

**COORDINATED PUBLIC TRANSIT-
HUMAN SERVICES TRANSPORTATION
PLAN FOR VERMILLION, FOUNTAIN,
PARKE, CLAY, MONTGOMERY, AND
PUTNAM COUNTIES, INDIANA**

FINAL REPORT

**PRESENTED TO:
INDIANA DEPARTMENT OF
TRANSPORTATION**

APRIL 22, 2008

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I. INTRODUCTION

I. INTRODUCTION

This document is the regional portion of the Indiana Statewide Coordinated Public Transit-Human Services Transportation Plan. Its function is to document evaluation of existing transportation providers and the unmet transportation needs/duplications in human service agency and public transportation service, and establish transportation related goals for Vermillion, Fountain, Parke, Clay, Montgomery, and Putnam counties, Indiana. This documentation fulfills 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).

This study documents the comprehensive efforts of community outreach that have been conducted to date in an effort encourage participation from all of the local stakeholders and general public in the study area that represent these targeted populations. Outreach efforts are based on best practices from coordination efforts across the country as well as strategies suggested by the national United We Ride initiative in human service transportation. The goal is to improve human service and public transportation for older adults, individuals with disabilities of all ages, and people with lower incomes through coordinated transportation.

INDOT requested the assistance of RLS & Associates, Inc. to develop this statewide plan. The following chapters document the demographic conditions, inventory of existing transportation providers, gaps and duplications in transportation, and unmet transportation needs throughout the six county region that have been identified through analysis and community input. Chapter V of this plan outlines suggested goals and implementation strategies to address the unmet needs and gaps in service and improve the quality of life for individuals with disabilities, older adults, and individuals with low incomes.

The appendix of this memorandum is provided to document the comprehensive outreach efforts to date, including a checklist of stakeholder organizations that were contacted to complete the comprehensive stakeholder survey, which was compiled from the United We Ride *Framework for Action: Building a Fully Coordinated Transit System* survey. The appendix also includes local stakeholder meeting announcements and agendas that were distributed to all local stakeholders, and a list of organizations that attended the local stakeholder meeting and one-on-one interviews.

WHY A COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN?

In August of 2005, Congress passed the Safe, Accountable, Flexible, Efficient, Transportation, Equity Act: A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC) (Section 5316), and New Freedom Initiative (Section 5317) grant programs must meet certain requirements in order to receive funding for fiscal year 2007 (October 1, 2006) and beyond.

One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a “*locally developed Coordinated Public Transit-Human Services Transportation Plan.*” This transportation plan must be developed through a process that includes representatives of public, private, and non-profit transportation services, human services providers, and the general public.

Transportation is the vital link to jobs, medical care and community support services. Without it, citizens cannot be productive because they do not have reliable access to employment centers; health care becomes more expensive as citizens are admitted to hospitals with serious health problems because they were without necessary resources to travel to preventative care appointments, etc. The lack of affordable and useable transportation options frustrates the ability of many citizens to achieve economic and personal independence (Coordinating Council on Access and Mobility (CCAM), 2006). Transportation coordination can help to provide more trips for human service agency and nonprofit organization consumers and the general public, and link them to life-supporting employment and services.

Transportation coordination, while making sense from an efficiency and resource utilization standpoint, is also becoming a national mandate. During the last few years, the Federal Transit Administration CCAM developed a national campaign entitled “United We Ride,” to help promote transportation coordination. A “United We Ride” website has been posted as a resource for any organization with an interest in transportation of older adults, individuals with limited incomes, and individuals with disabilities. The website contains “A Framework for Action” for local communities and state governments, a coordination planning tool, along with a multitude of other coordination resources. State “United We Ride” grants, such as the one which sponsored this study, have also been awarded across the nation to encourage transportation coordination planning at the state level.

**Why a Coordinated
Public Transit-Human
Services
Transportation Plan?**

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Transportation coordination has been occurring across the nation because the benefits of coordination are clear. According to the Federal Coordinating Council on Access and Mobility's (CCAM) "United We Ride" website, nationally, \$700 million could be saved if transportation providers would coordinate individual resources which are dedicated to providing transportation. This conservative estimate is based on a study conducted by the National Academy of Science's Transportation Research Board (TRB) but it highlights the fact that transportation resources (funding, people, vehicles and services) could be more effectively utilized to provide more transportation for communities.

As indicated above, the U.S. Congress is also supporting the new emphasis on coordinated human service agency and public transportation efforts with the passage of SAFETEA-LU. Coordinated transportation is now an eligibility requirement for the following FTA funding grant programs:

Transportation for Elderly Persons and Persons with Disabilities (Section 5310) - This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. States apply for funds on behalf of local private non-profit agencies and certain public bodies. Capital projects are eligible for funding. Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses.

Job Access and Reverse Commute (JARC) Program (Section 5316) - The purpose of this grant program is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services. Job Access grants are intended to provide new transit service to assist welfare recipients and other low-income individuals in getting to jobs, training, and child care. Reverse Commute grants are designed to develop transit services to transport workers to suburban job sites. Eligible recipients include local governmental authorities, agencies, and non-profit entities. Eligible activities for Job Access grants include capital and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs. Also included are the costs of promoting the use of transit by workers with nontraditional work schedules, promoting the use of transit vouchers, and promoting the use of employer-provided transportation including the transit benefits. For Reverse Commute grants, the following activities are eligible: operating

Why a Coordinated Public Transit-Human Services Transportation Plan?

costs, capital costs, and other costs associated with reverse commute by bus, train, carpool, vans, or other transit service.

New Freedom Program (Section 5317) – A new funding program as of Federal Fiscal Year 2006, New Freedom is designed to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. The New Freedom formula grant program is designed to expand the transportation mobility options available to individuals with disabilities beyond the requirements of the ADA. Examples of projects and activities that might be funded under the program include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs.
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally.
- Making accessibility improvements to transit and intermodal stations not designated as key stations.
- Supporting voucher programs for transportation services offered by human service providers.
- Supporting volunteer driver and aide programs.
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

One of the prerequisites to apply for funding under the SAFETEA-LU programs is participation in the creation of a “locally developed Coordinated Public Transit-Human Services Transportation Plan.” This document is the first step for all of the organizations that participated in the plan toward satisfying grant application requirements. The plan should become a living document so that it may be amended as new organizations join the effort and existing transportation resources change in future years.

II. EXISTING CONDITIONS

II. EXISTING CONDITIONS

The six county region lies on the central eastern section of Indiana. The region surrounds Tippecanoe County and Lafayette to the west and south. Three of the six counties lay on the western Indiana Border. This region includes the counties of Fountain (population of 17,486), Montgomery (38,173), Putnam (36,978), Vermillion (16,645), Clay (27,021), and Parke (14,021) in Indiana. Larger cities in the region include Crawfordsville (15,150), Greencastle (10,085), Brazil (8,212), Clinton (4,923), and Attica (3,385). The region is bordered by the Indiana counties of Warren, Tippecanoe, and Clinton to the north; Hendrix County to the East; and Brown, Owen, Greene, and Vigo Counties to the south.

Exhibit II.1 on the following page is a highway and location map of the seven county region. The region is served by the following major highways: Interstate 70 and 74; U.S. Routes 63 and 40; and Indiana Routes 46, 150, 123, and 136.

ECONOMIC/DEMOGRAPHIC CHARACTERISTICS OF THE REGION

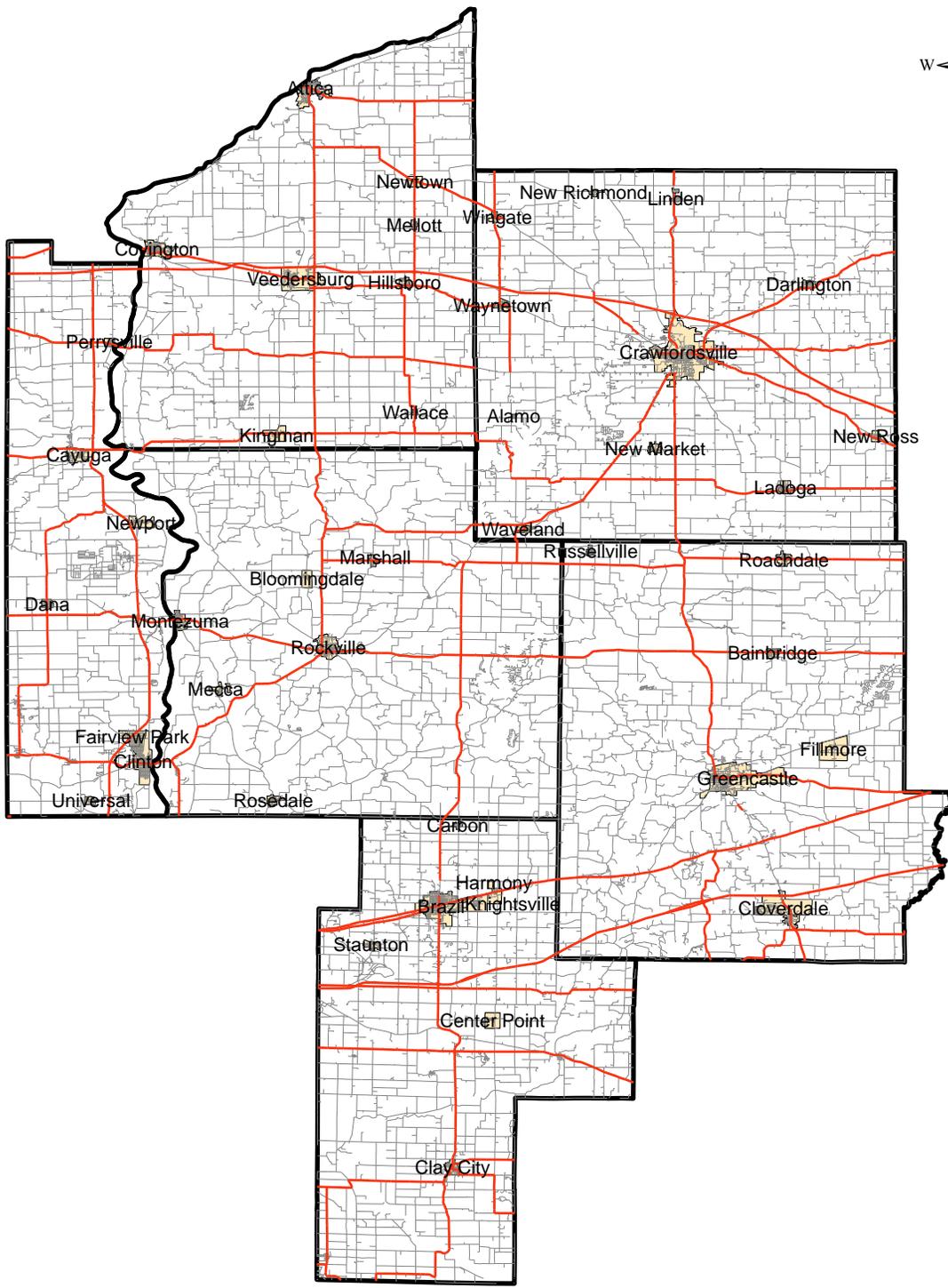
The following paragraphs provide demographic and economic descriptions of the region. Regional statistics are provided to support the existing and needed transportation service that is not contained within county boundaries.

Population

The region is approximately 2,439 square miles in size and has a total population of 153,665 people according to the 2006 U.S. Census. The map in Exhibit II.2 shows the population density for each block group. The block groups of highest and moderately high population density were located in and around the cities of Harmony, Knightsville, Greencastle, Crawfordville, Veedersburg, Rockville, and Clinton. The block groups with moderate population density are heaviest along the Wabash river near the Vermillion and Parke County lines. Montgomery has a large population density in the center of the county. The remainder of the block groups in the region have low to very low population density per block group.

In terms of the region's most populous places in 2006, the city of Crawfordsville ranked first with 15,150, while Greencastle was the second largest place with 10,085. See Exhibit II.3 for the list of the region's largest cities and towns and their percentage of the total population in 2006. Approximately 35 percent of the population resides in rural areas outside of cities and towns.

Economic/ Demographic Characteristics of the Region

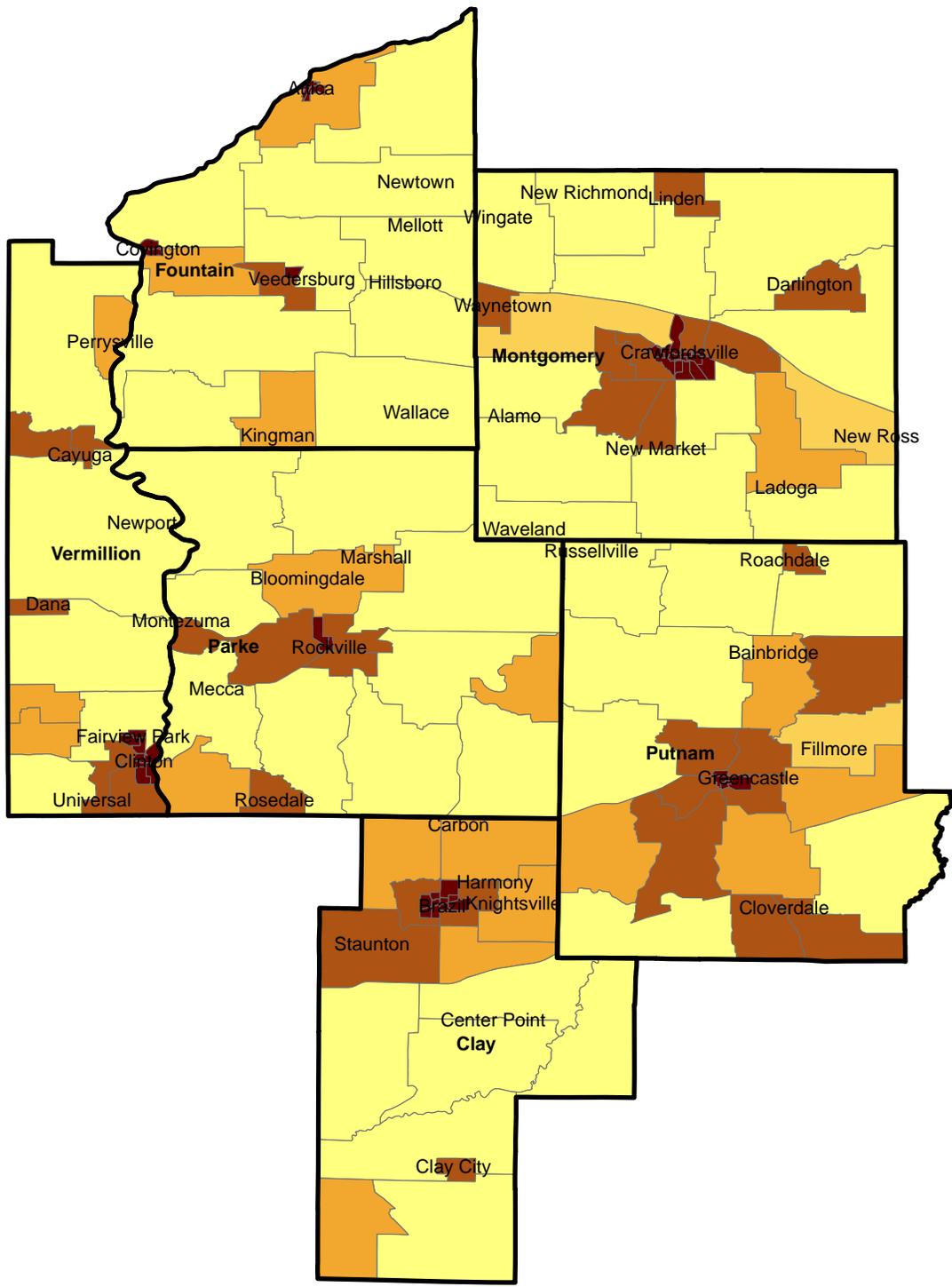
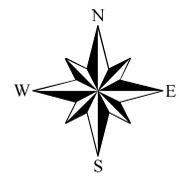


— Major Roads



Exhibit II-1: Highways and Cities

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain



Group 2 Blockgroups

- 13.98 - 46.93
- 46.94 - 49.72
- 49.73 - 85.84
- 85.85 - 554.7
- 554.8 - 9290



**Exhibit II-2:
Population Density**

**Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain**

Exhibit II.3: Population of the Region’s Largest Places, 2006

	2006	% of Region’s Total Y2000 Pop.
Crawfordsville	15,150	9.9%
Greencastle	10,085	6.6%
Brazil	8,212	5.4%
Clinton	4,923	3.2%
Rockville	2,650	1.7%
Covington	2,474	1.6%
Cloverdale	2,241	1.5%
Veedersburg	2,233	1.5%
Fairview Park	1,508	1.0%
Monatezuma	1,123	.7%

Source: 2006 data: STATS Indiana,

Race

According to 2000 data from the U.S. Census, the region’s population was primarily White/Caucasian (97.4 percent of the population). The total minority population was reported to be 3.85 percent of the population. Exhibit II.4 lists the breakdown of the different race categories for the region’s population.

Exhibit II.4: Race Distribution

Race	Population	Percent
White	149,755	97.4%
African American	2,168	1.4%
Native American	20	0.01%
Asian	587	0.04%
Other	2,140	1.4%
Two or More Races	810	1.0%
Total Minority	5,725	3.85%
Total Population	155,480	100.00%

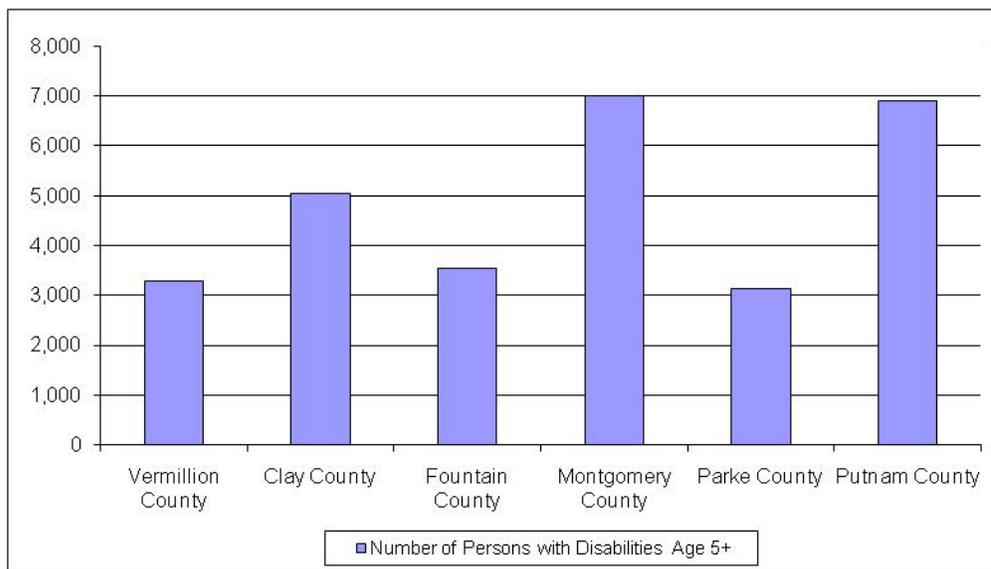
Source: U.S. Census Bureau, 2000

Disability Incidence

Disability incidence data was collected using the 2000 U.S. Census. The following exhibit (Exhibit II.5) shows the number of persons in each county in the region over the age of 5 with disabilities. Some 28,899, or 19.3 percent, of the regions' population reported having some type of disability. This is a relatively high rate of disability incidence as Indiana's percentage of persons with disabilities is only 17 percent and the United States' is 17.7 percent. Disabilities include sensory, mental, physical, and self-care limitations.

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

Exhibit II.5: Disability Incidence by County, 2000



Source: U.S. Census 2000

Economic Profile

Employment and Income

Using the STATS Indiana, state of Indiana Website, the household income figures reported the average per capita income in the region was \$26,515 for 2005. Exhibit II.6 below lists the 2005 per capita incomes, and 2004 median household incomes for each county in the region.

Exhibit II.6: Per Capita and Median Household Income

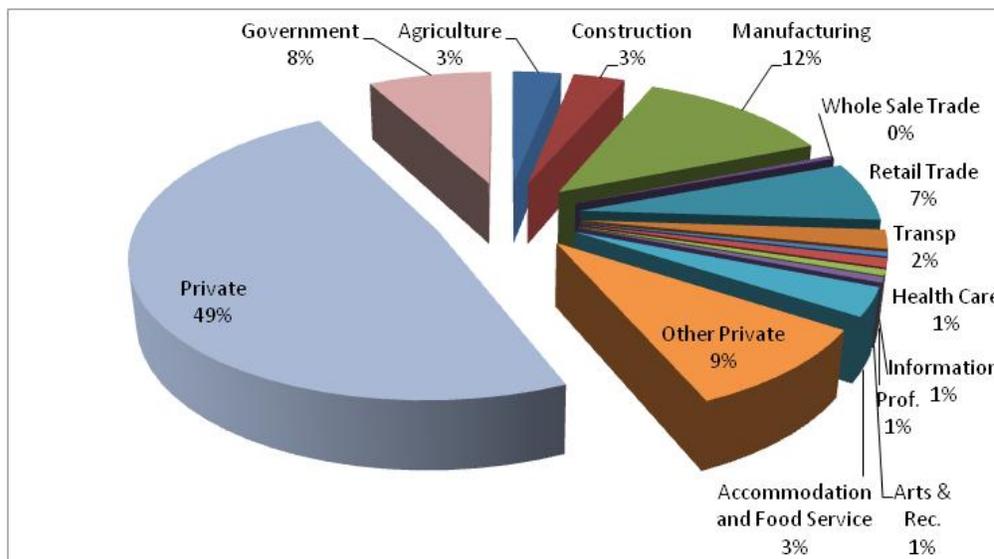
County	Per Capita Income (2005)	Median HH Income (2004)
Clay	\$ 24,498	\$ 40,128
Vermillion	\$ 27,406	\$ 39,545
Parke	\$ 23,934	\$ 37,467
Putnam	\$ 26,809	\$ 42,273
Montgomery	\$ 27,484	\$ 43,486
Fountain	\$ 26,399	\$ 40,879
State of Indiana	\$ 31,173	\$ 43,217

Source: U.S. Bureau of Economic Analysis; US Census Bureau; Indiana Family Social Services Administration; Indiana Department of Education

Industry and Labor Force

‘Private’ trades employed the most people with 59,206 employees, almost half of all the jobs. ‘Manufacturing’ trades employed the second highest number of people, and ‘government’ was the third largest employer. Reportedly, 15,208 workers were employed by manufacturing offices. In addition, 9,620 people were employed in government. Exhibit II.7 is an illustration of the employment by industry. Some of these totals do not include select county data as it was not available due to non-disclosure requirements.

