Coordinated Public Transit-Human Services Transportation Plan Update
Region 8

Final Report

November 2017

Moving Public Transportation Into the Future
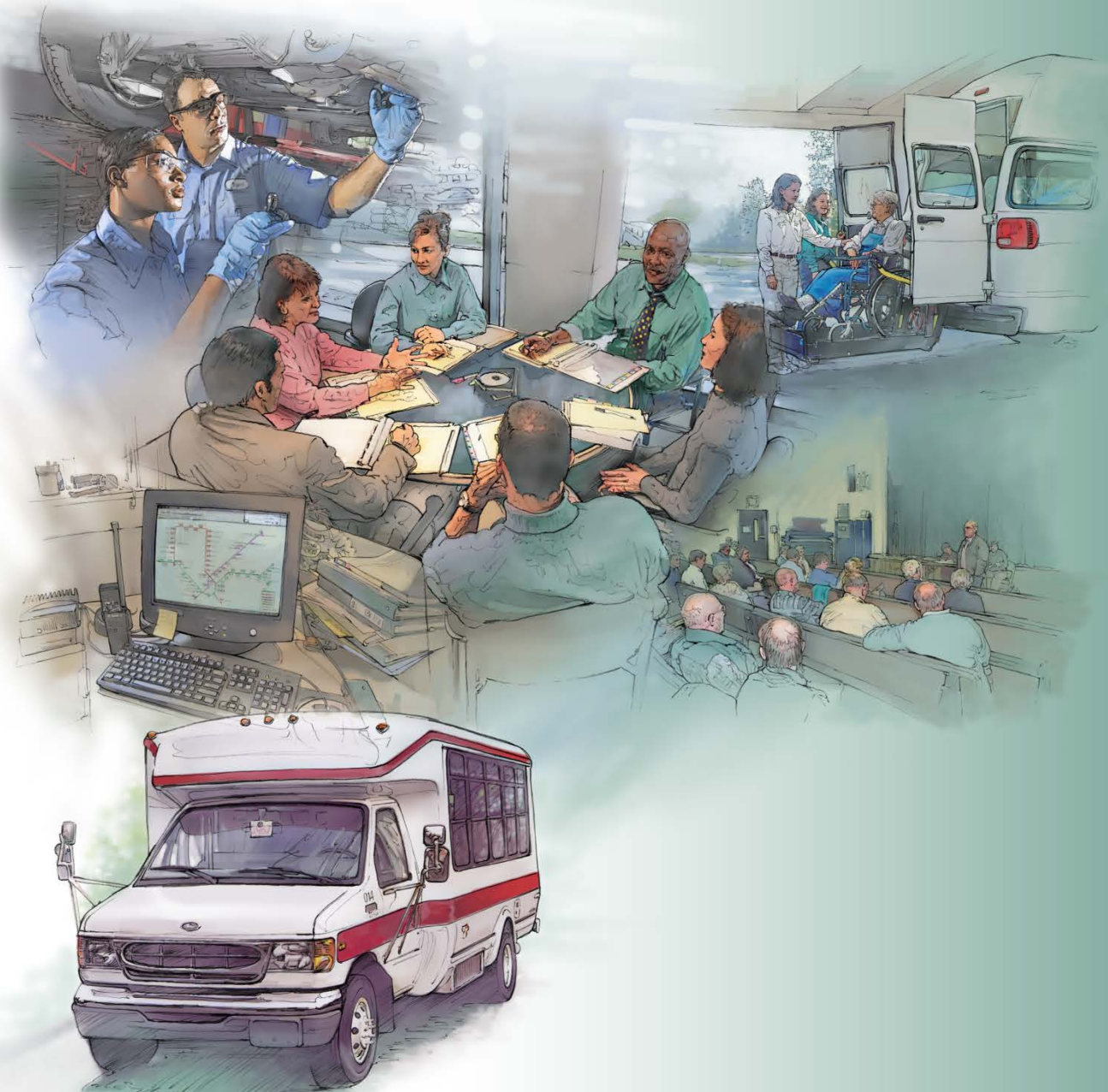
Contents

I. INTRODUCTION Introduction

OVERVIEW

This plan updates the Public Transit-Human Services Transportation Plan for Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, and Switzerland 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 meet 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.

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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, 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. 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 through a public meeting and survey, telephone calls, and email conversations.

The coordination plan update incorporated the following planning elements:

1. Review the previous Regional coordination plan updates to develop a basis for evaluation and recommendations;

2. Evaluate existing economic/demographic conditions in each county;

3. Conduct a survey of the general public. It must be noted that general public survey results are not scientifically 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. A scientifically 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 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 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 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 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 services 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 for rural areas. 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 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. In a functional approach, the mere presence of a condition typically thought to be disabling gives way to consideration of an individual's ability 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 include 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 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 (RTAP). 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

Indiana's Region 8 is comprised of Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, and Switzerland Counties, which are located in Southeast Indiana. The map on the following page depicts the area included in this study. The Region is served by the following major highways: Interstate 74 and U.S. Routes 421 and 50.

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. It is important to note that the ACS Five-Year Estimates have been used to supplement census data that is not available through the 2010 Census. As a five-year estimate, the data represent a percentage based on a national sample and does not represent a direct population count.

Exhibit II.2 shows some of the larger communities in Region 8. Greensburg is the largest city with an estimated population of 12,160.

Exhibit II.2: Population of the Largest Places, 2014

Place	2014
Greensburg	12,160
Madison	12,033
North Vernon	6,736
Batesville	6,397
Bright	5,079

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

Exhibit II.2: Location Map
Region 8
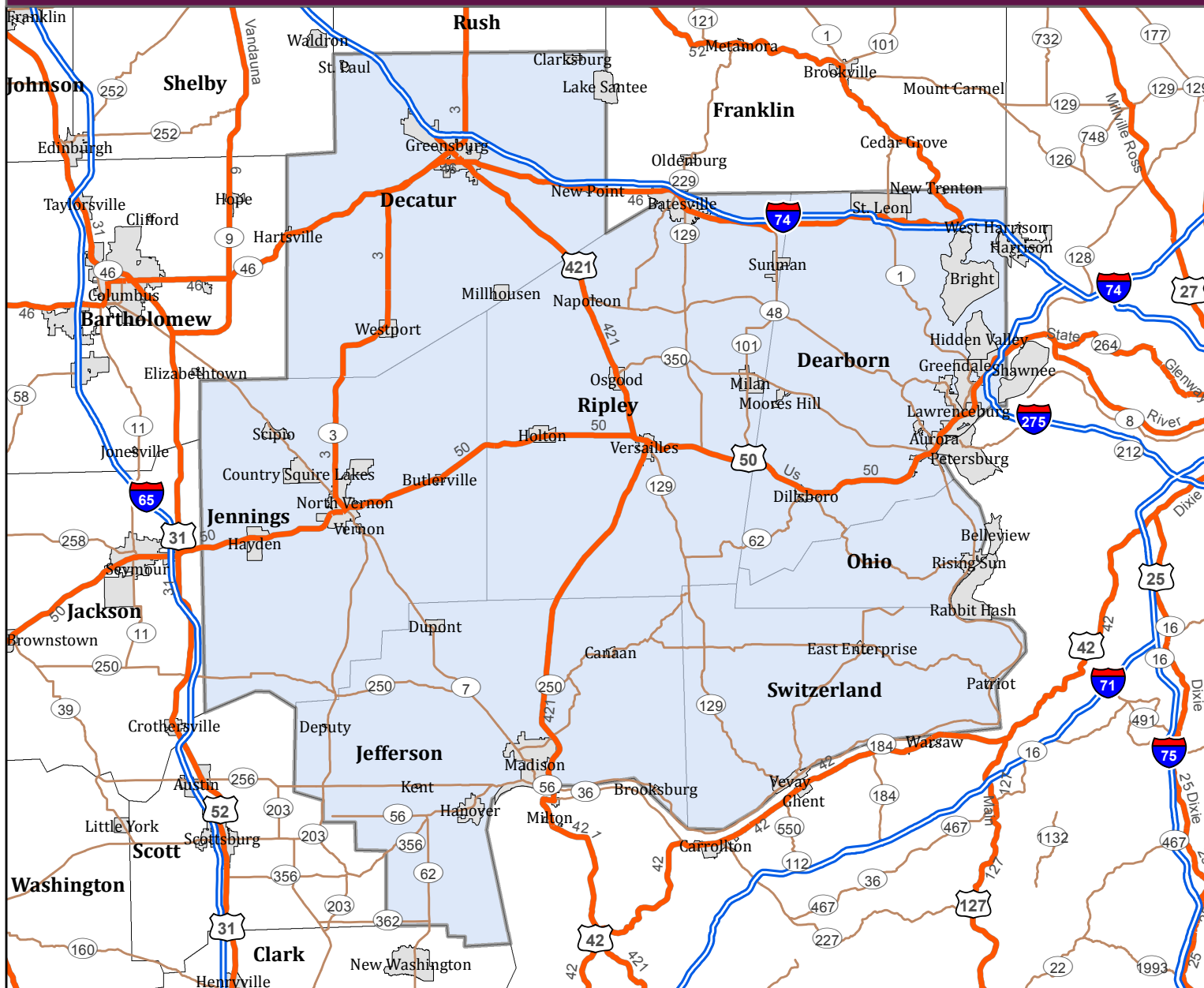
Region 8
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Transportation
Plan Update

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- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns
- Region 8
- Counties

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

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POPULATION PROJECTIONS

Using data from the Indiana Business Research Center, IU Kelley School of Business, STATS Indiana projects the Region's population will rise to 200,781 by 2050, an estimated gain of 4.8 percent from the year 2020 population projection. Exhibit II.3 shows population trends between 2020 and 2050 for each county in Region 8.

Exhibit II.3
Population Trends for Region 8 2020-2050
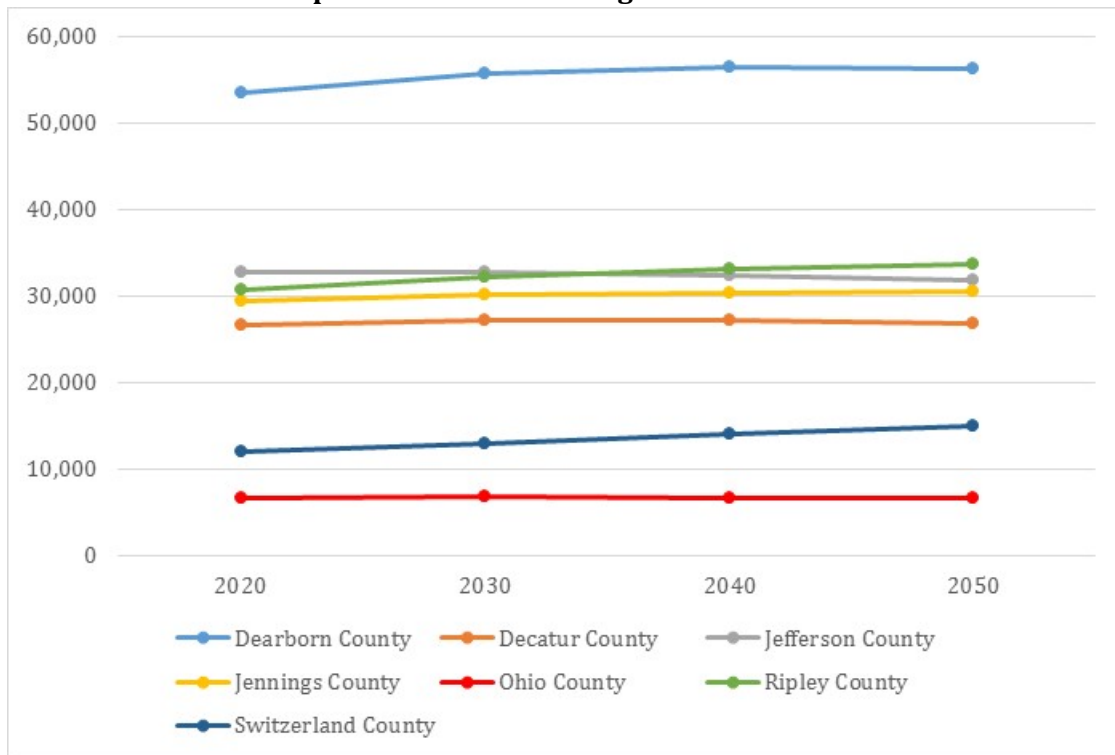
Source: STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business

POPULATION DENSITY

Population density maps for each of the counties in the Region are provided in the County Profile section. The maps show the population per square mile by block group in each county.

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 were 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.

RACE

In 2014, the population was primarily White/Caucasian (95.7 percent), while the Hispanic or Latino population was 1.7 percent. People who reported being Black or African American made up 1.0 percent of the total population. Approximately 4.3 percent, or 7,738 people, were listed as some racial minority group. Exhibit II.4 lists the breakdown of the different race categories for the Region.

Exhibit II.4: Race Distribution

Race	Population	Percent
White	174,072	95.7%
Black or African American	1,864	1.0%
Native American	254	0.1%
Asian	917	0.5%
Native Hawaiian and Other Pacific Islander	40	0.1%
Some Other Race	29	0.1%
Two or More Races	1,565	0.9%
Hispanic or Latino	3,069	1.7%
Total Minority	7,738	4.3%
Total Population	181,810	100%

Source: 2014 ACS Five-Year Estimates

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 8 is available through the 2014 ACS Five-Year Estimates of individuals with a disability. Exhibit II.5 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 Dearborn County The total disabled population estimate for Dearborn County is 5,882. Jefferson County has an estimated 4,824 disabled people while Jennings County has 4,242 disabled people.

Exhibit II.5
Disability Incidence by County
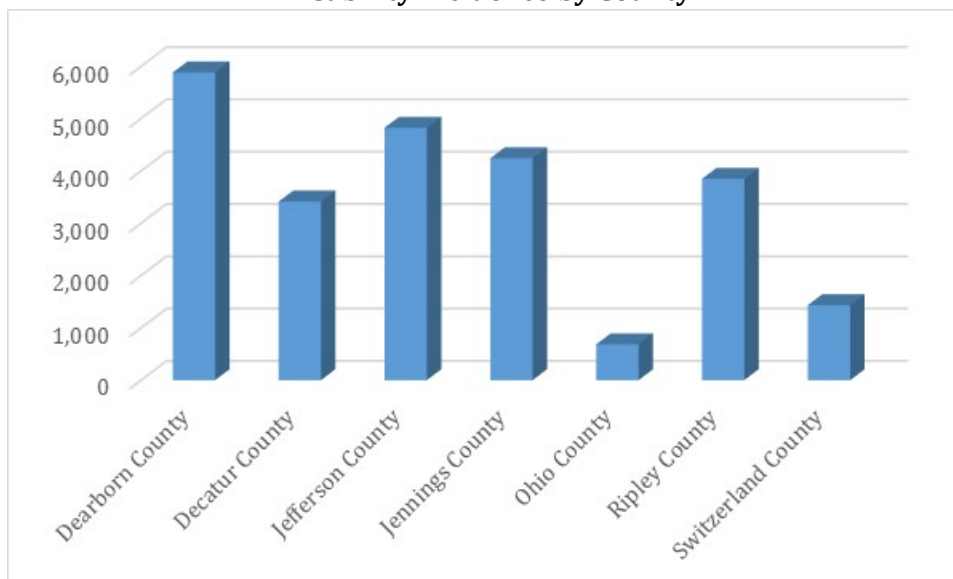
Source: 2014 ACS Five-Year Estimates

HOUSEHOLD INCOME

Exhibit II.6 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 117,141 households in Region 8. Of those households, about 39 percent earn less than $35,000 annually. Of the households earning less than

$35,000, some 11 percent earned between $25,000 and $34,999. Another 20 percent earned between $10,000 and $24,999 and about 8 percent earned less than $10,000 per year. The median household income for each area is shown in Exhibit II.7.

Exhibit II.6
Household Income by County
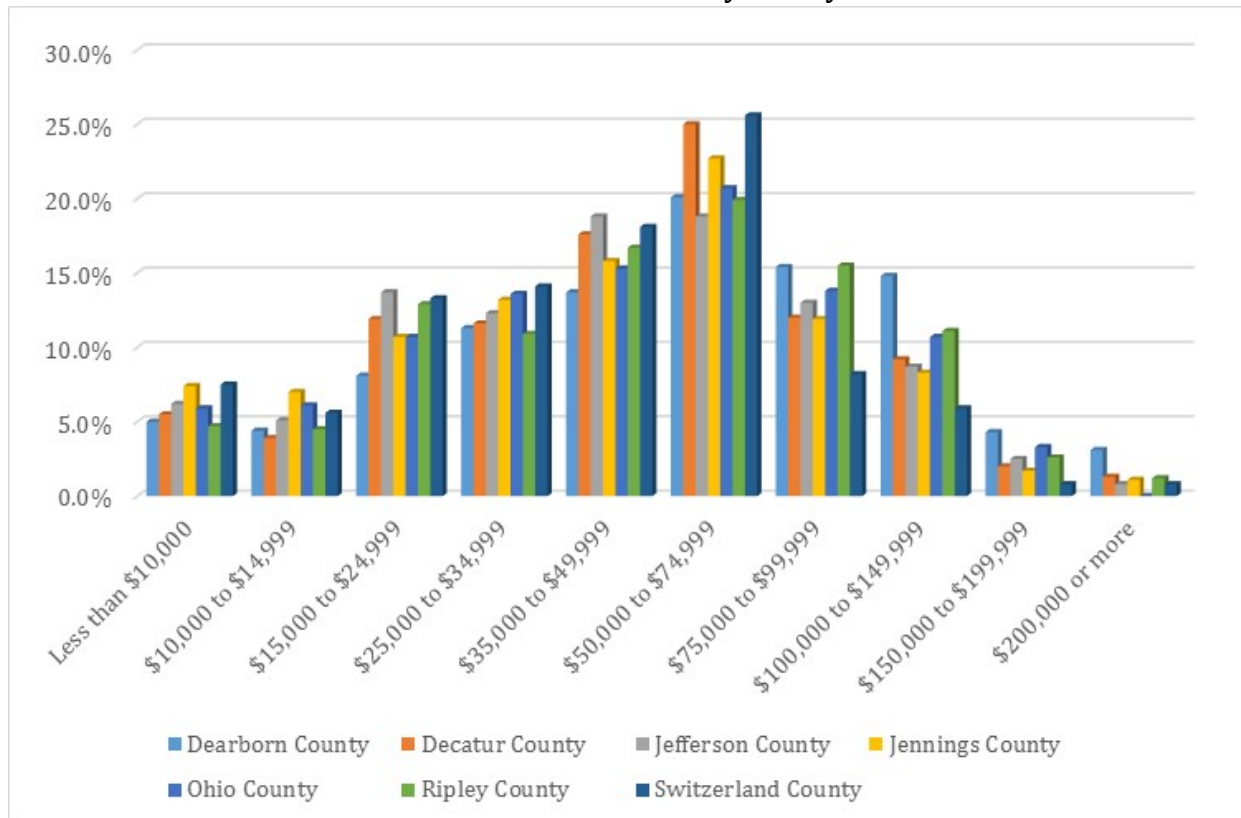
Source: 2014 ACS Five-Year Estimates

Exhibit II.7
Median Household income

Dearborn	$58,000
Decatur	$49,631
Jefferson	$45,306
Jennings	$44,758
Ohio	$47,208
Ripley	$50,364
Switzerland	$44,447

Source: 2014 ACS Five-Year Estimates

JOURNEY TO WORK

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

Exhibit II.8 Average Commute Time to Work

County	Average Commute Time
Dearborn	29.8 minutes
Decatur	21.6 minutes
Jefferson	23.4 minutes
Jennings	26.6 minutes
Ohio	33.5 minutes
Ripley	26.5 minutes
Switzerland	34 minutes

Source: 2014 ACS Five-Year Estimates

POVERTY STATUS

Exhibit II.9 illustrates the percentage of the population in each county that live below the poverty level. At 20.0 percent, Switzerland County has the highest percent of population living below the poverty level. At 16.5 percent, Jennings County has the second highest percentage. Jefferson County has 15.3 percent, Decatur County 13.8 percent, Dearborn County 9.3 percent, Ohio County 8.5 percent, and Ripley County has 8.4 percent of the population living below the poverty level.

Exhibit II.9
Percent Below Poverty
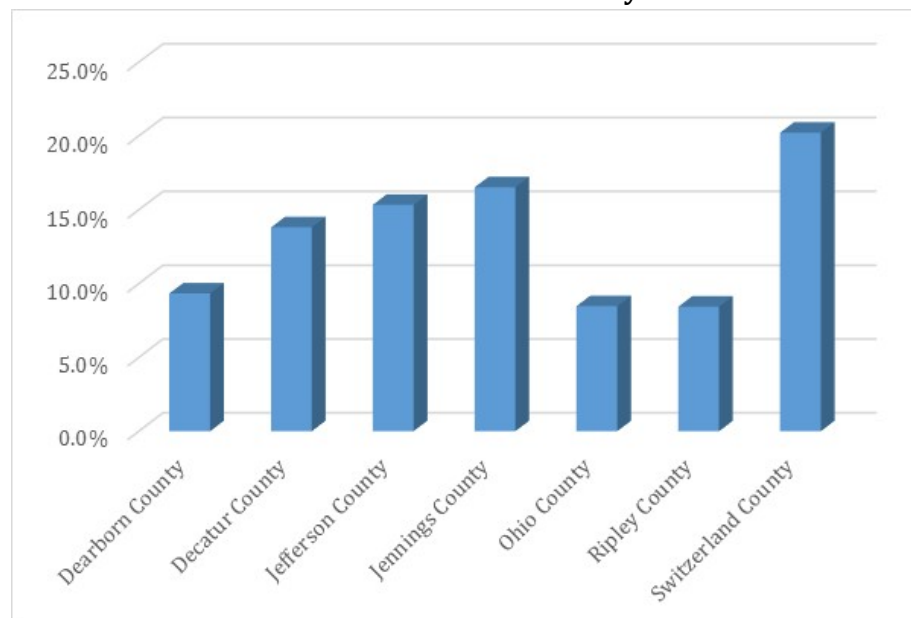
Source: 2014 ACS Five-Year Estimates

ZERO VEHICLE HOUSEHOLDS

The number of vehicles available to a housing unit is also used as an indicator for transit service demand. There are 3,551 households in the Region with no available vehicle. This is 5.1 percent of all the households in the Region. An additional 18,603 or 26.9 percent of households in the Region have only one vehicle. Exhibit II.10 shows vehicle availability by the number of households in each county.

Exhibit II.10
Vehicles Available Per Household
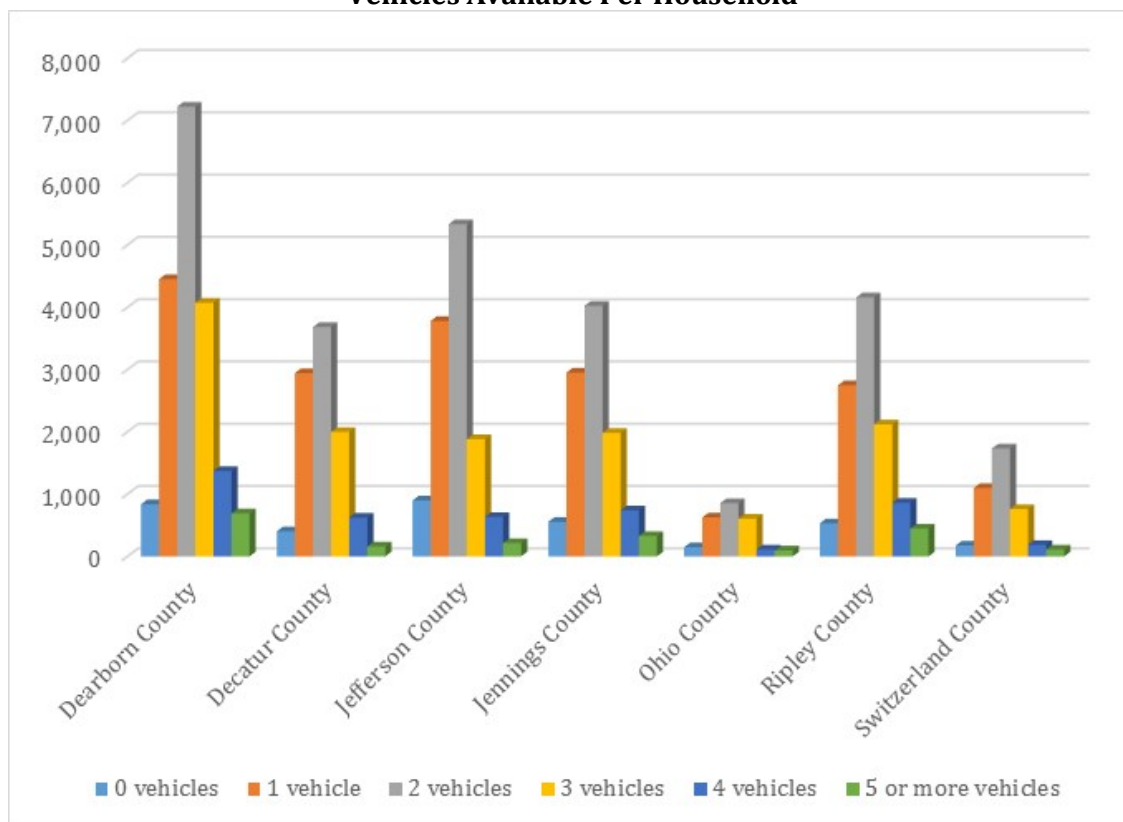
Source: 2014 ACS Five-Year Estimates

LIMITED ENGLISH PROFICIENCY (LEP) POPULATION

At the time of the 2014 ACS Five-Year Estimates, Region 8 had a total population of 181,810, of which 170,975 were individuals age 5 years and older. Of this population, 66.4 percent speak only English, while the remaining 33.6 percent speak other languages, either in addition to or instead of English. People who speak English less than "very well," which represent the LEP population, accounted for 0.8 percent of Region 8's total population. This compares to the State of Indiana's LEP population of 3.2 percent. Exhibit II.11 shows the LEP population in each county.

Exhibit II.11 LEP Population

County	Population 5 and Over	Speak Only English	Total LEP	Percent LEP
Dearborn	47,014	32,092	180	0.4%
Decatur	24,523	16,247	145	0.6%
Jefferson	30,612	20,048	349	1.1%
Jennings	26,503	18,265	155	0.6%
Ohio	5,792	3,576	10	0.2%
Ripley	26,784	17,138	267	1.0%
Switzerland	9,747	6,135	246	2.5%
Total	**170,975**	**113,501**	**1,352**	**0.8%**

Source: 2014 ACS Five-Year Estimates

Much like Indiana overall, the largest share of the LEP population in Region 8 speaks Spanish as its primary language. Statewide, 2.2 percent of the LEP population ages 5 and older are Spanish-speaking. In Region 8, 0.4 percent of the LEP population ages 5 and older speak Spanish as their primary language. Exhibit II.12 shows the top five languages spoken in Region 8 other than English.

Exhibit II.12
Languages Spoken at Home

Top 5 Languages Spoken Other Than English					
Region	Population 5 and Over	Spanish	Chinese	Japanese	Gujarati	Other West Germanic
Region 8	170,975	636	174	95	95	92

Source: 2014 ACS Five-Year Estimates

COUNTY PROFILES

DEARBORN COUNTY

Population Growth

The projected population of Dearborn County in 2050 is 56,302, an increase of 2,820, or 5.3 percent, from the 2020 population projection. Exhibit II.13 illustrates the projected population trends for Dearborn County through the year 2050 that were taken from STATS Indiana using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.13: Dearborn County Population Trends
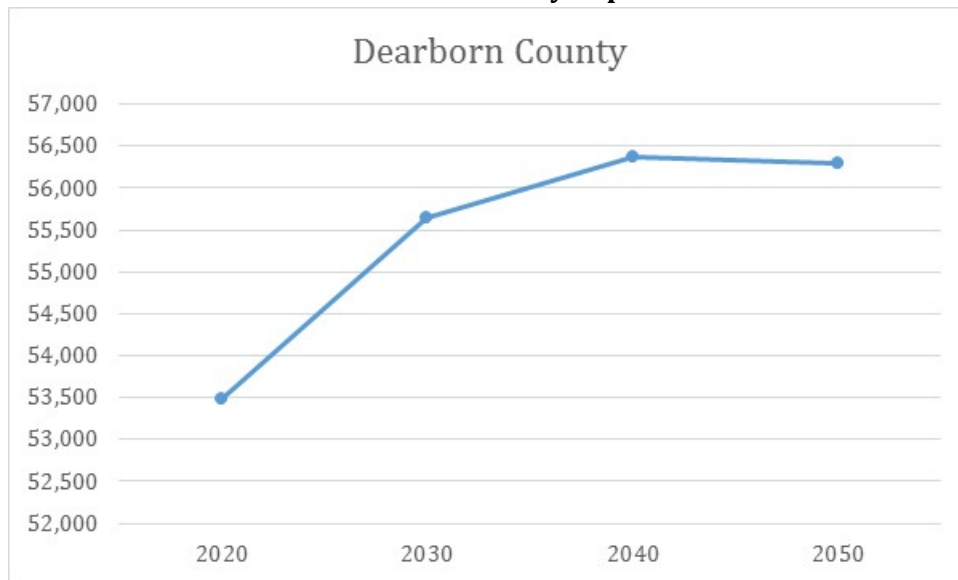
Source: STATS Indiana

Population Density

Exhibit II.14 illustrates the population density per square mile by Census block group. The block groups with the highest density of Dearborn County residents are in Lawrenceburg. Areas around Aurora and Hidden Valley have moderately high population densities, while Lawrenceburg, Hidden Valley, and Aurora have moderate population densities. The remaining County areas have low to very low population densities.

Exhibit II.15 illustrates the density of persons ages 65 and older by Census block group. The block groups with the highest density of Dearborn County residents ages 65 and older are in Lawrenceburg. Hidden Valley, Aurora, and Lawrenceburg have moderately high older adult population densities. The remaining County areas have moderate to very low older adult population densities.

