Coordinated Public Transit-Human Services Transportation Plan Update
Region 4

Final Report

February 2014

3131 South Dixie Hwy. Suite 545 Dayton, OH 45439 937.299.5007 www.rlsandassoc.com

Table of Contents

I. Introduction **1**
Overview 1
Relevant MAP-21 Programs 1
Plan Development MEthodology 1
II. Existing Conditions **4**
Economic/Demographic Characteristics of the Planning Area 4
Economic Profile 8
Industry and Labor Force 9
County Profiles 10
Jasper County 10
Newton County 17
Pulaski County 24
Starke County 31
Summary 38
III. Inventory of Existing Transportation Services And Gaps **40**
Introduction 40
Human Services and Public Transportation Inventory of Available Resources 40
Stakeholder Survey Tabulation and Results 41
Summary 42
County-by-County Transportation Resources 42
Jasper County 43
Jasper County Public Survey Results 43
Newton County 44
Newton County Public Survey Results 45
Pulaski County 47
Pulaski County Public Survey Results 49
Starke County 51
Starke County Public Survey Results 52
IV. Needs Assessment **56**
Overview 56
General Public and Stakeholder Meetings 56
Challenges to Coordinated Transportation 59

V. Implementation Plan **60**
Goals and Strategies 60
Goal 1: Organizations with a stake in transportation will work together to identify cost-efficient strategies and/or new funding sources that can be maximized through coordinated activities. 60
Goal 2: Expand the availability of out-of-county trips within the existing operating resources available to the transportation providers. 62
Goal 3: Prepare for increasing demand for wheelchair accessible vehicles. 63
Goal 4: Offer transportation during weekday early mornings and evenings, and on weekends 63
VI. Summary of Strategies **65**

I. INTRODUCTION

OVERVIEW

The Coordinated Public Transit-Human Services Transportation Plan Update is a follow-on to the 2008 Regional Plan for the counties of Jasper, Newton, Pulaski, and Starke Counties, 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

Section 5310 and 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) (previously Section 5316) 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

Moving Ahead for Progress in the 21st Century (MAP-21) legislation requires that a coordinated public transit-human services transportation plan update must include the following elements:

1. An assessment of available services that identifies current transportation providers (e.g., public, private, non-profit and human service based);

2. An assessment of the transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts and gaps in service. (Note: If a community does not intend to seek funding for a particular program (Section 5310, JARC, or New Freedom), then the community is not required to include an assessment of the targeted population in its coordinated plan);

3. Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and

4. Priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities as identified.

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 for Jasper, Newton, Pulaski, and Starke Counties incorporated the following planning elements:

1. Review of the previous regional coordination plan to develop a basis for further evaluation and recommendations;

2. Evaluation of existing economic/demographic conditions in each county;

3. Conduct of a survey of public and human service transportation providers, agencies with clients that need transportation service and the general public, including consumers who need or use transportation services. It must be noted that general public survey results are not statistically valid, but are intended to provide insight into the opinions of the local community. A statistically valid public survey was beyond the scope of this project. However, U.S. Census data is provided to accompany any conclusions drawn based on general public information;

4. 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. Development of a vehicle utilization chart for the purpose of determining where vehicles can be better utilized to meet transportation needs;

7. Conduct of an assessment of transportation needs and gaps in service obtained through meetings and surveys; and

8. Development of an implementation plan including goals, strategies, responsible parties and performance measures.

II. EXISTING CONDITIONS

Demographics

The four county planning area discussed in this chapter lies in the northwest part of Indiana, immediately adjacent to the Indiana-Illinois border. The planning area includes the counties of Jasper (33,254), Newton (14,270), Pulaski (13,529), and Starke (23,311) Counties in Indiana. Larger cities in the planning area include Rensselaer (6,085); De Motte (3,768); Knox (3,694); Roselawn (3,273); Winamac (2,789); and North Judson (1,812). Population figures are derived from the U.S. Census Bureau, 2011 American Community Survey 5-Year Estimates. The planning area is bordered by the Indiana counties of Lake, Porter, LaPorte, and St. Joseph to the north; Marshall and Fulton to the east; Benton, White, and Cass to the south; and Iroquois and Kankakee Counties in Illinois to the west.

Exhibit II.1 on the following page is a highway and location map of the planning area. The counties are served by the following major highways: Interstate 65; U.S. Routes 24, 30, 35, 41, 231 and 421; and Indiana Routes 10, 14, 16, 39, 49, 55, 71, 114, and 119.

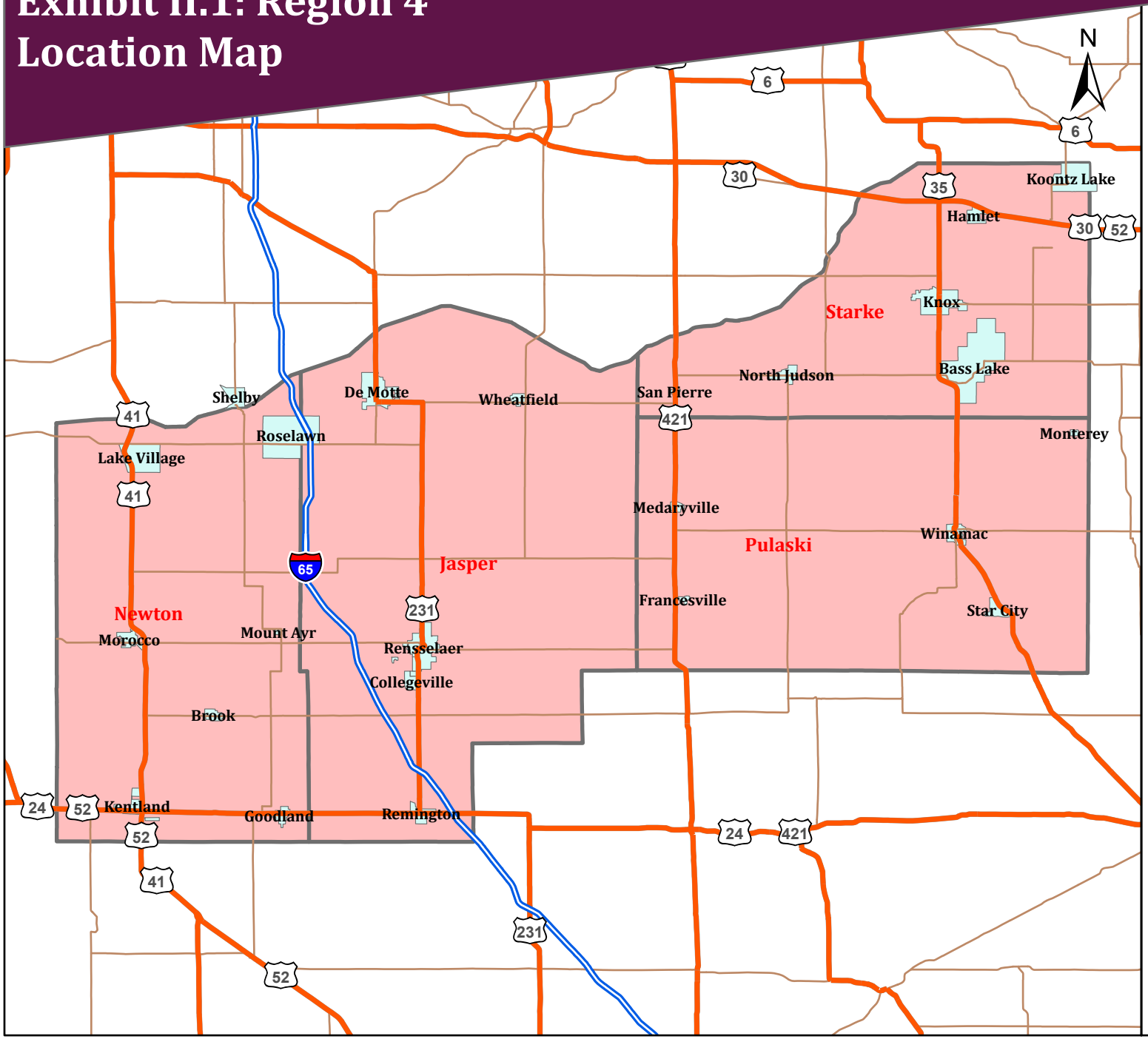
ECONOMIC/DEMOGRAPHIC CHARACTERISTICS OF THE PLANNING AREA

Population

The planning area spans approximately 1,712 square miles and has a total population of 84,364 according to the U.S. Census Bureau. This is an average population density of 49 persons per square mile in the planning area. The map in Exhibit II.2 shows the population density for each block group within the planning area. The block groups of highest and moderately high population density were located in the cities of Rensselaer, Kentland, and Knox. The remainder of the block groups in the planning area have moderate to very low population density per block group.

In terms of the planning area's most populous places in 2011, Rensselaer ranked first while De Motte was the second largest place. See Exhibit II.3 for the list of the planning area's largest cities and towns and their percentage of the planning area's total population in 2011.

Exhibit II.1: Region 4 Location Map



Coordinated Public Transit-Human Service Transportation Plan

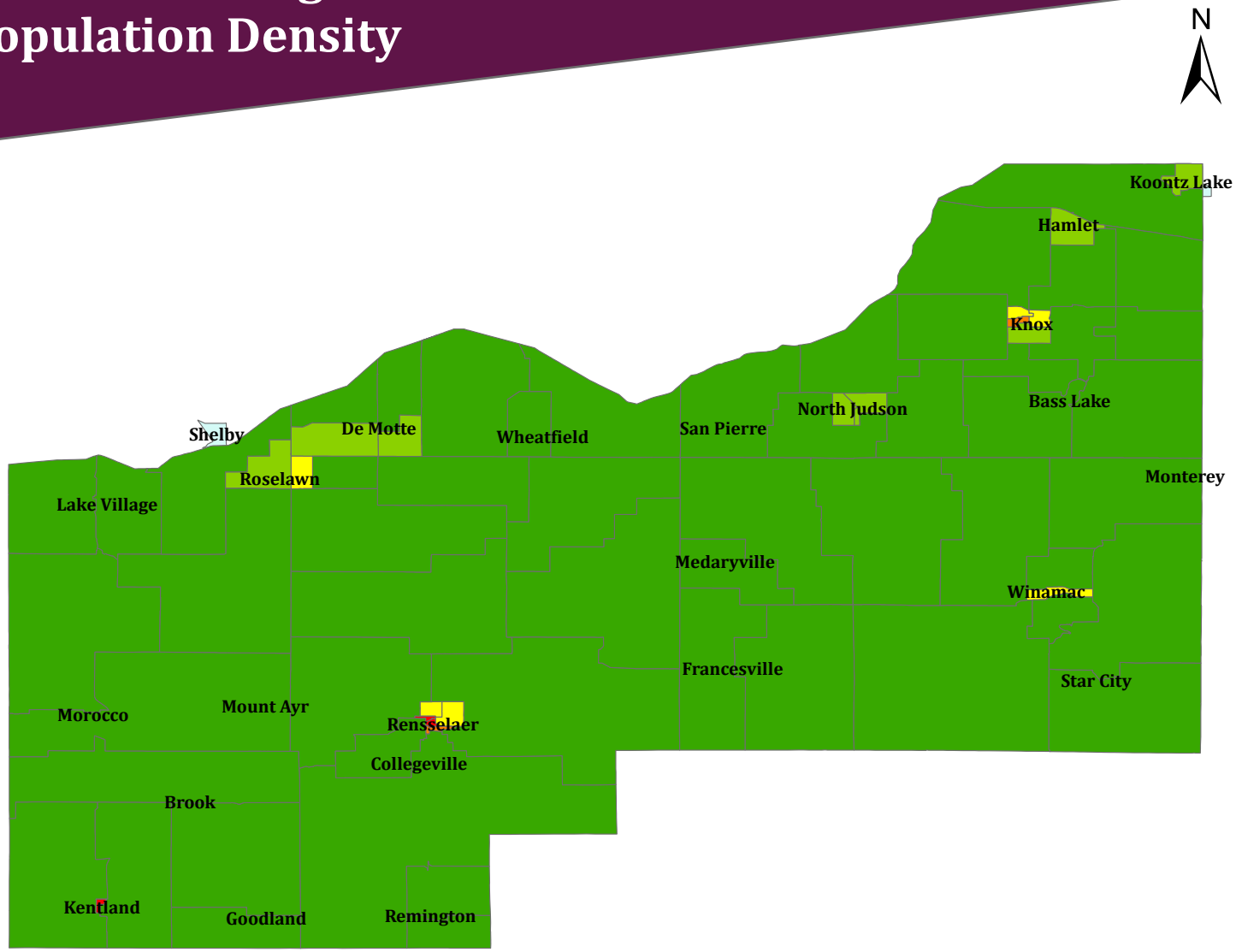
Legend

- Interstate
- U.S. Highway
- Major Road
- Region 4 Cities
- Region 4

0 3.5 7 14 Miles

RLS Associates, Inc.

Exhibit II.2: Region 4 Population Density



Coordinated Public Transit-Human Service Transportation Plan

Legend

POP2010 / SQMI

- 11.77 - 194.9
- 195.0 - 588.3
- 588.4 - 1250
- 1251 - 2350
- 2351 - 4275
- Region 4 Cities

0 3.5 7 14 Miles

Exhibit II.3: Population of the Planning Area's Largest Places, 2011

Place	2011	% of Total Pop.
Rensselaer	6,085	7.2%
De Motte	3,768	4.5%
Knox	3,694	4.4%
Roselawn	3,273	3.9%
Winamac	2,789	3.3%

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

Race

According to 2011 data from the U.S. Census, the planning area's population was primarily White/Caucasian (97.1 percent of the planning area population). Black/African Americans were 0.6 percent of the population. People who reported being two or more races made up 1.3 percent of the total population.

The U.S. Census data reported the total population of the planning area was 84,364 in 2011. Of that, 2.9 percent, or 2,465 persons were listed as some racial minority group. Exhibit II.4 lists the breakdown of the different race categories for the planning area's population.

Exhibit II.4: Race Distribution

Race	Population	Percent
White	81,899	97.1%
African American	474	0.6%
Native American	180	0.2%
Asian	160	0.2%
Native Hawaiian and Other Pacific Islander	12	0.0%
Some Other Race	508	0.6%
Two or More Races	1,130	1.3%
Total Minority	2,465	3.8%
Total Population	84,364	100%

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

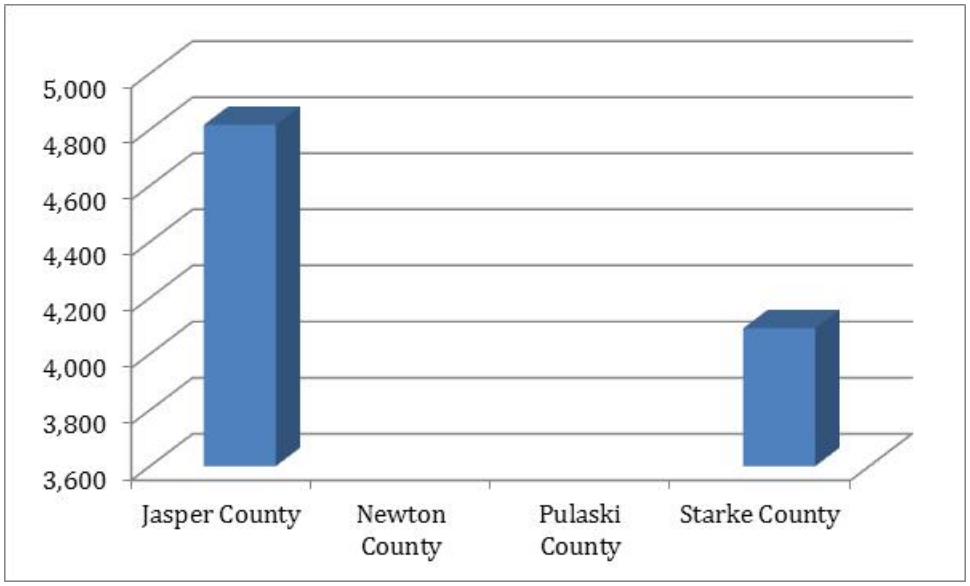
Disability Incidence

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 in the planning area over the age of 5 with disabilities. Disability data for Newton and

Pulaski Counties were not available at the time of the report. In the remaining two counties, 4,092 persons (17.6 percent) reported they have some type of disability. When compared to the state of Indiana percentage of disabled population (12.6 percent) and the United States (12 percent), Region 4 had a higher disability percentage. Disabilities include hearing, vision, cognitive, ambulatory, self-care and independent living difficulties.

It should be noted that these are self-reported disabilities, many of which do not affect the need for specialized transportation service.

Exhibit II.5: Disability Incidence by County, 2011



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

ECONOMIC PROFILE

In the U.S. Census Bureau 2011 American Community Survey 5-Year Estimates, the average household income in the planning area was $46,902. This is slightly lower than the median household income for Indiana of $48,393. Exhibit II.6 below lists the median household incomes for the planning area. The average per capita income for the planning area was $21,841. All of the counties in Region 4 had per capita incomes below the median per capita income for the state of Indiana, which was $24,497.

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

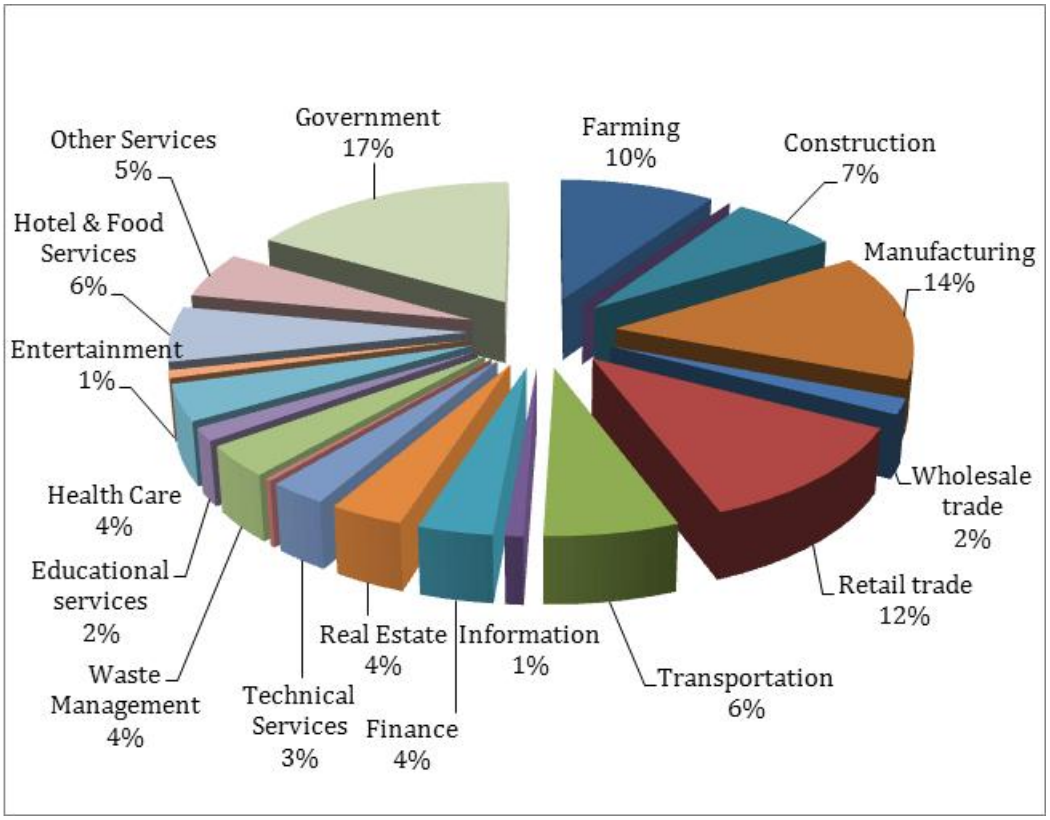
County	Per Capita Income	Median HH Income
Jasper County	$23,546	$55,509
Newton County	$23,416	$48,108
Pulaski County	$21,895	$45,029
Starke County	$18,507	$38,961

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

INDUSTRY AND LABOR FORCE

Government jobs were the largest industry in the planning area with 5,016 employees in 2011. Manufacturing was the second largest employer with 4,293 employees. Retail trade jobs made up 12 percent of the labor force and farming made up 10 percent. 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 mean travel time to work for residents was 26.9 minutes. This is a longer average commute time as compared to the State of Indiana commute time of 23.1 minutes. Exhibit II.8 illustrates the average commute time for each county in the planning area, according to the U.S Census, 2010.

Exhibit II.8 Average Commute Time to Work

County	Average Commute Time
Jasper County	27.3 minutes
Newton County	28.1 minutes
Pulaski County	23.1 minutes
Starke County	29.2 minutes

Source: U.S. Census, 2010

COUNTY PROFILES

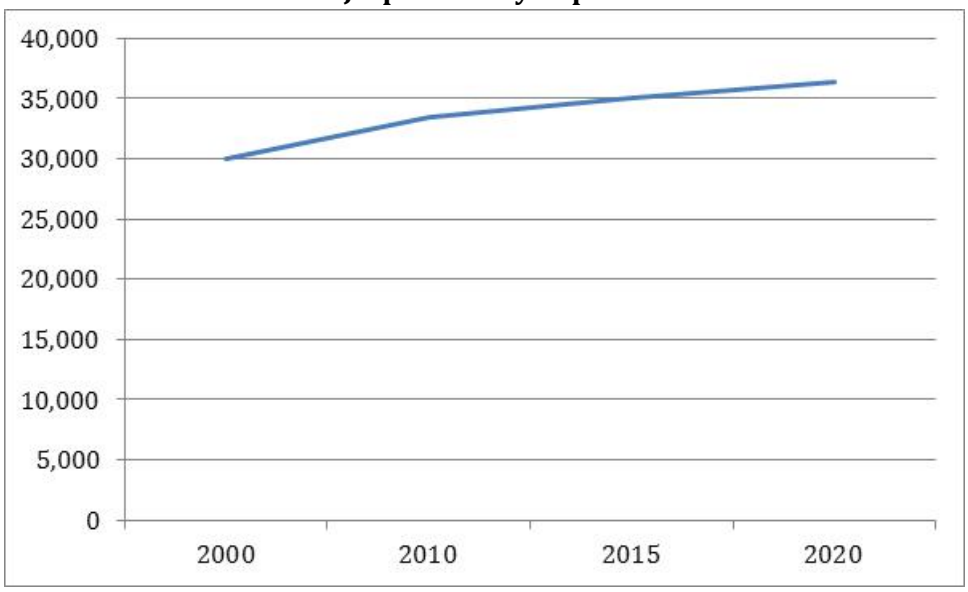
The following paragraphs explain the demographic and economic characteristics of each county within the planning area. County demographic categories are similar to the regional categories, but are intended to provide a more detailed description of existing conditions in each county.

JASPER COUNTY

Population Growth

According to information from the state of Indiana, the total population of Jasper County in 2010 was 33,478 persons, an increase of 3,435, or 11.43 percent, between the reported 2000 Census population and the 2010 population figures. The Indiana Business Research Center is also projecting an increase in population for Jasper County over the next 10 years. The projected population for 2015 is 35,008, an increase of 4.37 percent from 2010. Exhibit II.9 illustrates the historical and projected population trends for Jasper County through the year 2020.

