizens Services, Inc. is open to the general public Tuesday through Friday; however, eligibility for trips on Monday, Saturday, and Sunday is limited to Medicaid eligible passengers and passengers with destinations that are outside of Rush County.

All of the general public transportation providers operate demand-response with curb-to-curb service and will provide door-to-door service upon request.

The majority of transportation is available on weekdays. Only Rush County Senior Citizens Services, Inc./Ride Rush operates on weekends for Medicaid eligible and private pay medical trips.

Transportation providers begin weekday transportation between 6:00 and 7:30 AM and end transportation service between 5:00 and 6:00 PM.

Passenger Trips

The following table illustrates the level of service provided by each organization, according to survey input.

Exhibit III.2: Level of Annual Service Provided by Organization

Organization	Annual General Public Trips (ambulatory/ wheelchair)	# of Agency Consumers Transported Annually
Children’s Bureau/Community Partners	None	Information Not Tracked
Fayette Community Council on Aging & Aged, Inc. (FCCAA)/Fayette County Transit;	37,323	None
Franklin County Senior Citizens/Franklin County Public Transportation (FCPT)	34,265	None
Indiana Vocational Rehabilitation Services	N/A	N/A
Rush County Senior Citizens Services, Inc. /”Ride Rush” Public Transportation	11,662	None
Union County Council on Aging and Aged/Union County Transit;	28,602	None
Hand-in-Hand Adult Day Care of Richmond (ADC), Inc.	None	7,000 to 8,000*
City of Richmond/Rose View Transit	269,823**	None

*Trips estimated

** Trips include fixed route and paratransit service

Vehicles

Survey/Interview participants listed a combined total of 64 vehicles. Approximately 78 percent of the vehicles are wheelchair accessible.

More than one-half of the transportation providers operate at least one (1) wheelchair accessible vehicle. And, some organizations have an entire fleet of wheelchair accessible vehicles. However, given the demand for wheelchair accessible vehicles and the fact that wheelchair accessible vehicles are utilized frequently for out-of-county trips, the number of accessible vehicles may be insufficient to meet needs for individuals with disabilities and older adults. As vehicles age, they require additional maintenance, may break down more often, and become more costly to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.

Overview of Transportation Resources

The majority of survey participants indicated that public transit provides the most useful personal transportation service within the existing network of transportation providers in their county. Senior Center transportation services ranked as the second most useful transportation option.

In order to understand the existing coordination activities in the local areas, multiple methods for contacting the community and stakeholders were deployed. Responses to outreach activities were utilized to provide a representative sample of the existing level of transportation and interagency coordination. The findings offer valuable support for the coordinated transportation strategies that will be implemented by transportation providers.

Stakeholder survey and interview results indicated that the majority of transportation is available on weekdays with between 6:00 AM and 5:00PM. This finding supports the commonly cited need for transportation to support employment. None of the operators operate transportation on Saturdays and only one agency offers Sunday service for Church (Adult Day Care of Richmond).

Challenges to coordinating resources were also cited by the stakeholders. Ongoing discussions are encouraged to determine which challenges are perceived issues that may be easily overcome, and which challenges are actual barriers for which the stakeholders need to design strategies to remove the obstacles to coordination of transportation 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 in the following paragraphs was updated from the 2008 Coordinated Plan through one-on-one interviews and the 2012 INDOT Public Transit Annual Report.

FAYETTE COUNTY

The following paragraphs outline the transportation services available in Fayette County as of the date of this report.

Amtrak

Rail service is offered by Amtrak in Connersville with daily services to and from Chicago. Service is also offered three times per week to New York, New York. The train station is located at 1012 Eastern Avenue, Connersville, IN 47331. This facility is a platform with a shelter and has a limited number of parking areas. No other amenities are available at this stop.

Trains stop at additional locations along both routes, including a stop at 350 S. Illinois Street, Indianapolis, IN, 46225 on the daily route between Chicago. This facility is open 24 hours per day,

seven days per week, has short and long term parking, a ticket office, waiting area, and a Quick-Trak Kiosk. Baggage service is also available.

Schedule and fare information is available by visiting www.amtrak.com.

Children's Bureau/Community Partners

Children's Bureau/Community Partners (CB) is a private non-profit organization. The Regional office is located at 2508 Western Avenue, Connersville, IN 47331. The mission of the Children's Bureau is "Preserving families and protecting the future of Indiana's children." The agency provides services in the areas of independent living, adoption, parenting assessment, family preservation, supervised visitations, shelter care and foster care recruitment and training. CB's regional office primarily services the counties of Fayette, Rush, Union, Wayne, Franklin, and Henry.

CB provides the majority of its clients' transportation needs by case managers driving their personal vehicles, for which they receive reimbursement. This is necessary because public transportation is not always otherwise available to clients, either because clients need to travel immediately (cannot call in advance to arrange transportation) or because public transportation does not travel to the destinations required or does not operate at the time needed. Bus passes are purchased in Wayne County for clients and public transportation is used in Rush and Union Counties, when possible. Trips purchased are either paid for by the client, the agency or another funding source for which the trip purpose qualifies.

Children's Bureau/Community Partners supports the concept of coordinating transportation on a regional level to offer solutions to the transportation issues faced by its clients.

For additional information on the services provided by the Children's Bureau/Community Partners, visit their website at www.childrens-bureau.org.

Fayette Community Council on Aging & Aged, Inc. (FCCAA)/Fayette County Transit (5311)

Fayette Community Council on Aging & Aged, Inc. is a private non-profit organization that provides transportation, information/referral, nutrition, and recreation/socialization for older adults in Fayette County. Their offices are located at 477 North Grand Ave., Connersville, Indiana 47331. FCCAA operates transportation service that is open to the general public in Fayette County. The service is known as Fayette County Transit. Fayette County Transit is demand response service within the city of Connersville to destinations throughout Fayette County and anywhere in the State. The furthest destination request to date has been Indianapolis, which is 100 miles from Connersville.

Drivers will assist passengers to the entrance of their origin or destination. Passengers are limited to one cart of groceries. Drivers will assist passengers with packages. Passengers are permitted to travel with their own personal care attendants or escorts. Personal care attendants or escorts are not provided by Fayette County Transit.

Fayette County Transit provided 37,323 trips in 2012. The 2012 operating budget was \$323,592, which indicates a cost of \$8.67 per trip. Thirteen vehicles (eight of which are wheelchair accessible) were used to provide the trips. Fayette County Transit operates Monday through Friday from 7:00 AM to 6:00 PM. Transportation services are not available on Saturdays or Sundays. Passengers are asked to make reservations for out-of-town medical appointments at least seven days in advance, and all other trips 24-hours in advance. If a trip is requested on-demand, Fayette County will make every effort to provide the trip based on availability. There is no additional charge for on-demand trips. If Fayette County cannot provide a trip, other 5311 providers in the area are contacted to see if anyone can accommodate the trip. The most popular out-of-county destination is Richmond for medical appointments.

Union County Transit provides trips to Richmond for various Fayette County group homes. Fayette County Transit does not object to Union County Transit providing these services. Duplication of services is occurring, however, when Union County Transit picks up passengers in Fayette County and transports them to the Fayette County sheltered workshop. Union County Transit and Fayette County Transit have recently opened communications to resolve this duplication of services.

In Fayette County, Fayette County Transit provides the majority of the transportation needs for the general public including nursing homes. Requests for transportation services on weekends or after hours are rarely received. The current operating hours appear to meet the needs of the traveling public in Fayette County.

The fare structure is provided below:

Fayette County Transit Fare Structure:

In Connersville:

\$2.50 one-way

Older Adults (60+): \$2.00 suggested donation per one-way trip

County-wide:

\$5.00 one-way for trips over three (3) mile outside of the city limits of Connersville

Older Adults (60+): \$2.00 suggested donation per one-way trip anywhere in the county

Out of county:

\$15.00 Round trip (Cambridge City, Liberty, and Laurel)

\$25.00 Round trip (Richmond, Rushville, and Brookville)

\$60.00 Round trip to Indianapolis –First hour of wait time included, then a \$2.00 for every fifteen minutes beyond the first hour

Additional information about Fayette County Transit services can be obtained by calling Fayette Community Council on Aging & Aged, Inc. at 765-825-1458.

Union County Council on Aging and Aged (5310)/Union County Transit (5311)

Union County Council on Aging and Aged is a private, non-profit organization that provides transportation and information/referral for older adults in Union County with offices located at 615 West High Street, Liberty, Indiana 47353. They operate the public transportation service in Union County known as Union County Transit. Union County Transit provides demand response and subscription service. AWS (a human services agency serving people with disabilities) contracts with Union County Transit to provide transportation for its consumers living in group homes located in Fayette County to its facilities in Connersville (Fayette County) and Richmond (Wayne County).

For further information about the transportation services provided by Union County Transit, please refer to the summary located in the Union County section of this chapter.

Additional information about the transportation services provided by Union County Transit may be obtained by calling: 765-458-5500.

Other Transportation Providers

There is one taxi, T&T Taxi, that provides service including evening and weekend service. There is no intercity bus service available in Fayette County. Richmond is the closest Greyhound Bus stop.

Summary of Transportation Providers

There are a limited number of transportation providers in Fayette County. The table in Exhibit III.6 outlines the transportation services that are included in this report.

Exhibit III.6: Existing Transportation Services for Fayette County

<u>Organization/Agency Name</u>	<u>Consumer Eligibility</u>	<u>Eligible Trip Purpose</u>	<u>Service Area</u>	<u>Wheelchair Accessible Vehicles</u>
Amtrak	General Public	Any	Nationwide	Yes
Children’s Bureau/Community Partners	Consumers	Any	Fayette, Franklin, Henry, Rush, Union, and Wayne Counties	Information not provided
Fayette Community Council on Aging & Aged, Inc./Fayette County Transit	General Public & Older Adults	Any	Fayette County	Yes
T&T Taxi	General Public	Any	Fayette County	No
Union County Transit	AWS consumers	Work Trips (AWS)	Fayette and Union County	Yes

Non-Transportation Providers

The human service agencies included in the following paragraphs provide various services to Fayette County and other counties in the region. Each agency provided input for the 2013 Coordinated Public Transit-Human Services Transportation Plan update through surveys and/or interviews.

Vocational Rehabilitation Services

Vocational Rehabilitation Services (VRS) is a department of State government that is located at 52 South 2nd St., Richmond, Indiana 47374. VRS provides social services, counseling, job training, employment, rehabilitation, diagnosis/evaluation, job placement and information and referral for its consumers. Services are provided in Wayne, Fayette, Union, Rush, and Franklin counties.

VRS does not directly provide transportation services but encourages consumers to use public transportation services in areas where it is available. VRS supports coordination of transportation to provide solutions to the transportation barriers faced by its consumers. Some consumers were forced to turn down second or third shift or weekend job offers because transportation services are not available at these times. VRS sees a need for longer hours and possibly weekend service in the region.

Finally, VRS sees a need for connectivity to other areas throughout Indiana for its consumers. There are training, educational and medical facilities located in other areas of Indiana that are not accessible due to a lack of transportation.

Summary of Transportation Needs for Fayette County

The following transportation needs for Fayette County were identified by survey respondents who participated in the 2013 Coordinated Public Transit-Human Services Transportation Plan update through surveys and interviews:

- ◆ Public Perception of Public Transportation Services – Stakeholders indicated the public perceives the rural demand response public transportation services as those only available to human services consumers. There is a need to inform the community that public transportation services are available to everyone including older adults, individuals with disabilities, people with low incomes, and the general public.
- ◆ Additional Wheelchair Accessible Vehicles - Transportation providers indicated a need for replacement or additional vehicles with wheelchair accessibility. Fayette County Transit will request 5310 vehicles in 2014 and could hire more drivers if they had additional accessible vehicles.
- ◆ Expand Hours of Service - There is limited available transportation to support individuals traveling to or from work after 5:00 PM or before 6:00 AM on weekdays or anytime on weekends. Fayette County stakeholders will investigate the need for transportation services that could also accommodate individuals with employment, medical and other evening/weekend appointments.

- ◆ Medical Transportation Options - Transportation to medical appointments, hospital, and dialysis treatment is commonly requested and additional transportation resources are needed to meet demand. With additional vehicles, Fayette County Transit would be better equipped to meet this demand.
- ◆ Additional Funding – Transportation providers indicated that additional funding is needed to add more vehicles and manage the volume of requests for service. With the current reduction of Title III-B funding, additional revenue to support affordable transportation for older adults, individuals with disabilities, low income people and the general public is needed.
- ◆ Training for Transportation Providers on Federal and State Regulations – Stakeholders mentioned the need for additional training available to providers on federal and state regulations regarding the provision of transportation services.
- ◆ Accessible Transportation Options - Non-accessible taxi service is available during and outside the operating hours of Fayette County Transit. Accessible transportation services need to be available when Fayette County Transit is closed.
- ◆ New Technology – Stakeholders discussed the need for transportation providers to create websites to increase communications with the public and passengers about the transportation services available in each county and the region. Websites can contain links to other provider websites. Facebook accounts are another tool that can easily be implemented to assist transportation providers to inform the public of their services.
- ◆ NIMS Training – Transportation providers indicated they participate in the emergency management plans in Fayette County. To increase the awareness of their roles in emergency evacuation plans, drivers and other staff members should receive the National Incident Management Systems courses.
- ◆ Continued Inter-Agency Coordination – Transportation providers and organizations that provide services to older adults, individuals with disabilities, and people with low incomes need to continue to improve coordinated transportation efforts to better meet the needs of consumers and the general public. Efforts to reduce duplication of services should be explored to ensure efficient operations of all transportation services.
- ◆ Information About All Modes of Transportation - Many organizations and individuals mentioned they are not aware of all the transportation options available in the county and/or the region. This includes human service and public transportation providers, and inter- or intra-city bus services.
- ◆ Travel Training – Passengers may have difficulty understanding how to access and use the available transportation services. Stakeholders support the improvement or implementation of travel training opportunities for passengers to understand the services. Travel training can be provided in a formal or informal setting to ensure adequate information is shared to give passengers a comprehensive overview of their transportation services.

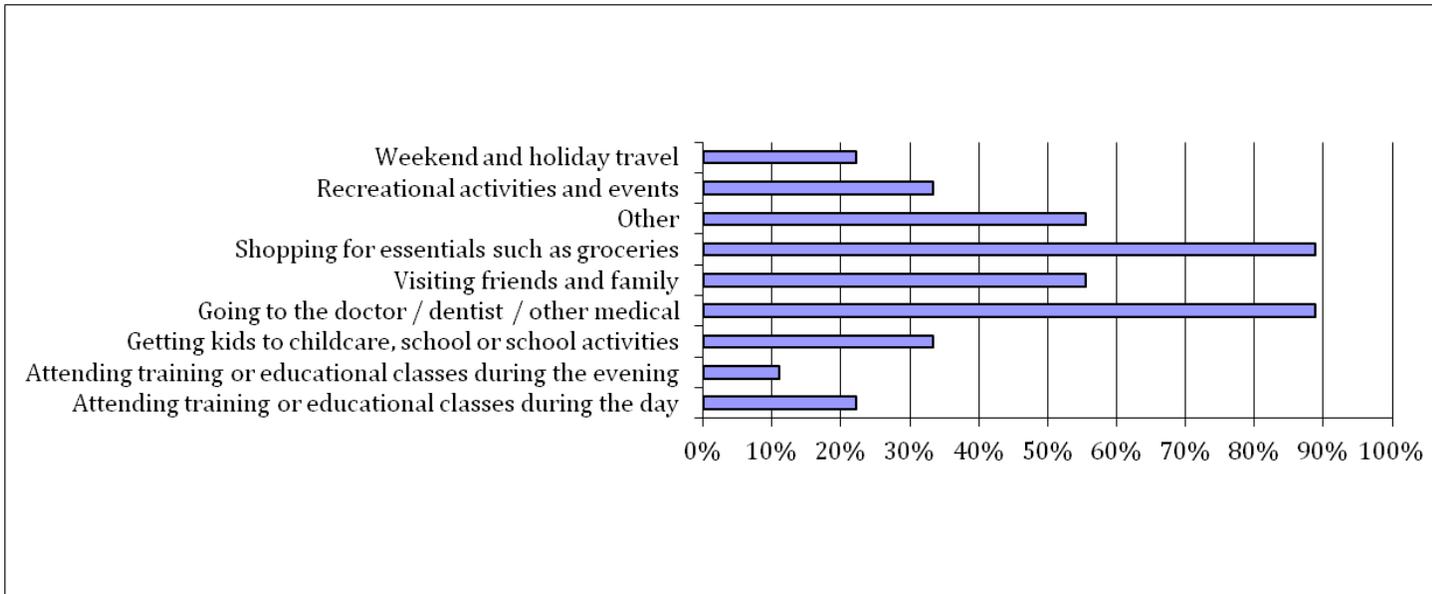
FAYETTE COUNTY PUBLIC SURVEY RESULTS

The following charts outline the public survey results received from individuals living in Fayette County. Surveys were available on-line and at Public Libraries. A total of 10 surveys were collected from the general public.

Purposes for Using Transportation

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

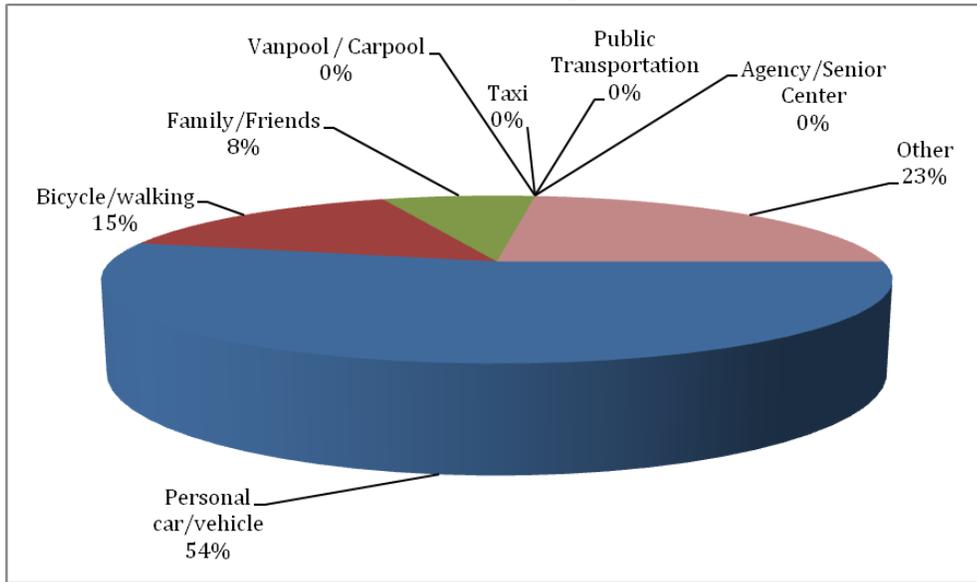
Purpose for Transportation on a Regular Basis



Current Mode of Transportation

As illustrated below, fifty-four percent of Fayette County respondents drive a personal vehicle. The second most frequent response was other, at 23 percent. Comments also included bicycling/walking (15 percent) or riding with family/friends (8 percent).

Current Mode of Transportation

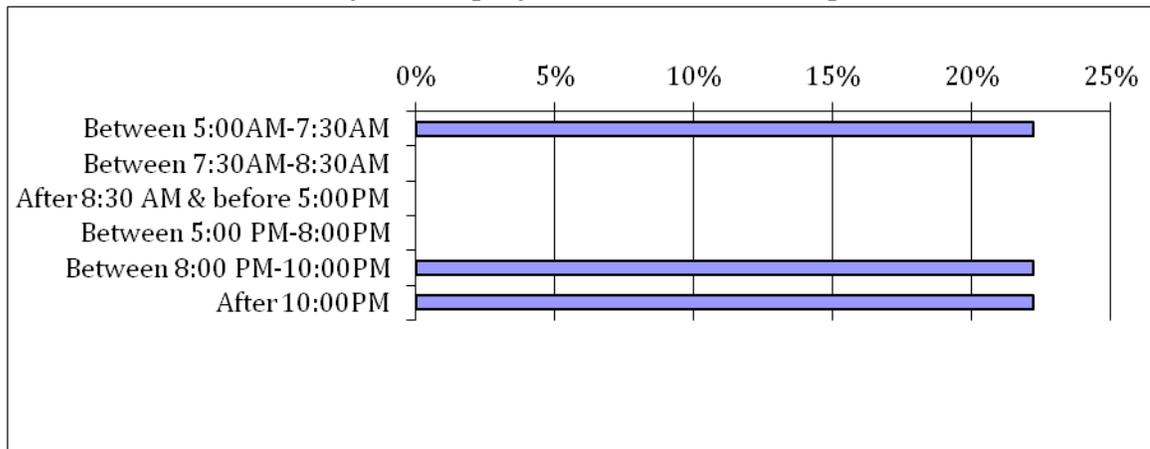


Approximately 60 percent of Fayette County survey respondents stated that their choice of transportation is limited by where they live. Seventy-seven percent do not need a mobility device.

Employment-Related Transportation

Thirty-seven percent of Fayette County respondents were retired, 37 percent were employed and 25 percent were unemployed. The time of day they need employment-related transportation included: 5:00 AM to 7:30 AM and from 8:00PM to after 10:00PM.

Time of Day for Employment-Related Transportation



Rating of Existing Transportation Resources

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

Table: Rating of Existing Transportation Resources

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

FRANKLIN COUNTY

The following paragraphs outline the transportation services available in Franklin County as of the date of this report. Sources for information include survey results, interviews, and the 2012 INDOT Public Transit Annual Report.

Children's Bureau/Community Partners

Please refer to the summary provided under [Fayette County](#).

Franklin County Senior Citizens/Franklin County Public Transportation (FCPT) (5311)

Franklin County Senior Citizens is a private non-profit organization that provides transportation and social services for older adults in Franklin County with offices located at 11146 County Park Road, Brookville, Indiana 47012. Franklin County Senior Citizens operates the public transportation service that is open to the general public in Franklin County known as Franklin County Public Transportation (FCPT). FCPT provides public demand response transportation services within Brooksville, throughout Franklin County and beyond the county lines going as far as Indianapolis. FCPT will cross state lines into Ohio with the most common destinations being Oxford and Cincinnati, Ohio.

