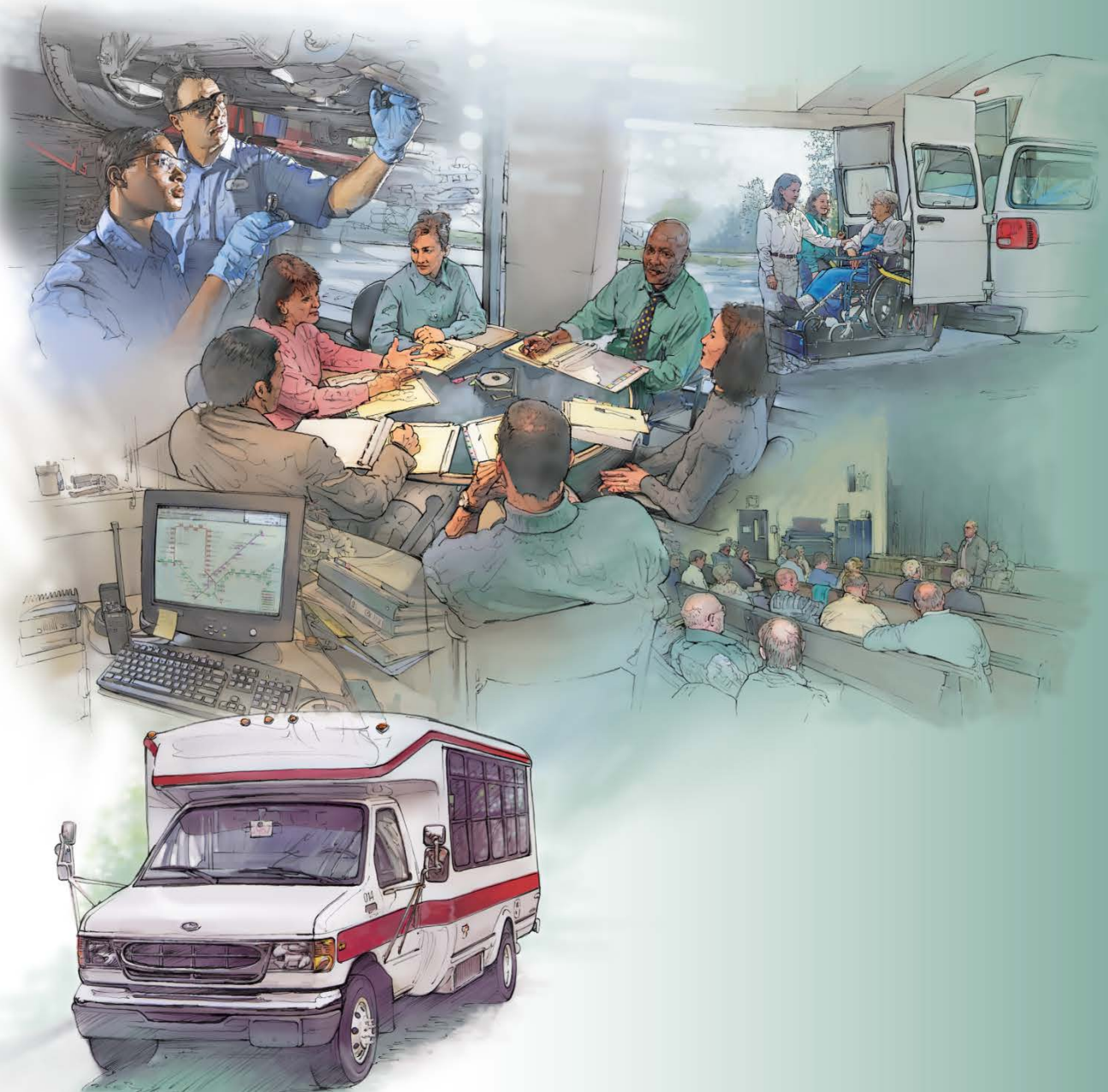




Coordinated Public Transit-Human Services Transportation Plan Update Region 3

Final Report

November 2017





Moving Public Transportation Into the Future

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Introduction

I. INTRODUCTION

OVERVIEW

This plan updates the Public Transit-Human Services Transportation Plan for Brown, Jackson, Lawrence, Monroe, and Owen Counties that was initially developed in 2008; updated in 2012 to fulfill the planning requirements for the United We Ride initiative and the Federal Transit Administration's (FTA) Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU); and updated in 2014 to meet the planning requirements for Moving Ahead for Progress in the 21st Century (MAP-21). The SAFETEA-LU and MAP-21 were the Federal surface transportation authorizations effective through September 30, 2015.

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act, was signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. The FAST Act applies new program rules to all Fiscal Year 2016 funds and authorizes transit programs for five years. According to requirements of the FAST Act, locally developed, coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act Federal legislation.

Funding to update this locally-developed regional Public Transit-Human Services Transportation Plan was provided by the Indiana Department of Transportation, Office of Transit (INDOT) and involved active participation from local agencies that provide transportation for the general public, older adults, and individuals with disabilities.

Relevant FAST Act Programs

Section 5310 Program: Enhanced Mobility for Seniors and Individuals with Disabilities

The program most significantly impacted by the plan update is the Section 5310 Program because participation in a locally developed Coordinated Plan is one of the eligibility requirements for Section 5310 Program funding.

The Section 5310 Program provides formula funding to states for the purpose of assisting public and private nonprofit groups in meeting the transportation needs of older adults and individuals with disabilities when transportation services provided are unavailable, insufficient, or inappropriate to meeting those needs. The Federal Transit Administration (FTA) apportions Section 5310 Program funds to direct recipients. For rural and small urban areas in Indiana, the Indiana Department of Transportation (INDOT) is the direct recipient. As the direct recipient, INDOT solicits applications and selects Section 5310 Program recipient projects for funding through a formula-based, competitive process which is clearly explained in the INDOT Section 5310 State Management Plan.

In Indiana, eligible activities for Section 5310 Program funds include purchasing buses and vans, wheelchair lifts, ramps, and securement devices.

Section 5310 Program projects are eligible to receive an 80 percent Federal share if the 20 percent local match is secured. Local match may be derived from any combination of non-U.S. Department of Transportation (USDOT) Federal, State, or local resources. The FAST Act also allows the use of advertisement and concessions revenue as local match. Passenger fare revenue is not eligible as local match.

PLAN DEVELOPMENT METHODOLOGY

Some human service agencies use their own vehicles to transport their clients with their own vehicles, while others may also serve the general public or purchase transportation from another entity. Regardless of how services are provided, transportation providers and human service agencies are all searching for ways to economize, connect, increase productivity, and provide user-friendly access to critical services and community amenities. In an era of increasing need and demand for shared-ride and non-motorized transportation and stable or declining revenue, organizational partnerships must be explored and cost-saving measures must be made to best serve the State's changing transportation demands. Interactive coordinated transportation planning provides the best opportunity to accomplish this objective.

According to Federal Transit Administration (FTA) requirements, the coordinated plan must be developed and approved through a process that includes participation by older adults and individuals with disabilities. And, INDOT and FTA also encourage active participation in the planning process from the general public and representatives of public, private, and nonprofit organizations that provide or support transportation services and initiatives, and the general public. The methodology used in this plan update includes meaningful efforts 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 transportation resources and local/regional unmet transportation needs and gaps in service. This was accomplished by receiving input from the aforementioned stakeholders noted above through a public meeting and survey, telephone calls, and email conversations.

The coordination plan update incorporated the following planning elements:

1. Review of the previous Regional coordination plan updates to develop a basis for evaluation and recommendations;
2. Evaluation of existing economic/demographic conditions in each county;
3. Conduct of a survey of the general public. 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. The survey also includes distribution to agencies that serve older adults and individuals with disabilities. A statistically valid public survey was beyond the scope of this project. However, U.S. Census data is provided to accompany any conclusions drawn based on general public information;

4. Conduct of one local meeting for stakeholders and the general public for the purpose of soliciting input on transportation needs, service gaps, goals, objectives and implementation strategies to meet these deficiencies;
5. Update of the inventory of existing transportation services provided by public, private and non-profit organizations;
6. Update of the summary of vehicle utilization for the purpose of determining where vehicles can be better utilized to meet transportation needs;
7. Update of the assessment of unmet transportation needs and gaps in service obtained through meetings, interviews, and surveys; and
8. Development of an updated implementation plan including current goals, strategies, responsible parties and performance measures.

GLOSSARY OF TERMS

Bus and Bus Facilities Grants Program (Section 5339) – The Grants for Bus and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to states and direct recipients, so they may replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally recognized Indian tribes that are both fixed route bus service operators and eligible to receive direct grants under Sections 5307 and 5311. Subrecipients may allocate grant amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

Direct Recipient – Federal formula funds for transit are apportioned to direct recipients; for rural and small urban areas, this is the INDOT. In large urban areas, the governor chooses a designated recipient. Direct recipients have the flexibility with how they select subrecipient projects for funding. In Indiana, their decision process is described in the State or Metropolitan Planning Organization's Program Management Plan.

Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310 Program) – [Statutory Reference: 49 U.S.C. Section 5310/FAST Act Section 3006] This Program provides formula funding to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. It supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized; small urbanized; and rural. The INDOT Office of Transit administers the Section 5310 Program in Indiana. The Federal share is 80 percent

for capital projects. In Indiana, the program has historically been used for capital program purchases.

Fixing America's Surface Transportation (FAST) Act – On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020. Details about the Act are available at www.transit.dot.gov/FAST.

Individuals with Disabilities – This document classifies individuals with disabilities based on the definition provided in the Americans with Disabilities Act implementing regulations, which is found in 49 CFR Part 37.3. Rather than a strict, categorical definition, this definition, when applied to transportation services applications, is designed to permit a functional approach to disability determination rather than a strict categorical definition. In a functional approach, the mere presence of a condition that is typically thought to be disabling gives way to consideration of an individual's abilities to perform various life functions.

Local Matching Funds – These funds are the portion of project costs not paid by the Federal share. Non-Federal shares or non-Federal funds includes the following sources of funding, or in-kind property or services, used to match the Federal assistance awarded for the Grant or Cooperative Agreement: (a) local funds; (b) local-in-kind property or services; (c) State funds; (d) State in-kind property or services, and (e) other Federal funds that are eligible—under Federal law—for use as cost-sharing or matching funds for the Underlying Agreement. For the Section 5310 Program, local match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100 percent Federal funding. One example is Older Americans Act (OAA) Title III-B. Support Services.

Formula Grants for Rural Areas Program (Section 5311 and also known as the Rural Transit Program) – This program provides states with capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The Program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Additional information is available at www.transit.dot.gov/funding/grants/grant-programs/formula-grants-rural-areas-5311. The INDOT Office of Transit administers the Section 5311 Program in Indiana. The Federal share is 80 percent for capital projects. The Federal share is 50 percent for operating assistance.

Transit Demand – Transit demand is a quantifiable measure of passenger transportation services and the usage level likely to be generated if passenger transportation services are provided. Refer to the following website for a toolkit and more information on methods for forecasting demand in rural areas. www.trb.org/Publications/Blurbs/168758.aspx

Zero Vehicle Households – No vehicles are available to a housing unit, according to U.S. Census data. This factor is an indicator of demand for transit services.

II. EXISTING CONDITIONS

REGION OVERVIEW

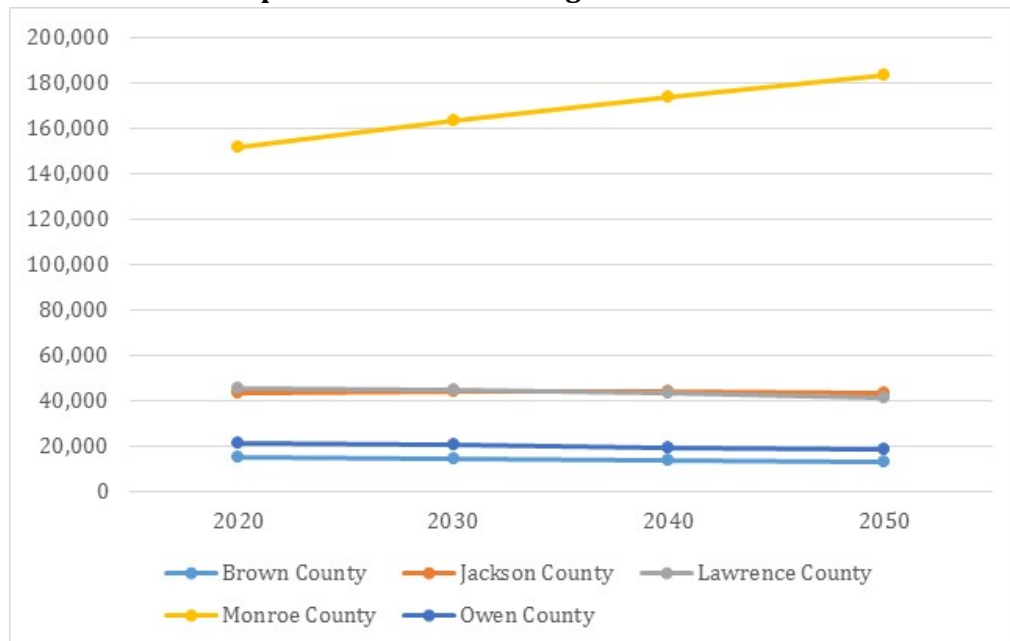
Region 3 is located in south central Indiana and includes the counties of Brown, Jackson, Lawrence, Monroe, and Owen in Indiana. The map in Exhibit II.1 provides a depiction of the area included in this study. The area is served by the following major highways: Interstate 65; U.S. Route 31, 50, 150, and 231; and Indiana Routes 37, 46, and 60.

The demographics of an area are a strong indicator of demand for transportation service. Relevant demographic data was collected and is summarized in this section. The data provided in the following section has been gathered from multiple sources including the U.S. Census Bureau's 2014 American Community Survey (ACS) Five-Year Estimates and the State of Indiana. These sources are used to ensure that the most current and accurate information is presented. As a five-year estimate, the data represent a percentage based on a national sample and does not represent a direct population count.

POPULATION PROJECTIONS

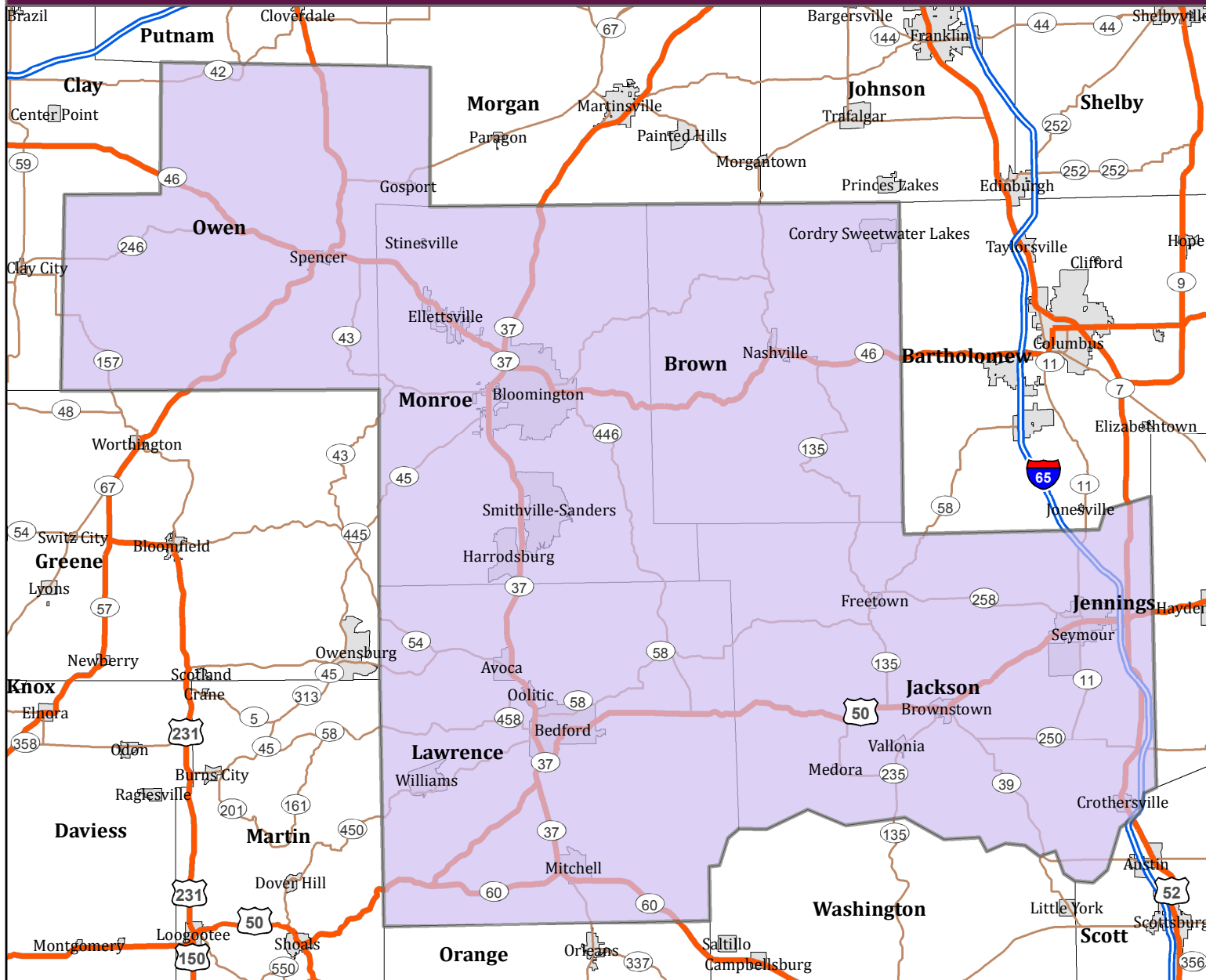
STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business projects the Region's population will increase to 299,111 by 2050, an estimated gain of 7.8 percent from the year 2020 population projection. Exhibit II.2 shows population trends between 2020 and 2050 for each county in Region 3.

Exhibit II.2
Population Trends for Region 3 2020-2050



Source: STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business

Exhibit II.1: Location Map Region 3



Region 3 Coordinated Public Transit- Human Services Transportation Plan Update

Legend

- Region 3
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns
- Counties

Source: U.S. Census American
Community Survey 2014
5-Year Estimates



OLDER ADULT POPULATION

Older adults are most likely to use transportation services when they are unable to drive themselves or choose not to drive. Older adults also tend to be on a limited retirement income and, therefore, transportation services are a more economical option to owning a vehicle. For these reasons, the population of older adults in an area is an indicator of potential transit demand.

There is a trend occurring in the United States relating to the aging of the population. The two age cohorts with the largest percentage of growth over the last decade are the 50-54 year old cohort and the 45-49 year old cohort. People in these two age groups were primarily born during the post-WWII “baby boom,” era defined by the Census Bureau as persons born from 1946 through 1964. These baby boomers are now reaching the age of 65 and are becoming more likely to use transportation services if they are available.

Further, the Administration on Aging (U.S. Department of Health and Human Services) reports that, based on a comprehensive survey of older adults, longevity is increasing and younger seniors are healthier than in all previously measured time in our history. Quality of life issues and an individual’s desire to live independently will put increasing pressure on existing transit services to provide mobility to this population. As older adults live longer and remain independent, the potential need to provide public transit is greatly increased.

Exhibits illustrating the population density of persons over 65 years of age by block group will be provided for each County in the Region in the County Profile section.

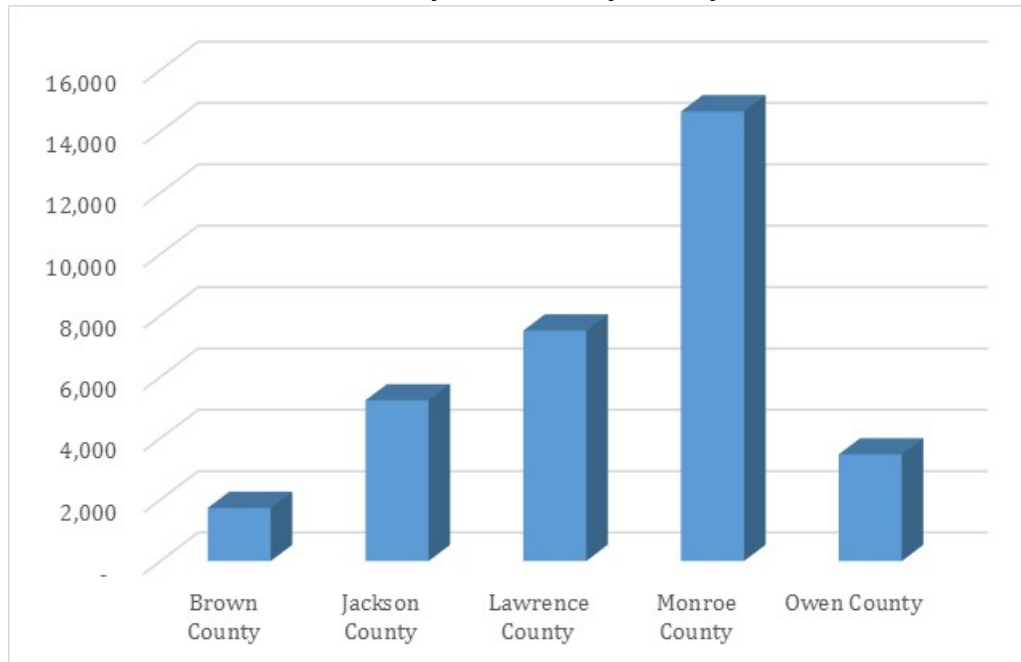
INDIVIDUALS WITH DISABILITIES

Enumeration of the population with disabilities in any community presents challenges. First, there is a complex and lengthy definition of a person with a disability in the Americans with Disabilities Act implementing regulations, which is found in 49 CFR Part 37.3. This definition, when applied to transportation services applications, is designed to permit a functional approach to disability determination rather than a strict categorical definition. In a functional approach, the mere presence of a condition that is typically thought to be disabling gives way to consideration of an individual’s abilities to perform various life functions. In short, an individual’s capabilities, rather than the mere presence of a medical condition, determine transportation disability.

The U.S. Census offers no method of identifying individuals as having a transportation related disability. The best available data for Region 3 is available through the 2014 ACS Five-Year Estimates of disability for the noninstitutionalized population. Exhibit II.3 is intended to provide a comparison of the disabled population in each county within the region.