Exhibit II.9: Jasper County Population Trends

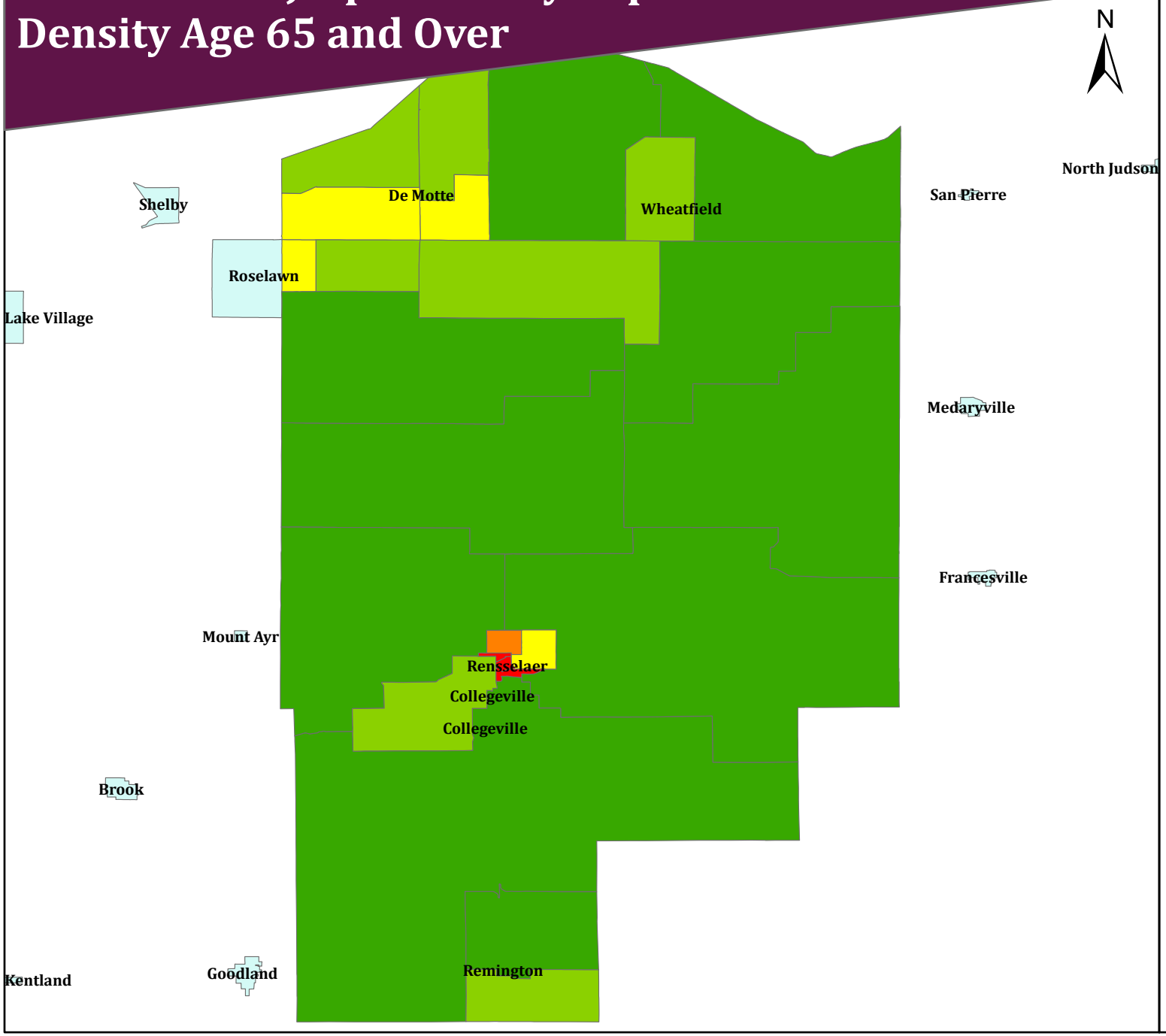


Source: 2000 & 2010 Census Bureau & STATS Indiana

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 Jasper County residents aged 65 and older are in Rensselaer. These block groups had older adult densities between 125.1 and 779.4 persons per square mile. Areas with moderately high density of older adults were also located in Rensselaer. The remainder of the County has moderate to very low older adult population density.

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



Coordinated Public Transit-Human Service Transportation Plan

Legend

65Plus / SQMI

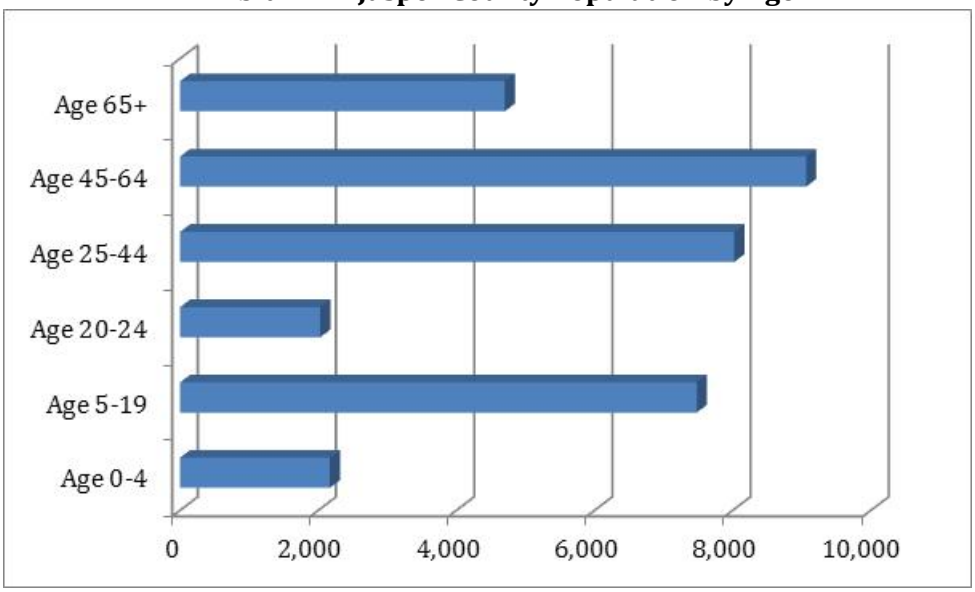
- 1.733 - 11.74
- 11.75 - 27.38
- 27.39 - 86.23
- 86.24 - 125.0
- 125.1 - 779.4
- Region 4 Cities

0 1.75 3.5 7 Miles

RLS & Associates, Inc.

According to the 2010 statistics from the Indiana Business Research Center, the largest age cohort for Jasper County was between the ages of 45 and 64. The second largest group was between the ages 25 and 44, which constituted 24 percent of the county's population (see Exhibit II.11). The third largest age group was 5 to 19 years old (22.4 percent), while 14 percent was age 65 or older.

Exhibit II.11: Jasper County Population by Age



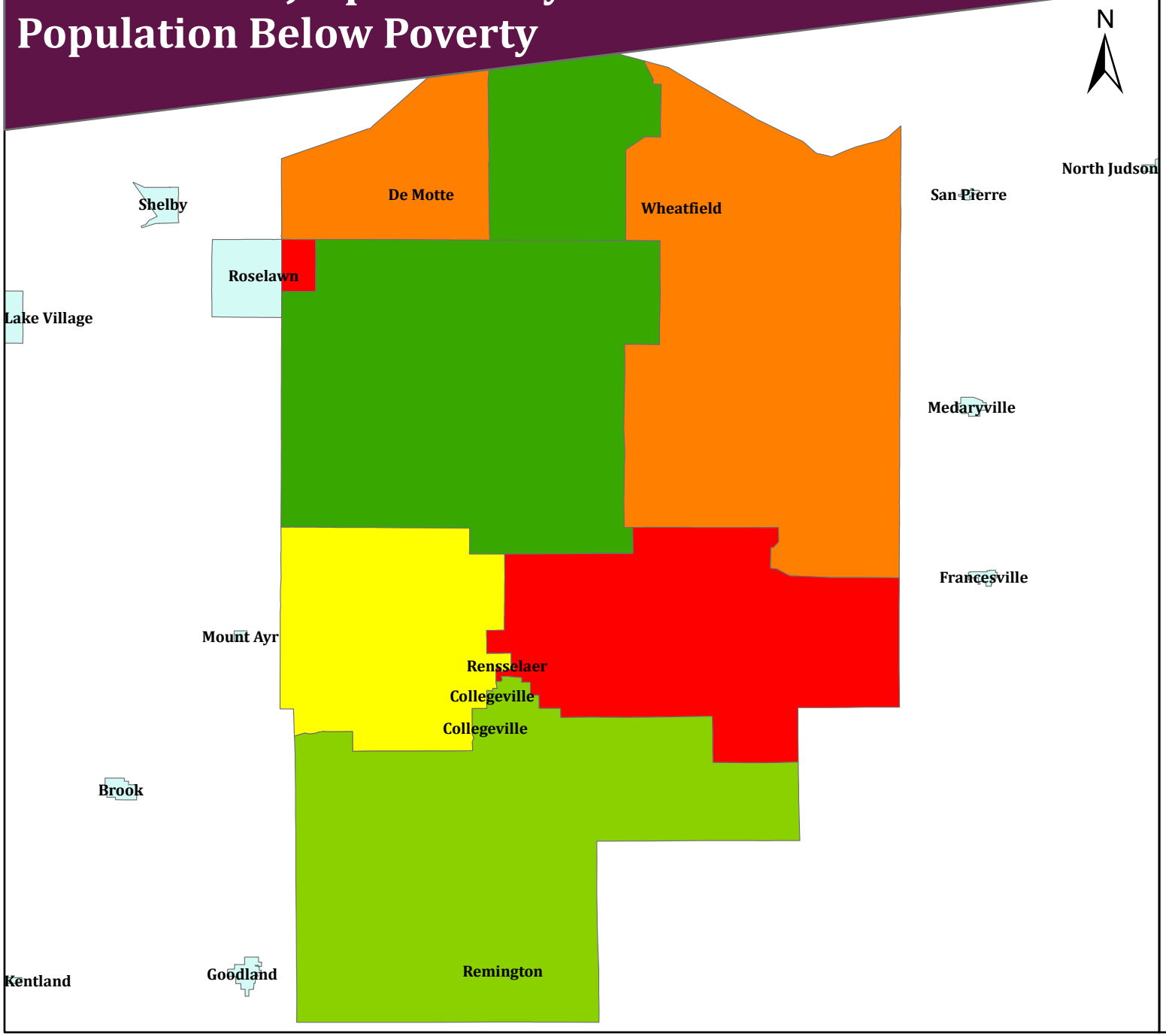
Source: STATS Indiana

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2011 that there were 31,973 total people in Jasper 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 east of Rensselaer and in the portion of Roselawn that is in Jasper County. These areas had poverty rates higher between 10.58 and 14.29 percent. The tract in Roselawn had a poverty rate higher than the State of Indiana's average (14.1 percent). The remainder of the county had densities of persons below the poverty level lower than the state average.

Exhibit II.12: Jasper County Percent Population Below Poverty



Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 2.521% - 3.02%
- 3.021% - 6.82%
- 6.821% - 6.823%
- 6.824% - 10.579%
- 10.58% - 14.286%
- Region 4 Cities

0 1.75 3.5 7 Miles

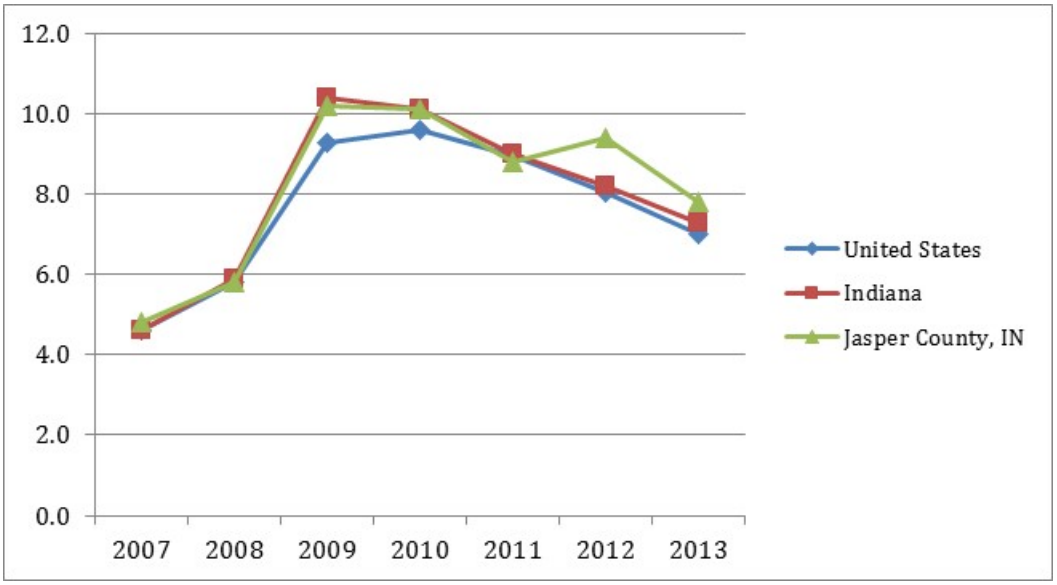
Zero Vehicle Households

The U.S. Census Bureau reported in 2011 that there were 12,175 total households in Jasper County. Exhibit II.13 illustrates the percentage of households with zero vehicles available by census tract. The tract east of Rensselaer and between De Motte and Wheatfield had the highest densities of households with zero vehicles available. These tracts had zero vehicle household percentages between 4.72 and 8.67 percent. The tract in northeast Jasper County and west of Rensselaer had moderately high densities of zero vehicle households. The remainder of the county had moderate to very low densities of zero vehicle households.

Industry and Labor Force

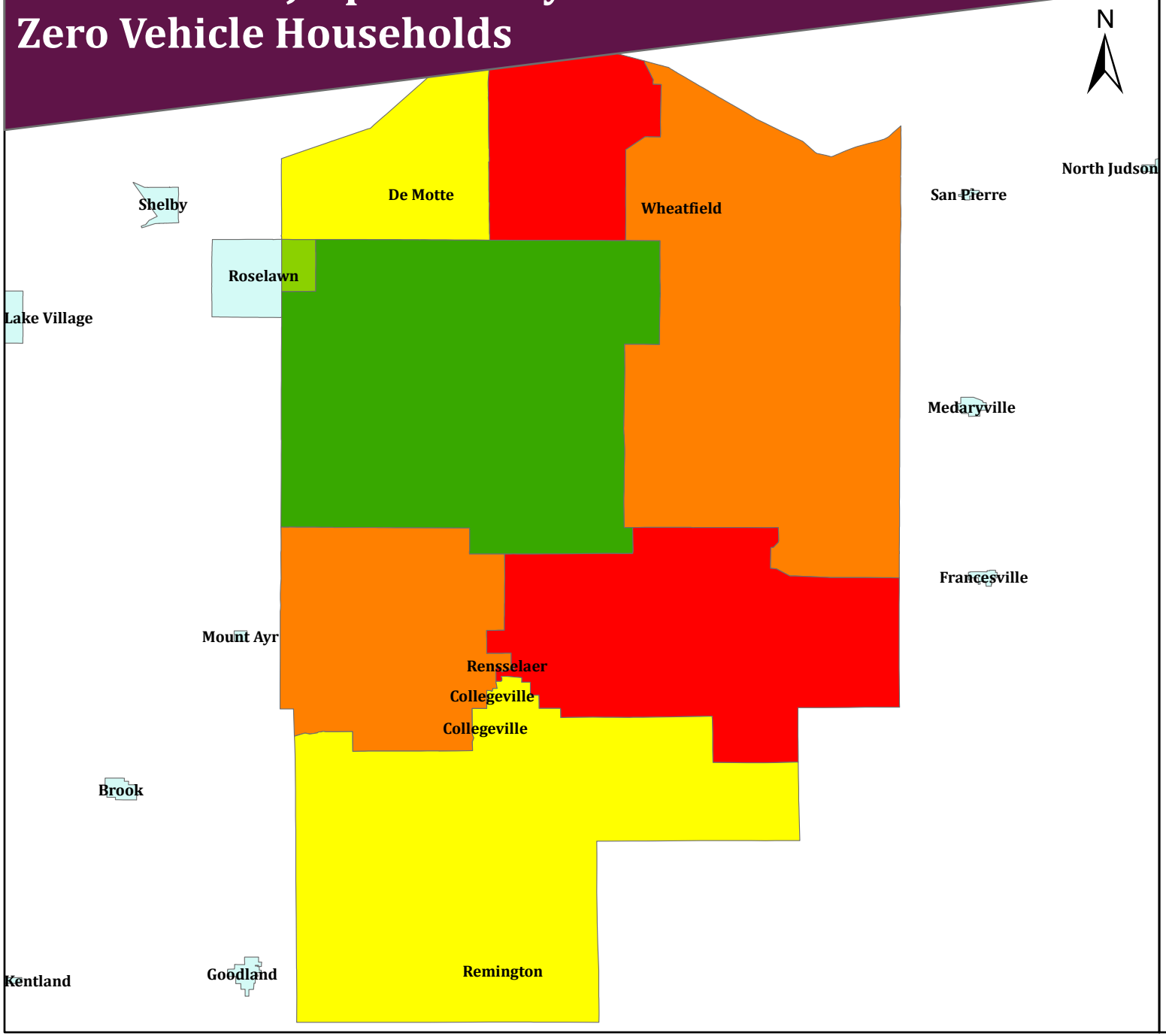
The 2013 Jasper County labor force consisted of 15,462 individuals according to the U.S. Bureau of Labor Statistics and STATS Indiana. The county's unemployment rate reached a high in 2009 of 10.2 percent. This was higher than that of the United States (9.3) but lower than the State of Indiana (10.4). From 2007 to 2011, the unemployment rate for Jasper County was similar to the State of Indiana. In 2012, the unemployment rate spiked to over one percent higher than the State of Indiana and the United States. Exhibit II.14 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.14: Jasper County Comparison of Unemployment Rates



Source: STATS Indiana Using Bureau of Labor Statistics

Exhibit II.13: Jasper County Percent Zero Vehicle Households



Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

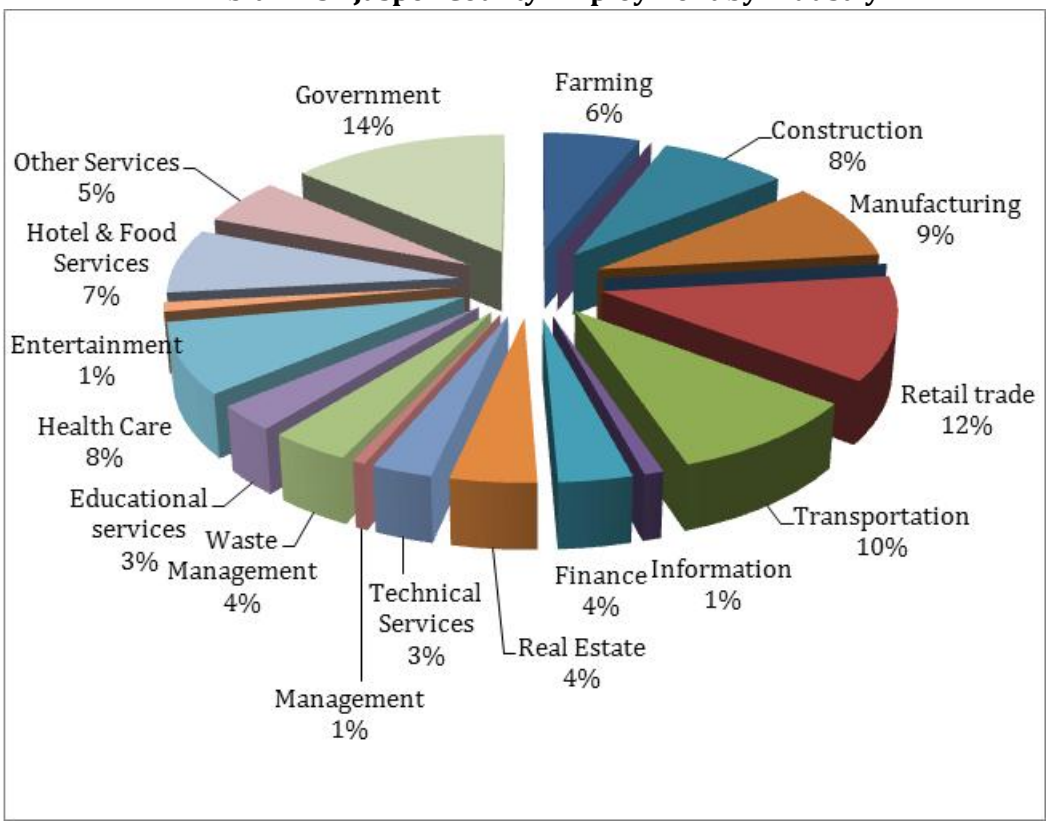
- 0%
- 0.001% - 2.427%
- 2.428% - 2.73%
- 2.731% - 4.714%
- 4.715% - 8.672%
- Region 4 Cities

0 1.75 3.5 7 Miles

Employment by Industry

Government jobs were the largest employer in Jasper County with 2,063 employees in 2011. Retail trade jobs were the second largest employer groups (1,792 employees) and transportation was the third largest. Manufacturing jobs also made up nine percent of the employed population. Exhibit II.15 is an illustration of the employment by industry.

Exhibit II.15: Jasper County Employment by Industry



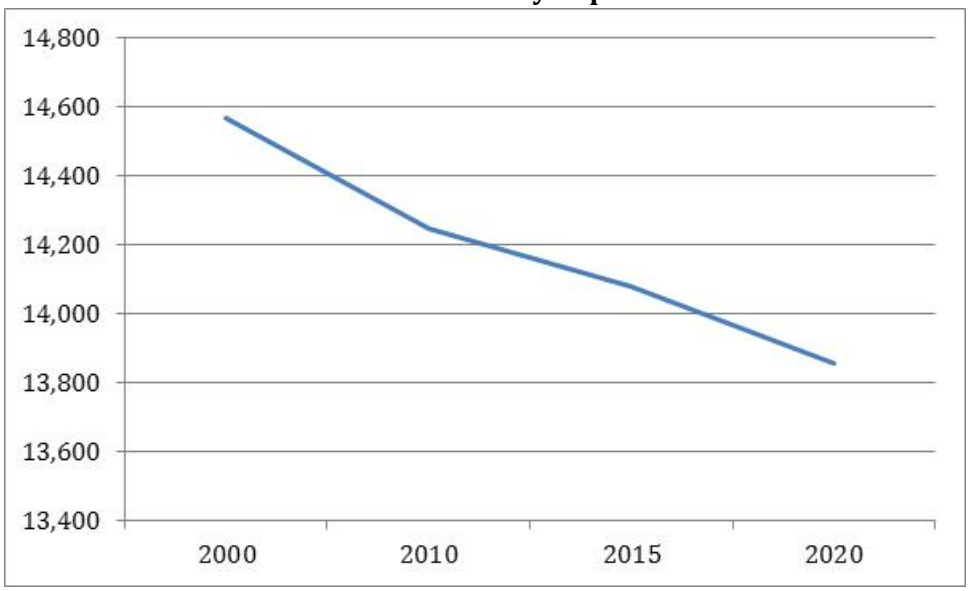
Source: U.S. Bureau of Economic Analysis, 2011

NEWTON COUNTY

Population Growth

According to information from the state of Indiana, the total population of Newton County in 2010 was 14,244 persons, a decrease of 322, or 2.21 percent, between the reported 2000 Census population and the 2010 population figures. The Indiana Business Research Center is projecting a slight decrease in population of 1.16 percent in 2015 and another 1.63 percent decrease in 2020. Exhibit II.16 illustrates the historical and projected population trends for Newton County through the year 2020.

Exhibit II.16: Newton County Population Trends

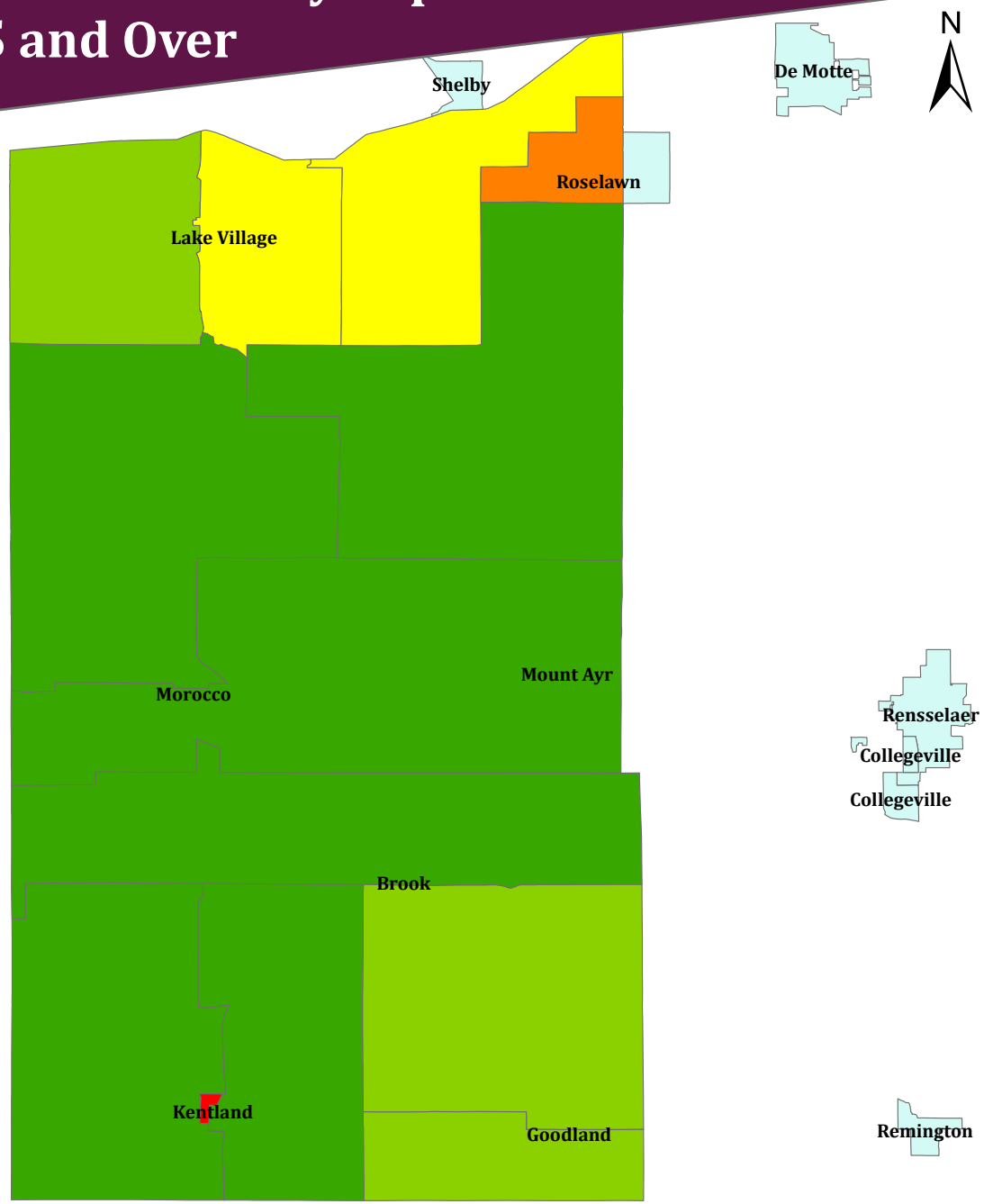


Source: 2000 & 2010 Census Bureau & STATS Indiana

Age

Exhibit II.17 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Newton County residents aged 65 and older is in the City of Kentland. Areas in the northeast corner of Newton County had the next highest densities of older adults. The remainder of the County has low to very low older adult population density.