There are no hospitals or dialysis facilities located in Franklin County. A majority of the medical – related trips are to Batesville, Connersville (Fayette County), and Oxford, Ohio. FCPT provides trips

for veterans to the Lawrenceburg Veterans Hospital (Dearborn County, Indiana). Veterans are required to pay a fare to ride.

Drivers will assist passengers to the entrance of their origin or destination and will help with an unlimited number of packages. Passengers are permitted to travel with their own personal care attendant (PCA) or escort. PCA/escorts do not pay a fare. In 2012, nearly 20 percent of trips were for individuals using a mobility device, an 18 percent increase since 2007.

FCPT provided 34,265 trips in 2012, which is a decrease of 11,915 trips since 2007. The decrease in ridership is due to the local school district changing kindergarten from half-day to a full-day in August 2012. FCPT had been providing the mid-day transportation for kindergarten students, which was approximately 90 trips per day.

The 2012 operating budget was \$484,397, which reflects a \$14.13 cost per trip. Fifteen vehicles (ten of which are wheelchair accessible) were used to provide transportation services in Franklin County. Franklin County Public Transportation operates Monday through Friday from 6:00 AM to 5:00 PM. Services are available on Saturdays or Sundays by appointments only. Passengers are asked to make reservations for out-of-county trips as soon as possible as the schedule for those trips fills up quickly. FCPT suggests all other trip reservations be made at least 24-hours in advance. If a trip is requested on-demand, FCPT attempts to provide the trip based on availability. There is no additional charge for on-demand trips. Standing trip reservations are allowed for reoccurring trips. FCPT will accept trip reservations up to one year in advance. If FCPT cannot provide a trip, the other 5311 providers in the area are contacted to determine if they can accommodate the trip.

Franklin County Public Transportation provides the majority of the transportation needs in the county.

The fare structure is provided below:

Franklin County Public Transportation Fare Structure:

Brooksville:

\$1.25 one-way

Older Adults: Donations are accepted

County-wide:

\$2.50 one-way for trips over one mile outside the city limits of Brooksville

Older Adults: Donations are accepted

Out of county:

\$15.00 Round trip (Batesville, Connersville, Rushville, Liberty, Oxford/Harrison OH \$20.00

Round trip (Greensburg or Lawrenceburg)

\$30.00 (Richmond or Versailles)

\$40.00 Round trip (Shelbyville)

\$50.00 Round trip (Indianapolis)

Out of state:

\$15.00 Round trip (Oxford or Harrison OH)

\$35.00 Round trip (Cincinnati OH and surrounding areas)

The first hour of wait time for out-of-county and out-of-state trips is included in the base fare. There is a \$10.00 charge for every hour beyond the first hour.

Additional information about Franklin County Transit services can be obtained by calling Franklin County Senior Citizens at 765-647-2850.

Other Transportation Providers

There is no taxi service based in Franklin County. Intercity bus service is not available for Franklin County residents. Richmond is the closest Greyhound Bus stop. EMS provides ambulance services for Franklin County.

Summary of Transportation Providers

Limited transportation services are available to Franklin County residents. The table in Exhibit III.7 outlines the transportation services that are included in this report.

Exhibit III.7: Existing Transportation Services for Franklin County

<u>Organization/Agency Name</u>	<u>Consumer Eligibility</u>	<u>Eligible Trip Purpose</u>	<u>Service Area</u>	<u>Wheelchair Accessible Vehicles</u>
Children’s Bureau/Community Partners	Consumers	Any	Fayette, Franklin, Henry, Rush, Union, and Wayne Counties	Information not provided
Franklin County Public Transportation	General Public & Older Adults	Any	Franklin County	Yes

Non Transportation Providers

The human service agencies included in the following paragraphs provide various services to Franklin County residents and provided input for the 2013 Coordinated Public Transit-Human Services Transportation Plan update. Participants provided this information through surveys and/or interviews.

Vocational Rehabilitation Services

Please refer to summary of services described under the [Fayette County section](#).

Summary of Transportation Needs for Franklin County

Interviews and survey respondents who participated in the 2013 Coordinated Public Transit-Human Services Transportation Plan update identified the transportation needs for Franklin County.

- ◆ **Public Perception of Public Transportation Services** – Stakeholders indicated the public perceives the rural demand response public transportation services as those only available to human services consumers. There is a need to inform the community that public transportation services are available to everyone including older adults, individuals with disabilities, people with low incomes and the general public.
- ◆ **Transportation Across County Lines** – Stakeholders discussed the continued need for transportation that crosses county lines and/or connections with transportation providers in neighboring counties that do not require multiple transfers at service area boundaries. Franklin County residents must travel to the Ripley County side of Batesville to receive dialysis treatments.
- ◆ **Additional Wheelchair Accessible Vehicles** – Many stakeholders indicated that they are not able to meet the current transportation needs for passengers who use a wheelchair. Additional accessible vehicles, including vehicles that can accommodate large and heavy wheelchairs are needed. Franklin County Public Transportation will request replacement vehicles in 2014.
- ◆ **Medical Transportation Options** – Stakeholders discussed the need for medical transportation options for individuals ineligible for older adults or Medicaid transportation services. People with low incomes and the general public may not always have access to transportation, especially to out of county medical facilities.
- ◆ **Additional Funding** – Transportation providers indicated that additional funding is needed to add more vehicles and manage the volume of requests for service.
- ◆ **Information About All Modes of Transportation** - Many organizations and individuals mentioned they are not aware of all the transportation options available in the county and/or the region. This includes human service and public transportation providers, ridesharing, park and ride lots, and inter- or intra-city bus services. Agencies were encouraged to contact the Indiana Department of Transportation Public Transit for information about transportation options.
- ◆ **Scheduling Software Purchase** – Stakeholders discussed the need to purchase software for transportation providers that are currently scheduling and dispatching trips manually. While spreadsheets and other computer programs are helpful, programs written to assist in the efficient movement of passengers is essential to transportation providers. Software may relieve some of the paperwork requirements of drivers by providing much of the information they are required to provide under the method. Stakeholders will investigate the possibility of purchasing additional site licenses for their agencies from an agency that currently uses scheduling software.
- ◆ **Continued Inter-Agency Coordination** – Transportation providers and organizations that provide services to older adults, individuals with disabilities, and people with low incomes need to continue to improve coordinated transportation efforts to better meet the needs of consumers and the general public. Efforts to reduce duplication of services should be explored to ensure efficient operations of all transportation services.
- ◆ **Regional Transportation** – Stakeholders strongly indicated that the need for regional transportation or connections between transportation providers in neighboring counties is increasing and must be addressed. Regional transportation opportunities are necessary for employment, medical, and social purposes.

- ◆ New Technology – Stakeholders discussed the need for transportation providers to create websites to increase communications with the public and passengers about the transportation services available in each county. Websites can contain links to other provider websites. Facebook accounts are another tool that can easily be implemented to assist transportation providers to inform the public of their services.
- ◆ Training for Transportation Providers on Federal and State Regulations – Stakeholders mentioned the need for additional training available to providers on federal and state regulations regarding the provision of transportation services.
- ◆ Travel Training – Passengers may have difficulty understanding how to access and use the available transportation services. Stakeholders support the improvement or implementation of travel training opportunities for passengers to understand the services. Travel training can be provided in a formal or informal setting to ensure adequate information is shared to give passengers a comprehensive overview of their transportation services.

FRANKLIN PUBLIC SURVEY RESULTS

There was no public survey participation from Franklin County residents. The survey was available on-line and at the Franklin County and Brookville Public Libraries, Fayette County Public Library, and Union County Public Library.

RUSH COUNTY

The following paragraphs outline the transportation services available in Rush County as of the date of this report. Sources for information include survey results, interviews, and the 2012 INDOT Public Transit Annual Report.

Children’s Bureau/Community Partners

Please refer to the summary provided under the [Fayette County section](#) of this plan.

Rush County Senior Citizens Services, Inc. /Ride Rush Public Transportation (5311)

Rush County Senior Citizens is a private non-profit organization that provides transportation and recreational/social services for older adults in Rush County with offices located at 504 West Third Street, Rushville, Indiana 46173. Rush County Senior Citizens operates the county’s public transportation service, known as Ride Rush, which is the largest program managed by the agency.

Ride Rush provides demand response service within Rushville and throughout Rush County. Out-of-county trips are provided to medical destinations within a sixty-mile radius of Rush County. Ride Rush provides door-to-door transportation services to the general public in Rush County, Tuesday through Friday, 7:00 AM - 5:00 PM. Monday service is available for out-of-county medical trips (Medicaid and private pays) only (in-county service is not available on Mondays). Limited transportation service is offered on Saturdays and Sundays with advance notice. Ride Rush suggests 24-hour advance reservations for trips within the county and 72-hours for trips outside the county.

If Ride Rush cannot provide a trip, the other 5311 providers in the area are contacted to see if they can accommodate the trip. The most popular out-of-county destination is Indianapolis.

Ride Rush provided 11,662 trips in 2012, which is an 86 percent increase in the number of trips provided in 2006. The increase in ridership is due to the service being open to the general public. The 2012 operating budget was \$173,492, which amounted to a cost of \$14.87 per trip. Seven vehicles (five of which are wheelchair accessible) were used to provide the trips in 2012. Ride Rush provides the majority of the transportation needs for the county.

The fare structure is provided below:

Ride Rush Fare Structure:

General Public:

\$2.00 up to 10 miles

\$3.00 for trips 11-16 miles

\$3.50 for trips - 17miles or more

\$3.50 for trips up to 5 miles into bordering counties with approval from the bordering county

Children:

5 years and younger

\$1.00 up to 10 miles

\$2.00 for trips 11 miles or more

Age 60 and Older:

\$1.50 per one-way trip is the suggested donation (In-county)

Older Adults pay the same fares as the general public for out-of-county trips

Out-of-County:

\$72.00 for up to three hours

\$10.00 for each additional hour

Children out of county:

5 years and younger

\$1.00 up to 10 miles

\$2.00 for trips 11 miles or more

Additional information about the transportation services provide by Ride Rush can be obtained by calling Rush County Senior Services, Inc./Ride Rush at 765-932-2935.

New Freedom

Rush County Senior Citizens was awarded a New Freedom grant in 2010. The grant provided partial funding for out-of-county trips to medical facilities for \$10.00 each way. Ride Rush found it difficult to group the long distance trips, which created a financial burden for the agency and the program was terminated.

Other Transportation Providers

Classic Cab is a taxi service based in Rush County. Intercity bus service is not available in Rush County. Richmond is the closest city for Greyhound Bus and Hoosier Ride bus stops.

Summary of Transportation Providers

Few transportation options are available to Rush County residents. The table in Exhibit III.8 outlines the transportation services that are included in this report.

Exhibit III.8: Existing Transportation Services for Rush County

<u>Organization/Agency Name</u>	<u>Consumer Eligibility</u>	<u>Eligible Trip Purpose</u>	<u>Service Area</u>	<u>Wheelchair Accessible Vehicles</u>
Classic Cab	General Public	Any	Rush County	Information not provided
Children’s Bureau/Community Partners	Consumers	Any	Fayette, Franklin, Henry, Rush, Union, and Wayne Counties	Information not provided
Rush County Senior Citizens Service, Inc./Ride Rush	General Public & Older Adults	Any	Rush County	Yes

Non-Transportation Providers

The human service agencies included in the following paragraphs operate a variety of services in Rush County and provided input for the 2013 Coordinated Public Transit-Human Services Transportation Plan update. Participants provided this information through surveys and/or interviews.

Vocational Rehabilitation Services

Please refer to the summary provided under the [Fayette County section](#) of this report.

Summary of Transportation Needs for Rush County

Interviews and survey respondents who participated in the 2013 Coordinated Public Transit-Human Services Transportation Plan update identified these transportation needs for Rush County.

- ◆ Affordable Older Adults Transportation – Stakeholders indicated there is a continued need for transportation that is affordable for older adults that have limited incomes.

- ◆ Transportation Across County Lines – Stakeholders discussed the continued need for transportation that crosses county lines and/or connections with transportation providers in neighboring counties. Rush County residents travel often to the Indianapolis region for medical appointments.
- ◆ Additional Wheelchair Accessible Vehicles – Many stakeholders indicated that they are not able to meet the current transportation needs for passengers who use a wheelchair. Additional accessible vehicles, including vehicles that can accommodate large and heavy wheelchairs are needed. Ride Rush needs replacement accessible vehicles.
- ◆ Medical Transportation Options – Stakeholders discussed the need for medical transportation options for individuals ineligible for older adults or Medicaid transportation services. People with low incomes and the general public may not always have access to transportation, especially to out of county medical facilities.
- ◆ Transportation Options for Those under 60 Years of Age – Stakeholders stated there are more transportation options available to older adults than there are for individuals under 60.
- ◆ Additional Funding – Transportation providers indicated that additional funding is needed to add more vehicles and manage the volume of requests for service.
- ◆ Information About All Modes of Transportation - Many organizations and individuals mentioned they are not aware of all the transportation options available in the county and/or the region. This includes human service and public transportation providers, ridesharing, park and ride lots, and inter- or intra-city bus services.
- ◆ Continued Inter-Agency Coordination – Transportation providers and organizations that provide services to older adults, individuals with disabilities, and people with low incomes need to continue to improve coordinated transportation efforts to better meet the needs of consumers and the general public. Efforts to reduce duplication of services should be explored to ensure efficient operations of all transportation services.
- ◆ Regional Transportation – Stakeholders strongly indicated that the need for regional transportation or connections between transportation providers in neighboring counties is increasing and must be addressed. Regional transportation opportunities are necessary for employment, medical, and social purposes.
- ◆ New Technology – Stakeholders discussed the need for transportation providers to create websites to increase communications with the public and passengers about the transportation services available in each county and the region. Websites can contain links to other provider websites. Facebook accounts are another tool that can easily be implemented to assist transportation providers to inform the public of their services.
- ◆ NIMS Training – Transportation providers indicated they participate in the emergency management plans in Fayette County. To increase the awareness of their roles in emergency evacuation plans, drivers and other staff members should receive the National Incident Management Systems courses.
- ◆ Travel Training – Passengers may have difficulty understanding how to access and use the available transportation services. Stakeholders support the improvement or implementation of travel training opportunities for passengers to understand the services. Travel training can be provided in a formal or informal setting to ensure adequate information is shared to give passengers a comprehensive overview of their transportation services.
- ◆ Training for Transportation Providers on Federal and State Regulations – Stakeholders mentioned the need for additional training available to providers on federal and state regulations regarding the provision of transportation services.

RUSH PUBLIC SURVEY RESULTS

There was no public survey participation from Rush County residents. The survey was available online and at the Rushville Public Library.

UNION COUNTY

The following paragraphs outline the transportation services available in Union County as of the date of this report. Sources for information include survey results, interviews, and the 2012 INDOT Public Transit Annual Report.

Children's Bureau/Community Partners

Please refer to the summary provided in the [Fayette County section](#) of this plan.

Union County Council on Aging and Aged (5310)/Union County Transit (5311)

Union County Council on Aging is a private, non-profit organization that provides transportation and information/referral for older adults in Union County with offices located at 615 West High Street, Liberty, Indiana 47353. The agency operates transportation service that is open to the general public in Union and Wayne Counties known as Union County Transit. Union County Transit operates demand response and subscription service, throughout Union County. The agency also provides public transportation services in rural Wayne County (outside the City of Richmond), which is partially funded with \$10,000 from Wayne County Economic Development Income Tax (EDIT).

Union County Transit provides transportation services to any destination in Indiana and Ohio. Trips do not have to originate in Union County. The most common destinations are to medical facilities in Connersville, IN (Fayette County) and Richmond, IN (Wayne). Drivers will assist passengers to the entrance of their origin or destination and will help with an unlimited number of packages. Passengers are permitted to travel with their own personal care attendants or escorts.

Union County Transit provided 32,779 trips in 2012. Twelve vehicles (eleven of which are wheelchair accessible) were used to provide the 2012 trips. Union County Transit operates Monday through Friday, 6:00 AM to 7:00 PM. Transportation services are available by reservation only on Saturdays or Sundays. Passengers are asked to make reservations at least 24-hours in advance, and can make reoccurring reservations up to one year prior to the trips. If a trip is requested on-demand, Union County Transit will accommodate the trip if there is room in the schedule. There is no additional charge for on-demand trips. Union County Transit has contracts with McSherr and Caring Service to provide transportation services for their consumers. AWS (a human services agency serving people with disabilities) contracts with Union County Transit to provide transportation for its consumers from group homes located in Fayette County to its facilities in Connersville (Fayette County) and Richmond (Wayne County). In addition, Union County Transit has a contract to transport Hand-in-Hand Adult Day Care of Richmond, Inc. consumers in Wayne County to their facility in Richmond.

In Union County, Union County Transit provides the majority of the transportation needs. Dialysis patients travel to Richmond and Connersville for medical services. When Union County Transit cannot provide a trip, the other transportation providers are contacted to see if they can accommodate the trip. Based on comments made during the public meetings, Union County Transit provides the majority of trips referred to them by other 5311 providers in the area.

Requests for transportation services on weekends are rarely received. The current operating hours appear to meet the needs of the traveling public in Union and Wayne Counties.

Union County Transit encourages organizations to purchase transportation services from public transportation providers as a coordinated effort and to meet the ever increasing needs of their clients. Union County Transit staff members attend Transportation Advisory Committee (TAC) meetings of other rural public transportation providers in the region. Union County Transit supports the coordination of transportation services when feasible.

The fare structure is provided below:

Union County Transit Fare Structure:

In Liberty: *

\$1.00 one-way within city limits

County-wide:*

\$2.25 - one-way up 2 miles

\$3.00- one-way for 2-4 miles

\$3.50- one-way for 4-6 miles

\$4.50 - one-way for 6 miles and up

*Fridays are free for all trips within Union County

Out-of-county:

\$9.50 one-way to Franklin County

\$6.50 one-way to Fayette County

\$14.00 one-way to Rush County

\$8.00 one-way to Oxford, OH

\$7.50 one-way to Wayne County, \$1.00 for each additional stop

All other out-of-county trips are \$.75 per mile and are charged from the pick-up point to the drop off address.

Additional information about the transportation services provided by Union County Transit may be obtained by calling: 765-458-5500

Other Transportation Providers

There is no taxi or intercity bus service available in Union County. The closest Greyhound Bus stop is located in Fort Wayne.

Summary of Transportation Providers

Union County Transit is the only transportation provider in Union County. The table in Exhibit III.9 outlines the transportation services that are included in this report.

Exhibit III.9: Existing Transportation Services for Union County

<u>Organization/Agency Name</u>	<u>Consumer Eligibility</u>	<u>Eligible Trip Purpose</u>	<u>Service Area</u>	<u>Wheelchair Accessible Vehicles</u>
Children's Bureau/Community Partners	Consumers	Any	Fayette, Franklin, Henry, Rush, Union, and Wayne Counties	Information not provided
Union County Council on Aging/Union County Transit	General Public & Older Adults	Any	Fayette, Union, Wayne Counties	Yes

Non Transportation Providers

The human service agencies included in the following paragraphs offer various services to Union County residents and provided input for the 2013 Coordinated Public Transit-Human Services Transportation Plan update. Participants provided this information through surveys and/or interviews.

Vocational Rehabilitation Services

Please refer to the summary provided under the [Fayette County section](#) of this plan.

Summary of Transportation Needs for Union County

The following transportation needs for Union County were identified by survey respondents who participated in the 2013 Coordinated Public Transit-Human Services Transportation Plan update through surveys and interviews:

- ◆ **Additional Wheelchair Accessible Vehicles** - Transportation providers indicated a concern that there are too few vehicles with wheelchair accessibility available in Union County. For example, many of the passengers in Union County, who require a wheelchair accessible vehicle, also require an out-of-county trip, which occupies the vehicle for several hours making it

unavailable for much needed local trips. They will request an expansion vehicle in 2014, which is needed to meet the increasing demand for their transportation services.

- ◆ Replacement Vehicles: Union County Transit needs to replace vehicles.
- ◆ Expand Hours of Service - There is limited available transportation to support individuals traveling to work during second shifts. The need for transportation to support shift work is recognized in all counties, and especially in Union County.
- ◆ Medical Transportation Options - Transportation to medical appointments, hospital, and dialysis treatment is commonly requested and additional transportation resources are needed to meet demand. Stakeholders indicated there is an increasing request for medical transportation to dialysis treatments.
- ◆ Continued Inter-Agency Coordination - Transportation providers and organizations that provide services to older adults, individuals with disabilities, and people with low incomes need to continue to improve coordinated transportation efforts to better meet the needs of consumers and the general public. Efforts to reduce duplication of services should be explored to ensure efficient operations of all transportation services.
- ◆ New Technology - Stakeholders discussed the need for transportation providers to create websites to increase communications with the public and passengers about the transportation services available in each county and the region. Websites can contain links to other provider websites. Facebook accounts are another tool that can easily be implemented to assist transportation providers to inform the public of their services.
- ◆ NIMS Training - Transportation providers indicated they participate in the emergency management plans in Fayette County. To increase the awareness of their roles in emergency evacuation plans, drivers and other staff members should receive the National Incident Management Systems courses.
- ◆ Travel Training - Passengers may have difficulty understanding how to access and use the available transportation services. Stakeholders support the improvement or implementation of travel training opportunities for passengers to understand the services. Travel training can be provided in a formal or informal setting to ensure adequate information is shared to give passengers a comprehensive overview of their transportation services.
- ◆ Training for Transportation Providers on Federal and State Regulations - Stakeholders mentioned the need for additional training available to providers on federal and state regulations regarding the provision of transportation services.
- ◆ Additional Funding - Transportation providers indicated that additional funding is needed to add more vehicles and manage the volume of requests for service.
- ◆ Transportation Across County Lines - Stakeholders discussed the continued need for transportation that crosses county lines and/or connections with transportation providers in neighboring counties that do not require multiple transfers at service area boundaries.
- ◆ Connectivity of Scheduling Software Among Providers - The ability to connect and communicate with other transportation providers' software in the region will enhance the efforts to provide cross-county transportation options.
- ◆ Information About All Modes of Transportation - Many organizations and individuals mentioned they are not aware of all the transportation options available in the county and/or the region. This includes human service and public transportation providers, ridesharing, park and ride lots, and inter- or intra-city bus services.
- ◆ Regional Transportation - Stakeholders strongly indicated that the need for regional transportation or connections between transportation providers in neighboring counties is increasing and must be addressed. Regional transportation opportunities are necessary for employment, medical, and social purposes.