Exhibit II.7: Regional Employment by Industry



Source: US Bureau of Economic Analysis

‘Private’ trades had the highest reported total wages in the region during 2005. Employees of ‘Private’ trades earned \$1,885,945. ‘Manufacturing’ and

‘Government’ industries reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.8). ‘Arts and Recreation’ and ‘Wholesale Trade’ industries earned the lowest annual incomes. The table in Exhibit II.8 outlines the total wages earned, by industry. Some of these totals do not include select county data due to non-disclosure requirements.

Exhibit II.8: Total Regional Wages by Industry, 2005

Employment	Annual Earnings
Other Private	\$ 238,349
Private	\$ 1,885,945
Manufacturing *	\$ 866,576
Government	\$ 389,801
Retail Trade	\$ 150,275
Construction *	\$ 113,074
Arts & Rec.	\$ 6,095
Transportation and Warehouse *	\$ 89,602
Health Care and Social Asst.	\$ 18,677
Accommodation and Food Service	\$ 44,610
Wholesale Trade	\$ 18,210
Agriculture	\$ 25,288
Information *	\$ 23,002
Prof. and Tech.*	\$ 23,221

*These totals do not include county data that is not available due to Bureau of Economic Analysis non-disclosure requirements.
Source: U.S. Bureau of Economic Analysis, 2005

Journey to Work

The percentage of persons that travel less than 30 minutes to work is 72 percent. Six percent of persons travel more than one hour to work. Exhibit II.9 illustrates the average commute time for each county in the region, according to 2000 U.S. Census Bureau statistics.

Exhibit II.9 Average Commute Time to Work

County	Travel Time
Vermillion	25.0
Parke	30.2
Putnam	22.0
Fountain	32.9
Montgomery	16.2
Clay	22.2

The average commute time to work for the region is 22 minutes. It is noted

that approximately 97 percent of the labor force in the region commute to work.

COUNTY PROFILES

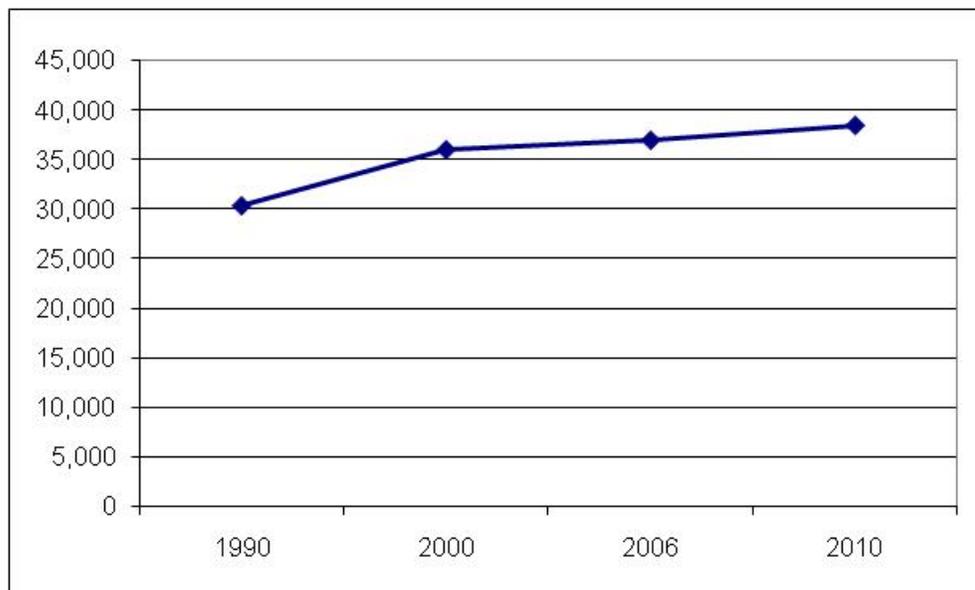
The following paragraphs explain the demographic and economic characteristics of each county within the region. County demographic categories are similar to the regional categories, but are intended to provide a more detailed description of existing conditions in each county.

Putnam County

Population Growth

According to information from the state of Indiana, the total population of Putnam County in 2006 was 36,978 persons. This is an increase from the 2000 Census population of 36,019. This means the county has grown more than 2.5 percent between 2000 and 2006. The Indiana Business Research Center is projecting a slight increase in population for Putnam County. The projected population for 2010 is 38,484. Exhibit II.10 illustrates the historical and projected population trends for Putnam County through the year 2010.

Exhibit II.10: Population Trends

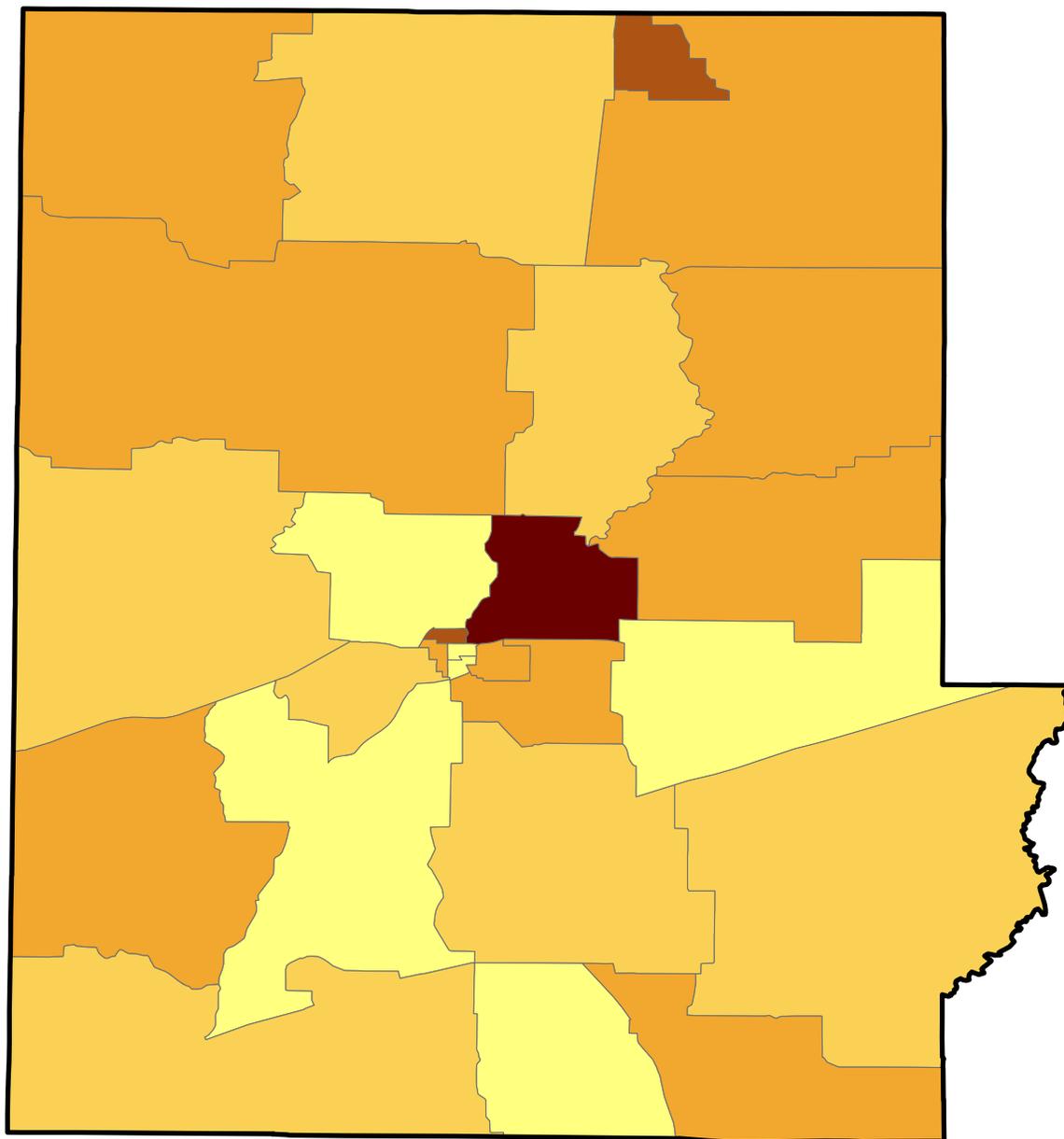
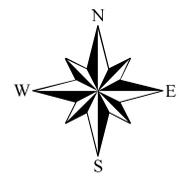


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.11 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of residents aged 65 and older (27.12 – 100 percent) is in the center of the county near the City of Greencastle. Areas of moderately high and moderate density of senior citizens (18.8-27.11 percent) are found in the northern central section of the county near Roachdale. The remainder of the county has low to very low elderly population density.

According to the 2000 statistics from the U.S. Census, the largest age cohort for Putnam County was between age 25 and 44, constituting 29 percent of the county's population (see Exhibit II.12). The second largest age group was 45 to 64 year olds (22 percent). Approximately 24 percent of the population was under age 18, while 12 percent was age 65 or older. The distribution indicates that the majority of the county's population was in the working age groups.



Group 2 Blockgroups

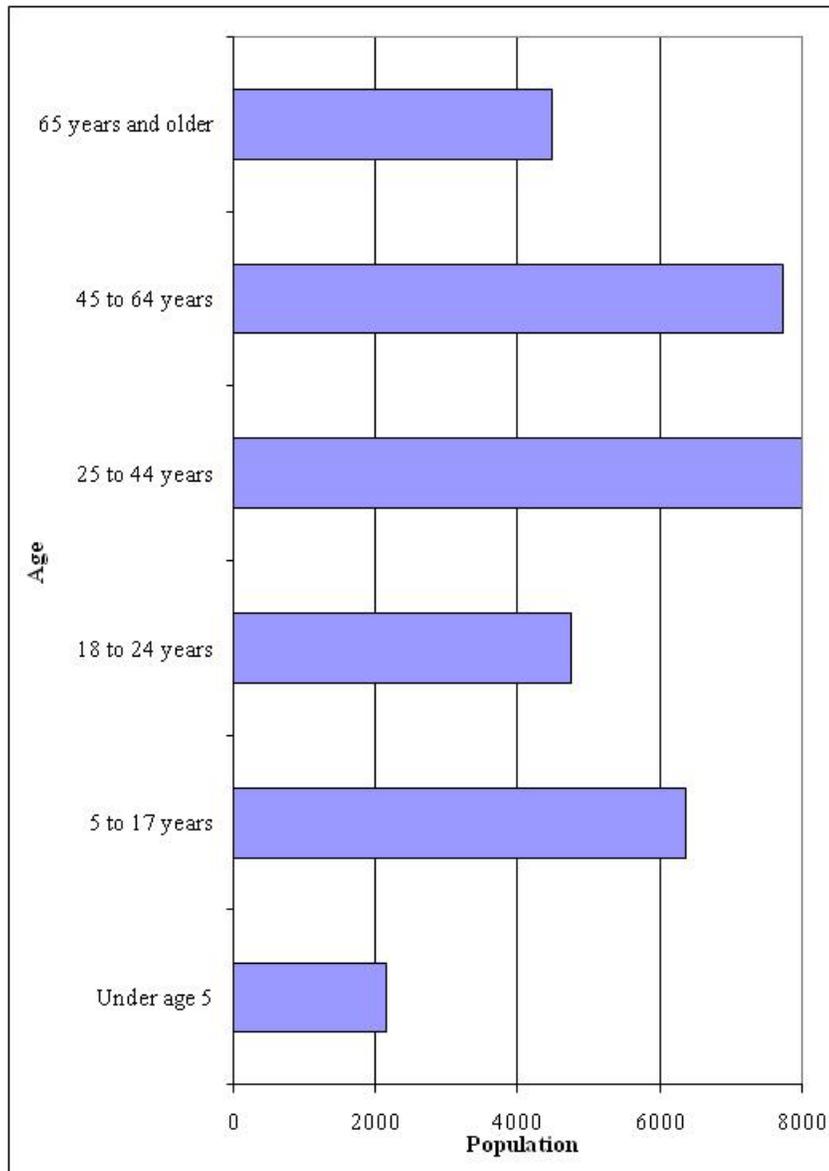
-  0% - 8.9%
-  8.901% - 12.99%
-  13% - 18.79%
-  18.8% - 27.11%
-  27.12% - 100%



**Exhibit II-11:
Population Aged 65+**

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain

Exhibit II.12: Population by Age

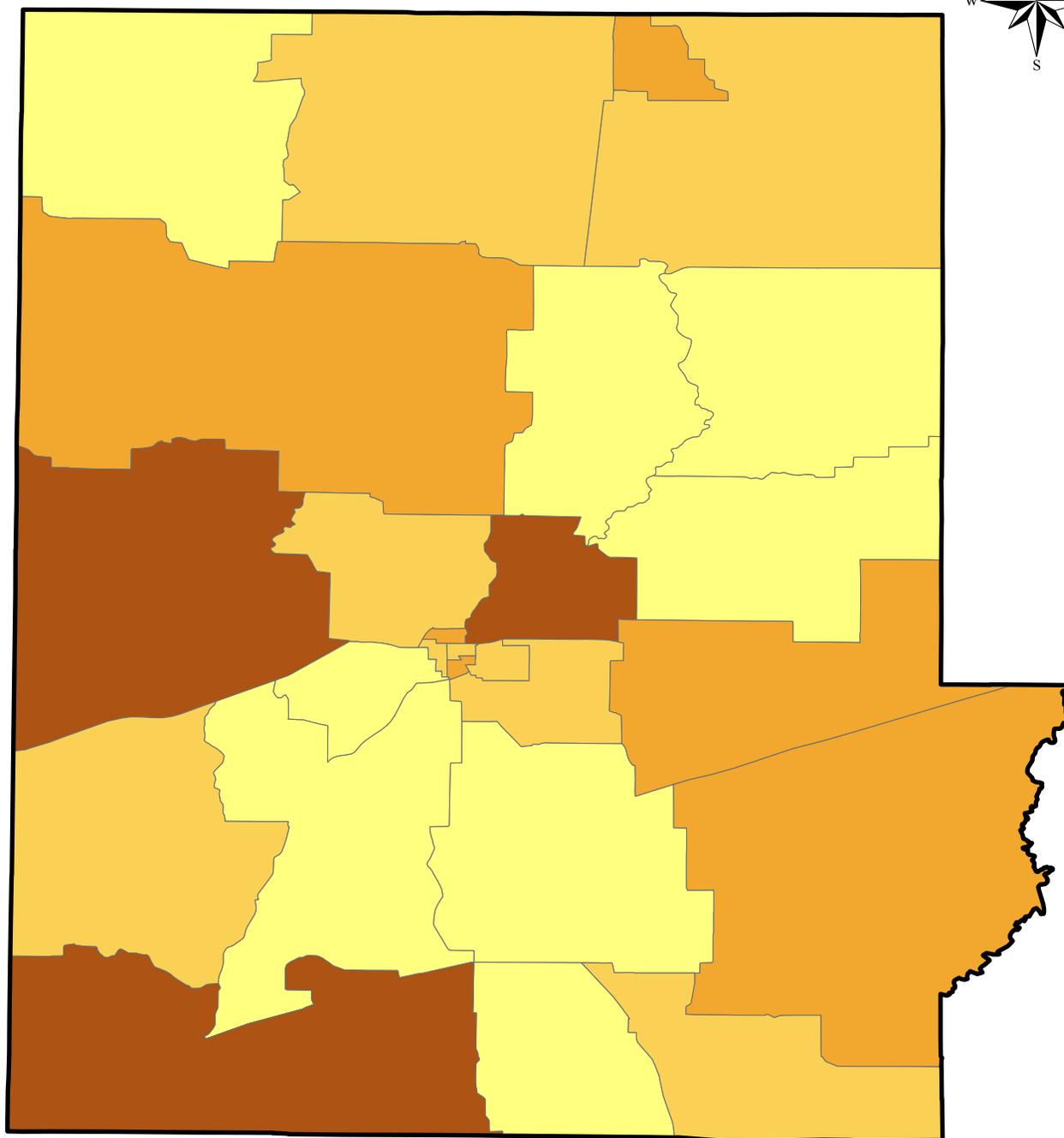
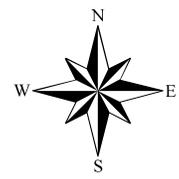


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 12,451 total households in Putnam County. Exhibit II.13 illustrates the density of households below the poverty level per square mile. Areas having a moderate density (15.58 – 27.75 percent) of households below the poverty level were near Greencastle; the central western, and southwestern corner of the county.



Group 2 Blockgroups

-  0% - 6.2%
-  6.201% - 9.365%
-  9.366% - 15.57%
-  15.58% - 27.75%
-  27.76% - 100%



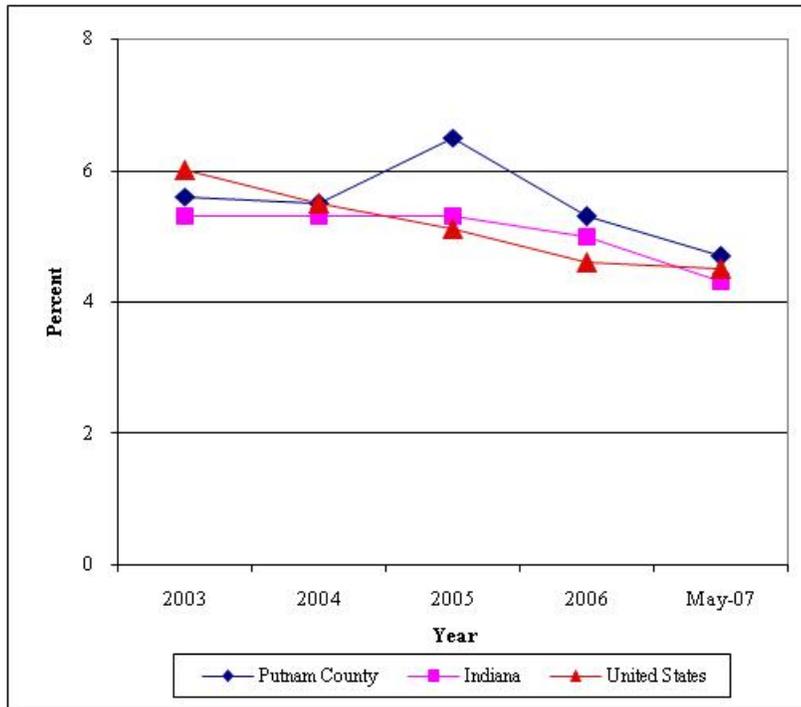
**Exhibit II-13:
Household Poverty**

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain

Industry and Labor Force

The 2006 Putnam County labor force consisted of 18,157 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county’s unemployment rate reached a high in 2005 of 6.5 percent, which was higher than the state and national rates. From 2003 to 2007, the unemployment rate varied but always remained above the state and national rates. Exhibit II.14 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

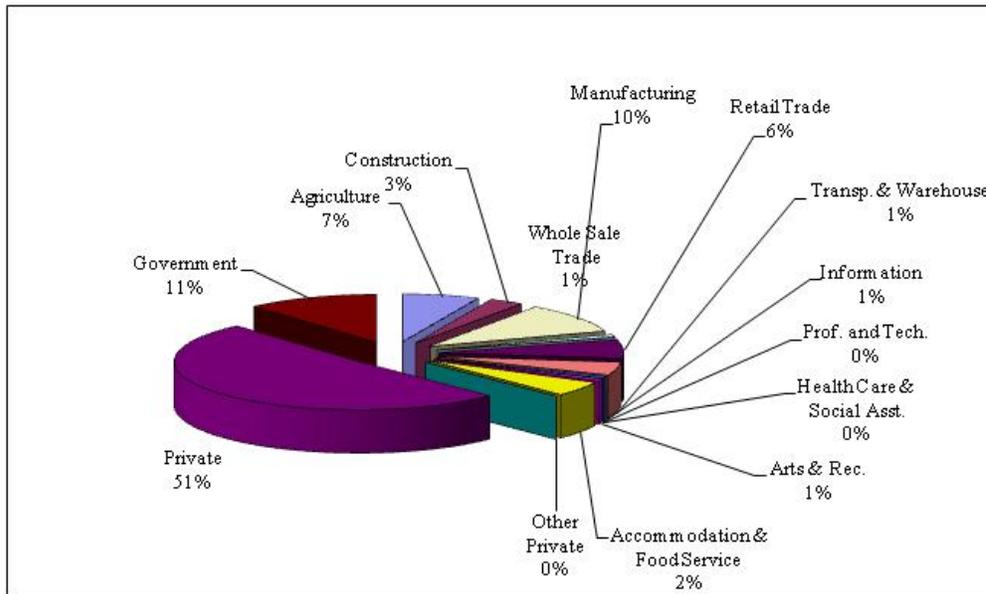
Exhibit II.14: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

‘Private’ sector was the largest industry in the county with 13,032 employees in 2005. ‘Government’ sector was the second largest employer (2,947 employees) and ‘manufacturing’ was the third largest. Reportedly, 2,959 workers were employed by the ‘manufacturing’ industry. In addition, 1,619 people were employed by the ‘retail trade’. Exhibit II.15 is an illustration of the employment by industry.

Exhibit II.15: Employment by Industry



Source: U.S. Bureau of Economic Analysis, 2005

The 'Private' sector had the highest reported total wages of 2005 earning \$399,469. 'Government' and 'manufacturing' reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis. 'Professional and Technical' and 'Health Care and Social Assistance' did not have county data information available due to non-disclosure requirements.

Exhibit II.16: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 5,408
Construction	\$ 19,654
Manufacturing	\$ 144,953
Whole Sale Trade	\$ 7,443
Retail Trade	\$ 32,411
Transp. and Warehouse	\$ 42,501
Information	\$ 8,217
Prof. and Tech.	\$ -
Health Care and Social Asst.	\$ -
Arts & Rec.	\$ 15,159
Accommodation and Food Service	\$ 15,159
Other Private	\$49,672*
Private	\$ 399,469
Government	\$ 125,364

Source: US Bureau of Economic Analysis

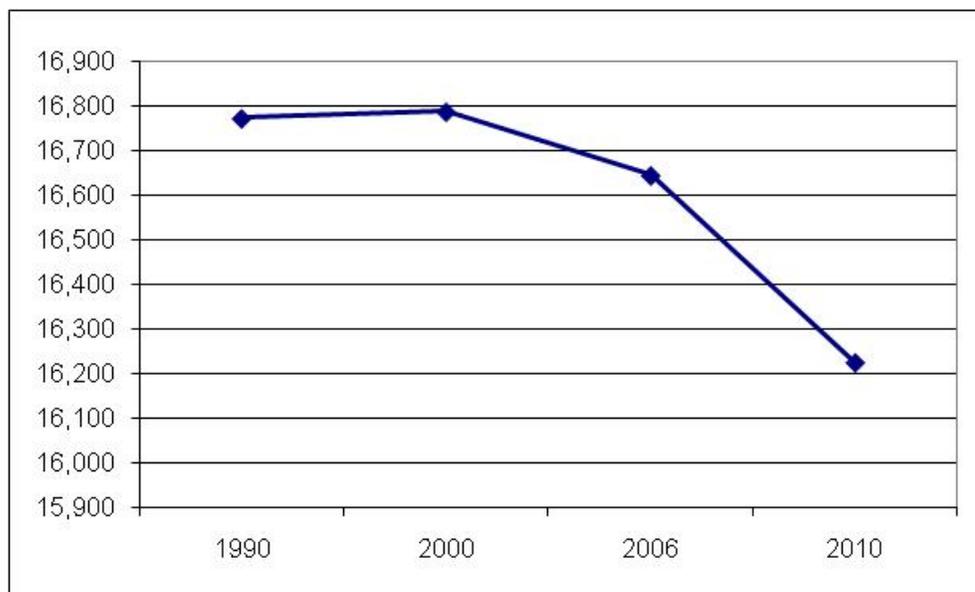
* Data not available due to BEA non-disclosure requirements.