The chart identifies the highest population of individuals with a disability reside in Monroe County. The total disabled population estimate for Monroe County is 14,654. Lawrence County has an estimated 7,510 disabled people and Jackson County has 5,238 disabled people. The remaining counties have less than 3,500 disabled people per county.

Exhibit II.3
Disability Incidence by County

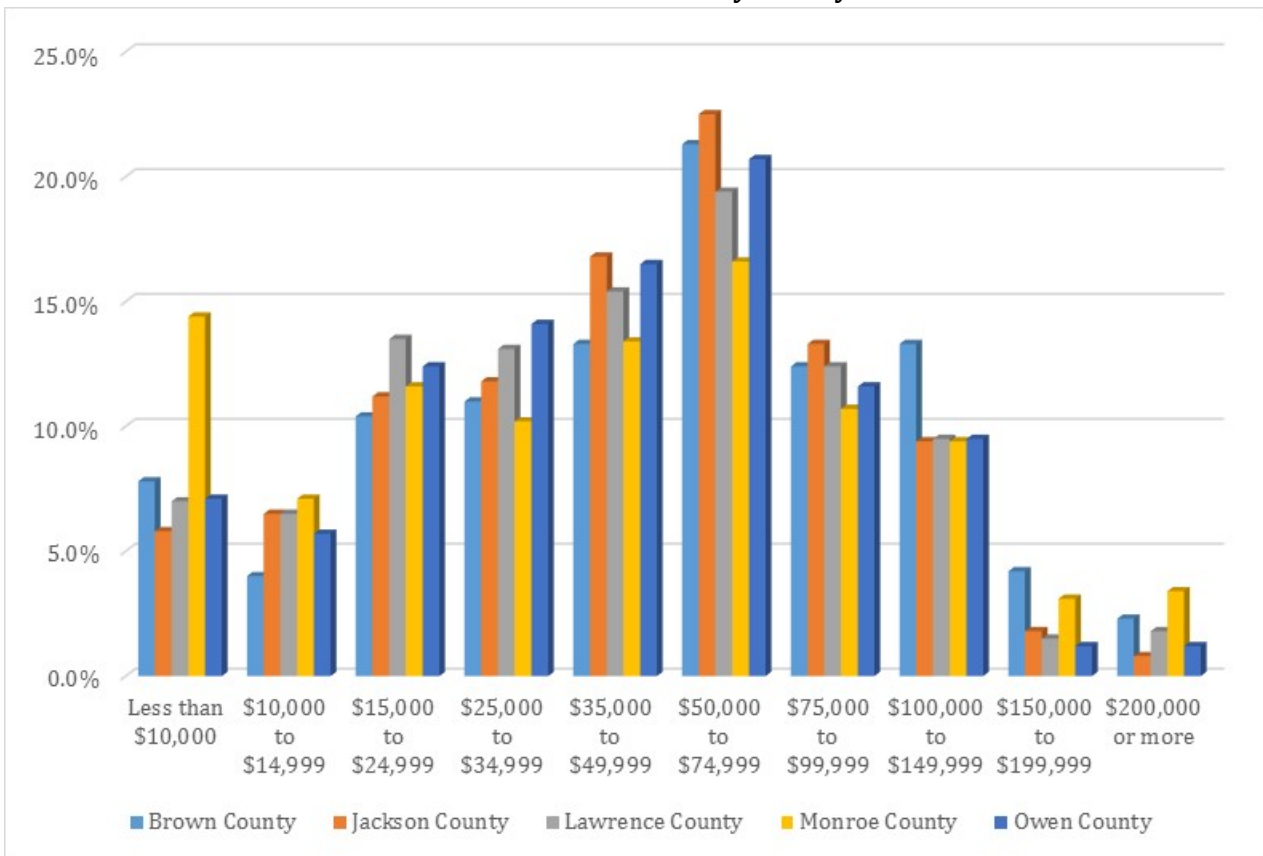


Source: 2014 ACS Five-Year Estimates

HOUSEHOLD INCOME

Exhibit II.4 illustrates the household incomes for the study area according to the 2014 ACS Five-Year Estimates. According to the survey, there are a total of 103,461 households in Region 3. Of those households, about 40.5 percent earn less than \$35,000 annually. Of the households earning less than \$35,000, some 11.3 percent earn between \$25,000 and \$34,999. Another 18.5 percent earn between \$10,000 and \$24,999 and about 10.7 percent earn less than \$10,000 per year. The median household income for each area is shown in Exhibit II.5.

Exhibit II.4
Household Income by County



Source: 2014 ACS Five-Year Estimates

Exhibit II.5
Median Household income

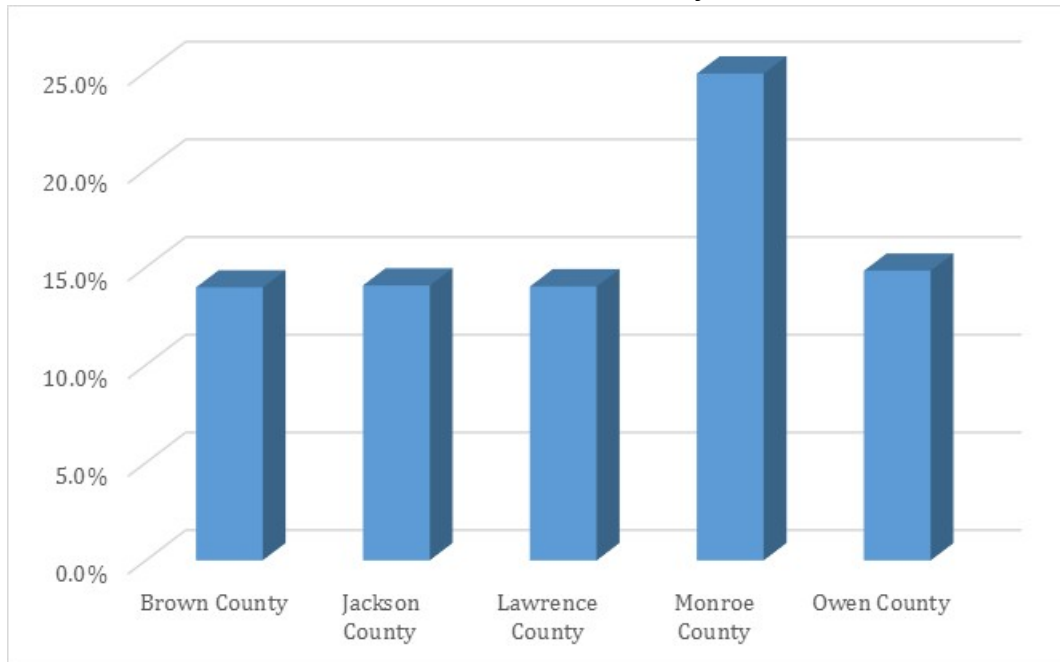
County	Median Income
Brown County	\$53,107
Jackson County	\$47,758
Lawrence County	\$44,553
Monroe County	\$41,857
Owen County	\$44,684

Source: 2014 ACS Five-Year Estimates

POVERTY STATUS

Exhibit II.6 illustrates the percentage of the population in each County that is living below the poverty level. Monroe County has the highest percent of population living below the poverty level with 24.9 percent. Brown, Jackson, Lawrence, and Owen Counties have percentage of populations living in poverty between 14 and 14.8 percent.

Exhibit II.6
Percent Below Poverty

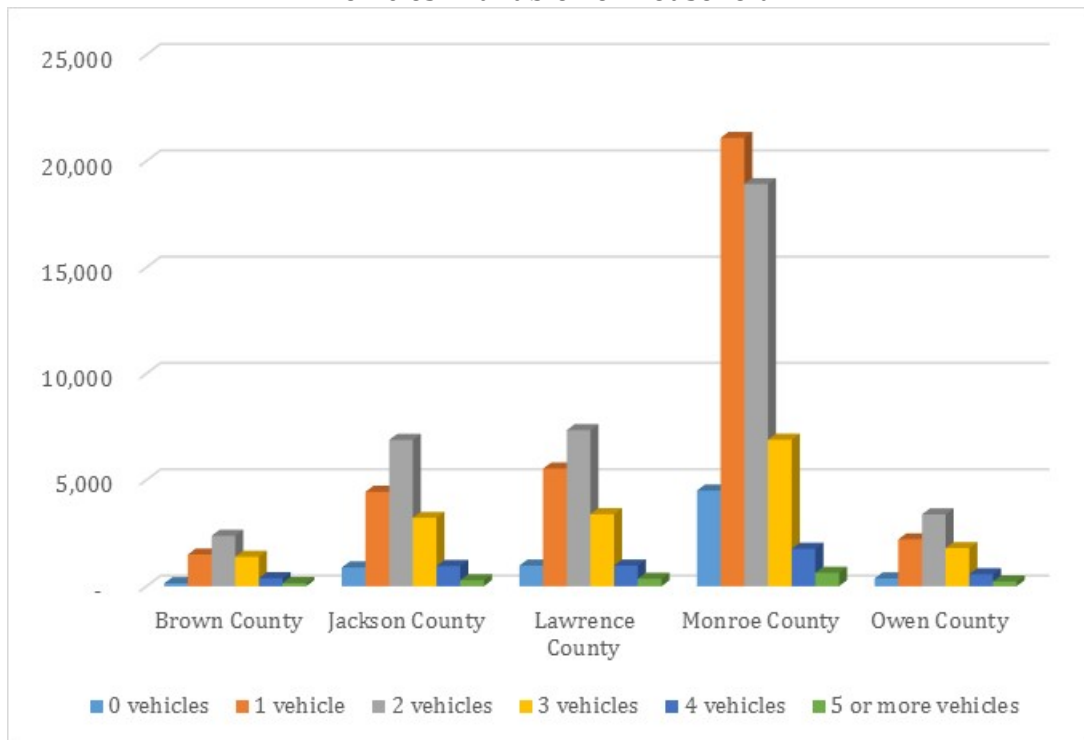


Source: 2014 ACS Five-Year Estimates

ZERO VEHICLE HOUSEHOLDS

The number of vehicles available to a housing unit is also used as an indicator of demand for transit service. There are 6,864 households in the region that have no available vehicle. This is 6.6 percent of all the households in the Region. An additional 34,766 or 33.6 percent of households in the Region have only one vehicle. Exhibit II.7 shows the total number of vehicle availability per household in each county.

**Exhibit II.7
Vehicles Available Per Household**



Source: 2014 ACS Five-Year Estimates

COUNTY PROFILES

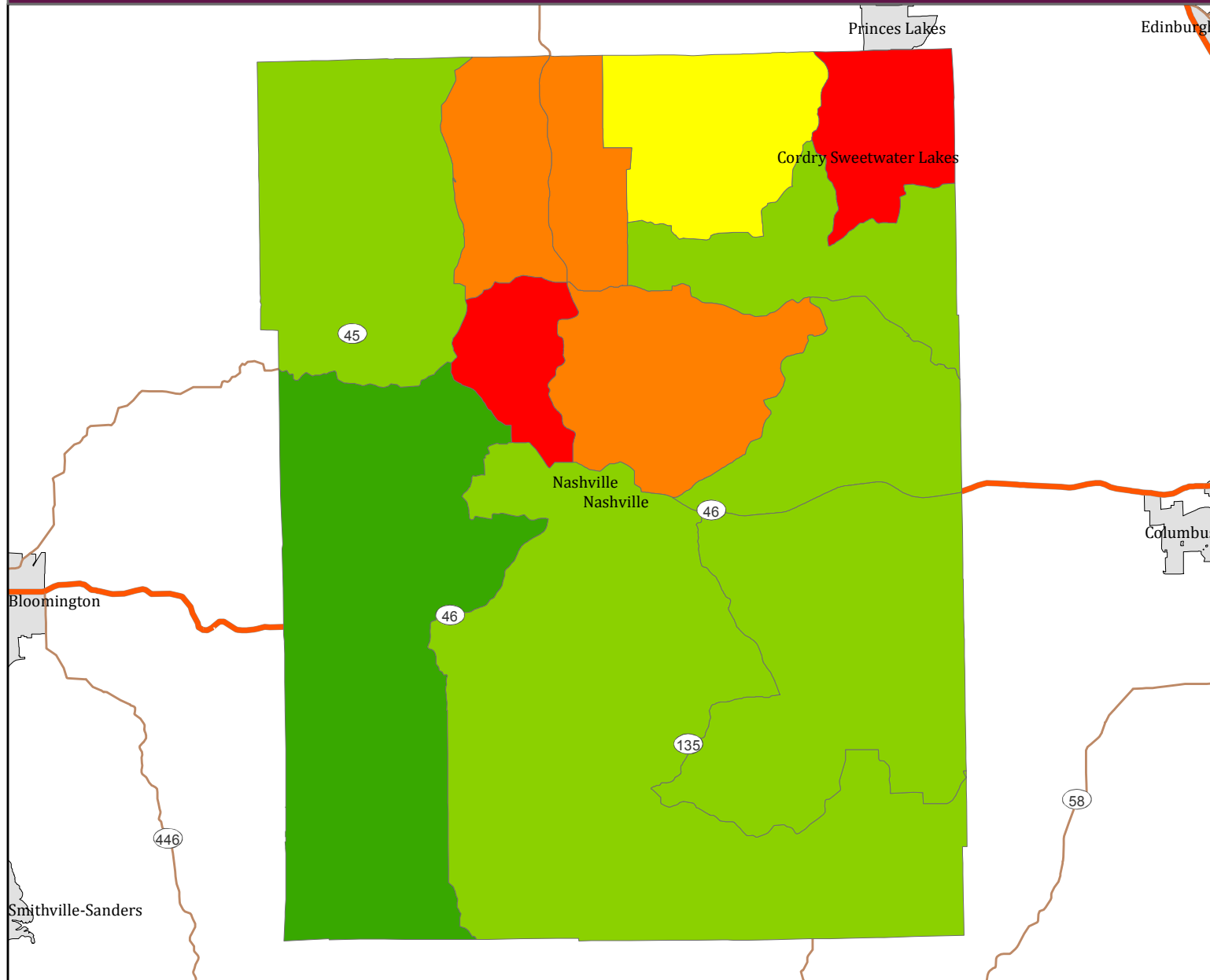
BROWN COUNTY

Older Adult Population

Exhibit II.8 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Brown County residents aged 65 and older are in Cordry Sweetwater Lakes and just north of Nashville. These block groups have densities of older adults between 20.99 and 28.63 persons per square mile. The remainder of the County has low to very low densities of persons age 65 and older.

Exhibit II.8: Population Density Age 65 and Older Brown County

Region 3 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

- 2.665
- 2.666 - 9.093
- 9.094 - 12.43
- 12.44 - 20.98
- 20.99 - 28.63

- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

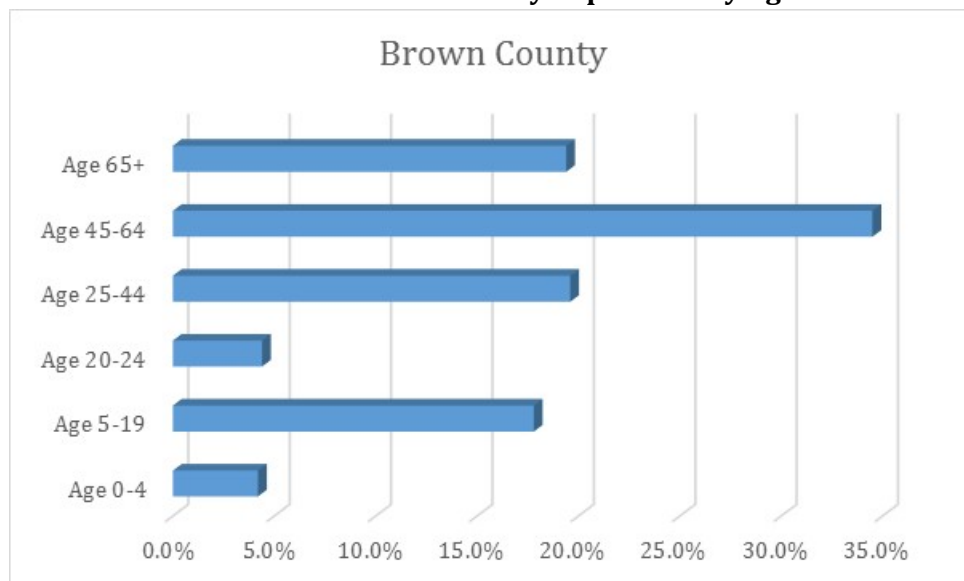
Source: U.S. Census American
Community Survey 2014
5-Year Estimates



Population by Age

The largest age cohort for Brown County is between the ages of 45 and 64 (34.5 percent). The second largest group is between ages 25 and 44, which constituted 19.6 percent of the County's population (see Exhibit II.9). The third largest age group is 65 or older (19.4 percent), while 17.8 percent is age 5 to 19. Brown County has the highest percentage of population age 45 and over in Region 3.

Exhibit II.9: Brown County Population by Age



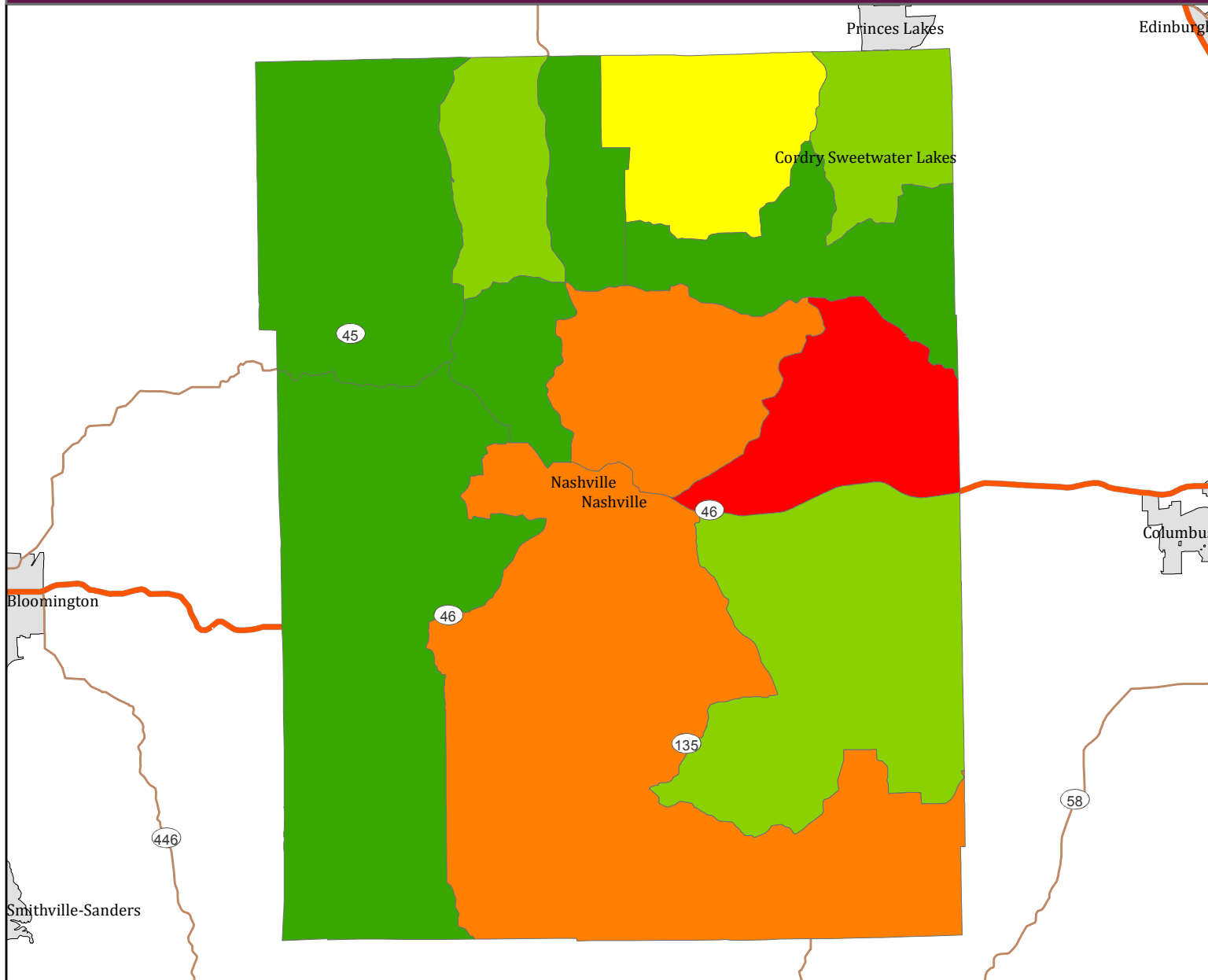
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.10 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block group locations with the highest concentration of these households are concentrated east of Nashville. Between 5.17 and 8.48 percent of households within these block groups have no vehicle available. The remainder of the County has overall low percentages of zero vehicle households.

Exhibit II.10: Percent Zero Vehicle Households Brown County

Region 3 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households

- 0%
- 0.01% - 2.09%
- 2.1% - 2.78%
- 2.79% - 5.16%
- 5.17% - 8.48%

- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

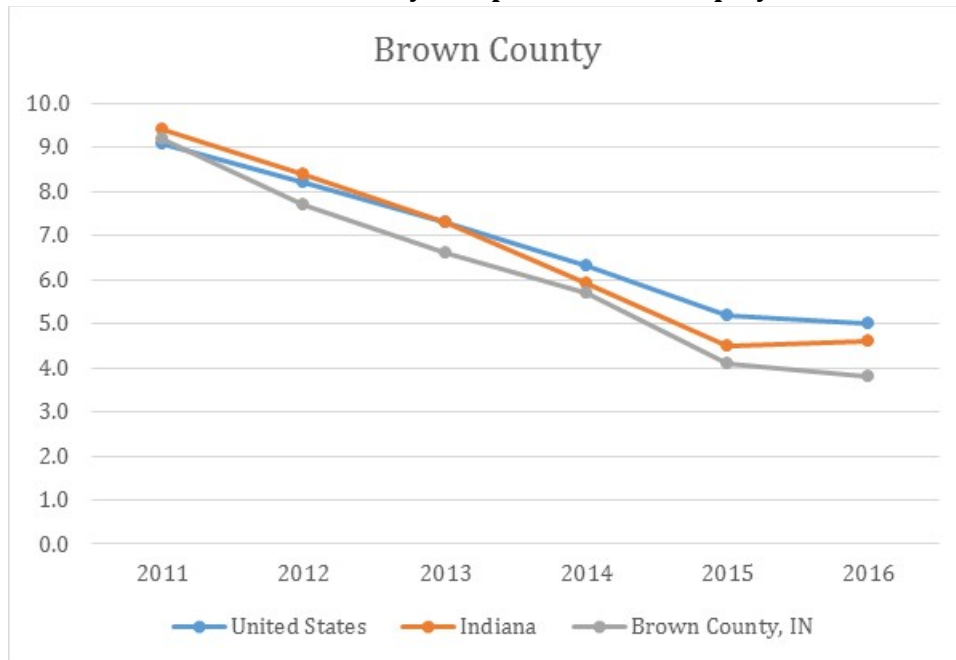
Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Brown County's unemployment rate reached a high in 2011 of 9.2 percent. This was slightly higher than that of the United States (9.1) and lower than the State of Indiana (9.4).