UNION PUBLIC SURVEY RESULTS

There was no public survey participation from Union County residents. The survey was available on-line and at the Union County Public Library.

WAYNE COUNTY

The following paragraphs outline the transportation services available in Wayne County as of the date of this report. Sources for information include survey results, interviews, and the 2012 INDOT Public Transit Annual Report.

Children's Bureau/Community Partners

Please refer to the summary provided under the [Fayette County section](#) of this plan.

Hand-in-Hand Adult Day Care of Richmond (ADC), Inc. (5310)

Hand-in-Hand Adult Day Care of Richmond, Inc. is a private, non-profit organization that provides transportation, health care, day treatment and recreation/social with offices located at 22727 East Main Street, Richmond, Indiana 47374. Their geographic service area includes the counties of Wayne, Union, Randolph, and Preble (Ohio). The agency provides demand response and operates a route for consumers to and from the ADC facility. Drivers will assist passengers to the entrance of their origin or destination.

ADC provided approximately 7,500 to 8,000 trips in 2012. Four wheelchair accessible vehicles were used to provide the trips. All vehicles were purchased through 5310 funding and a replacement vehicle will be required in 2014. Thirty percent of consumers require a wheelchair accessible vehicle. Transportation service operates Monday through Friday, 7:30 AM to 11:00 AM and 3:00 PM to 6:00 PM. Transportation services are not available on Saturdays. Local churches provide Sunday morning transportation for their members with ADC vans. Consumer transportation is arranged upon the consumer's admission into the Adult Day Care Program, with adjustments made to the individual's schedule based on family needs and appointments. The most popular destination is Fort Wayne, then Decatur and Huntington.

Hand-in Hand shares its vehicles with local churches on Sundays. The churches provide a donation to the agency for the use of the vehicles. Insurance for vehicle sharing is not an issue. The church drivers must provide proof of insurance and a valid driver's license. Hand-in-Hand participates in Union County Transit and Rose View Transit RTAP defensive driving and passenger assistance trainings as well as CPR and first aid classes. The agency has a contract with Union County Transit to provide transportation services for their Union County consumers to their facility in Richmond. The consumer's fees for transportation services are included in the program fees, and the agency will also accept donations. Consumers are required to pay City of Richmond /Rose View Transit fares when using their service.

Additional information about the Hand-in-Hand Adult Day Care of Richmond can be found at www.adcofrichmond.com

City of Richmond/Rose View Transit

City of Richmond/Rose View Transit is a public transportation provider with offices located at 401 South Q Street, Richmond, Indiana 47374. Fixed route transportation is available for the general public and paratransit (demand response service) is available to Americans with Disabilities Act (ADA) eligible passengers and older adults (60 and over). Area 9 Agency on Aging provides Title III-B grant funds for older adults (60 and over) to ride the paratransit service at no charge, though a donation of \$1.25 is suggested. Rose View Transit provides service within the city limits of Richmond. Paratransit services are provided within 1.5 miles of the fixed routes (3/4 of a mile on each side of the routes).

Rose View Transit operates a fleet of seven fixed route buses and four paratransit vehicles. Two back-up vehicles are used as needed. Several of Rose View Transit vehicles are in poor condition. Rose View Transit may have to reduce service if replacement vehicles are not available in 2014. All in-service vehicles are wheelchair accessible. Drivers of the paratransit service will assist passengers to the entrance of their origin or destination. Demand response eligible riders must call to reserve a ride 24-hours in advance of their trip. Rose View Transit paratransit service will accommodate same-day reservations if space is available at no additional fare. Rose View Transit will accept paratransit trip reservations 30 days in advance. Passengers are permitted to travel with their own personal care attendant or escort. Both transportation services operate Monday through Friday from 6:15 AM until 5:45 PM. Saturday services are available from 9:15 AM until 4:45 PM. There is no service available on Sundays.

During peak hours of service fixed route drivers will assist paratransit drivers to meet the needs of the passengers.

In 2012, Rose View Transit provided 288,000 general public passenger trips on the fixed route service. Paratransit (demand response) service provided 13,649 passenger trips for ADA eligible consumers and older adults. Local funding is a concern and services may be cut in the near future due to the City of Richmond's budget constraints.

Rose View Transit supports the coordination of transportation, which is demonstrated by the partnership with Hand-in-Hand Adult Day Care of Richmond and AWS. Both agencies refer passengers to Rose View Transit. Local health agencies also refer their patients with transportation issues to Rose View Transit. Rose View Transit supports the coordinated transportation planning among elected officials, agency administrators and other community leaders as a first step toward a more cohesive transportation system.

Additional information regarding the transportation services provided by Rose View Transit can be found at www.richmondindiana.gov.

Rose View Transit Fixed Route Fare Structure:

Full Fare*:

\$ 1.50 – One-way Trip

\$38.00 – Monthly Pass

Student, Elderly/Disabled Fare*:

\$ 1.25 – One-way Trip for Student and Elderly/Disabled

\$30.00 – Monthly Pass

*Transfers are free

Paratransit Fare Structure:

\$1.25– One-way Trip for ADA Eligible Under 60

Free – One-way Trip for Older Adults (60 and over)– Suggested Donation \$1.25

Union County Council on Aging and Aged (5310)/Union County Transit (5311)

Please refer to the description provided under the [Union County section](#) of this plan.

Other Transportation Providers

There are numerous private taxi providers in Wayne County. A Greyhound bus station is located in Richmond that is also used by Hoosier Ride (intercity bus)

Summary of Transportation Providers

There are limited transportation choices in Wayne County. The table in Exhibit III.10 outlines the transportation services that are included in this report.

Exhibit III.10: Existing Transportation Services for Wayne County

<u>Organization/Agency Name</u>	<u>Consumer Eligibility</u>	<u>Eligible Trip Purpose</u>	<u>Service Area</u>	<u>Wheelchair Accessible Vehicles</u>
Children’s Bureau/Community Partners	Consumers	Any	Fayette, Franklin, Henry, Rush, Union, and Wayne Counties	Information not provided
Hand-in-Hand Adult Day Care of Richmond	Consumers	Appointments and program activities	Wayne, Union, Randolph and Preble, OH	Yes
City of Richmond/Rose View Transit	General Public	Any	City of Richmond	Yes
Union County Transit	General Public	Any	Union, Wayne, Fayette Counties	Yes

Non Transportation Providers

The human service agencies included in the following paragraphs provide services to Wayne County residents and provided input for the 2013 Coordinated Public Transit-Human Services Transportation Plan update. Participants provided this information through surveys and/or interviews.

Vocational Rehabilitation Services

Please refer to the summary provided under the [Fayette County section](#) of this plan.

Summary of Transportation Needs for Wayne County

The following transportation needs for Wayne County were identified by survey respondents who participated in the 2013 Coordinated Public Transit-Human Services Transportation Plan update through surveys and interviews:

- ◆ **Transportation Across County Lines** – Stakeholders discussed the continued need for transportation that crosses county lines and/or connections with transportation providers in neighboring counties that do not require multiple transfers at service area boundaries.
- ◆ **Additional Wheelchair Accessible Vehicles** – Many stakeholders indicated that they are not able to meet the current transportation needs for passengers who use a wheelchair. Additional accessible vehicles, including vehicles that can accommodate large and heavy wheelchairs are needed. Rose View Transit will request wheelchair accessible replacement vehicles in 2014.
- ◆ **Expand Hours of Service** – Stakeholders indicated a need to extend the current hours of public transportation service to early mornings and later nights to support local college student activities, employment and medical trip purposes for older adults, individuals with disabilities, people with low incomes and the general public.

- ◆ Additional Funding – Transportation providers indicated that additional funding is needed to add more vehicles and manage the volume of requests for service. In particular, additional local funding is required to continue services in rural Wayne County.
- ◆ Information About All Modes of Transportation - Many organizations and individuals mentioned they are not aware of all the transportation options available in the county and/or the region. This includes human service and public transportation providers, and inter- or intra-city bus services.
- ◆ Continued Inter-Agency Coordination – Transportation providers and organizations that provide services to older adults, individuals with disabilities, and people with low incomes need to continue to improve coordinated transportation efforts to better meet the needs of consumers and the general public. Efforts to reduce duplication of services should be explored to ensure efficient operations of all transportation services.
- ◆ Regional Transportation – Stakeholders strongly indicated that the need for regional transportation or connections between transportation providers in neighboring counties is increasing and must be addressed. Regional transportation opportunities are necessary for employment, medical, and social purposes.
- ◆ Medical Transportation Options – Stakeholders discussed the need for medical transportation options for individuals ineligible for older adults or Medicaid transportation services. People with low incomes and the general public may not always have access to transportation, especially to out of county medical facilities.
- ◆ Training for Transportation Providers on Federal and State Regulations – Stakeholders mentioned the need for additional training available to providers on federal and state regulations regarding the provision of transportation services.
- ◆ Travel Training – Passengers may have difficulty understanding how to access and use the available transportation services. Stakeholders support the improvement or implementation of travel training opportunities for passengers to understand the services. Travel training can be provided in a formal or informal setting to ensure adequate information is shared to give passengers a comprehensive overview of their transportation services.
- ◆ New Technology – Stakeholders discussed the need for transportation providers to create or update websites to increase communications with the public and passengers about the transportation services available in each county and the region. Websites can contain links to other provider websites. Facebook accounts are another tool that can easily be implemented to assist transportation providers to inform the public of their services.

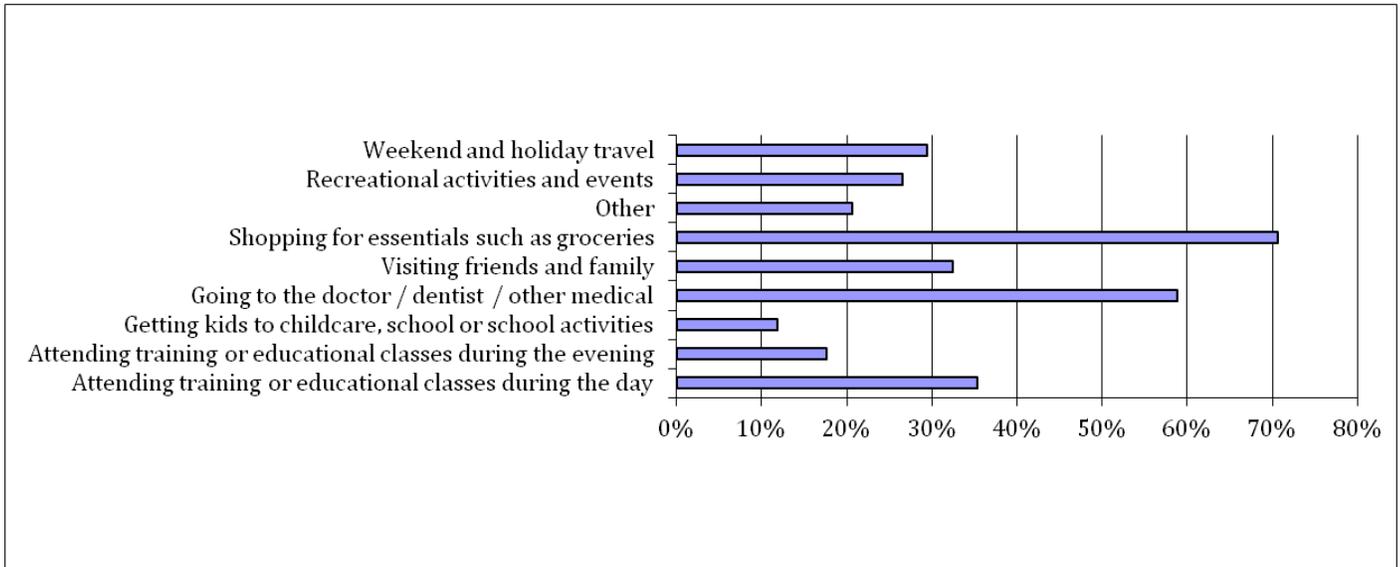
WAYNE COUNTY PUBLIC SURVEY RESULTS

The following charts outline the public survey results received from individuals living in Wayne County. Surveys were available on-line and at public libraries. A total of 38 surveys were collected from the general public.

Purposes for Using Transportation

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

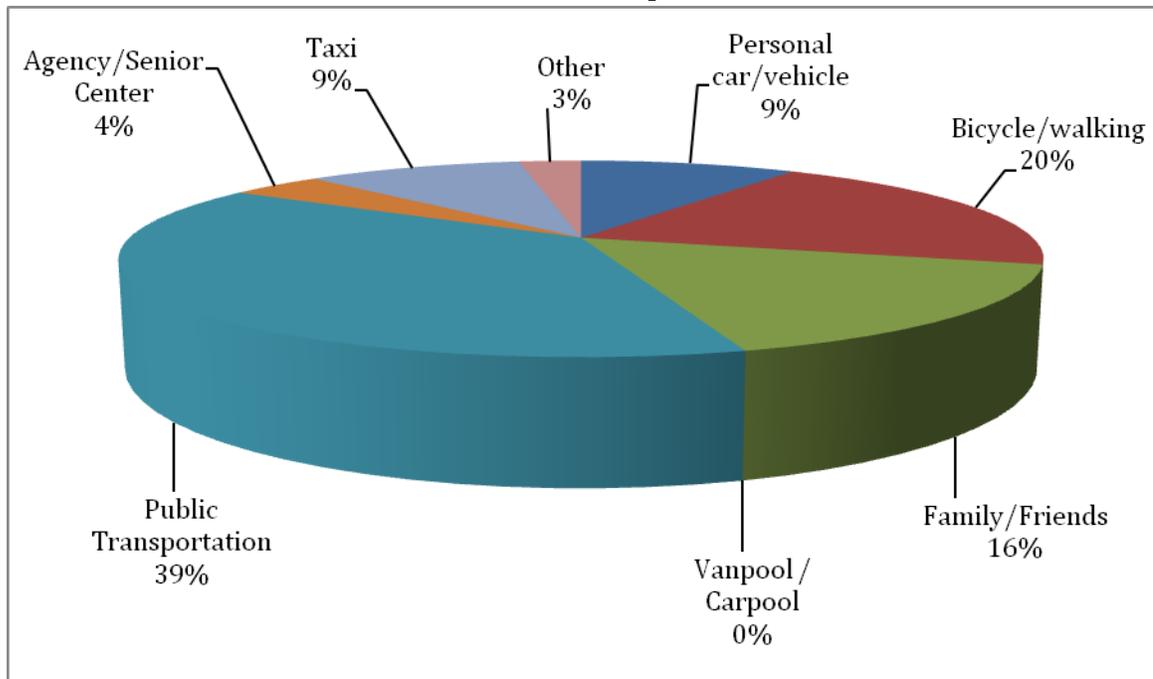
Purpose for Transportation on a Regular Basis



Current Mode of Transportation

As illustrated below, nine percent of Wayne County respondents drive a personal vehicle. The most frequent response was public transportation, at 39 percent. Other respondents walk or bike, use agency or senior center transportation, or friends and family.

Current Mode of Transportation



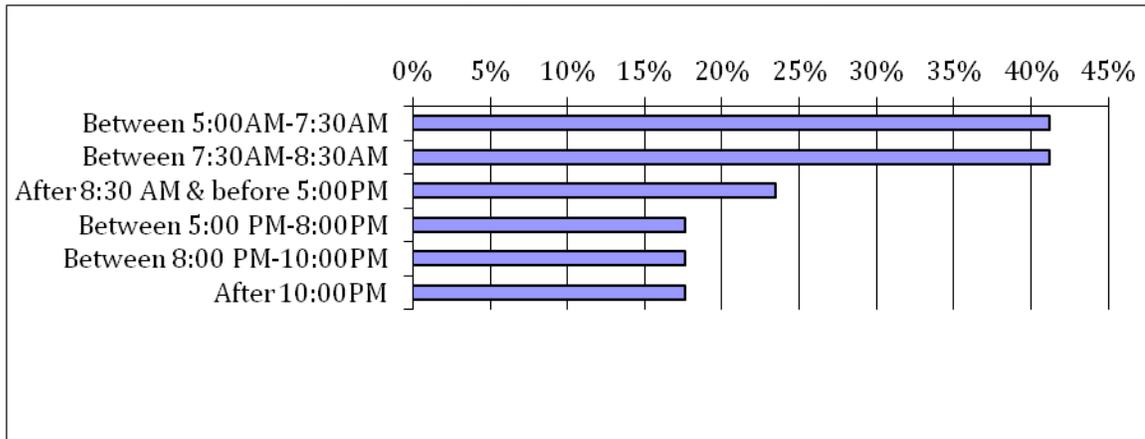
Approximately 13 percent of Wayne County survey respondents stated that their choice of transportation is limited by where they live.

Eighty-six percent of the survey respondents do not need a mobility device.

Employment-Related Transportation

Thirteen percent of Wayne County respondents were retired, 10 percent were employed, and seventy-five percent were unemployed. The time of day they need employment-related transportation included: 5:00 AM to 8:00 PM, 8:30 AM to before 5:00 PM, and 7:30 AM and 8:30 AM.

Time of Day for Employment-Related Transportation



Rating of Existing Transportation Resources

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

Table: Rating of Existing Transportation Resources

The Transportation I Use	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
Does a good job of getting me where I need to go.	21	6	4	1
Makes me wish there was something better.	6	10	6	5
Limits where I can work.	13	7	5	3
Is difficult for me to afford.	12	6	5	3
Makes it easy to do errands.	11	14	5	1
Is difficult for me to board.	1	1	11	14
Is not equipped to accommodate my disability accessibility needs.	0	2	6	12

Exhibit II.11: Region 11
Vehicle Utilization Chart

Veh #	Make	Model	Year	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
Union County Transit											
1	Ford	E-450	2010	14	2WC+12	M-F	6:00AM-5:30PM	63,257	Good	Demand Response-Public	Union, Wayne, Fayette, Rush
3	Dodge	Gr. Caravan	2010	5	1WC + 3	M-F	6:00AM-5:30PM	66,439	Good	Demand Response-Public	Union, Wayne, Fayette, Rush
4	Ford	E-350	2006	10	2WC+4	M-F	6:00AM-5:30PM	166,354	Fair	Demand Response-Public	Union, Wayne, Fayette, Rush
5	Chevy	Uplander	2007	6	1WC+4	M-F	6:00AM-5:30PM	165,770	FAIR	Demand Response-Public	Union, Wayne, Fayette, Rush
6	Ford	E-350	2009	10	2WC+8	M-F	6:00AM-5:30PM	98,828	Good	Demand Response-Public	Union, Wayne, Fayette, Rush
7	Ford	E-450	2008	14	2WC+12	M-F	6:00AM-5:30PM	94,083	Good	Demand Response-Public	Union, Wayne, Fayette, Rush
8	Chevy	Uplander	2007	6	2WC+4	M-F	6:00AM-5:30PM	159,348	Fair	Demand Response-Public	Union, Wayne, Fayette, Rush
9	Ford	E-350	2009	10	2WC+8	M-F	6:00AM-5:30PM	102,592	Good	Demand Response-Public	Union, Wayne, Fayette, Rush
10	Dodge	Ram	2000	14	0	M-F	6:00AM-5:30PM	106,423	Good	Demand Response-Public	Union, Wayne, Fayette, Rush
11	Ford	E-350	2009	10	2WC+8	M-F	6:00AM-5:30PM	102,359	Good	Demand Response-Public	Union, Wayne, Fayette, Rush
12	Ford	E-350	2003	11	2WC+5		Out of Service	255,353	Poor		
13	Ford	E-350	2009	10	2WC+8	M-F	6:00AM-5:30PM	95,063	Good	Demand Response-Public	Union, Wayne, Fayette, Rush
Fayette County Transit											
2	Ford	E350	2009	8	2	M-F	7:00 - 4:00	73,959	GOOD	Demand Response-Public	Fayette
3	Ford	E11	1999	8	0	M-F	8:00 - 4:00	181,347	FAIR	Demand Response-Public	Fayette
4	Dodge	P25	2005	5	0	M-F	out of town trips	149,991	GOOD	Demand Response-Public	Fayette
5	Ford	S31	1999	15	0	as needed	Back Up	89,957	GOOD	Demand Response-Public	Fayette
6	Chevy	Uplander	2006	4	1	M-F	10:00 to 4:00	160,114	FAIR	Demand Response-Public	Fayette
7	Chevy	Uplander	2005	4	1	M-F	10:00 to 4:00	245,231	POOR	Demand Response-Public	Fayette
8	Ford	E11	1999	8	0	M-F	8:00 to 4:00	163,239	FAIR	Demand Response-Public	Fayette
9	Ford	Taurus	2002	5	0	M-F	out of town trips	181,690	FAIR	Demand Response-Public	Fayette
10	Dodge	Caravan	2010	4	1	M-F	8:00 to 6:00	72,465	GOOD	Demand Response-Public	Fayette
11	Dodge	Caravan	2010	4	1	M-F	8:00 to 6:00	73,990	GOOD	Demand Response-Public	Fayette
12	Dodge	Caravan	2010	4	1	M-F	8:00 to 6:00	78,148	GOOD	Demand Response-Public	Fayette
Adult Day Care of Richmond											
1	Chevy	Venture	2004	6	2WC +3	M-F	Back Up	72,000	Poor	Day Program	Wayne County
2	Ford	Econoline	2007	9	2WC +5	M-F/Sunday	7:30-11:00AM, 3:00-6:00 PM/Church	46,000	Good	Day Program	Wayne County
3	Ford	Econoline	2008	10	2WC +8	M-F/Sunday	7:30-11:00AM, 3:00-6:00 PM/Church	72,000	Fair	Day Program	Wayne County
4	Ford	Econoline	2011	10	2WC +8	M-F/Sunday	7:30-11:00AM, 3:00-6:00 PM/Church	21,000	Excellent	Day Program	Wayne County
Franklin County Public Transportation											
1	Dodge	Gr. Caravan	2010	5	1WC+1	M-F	6:00am-5:00pm	78,160	Good	Demand Response-Public	Franklin County
2	Dodge	Gr. Caravan	2010	5	1WC+1	M-F	6:00am-5:00pm	78,171	Good	Demand Response-Public	Franklin County
3	Ford	Pacer II	2009	8	1WC+1	M-F	6:00am-5:00pm	78,803	Good	Demand Response-Public	Franklin County
4	Ford	Pacer II	2009	8	1WC+1	M-F	6:00am-5:00pm	44,685	Good	Demand Response-Public	Franklin County
5	Dodge	Pacer II	2009	8	1WC+1	M-F	6:00am-5:00pm	84,583	Good	Demand Response-Public	Franklin County
6	Ford	Pacer II	2008	8	1WC+1	M-F	6:00am-5:00pm	52,865	Good	Demand Response-Public	Franklin County
7	Ford	Braun	2007	11	1WC+1	M-F	6:00am-5:00pm	117,133	Fair	Demand Response-Public	Franklin County
8	Ford	Braun	2007	11	1WC+1	M-F	6:00am-5:00pm	151,817	Fair	Demand Response-Public	Franklin County
9	Chevy	Uplander	2006	5	0	M-F	6:00am-5:00pm	256,245	Fair	Demand Response-Public	Franklin County
10	Chevy	Uplander	2006	5	0	M-F	6:00am-5:00pm	269,153	Fair	Demand Response-Public	Franklin County
11	Dodge	Caravan	2005	5	0	M-F	6:00am-5:00pm	334,760	Poor	Demand Response-Public	Franklin County
12	Dodge	Caravan	2005	5	0	M-F	6:00am-5:00pm	336,464	Poor	Demand Response-Public	Franklin County
13	Ford	Ford	2003	11	0	M-F	6:00am-5:00pm		NIS	Demand Response-Public	Franklin County
14	Dodge	Braun	2001	11	1WC+1	M-F	6:00am-5:00pm		NIS	Demand Response-Public	Franklin County
15	Dodge	Braun	1998	11	1WC+1	M-F	6:00am-5:00pm		NIS	Demand Response-Public	Franklin County
City of Richmon - Rose View Transit											
1	CHEVY	MV	1992	6	0	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	104,033	POOR	Fixed Route-Demand Reponse Public Transit	City of Richmond
2	FORD	BU	2004	21	0	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	210,865	POOR	Fixed Route-Demand Reponse Public Transit	City of Richmond
3	FORD	VN	2005	11	2	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	111,624	POOR	Fixed Route-Demand Reponse Public Transit	City of Richmond
4	FORD	BU	2006	21	2	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	150,311	POOR	Fixed Route-Demand Reponse Public Transit	City of Richmond
5	FORD	BU	2006	12	2	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	110,873	POOR	Fixed Route-Demand Reponse Public Transit	City of Richmond
6	FORD	BU	2007	20	2	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	178,347	BAD	Fixed Route-Demand Reponse Public Transit	City of Richmond