Vermillion County

Population Growth

According to information from the Indiana Business Research Center, the total population in 2006 was 16,645 persons. This is a slight decrease from the 2000 Census population of 16,788. The population decline is projected to continue by approximately 2.5 percent through 2010. Exhibit II.17 illustrates the historical and projected population trends through 2010.

Exhibit II.17: Population Trends

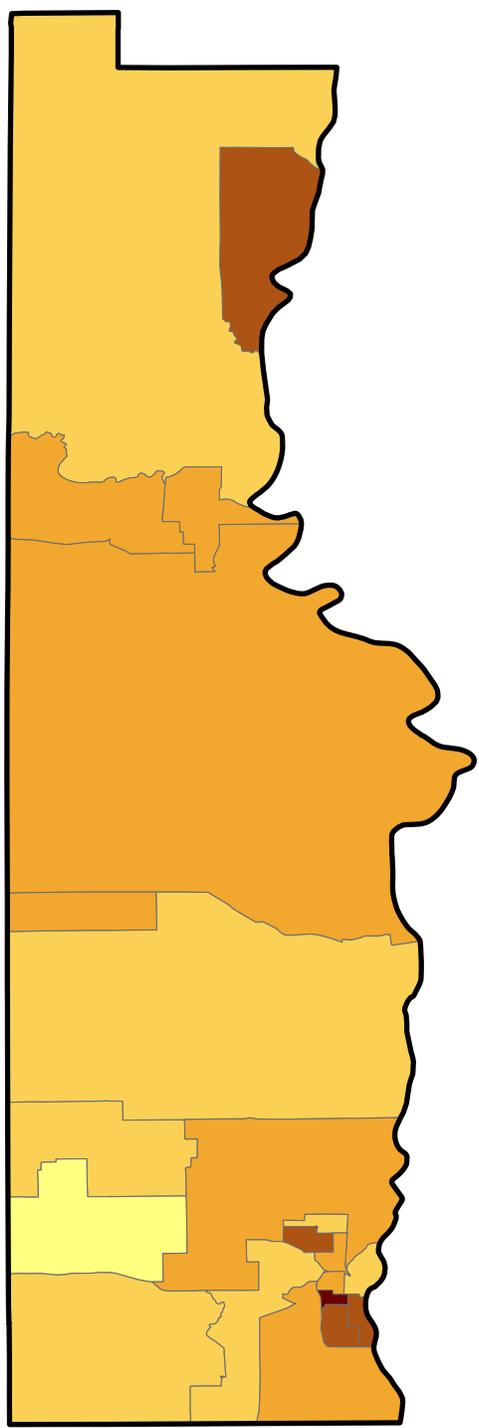
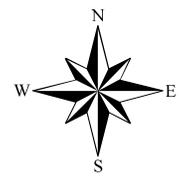


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.18 illustrates the density of persons aged 65 and older by Census block group. The block groups with a high density (27.12 – 39.03 percent) of residents aged 65 and older are located in the city of Clinton, which is located in the south east corner of the county. Areas of moderately high (18.8 – 27.11 percent) of senior citizens are found in the south east and north east corners of the county, near Fairview Park, and Perrysville. A relatively high number of senior citizens are located in very central portion of the county. The remainder of the county has a lower elderly population density.

The largest age cohort in 2000 was between age 25 and 44, constituting 27 percent of the county’s population (see Exhibit II.19). The second largest age group was 45 to 64 year olds (25 percent). Approximately 24 percent of the



Group 2 Blockgroups

-  0% - 8.9%
-  8.901% - 12.99%
-  13% - 18.79%
-  18.8% - 27.11%
-  27.12% - 100%

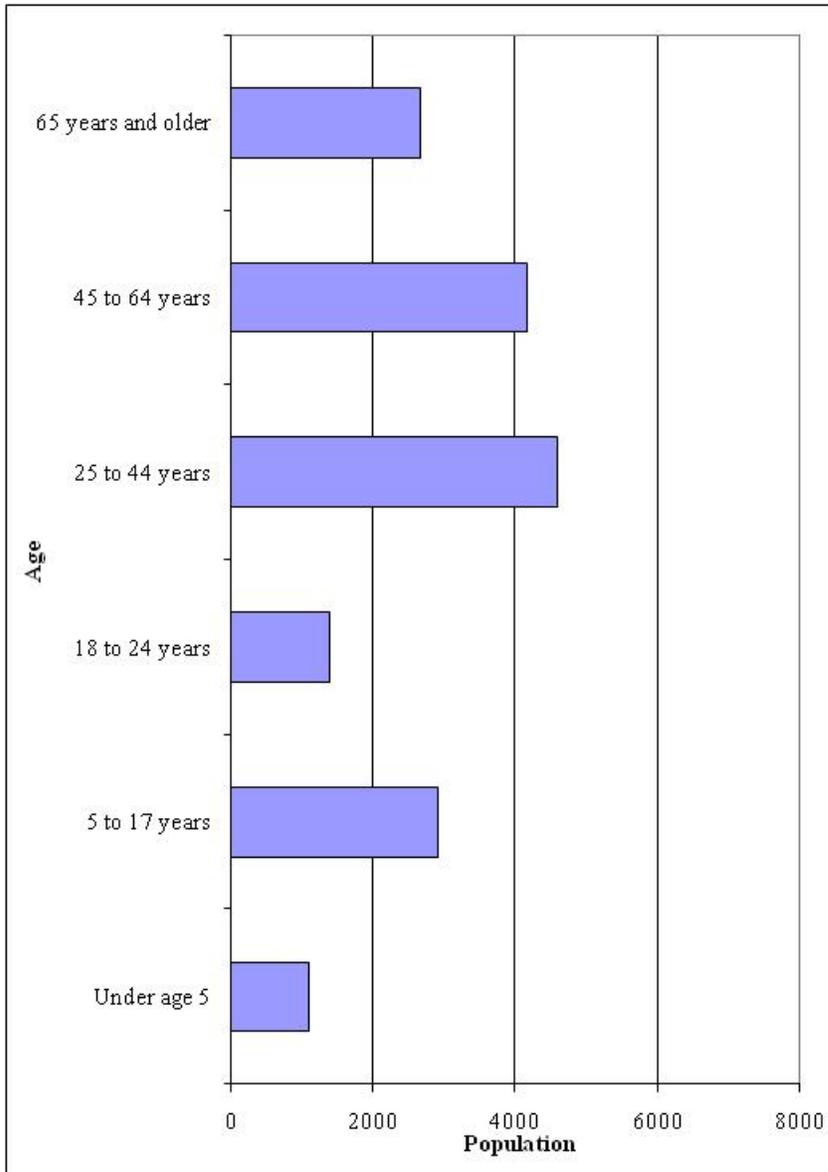


**Exhibit II-18:
Population Aged 65+**

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain

population was under age 18, while 16 percent was age 65 or older. The distribution indicates that the county has a relatively younger population with a higher percentage of young and persons of working age.

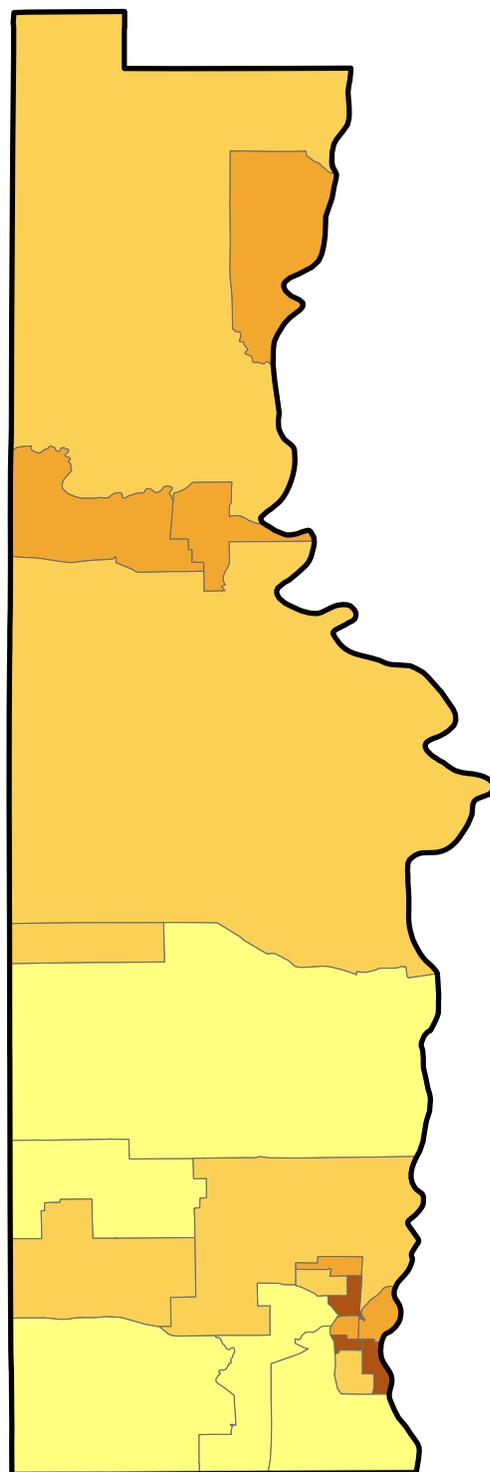
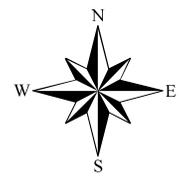
Exhibit II.19: Population by Age



Source: 2000 US Census Data

Economic Profile*Employment and Income*

The U.S. Census Bureau reported in 2000 that there were 6,778 total households in Vermillion County. Exhibit II.20 illustrates the density of households below the poverty level per square mile. There was not an area of high density (27.76 – 100 percent) of households below the poverty level. Areas of moderate density of households below the poverty level (9.36-15.57 percent) exist in the area surrounding Clinton and Fairview Park. There is also a small cohort of individuals below the poverty level residing in Perrysville, Cayuga, and Universal areas. The remainder of the county had lower densities of households below the poverty level.



Group 2 Blockgroups

-  0% - 6.2%
-  6.201% - 9.365%
-  9.366% - 15.57%
-  15.58% - 27.75%
-  27.76% - 100%



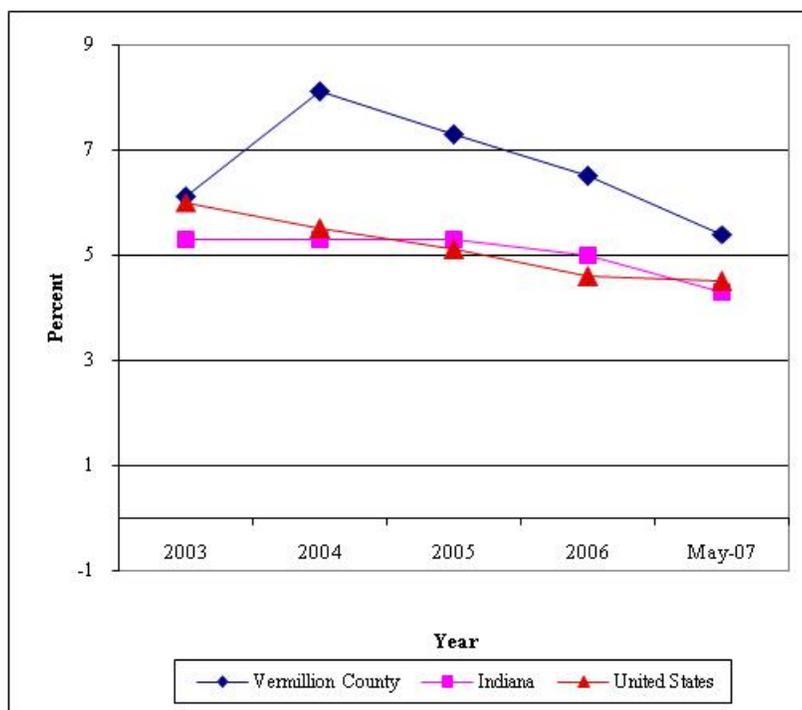
**Exhibit II-20:
Household Poverty**

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain

Industry and Labor Force

The 2006 Vermillion County labor force consisted of 8,216 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county’s unemployment rate reached a high in 2004 of over eight percent, and was higher than the Indiana, and national unemployment rates. Since 2004, the unemployment rate for Vermillion County steadily dropped, but are still higher than the state and national rates. Exhibit II.21 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.21: Comparison of Unemployment Rates

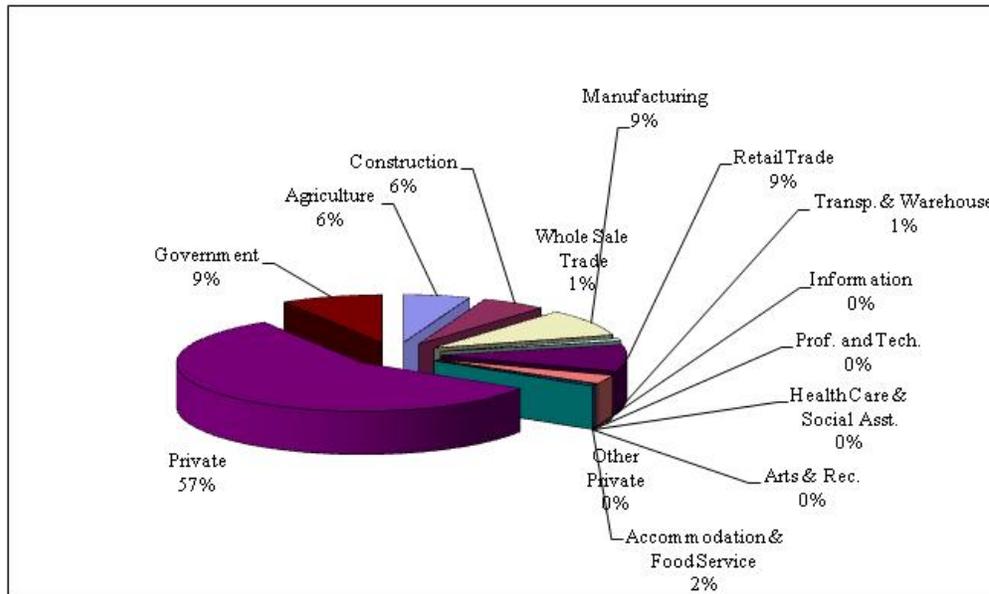


Source: Bureau of Labor Statistics

Employment by Industry

‘Private’ sector was the largest industry in the county with 5,489 employees in 2005. ‘Manufacturing’ sector was the second largest employer (878 employees) and ‘retail trade’ was the third largest. Reportedly, 857 workers were employed by the ‘retail trade’ industry. In addition, 851 people were employed by the ‘government’ sector. Exhibit II.22 is an illustration of the employment by industry.

Exhibit II.22: Employment by Industry



Source: U.S. Bureau of Economic Analysis, 2005

The 'private' sector had the highest reported total wages of 2005 earning \$227,978. 'Manufacturing' and 'other private' reported the second and third highest total wages. 'Professional and Technical,' 'Arts and Recreation,' 'Accommodation,' 'Food Service', and the 'Health Care and Social Assistance' did not have county data information available due to non-disclosure requirements.

Exhibit II.23: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ (4,046)
Construction	\$ 18,454
Manufacturing	\$ 83,652
Whole Sale Trade	\$ 3,010
Retail Trade	\$ 21,020
Transp. and Warehouse	\$ 8,786
Information	\$ 1,476
Prof. and Tech.	\$ -
Health Care and Social Asst.	\$ -
Arts & Rec.	\$ -
Accommodation and Food Service	\$ -
Other Private	\$50,280*
Private	\$ 227,978
Government	\$ 33,834

Source: US Bureau of Economic Analysis

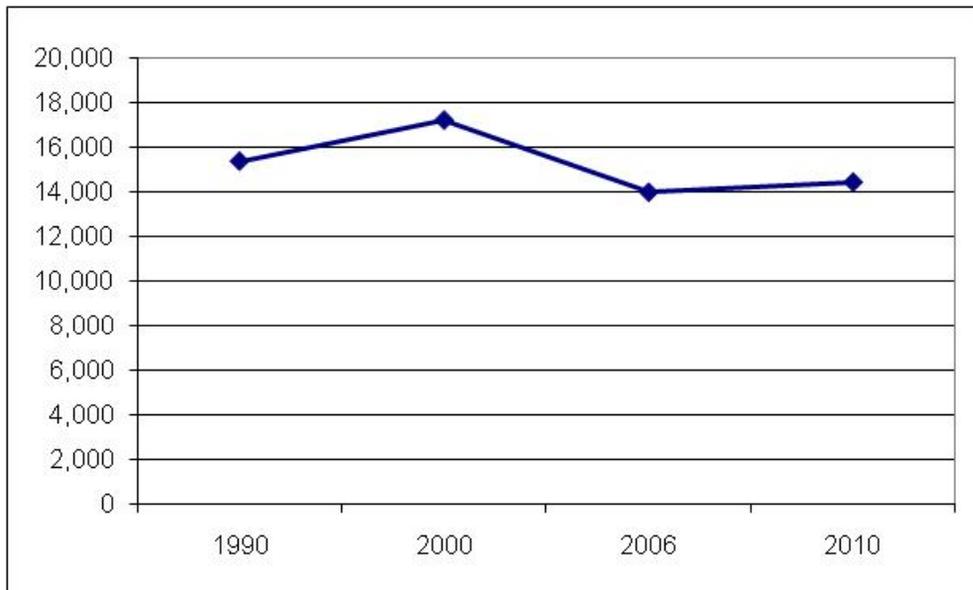
* Data not available due to BEA non-disclosure requirements.

Parke County

Population Growth

According to information from the state of Indiana, the total population of Parke County in 2006 was 14,021 persons. This means the population has decreased twenty one (21) percent between 2000 and 2006. The Indiana Business Research Center is projecting an increase in population for Parke County by 2010 to 14,472 people. It is not a full recovery to the 2000 population but represents an increase of one (1) percent from 2006. Exhibit II.24 illustrates the historical and projected population trends through 2010.

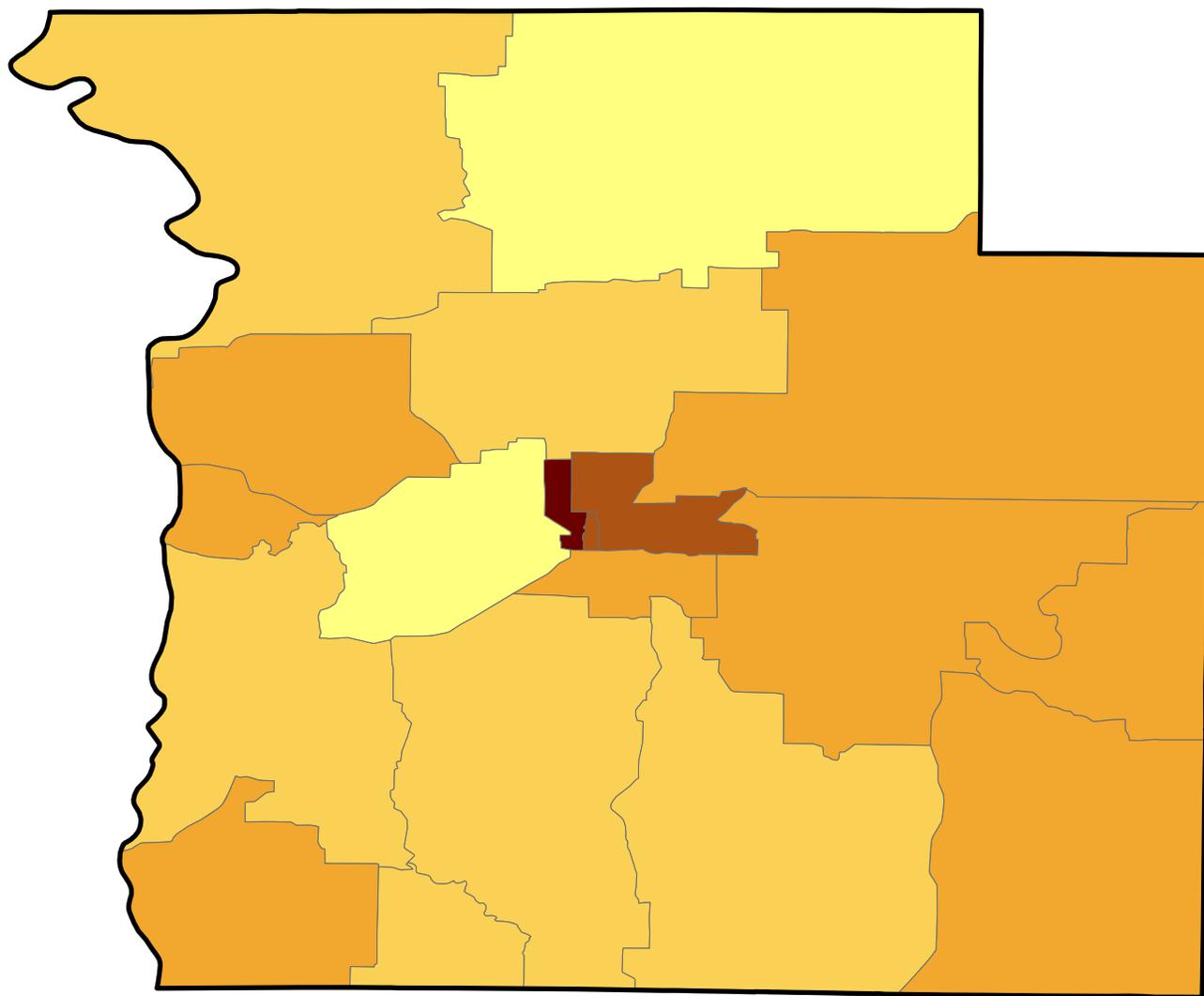
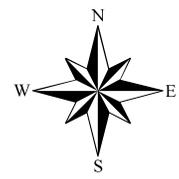
Exhibit II.24: Population Trends



Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.25 illustrates the density of persons aged 65 and older by Census block group. The block groups with a high density (27.12 – 39.03 percent) of residents aged 65 and older are located in central Parke County near the city of Rockville. Areas of moderately high and moderate density of senior citizens are found in central Parke County to the east of Rockville. There is also a relatively high number of seniors living on the eastern border of Parke County. The remainder of the county has a moderately low cohort of individuals over the age of 65.