From 2011 to 2016, the unemployment rate for Brown County stayed below the National and State unemployment averages. Exhibit II.11 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.11: Brown County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

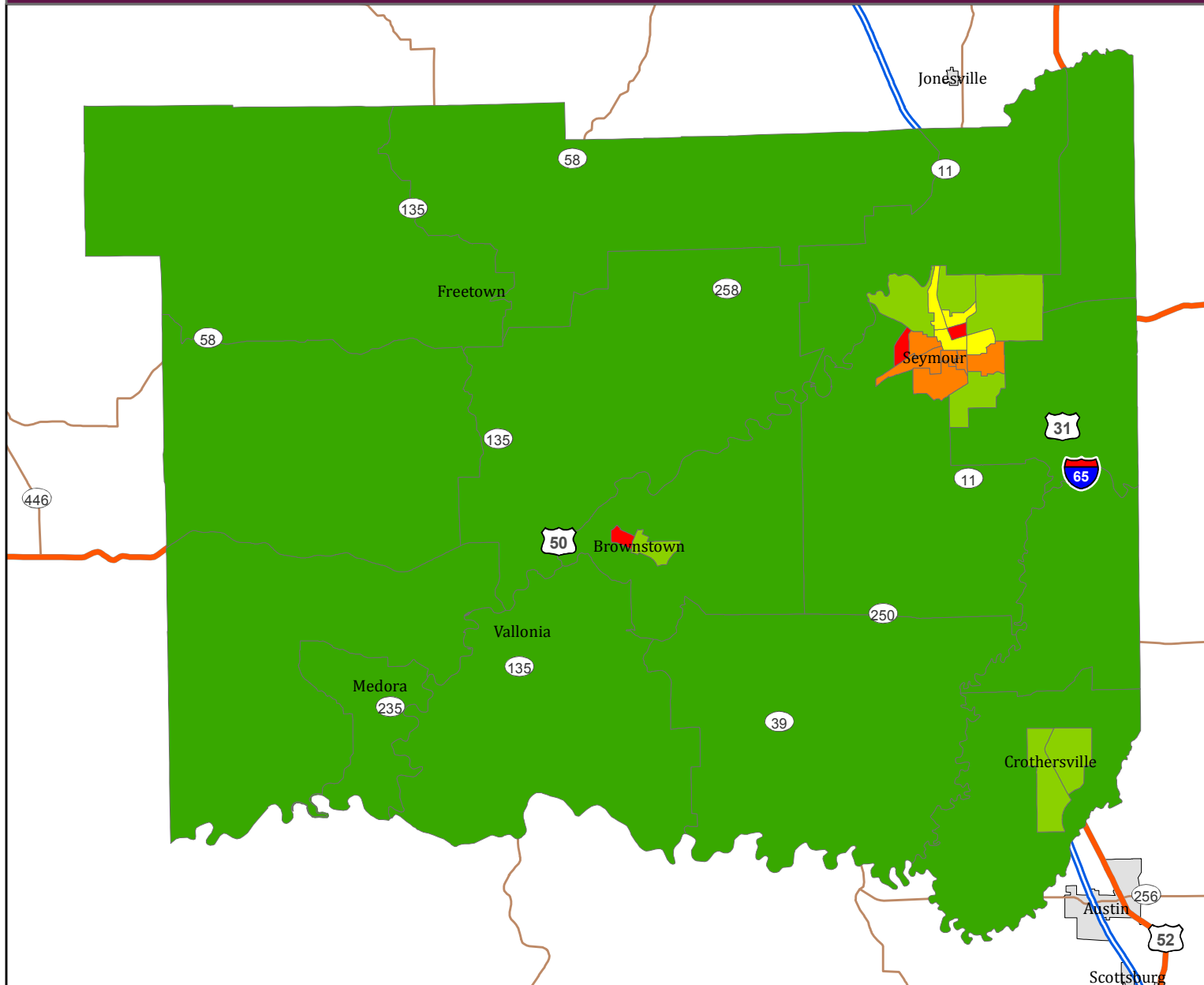
JACKSON COUNTY

Older Adult Population

Exhibit II.12 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest densities (519.5 to 717.2) of Jackson County residents aged 65 and older are in Brownstown and Seymour. Moderately high densities of older adults can be found in Seymour. These block groups have densities between 302.6 and 519.4 persons aged 65 and older per square mile. The remainder of the County has older adult population densities below 302.6 persons per square mile.

Exhibit II.12: Population Density Age 65 and Older Jackson County

Region 3 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

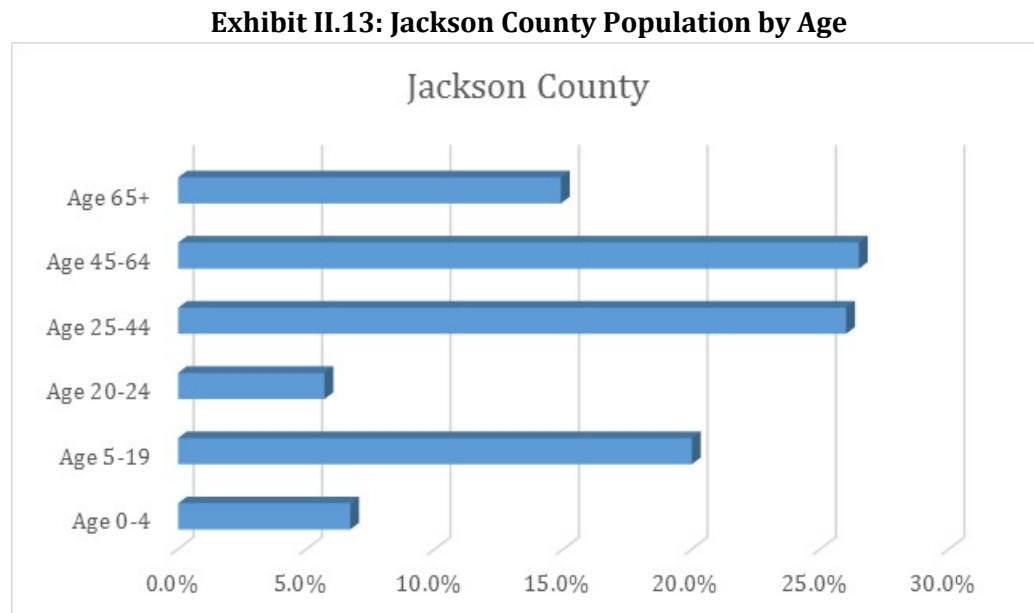
- 1.398 - 27.82
- 27.83 - 121.0
- 121.1 - 302.5
- 302.6 - 519.4
- 519.5 - 717.2

- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Population by Age

The largest age cohort for Jackson County is between the ages of 45 and 64 (26.5 percent). The second largest group is between ages 25 and 44, which constituted 26 percent of the County's population (see Exhibit II.13). The third largest age group is 5 to 19 years old (20 percent), while 14.9 percent is age 65 or older.



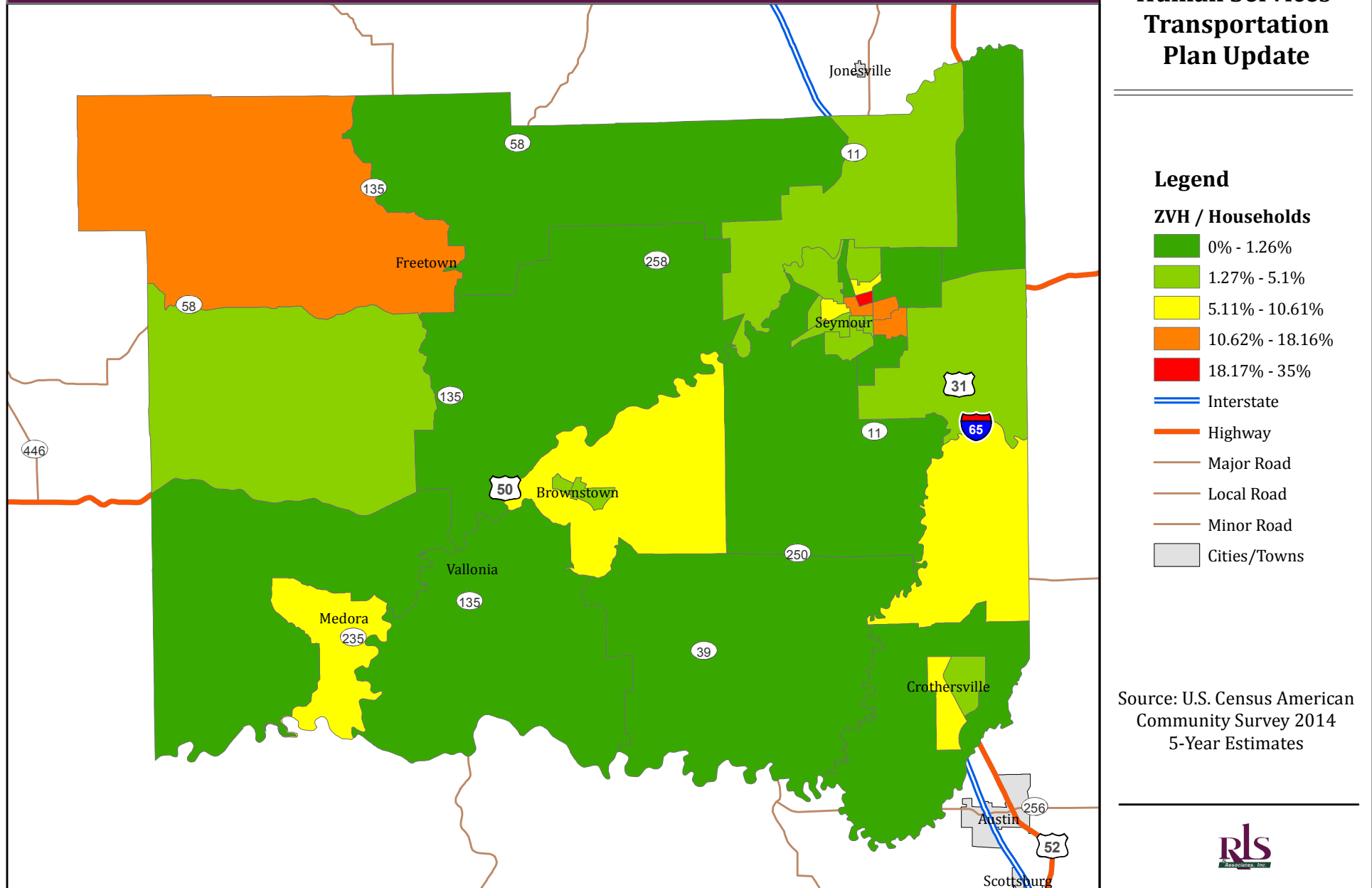
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.14 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block group locations with the highest concentration of these households are in Seymour. Over 18.17 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 10.62 to 18.16 percent of zero vehicle households can be found in Seymour and Freetown. The remainder of the County has moderate to very low percentages of zero vehicle households.

Exhibit II.14: Percent Zero Vehicle Households Jackson County

Region 3 Coordinated Public Transit- Human Services Transportation Plan Update

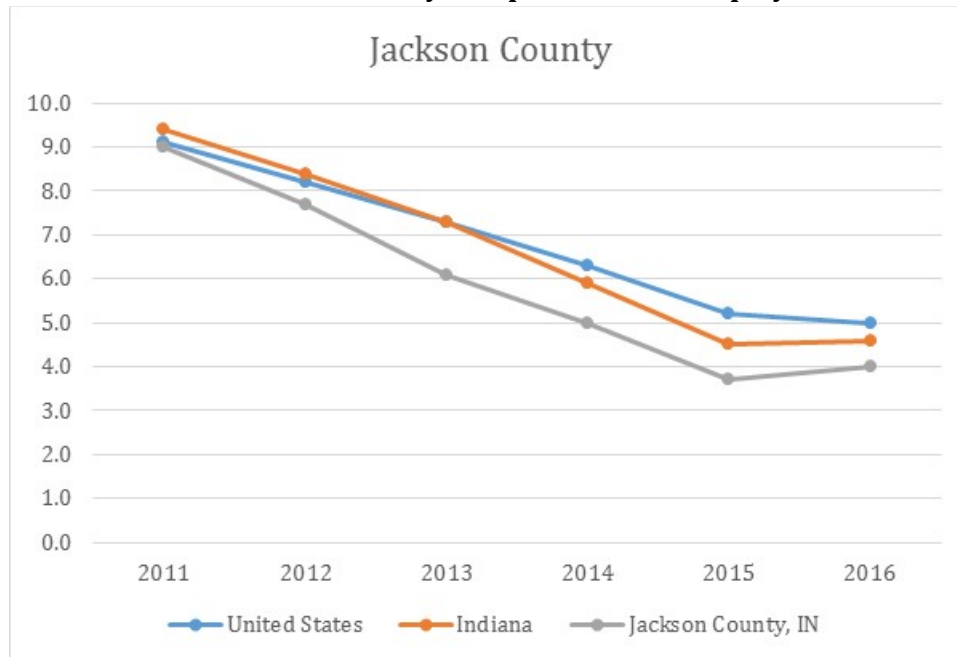


Industry and Labor Force

Jackson County's unemployment rate reached a high in 2011 of 9 percent. This was below that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2016, the unemployment rate for Jackson County remained lower than the National and State averages. Exhibit II.15 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.15: Harrison County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

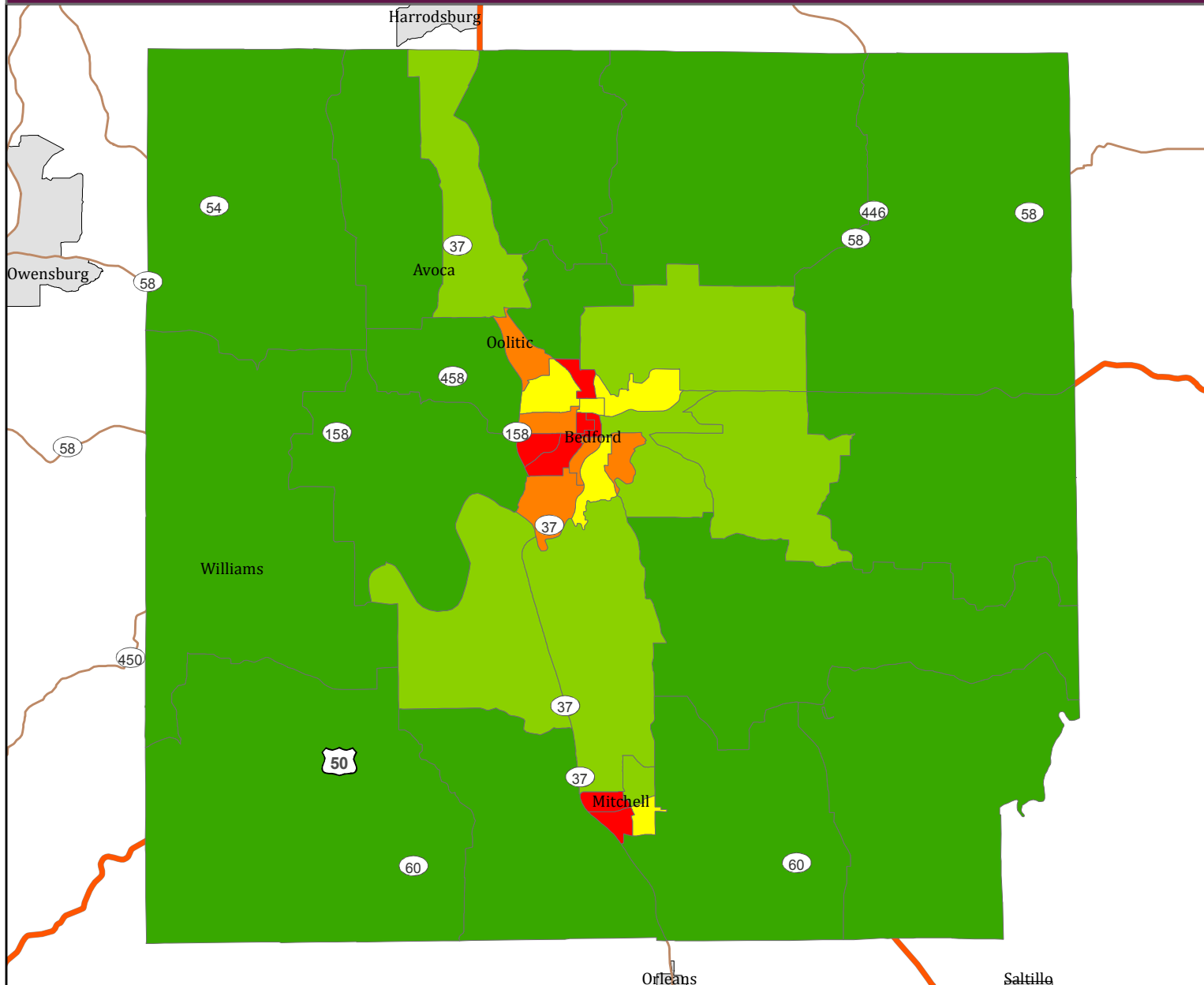
LAWRENCE COUNTY

Older Adult Population

Exhibit II.16 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Lawrence County residents aged 65 and older are in Bedford and Mitchell. These block groups have older adult densities between 302.8 and 793.8 persons per square mile. Areas of moderate and moderately high older adult densities can be found in Bedford, Mitchell, and Oolitic. The remainder of the county has low densities of older adults.

Exhibit II.16: Population Density Age 65 and Older Lawrence County

Region 3 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

- 2.609 - 14.99
- 15.00 - 50.70
- 50.71 - 176.5
- 176.6 - 302.7
- 302.8 - 793.8

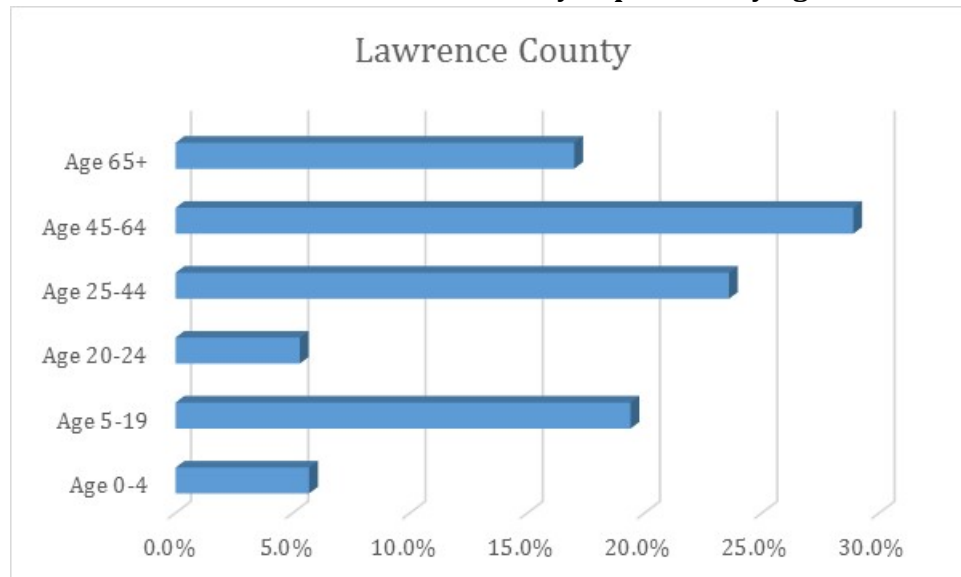
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Population by Age

The largest age cohort for Lawrence County is between the ages of 45 and 64 (28.9 percent). The second largest group is between ages 25 and 44, which constituted 23.6 percent of the county's population (see Exhibit II.17). The third largest age group is 5 to 19 years old (19.4 percent), while 17 percent is age 65 or older.