Exhibit II.11: Region 11
Vehicle Utilization Chart

Veh #	Make	Model	Year	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
7	FORD	VN	2007	8	1	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	99,445	POOR	Fixed Route-Demand Reponse Public Transit	City of Richmond
8	FORD	BU	2008	16	2	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	147,575	POOR	Fixed Route-Demand Reponse Public Transit	City of Richmond
9	FORD	BU	2008	8	2	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	83,921	POOR	Fixed Route-Demand Reponse Public Transit	City of Richmond
10	FORD	BU	2009	16	2	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	133,449	POOR	Fixed Route-Demand Reponse Public Transit	City of Richmond
11	FORD	BU	2009	8	2	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	80,867	POOR	Fixed Route-Demand Reponse Public Transit	City of Richmond
12	FORD	BU	2010	8	2	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	56,784	EXCELLENT	Fixed Route-Demand Reponse Public Transit	City of Richmond
13	FORD	BU	2010	16	2	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	89,244	EXCELLENT	Fixed Route-Demand Reponse Public Transit	City of Richmond
14	FORD	BU	2010	16	2	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	98,351	EXCELLENT	Fixed Route-Demand Reponse Public Transit	City of Richmond
15	FORD	BU	2010	16	2	M-F/Saturday	06:15am-05:45pm/09:15am-04:45pm	101,219	EXCELLENT	Fixed Route-Demand Reponse Public Transit	City of Richmond
Rush County Senior Citizens Services, Inc. - Ride Rush Public Transportation											
1	Buick	AO	1999	2	5	M-F	7:00am-5:00pm	117455	Fair	Demand Response-Public	Rush County
2	DODGE	CU	2002	6	1	M-F	7:00am-5:00pm	128573	FAIR	Demand Response-Public	Rush County
3	DODGE	MV	2006	4	0	M-F	7:00am-5:00pm	12345	GOOD	Demand Response-Public	Rush County
4	CHEV	VN	2008	3	1	M-F	7:00am-5:00pm	85575	GOOD	Demand Response-Public	Rush County
5	CHEV	VN	2008	3	1	M-F	7:00am-5:00pm	71322	GOOD	Demand Response-Public	Rush County
6	FORD	BU	2009	5	2	M-F	7:00am-5:00pm	89478	EXCELLENT	Demand Response-Public	Rush County
7	FORD	BU	2010	5	2	M-F	7:00am-5:00pm	50286	EXCELLENT	Demand Response-Public	Rush County

IV. NEEDS ASSESSMENT

OVERVIEW

RLS & Associates, Inc. contacted local human service agencies, faith based organizations, employers, and all transportation providers serving Region 11 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 these organizations, those that participated in the 2008 Coordinated Public Transit Human Services Transportation Plan, and agencies that applied for Section 5310 grants from INDOT. Documentation of outreach efforts included in this project to date and the level of participation from each organization is provided in the Appendix. A summary of the outreach efforts and results is also provided in Chapter III, by county. The following paragraphs outline results from the local general public and stakeholder coordinated transportation meetings.

GENERAL PUBLIC AND STAKEHOLDER MEETINGS

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

Date/Time	March 20, 2013 9:00 AM - 11:00 AM	April 24, 2013 9:00 AM - 11:00 AM
Place	Union County Transit Meeting Room	Union County Transit Meeting Room
Address	615 West High Street Liberty, IN, 47353	615 West High Street Liberty, IN, 47353

Invitations to the meeting were distributed via the U.S. Postal Service to 119 individuals representing public, private, and non-profit 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 in the following websites and newspapers:

- ◆ Indiana RTAP website;
- ◆ Brookville American Democrat;
- ◆ News Examiner;
- ◆ Palladium Item
- ◆ Rushville Republican;
- ◆ Liberty Herald; and
- ◆ STAR.

A list of all organizations invited to the meeting and their attendance/non-attendance status is provided in the Appendix. In total, 19 individuals representing the general public and agencies attended the local meetings.

During the first meeting, the facilitator presented highlights of historical coordinated transportation in the region as well as the activities and results from the 2008 Coordinated Public Transit Human Services Transportation Plan. Many of the participants in the meetings were involved in the 2008 planning process. Following the presentation, attendees were asked to identify the unmet transportation and mobility needs of the region. The focus of the discussions was transportation for older adults, individuals with disabilities, and people with low incomes. However, several topics discussed also affect the general public.

During the meeting, participants discussed mobility issues/unmet needs to achieve, preserve, avoid, or eliminate through coordination. Coordinated transportation stakeholders will consider these unmet needs as well as those identified through the public survey results in Fayette and Wayne Counties (see Chapter III of this plan) when developing transportation strategies and grant applications.

Exhibit IV.1: Unmet Mobility Needs, March 20, 2013

Additional wheelchair accessible (ADA) vehicles for all counties in the region to expand fleets, replace existing vehicles, and meet capacity needs so that access to community resources can be accommodated for individuals with disabilities. Purchase of alternative fuel vehicles is encouraged.
Additional capital and operating grant funding from Federal, State, and Local resources to meet the need for on-demand transportation throughout the region.
Additional operating and capital assistance from Federal, State, and Local resources to implement employment related transportation services or service enhancements.
Due to the demand for transportation services to medical facilities, additional resources are required.
There is a need for extended hours and/or days of service to address the transportation needs of: <ul style="list-style-type: none"> ✓ College students attending evening classes ✓ Employment – Non-traditional work hours ✓ Group Meetings Additional capital as well as operating assistance is required to implement services.
All transportation providers need to be included in regional driver and other staff training activities.
Continuing to work together, organizations can overcome coordination challenges such as insurance, cost to consumers, and streamlining scheduling and eligibility requirements.
Improve coordination efforts between human service agencies and public transportation providers in an effort to reduce unnecessary duplication of trips.
Emergency management and organizations with a focus on public safety should be

included in coordinated transportation planning efforts.
Make National Incident Management Systems (NIMS) Courses Available to Transportation Employees (Including Drivers).
Share grant writing expertise among all transportation providers that include public, private, faith-based organizations, human service organizations, and taxi.
Transportation providers need travel training that is available and routinely communicated to the public to encourage additional riders to use services. Travel training can also encourage increased use by current passengers.
The public perception of the transportation services offered throughout the region is that services are not available to the public but are human service designated for consumers only. Marketing and outreach is required to inform the public services are available to all citizens and visitors to the region.
Implement a regional out of county fare for all public transportation providers in the region.
Need to communicate all transportation options available throughout the region with older adults, individuals with disabilities, people with low incomes, and the general public. This includes rail and intercity bus services.
Training is needed for transportation providers on various federal and state regulations.
Reduce the duplication of services in Fayette County.
Establish websites for transportation providers to share/market their services.
Few transportation options are available to rural area residents. Older adults need affordable transportation options. Additional services are needed to Richmond, Connersville, Brookville; Areas in Fayette, Union, and Southern Randolph Counties; and Destinations Outside the Richmond City Limits.
Wayne County needs additional funding sources to support countywide transportation services.
Need for transportation services for persons under 60 for trips outside Rush County. Additional funding is required.

A second meeting was held on April 24, 2013. The presenter dedicated a portion of the second meeting reviewing the accomplishments of the 2008 Coordinated Plan. She outlined accomplishments and their effect on transportation in the study area as well as strategies that require continued efforts (such as vehicle replacement needs). Meeting attendees were invited to rank and consider goals and strategies to meet the needs as identified during the first meeting. Goals and strategies discussed and accepted by stakeholders are included later in this document in the Implementation Chapter of this plan.

CHALLENGES TO COORDINATED TRANSPORTATION

There are numerous challenges to the initial coordination of human service agency and public transportation in any community and region. Some of the unmet transportation needs listed in Exhibit IV.1 are unmet because of the level of difficulty to implement strategies that will address them, or funding to support the activity is not available. While these needs remain top priorities for

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

While there are challenges to implementing coordination among various transportation providers, services, and funding sources, it is important to note that transportation coordination is being successfully implemented throughout the country, including in Indiana and Region 11. 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.

V. IMPLEMENTATION PLAN

Transportation coordination is supported by local human service agencies and transportation providers. Progress was made in the last four years through stakeholder actions that implemented many of the goals listed in the 2008 Coordinated Public Transit Human Services Transportation Plan, bringing new levels of coordination to transportation. Human service agencies, public transportation providers, and neighborhood organizations throughout the region understand the benefits of sharing transportation resources and coordinating to create efficiencies that permit them to use their limited resources to benefit the most people through their efforts. While these accomplishments and efforts demonstrate the benefits of coordinated transportation, participating stakeholders indicated a need to continue these efforts to further improve the options available to the people they serve. Stakeholders are willing to continue to work toward coordinated regional transportation services by utilizing existing resources and implementing new projects that fill the service gaps associated with employment related trips, medical trips, education, and general quality of life for older adults, individuals with disabilities, persons with low incomes¹ and the general public.

Goal #1: Enhance and Market the Public and Coordinated Transportation Services Available to Older Adults, Individuals with Disabilities, Low Income People and the General Public to Residents and Elected Officials.

Communication among public transportation providers in the region is ongoing with the informal meetings they attend to discuss the issues and barriers they experience when providing services in their communities. Strategies to educate the communities in the region about the existing transportation services; how older adults, individuals with disabilities, low income people and the general public can access those services; and participating in the emergency management system are needed to ensure information is available to those who need transportation.

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

Strategies discussed under this goal are intended to be steps toward ensuring older adults, individuals with disabilities, people with low incomes and the general public have access to employment, medical and social opportunities. While transportation services are provided throughout the region, the hours and days of service may not meet the needs of those who must rely

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

on others for their transportation needs during nontraditional business hours. Additionally, funding for services provided in rural Wayne County is insufficient to provide the level of service needed.

Goal #3: Establish a Formal Regional Coordination Committee with Policies and Procedures that Meet the Needs of Each County.

This inter-agency committee represents a fundamental aspect of building on the current network of coordinated transportation providers throughout the region. Currently, the public transportation providers of each county in the region participate in informal regional meetings to discuss barriers and obstacles as well as resolutions. Each of the organizations and public stakeholders who participated in this planning process identified some unmet transportation needs that could be satisfied or at least reduced through continued discussions between transportation providers to arrive at agreeable solutions. The region's transportation providers and stakeholder organizations that represent older adults, people with disabilities, and individuals with low incomes will continue to share information such as schedules, hours of service, eligibility, and driver training opportunities for the region, reducing unnecessary duplication and increasing cost and service efficiency but in a more formal manner.

Goal #4: Continue Collaborative Efforts of Regional Transportation Providers to Improve and Increase Regional, Multi-County, and Multi-Modal Coordinated Transportation Services.

Funding and policies that require public transportation providers to operate primarily within their individual jurisdictions (i.e., counties, municipalities, and towns) restrict the ability for these operators to meet the increasing needs for people to travel between counties. This goal provides strategies as first steps to rise above jurisdictional boundaries and facilitate access to employment, medical, and social opportunities for people with disabilities, older adults, individuals with low incomes, and the general public.

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

Technology creates new levels of efficiency in terms of communicating with passengers, scheduling trips, billing, and managing a safe transportation program. Transportation providers will benefit from incorporating new technology into their programs. Additional capital resources, along with technology, will create efficiencies and improve communication with passengers, the public, internally and between coordinating agencies.

Goal #6: Increase Funding for Public and Coordinated Transportation in All Counties.

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

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 12 months.
- ◆ Mid-term – Activities to be achieved within 13 to 24 months.
- ◆ Long-term – Activities to be achieved within 2 to 4 years.
- ◆ Ongoing - Activities that either have been implemented prior to this report, or will be implemented at the earliest feasible time and will require ongoing activity.

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

Goal #1: Enhance and Market the Public and Coordinated Transportation Services Available to Older Adults, Individuals with Disabilities, Low Income People and the General Public to Residents and Elected Officials.

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

Counties Included: Fayette, Franklin, Rush, Union, Wayne

<u>Implementation Time Frame:</u> Near Term (1-12 months)	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> Minimal expense for printing and postage	
<u>Potential Grant Funding Sources:</u> Local Grants	

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

Performance Measures:

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

- ◆ Number of new organizations added to the mailing list from each county.

Strategy 1.2: Develop/Update transportation brochures. Include reference to the coordinated efforts in the region.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties:

Transportation providers and human service agencies in each county.

Performance Measures:

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

<p><u>Implementation Time Frame:</u> Near Term (1-12 months)</p>	<p><u>Staffing Implications:</u> Time to design and print brochures</p>
<p><u>Implementation Budget:</u> \$200 - \$600 annual costs, depending on design and printing costs</p>	
<p><u>Potential Grant Funding Sources:</u> Activity eligible for funding under Section 5311; eligible activity for human service agencies program costs</p>	

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

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: Transportation providers and human service agencies in each county

Performance Measures:

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

<p><u>Implementation Time Frame:</u> Mid-Term (13-24 months)</p>	<p><u>Staffing Implications:</u> Time required to prepare presentation; meeting attendance</p>
<p><u>Implementation Budget:</u> Minimal</p>	
<p><u>Potential Grant Funding Sources:</u> Eligible for funding under Section 5311 (Job Access and Reverse Commute activities) or New Freedom activities within the Section 5310 grant program</p>	

Strategy 1.4: Media outreach is vital to marketing and educating the community about how transportation services affect the community. Develop press releases and public service announcements about the public transportation services in each county and the region, such as ridership achievements, new vehicle or other capital item deliveries, and passenger stories such as how transportation help maintain independence. Ask passengers to write letters to the editor about their positive transportation experience.

Counties Included:

Fayette, Franklin, Rush, Union, Wayne

Responsible Parties:

Transportation providers and human service agencies in each county.

Performance Measures:

- ◆ Number of press releases/public service announcements.
- ◆ Public awareness of transportation services increases through use of transportation provider services.

Implementation Time Frame:
Ongoing

Staffing Implications:
Current activity by management

Implementation Budget:
Minimal expense for labor to design press releases and announcements

Potential Grant Funding Sources: Eligible for funding under Section 5311 (operating activities) or New Freedom activities within the Section 5310 grant program

Strategy 1.5: Maintain the travel training programs established by the public transportation providers in each county. Include information in agency brochures about this program. Provide training in group settings and on individual basis as needed. Produce materials that summarize the training program for use by participants when scheduling and using transportation services.

Counties Included:

Fayette, Franklin, Rush, Union, Wayne

Responsible Parties:

Transportation providers and human service agencies in each county.

Performance Measures:

- ◆ Number of training sessions scheduled.
- ◆ Number of passengers that receive training.
- ◆ Number of new passengers that now use transportation services.

Implementation Time Frame:
Ongoing

Staffing Implications:
Current activity by management

Implementation Budget:
No additional cost – current activity with no further action necessary

Potential Grant Funding Sources: Mobility management activities are eligible for funding under Section 5311 (Job Access and Reverse Commute (JARC) activities) or New Freedom activities within the Section 5310 grant program

Strategy 1.6: Participate in various community activities to promote transportation services. Attend and distribute brochures and promotional items (such as calendars or magnets) at county fairs, job fairs, senior day programs, and other community outreach events. Participate in food and/or toy drives by accepting donated items in place of fares for a day.

Counties Included:
Fayette, Franklin, Rush,
Union, Wayne

Responsible Parties:
Current transportation
staff.

Performance Measures:

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

<p><u>Implementation Time Frame:</u> Ongoing</p> <p><u>Implementation Budget:</u> No additional costs</p> <p><u>Potential Grant Funding Sources:</u> Not required</p>	<p><u>Staffing Implications:</u> No additional staff required</p>
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Strategy 1.7: Include emergency management and all other organizations with a mission to protect public safety in all coordinated, local, and regional transportation planning efforts. Make the National Incident Management Systems (NIMS) courses available to transportation employees (including all drivers) by working with the local emergency management agency.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

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

<p><u>Implementation Time Frame:</u> <i>Include Emergency Management</i> – Ongoing all Counties <i>Training</i> - Ongoing- Wayne and Franklin Counties Mid-Term (13-24 months) - Fayette, Rush, and Union Counties</p> <p><u>Implementation Budget:</u> No additional costs – added to current driver training programs</p> <p><u>Potential Grant Funding Sources:</u> Not required</p>	<p><u>Staffing Implications:</u> No additional staff required</p>
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Performance Measures:

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

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

Strategy 2.1: Establish additional local funding sources to support public transportation services in rural Wayne County. Currently \$10,000 is received by Union County Transit to provide services in this area of Wayne County. However, as transportation service requests and operating costs increase, additional funding is needed. Research the availability of local grants from government entities and foundations.

Counties Included: Wayne County

Responsible Parties: Union County Transit management (service provider) Wayne County government, transportation supporters.

<u>Implementation Time Frame:</u> Near Term (1-12 months)	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> No additional costs	
<u>Potential Grant Funding Sources:</u> Not required for this activity	

Performance Measures:

- ◆ Number of meetings held to discuss funding needs.
- ◆ Number of new funding sources identified to support additional services.

Strategy 2.2: Establish a Job Access and Reverse Commute (JARC) Voucher Program for after hour transportation options for training and work related trips. Vouchers are purchased by passengers at an affordable rate for trips to and from jobs and job training sites. Transportation providers are reimbursed at a negotiated rate. Solicit use of other area providers, taxi companies, and Section 5310 providers when vehicles are not in use. *Use of 5310 vehicles in this strategy must not adversely impact service delivery for elderly and disabled individuals.*

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

Prior to implementation of this strategy, additional research is required to determine the level of need. While a need to meet nontraditional work and training hours was discussed during the regional meetings, the level of need is not known at this time and further study is required to establish the actual need in each county.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: Transportation providers in each county, including taxi companies and Section 5310 providers.

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

Performance Measures:

- ◆ Research supports the implementation of nontraditional work and training transportation services outside the public transportation service hours.
- ◆ Local match source is identified.
- ◆ Program is established.
- ◆ Number of individuals using transportation services.
- ◆ Number of trips provided.

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

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

CICOA Aging & In-Home Solutions of the Indianapolis region operates a New Freedom Voucher Program. To find out more about the success of their program, visit their website at <http://cicoa.org>.

Prior to implementation of this strategy, additional research is required to determine the level of need. While a need to meet the transportation needs of individuals with disabilities was discussed during the regional meetings, the level of need is not known at this time, and further study is required to establish the actual level of need in each county.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: Transportation providers in each county, including taxi companies and Section 5310 providers.

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

Performance Measures:

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

Goal #3: Establish a Formal Regional Coordination Committee with Policies and Procedures that Meet the Needs of Each County and the Region.

Strategy 3.1: Revitalize the coordination of transportation providers' services within the region by establishing a formal regional coordination committee. Those agencies interested will designate a lead agency. The lead agency will provide guidance to establish bylaws, policies and procedures for coordinating transportation services, and increase awareness of the services available throughout the region. A regular meeting schedule will be developed. Public and private transportation providers as well as human service agencies are suggested members of this committee.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: Public transportation providers, private providers, taxis, human service agencies interested in transportation services throughout the region.

<u>Implementation Time Frame:</u> Mid-Term (13-24 months)	<u>Staffing Implications:</u> No additional staff required.
<u>Implementation Budget:</u> No significant budget implications	
<u>Potential Grant Funding Sources:</u> Minimal budget impact	

Performance Measures:

- ◆ Committee is established.
- ◆ Number of member agencies and organizations.
- ◆ Bylaws established.
- ◆ Meeting schedule established.