Group 2 Blockgroups

-  0% - 8.9%
-  8.901% - 12.99%
-  13% - 18.79%
-  18.8% - 27.11%
-  27.12% - 100%

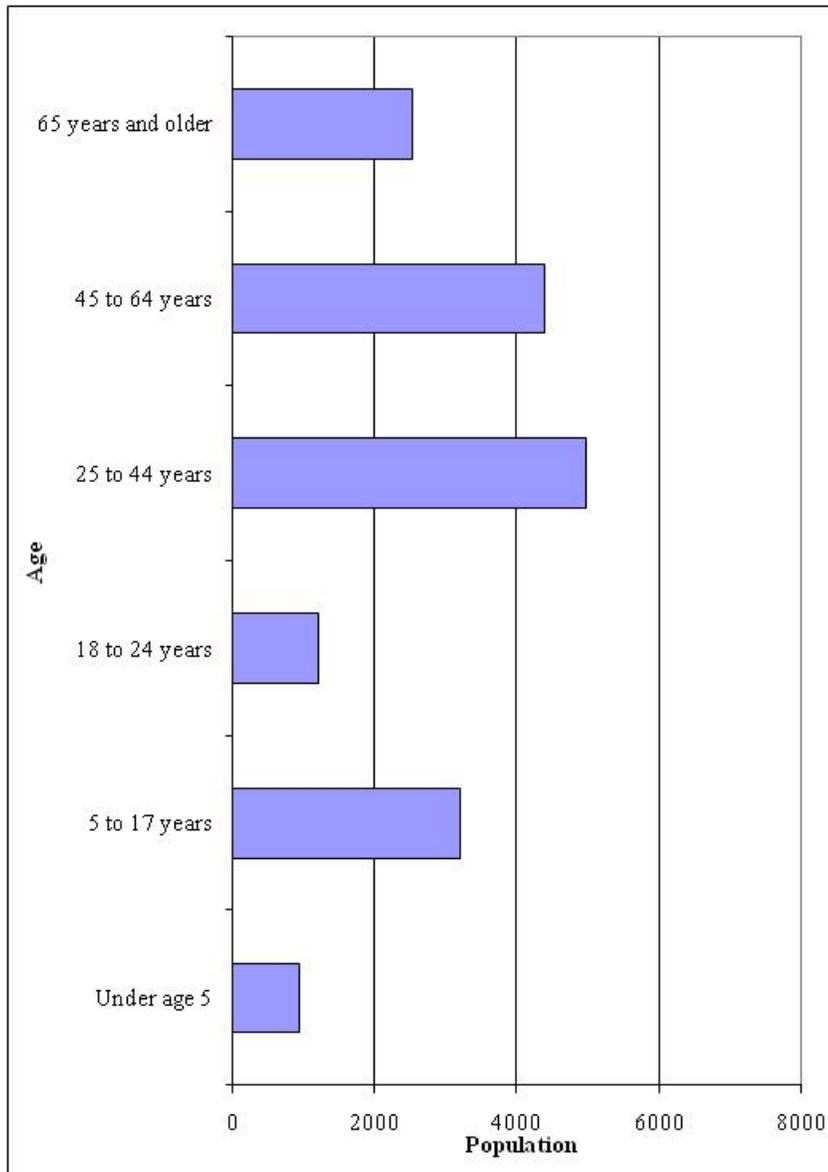


**Exhibit II-25:
Household Poverty**

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain

According to the 2000 statistics from the U.S. Census, the largest age cohort for Parke County in 2000 was between age 25 and 44, constituting 29 percent of the county’s population (see Exhibit II.26). The second largest age group was 45 to 64 year olds (25 percent). Approximately 24 percent of the population in Parke County was under age 18, while 15 percent was age 65 or older. The distribution indicates that over 50 percent of the county population is of working age.

Exhibit II.26: Population by Age

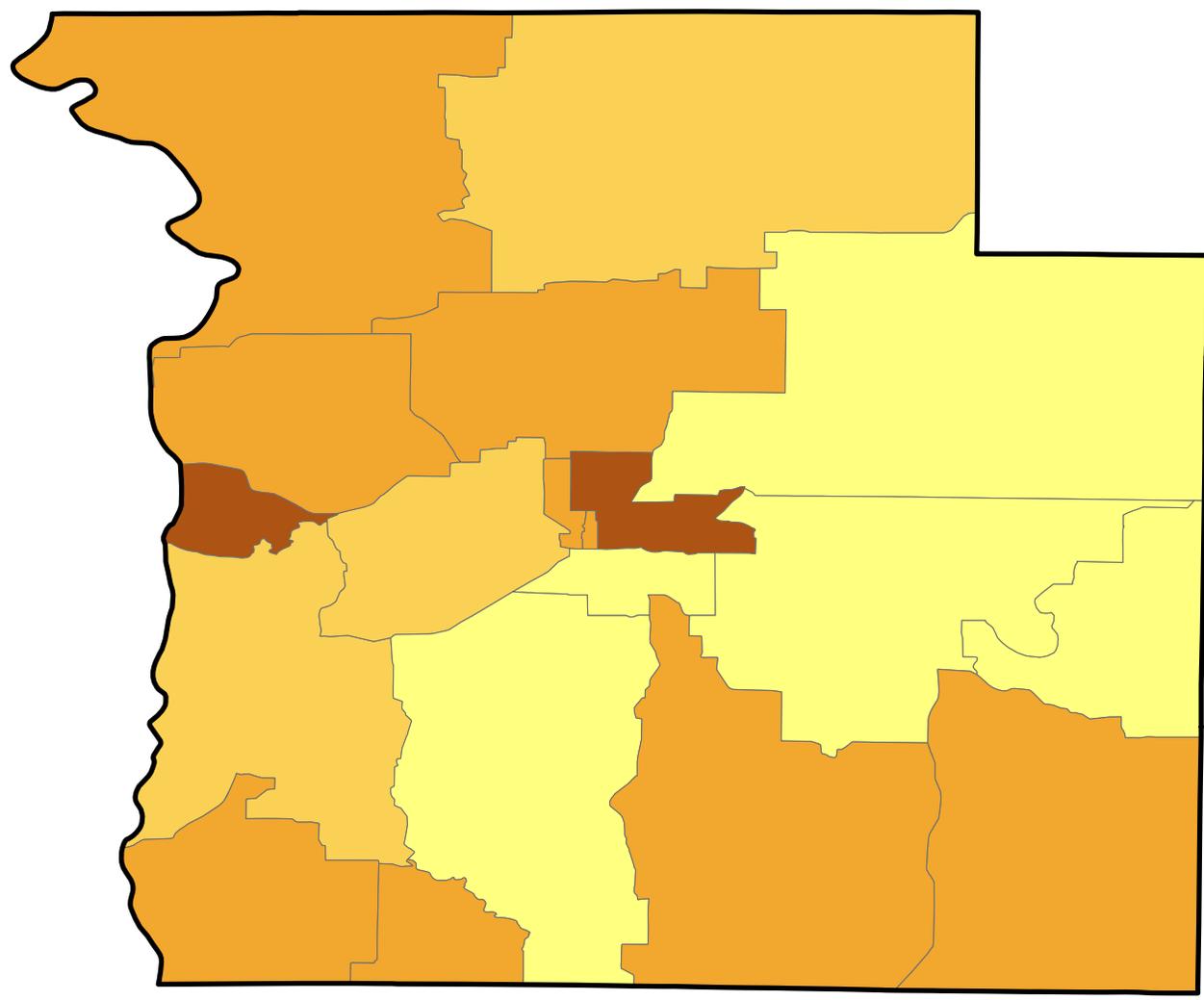
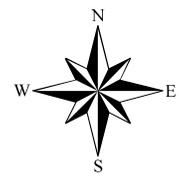


Source: 2000 US Census Data

Economic Profile*Employment and Income*

The U.S. Census Bureau reported in 2000 that there were 6,422 total households in Parke County. Exhibit II.27 illustrates the density of households below the poverty level per square mile. In Parke County there are no areas of high density or moderate high density of households below the poverty level. The county had low densities of households below the poverty level. However, the highest densities were located near the Rockville and Montezuma communities.

County Profiles



Group 2 Blockgroups

-  0% - 6.2%
-  6.201% - 9.365%
-  9.366% - 15.57%
-  15.58% - 27.75%
-  27.76% - 100%



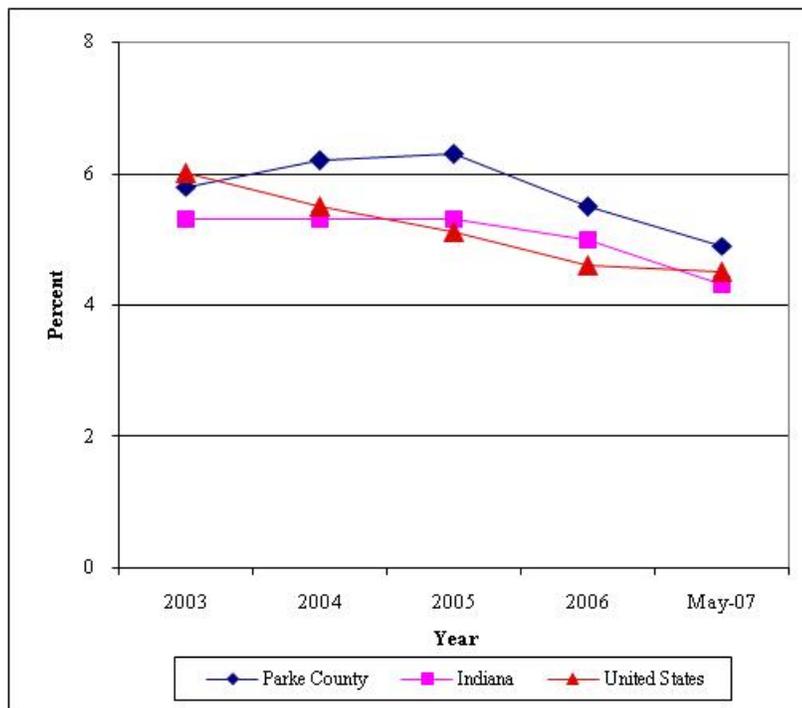
**Exhibit II-27:
Household Poverty**

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain

Industry and Labor Force

The 2006 labor force consisted of 8,015 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county’s unemployment rate reached a high in 2005 6.3 percent, and was significantly higher than the state and national rates. Since 2005, the unemployment rate has declined and is now at a low of 4.9 percent which is higher than the state and national averages. Exhibit II.28 illustrates a comparison of the unemployment rates in the county, state, and national rate.

Exhibit II.28: Comparison of Unemployment Rates

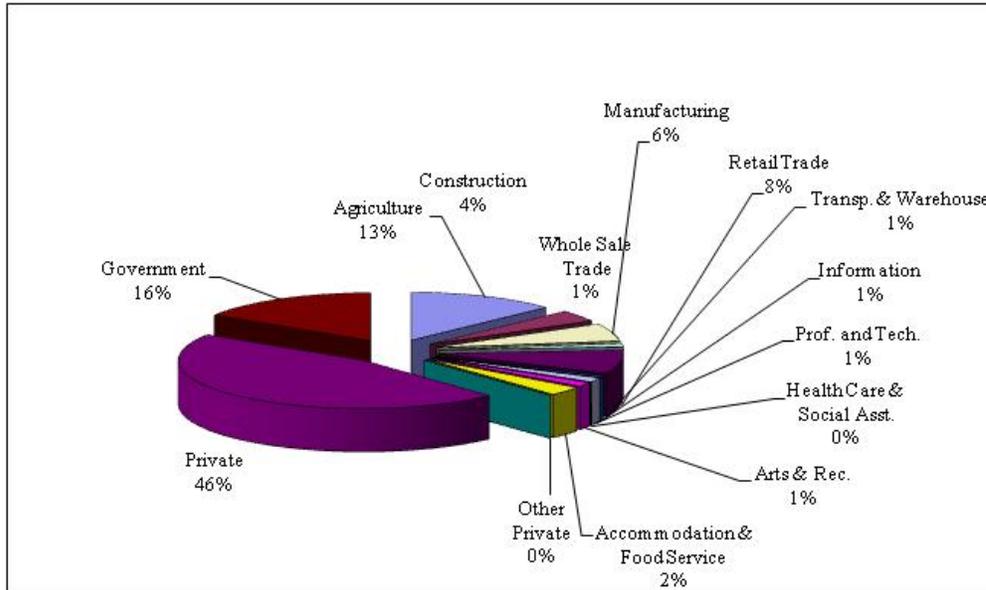


Source: Bureau of Labor Statistics

Employment by Industry

‘Private’ sector was the largest industry in the county with 3,844 employees in 2005. ‘Government’ sector was the second largest employer (1,314 employees) and ‘agriculture’ was the third largest. Reportedly, 1,089 workers were employed by the ‘agriculture’ industry. In addition, 407 people were employed by the ‘manufacturing’ sector. Exhibit II.29 is an illustration of the employment by industry.

Exhibit II.29: Employment by Industry



Source: U.S. Bureau of Economic Analysis, 2005

The 'private' sector had the highest reported total wages of 2005 earning \$81,511. 'Government' and 'manufacturing' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis. 'Information' reported the lowest total wages earning \$1,864. 'Transportation and Warehousing', and 'Healthcare and Social Assistance,' did not have information due to non-disclosure requirements.

Exhibit II.30: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 6,797
Construction	\$ 7,255
Manufacturing	\$ 17,223
Whole Sale Trade	\$ 2,291
Retail Trade	\$ 9,174
Transp. and Warehouse	\$ -
Information	\$ 1,864
Prof. and Tech.	\$ 2,796
Health Care and Social Asst.	\$ -
Arts & Rec.	\$ 2,013
Accommodation and Food Service	\$ 2,013
Other Private	\$16,009*
Private	\$ 81,511
Government	\$ 53,246

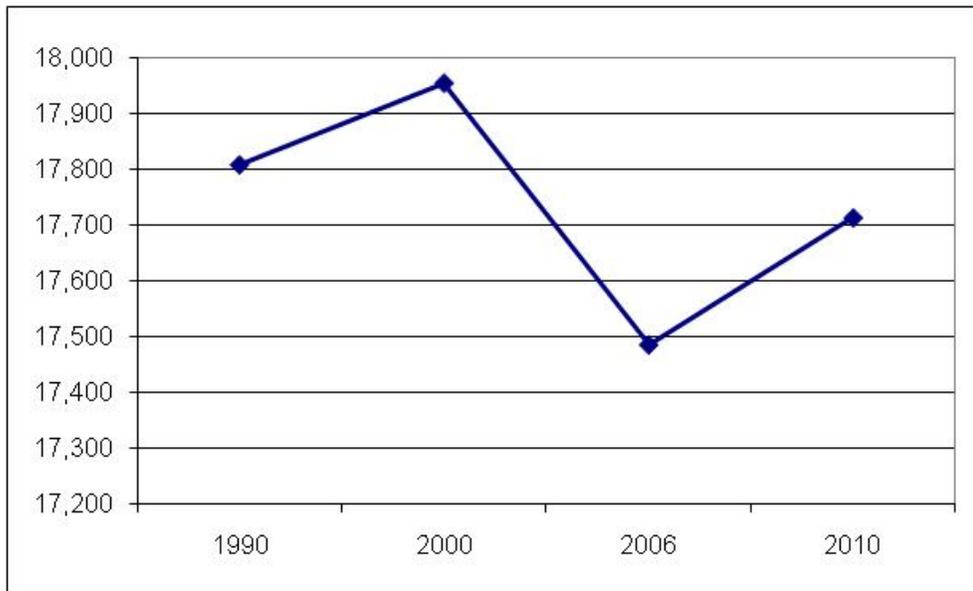
Source: US Bureau of Economic Analysis

Fountain County

Population Growth

According to information from the State of Indiana, the total population of Fountain County in 2006 was 17,486 persons. This is a 2.5 percent decrease from the 2000 Census population of 17,945. The Indiana Business Research Center is projecting a one percent increase in population by 2010. Exhibit II.31 illustrates the historical and projected population trends through 2010.

Exhibit II.31: Population Trends

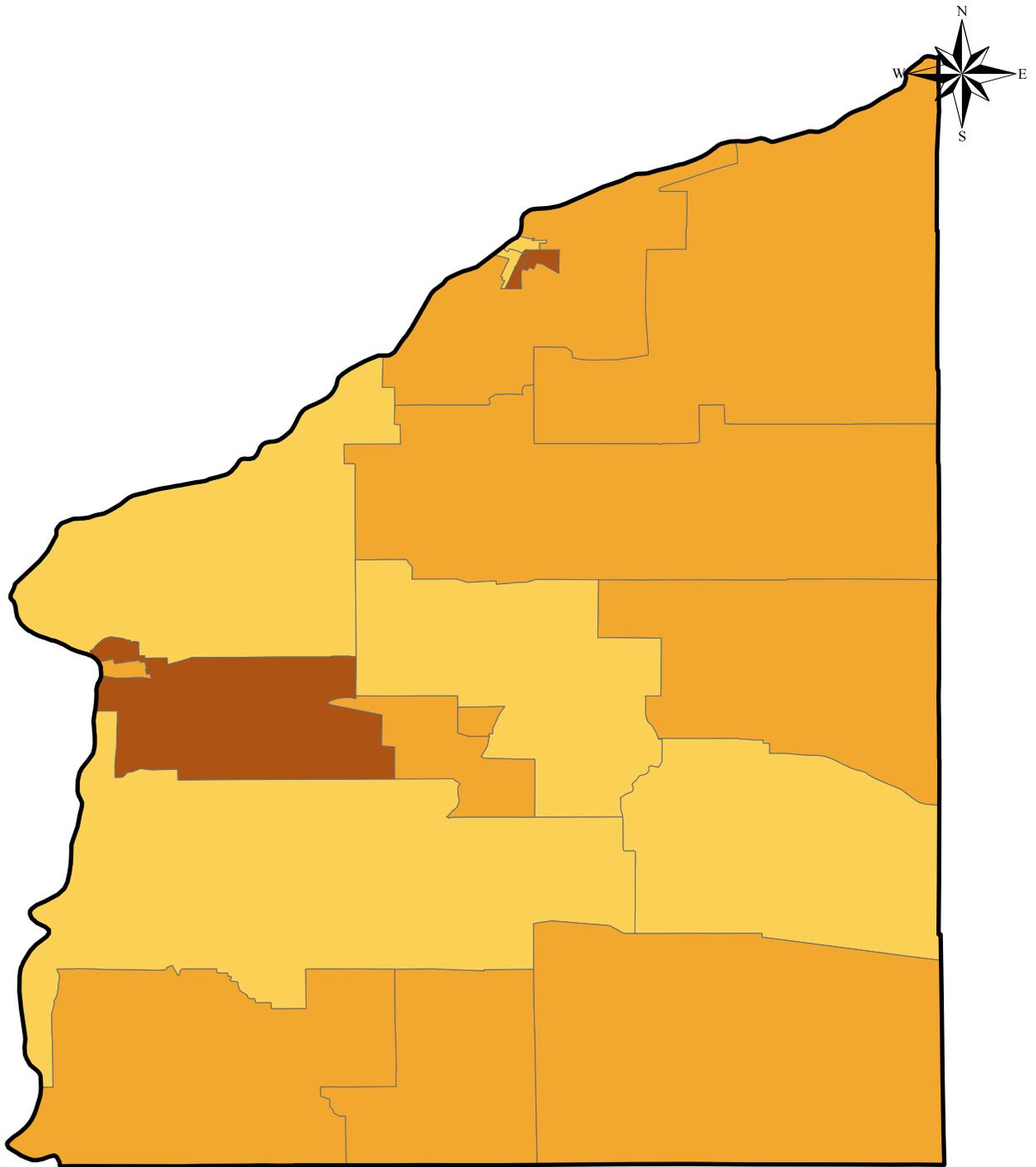


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.32 illustrates the density of persons aged 65 and older by Census block group. There are no block groups with a high density of residents aged 65 and older. Areas of moderately high and moderate density of senior citizens are located in Veedersburg and in Covington. The remainder of the county has low to very low elderly population density.

The largest age cohort was between age 25 and 44, constituting 28 percent of the county's population (see Exhibit II.33). The second largest age group was 45 to 64 year olds (2 percent). Approximately 26 percent of the population in Fountain County was under age 18, while 16 percent was age 65 or older. The distribution indicates that the county had a relatively younger population with a higher percentage of young and working age persons.