Exhibit II.14: Population Density Dearborn County

Region 8 Coordinated Public Transit-Human Services Transportation Plan Update
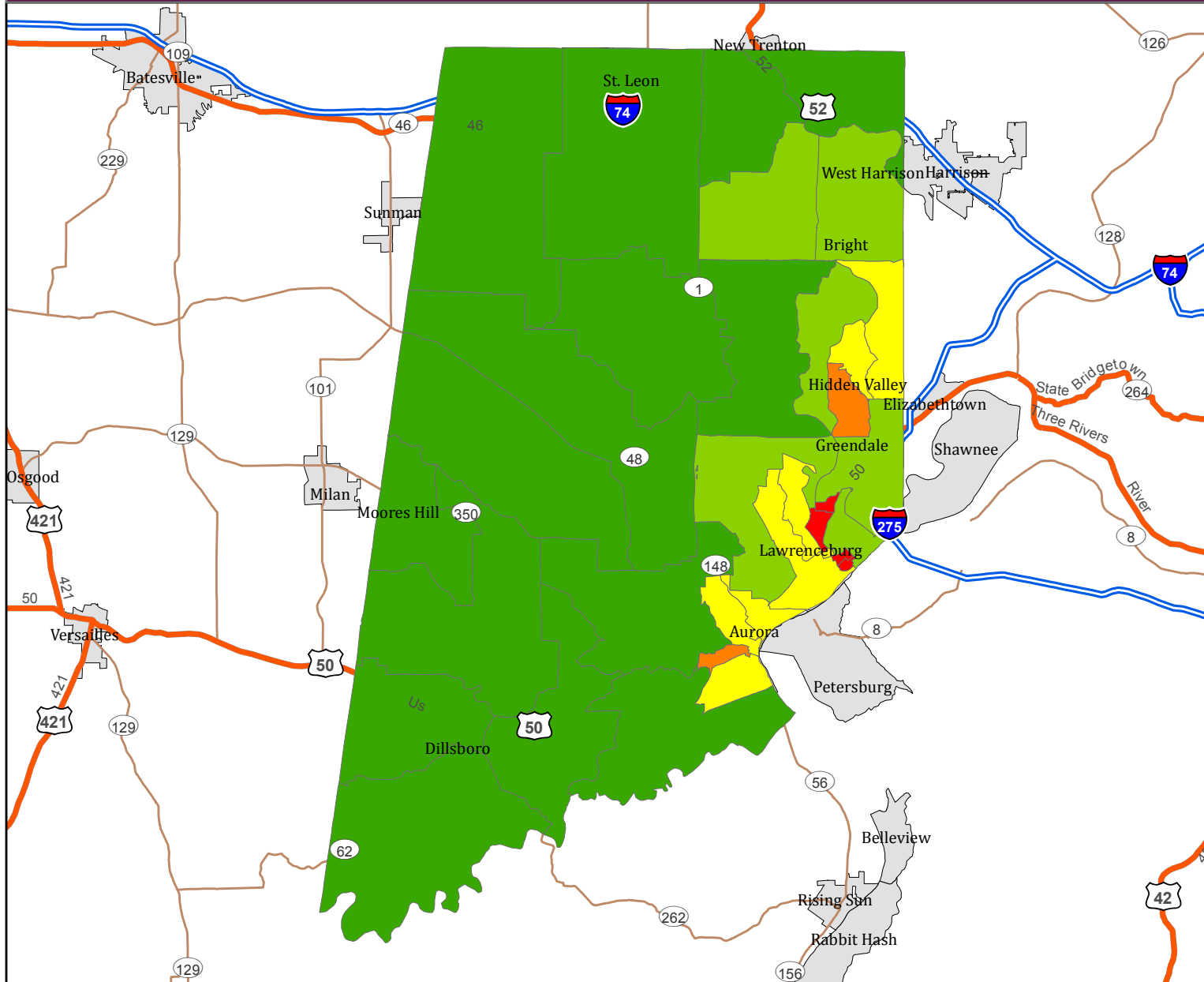
Legend

Total Population / SQMI
- 46.12 - 181.2
- 181.3 - 363.7
- 363.8 - 897.4
- 897.5 - 1272
- 1273 - 5057
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

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Exhibit II.15: Population Density Age 65 and Older Dearborn County
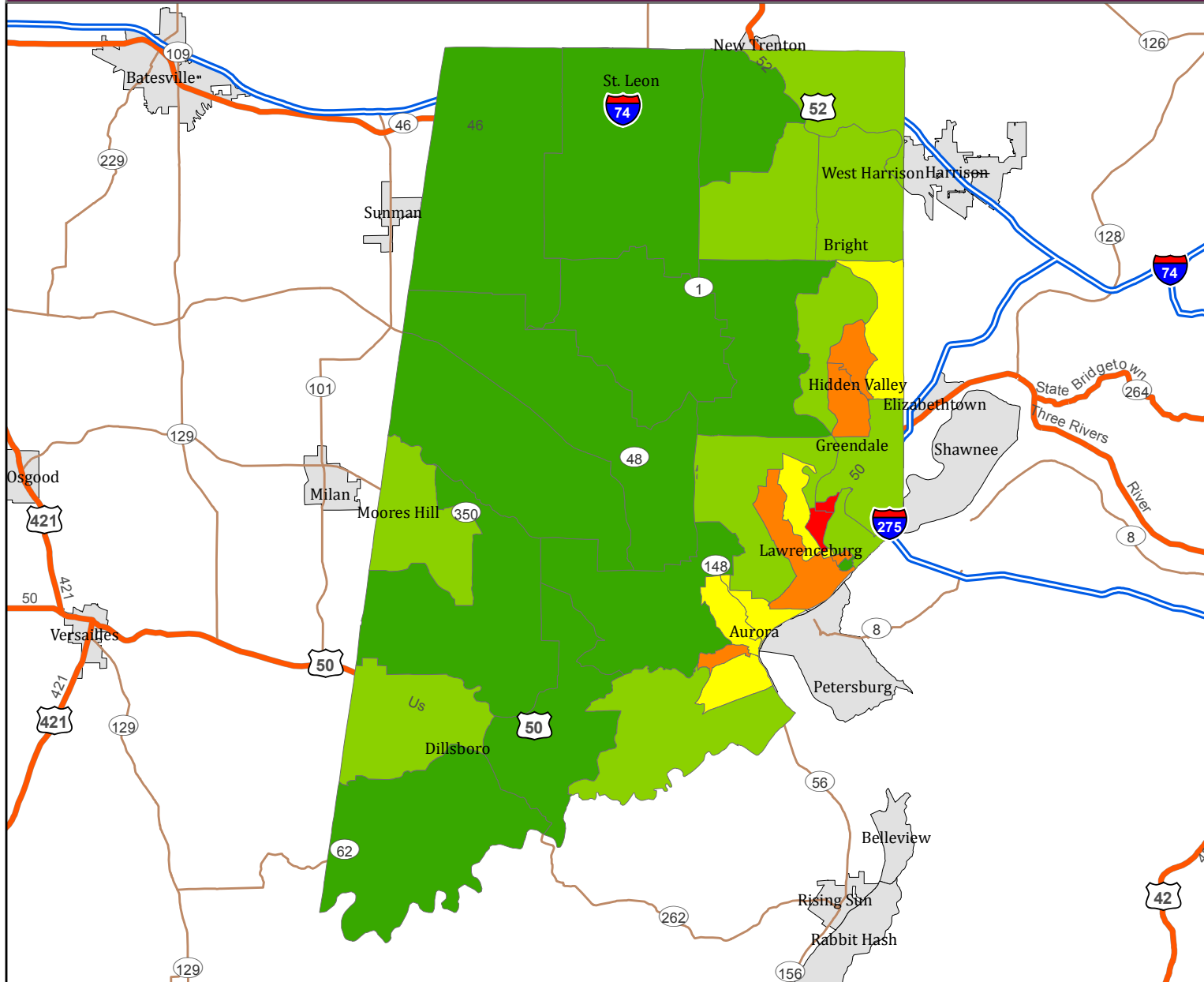
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Age 65 Plus / SQMI

- 0.000 - 17.93
- 17.94 - 46.38
- 46.39 - 107.9
- 108.0 - 180.7
- 180.8 - 638.1
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

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The largest age cohort for Dearborn County is ages 45 to 64 (29 percent of the County's population). The second largest group is ages 25 to 44 (23.8 percent) (see Exhibit II.16). The third largest group is ages 5 to 19 (20.7 percent). The fourth largest group is ages 65 and older (14.1 percent).

Exhibit II.16: Dearborn County Population by Age
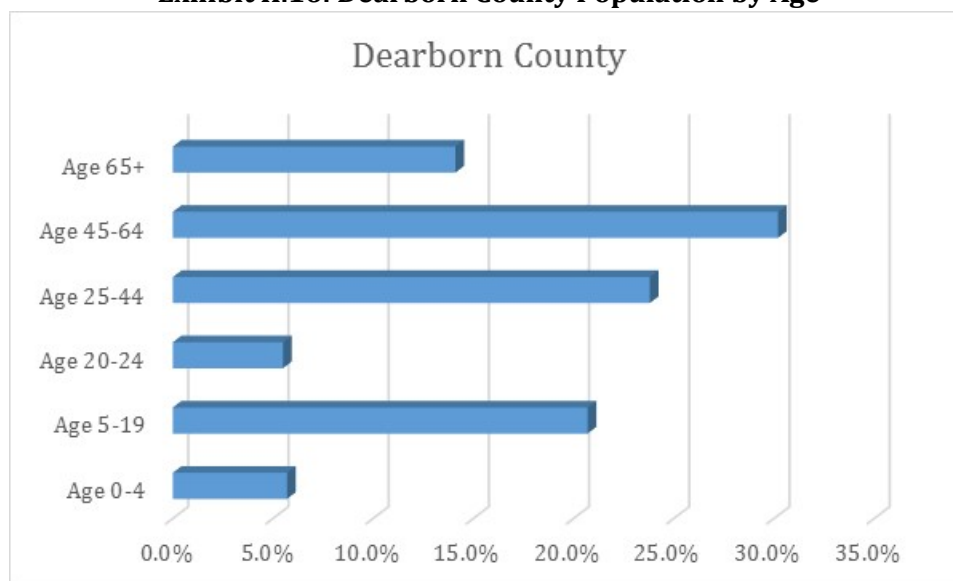
Source: 2014 ACS Five-Year Estimates

Economic Profile

In 2014, there were 49,033 total people in Dearborn County for whom poverty status was determined. Exhibit II.17 illustrates the percentage of people below the poverty level as compared to total population by Census block group. Areas having very high densities of people below the poverty level were found throughout Dearborn County. These areas have poverty rates higher than 15.51 percent, which is higher than the State of Indiana (15.5). Moderately high densities of people below the poverty level are also located throughout the County. Moderate levels of persons below the poverty level are located around the areas of moderately high and very high poverty block groups. The remaining County areas have low to very low densities of persons below the poverty level.

Exhibit II.18 illustrates the percentage of housing units with 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 around Lawrenceburg and Aurora. Over 11.07 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage—ranging from 5.88 to 11.06 percent of zero vehicle households—are throughout Dearborn County.

Exhibit II.17: Percent Population Below Poverty
Dearborn County
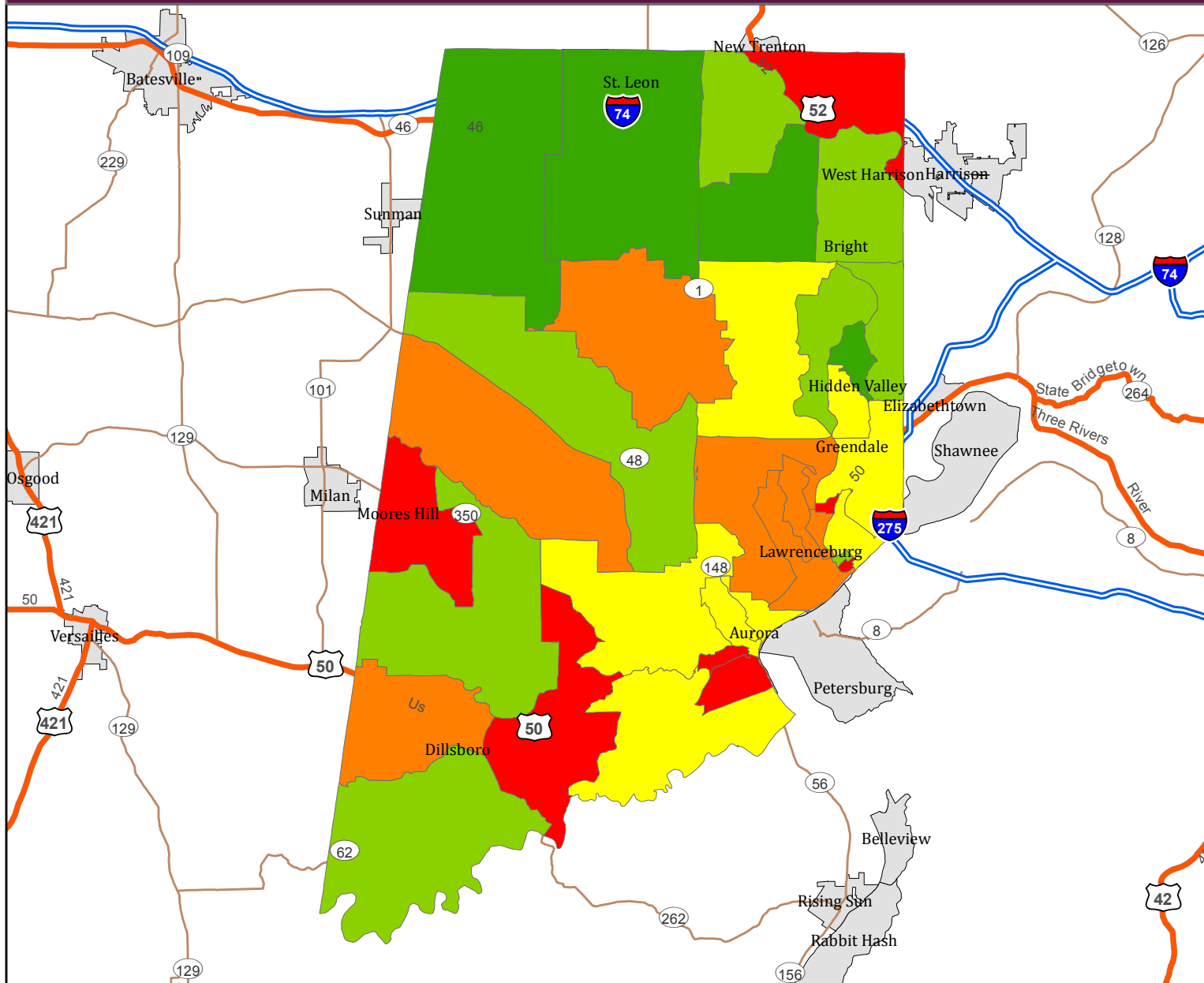
Legend

Percent Below Poverty

- 0% - 1.88%
- 1.89% - 5.24%
- 5.25% - 9.84%
- 9.85% - 15.5%
- 15.51% - 30.87%
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

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Exhibit II.18: Percent Zero Vehicle Households Dearborn County

Region 8 Coordinated Public Transit-Human Services Transportation Plan Update
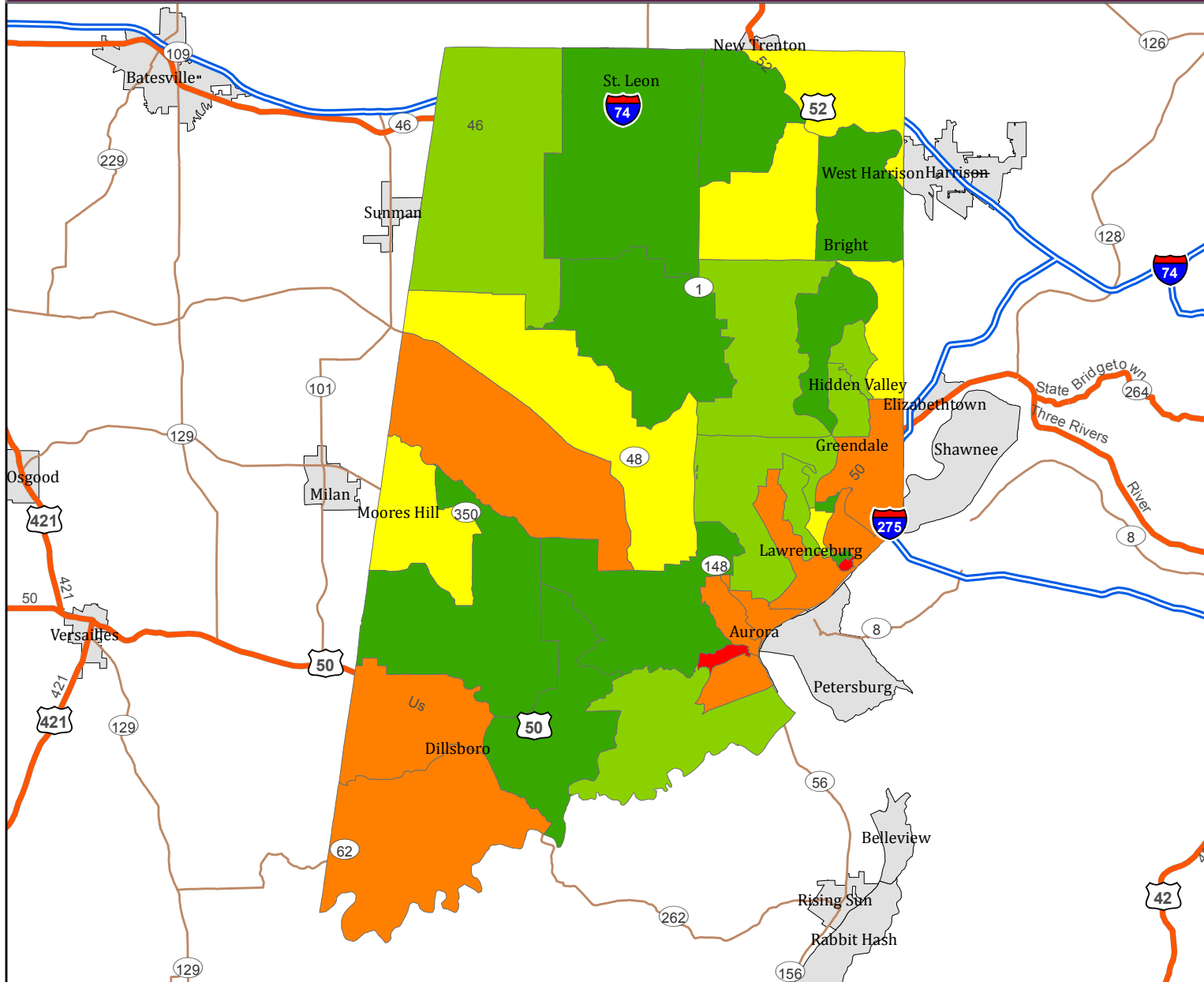
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ZVH / Households
- 0% - 0.92%
- 0.93% - 3.47%
- 3.48% - 5.87%
- 5.88% - 11.06%
- 11.07% - 39.64%
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

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Industry and Labor Force

Dearborn County's unemployment rate reached a high in 2011of 9.9 percent. This was slightly higher than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2014, the unemployment rate for Dearborn County was consistently higher than the National and State unemployment averages. From 2015 to 2016, the unemployment rate dipped below the United States average but above the State's. Exhibit II.19 illustrates a comparison of the unemployment rates in the County, State, and Nation.

Exhibit II.19: Dearborn County Comparison of Unemployment Rates
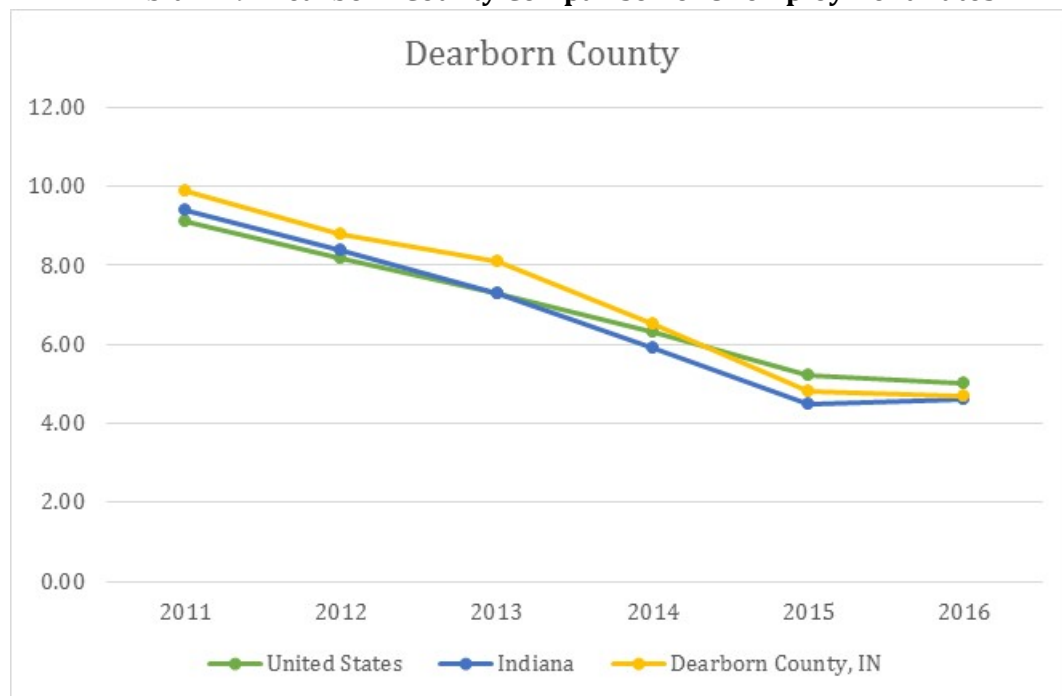
Source: STATS Indiana using Bureau of Labor Statistics

DECATUR COUNTY

Population Growth

The projected population of Decatur County in 2050 is 26,909, an increase of 315, or 1.2 percent, from the 2020 population. Exhibit II.20 illustrates the projected population trends for Decatur County through the year 2050.

Exhibit II.20: Decatur County Population Trends
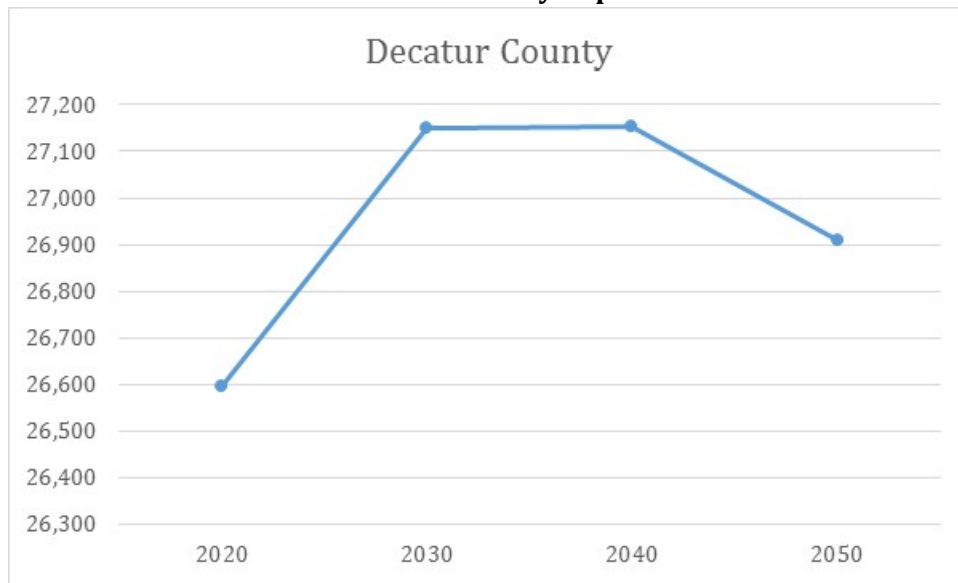
Source: STATS Indiana

Population Density

Exhibit II.21 illustrates the population density per square mile by Census block group. The block groups within Greensburg have the highest density of Decatur County residents. These areas range from moderate (112.8 to 271.7) to high (2,038 to 5,061) density. Westport has moderate population densities while the remaining County areas have low to very low population densities.

Population by Age

Exhibit II.22 illustrates the density of persons ages 65 and older by Census block group. Similar to population density, the block groups with the highest density of Decatur County residents ages 65 and older are in Greensburg. All the moderate to high population densities of persons ages 65 and older are located in Greensburg. The remaining County areas have low to very low older adult population densities.

Exhibit II.21: Population Density
Decatur County

Waldron

Vandauna

St. Paul

Clarksburg

Lake Santee

9

252

Greensburg

46

46

3

74

Oldenburg

New Point

Batesville

Hope

46

46

3

Hartsville

46

421

229

421

Millhousen

Napoleon

48

3

Westport

350

Osgood
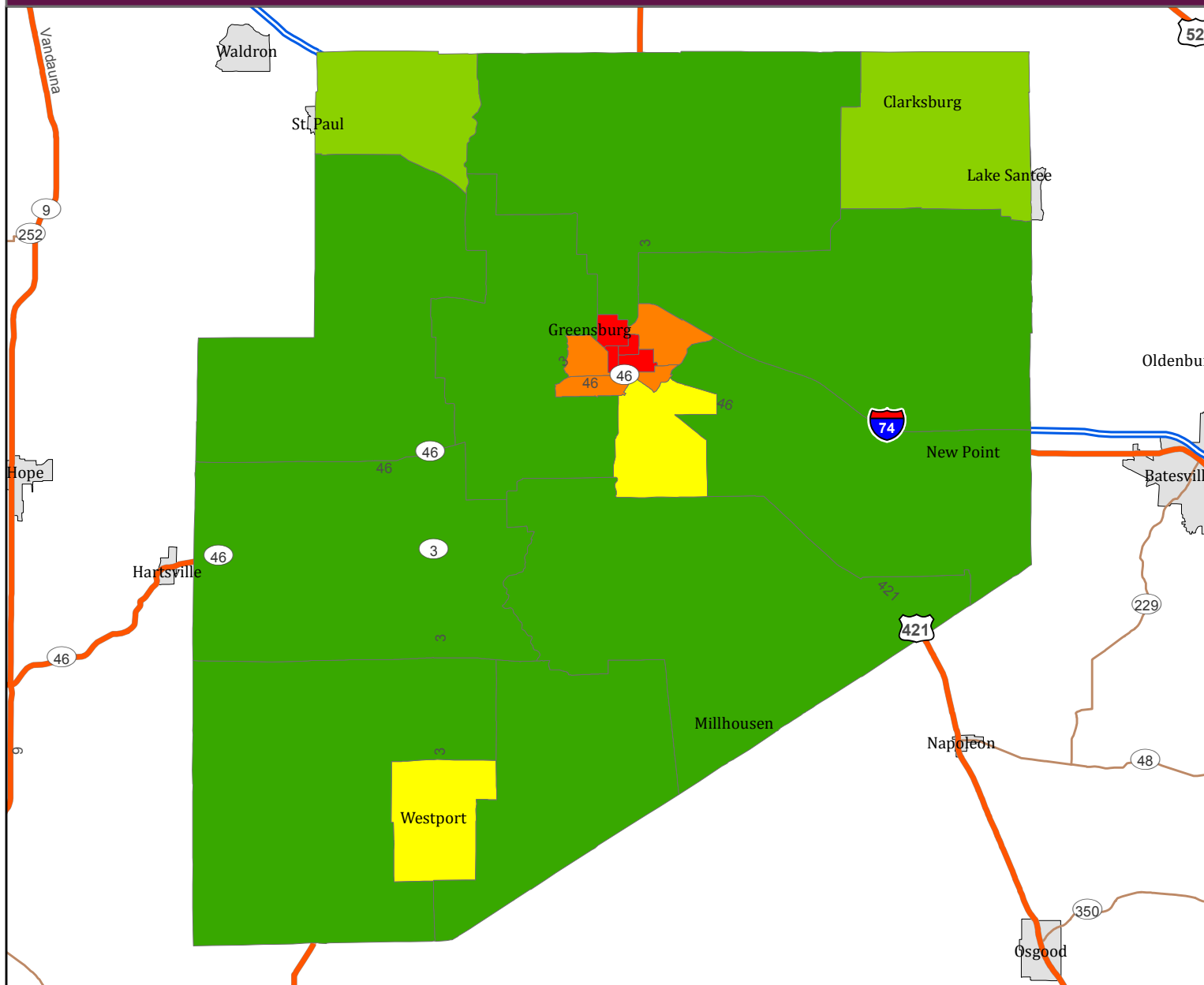
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Total Population / SQMI

- 25.22 - 53.78
- 53.79 - 112.7
- 112.8 - 271.7
- 271.8 - 2037
- 2038 - 5061
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

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Exhibit II.22: Population Density Age 65 and Older Decatur County
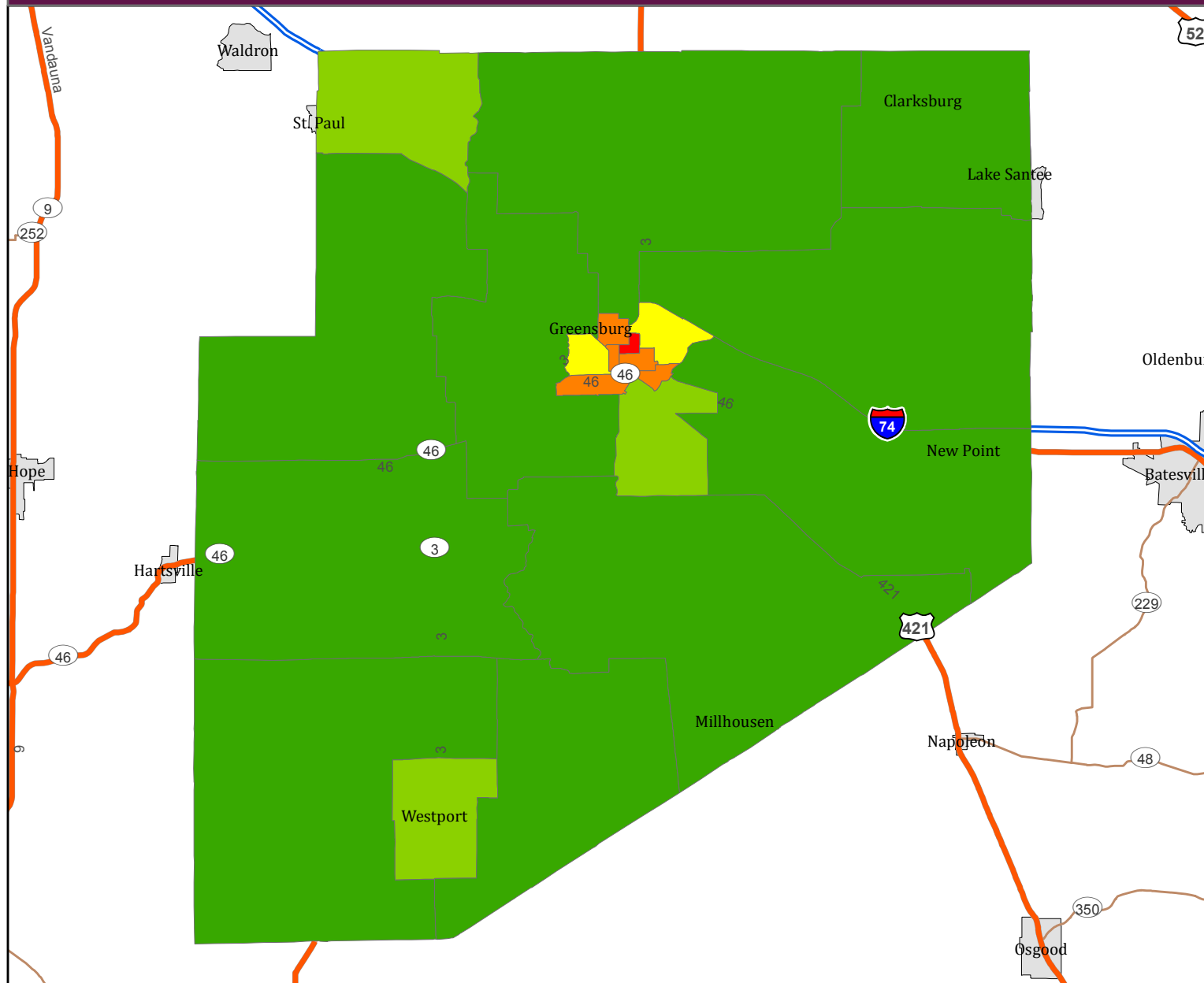
Legend

Age 65 Plus / SQMI

- 2.164 - 11.33
- 11.34 - 46.91
- 46.92 - 168.7
- 168.8 - 516.7
- 516.8 - 810.5
- 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 Decatur County is ages 45 to 64 (27.5 percent of the population). The second largest group is ages 25 to 44 (24.6 percent) (see Exhibit II.23). The third largest group is ages 5 to 19 (21.4 percent). The fourth largest group is ages 65 and older (14.8 percent).

Exhibit II.23: Decatur County Population by Age
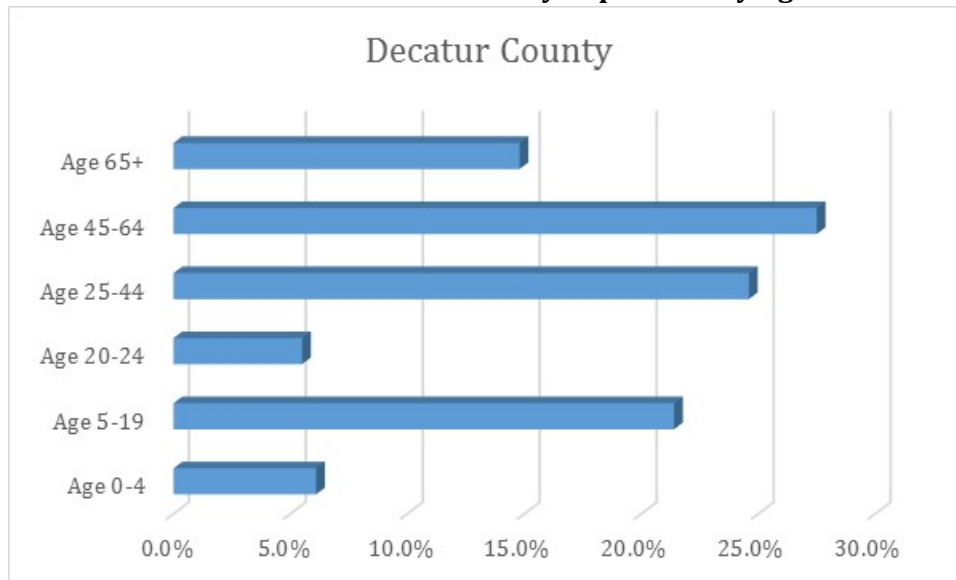
Source: 2014 ACS Five-Year Estimates

Economic Profile

In 2014, there were 25,704 total people in Decatur County for whom poverty status is determined. Exhibit II.24 illustrates the percentage of people below the poverty level as compared to total population by Census block group. Areas having higher than moderate densities of people below the poverty level as compared to the State of Indiana (15.5) are found throughout Greensburg and Western Decatur County. Moderate densities of people below the poverty level are also located throughout the central and northern portions of the County. The remaining County areas have low to very low densities of persons below the poverty level.

Exhibit II.25 illustrates the percentage of housing units with no available vehicle. 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 around Greensburg and Westport. Over 5.88 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage—ranging from 4.33 to 5.87 percent of zero vehicle households—are found in Eastern Greensburg, Eastern Decatur County, and Northwestern Decatur County around St. Paul.

Exhibit II.24: Percent Population Below Poverty Decatur County

Legend

Percent Below Poverty

- 0.22% - 4.93%
- 4.94% - 11.5%
- 11.51% - 15.94%
- 15.95% - 24.36%
- 24.37% - 29.28%
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

RLS Associates, Inc.