Strategy 3.2: Hire a regional Mobility Manager to facilitate and oversee the activities of the coordination committee. The Mobility Manager will lead the committee in the coordination activities of the region.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: Members of the Coordination Committee that include public and private transportation providers and human service agencies interested in transportation options for the region.

<u>Implementation Time Frame:</u> Long-Term (2-4 years)	<u>Staffing Implications:</u> Hire a Mobility Manager
<u>Implementation Budget:</u> Will be established based upon the job description written by the Coordination Committee	
<u>Potential Grant Funding Sources:</u> Mobility Management activities are eligible for funding under the Section 5311 program (JARC (Job Access and Reverse Commute) activities) and/or Section 5310 New Freedom activities. Grants available for 80% of program costs. Local matching funds sources include businesses, and advocacy groups	

Performance Measures:

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

Strategy 3.3: Building upon current practices, establish policies and procedures for the regional coordination committee that includes trip sharing and coordination of services. Policies and procedures should address how transfers between providers will be facilitated and the billing of such trips. Using the current informal arrangements, write formal procedures for providing trips for other Section 5311 providers when their schedules are limited, how service areas can be expanded, and other concerns/issues faced by the region’s transportation providers. Incorporate all transportation providers, when possible, in policies and procedures for maximum use of the transportation resources available throughout the region.

Counties Included: Fayette, Franklin, Rush, Union, Wayne (*Rose View Transit is a fixed route service and cannot provide trips outside its service area, therefore can only participate on a limited basis*)

Responsible Parties: Mobility Manager, if hired, and members of the Coordination Committee that include public and private transportation providers and human service agencies interested in transportation options for the region.

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

Performance Measures:

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

Strategy 3.4: Establish vehicle sharing policies and procedures. Include the responsibilities of each agency. Investigate the sharing of vehicles and the barriers that may exist. Determine how those barriers can be overcome through innovative procedures such as those used by Hand-In-Hand Adult Day Care of Richmond, Inc. which shares its vehicles with local churches. Seek guidance from INDOT, when necessary. Transportation providers may be able to purchase or share vehicles thereby reducing the overall costs per provider.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: Mobility Manager and members of the Coordination Committee that include public and private transportation providers and human service agencies interested in transportation options for the region.

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

Performance Measures:

- ◆ Research begins on how vehicles can be shared.
- ◆ Hand-in-Hand Adult Day Care of Richmond, Inc. shares their success.
- ◆ Policies and procedures are drafted and accepted by coordination committee membership.
- ◆ Vehicle sharing begins.
- ◆ Number of occurrences vehicles are shared.

Strategy 3.5: Investigate areas of duplication. In areas where similar trips are provided by more than one agency, duplication of services exists. By removing duplication, scheduling one vehicle for similar trips, resources that were previously duplicating efforts can be reallocated to provide additional services in underserved areas. Reallocated resources could potentially increase the overall services available throughout the region.

Counties Included: Fayette, Union

Responsible Parties: Transportation providers in Fayette and Union Counties, including Section 5310 providers when possible.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> No additional funding required	
<u>Potential Grant Funding Sources:</u> Not required	

Performance Measures:

- ◆ Meeting held to discuss duplication of efforts.

- ◆ Duplications are identified.
- ◆ Policies and procedures are developed to reduce duplication.
- ◆ Resources are reallocated to meet unserved demands.

Strategy 3.6: Develop a regional brochure and website that are accessible to older adults and individuals with disabilities. Items should promote cross-county and regional coordinated transportation. Update the presentation as new cross-county and coordinated transportation options are implemented. Include information on all modes of transportation available in the region.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: Public transportation providers will continue to create materials specific to their counties and for regional service. Information about how passengers can reach out of county destinations should be included. The Regional Coordination Committee will help promote coordinated transportation at events and on the website, as appropriate. Links to the Regional Coordination Committee’s website will be maintained on each county’s public transportation provider’s site.

<u>Implementation Time Frame:</u> Long-Term (2-4 years)	<u>Staffing Implications:</u> No additional staff required/Function of Mobility Manager and providers
<u>Implementation Budget:</u> Funding required to develop and produce brochures. Budget is estimated at \$600 - \$1,100 per county/year	
<u>Potential Grant Funding Sources:</u> Potential for Section 5311 (rural) funding (local match required)	

Performance Measures:

- ◆ Brochures are created.
- ◆ Number of venues where materials are presented each year.
- ◆ Brochures are updated and present current information.

Strategy 3.7: Continue to share grant-writing expertise among eligible participating agencies (i.e., eligible for Federal, State, Local, or foundation grants) to submit grants for transportation provider funding and/or as a collaborative effort. Public transportation providers will provide technical assistance to other public transportation providers and Section 5310 grantees in the region, as requested, to ensure services are coordinated in the most efficient and effective manner. Technical assistance can include guidance in capital replacement short/long term plans, development of justification for vehicle replacement/expansion, and building fully allocated fleet operating budgets.

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

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: The CIRTA Mobility Manager team will lead the effort for the region, with input from other organizations as needed and/or requested. All public transportation providers and non-profit organizations eligible for transportation related grants are eligible for this assistance.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> No additional costs	
Potential Grant Funding Sources: Not required	

Performance Measures:

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

Strategy 3.8: Coordinate driver and staff training with transportation providers (both public and non-profit) in each county and throughout the region. Transportation providers that arrange training will inform other area providers if there is room for additional participants. Use of INDOT’s free RTAP (Rural Transit Assistance Program) as training agency is encouraged whenever possible.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: Public transportation providers will organize and advertise training. Other transportation providers are responsible for participation from their staff and information distribution.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> More training for staff
<u>Implementation Budget:</u> Potential savings if expenses for training are shared across multiple organizations	
<u>Potential Grant Funding Sources:</u> Local grants and Indiana Rural Transit Assistance Program (RTAP)	

Performance Measures:

- ◆ Effective method of communicating driver or staff training is implemented.
- ◆ Number of organizations that participate in driver or staff training.
- ◆ Number of drivers and staff who participate in new training programs.



- ◆ Number and type of new training opportunities brought to the area through shared expenses.
- ◆ Number of trained drivers and staff in the region.

Strategy 3.9: Discuss federal and state transportation policies of concern to transportation providers and users throughout the region. When appropriate, request training on policies that are unclear from INDOT and/or INCOST (Indiana Council on Specialized Transportation).

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: Public transportation providers and other agencies interested in federal and state transportation policies.

<u>Implementation Time Frame:</u> Near-Term (1-12 months)	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> No additional costs	
<u>Potential Grant Funding Sources:</u> Not required	

Performance Measures:

- ◆ Number of meetings public transportation providers (and other agencies) schedule to discuss federal and state transportation policies.
- ◆ Number of training requests determined necessary during meetings.
- ◆ Number of training sessions scheduled as a result of regional discussions.

Goal #4: Continue Collaborative Efforts of Regional Transportation Providers to Improve and Increase Regional, Multi-County, and Multi-Modal Coordinated Transportation Services.

Strategy 4.1: Trips that cross county lines are needed to connect older adults, individuals with disabilities and the general public with medical facilities unavailable in their home county. Transportation providers throughout the region can work together to determine the most cost effective manner to provide trips to other counties, including those to medical and training facilities located in other regions.

Building on current practices of trip sharing and coordination, providers can discuss working together to alternate longer trips to reduce the number of vehicles traveling outside the region to similar destinations. Some trips may require transfers to other providers to reach final destinations. Referrals among providers are encouraged.

Counties Included:

Fayette, Franklin, Rush, Union, Wayne

Responsible Parties:

Transportation providers in each county, including Section 5310 grant recipients.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> No additional funding required	
<u>Potential Grant Funding Sources:</u> Not required	

Performance Measures:

- ◆ Number of coordinated trips to out of county destinations.
- ◆ Number of individuals that received transportation services who may have been denied under previous program activities.
- ◆ Cost effectiveness of new service.

Strategy 4.2: This strategy will establish formal and additional transfer points in and outside the region, when determined feasible, where passengers can transfer from a provider in the county of trip origin to a provider in a neighboring county and possibly beyond. Distances between origins and destinations (two or three counties apart) may result in more than one transfer to travel to the final destination. Current informal transfer points exist between the public transportation providers in Rush and Shelby Counties.

Install transfer point signs at formal sites. Signs help prevent confusion by establishing an exact site for the transfer between providers and/or vehicles. Family and friends may also be able to drop off passengers to continue to their final destinations.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties:

Transportation providers in each county, including Section 5310 grant recipients Local assistance may be required from elected officials to secure permission for transfer points and signs.

<u>Implementation Time Frame:</u> Ongoing – Rush County Mid-Term (13-24 months) – Fayette, Franklin, Union, Wayne	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> Included in current service levels	
<u>Potential Grant Funding Sources:</u> Not required	

Performance Measures:

- ◆ Number of transfer sites established.
- ◆ Number of transfer signs installed.



- ◆ Number of passengers served by the new transfer sites. Include breakdown of what counties are served, even if outside the region.
- ◆ Number of older adults, people with disabilities, individuals with low incomes, and general public passengers utilizing the transfer opportunities to improve their quality of life and mobility throughout the region and beyond.

Strategy 4.3: Offer discounted out of county fares for trips with three (3) or more full fare paying passengers. This strategy is designed to encourage passengers to travel together to out of county destinations. Ride Rush and Franklin County Public Transportation already offer discounts when more than one passenger is on board their vehicles. Union County Transit offers Free Fridays for all passengers.

Counties Included: Fayette, Franklin, Rush, Union

Responsible Parties: Public Transportation providers in each county.

<p><u>Implementation Time Frame:</u> Ongoing – Franklin, Rush, Union Mid-Term (13-24 months) - Fayette</p>	<p><u>Staffing Implications:</u> No additional staff required</p>
<p><u>Implementation Budget:</u> To be determined based on adjusted fares of each passenger</p>	
<p><u>Potential Grant Funding Sources:</u> Potential for Section 5311 (rural) public transportation dollars (local match required); Job Access and Reverse Commute (JARC) project activity to connect work force with jobs; New Freedom project activity to increase transportation opportunities for individuals with disabilities to reach their final destinations</p>	

Performance Measures:

- ◆ Number of passengers paying reduced fare.
- ◆ Reduction (if any) of out of county trips due to trip consolidation.
- ◆ Increase in the number of out of county trips due to trip consolidation.

Strategy 4.4: Develop an out of county regional fare structure for each county. Adopting a regional out of county fare structure will encourage passengers to travel between counties because they can comprehend one structure better than multiple ones. The Coordination Committee Mobility Manager can facilitate this strategy through county by county analysis of the effects of increasing or decreasing out of county fares to reach an agreed upon structure.

Counties Included: Fayette, Franklin, Rush, Union

Responsible Parties:

Coordination Committee, Mobility Manager and public transportation providers will lead this strategy.

Performance Measures:

- ◆ Regional out of county fares are established.
- ◆ Increase in the number of individual passengers served.
- ◆ Increase in the number of trips provided by each county public transportation provider.

<p><u>Implementation Time Frame:</u> Long term (2-4 years)</p> <p><u>Implementation Budget:</u> To be determined based on adjusted out of county fares for each provider</p> <p><u>Potential Grant Funding Sources:</u> Potential for Section 5311 (rural) public transportation dollars (local match required) (Job Access and Reverse Commute (JARC) project activity) to connect work force with jobs; New Freedom project activity under Section 5310 to increase transportation opportunities for individuals with disabilities to reach their final destinations</p>	<p><u>Staffing Implications:</u> No additional staff required.</p>
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Strategy 4.5: Promote the Hoosier Ride inter-city bus service that provides service to and from Richmond to other areas of Indiana. This service also travels to limited destinations in Kentucky, Michigan, and Ohio. Bus schedules are available on the Hoosier Ride website at www.hoosieride.com. Provide a link on all public transportation provider websites in the region. Burlington Trailways; Greyhound Bus Lines, Inc.; Indian Trailways; Lake Front Lines; Miller Trailways; and Megabus also provide transportation services in Indiana to destinations throughout the United States, Canada, and Mexico. Information on the services provided by these providers can be found at Russell’s Guide, Inc. website: <http://russellsguides.com/>.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

<p><u>Implementation Time Frame:</u> Mid-Term (13-24 months)</p> <p><u>Implementation Budget:</u> Minimal</p> <p><u>Potential Grant Funding Sources:</u> Not required</p>	<p><u>Staffing Implications:</u> Minimal</p>
---	--

Responsible Parties: Public transportation providers in each county will share information about inter-city providers with passengers requesting transportation beyond their boundaries.

Performance Measures:

- ◆ Information is distributed regarding inter- and intra-city bus services available to passengers in each county of the region.
- ◆ Number of passengers traveling on inter- and/or intra-city bus lines to final destinations.



Strategy 4.6: Promote the use of Amtrak rail service to and from Connersville to other areas of Indiana and throughout the United States. Train schedules are available at www.Amtrak.com.

Counties Included:

Fayette, Franklin, Rush, Union, Wayne

Responsible Parties:

Public transportation providers in each county will share information about rail service with passengers requesting transportation beyond their boundaries.

<u>Implementation Time Frame:</u> Mid-Term (13-24 months)	<u>Staffing Implications:</u> Minimal
<u>Implementation Budget:</u> Minimal	
<u>Potential Grant Funding Sources:</u> Not required	

Performance Measures:

- ◆ Information is distributed regarding the Amtrak rail service available to passengers in each county of the region.
- ◆ Number of passengers that travel on Amtrak to final destinations.

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

Strategy 5.1: Establish Facebook accounts for each county’s transportation provider to improve communications with the public and passengers. Through this social media venue, information about the availability of transportation services can be easily communicated. Information to include in a Facebook page includes provider name, address, telephone number, area served, webpage address (if applicable) and information about the services provided.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: Public transportation providers in all counties of the region.

<u>Implementation Time Frame:</u> Near-term (1-12 months)	<u>Staffing Implications:</u> Task completed by current management team
<u>Implementation Budget:</u> No additional budget	
<u>Potential Grant Funding Sources:</u> No additional budget.	

Performance Measures:

- ◆ Increase in ridership as transportation services information and updates reach potential passengers.
- ◆ Reduction in calls received by transportation providers asking about services provided as information is available via social media outlet.

Strategy 5.2: Establish accessible websites to share information about the transportation services available throughout the region and in each county with older adults, individuals with disabilities, people with low incomes and the general public. At a minimum, information should include contact information, days and hours of service, fares, telephone number to call to make reservations, passenger responsibilities, and other information deemed necessary by the provider. Links to other providers throughout the region should be included.

Counties Included: Fayette, Franklin, Rush, Union

Responsible Parties: Public transportation providers.

<u>Implementation Time Frame:</u> Mid-Term (13-24 months)	<u>Staffing Implications:</u> Minimal
<u>Implementation Budget:</u> Depends on the complexity of the website/Design range \$1,200 - \$2,000 May be able to use local universities or trade schools for design at no or minimal cost Annual cost to host and maintain site: \$600 - \$1,200	
<u>Potential Grant Funding Sources:</u> Potential for 5311 (rural) public transportation grants (Local match required)	

Performance Measures:

- ◆ Number of hits received by website.
- ◆ Increase in ridership as transportation service information reaches new passengers.
- ◆ Increase in service satisfaction as information is more readily available.

Strategy 5.3: Investigate the sharing of scheduling software through a site licensing agreement. Union County Transit purchased the scheduling software product, Code Choppers PTX3. Franklin County Public Transportation is interested in software. Working together, each provider may realize an overall savings on the software and the annual maintenance costs.

Counties Included: Franklin, Union

Responsible Parties: Public transportation providers interested in sharing a scheduling software package.

<u>Implementation Time Frame:</u> Long-Term (2-4 years)	<u>Staffing Implications:</u> None; Will increase production of dispatchers
<u>Implementation Budget:</u> Price of software site licenses and possibly hardware; New hardware may be necessary to accommodate software functionality	
Potential Grant Funding Sources: Section 5311 (local match required)	

Performance Measures:

- ◆ Number of public transportation providers sharing scheduling software.
- ◆ Increase in ridership as scheduling efficiency improves.
- ◆ Number of trips shared between providers.
- ◆ Number of trips provided/month/year.
- ◆ Amount of time required to schedule a trip decreases.

Strategy 5.4: Acquire replacement and expansion vehicles and equipment for accessible services designed to accommodate mobility aids in each county.

Counties Included: Expansion: Fayette/Replacement: Franklin, Rush, Union, Wayne

Responsible Parties: Eligible transportation providers

<u>Implementation Time Frame:</u> Ongoing <i>Based upon need</i>	<u>Staffing Implications:</u> None
<u>Implementation Budget:</u> Price of vehicles and equipment	
<u>Potential Grant Funding Sources:</u> Section 5311 (rural) for public transportation providers; Section 5310 for human service agencies and public transportation providers (Local match required)	

Performance Measures:

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

Goal #6: Increase Funding for Public and Coordinated Transportation Throughout the Region.

Strategy 6.1: Encourage human service agencies and other organizations that require transportation services for their consumers to contract with public transportation providers in each county, when possible. Agencies and organizations may realize a savings by purchasing services rather than providing them in-house. Contract rates will include the fully allocated costs associated with the provision of the transportation services provided. Revenue received through contracts may be used as local match for grants received by the public transportation providers.

Counties Included:
Fayette, Franklin,
Rush, Union, Wayne

Responsible Parties:
Transportation providers.

Implementation Time Frame:
Mid-Term (13-24 months)

Staffing Implications:
Staff time to determine fully allocated costs for contracts

Implementation Budget:
Minimal

Potential Grant Funding Sources: Not required

Performance Measures:

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

Strategy 6.2: Promote public transportation as an economic development advantage in each county of the region. Public transportation access will be included in each county's land use and economic development plans.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: Transportation providers will communicate with local planners and Economic Development offices.

Implementation Time Frame:
Ongoing

Staffing Implications:
Transportation provider manager, CIRTA personnel

Implementation Budget:
Staff time for meetings.

Potential Grant Funding Sources: This strategy is an important element to improving coordinated transportation in each county of the region, but is not an eligible activity for Map-21 funding

Performance Measures:

- ◆ Number of presentations and informational materials provided to planning organizations and Economic Development.
- ◆ Transportation is included in Economic Development plans and materials for each county of the region.

Strategy 6.3: Building on Goal #1 to educate and market public transportation services, speak to local and state officials about the need to financially support transportation services. Continue involvement in the Indiana Council on Specialized Transportation (INCOST) and other state organizations that support transportation services for older adults, individuals with disabilities, people with low incomes and the general public.

Counties Included: Fayette, Franklin, Rush, Union, Wayne

Responsible Parties: Transportation providers will continue discussions and meetings with area leaders to stress the importance of public transportation services.

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

Performance Measures:

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

VII. IMPLEMENTATION

The following table outlines the strategies and objectives designated to achieve the locally identified transportation goals that are intended to meet local unmet transportation needs, reduce duplication, and improve coordination of human service agency and transportation provider resources. The table includes all strategies and designates those strategies that are currently eligible for implementation with the assistance of a grant from the Transportation for Elderly Persons and Persons with Disabilities (Section 5310) and/or the Formula Grants for Other Than Urbanized Areas (5311) for rural public transportation providers. Page numbers are provided in Exhibit VII.1 for quick reference to detailed information of each objective.