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



Coordinated Public Transit-Human Service Transportation Plan

Legend

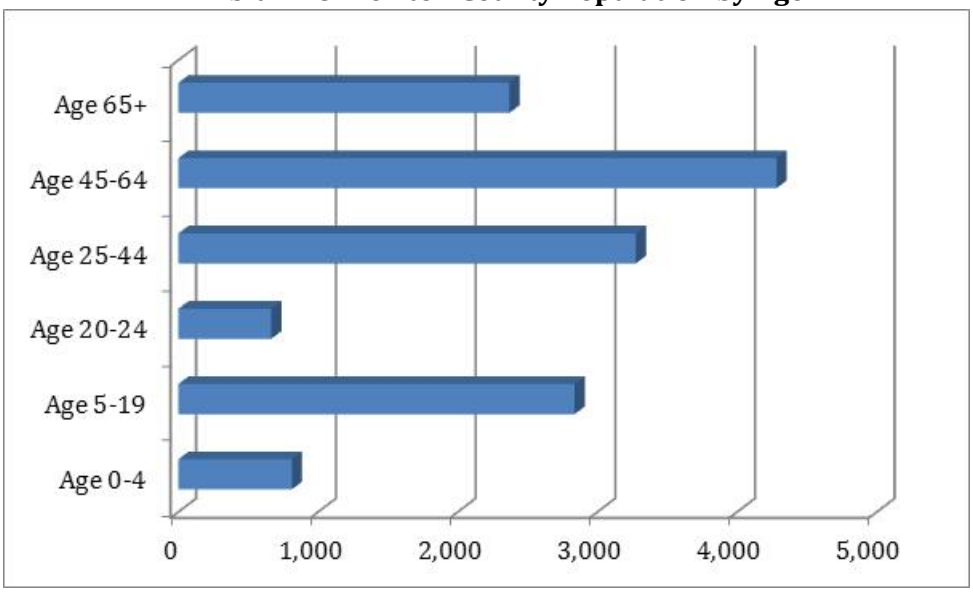
65Plus / SQMI

- 2.485 - 4.965
- 4.966 - 7.169
- 7.170 - 12.08
- 12.09 - 55.19
- 55.20 - 421.7
- Region 4 Cities

0 1.5 3 6 Miles

According to the 2010 statistics from the Indiana Business Research Center, the largest age cohort for Newton County was between the ages of 45 and 64. The second largest group was between ages 25 and 44, which constituted 23 percent of the county's population (see Exhibit II.18). The third largest age group was 5 to 19 years old (19.9 percent), while 16.6 percent was age 65 or older.

Exhibit II.18: Newton County Population by Age



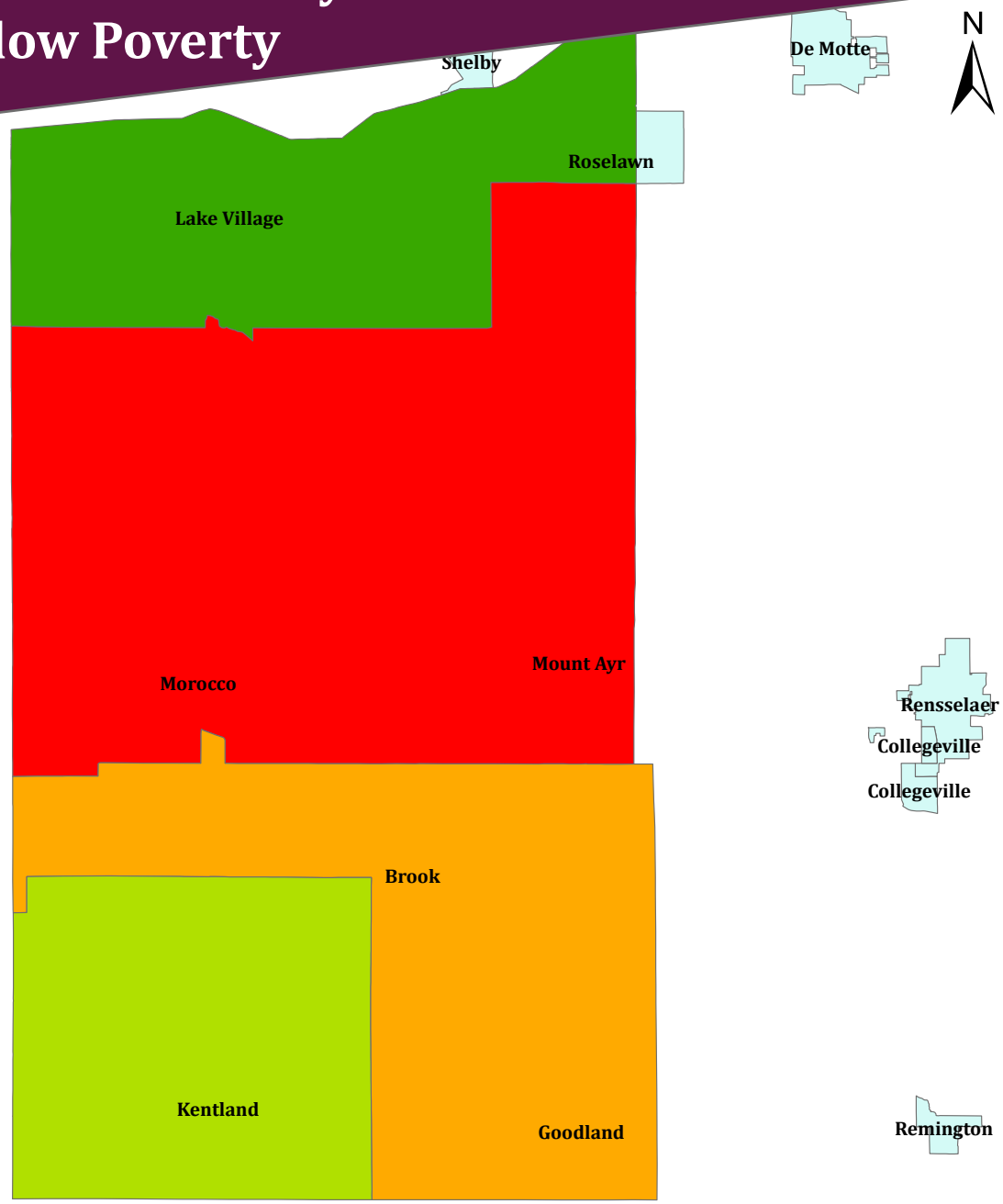
Source: U.S. Census Bureau, 2011 American Community Survey 5-Year Estimates

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2011 that there were 14,099 total people in Newton County for whom poverty status is determined. Exhibit II.19 illustrates the percentage of people below the poverty level as compared to total population by census tract. The census tract in central Newton County had the highest density of people below the poverty level. This tract 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: Newton County Percent Population Below Poverty



Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 8.728%
- 8.729% - 10.029%
- 10.03% - 14.1%
- 14.101% - 15.179%
- Region 4 Cities

0 1.5 3 6 Miles

RLS & Associates, Inc.

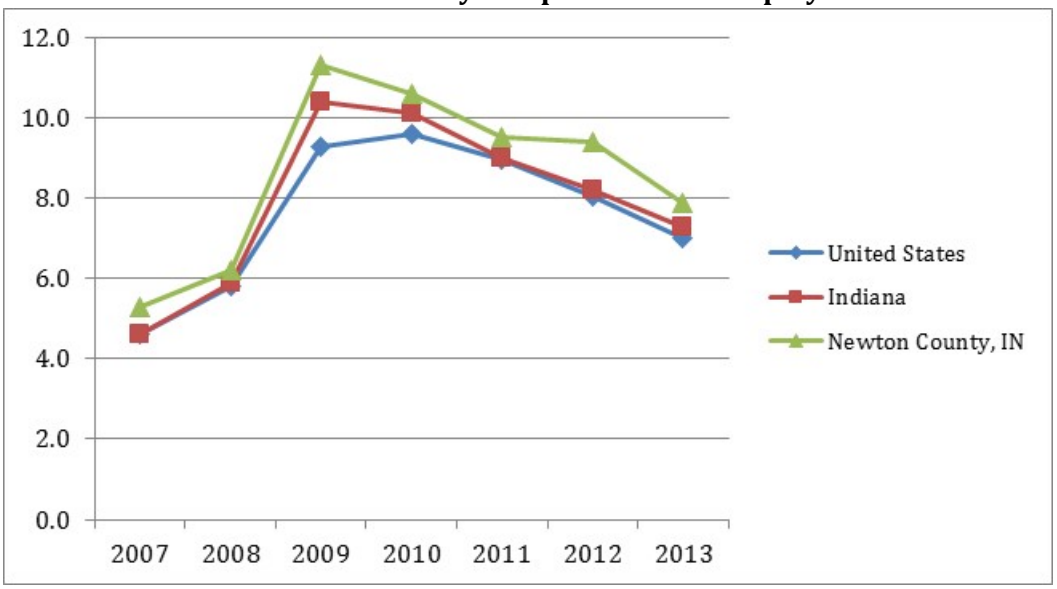
Zero Vehicle Households

The U.S. Census Bureau reported in 2011 that there were 5,370 total households in Newton County. Exhibit II.20 illustrates the percentage of households with zero vehicles available by census tract. The tract in southwest Newton County had the highest percentage of households with zero vehicles available. This area had zero vehicle rates above 4.15 percent. The remaining tracts in Newton County had low rates of zero vehicle households as compared to the other counties in the planning area.

Industry and Labor Force

The 2013 Newton County labor force consisted of 6,722 individuals according to the U. S. Bureau of Labor Statistics and STATS Indiana. The county's unemployment rate reached a high in 2009 of 11.3 percent. From 2007 to 2013, the unemployment rate for Newton 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: Newton County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.20: Newton County Percent Zero Vehicle Households

Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

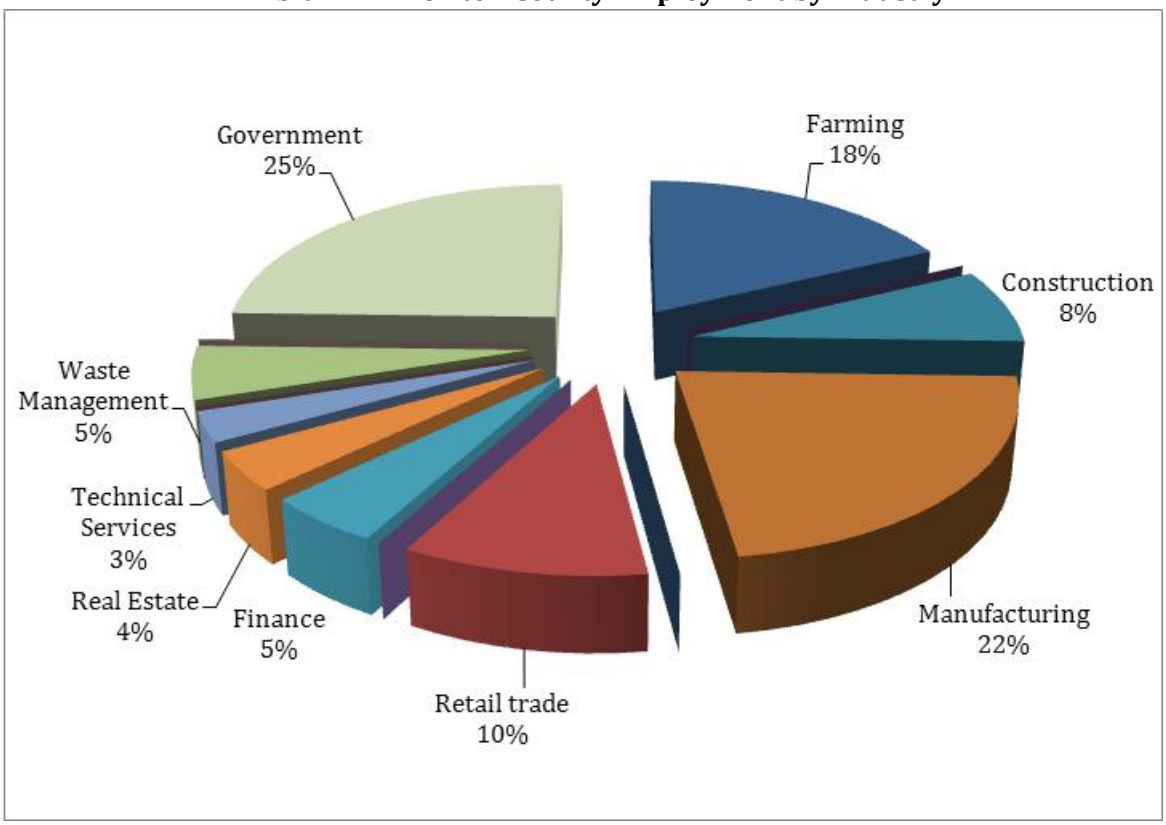
- 3.333%
- 3.334% - 3.413%
- 3.414% - 4.155%
- 4.156% - 5.769%
- Region 4 Cities

0 1.5 3 6 Miles

Employment by Industry

Government jobs were the largest industry in Newton County with 25 percent of employees employed in 2011. Manufacturing jobs were the second largest employer group (22 percent) and farming was the third largest (18 percent). Exhibit II.22 is an illustration of the employment by industry.

Exhibit II.22: Newton County Employment by Industry



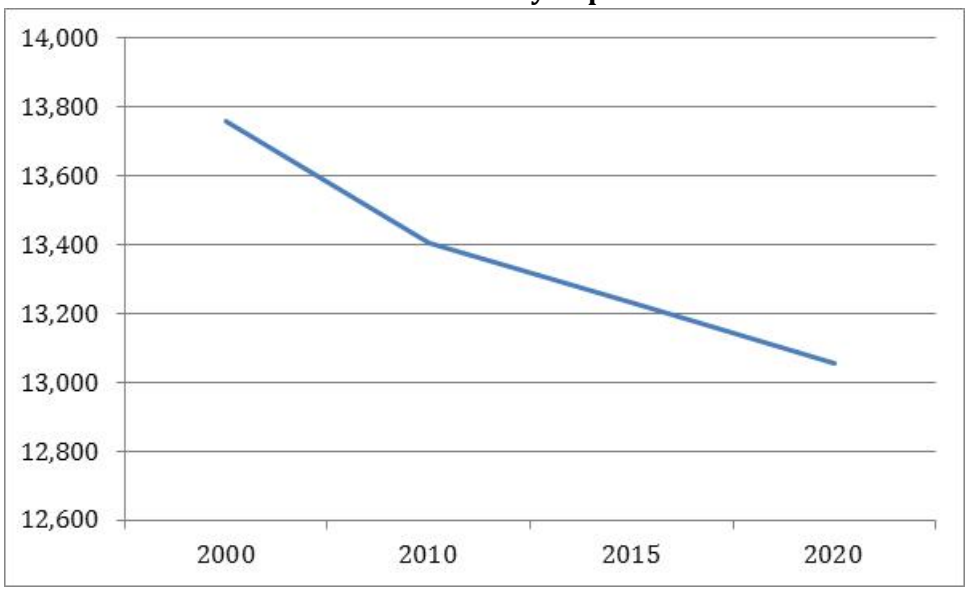
Source: U.S. Bureau of Economic Analysis, 2011

PULASKI COUNTY

Population Growth

According to information from the state of Indiana, the total population of Pulaski County in 2010 was 13,402 persons, a decrease of 353, or 2.57 percent, between the reported 2000 Census population and the 2010 population figures. The Indiana Business Research Center is projecting a decrease in population for Pulaski County. The population for 2015 is projected to decrease 1.31 percent from 2010 and decrease another 1.35 percent in 2020. Exhibit II.23 illustrates the historical and projected population trends for Pulaski County through the year 2020.

Exhibit II.23: Pulaski County Population Trends

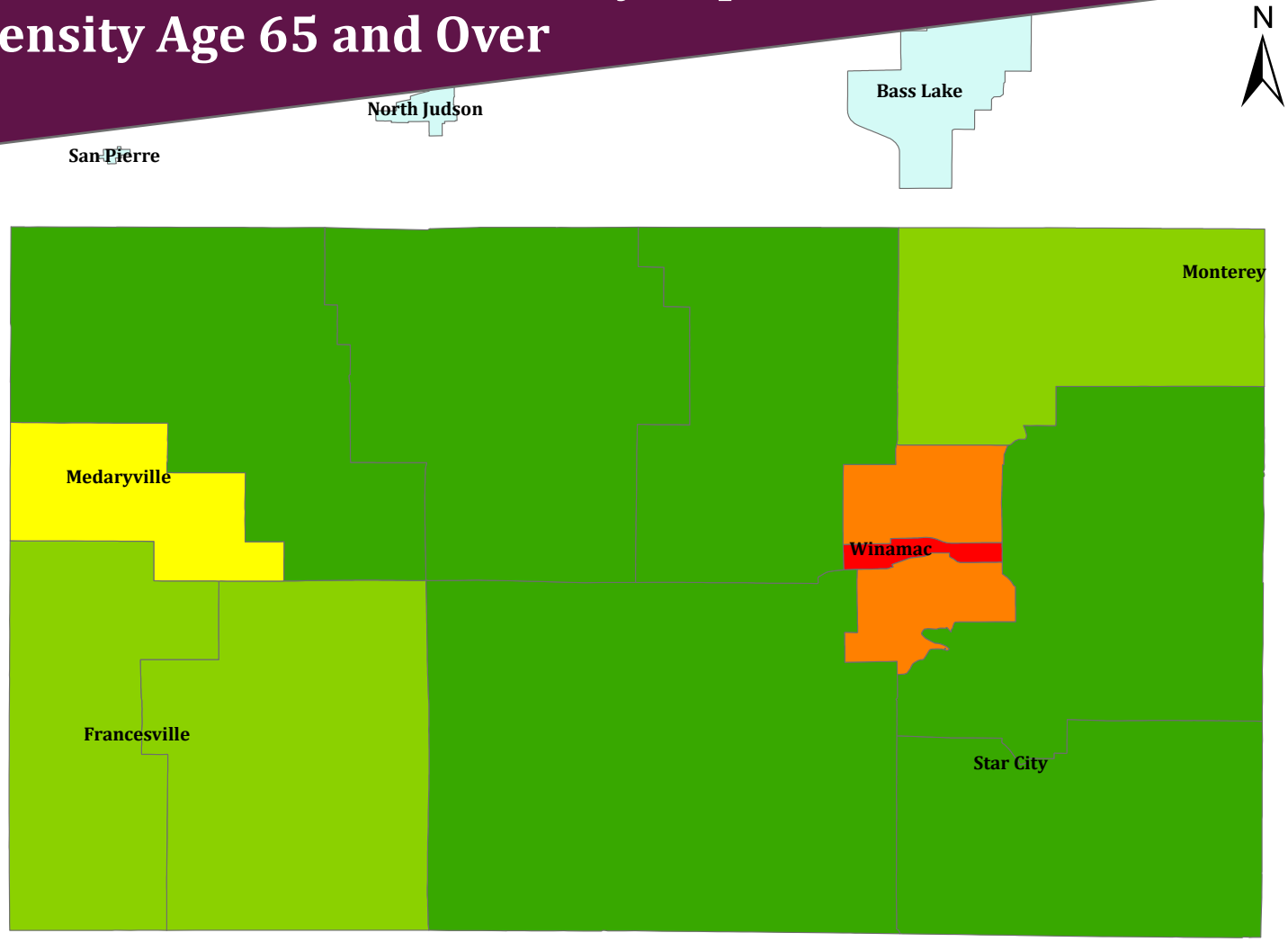


Source: 2000 & 2010 Census Bureau & STATS Indiana

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 Pulaski County are in the City of Winamac. Areas of moderately high density of older adults were also found around the City of Winamac. The remainder of the County has moderate to very low older adult population density.

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



Coordinated Public Transit-Human Service Transportation Plan

Legend

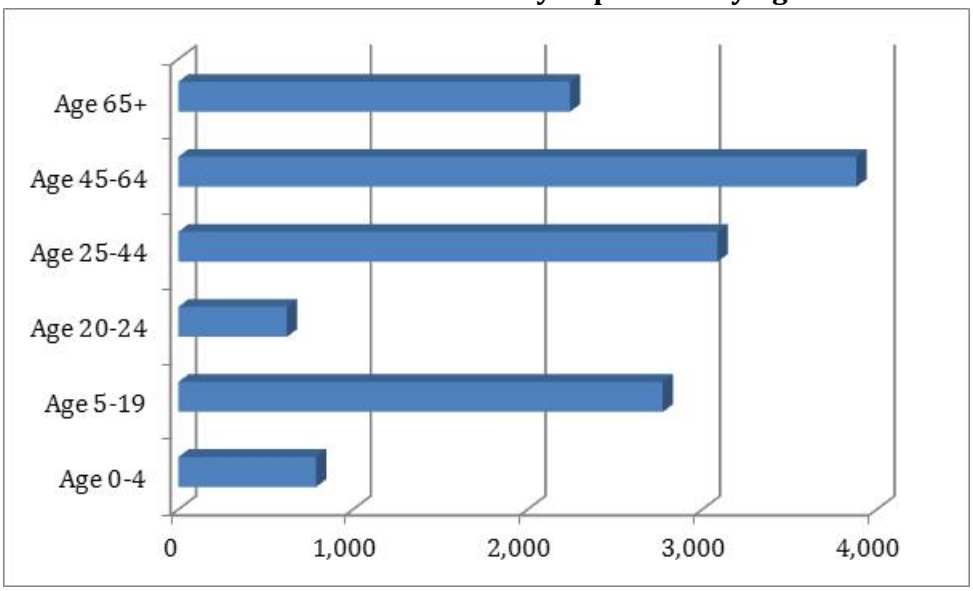
65Plus / SQMI

- 2.589 - 3.372
- 3.373 - 5.669
- 5.670 - 9.720
- 9.721 - 33.90
- 33.91 - 116.7
- Region 4 Cities

0 1.5 3 6 Miles

According to the 2010 statistics from the Indiana Business Research Center, the largest age cohort for Pulaski County was between the ages of 45 and 64 (29 percent). The second largest group was between ages 25 and 44, which constituted 23 percent of the county's population (see Exhibit II.25). The third largest age group was 15 to 19 years old (20.7 percent), while 16.7 percent was age 65 or older. This population distribution suggested the County has a very young population.

Exhibit II.25: Pulaski 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 13,188 total people in Pulaski 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. Two of the four census tracts in Pulaski County had poverty rates above the state average (14.1 percent). These tracts were located around Winamac and the northwest portion of Pulaski County. The remaining parts of the county had low to very low densities of people below the poverty level.

Exhibit II.26: Pulaski County Percent Population Below Poverty

Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 7.093%
- 7.094% - 10.069%
- 10.07% - 14.1%
- 14.101% - 26.36%
- Region 4 Cities

0 1.5 3 6 Miles

RLS Associates, Inc.