Group 2 Blockgroups

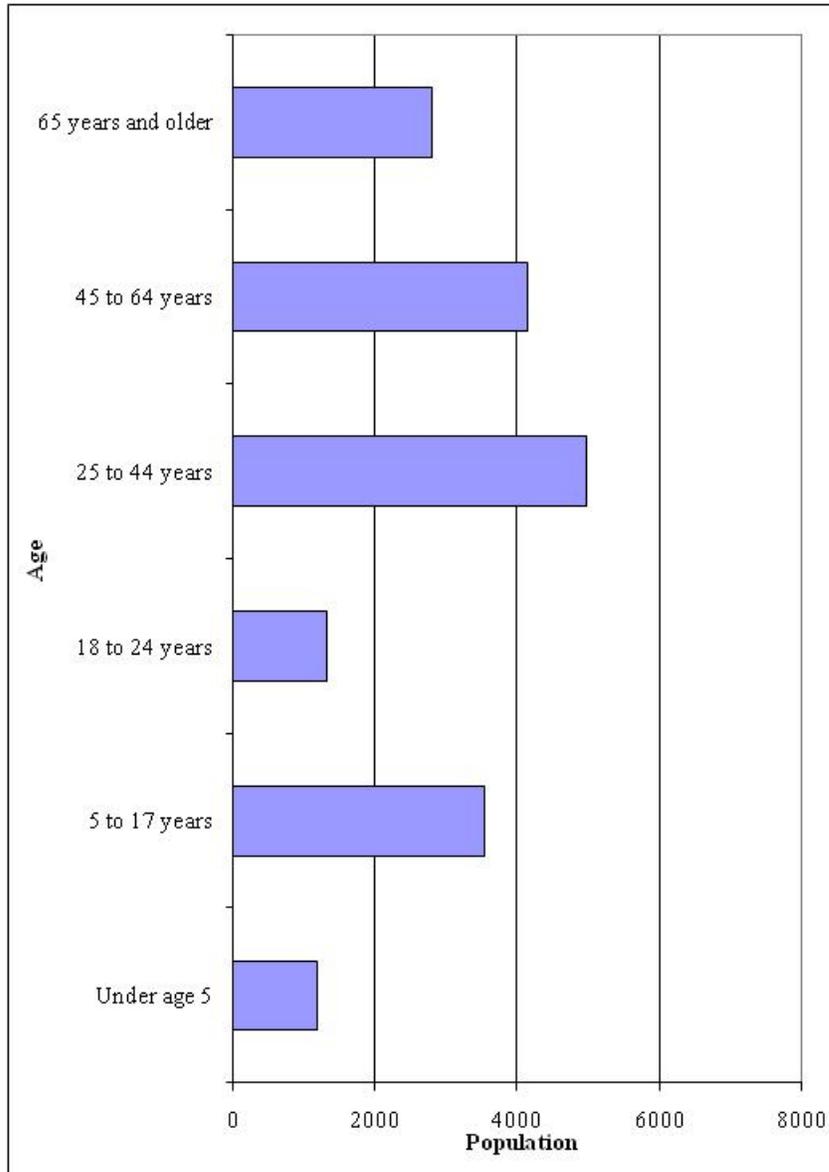
- 0% - 8.9%
- 8.901% - 12.99%
- 13% - 18.79%
- 18.8% - 27.11%
- 27.12% - 100%



**Exhibit II-32:
Population Aged 65+**

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain

Exhibit II.33: Population by Age

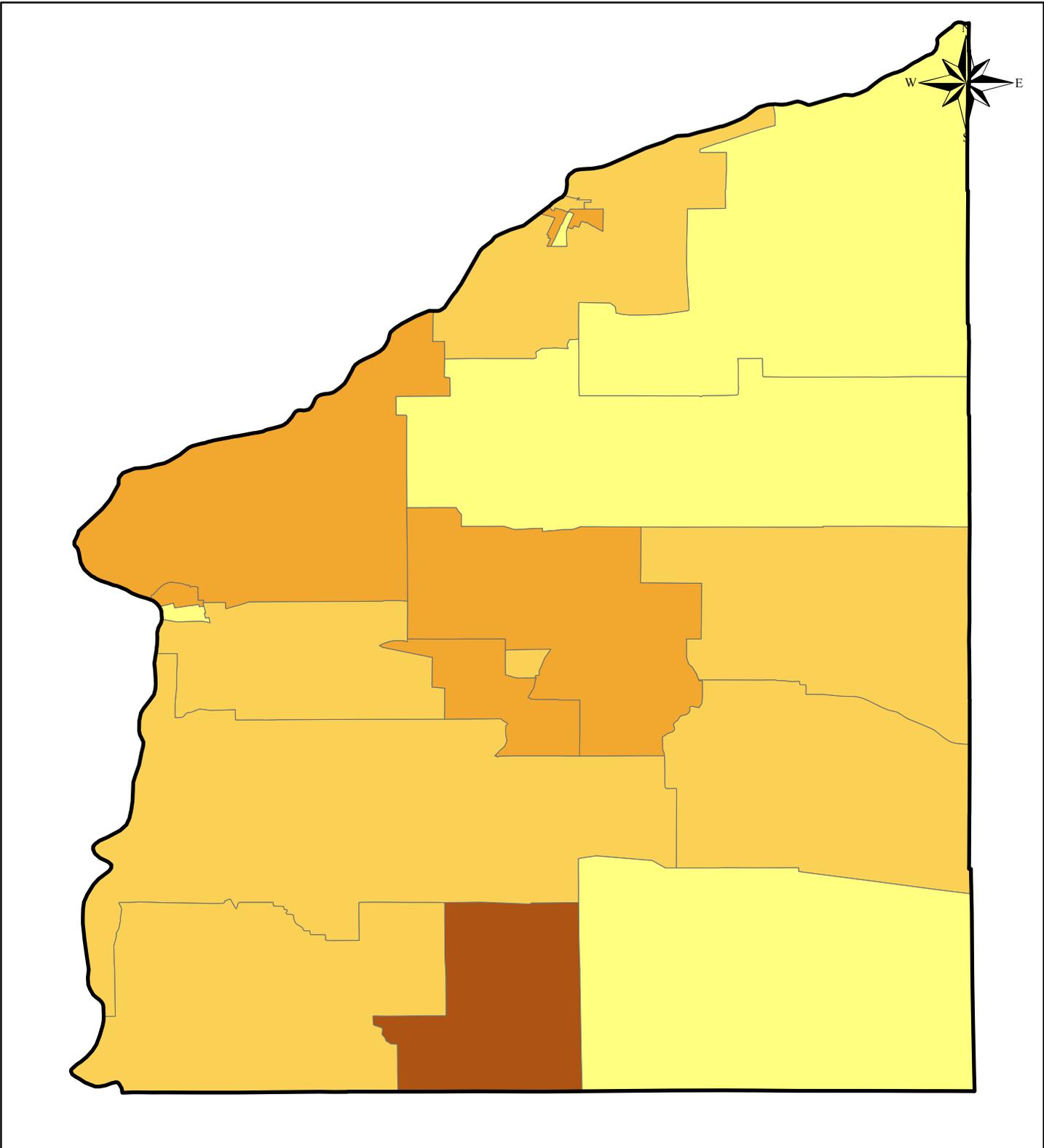


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 7,061 households in the county. Exhibit II.34 illustrates the density of households below the poverty level per square mile. There are no areas of high density of households below the poverty level. Areas of moderate density exist south central portion of the county near Kingman. The remainder of the county had low to very low densities of households below the poverty level.



Group 2 Blockgroups

- 0% - 6.2%
- 6.201% - 9.365%
- 9.366% - 15.57%
- 15.58% - 27.75%
- 27.76% - 100%



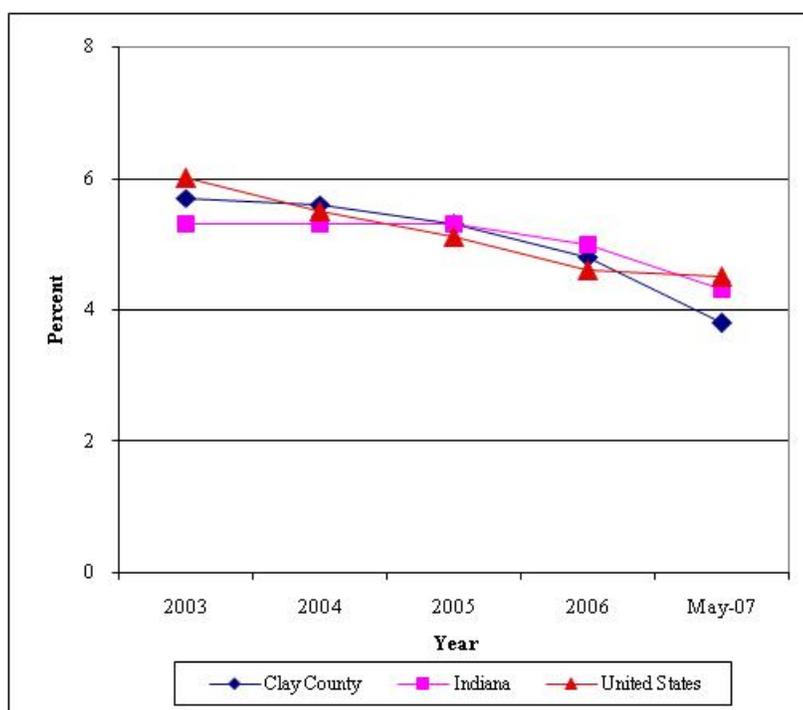
**Exhibit II-34:
Household Poverty**

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain

Industry and Labor Force

The 2006 labor force consisted of 8,875 individuals according to the U.S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The county's unemployment rate reached a high in 2003 of 5.7 percent, and was higher than the Indiana, but lower than the national rate. Since 2003, the unemployment rate has steadily decreased to a low in May 2007 that was below the state and national unemployment rates. Exhibit II.35 illustrates a comparison of the unemployment rates.

Exhibit II.35: Comparison of Unemployment Rates

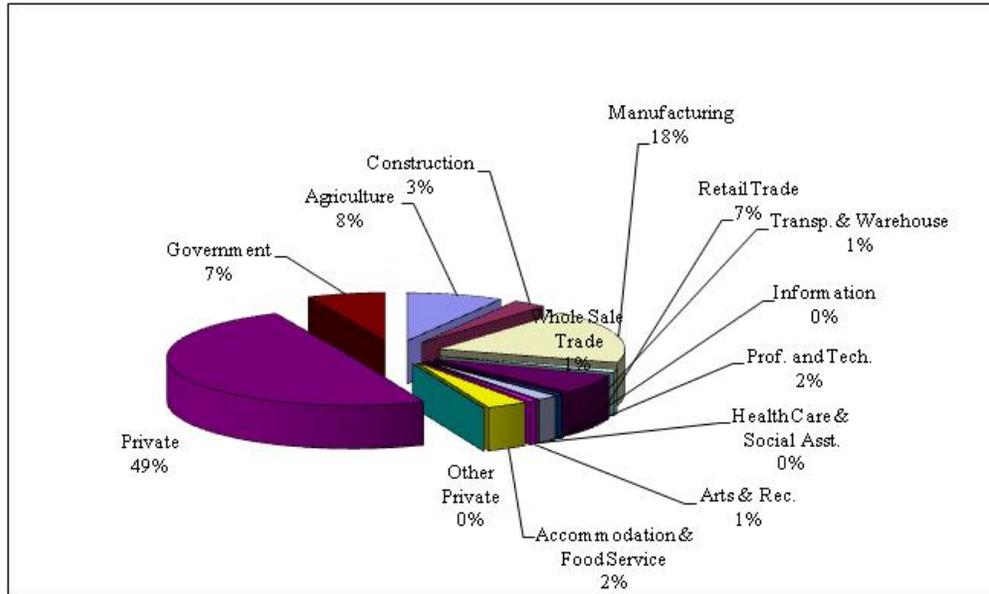


Source: Bureau of Labor Statistics

Employment by Industry

'Private' sector was the largest industry in the county with 6,870 employees in 2005. 'Manufacturing' sector was the second largest employer (2,527 employees) and 'Agriculture' was the third largest. Reportedly, 1,171 workers were employed by the 'agriculture' sector. In addition, 95 people were employed by the 'arts and recreation' sector. Exhibit II.36 is an illustration of the employment by industry.

Exhibit II.36: Employment by Industry



Source: U.S. Bureau of Economic Analysis, 2005

The 'private' sector had the highest reported total wages of 2005 earning \$201,829. 'Government' and 'manufacturing' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis. 'Transportation' and 'Healthcare and Social Assistance' did not have county data information available due to non-disclosure.

Exhibit II.37: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 9,189
Construction	\$ 9,722
Manufacturing	\$ 119,019
Whole Sale Trade	\$ 5,466
Retail Trade	\$ 14,757
Transp. and Warehouse	\$ -
Information	\$ 1,982
Prof. and Tech.	\$ 4,123
Health Care and Social Asst.	\$ -
Arts & Rec.	\$ 4,366
Accommodation and Food Service	\$ 4,366
Other Private	\$16,818*
Private	\$ 201,829
Government	\$ 36,644

Source: US Bureau of Economic Analysis

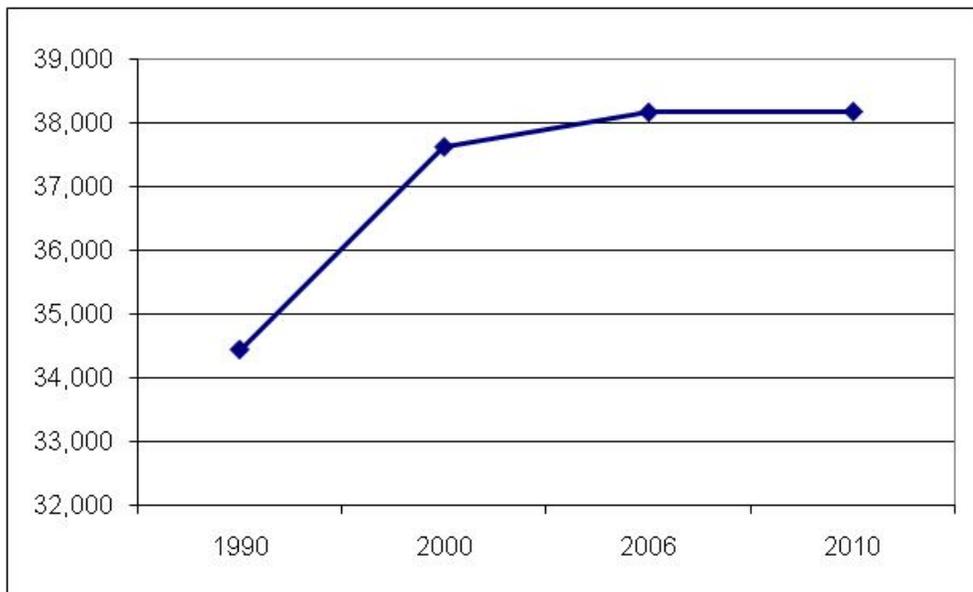
* Data not available due to BEA non-disclosure requirements.

Montgomery County

Population Growth

According to information from the Indiana Business Research Center, the total population of Montgomery County in 2006 was 38,137 persons. This is an increase from the 2000 Census population of 37,629. This means the county has increased between 2000 and 2006. The projected population for 2010 is 38,184, an increase of less than one percent from 2006. Exhibit II.38 illustrates the historical and projected population trends through 2010.

Exhibit II.38: Population Trends

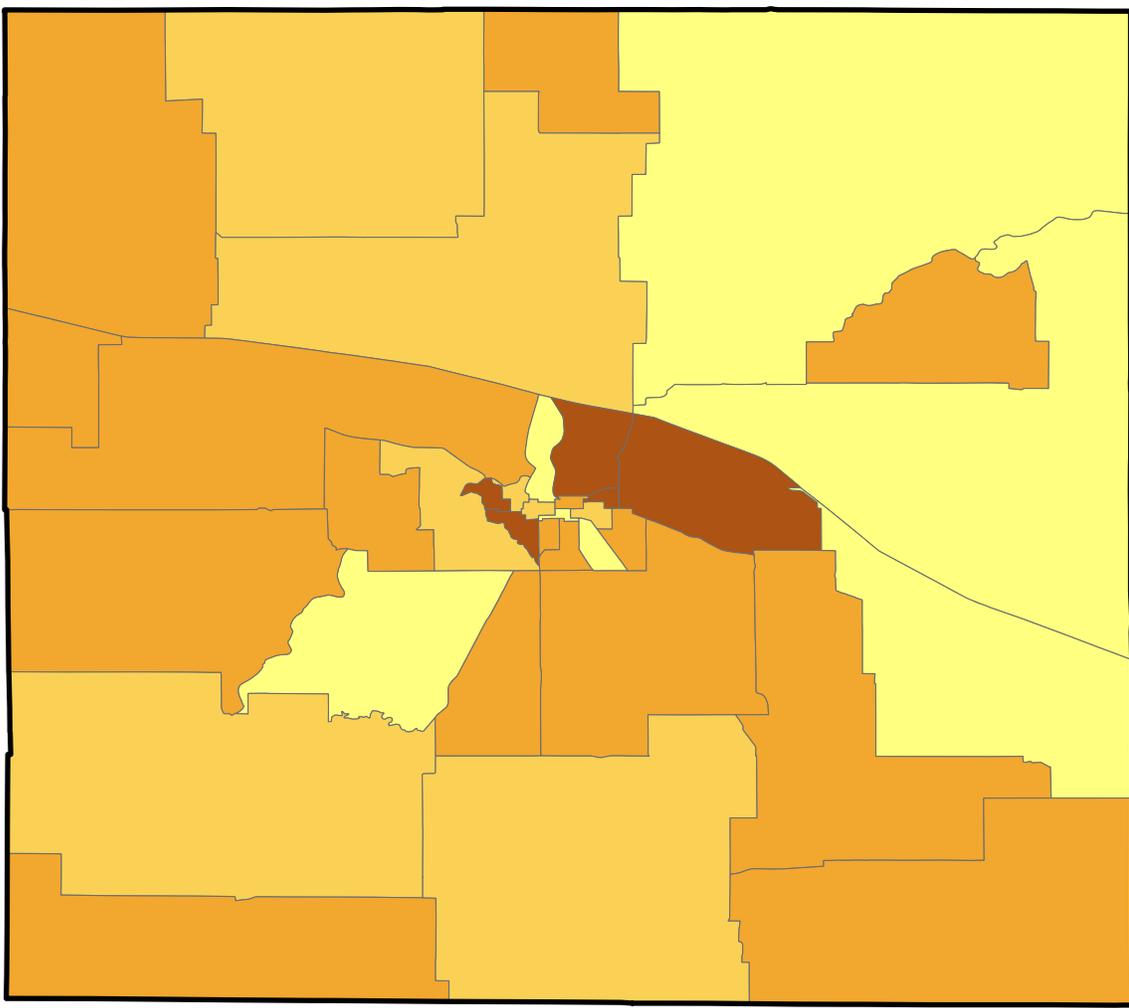
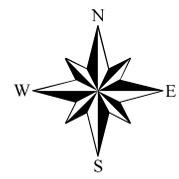


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.39 illustrates the density of persons aged 65 and older by Census block group. There are no block groups with a high density of residents aged 65 and older. Areas of moderately high and moderate density of senior citizens are found in the Crawfordsville. The remainder of the county has low to very low elderly population density.

The largest age cohort was between age 25 and 44, constituting 28 percent of the population (see Exhibit II.40). The second largest age group was 45 to 64 year olds (23 percent). Approximately 26 percent of the population in Montgomery County was under age 18, while 15 percent was age 65 or older. The distribution indicates that the county had a relatively younger population with a higher percentage of young persons.



Group 2 Blockgroups

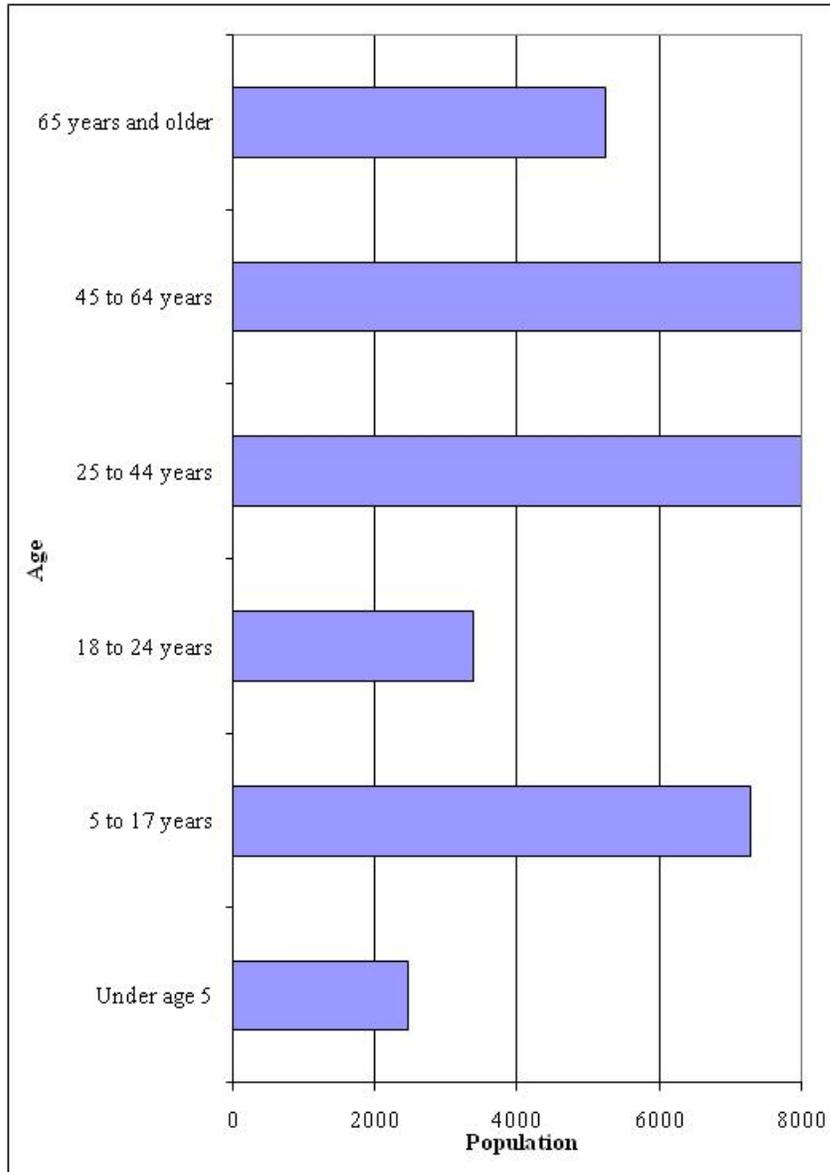
-  0% - 8.9%
-  8.901% - 12.99%
-  13% - 18.79%
-  18.8% - 27.11%
-  27.12% - 100%



**Exhibit II-39:
Persons Aged 65+**

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain

Exhibit II.40: Population by Age

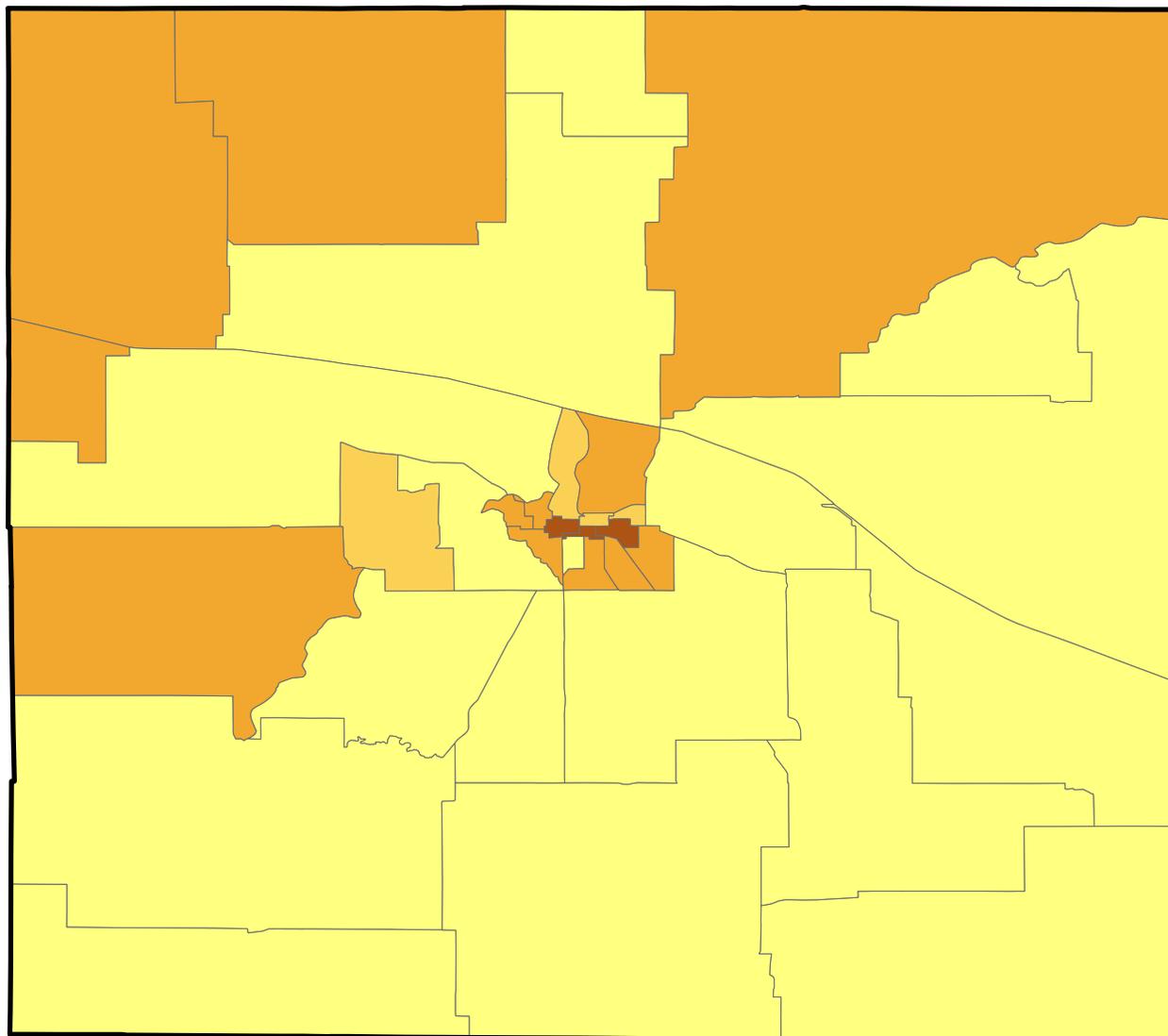
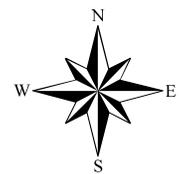


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported that there were 14,595 households. Exhibit II.41 illustrates the density of households below the poverty level per square mile. There is no area with a high density of households below the poverty level. Most block groups had a density of low to very low households below the poverty level. The highest density of households below poverty level resided in the central section of the county near or in Crawfordsville.