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

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

Exhibit VII.1: Goals and Strategies

Goal 1: Enhance and Market the Public and Coordinated Transportation Services Available to Older Adults, Individuals with Disabilities, Low Income People and the General Public to Residents and Elected Officials.			
<u>Page Number</u>	<u>Strategy Identification Number</u>	<u>Objective/Strategy Description</u>	<u>Priority</u>
84	1.1	Distribute adopted Coordinated Public Transit-Human Service Transportation Plan to stakeholders	Near-Term
85	1.2	Develop/Update transportation brochures	Near-Term
85	1.3	Support a speakers' bureau of transportation provider staff, TAC members, transportation supporters, and passengers	Mid-Term
86	1.4	Media Outreach (Marketing)	Ongoing
86	1.5	Maintain or establish a formal transportation provider travel training program	Ongoing
87	1.6	Participate in various community activities to promote transportation services	Ongoing
87	1.7	Include emergency management and all other organizations with a mission to protect public safety in all coordinated, local, or regional transportation planning efforts	Ongoing
Goal 2: Increase Transportation Options for Older Adults, Individuals with Disabilities, People with Low Incomes and the General Public in Areas Where Services are Nonexistent or Limited.			
<u>Page Number</u>	<u>Strategy Identification Number</u>	<u>Objective/Strategy Description</u>	<u>Priority</u>
88	2.1	Establish additional local funding sources to support public transportation services in rural Wayne County	Near-Term
88	2.2	Establish a Job Access and Reverse Commute (JARC) Voucher Program for after hour transportation options for training and work related trips	Long-Term
89	2.3	Develop a regional New Freedom Voucher Program to assist individuals with disabilities to reach their destinations	Long-Term

Exhibit VII.1: Goals and Strategies

Goal 3: Establish a Formal Regional Coordination Committee with Policies and Procedures that Meets the Needs of Each County and the Region.			
<u>Page Number</u>	<u>Strategy Identification Number</u>	<u>Objective/Strategy Description</u>	<u>Priority</u>
90	3.1	Establish a formal regional coordination committee	Mid-Term
91	3.2	Hire a regional Mobility Manager	Long-Term
92	3.3	Establish policies and procedures for the regional coordination committee that include trip sharing and coordination of services	Long-Term
92	3.4	Establish vehicle sharing policies and procedures	Long-Term
93	3.5	Investigate areas of duplication	Ongoing
94	3.6	Develop a regional brochure and website that are accessible to older adults and individuals with disabilities	Long-Term
94	3.7	Continue to share grant writing expertise among eligible participating agencies	Ongoing
95	3.8	Coordinate driver and staff training with transportation providers throughout the region	Ongoing
96	3.9	Discuss federal and state transportation policies of concern to transportation providers and users throughout the region	Near-Term
Goal 4: Continue Collaborative Efforts of Regional Transportation Providers to Improve and Increase Regional, Multi-County, and Multi-Modal Coordinated Transportation Services			
<u>Page Number</u>	<u>Strategy Identification Number</u>	<u>Objective/Strategy Description</u>	<u>Priority</u>
96	4.1	Develop cross county trips for older adults, individuals with disabilities, and the general public for medical needs	Ongoing
97	4.2	Establish formal and additional transfer points in and outside the region where passengers can transfer from a provider in the county of origin to a provider in a neighboring county	Ongoing
98	4.3	Offer discounted out of county fares for trips with three (3) or more full fare paying passengers	Ongoing
98	4.4	Develop an out of county regional fare structure for each county	Long-Term
99	4.5	Promote the Hoosier Ride intercity bus service	Mid-Term
100	4.6	Promote the use of Amtrak rail service to and from Connersville	Mid-Term

Exhibit VII.1: Goals and Strategies

Goal 5: Incorporate New Technology and Capital to Improve Existing Mobility Options and Serve More People.			
<u>Page Number</u>	<u>Strategy Identification Number</u>	<u>Objective/Strategy Description</u>	<u>Priority</u>
100	5.1	Establish Facebook accounts for each county's transportation services	Near-Term
101	5.2	Create and/or maintain an accessible website to share information about transportation services available throughout the region and in each county	Mid-Term
101	5.3	Investigate the sharing of scheduling software through a site licensing agreement	Long-Term
102	5.4	Acquire replacement and expansion vehicles and equipment for accessible service	Ongoing
Goal 6: Increase Funding for Public and Coordinated Transportation Throughout the Region.			
<u>Page Number</u>	<u>Strategy Identification Number</u>	<u>Objective/Strategy Description</u>	<u>Priority</u>
103	6.1	Encourage Human Service agencies and other organizations to contract with public transportation providers in each county when possible	Mid-Term
103	6.2	Promote public transportation as an economic development advantage in each county of the region	Ongoing
104	6.3	Speak to local and state officials about the need to financially support transportation services and continue involvement in the Indiana Council on Specialized Transportation (INCOST)	Ongoing



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

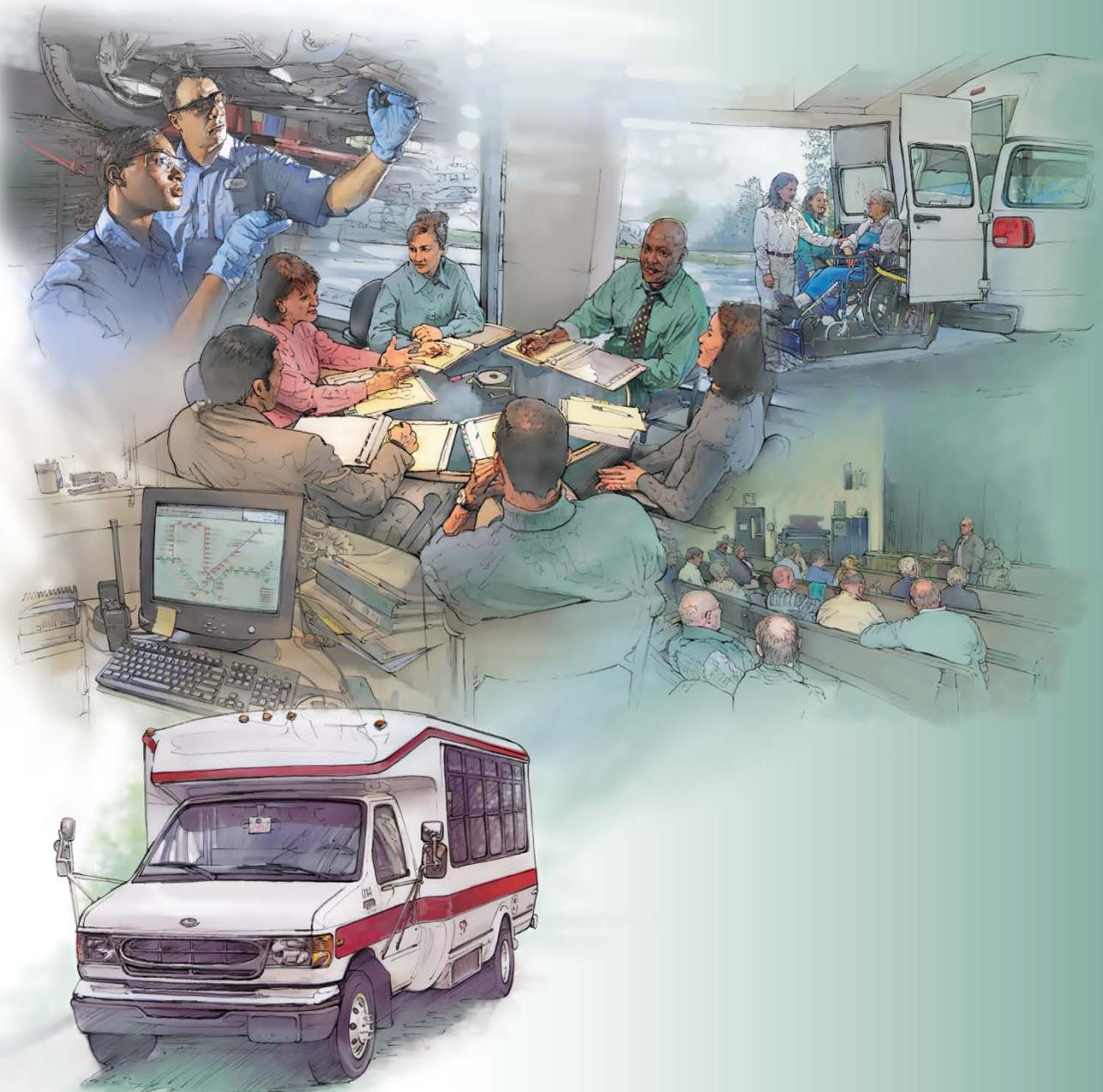


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INDOT REGION 11 CHECK SHEET

Focus Group

Stakeholder and General Public Meetings

Date: Meeting 1: 03/20/13 Meeting 2: 04/24/13

Location: Union County Transit, Liberty, IN

Invitations Distributed

U.S. Mail: Meeting 1: 03/5/13 Meeting 2: 04/4/13

Email: 03/5/13 and 04/4/13

Web Posting:

Newspaper Notice: Indy Star, Brookville American Democrat, News Examiner, Palladium Item, Rushville Republican, Liberty Herald

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: 14 (03/20/13); Meeting 2: 15 (04/24/13)

Invitation letter and mailing list attached.

Copies of flyers, brochures, etc.

Copy of Public Notice from each newspaper in which it appeared

Copy of email invitation and mailing list attached.

Sign-in Sheets attached.

Copy of web posting (if available)

Focus Group Summary Included in Report

Surveys

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

U.S. Mail

Web Posting: Survey Monkey

E-mail Upon request

Other (please specify): Public Libraries, River Valley Resources, Inc.,

Newspaper Notice:

Radio/TV PSAs:

Distributed in local community/senior centers, etc.

Information was provided in alternative formats, upon request.

Number of Surveys Distributed:

Number of Surveys Returned: 52

Listing of Survey Recipients attached

Other Outreach Efforts

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

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

Miscellaneous Meetings, Conferences, etc.:

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

The Indiana Department of Transportation is conducting a regional coordinated public transit-human services transportation plan update meeting for Wayne, Union, Franklin, Fayette, and Rush Counties. The public meeting will be held on **March 20, 2013 from 9:00AM to 11:00AM at Union County Transit, 615 West High St., Liberty, IN.**

Organizations that intend to receive funding under MAP-21 Section 5310 and Section 5311 programs must participate in coordination planning and development. 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.**

In addition to attending meetings, organizations that operate or fund passenger transportation should submit a survey at <https://www.surveymonkey.com/s/IHST>. Organizations that need or use transportation but do not directly operate or fund transportation should submit a survey at <https://www.surveymonkey.com/s/Agencyneeds>.

The general public is encouraged to attend the meeting and complete a survey at www.surveymonkey.com/s/indotpublic. This survey is also available at several libraries.

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

The Union County Transit building is an accessible facility. If you require any additional assistance or would like to request a survey in alternate format, 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.

The Indiana Department of Transportation is conducting a regional coordinated public transit-human services transportation plan update meeting for Wayne, Union, Franklin, Fayette, and Rush Counties. The public meeting will be held on **March 20, 2013, 9:00AM to 11:00AM at Union County Transit, 615 West High St., Liberty, IN.**

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

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

Interested parties may also provide input into the planning process by completing an online survey. In addition to attending meetings, organizations that operate or fund passenger transportation should submit a survey at <https://www.surveymonkey.com/s/IHST>. Organizations that need or use transportation but do not directly operate or fund transportation should submit a survey at <https://www.surveymonkey.com/s/Agencyneeds>.

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AREA/STATE

SAFETY

From Page A1

sidering a bill that aims to establish a statewide school safety board and start a new state grant program to help school districts buy safety equipment and hire police officers trained to deal with students to become school resource officers.

Republican Gov. Mike Pence, Democratic state schools superintendent Glenda Ritz and other state agency officials have also started a new task force to suggest school security improvements.

Senate President Pro Tem David Long, R-Fort Wayne, says one of the best steps would be to have more police officers in school. He had expressed support for the armed employees concept as a cost-effective way to provide a possible deterrent to attackers.

Long said he supported the governor's efforts to come up with security suggestions but made it clear he didn't think the Legislature would wait.

"I think it is important to get something in place — the sooner the better," Long said.

The bill that the House is expected to vote on Monday would put more emphasis on hiring police officers who work full-time in schools and are known as school resource officers. Many larger districts around the state already have such officers.

ROCKIN' THE BOWL



DARRELL SMITH / News-Examiner

Zach Mroz of Connersville falls of a mechanical surf board Friday night during STORM, a gathering of nearly 1,500 teenagers to have fun, listen to music and hear an inspiring message from Christian rock musician Bill Ballenger. The rally was at the Spartan Bowl.

Planning meeting set for public transportation

LIBERTY — The Indiana Department of Transportation will conduct a regional coordinated public transit-human services transportation plan update meeting for Wayne, Union, Franklin, Fayette and Rush counties on from 9-11 a.m. Wednesday, April 24, at Union County Transit, 615 W. High St., Liberty.

Organizations that intend to receive funding under MAP-21 Section 5310 and Section 5311 programs must participate in coordination planning and development. The agenda includes prioritizing steps in an action plan for improving coordination efforts in the region for 2013-2017 based on existing transportation services and unmet transportation needs. This meeting will provide an opportunity for the public to share transit needs and vision.

Organizations that operate or fund passenger transportation should submit a survey at www.surveymonkey.com/s/IHST.

Organizations that need or use transportation but do not directly operate or fund transportation should submit a survey at www.surveymonkey.com/s/Agencynews.

The public may attend the meeting and complete a survey at www.surveymonkey.com/s/indotpublic. This survey is also available at several libraries.

Those planning to attend should let the organizers know by April 23. Respond to Megan Lawson, Indiana Rural Transit Assistance Program, at 812-372-3794 or mlawson@indianartap.com.

For assistance or to request a survey in another format, contact Lawson.

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

DEMS

From Page A1

world. Donnelly spoke on some issues.

To North Korea, which has been threatening to attack its neighbors and the U.S., he said, "You can play whatever games you want but the second you cross that line, the second you put any of our

lives in danger, there will not be a light on in North Korea that night."

On background checks for gun purchasers, he told the News-Examiner that he favors using the same system of checks for guns bought on the Internet and at shows as what is currently used in stores. "I am a supporter of the Second Amendment."

He told the News-

Examiner he favors marriage equality, including same-sex marriage, but does not want to force churches or individuals to take the same position. During the 2012 election he publicly favored traditional one man-one woman marriage.

He also told the News-Examiner he will bring a jobs forum to Connersville. In the past two weeks, he has conducted

meetings that he calls Hoosier JobsRoots Roundtables in eight other Indiana cities.

Gregg ran for governor last fall and is pushing for another run for the state's chief executive job in 2016. In 3 1/2 years, Gov. Mike Pence will have a record that Gregg can run against, he said.

"All I heard about for the three months before the election was his

(Pence's) roadmap," Gregg said. "For my money, the day after the election he locked that roadmap in the glovebox and he's gone off-road now."

Gregg is keeping up a heavy schedule of appearances, here Friday and then Saturday at the Franklin County Democrat JJ dinner in Metamora. Next weekend, he'll be at Lawrenceburg and Rising Sun.

In concluding the meeting, Rose, the county chair, presented honorary life membership in the Fayette County Democrat Party to three longtime party workers. It's the highest honor the local party presents each year. This year's plaques went to Fayette County Clerk of Courts Melinda Sudhoff, Fayette County Surveyor Jerry Gobin and attorney Allen Demkovich.

WELLNESS

From Page A1

said. "I'm really excited about how I ran. I set a new personal record by 50 seconds."

Winning the overall race was just icing on the cake, he added.

"I wasn't really worried about where I placed," Hill said. "I was more worried about my time and pushing myself."

Sarah Repp, a 15-year-old sophomore at CHS who also is a member of the cross-country and track teams, brought home first

in the overall women's division with a time of 20:42, giving CHS a clean sweep of the overall first-place finishes.

"I'm really happy," Repp said. "I really wanted to run well today. The course was really quick."

The fun wasn't solely limited to runners, however. Martha Taylor, a Connersville resident, came out with her grandchildren Cooper and Mason Taylor for the 5k, and all walked away with first place finishes in their respective age categories.

Mason, 11, ran a 20:40 to bring home first in the

men's under-15 run group, while six-year-old Cooper won the kid's race and Martha, 55, finished first in the women's 50-59 run group with a time of 27:38.

"It's awesome," Martha said.

Saturday's turnout was a good one, according to James.

"Originally, we had 168 (people) and then we had a

lot of people that just registered (Saturday)," James said.

James and event organizers hope to grow that awesome event even more next year, she said.

"Next year, I'd like to see it be even more people," James said. "I'd like to see us be able to advertise a little bit sooner, so that way we can have an even bigger draw."

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The Indiana Department of Transportation is conducting a regional coordinated public transit-human services transportation plan update meeting for Wayne, Union, Franklin, Fayette, and Rush Counties. The public meeting will be held on **April 24, 2013 from 9:00AM to 11:00AM at Union County Transit, 615 West High St., Liberty, IN.**

Organizations that intend to receive funding under MAP-21 Section 5310 and Section 5311 programs must participate in coordination planning and development. The agenda includes prioritizing steps in an action plan for improving coordination efforts in the region over the next four years (2013-2017) based on existing transportation services and unmet transportation needs. **This public meeting will provide a unique opportunity for the public to share transit needs and vision for their community. Transportation providers, human service agencies, and other advocates will also want to attend to discuss this important topic.**

In addition to attending meetings, organizations that operate or fund passenger transportation should submit a survey at <https://www.surveymonkey.com/s/IHST>. Organizations that need or use transportation but do not directly operate or fund transportation should submit a survey at <https://www.surveymonkey.com/s/Agencyneeds>.

The general public is encouraged to attend the meeting and complete a survey at www.surveymonkey.com/s/indotpublic. This survey is also available at several libraries.

It is important to RSVP by April 23, 2013 to Megan Lawson, Indiana Rural Transit Assistance Program at 812-372-3794 or mlawson@indianartap.com.

The Union County Transit building is an accessible facility. If you require any additional assistance or would like to request a survey in alternate format, 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.

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

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

Interested parties may also provide input into the planning process by completing an online survey. In addition to attending meetings, organizations that operate or fund passenger transportation should submit a survey at <https://www.surveymonkey.com/s/IHST>. Organizations that need or use transportation but do not directly operate or fund transportation should submit a survey at <https://www.surveymonkey.com/s/Agencyneeds>.

The general public is encouraged to attend the meeting and complete a survey at www.surveymonkey.com/s/indotpublic. This survey is also available at several libraries.

Please RSVP by April 23, 2013 to Megan Lawson, Indiana Rural Transit Assistance Program Coordinator at 812-372-3794 or mlawson@indianartap.com.

The Union County Transit building is an accessible facility. If you require any additional assistance or would like to request a survey in alternate format, 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.

Region 11 Contact List

Contact Person	Organization Name	Address Line 1	Address Line 2	City	State	Zipcode
Jim Mickschl, Transit Manger	Achieva Resources	1455 E 5th St.		Connersville	IN	47331
Dan Stewart, CEO	Achieva Resources	P.O. Box 1252		Richmond	IN	47374
Johanna Smith	Adult Day Care of Richmond	2727 East Main St		Richmond	IN	47374
	American Cancer Society (ACS) - Richmond	1401 Chester Blvd		Richmond	IN	47374
	American Red Cross	1417 North A Street		Richmond	IN	47374
	American Veterans Post 11	1413 Eastern Ave		CONNERSVILLE	IN	47331
Katie Stroh, Program Coordinator	Amigos	855 N 12th St		Richmond	IN	47374
Manager	Amtrak Station	1012 Eastern Ave		CONNERSVILLE	IN	47331
Tony Shepard, Executive Director	Area 9 In-Home & Community Services Agency	5205 9th St		Richmond	IN	47374
	Aurora	1401 Chester Boulevard		Richmond	IN	47374
Bruce Dagg, Executive Director	Boys & Girls Clubs of Wayne County	1717 S L St		Richmond	IN	47374
Linda Dunn	Brookville Court Treasurer	634 Main St.		Brookville	IN	42012
	Cambridge Square Apartments	3800 South A Street		Richmond	IN	47374
	Care-A-Van	2200 Hawkins Road		Richmond	IN	47374
Dennis Jones, Chairman of the Board	Centerville/Abington Senior Center	111 South 2nd Street		Centerville	IN	47330
Chris Wisner, Bus Garage	Centerville-Abington Comm Schs	509 Willow Grove Rd		Centerville	IN	47330
Rick Pegg, Director	Circle You Help Center	P.O. box 491		Richmond	IN	47375
	CMH Care Coordination	P.O. Box 341		Richmond	IN	47374
Vivian Ashmawi, Executive Director	Communities in Schools of Wayne County	P.O. Box 1784		Richmond	IN	47375
Darlene Moegerle, Board of Directors	Community Action of East Central Indiana - Union County	6 W South St		Liberty	IN	47353
Shirley Smith, Board of Directors	Community Action of East Central Indiana, Inc.-Fayette	3039 N Thirty court		CONNERSVILLE	IN	47331
Darlene Moegerle, Board of Directors	Community Action of East Central Indiana-Wayne County	1845 W. Main St.		Richmond	IN	47374
	COMMUNITY CHRISTIAN SCHOOL	P.O. Box 1393		Richmond	IN	47374
	Community Education Coalition	P.O. Box 225		CONNERSVILLE	IN	47331
Mr. Stevens	Community Mental Health Center, Inc.	9127 Oxford Pk		Brookville	IN	47012
	Community Mental Health Center, Inc.	285 Bielby Rd		Lawrenceburg	IN	47025
Jamie Kennedy	Community Partners for Child Safety (CPCS) - Region 12	2508 Western Ave Suite E		CONNERSVILLE	IN	47331
	Dolly Parton Imagination Library	5 West High St		Liberty	IN	47353
Laura Hutchinson, VP for Student Dev.	Earlham College	801 National Road West		Richmond	IN	47374
Lou Dickman, Director	Early Learning and Family Literacy Center	315 Northwest 3rd Street		Richmond	IN	47374
	Experience Works, Inc.-Fayette County	P.O. Box 687		Seymour	IN	47274
Mary Medler, Regional Manager	Fayette County Division of Family & Children	1501 N. Eastern Ave		CONNERSVILLE	IN	47331
	Fayette County Free Clinic c/o First United Methodist Church	729 CENTRAL AVENUE		CONNERSVILLE	IN	47331
Wayne White, Health Officer	Fayette County Health Department	401 Central Ave.		CONNERSVILLE	IN	47331
	Fayette County School Corp.	306 W. 16th Street		Connersville	IN	47331
	Fayette County School Corporation -Center for Performance Learning	900 SPARTAN DRIVE		CONNERSVILLE	IN	47331
Marva Evans, Executive Director	Fayette County Transit/ Fayette County Senior Center	477 Grand Ave.		Connersville	IN	47331
Ron Hockersmith	Fayette County Transit/ Fayette County Senior Center	477 Grand Ave.		Connersville	IN	47331
	First Steps	P.O. Box 1252		Richmond	IN	47375
	Fountain City Wesleyan Church Food Bank	5600 U.S. Hwy 27 North		Richmond	IN	47375
	Fountain Place Apartments	701 Fountain St		Connersville	IN	47331
	Franklin County Board of Commissioners	1010 Franklin Ave.		Brookville	IN	42012
Mary Medler, Regional Manager	Franklin County Division of Family Resources	12050 St. Mary's Road	Suite A	Brookville	IN	47012
Cathy Pelsor, Executive Director	Franklin County Senior Citizens Center/Public Transit	11146 County Park Rd		Brookville	IN	47012
Jeffrey L. Baxter, President	Friends Fellowship Community	2030 Chester Blvd		Richmond	IN	47374
	Goodwill Industries	3791 National Road E		Richmond	IN	47374
Charolette Hofmann	Hand-in-Hand Adult Day Care	2727 East Main		Richmond	IN	47374
	Hauk-Spencer Medicar	P.O. Box 223		Morristown	IN	46161
Ruth Fuchs, Administrator	Hickory Creek at Connersville- Adult Day Services	2600 Grand Ave		CONNERSVILLE	IN	47331
	Hope House Addiction Recovery Center	275 Grove Rd		Richmond	IN	47375
	Hope Ministries Church	306 South 10th St		Richmond	IN	47374
Tome Cooney, Director	Independent Living Center	1818 W. Main St		Richmond	IN	47374
Treva Olivero, Consumer	Independent Living Center	1818 W. Main St		Richmond	IN	47374
Brett Crowley, Dir., Student Support Services	Indiana University East	2325 Chester Blvd		Richmond	IN	47374