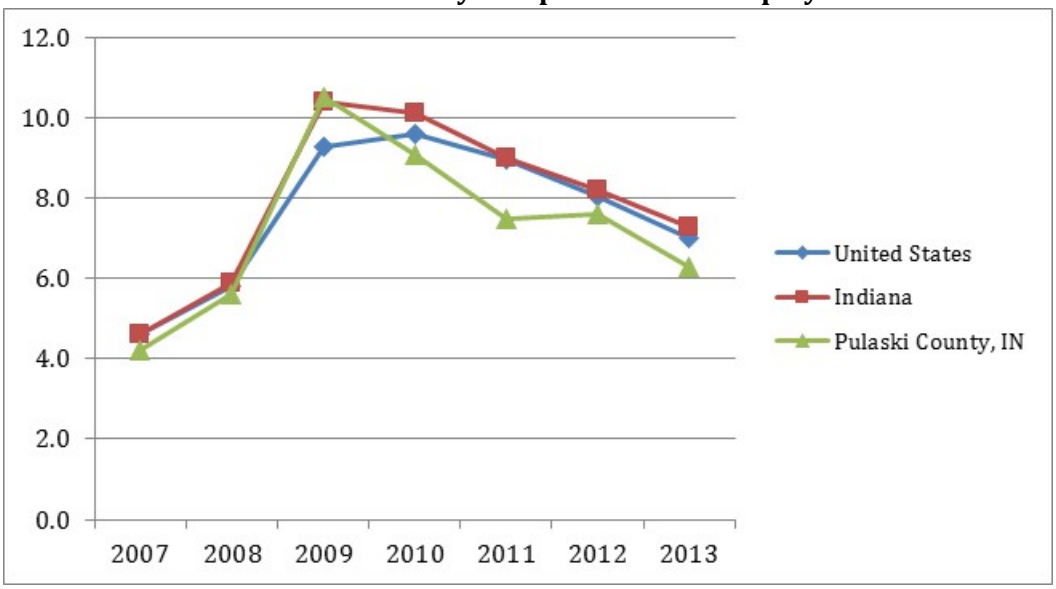
Zero Vehicle Households

The U.S. Census Bureau reported in 2011 that there were 5,074 total households in Pulaski County. Exhibit II.27 illustrates the percentage of households with zero vehicles available by census tract. The census tract around the City of Winamac had the highest percentage of households with zero vehicles available in Pulaski County. These areas had zero vehicle rates higher than 3.91 percent. The remaining areas of Pulaski County had moderate to very low levels of zero vehicle households.

Industry and Labor Force

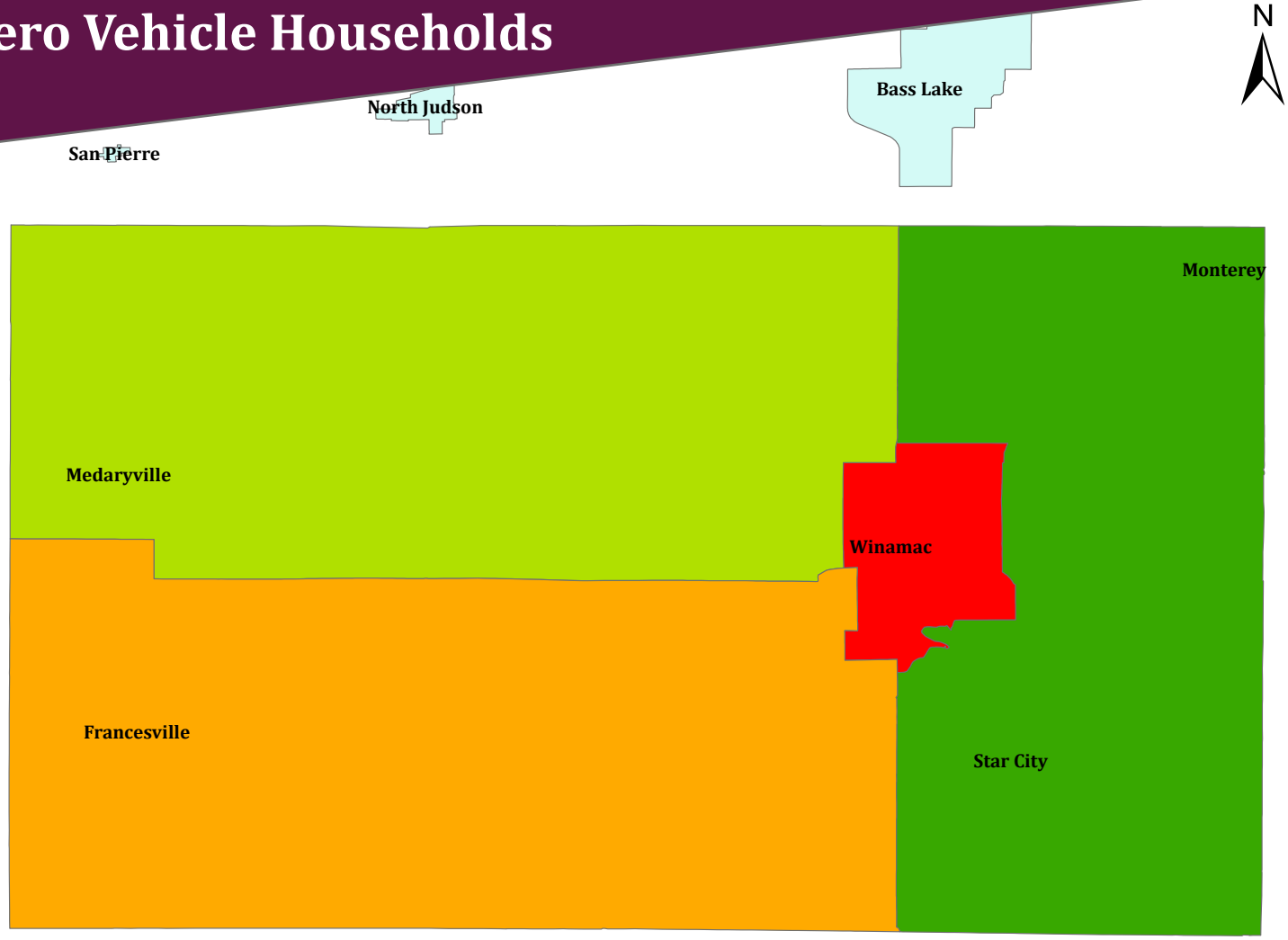
The 2013 Pulaski County labor force consisted of 6,839 individuals according to the U.S. Bureau of Labor Statistics and STATS Indiana. The county's unemployment rate reached a high in 2009 of 10.5 percent. Similar to the United States and the State of Indiana, Pulaski County's unemployment rate sharply increased from 2007 to 2009 and now has begun to decrease significantly. Exhibit II.28 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.28: Pulaski County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.27: Pulaski County Percent Zero Vehicle Households



Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 1.27%
- 1.271% - 2.996%
- 2.997% - 3.917%
- 3.918% - 6.336%
- Region 4 Cities

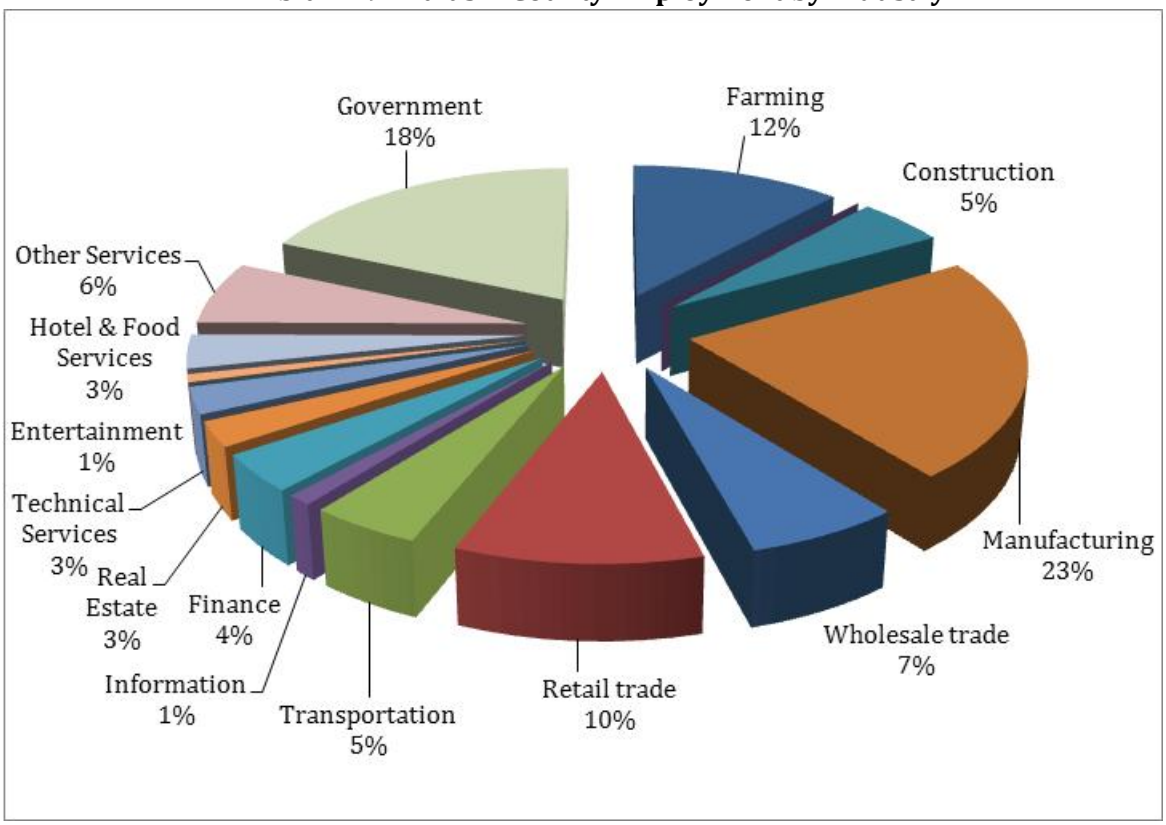
0 1.5 3 6 Miles

RLS Associates, Inc.

Employment by Industry

Manufacturing jobs were the largest industry in Pulaski County with 1,293 employees in 2011. Government jobs were the second largest employer groups (1,059 employees) and farming was the third largest (677). Exhibit II.29 is an illustration of the employment by industry.

Exhibit II.29: Pulaski County Employment by Industry



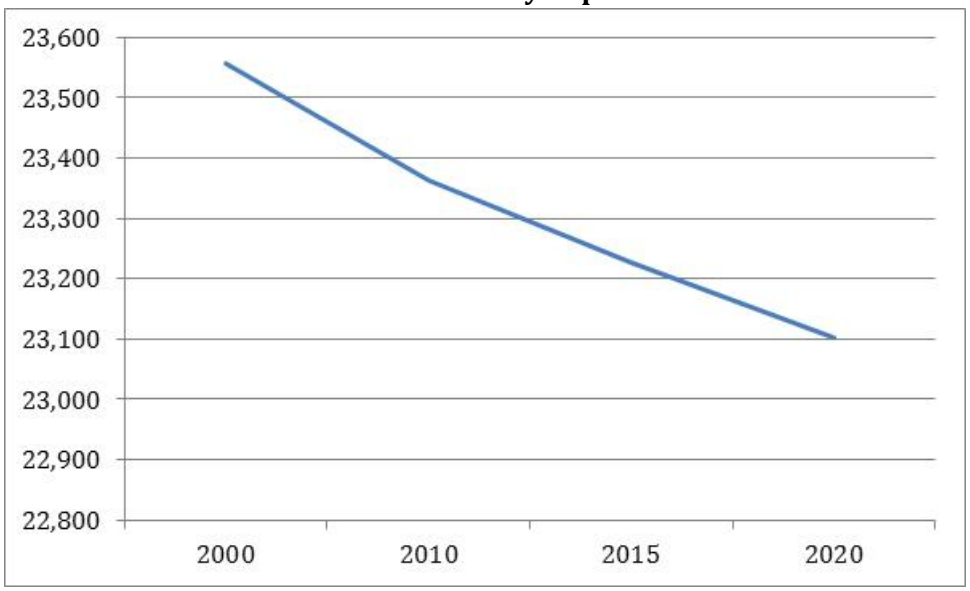
Source: U.S. Bureau of Economic Analysis, 2011

STARKE COUNTY

Population Growth

According to information from the state of Indiana, the total population of Starke County in 2010 was 23,363 persons, a decrease of 193, or 0.82 percent, between the reported 2000 Census population and the 2010 population figures. The Indiana Business Research Center is projecting a slight decrease in population for Starke County over the next ten years. The population for 2015 is projected to decrease by 0.59 percent from 2010 and decrease another 0.54 percent in 2020. Exhibit II.30 illustrates the historical and projected population trends for Starke County through the year 2020.

Exhibit II.30: Starke County Population Trends

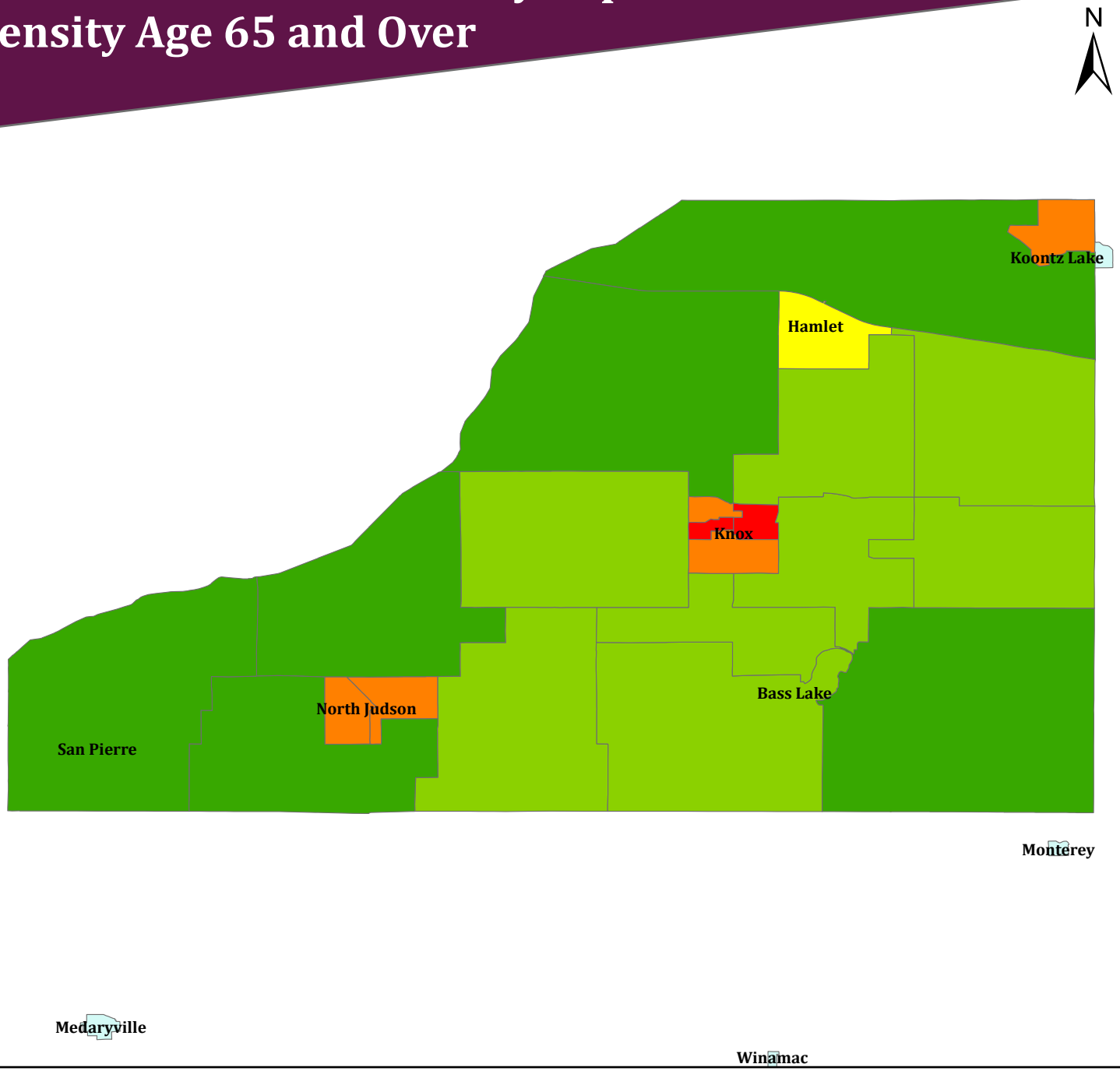


Source: 2000 & 2010 Census Bureau & STATS Indiana

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 Starke County are in the City of Knox. These areas had older adult densities higher than 96.73 persons per square mile. Areas of moderately high density of older adults are in Koontz Lake, Knox, and North Judson. The remainder of the County has moderate to very low older adult population density.

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



Coordinated Public Transit-Human Service Transportation Plan

Legend

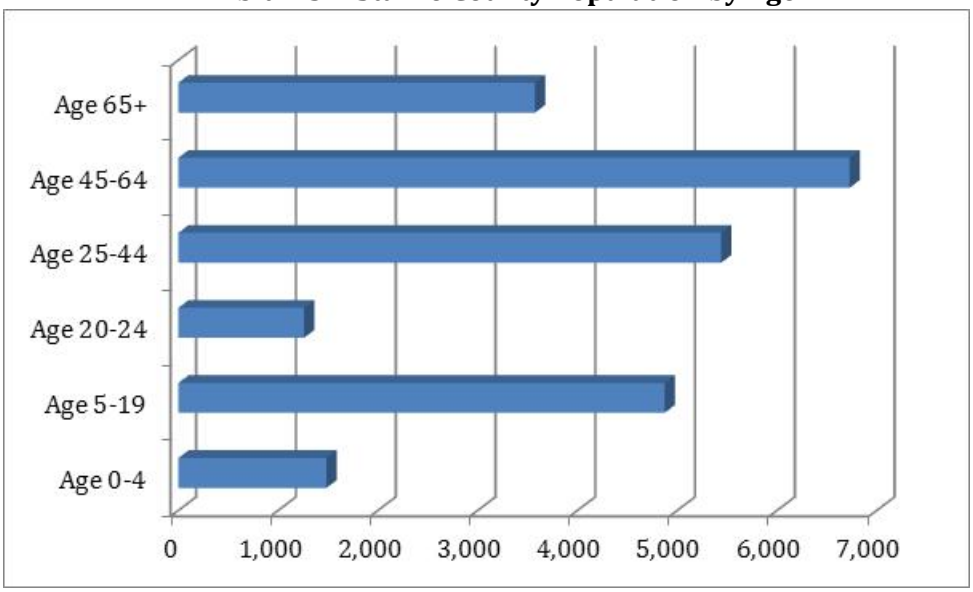
65Plus / SQMI

- 3.409 - 7.356
- 7.357 - 16.57
- 16.58 - 30.28
- 30.29 - 96.72
- 96.73 - 254.5
- Region 4 Cities

0 1.5 3 6 Miles

According to the 2010 statistics from the Indiana Business Research Center, the largest age cohort for Starke County was between the ages of 45 and 64 (28.8 percent). The second largest group was between ages 25 and 44, which constituted 23.3 percent of the county's population (see Exhibit II.32). The third largest age group was 5 to 19 years old (20.9 percent), while 15.3 percent was age 65 or older.

Exhibit II.32: Starke County Population by Age



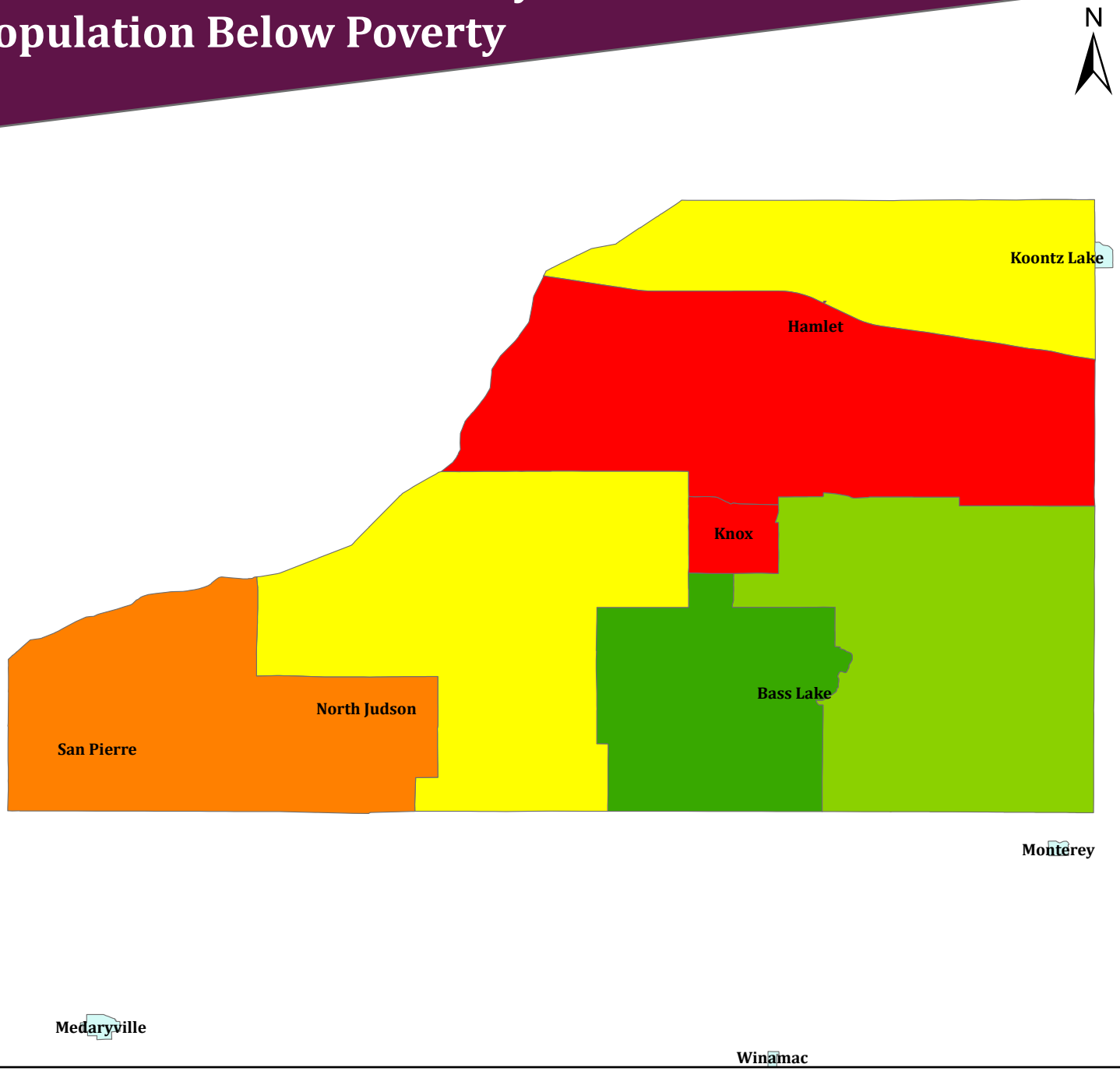
Source: U.S. Census Bureau, 2011 American Community Survey 5-Year Estimates

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2011 that there were 23,096 total people in Starke County for whom poverty status is determined. Exhibit II.33 illustrates the percentage of people below the poverty level as compared to total population by census tract. The tracts with the highest percentage of people below the poverty level were in the City of Knox and to the north of Knox around Hamlet. All of the tracts shaded in red and orange had a poverty rate higher than the State average of 14.1 percent. The remaining tracts had poverty rates below the State average.

Exhibit II.33: Starke County Percent Population Below Poverty



Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 7.885%
- 7.886% - 12.113%
- 12.114% - 14.1%
- 14.101% - 17.291%
- 17.292% - 24.344%
- Region 4 Cities

0 1.5 3 6 Miles

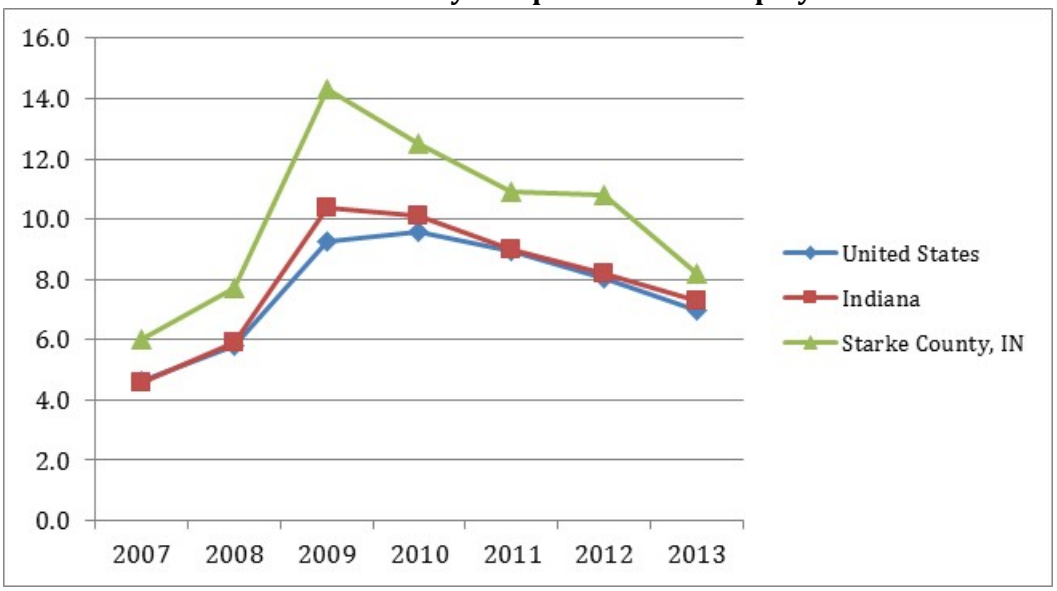
Zero Vehicle Households

The U.S. Census Bureau reported in 2011 that there were 9,064 total households in Starke County. Exhibit II.34 illustrates the percentage of households with zero vehicles available by census tract. The tract in Knox had the highest densities of households with zero vehicles available. These areas had zero vehicle rates above 7.28 percent. The census tracts that make up Koontz Lake and northern Starke County had moderately high rates of zero vehicle households. The remaining census tracts had moderate to very low densities of zero vehicle households.