Group 2 Blockgroups

-  0% - 6.2%
-  6.201% - 9.365%
-  9.366% - 15.57%
-  15.58% - 27.75%
-  27.76% - 100%



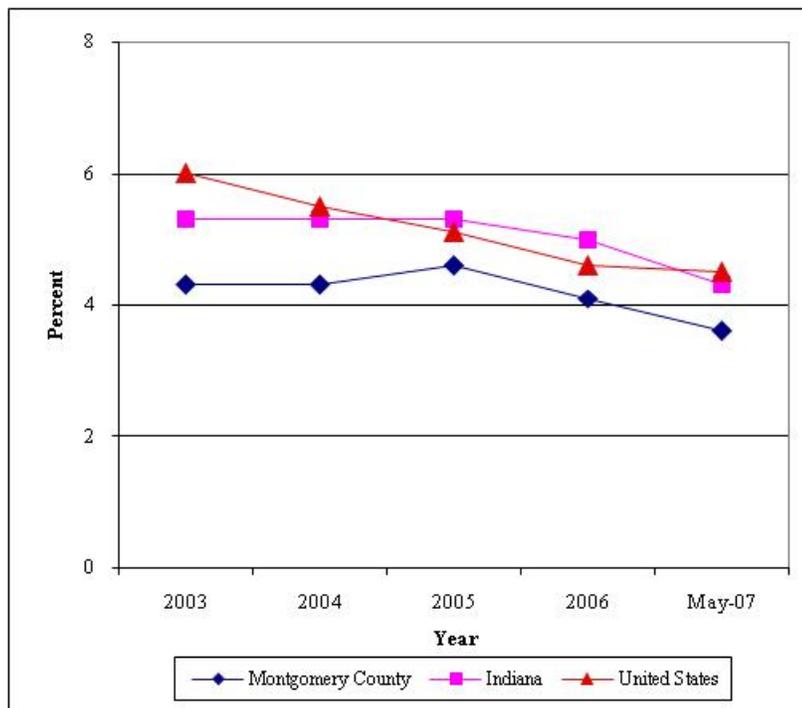
**Exhibit II-41:
Household Poverty**

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain

Industry and Labor Force

The 2006 labor force consisted of 20,015 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The unemployment rate reached a high in 2005 of 4.6 percent, and was lower than the state of Indiana and national rates. Since 2003, the unemployment rate for Montgomery County has remained below the state and national rates. Exhibit II.42 illustrates a comparison of the unemployment rates in the county, State, and nation.

Exhibit II.42: Comparison of Unemployment Rates

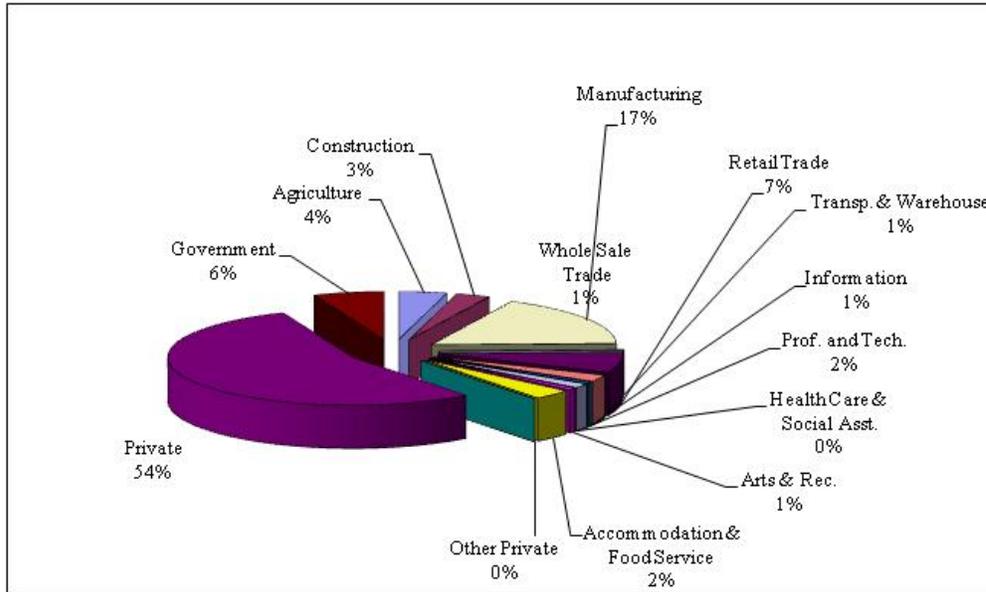


Source: Bureau of Labor Statistics

Employment by Industry

‘Private’ sector was the largest industry in the county with 19,241 employees in 2005. ‘Manufacturing’ sector was the second largest employer (6,168 employees) and ‘government’ was the third largest. Reportedly, 2,185 workers were employed by the ‘government’ industry. In addition, 1,479 people were employed by the ‘agriculture’ sector. Exhibit II.43 is an illustration of the employment by industry.

Exhibit II.43: Employment by Industry



Source: U.S. Bureau of Economic Analysis, 2005

The 'Private' sector had the highest reported total wages of 2005 earning \$713,579. 'Manufacturing' and 'government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis. 'Healthcare and Social Assistance' did not have county data available due to non-disclosure requirements. Exhibit II.44 outlines the total wages earned, by industry.

Exhibit II.44: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 6,755
Construction	\$ 35,424
Manufacturing	\$ 388,833
Whole Sale Trade	\$ -
Retail Trade	\$ 44,756
Transp. and Warehouse	\$ 24,868
Information	\$ 8,139
Prof. and Tech.	\$ 8,862
Health Care and Social Asst.	\$ -
Arts & Rec.	\$ 16,098
Accommodation and Food Service	\$ 16,098
Other Private	\$70,225*
Private	\$ 713,579
Government	\$ 88,504

* Data not available due to BEA non-disclosure requirements.

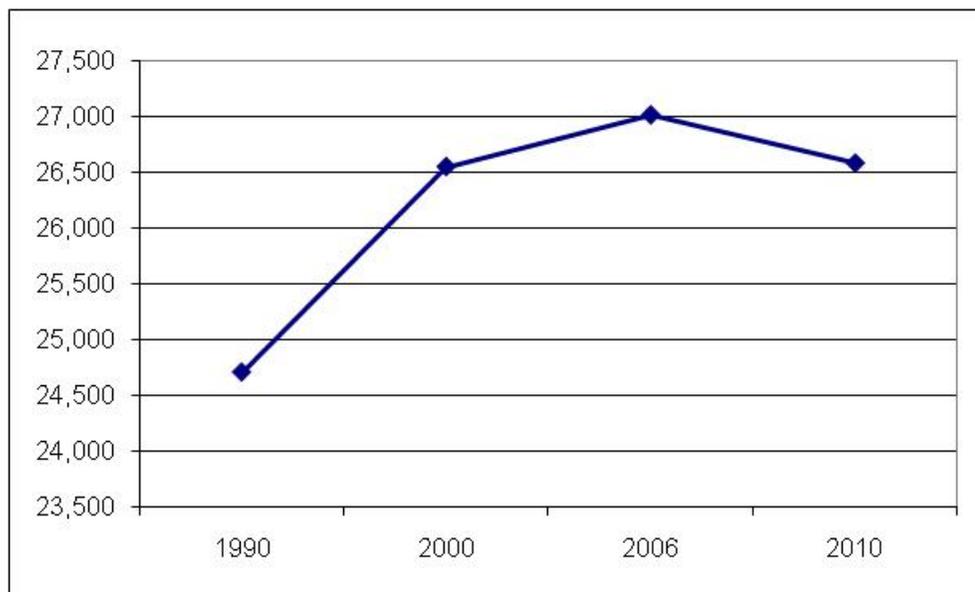
Source: US Bureau of Economic Analysis

Clay County

Population Growth

According to information from the Indiana Business Research Center, the total population of Clay County in 2006 was 27,021 persons. This is an increase from the 2000 Census population of 26,556. The projected population for 2010 is 26,587, a decrease from 2006. Exhibit II.45 illustrates the historical and projected population trends through the year 2010.

Exhibit II.45: Population Trends

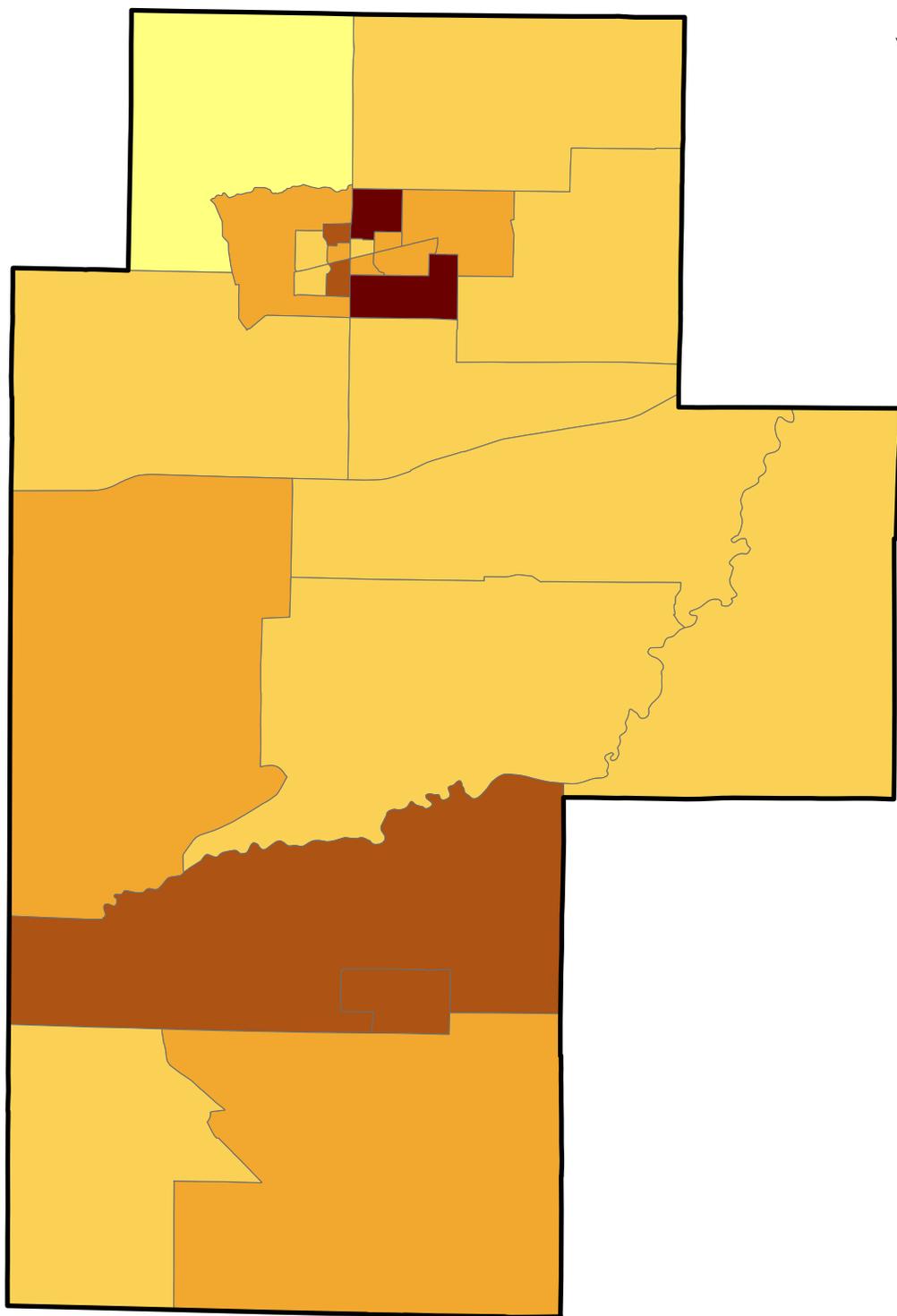
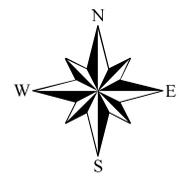


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.46 illustrates the density of persons aged 65 and older by Census block group. There are a few areas of residents age 65 and older that are predominately located in the north end of the county in Harmony and Knightsville. Areas of moderately high and moderate density of senior citizens are found in the southern portion of the county near Clay City. The remainder of the county has low to very low elderly population density.

According to the 2000 statistics from the U.S. Census, the largest age cohort was between age 25 and 44, constituting 28 percent of the county's population (see Exhibit II.47). The second largest age group was 45 to 64 year olds (22 percent). Approximately 26 percent of the population in was under age 18, while 16 percent was age 65 or older. The distribution indicates that the county had a relatively younger population with a higher percentage of young persons.



Group 2 Blockgroups

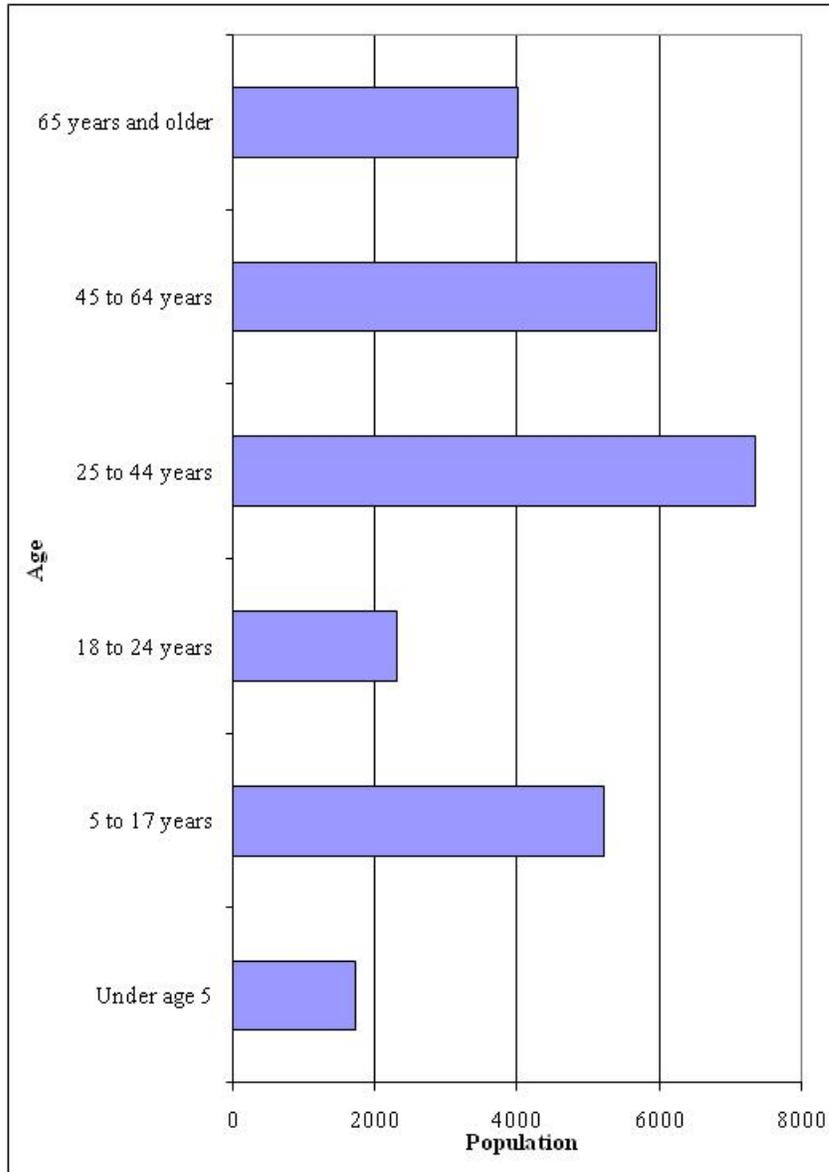
-  0% - 8.9%
-  8.901% - 12.99%
-  13% - 18.79%
-  18.8% - 27.11%
-  27.12% - 100%



**Exhibit II-46:
Persons Aged 65+**

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain

Exhibit II.47: Population by Age

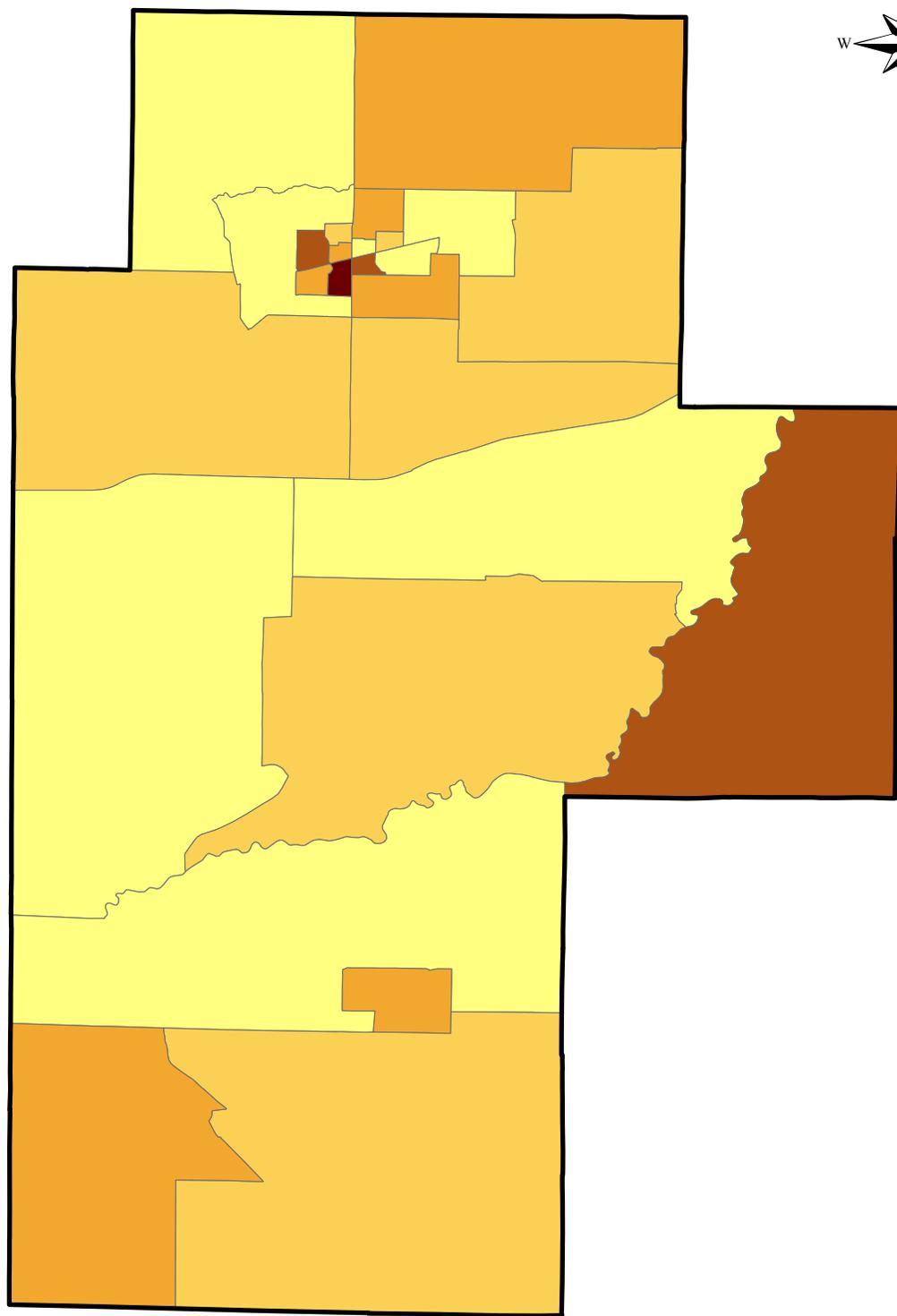
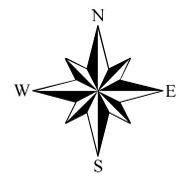


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 10,198 total households in the county. Exhibit II.48 illustrates the density of households below the poverty level per square mile. There is only one area that has high levels of households below the poverty level. This block group is located in the Knightsville area. The rest of the county had a density of low to very low households below the poverty level.