Waldron
St. Paul
Clarksburg
Lake Santee
Greensburg
Oldenburg
Batesville
New Point
Hope
Hartsville
Millhousen
Napoleon
Westport
Osgood

Vandauna

Exhibit II.25: Percent Zero Vehicle Households
Decatur County

Region 8
Coordinated
Public Transit-
Human Services
Transportation
Plan Update

Vandauna

Waldron

St. Paul

Clarksburg

Lake Santee

Greensburg

Oldenburg

New Point

Batesville

Hope

Hartsville

Millhousen

Napoleon

Westport

Osgood
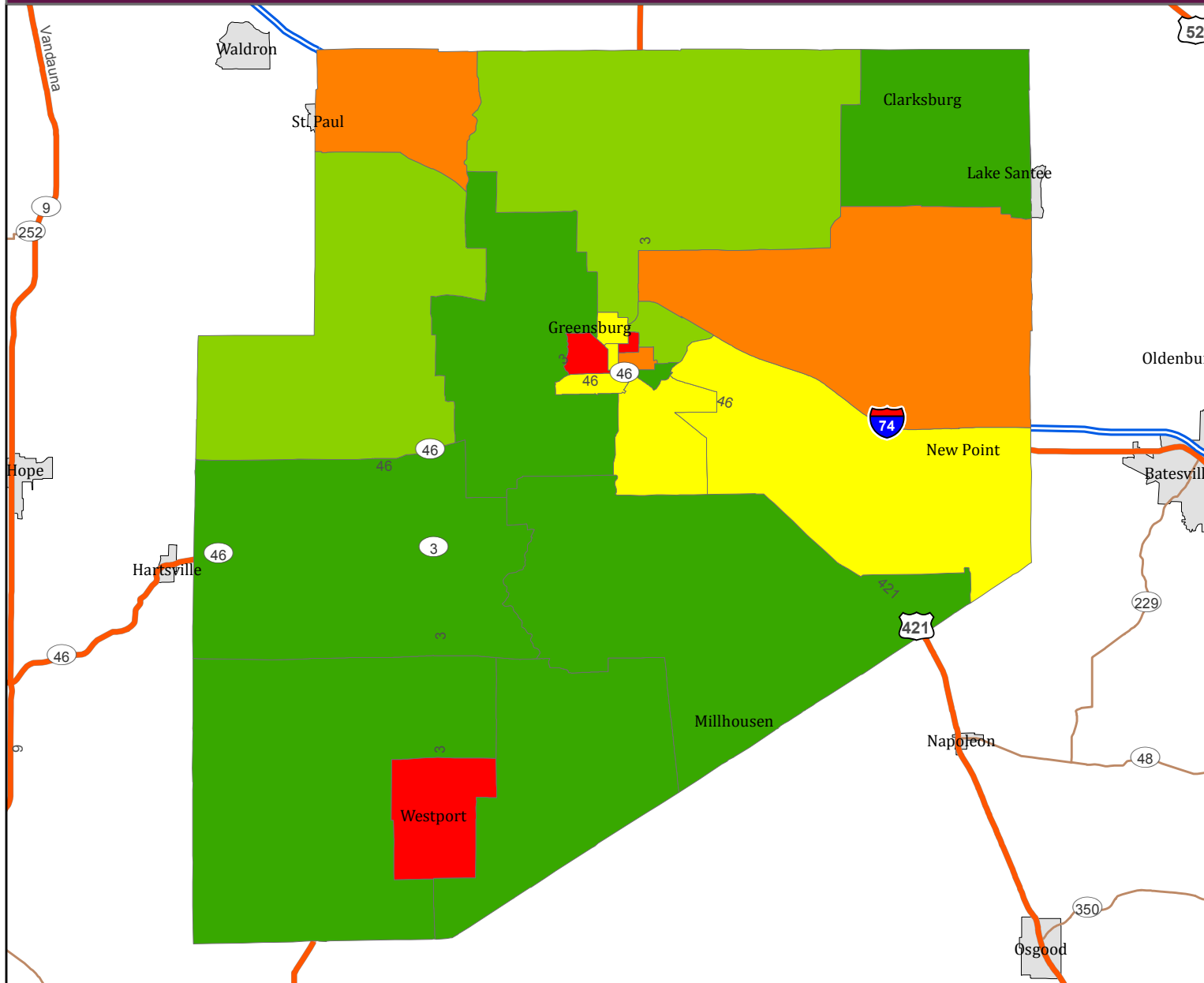
Legend

ZVH / Households

- 0% - 0.41%
- 0.42% - 2.14%
- 2.15% - 4.32%
- 4.33% - 5.87%
- 5.88% - 13.76%
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

RLS
Associates, Inc.

Industry and Labor Force

Decatur County's unemployment rate reached a high in 2011 of 9.7 percent. This was slightly higher than that of the United States (9.1) and the State of Indiana (9.4).

From 2012 to 2016, the unemployment rate for Decatur County was lower than the National and State unemployment averages. It has stayed nearly one percent lower than Indiana's. Exhibit II.26 illustrates a comparison of the unemployment rates in the County, State, and Nation.

Exhibit II.26: Decatur County Comparison of Unemployment Rates
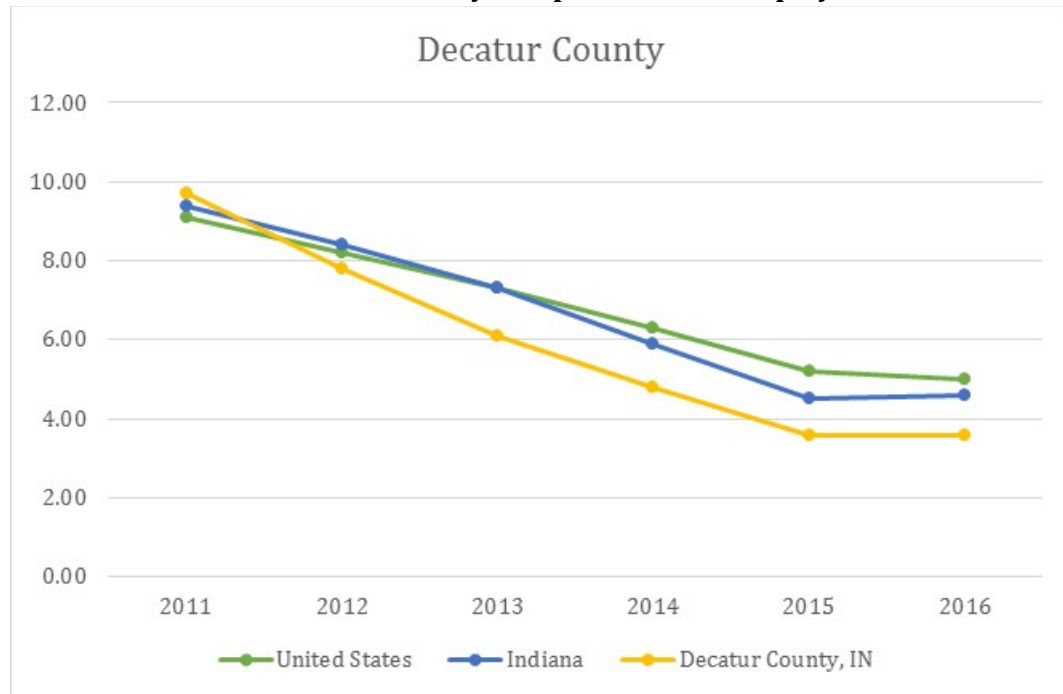
Source: STATS Indiana using Bureau of Labor Statistics

JEFFERSON COUNTY

Population Growth

The projected population of Jefferson County in 2050 is 31,914, a decrease of 897, or 2.7 percent, from the 2020 population projection. Exhibit II.27 illustrates the projected population trends for Jefferson County through the year 2050.

Exhibit II.27: Jefferson County Population Trends
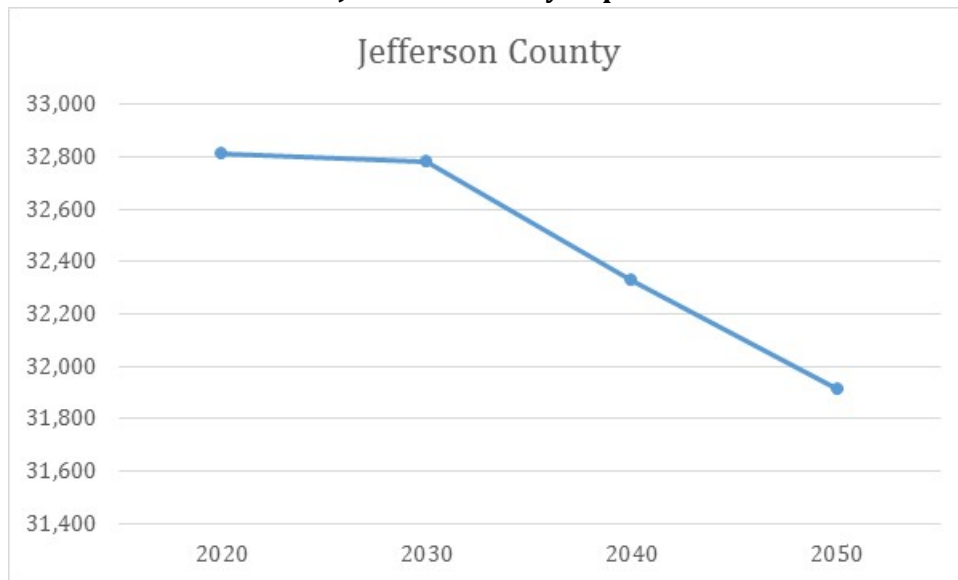
Source: STATS Indiana

Population Density

Exhibit II.28 illustrates the population density per square mile by Census block group. The block groups in and around Madison have the highest densities of Jefferson County residents. These block groups have densities between 1,813 and 3,563 persons per square mile. Madison and Hanover have moderately high population densities (666.9 to 1,812). The remaining County areas have moderate to very low population densities.

Exhibit II.29 illustrates the density of persons ages 65 and older by Census block group. Similar to population density, the block groups with the highest densities of Jefferson County residents ages 65 and older are in Madison. All the moderate to high population densities of older adults are located in Madison and Hanover. The remaining County areas have low to very low older adult population densities.

Exhibit II.28: Population Density
Jefferson County
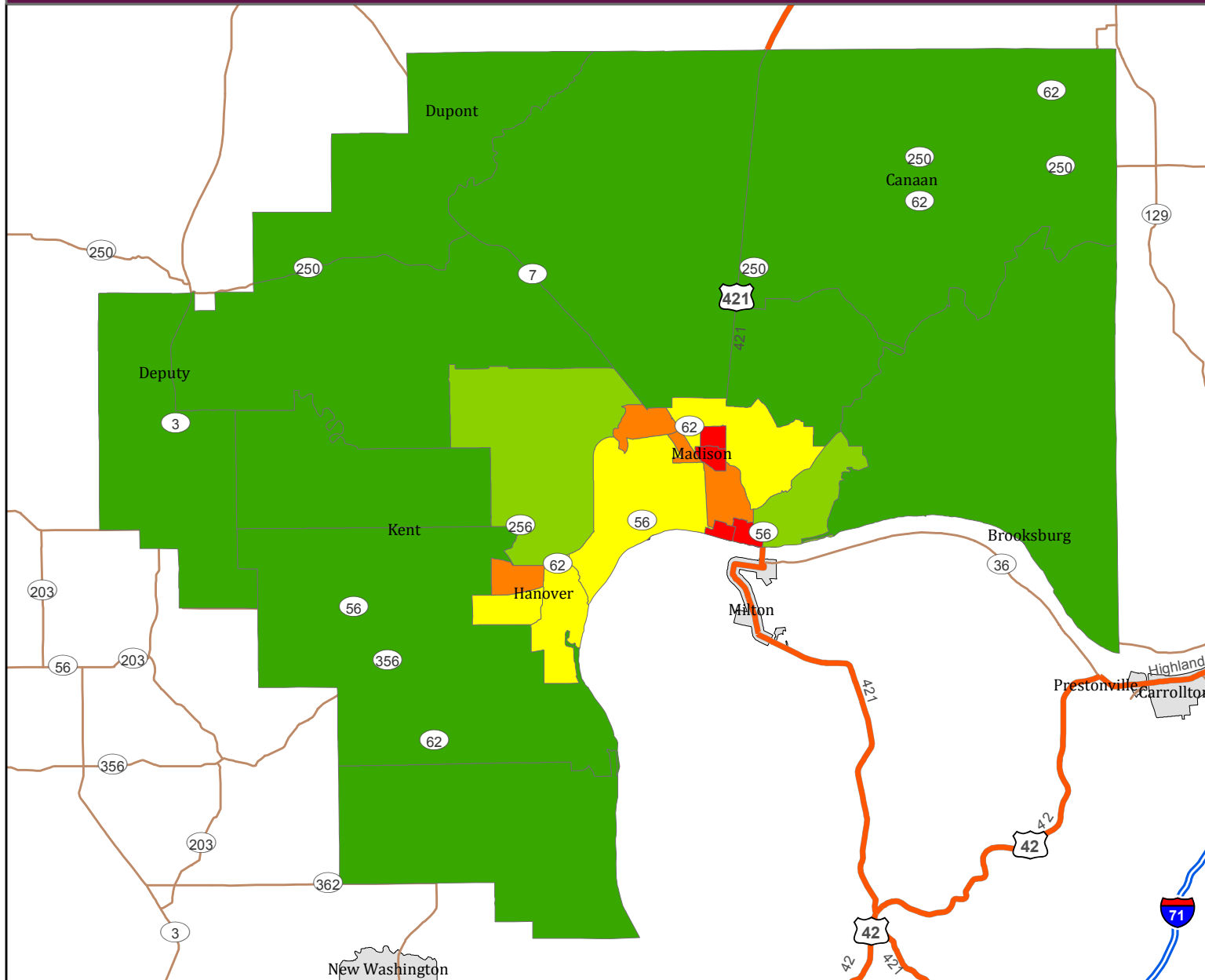
Legend

Total Population / SQMI

- 23.61 - 121.8
- 121.9 - 303.9
- 304.0 - 666.8
- 666.9 - 1812
- 1813 - 3563
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

Dupont

Canaan

Deputy

Kent

Madison

Hanover

Milton

Brooksburg

Prestonville Carrollton

Highland

New Washington

Exhibit II.29: Population Density Age 65 and Older Jefferson County
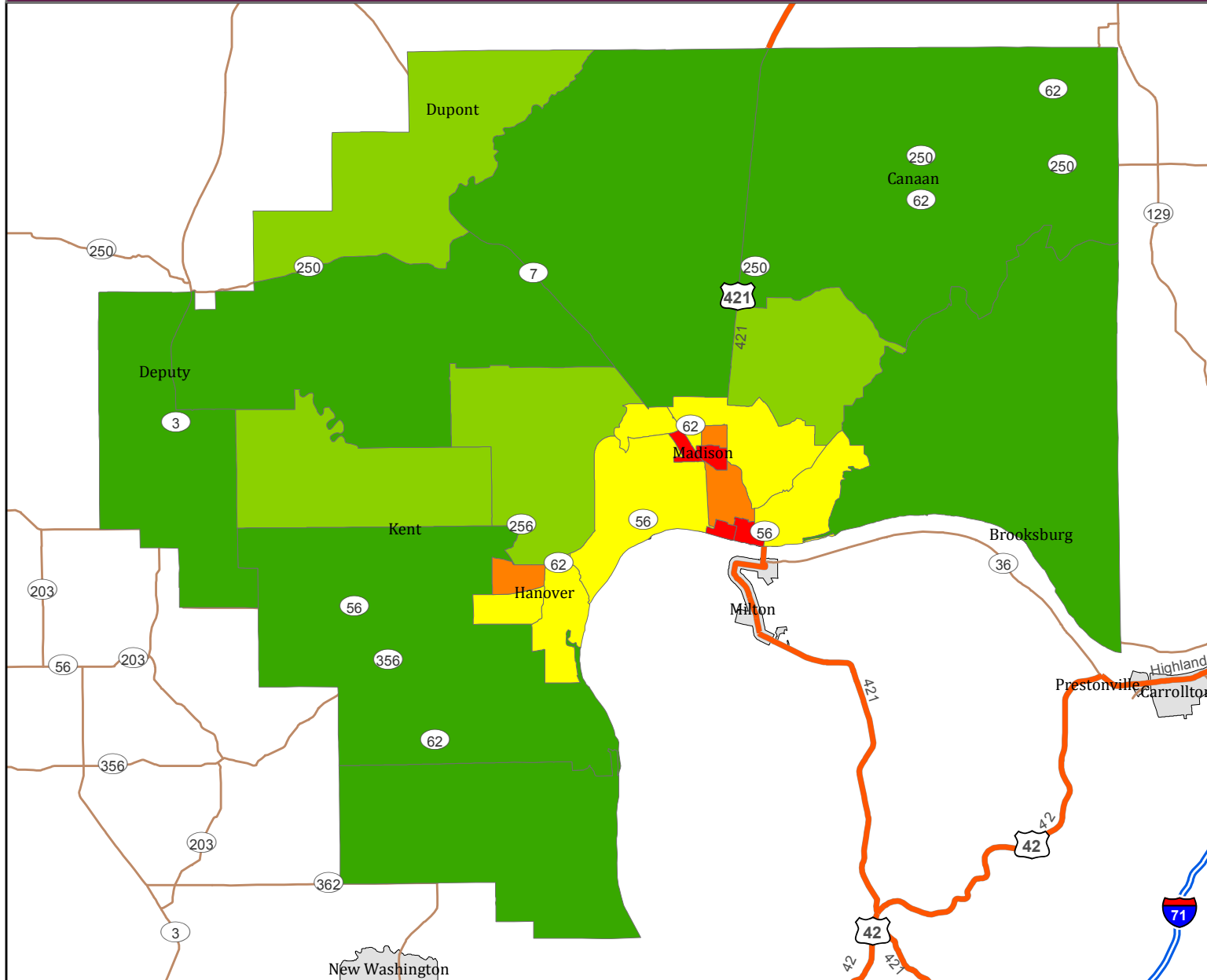
Legend

Age 65 Plus / SQMI

- 1.946 - 8.680
- 8.681 - 21.26
- 21.27 - 77.94
- 77.95 - 411.4
- 411.5 - 708.0
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

The largest age cohort for Jefferson County is ages 45 to 64 (28.3 percent of the County's population). The second largest group is ages 25 to 44 (24.1 percent) (see Exhibit II.30). The third largest group is ages 5 to 19 (19.5 percent). The fourth largest is ages 65 and older (15.2 percent).

Exhibit II.30: Jefferson County Population by Age
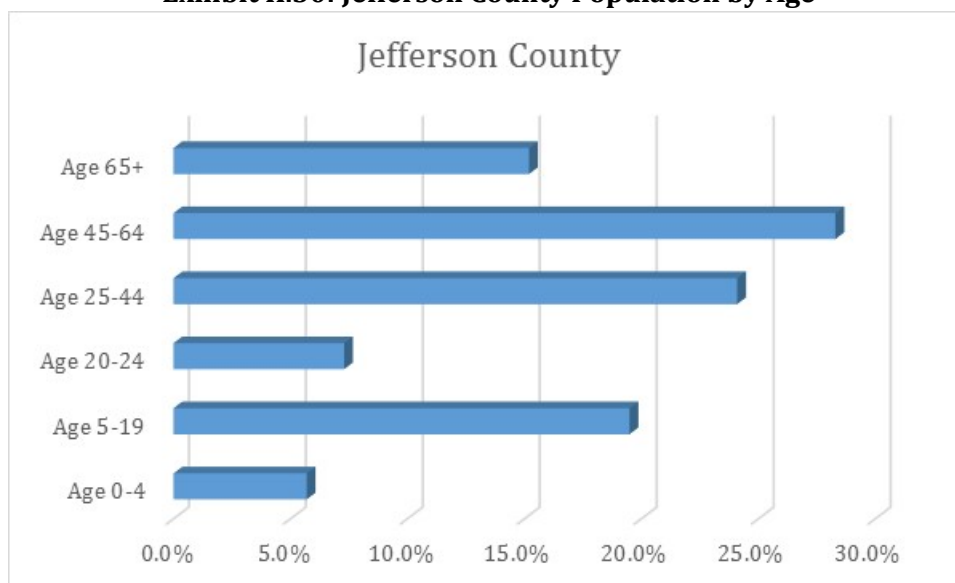
Source: 2014 ACS Five-Year Estimates

Economic Profile

In 2014, there were 30,183 total people in Jefferson County for whom poverty status is determined. Exhibit II.31 illustrates the percentage of people below the poverty level as compared to total population by Census block group. Areas having high densities of people below the poverty level as compared to the State of Indiana (15.5) (red and orange shading) are found in Northern and Eastern Madison, Hanover, and Dupont. Moderate densities of people below the poverty level (8.49 to 15.5) are located throughout Jefferson County. Very small portions the County have low to very low densities of persons below the poverty level.

Exhibit II.32 illustrates the percentage of housing units with 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 location with the highest concentration of these households is in Madison. Over 11.79 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage—ranging from 8.43 to 11.78 percent of zero vehicle households—are found in Madison, Hanover, Kent, and North Central Jefferson County.

Exhibit II.31: Percent Population Below Poverty Jefferson County
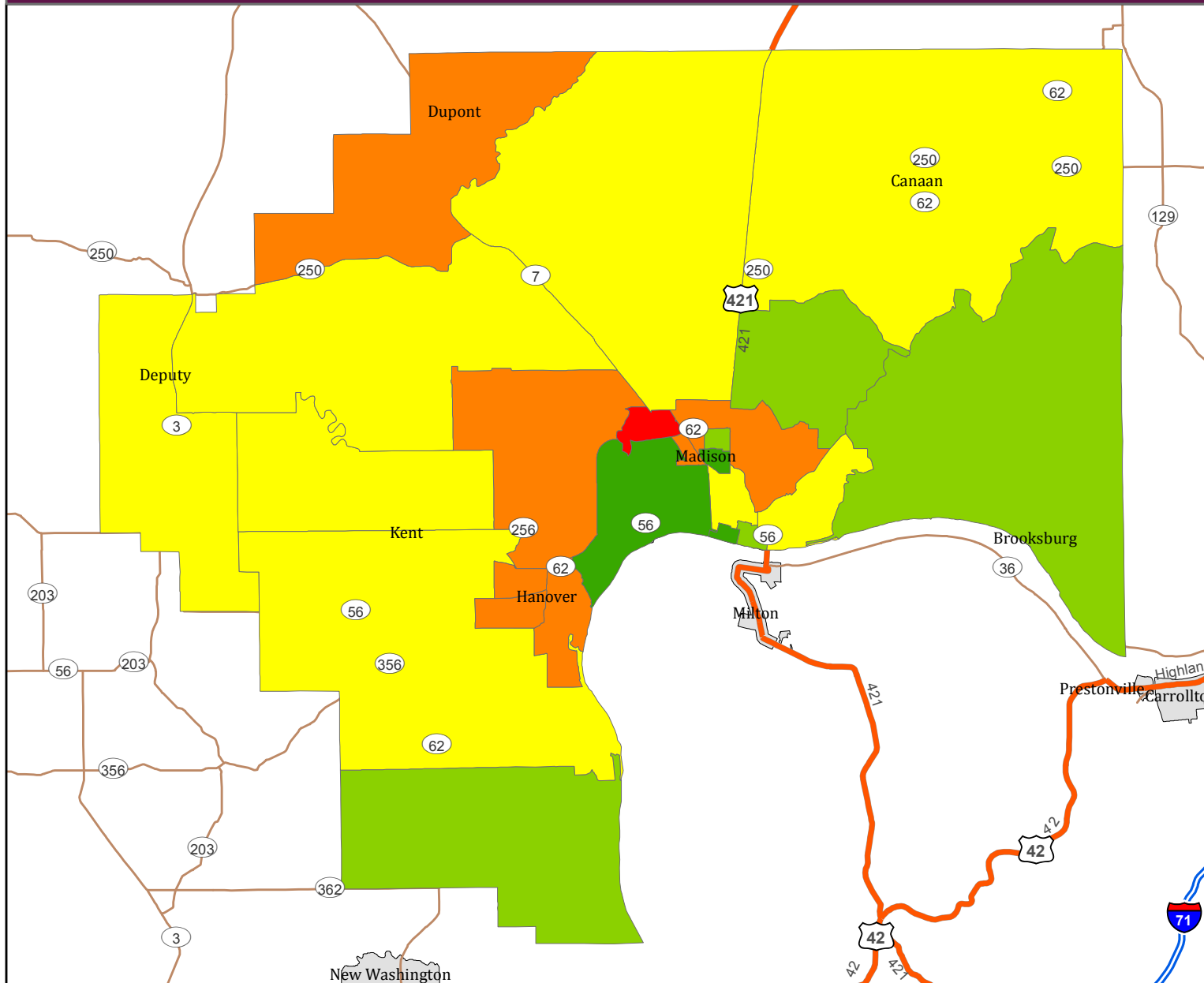
Legend

Percent Below Poverty

- 4.21% - 4.65%
- 4.66% - 8.48%
- 8.49% - 12.62%
- 12.63% - 36.54%
- 36.55% - 54.19%
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

Dupont
Canaan
Deputy
Kent
Madison
Hanover
Milton
Brooksburg
Prestonville
Carrollton
Highland
New Washington

RLS Associates, Inc.

Exhibit II.32: Percent Zero Vehicle Households Jefferson County
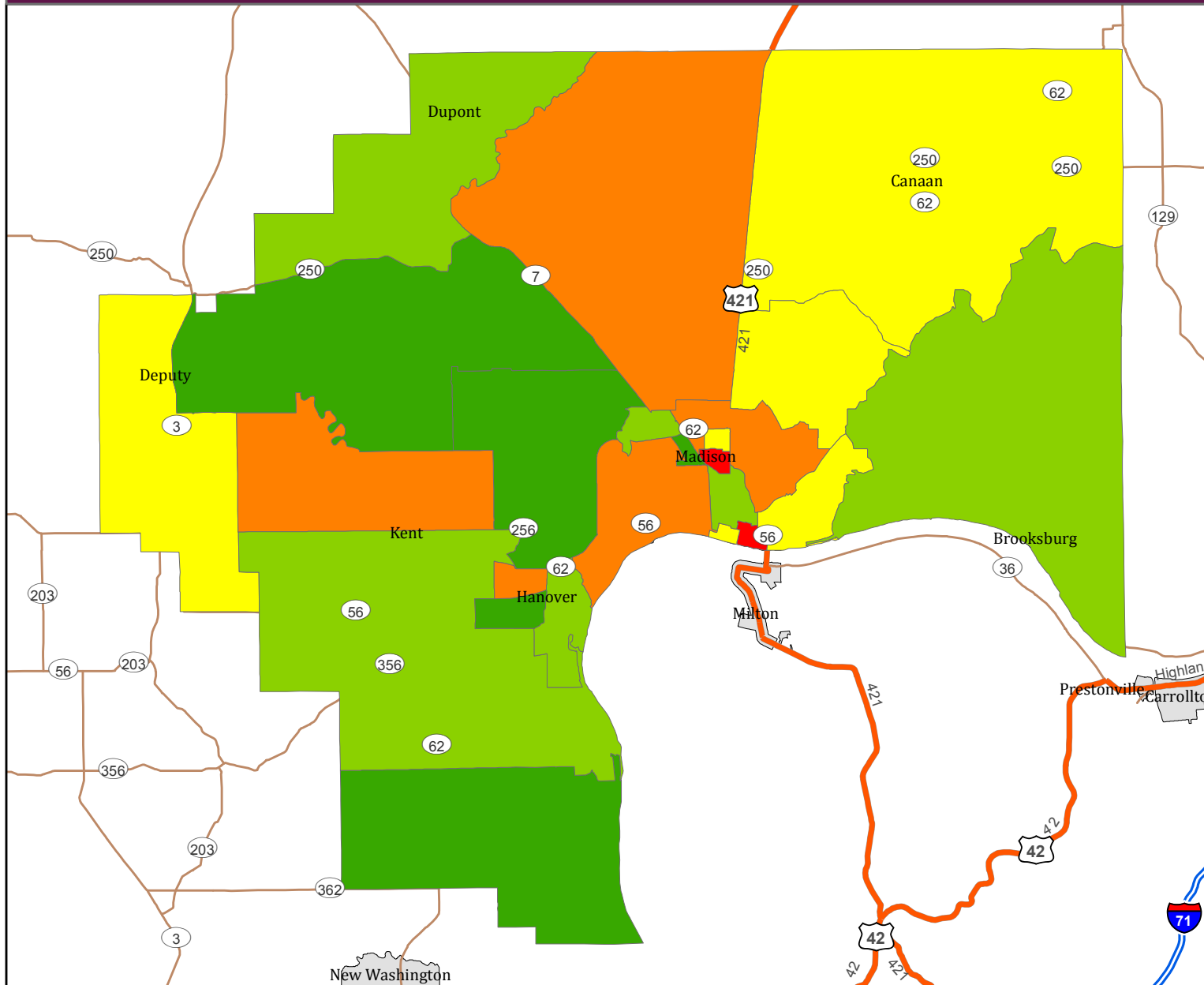
Legend

ZVH / Households
- 0%
- 0.01% - 4.23%
- 4.24% - 8.42%
- 8.43% - 11.78%
- 11.79% - 22.73%
- 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

Jefferson County's unemployment rate reached a high in 2011 of 10.4 percent. This was slightly higher than that of the United States (9.1) and the State of Indiana (9.4).

From 2012 to 2013, the unemployment rate for Jefferson County remained higher than the State and National averages. From 2014 to 2016 the County's unemployment rate stayed below the National average but above the State's average. Exhibit II.33 illustrates a comparison of the unemployment rates in the County, State, and Nation.

Exhibit II.33: Jefferson County Comparison of Unemployment Rates
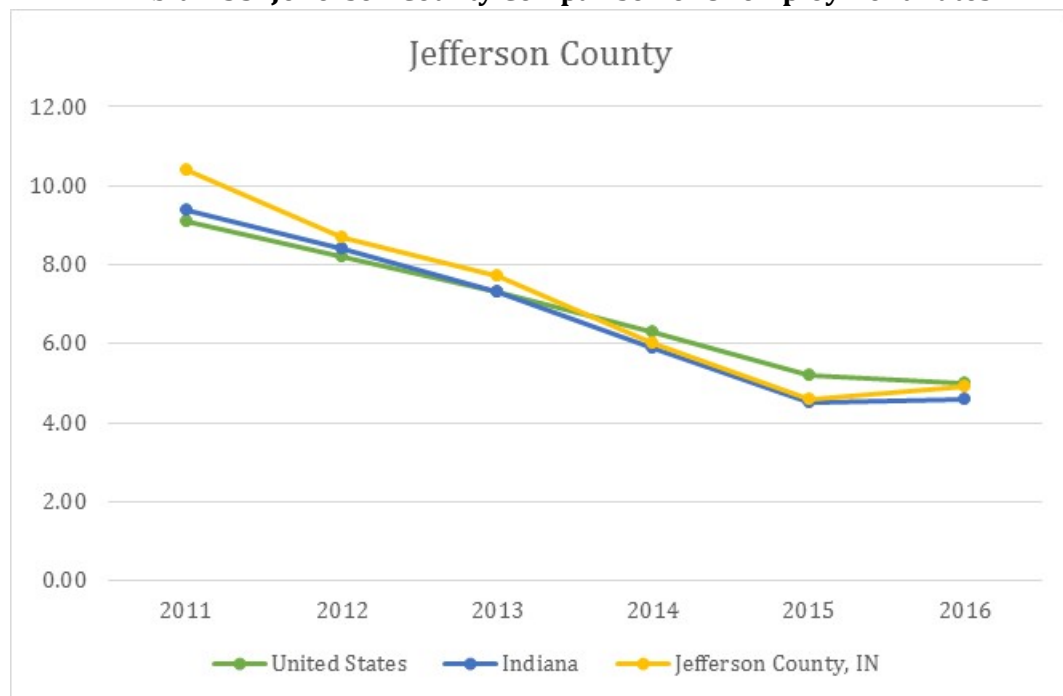
Source: STATS Indiana using Bureau of Labor Statistics

JENNINGS COUNTY

Population Growth

The projected population of Jennings County in 2050 is 30,449, an increase of 1,034, or 3.5 percent, from the 2020 population projection. Exhibit II.34 illustrates the projected population trends for Jennings County through the year 2050.