Exhibit II.17: Lawrence County Population by Age



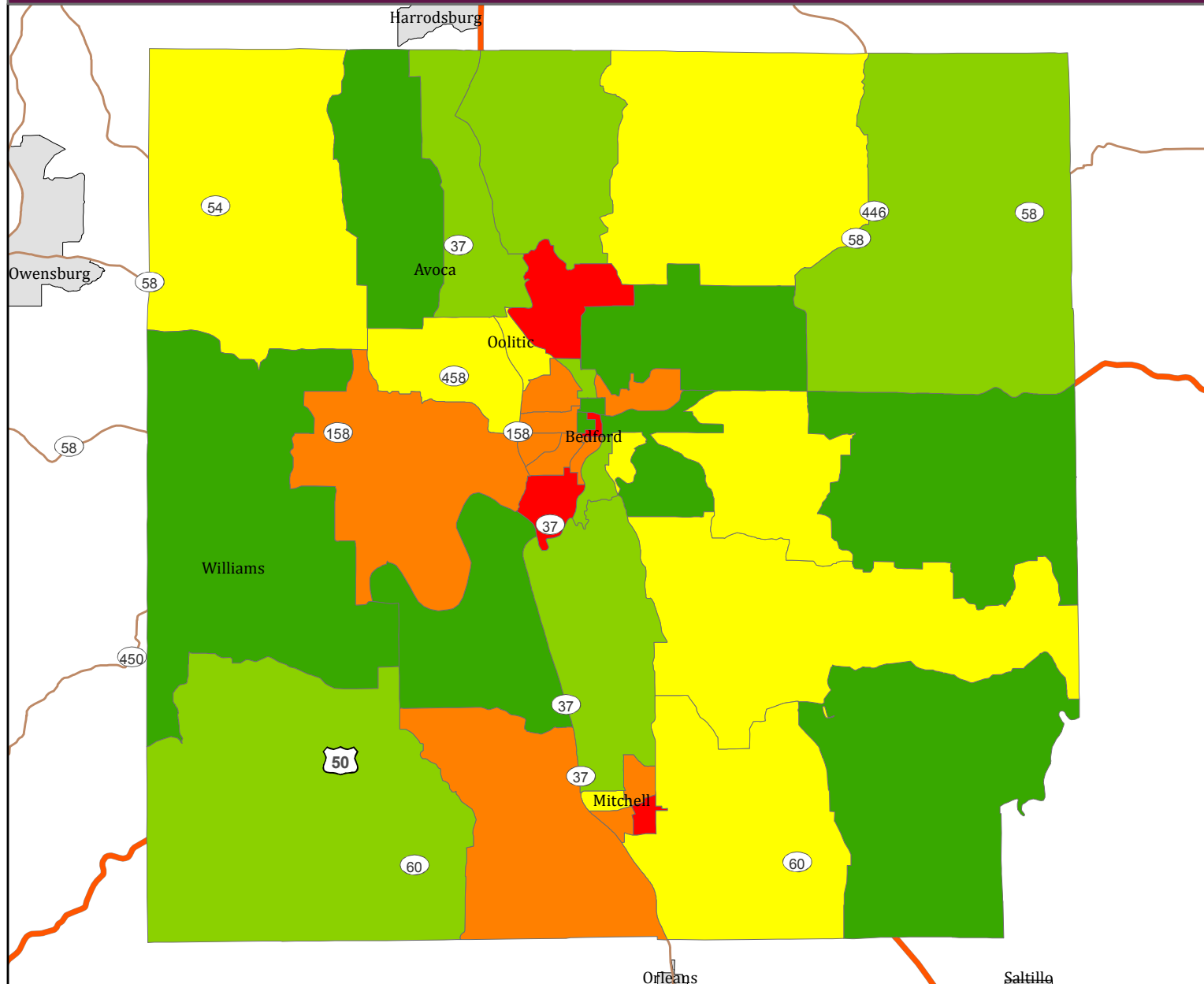
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.18 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block group locations with the highest concentration of these households are concentrated in Mitchell, Bedford, and Oolitic. Over 14.21 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 5.22 to 14.2 percent of zero vehicle households can be found in Bedford and Mitchell. The remainder of the county has low percentages of zero vehicle households.

Exhibit II.18: Percent Zero Vehicle Households Lawrence County

Region 3 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households

- 0%
- 0.01% - 2.8%
- 2.81% - 5.21%
- 5.22% - 14.2%
- 14.21% - 22.22%

- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

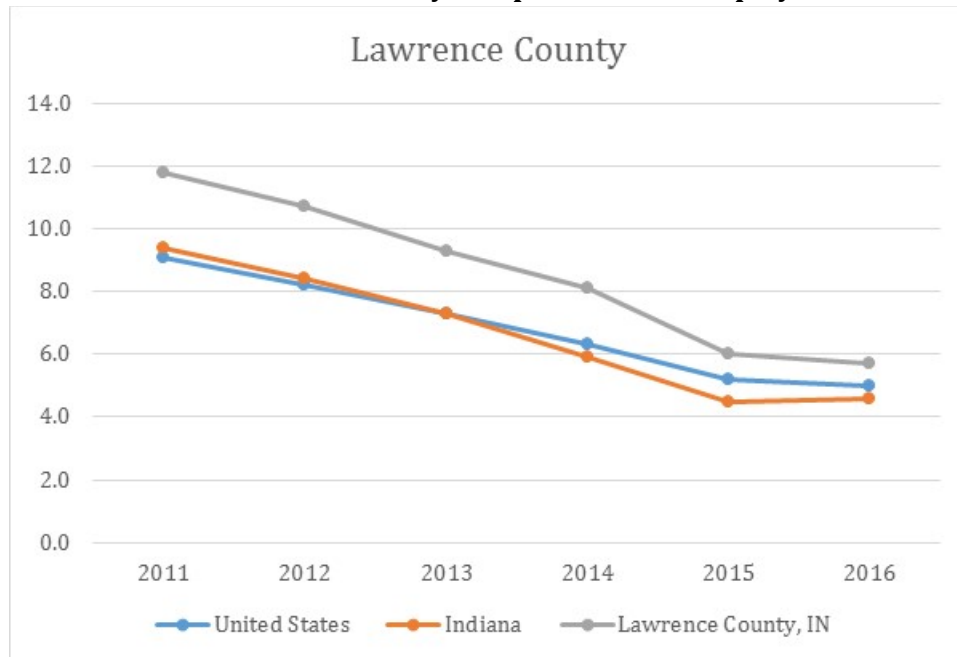
Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Lawrence County's unemployment rate reached a high in 2011 of 11.8 percent. This was significantly higher than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2016, the unemployment rate for Lawrence County remained higher than the State and National averages. Exhibit II.19 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.19: Lawrence County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

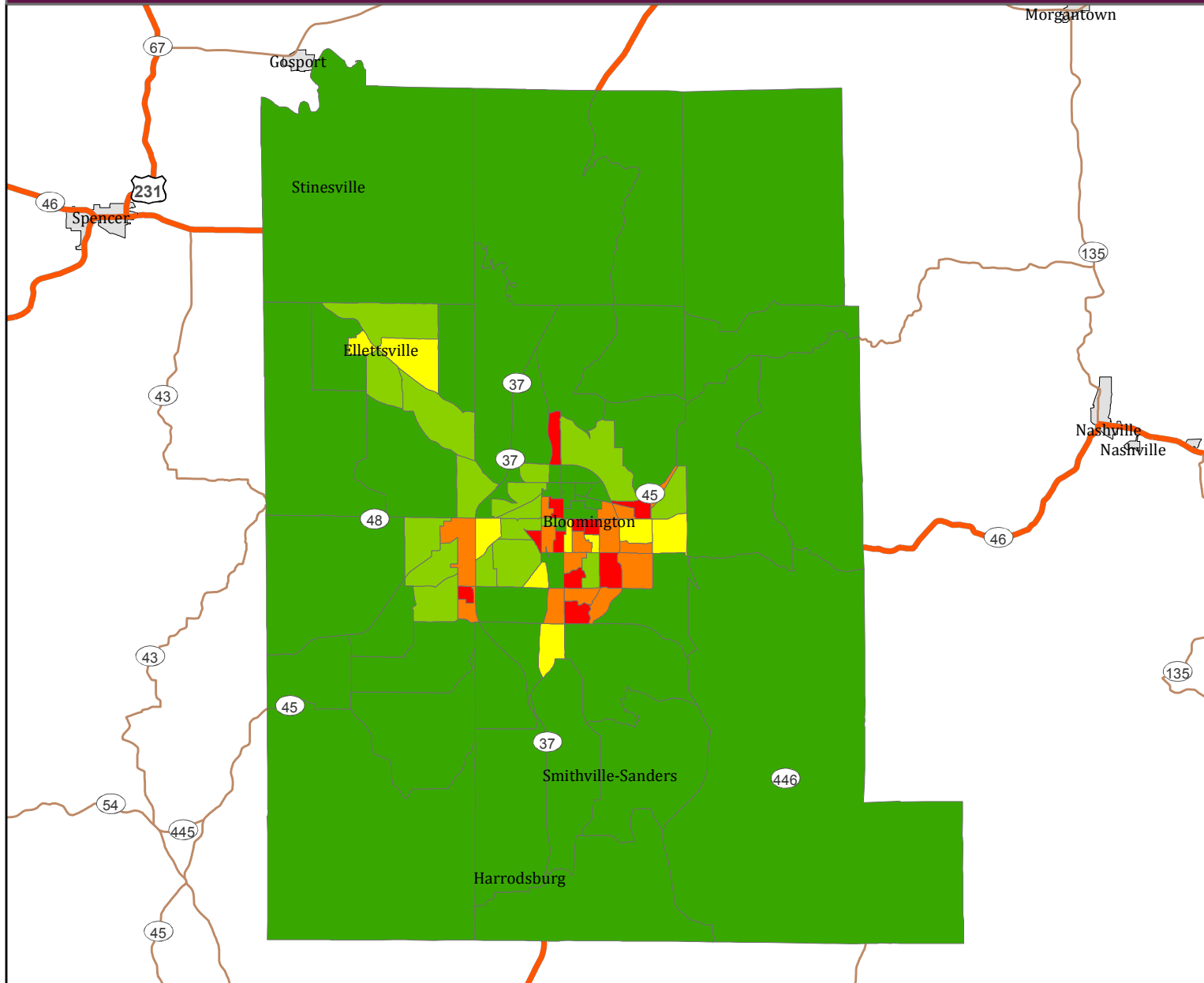
MONROE COUNTY

Older Adult Population

Exhibit II.20 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Monroe County residents aged 65 and older are in Bloomington. These block groups have older adult densities between 580.1 and 1,000 persons per square mile. Moderately high and moderate population densities of persons age 65 and older were located in Bloomington and Ellettsville. The remainder of the County has low older adult population densities.

Exhibit II.20: Population Density Age 65 and Older Monroe County

Region 3 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

- 0.000 - 72.22
- 72.23 - 197.5
- 197.6 - 356.8
- 356.9 - 580.0
- 580.1 - 1000

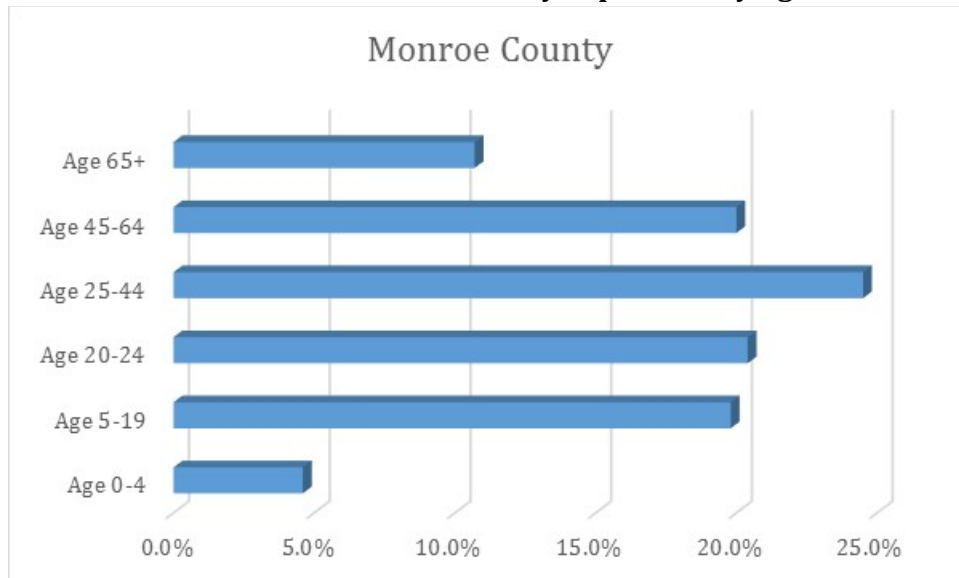
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Population by Age

The largest age cohort for Monroe County is between the ages of 25 and 44 (24.5 percent). The second largest group is between ages 20 and 24, which constituted 20.4 percent of the county's population (see Exhibit II.21). The third largest age group is 45 to 64 years old (20 percent), while 10.7 percent is age 65 or older. Monroe County has the lowest percentage of population age 65 and older in Region 3. Monroe County's population distribution can be attributed to Indiana University which is located in Bloomington.

Exhibit II.21: Monroe County Population by Age



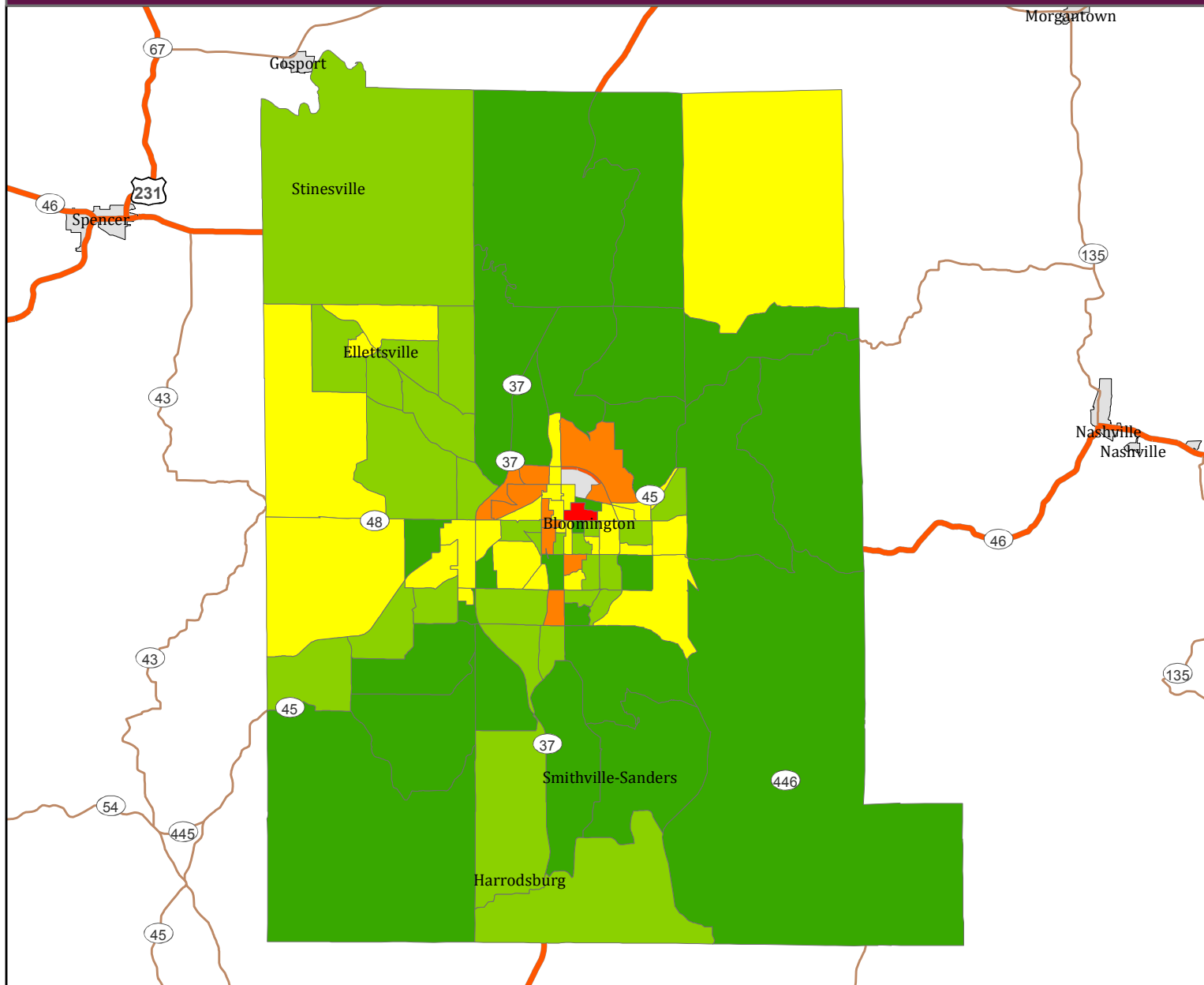
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.22 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block groups with the highest concentration of these households are in Bloomington near Indiana University. Over 36.26 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 17.28 to 36.25 percent of zero vehicle households can be found throughout Bloomington. The remainder of the county has moderate to very low levels of zero vehicle households.

Exhibit II.22: Percent Zero Vehicle Households Monroe County

Region 3 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households

- 0% - 0.67%
- 0.68% - 6.94%
- 6.95% - 17.27%
- 17.28% - 36.25%
- 36.26% - 80%

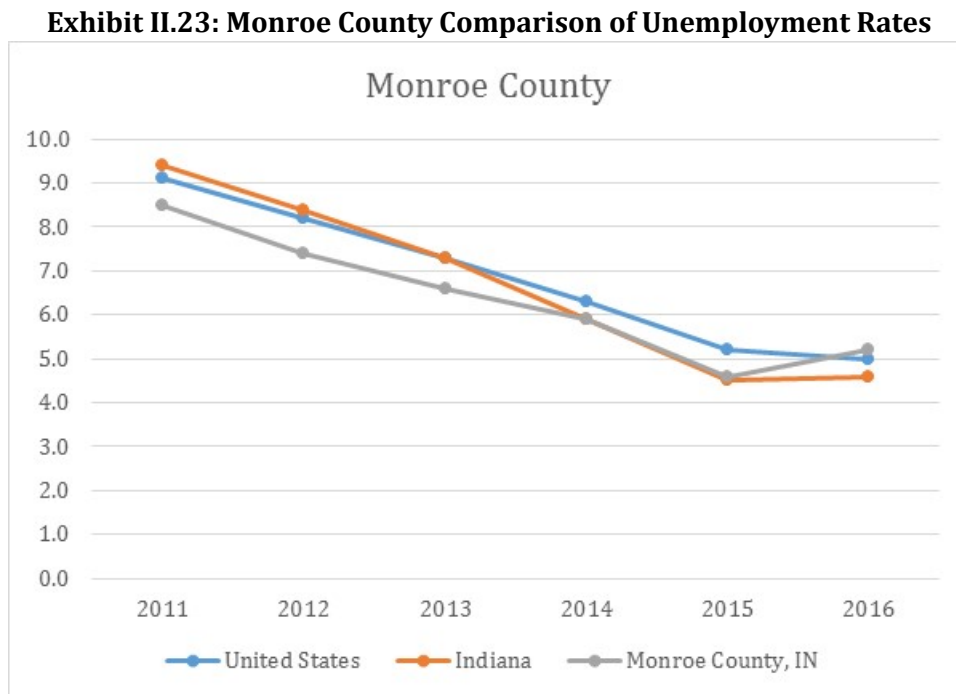
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Monroe County's unemployment rate reached a high in 2011 of 8.5 percent. This was lower than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2014, the unemployment rate for Monroe County stayed at or below the National and State averages. Then in 2015, Monroe County's unemployment rate moved higher than the State but below National average. In 2016 the unemployment rate rose higher than the National and State averages. Exhibit II.23 illustrates a comparison of the unemployment rates in the county, state, and nation.



Source: STATS Indiana using Bureau of Labor Statistics

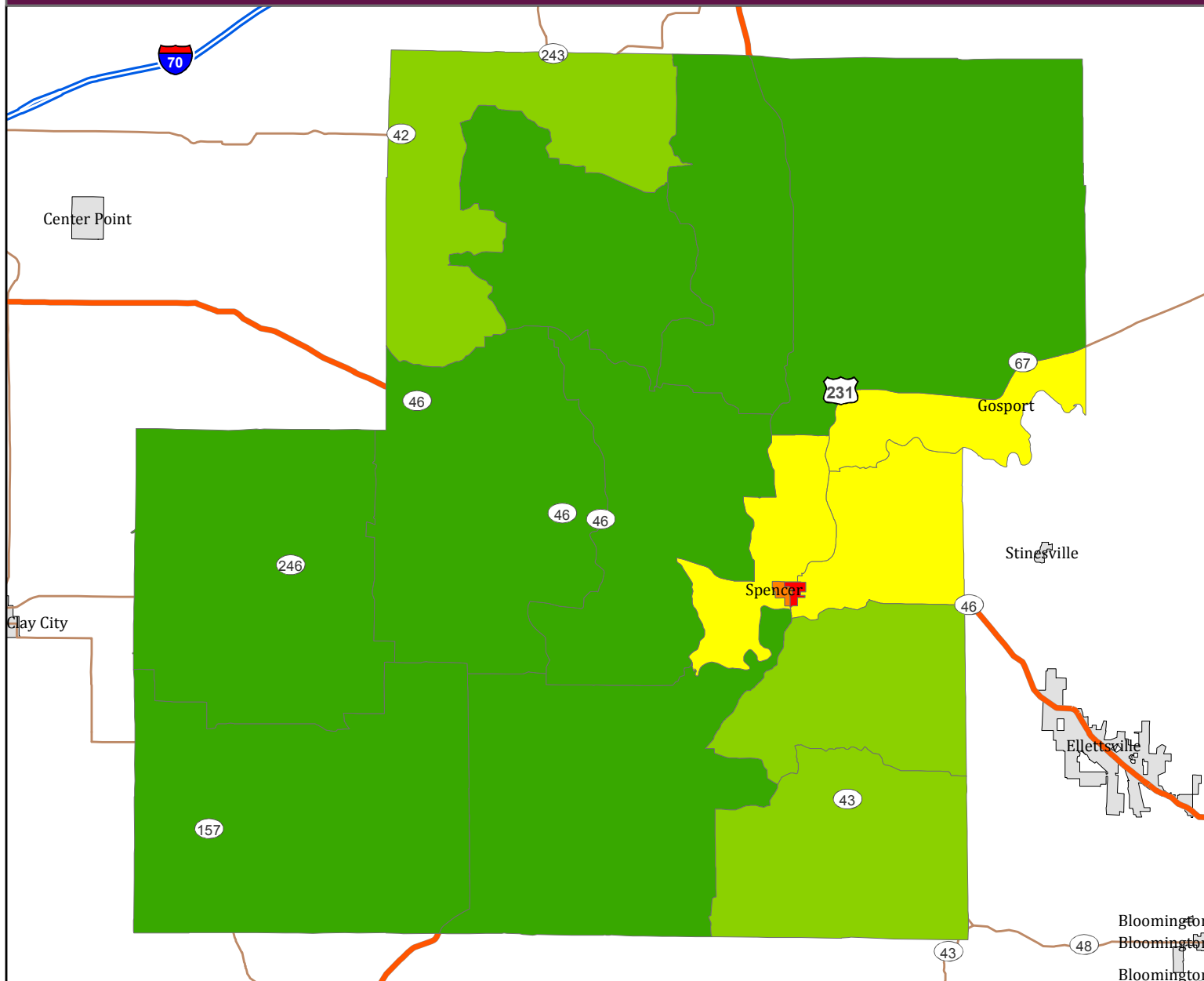
OWEN COUNTY

Older Adult Population

Exhibit II.24 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Owen County residents aged 65 and older are in the Spencer. These block groups have older adult densities between 423.6 and 961.1 persons per square mile. Areas of moderately high older adult densities are also located in Spencer. The remainder of the County has low to very low older adult population density.