Region 11 Contact List

Contact Person	Organization Name	Address Line 1	Address Line 2	City	State	Zipcode
	Interfaith Apartments	34 NW Fifth St		Richmond	IN	47374
	Interlocal Community Action Program, Inc. (ICAP)	P. O. Box 449		New Castle	IN	47362
	Ivy Tech Community College Connersville	717 W. 21st Street		CONNERSVILLE	IN	47331
Mary Louise Edwards	Ivy Tech Community College Richmond	2357 Chester Blvd		Richmond	IN	47374
	Landmark Services, Inc.	P.O. Box 426		Connersville	IN	47331
	Lutheran Counseling Center	2300 W. Main St		Richmond	IN	47374
Jane Zimmerman, Office Manager	Mental Health America Community Connect	750 NW 13th St		Richmond	IN	47374
	Nettle Creek School Corporation	297 E Northmarket St		Hagerstown	IN	47346
Suzie Pierce	Nettle Creek Senior Center	327 E Main St		Hagerstown	IN	47346
Holly Leger	New Creations Chapel	6400 National Rd. East		Richmond	IN	47374
Bob Ward, Transportation or Marie Dausch, Director	New Horizons Rehabilitation, Inc.	6 Pine Ranch Rd.		Batesville	IN	47006
	Northeastern Neighborhood Meal Site	600 West Main St		Fountain City	IN	47341
Pat Fisher	Northeastern Senior Center	600 West Main St		Fountain City	IN	47341
	Northeastern Wayne Schools	7295 North U.S. Highway 27		Fountain City	IN	47341
	Richmond Academy, Inc.	P.O. Box 1033		Richmond	IN	47375
Johanna Hensley, Director	Richmond Adult Day Care	2727 E. Main St.		Richmond	IN	47374
	Richmond Community Schools	300 Hub Etchison Parkway		Richmond	IN	47374
	Richmond Friends School	607 West Main Street		Richmond	IN	47374
Executive Director	Richmond Senior Community Center	1600 South 2nd Street		Richmond	IN	47374
Terri Quinter, Operations Manager	Rose View Transit & Paratransit System	401 S. Q St.		Richmond	IN	47374
Mary Medler, Regional Manager	Rush County Division of Family Resources	148 E US Hwy 52		Rushville	IN	46173
Steve Sickbert, Board of Trustees	Rush County Schools	West 16th		Rushville	IN	46173
Wanda Henderson, Executive Director	Rush County Senior Center	504 W. 3rd St.		Rushville	IN	46173
Peggy Brower	Rush County "Rush Ride"	504 W. 3rd St.		Rushville	IN	46173
Wanda Henderson	Rush County Senior Citizens Services, Inc.	504 W 3rd St		Rushville	IN	46173
Tina Logan	Rush County "Rush Ride"	504 W 3rd St		Rushville	IN	46173
Veteran's Services Officer	Rush County Veterans' Services Office	512 E 11th Street		Rushville	IN	46173
Nicole Boersma, M.D.	Rushville Community Health Center	509 Harcourt Way	PO Box 21	Rushville	IN	46173
	Senior Citizens Services, Franklin Co.	11146 County Park Rd.		Brookville	IN	47012
	SETON CATHOLIC SCHOOL	700 NO A	801 W MAIN	Richmond	IN	47374
	Shares, Inc.	1611 S Miller St.		Shelbyville	IN	46176
	Shares, Inc. (McGraw Industries)	521 Conrad Harcourt Way		Rushville	IN	46173
Sue Felton	SIEOC Franklin Co	528 Main St		Brookville	IN	47012
	Southeastern Indiana EOC	110 Importing		Aurora	IN	47001
	St. Michael Catholic School	275 High St.		Brookville	IN	47012
Melinda Brown	Stayin' Alive, Franklin Co. Local Coordinating Council	PO Box 64	527 Main St	Brookville	IN	47012
	Union County College Corner Joint School District	107 LAYMAN ST		Liberty	IN	47353
Paul Wiwi, President	Union County Commissioners	26 W. Union St		Liberty	IN	47353
Bonnie Blades, Executive Director	Union County Council on Aging	P.O. Box 333		Lib	IN	47353
Melissa Browning	Union County Development Corp.	5 W. High St.		Liberty	IN	47353
Mary Medler, Regional Manager	Union County Division of Family Resources	303A N Main St		Liberty	IN	47353
	Union County Health Department - Clinic	6 W South St , Suite 2		Liberty	IN	47353
Gidget Dickenson, Director	Union County Transit	615 W High Street		Liberty	IN	47353
Trish Witham	Union County Transit	615 W High Street		Liberty	IN	47353
Dawn Bevington, Executive Director	United Way of Fayette County, Inc.	428 Water St		Connersville	IN	47331
Executive Director	VA Community Outpatient Clinic	4351 South A St		Richmond	IN	47374
Veteran's Services Officer	Veterans Outreach Office Franklin County	483 Main Street		Brookville	IN	47012
Veteran's Services Officer	VETERANS SERVICE OF FAYETTE COUNTY	111 WEST 4TH STREET		CONNERSVILLE	IN	47331
	Veterans Transportation	1413 N Eastern Ave		Connersville	IN	47331
Sue Liming	Vocational Rehabilitation Services	52 S 2nd St		Richmond	IN	47374
Dennis Pinkerton, CEO/Administrator	Waters of Batesville, LLC	958 E HWY 46		BATESVILLE-RIPLEY	IN	47006
Kelly Broyles	Wayne County Dept. of Childrens Services	54 S. Second St		Richmond	IN	47374
Mary Medler, Regional Manager	Wayne County Division of Family Resources	50 S 2nd St		Richmond	IN	47374
Eric Coulter, Executive Director	Wayne County Health Department	201 E Main St		Richmond	IN	47374

Region 11 Contact List

Contact Person	Organization Name	Address Line 1	Address Line 2	City	State	Zipcode
Marshall Smith, Veteran's Service Officer	Wayne County Veterans Office	401 East Main St		Richmond	IN	47374
Veteran's Services Officer	Wayne County Veterans Office	401 East Main St		Richmond	IN	47374
	Wayne Township Trustee	401 E. Main St		Richmond	IN	47374
	Western Wayne Schools	801 East Delaware St		Cambridge City	IN	47327
Lorena Gromer	Western Wayne Senior Center	P.O. Box 353		Cambridge City	IN	47327
	Whitewater Valley Transit Connection	615 W High Street		Liberty	IN	47353
Scot Quintel, President	Whitewater Valley United Way	129 South 9th		Richmond	IN	47374
	Work One	3771 S "A" St.		Richmond	IN	47374
	YMCA	2023 Chester Blvd		Richmond	IN	47374
Rebecca Studebaker, Executive Director	YWCA	PO Box 2430		Richmond	IN	47375
Commissioner Appointee		435 West parkway Dr.		Cambridge City	IN	47327

PUBLIC MEETING: PLEASE ATTEND

INDOT-Transit invites you to participate in the 2013 Coordinated Public Transit-Human Services Transportation Plan Update for Wayne, Union, Franklin, Fayette, and Rush 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: March 20, 2013 from 9:00 a.m. to 11:00 a.m.

Where: Union County Transit, 615 West High Street, Liberty, Indiana

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.

It is very important to RSVP by March 18 to Megan at mlawson@indianartap.com or 1-800-709-9981

Public Transit-Human Services Transportation Plan Update

PUBLIC MEETING

March 20, 2013

Union County Transit
615 West High St.
Liberty, IN
9:00 AM to 11:00 AM

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 Wayne, Union, Franklin, Fayette, and Rush Counties.

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

It is important to **RSVP by March 18** to Megan Lawson at 1-800-709-9981 or mlawson@indianartap.com. The meeting facility is accessible.

In addition to attending meetings, organizations that operate or fund passenger transportation should submit a survey at <https://www.surveymonkey.com/s/IHST>. Organizations that need or use transportation but do not directly operate it should submit a survey at <https://www.surveymonkey.com/s/Agencyneeds>.

The general public is encouraged to attend the meeting and complete a survey at www.surveymonkey.com/s/indotpublic. This survey is also available at several libraries.

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 Wayne, Union, Franklin, Fayette, and Rush Counties.

Why: To review the goals and strategies designed to meet the unmet transportation needs as discussed at the March 20th meeting. Attendees will help rank the goals and strategies.

When: April 24, 2013 from 9:00 a.m. to 11:00 a.m.

Where: Union County Transit, 615 West High Street, Liberty, Indiana

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.

It is very important to RSVP by April 23 to Megan at mlawson@indianartap.com or 1-800-709-9981

INDOT Region 11 Coordination Plan Presentation Meeting 1

Indiana Department of Transportation Coordinated Public Transit- Human Services Transportation Plan Update

Region 11 Public Meeting
March 20, 2013

Presented by: RLS & Associates, Inc.

1



Meeting Objectives

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

2

www.rlsandassoc.com

MAP-21 and Coordination Planning Requirements

3

History of Coordination Plans

Why Were Plans Developed?

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

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

MAP-21

- ◆ Authorized Funding FY 2013: \$10.578 Billion (con't)
 - Enhanced Mobility of Seniors and Individuals with Disabilities
 - Planning
 - Administrative Expenses
 - Research, TCRP, Bus Testing
 - Technical Assistance/Human Resources
 - Transit Oriented Development (TOD) Pilot

Highlights of Program Changes (Source FTA)

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

Section 5310 Program Overview

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

Section 5310 Program Overview

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

Section 5316 (JARC) Program Overview

- ◆ MAP-21 Consolidated It into the Section 5307 and 5311 Formula Allocations
- ◆ Designated to Address the Unique Transportation Challenges Faced by People with Low-Incomes Who Were Seeking to Obtain and Keep Jobs
- ◆ Addresses the Disconnect Between Jobs and Job Seekers

Section 5316 (JARC) 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

Section 5316 (JARC) Program Overview

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

13

Section 5317 (New Freedom) Program Overview

- ◆ MAP-21 Consolidated it Into the Section 5310 Formula Program
- ◆ Designed to Support New Public Transportation Services and Public Transportation Alternatives Beyond Those Required by the Americans with Disabilities Act (ADA)

14

Section 5317 (New Freedom) 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

15

Section 5317 (New Freedom) Program Overview

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

16

MAP-21 and Coordinated Plans

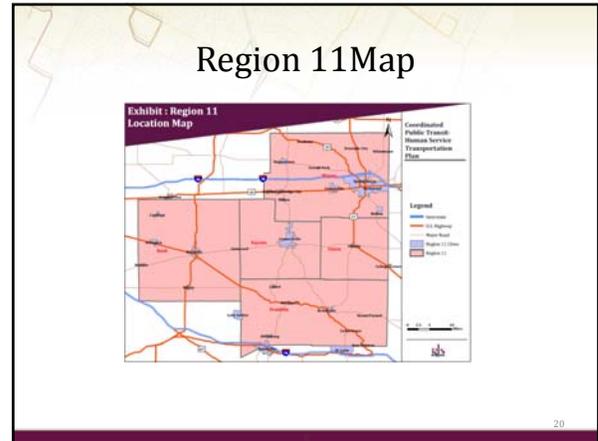
- ◆ Ongoing Provisions
 - Local Share May Be Derived from Other Non-DOT Transportation Sources
 - Recipients Must Certify that Projects Selected Are Included in Locally Developed, Coordinated Public Transit-Human Services Transportation Plan

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

19



20

- ### Unmet Transportation Needs for Region From 2008 Plan
- ◆ Too Few Wheelchair Accessible Vehicles in Region
 - Out of County Trips Occupy Vehicle for Several Hours
 - Richmond Paratransit Vehicles
 - ◆ Medical Transportation
 - Common Requested Transportation
 - Additional Resources Needed to Meet Demand
 - ◆ Extended Hours/Days of Service for All Region Public Transportation Providers
 - 2nd and 3rd Shift Employment Transportation Options

21

- ### Unmet Transportation Needs for Region From 2008 Plan
- ◆ Few Transportation Options for Rural Area Residents
 - Older Adults Need Affordable Transportation Options
 - Need Service to Richmond, Connersville, Brookville; Areas in Fayette, Union, and Southern Randolph Counties; and Destinations Outside the Richmond City Limits
 - ◆ Shortage of Drivers in the Region
 - Providers Require More Drivers to Meet Demand

22

- ### Unmet Transportation Needs for Region From 2008 Plan
- ◆ Wayne County Needs Additional Countywide Transportation Resources
 - Including Options for Individuals with Disabilities
 - ◆ Need for Weekday Evening Hours
 - Employment
 - Substance Abuse Programs
 - Social and Recreational Activities

23

- ### Unmet Transportation Needs for Region From 2008 Plan
- ◆ Additional Funding Needed by Public Transportation Providers
 - Implement Necessary Improvements
 - Meet the Needs of People with Low Incomes, Older Adults, Individuals with Disabilities
 - ◆ Need for Transportation Services for Persons Under 60 for Trips Inside/Outside Rush County
 - Additional Funding is Required

24

INDOT Region 11 Coordination Plan Presentation Meeting 1

Current Coordination Efforts from 2008 Plan

- ◆ Active Committee Working to Coordinate
- ◆ Union County Transit Operates in Wayne County
 - More Dialysis Transportation
 - Open to the Public
- ◆ Providers Coordinate Out-of-County Trips
 - Reduce Duplication
 - More Efficient Use of Vehicles
- ◆ More Efficient Scheduling
 - New Approach

25

Current Coordination Efforts from 2008 Plan

- ◆ Union County Council on Aging Toll-free Number
 - Information Sharing/Referrals Among Human Service Agencies/Transportation Providers
 - Available in Union & Franklin Counties
 - Expanded to 4 Additional Counties When Funds Available

26

Challenges to Coordination in the Region from 2008 Plan

- ◆ Limited Funding
- ◆ Passenger Fares
- ◆ Vehicle Restrictions - Liability Insurance
- ◆ Unique Characteristics of Consumers

27

Goals for Coordination in the Region from 2008 Plan

- ◆ Out of County Medical Trips
- ◆ Job Access Transportation to
 - Greensburg Factory
 - Shelbyville, Connersville, Decatur, Western Wayne County
- ◆ Union County Substance Abuse Programs
 - Require Out-of-County Travel
- ◆ No Hospital in Union/Franklin Counties
 - Must travel Out-of-County for Medical Purposes
- ◆ Regional and Interstate Transportation

28

Goals for Coordination in the Region from 2008 Plan

- ◆ Richmond Paratransit Service
 - Add hours: 6:15 am - 9:00 am
 - Reduce Required One-Week Advance Reservation
- ◆ Wayne County Transportation Needs
 - 4:00 am - 10:30 pm
- ◆ Weekday Evenings/Weekends Services Needed Throughout Region
- ◆ Sunday Services As Needed

29

Goals for Coordination in the Region from 2008 Plan

- ◆ Standardization of Safety and Operating Protocol
- ◆ Public Perception - Demand Response Public Transportation Providers Perceived as Human Service Transportation - Not General Public
 - Improve Information Sharing
 - Referral Processes

30

NEW UNMET TRANSPORTATION NEEDS FOR REGION

31

- ### Existing Resources 2008
- ◆ Transportation Providers - Total of 139 Vehicles
 - Achieva Resources Corporation, Inc.
 - Developmental Services, Inc.
 - Dunn Mental Health Center
 - Fayette County Transit
 - Franklin County Public Transportation
 - Hand-in-Hand Adult Day Care of Richmond, Inc.
 - City of Richmond/Rose View Transit
- 32

- ### Existing Resources 2008
- ◆ Transportation Providers (con't):
 - Meridian Services
 - Rush County Senior Citizens Services, Inc./Ride **Rush**
 - Union County Council on Aging and Aged, Inc./Union County Transit
- 33

- ### Goals, Objectives and Implementation Strategies 2008
- ◆ **Goal 1:** Educate the Residents of the Region about Public and Coordinated Transportation
 - ◆ **Objective 1.1** – Educate Local Government Officials and Agencies about the Benefits of Public and Coordinated Transportation
 - ◆ **Objective 1.2** – Educate Consumers/General Public about Public and Coordinated Transportation
- 34

- ### Goals, Objectives and Implementation Strategies 2008
- ◆ **Goal 1:** Educate the Residents of the Region about Public and Coordinated Transportation
 - ◆ **Objective 1.3** – Utilize the Regional Transit Advisory Committee as a Forum for Local Transit Issues, Education, Networking, and Support
- 35

- ### Goals, Objectives and Implementation Strategies 2008
- ◆ **Goal 2:** Coordinate/Pool Resources Whenever Possible to Eliminate Duplication of Services and Free Up Existing Resources so that More Service May be Provided Within the Available Funding Limitations
 - ◆ **Objective 2.1** Coordinate/Consolidate Dispatching/Scheduling Services
- 36

Goals, Objectives and Implementation Strategies 2008

- ♦ **Goal 2:** Coordinate/Pool Resources Whenever Possible to Eliminate Duplication of Services and Free Up Existing Resources so that More Service May be Provided Within the Available Funding Limitations
 - ♦ **Objective 2.2** Implement a Centralized Dispatching Center and Consolidate Regional Transportation

37

Goals, Objectives and Implementation Strategies 2008

- ♦ **Goal 2:** Coordinate/Pool Resources Whenever Possible to Eliminate Duplication of Services and Free Up Existing Resources so that More Service May be Provided Within the Available Funding Limitations
 - ♦ **Objective 2.3** Coordinate/Consolidate Maintenance Services

38

Goals, Objectives and Implementation Strategies 2008

- ♦ **Goal 2:** Coordinate/Pool Resources Whenever Possible to Eliminate Duplication of Services and Free Up Existing Resources so that More Service May be Provided Within the Available Funding Limitations
 - ♦ **Objective 2.4** Coordinate/Standardize Driver Training and Driver/Mechanic Hiring Requirements

39

Goals, Objectives and Implementation Strategies 2008

- ♦ **Goal 2:** Coordinate/Pool Resources Whenever Possible to Eliminate Duplication of Services and Free Up Existing Resources so that More Service May be Provided Within the Available Funding Limitations
 - ♦ **Objective 2.5** Standardize Transportation Operating Policies and Procedures as Much as Possible to Ensure Consistency with the General Public

40

Goals, Objectives and Implementation Strategies 2008

- ♦ **Goal 2:** Coordinate/Pool Resources Whenever Possible to Eliminate Duplication of Services and Free Up Existing Resources so that More Service May be Provided Within the Available Funding Limitations
 - ♦ **Objective 2.6** Share Vehicles or Contract for Service Among Participating Transportation Providers Whenever Possible.

41

Goals, Objectives and Implementation Strategies 2008

- ♦ **Goal 2:** Coordinate/Pool Resources Whenever Possible to Eliminate Duplication of Services and Free Up Existing Resources so that More Service May be Provided Within the Available Funding Limitations
 - ♦ **Objective 2.7** Hire/Utilize a Mobility Manager

42

Goals, Objectives and Implementation Strategies 2008

- ♦ **Goal 3:** Increase Service Available to the General Public, Including Individuals with Disabilities, Older Adults, and People with Low Incomes
 - ♦ **Objective 3.1** Increase and Provide Evening and Weekend Transportation Service.

43

Goals, Objectives and Implementation Strategies 2008

- ♦ **Goal 3:** Increase Service Available to the General Public, Including Individuals with Disabilities, Older Adults, and People with Low Incomes
 - ♦ **Objective 3.2** Coordinate Long Distance Trips Between Providers to Avoid Duplication of Service Especially Trips to Indianapolis, Shelbyville, Greenfield, Batesville, Muncie, Ohio Cities, etc.

44

Goals, Objectives and Implementation Strategies 2008

- ♦ **Goal 3:** Increase Service Available to the General Public, Including Individuals with Disabilities, Older Adults, and People with Low Incomes
 - ♦ **Objective 3.3** Develop a Point Deviation Route Which Serves Richmond, Liberty, Brookville and Connersville on a Regular Basis
 - Route Provided Approximately Four (4) Times/Day
 - Rushville Could be Added at Certain Times of Day

45

Goals, Objectives and Implementation Strategies 2008

- ♦ **Goal 3:** Increase Service Available to the General Public, Including Individuals with Disabilities, Older Adults, and People with Low Incomes
 - ♦ **Objective 3.4** Add General Public Transportation to Accommodate 2nd and 3rd Shift Work-Related Trips in the Evening from 6:00 pm – 12:00 Midnight, Monday through Friday

46

Goals, Objectives and Implementation Strategies 2008

- ♦ **Goal 3:** Increase Service Available to the General Public, Including Individuals with Disabilities, Older Adults, and People with Low Incomes
 - ♦ **Objective 3.5** Develop New Services and Programs to Improve the Transportation Options for Individuals with Disabilities and Older Adults

47

Goals, Objectives and Implementation Strategies 2008

- ♦ **Goal 4:** Increase Accessibility of Transportation Services in the Region for Individuals with Disabilities
 - ♦ **Objective 4.1** Increase the Number of Accessible Vehicles Available for Transportation Service in the Whitewater Region

48

Goals, Objectives and Implementation Strategies 2008

- ◆ **Goal 4:** Increase Accessibility of Transportation Services in the Region for Individuals with Disabilities
 - ◆ **Objective 4.2** Increase Accessibility of Transportation Provider Informational Materials

49

GOALS AND STRATEGIES UPDATE

50

NEXT STEPS

51

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

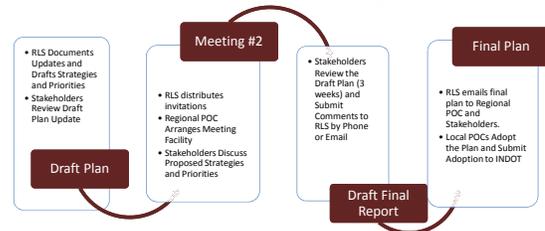
- ◆ Stakeholders Review the Draft Plan (3 weeks) and Submit Comments to RLS by Phone or Email

INDOT Region 11 Coordination Plan Presentation Meeting 1

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 2



Participation Reminder

- ◆ Participation in Meetings and Interviews is Required for Funding Eligibility
 - Applicants - Must Be Part of the Coordinated Transportation Plan

THANK YOU FOR YOUR PARTICIPATION

Electronic Survey

Providers: <https://www.surveymonkey.com/s/IHST>

Non-Providers:

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

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

Contacts:

Lorretta Frenton - lfrenton@rlsandassoc.com

Jane Bogard - jbogard@roadrunner.com

**Indiana Department of
Transportation
Coordinated Public Transit-
Human Services Transportation
Plan Update**

Region 11 Public Meeting
April 24, 2013

Presented by: RLS & Associates, Inc.