Exhibit II.34: Jennings County Population Trends
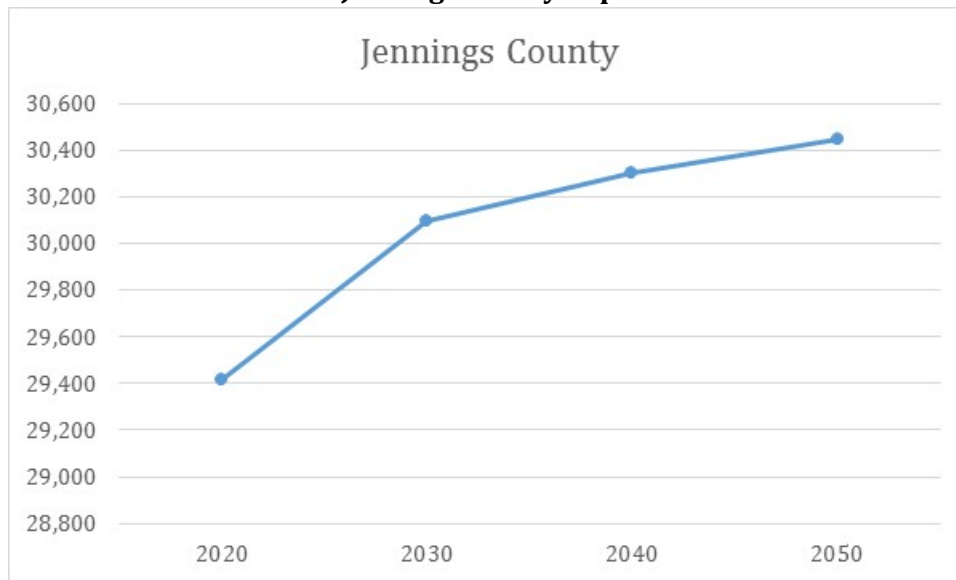
Source: STATS Indiana

Population Density

Exhibit II.35 illustrates the population density per square mile by Census block group. The block groups in North Vernon have the highest densities of Jennings County residents. These block groups have densities between 1,064 and 3,561 persons per square mile. North Vernon and Country Squire Lakes have moderate to moderately high population densities (414.2 to 1,063). The remaining County areas have low to very low population densities.

Exhibit II.36 illustrates the density of persons ages 65 and older by Census block group. Similar to population density, the block groups with the highest density of Jennings County residents ages 65 and older are in North Vernon. All the moderate to high population densities of persons age 65 and older are located in Madison and Country Squire Lakes. The remaining County areas have low to very low older adult population densities.

Exhibit II.35: Population Density
Jennings County

Region 8 Coordinated Public Transit- Human Services Transportation Plan Update
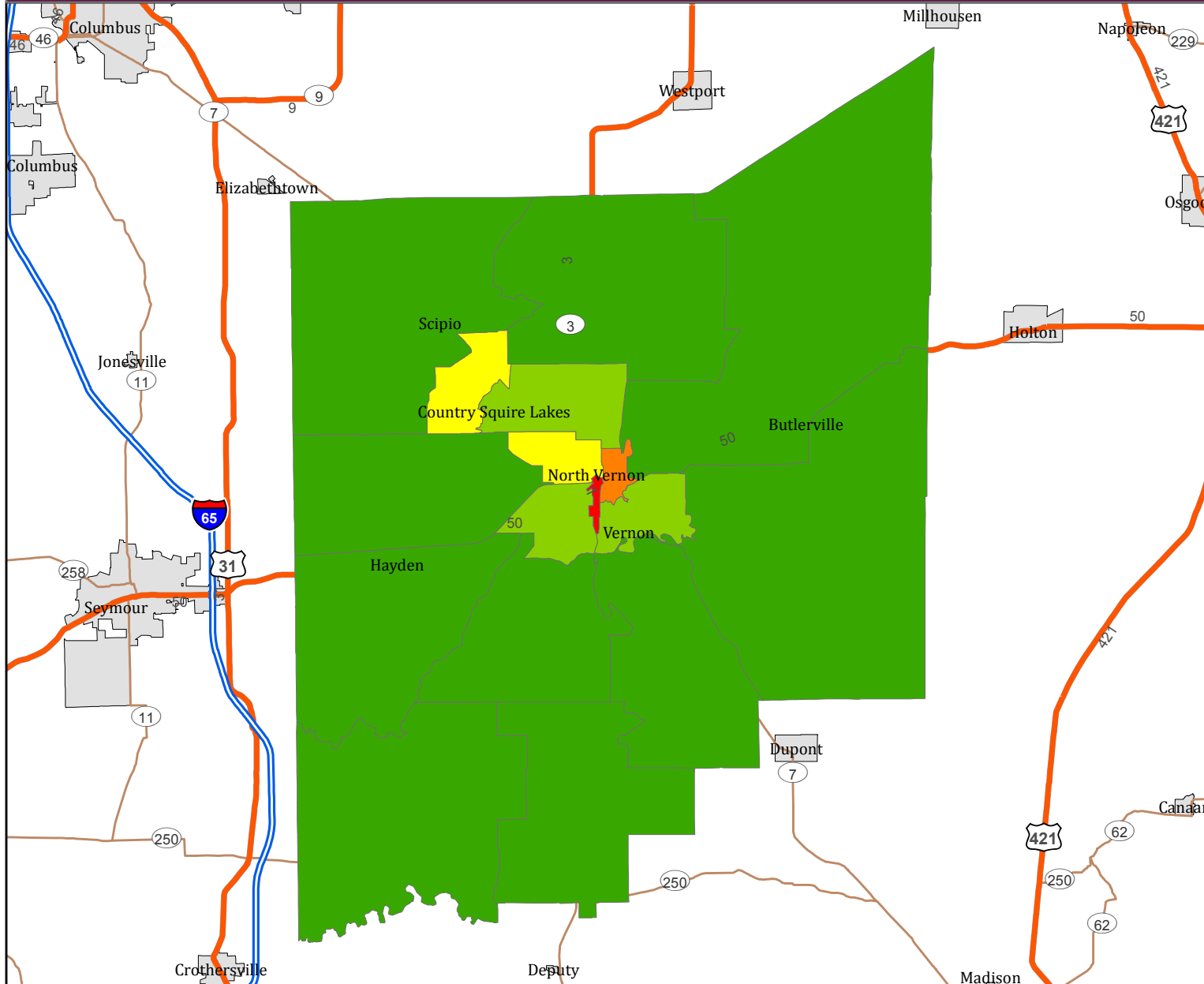
Legend

Total Population / SQMI

- 25.86 - 68.39
- 68.40 - 414.1
- 414.2 - 680.1
- 680.2 - 1063
- 1064 - 3561
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

Columbus
Millhousen
Napoleon
Westport
Columbus
Elizabethtown
Osgood
Scipio
Holton
Jonesville
Country Squire Lakes
Butlerville
North Vernon
Vernon
Hayden
Seymour
Dupont
Canaan
Crothersville
Deputy
Madison

RLS Associates, Inc.

Exhibit II.36: Population Density Age 65 and Older Jennings County
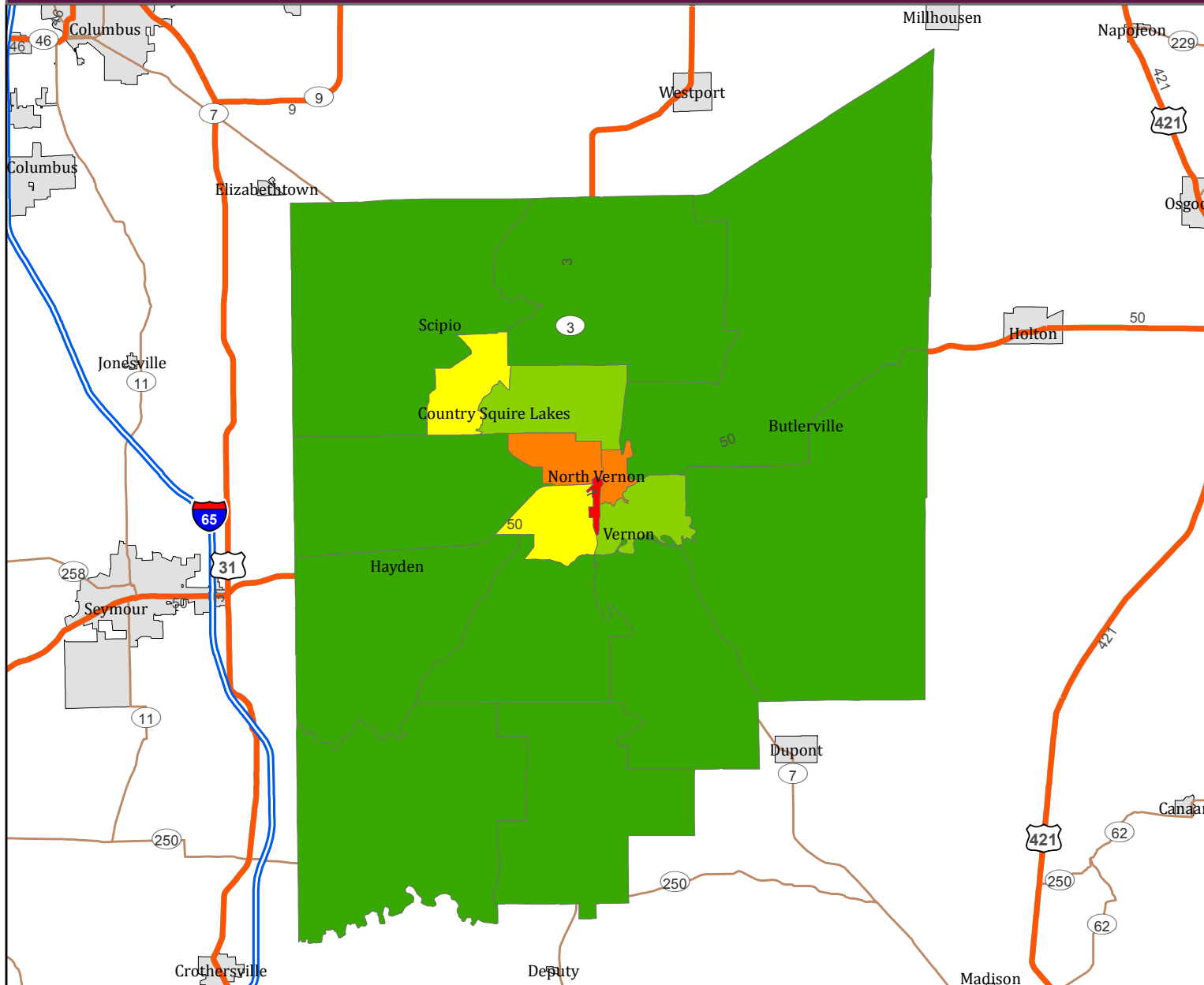
Legend

Age 65 Plus / SQMI

- 2.164 - 8.712
- 8.713 - 32.64
- 32.65 - 87.58
- 87.59 - 132.0
- 132.1 - 458.5
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

RLS Associates, Inc.

The largest age cohort for Jennings County is ages 45 to 64 (27.8 percent of the County's population). The second largest group is ages 25 to 44 (24.7 percent) (see Exhibit II.37). The third largest group is ages 5 to 19 (21.8 percent). The fourth largest group is ages 65 and older (13.6 percent).

Exhibit II.37: Jennings County Population by Age
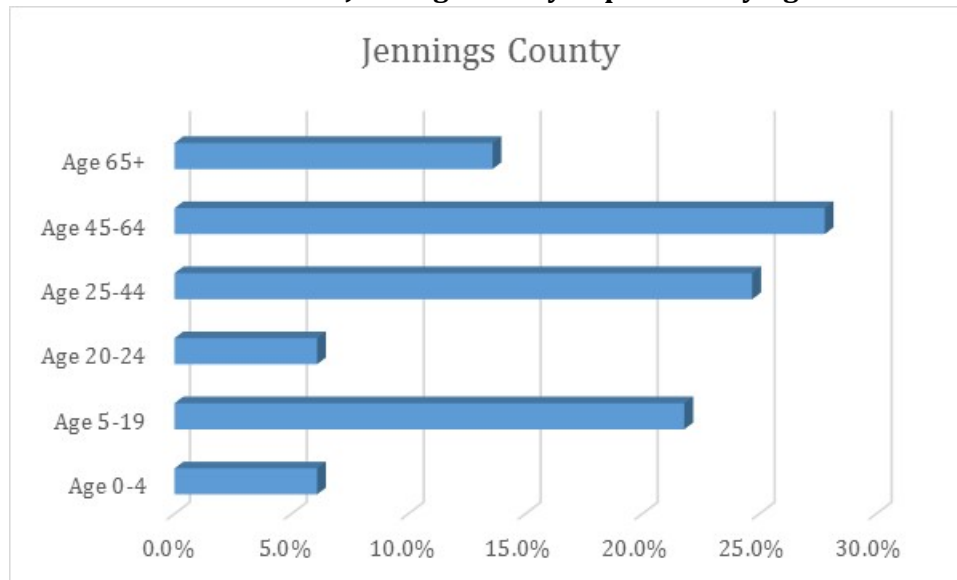
Source: 2014 ACS Five-Year Estimates

Economic Profile

In 2014, there were 27,750 total people in Jennings County for whom poverty status is determined. Exhibit II.38 illustrates the percentage of people below the poverty level as compared to total population by Census block group. Areas having high densities of people below the poverty level as compared to the State of Indiana (15.5) (red and orange shading) are found in Country Squire Lakes, North Vernon, and Vernon. Moderate densities of people below the poverty level (9.81 to 15.5) are located throughout Jennings County. The remaining County areas have low to very low densities of persons below the poverty level.

Exhibit II.39 illustrates the percentage of housing units with no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentages of housing units with no available vehicles. The block groups with the highest concentration of these households are in North Vernon and Northeast Jennings County. Over 8.55 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage—ranging from 5.93 to 8.54 percent of zero vehicle households—are found in North Vernon, Vernon, and Southern Jennings County.

Exhibit II.38: Percent Population Below Poverty Jennings County
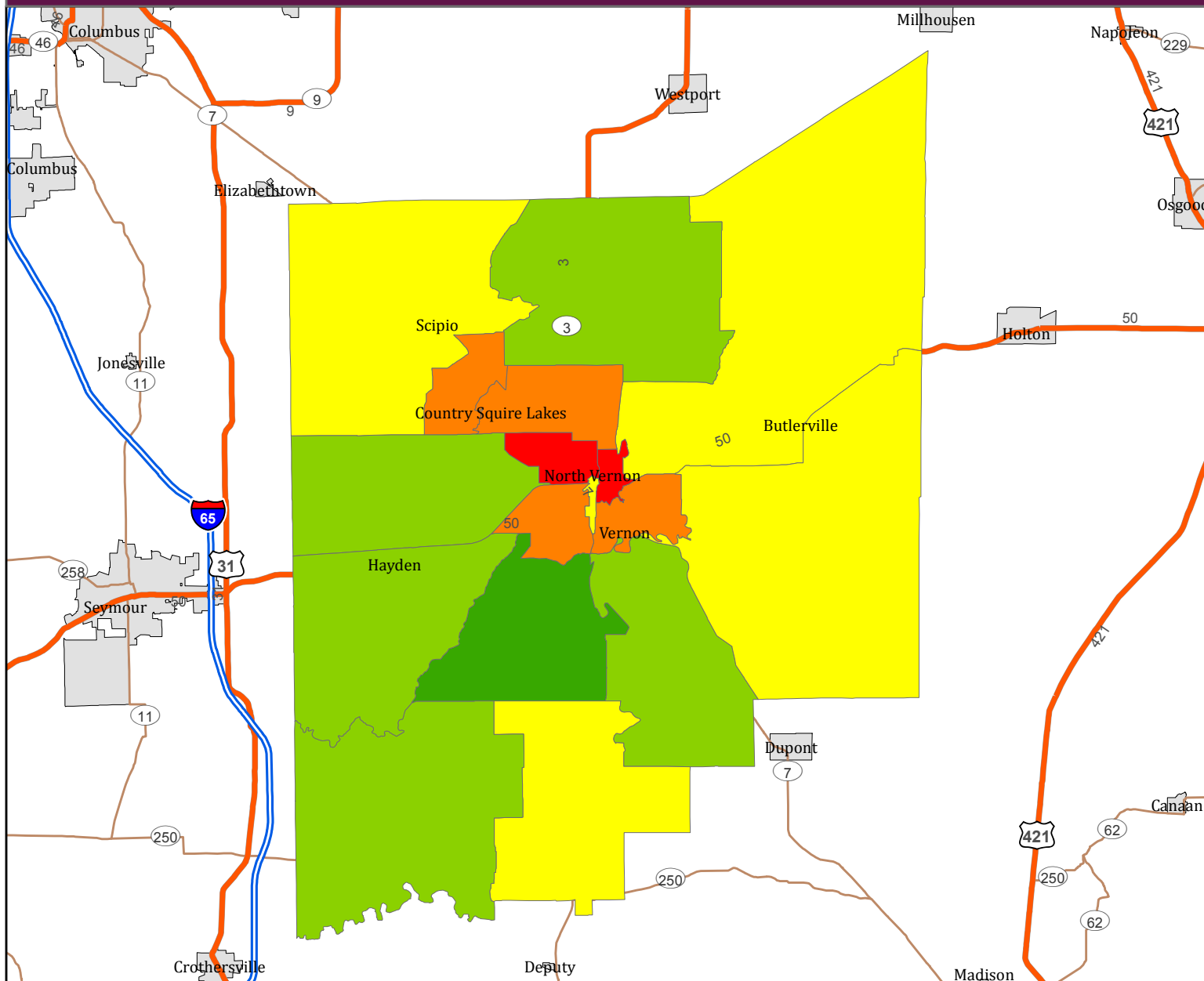
Legend

Percent Below Poverty

- 0.85%
- 0.86% - 9.8%
- 9.81% - 15.5%
- 15.51% - 26.25%
- 26.26% - 32.62%
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

RLS Associates, Inc.

Exhibit II.39: Percent Zero Vehicle Households Jennings County

Region 8
Coordinated
Public Transit-
Human Services
Transportation
Plan Update

Legend

ZVH / Households

- 0% - 1.24%
- 1.25% - 3.33%
- 3.34% - 5.92%
- 5.93% - 8.54%
- 8.55% - 16.87%
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

Columbus
Columbus
Elizabethtown
Jonesville
Seymour
Crothersville
Scipio
Country Squire Lakes
North Vernon
Vernon
Hayden
Deputy
Millhousen
Westport
Butlerville
Holton
Dupont
Napoleon
Osgood
Canaan
Madison

RLS Associates, Inc.

Industry and Labor Force

Jennings County's unemployment rate reached a high in 2011 of 11.7 percent. This was significantly higher than that of the United States (9.1) and the State of Indiana (9.4).

From 2012 to 2013, the unemployment rate for Jennings County remained higher than the State and National averages. In 2014 County's unemployment rate stayed below the National average but above the State's average. The unemployment rate for Jennings County in 2015 dipped below both the National and State averages. In 2016, the unemployment rate stayed below the National average but rose to a level slightly above the State average. Exhibit II.40 illustrates a comparison of the unemployment rates in the County, State, and Nation.

Exhibit II.40: Jennings County Comparison of Unemployment Rates
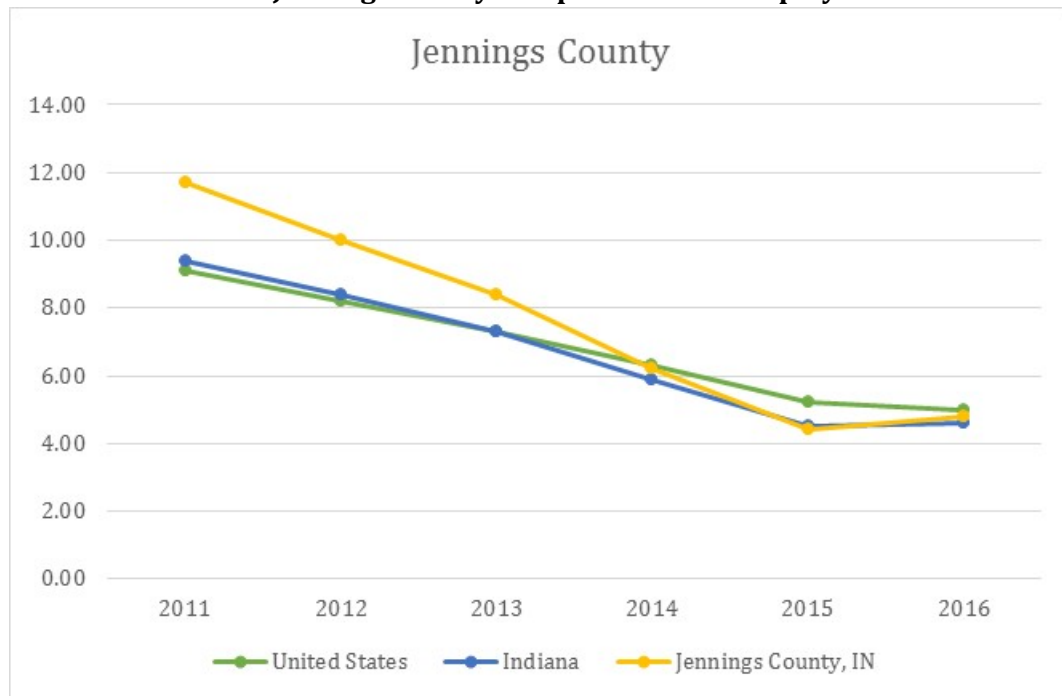
Source: STATS Indiana using Bureau of Labor Statistics

OHIO COUNTY

Population Growth

The projected population of Ohio County in 2050 is 6,623, an increase of 74, or 1.1 percent, from the 2020 population projection. Ohio County's population will grow from 2020 to 2030 and then slowly decrease from 2030 to 2050 but will remain above the 2020 projected population. Exhibit II.41 illustrates the projected population trends for Ohio County through the year 2050.

Exhibit II.41: Ohio County Population Trends
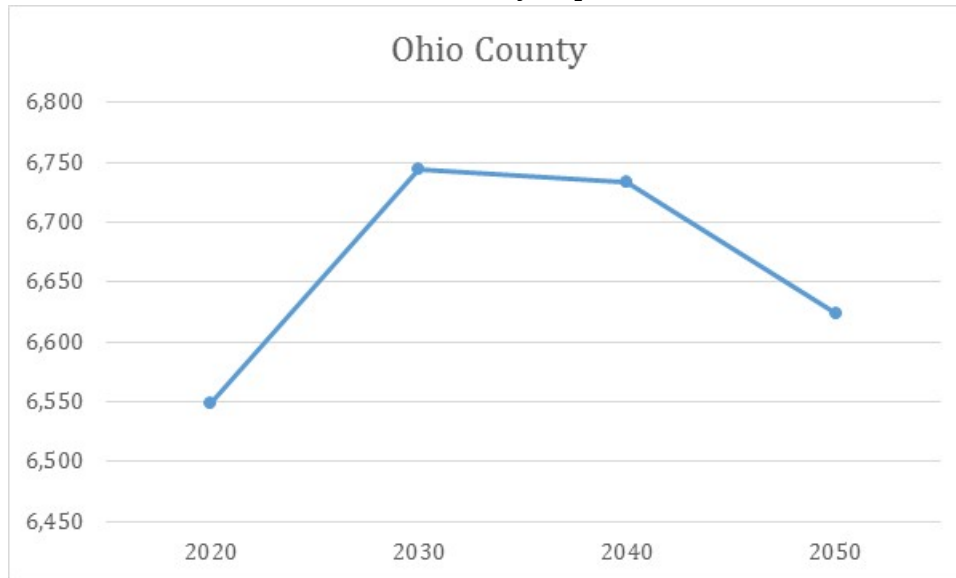
Source: STATS Indiana

Population Density

Exhibit II.42 illustrates the population density per square mile by Census block group. Ohio County only has six block groups, which makes the ranges for the intervals very spread out. The block groups around Rising Sun have the highest densities of Ohio County residents. These block groups have densities between 62.63 and 608.8 persons per square mile. The remaining block groups in Ohio County have population densities below 62.62 persons per square mile.

Exhibit II.43 illustrates the density of persons ages 65 and older by Census block group. Similar to population density, the block groups with the highest densities of Ohio County residents ages 65 and older are in Rising Sun. The remaining County areas have low to very low older adult population densities.

Exhibit II.42: Population Density
Ohio County
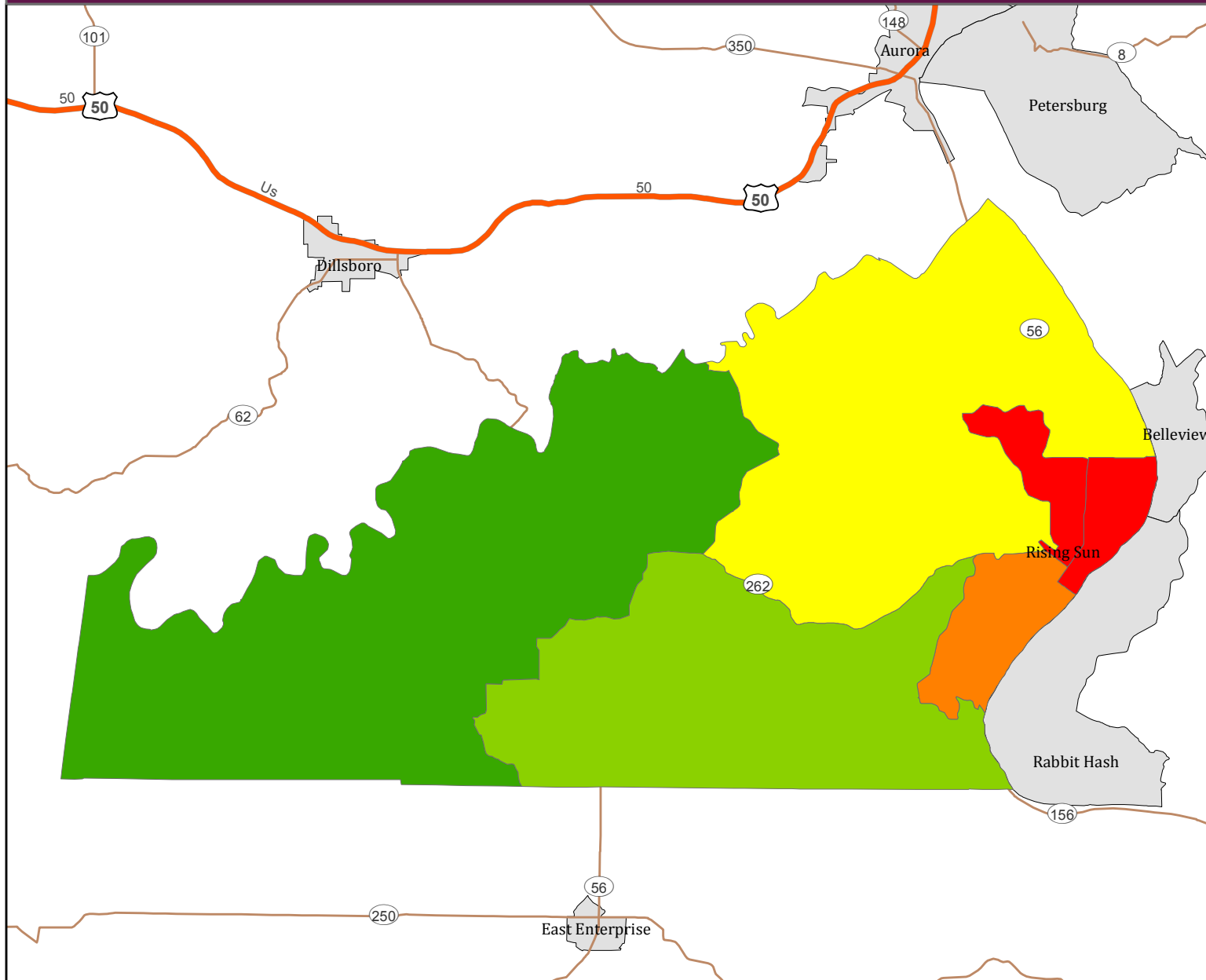
Legend

Total Population / SQMI

- 31.36
- 31.37 - 44.31
- 44.32 - 62.62
- 62.63 - 201.3
- 201.4 - 608.8
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

Petersburg

Aurora

Dillsboro

Belleview

Rising Sun

Rabbit Hash

East Enterprise

101
350
148
8
50
56
62
262
156
250
56

RLS Associates, Inc.

Exhibit II.43: Population Density Age 65 and Older Ohio County

Region 8
Coordinated
Public Transit-
Human Services
Transportation
Plan Update
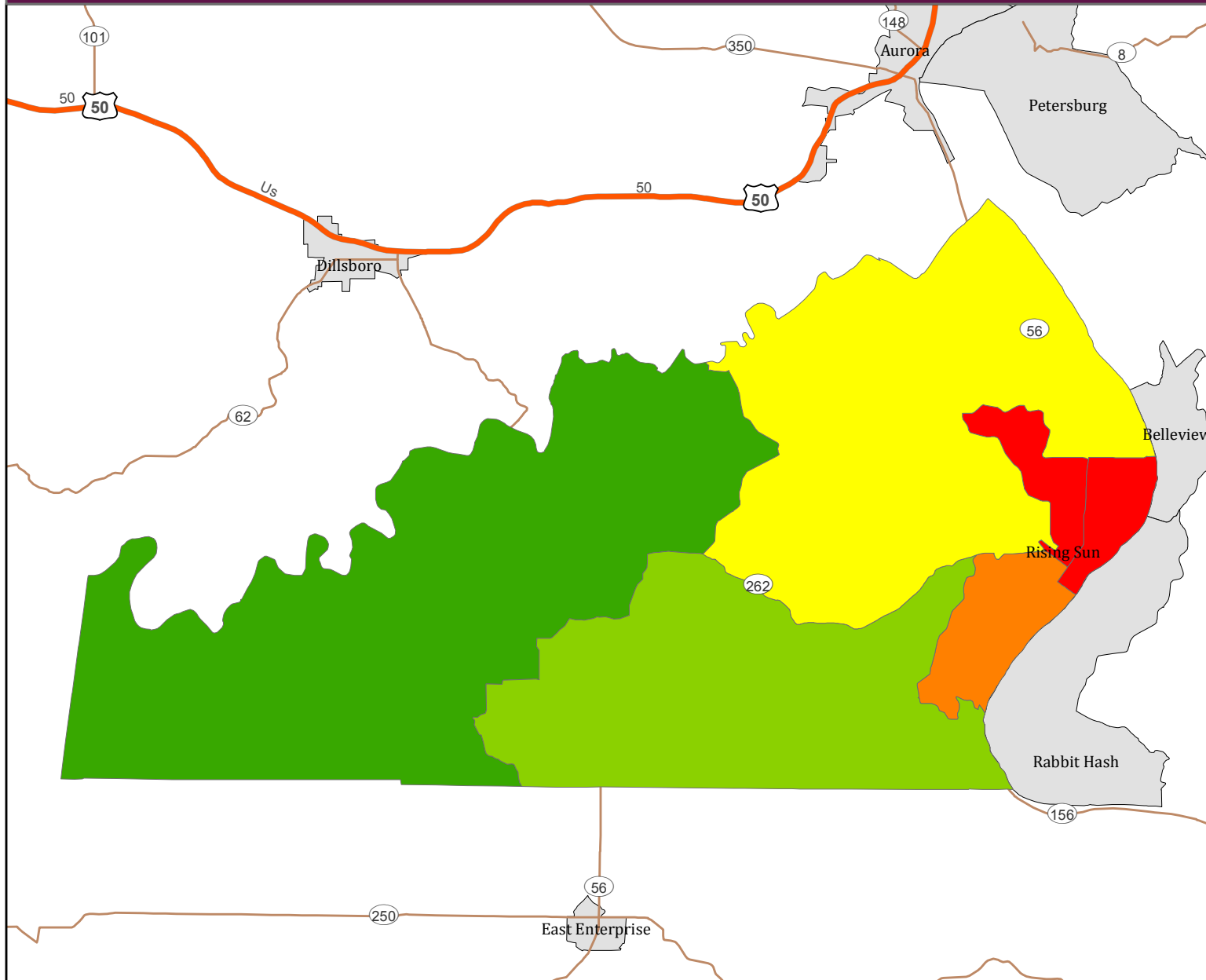
Legend

Age 65 Plus / SQMI

- 2.350
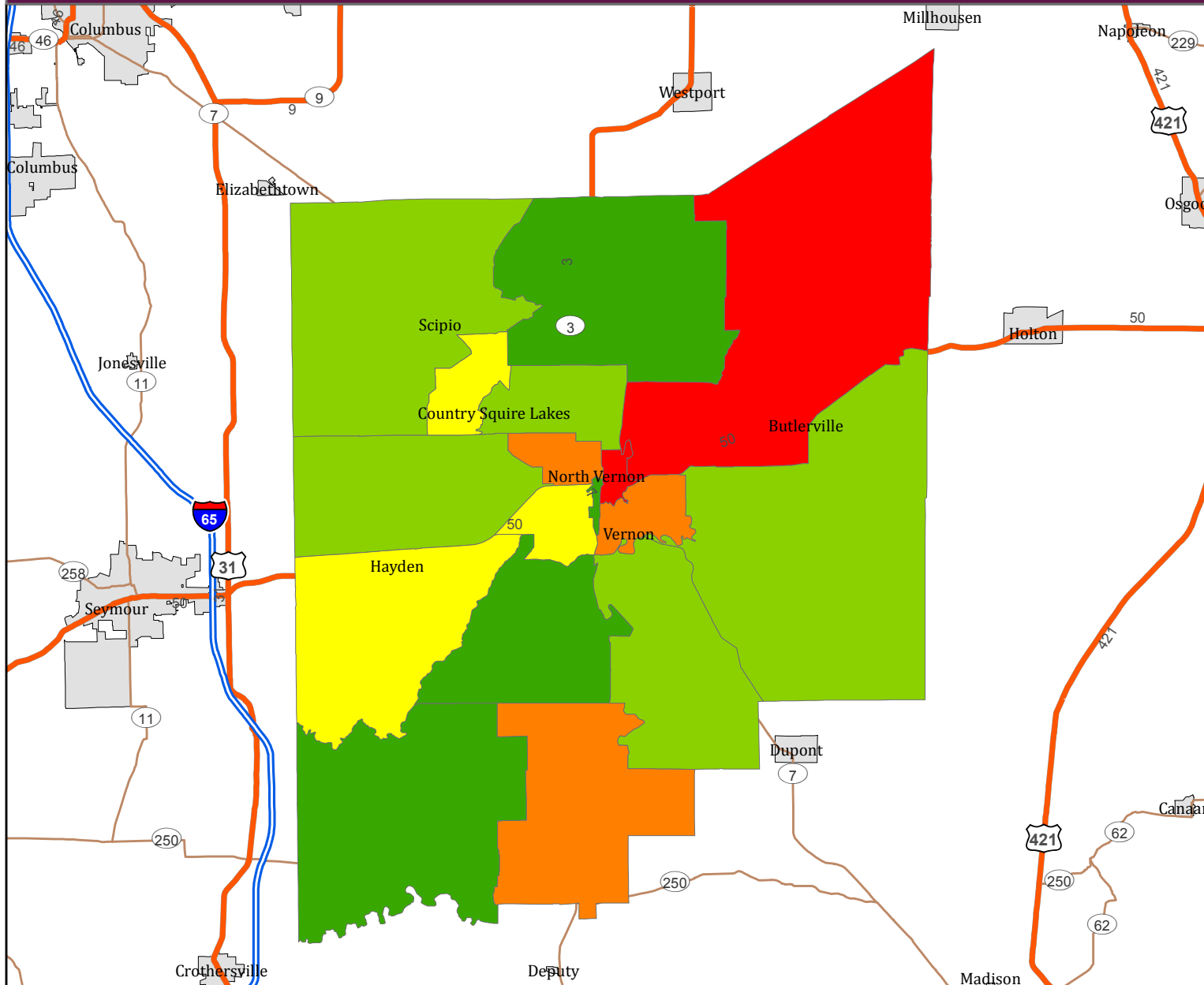- 2.351 - 8.279
- 8.280 - 12.33
- 12.34 - 49.53
- 49.54 - 128.8
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

Petersburg

Aurora

Dillsboro

Belleview

Rising Sun

Rabbit Hash

East Enterprise

RLS Associates, Inc.