Exhibit II.24: Population Density Age 65 and Older Owen County

Region 3 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

- 3.279 - 8.484
- 8.485 - 15.10
- 15.11 - 27.78
- 27.79 - 423.5
- 423.6 - 961.1

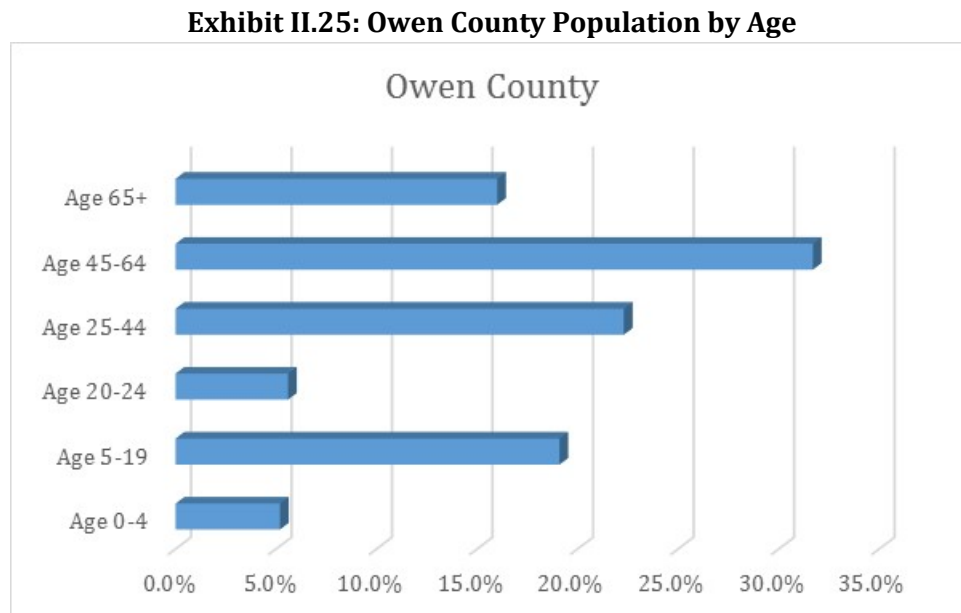
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

Source: U.S. Census American
Community Survey 2014
5-Year Estimates



Population by Age

The largest age cohort for Owen County is between the ages of 45 and 64 (31.7 percent). The second largest group is between ages 25 and 44, which constituted 22.3 percent of the County's population (see Exhibit II.25). The third largest age group is 5 to 19 years old (19.1 percent), while 16 percent is age 65 or older.



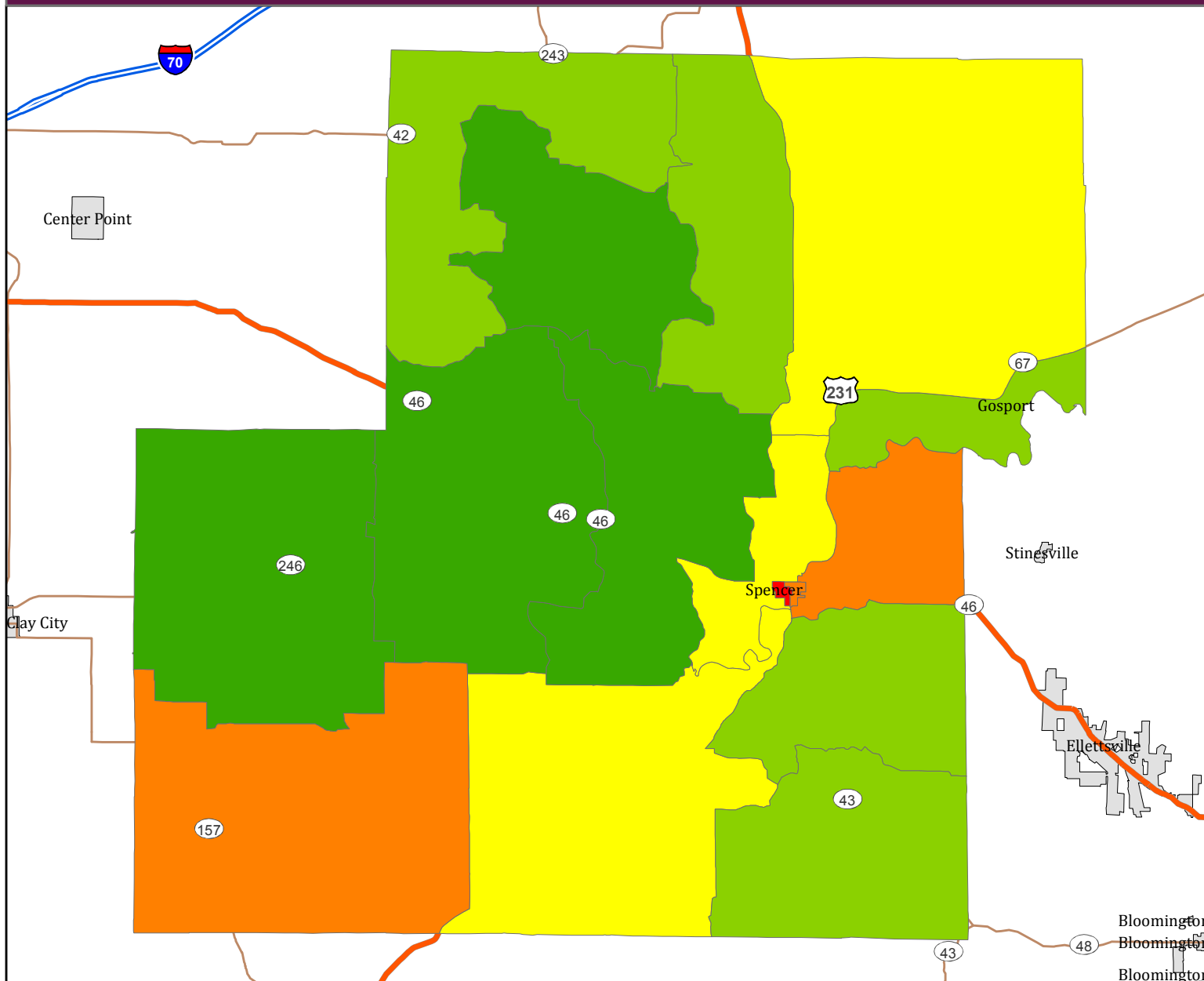
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.26 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block groups with the highest concentration of these households are in Spencer. Over 10.87 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 7.56 to 10.86 percent of zero vehicle households can be found in Spencer, and southwest Owen County. The remainder of the county has overall low levels of zero vehicle households.

Exhibit II.24: Population Density Age 65 and Older Owen County

Region 3 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households

- 0%
- 0.01% - 2.82%
- 2.83% - 7.55%
- 7.56% - 10.86%
- 10.87% - 12.4%

- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

Source: U.S. Census American
Community Survey 2014
5-Year Estimates

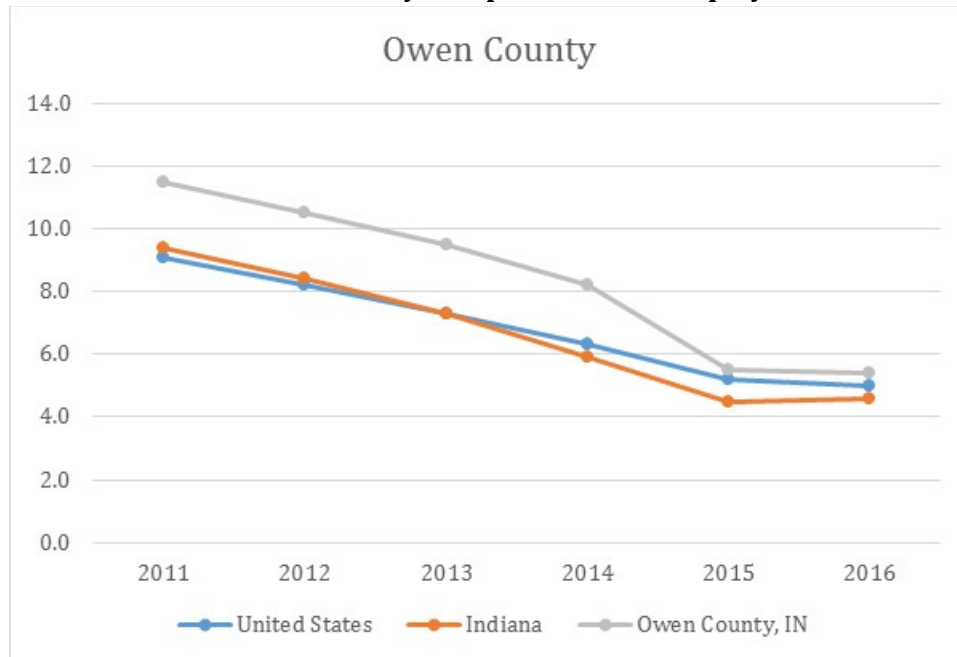


Industry and Labor Force

Owen County's unemployment rate reached a high in 2011 of 11.5 percent. This was significantly higher than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2016, the unemployment rate for Owen County was higher than the States and National averages. Exhibit II.27 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.27: Owen County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Existing Services

III. INVENTORY OF EXISTING TRANSPORTATION SERVICES AND GAPS

INTRODUCTION

Local stakeholders including coordinated providers of human service and public transportation and providers whose transportation delivery is limited to their agency consumers were invited to participate in a Stakeholder and Inventory process. Provider agencies were invited to participate in a public meeting to evaluate unmet human service transportation needs and gaps and to develop a set of mobility goals and strategies/projects designed to address those unmet needs and promote more coordinated delivery of provider services to maximize the use of transportation resources. These public meetings were also to be used to encourage the promotion of the general public survey of stakeholders and the general public which is discussed in the next chapter.

An update of the inventory of provider services and vehicle inventory was obtained through phone interviews conducted just before the scheduled public meetings. This process promoted active participation in the public meetings, familiarize the providers with the public meeting process and stimulate discussion of key mobility issues while updating the description of the types and manner of service delivery (including types of services, funding sources, eligibility, hours of service ridership and fare/donation policies) for the individual providers in the Region.

The Region 3 Provider Stakeholder Summaries listed in this section include Section 5310 providers who serve primarily older adults and individuals with disabilities. These agencies provide transportation for older adults and individuals with disabilities but may have the potential for expanded shared services with other public providers in the future.

Rural public transit agencies, those funded with FTA Section 5311 funding, also serve these same older adult and individuals with disability populations. Many of these public and non-profit agencies also receive operating funding through Medicaid and Title III-B of the Older Americans Act which focuses on serving persons 60 and over and also receive funding for vehicle replacement through the FTA Section 5310 program. These programs exemplify the goal of promoting mixed client riding and coordinated provision of mobility services for a range of customer categories and trip destinations.

The list also includes agencies that are eligible for Section 5310 vehicle funding but until now limited coordination with other providers and whose services have been focused on providing services to their agency program consumers. These agencies are focused on transportation services for their agency consumers, but their participation in the coordination process is essential so that their consumers are afforded the opportunity to access other community transit services.

EXISTING PUBLIC TRANSPORTATION RESOURCES

The following summaries are based on information provided by the participating agency and/or through research of the agency's website or the 2016 INDOT Public Transit Annual Report. Where information is incomplete, it was not provided or not available.

Access Brown County

Access Brown County is the community-wide transportation service for the general public in Brown County. Service is open to the public. Transportation is curb-to-curb from any point of origin in Brown County.

Partner organizations that brought public transportation to Brown County, and continue to support it, include Access Johnson County, Aging and Community Services of South Central Indiana, Inc. (now Thrive Alliance), Brown County Commissioners and Brown County Council, Brown County Community Foundation, Brown County Lions Club, Brown County Partnership, Federal Transit Administration, Indiana Department of Transportation, St. David's Episcopal Church, and Washington Township Trustees.

Operating Days and Hours: Monday through Friday from 6:00 AM to 4:00 PM. All requests for transportation must be made at least 24-hours in advance during regular dispatch office hours (Monday through Friday 8:00 AM to 12:00 PM).

Funding Sources: FTA Section 5311, Local Governments, Title III-B, Medicaid, Grants and Contributions.

Total Vehicles (Accessible): 2 (2)

Annual One-Way Passenger Trips: 4,758 one way passenger trips in Calendar Year 2016.

Fare Structure: Trips within the County are \$5; trips outside the County are \$7.50. Passengers 60 and over ride for free.

Thrive Alliance (previously Aging and Community Services of South Central Indiana, Inc.)

Thrive Alliance is located in Columbus, Indiana. The agency is a private nonprofit organization providing transportation, health care, social services, nutrition and case management for in-home services in Brown, Bartholomew, Jackson, Jennings, and Decatur Counties.

Eligibility: Provides rides for the general public over the age of five (5) in Brown County in conjunction with ACCESS Brown County. In other counties, only seniors over 60 are served.

Operating Days and Hours: In Brown County, operating hours are 6:00 AM to 6:00 PM Monday through Friday, with seasonal winter hours being 6:00 AM to 4:00 PM.

Fare Structure: \$5 one way if under age 60.

Area 10 Agency on Aging (Rural Transit)

Area 10 Agency on Aging (Rural Transit) is a private nonprofit corporation providing

transportation to the general public in Monroe, Owen, Lawrence, and Putnam Counties. Rural Transit provides door-to-door, demand-response transportation, including one-time trips, and standing order appointments to the public. Monroe and Owen Counties both have fixed routes, and all counties have demand response transportation provided.

Operating Days and Hours: Monday through Friday, from 6:00 AM to 10:30 PM.

Funding Sources: The agency receives Federal Transit Administration Section 5311, state PMTF funds, and local match sources in each of the four counties it serves.

Total Vehicles (accessible): 30 (27)

Annual One-Way Passenger Trips: 88,194 in 2016.

Eligibility Requirements: General Public

Fare Structure: Fares vary based on type of service used.

Express Route One-County: \$1 each way

Express Route Two-County: \$2 each way

20-Punch Express Route Bus Pass: \$18.00

Door-to-Door: \$3 each way

Door-to-Door Two-County: \$6 each way

10-Punch Door-to-Door Bus Pass: \$25.00

Bloomington Public Transit Corporation (BPTC)

Bloomington Public Transportation Corporation (BPTC) is a public corporation that operates general public transportation within the city limits of Bloomington (in Monroe County). The BPTC operates fixed route transportation and ADA paratransit service. BTaccess is the transportation service for persons with disabilities who, by means of a disability, cannot use the existing Bloomington Transit “fixed route” bus service. BTaccess is provided with vans equipped with wheelchair lifts.

Eligibility Requirements: General Public

Operating Days and Hours: Monday through Friday from 6:10 AM to 12:50 PM, Saturday from 7:25 AM to 11:10 PM, and Sunday from 9:30 AM to 11:20 PM.

Total Vehicles (Accessible): 49 (49)

Annual One-Way Passenger Trips: Approximately 3,479,863 in 2016.

Fare Structure:

\$1.00 Regular Fare

\$0.50 Reduced Fare for senior citizens, students in grades K-12, and individuals with disabilities receiving assistance.

Free for children under age 4, IU Students, Faculty/Staff, Hoosier Link ID holders, City of Bloomington Employees, Monroe County Employees, and BTaccess Certified Persons.

\$150.00 – Semi-Annual Pass

\$30.00 – Monthly Pass

\$15.00 Reduced Fare Monthly Pass

\$12.00 Summer Fun Pass

\$10.00 – Ten Ride Tickets

\$5.00 – Reduced Fare Ten Ride Tickets

Mitchell Transit Service

Mitchell Transit Service (MTS) in Lawrence County is a city-wide public transit service. Trips are scheduled on a same day basis, no advanced reservations are accepted. Services are provided door to door, drivers will assist with packages when requested.

Operating Days and Hours: Weekday demand response service is operated from 7:30 AM to 3:30 PM in the City of Mitchell.

Eligibility: General Public

Funding Sources: FTA Section 5311 funds, INDOT PMTF funds, local funding

Annual Ridership: 5,507 in 2016.

Total Vehicles (Accessible): 2 (2)

Fare Structure:

\$0.75 Base Fare

\$0.50 Elderly and Disabled Fare

\$0.50 Transfer

Older Americans Service Corporation/Bedford Senior Citizens Center

The Older Americans Service Corporation/Bedford Senior Citizens Center in Bedford, Indiana is a private, nonprofit corporation serving older adults and people with disabilities in Orange, Crawford, Lawrence, and Washington Counties. The Corporation received two Section 5310 vehicles in 2012 through the INDOT Section 5310 Grant Program. OASC transportation provides clients with transportation to and from medical appointments, lab tests, surgeries, and transfers from one facility to another.

Operating Days and Hours: The Office is open from 7:00 AM to 3:00 PM. Transportation is available from 6:00 AM to 6:00 PM.

Eligibility requirements: Whatever is required for each funding source. Medicaid is traditional; private pay is check or cash; Title III is 60 or older or disabled; and Social Services Block Grant & Choice have income eligibility requirements through Hoosier Uplands.

Funding sources: Medicaid, private pay, Title III-B, Social Services Block Grant, & Choice

Fare structure: Fares are set based on the funding source.

Owen County Health Campus

Owen County Health Campus provides demand response rides for patients to doctor appointments. The campus has two vehicles, but only one was operational at the time of this report. Each vehicle can carry up to eight ambulatory and one wheelchair passengers. There is no passenger fare. Ridership statistics have not been maintained.

Seymour Transit

Seymour Transit is a public transportation system operating under the authority of Seymour City Government (in Jackson County) and provides demand response service within the City of Seymour.

Operating Days and Hours: Curb-to-curb transportation is provided Monday through Thursday from 6:00 AM to 6:00 PM and on Fridays from 6:00 AM to 5:00 PM.

Eligibility: General Public

Funding Sources: FTA Section 5311 funds, INDOT PMTF funds, local funding

Total Vehicles (Accessible): 8 (8)

Annual Ridership: 31,135 in 2016

Fare Structure:

\$2.00 Base Fare

\$16.00 – 10 Tokens, one token per ride.

\$25- unlimited monthly pass

Transit Authority of Stone City (TASC)

TASC is a municipal public transit system operated by the City of Bedford in Lawrence County. TASC operates as a point deviation route that provides curb to curb transportation anywhere in the city. Drivers are permitted to assist passengers with packages. The system reported that passenger boardings increased by 11 percent in 2012.

Operating Days and Hours: Monday through Friday from 6:00 AM to 6:00 PM.

Eligibility: General Public

Funding Sources: FTA Section 5311 funds, INDOT PMTF funds, local funding

Total Vehicles (Accessible): 6 (6)

Annual Ridership: 84,109 in 2016

Fare Structure:

\$0.75 Base Fare
\$0.50 Elderly/Disabled Fare
\$0.25 Youth Fare
\$15.00 Monthly Pass
Tokens- 10 for \$6 for regular riders, 10 for \$4 for older adults.

Southern Indiana Center for Independent Living

Southern Indiana Center for Independent Living (SICIL) is a nonmedical personal service agency providing home care services by assisting people with daily living activities so they may stay in their homes. These tasks may include but are not limited to: meal prep, grocery shopping, cleaning, dusting, mopping, vacuuming, transportation to doctor appointments, assistance with bathing, dressing, and toileting, and assistance with transfer. SICIL services 41 counties in southern Indiana.

Funding Sources: Medicaid, Private insurance, Private pay, Grants, VA

Hours of Operation: Office hours are Monday-Thursday, 9-5 PM, Fridays, 9-3 PM.
SICIL Our field staff provides services to clients 24 hours a day, 7 days a week.

VEHICLE INVENTORY AND UTILIZATION

Vehicle inventories were obtained by email from transportation providers who reported a total of 116 vehicles serving Region counties. Approximately 78 percent of the vehicles in the Region were accessible for wheelchairs and other mobility devices. All agencies operating vehicles were contacted to provide an updated vehicle inventory. If the agency did not provide the updated inventory, alternative fleet information was derived from the 2016 INDOT Annual Report. If an agency listed above is not included in the table, the detailed vehicle utilization information was not available for the report. The Vehicle Inventory table is provided at the end of this chapter.

All of the transportation operators operate at least one accessible vehicle. However, given the demand for wheelchair accessible service and the growing aging population and individuals with physical challenges living independently in the community, agencies should as a rule have at least 50 percent of their fleet wheelchair accessible and each of the Region 3 counties currently exceed that standard.