Group 2 Blockgroups

-  0% - 6.2%
-  6.201% - 9.365%
-  9.366% - 15.57%
-  15.58% - 27.75%
-  27.76% - 100%



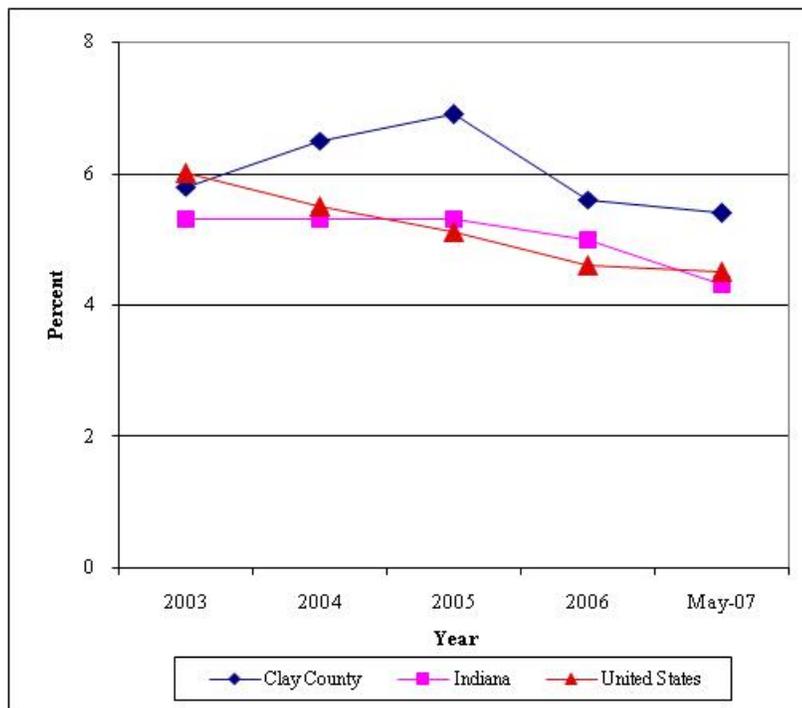
**Exhibit II-48:
Household Poverty**

Vermillion, Parke, Clay,
Putnam, Montgomery, Fountain

Industry and Labor Force

The 2006 labor force consisted of 13,383 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. The unemployment rate reached a high in 2005 of 6.9 percent, and was higher than the state and national rates. Since 2005, the unemployment rate for has deceased, but has remained above the state and national levels. Exhibit II.49 illustrates a comparison of the unemployment rates in the county, State, and nation.

Exhibit II.49: Comparison of Unemployment Rates

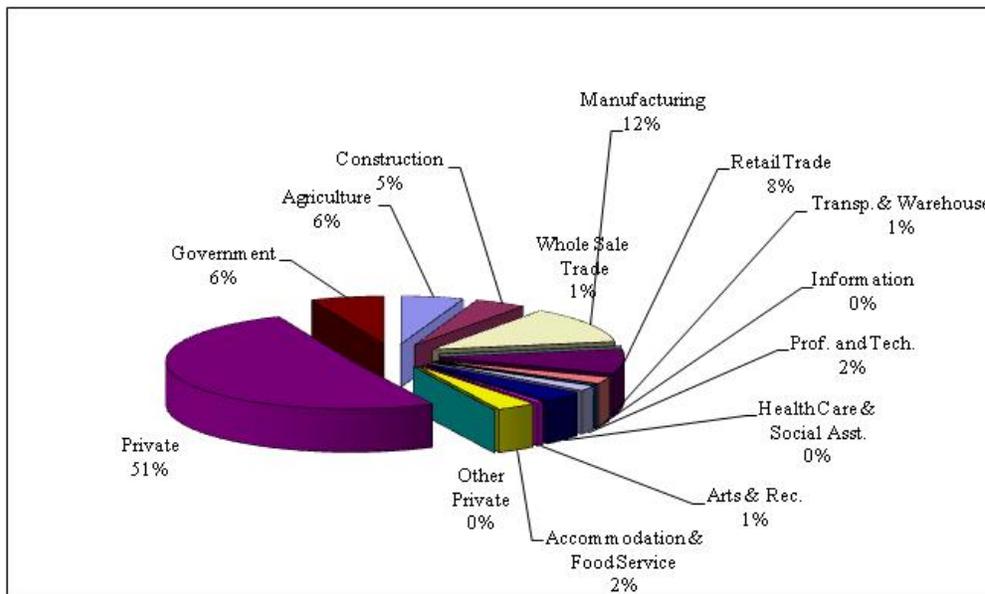


Source: Bureau of Labor Statistics

Employment by Industry

‘Private’ sector was the largest industry in the county with 10,730 employees in 2005. ‘Manufacturing’ sector was the second largest employer (2,615 employees) and ‘Retail Trade’ was the third largest. Reportedly, 1,757 workers were employed by the ‘Retail Trade’ industry. In addition, 1,155 people were employed by the ‘Agriculture’ sector. Exhibit II.50 is an illustration of the employment by industry.

Exhibit II.50: Employment by Industry



Source: U.S. Bureau of Economic Analysis, 2005

The 'Private' sector had the highest reported total wages of 2005 earning \$261,579. 'Manufacturing' and 'other private' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis. 'Whole Sale Trade' did not have county data information available due to Bureau of Economic Analysis non-disclosure requirements. The table in Exhibit II.51 outlines the total wages earned, by industry.

Exhibit II.51: Employment by Industry

Employment	Annual Earnings
Agriculture	\$ 12,731
Construction	\$ 22,565
Manufacturing	\$ 112,896
Whole Sale Trade	\$ -
Retail Trade	\$ 28,157
Transp. and Warehouse	\$ 13,465
Information	\$ 1,324
Prof. and Tech.	\$ 7,440
Health Care and Social Asst.	\$ 18,677
Arts & Rec.	\$ 6,974
Accommodation and Food Service	\$ 6,974
Other Private	\$35,345*
Private	\$ 261,579
Government	\$ 52,209

* Data not available due to BEA non-disclosure requirements.

Source: US Bureau of Economic Analysis

SUMMARY

The region has grown from 2000 to 2006. This trend is expected to continue, as the state has projected more growth by the year 2010.

The region has a working age population - the region's age distribution indicates that it has a population with a lower percentage of young persons as compared to the State of Indiana (33.7 percent of population age 24 and under for 2005) and a higher percentage of the population age 65 and older (14.4 percent) population for the state in 2005.

Some 18,709 persons in the region reported that they had some type of disability in 2000. This means that 13 percent of the region's population reported having some type of disability. Disabilities include sensory, mental, physical, and self-care limitations. About one third of this population normally relies on public transportation services.

Other segments of the population that also usually rely on public transportation services are households below poverty level and households without an automobile. The area with the largest amount of high density (15.6 – 27.8 percent) of households below the poverty level was found in central Parke, Putnam, and Clay Counties. Fountain and Vermillion Counties also have a small area of households below the poverty rate.

The labor force in the region consisted of 153,324 individuals in 2005 according to the Indiana Department of Workforce Development. The average unemployment rate in June 2007 was 5.1 percent, a rate similar to the state's June 2007 unemployment rate (5 percent).

The 'private' sector was the largest industry in the region with 59,206 employees in 2005. 'Manufacturing' trade was the second largest employer (15,280 employees) and 'other private' was the third largest. The 'private' sector also had the highest reported total wages of 2005 for any one sector of employment.

III. INVENTORY OF EXISTING TRANSPORTATION SERVICES

III. INVENTORY OF EXISTING TRANSPORTATION SERVICES

The six counties in this region are located in west-central Indiana, near the Illinois state boundary. Vermillion County shares a border with Illinois. A comprehensive survey instrument designed using the *Framework for Action* as a basis, was sent to over 43 different government entities, agencies, and transportation providers to gain information on existing transportation programs and services. The survey was available online at http://www.sndayton.com/INDOT_coordination_survey, as well as via fax or U.S. mail upon request. A copy of the request for participation that was distributed statewide, meeting announcements and agendas, and a complete list of agencies and organizations that received a request to complete the on-line survey is provided in the Appendix. Transportation providers were also notified of the requirement for participation in the survey at annual transportation planning meetings with INDOT, and through the quarterly Indiana RTAP newsletter (see Appendix).

Seven representatives from local human service agencies that serve Vermillion, Fountain, Parke, Clay, Montgomery and Putnam counties completed the survey. Two agencies (Community Action Program and Putnam County Senior Center) attended the stakeholder meeting but did not complete the on line survey. The organizations that completed the survey or otherwise participated in an interview are listed below.

- Crawfordsville Parks & Recreation District (Sunshine Vans)
- Community Action Program (Mac Vans)
- Putnam County Senior Center
- Cummins Behavioral Health Systems, Inc.
- West Central Indiana Economic Development District
 - Also included in Daviess, Dubois, Gibson, Greene, Knox, Martin, Pike, Posey, Spence, Sullivan and Warrick counties region
- Area IV Agency on Aging
 - Also included in Benton, Warren, White, Carroll, Clinton counties region
- Child Adult Resource Services (C.A.R.S.)
 - Also included in Benton, Warren, White, Carroll, Clinton counties region

GENERAL DESCRIPTION OF AREA TRANSPORTATION PROVIDERS

Those agencies that responded to the survey and provide transportation services in the region are described below. During the period of this study, there was no organization designated as a Section 5311 Rural Transit Program grant recipient to provide public transportation services. Such a designation must occur before Section 5316 (Job Access and Reverse Commute) or Section 5317 (New Freedom Initiative) funding

General Description of Area Transportation Providers

could be requested. Eligibility to apply to INDOT for grant funding under Section 5316 and 5317 is limited to:

- Public entities providing public transit services; and,
- Private, nonprofit entities designated by county commissioners to provide public transit services.

Eligible applicants for Section 5310 funding include private, nonprofit organizations, and public bodies that coordinate specialized transportation services.

Any of the following organizations that do not qualify as eligible applicants for the above noted funding programs could partner with an eligible applicant to achieve the coordinated transportation goals.

Organization Summaries

Crawfordsville Parks & Recreation District (Sunshine Vans) (5310) - Sunshine Vans is a municipal Office on Aging located in Crawfordsville, Montgomery County. Sunshine Vans provide demand-response transportation service for older adults (60+), Medicaid eligible and consumers with disabilities. No public transportation is available.

Transportation for eligible persons is available within Montgomery County Monday through Friday 8:00 AM to 4:00 PM. An advance reservation is required. Sunshine Vans uses eight vehicles including one sedan, one station wagon, two mini-vans (one is accessible), and four 13-passenger vans.

The agency recognizes the need for student transportation to attend Wabash College; out-of-county transportation; and, transportation to support employment.

Community Action Program (Mac Van) (5310) - Community Action Program (Mac Van) is a nonprofit social service agency that serves Fountain and Warren counties. Mac Vans provide demand-response transportation service for older adults (60+), Medicaid eligible and individuals with disabilities who are age 55 or older. No public transportation is available in Fountain or Warren Counties. Transportation for eligible persons are available within Monday through Friday 7:00 AM to 6:00 PM. An advance reservation is required.

Mac Vans uses eight vehicles including six accessible 15-passenger vans and two accessible mini-vans. The primary trip purpose is for medical appointments, activities at the senior centers and shopping.

**INVENTORY OF
EXISTING
TRANSPORTATION
SERVICES**

**General Description of
Area Transportation
Providers**

Putnam County Senior Center - Putnam County Senior Center is a nonprofit social service agency that serves Putnam County. Putnam County Senior Center provides demand-response transportation service for older adults (60+). Transportation for eligible persons are available within Monday 8:30 AM to 1:00 PM, Wednesday 8:30 AM to 4:00 PM and Friday 8:30 AM to 4:00 PM. An advance reservation is required.

Putnam County Senior Center uses one non-accessible mini-van. Transportation is for essential services including medical appointments, therapy appointments, grocery shopping and banking.

Cummins Behavioral Health Systems, Inc. – Cummins is a private nonprofit mental health center that provides mental health and addiction services. Johnson, Hendricks, Boone, Marion, Montgomery, Putnam, Tippecanoe and Vigo counties are served. Transportation is available for consumers who are eligible for Medicaid.

The organization did not specify any previous coordination efforts. However, it indicated that billing and accounting issues were challenges in prior attempts at planning coordination of transportation among the agencies. Support for future coordination efforts is considered to be weak-to-moderate.

Vehicle fleet information or hours of operation were not provided.

OTHER TRANSPORTATION PROVIDERS

The following organizations provide transportation within at least one county in the region and also provide service in a neighboring region. Their summaries are provided in all respective regional reports.

West Central Indiana Economic Development District (5310) – West Central Economic Development District (also known as Area 7 Agency on Aging and Disabled) is a nonprofit social service agency that provides transportation, social services, nutrition, case management, adult day services, screening and information/referral to consumers in Clay, Parke, Putnam, Sullivan, Vermillion and Vigo counties.

The agency provides demand response transportation full time in Vigo County. It also provides on demand response trips on a limited basis in Parke and Vermillion County. In Clay and Putnam counties the organization provides financial assistance to senior centers so that the senior centers can provide the transportation there. In addition, the agency contracts with Ride Solution. Under the contract agreement, Ride Solution provides transportation for older adults persons with disabilities for Sullivan County. The system operates one minivan, one standard van,

**Other Transportation
Providers**

INVENTORY OF EXISTING TRANSPORTATION SERVICES

Other Transportation Providers

and six van conversions, and one body medium duty vehicle. Door-to-door service is provided Monday through Friday from 7:00 AM to 4:00 PM (Vigo County). Service hours in Putnam and Vigo counties begins at 8:00 AM and generally runs until 4:00 PM. Individuals are asked to call for service as far in advance as possible, but same-day service will be provided if time is available. Rural public transportation is available in Sullivan and Vigo Counties on a fee basis. Fares are \$3 for non-seniors or non-program riders.

The agency currently participates in information and referral and joint training activities with other transportation providers. Restrictions placed on the use of vehicles, liability insurance concerns, 'turf issues' among providers and unique characteristics of consumer populations were listed as challenges experienced with prior attempts at coordination. The greatest obstacle to coordination is funding.

There is a committee established in the area with responsibility for coordinating transportation among transportation providers, human service agencies, and consumers. Sustained support for coordinated transportation among elected officials, agency administrators and other community leaders has been weak.

Child Adult Resource Services (C.A.R.S.) (5310) - C.A.R.S. is a private nonprofit social service agency located in Rockville that provides transportation, day treatment, job training and employment, rehabilitation services, residential facilities, screening, and diagnosis/evaluations. The organization serves a multi-county region including Benton, Boone, Clay, Clinton, Fountain, Hendricks, Knox, Marion, Montgomery, Morgan, Owen, Parke, Putnam, Sullivan, Tippecanoe, Vermillion, Vigo and Warren Counties in Indiana. It also provides services in Vermillion and Champaign Illinois.

Demand response transportation is provided for Medicaid and Title XX eligible consumers. Drivers provide either door-to-door or curb-to-curb transportation and assist passengers with a limited number of packages, depending on individual situations. Hours of operation are 6:00 AM to 6:00 PM, Monday through Friday.

During the past year, C.A.R.S. provided approximately 50,696 trips for agency consumers. The agency does not have a fare structure and does not accept passenger donations. Total transportation revenue is received from third party reimbursements (e.g., Medicaid). During FY2007, the total transportation operating budget is projected to be \$268,344. (Additional grant money for C.A.R.S. programs is provided through the county. However, those funds are not strictly dedicated to transportation

and are not included in the budget projections.) During FY 2006, C.A.R.S. received an FTA Section 5310 capital grant for \$154,585.

The vehicle fleet includes a total of 16 vehicles. Vehicle inventory and utilization information are provided in Exhibit III.6.

C.A.R.S. currently participates in the following coordination activities with other local transportation providers:

- Information and referral
- Joint training
- Shared back-up vehicles

C.A.R.S. indicated that longer hours and more days of available transportation service is the primary unmet transportation need in the area. Liability and insurance concerns have been the most significant obstacles to previous attempts at coordination.

Area IV Agency on Aging - Waveland Volunteer Transportation Program (5311 & 5310) –Waveland service area includes a multi-county region: Boswell (Benton County); Brookston (White County); Clarks Hill (Tippecanoe County); Hillsboro (Fountain County); Rossville (Clinton County – Rossville Area Transit) and Waveland (Montgomery County). The vehicle fleet includes four 15-passenger converted vans and three accessible 15-passenger vans.

Waveland Volunteer Transportation Program hours of operation are 24-hours a day, seven days a week utilizing volunteer drivers. Service is open to the general public for any trip purpose including shopping, social, medical and human service agency program trips. There is a 24-hour advance reservation requirement along with a minimum number of riders required. Donations are accepted and there is no other fare structure. Service is dependent on the availability of a volunteer driver who is willing to provide the run. Annual ridership in 2001 was 13,901. Ridership declined to 6,616 passengers by the year 2006.

COORDINATION

The region lacks public transportation outside of the towns of Hillsboro and Waveland. The initial challenge for coordination in the area is finding the champion who can generate and sustain support for coordination planning efforts. Current levels of coordination involve limited information sharing and joint training activities.

Other Transportation Providers

Coordination

CONTRACTS

Agreements for Medicaid and Head Start transportation were not considered to be third party contracts by the local transportation providers. Only West Central Economic Development District (Area 7 Agency on Aging) indicated a contractual agreement to provide funding to senior centers in Clay and Putnam counties for older adult transportation. No other contractual agreements were noted during the study.

Contracts

FARE STRUCTURES

Passenger fare structures are in place for two of the organizations with service areas in portions of this region. The human service agencies that serve the region did not indicate having a fare structure for passengers. Many human service agency passenger fares are either budgeted as part of the consumer's program, or covered by Medicaid waivers. The existing transportation provider fare structures are as follows:

Fare Structures

West Central Indiana Economic Development District (5310)

West Central Indiana Economic Development District/Area 7 Agency on Aging has the following passenger fare structure:

<u>Service</u>	<u>Adult</u>	<u>Older Adult, Program Participant</u>
Base Fare	\$3.00/trip	Donation (\$2 suggested)

Waveland Volunteer Transportation System

Waveland Volunteer Transportation System accepts contributions from passengers. Otherwise, there is no fare structure.

STAFFING

Staffing

Waveland Volunteer Transportation Program operates mostly with volunteers. There are two paid part-time administrative staff and all others are volunteer. Other agencies indicated that they have employees dedicated to providing transportation. However, the number of transportation employees was not consistently provided for analysis.

VEHICLE INVENTORY AND UTILIZATION

Vehicle Inventory

Each transportation provider was interviewed and/or completed a survey that included questions about the number of vehicles in the fleet. Exhibit III.3 provides an inventory of vehicles as reported by the transportation providers in the region. Exhibit III.4 illustrates the vehicles operated by transportation providers with service areas that include portions of this region as well as portions of another region. Vehicles operated by organizations that serve multiple regions may not be available to this area on a daily basis. Participating organizations reported a total of 58 vehicles operating for human service agency and public transportation service in the region and its surrounding counties.

**Vehicle Inventory and
Utilization**

Exhibit III.3: Vehicle Inventory Within the Region

Agency Name	Total Vehicles
Crawfordsville Parks & Recreation (Sunshine Vans)	8
Community Action Program (Mac Van)	8
Putnam County Senior Center	1
Cummins Behavioral Health	9
Total Vehicles:	26

Source: Agency survey results & 2006 INDOT Annual Report

Exhibit III.4: Vehicle Inventory Multi-Region Providers

Agency Name	Total Vehicles
West Central Economic Development District	9
C.A.R.S.	16
Waveland Volunteer Transportation Program	7
Total Vehicles:	32

Source: Agency survey results

C.A.R.S. has the largest fleet of 16 vehicles to serve their multi-county region.

Vehicle Utilization

Vehicle utilization information was requested from each transportation provider that participated in the planning process through completion of a survey and/or participation in the local stakeholder meetings.

**INVENTORY OF
EXISTING
TRANSPORTATION
SERVICES**

**Vehicle Inventory and
Utilization**

According to the information provided in stakeholder surveys, the hours and days of the week of available transportation services in each county are listed in the table below (Exhibit III.5). Human service agency transportation providers generally operate Monday through Friday between 6:00 AM and 4:00 to 6:00 PM. In Hillsboro (Fountain County) and Waveland (Montgomery County) public transportation is available through Waveland Volunteer Transportation Program. However, that transportation option is available only if a volunteer driver is also available to provide the trip. Otherwise, there is no public transportation available in the counties within this region. There is, however, transportation for Medicaid eligible trips in each county.

Exhibit III.5

County	System/ Agency	Population Served	Hours of Operation	Days of Operation
Clay	C.A.R.S.	Medicaid Eligible, Title XX Eligible	6AM-6PM	Mon.-Fri.
Fountain	Comm. Action Program (Mac Van)	Older Adults, Medicaid Eligible, Pers. w/ Disability	7AM-6PM	Mon.-Fri.
	C.A.R.S.	Medicaid Eligible, Title XX Eligible	6AM-6PM	Mon.-Fri.
(Hillsboro)	Waveland	General Public	24-hours	Mon.-Sun.
Montgomery	Sunshine Vans	Older Adults (60+), Pers. w/ Disability, Medicaid Eligible	8AM-4PM	Mon.-Fri.
	Cummins BHS	Medicaid Eligible	Varies	Varies
	C.A.R.S.	Medicaid Eligible, Title XX Eligible	6AM-6PM	Mon.-Fri.
(Waveland)	Waveland	General Public	24-hours	Mon.-Sun
Parke	W. Central EDD	Older Adults	7AM-4PM	Mon.-Fri.
	C.A.R.S.	Medicaid Eligible, Title XX Eligible	6AM-6PM	Mon.-Fri.
Putnam	Senior Center	Older Adults (60+)	8:30AM-1PM 8:30AM-4PM 8:30AM-4PM	Mon. Wed. Fri.
	Cummins BHS	Medicaid Eligible	Varies	Varies
	C.A.R.S.	Medicaid Eligible, Title XX Eligible	6AM-6PM	Mon.-Fri.
Vermillion	W. Central EDD	Older Adults	7AM-4PM	Mon.-Fri.
	C.A.R.S.	Medicaid Eligible, Title XX Eligible	6AM-6PM	Mon. Fri.

INVENTORY OF EXISTING TRANSPORTATION SERVICES

Vehicle Inventory and Utilization

Exhibit III.6 on the following page depicts the vehicle utilization on a 'typical' day of service for C.A.R.S. and West Central Economic Development (Area 7 Agency on Aging). In addition to the information in Exhibit III.6, the following vehicle information was provided:

- Putnam County Senior Center operates one 2005 minivan that is not wheelchair accessible. Transportation is provided on Monday, Wednesday, and Friday.
- Crawfordsville Parks & Recreation (Sunshine Vans) operates a fleet of eight vehicles for demand response transportation.
- Community Action Program, Inc. (Mac Van) operates six Dodge vans (wheelchair accessible) and two Chevrolet converted minivans (wheelchair accessible).

CONCLUSIONS

Conclusions

Invitations to complete the survey were provided to approximately 43 organizations including human service agencies, local transportation providers, schools, and local officials. There were seven responses to the survey. Additional information was gathered through review of the 2006 INDOT Annual Report, a local stakeholder meeting and follow-up telephone interviews or emails.

No notable coordination is occurring in the region. There is at least one provider in each county serving older adults. Only West Central Economic Development District (Area 7 Agency on Aging) indicated any contractual agreements with other organizations. All other organizations work independently to serve eligible consumers within their service areas. The only multi-county transportation available in the region is provided by C.A.R.S. and West Central Economic Development District for Medicaid eligible consumers and older adults.