The largest age cohort for Ohio County is ages 45 to 64 (31.5 percent of the County's population). The second largest group is ages 25 to 44 (22.3 percent) (see Exhibit II.44). The third largest group is ages 5 to 19 (18.4 percent). The fourth largest group is ages 65 and older (18.2 percent). Compared to other counties in Region 8, Ohio County has the highest percentage of population ages 45 and over.

Exhibit II.44: Ohio County Population by Age
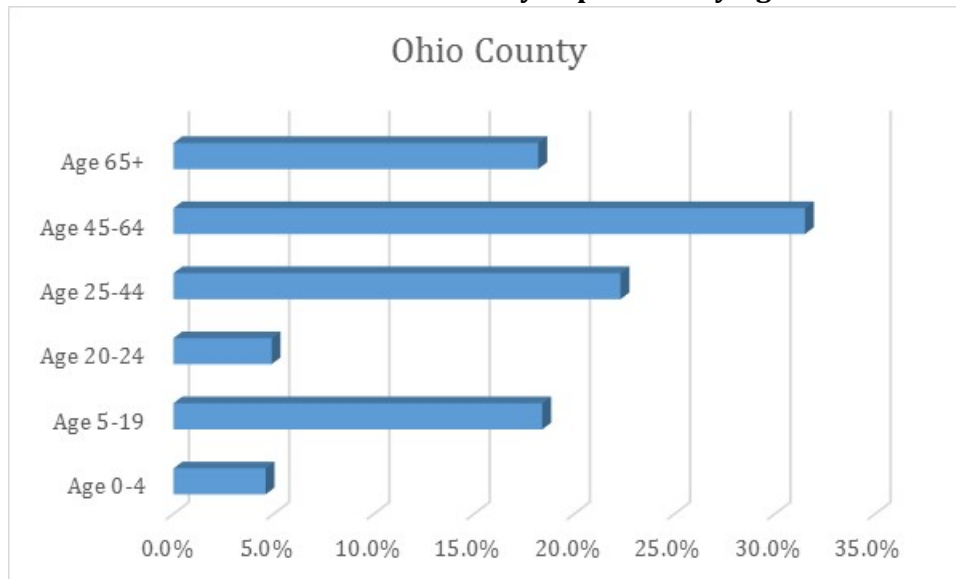
Source: 2014 ACS Five-Year Estimates

Economic Profile

In 2014, there were 5,934 total people in Ohio County for whom poverty status is determined. Exhibit II.45 illustrates the percentage of people below the poverty level as compared to total population by Census block group. No area in Ohio County has a high density of people below the poverty level as compared to the State of Indiana (15.5). The areas shaded in red have between 13.31 and 13.41 percent of the population living below the poverty level. Moderately high densities of people below the poverty level (6.04 to 13.3) are located in Rising Sun. The remainder of the County has low to very low densities of persons below the poverty level.

Exhibit II.46 illustrates the percentage of housing units with no available vehicle, according to 2014 ACS Five-Year Estimate data. The block group with the red shading has the highest percentage of housing units with no available vehicles. The block group with the highest concentration of these households is in Rising Sun. Over 10.01 percent of households within this block group have no vehicle available. Areas with a moderately high percentage—ranging from 5.68 to 10 percent of zero vehicle households—are found in Southern Ohio County. The remaining County areas have low percentages of households with zero vehicles available.

Exhibit II.45: Percent Population Below Poverty
Ohio County
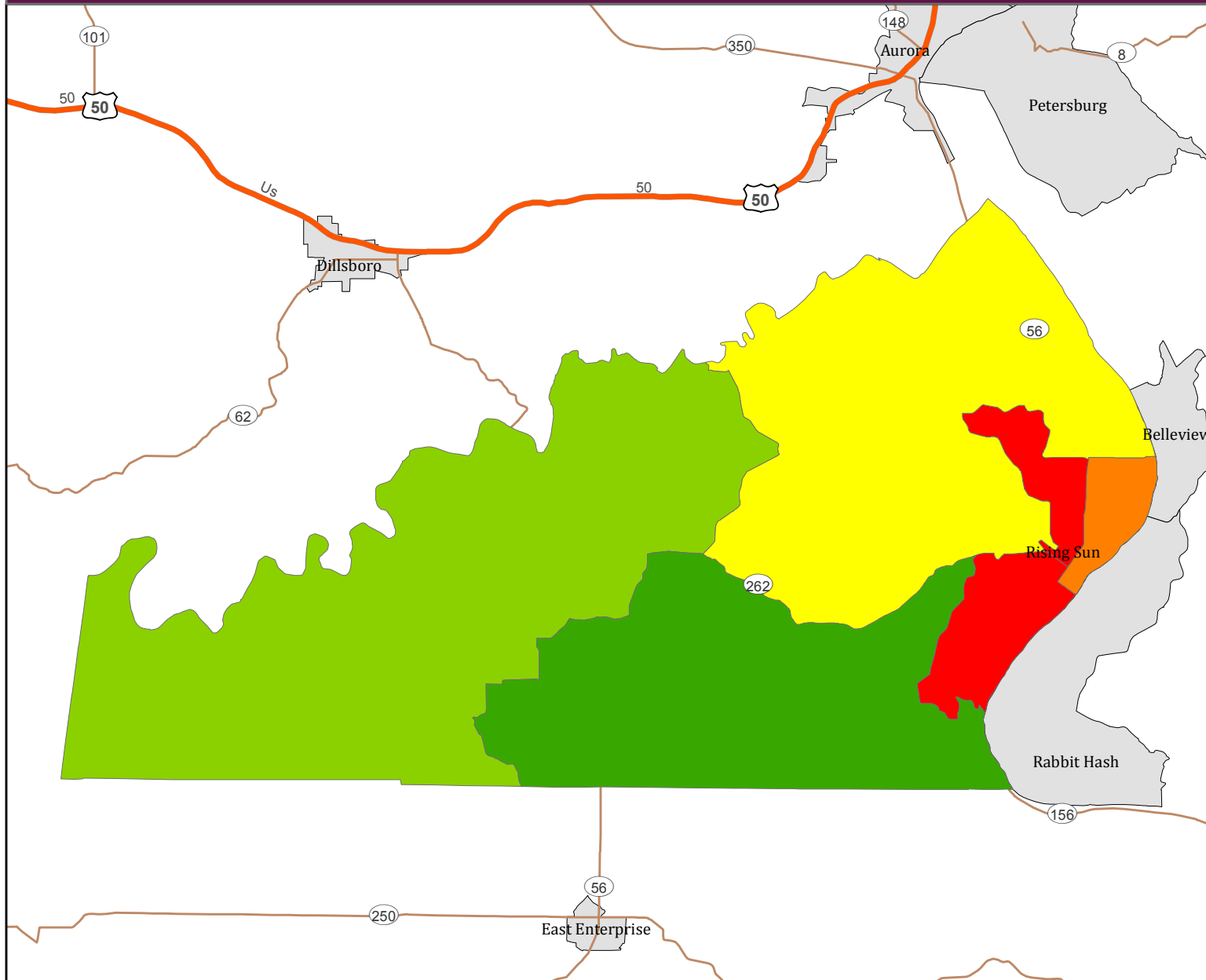
Legend

Percent Below Poverty

- 4.2%
- 4.21% - 4.63%
- 4.64% - 6.03%
- 6.04% - 13.3%
- 13.31% - 13.41%
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

RLS Associates, Inc.

Petersburg

Aurora

Dillsboro

Belleview

Rising Sun

Rabbit Hash

East Enterprise

Exhibit II.46: Percent Zero Vehicle Households
Ohio County

Legend

ZVH / Households

- 0%
- 0.01% - 3.66%
- 3.67% - 5.67%
- 5.68% - 10%
- 10.01% - 15.38%
- 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

Ohio County's unemployment rate reached a high in 2011 of 9.7 percent. This was slightly higher than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2014, the unemployment rate for Ohio County remained higher than the State and National averages. From 2015 to 2016 Ohio County's unemployment rate stayed below the National average but above the State's average. Exhibit II.47 illustrates a comparison of the unemployment rates in the County, State, and Nation.

Exhibit II.47: Ohio County Comparison of Unemployment Rates
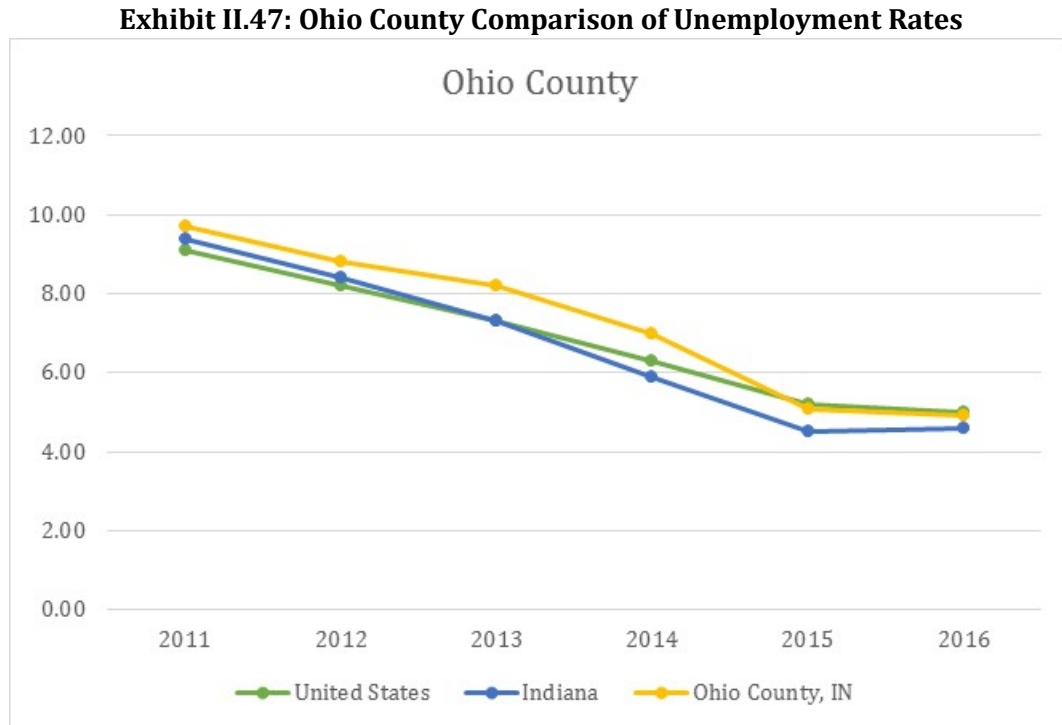
Source: STATS Indiana using Bureau of Labor Statistics

RIPLEY COUNTY

Population Growth

The projected population of Ripley County in 2050 is 33,692, an increase of 2,938, or 9.6 percent, from the 2020 population projection. Ripley County's population is projected to grow from 2020 to 2050. Exhibit II.48 illustrates the projected population trends for Ripley County through the year 2050.

**Exhibit II.48: Ripley County Population Trends**
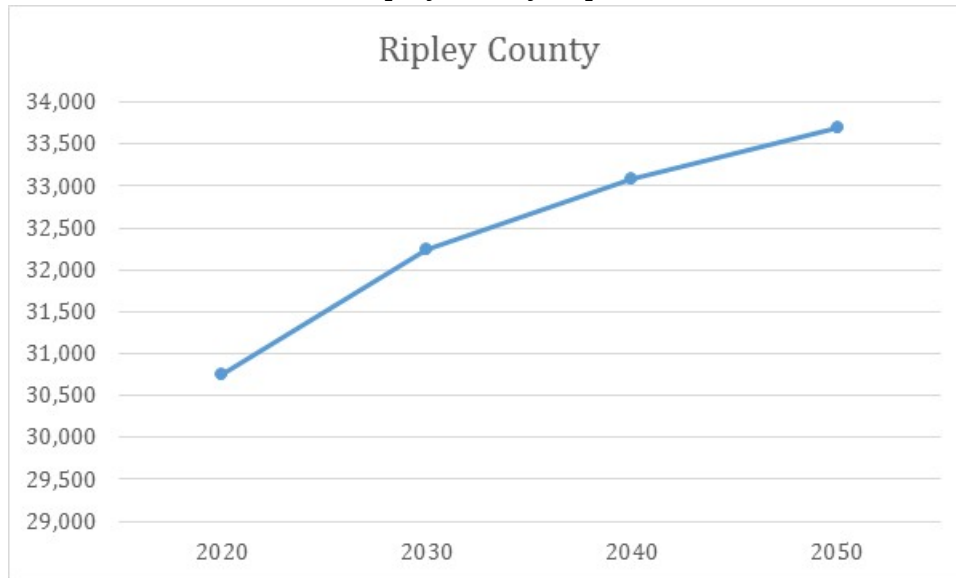
Ripley County

Source: STATS Indiana

Population Density

Exhibit II.49 illustrates the population density per square mile by Census block group. The block groups around Batesville have the highest densities of Ripley County residents. The block groups shaded in red have densities between 1,087 and 2,363 persons per square mile. Areas of moderately high population density are also in Batesville. Areas of moderate population density (152.4 to 350.4) are located in Osgood, Sunman, Versailles, and Milan. The remaining block groups in Ripley County have population densities below 152.3 persons per square mile.

Exhibit II.50 illustrates the density of persons ages 65 and older by Census block group. Similar to population density, the block groups with the highest densities of Ripley County residents ages 65 and older are in Batesville. Areas with moderately high densities of older adults (34.21 to 50) can be found in Versailles, and Milan. The remaining County areas have moderate to very low older adult population densities (below 34.2).

Exhibit II.49: Population Density
Ripley County

Legend

Total Population / SQMI

- 15.04 - 65.88
- 65.89 - 152.3
- 152.4 - 350.4
- 350.5 - 1086
- 1087 - 2363
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

RLS
Associates, Inc.

Greensburg
New Point
Batesville
St. Leon
Sunman
Millhousen
Napoleon
Westport
Osgood
Milan
Moores Hill
Aurora
Holton
Versailles
North Vernon
Butlerville
Aurora
Dillsboro
Dupont

Exhibit II.50: Population Density Age 65 and Older Ripley County

Region 8 Coordinated Public Transit-Human Services Transportation Plan Update
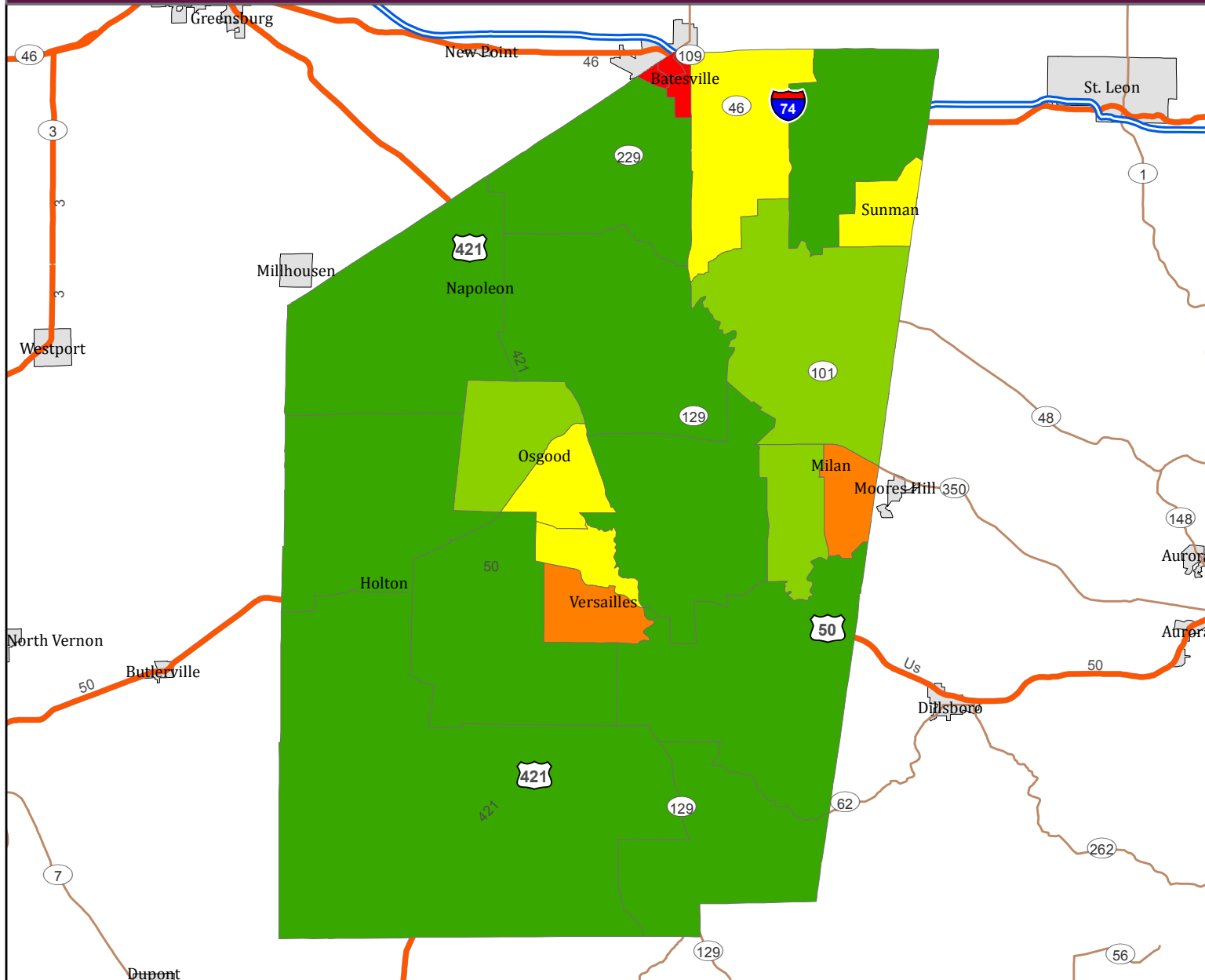
Legend

Age 65 Plus / SQMI

- 2.150 - 8.725
- 8.726 - 21.17
- 21.18 - 34.20
- 34.21 - 50.00
- 50.01 - 422.5

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

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

RLS Associates, Inc.

The largest age cohort for Ripley County is ages 45 to 64 (27.7 percent of the County's population). The second largest group is ages 25 to 44 (23.5 percent) (see Exhibit II.51). The third largest group is ages 5 to 19 (21.1 percent). The fourth largest group is ages 65 and older (16 percent). Compared to other counties in Region 8, Ripley County has the second highest population percentage of residents ages 65 and over.

Exhibit II.51: Ripley County Population by Age
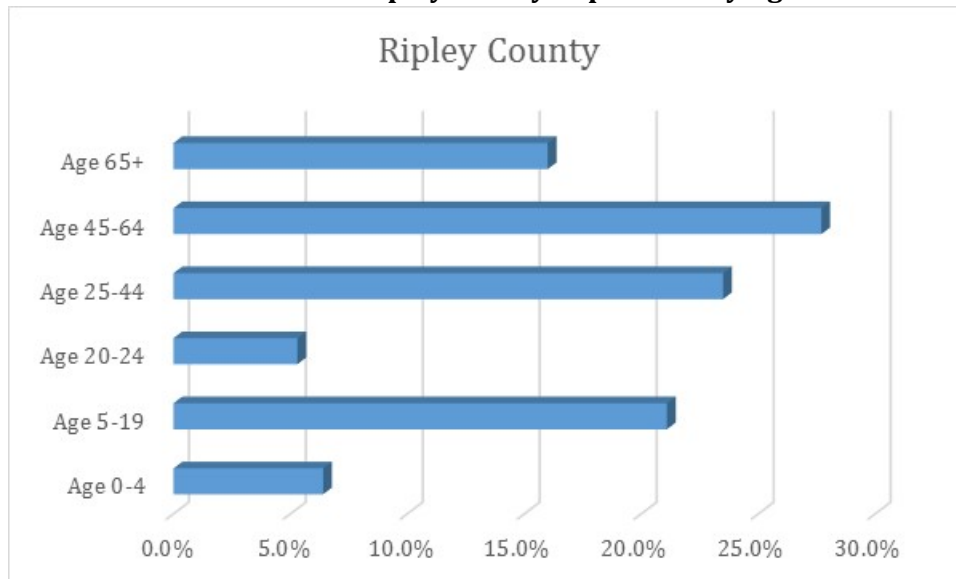
Source: 2014 ACS Five-Year Estimates

Economic Profile

In 2014, there were 28,097 total people in Ripley County for whom poverty status is determined. Exhibit II.52 illustrates the percentage of people below the poverty level as compared to total population by Census block group. The areas shaded in red have high densities of people below the poverty level as compared to the State of Indiana (15.5). The areas shaded in red have between 15.51 and 21.04 percent of their population living below the poverty level. These areas are found in Southwest Ripley County and in Sunman. Moderately high densities of people below the poverty level (8.89 to 15.5) are located in Batesville, Napoleon, Osgood, Holton, Versailles, and Southeast Ripley County. The remaining County areas have moderate to very low densities of persons below the poverty level.

Exhibit II.53 illustrates the percentage of housing units with no available vehicle. The block group with the red shading has the highest percentage of housing units with no available vehicles. The block group with the highest concentration of these households is in Batesville. Over 11.72 percent of households within this block group have no vehicle available. Areas with a moderately high percentage—ranging from 8.34 to 11.71 percent of zero vehicle households are in Southeast Ripley County. The remaining County areas have low percentages of households with zero vehicles available.

Exhibit II.52: Percent Population Below Poverty
Ripley County
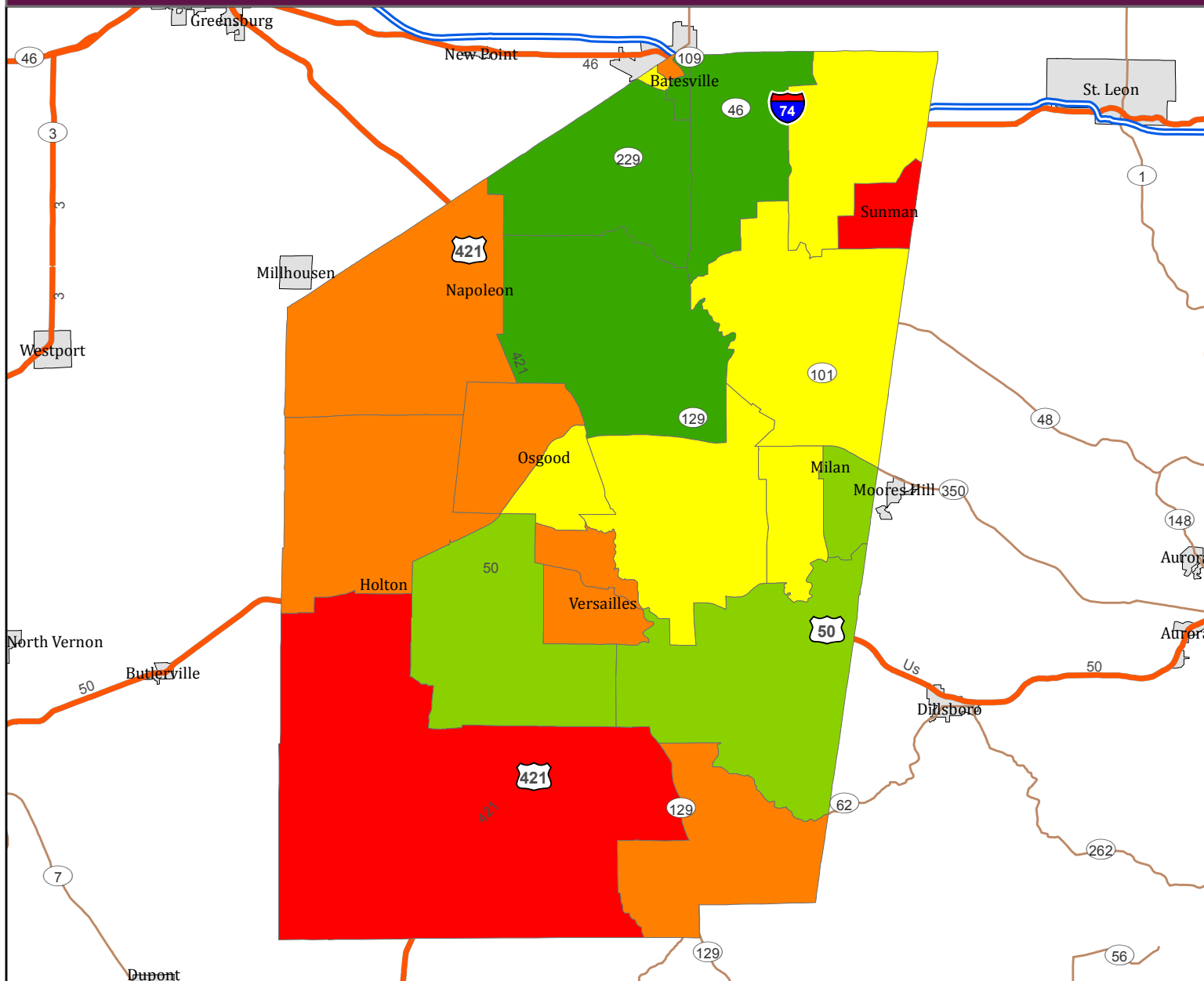
Legend
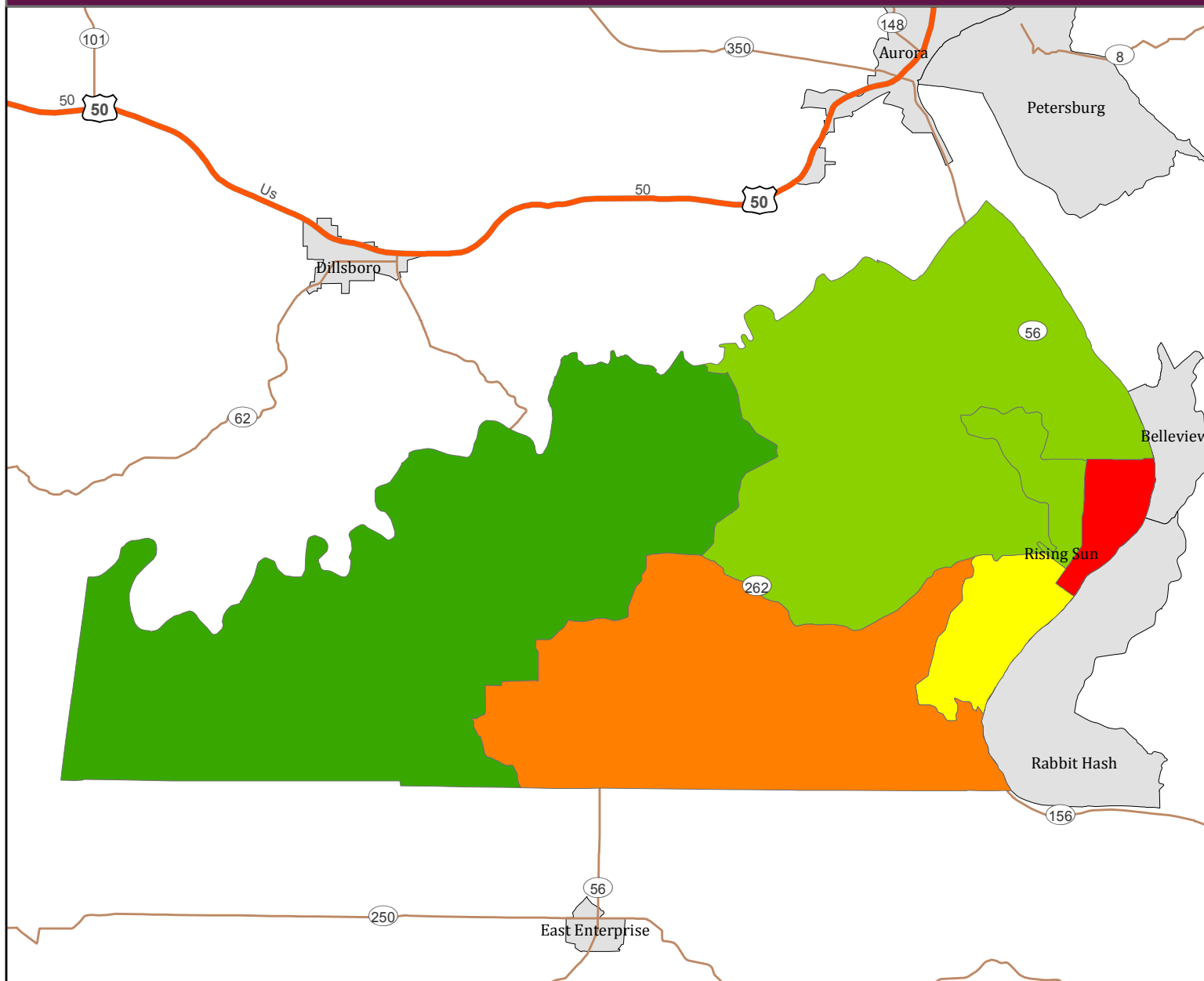
Percent Below Poverty

- 0% - 2.6%
- 2.61% - 5.24%
- 5.25% - 8.88%
- 8.89% - 15.5%
- 15.51% - 21.04%
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

RLS
Associates, Inc.

Greensburg
New Point
Batesville
St. Leon
Sunman
Millhousen
Napoleon
Westport
Osgood
Milan
Moores Hill
Aurora
Holton
Versailles
North Vernon
Butlerville
Dillsboro
Aurora
Dupont

Exhibit II.53: Percent Zero Vehicle Households
Ripley County

Legend

ZVH / Households

- 0% - 1.54%
- 1.55% - 5.03%
- 5.04% - 8.33%
- 8.34% - 11.71%
- 11.72% - 21.3%
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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

RLS Associates, Inc.