Exhibit III.1 Vehicle Inventory and Utilization Table

Veh #	Make	Model	Year	Vin #	Capacity	WC	Days Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned	Service Area
Access Brown County												
1	Ford	VU	2009	1FTNS24L9 9DA24979	12	2	M-F	6:00 AM-9:00 AM & 1:00 PM-6:00 PM	159175	Fair	Demand Response	Brown
2	Ford	CU	2010	1FDEE3FS8 ADA37949	8	2	M-F	6:00 AM-9:00 AM & 1:00 PM-6:00 PM	68,240	Excellent	Demand Response	Brown
Rural Transit (Area 10 Council on Aging)												
1	DODGE	Sedan	2010	2D4RN4DE 8AR454996	6	4	M-F	5:30 AM - 8:00 PM	106287	Fair	Medicaid	Monroe
2	FORD	E-450	2009	1FDFE45S0 9DA50119	16	2	M-F	5:30 AM - 8:00 PM	166383	Fair	Demand Response/ Express	Monroe
3	FORD	E-450	2009	1FDFE45P7 9DA61808	16	2	M-F	5:30 AM - 8:00 PM	171996	Fair	Demand Response/ Express	Monroe
4	FORD	E-450	2008	1FD4E45P2 8DB56850	18/16	1	M-F	5:30 AM - 8:00 PM	176305	Poor	Demand Response/ Express	Monroe
5	FORD	E-450	2008	1FD4E45P9 8DB59700	18/16	1	M-F	5:30 AM - 8:00 PM	196874	Fair	Demand Response/ Express	Monroe
6	FORD	E-450	2009	1FDFE45P8 9DA59615	24	0	M-F	5:30 AM - 8:00 PM	167868	Fair	Demand Response/ Express	Owen County
7	FORD	CU	2009	1FDFE45S6 9DA50125	16	2	M-F	5:30 AM - 8:00 PM	166831	Good	Demand Response/ Express	Lawrence
8	FORD	CU	2009	1FDFE45P5 9DA61807	16	2	M-F	5:30 AM - 8:00 PM	196424	Fair	Demand Response/ Express	Putnam
9	FORD	E-450	2009	1FDFE45P9 9DA61809	24	0	M-F	5:30 AM - 8:00 PM	114556	Good	Demand Response/ Express	Monroe

10	FORD	E-350	2009	1FDEE35S9 9DA57057	10	2	M-F	5:30 AM - 8:00 PM	187972	Good	Demand Response/ Express	Monroe
11	FORD	Van	2009	1FDFE45P4 9DA88559	12	2	M-F	5:30 AM - 8:00 PM	175017	Poor	Demand Response/ Express	Monroe
12	FORD	Van	2009	1FDFE45P6 9DA88563	12	2	M-F	5:30 AM - 8:00 PM	175504	Fair	Demand Response/ Express	Putnam
13	FORD	Van	2009	1FDFE45P4 9DA88556	12	2	M-F	5:30 AM - 8:00 PM	138789	Fair	Demand Response/ Express	Lawrence
14	FORD	Bus	2010	1FDFE4FP9 ADA36279	16	2	M-F	5:30 AM - 8:00 PM	173288	Fair	Demand Response/ Express	Monroe
15	FORD	Bus	2010	1FDFE4FP0 ADA36283	24	0	M-F	5:30 AM - 8:00 PM	106287	15	Demand Response/ Express	Monroe
16	FORD	Bus	2010	1FDFE4FP5 ADA36280	16	2	M-F	5:30 AM - 8:00 PM	138911	16	Demand Response/ Express	Monroe
17	FORD	Bus	2010	1FDFE4FP3 ADA36276	16	2	M-F	5:30 AM - 8:00 PM	208514	Fair	Demand Response/ Express	Monroe
18	FORD	Bus	2010	1FDFE4FP5 ADA36277	16	2	M-F	5:30 AM - 8:00 PM	146377	Fair	Demand Response/ Express	Putnam
19	FORD	Bus	2010	1FDFE4FP7 ADA36278	16	2	M-F	5:30 AM - 8:00 PM	141991	Fair	Demand Response/ Express	Monroe
20	FORD	Bus	2010	1FDFE4FP7 ADA36281	16	2	M-F	5:30 AM - 8:00 PM	135851	Fair	Demand Response/ Express	Monroe
21	FORD	Bus	2010	1FDFE4FP9 ADA36282	16	2	M-F	5:30 AM - 8:00 PM	142448	Fair	Demand Response/ Express	Lawrence
22	Dodge	Van	2014	2C7WDGBG 8ER467220	5	0	M-F	5:30 AM - 8:00 PM	39512	Excellent	Demand Response/ Express	Monroe

23	Dodge	Van	2014	2C7WDGBG XER467721	5	0	M-F	5:30 AM - 8:00 PM	21027	Excellent	Demand Response/ Express	Monroe
24	Ford	Bus	2015	1FDEE3FS4 FDA07046	8	2	M-F	5:30 AM - 8:00 PM	59618	Excellent	Demand Response/ Express	Monroe
25	Ford	Bus	2015	1FDEE3FS6 FDA07047	8	2	M-F	5:30 AM - 8:00 PM	47187	Excellent	Demand Response/ Express	Monroe
26	Ford	Bus	2015	1FDEE3FS4 FDA07048	8	2	M-F	5:30 AM - 8:00 PM	48238	Excellent	Demand Response/ Express	Monroe
27	Ford	Bus	2015	1FDEE3FSX FDA07049	8	2	M-F	5:30 AM - 8:00 PM	61110	Excellent	Demand Response/ Express	Monroe
28	Ford	Bus	2016	1FDDE4FSX GDC14102	16	2	M-F	5:30 AM - 8:00 PM	14308	Excellent	Demand Response/ Express	Putnam
29	Ford	Bus	2016	1FDDE4FS9 GDC14107	16	2	M-F	5:30 AM - 8:00 PM	37937	Excellent	Demand Response/ Express	Monroe
30	Ford	Bus	2016	1FDDE4FS5 GDC55074	16	2	M-F	5:30 AM - 8:00 PM	8831	Excellent	Demand Response/ Express	Monroe
Bloomington Public Transportation Corporation (City of Bloomington)												
1	Gillig	HDV	1995	85704	37	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
2	Gillig	HDV	1997	88475	30	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
3	Gillig	HDV	1997	88479	37	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington

4	Gillig	HDV	2002	72496	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
5	Gillig	HDV	2002	72497	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
6	Gillig	HDV	2002	72498	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
7	Gillig	HDV	2003	73664	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
8	Gillig	HDV	2003	73665	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
9	Gillig	HDV	2003	73666	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
10	Gillig	HDV	2003	73667	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
11	Gillig	HDV	2003	73668	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
12	Gillig	HDV	2003	90712	29	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
13	Gillig	HDV	2003	90713	29	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM -	N/R	Not reported	Fixed Route	City of Bloomington

								11:10 PM Sat, 9:30 AM - 11:20 PM Sun				
14	Gillig	HDV	2005	74358	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
15	Gillig	HDV	2005	74359	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
16	Gillig	HDV	2005	75360	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
17	Gillig	HDV	2005	75361	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
18	Gillig	HDV	2005	75362	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
19	Gillig	HDV	2006	91173	29	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
20	Gillig	HDV	2006	91174	29	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
21	Gillig	HDV	2007	78482	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
22	Gillig	HDV	2007	78483	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington

23	Gillig	HDV	2007	78484	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
24	Gillig	HDV	2007	78485	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
25	Gillig	HDV	2008	79452	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
26	Gillig	HDV	2008	79453	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
27	Gillig	HDV	2008	79454	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
28	Ford	LDV	2008	31748	7	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington
29	Ford	LVD	2008	31749	7	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington
30	Ford	LDV	2008	31751	7	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington
31	Ford	LDV	2008	31753	7	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington
32	Gillig	HDV	2009	77481	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM -	N/R	Not reported	Fixed Route	City of Bloomington

								11:10 PM Sat, 9:30 AM - 11:20 PM Sun				
33	Gillig	HDV	2009	77482	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
34	Gillig	HDV	2009	77483	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
35	Gillig	HDV	2009	77484	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
36	Gillig	HDV	2013	81810	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
37	Gillig	HDV	2013	81811	32	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
38	Ford	LDV	2013	10690	7	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington
39	Ford	LDV	2013	10691	7	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington
40	Ford	LDV	2014	67169	7	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington
41	Ford	LDV	2014	67170	7	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington

42	Ford	LDV	2015	14910	16	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington
43	Gillig	HDV	2015	84150	40	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Fixed Route	City of Bloomington
44	Ford	LDV	2016	4183	6	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington
45	Ford	LDV	2016	4184	6	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington
46	Ford	LDV	2016	49142	6	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington
47	Ford	LDV	2016	49143	6	2	Everyday	6:10 AM - 12:50 AM M-F, 7:25 AM - 11:10 PM Sat, 9:30 AM - 11:20 PM Sun	N/R	Not reported	Btaccess	City of Bloomington
Transit of Stone City (City of Bedford)												
1	Ford	CU	2013	1FDFE4FS0 DDA59586	16	2	M-F	6:00 AM - 6:00 PM	58728	Good	Demand Response	City of Bedford
2	Ford	CU	2015	1FDFE4FS0 FDA02937	16	2	M-F	6:00 AM - 6:00 PM	37031	Good	Demand Response	City of Bedford
3	Ford	CU	2015	1FDFE4FS9 FDA02936	16	2	M-F	6:00 AM - 6:00 PM	33023	Good	Demand Response	City of Bedford
4	Ford	CU	2015	1FDFE4FS2 FDA02938	16	2	M-F	6:00 AM - 6:00 PM	28758	Good	Demand Response	City of Bedford
5	Ford	CU	2016	1FDFE4FS7 GDC14106	16	2	M-F	6:00 AM - 6:00 PM	13466	Good	Demand Response	City of Bedford
6	Ford	CU	2016	1FDFE4FS4 GDC55079	16	2	M-F	6:00 AM - 6:00 PM	5110	Excellent	Demand Response	City of Bedford
Mitchell Transit (City of Mitchell)												

1	FORD	CU	1996	1FDLE40G1 THB33225	12	1	M-F	7:30 AM - 3:30 PM	124691	Fair	Demand Response	City of Mitchell
2	FORD	CU	2009	1FDLE40G1 JHB3322	12	1	M-F	7:30 AM - 3:30 PM	130612	Fair	Demand Response	City of Mitchell
Older Americans Service Corporation												
2	Ford	Large W/C	2004	423	7	5+2 W/ C	Occasio nal	Varies	175,610	Fair	Title 3 & Private Pay	Orange/ Lawrence
6	Chevy	W/C	2007	5853	4	3+ W/ C	Varies	Varies	224,166		Medicaid, Private Pay, IH	Orange/ Lawrence
8	Chevy	W/C	2008	1792	4	3+ W/ C	Varies	Varies	258,970	Fair	Medicaid, Private Pay, IH	Orange/ Lawrence
9	Chevy	W/C	2008	985	4	3+ W/ C	Varies	Varies	199,316	Fair	Medicaid, Private Pay, IH	Orange/ Lawrence
11	Dodge	W/C	2010	2573	4	3+ W/ C	M-F	5:30AM TO 6PM	164,739	Fair	Medicaid, Private Pay, IH	Orange/ Lawrence
13	Dodge	Caravan	2011	461	4	3+ W/ C	M-F	5:30AM TO 6PM	131,025	Good	Medicaid, Private Pay, IH	Orange/ Lawrence
14	Dodge	Caravan	2012	2601	4	3+ W/ C	M-F	5:30AM TO 6PM	121,586	Good	Medicaid, Private Pay, IH	Orange/ Lawrence
16	Dodge	W/C	2013	7250	4	3+ W/ C	M-F	5:30AM TO 6PM	80,872	Good	Medicaid, Private Pay, IH	Orange/ Lawrence
17	Dodge	W/C	2013	7251	4	3+ W/ C	M-F	5:30AM TO 6PM	48,550	Good	Medicaid, Private Pay, IH	Orange/ Lawrence
18	Braun	W/C	2015	4251	4	3+ W/ C	M-F	5:30AM TO 6PM	21,880	Excellent	Medicaid, Private Pay, IH	Orange/ Lawrence
19	Braun	W/C	2016	2292	4	3+ W/ C	M-F	5:30AM TO 6PM	168	Excellent	Medicaid, Private Pay, IH	Orange/ Lawrence

20	Ford	Fusion	2017	3714	5		Varies	Varies	182	Excellent	All	Orange/ Lawrence
21	Ford	Fusion	2017	3713	5		Varies	Varies	1163	Excellent	All	Orange/ Lawrence
Owen County Health Campus												
1	Ford	E350	2012	1FDEE3FL7 DDA44680	14	2	M-F	Medical Appointments, as needed	57000	Excellent	No service area limit	Owen County
Seymour Transit (City of Seymour)												
1	Ford	CU	2015	1FDEE3FS7 FDA12063	13	2	M-F	6:00 AM - 6:00 PM M-Th, 6:00 AM - 5:00 PM Fri	54,384	Fair	Demand Response	City of Seymour
2	Ford	CU	2015	1FDEE3FS1 FDA12057	13	2	M-F	6:00 AM - 6:00 PM M-Th, 6:00 AM - 5:00 PM Fri	45,000	Good	Demand Response	City of Seymour
3	Ford	CU	2015	1FDEE3FS5 FDA12059	13	2	M-F	6:00 AM - 6:00 PM M-Th, 6:00 AM - 5:00 PM Fri	45,251	Good	Demand Response	City of Seymour
4	Ford	CU	2016	1FDEE3FS4 GDC49109	11	2	M-F	6:00 AM - 6:00 PM M-Th, 6:00 AM - 5:00 PM Fri	5,239	Excellent	Demand Response	City of Seymour
5	Ford	CU	2016	1FDFF4FS2 GDC14093	13	2	M-F	6:00 AM - 6:00 PM M-Th, 6:00 AM - 5:00 PM Fri	9,437	Excellent	Demand Response	City of Seymour
6	Ford	CU	2016	1FDFF4FS4 GDC14094	13	2	M-F	6:00 AM - 6:00 PM M-Th, 6:00 AM - 5:00 PM Fri	12,665	Excellent	Demand Response	City of Seymour
7	Ford	CU	2016	1FDFF4FS2 GDC43383	13	2	M-F	6:00 AM - 6:00 PM M-Th, 6:00 AM - 5:00 PM Fri	4,454	Excellent	Demand Response	City of Seymour
8	Ford	CU	2016	1FDFF4FS6 GDC55083	13	2	M-F	6:00 AM - 6:00 PM M-Th, 6:00 AM - 5:00 PM Fri	3,489	Excellent	Demand Response	City of Seymour
Thrive Alliance												
1	Ford	E250	2009	1FTNS24L9 9DA24979	6	6+1 wc	Mon. - Fri.	6:00am to 5:00pm	155,000	Fair	Access Brown County	Brown County

2	Ford	E250	2007	1FTNS24L2 7DA35335	7	7+1 wc	Tues- Friday	9am to 1pm	39,900	Good	Crothersville Sr. Center	Crothersville area
3	Ford	E250	2009	1FTNS24L3 9DA24976	7	7 +1 wc	Mon. - Friday	8:30am to 2pm	77,000	Good	Brownstown Sr. Center	Brownstown incl. 6 area townships
Southern Indiana Center for Independent Living												
1	Chrysler	200	2015		5	no	varies	varies		New	Home Care	41 counties/Indiana
2	Ford	Focus	2013		5	no	varies	varies		Good	Home Care	41 counties/Indiana

IV. NEEDS ASSESSMENT

OVERVIEW

RLS & Associates, Inc. contacted local human service agencies, faith-based organizations, employers, and all transportation providers serving each county in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. Meeting invitations were mailed to all identified organizations, those that participated in the 2014 Coordinated Public Transit Human Services Transportation Plan, and agencies that have applied for Section 5310 grants from INDOT since 2014. Documentation of outreach efforts included in this project to date and the level of participation from each organization is provided in the Appendix. The following paragraphs outline results from the local general public and stakeholder coordinated transportation meeting.

GENERAL PUBLIC AND STAKEHOLDER MEETINGS

A local meeting was conducted at a location accessible to Region 3 stakeholders and facilitated by RLS & Associates, Inc. to discuss the unmet transportation needs and gaps in service and establish goals for older adults, individuals with disabilities, people with low incomes, and the general public. The schedule for the meetings is provided in the following table:

Date	October 12, 2016
Location	Brown County YMCA, Nashville, IN
Time	10:00 AM to 12:00 PM

Invitations to the meeting were distributed via the U.S. Postal Service to nearly 90 individuals or organizations that represent transportation providers, older adults, individuals with disabilities, and/or people with low incomes. The general public was invited and notified of the meeting through a variety of public announcements through the following websites and newspapers:

- ◆ Bedford Times – Mail (Bedford)
- ◆ The Herald Times (Bloomington)
- ◆ Jackson County Banner (Brownstown)
- ◆ Seymour Tribune (Seymour)
- ◆ Express News (Gosport)
- ◆ The Hoosier Topics (Cloverdale)
- ◆ Spencer Evening World (Spencer)
- ◆ Brown County Democrat (Nashville)
- ◆ This is Brown County (Nashville)

A list of all organizations invited to the meeting and their attendance/non-attendance status is provided in the Appendix. Organizations that were represented at the meetings are listed below:

- ◆ Seymour Parks and Recreation
- ◆ City of Bedford TASC
- ◆ SICIL/Solutions Center
- ◆ ACCESS Johnson County
- ◆ ACCESS Brown County
- ◆ Area 10 Agency on Aging
- ◆ Brown County Commissioners
- ◆ INDOT Office of Transit

During the meeting, the facilitator presented highlights of historical coordinated transportation in the Region and discussed the activities since the 2013-2014 Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area. Many of the participants in the meetings were involved in the 2013-2014 planning process.

Following the initial presentation, the stakeholders were asked to review the gaps in transportation services and needs from the 2013-2014 plan and to identify any gaps that were no longer valid and to identify any new needs/gaps which the facilitator deleted/added from a flip chart list. The focus of the discussions was transportation for older adults, individuals with disabilities, and people with low incomes. However, several topics discussed also impact mobility options for the general public. After the changes to the needs/gaps list were completed, each participant was asked to rank the needs/gaps, using colored dots representing a high, medium or low priority or that the remaining gap/need should be deleted.

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

Stakeholder participants were asked to take both paper copies and the link for the electronic survey to help further promote participation of the public in the survey process.

The following list are the unmet transportation needs and gaps in services identified by meeting participants or as a result of the public survey process. Coordinated transportation stakeholders will consider these unmet needs and gaps in service when developing transportation strategies and grant applications. In most cases, needs (except where noted) appeared consistently for each county.

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

2013-2014 Need/Gap	2016-2017 Need/Gap	2016-2017 Priority Level	Goal
Affordable transportation for employment	Transportation across county lines for employment and medical appointments	High Priority	#1, #4, #5
Transportation related to childcare, school, and after-school activities	Ongoing need	Low Priority	#1, #4, #5
Extended hours in the mornings, evenings, and weekends	Weekend and evening transportation	High Priority	#5
Capacity – more demand than seats available in many cases	The limited amount of vehicles prohibits providers from going outside of the service area if needed.	Medium Priority	#3, #6
More customer focus needed – improve outreach, narrow pick-up window, etc.	Additional outreach to the public and to local and State officials is needed.	High Priority	#1, #2, #3

PROGRESS SINCE THE 2013-2014 COORDINATED PLAN

Over the past four years the transportation providers in Region 3 have made some progress in implementing the goals and strategies contained in the 2013-2014 Coordinated Public Transit - Human Services Transportation Plan. For example, providers present at the stakeholder meeting felt that the Region has improved pick-up windows by narrowing them, and has expanded service provided during the morning hours to meet this need. Lawrence County, which had no public transportation services available during the last plan update, is now covered by Rural Transit.

It is important that transportation providers and human service agencies recommit themselves to support the coordination initiatives included in this updated Plan.

CONTINUING CHALLENGES TO COORDINATED TRANSPORTATION

There are numerous challenges to the coordination of human service agency and public transportation in any community or Region. Some of the unmet transportation needs listed in Exhibit IV.1 are unmet either 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 priority, some may take more time to implement because of the necessary steps and changes that must precede them. Additionally, some of the unmet transportation needs may be addressed before the top priority needs simply because they are easily addressed and/or they are a step that will improve the likelihood of implementing a priority improvement.

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 and in Indiana. Therefore, issues such as conflicting or restrictive State and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort. There are many resources available to assist communities as they work together to coordinate transportation. Contact the Indiana Department of Transportation (INDOT), Office of Transit (<http://in.gov/indot/2436.htm>) for assistance.

RESULTS OF THE GENERAL PUBLIC SURVEY

The following charts outline the public survey results received from individuals living in the Region. Surveys were available on-line, on public transit vehicles, at various non-profits, and distributed by volunteers through organizations that serve seniors and individuals with disabilities. The on-line and paper versions of the survey were also advertised in local newspapers. The survey period was November 2016 through February 2017.

The following survey summary includes the information gained from 45 surveys from the general public. Each chart is based on the number of responses received for individual questions. If an individual skipped a question or did not provide an eligible answer, the distribution of responses for that particular question will be based on fewer than 45 surveys. The survey results are not statistically valid, but do offer insight into the unmet transportation needs and gaps in services for the general public in each county. The distribution of survey results is listed below:

- ◆ Brown County: 15 Survey
- ◆ Jackson County: 23 Surveys
- ◆ Lawrence County: 2 Surveys
- ◆ Monroe County: 4 Surveys
- ◆ Owen County: 1 Survey

Survey respondents were asked to report all of the transportation they or their family have used in the past 12 months. Choices ranged from bicycles and walking to using public or agency services. As indicated in Exhibit IV.2, approximately 82 percent indicated that they used a personal vehicle or rode with a friend/family member. Approximately 49 percent of respondents indicated that they used demand response public or agency-sponsored transportation services. Approximately 36 percent of respondents bicycle or walk as a mode of transportation. And, 29 percent use public or human service agency transportation in neighboring counties. Exhibit IV.2 outlines the variety of transportation modes used in this Region.

Exhibit VI.2: Modes of Transportation Used in the Past 12 Months

Mode of Transportation Used	Response Percent	Response Count
Personal vehicle or ride with a friend/family member	82.2%	37
Demand response public or agency/program-sponsored transportation services (requires an advance reservation and the vehicle comes to your house for pick-up and drop-off)	48.9%	22
Public transportation systems or human service/senior agencies in neighboring counties	28.9%	13
Bicycle or Walk (other than for exercise)	35.6%	16
Carpool or vanpool	20.0%	9
Other (please specify)	6.7%	3
Ambulette Service (non-emergency medical transportation provided by a medical transportation company)	6.7%	3
Fixed route public transit (with bus stops and time schedule)	26.7%	12
Flexible public transit routes (vehicles operate on a fixed route and time schedule but can make deviations off the route)	22.22%	10
Private taxi, Uber, Lyft (or similar)	11.1%	5
Agency-provided transportation (such as COA, AAA or Rehabilitation Center Services)	6.7%	3
Faith-based organization (such as a church bus or van to go to services or activities)	13.3%	6
Volunteer transportation	8.9%	4
Private inter-city bus (such as Greyhound or Megabus)	2.2%	1
Amtrak (to/from an origin or destination in Indiana)	0.0%	0
Car share (Car 2 Go)	17.8%	8

Survey responses listed in Exhibit IV.2 indicate that respondents are not all currently using public or agency transportation services in the Region. Exhibit IV.3, below, outlines the reasons why some of the respondents are not using public or agency-sponsored transportation. This question provides an indication of the gaps in the existing network of services that may be causing people to use different transportation options. The primary reason for not using transportation services was having the option and preference to drive (70.6%). The second most common reason was that the respondent's friend or family drove him or her (47.1%). Other reasons included the vehicle not being available where the respondent lived (14.7%) or that it is not available when they need it (8.8%). Others indicated that they are using public transportation, or are not using it because it does not go where they need to go or it takes too much time compared to other options.

Exhibit IV.3: Reasons for Not Using Public or Agency-Sponsored Transportation Services

Answer Options	Response Percent	Response Count
I have my own car and prefer to drive	70.6%	24
My friend or family drive me where I need to go	47.1%	16
Other (please specify)	2.9%	1
It is not available where I live	14.7%	5
It is not available at the times or days when I need it	8.8%	3
I don't know how to use it	0.0%	0
It does not go where I need to go	5.8%	2
It is unaffordable	0.0%	0
It takes too much time compared to my other options	2.9%	1
The vehicles are not wheelchair accessible	0.0%	0
Answered Question		34
Skipped Question		11

Next, respondents were asked, if transportation were easy to use and available, which reason would cause you to use it? As indicated in Exhibit IV.4, below, the majority of people would use it if there were not another transportation option available to them (67.7%), and 71 percent would use transportation options if they saved money. All of the potential reasons are listed in the following exhibit.