Industry and Labor Force

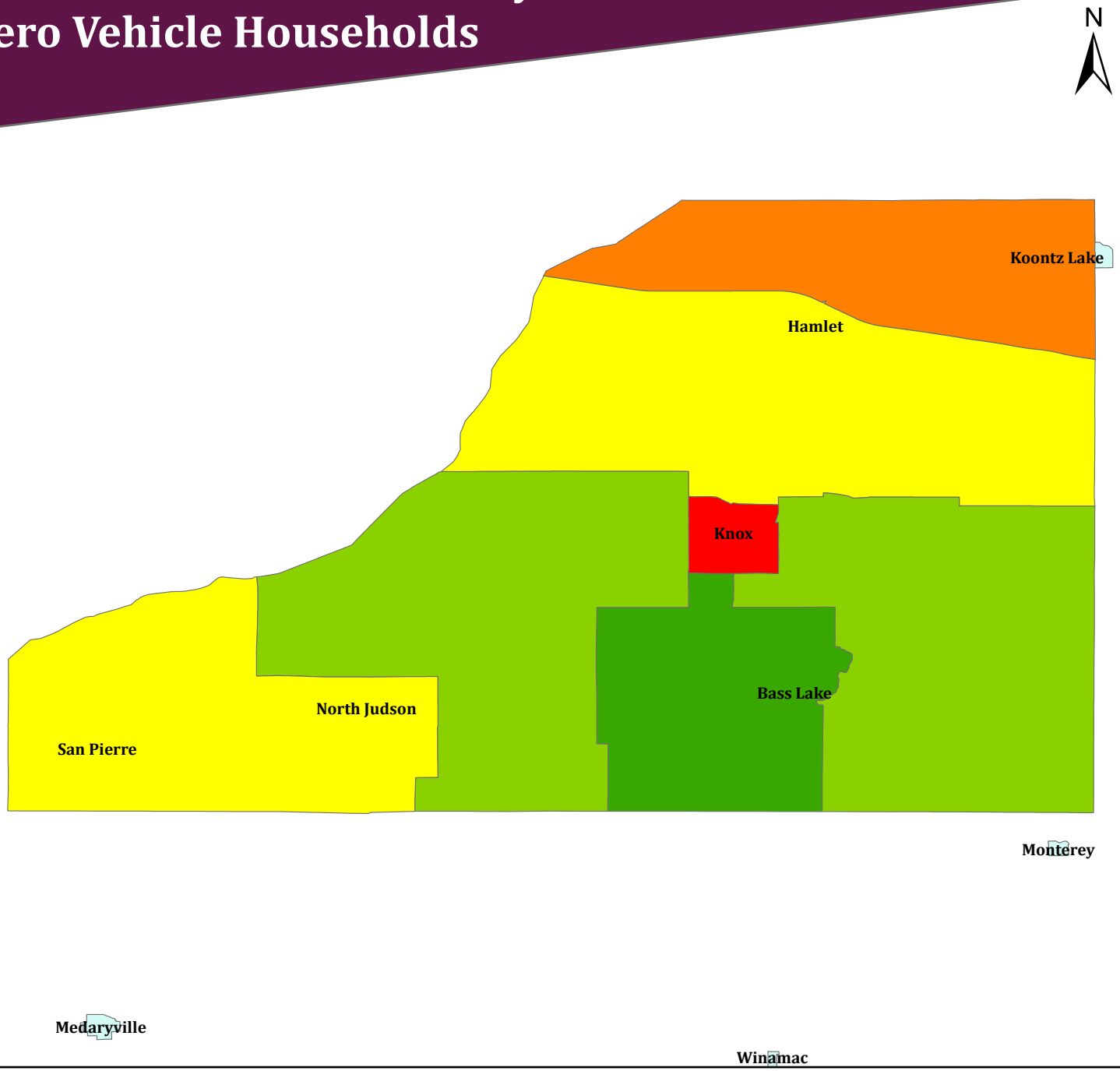
The 2013 Starke County labor force consisted of 10,323 individuals according to the U.S. Bureau of Labor Statistics and STATS Indiana. The county's unemployment rate reached a high in 2009 of 14.3 percent. From 2007 to 2013 the unemployment rate has been significantly higher than the State of Indiana and United States. Exhibit II.35 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.35: Starke County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Exhibit II.34: Starke County Percent Zero Vehicle Households



Coordinated Public Transit-Human Service Transportation Plan

Legend

Region Tracts

- 1.54%
- 1.541% - 3.119%
- 3.12% - 4.915%
- 4.916% - 7.288%
- 7.289% - 12.739%
- Region 4 Cities

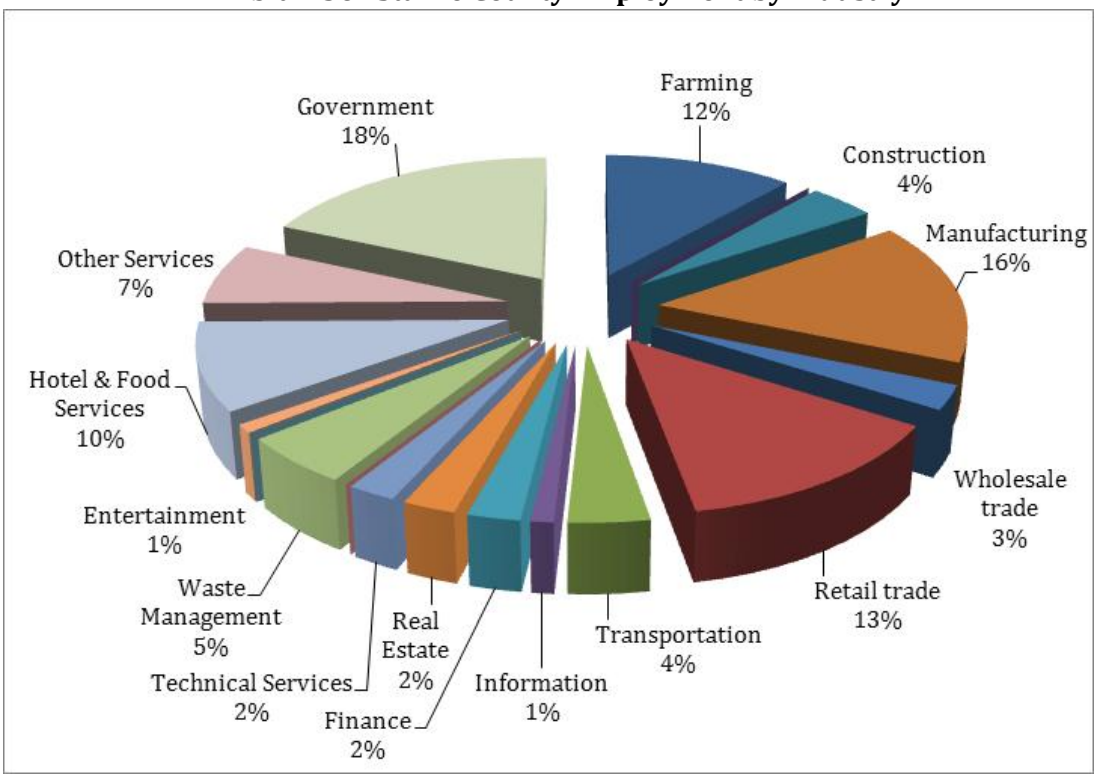
0 1.5 3 6 Miles

RLS Associates, Inc.

Employment by Industry

Government jobs were the largest employer in Starke County with 1,046 employees in 2011. Manufacturing was the second largest employer group with 891 employees. Retail trade was the third largest employer with 755 employees. Exhibit II.36 is an illustration of the employment by industry.

Exhibit II.36: Starke County Employment by Industry



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

SUMMARY

Region 4 has had a slight increase in population of 3.04 percent between 2000 and 2010, and the population is expected to increase by 2.14 percent through the year 2020.

The planning area's age distribution indicates that Region 4 has a population that is slightly older than the average of the State of Indiana. Region 4 has a higher percentage of persons 65 and over (15.26 percent) as compared to the State of Indiana (12.97 percent) and a slightly higher percentage of people age 45 to 64 (28.36 percent) as compared to the State of Indiana in 2010 (26.46).

The labor force in this four county planning area consisted of 39,346 individuals in 2013 according to U.S. Bureau of Labor Statistics and STATS Indiana. The average unemployment rate in November 2013 was 7.6 percent, a rate slightly higher than the State of Indiana's November 2013 unemployment rate of 7.3 percent. The planning area's unemployment rate has been

consistently higher the national and state rates since 2007. Of the four counties, Starke County has the highest unemployment rate. Jasper, Newton and Starke Counties had higher unemployment rates than Indiana in November 2013, while Pulaski County's rate was one percent lower than the state average.

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 the planning area 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 the Coordinated Public Transit-Human Services Transportation Stakeholder Survey. The survey was designed for transportation providers, government and non-profit organizations, and funders. Survey questions were intended to update the information obtained during the 2008 Coordinated Public Transit Human Services Transportation Plan and were based, in part, upon the FTA's Framework for Action "Self Assessment Tool for Communities." The survey was implemented as a web-based application and hosted by RLS & Associates, Inc.

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

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 from all counties were invited to participate in a transportation inventory survey. Invitations were distributed to known stakeholders representing older adults, individuals with disabilities, and people with low incomes. The opportunity to complete a survey also was announced in local newspapers and several websites, including the Indiana RTAP website, to provide opportunity for participation from public and private organizations as well as the general public. The survey was available in paper format, on-line, and was also made available through email communications. A copy of the survey is provided in the Appendix.

STAKEHOLDER SURVEY TABULATION AND RESULTS

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

- Pulaski County Human Services, Inc. (KIRPC)
- Newton County Community Services
- Jasper County Community Services, Inc.
- Community Services of Starke County, Inc.

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

Three of the participants represented a private, nonprofit agency. And, one represented a corporation/nonprofit. All four participants indicated that their organization offers transportation for the general public.

All of the transportation service is available on weekdays while no transportation is provided on weekends (Saturday and Sunday). The transportation providers begin weekday transportation between 6:00 AM and 8:00 AM and end transportation service at 4:00 PM. This indicates that the potential unmet needs for weekend and evening transportation should be explored.

Operating Information

The following table illustrates the level of operating statistics by each organization, according to information provided by KIRPC.

Exhibit III.1: Operating Statistics Provided by Organization for One Year (2012 Q4-2013 Q3)

County	Total Vehicle Miles (TVM)	Revenue Vehicle Miles (RVM)	Total Vehicle Hours (TVH)	Revenue Vehicle Hours (RVH)	Operating Expense
Jasper	79,560	76,305.5	5,778.6	5,657.5	$290,360
Pulaski	120,604	107,504	4,986.3	4,674.15	$263,726
Starke	166,629	162,511	8,542.75	8,491.75	$252,025
Newton	309,303	293,825	13,240.5	12,489	$286,575

Vehicles

Survey/Interview participants listed a combined total of 42 vehicles serving the counties in Region 4. According to the information provided by the operators, only 38 percent of the vehicles are wheelchair accessible.

All transportation providers operate at least one wheelchair accessible vehicle. The level of demand for wheelchair accessible vehicles was not indicated by the participating organizations. However, the number of accessible vehicles may become insufficient to meet the needs of individuals with disabilities and older adults as the older adult population continues to grow. Currently, the population age group between ages 45 and 64 is the largest group in each county.

Assessment of Progress Since the Coordinated Planning Process Was Initiated in 2007

Three out of four organizations that responded to the survey question indicated that the counties need to take action/significant action in the area of "Making things happen by working together." This small sample may be an indication that many of the local agencies and organizations feel that local, regional, and state stakeholders could do more to improve progress toward achieving coordinated transportation goals.

Organizations that responded to the survey felt that the local and regional stakeholders need to take action to put a framework in place to strengthen inter-agency relationships and build support for improved coordinated transportation services to address the unmet needs of local communities.

SUMMARY

In order to understand the existing coordination activities in these counties, multiple methods for contacting the community and stakeholders were deployed. Responses to outreach activities were utilized to provide a representative sample of the existing level of transportation and inter-agency coordination or cooperation. The findings offer valuable support for the coordinated transportation strategies that will be implemented by transportation providers. For example, information pertaining to the number of wheelchair accessible vehicles compared to the demographic age distribution or residents reveals potential future needs for coordinating the replacement and expansion schedule of accessible vehicles.

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 through one-on-one interviews and the 2012 INDOT Public Transit Annual Report.

JASPER COUNTY

Jasper County Community Services, Inc. (5311) - Jasper County Community Services, Inc. (JCCS) provides demand response and senior nutrition transportation. The primary service area is Jasper County, however, vehicles will travel anywhere within Indiana. Service is available between 8:00 AM and 4:00 PM, Monday through Friday.

The program operates eleven vehicles. Vehicle inventory information is provided in Exhibit III.2

Fare Structure

Jasper County Community Services Transit has a fare system in place for the general public service:

Destination	One-Way Fare	
	Adults	Older Adults, Disabled
Per trip within 3 mile radius of Remington, Rennselaer, DeMotte, & Wheatfield	$1.00	
Per added mile within Jasper County	$0.10	
Out-of-county	Available	

Summary of Transportation Needs Identified for Jasper County

- Longer weekday hours (early morning and later evening)
- Out-of-county service (especially to Newton County)
- More drivers
- Weekend transportation
- More of funding for out-of-county trips/services

Jasper County Public Survey Results

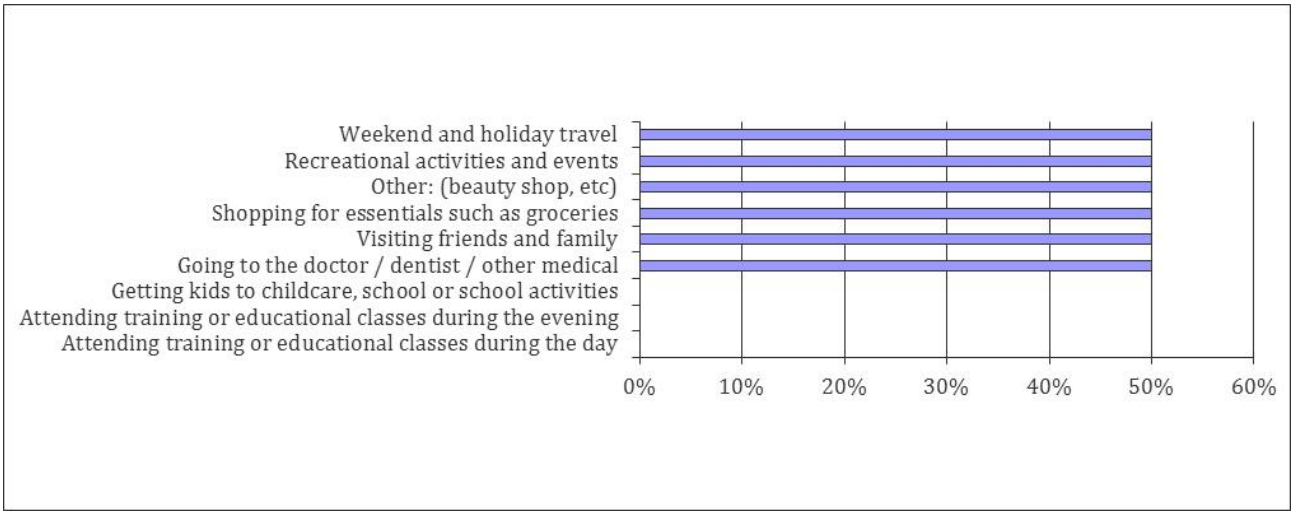
The following charts outline the public survey results received from individuals living in Jasper County. Surveys were available on-line and at public libraries. A total of two surveys were collected from the general public. Therefore, the results are subjective and may not represent the views entire population. Surveys were advertised and available for a one month period of time.

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 Jasper County respondents was for medical-related trips, shopping for

essential needs, visiting friends and family, going to recreational activities and events, other trips, and weekend and holiday travel.

Purpose for Transportation on a Regular Basis



Employment-Related Transportation

One of the Jasper County respondents was retired and one was employed. The time of day they need employment-related transportation was 8:00 PM -10:00 PM.

Rating of Existing Transportation Resources

Jasper County survey respondents were asked to rate the transportation service that they use. Overall, respondents felt that their current mode of transportation does a good job of getting them where they need to go. One respondent indicated that his/her current mode of makes them wish there was something better. One respondent also indicated that it is difficult to afford transportation.

NEWTON COUNTY

Newton County Community Services (5311) - Newton County Community Services is a nonprofit corporation that provides transportation in Newton County for agency consumers and Medicaid recipients. Service is available between 6:00 AM and 4:00 PM, or by appointment, Monday through Friday. Transportation is open to the public and also available for the following programs:

- Child Care Development
- Energy Assistance
- Emergency Meals Food Service
- Food Pantry (Emergency)
- Head Start

- Homemaker/Chore
- Information/Referral
- Nutrition Site

The agency serves consumers with low-incomes, individuals over age 65, and individuals with disabilities. Newton Community Services directly provides demand response, door-to-door, transportation to agency consumers and the general public. Drivers are permitted to assist passengers with a limited number of packages. Passengers are permitted to travel with a personal care attendant or escort. Guardians, personal assistants, and minors are permitted to ride with consumers. Common trip purposes include: medical facilities; shopping centers; Veterans' Administration Hospital/medical offices; and Head Start programs in Goodland and DeMotte (children).

The program operates twelve vehicles, one vehicle in the fleet is wheelchair accessible. Vehicle inventory information is provided in Exhibit III.2

Transportation operating revenue was derived from passenger fares; reimbursements for services obtained from third parties (i.e., Medicaid reimbursements); state appropriation; Title III (Older Americans Act), KIRPC; and other funds.

Total operating expense for FY 2012 was reported to be $211,858. No Capital revenue or expense was reported for FY 2012. Approximately eight percent of total expenses were for maintenance while another thirty-one percent was for fuel costs.

Fare Structure

Newton County Community Services fare is based on origin and destination. The detailed fare structure was not provided.

Summary of Transportation Needs for Newton County

- Out-of-state trips
- Weekend hours for medical and employment
- Extended hours
- Additional funding so that more drivers can be hired
- Want county to be more open to coordination possibilities

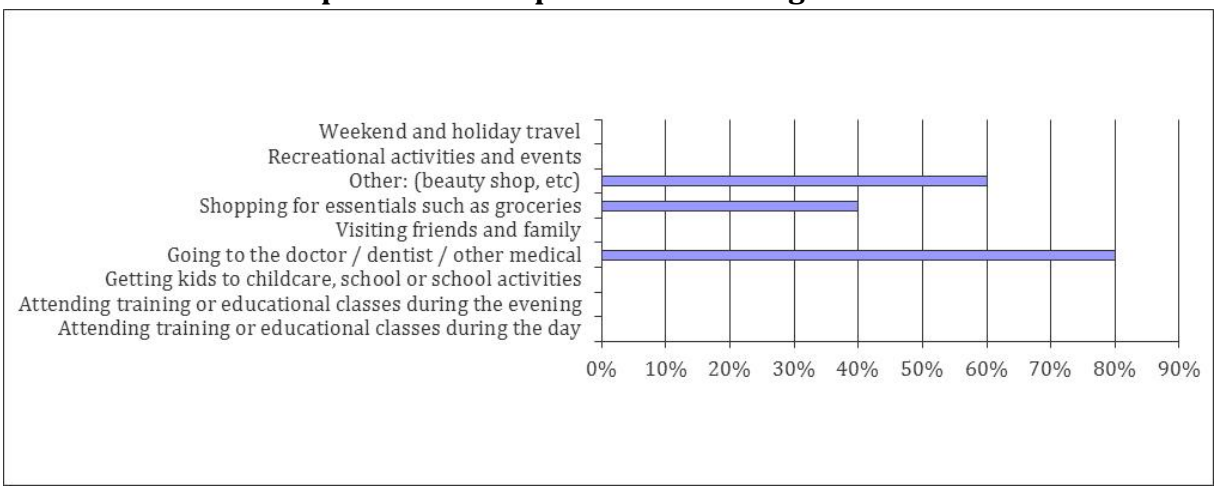
Newton County Public Survey Results

The following charts outline the public survey results received from individuals living in Jasper County. Surveys were available on-line and at public libraries. A total of six 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 Newton County respondents were for medical-related trips, shopping for essential needs, and other trips.

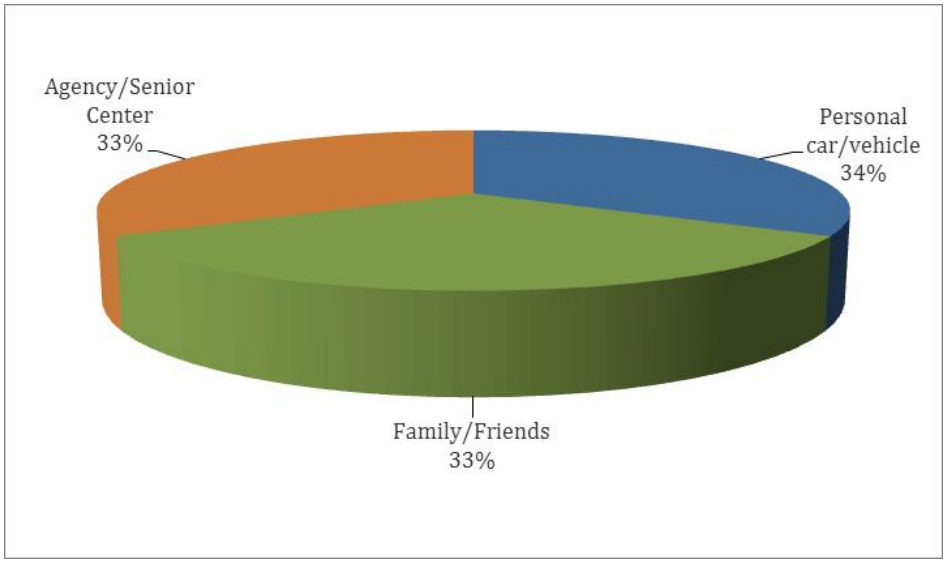
Purpose for Transportation on a Regular Basis



Current Mode of Transportation

As illustrated below, 33.3 percent of Newton County respondents drive a personal vehicle, have family or friends drive them, or use agency/senior center transportation.

Current Mode of Transportation



One hundred percent of Newton County respondents stated that their choice of transportation is not limited by where they live. Sixty-six percent of respondents need a mobility device.

Employment-Related Transportation

Sixty-six percent of Newton County respondents were not employed while 33 percent were retired. Based on this information, employment-related transportation was not a factor for survey respondents.

Rating of Existing Transportation Resources

Newton 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, is affordable, is easy to board, 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.	5	0	0	0
Makes me wish there was something better.	0	0	0	3
Limits where I can work.	0	0	0	1
Is difficult for me to afford.	0	0	0	3
Makes it easy to do errands.	3	1	0	0
Is difficult for me to board.	0	0	0	3
Is not equipped to accommodate my disability accessibility needs.	0	0	0	4

PULASKI COUNTY

Pulaski County Human Services, Inc. (5311) - Pulaski County Human Services, Inc. provides demand response transportation for the general public in Pulaski County. It also travels to certain out-of-county destinations.

The program operates ten vehicles. Vehicle inventory information is provided in Exhibit III.2

Transportation is available for any trip purpose. Common trip purposes include: Preschool; medical appointments; dialysis treatment (out-of-county); personal business; and employment.

Pulaski County Human Services provided 21,499 general public passenger trips between January 1, 2012 and December 31, 2012. Total transportation operating revenues for FY 2012 were $270,149. Transportation operating revenue was derived from passenger fares; reimbursements for services obtained from third parties (i.e., Medicaid reimbursements); county government appropriations; state appropriation; Section 5311 grantee, KIRPC; and donations and fuel/sales tax refunds.

Total operating expense for FY 2012 was reported to be $279,249. No Capital revenue or expense was reported for FY 2012. Approximately four percent of total expenses were for maintenance while almost thirteen percent was for fuel costs.

Fare Structure

Pulaski County Human Service has a fare system in place for the general public service:

Destination	One-Way Fare	
	Adults	Older Adults, Disabled
Per trip within Pulaski County	$1.00	Donation

Peak Community Services (5310) - Peak Community Services is a private, nonprofit social service agency. It provides transportation, social services, day treatment, job training, employment, and rehabilitation programs in Cass, Carroll, Fulton, Howard, Miami, Pulaski, Tippecanoe, and White counties.