Greensburg
New Point
Batesville
St. Leon
Sunman
Millhousen
Napoleon
Westport
Osgood
Milan
Moores Hill
Aurora
Holton
Versailles
North Vernon
Butlerville
Dillsboro
Aurora
Dupont
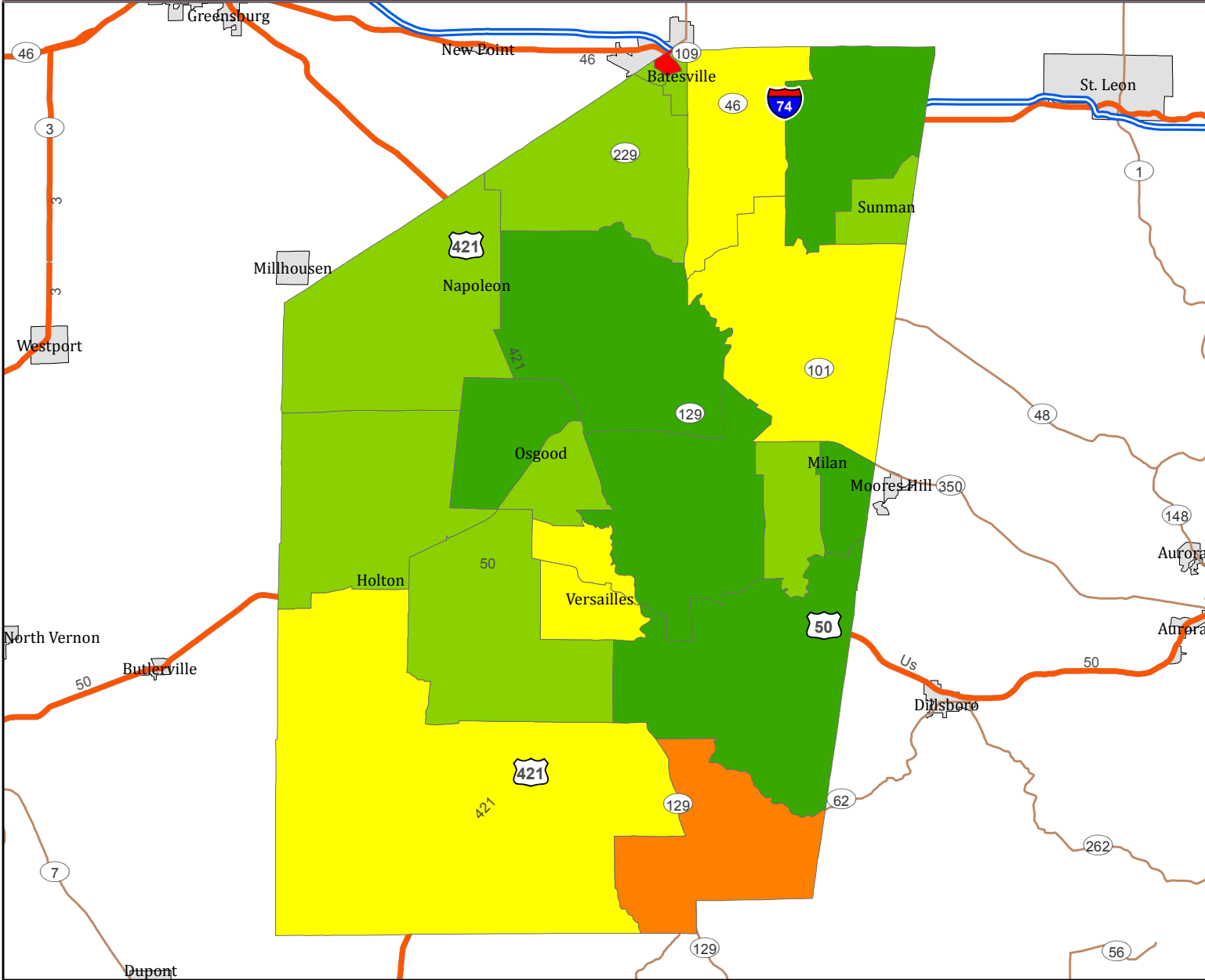
Industry and Labor Force

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

From 2011 to 2014, the unemployment rate for Ripley County remained higher or equal to the State and National averages. In 2015, Ripley County's unemployment rate dipped below the National average but above the State's average. In 2016, the unemployment rate for Ripley County continued its downward trend and dipped below the National and State averages. Exhibit II.54 illustrates a comparison of the unemployment rates in the County, State, and Nation.

Exhibit II.54: Ripley County Comparison of Unemployment Rates
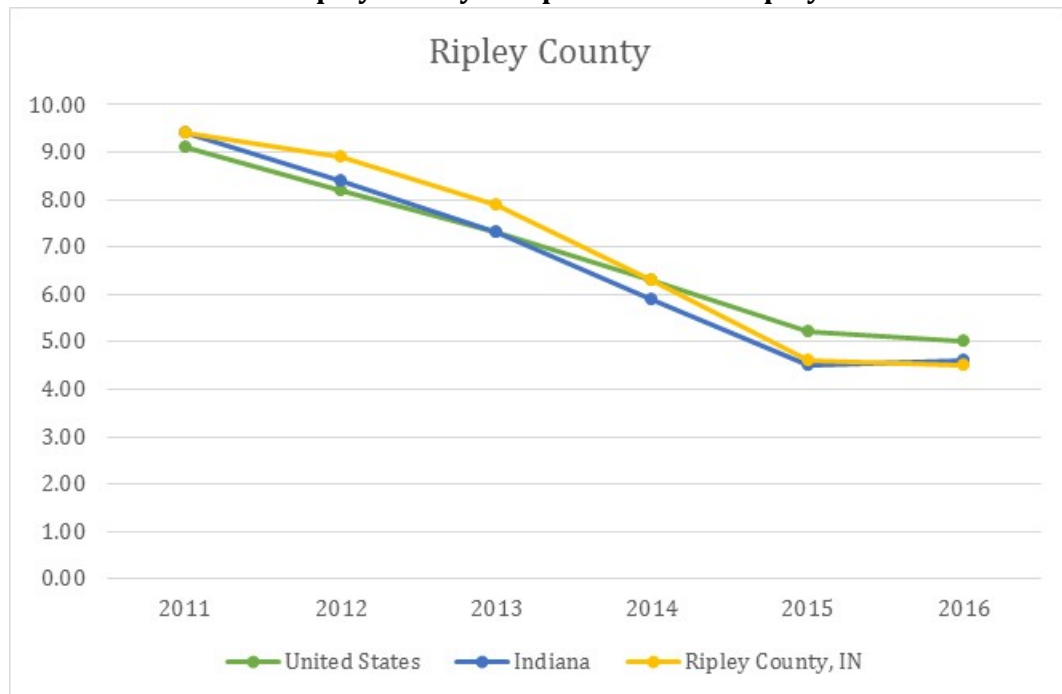
Source: STATS Indiana using Bureau of Labor Statistics

SWITZERLAND COUNTY

Population Growth

The projected population of Switzerland County in 2050 is 14,892, an increase of 2,942, or 24.6 percent, from the 2020 population projection. Switzerland County's population is projected to grow from 2020 to 2050. The 24.6 percent increase in population is the highest in Region 8. Exhibit II.55 illustrates the projected population trends for Ripley County through the year 2050.

Exhibit II.55: Switzerland County Population Trends
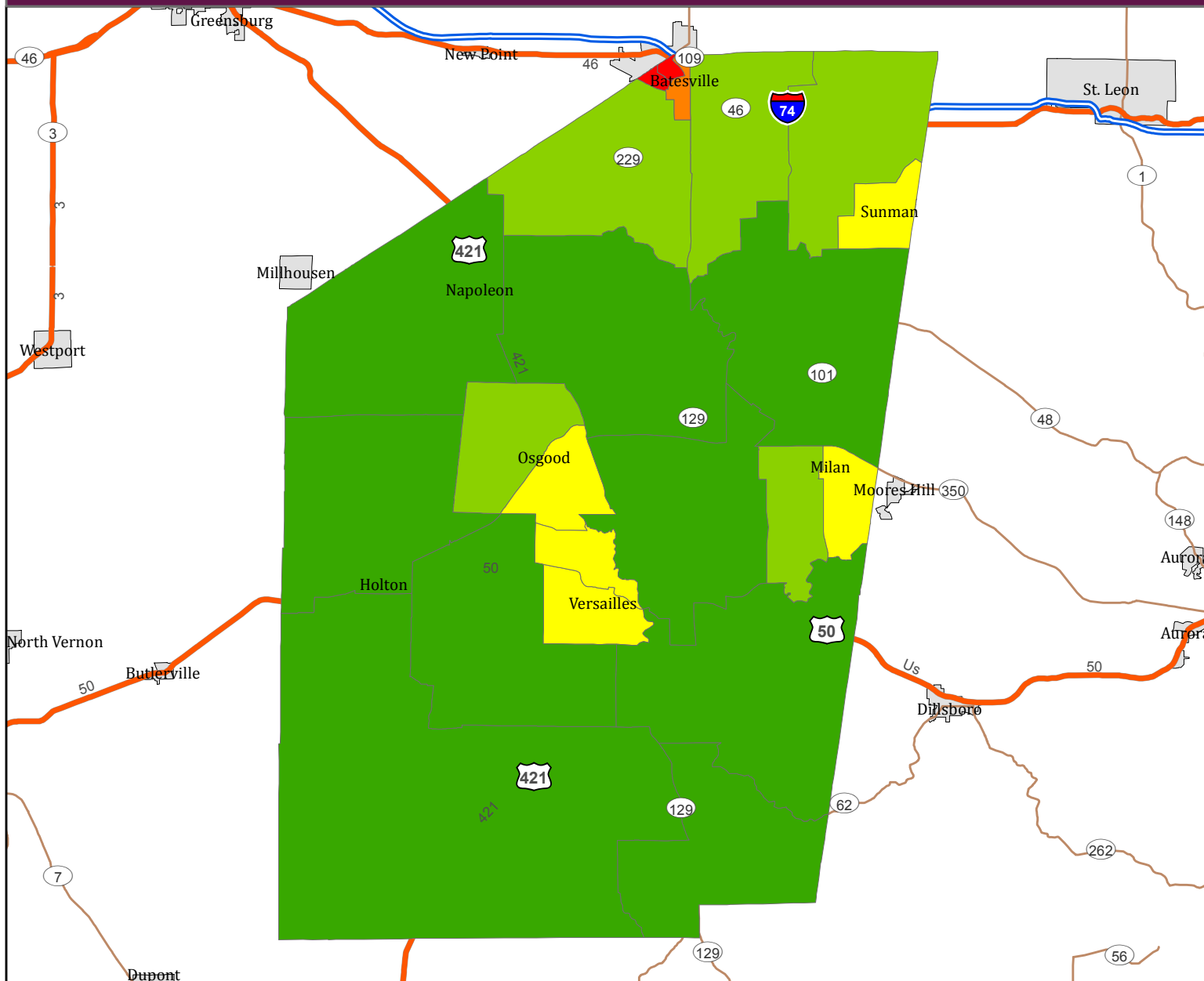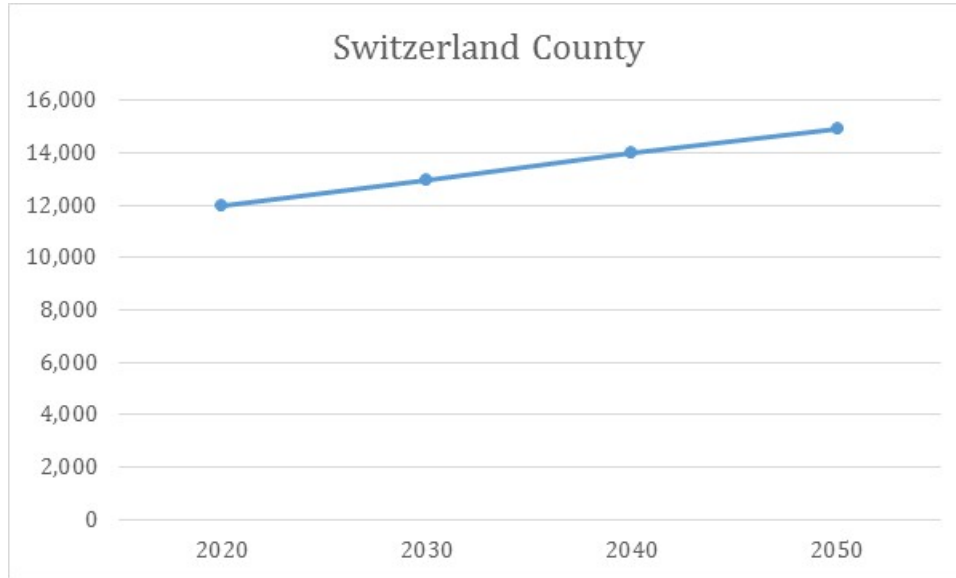

Source: STATS Indiana

Population Density

Exhibit II.56 illustrates the population density per square mile by Census block group. The northern block group around Vevay has the highest density of Switzerland County residents (70.38 to 116.7). Areas of moderately high population density are in and north of Florence. Areas of moderate population density (46.99 to 56.7) are located in East Enterprise. The remaining block groups in Switzerland County have population densities below 46.98 persons per square mile.

Exhibit II.57 illustrates the density of persons ages 65 and older by Census block group. Similar to population density, the block groups with the highest densities of Switzerland County residents ages 65 and older are around Vevay and Florence (8.596 to 20.25). Areas with moderate densities of older adults (4.579 to 8.595) are in Vevay and East Enterprise. The remaining County areas have very low older adult population densities (below 4.578).

Exhibit II.56: Population Density Switzerland County
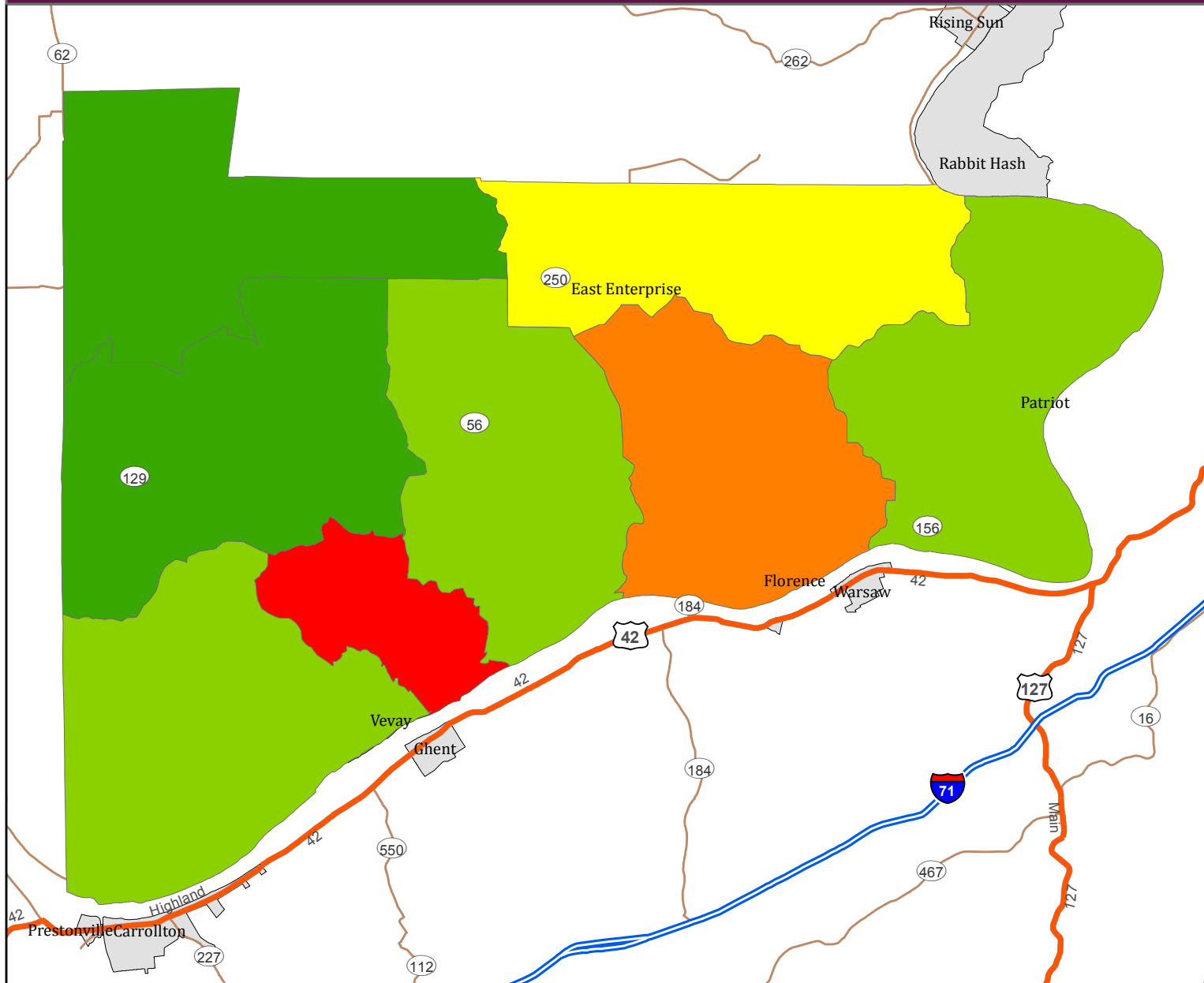
Legend

Total Population / SQMI

- 24.54 - 29.35
- 29.36 - 46.98
- 46.99 - 56.70
- 56.71 - 70.37
- 70.38 - 116.7

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

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

RLS Associates, Inc.

Exhibit II.57: Population Density Age 65 and Older Switzerland County
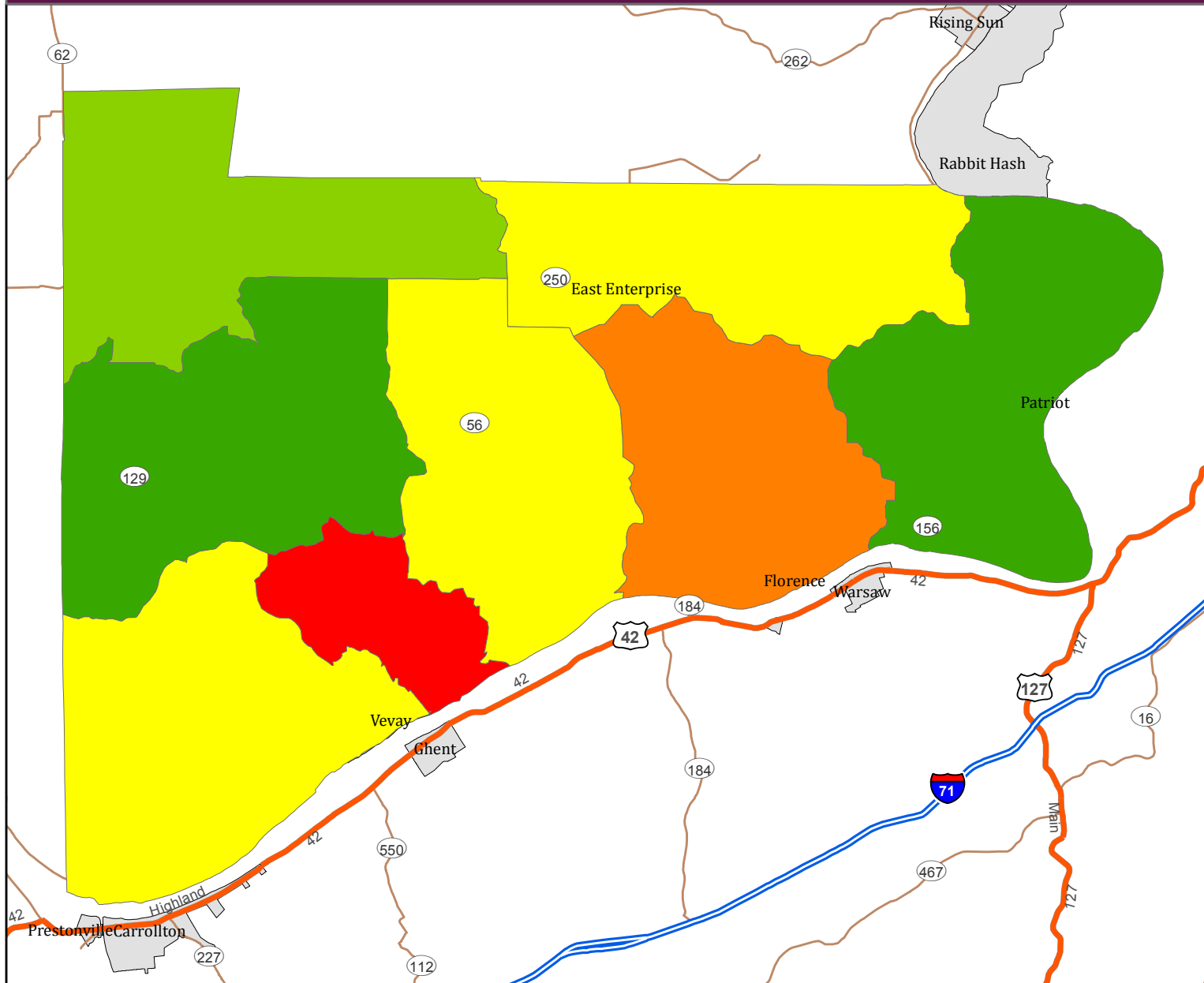
Legend

Age 65 Plus / SQMI

- 3.660 - 3.737
- 3.738 - 4.578
- 4.579 - 8.595
- 8.596 - 11.56
- 11.57 - 20.25
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

Rising Sun

Rabbit Hash

East Enterprise

Patriot

Florence

Warsaw

Vevay

Ghent

Prestonville Carrollton

Highland

The largest age cohort for Switzerland County is ages 45 to 64 (27.9 percent of the County's population). The second largest group is ages 25 to 44 (23.7 percent) (see Exhibit II.58). The third largest group is ages 5 to 19 (20.4 percent). The fourth largest group is ages 65 and older (15.3 percent).

Exhibit II.58: Switzerland County Population by Age
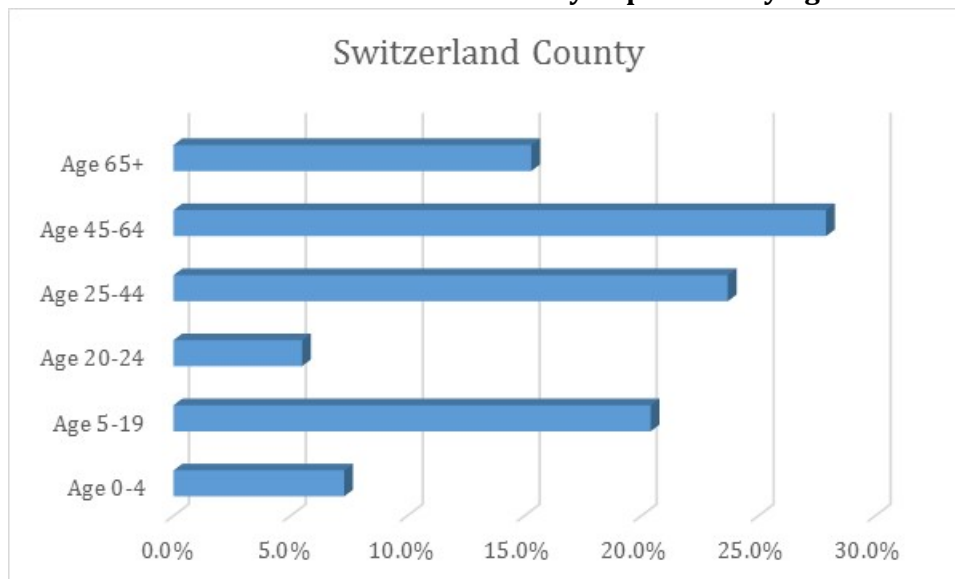
Source: 2014 ACS Five-Year Estimates

Economic Profile

In 2014, there were 10,366 total people in Switzerland County for whom poverty status is determined. Exhibit II.59 illustrates the percentage of people below the poverty level as compared to total population by Census block group. The areas shaded in red, orange, and yellow have high densities of people below the poverty level as compared to the State of Indiana (15.5). The areas shaded in red have between 25.16 and 35.29 percent of their population living below the poverty level. These areas are found in Northern Switzerland County around East Enterprise. Moderately high densities of people below the poverty level (18.72 to 25.15) are located in Vevay and Patriot. The areas of moderate population living below the poverty level are located around Florence. The remaining County areas have low to very low densities of persons below the poverty level. Switzerland County has a significantly high percentage of people living below the poverty level as compared to the rest of Region 8.

Exhibit II.60 illustrates the percentage of housing units with no available vehicle. The block group with the red shading has the highest percentage of housing units with no available vehicles. The block group with the highest concentration of these households is in Vevay. Over 8.34 percent of households within this block group have no vehicle available. Areas with a moderately high percentage—ranging from 4.43 to 8.33 percent of zero vehicle households—are found in Northern Switzerland County. The remaining County areas have low percentages of households with zero vehicles available.

Exhibit II.59: Percent Population Below Poverty Switzerland County

Rising Sun

Rabbit Hash

East Enterprise

Patriot

Florence
Warsaw

Vevay

Ghent

PrestonvilleCarrollton

Legend

Percent Below Poverty

- 3.26%
- 3.27% - 15.5%
- 15.51% - 18.71%
- 18.72% - 25.15%
- 25.16% - 35.29%
- Cities/Towns

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

RLS Associates, Inc.
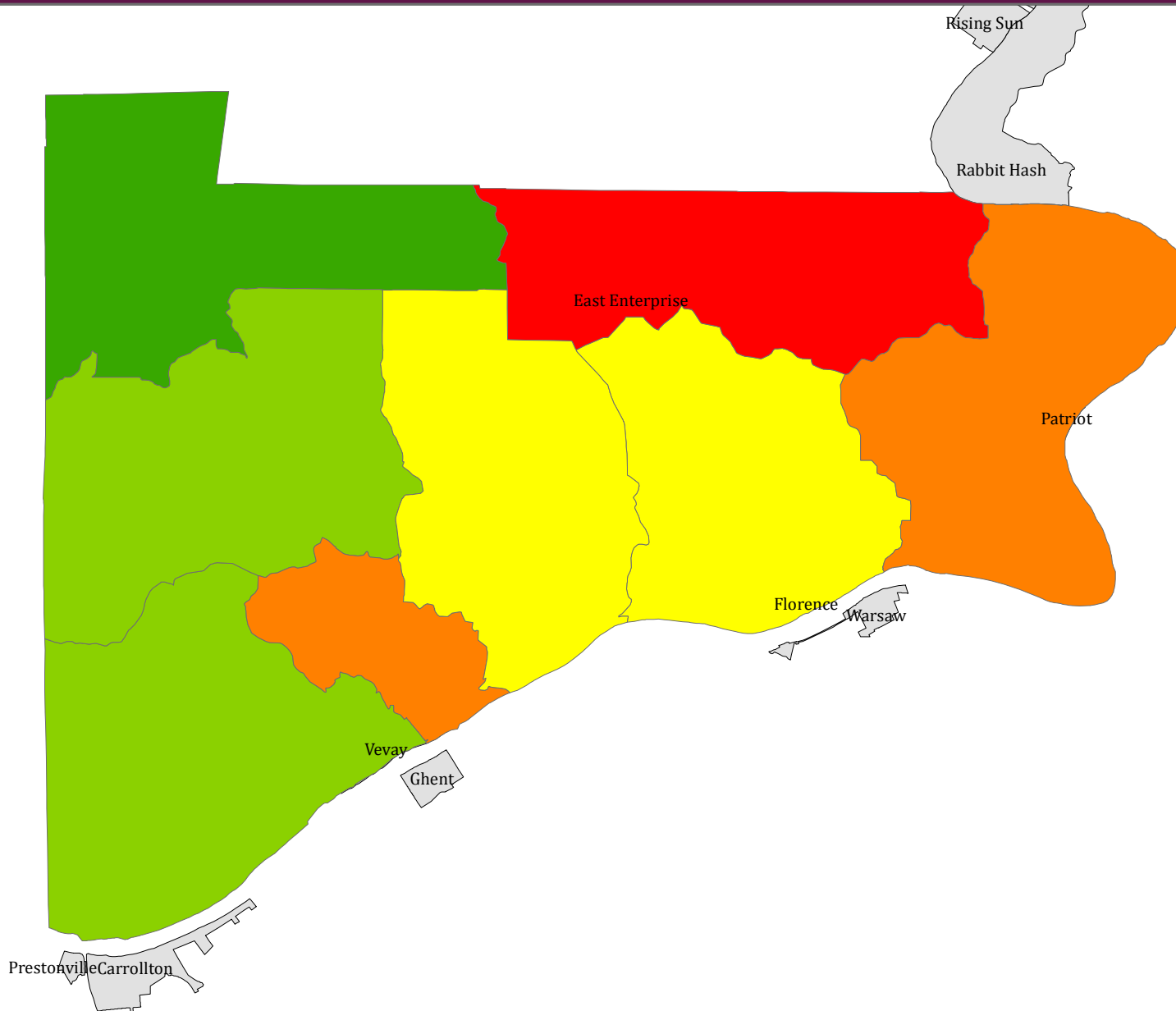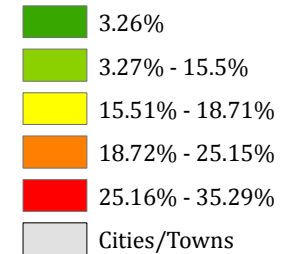
Exhibit II.60: Percent Zero Vehicle Households Switzerland County

Rising Sun

Rabbit Hash

East Enterprise

Patriot
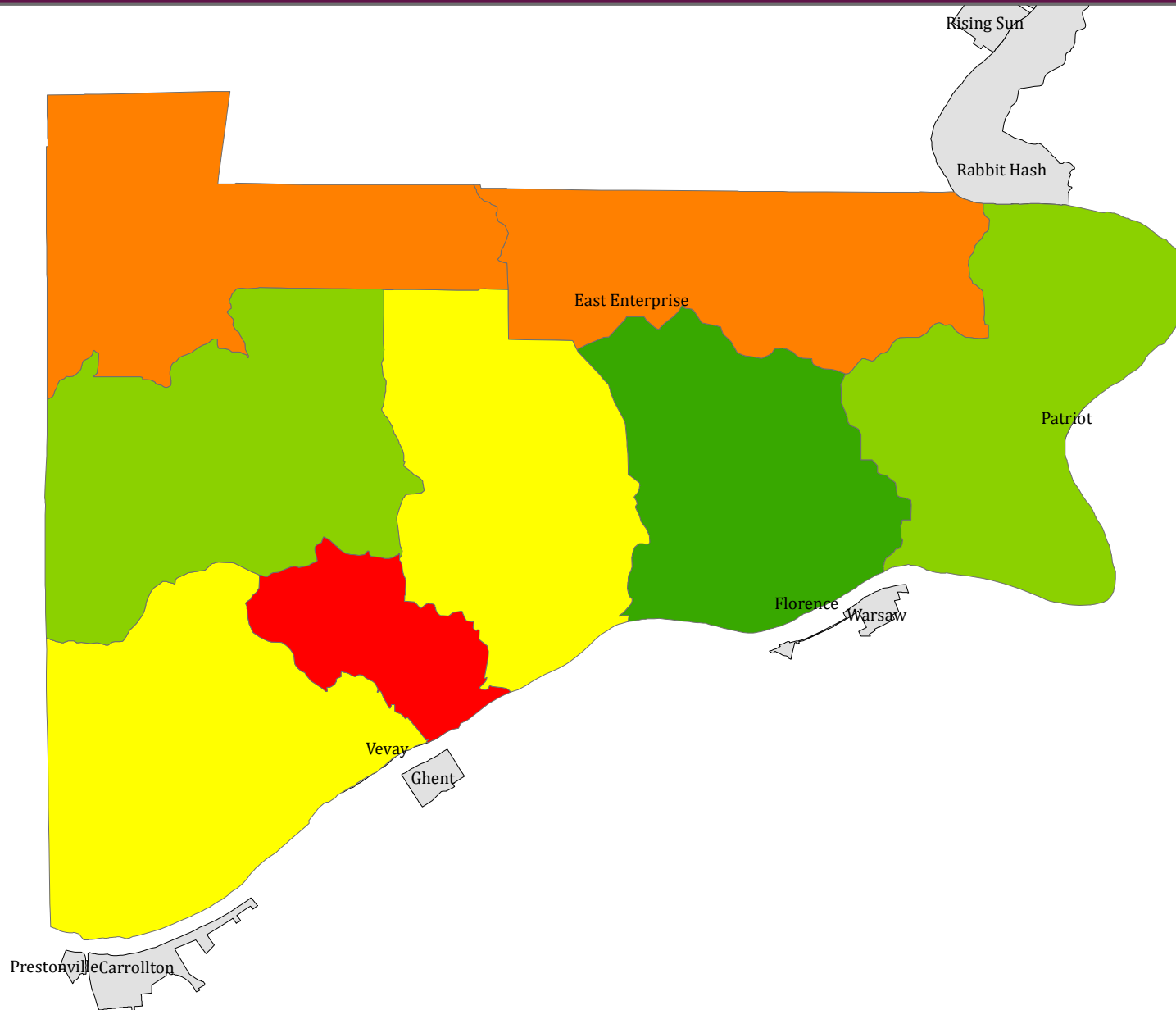
Legend

ZVH / Households

- 0%
- 0.01% - 1.15%
- 1.16% - 4.42%
- 4.43% - 8.33%
- 8.34% - 10.3%
- Cities/Towns

Florence

Warsaw

Vevay

Ghent

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

Prestonville Carrollton

RLS Associates, Inc.