Exhibit IV.4: Reasons to Use Public or Agency-Sponsored Transportation Services

Answer Options	Response Percent	Response Count
If it would save money (ex. save on gas or car maintenance)	71.0%	22
If it is better for the environment	41.9%	13
If it is provided with wheelchair accessible vehicles	16.1%	5
If I do not have another transportation option	67.7%	21
I would not use public transportation under any circumstance	3.2%	1
Answered Question		31
Skipped Question		14

When asked what changes could be made to the local transportation options to make using them more appealing, the most common responses included operating on Saturdays (65.8%), having the option to ride to different parts of the state (57.9%), operating on Sundays (44.7%), a lower cost to ride (42.1%), and not sharing rides with others (42.1%).

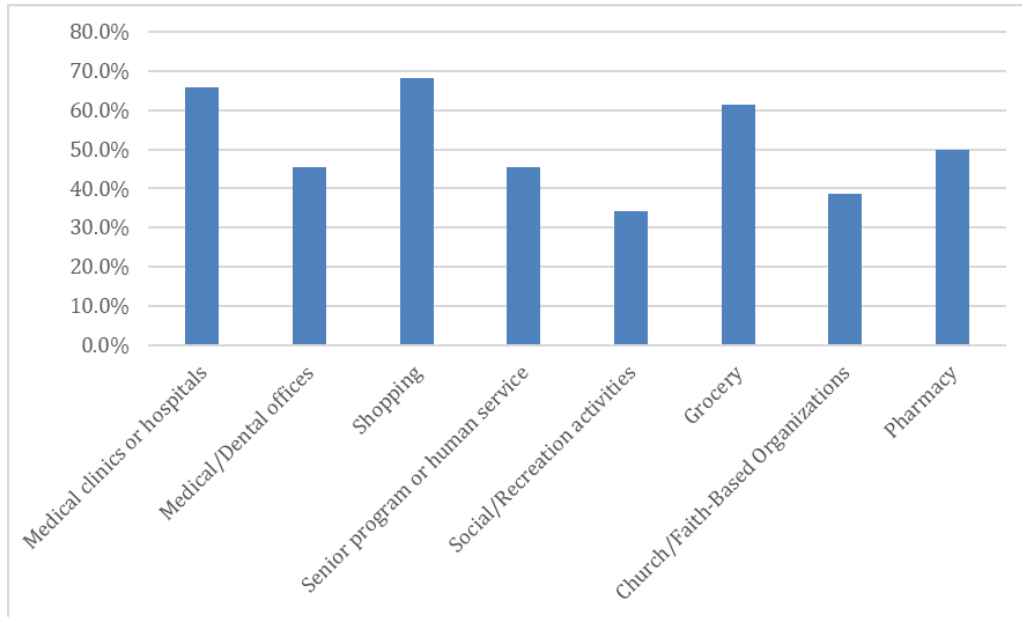
Exhibit IV.5: Changes to Make Transportation Options More Appealing

Answer Options	Response Percent	Response Count
If I could ride to other parts of the state (such as Indianapolis or other cities and towns)	57.9%	22
Lower the cost to ride	42.1%	16
Start earlier in the morning	18.4%	7
End later at night	34.2%	13
Operate on Saturdays	65.8%	25
Operate on Sundays	44.7%	17
Pick me up at my house and take me directly to where I am going/no shared rides with others	42.1%	16
Operate on a fixed route and schedule with bus stops	15.8%	6
Smaller vehicles	2.6%	1
Larger vehicles	10.5%	4
Wheelchair accessible vehicles	7.9%	3
More reliable/On-Time for picking me up/dropping me off	23.7%	9
Other (please specify)	2.63%	1
Answered Question		38
Skipped Question		7

When asked if he or she would use a fixed route bus service if it were available, 44.4% of respondents said yes.

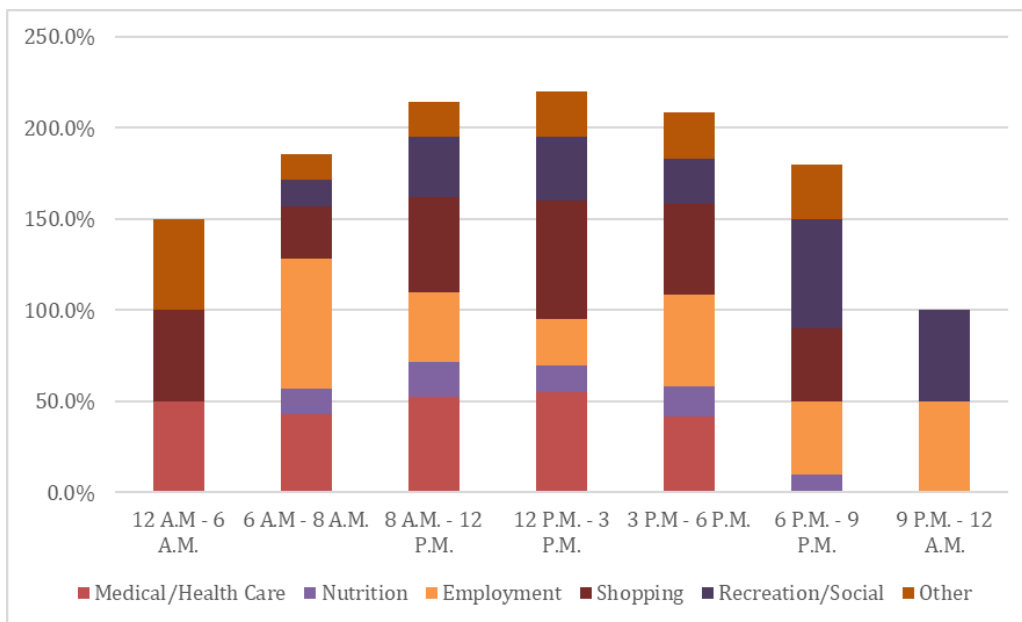
The most commonly visited destinations when transportation is available to the survey respondent are shopping (68.1%); medical clinics and hospitals (65.9%); grocery (61.3%); and pharmacy (50%). Exhibit IV.6 provides the distribution of responses.

Exhibit IV.6: Most Common Trip Purposes when Transportation is Available



Transportation demand by time of day is a tool used to understand when the most vehicles and drivers are likely to be needed. Exhibit IV.7 indicates that the highest demand is between 12:00 PM and 3:00 PM and the most common trip purpose during those hours is for shopping. The remainder of the peak period is 8:00 AM through 12:00 PM and 3:00 PM through 6:00 PM, when shopping remains the most common trip purpose. Demand for all trip purposes is lower earlier and later in the day.

Exhibit IV.7: Time of Day when Trips are Needed, by Purpose



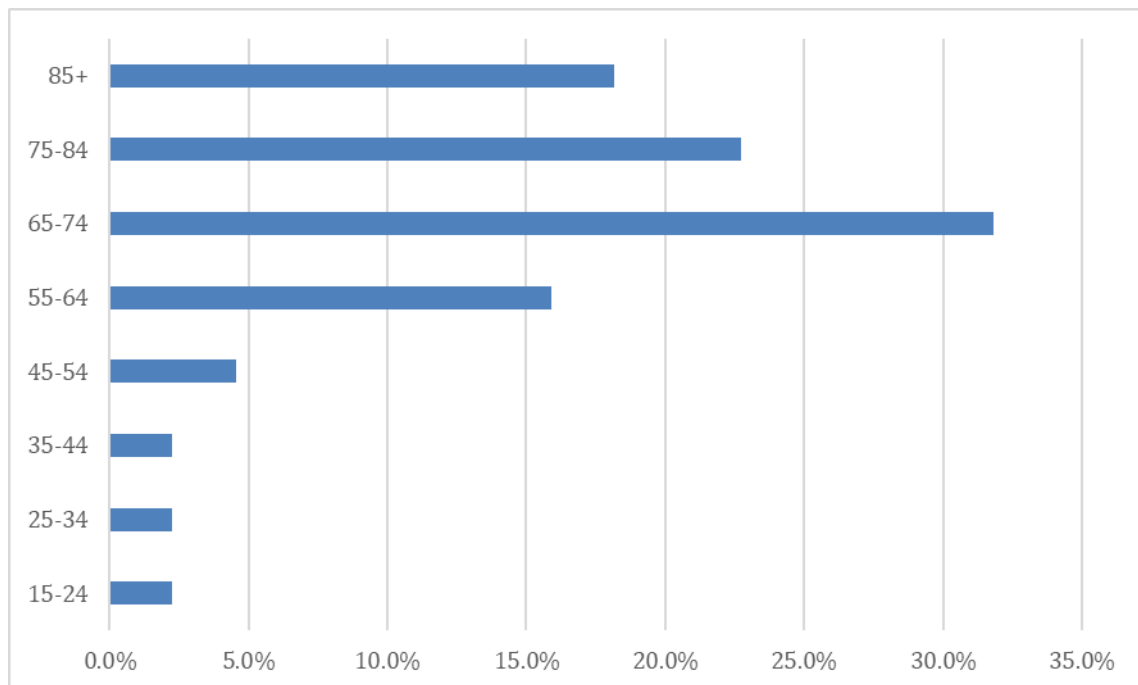
The majority of survey respondents do have available transportation to destinations outside of the county of residence when they need it (69 percent). The remaining respondents sometimes do not have transportation to destinations in other counties when needed. Trip requests to out-of-county destinations were related to getting to Columbus or traveling between Lawrence and Monroe Counties.

Demographic and Socio-Economic Data

One hundred (100) percent of survey respondents indicated English as his or her first language.

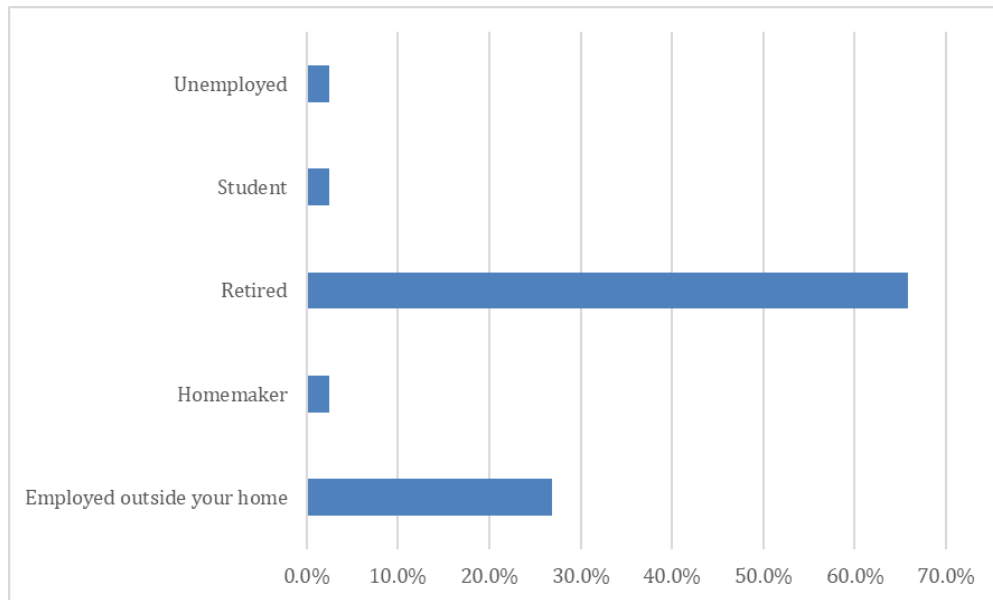
The age distribution of survey respondents is outlined in Exhibit IV. 8, below. Nearly 32 percent of respondents were age 65 or older. Twenty-six (26) percent of respondents reported having a disability which requires them to use a cane, walker, wheelchair, and/or another device.

Exhibit IV.8: Age of Survey Respondents



Approximately 27 percent of survey respondents were employed outside of the home, while 66 percent were retired. Less than 3 percent were unemployed.

Exhibit IV.9: Employment Status



V. IMPLEMENTATION PLAN

The coordinated transportation goals are prioritized based on the feedback received from stakeholders and the stakeholders resolved that the key to successful coordination is to enhance the understanding of the general public and local officials regarding the availability and benefits of coordinated transportation. Stakeholders indicated the need to enhance their coordination efforts and work together to meet the demand and fill the service gaps for public and human service transportation across the Region.

The participating stakeholders meeting held on October 12, 2016 included a review of the goals that were established during the 2013-2014 plan process. While the discussion achieved consensus on retaining the existing six goals, the process identified a number of new implementation strategies which reflected changes in the tools and approaches to meeting the selected goals. As a result, some of the original strategies were altered and/or deleted. The following goals were proposed for the 2016-2017 Plan:

Goal #1: Create a transportation structure that promotes more efficient use of resources at the local and regional level.

The lack of effective communication among providers was viewed as a major obstacle to improving coordination. The first step in addressing this issue is the creation of a Regional Transportation Advisory Committee (RTAC). This will provide the foundation for developing a network of coordinated transportation services. All stakeholders indicated unmet transportation needs and gaps in service along with a desire to work together to address these issues.

Goal #2: Enhance the knowledge and understanding of the general public and local officials regarding the availability and benefits of public and coordinated human service transportation.

It was the general consensus of the stakeholders that across all counties, there is a lack of knowledge and understanding of the available transportation resources. Human service agency clients and the general public often indicate that they are unaware of public transportation services in their area. The same is often true for local officials who may provide support for the services. It is important that they are knowledgeable of the services and of the benefits the public receives as a result of the public transportation services. The strategies address various methods to better inform the citizenry of available services.

Goal #3: Increase the amount of funds available for coordinated general public – human services transportation in the Region while also working cooperatively to control costs.

The lack of adequate funding was often mentioned by stakeholders as a major impediment to the provision of public transportation services. This includes funding limitations from the Federal, State

and local levels. Implementation of many of the goals and strategies included in this plan are dependent upon additional funding. It is important for transportation providers, human service agency representatives, and the general public to convey their funding concerns to the appropriate agencies.

Goal #4: Extend service to the rural portions of the five-county area and enhance service levels, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals for medical appointments.

Throughout the five-county area there is a call for the expansion of public transportation services. There is limited service across county lines which results in people being isolated from services they may need, such as trips to medical appointments or employment/training. There are areas within the Region that have only minimal service. There is also the need to increase the frequency of service in certain areas so that public transportation becomes a viable alternative for commuters, including those who need to stop at a childcare facility and make appointments in addition to their normal workday.

Goal #5: Extend service hours to enhance public transportation services in the most rural portions of the five-county area, thereby increasing the availability of services for older adults, individuals with disabilities, people with low incomes, and other transportation disadvantaged individuals.

With the exception of Bloomington Transit, there is no weekend transit service in the five-county area. This creates a very difficult situation for those that are dependent on public transit. Transit services that only operate from early morning to late afternoon result in making 2nd and 3rd shift jobs out of reach for the transit dependent population. Transportation providers are encouraged to carefully consider expanding their hours and days of service to facilitate access to shift work and other employment opportunities with non-traditional work hours for older adults, people with disabilities, and individuals with low incomes.

Goal #6: Obtain the necessary capital assistance, including vehicles and related equipment and new technology, to improve existing mobility options and serve more people.

It is important that transit providers continue to obtain the capital assistance that is needed to meet their service requirements and to enhance the traveling experience for their passengers. Various types of vehicles should be considered that together will meet the needs of seniors, persons with disabilities, and individuals with low-income. Additional capital resources will create efficiencies and improve communication with passengers, the public, internally and between coordinating agencies.

GOALS AND STRATEGIES

The following tables outline the implementation 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 are those that either have been implemented prior to this report, or will be implemented at the earliest feasible time and will require ongoing activity.

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

IMPLEMENTATION STRATEGIES/ALTERNATIVES FOR BROWN, JACKSON, LAWRENCE, MONROE, AND OWEN COUNTIES

GOAL #1: CREATE A TRANSPORTATION STRUCTURE THAT PROMOTES MORE EFFICIENT USE OF RESOURCES AT THE LOCAL AND REGIONAL LEVEL.

Strategy 1.1: Form a 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.

Priority: High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

Implementation Time Frame:

Near-Term (1-12 months)

Staffing Implications:

No additional staff required

Implementation Budget:

Minimal expense for travel. No additional costs for staff time to attend meetings.

Potential Grant Funding Sources: NA

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

Performance Measures:

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

Strategy 1.2: Agencies will carefully evaluate those service needs that can be more efficiently and effectively met by agreements with other providers and develop Memorandums of Understanding/Contracts with all transportation service providers within the Region. The MOUs should include the specific coordination activities that will occur. Improved coordination among providers will assist in filling the gaps in service for medical appointments, shopping and human service agency program services.

Priority: Medium

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> NA	
<u>Potential Grant Funding Sources:</u> NA	

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

Performance Measures:

- ◆ Number of MOUs/contracts developed
- ◆ Number and types of coordination activities resulting from agreements

Strategy 1.3: Agencies providing transportation within the Region will conduct a study to identify regional transfer points. The study will identify the needs by analyzing ridership numbers, pick-up/drop-off times, trip purpose, and whether or not a mobility aid was needed. The results from the study can be used to plan coordinated trips between providers at the most needed transfer centers throughout the Region.

Priority: High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Mid-term (13-24 months)	<u>Staffing Implications:</u> Staff from a lead agency will be required to collect, organize, and analyze data from regional providers
<u>Implementation Budget:</u> To be determined, depending on staff time needed	
<u>Potential Grant Funding Sources:</u> Section 5311/Local funds	

Responsible Parties: Transportation providers throughout the Region

Performance Measures:

- ◆ Data collected from participating agencies
- ◆ Unmet needs identified

- ◆ Transfer points identified
- ◆ Decrease in trip denials
- ◆ Increase in ridership

Strategy 1.4: While Rural Transit has implemented fare integration in the Bloomington/Monroe County area, regional fare integration should be studied to determine its feasibility across additional counties. Fare integration may reduce the gap between where people live and where they work or want to travel to for other purposes. This effort also includes free transfers between providers.

Priority: Medium/High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

Implementation Time Frame:

Mid-Term (13-24 months)

Staffing Implications:

No additional staff required

Implementation Budget:

Cost of printing materials and related public notification efforts

Potential Grant Funding Sources:

Local funds

Responsible Parties: Rural Transit leads with assistance from public transportation providers from each county

Performance Measures:

- ◆ Fare integration studied
- ◆ Fare integration implemented
- ◆ Results of fare integration, e.g. number of transfers among providers, etc.

Strategy 1.5: Transportation providers should experiment with sharing trip schedules on-line to facilitate enhancement of regional transportation options, particularly for the provision of medical trips.

Priority: Low

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

Implementation Time Frame:
Ongoing

Staffing Implications:
No additional staff required

Implementation Budget:
NA

Potential Grant Funding Sources:
NA

Responsible Parties: Public transportation providers from each county

Performance Measures:

- ◆ Trip schedules shared online among providers
- ◆ Number of shared trips resulting from effort for a specific period

Strategy 1.6: Evaluate liability insurance restrictions that limit sharing vehicles or other resources among agencies.

Priority: Low

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

Implementation Time Frame:
Ongoing

Staffing Implications:
No additional staff required

Implementation Budget:
NA

Potential Grant Funding Sources:
NA

Responsible Parties: All participating transportation providers in the Region.

Performance Measures:

- ◆ Liability insurance evaluation completed
- ◆ Results of evaluation – Restrictions removed or overcome, etc.

Strategy 1.7: Transportation providers should evaluate their respective staffs to determine if additional personnel are needed to effectively manage and operate the transportation services.

Priority: High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> To be determined
<u>Implementation Budget:</u> To be determined	
<u>Potential Grant Funding Sources:</u> Section 5311/Local funds	

Responsible Parties: Region's transportation providers

Performance Measures:

- ◆ Transit staff evaluation completed

Strategy 1.8: Transportation providers should coordinate their training programs and continue to work with Indiana RTAP to ensure that drivers are properly trained to assist clients with all types of disabilities and not just those in wheelchairs.

Priority: High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> NA	
<u>Potential Grant Funding Sources:</u> Section 5311, local funds	

Responsible Parties: All transportation providers

Performance Measures:

- ◆ Training programs coordinated
- ◆ Number of drivers trained
- ◆ Number of training classes held

GOAL #2: ENHANCE THE KNOWLEDGE AND UNDERSTANDING OF THE GENERAL PUBLIC AND LOCAL OFFICIALS REGARDING THE AVAILABILITY AND BENEFITS OF PUBLIC AND COORDINATED HUMAN SERVICE TRANSPORTATION.

Strategy 2.1: 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, nonprofits, for-profit agencies, and major employers that serve older adults, individuals with disabilities, and people with low incomes.

Priority: Low

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

Implementation Time Frame:

Near-Term (1-12 months)

Staffing Implications:

No additional staff required

Implementation Budget:

Minimal expense for printing and postage

Potential Grant Funding Sources: Local grants

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

Performance Measures:

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

Strategy 2.2: 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. The Veteran Services Officer, in particular, should be engaged.

Priority: High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> NA	
<u>Potential Grant Funding Sources:</u> <u>NA</u>	

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

Performance Measures:

- ◆ Number of presentations made to area organizations and agencies

Strategy 2.3: 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.

Priority: Medium/High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> No additional staff required
<u>Implementation Budget:</u> NA	
<u>Potential Grant Funding Sources:</u> <u>NA</u>	

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

Performance Measures:

- ◆ Power Point presentation developed
- ◆ Number of presentations made to local elected officials

Strategy 2.4: 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. The guide will also provide information on the benefits of public, human service agency, and/or coordinated transportation that could be broadly distributed to local government officials, human service agency staff, and businesses.

Priority: High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

Implementation Time Frame:

Mid-Term (13-24 months)

Staffing Implications:

No additional staff required

Implementation Budget:

Minimal expense for labor, printing and postage

Potential Grant Funding Sources:

Section 5311 (rural) grant program, local funding

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

Performance Measures:

- ◆ Resource guide prepared
- ◆ Number of resource guides distributed

Strategy 2.5: Submit informational articles on public and/or coordinated transportation to the local newspaper and to agency newsletters. Encourage riders/consumers to write positive letters to the editor regarding their transportation service experience.

Priority: Low

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> NA	
<u>Potential Grant Funding Sources:</u> NA	

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

Performance Measures:

- ◆ Articles submitted to newspapers
- ◆ Increase in ridership and decrease in information requests as transportation services information and updates reach potential passengers

Strategy 2.6: 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.