Peak Community Services provides client transportation, and it purchases transportation on behalf of clients from general public or other service providers. Agency staff drive personal vehicles as well as agency-owned vehicles. Mileage reimbursement is provided when personal vehicles are utilized.

Peak Community Services provides scheduled route service with one route in the morning (leaving at 7:30 AM) and another in the afternoon (leaving at 3:00 PM). The route provides employment transportation to agency consumers traveling to Work Services. It also provides demand response service, which includes casual appointments and regular clients attending daily program activities. Drivers are permitted to assist passengers with an unlimited number of packages.

Hours of operation are 24-hours a day, seven-days a week for agency consumers. Peak hours of service are centered on the workday. Late afternoon/evening shopping, social, and medical trips are provided in addition to agency program trips. There are no advance reservation requirements.

The agency participates in two Transportation Advisory Committees including, Pulaski County Human Services and Cass Area Transit.

Fare Structure

Community Services consumers are not charged a fare for transportation.

Summary of Transportation Needs for Pulaski County

- Extended hours of service
- Work access to/from work

- Daily out-of-county trips for medical purposes
- Older adults need the vehicle availability to take longer trips to Indianapolis and Valparaiso. This need is not met due to lack of drivers and funding.

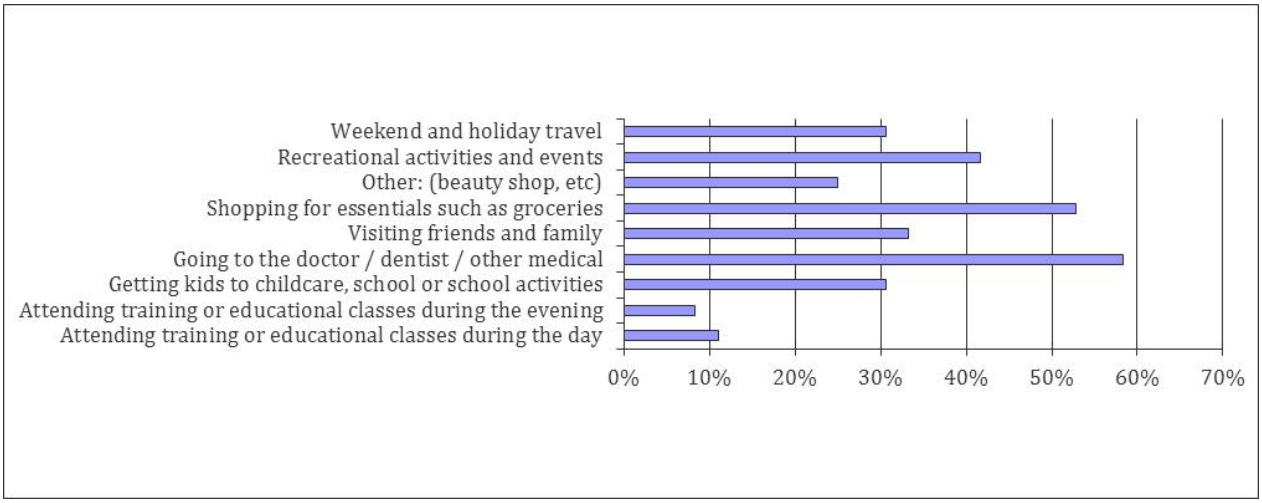
Pulaski County Public Survey Results

The following charts outline the public survey results received from individuals living in Pulaski County. Surveys were available on-line and at public libraries. A total of forty-six 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 Pulaski County respondents was for medical-related trips, shopping for essential needs, and going to recreational activities and events. Visiting friends and family, weekend and holiday travel, and getting kids to childcare, school, or school activities were also indicated as needs for regular transportation.

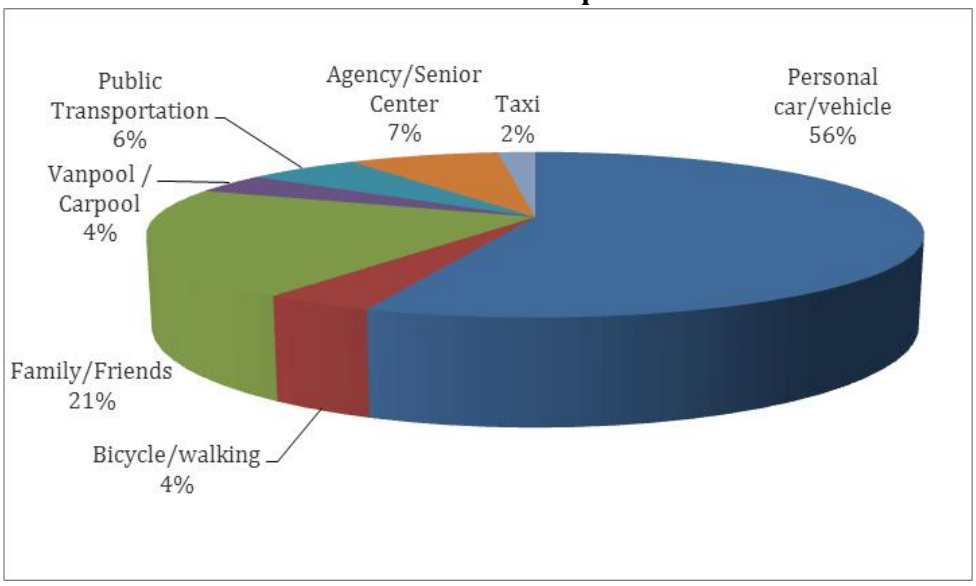
Purpose for Transportation on a Regular Basis



Current Mode of Transportation

As illustrated below, 56 percent of Pulaski County respondents drive a personal vehicle. The second most frequent response was family and friends at 21 percent.

Current Mode of Transportation

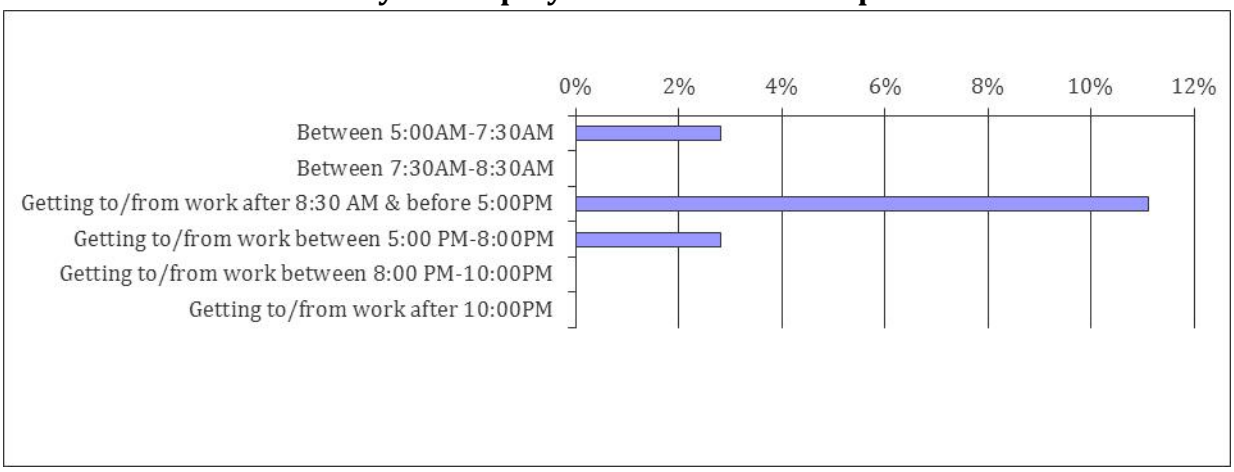


Ninety-two percent of Pulaski County respondents stated that their choice of transportation is not limited by where they live. Nearly 85 percent do not need a mobility device.

Employment-Related Transportation

Fifty percent of Pulaski County respondents were retired while 27.5 percent were employed. The time of day they need employment-related transportation included: 5:00 AM – 7:30 AM, 8:30 AM – 5:00 PM, and 5:00 PM – 8:00 PM.

Time of Day for Employment-Related Transportation



Rating of Existing Transportation Resources

Pulaski County survey respondents were asked to rate the transportation service that they use. Overall, 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 run errands. A few respondents indicated that his/her current mode of transportation makes them wish there was something better, limits where they can work, is difficult to afford, and is difficult to board.

Table: Rating of Existing Transportation Resources

The Transportation I Use	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
Does a good job of getting me where I need to go.	16	9	0	0
Makes me wish there was something better.	2	7	3	4
Limits where I can work.	2	4	5	0
Is difficult for me to afford.	2	4	5	2
Makes it easy to do errands.	5	2	3	2
Is difficult for me to board.	0	5	2	4
Is not equipped to accommodate my disability accessibility needs.	0	2	2	2

STARKE COUNTY

Community Services of Starke County, Inc. (5311) - Community Services of Starke County provides general public transportation in Starke, Pulaski, and Jasper counties. It also travels to Lake, Porter, LaPorte, Marshall, and St Joseph counties, upon request.

Transportation service is available to the general public between 8:00 AM and 4:00 PM, Monday through Friday. The program operates nine vehicles. Vehicle inventory information is provided in Exhibit III.2

Community Services consumers indicate that they need transportation on Saturday and Sunday between 6:00 AM and 6:00 PM. The agency also indicated a need for more small vehicles (i.e., minivans) for persons over age 65 who have difficulty boarding the large vans.

Community Services of Starke County provided 14,865 general public passenger trips between January 1, 2012 and December 31, 2012. Revenue sources included Title III; Medicaid reimbursements; and Section 5311 grantee, KIRPC. The remaining revenue was derived from passenger fares, fundraising and local appropriations.

Total expense, including capital expense, for FY 2012 was reported to be $231,467. Approximately 6 percent of the budget was dedicated for maintenance.

Fare Structure

Community Services of Starke County, Inc. has a fare system in place for general public service:

Destination	One-Way Fare	
	Adults	Older Adults
Township of Origin	$1.50	Donation
Per additional Township	$1.50	Donation
Out-of-County trips per mile	$0.30	

Summary of Transportation Needs for Starke County

- Weekend transportation (possible volunteer drivers?)
- Funding for weekend transportation/gas for out of county trips
- Daily hours extended 8 AM-4 PM/5 PM-10 PM for work out-of-county (Marshall, Pulaski, and LaPorte Counties)
- Need to keep up with surrounding county agencies
- More money to do possibly more
- Stop Medicaid abuse

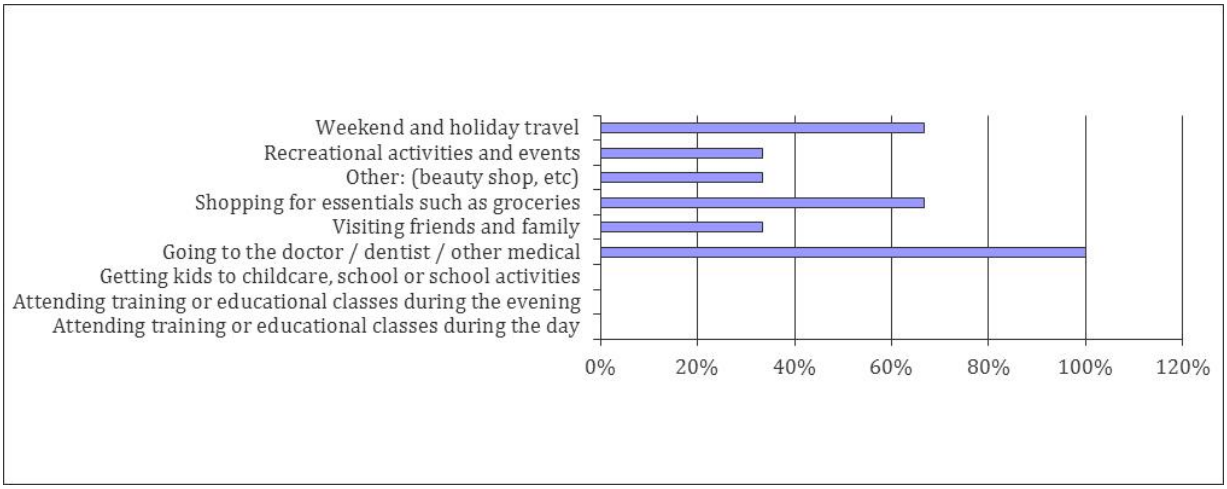
Starke County Public Survey Results

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

Purposes for Using Transportation

Respondents were asked to choose all answers that applied, therefore, the percentages in the following exhibit add up to more than 100 percent. The most common need for regular transportation from Starke County respondents was for medical-related trips. Shopping for essential needs, and weekend and holiday travel also had a need for regular transportation.

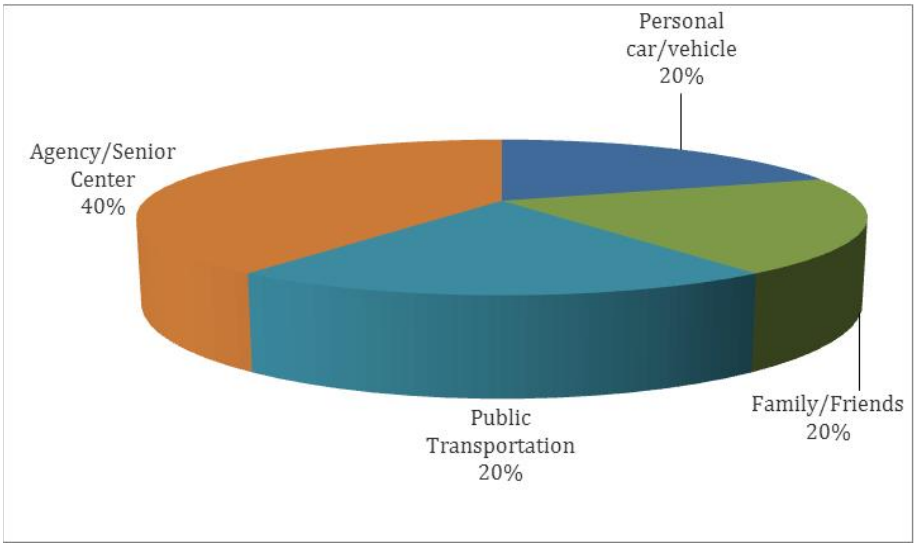
Purpose for Transportation on a Regular Basis



Current Mode of Transportation

As illustrated below, 40 percent of Starke County respondents use agency/senior center transportation. The second most frequent response was family and friends, public transportation, and personal vehicle at 20 percent each.

Current Mode of Transportation



Fifty percent of Starke County respondents stated that their choice of transportation is not limited by where they live while nearly 67 percent need a mobility device.

Employment-Related Transportation

Nearly 67 percent of Starke County respondents were retired while 33.3 percent were not employed. Based on this information, employment-related transportation was not a factor for survey respondents.

Rating of Existing Transportation Resources

Starke County survey respondents were asked to rate the transportation service that they use. Respondents felt that their current mode of transportation does a good job of getting them where they need. One respondent indicated that his/her current mode of transportation makes them wish there was something better.

Table: Rating of Existing Transportation Resources

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

Exhibit III.2: Region 4
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
Pulaski County Human Services											
1	Ford	MDV	2005	9	2	M-F	8:00 AM to 4:00 PM	105,015	Poor	5311	Pulaski County
2	Chevy	LTV	2003	30	-	M-F	8:00 AM to 4:00 PM	149,409	Good	5311	Pulaski County
3	Chevy	LTV	2007	22	-	M-F	8:00 AM to 4:00 PM	109,983	Good	HHS	Pulaski County
4	Dodge	MNV	2007	6	-	M-F	8:00 AM to 4:00 PM	128,931	Fair	5311	Pulaski County
5	Ford	MDV	2007	11	-	M-F	8:00 AM to 4:00 PM	121,312	Fair	5311	Pulaski County
6	GMC	LTV	2008	30	-	M-F	8:00 AM to 4:00 PM	58,295	Excellent	HHS	Pulaski County
7	Ford	STV	2009	8	2	M-F	8:00 AM to 4:00 PM	61,037	Fair	5311	Pulaski County
8	Dodge	Low Floor MV	2010	8	2	M-F	8:00 AM to 4:00 PM	44,804	Excellent	5311	Pulaski County
9	Ford	LTV	2013	12	2	M-F	8:00 AM to 4:00 PM	299	Excellent	5311	Pulaski County
10	Dodge	Low Floor MV	2010	8	2	M-F	8:00 AM to 4:00 PM	56,382	Excellent	5311	Pulaski County
Jasper County Community Services											
1	Chevy	LTV	2001	22	-	M-F	8:00 AM to 4:00 PM	159,091	Backup	HHS	Jasper County
2	Ford	High Top	2006	9	2	M-F	8:00 AM to 4:00 PM	39,866	Good	5311	Jasper County
3	Dodge	MV	206	6	-	M-F	8:00 AM to 4:00 PM	49,518	Good	5311	Jasper County
4	Dodge	MV	2007	7	-	M-F	8:00 AM to 4:00 PM	13,606	Good	5311	Jasper County
5	Chevy	LTV	2005	27	-	M-F	8:00 AM to 4:00 PM	114,363	Fair	HHS	Jasper County
6	Ford	STV	2010	8	2	M-F	8:00 AM to 4:00 PM	15,462	Excellent	5311	Jasper County
7	Chevy	LTV	2008	27	-	M-F	8:00 AM to 4:00 PM	68,138	Fair	HHS	Jasper County
8	Ford	STV	2009	8	2	M-F	8:00 AM to 4:00 PM	54,156	Good	5311	Jasper County
9	Ford	High Top	2011	24	-	M-F	8:00 AM to 4:00 PM	5,535	Excellent	HHS	Jasper County
10	Ford	STV	2010	8	2	M-F	8:00 AM to 4:00 PM	31,749	Excellent	5311	Jasper County
11	Ford	STV	2010	8	2	M-F	8:00 AM to 4:00 PM	39,881	Excellent	5311	Jasper County
Community Services of Starke County											
1	Dodge	Low Floor MV	2010	8	2	M-F	8:00 AM to 4:00 PM	3,539	Excellent	5311	Starke County
2	Dodge	Low Floor MV	2010	8	2	M-F	8:00 AM to 4:00 PM	74,421	Good	5311	Starke County
3	Dodge	MNV	2005	6	-	M-F	8:00 AM to 4:00 PM	194,044	Bad	5311	Starke County
4	Buick	AO	2005	5	-	M-F	8:00 AM to 4:00 PM	134,592	Fair	Local	Starke County
5	Ford	MNV	2005	7	1	M-F	8:00 AM to 4:00 PM	41,233	Good	5311	Starke County
6	Ford	MDV	2006	9	2	M-F	8:00 AM to 4:00 PM	101,201	Fair	5311	Starke County
7	Ford	High Top	2007	11	-	M-F	8:00 AM to 4:00 PM	93,227	Good	5311	Starke County
Newton County Community Services											
1	Chevy	Low Floor MV	2008	6		M-F	6:00 AM to 4:00 PM	172,338	Fair	5311	Newton County
2	Ford	LTV	2013	12	2	M-F	6:00 AM to 4:00 PM	7,232	Excellent	5311	Newton County
3	Dodge	Low Floor MV	2010	5	-	M-F	6:00 AM to 4:00 PM	138,555	Fair	5311	Newton County
4	Dodge	MV	2005	7	-	M-F	6:00 AM to 4:00 PM	311,281	Bad	5311	Newton County
5	Dodge	Low Floor MV	2010	5	-	M-F	6:00 AM to 4:00 PM	139,639	Fair	5311	Newton County
6	Ford	High Top	2006	11	-	M-F	6:00 AM to 4:00 PM	109,239	Fair	5311	Newton County
7	Chevy	High Top	2006	28	-	M-F	6:00 AM to 4:00 PM	157,012	Fair	HHS	Newton County
8	Ford	High Top	2007	11	-	M-F	6:00 AM to 4:00 PM	138,836	Fair	5311	Newton County
9	Chevy	High Top	2007	28	-	M-F	6:00 AM to 4:00 PM	123,278	Fair	HHS	Newton County
10	Chevy	High Top	2003	21	-	M-F	6:00 AM to 4:00 PM	45,566	Good	HHS	Newton County
11	Chevy	High Top	2003	21	-	M-F	6:00 AM to 4:00 PM	91,070	Good	HHS	Newton County
12	Chevy	High Top	2008	5	-	M-F	6:00 AM to 4:00 PM	195,100	Fair	5311	Newton County

Table includes data provided by transportation operators. It is not all inclusive.

IV. NEEDS ASSESSMENT

OVERVIEW

RLS & Associates, Inc. contacted local human service agencies, faith based organizations, employers, and all transportation providers serving Region 4 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. The following paragraphs outline results from the local general public and stakeholder coordinated transportation meetings.

GENERAL PUBLIC AND STAKEHOLDER MEETINGS

The Kankakee-Iroquois Regional Planning Commission (KIRPC) 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 in the following tables:

Date/Time	**April 3, 2013/10:00 AM – 12:00 PM**	**May 8, 2013/10:00 AM – 12:00 PM**
Place	KIRPC	KIRPC
Address	115 E. 4th St. Monon, IN 47959	115 E. 4th St. Monon, IN 47959

Invitations to the meeting were distributed via the U.S. Postal Service to 47 organizations in Newton, Jasper, Pulaski, and Starke Counties that represent transportation providers, older adults, individuals with disabilities, and/or people with low incomes. The general public was invited and notified of the meeting through a variety of public announcements through the following websites and newspapers:

- Kankakee Valley Post News
- Newton County Enterprise
- The Leader of Starke County
- Rensselaer Republican
- The Pulaski County Journal and The Independent
- Indianapolis STAR

A list of all organizations invited to the meeting and their attendance/non-attendance status is provided in the Appendix. In total, nine 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 planning area. 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.

Participants discussed mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meeting. Coordinated transportation stakeholders will consider these unmet needs when developing transportation strategies and grant applications.

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

Earlier and later hours of operation for transportation.
Weekend hours of operation – Individuals in rural communities would attend church suppers and festivals on weekends if transportation were available.
Alternative structure for Medicaid transportation. Medicaid providers send vehicles on long-distance trips. Coordination could possibly reduce costs.
Need for transportation to out-of-county and regional destinations.
Lack of cost allocation methodology to facilitate client mixing on vehicles.
Activities and structure to build trust among coordination partners is needed.
Adequate funding to provide transportation services at a higher level must be achieved before service expansions are possible.
Restricted boundaries for vehicle operation create gaps in availability.
Unique service hours of transportation providers create gaps in availability.
Real and perceived funding program barriers are restricting coordination. Providers and funders need to understand which barriers are real and which can be overcome. For example, many organizations indicated that restrictions established by liability insurance may limit sharing of resources.
There is currently limited weekend demand response service for older adults and people with disabilities throughout the planning area.

Service limited to county jurisdictional boundaries due to funding restrictions and agency policies.
No local committee is taking a proactive role in leading coordination efforts.
There is a limited number of small and/or wheelchair accessible vehicles available throughout the area.
Service hours are not typically structured to effectively support employment opportunities, particularly for people with low incomes.
There is no general public Saturday, Sunday or evening service in the entire planning area.
Agencies need to replace vehicles with new vehicles that meet ADA guidelines.
In the KIRPC service area, organizations need to provide transportation to all Head Start children.
Out-of-state transportation is needed from Newton County.
Weekend service hours are needed for medical and employment trips throughout each county.
There is a lack of sufficient funding to hire more drivers to maintain higher levels of service. Existing revenue would not cover driver and staff wages, according to stakeholders.
Gaps in service are created because providers are serving large rural counties with minimal number of drivers.
Older adults, particularly in Pulaski County, need to go longer distances for medical service such as to Indianapolis, Fort Wayne or Valparaiso.
People need more access to work at early morning and late evening shift times. Transportation for employment would need to be extended to 5:00 AM to 10:00 PM to meet needs.
Daily out-of-county medical trips, particularly dialysis for persons not eligible for Medicaid payment is needed.
Starke County Transportation needs to take people to other counties for medical appointments but current funding levels are insufficient.

A second meeting was held on May 8, 2013. The presenter dedicated a portion of the second meeting reviewing the accomplishments of the 2008 Coordinated Plan. Accomplishments and their effect on each county as well as strategies that require continued efforts (such as vehicle replacement needs) were outlined. During this second meeting, attendees were invited to rank and consider goals and strategies to meet the needs as identified during the first meeting. Prioritized goals and strategies discussed and accepted by stakeholders are included later in this document.

CHALLENGES TO COORDINATED TRANSPORTATION

There are numerous challenges to the initial coordination of human service agency and public transportation in any community. 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 planning area, 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. 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

GOALS AND STRATEGIES

Based on the goals established during this planning process and prioritized during the second local general public and stakeholder meeting, local stakeholders are willing to continue to work toward addressing the unmet needs and/or gaps in 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 incomes[1] and the general public.

The following paragraphs 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 each county during the implementation time period.

Goal 1: Organizations with a stake in transportation will work together to identify cost-efficient strategies and/or new funding sources that can be maximized through coordinated activities.