Industry and Labor Force

Switzerland County's unemployment rate reached a high in 2011 of 8.4 percent. This was slightly lower than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2013, the unemployment rate for Switzerland County remained lower than the State and National averages. In 2014, the unemployment rate stayed below the National average but equaled the State's average. The unemployment rate in 2015 for Switzerland County again stayed below the National average but moved above the State Average. In 2016, the unemployment rate for Switzerland County trended upward and was higher than the National and State averages. Exhibit II.61 illustrates a comparison of the unemployment rates in the County, State, and Nation.

**Exhibit II.61: Switzerland County Comparison of Unemployment Rates**
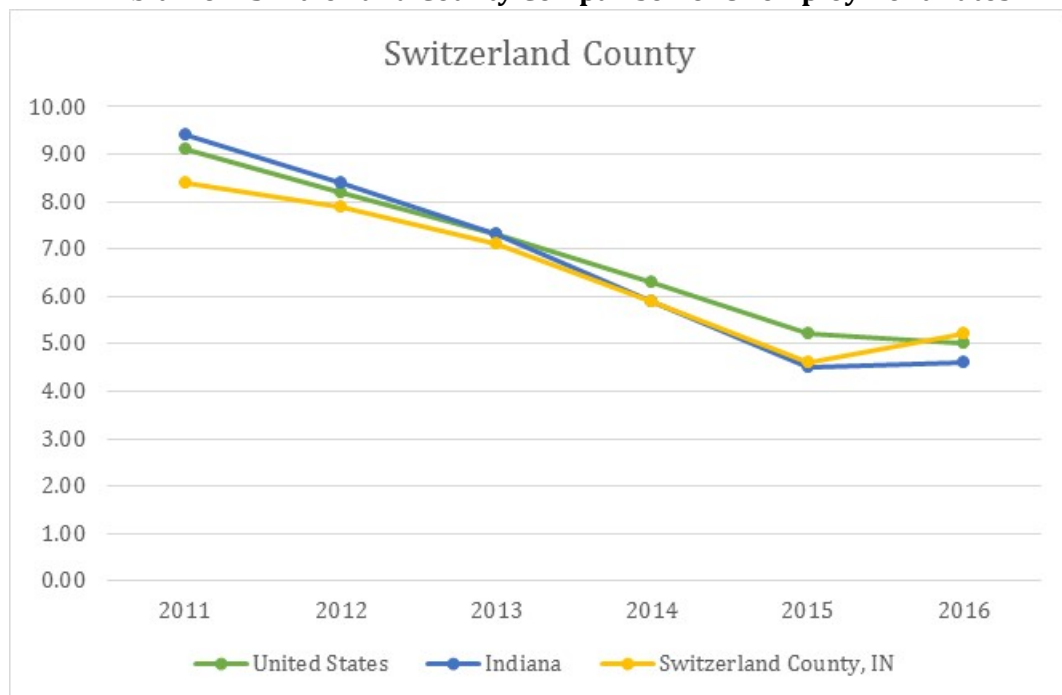
Source: STATS Indiana using Bureau of Labor Statistics

III. INVENTORY OF EXISTING TRANSPORTATION SERVICES AND GAPS

INTRODUCTION

Local stakeholders—including coordinated providers of human service and public transportation and those stakeholder providers whose transportation delivery is limited to their agencies' 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. This public meeting was also to be used to encourage the promotion of the general public survey to stakeholders and the general public 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, familiarized 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 8 Provider Stakeholder Summaries, listed on the following page, include both Section 5310 providers who serve primarily senior citizens and individuals with disabilities. These agencies provide transportation for senior citizens 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 senior and individuals with disability populations. Many of these public and non-profit agencies receive funding for vehicle replacement through the FTA Section 5310 Program and operating funding through Medicaid and Title III-B of the Older Americans Act, which focuses on serving persons 60 and over. 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 on the following page also includes both agencies that have focused on providing services to their agency program consumers, and agencies eligible for Section 5310 vehicle funding but that, until now, have limited coordination with other providers. These agencies focus on transportation services for their agency consumers, but their participation in the coordination process is essential to their consumers being 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 incomplete, the information was not provided or not available.

LifeTime Resources

LifeTime Resources is a private, nonprofit Area Agency on Aging, located in Dillsboro. LifeTime provides Information and Assistance, Case Management, Guardianship, Family Caregiving and Nutrition services to older adults, individuals with disabilities, and caregivers in Dearborn, Jefferson, Ohio, Ripley, and Switzerland Counties. LifeTime provides public transportation in those core five counties and Decatur County, as well as the Greater Cincinnati Area (Wednesdays only).

LifeTime's public transportation service, Catch-A-Ride, primarily provides demand response (origin-to-destination) service. However, point deviation service is available in the Madison area. LifeTime operates a fleet of approximately 30 wheelchair accessible vehicles. When traveling with their client, personal care attendants may travel free of charge—provided they obtain prior approval.

The Calendar Year 2015 transportation operation revenues were $1,535,067.24.

Funding Sources: Section 5311, PMTF, contract revenue (including Medicaid), county government appropriations, and contributions from charitable foundations.

Eligibility: Catch-A-Ride (CAR) is open to all members of the public.

Operating Days and Hours: Monday through Friday, 6:00 AM to 6:00 PM. Reservations are accepted up to seven days in advance, including same-day reservations, and are based on availability.

Annual Ridership: During CY 2015, CAR provided 83,840 trips.

Fare Policy: CAR's fare policy is described in detail below:

Fares

	0-5 Miles	6+ Miles
Standard	$1.50	Additional $0.25/mi
Reduced*	$0.75	Additional $0.25/mi
Subscription **	$3.50	Additional $0.25/mi

*Available to older adults (60+), children up to 13 years of age, & persons with a permanent disability
**Subject to availability

Catch-A-Ride Extra

Catch-A-Ride Extra is designed to meet the needs of frail older adults and individuals with disabilities who require additional assistance. This service is not available through Point Deviation Service. Drivers provide minimal assistance, such as carrying items to and from the vehicle, pushing wheelchairs through doors, escorting passengers to the destination and announcing the passengers' arrival when necessary. The assistance is not meant to replace personal assistant or companion services. Funding sources and days/hours of operation match that of the original Catch-A-Ride.

Eligibility: This service is only available to older adults and individuals with disabilities. An eligibility screening is required prior to scheduling a ride.

Fare Policy: This service is charged at the Standard rate and the discount for individuals with disabilities and individuals ages 60 and over does not apply.

Community Mental Health Center, Inc.

Community Mental Health is a private, nonprofit human service agency that provides job training, employment, and job placement assistance to individuals in Dearborn, Ripley, Franklin, Ohio, and Switzerland Counties.

The agency provides demand response transportation for its consumers who need transportation for community employment or job training. Transportation is provided by the personal vehicles of agency staff and agency employees who are not technically hired as "drivers"; agency owned fleet vehicles are used when necessary. Employees, clients, family members, or friends are reimbursed for mileage and/or auto expenses. Community Mental Health Center, Inc. has a fleet of approximately 43 vehicles.

Operating Days and Hours: Transportation is provided as needed, 7-days a week, 24-hours a day.

Annual Ridership: The Community Employment and Training Programs have over 100 participants for whom CMHC provides approximately 800 to 1,000 annual trips.

Thrive Alliance (Aging and Community Services of South Central Indiana)

Aging and Community Services of South Central Indiana 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: Three senior centers—Brownstown, Crothersville, and Greensburg—offer transportation to people ages 60 and older and their spouse. Some transportation is available for

individuals with a disability who have no other transportation alternative. Drivers provide door to door service.

New Horizons Rehabilitation

New Horizons is a private, nonprofit social service agency, located in Batesville. New Horizons provides transportation, day treatment, employment, residential, and similar services for eligible consumers in Dearborn, Franklin, Jennings, Ohio, and Ripley Counties.

According to the 2014 Coordinated Public Transit-Human Services Transportation Plan, New Horizons directly provided and purchased transportation on behalf of consumers. Agency employees, including designated transportation staff, provided consumer transportation using a fleet of 22 agency owned vehicles. Reimbursement for mileage or auto expenses is also paid to employees, clients, families or friends if they use personal automobiles. New Horizons staff participated in the public meeting held on October 11, 2016 but did not provide updated information or a vehicle inventory for this planning process.

Funding Sources: New Horizons received FTA Section 5310 capital grants during FY 2006, 2007, 2009, 2010, and 2012.

Eligibility: Individuals with disabilities are eligible for agency services. Consumers must be prequalified with a Medicaid waiver or have a 'private pay' agreement to access transportation.

Operating Days and Hours: Hours of operation were Monday through Friday, 5:15 AM to 5:30 PM in 2014.

Human Services, Inc. – Head Start

Human Services, Inc. (HSI) is a private, not-for-profit agency that provides quality of life services to Bartholomew, Brown, Jackson, Johnson, Decatur, and Shelby Counties.

HSI reported current transportation services are limited to school buses that operate on a fixed route to low-income families. School-aged children are transported to and from Head Start programs that operate throughout the serviced counties. In Bartholomew County, children are transported via eight 16- to 24-passenger yellow school buses. Each bus is equipped with a two-way radio for communications with a dispatch office.

Centerstone (Quinco)

Centerstone acquired Quinco (merger). Centerstone no longer provides transportation due to changes in Medicaid and other funding restrictions. Centerstone Indiana is located in Columbus, IN.

ENVISION Jefferson County

ENVISION Jefferson County is not an organization, but a community development plan proposed and funded by community leaders throughout Jefferson County. Catch-A-Ride is an essential part of achieving the Plan's initiatives. The Plan seeks to build on Catch-A-Ride's existing services. A representative attended the October 11, 2016 meeting to discuss unmet needs and suggest potential strategies for moving forward.

Hoosier Historic Hills

Hoosier Historic Hills is a Resource, Conservation, and Development non-profit agency that serves Clark, Dearborn, Franklin, Jefferson, Jennings, Ohio, Ripley, Scott, and Switzerland Counties. Hoosier Historic Hills seeks to provide community development assistance by offering planning facilitation, referral services, grant writing assistance, and other as needed assistance. Hoosier Historic Hills does not provide transportation services but refers customers to Catch-A-Ride and seeks to improve transportation for the communities which they serve. A Hoosier Historic Hills representative attended the October 11, 2016 meeting to discuss unmet needs and suggest potential strategies for moving forward.

Southeastern Indiana Independent Living Councils (SILC)

Southeastern Indiana Independent Living Councils (SILC) is a private, nonprofit organization that serves individuals in Ripley, Dearborn, Jefferson, Ohio, Switzerland, and Jennings Counties. The agency does not directly operate transportation, but it does refer passengers to other providers. Informally, SILC staff use personal vehicles and the agency reimburses clients, families, friends, and employees for mileage and automobile expenses, as needed. The agency provides up to 200 consumer trips per year.

The agency stated that in the future, it would like to see more readily available transportation options in the area. Currently, passengers must give one-week advance notice for a ride on public transit, which is not always feasible. The agency feels the Region requires significant action to improve its coordinated transportation.

Jennings Rehabilitation

Jennings Rehabilitation operates transportation for individuals with disabilities who are consumers of the agency's programs in Jennings County. Jennings Rehabilitation purchased a vehicle from Catch-A-Ride and hired a driver when Catch-A-Ride discontinued public transit service in Jennings County. Jennings Rehabilitation does not provide public transportation.

VEHICLE INVENTORY AND USE

Vehicle inventories were obtained by email from transportation providers that reported a total of 33 vehicles serving the counties in Region 8. One hundred percent of the vehicles in the Region are accessible for wheelchairs and other mobility devices. All agencies that operate 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 2015 INDOT Annual Report. If an agency listed above is not included in the table, the detailed vehicle use information was not available for the report. Only Catch-A-Ride and Thrive Alliance provided an updated vehicle inventory list for this plan update.

Exhibit III.1 Vehicle Inventory and Utilization Table

Veh #	Make	Model	Year	VIN#	Capacity	WC	Days of the Week Vehicle in Service	Service Hours	Mileage	Condition	Program to which vehicle is assigned	Service Area
Catch-A-Ride												
5	Ford	E-350	2013	1FDEE3FS1DDA53060	10	2	M-F	Varies (6am-6pm)	77899	GOOD	N/A	Dearborn
18	Ford	E-350	2010	1FDEE3FS3ADA52732	10	2	M-F	Varies (6am-6pm)	187878	FAIR	N/A	Dearborn
93	Dodge	Grand Caravan	2015	2C7WDGBG7FR634327	5	1	M-F	Varies (6am-6pm)	29358	GOOD	N/A	Dearborn
23	Dodge	Grand Caravan	2015	2C7WDGBG1FR634307	5	1	M-F	Varies (6am-6pm)	40183	GOOD	N/A	Dearborn
3	Dodge	Grand Caravan	2016	2C7WDGBG0GR262332	5	1	M-F	Varies (6am-6pm)	6949	GOOD	N/A	Dearborn
35	Dodge	Grand Caravan	2016	2C7WDGBG1GR313689	5	1	M-F	Varies (6am-6pm)	5240	GOOD	N/A	Dearborn
36	Dodge	Caravan	2007	1D4GP25R67B102112	6	6	M-F	Varies (6am-6pm)	182743	FAIR	N/A	Dearborn
94	Dodge	Grand Caravan	2015	2C7WDGBG7FR634313	5	1	M-F	Varies (6am-6pm)	40567	GOOD	N/A	Dearborn
34	Ford	Freestar	2006	2FMZA51636BA24705	6	6	M-F	Varies (6am-6pm)	154082	FAIR	N/A	Dearborn

Veh #	Make	Model	Year	VIN#	Capacity	WC	Days of the Week Vehicle in Service	Service Hours	Mileage	Condition	Program to which vehicle is assigned	Service Area
13	Ford	E-450 Pacer II	2007	1FDXE45S57DA9 9446	14	2	M-F	Varies (6am-6pm)	158398	BACK-UP	N/A	Decatur
20	Ford	E-350	2016	1FDFE4FS6GDC5 5097	15	2	M-F	Varies (6am-6pm)	310	GOOD	N/A	Decatur
24	Ford	E-350	2010	1FDEE3FS9ADA5 2735	10	2	M-F	Varies (6am-6pm)	175602	GOOD	N/A	Decatur
7	Ford	E-450	2011	1FDFE4FS8BDA0 9922	14	2	M-F	Varies (6am-6pm)	154896	GOOD	N/A	Jefferson
27	Ford	E-350	2010	1FDEE3FS7ADA5 2734	10	2	M-F	Varies (6am-6pm)	158015	FAIR	N/A	Jefferson
30	Ford	E-350	2010	1FDEE3FS5ADA5 2733	10	2	M-F	Varies (6am-6pm)	146308	FAIR	N/A	Jefferson
32	Ford	E-350	2010	1FDEE3FS9ADA4 9012	10	2	M-F	Varies (6am-6pm)	173307	FAIR	N/A	Jefferson
33	Ford	E-350	2013	1FDEE3FS9DDB1 9371	14	2	M-F	Varies (6am-6pm)	101739	GOOD	N/A	Jefferson
92	Dodge	Grand Caravan	2015	2C7WDGBG1FR63 4291	5	1	M-F	Varies (6am-6pm)	24061	GOOD	N/A	Jefferson
96	Dodge	Grand Caravan	2015	2C7WDGBG7FR63 4330	5	1	M-F	Varies (6am-6pm)	24900	GOOD	N/A	Jefferson

Veh #	Make	Model	Year	VIN#	Capacity	WC	Days of the Week Vehicle in Service	Service Hours	Mileage	Condition	Program to which vehicle is assigned	Service Area
97	Dodge	Grand Caravan	2015	2C7WDGBG7FR634344	5	1	M-F	Varies (6am-6pm)	36088	GOOD	N/A	Ohio
38	Ford	E-350	2010	1FDEE3FS1ADA52731	10	2	M-F	Varies (6am-6pm)	172293	FAIR	N/A	Ripley
98	Dodge	Grand Caravan	2015	2C7WDGBG7FR634358	5	1	M-F	Varies (6am-6pm)	20025	GOOD	N/A	Ripley
1	Ford	E-350	2010	1FDEE3FS2ADA52737	10	2	M-F	Varies (6am-6pm)	182347	FAIR	N/A	Ripley
16	Ford	E-350	2010	1FDEE3FS0ADA52736	10	2	M-F	Varies (6am-6pm)	188871	FAIR	N/A	Ripley
29	Dodge	Grand Caravan	2015	2C7WDGBG1FR634288	5	1	M-F	Varies (6am-6pm)	38858	GOOD	N/A	Ripley
25	Ford	E-350	2010	1FDEE3FS4ADA90115	10	2	M-F	Varies (6am-6pm)	170677	FAIR	N/A	Ripley
4	Ford	E-450	2011	1FDFE4FSXBDA09923	14	2	M-F	Varies (6am-6pm)	183012	FAIR	N/A	Switzerland
42	Ford	E-350	2007	1FTSS34L77DB03122	7	2	M-F	Varies (6am-6pm)	164532	POOR	N/A	Switzerland
95	Dodge	Grand Caravan	2015	2C7WDGBG7FR614286	5	1	M-F	Varies (6am-6pm)	7458	GOOD	N/A	Switzerland

Veh #	Make	Model	Year	VIN#	Capacity	WC	Days of the Week Vehicle in Service	Service Hours	Mileage	Condition	Program to which vehicle is assigned	Service Area
26	Ford	E-350	2016	1FDFE4FS3GDC55087	15	2	M-F	Varies (6am-6pm)	418	GOOD	N/A	Switzerland
Thrive Alliance												
1	Ford	E250	2009	1FTNS24L99DA24979	6	1	Mon. - Fri.	6am to 5pm	155000	Fair	Access Brown County	Brown
2	Ford	E250	2007	1FTNS24L27DA35335	7	1	Tues-Friday	9am to 1pm	39900	Good	Crothersville Sr. Center	Crothersville
3	Ford	E250	2009	1FTNS24L39DA24976	7	1	Mon. - Friday	8:30am to 2pm	77000	Good	Brownstown Sr. Center	Brownstown
New Horizons												
1	Dodge	MV	2002	1B4GP24372B609052	6		Not provided	not provided	278593	Poor	Not provided	Peppertown
2	Dodge	LFMV	2016	2C7WDGBG3GR235691	6		Not provided	Not provided	9667	Excellent	Not provided	Batesville
3	Ford	A	2009	1FBNE31L39DA21789	12		Not provided	Not provided	254272	Poor	Not provided	Penntown
4	Dodge	MV	2005	1D4GP25E85B307859	6		Not provided	Not provided	163785	Poor	Not provided	Batesville
8	Dodge	MV	2002	1B4GP24322B609055	6		Not provided	Not provided	220393	Poor	Not provided	Batesville
9	Nissan	CAR	2015	3NICN7AP6FL838292	5		Not provided	Not provided	50809	Good	Not provided	Batesville
12	Ford	CAR	2015	3FADP4BJ8FM205183	5		Not provided	Not provided	33458	Excellent	Not provided	Batesville

Veh #	Make	Model	Year	VIN#	Capacity	WC	Days of the Week Vehicle in Service	Service Hours	Mileage	Condition	Program to which vehicle is assigned	Service Area
13	Ford	CAR	2010	KL1TD5DE0AB133200	5		Not provided	Not provided	56983	Excellent	Not provided	Brookville
14	Dodge	LFMV	2005	2D8GP24R75R248453	5	1	Not provided	Not provided	101219	Good	Not provided	Batesville
17	Ford	A	2003	1FBSS31S13HB72584	15		Not provided	Not provided	310604	Fair	Not provided	Batesville
19	Ford	A	2006	1FBNE31L76HA36204	12		Not provided	Not provided	208941	Fair	Not provided	Brookville
20	Chevy	MV	2006	1GNDV23L56D182436	7		Not provided	Not provided	136522	Good	Not provided	Batesville
21	Ford	C	2006	IFTSS34L16HB35829	12		Not provided	Not provided	246434	Fair	Not provided	Lawrence-burg
23	Ford	MTV	2007	1FDXE45S77DA78954	12		Not provided	Not provided	327927	Poor	Not provided	Batesville
25	Ford	B	2010	1FTDS3EL8ADA67410	12		Not provided	Not provided	192236	Fair	Not provided	Batesville
26	Dodge	LFMV	2011	2D4RN4DG3BR770454	6		Not provided	Not provided	50975	Good	Not provided	Batesville
27	Dodge	LFMV	2013	2C4RDGBG5DR787246	6		Not provided	Not provided	36890	Excellent	Not provided	Batesville
28	Dodge	LFMV	2013	2C4RDGBG7DR787247	6		Not provided	Not provided	54345	Excellent	Not provided	Batesville
29	Ford	B	2013	1FTDS3EL6DDB34848	12		Not provided	Not provided	124629	Good	Not provided	Batesville

Veh #	Make	Model	Year	VIN#	Capacity	WC	Days of the Week Vehicle in Service	Service Hours	Mileage	Condition	Program to which vehicle is assigned	Service Area
30	Ford	CAR	2014	3FA6P0G71ER114174	5		Not provided	Not provided	52904	Excellent	Not provided	Batesville
31	Ford	C	2014	1FTDS3EL7DDB34843	12		Not provided	Not provided	75836	Good	Not provided	Batesville
10	Ford	MTV	2016	1FDEE3FSXGDC57182	10	2	Not provided	Not provided	7767	Excellent	Not provided	Batesville
5	Ford	MTV	2016	1FDEE3FS8GDC57181	10	2	Not provided	Not provided	5036	Excellent	Not provided	Batesville

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 applied for Section 5310 grants from INDOT since 2014. Provided in the Appendix is documentation of outreach efforts included in this project to date and the level of participation from each organization. The following paragraphs outline results from the local general public and stakeholder coordinated transportation meetings.

GENERAL PUBLIC AND STAKEHOLDER MEETINGS

A local meeting was conducted at a location accessible to Region 8 stakeholders and facilitated by RLS & Associates, Inc. to discuss the gaps in service for and unmet transportation needs of older adults, individuals with disabilities, people with low incomes, and the general public. The schedule for the meeting is provided in the following table:

Date	October 11, 2016
Location	Lifetime Resources; Dillsboro, Indiana
Time	10:00 AM to 12:00 PM

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

♦ Dearborn County Register
♦ Ripley Publishing
♦ Madison Courier
♦ Vevay Media Group
♦ Plain Dealer & Sun
♦ The Ohio County News/The Rising Sun Recorder

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:

♦ Lifetime Resources

- Heart House, Inc.
- New Horizons
- Historic Hoosier Hills
- Envision – Jefferson County
- INDOT Transit Office

During the meeting, the facilitator presented highlights of historical coordinated transportation in the Region and discussed the activities from 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 meeting participants 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 any new needs/gaps; the facilitator changed a flip chart list accordingly. 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 the newspaper advertisements.

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 provides the identified unmet transportation needs and gaps in services that were identified during the meeting or 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
Same day service	Younger people do not want to own cars, but the area is so rural that it is unrealistic to live there without access to vehicles. Younger people move to areas with more to offer	Medium	#2, #4, #5
Additional service hours needed on nights and weekends	Transportation on weekends and for workers on 2nd and 3rd shifts	Medium	#2
Additional transportation options for the elderly, disabled, and low income	Trips are more difficult to book through the Managed Care system, so Medicaid-eligible clients book trips directly through CAR instead and pays the standard fare. CAR then loses out on the Medicaid reimbursement	Medium	#1, #2, #3
	Medicabs used by Medicaid do not generally transport people in wheelchairs or long-distance trips, so all those trips go to CAR. Serving the most inefficient trips increases the rate charged to Medicaid and prevents CAR from getting the shorter, easier trips	High	#4
Increased transportation availability during peak times	Older adults want to schedule 30 days ahead, but CAR cannot allow all clients to schedule that far ahead because it overcomplicates the logistics	High	#2, #3, #4, #5
Transportation for people released from prison	Transportation for prisoners released at midnight and to employment opportunities after release	Low	#2, #4
Out-of-county transportation for employment and medical purposes	TANK Stop in Lawrenceburg	Medium	#2, #3
Out-of-state connections to Ohio and Kentucky	Connections to Cincinnati, Northern Kentucky and Louisville areas	High	#2, #3
Vehicles which match the needs of the agency and the consumers. This takes into account vehicle size and weight capacity of wheelchair lifts	Ongoing need	Medium	#5
Long wait times for return trips	Not discussed as a need in 2016.		
Mobility Management	Not discussed as a need in 2016.		
Connections with larger transit networks	Not discussed as a need in 2016.		

PROGRESS SINCE THE 2013-2014 COORDINATED PLAN

Over the past four years the transportation providers in Region 8 have made some progress in implementing the goals and strategies contained in the 2013-2014 Coordinated Public Transit - Human Services Transportation Plan. For example, Catch-A-Ride attends public meetings and events to educate the public and other agencies that serve transit-dependent populations about provided transportation services. Catch-A-Ride also researched a successful trip brokerage model, but determined that without participation from more providers, it would not be successful in Region 8.

It is important that transportation providers and human service agencies recommit themselves to support the coordination initiatives included in this updated Plan. As Catch-A-Ride is the only rural public transportation provider in the region, the assumption since the first Coordinated Transportation Plan has been that Catch-A-Ride would be the champion for each goal and strategy put forth in the plan. While this is true for some strategies, Catch-A-Ride does not have the capacity to address all the Region's unmet needs. Providers and transportation advocates who participate in this plan and wish to improve transportation options in their communities must also take ownership of these strategies.

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 because strategies needed to address them are difficult or because funding to support the activity is not available. While these needs remain top priority, some may take more time to implement because of the 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 steps 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 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 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 31 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 31 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:

♦ Dearborn County: 13 Surveys
♦ Jefferson County: 7 Surveys
♦ Ohio County: 5 Surveys
♦ Ripley County: 2 Surveys
♦ Switzerland County: 4 Surveys

Survey respondents were asked to report all 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 77 percent indicated that they used a personal vehicle or rode with a friend/family member. Approximately 37 percent of respondents indicated that they used demand response public or agency-sponsored transportation services. Approximately 37 percent of respondents used a public transportation system or human service agency in a neighboring county. And, 28 percent biked or walked. Exhibit IV.2 outlines the various 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	76.7%	23
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)	36.7%	11
Public transportation systems or human service/senior agencies in neighboring counties	3.3%	1
Bicycle or Walk (other than for exercise)	6.7%	2
Carpool or vanpool	6.7%	2
Other (please specify)	3.3%	1
Ambulette Service (non-emergency medical transportation provided by a medical transportation company)	10.0%	3
Fixed route public transit (with bus stops and time schedule)	10.0%	3
Flexible public transit routes (vehicles operate on a fixed route and time schedule but can make deviations off the route)	6.7%	2
Private taxi, Uber, Lyft (or similar)	10.0%	3

Mode of Transportation Used	Response Percent	Response Count
Agency-provided transportation (such as COA, AAA or Rehabilitation Center Services)	10.0%	3
Faith-based organization (such as a church bus or van to go to services or activities)	0.0%	0
Volunteer transportation	3.3%	1
Private inter-city bus (such as Greyhound or Megabus)	0.0%	0
Amtrak (to/from an origin or destination in Indiana)	0.0%	0
Car share (Car 2 Go)	0.0%	0

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 do not use public or agency-sponsored transportation. These answers indicate 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 is having the option of friends and family to drive him or her (36 percent). The second most common reason was having the option and preference to drive themselves (32 percent). Other reasons included the vehicle not being available where the respondent lives (20 percent) or it takes too long compared to other options (16 percent).

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	32.0%	8
My friend or family drive me where I need to go	36.0%	9
Other (please specify)	20.0%	5
It is not available where I live	12.0%	3
It is not available at the times or days when I need it	20.0%	5
I don't know how to use it	8.0%	2
It does not go where I need to go	8.0%	2
It is unaffordable	8.0%	2
It takes too much time compared to my other options	16.0%	4
The vehicles are not wheelchair accessible	4.0%	1
Answered Question		*25*
Skipped Question		*6*

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, the majority of people would use it if there were not another transportation option available (82.8 percent), and the second largest group (37.9 percent) would use transportation options if they saved money. All 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)	37.9%	11
If it is better for the environment	17.2%	5
If it is provided with wheelchair accessible vehicles	17.2%	5
If I do not have another transportation option	82.8%	24
I would not use public transportation under any circumstance	3.5%	1
Answered Question		*29*
Skipped Question		*2*

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 (44.4 percent), more reliable pickup/drop-offs (44.4 percent), no shared rides with others (44.4 percent), ending later at night (37 percent), and lowering the cost to ride (37 percent).

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)	33.3%	9
Lower the cost to ride	37.0%	10
Start earlier in the morning	14.8%	4
End later at night	37.0%	10
Operate on Saturdays	44.4%	12
Operate on Sundays	33.3%	9
Pick me up at my house and take me directly to where I am going/no shared rides with others	44.4%	12
Operate on a fixed route and schedule with bus stops	14.8%	4
Smaller vehicles	3.7%	1
Larger vehicles	0.0%	0
Wheelchair accessible vehicles	14.8%	4
More reliable/On-Time for picking me up/dropping me off	44.4%	12
Other (please specify)	22.2%	6
Answered Question		*27*
Skipped Question		*4*

When asked if they would use a fixed route bus service if it were available, 60 percent of respondents said yes.

The most commonly visited destinations when transportation is available to the survey respondent are medical clinics or hospitals (76.7 percent), medical/dental offices (63.3 percent), shopping (63.3 percent), and grocery (63.3 percent). Exhibit IV.6 provides the distribution of responses.

Exhibit IV.6: Most Common Trip Purposes when Transportation is Available
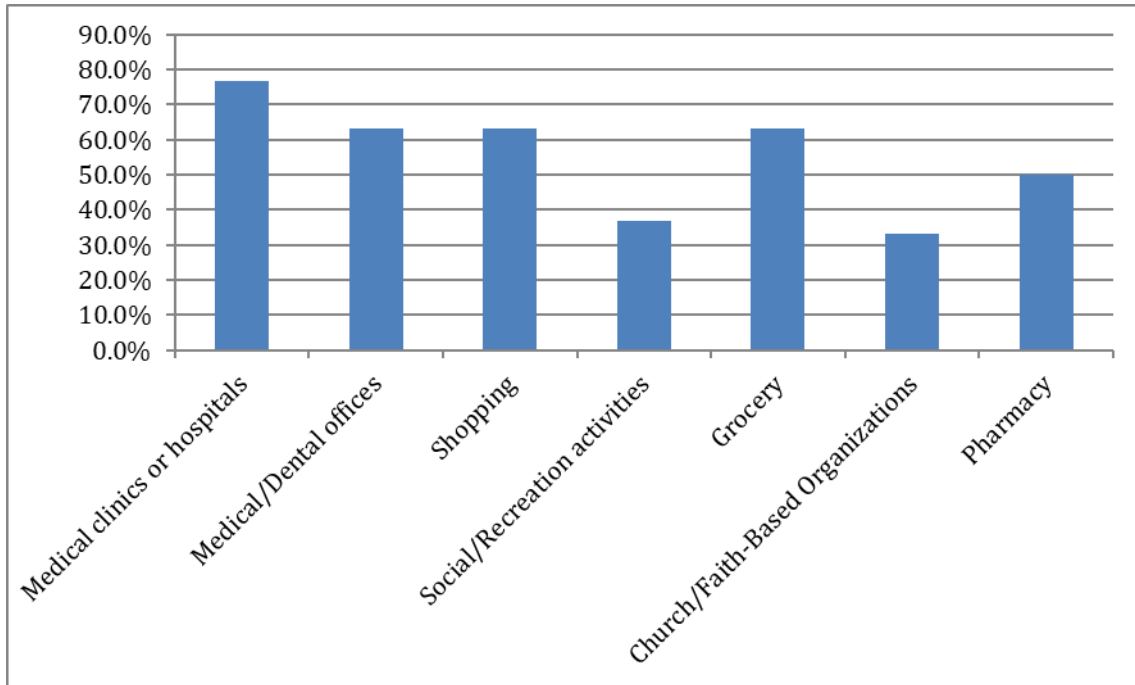
Transportation demand by time of day is a tool used to understand when the most vehicles and drivers are likely to be needed. Exhibit IV.7 indicates that the highest demand is between 3:00 PM and 6:00 PM and the most common trip purpose during those hours is shopping. Other peak period is 6:00 AM through 12:00 PM when medical and shopping remain 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
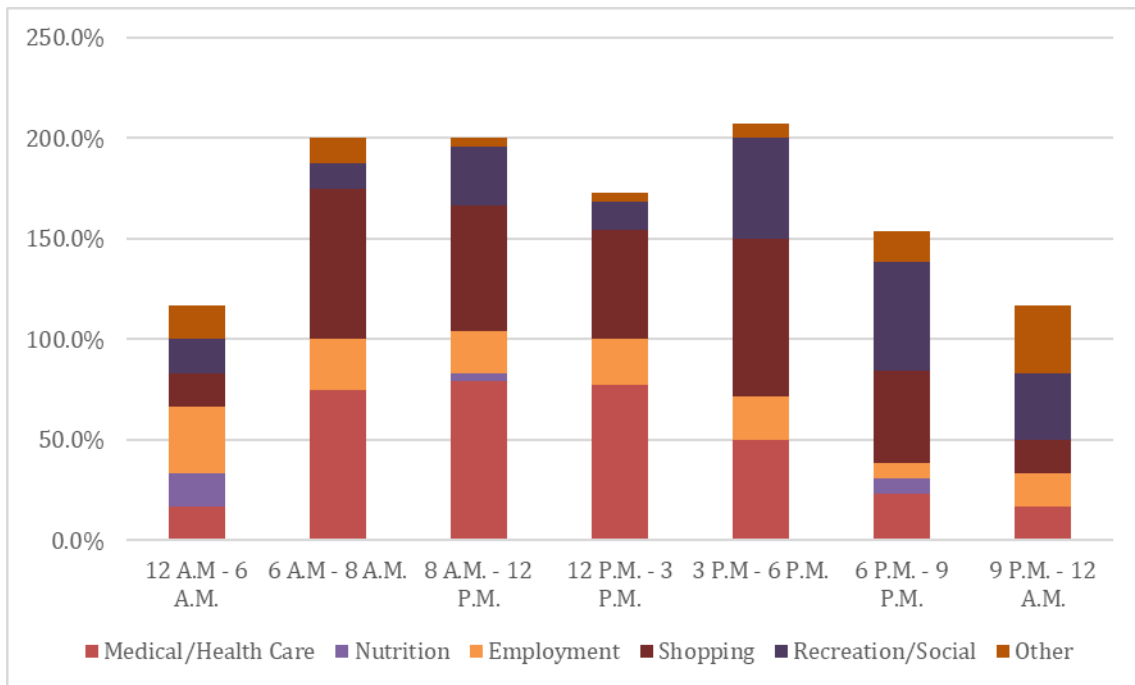
The majority (55 percent) of survey respondents do not have available transportation to destinations outside their county of residence when they need it.