Priority: Low

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> NA	
<u>Potential Grant Funding Sources:</u> NA	

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

Performance Measures:

- ◆ Decrease in questions regarding vehicle restrictions
- ◆ Increase in the number of coordinated trips provided

Strategy 2.7: Maintain and/or establish a travel-training program for individual users on awareness, knowledge, and skills of public and alternative transportation options available in each county in the Region. Training can be provided to organizations, civic groups, and on an individual basis as needed. Materials that outline training highlights should be produced and distributed to attendees.

Priority: Low

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

Implementation Time Frame:

Ongoing

Staffing Implications:

Minimal

Implementation Budget:

To be determined based on materials produced

Potential Grant Funding Sources:

Potential for Section 5307 (urban) and/or 5311 (rural) public transportation grants (Local match required)

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

Performance Measures:

- ◆ Travel-training program initiated
- ◆ Materials produced and distributed
- ◆ Number of individuals trained

GOAL #3: INCREASE THE AMOUNT OF FUNDS AVAILABLE FOR COORDINATED GENERAL PUBLIC – HUMAN SERVICES TRANSPORTATION IN THE REGION WHILE ALSO WORKING COOPERATIVELY TO CONTROL COSTS

Strategy 3.1: Public transportation providers and other transit advocates 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.

Priority: High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> Minimal
<u>Implementation Budget:</u> NA	
<u>Potential Grant Funding Sources:</u> NA	

Responsible Parties: Public transportation providers and human service agencies from each county. RTAC, if formed

Performance Measures:

- ◆ Funding advocacy initiated
- ◆ Resulting increased funding

Strategy 3.2: Maximize coordination of transportation services and the coordination of arrangements for the purchase of capital equipment, including Section 5310 funded vehicles.

Priority: High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> Cost of vehicles and equipment	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers; Section 5310 for human service agencies and public transportation providers (20% local match required)	

Responsible Parties: Eligible transportation providers

Performance Measures:

- ◆ Number of coordinated capital purchases
- ◆ Number of vehicles purchased

Strategy 3.3: Transportation providers should fully allocate their transportation costs to facilitate a better understanding of their fare/billing structure, client transportation costs and mixing of clients on vehicles.

Priority: Medium

Counties Included: Brown, Jackson, Lawrence, Monroe and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> Cost of vehicles and equipment	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers; Section 5310 for human service agencies and public transportation providers (20% local match required)	

Responsible Parties: Public transportation providers

Performance Measures:

- ◆ Number of providers that determine their fully allocated cost
- ◆ Increased volume of purchase of service arrangements and client mixing

Strategy 3.4: Transportation providers should consider the utilization of volunteers to extend services, decrease costs and meet their respective staffing needs. Note that umbrella insurance is available to address liability concerns. Volunteer programs should be coordinated including the recruitment, screening, training and management of volunteers. As entities receiving public funding may be uncomfortable with using volunteers, a local non-profit agency may be willing to start a volunteer driver program to assist with serving the Region's transportation unmet needs.

Priority: High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

Implementation Time Frame:
Ongoing

Staffing Implications:
This strategy may require staff to administer the program

Implementation Budget:
Cost of insurance

Potential Grant Funding Sources: Section 5311 for public transportation providers (50% local match required), other local funds

Responsible Parties: Public transportation providers, local non-profit agencies

Performance Measures:

- ◆ Increase in number of volunteers used
- ◆ Amount of funds saved
- ◆ Decrease in trip denials

Strategy 3.5: Evaluate the formation of an insurance pool to decrease vehicle insurance costs and/or utilize a common insurance broker among providers.

Priority: Medium

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

Implementation Time Frame:
Ongoing

Staffing Implications:
NA

Implementation Budget:
Cost of purchased insurance

Potential Grant Funding Sources: Section 5311 for public transportation providers (50% local match required)

Responsible Parties: Public transportation providers

Performance Measures:

- ◆ Evaluation of insurance pool conducted
- ◆ Joint purchasing of insurance established
- ◆ Amount of funds saved through coordinated effort

Strategy 3.6: The Region’s transportation providers should continue to be active members of the Indiana Council on Specialized Transportation (INCOST), the Indiana Citizens Alliance for Transit (ICAT), and the Indiana Transportation Association (ITA) to support transit services across the State and additional funds to meet the growing transportation needs.

Priority: Medium

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> Staff time to gather supporting documentation/information as requested by State legislators
<u>Implementation Budget:</u> NA	
<u>Potential Grant Funding Sources:</u> NA	

Responsible Parties: Public transportation providers or RTAC, if formed

Performance Measures:

- ◆ Number of Region’s transportation providers that become members of these organizations
- ◆ Amount of additional funds secured through efforts

GOAL #4: EXTEND SERVICE TO THE RURAL PORTIONS OF THE FIVE-COUNTY AREA AND ENHANCE SERVICE LEVELS, THEREBY INCREASING THE AVAILABILITY OF SERVICES FOR OLDER ADULTS, INDIVIDUALS WITH DISABILITIES, PEOPLE WITH LOW INCOMES, AND OTHER TRANSPORTATION DISADVANTAGED INDIVIDUALS FOR MEDICAL APPOINTMENTS, DAYCARE TRANSPORTATION, AND GROCERY/PERSONAL SHOPPING

Strategy 4.1: Evaluate the feasibility of providing general public transportation services in Jackson County through a combination of expansion of the Seymour Transit System, expansion of Transit Authority of Stone City (TASC), incorporation of Jackson County into the Southern Indiana Transit System (SITS) serving Crawford, Harrison, Scott, and Washington Counties, or creation of a new transportation agency. Make a determination of which alternative(s) is best to be pursued. Recognize a “champion” and “lead agency” to lead the effort to realize general public transportation services in Jackson County.

Priority: Medium

Counties Included: Jackson County

<u>Implementation Time Frame:</u>	<u>Staffing Implications:</u>
Mid-Term (13-24 months)	NA

Implementation Budget:
To be determined based on chosen alternative(s)

Potential Grant Funding Sources: Section 5311 for public transportation providers (50% local match required)

Responsible Parties: Transportation providers serving Jackson County

Performance Measures:

- ◆ Discussions with Commissioners and other local government agencies to local secure funding and support
- ◆ Service evaluation completed
- ◆ Funding secured
- ◆ General public service initiated in Jackson County
- ◆ Ridership on additional service

Strategy 4.2: Discuss the need and demand for general public transportation services with the Jackson County Board of County Commissioners as well as the recommended alternatives for the provision of such services.

Priority: Medium

Counties Included: Jackson County

<u>Implementation Time Frame:</u>	<u>Staffing Implications:</u>
Mid-Term (13-24 months)	NA

Implementation Budget:
NA

Potential Grant Funding Sources:
NA

Responsible Parties: Public transportation providers serving Jackson County

Performance Measures:

- ◆ Presentations made to Boards of County Commissioners

- ◆ Support received from Jackson County

Strategy 4.3: Conduct a Transit Feasibility Study that will collect and research data upon which conclusions can be drawn to improve transportation services in the Seymour area and implementation of new services, such as those below, can be justified.

- Evaluate the feasibility of Seymour Transit providing deviated fixed route service along U.S. Highway 50, Walnut St., 2nd St. and Ewing St. in Seymour.
- Determine the cost-benefit of redesigning Seymour Transit to provide regular fixed route service across the city.
- Evaluate the feasibility of expanding Seymour Transit into the rural areas of Jackson County.
- Evaluate the possibility of service between Seymour and Columbus.
- Evaluate provision of service between Seymour and courthouse in Brownstone.

Priority: High

Counties Included: Jackson County

Implementation Time Frame:

Mid-Term (13-24 months)

Staffing Implications:

NA

Implementation Budget:

To be determined based on chosen alternative(s)

Potential Grant Funding Sources: Section 5311 for public transportation providers (50% local match required)

Responsible Parties: Seymour Transit

Performance Measures:

- ◆ Transit Feasibility Study completed
- ◆ Necessary funding is secured
- ◆ Expansion of Seymour Transit service
- ◆ Increase in ridership on expanded service

Strategy 4.4: Evaluate the possibility of expanding the service provided by the Brown County YMCA to specifically benefit Nashville residents, with consideration given to providing this service in a deviated fixed route manner. This should include conducting public outreach meetings to receive feedback from the public on the adequacy of existing services and needs that are not being met.

Priority: Low

Counties Included: Brown County

<u>Implementation Time Frame:</u> Mid-Term (13-24 months)	<u>Staffing Implications:</u> NA
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Implementation Budget:
To be determined based on service design

Potential Grant Funding Sources: Section 5311 for public transportation providers (50% local match required)

Responsible Parties: Brown County YMCA

Performance Measures:

- ◆ Service evaluation completed
- ◆ Expansion of transit service initiated
- ◆ Necessary Section 5311 funding secured
- ◆ Increase in ridership on expanded service

Strategy 4.5: To improve the provision of intercity transportation between Lawrence and Orange Counties, respective managers of the Transit Authority of Stone City, Mitchell Transit Service and Orange County Transit should meet to discuss the possibility of establishing transfer points to coordinate passenger travel among the providers.

Priority: Medium

Counties Included: Lawrence County

<u>Implementation Time Frame:</u> Near-Term (1-12 months)	<u>Staffing Implications:</u> NA
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Implementation Budget:
Minimal cost for informational materials

Potential Grant Funding Sources: Section 5311 for public transportation providers (50% local match required) for changes in service that would be expansions for the existing providers (i.e., transfer points).

Responsible Parties: Transit Authority of Stone City, Mitchell Transit Service and Orange County Transit

Performance Measures:

- ◆ Meeting(s) among transit providers are held
- ◆ Transfer points established
- ◆ Number of resulting transfers
- ◆ Necessary funding secured to cover expansions in existing services to include transfers

Strategy 4.6: Applications should be submitted commensurate with the level of additional funding needed to support the services implemented as a result of the above efforts.

Priority: High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> To be determined	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers (50% local match required)	

Responsible Parties: Public transportation providers

Performance Measures:

- ◆ Number of funding applications submitted/amount of funding received
- ◆ Volume of service initiated (additional hours, routes, etc.)
- ◆ Increased ridership on expanded services

Strategy 4.7: Once the additional/coordinated service(s) has been planned, strenuous efforts should be made to inform the public of the availability of the service.

Priority: High

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> Cost of informational materials and other public notice efforts	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers (50% local match required)	

Responsible Parties: Public transportation providers

Performance Measures:

- ◆ Number of efforts made to inform public of expanded services
- ◆ Increased ridership on expanded services

GOAL #5: EXTEND SERVICE HOURS TO ENHANCE PUBLIC TRANSPORTATION SERVICES IN THE MOST RURAL PORTIONS OF THE FIVE-COUNTY AREA, THEREBY INCREASING THE AVAILABILITY OF SERVICES FOR OLDER ADULTS, INDIVIDUALS WITH DISABILITIES, PEOPLE WITH LOW INCOMES, AND OTHER TRANSPORTATION DISADVANTAGED INDIVIDUALS.

Strategy 5.1: Rural Transit should conduct a cost/benefit analysis to determine the feasibility of extending services to Saturday and Sunday in its operating area, particularly Bloomington/Monroe County. It is recommended that the service be initially operated in a demand responsive manner, if implemented.

Priority: Low

Counties Included: Lawrence, Monroe and Owen Counties

<u>Implementation Time Frame:</u> Mid-Term (13-24 months)	<u>Staffing Implications:</u> Additional drivers and dispatcher may be required for some providers
<u>Implementation Budget:</u> To be determined based on service provided	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers (50% local match required)	

Responsible Parties: Rural Transit providers

Performance Measures:

- ◆ Cost-benefit analysis completed
- ◆ Necessary funding is secured
- ◆ Extension of transit service
- ◆ Increase in ridership on extended service

Strategy 5.2: Each transportation provider should carefully consider the extension of evening service hours and the addition of trips for appointments at various times of the day.

Priority: Medium

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

Implementation Time Frame:

Mid-term (13-24 months)

Staffing Implications:

Additional drivers and dispatcher may be required for some organizations

Implementation Budget:

To be determined based on operating hours, service area, and service provider

Potential Grant Funding Sources: Potential for Section 5311 (local match required); Use vehicles from human service agencies, public and private transportation providers; if additional vehicles are necessary, consider an application for capital assistance

Responsible Parties: Public transportation providers

Performance Measures:

- ◆ Service expansion evaluation completed by various providers
- ◆ Extension of transit service initiated (i.e., number of hours added, etc.)
- ◆ Necessary funding is secured
- ◆ Increase in ridership on extended services

Strategy 5.3: Should schedule revisions be implemented as a result of the evaluations, the public should be well informed of these service changes prior to service initiation. Public information should be distributed through newspaper announcements, public meetings, flyers at public places and human service agency waiting rooms, etc.

Priority: Low

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

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

Staffing Implications:
NA

Implementation Budget:
Cost of informational materials and other public notice efforts

Potential Grant Funding Sources: Section 5311 (local match required)

Responsible Parties: Public transportation providers

Performance Measures:

- ◆ Number of public information efforts completed (i.e., newspapers, websites, brochures, etc.)
- ◆ Increase in ridership on extended services

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. The grant applications should be coordinated and demonstrate local coordination efforts to meet the Region's identified needs and gaps in service. Only accessible vehicles should be acquired. Further evaluate the feasibility of vehicle sharing among area providers as schedules permit to increase transportation options and save on capital costs.

Priority: Medium

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

Implementation Time Frame:
Ongoing

Staffing Implications:
NA

Implementation Budget:
Price of vehicles and equipment

Potential Grant Funding Sources: Section 5307 (urban) and/or Section 5311 (rural) for public transportation providers; Section 5310 for human service agencies and public transportation providers (Local match required)

Responsible Parties: Public and human service transportation providers

Performance Measures:

- ◆ Number of coordinated capital applications submitted
- ◆ Number of vehicles acquired
- ◆ Number of vehicle sharing arrangements
- ◆ Amount of increased ridership/trips

Strategy 6.2: Acquire vehicles and equipment for accessible services designed to accommodate mobility aids in each county. Purchase alternative fuel vehicles when possible. Where needed, acquire vehicles that accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600-pound design load, and the acquisition of heavier-duty vehicles for paratransit and/or demand response service.

Priority: Medium

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> Price of vehicles and equipment	
<u>Potential Grant Funding Sources:</u> Section 531 for public transportation providers and Section 5310 for human service agencies and public transportation providers (Local match required)	

Responsible Parties: Public and human service transportation providers

Performance Measures:

- ◆ Number of mobility aides accommodated
- ◆ Necessary funding is secured
- ◆ Number of oversized mobility aides accommodated
- ◆ Number of individuals with disabilities served
- ◆ Number of trips provided for people with all sizes of mobility aids

Strategy 6.3: 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.

Priority: Medium

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> Price of vehicles and equipment	
<u>Potential Grant Funding Sources:</u> Section 5311 for public transportation providers and Section 5310 for human service agencies and public transportation providers (Local match required)	

Responsible Parties: Public and human service transportation providers

Performance Measures:

- ♦ Evaluation of smaller vehicle needs completed
- ♦ Number of smaller vehicles acquired

Strategy 6.4: Further evaluate the feasibility of vehicle sharing among area providers as schedules permit to increase transportation options and save on capital costs.

Priority: Low

Counties Included: Brown, Jackson, Lawrence, Monroe, and Owen Counties

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> NA
<u>Implementation Budget:</u> NA	
<u>Potential Grant Funding Sources:</u> NA	

Responsible Parties: Public and human service transportation providers

Performance Measures:

- ◆ Vehicle sharing evaluations completed
- ◆ Number of vehicle sharing arrangements implemented
- ◆ Increased number of passengers transported

VI. POTENTIAL GRANT APPLICATIONS

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

All Section 5310 grant funds will be available through a competitive process. Please also note that each grant application for Section 5310 and Section 5311 will be considered individually to determine if the proposed activities to be supported by the grant adequately meet the requirements of the intended funding program. Grant applications for strategies that do not meet the intended requirements of the FAST Act 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 2020. It is noted that a coordinated transportation working group (such as the Regional Coordination Transportation Committee) should update this plan on an annual basis and as new coordinated transportation strategies and objectives are developed and new transportation partners are identified.

Exhibit VI.1: Implementation Key

GOAL #1: CREATE A TRANSPORTATION STRUCTURE THAT PROMOTES MORE EFFICIENT USE OF RESOURCES AT THE LOCAL AND REGIONAL LEVEL.			
<u>Page Number</u>	<u>Strategy Identification Number</u>	<u>Objective/Strategy Description</u>	<u>Priority</u>
62	1.1	Form a Regional Transportation Advisory Committee (RTAC).	High
62	1.2	Develop Memorandums of Understanding between regional providers.	Medium
63	1.3	Conduct a needs study to determine regional transfer points.	High
64	1.4	Determine the feasibility of regional fare integration.	Medium to High
64	1.5	Share trip schedules on-line with other providers to facilitate coordination.	Low
65	1.6	Evaluate liability insurance restrictions that limit sharing vehicles or other resources among agencies.	Low
66	1.7	Evaluate staffing levels to determine if additional personnel are needed to effectively manage and operate the transportation services.	High
66	1.8	Continue to work with Indiana RTAP to ensure drivers are properly trained.	High
GOAL #2: ENHANCE THE KNOWLEDGE AND UNDERSTANDING OF THE GENERAL PUBLIC AND LOCAL OFFICIALS REGARDING THE AVAILABILITY AND BENEFITS OF PUBLIC AND COORDINATED HUMAN SERVICE TRANSPORTATION.			
<u>Page Number</u>	<u>Strategy Identification Number</u>	<u>Objective/Strategy Description</u>	<u>Priority</u>
67	2.1	Distribute the adopted Coordinated Public Transit-Human Services Transportation Plan to stakeholders in each county and to elected officials.	Low

67	2.2	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.	High
68	2.3	Conduct presentations on public and coordinated transportation at meetings for local elected officials.	Medium to High
69	2.4	Develop and distribute a regional county-by-county resource guide.	High
69	2.5	Submit informational articles on public and/or coordinated transportation to the local newspaper and to agency newsletters.	Low
70	2.6	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.	Low
71	2.7	Maintain or establish a travel-training program.	Low
GOAL #3: INCREASE THE AMOUNT OF FUNDS AVAILABLE FOR COORDINATED GENERAL PUBLIC – HUMAN SERVICES TRANSPORTATION IN THE REGION WHILE ALSO WORKING COOPERATIVELY TO CONTROL COSTS			
<u>Page Number</u>	<u>Strategy Identification Number</u>	<u>Objective/Strategy Description</u>	<u>Priority</u>
71	3.1	Public transportation providers and other transit advocates should organize an effort to express the need for additional State transit funds to the Indiana State Legislature.	High
72	3.2	Maximize coordination of transportation services and the coordination of arrangements for the purchase of capital equipment, including Section 5310 funded vehicles.	High
73	3.3	Fully allocate transportation costs to facilitate a better understanding of fare/billing structure, client transportation costs and mixing of clients on vehicles.	Medium
73	3.4	Transportation providers should consider the utilization of volunteers to extend services, decrease costs and meet their respective staffing needs.	High

74	3.5	Evaluate the formation of an insurance pool.	Medium
74	3.6	Continue to be active members of the Indiana Council on Specialized Transportation (INCOST), the Indiana Citizens Alliance for Transit (ICAT), and the Indiana Transportation Association (ITA).	Medium
GOAL #4: EXTEND SERVICE TO THE RURAL PORTIONS OF THE FIVE-COUNTY AREA AND ENHANCE SERVICE LEVELS, THEREBY INCREASING THE AVAILABILITY OF SERVICES FOR OLDER ADULTS, INDIVIDUALS WITH DISABILITIES, PEOPLE WITH LOW INCOMES, AND OTHER TRANSPORTATION DISADVANTAGED INDIVIDUALS FOR MEDICAL APPOINTMENTS, DAYCARE TRANSPORTATION, AND GROCERY/PERSONAL SHOPPING			
<u>Page Number</u>	<u>Strategy Identification Number</u>	<u>Objective/Strategy Description</u>	<u>Priority</u>
75	4.1	Evaluate the feasibility of providing general public transportation services in Jackson County.	Medium
76	4.2	Discuss the need and demand for general public transportation services with the Jackson County Board of County Commissioners.	Medium
77	4.3	Conduct a Transit Feasibility Study that will collect and research data upon which conclusions can be drawn to improve transportation services in the Seymour area.	High
77	4.4	Evaluate the possibility of expanding the service provided by the Brown County YMCA to specifically benefit Nashville residents.	Low
78	4.5	Managers of the Transit Authority of Stone City, Mitchell Transit Service and Orange County Transit should meet to discuss the possibility of establishing transfer points to coordinate passenger travel among the providers.	Medium
79	4.6	Applications should be submitted commensurate with the level of additional funding needed to support the services implemented as a result of the above efforts.	High
79	4.7	Once the additional/coordinated service(s) has been planned, strenuous efforts should be made to inform the public of the availability of the service.	High
GOAL #5: EXTEND SERVICE HOURS TO ENHANCE PUBLIC TRANSPORTATION SERVICES IN THE MOST RURAL PORTIONS OF THE FIVE-COUNTY AREA, THEREBY INCREASING THE AVAILABILITY OF SERVICES FOR OLDER ADULTS, INDIVIDUALS WITH DISABILITIES, PEOPLE WITH LOW INCOMES, AND OTHER TRANSPORTATION DISADVANTAGED INDIVIDUALS.			

<u>Page Number</u>	<u>Strategy Identification Number</u>	<u>Objective/Strategy Description</u>	<u>Priority</u>
80	5.1	Rural Transit should conduct a cost/benefit analysis to determine the feasibility of extending services to Saturday and Sunday in its operating area.	Low
81	5.2	Extend service hours into the evening.	Medium
81	5.3	Inform the public of any service changes or extension of service hours.	Low
GOAL #6: OBTAIN THE NECESSARY CAPITAL ASSISTANCE, INCLUDING VEHICLES AND RELATED EQUIPMENT AND NEW TECHNOLOGY, TO IMPROVE EXISTING MOBILITY OPTIONS AND SERVE MORE PEOPLE.			
82	6.1	Update and improve vehicle fleets across the Region by applying to INDOT for Section 5310 and Section 5311 capital assistance.	Medium
83	6.2	Acquire vehicles and equipment for accessible services designed to accommodate mobility aids in each county.	Medium
83	6.3	Consider the acquisition of an increasing number of smaller vehicles to better meet the needs of all agencies.	Medium
84	6.4	Further evaluate the feasibility of vehicle sharing among area providers.	Low