Strategy 1.1: Activate the Interagency Transportation Coordination Committee (ITCC) members and their participation in coordinated transportation efforts to facilitate implementable steps to addressing the identified gaps and unmet needs in transportation services for all counties. The ITAC is a subcommittee of the Transportation Advisory Committees for each provider. This committee can accomplish goals through networking and

[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."

sharing information to generate support for participating counties. The ITCC should meet at least quarterly.

Counties Included: Jasper, Newton, Pulaski, and Starke

Responsible Parties: Representatives from each Section 5311 and 5310 recipient organization. Representatives from local and regional medical hospitals and clinics and major employers.

Implementation Time Frame:	Staffing Implications:
Immediate and Ongoing	Staff time to provide meaningful participation in meetings

Implementation Budget:
Minimal expenses to develop meeting agenda and participate

Potential Grant Funding Sources: Not required

Performance Measures:

- ITCC includes representation from transportation providers and representatives from the general public from each county.
- ITCC implements at least one new coordination activity per year. Activities could range from shared information, grant writing, to trip sharing and coordinated tansfers.
- Monitor trip requests received by each participating organization for transportation during evenings and weekends. Create a coordinated plan to expand hours of operation in the areas of highest demand.

Strategy 1.2: Encourage ITCC members to participate in INCOST and Indiana trainings to take advantage of opportunities in applicable topic areas, including, but not limited to, operating policies and fully allocated costs of operating public and specialized transportation.

Counties Included: Jasper, Newton, Pulaski, and Starke Counties

Responsible Parties: Representatives from each Section 5311 and 5310 recipient organization.

Implementation Time Frame:	Staffing Implications:
Immediate and Ongoing	Staff time to participate in trainings and meetings

Implementation Budget:
Minimal expenses to participate

Potential Grant Funding Sources: Not required

Performance Measures:

- Number of local representatives that participate.
- ITCC member organizations particiate and share information with other local agencies and organizations, as appropriate to improve utilization of resources.
- Local organizations in any or all of the counties in Region 4 apply new strategies to improve cost allocation and utilization of resources.

Goal 2: Expand the availability of out-of-county trips within the existing operating resources available to the transportation providers.

Strategy 2.1: Develop and/or formalize agreements between public and human service agency transportation providers for sharing trips across county lines for medical and other purposes. Developing an agreement for medical purposes has the highest priority. Begin by sharing schedules with agencies that share common destinations. Analyze the schedules to determine if trips can be shared by the agencies in a way that reduces duplication (i.e., rotating the responsibility for providing certain trips between two or more providers each month, implementing transfer points (if appropriate), filling empty seats on a return trip with other passengers, etc.)

Counties Included: Jasper, Newton, and Starke Counties

Responsible Parties: Representatives from each transportation provider or organization that funds transportation in Jasper, Newton, and Starke Counties.

Implementation Time Frame:	Staffing Implications:
Ongoing	Adjustment in driver schedules may be necessary, but additional hours should not be required
Implementation Budget: None	
Potential Grant Funding Sources: Section 5316, 5311, and local match	

Performance Measures:

- Number of out-of-county trips shared between organizations.
- Number of sharing agreements developed or formalized.
- Reduction in the number of empty seats for out-of-county trips.
- Improved vehicle utilization within the counties because vehicles can remain in the county to provide local trips for more hours per day and/or days per year.

Goal 3: Prepare for increasing demand for wheelchair accessible vehicles.

Strategy 3.1: Eligible organizations will collaborate on service needs and coordinate a request for accessible vehicles for local and out-of-area trips through the Section 5310 program.

Counties Included: Jasper, Newton, Pulaski, and Starke Counties. According to information provided during the planning effort, Newton County has the fewest number of wheelchair accessible vehicles. Consider beginning with a vehicle replacement schedule in Newton County.

Responsible Parties: Newton County Community Services, Community Services of Starke County, Jasper County Community Services, and Pulaski County Human Services.

Implementation Time Frame:	Staffing Implications:
Ongoing	Adjustment in driver schedules may be necessary, but additional hours should not be required
Implementation Budget: None	
Potential Grant Funding Sources: Section 5310 and local match	

Performance Measures:

- Applications are submitted.
- Number of wheelchair accessible vehicles and/or wheelchair positions on vehicles added.
- Number of additional wheelchair accessible passenger trips provided.

Goal 4: Offer transportation during weekday early mornings and evenings, and on weekends.

Strategy 4.1: ITCC member organizations will share schedules and prioritize opportunities to implement new hours of operation for individual transportation providers through coordinating and/or sharing resources (i.e., schedulers, drivers, vehicles, grant writing, etc.). Opportunities to share vehicles or trips should be considered, especially in counties with multiple organizations (public and private) providing transportation. If there is only one transportation provider in the county, consider agreements for out-of-county trips, and seek additional funding from employers and/or foundations to support expanded hours of operation within the county.

Counties Included: Jasper, Newton, Pulaski, and Starke Counties.

Responsible Parties: Transportation providers receiving Section 5311 and 5310 funding.

Implementation Time Frame:	Staffing Implications:
Near-Term and Ongoing	Initially, planning time will be required, but it could be partially accomplished during quarterly ITCC meetings. Following implementation, adjustment in staffing may be necessary (adjustment may be a change in shift times/days rather than an expansion in the number of hours worked).

Implementation Budget:
None. Ongoing budget depends upon activities that are implemented.

Potential Grant Funding Sources: Section 5310, 5311, and local match provided by public and private resources (i.e., local government, employers, foundations, and others).

Performance Measures:

- New service hours should result in an increase in ridership.
- Individuals with disabilities, older adults, people with low incomes, and the general public will have access to more community resources during mornings, evenings, and on weekends.
- New partnerships are created between transportation provdiers and employers in the local area.

VI. SUMMARY OF STRATEGIES

Strategies

The following table outlines strategies designed to achieve the locally identified transportation goals that are intended to meet local unmet transportation needs and gaps in service, reduce duplication, and improve coordination of resources. The table includes all strategies and their priority level. Page numbers are provided in Exhibit VI.1 for quick reference to detailed information about each strategy.

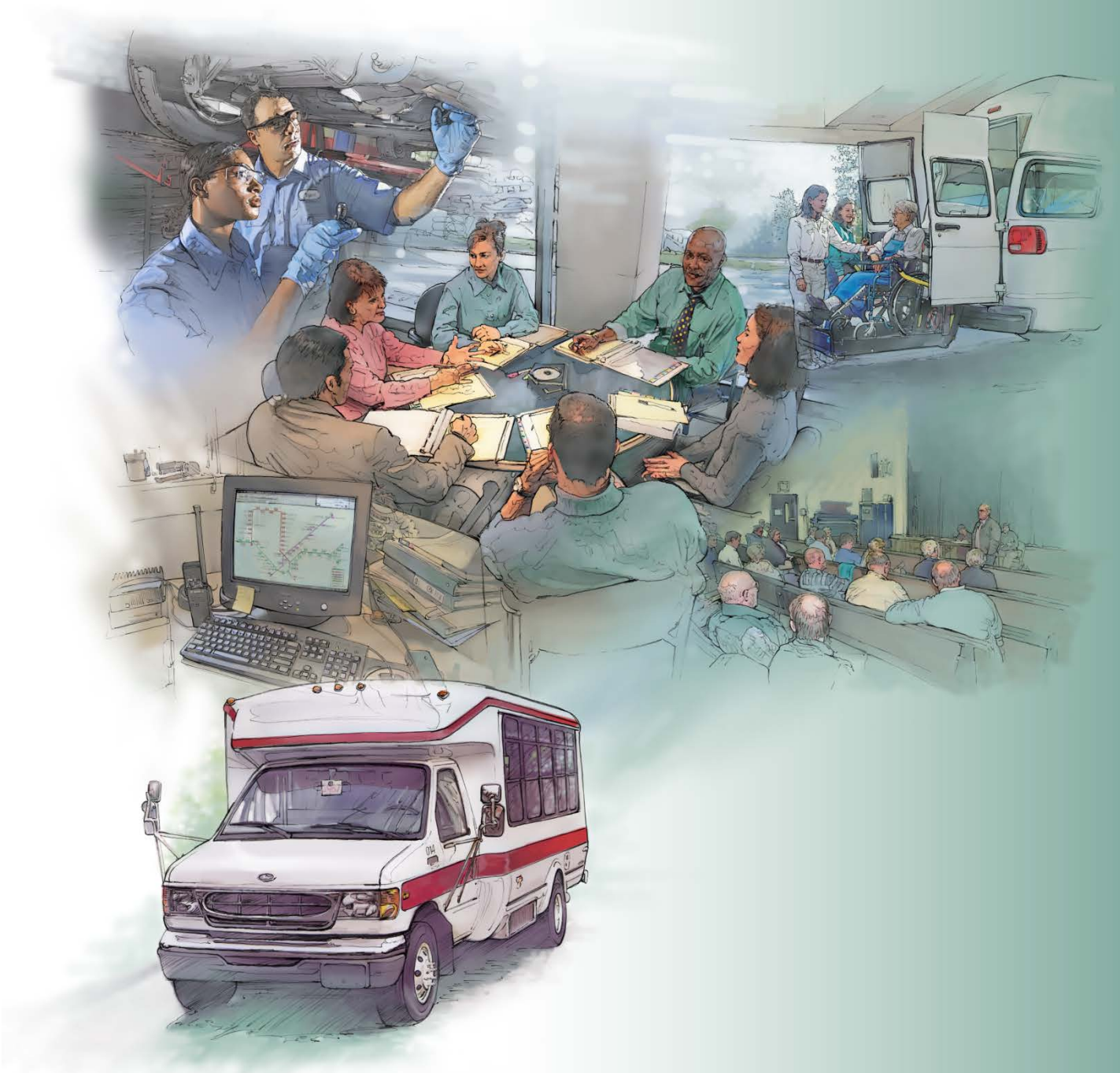
All Section 5310 grant funds will be available through a competitive process. Please also note that each grant application for Section 5310 and Section 5311 will be considered individually to determine if the proposed activities to be supported by the grant adequately meet the requirements of the intended 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 the ITCC) should update this plan on an annual basis and as new coordinated transportation strategies and objectives are developed.

Exhibit VI.1 Goals and Strategies

Goal 1: Organizations with a stake in transportation will work together to identify cost-efficient strategies and/or new funding sources that can be maximized through coordinated activities.			
Page Number	**Strategy Identification Number**	**Objective/Strategy Description**	**Priority**
60	1.1	Activate the Interagency Transportation Coordination Committee (ITCC) members and their participation in coordinated transportation efforts	Ongoing
61	1.2	Encourage ITCC members to participate in INCOST and Indiana trainings	Ongoing
Goal 2: Expand the availability of out-of-county trips within the existing operating resources available to the transportation providers.			
Page Number	**Strategy Identification Number**	**Objective/Strategy Description**	**Priority**
62	2.1	Develop and/or formalize agreements between public and human service agency transportation providers for sharing trips across county lines	Ongoing
Goal 3: Prepare for increasing demand for wheelchair accessible vehicles.			
Page Number	**Strategy Identification Number**	**Objective/Strategy Description**	**Priority**
63	3.1	Collaborate on service needs and coordinate a request for accessible vehicles through the Section 5310 program	Ongoing
Goal 4: Offer transportation during weekday early mornings and evenings, and on weekends.			
Page Number	**Strategy Identification Number**	**Objective/Strategy Description**	**Priority**
63	4.1	ITCC members will share schedules and prioritize opportunities to implement new hours of operation	Near Term

Coordinated Public Transit-Human Services Transportation Plan Update
APPENDIX



3131 South Dixie Hwy. Suite 545 Dayton, OH 45439 937.299.5007 www.rlsandassoc.com

Table of Contents

INDOT Region 4 Check Sheet A-1
Newspaper Announcements
    Meeting 1: 04/3/13 ..... A-3
    Meeting 2: 05/8/13 ..... A-4
INDOT Region 4 Mailing List A-5
Meeting Invitations
    Meeting 1 ..... A-6
    Meeting 2 ..... A-7
Presentations
    Meeting 1 ..... A-8
    Meeting 2 ..... A-15
Sign In Sheets A-25
Public Survey Posting A-28
Public Survey Instrument A-29

INDOT REGION 4 CHECK SHEET

Focus Group

Stakeholder and General Public Meetings
Date: Meeting 1: 04/3/13 Meeting 2: 05/8/13
Location: KIRPC, Monon, IN

Invitations Distributed
☑U.S. Mail: Meeting 1: 03/22/13 Meeting 2: 04/26/13
☑Email: 03/22/13 and 04/26/13
☐Web Posting:
☑ Newspaper Notice: Indy Star, Kankakee Valley Post News, Newton County Enterprise, The Leader of Starke County, Rensselaer Republican, The Pulaski County Journal, and The Independent
☐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: 9 (04/3/13); Meeting 2: 9 (05/8/13)
☑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 Jasper, Newton, Pulaski, and Starke Counties. The public meeting will be held on **April 3, 2013 from 10:00AM to 12:00PM EST at KIRPC 115 E. 4th St. Monon, IN 47959**. The agenda includes the content of the current plan, unmet transportation needs, existing coordination efforts, and the process for developing an action plan for 2013-2017. **This public meeting will provide a unique opportunity for the public to share transit needs and vision for their community. Transportation providers, human service agencies, and other advocates will also want to attend to discuss this important topic.**

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

Please RSVP by April 1, 2013 to Megan Lawson, Indiana Rural Transit Assistance Program at 812-372-3794 or mlawson@indianartap.com .

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

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

The Indiana Department of Transportation is conducting a regional coordinated public transit-human services transportation plan update meeting for Jasper, Newton, Pulaski, and Starke Counties. The public meeting will be held on **May 8, 2013 from 10:00AM to 12:00PM EST at KIRPC 115 E. 4th St. Monon, IN 47959**. The agenda includes the content of the current plan, unmet transportation needs, existing coordination efforts, and the process for developing an action plan for 2013-2017. **This public meeting will provide a unique opportunity for the public to share transit needs and vision for their community. Transportation providers, human service agencies, and other advocates will also want to attend to discuss this important topic.**

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

Please RSVP by May 6, 2013 to Megan Lawson, Indiana Rural Transit Assistance Program at 812-372-3794 or mlawson@indianartap.com .

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

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

Region 4 Contact List

Contact Person	Organization Name	Address Line 1	Address Line 2	City	State	Zipcode
ATTN: Kelly Bauer, Transportation Director	Jasper County Community Services/Arrowhead Country Public Transit	967 East Leopold Street		Rensselaer	IN	47978
	KATS	500 E Walnut St		Rensselaer	IN	47978
ATTN: Sharon Colee, Executive Director	Jasper County Community Services	967 East Leopold Street		Rensselear	IN	47978
	Kankakee Valley School Corp	3923 West State Road 10		Wheatfield	IN	46392
	Rensselaer Central School Corp	Superintendent's Office		Rensselear	IN	47978
	Tri-County School Corp	200 West North Stree		Wolcott	IN	47995
	Charles Blake	403 S. Scott Street		Rensselaer	IN	47978
	Will Chevrette	11868 Naussau Lane		Demotte	IN	46310
	Betty Brown	116 E. Grace Street		Rensselaer	IN	47978
	Director, Wabash Valley Hospital-Mental Health Center	2900 N River Rd.		West Lafayette	IN	47906
	Director, CDC Resources	5053 Norway Rd.		Monticello	IN	47960
	Steinke Ambulance Service, Inc.	500 E Walnut St		Rensselaer	IN	47978
	Jackson Transfer Service	250 N McKinley Ave.		Rensselaer	IN	47978
	Drector, Arrowhead Country Public Transit	115 E 4th St.		Monon	IN	47959
	Director, Miami County YMCA	34 E 6th St.		Peru	IN	46970
ATTN: Holly Porter	Newton County Community Services	P.O. Box 140		Morocco	IN	47963
	North Newton School Corp.	1641 West 250 North		Morocco	IN	47963
	Four County Counseling Center	1015 Michigan Avenue		Logansport	IN	46947
	Peak Community Services	1416 Woodlawn Ave.		Logansport	IN	46947
Jaqueline Frain, Executive Director	Pulaski Co. Human Svcs/ Arrowhead Country Public Transit	115 West Pearl Street		Winamac	IN	46996
	Eastern Pulaski Comm Sch Corp.	815 School Drive		Winamac	IN	46996
	West Central School Corp.	1303 East Clyde Street		Frankton	IN	46044
	Culver Community Schools	222 North Ohio Street		Culver	IN	46511
	Marshall-Starke Developmental Center	1901 Pidco Drive		Plymouth	IN	46563
Joan Haugh, Exec. Dir.	Community Svcs, of Starke Co. /Arrowhead Country Transit	311 East Culver Road		Knox	IN	46534
	Oregon-Davis School Corp.	5998 North 750 East		Hamlet	IN	46532
	Knox Community School Corp.	Transportation Dept.		Knox	IN	46534
Transportation Director	SAINT JOSEPH'S COLLEGE	PO Box 870		Rensselaer	IN	47978
Jim Pasierb	Newton County Veterans' Service Office	2606 S. State Rd. 55		Morocco	IN	47963
Kyle Conrad	Newton County Commissioner's Office	4117 South 240 West Suite 100		Morocco	IN	47963
Tim Drenth	Newton County Commissioner's Office	4117 South 240 West Suite 100		Morocco	IN	47963
Mickey Read	Newton County Commissioner's Office	4117 South 240 West Suite 100		Morocco	IN	47963
James Walstra	Jasper County Commissioner's Office	115 W. Washington Street	Suite 109	Rensselaer	IN	47978
Kendell Culp	Jasper County Commissioner's Office	115 W. Washington Street	Suite 109	Rensselaer	IN	47978
Richard Maxwell	Jasper County Commissioner's Office	115 W. Washington Street	Suite 109	Rensselaer	IN	47978
Tracey Shorter	Pulaski County Board of County Commissioners	Court House		Winamac	IN	46996
Terry Young	Pulaski County Board of County Commissioners	Court House		Winamac	IN	46996
Larry Brady	Pulaski County Board of County Commissioners	Court House		Winamac	IN	46996
Kent Danford	Starke County Board of Commissioners	11240 W 650 S		San Pierre	IN	46374
Jennifer Davis	Starke County Board of Commissioners	4810 E 200 S		Knox	IN	46534
Kathy Norem	Starke County Board of Commissioners	0599 N 650 E		Knox	IN	46534
Gordon Richie	Veterans' Service Office	53 East Mound Street		Knox	IN	46534
	Jasper County Veterans' Affairs	115 W. Washington Street		Rensselear	IN	47978
EDWARD A. FLEURY	Pulaski County Veterans' Service Office	125 S. Riverside Dr		Winamac	IN	46996
Howard Conner	Pulaski County Human Services	115 W. Pearl St.		Winamac	IN	46996
Patricia Komish	KIRPC	P.O. Box 127		Monon	IN	47959
Ms. Carpenter	KIRPC	P.O. Box 127		Monon	IN	47959

PUBLIC MEETING (Rescheduled): PLEASE ATTEND

INDOT-Transit invites you to participate in the 2013 Coordinated Public Transit-Human Services Transportation Plan Update for Jasper, Newton, Pulaski, and Starke 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 (New Date): April 3, 2013 from 10:00 a.m. to 12:00 p.m. EST

Where: KIRPC 115 E. 4th St. Monon, IN 47959

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

RSVP by March 29 to Megan at mlawson@indianartap.com or 1-800-709-9981

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 Jasper, Newton, Pulaski, and Starke Counties.

Why: To review the goals and strategies designed to meet the unmet transportation needs as discussed at the April 3rd meeting. Attendees will help rank the goals and strategies.

When: May 8, 2013 from 10:00 a.m. to 12:00 p.m. EDT

Where: KIRPC 115 E. 4th St. Monon, IN 47959

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

RSVP and Questions may be directed to Megan by May 6 at mlawson@indianartap.com or 1-800-709-9981

Moving Public Transportation Into the Future

Coordinated Public Transit-Human Services Transportation Plan Update

Region 4 Public Meeting
April 3, 2013

Presented by: RLS & Associates, Inc.

1
www.rlsandassoc.com

Region 4 Counties

- Jasper
- Newton
- Pulaski
- Stark

www.rlsandassoc.com

Meeting Objectives

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

3
www.rlsandassoc.com

MAP-21 and Coordination Planning Requirements

4

History of Coordination Plans

Why Were Plans Developed?

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

History of Coordination Plans

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

MAP-21

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

MAP-21

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

Hilights of Program Changes (Source FTA)

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

MAP-21 Provisions

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

Section 5310 Program Overview

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

11

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)

12

Section 5316 Program Overview

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

13

Section 5316 Program Overview

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

14

Section 5316 Program Overview

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

15

Section 5317 Program Overview

- Established as Part of SAFETEA-LU
- 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)

16

Section 5317 Program Overview

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

17

Section 5317 Program Overview

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

18

MAP-21 Provisions

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

MAP-21 and Coordinated Plans

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

UPDATE OF CURRENT RESOURCES AND UNMET NEEDS

21

Unmet Transportation Needs 2008

- Earlier and later hours of operation for transportation
- Weekend hours of operation – Individuals in rural communities would attend church suppers and festivals on weekends if transportation were available
- Alternative structure for Medicaid transportation. Medicaid providers send vehicles on long-distance trips. Coordination could possibly reduce costs
- Need for transportation to out-of-county and regional destinations

22

Unmet Transportation Needs 2008 (cont'd)

- Lack of cost allocation methodology to facilitate client mixing on vehicles
- Building trust among coordination partners
- Adequate funding to provide transportation services
- Restricted boundaries for vehicle operation
- Unique service hours of transportation providers
- Funding program barriers restricting coordination;
- Restrictions established by liability insurance that would limit sharing resources; and,

23

Unmet Transportation Needs 2008 (cont'd)

- Problems addressing accounting and reporting
- Limited weekend demand response service for the elderly and persons with disabilities or the general public
- Lack of evening and weekend demand response service for the general public
- Service limited to county jurisdictional boundaries due to funding restrictions and agency policies
- No local committee taking a proactive role in leading coordination efforts

24

Unmet Transportation Needs 2008 (cont'd)

- Limited number of small vehicles available
- Service hours are not typically structured to effectively support employment opportunities, particularly for persons with low incomes
- No general public Saturday, Sunday or evening service in the entire region

25

Existing Resources 2008

- Peak Community Services (5310)
- Pulaski Memorial Hospital
- Newton County Community Services (5311)
- Pulaski County Human Services, Inc. (5311)
- Jasper County Community Services, Inc. (5311)
- Community Services of Starke County (5311)
- Comprehensive Development Centers, Inc. (5310)

26

Updated Provider Information

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

27

Goals and Strategies 2008

- **Goal #1: Coordinate resources whenever possible and eliminate duplication of services to facilitate the provision of regional transportation service**
  - *Objective 1.1:Expand the TAC into a regional ITCC to facilitate the maintenance of this plan and continue with efforts to improve issues related to educating consumers about available services in the region, transit issues, networking, and support.*
  - *Objective 1.2: Determine the feasibility of hiring a Mobility Manager to coordinate transportation to a degree that is suitable for all agencies within the region.*

28

Goals and Strategies 2008 (cont'd)

- *Objective 1.3: Improve efficiency of transportation operations throughout the region and into surrounding counties through contracts, MOUs, and shared vehicles.*
- *Objective 1.4: Coordinate/standardize driver training and driver/mechanic hiring requirements.*
- *Objective 1.5: Coordinate the acquisition of a smaller capacity, wheelchair accessible vehicle.*

29

Goals and Strategies 2008 (cont'd)

- Goal #2: Enhance mobility options for older adults, individuals with disabilities, people with low incomes, and the general public.
  - *Objective 2.1: Explore opportunities to establish new services during current operating hours that will improve the transportation options for older adults, individuals with disabilities, and individuals with low incomes.*
  - *Objective 2.2: Coordinate and open special trips (especially recreational trips in the evening) provided senior services and/or other providers that serve specialized populations.*

30

Goals and Strategies 2008 (cont'd)

- *Objective 2.3: Increase or improve accessibility of transportation provider informational materials.*
- *Objective 2.4: Standardize policies and procedures as much as possible to ensure consistency in service to all consumers when trips are shared or coordinated.*
- *Objective 2.5: Expand the hours and days of demand response transportation service to include evenings, and weekends where demand is substantial enough to support and justify the service.*

31

Goals and Strategies 2008 (cont'd)

- **Goal #3: Provide affordable transportation to support employment trips for individuals with low incomes.**
- *Objective 3.1: KIRPC and human service agencies, particularly agencies that serve families and people with low incomes, will document the most significant unmet transportation need for employment opportunities. Potential improvements to the transportation structure that result from this specific needs assessment could include expanded hours of service, expanded service areas (without transfers), or affordable inter-city transportation.*

32

Goals and Strategies Updated

33

NEXT STEPS

34

Update Inventory and Needs Assessment

- RLS Interviews Transportation Providers
- Organizations that Use or Purchase Transportation Have an Opportunity to Complete a Survey online at: **www.surveymonkey.com/s/IHST**
- Distribute Public Needs Assessment Surveys To Local Libraries
- On-line with Announcements on Vehicles and Posted at Agencies
  - General Public - **www.surveymonkey.com/s/indotpublic**
  - Agencies - **www.surveymonkey.com/s/Agencyneeds**

Public Meeting #2

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

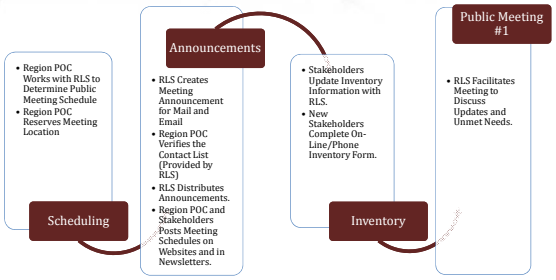
Draft Final Report

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

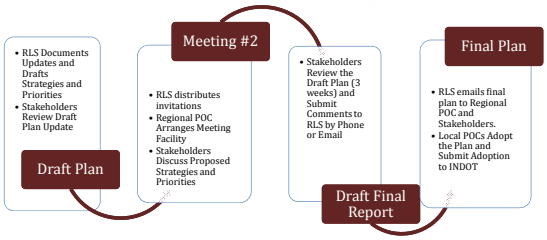
Final Plan

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

Planning Process-Flow Part 1



Planning Process-Flow Part 2



Participation Reminder

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

Questions???