1



Meeting Objectives

1. Review Accomplishments
2. Review List of Region's Transportation Providers
3. Review and Prioritize Goals and Strategies
4. Next Steps

2

www.rlsandassoc.com

2008 PLAN ACCOMPLISHMENTS

3

Accomplishments

- ◆ Accessible Vehicles Purchased by All Providers
- ◆ Richmond Paratransit Service
 - Added hours: 6:15 am – 9:00 am
 - Will accept same day reservations if room in schedule
- ◆ Providers throughout Region Work Together, When Possible
 - ◆ Providers Attend Each Other's TAC Meetings
 - ◆ Coordinate Trips
- ◆ Return of Inter-City Bus Services
 - ◆ Greyhound and Hoosier Ride in Richmond

4

**CURRENT TRANSPORTATION
PROVIDERS**

5

Transportation Providers

- ◆ AWS
- ◆ Center Stone of Indiana
- ◆ Developmental Services, Inc.
- ◆ Fayette County Transit
- ◆ Franklin County Public Transportation
- ◆ Hand-in-Hand Adult Day Care of Richmond, Inc.
- ◆ Meridian Services

6

Transportation Providers

- ◆ City of Richmond/Rose View Transit
- ◆ Rush County Senior Citizens Services, Inc./Ride Rush
- ◆ T & T Taxi (Fayette County)
- ◆ Union County Council on Aging and Aged, Inc./Union County Transit

7

2013 UNMET NEEDS

8

2013 Unmet Transportation Needs

- ◆ Additional Wheelchair Accessible Vehicles
 - Out of County Trips Tie Up Vehicles for Several Hours
- ◆ Medical Transportation
 - Common Requested Transportation
 - Additional Resources Needed to Meet Demand

9

2013 Unmet Transportation Needs

- ◆ Few Transportation Options for Rural Area Residents
 - Older Adults Need Affordable Transportation Options
 - Need Service to Richmond, Connersville, Brookville; Areas in Fayette, Union, and Southern Randolph Counties; and Destinations Outside the Richmond City Limits
- ◆ Difficult to Find Drivers
 - Fit for Duty Requirements
 - Required Paperwork for Pay Scale

10

2013 Unmet Transportation Needs

- ◆ Wayne County Needs Additional Countywide Transportation Resources
 - Including Options for Individuals with Disabilities
- ◆ Extended Hours/Days of Service for All Region Public Transportation Providers
 - College Students Need Transportation to and from Classes/Activities
 - Employment
 - Group Meetings

11

2013 Unmet Transportation Needs

- ◆ Additional Funding Needed by Public Transportation Providers
 - Implement Necessary Improvements
 - Meet the Needs of People with Low Incomes, Older Adults, Individuals with Disabilities
- ◆ Need for Transportation Services for Persons Under 60 for Trips Inside/Outside Rush County
 - Additional Funding is Required

12

2013 Unmet Transportation Needs

- ◆ Public Perception - Demand Response Public Transportation Providers Perceived as Human Service Transportation – Not General Public
 - Improve Information Sharing
 - Referral Processes
- ◆ Training for Transportation Providers on Federal and State Regulations
 - Charter Regulations

13

2013 Unmet Transportation Needs

- ◆ Vehicle Sharing Among Providers
- ◆ Establish Websites for Transportation Providers to Share/Market Their Services
- ◆ Reduce Duplication of Services

14

2013 PROPOSED GOALS AND STRATEGIES

15

Implementation Timeframes

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



16

Strategies

- ◆ For All Counties in the Region
 - ◆ This Symbol 
- ◆ May Affect Only a Few Counties
 - ◆ This Symbol 
 - ◆ Require Input from Stakeholders.
 - ◆ Is this Strategy Needed in Your County?

17

2013 Goals and Strategies

- ◆ **Goal #1:** Educate and Market the Public and Coordinated Transportation Services Available to Older Adults, Individuals with Disabilities, Low Income People and the General Public to Residents and Elected Officials.

18

2013 Goals and Strategies

- ♦ **Goal #1:**
Strategy 1.1: Distribute the Adopted Coordinated Public Transit-Human Services Transportation Plan.



19

2013 Goals and Strategies

- ♦ **Goal #1:**
Strategy 1.2: Develop/Update Transportation Brochures. Include Reference to Coordinated Transportation Efforts in the Region.



20

2013 Goals and Strategies

- ♦ **Goal #1:**
Strategy 1.3: Establish a Speakers Bureau of Transportation Provider Staff, TAC Members, Transportation Supporters, and Passengers. Schedule Speaking Engagements at Government, Civic, and Club Meetings to Promote the Benefits of Transportation and Coordination for Older Adults, Individuals with Disabilities, People with Low Incomes and the General Public.



21

2013 Goals and Strategies

- ♦ **Goal #1:**
Strategy 1.4: Media
 - Develop Press Releases and Public Service Announcements about Public Transportation Happenings.
 - Ask Passengers to Write Letters to the Editor About Their Positive Experience When Using Public Transportation Services.



22

2013 Goals and Strategies

- ♦ **Goal #1:**
Strategy 1.5: Maintain or Establish a Travel Training Program for Individual Users on Awareness, Knowledge, and Skills of Public and Alternative Transportation Options Available in Each County in the Region.



23

2013 Goals and Strategies

- ♦ **Goal #1:**
Strategy 1.6: Participate in Various Community Activities to Promote Transportation Services.



24

2013 Goals and Strategies

- ♦ **Goal #1:**
Strategy 1.7: Include Emergency Management and All Other Organizations with a Mission to Protect Public Safety in All Coordinated, Local, and Regional Transportation Planning Efforts.
Make National Incident Management Systems (NIMS) Courses Available to Transportation Employees (Including Drivers).



25

2013 Goals and Strategies

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

26

2013 Goals and Strategies

- ♦ **Goal #2:**
Strategy 2.1: Establish Countywide Public Transportation in Wayne County.



Wayne County

27

2013 Goals and Strategies

- ♦ **Goal #2:**
Strategy 2.2: Establish a JARC Voucher Program for After Hour Transportation Options for Training and Work Related Trips. 50% Local Match Requirement.



28

2013 Goals and Strategies

- ♦ **Goal #2:**
Strategy 2.3: Develop a Regional New Freedom Voucher Program to Assist Individuals with Disabilities Reach Their Destinations. Requires a 50% Local Match.



29

2013 Goals and Strategies

- ♦ **Goal #3:** Establish a Formal Regional Coordination Committee with Policies and Procedures that Meet the Needs of Each County and the Region.

30

2013 Goals and Strategies

- ♦ **Goal #3:**
Strategy 3.1: Maintain the Coordination of Transportation Providers' Services within the Region by Establishing a Formal Organization.



31

2013 Goals and Strategies

- ♦ **Goal #3:**
Strategy 3.2: Hire a Regional Mobility Manager to Facilitate and Oversee Coordination Activities.



32

2013 Goals and Strategies

- ♦ **Goal #3:**
Strategy 3.3: Building Upon Current Practices, Establish Policies and Procedures for the Regional Organization that Include Trip Sharing and Coordination.



33

2013 Goals and Strategies

- ♦ **Goal #3:**
Strategy 3.4: Establish Vehicle Sharing Policies and Procedures. Include the Responsibilities of Each Agency.



34

2013 Goals and Strategies

- ♦ **Goal #3:**
Strategy 3.5: Investigate Areas of Duplication. Reallocate Resources to Better Serve Each County and the Region.



35

2013 Goals and Strategies

- ♦ **Goal #3:**
Strategy 3.6: Develop a Regional Brochure and Website that are accessible to older adults and individuals with disabilities.



36

2013 Goals and Strategies

- ♦ **Goal #3:**
Strategy 3.7: Share Grant-Writing Expertise Among Eligible Participating Agencies.



37

2013 Goals and Strategies

- ♦ **Goal #3:**
Strategy 3.8: Coordinate Driver and Staff Training with Transportation Providers (Both Public and Non-Profit) in Each County and Throughout the Region.
 - Utilize RTAP Training When Possible



38

2013 Goals and Strategies

- ♦ **Goal #3:**
Strategy 3.9: Discuss Federal and State Transportation Policies of Concern to Transportation Providers and Users. Request Training from INDOT and/or INCOST.



39

2013 Goals and Strategies

- ♦ **Goal #3:**
Strategy 3.9: Establish a Regional Substitute Driver Pool.



40

2013 Goals and Strategies

- ♦ **Goal #4:** Continue Collaborative Efforts of Regional Transportation Providers to Improve and Increase Regional, Multi-County, and Multi-Modal Coordinated Transportation Services.



41

2013 Goals and Strategies

- ♦ **Goal #4:**
Strategy 4.1: Trips that Cross County Lines are Needed to Connect Older Adults, Individuals with Disabilities and the General Public with Medical Facilities Unavailable in Their Home County.



42

2013 Goals and Strategies

- ♦ **Goal #4:**
Strategy 4.2: Establish Transfer Points Throughout the Region for Passengers to Reach Out of County Destinations.



43

2013 Goals and Strategies

- ♦ **Goal #4:**
Strategy 4.3: Add New Services For Cross-County Connectivity.



44

2013 Goals and Strategies

- ♦ **Goal #4:**
Strategy 4.4: Offer Discounted Out of County Fares for Trips with Three (3) or More Passengers.



45

2013 Goals and Strategies

- ♦ **Goal #4:**
Strategy 4.5: Develop a Regional Fare Structure.



46

2013 Goals and Strategies

- ♦ **Goal #4:**
Strategy 4.6: Promote the Hoosier Ride Inter-City Bus Service that Provides Service to and from Indianapolis to Other Areas of Indiana. Website: www.hoosieride.com. Public transportation providers Include Information in Brochures or Establish a Link to Their Websites (Where Applicable).



47

2013 Goals and Strategies

- ♦ **Goal #4:**
Strategy 4.7: Promote the Use of Amtrak Rail Service to and from Indianapolis to Other Areas of Indiana and Throughout the United States. Train Schedules are Available at www.Amtrak.com.



48

2013 Goals and Strategies

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



49

2013 Goals and Strategies

- ♦ **Goal #5:**
Strategy 5.1: Establish Facebook Accounts for Each County's Transportation Provider to Improve Communications with the Public and Passengers.



50

2013 Goals and Strategies

- ♦ **Goal #5:**
Strategy 5.2: Create a Website to Increase Communications with the Public and Passengers about the Transportation Services Available in Each County and the Region. Establish Links to other Websites.



51

2013 Goals and Strategies

- ♦ **Goal #5:**
Strategy 5.3: Investigate a Joint Purchase Agreement Among Transportation Providers To Buy and Use Scheduling Software. Providers Can Share Software Through Site Licensing Agreements.



52

2013 Goals and Strategies

- ♦ **Goal #5:**
Strategy 5.4: Transportation Providers that Currently Use Scheduling Software Programs Should Be Able to Communicate with Other Scheduling Software Programs to Share Trip Information.



53

2013 Goals and Strategies

- ♦ **Goal #5:**
Strategy 5.5: Acquire Replacement and Expansion Vehicles and Equipment for Accessible Services Designed to Accommodate Mobility Aids in Each County.

Expansion - Fayette



54

2013 Goals and Strategies

- ♦ **Goal #6:** : Increase Funding for Public and Coordinated Transportation Throughout the Region.



55

2013 Goals and Strategies

- ♦ **Goal #6:**
Strategy 6.1: Encourage Agencies that Require Services for Their Consumers to Contract with Public Transportation Providers.



56

2013 Goals and Strategies

- ♦ **Goal #6:**
Strategy 6.2: Promote Public Transportation as an Economic Development Advantage in Each County of the Region.
Public Transportation Access will be Included in Each County's Land Use and Economic Development Plans.



57

2013 Goals and Strategies

- ♦ **Goal #6:**
Strategy 6.3: Building on Goal #1 to Educate and Market Public Transportation Services, Speak to Local and State Officials About the Need to Financially Support Transportation Services. Become Active in State Organizations (INCOST) that Support Transportation.



58

NEXT STEPS

59

Draft Final Report

- ♦ Stakeholders Review the Draft Plan
 - Emailed to Stakeholders in Approximately 3 Weeks
 - Submit Comments to RLS by Phone or Email

60

INDOT Region 11 Coordination Plan Presentation Meeting 2

Final Plan

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

Participation Reminder

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

THANK YOU FOR YOUR PARTICIPATION

Contacts:

Lorretta Frenton - lfrenton@rlsandassoc.com

Jane Bogard - jbogard@roadrunner.com

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Sign-In Sheet

Region 11 2013 Coordinated Public Transit-Human Services Transportation Plan Update
 March 20, 2013 9:00 a.m.

Name	Organization	Address	E-mail	Phone Number	County Representing
Peggy Brower	Rush Co. "Ride Rush"	Address: <u>304 W 3rd St.</u> City: <u>Rushville</u> Zip: <u>46173</u>	seniorcenter 06@frontier .com	932-2935 (765)	Rush
SUE LIVING	Voc Rehab Union, FAYETTE Rush, Wayne	Address: <u>52 S 2nd St</u> City: <u>RICHMOND</u> Zip: <u>47374-4212</u>	sue.living @fssain. gov	877-715 3171	Union, Fayette Rush Wayne
TRISH WITHAM	UC TRANSIT	Address: <u>615 W. High St</u> City: <u>Liberty, IN.</u> Zip: <u>47353</u>	Withamtrisha - ucaa@ yahoo.com	765- 458- 5500	Union
MARVA EVANS	FAYETTE COUNTY TRANSIT	Address: <u>477 N. GRAND AVE</u> City: <u>CONNERSVILLE IN</u> Zip: <u>47331</u>	fayette senior center@ comcast.net	765- 827- 1511	FAYETTE
Melissa Browning	Union County Development Corp	Address: <u>5W. High Street</u> City: <u>Liberty</u> Zip: <u>47353</u>	unioncode @ECTZone. com		

Sign-In Sheet

Region 11 2013 Coordinated Public Transit-Human Services Transportation Plan Update
 March 20, 2013 9:00 a.m.

Name	Organization	Address	E-mail	Phone Number	County Representing
Cathy Piper	Franklin Co Public Transp.	Address: <u>1146 County Park Rd</u> City: <u>Brookville In</u> Zip: <u>49012</u>	scpt @ frontier.com	800-247-3509 765-649-3509	Franklin
WANDA HENDERSON	Rush Co. "Ride Rush"	Address: <u>504 E. 3rd St</u> City: <u>Rushville In</u> Zip: <u>46173</u>	sera centu67 @ Frontier. com	765- 932-2935	Rush
Tina Logan	Rush Co "Ride Rush"	Address: <u>504 W 3rd St</u> City: <u>Rushville In</u> Zip: <u>46173</u>	"	"	"
Gerty Stevens	Community Mental Health Center	Address: <u>9127 Oxford Ak.</u> City: <u>Brookville In.</u> Zip: <u>47012</u>	gerty. stevens@ cmhc.org	765-647- 4173	Franklin
Jamie Kennedy	Children's Bureau Community Partners	Address: <u>2508 Western Ave. Suite E</u> City: <u>Connersville</u> Zip: <u>47331</u>	jkennedy@ Childrensbureau.org	765-827- 2045	Union, Rush, Franklin Fayette, Wayne

Sign-In Sheet

Region 11 2013 Coordinated Public Transit-Human Services Transportation Plan Update
March 20, 2013 9:00 a.m.

Name	Organization	Address	E-mail	Phone Number	County Representing
Row HOCKERSMITH	FAYETTE COUNTY TRANS	Address: <u>477 GRAND AVE</u> City: <u>CONNERSVILLE</u> Zip: <u>47331</u>	RYANEBAN @HOTMAIL	825-1541	FAYETTE
Adetokunbo A. Adeshile Mary Lo. Edwards	Wayne - Ivy Tech Richmond	Address: <u>35 S. 13th, Apt 2</u> City: <u>Richmond, IN</u> Zip: <u>47374</u>	ADESHILE @IIVTECH. EDV	(W) 966 2656, 1207 (C) 267-261-827	
		Address: _____ City: _____ Zip: _____			
		Address: _____ City: _____ Zip: _____			
		Address: _____ City: _____ Zip: _____			

Sign-In Sheet

Region 11 2013 Coordinated Public Transit-Human Services Transportation Plan Update
March 20, 2013 9:00 a.m.

Name	Organization	Address	E-mail	Phone Number	County Representing
Terra Quinter	City of Richmond Transit	Address: <u>401 So. "Q" St</u> City: <u>Richmond</u> Zip: <u>47374</u>	TQuinter@ Richmond IWDIAut.gov	765-983- 7227	City of Richmond
Johanna Smith	Adult Day Care of Richmond	Address: <u>2727 East Main St.</u> City: <u>Richmond</u> Zip: <u>47374</u>	johanna@ adeofrichmond. com	765-966-0852	Richmond, Wayne
		Address: _____ City: _____ Zip: _____			
		Address: _____ City: _____ Zip: _____			
		Address: _____ City: _____ Zip: _____			

Sign-In Sheet

Region 11 2013 Coordinated Public Transit-Human Services Transportation Plan Update
 April 24, 2013 9:00 a.m.

Name	Organization	Address	E-mail	Phone Number	County Representing
TRISHA Witham	UC Transit UC Council on Aging + Aged	Address: <u>615 W. High St.</u> City: <u>Liberty, IN.</u> Zip: <u>47353</u>	withamtrisha- ucaa@ yahoo. com	765- 458- 5500	Union
MARIA Evans	Layette County Transit	Address: <u>477 N. GRAND AVE</u> City: <u>CONNERSVILLE</u> Zip: <u>IN 47331</u>	fayette senior center@ comcast.net	765- 827- 1511	FAYETTE
ROTHOCKERSMITH	FAYETTE COUNTY	Address: <u>477 GRAND AVE</u> City: <u>CONNERSVILLE</u> Zip: <u>47331</u>	RHOCKERSMITH@ HOTMAIL.COM	765- 825- 1541	FAYETTE
Peggy Brower	Rush Co Sr. Citizens "Ride Rush"	Address: <u>504 W. 3rd St.</u> City: <u>Rushville</u> Zip: <u>46173</u>	seniorcenter 06@frontier. com	765- 932-2935	Rush
Jamen Bales	Voc Rehab	Address: <u>52 S. 2nd St.</u> City: <u>Richmond</u> Zip: <u>47374</u>	Jamen.Bales@ fssa.in.gov	765-966- 0932	Wayne

Sign-In Sheet

Region 11 2013 Coordinated Public Transit-Human Services Transportation Plan Update
 April 24, 2013 9:00 a.m.

Name	Organization	Address	E-mail	Phone Number	County Representing
Sharon Henderson	"Ride Rush" Public Transit Rush Co Sr. Center	Address: <u>504 West Skid Rd</u> City: <u>Keokuk, IA</u> Zip: <u>46173</u>	shenderson67@fobul.com	(765) 932-2935	Rush
Cathy Peters	Franklin Co. Public Transportation	Address: <u>11146 Co. Park Rd</u> City: <u>Brookville IN</u> Zip: <u>47012</u>	cpet@franklin.com	765 647-3509	Franklin
Tina Logan	Ride Rush	Address: <u>504 W 3rd St</u> City: <u>Rushville</u> Zip: <u>46173</u>		765- 932- 2935	Rush
Rhonda Beece	LC Transit	Address: <u>615 W High St</u> City: <u>Liberty</u> Zip: <u>47353</u>	LC Transit@yahoo.com		
James Kennedy	Childrens Bureau	Address: <u>2508 Western Ave Suite E</u> City: <u>Connorsville</u> Zip: <u>47331</u>	jkennedy@childrensbureau.org	765- 827- 2045	Fayette Union Rush Wayne Franklin Henry

Sign-In Sheet

Region 11 2013 Coordinated Public Transit-Human Services Transportation Plan Update
 April 24, 2013 9:00 a.m.

Name	Organization	Address	E-mail	Phone Number	County Representing
Gentry Stevens	Community Mental Health Center	Address: 9127 Oxford Plk. City: Brookville Zip: 47012	gentry. stevens@ cmhcinc. org	765-647- 4173	Franklin
		Address: _____ City: _____ Zip: _____			
		Address: _____ City: _____ Zip: _____			
		Address: _____ City: _____ Zip: _____			
		Address: _____ City: _____ Zip: _____			

Sign-In Sheet

Region 11 2013 Coordinated Public Transit-Human Services Transportation Plan Update
 April 24, 2013 9:00 a.m.

Name	Organization	Address	E-mail	Phone Number	County Representing
Chavez Heath	UC TRANSIT	Address: <u>615 W. High St</u> City: <u>Liberty</u> Zip: <u>47353</u>	Cheath4077@ cyahw.com	765-458-7277	UNION
Johanna Smith	Hand-in-Hand Adult Day Care of Richmond	Address: <u>2727 East Main St.</u> City: <u>Richmond, TN</u> Zip: <u>47374</u>	johanna@ adcofrichmond. com	765-966-0852	Wayne
		Address: _____ City: _____ Zip: _____			
		Address: _____ City: _____ Zip: _____			
		Address: _____ City: _____ Zip: _____			

Sign-In Sheet

Region 11 2013 Coordinated Public Transit-Human Services Transportation Plan Update

April 24, 2013 9:00 a.m.

Name	Organization	Address	E-mail	Phone Number	County Representing
Teresa Quinlan	City of Richmond	Address: <u>401 So. "Q"</u> City: <u>Richmond</u> Zip: <u>47374</u>	TQuinlan@richmondindiana.gov	705-983-7227	City Rich.
JIM M ^C -CORMICK	IND. LIVING CENTER OF EASTERN INDIANA	Address: <u>1818 West Main St.</u> City: <u>Richmond</u> Zip: <u>47374</u>	jim@ilcein.org	765-939-9226 EXT 101	W. Wayne
		Address: _____ City: _____ Zip: _____			
		Address: _____ City: _____ Zip: _____			
		Address: _____ City: _____ Zip: _____			

Community Transportation Public Survey

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

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

Coordinated Public Transit- Human Services

Transportation Plan. The survey is available 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.

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

3. How do you usually get places?

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

4. Are you currently employed?

- Yes Not Employed Retired Work from home

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

- Yes No

INDOT General Public Survey

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

Yes

No

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

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

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

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

INDOT General Public Survey

Please rate how you agree with the following statements.

11. The transportation I use:

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

12. I would use public buses regularly if:

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

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

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

INDOT General Public Survey

Demographic Information

14. Your age?

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

15. Your gender?

- Male Female

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

17. Total annual household income?

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

18. Is English your first language?

- Yes No

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

- Yes No

If yes, please specify what language(s).

20. Comments/ suggestions:

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