Demographic and Socio-Economic Data

One hundred (100) percent of survey respondents indicated English as their first language.

The age distribution of survey respondents is outlined in Exhibit IV. 8. Thirty-seven (37) percent of respondents were age 65 and older. Seventy-six (76) percent of respondents reported having a disability that requires them to use a cane, walker, wheelchair, and/or another device.

Exhibit IV.8: Age of Survey Respondents
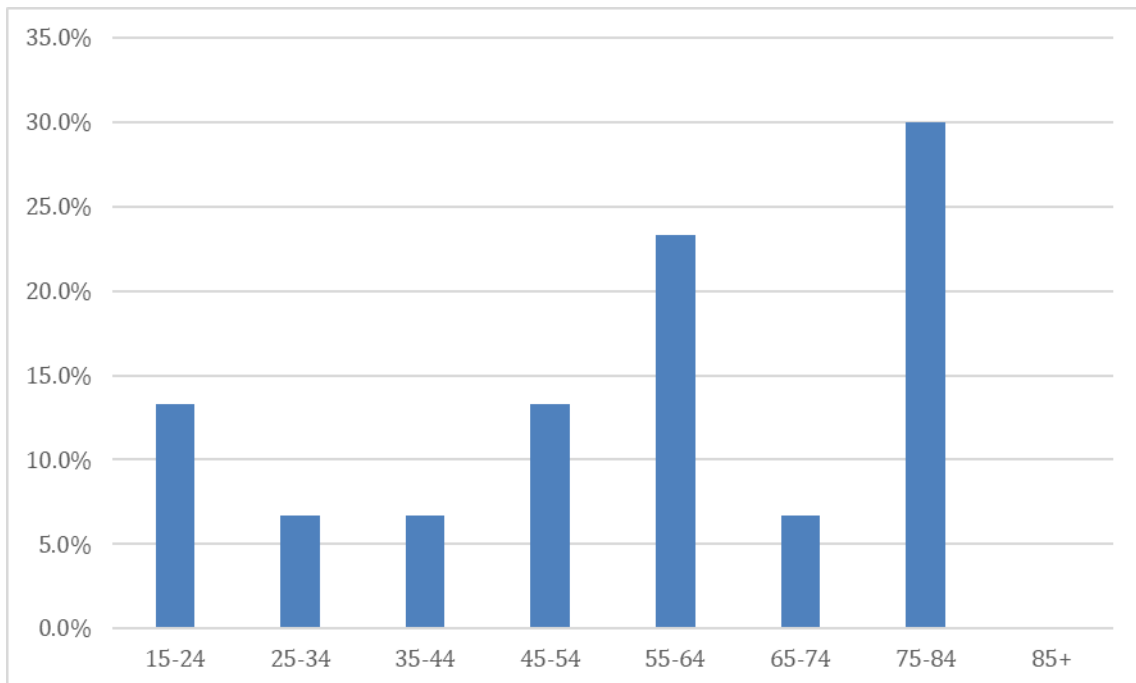
Approximately 22.2 percent of survey respondents were employed outside the home, while 55.6 percent were retired. Approximately 15 percent were unemployed.

Exhibit IV.9: Employment Status
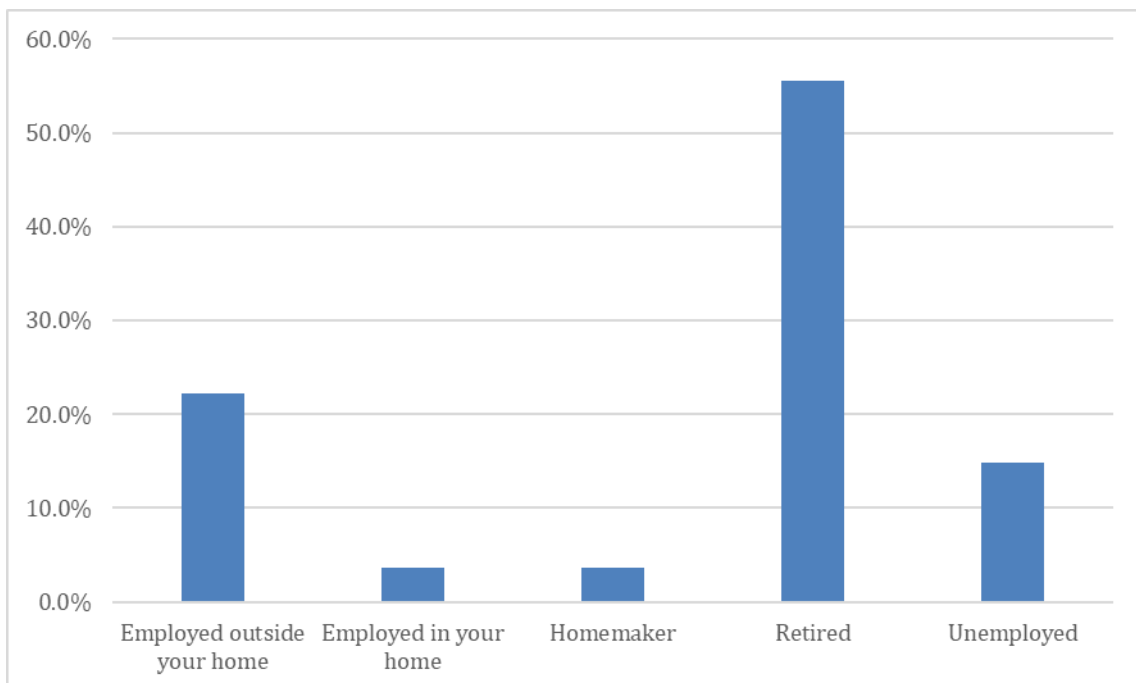
V. IMPLEMENTATION PLAN

The coordinated transportation goals are prioritized based on the feedback received from stakeholders. 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 11, 2016 included a review of the goals established during the 2013-2014 plan process. While the discussion achieved consensus on retaining the existing five goals, the process identified several implementation strategies which should be eliminated or replaced with other, more achievable strategies. The following goals were proposed for the 2016-2017 Plan:

Goal #1: Continue to Work toward Educating Agencies, Governments, Organizations, and the Public about the Benefits of Coordinated Transportation Services for Older Adults, Individuals with Disabilities, Low Income People and the General Public to Residents.

Develop strategies to educate the communities, agencies, organizations, and governments about the gaps in existing public and human service agency transportation services. Determine how older adults, individuals with disabilities, low income people and the general public can access those services. Inform all stakeholders about the importance of participating in the emergency management system to ensure information is available to those who need transportation. Inform elected officials about the available transportation services and how their constituents benefit from those services.

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

Strategies discussed under this goal are intended to be steps toward ensuring older adults, individuals with disabilities, people with low incomes and the general public have access to employment, medical and social opportunities. The hours and days of public or human service agency transportation service may not meet the needs of those who must rely on others for their transportation needs during nontraditional business hours. Furthermore, the necessary advance reservation requirements of Catch-A-Ride, combined with the limits on standing order reservations, may leave individuals with no reliable transportation options for necessary medical appointments or work. Additionally, as of January 2014, public transportation services are unavailable in Jennings County.

Goal #3: Continue to Encourage Collaborative Efforts of Transportation Stakeholders Throughout the Region to Improve and Increase Regional, Multi-County, and Multi-Modal Coordinated Transportation Services to Improve Transportation Options for People with Low Incomes, Older Adults, Individuals with Disabilities, and the General Public to Access Employment and Community Resources.

As a lead agency in the coordination effort, LifeTime Resources, Inc. would like to implement a brokerage and other coordinated transportation activities. However, the agency is limited by 1) limited active participation from other human service and non-profit transportation providers in the area, and 2) a limited number of private and non-profit transportation providers serving the area with which LifeTime Resources could coordinate service. This goal is intended to encourage local agencies to take an active role in working toward development of an information sharing network and additional transportation service providers/modes (such as taxi service).

Goal #4: Increase Funding for Public and Coordinated Transportation.

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

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

Maintain and improve upon the valuable service offered by Catch-A-Ride and the Section 5310 grant recipients in the area as well as support new, non-profit and private operators who join the coordinated transportation efforts in the future.

GOALS AND STRATEGIES

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

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

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

Goal #1: Continue to Work toward Educating Agencies, Governments, Organizations, and the Public about the Benefits of Coordinated Transportation Services for Older Adults, Individuals with Disabilities, Low Income People and the General Public to Residents

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

Priority: High

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Implementation Time Frame: Near Term (1-24 months)	Staffing Implications: No additional staff required.
Implementation Budget: Email if possible. Or, minimal expense for printing and postage.	
Potential Grant Funding Sources: Federal Transit Administration Section 5311 or local grants.	

Responsible Parties: LifeTime Resources, Inc. will be responsible for adopting the plan and its initial distribution. All participating stakeholders will be responsible for sharing the plan or links to the plan with their consumers and other stakeholders.

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

Strategy 1.2: Develop a transportation brochure (printed or electronic) that includes basic service and contact information about all human service agency, public, and private transportation operators in the area. Include reference to the coordinated efforts. Include website links, if available.

Priority: Low

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Responsible Parties: LifeTime Resources, Inc. will take the lead in developing the brochure. Transportation providers and human service agencies in each county will provide initial information and updates to LifeTime Resources, Inc. All transportation stakeholders will distribute the survey to consumers, the public, and other stakeholders.

Performance Measures:
- Number of brochure layouts updated.
- Number of brochures distributed.
- Number of calls asking about coordinated services.

Strategy 1.3: Support a speakers' bureau of transportation provider staff, TAC members, transportation supporters and passengers. Continue to schedule speaking engagements at government, civic, and club meetings to promote the benefits of transportation and coordination of services for older adults, individuals with disabilities, people with low incomes and the general public. Design a standard presentation for all speakers to ensure one message is conveyed in each engagement. Include information about all transportation providers in each county and the goals for addressing unmet transportation needs. Distribute promotional items, including brochures, to attendees. Recruit and prepare riders to be transit advocates in their communities.

Priority: Medium

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties

Implementation Time Frame: Ongoing	Staffing Implications: Time required to prepare presentation; meeting attendance.
Implementation Budget: Minimal.	
Potential Grant Funding Sources: Eligible for funding under Section 5311 (Job Access and Reverse Commute activities) or New Freedom activities within the Section 5310 grant program. Also could be eligible for human service agency and many local grants.	

Responsible Parties: Transportation providers, human service agencies, transportation supporters and passengers in each county.

Performance Measures:
- Number of speaking engagements.
- Presentation developed.
- Meeting accomplishments, level of information shared.

Strategy 1.4: Stakeholders continue to participate in various community activities to promote transportation services. Activities may include: attending and distributing brochures and promotional items (such as calendars or magnets) at county fairs, job fairs, senior day programs, and other community outreach events; participating in food and/or toy drives by accepting donated items in place of fares for a day. For organizations that do not charge a fare, ask for donated items to support the food and/or toy drive.

Priority: Medium

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Implementation Time Frame: Ongoing	Staffing Implications: No additional staff required.
Implementation Budget: No additional costs unless additional brochures and promotional items are created.	
Potential Grant Funding Sources: Not required.	

Responsible Parties: All stakeholders.

Performance Measures:

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

Strategy 1.5: Include emergency management and all other organizations with a mission to protect public safety in all coordinated, local, and regional transportation planning efforts. Make the National Incident Management Systems (NIMS) courses available to transportation employees (including all drivers). There are three NIMS courses relevant to transportation and available online. In total, the courses will probably require up to eight hours for each employee to complete. Courses can be completed online, with no additional travel costs. Other emergency management or evacuation informational materials are available at little or no costs through National Cooperative Highway Research Program Transportation Research Board (NCHRP Report 20-59 (32) A Transportation Guide for All-Hazards Emergency Evacuation), or Transportation Research Board Special Report 294: The Role of Transit in Emergency Evacuation.

Priority: Low

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Implementation Time Frame:	Staffing Implications:
Include Emergency Management – Ongoing	No additional staff required.
Training - Ongoing	
Implementation Budget:	
Will require additional labor hours for drivers to complete training. Potentially a minimum of eight hours per employee. No travel.	
Potential Grant Funding Sources: Potential funding availability from the National Transit Institute.	

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

Performance Measures:

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

Strategy 1.6: Gather nursing homes and assisted living facilities together as a group to discuss transportation needs, how each facility uses vehicles, and how they might coordinate together and with other transportation providers in the area. Representatives from other agencies serving seniors and other area transportation providers should also be in attendance.

Priority: High

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Implementation Time Frame: Near-term (1-24 months)	Staffing Implications: No additional staff required.
Implementation Budget: Minimal.	
Potential Grant Funding Sources: Not required.	

Responsible Parties: ENVISION Jefferson County and Historic Hoosier Hills will lead this effort in their respective areas.

Performance Measures:
- Number of meetings with area nursing homes and assisted living facilities
- Number of nursing homes and assisted living facilities participating in meetings and coordination
- Number of trips coordinated between providers

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

Strategy 2.1: Establish a program for out of area (i.e., from Dearborn County to the I-275 Beltway area) and after hour transportation options for training and work-related trips. The program will operate outside the Catch-A-Ride service hours and service area. Vouchers for trips are purchased by passengers at an affordable rate for trips to and from jobs and job training sites during nontraditional work hours. Transportation providers are reimbursed at a negotiated rate. Solicit use of other area providers, taxi companies, and Section 5310 providers when vehicles are not in use. *Use of 5310 vehicles in this strategy must not adversely impact service delivery for elderly and disabled individuals.*

Priority: Medium

A 50 percent local match is required for any additional Federal funding received for this strategy. Solicit local businesses, colleges, and technical colleges for matching funds.

Prior to implementation of this strategy, additional research is required to determine the specific level of need. While a need to meet nontraditional work and training hours was discussed during the regional meetings, the level of need is not known at this time and further study is required to establish the actual needs in terms of shift times, days of the week, and projected level of demand.

Counties Included: Dearborn County and surrounding area.

Implementation Time Frame: Staffing Implications:
Long-Term (2-4 years)   Staff required to oversee and administer the program.

Implementation Budget:
To be determined based on level of service needed.

Potential Grant Funding Sources: Public transportation funding Section 5311. Local match of 50 percent is required. Potential sources of local match include fares collected, local businesses and educational sites that offer job training activities.

Responsible Parties: Transportation providers in the area, including taxi companies and Section 5310 providers. It is noted that any transportation provider receiving Federal Transit Administration (FTA) funds must adhere to all regulatory guidelines that apply to Catch-A-Ride, including drug and alcohol testing requirements. The cost of abiding by these additional guidelines should be included in the negotiated price of the voucher.

Performance Measures:
- ♦ Research supports the implementation of nontraditional work and training transportation services outside the Catch-A-Ride hours of operation and service area.
- ♦ Local match source is identified.
- ♦ Program is established.
- ♦ Number of individuals using transportation services.
- ♦ Number of trips provided.
- ♦ Number of vouchers issued.

Strategy 2.2: Develop a regional Voucher Program to assist individuals with disabilities to reach their destinations when public transit is not available due to lack of availability or when the trip is needed before or after service hours. Vouchers are purchased by passengers at an affordable rate for trips to and from medical appointments, work sites, and other trips as approved by the program management team. Transportation providers are reimbursed at a negotiated rate. Solicit use of other area providers, taxi companies (if available), and Section 5310 providers when vehicles are not in

use. *Use of 5310 vehicles in this strategy must not adversely impact service delivery for elderly and disabled individuals.*

A 50 percent local match is required for additional Federal funding received for this activity. Solicit local organizations that provide services for individuals with disabilities and/or advocacy groups to provide the required matching funds.

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

Priority: Medium

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Implementation Time Frame: Staffing Implications:
Long-Term (2-4 years)   Staff required to oversee and administer the program.

Implementation Budget:
To be determined based on level of service.

Potential Grant Funding Sources: Section 5311 funding is available for this activity. Local match of 50 percent is required. Potential sources of local match include fares collected, local organizations that provide services to individuals with disabilities and/or advocacy groups.

Responsible Parties: It is recommended that a human service agency serving older adults and/or people with disabilities takes the lead in administration of the program. Transportation providers in each county, including taxi companies (if available) and Section 5310 providers.

Performance Measures:
♦   Research supports the implementation of additional transportation services for individuals with disabilities.
♦   Local match source is identified.
♦   Program is established.
♦   Number of individuals with disabilities using transportation services.
♦   Number of trips provided.
♦   Number of vouchers issued.

Strategy 2.3: Develop a regional Volunteer Driver Program to help individuals reach their destinations when public transit is not available due to lack of availability or when the trip is needed before or after service hours. Passengers will be charged a fare or the service can be donation based.

Volunteer drivers will be reimbursed for mileage and managed centrally by one willing agency in the Region. Other area providers will refer trips they are unable to provide to the program.

A 50 percent local match is required for additional Federal funding received for this activity. Solicit local organizations that provide services for individuals with disabilities and/or advocacy groups to provide the required matching funds.

Priority: Medium

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

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Implementation Time Frame: Staffing Implications:
Long-Term (2-4 years)   Staff required to oversee and administer the program.

Implementation Budget:
To be determined based on level of service.

Potential Grant Funding Sources: Section 5311 funding can be used for this purpose, as well as Title IIIB. Local match of 50 percent is required for Section 5311 funding. Potential sources of local match include fares collected and local organizations that provide services to the elderly or to individuals with disabilities and/or advocacy groups.

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Responsible Parties: It is recommended that a human service agency serving older adults and/or people with disabilities takes the lead in administration of the program. Other agencies will refer trips unable to be provided by their agency to the program.

Performance Measures:
- Local match source is identified.
- Program is established.
- Number of individuals using transportation services.
- Number of trips provided.
- Number of volunteers recruited.

Strategy 2.4: Develop a partnership with local higher education institutions, such as Ivy Tech and Indiana University East, which will potentially provide routes (and funding for these routes) for students. A partnership could also include involving students in special projects, such as technological improvement projects.

A 50 percent local match is required for additional Federal funding received for this activity. In other areas, the college/university has been willing to cover at least a portion of the cost of the service through the use of student activity fees.

Prior to implementation of this strategy, additional research is required to determine the level of need.

Priority: Medium

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Implementation Time Frame:
Long-Term (2-4 years)

Staffing Implications:
Staff potentially required to oversee and administer the program.

Implementation Budget:
To be determined based on level of service.

Potential Grant Funding Sources: Services implemented for this purpose are eligible for reimbursement under the Section 5311 funding program. Local match of 50 percent is required. Potential sources of local match include fares collected, local organizations that provide services to individuals with disabilities and/or advocacy groups.

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

Performance Measures:
- Research supports the implementation of additional transportation services for students.
- Local match source is identified.
- Routes/partnership is established.
- Number of students using transportation services and/or involved in improving transportation services in the area.
- Number of trips provided.

Goal #3: Continue to Encourage Collaborative Efforts of Transportation Stakeholders Throughout the Region to Improve and Increase Regional, Multi-County, and Multi-Modal Coordinated Transportation Services to Improve Transportation Options for People with Low Incomes, Older Adults, Individuals with Disabilities, and the General Public to Access Employment and Community Resources.

Strategy 3.1: Building upon current practices, establish policies and procedures for partnering organizations that includes trip sharing, brokering, and coordination of services. Policies and procedures should address how transfers between providers or shared trips will be facilitated and the billing of such trips. Using the current informal arrangements, write formal procedures for sharing trips between participating agencies and Catch-A-Ride when their schedules are limited, how service areas can be expanded, and other concerns/issues faced by the region's transportation

providers. Incorporate all public and non-profit transportation providers, when possible, in policies and procedures for maximum use of the transportation resources available throughout the region.

Priority: High

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties. *It may be easier to get started if coordinated or brokered agreements are initiated in certain counties or with one or two partners and gradually expand to include the entire region.*

Implementation Time Frame: Long Term (2-4 years)	Staffing Implications: Existing staff can handle this task.
Implementation Budget: No additional costs.	
Potential Grant Funding: None needed.	

Responsible Parties: Participating stakeholder organizations that include public and private transportation providers and human service agencies interested in transportation options for the region.

Performance Measures:
♦ Subcommittee formed to discuss what policies and procedures are needed.
♦ Draft of policies and procedures is presented to full committee.
♦ Policies and procedures are accepted by full committee.

Strategy 3.2: Investigate areas of duplication. In areas where similar trips are provided by more than one agency, duplication of services exists. By removing duplication, scheduling one vehicle for similar trips, resources that were previously duplicating efforts can be reallocated to provide additional services in underserved areas of the Region. Reallocated resources could potentially increase the overall services available throughout the Region. Currently, Catch-A-Ride may be forced to provide certain trips (especially in the most rural areas) with vehicles that are only minimally occupied with passengers. If another human service agency consumer in the area needs a trip in the same general direction, the passengers from the agency and the general public Catch-A-Ride passenger could share the same vehicle. This procedure would allow both transportation operators to provide more trips with the same number of vehicles and drivers.

Priorities: High

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Implementation Time Frame:
Long Term (2 – 4 Years)

Staffing Implications:
No additional staff required.

Implementation Budget:
No additional funding required.

Potential Grant Funding Sources: Not required.

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

Performance Measures:
♦ Individual meetings held between the transportation providers to discuss duplication of efforts.
♦ Duplications are identified.
♦ Policies and procedures are developed to reduce duplication.
♦ Resources are reallocated to meet unserved demands.
♦ Number of duplications identified.
♦ Amount of resources realloated to meet unserved demands.

Strategy 3.3: Share grant-writing expertise among eligible participating agencies (i.e., eligible for Federal, State, Local, or foundation grants) to submit grants for transportation provider funding and/or as a collaborative effort. Public transportation providers will provide technical assistance to other public transportation providers and Section 5310 grantees in the Region as requested to ensure services are coordinated in the most efficient and effective manner. Technical assistance can include guidance in capital replacement short/long term plans, development of justification for vehicle replacement/expansion, and building fully allocated fleet operating budgets.

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

Priority: Medium

Counties Included Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Responsible Parties: LifeTime Resources will work to initiate the effort. All non-profit organizations eligible for transportation related grants are eligible for this assistance.

Performance Measures:

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

Goal #4: Increase Funding for Public and Coordinated Transportation.

Strategy 4.1: Continue to add new service for connectivity (between this Region and neighboring regions in Ohio, Kentucky, and Columbus, Indiana). Determine where older adults, individuals with low incomes, people with low incomes and the general public living in the study area need to travel for medical, work, and other trip purposes. Coordinate with local transportation providers in neighboring areas to determine the most effective manner to connect to services in Cincinnati, Lexington, and Columbus (IN), common destinations for the Region's residents.

Priority: High

Counties Included: Dearborn County and surrounding areas.

Implementation Time Frame:	Staffing Implications:
Near Term (1-24 months)	May require additional drivers.

Implementation Budget:
Funding to support potential new drivers may be required.

Potential Grant Funding Sources: Activities are eligible for funding under the Section 5311 program. Grants are potentially available for up to 50 percent of program costs. Local matching funds sources include businesses, advocacy groups, agencies, local governments, and most non-U.S. DOT programs that support transportation of eligible consumers.

Responsible Parties: Public transportation providers and stakeholders in each county.

Performance Measures:
♦ Transportation provider for out of area trips is identified.
♦ Funding for expanded service is identified and secured.
♦ Number of coordinated trips to the new out of area destinations.
♦ Number of individuals that now have additional out of area transportation options that previously did not exist.
♦ Cost effectiveness of coordinated activities.

Strategy 4.2: Discuss the IRS Qualified Transportation Fringe Benefits (Section 132(f)) Program with employers. Additional information about this program that can benefit employers who assist employees with the cost of their transportation (public transportation, car/vanpooling, or biking) can be found at the National Center for Transit Research website at http://www.nctr.usf.edu/programs/clearinghouse/commutebenefits/.

Priority: High

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Implementation Time Frame:	Staffing Implications:
Near-Term (1-24 months)	Minimal.
Implementation Budget:	
Minimal.	
Potential Grant Funding Sources: Not required.	

Responsible Parties: Participating transportation providers will share information about this benefit with employers and employees.

Performance Measures:
♦ Information is distributed regarding the IRS Qualified Transportation Fringe Benefits.
♦ Number of employers that assist employees with the monthly costs associated with the use of public transportation services to and from work sites.

Strategy 4.3: Encourage human service agencies and other organizations that require transportation services for their consumers to contract with Catch-A-Ride, when possible. Agencies and organizations may realize a savings by purchasing services rather than providing them in-house. Contract rates will include the fully allocated costs associated with the provision of the transportation services provided. Revenue received through contracts may be used as local match for grants received by the public transportation providers.

Priority: Medium

Counties Included: Decatur, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Implementation Time Frame:	Staffing Implications:
Ongoing	Staff time to determine fully allocated costs for contracts.
Implementation Budget:	
Minimal.	
Potential Grant Funding Sources: Not required.	

Responsible Parties: Transportation providers.

Performance Measures:

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

Strategy 4.4: Promote public transportation as an economic development advantage in each county. Public transportation access will be included in each county's land use and economic development plans.

Priority: High

Counties Included: Decatur, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Implementation Time Frame: Staffing Implications:
Ongoing   Transportation provider manager.

Implementation Budget:
Staff time for meetings.

Potential Grant Funding Sources: This strategy is an important element to improving coordinated transportation in each county of the Region, but is not an eligible activity for FTA funding.

Responsible Parties: Transportation providers will communicate with local planning and economic development organizations.

Performance Measures:
- Number of presentations and informational materials provided to planning organizations and organizations with a mission related to economic development.
- Transportation is included in local economic development plans and materials for each county.

Strategy 4.5: Building on Goal #1 to educate everyone about public transportation services, speak to local and State officials about the need to financially support transportation services. Continue involvement in the Indiana Council on Specialized Transportation (INCOST) and other State organizations that support transportation services for older adults, individuals with disabilities, people with low incomes and the general public.

Priority: Medium

Counties Included: Decatur, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

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

Responsible Parties: Transportation providers will continue discussions with area leaders to stress the importance and benefits of public and coordinated public transit-human service agency transportation services.

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

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

Strategy 5.1: Acquire replacement and expansion vehicles and equipment for accessible services designed to accommodate passengers with disabilities and mobility limitations in each county.

Priority: Medium

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

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

Responsible Parties: Eligible transportation providers.

Performance Measures:
- ♦ Number of mobility aids accommodated.
- ♦ Number of individuals with disabilities served.
- ♦ Number of trips provided for people with all sizes of mobility aids.
- ♦ Number of vehicles and equipment.

Strategy 5.2: Implement the use of new technology that would integrate scheduling activities with smart phones, such as an app or a QR code. This would help improve scheduling convenience and help market the services available.

Priority: High

Counties Included: Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties.

Implementation Time Frame: Long-term	Staffing Implications: Staff potentially needed to oversee implementation.
Implementation Budget: Cost of hardware/software.	
Potential Grant Funding Sources: Section 5311 (rural) for public transportation providers; local advocates and supporters of public transportation.	

Responsible Parties: Eligible transportation providers.

Performance Measures:
- ♦ Technology implemented.
- ♦ Number of app (or other) users.
- ♦ Number of new public transportation users.

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 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 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: Continue to Work toward Educating Agencies, Governments, Organizations, and the Public about the Benefits of Coordinated Transportation Services for Older Adults, Individuals with Disabilities, Low Income People and the General Public to Residents.	
Page Number	**Strategy Identification Number**	**Objective/Strategy Description**	**Priority**
84	1.1	Distribute the locally-adopted Coordinated Public Transit-Human Services Transportation Plan to stakeholders in each county.	High
84	1.2	Develop a transportation brochure (printed or electronic) that includes basic service and contact information about all human service agency, public, and private transportation operators in the area.	Low
85	1.3	Support a speakers' bureau of transportation provider staff, TAC members, transportation supporters and passengers.	Medium
86	1.4	Stakeholders continue to participate in various community activities to promote transportation services.	Medium
87	1.5	Include emergency management and all other organizations with a mission to protect public safety in all coordinated, local, and regional transportation planning efforts.	Low
88	1.6	Gather nursing homes and assisted living facilities together as a group to discuss transportation needs, how each facility is using vehicles, and how they might coordinate together and with other transportation providers in the area.	High
		Goal #2: Expand Transportation Options for Older Adults, Individuals with Disabilities, People with Low Incomes, and the General Public in Areas Where Services are Nonexistent or Limited.	
Page Number	**Strategy Identification Number**	**Objective/Strategy Description**	**Priority**
88	2.1	Establish a program for out of area and after hour transportation options for training and work-related trips.	Medium
89	2.2	Develop a regional Voucher Program to assist individuals with disabilities to reach their destinations when public transit is not available due to lack of availability or when the trip is needed before or after service hours.	Medium

Page Number	Strategy Identification Number	Objective/Strategy Description	Priority
90	2.3	Develop a regional Volunteer Driver Program to help individuals reach their destinations when public transit is not available due to lack of availability or when the trip is needed before or after service hours.	Medium
91	2.4	Develop a partnership with local higher education institutions, such as Ivy Tech and Indiana University East.	Medium

Goal #3: Continue to Encourage Collaborative Efforts of Transportation Stakeholders Throughout the Region to Improve and Increase Regional, Multi-County, and Multi-Modal Coordinated Transportation Services to Improve Transportation Options for People with Low Incomes, Older Adults, Individuals with Disabilities, and the General Public to Access Employment and Community Resources.

Page Number	Strategy Identification Number	Objective/Strategy Description	Priority
92	3.1	Building upon current practices, establish policies and procedures for partnering organizations that includes trip sharing, brokering, and coordination of services.	High
93	3.2	Investigate areas of duplication.	High
94	3.3	Share grant-writing expertise among eligible participating agencies (i.e., eligible for Federal, State, Local, or foundation grants) to submit grants for transportation provider funding and/or as a collaborative effort.	Medium

Goal #4: Increase Funding for Public and Coordinated Transportation.

Page Number	Strategy Identification Number	Objective/Strategy Description	Priority
95	4.1	Continue to add new service for connectivity (between this Region and neighboring regions in Ohio, Kentucky, and Columbus, Indiana).	High
96	4.2	Discuss the IRS Qualified Transportation Fringe Benefits (Section 132(f)) Program with employers.	High
97	4.3	Encourage human service agencies and other organizations that require transportation services for their consumers to contract with Catch-A-Ride, when possible.	Medium

98	4.4	Promote public transportation as an economic development advantage in each county.	High
98	4.5	Speak to local and State officials about the need to financially support transportation services.	Medium

Goal #5: Incorporate New Capital to Improve Existing Mobility Options and Serve More People.			
Page Number	**Strategy Identification Number**	**Objective/Strategy Description**	**Priority**
99	5.1	Acquire replacement and expansion vehicles and equipment for accessible services designed to accommodate passengers with disabilities and mobility limitations in each county.	Medium
100	5.2	Implement the use of new technology that would integrate scheduling activities with smart phones, such as an app or a QR code.	High