Charles Glover
Senior Associate
RLS & Associates, Inc.
919-233-1552 (home/office)
919-971-5668 (mobile)
cglover2@nc.rr.com

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

Moving Public Transportation Into the Future

Coordinated Public Transit-Human Services Transportation Plan Update

Region 4 Public Meeting

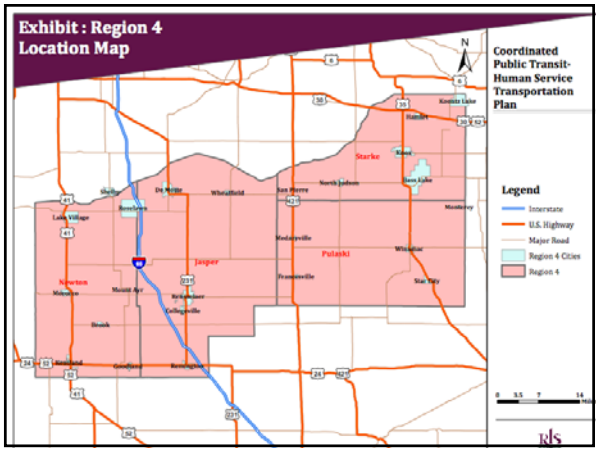
May 8, 2013

Presented by: RLS & Associates, Inc.

www.rlsandassoc.com

MAP-21 and Coordination Planning Requirements

4



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

Meeting Objectives

Planning Process Overview

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

Prioritize Goals

- **Select or Prioritize Strategies**

3

www.rlsandassoc.com

MAP-21 Provisions

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

MAP-21 Provisions

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

2013 Needs and Gaps in Service (cont'd)

- Lack of cost allocation methodology to facilitate client mixing on vehicles
- Building trust among coordination partners
- Adequate funding to provide transportation services
- Restricted boundaries for vehicle operation
- Unique service hours of transportation providers
- Funding program barriers restricting coordination;
- Restrictions established by liability insurance that would limit sharing resources

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

2013 Needs and Gaps in Service (cont'd)

- Problems addressing accounting and reporting
- Limited weekend demand response service for the elderly and persons with disabilities or the general public
- Lack of evening and weekend demand response service for the general public
- Service limited to county jurisdictional boundaries due to funding restrictions and agency policies
- No local committee taking a proactive role in leading coordination efforts

2013 Unmet Transportation Needs and Gaps in Service

- Earlier and later hours of operation for transportation
- Weekend hours of operation – Individuals in rural communities would attend church suppers and festivals on weekends if transportation were available
- Alternative structure for Medicaid transportation. Medicaid providers send vehicles on long-distance trips. Coordination could possibly reduce costs
- Need for transportation to out-of-county and regional destinations

2013 Needs and Gaps in Service (cont'd)

- Limited number of small vehicles available
- Service hours are not typically structured to effectively support employment opportunities, particularly for persons with low incomes
- No general public Saturday, Sunday or evening service in the entire region
- Replacing vehicles that meet human service guidelines
- Provide transportation to all Head Start children – KIRPC area
- Out-of-state transportation

2013 Needs and Gaps in Service (cont'd)

- Weekend service hours for medical and employment trips
- Extended service hours beyond regular working hours
- Lack of funding to hire more drivers to provide service
- Weekend service
- Funding does not cover driver and staff wages
- Serving large rural counties with minimal number of drivers due to funding limitations
- Seniors needing to go longer distances for medical service such as to Indianapolis, Fort Wayne or Valparaiso – Pulaski

2013 Proposed Goals and Strategies

16

2013 Needs and Gaps in Service (cont'd)

- More access to work at specific times
- Daily out-of-county medical trips, particularly dialysis for persons not eligible for Medicaid payment
- Need service extended to 5:00 am – 10:00 pm for employment service
- Starke County Transportation needs more funding – taking people to other counties to medical appointments. Believe counties around Starke are more advanced and Starke needs to advance their transportation service

Implementation Timeframes

- 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 Implemented Earlier or Will Be Soon that Require Continued Action.

17

Challenges to Coordination

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

GOAL #1: EXTEND SERVICE DAYS/HOURS TO ENHANCE PUBLIC TRANSPORTATION SERVICES IN THE MOST RURAL PORTIONS OF THE REGION

Strategy 1.1: Public transportation providers should evaluate the extension of service to Saturday and Sunday in their respective operating areas where there is demand for such service. This is especially critical for the provision of medical and employment related trips.

18

GOAL #1: EXTEND SERVICE DAYS/HOURS TO ENHANCE PUBLIC TRANSPORTATION SERVICES IN THE MOST RURAL PORTIONS OF THE REGION

Strategy 1.2: Each transportation service provider in the Region should carefully consider the extension of morning, evening and weekend service hours and the addition of trips for appointments at various times of the day in those areas where there is demand for the service and local financial support.

Strategy 1.3: For those areas with adequate demand and local financial support for enhanced days/hours of service, a cost-benefit analysis should be conducted by each provider to determine the feasibility of extending their operating days/hours and trip volumes.

19

GOAL #1: EXTEND SERVICE DAYS/HOURS TO ENHANCE PUBLIC TRANSPORTATION SERVICES IN THE MOST RURAL PORTIONS OF THE REGION

Strategy 1.4: In the event that schedule revisions occur as a result of the service evaluations, the providers must ensure that the public is well informed of these service changes. Various forms of advertising should be used along with the revision of rider's guides, brochures and websites.

20

GOAL #2: EXTEND SERVICE AREAS AND PROVIDE OUT-OF-COUNTY/REGIONAL TRANSPORTATION SERVICE ACROSS THE FOUR-COUNTY AREA

Strategy 2.1: Each public transportation provider should evaluate the possibility of extending its service beyond the existing service area, thereby increasing the number of trips provided across county lines. This service enhancement will provide transportation to employment and employment training sites and medical facilities for older adults, persons with disabilities and individuals with low incomes.

21

GOAL #2: EXTEND SERVICE AREAS AND PROVIDE OUT-OF-COUNTY/REGIONAL TRANSPORTATION SERVICE ACROSS THE FOUR-COUNTY AREA

Strategy 2.2: Establish transfer points at county borders to facilitate trip sharing among the providers.

Strategy 2.3: Establish coordination agreements between providers that stipulate how the systems will cooperate to expand out-of-county and regional transportation service.

22

GOAL #2: EXTEND SERVICE AREAS AND PROVIDE OUT-OF-COUNTY/REGIONAL TRANSPORTATION SERVICE ACROSS THE FOUR-COUNTY AREA

Strategy 2.4: Establish an online communication link among the Region's providers, whereby they share their routes and schedules and cooperate to facilitate trip sharing. This may be particularly useful for out-of-county medical destinations, thereby reducing the cost of medical trips, including Medicaid-supported trips. Seniors needing to travel longer distances to such destinations as Indianapolis, Fort Wayne or Valparaiso will benefit from these efforts.

23

GOAL #2: EXTEND SERVICE AREAS AND PROVIDE OUT-OF-COUNTY/REGIONAL TRANSPORTATION SERVICE ACROSS THE FOUR-COUNTY AREA

Strategy 2.5: Community Services of Starke County should thoroughly evaluate the possibility of enhancing the level of transportation it offers to better meet the travel needs of County citizens.

Strategy 2.6: Head Start providers in the Region should evaluate the possibility of extending transportation to all Head Start eligible children across the Region.

24

GOAL #3: ENHANCE THE UNDERSTANDING OF THE GENERAL PUBLIC AND LOCAL OFFICIALS REGARDING THE AVAILABILITY AND BENEFITS OF PUBLIC AND COORDINATED HUMAN SERVICE TRANSPORTATION.

Strategy 3.1: 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.

25

GOAL #3: ENHANCE THE UNDERSTANDING OF THE GENERAL PUBLIC AND LOCAL OFFICIALS REGARDING THE AVAILABILITY AND BENEFITS OF PUBLIC AND COORDINATED HUMAN SERVICE TRANSPORTATION

Strategy 3.2: Create a regional information and referral system for use by human service agency clients and the general public that provides information about schedules, service hours, fares, passenger eligibility and reservation procedures and refers callers to the to the transportation provider that can address the customer's needs. Develop a central call number (toll-free) for information and referral purposes for anyone in the area who needs transportation.

26

GOAL #3: ENHANCE THE UNDERSTANDING OF THE GENERAL PUBLIC AND LOCAL OFFICIALS REGARDING THE AVAILABILITY AND BENEFITS OF PUBLIC AND COORDINATED HUMAN SERVICE TRANSPORTATION

Strategy 3.3: Increase community outreach to identify available services and information on how to utilize existing transportation services, with providers taking the opportunity to speak to civic organizations, human service agencies, and community groups.

27

GOAL #3: ENHANCE THE UNDERSTANDING OF THE GENERAL PUBLIC AND LOCAL OFFICIALS REGARDING THE AVAILABILITY AND BENEFITS OF PUBLIC AND COORDINATED HUMAN SERVICE TRANSPORTATION

Strategy 3.4: Conduct presentations on public and coordinated transportation at meetings for local elected officials. Develop a Power Point presentation to be used that includes ridership figures, trip purposes, service description and testimonials/comments from riders.

Strategy 3.5: Develop an informational brochure on the benefits of public, human service agency, and/or coordinated transportation that could be distributed to local government officials, human service agency staff, and businesses.

28

GOAL #3: ENHANCE THE UNDERSTANDING OF THE GENERAL PUBLIC AND LOCAL OFFICIALS REGARDING THE AVAILABILITY AND BENEFITS OF PUBLIC AND COORDINATED HUMAN SERVICE TRANSPORTATION

Strategy 3.6: Develop and distribute a regional county-by-county resource guide that lists the various public and human service transportation providers in the Region and describes the available transportation services and how to utilize the services.

29

GOAL #3: ENHANCE THE UNDERSTANDING OF THE GENERAL PUBLIC AND LOCAL OFFICIALS REGARDING THE AVAILABILITY AND BENEFITS OF PUBLIC AND COORDINATED HUMAN SERVICE TRANSPORTATION

Strategy 3.7: Each transportation provider should develop a website dedicated to the transportation program, providing detailed information regarding the type of service provided, fares, reservation procedures, with particular emphasis on information for persons with disabilities.

30

GOAL #3: ENHANCE THE UNDERSTANDING OF THE GENERAL PUBLIC AND LOCAL OFFICIALS REGARDING THE AVAILABILITY AND BENEFITS OF PUBLIC AND COORDINATED HUMAN SERVICE TRANSPORTATION

Strategy 3.8: Establish Twitter and Facebook accounts for each rural county's transportation provider to improve communications with the public and passengers. Through these social media venues, information about the availability of transportation services can be easily communicated.

31

GOAL #3: ENHANCE THE UNDERSTANDING OF THE GENERAL PUBLIC AND LOCAL OFFICIALS REGARDING THE AVAILABILITY AND BENEFITS OF PUBLIC AND COORDINATED HUMAN SERVICE TRANSPORTATION

Strategy 3.9: Establish email, text and telephone alerts for each rural county transportation provider to improve communications with the public and passengers about service delays due to inclement weather, road construction, detours, or accidents can be relayed in real time.

32

GOAL #3: ENHANCE THE UNDERSTANDING OF THE GENERAL PUBLIC AND LOCAL OFFICIALS REGARDING THE AVAILABILITY AND BENEFITS OF PUBLIC AND COORDINATED HUMAN SERVICE TRANSPORTATION

Strategy 3.10: **:** Submit informational articles on public and/or coordinated transportation to the local newspaper and to agency newsletters. Encourage riders/consumers to write letters to the editor regarding their transportation experience.

Strategy 3.11: Work to inform human service agencies that there are no restrictions on the joint use of vehicles and types of individuals that may be transported on the vehicles. This will facilitate more coordination of vehicles and client mixing.

33

GOAL #4: INCREASE THE AMOUNT OF FUNDS AVAILABLE FOR COORDINATED GENERAL PUBLLIC – HUMAN SERVICES TRANSPORTATION IN THE REGION WHILE ALSO WORKING COOPERATIVELY TO CONTROL COSTS

Strategy 4.1: Public transportation providers and other transit advocates in the Region should organize an effort to express the need for additional state transit funds to the Indiana state legislature, beginning with regional representatives. The unmet transportation needs documented in this report and the lack of funding to respond to these needs should serve as the basis for this effort.

34

GOAL #4: INCREASE THE AMOUNT OF FUNDS AVAILABLE FOR COORDINATED GENERAL PUBLLIC – HUMAN SERVICES TRANSPORTATION IN THE REGION WHILE ALSO WORKING COOPERATIVELY TO CONTROL COSTS

Strategy 4.2: Public transportation providers and other transit advocates should meet with their respective local elected officials in an effort to explain the benefits of the local transportation program and to obtain a more significant level of local financial support.

Strategy 4.3: Maximize coordination of transportation services and the coordination of arrangements for the purchase of capital equipment, including vehicles.

35

GOAL #4: INCREASE THE AMOUNT OF FUNDS AVAILABLE FOR COORDINATED GENERAL PUBLLIC – HUMAN SERVICES TRANSPORTATION IN THE REGION WHILE ALSO WORKING COOPERATIVELY TO CONTROL COSTS

Strategy 4.4: Transportation providers should fully allocate their transportation costs to facilitate a better understanding of client transportation costs and mixing of clients on vehicles.

36

GOAL #4: INCREASE THE AMOUNT OF FUNDS AVAILABLE FOR COORDINATED GENERAL PUBLLIC – HUMAN SERVICES TRANSPORTATION IN THE REGION WHILE ALSO WORKING COOPERATIVELY TO CONTROL COSTS

Strategy 4.5: Consider utilization of volunteer drivers to decrease cost of service provision. Volunteer programs should be coordinated including the recruitment, screening, training and management of volunteers. New insurance programs should be identified or created to eliminate exposure of volunteers and agencies to inappropriate levels of liability.

37

GOAL #4: INCREASE THE AMOUNT OF FUNDS AVAILABLE FOR COORDINATED GENERAL PUBLLIC – HUMAN SERVICES TRANSPORTATION IN THE REGION WHILE ALSO WORKING COOPERATIVELY TO CONTROL COSTS

Strategy 4.6: Explore opportunities for joint purchasing of fuel, vehicle parts, insurance, drug testing, driver training, bloodborne pathogen training vehicle maintenance and other services.

Strategy 4.7: Evaluate the formation of an insurance pool to decrease vehicle insurance costs and/or utilize a common insurance broker.

38

GOAL #4: INCREASE THE AMOUNT OF FUNDS AVAILABLE FOR COORDINATED GENERAL PUBLLIC – HUMAN SERVICES TRANSPORTATION IN THE REGION WHILE ALSO WORKING COOPERATIVELY TO CONTROL COSTS

Strategy 4.8: Transportation providers and human service agencies should discuss the formation of a fuel consortium for the joint purchasing of fuel while working cooperatively with INDOT to address need for fuel-efficient vehicles.

39

GOAL #4: INCREASE THE AMOUNT OF FUNDS AVAILABLE FOR COORDINATED GENERAL PUBLLIC – HUMAN SERVICES TRANSPORTATION IN THE REGION WHILE ALSO WORKING COOPERATIVELY TO CONTROL COSTS

Strategy 4.9: The Region's transportation providers should be active members of the Indiana Council on Specialized Transportation (INCOST) and the Indiana Citizens Alliance for Transit (ICAT) to support transit services across the state and additional funds to meet the growing transportation needs.

40

GOAL #5: CREATE A TRANSPORTATION STRUCTURE THAT PROMOTES MORE EFFICIENT USE OF RESOURCES AT THE LOCAL AND REGIONAL LEVEL

Strategy 5.1: Reinstate the Regional Transportation Advisory Committee (RTAC) consisting of representatives from local human service agencies, transportation providers, elected officials, consumers and other area representatives for the purpose of becoming a forum for ongoing dialogue regarding coordination of transportation resources and other transportation issues. Transportation stakeholders should convene for the purpose of considering the reformation of the RTAC and establish a lead agency to organize the RTAC, taking a proactive role with meetings held at least quarterly.

41

GOAL #5: CREATE A TRANSPORTATION STRUCTURE THAT PROMOTES MORE EFFICIENT USE OF RESOURCES AT THE LOCAL AND REGIONAL LEVEL

Strategy 5.2: Agencies will carefully evaluate those service needs that can be more efficiently and effectively met by agreements with other providers and develop Memorandums/Contracts with all transportation service providers within the Region. The MOUs should include the specific coordination activities that will occur.

Strategy 5.3: Transportation providers should experiment with sharing trip schedules online to facilitate enhancement of regional transportation options, particularly for the provision of medical trips.

42

GOAL #5: CREATE A TRANSPORTATION STRUCTURE THAT PROMOTES MORE EFFICIENT USE OF RESOURCES AT THE LOCAL AND REGIONAL LEVEL

Strategy 5.4: Evaluate liability insurance restrictions that limit sharing vehicles or other resources among agencies.

Strategy 5.5: Consider the acquisition of an increasing number of smaller vehicles to better meet the needs of all agencies particularly those in rural, sparsely populated operating areas. Vehicles that meet guidelines for the provision of human service transportation should be obtained.

43

GOAL #6: OBTAIN THE NECESSARY CAPITAL ASSISTANCE, INCLUDING VEHICLES AND RELATED EQUIPMENT AND NEW TECHNOLOGY, TO IMPROVE EXISTING MOBILITY OPTIONS AND SERVE MORE PEOPLE.

Strategy 6.1: Update and improve vehicle fleets across the Region by applying to INDOT for Section 5310 and Section 5311 capital assistance for vehicles to be used in a coordinated manner by area transportation providers. All acquired vehicles should be lift-equipped to meet the travel needs of persons with disabilities.

Strategy 6.2: Vehicle fleet sizes should be evaluated to determine if expansion vehicles are needed to meet the area's growing transportation demand.

44

GOAL #6: OBTAIN THE NECESSARY CAPITAL ASSISTANCE, INCLUDING VEHICLES AND RELATED EQUIPMENT AND NEW TECHNOLOGY, TO IMPROVE EXISTING MOBILITY OPTIONS AND SERVE MORE PEOPLE

Strategy 6.3: Purchase and utilize scheduling software for public transportation providers in the Region's counties where the appropriate software does not exist. Scheduling software enables providers to share trip schedules, identify the number of vacant seats available on each vehicle, and tracks performance of trips provided. Transportation providers can jointly purchase or share licensing of software to facilitate the efficient performance of the providers in each county and share trip information.

45

GOAL #6: OBTAIN THE NECESSARY CAPITAL ASSISTANCE, INCLUDING VEHICLES AND RELATED EQUIPMENT AND NEW TECHNOLOGY, TO IMPROVE EXISTING MOBILITY OPTIONS AND SERVE MORE PEOPLE

Strategy 6.3: Purchase and utilize scheduling software for public transportation providers in the Region's counties where the appropriate software does not exist. Scheduling software enables providers to share trip schedules, identify the number of vacant seats available on each vehicle, and tracks performance of trips provided. Transportation providers can jointly purchase or share licensing of software to facilitate the efficient performance of the providers in each county and share trip information.

46

Challenges to Coordination

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

Service Planning Considerations for Coordination Goal Implementation

48

Implementation Strategy

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

Service Planning Considerations

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

Service Planning Considerations

- Service Planning Is
  - A necessary and effective tool for reviewing and evaluating existing service, adding service, cutting service, restructuring service, system start up, fare changes, and other service modifications
  - A critical element to determining the overall impact the change will have on the transit providers and the community

Service Planning Considerations

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

Before Strategy Implementation

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

Rating Implementation

SUGGESTED STRATEGIES

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

Next Steps

Refine the Implementation Plan

- Review and Comment on Draft Plan

Adopt the Final Plan

- Begin Implementation of Strategies

Questions???

Charles Glover
Senior Associate
RLS & Associates, Inc.
919-233-1552 (home/office)
919-971-5668 (mobile)
cglover@rlsandassoc.com

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

Draft Final Report

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

Final Plan

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

Sign-In Sheet
Region 4 2013 Coordinated Public Transit-Human Services Transportation Plan Update
April 3 at 10:00 A.M.

Name	Organization	Address	E-mail	Phone Number
Holly Porter	Newton County Community Services	Address: 117E State / POB 140 City: Morocco IN Zip: 47963	transencs-inc.org	219-697-3354
Kelly Bauer	Jasper County Community Services	Address: ~~[illegible] 300~~ 967E. Leopold City: Rensselaer Zip: 47978	Kbauer@yourjcs.org	219-866-8071
Sharon Colee	Jasper County Community Services	Address: 967 E. Leopold St City: Rensselaer Zip: 47978	scolee@yourjcs.org	219 866-8071
Jacki Frain	Pulaski County Human Services, In	Address: PO Box 32 City: Winamac In Zip: 46996	pchsjfrain@embarqmail.com	574 946-6500
Howard Conner	Pulaski Co. Human Services	Address: 1599 W 225S City: Winamac IN Zip: 46996	HJCONNER@PWRTC.COM	574-946-4815

Sign-In Sheet

Region 4 2013 Coordinated Public Transit-Human Services Transportation Plan Update

April 3 at 10:00 A.M.

Name	Organization	Address	E-mail	Phone Number
Patricia Komisin	KIRPC	Address: P.O. Box 127 City: Monon In Zip:	pjk@urhere.net	1-888-300-0795
Lyzette Carpenter	KIRPC	Address: P.O. Box 127 City: Monon IN Zip: 47959	lcarpent@urhere.net	219-253-6658
		Address: City: Zip:		
		Address: City: Zip:		
		Address: City: Zip:		

Sign-In Sheet

Region 4 2013 Coordinated Public Transit-Human Services Transportation Plan Update

April 3 at 10:00 A.M.

Name	Organization	Address	E-mail	Phone Number
Joan Haugh	Community Services of Starke Co.	Address: 311 E Culver City: Knox, IN Zip: 46534	jhaughcssc@embarqmail.com	574-772-7070
Ruth Urbanek	Community Service of Starke Co.	Address: 311 E CULVER City: Knox, IN Zip: 46534	—	574-772-7070
		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.

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

3. How do you usually get places?

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

4. Are you currently employed?

- ○ Yes
- ○ Not Employed
- ○ Retired
- ○ Work from home

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

- ○ Yes
- ○ No

INDOT General Public Survey

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

◯ Yes ◯ No

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

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

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

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

INDOT General Public Survey

Please rate how you agree with the following statements.

11. The transportation I use:

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

12. I would use public buses regularly if:

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

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

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	N/A
Get to work.	◯	◯	◯	◯	◯
Get to medical appointments.	◯	◯	◯	◯	◯
Get to Shopping, social events, entertainment.	◯	◯	◯	◯	◯
Get to service provider appointments.	◯	◯	◯	◯	◯

INDOT General Public Survey

Demographic Information

14. Your age?

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

15. Your gender?

- ◯ Male
- ◯ Female

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

17. Total annual household income?

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

18. Is English your first language?

- ◯ Yes
- ◯ No

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

- ◯ Yes
- ◯ No

If yes, please specify what language(s).

20. Comments/ suggestions:

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

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 **Kankakee-Iroquois Regional Planning Commission** as the lead agency for your regional plan, due to the agency's role as a leading transportation and /or human service program provider for older adults, individuals with disabilities, people with low incomes, and/or the general public.

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

Kankakee-Iroquois Regional Planning Commission has agreed to adopt the Coordinated Public Transit-Human Services Transportation Plan for Region 4.

Larry Wiley
Printed Name

Larry Wiley
Signature

KIRPC Board Chairman
Title

1-29-15
Date