There is no evening or weekend service throughout the region with the exception of Hillsboro and Waveland general public service. The transportation providers noted in this chapter primarily serve essential transportation needs of older adults and persons with disabilities for medical appointments, activities at senior centers, and agency sponsored programs. Transportation for college education,

employment, social activities, shopping, and entertainment was not listed as a common trip purpose by any of the participating organizations.

Unmet transportation needs, transportation goals, and challenges to coordination are explored in the following chapter.

Conclusions

IV. NEEDS ASSESSMENT

**Needs Assessment
for Vermillion,
Fountain, Parke,
Clay, Montgomery
and Putnam
Counties****IV. NEEDS ASSESSMENT****NEEDS ASSESSMENT FOR VERMILLION, FOUNTAIN, PARKE, CLAY,
MONTGOMERY, AND PUTNAM COUNTIES**

Determining the transportation needs for the region is an integral part of the coordination study. In an effort to document the transportation needs of older adults, individuals with disabilities, and individuals with low incomes in Vermillion, Fountain, Parke, Clay, Montgomery, and Putnam counties the consultant utilized information obtained from the stakeholder meeting held on June 26, 2007 in Rockville. There were eight attendees at the meeting representing the following agencies, organizations, or transportation providers:

- Area 10 Agency on Aging
- Putnam County Senior Center
- Child Adult Resource Services (C.A.R.S.)
- Crawfordsville Parks & Recreation (Sunshine Vans)
- Helping Hands – Crawfordsville
- Community Action Program, Inc.
- West Central Indiana Economic Development District, Inc./ Area 7 Agency on Aging and Disabled
- Vermillion Rehabilitation Center

Additionally, a comprehensive survey instrument was sent to local government entities, human service agencies, and transportation providers in the region. A follow-up email or phone call was made to several of the respondents for additional information or clarification. The following needs were documented from these outreach efforts:

- Transportation options available earlier in the mornings and later in the evenings;
- Update and improve the vehicle fleets in the region which commonly have older vehicles;
- Improve vehicle utilization so that demand response trips are more direct from origin to destination;
- The need for out-of-county transportation (from Putnam County) to medical appointments is not met by the current transportation structures;
- There are no affordable transportation options for employment to meet the needs of low-income individuals;
- Transportation needed to/from Wabash College for commuters;
- Transportation for individuals with disabilities who have medical appointments in Terre Haute but live in Vermillion County is needed; and,

- Patient transportation from Vermillion Community Center and West Central Hospital in Clinton is needed.

Challenges to Coordination

Currently, there is no Federal Transit Administration (FTA) Section 5311 grantee operating in the region. Transportation providers in the region will not be eligible for Section 5316 or 5317 funding until such time that a Section 5311 grantee is named. Furthermore, no organization has provided the necessary documentation to INDOT to indicate that it can lead coordination efforts here as a Section 5311 grantee. Additional support for coordination efforts at this time, therefore, is entirely based upon FTA Section 5310 grant awards and cooperation among the local human service agencies and funding sources. Results of the stakeholder meeting and survey indicated the following additional challenges to coordination for this region.

- Restrictions placed on the use of vehicles (i.e., service area restrictions and passenger eligibility) should be reviewed and discussed prior to implementing coordination efforts. Negotiation of such restrictions may be required to facilitate sharing vehicles.
- Liability insurance concerns must be addressed for certain organizations before sharing rides and mixing passengers on-board the same vehicle.
- Fears surrounding sharing of resources, such as financial implications, limited vehicle and driver availability, must be addressed to facilitate coordination of resources.
- Consumers may have unique characteristics that pose barriers to sharing a vehicle with others. Therefore, the needs of such consumers should be discussed prior to mixing passengers on-board the same vehicle.

While there are challenges to implementing coordination among varied transportation providers, services, and funding sources, it is important to note that transportation coordination is being successfully implemented throughout the country, including in Indiana. Therefore, issues such as conflicting or restrictive State and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort. There are many resources available to assist communities as they work together to coordinate transportation. FTA's Framework for Action is one example. FTA's Framework for Action is available at www.unitedweride.gov.

Goals for Coordination

The major goal of coordination is to fill service gaps. Service gaps typically fall into the category of spatial gaps or temporal gaps. Spatial gaps involve limitations with the service area while temporal gaps are concerned with limitations in days of week or hours that service is provided. Stakeholders discussed both spatial and temporal limitations. Input received from the stakeholder meeting and survey responses identified the following gaps in service for this region.

Spatial Gaps

- No general public service available outside of Hillsboro and Waveland;
- No service to support employment or education at the local college; and
- No low-cost regional or out-of-county/region transportation is available.

Temporal Gaps

- Limited hours of service for the elderly and persons with disabilities, particularly during early mornings and evenings; and,
- Service hours are not typically structured to effectively support employment opportunities, particularly for people with low incomes.

All of the transportation needs evolve around the stated demand for more service for the transportation disadvantaged along with the need to reduce costs, which could lead to more effective use of resources so that organizations can provide more service to more people. The service gaps were noted as concerns by those attending the stakeholder meeting.

The following chapter provides strategies for addressing the unmet needs and goals identified in this chapter.

**V. GOALS, OBJECTIVES, AND
IMPLEMENTATION
STRATEGIES/
ALTERNATIVES**

V. GOALS, OBJECTIVES AND IMPLEMENTATION STRATEGIES/ALTERNATIVES

This chapter presents the coordinated transportation goals, objectives and implementation strategies for the Indiana counties of Vermillion, Fountain, Parke, Clay, Montgomery, and Putnam. Each goal is suggested in order of implementation priority. The strategies provided under each goal include information about the parties responsible for implementation, projected staffing and capital requirements for implementation of each strategy and performance measures that the regions' coordination stakeholders can use in the future to evaluate the progress/success of plan implementation. The goals and strategies for this region are directly correlated with the statewide coordinated human services transportation plan.

Without a public transportation provider, the region faces difficulty in accessing funding for increasing transportation services for older adults, individuals with disabilities, people with low incomes, and the general public. Public transportation is non-existent in the region. A transportation "champion" (lead agency) has not stepped forward for this region. This makes it difficult to coordinate transportation without an entity to take the lead. It is recommended that a Transportation Advisory Committee, explained further in the goals and objectives, be established and a Mobility Manager/Coordinator be hired to assist the selected agency/organization to become a lead agency that is willing, able, and eligible to apply for Section 5311 Rural Transit Program funding. Furthermore, it is necessary to develop in-depth studies to effectively design transportation structures that will achieve the transportation goals for the region and or specific counties.

The following goals and strategies include the above noted planning and organizational recommendations as well as some short term strategies, such as developing Memorandums of Understandings among the various human service agency transportation providers and sharing vehicles, that can be achieved in the near future.

GOAL #1: CONDUCT LOCAL AND REGIONAL TRANSPORTATION SERVICE PLANNING.

Objective 1.1: Design short and long-term transportation service strategies to meet market opportunities, plan efficient transit operations, and respond to changing needs in the local market.

Implementation Strategies/Alternatives:

Goal #1: Conduct Local and Regional Transportation Service Planning.

**GOALS,
OBJECTIVES &
ALTERNATIVES/
STRATEGIES**

**Goal #1: Conduct
Local and Regional
Transportation
Service Planning.**

- 1.1.1: Conduct a Transportation Development Plan (TDP) that includes, at a minimum, the following tasks:**
- (1) Collect and research data upon which conclusions can be drawn and implementation of new transportation can be justified.**
 - (2) Follow a planning process, which meets the State recommendations for the preparation of service evaluations.**
 - (3) Use planning data to justify requests for funding and to comply with stipulations required as part of the grant application process.**
 - (4) As part of the planning process, evaluate and improve the current transportation options in the area.**

Priority/Implementation Timeframe:	Near-Term
Parties Responsible:	A local planning organization will be responsible for conducting the study. Alternatively, a contract could be established with a transportation consulting firm for assistance with developing the plan. Recommend that the responsible local party consult with INDOT prior to initiating the planning process.
Implementation Budget/Costs:	Costs associated with conducting a Transportation Development Plan (TDP).
Staffing Implications:	Time involved in research and development of the plan.
Capital Implications:	None.
Ridership Implications:	None.
Performance Measures:	Service plan developed and completed.

GOAL #2: CREATE A TRANSPORTATION STRUCTURE THAT PROMOTES MORE EFFICIENT USE OF RESOURCES AT THE LOCAL AND REGIONAL LEVELS.

Objective 2.1: Agencies will carefully evaluate those service needs that can be more efficiently and effectively met by contracts with other providers.

Implementation Strategies/Alternatives:

2.1.1: Develop Memorandums/Contracts with all transportation service providers within the region. The MOUs should include the specific coordination activities that will occur. All transportation providers should share trip schedules.

Implementation Timeframe:	Near-Term
Parties Responsible:	Lead agency, local transportation providers, and human service agencies
Implementation Budget/Costs:	Staff time involved in preparing and negotiating MOU.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Increase ridership through shared scheduling.
Performance Measures:	Number of MOUs/Contracts developed. Number of shared schedules. Number of shared rides. Number of destinations served.

Objective 2.2: Through interactive discussions among human service agency transportation providers in the region, fundamental coordination practices should be further evaluated and implemented for the purpose of finding a cost effective and efficient manner for increasing the available transportation options in the area for older adults, individuals with disabilities, and people with low incomes.

Goal #2: Create a transportation structure that promotes more efficient use of resources at the local and regional levels.

Implementation Strategies/Alternatives:

2.2.1: Explore opportunities for joint purchasing of common goods and consumables such as preventive maintenance, insurance, and training. (Sharing a common insurance broker may be a measure to alleviate the insurance liability challenge to sharing other resources.)

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	Transportation providers.
Implementation Budget:	Staff time involved.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	Reduce costs through joint purchasing.

2.2.2: Area transportation providers will share schedules and trips to save on operating costs. If efficiencies in current services can be maximized, the potential for expanding services within the limitations of existing resources improves.

Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	Local transportation providers.
Implementation Budget:	Staff time involved.
Staffing Implications:	To be determined. Driver schedules could change as more trips are shared and more total trips are provided.
Ridership Implications:	Potentially an increase in the number of passengers that can be served as empty seats on vehicles are filled through shared scheduling and contract agreements.

Goal #2: Create a transportation structure that promotes more efficient use of resources at the local and regional levels.

**GOALS,
OBJECTIVES &
ALTERNATIVES/
STRATEGIES**

Performance Measures:	Number of trips shared. Number of passengers served. Number of agencies participating.
2.2.3: Area providers will share vehicles as schedules permit to save on the capital cost of vehicles.	
Priority/Implementation Timeframe:	Near-Term.
Parties Responsible:	Local human service agency transportation providers.
Implementation Budget:	Staff time involved.
Staffing Implications:	To be determined.
Capital Requirements:	None.
Ridership Implications:	Ridership may increase as vehicle downtime is reduced and more vehicles become available for passengers.
Performance Measures	Number of vehicles shared. Capital costs saved.

Goal #2: Create a transportation structure that promotes more efficient use of resources at the local and regional levels.

GOAL #3: IDENTIFY OR CREATE A LEAD AGENCY FOR THE REGION TO IMPLEMENT PUBLIC AND/OR COORDINATED TRANSPORTATION.

Objective 3.1: Select an appropriate potential grantee for the region to implement public transportation and/or to expand and coordinate services for older adults, individuals with disabilities, and people with low incomes. Or, form a new private, nonprofit entity that would focus on coordinated transportation services only. Potential lead agencies could be new or existing Section 5311 or Section 5310 grantees.

Implementation Strategies/Alternatives:

3.1.1: Meet with INDOT early in the planning stages to discuss potential public or coordinated transportation projects.

Goal #3: Identify or create a lead agency for the region to implement public and/or coordinated transportation.

Meetings are encouraged by INDOT because they can improve the applicant’s understanding of program requirements.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible:	The designated lead agency and INDOT. (Refer to INDOT for list of eligible applicants.)
Implementation Budget/Costs:	None.
Staffing Implications:	None. Utilize existing staff of participating agencies.
Capital Requirements:	None.
Performance Measures:	Meeting(s) with INDOT and local parties are scheduled and conducted. The local lead agency presents the transportation plan to INDOT for discussion and guidance. Organizational and operational structure for transportation project is identified.

Goal #3: Identify or create a lead agency for the region to implement public and/or coordinated transportation.

3.1.2: Utilize the information about existing transportation resources and unmet transportation needs that has been identified in this plan, in combination with day-to-day experiences from human service agencies and input from the public, to formulate an application for funding to support new public or coordinated transportation services.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible:	Lead agency and local human service agencies.
Implementation Budget/Costs:	None.
Staffing Implications:	None. Utilize existing staff or participating agencies, or potentially involve students

**GOALS,
OBJECTIVES &
ALTERNATIVES/
STRATEGIES**

Goal #3: Identify or create a lead agency for the region to implement public and/or coordinated transportation.

from a local university to help with expanding upon certain aspects of this plan (i.e., vehicle utilization, public surveys, documentation).

Capital Requirements: None.

Performance Measures: Scope of grant application established.

Objective 3.2: If public transportation is the chosen alternative, pursue funding for the selected transportation structure.

Implementation Strategies/Alternatives:

3.2.1: Review the Indiana Department of Transportation (INDOT) Section 5311 State Management Plan and meet with INDOT for guidance toward applying for assistance.

Priority/Implementation Timeframe: Upon identification of a potential lead organization.

Parties Responsible: Elected officials and lead agency.

Implementation Budget/Costs: To be determined based on service structure that is selected.

Staffing Implications: Staff time involved in preparation and meeting with INDOT.

Capital Requirements: None.

Performance Measures: Potential grantee identified. Discuss a potential Section 5311 application with INDOT.

3.2.2: Pursue the necessary local match dollars necessary to draw down public transportation grant funding that will be sought after in a grant application to INDOT.

**GOALS,
OBJECTIVES &
ALTERNATIVES/
STRATEGIES**

Goal #3: Identify or create a lead agency for the region to implement public and/or coordinated transportation.

Priority/Implementation Timeframe:	Mid-Term.
Parties Responsible:	Agency or organization that will apply for funding.
Implementation Budget/Costs:	To be determined based upon the prospective grant application. A minimum of 50 percent local match is required for operations grants. (Refer to the INDOT State Management Plan for Section 5311 for complete information regarding eligible local match resources.)
Staffing Implications:	None.
Capital Requirements:	A minimum of 20 percent local match is required for the prospective capital grant application.
Ridership Implications:	Ridership can be projected based upon the frequency, type, and service area for the transportation that will be implemented.
Performance Measures:	Sufficient local match is secured.

3.2.3: If local matching dollars are secured, submit an application to INDOT for Section 5311 funding.

Priority/Implementation Timeframe:	Mid-Term.
Parties Responsible:	Eligible applicant.
Implementation Budget/Costs:	To be determined based upon the scope of the application.
Staffing Implications:	To be determined based upon the scope of the application.

**GOALS,
OBJECTIVES &
ALTERNATIVES/
STRATEGIES**

Goal #3: Identify or create a lead agency for the region to implement public and/or coordinated transportation.

Capital Requirements:	Section 5311 grant awards require a minimum 20 percent local match.
Ridership Implications:	Capacity to provide new service if public transportation funding request is granted.
Performance Measures:	Eligible applicant applies for Section 5311 funding. Grant funding is awarded. Prioritized unmet transportation needs or gaps in service are met.

Objective 3.3: If the decision is made to pursue a coordinated transportation system, explore the possibility of applying for Section 5310 Elderly and Disabled Specialized Vehicle Program funding through INDOT.

Implementation Strategies/Alternatives:

3.3.1: Review the INDOT Section 5310 State Management Plan requirements to ensure a clear understanding of eligibility requirements. Meet with INDOT for guidance toward application requirements.

Implementation Timeframe:	Near-Term.
Parties Responsible:	Lead Agency.
Implementation Budget/Costs:	To be determined based upon application.
Staffing Implications:	None.
Capital Requirements:	None.
Ridership Implications:	Ability to provide more trips if additional vehicles are received and appropriately coordinated/utilized.

Performance Measures: Become eligible for a Section 5310 award.

3.3.2: Establish a regional Transportation Advisory Committee (TAC) consisting of representatives from local human service agencies, transportation providers, elected officials, consumers, and other community representatives. The TAC will become a forum for the ongoing dialogue for key issues, strategies, and plans for meeting the identified gaps in service for older adults and individuals with disabilities. A local TAC that involves only specific counties where new service will be available may be more appropriate than a regional TAC, depending upon the scope of the coordination effort. Membership on the TAC should be kept to a reasonable limit to ensure that meetings are productive and active involvement from all parties is encouraged.

Priority/Implementation Strategy: Near-Term.

Parties Responsible: Lead agency to organize the TAC and a designated person to chair the committee and schedule and preside over meetings.

Implementation Budget/Costs: None.

Staffing Implications: None.

Capital Requirements: None.

Performance Measures: TAC created.
TAC meets at least quarterly.
TAC supports an application for Section 5310 funding, submitted by an eligible applicant, and develops strategies for using the vehicle to meet identified needs for older adults, individuals with disabilities, people with low incomes, and the general public.

Goal #3: Identify or create a lead agency for the region to implement public and/or coordinated transportation.

3.3.3: Develop a realistic vehicle replacement schedule for each human service agency that is participating in the coordination partnership.

Priority/Implementation Timeframe: Near-Term.

Parties Responsible: The eligible designated lead agency or new non- profit organization created to implement coordinated transportation in the area.

Implementation Budget/Costs: None.

Staffing Implications: None.

Capital Requirements: None.

Performance Measures: Vehicle inventories of local human service agencies shared.
Accurate vehicle replacement schedule established for any potential Section 5310 applicants.

3.3.4: Secure the necessary local matching funds for the planned application for Section 5310 capital assistance. A 20 percent local match is required.

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible: Eligible agency with support from the TAC members.

Implementation Budget/Costs: To be determined based upon the prospective grant application.

Staffing Implications: None.

Capital Requirements: 20 percent local match for the prospective grant application.

Goal #3: Identify or create a lead agency for the region to implement public and/or coordinated transportation.

**GOALS,
OBJECTIVES &
ALTERNATIVES/
STRATEGIES**

Goal #3: Identify or create a lead agency for the region to implement public and/or coordinated transportation.

Ridership Implications:	Coordinated use of the new vehicle(s) will generate ridership. If the vehicle(s) are effectively utilized to meet the identified needs and gaps in service, ridership should be strong.
Performance Measures:	Sufficient local match is secured.
3.3.5: Prepare and submit an application to INDOT for a Section 5310 capital grant for vehicles necessary to improve upon or provide new service for older adults and individuals with disabilities through a coordinated effort. The grant application must demonstrate local coordination efforts to meet the needs and gaps in service that have been identified in this plan.	
Priority/Implementation Timeframe:	Mid-Term.
Parties Responsible:	Eligible applicant.
Implementation Budget/Costs:	To be determined based upon the scope of the application.
Staffing Implications:	To be determined based upon the scope of the application.
Capital Requirements:	Section 5310 grant awards require a minimum 20 percent local match.
Ridership Implications:	Capacity to provide new service if additional vehicles are acquired and appropriately coordinated/utilized.
Performance Measures:	Eligible applicant applies for Section 5310 funding. Grant funding is awarded. Vehicles are acquired and placed into service. Unmet transportation needs or gaps in service are served.

**Objective 3.4: Hire a qualified coordinator/Mobility Manager/
planner/marketing individual.**

Implementation Strategies/Alternatives:

3.4.1: Develop a job description, advertise, interview and hire a qualified Coordinator/Mobility Manager. Specific goals to monitor progress must be established prior to hiring the individual. INDOT and local stakeholders will assist with this process. Identify and apply for appropriate funding to support the Mobility Manager.

Implementation Timeframe:	Long-Term.
Parties Responsible:	Lead Agency with INDOT (technical assistance only). Possible Lead Agencies: CARS, Crawfordsville Park & Recreation, Or a newly established nonprofit organization.
Implementation Budget/Costs:	Salary and fringes for Coordinator/Mobility Manager. Costs between \$20,000-\$25,000
Possible Funding Source:	Planning element of New Freedom (5317) or the Job Access Reverse Commute (5316) A 50% local match is required for both programs.
Staffing Implications:	Hire a part-time Mobility Manager/Coordinator.
Capital Requirements:	None.
Performance Measures:	Lead Agency accepts responsibility. FTA application submitted.

Goal #3: Identify or create a lead agency for the region to implement public and/or coordinated transportation.

GOAL #4: EDUCATE THE LOCAL OFFICIALS AND RESIDENTS OF THE REGION REGARDING PUBLIC AND COORDINATED TRANSPORTATION.

Objective 4.1: Educate local government officials and agencies about the benefits of public and coordinated transportation. Stress the importance of using coordinated transportation to efficiently meet the identified needs for older adults, individuals with disabilities, individuals with low incomes, and the general public.

Implementation Strategies/Alternatives:

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

Priority/Implementation Timeframe: Mid-Term.

Parties Responsible: Initially the coordination project partners. Eventually, the Mobility Manager (if hired).

Implementation Budget/Costs: Staff time included in existing provider budgets.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Possible increases in ridership from distribution of information or increase in contract ridership as agencies become aware of transportation services available.

Performance Measures: Number of presentations given.
Number of local government officials reached.
Number of open houses conducted.

Goal #4: Educate the local officials and residents of the region regarding public and coordinated transportation.

**GOALS,
OBJECTIVES &
ALTERNATIVES/
STRATEGIES**

Goal #4: Educate the local officials and residents of the region regarding public and coordinated transportation.

4.1.2: Develop an informational brochure on the benefits of public, human service agency, and/or coordinated transportation that could be distributed to local government officials, human service agency staff, and businesses. Ensure brochure meets Americans with Disabilities (ADA) and Limited English Proficiency (LEP) requirements.

Priority/Implementation Timeframe: Near-Term – should be completed before open houses or public presentations are conducted.

Parties Responsible: Mobility Manager (if hired) and/or coordination project partners.

Implementation Budget/Costs: Staff time involved in brochure development. Printing costs - recommend printing at least 5,000-10,000 brochures.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Potentially an increase in ridership as government officials and agencies make residents and clients aware of system. Potentially establish new contract service from agencies.

Performance Measures: Number of brochures distributed.
Number of new riders.
Number of new agency contracts.
Number of new coordination project partners.

4.1.3: Submit informational articles on public and/or coordinated transportation to the local newspaper and to agency newsletters. Encourage riders/consumers to write positive letters to the editor.

Implementation Timeframe: Mid-Term.

**GOALS,
OBJECTIVES &
ALTERNATIVES/
STRATEGIES**

Goal #4: Educate the local officials and residents of the region regarding public and coordinated transportation.

Parties Responsible: Mobility Manager (if hired) and/or coordination project partners.

Implementation Budget/Costs: Staff time involved in writing articles and talking with riders/consumers.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Potentially an increase in ridership from the distribution of information on transportation services available.

Performance Measures: Number of articles and letters to the editor submitted and printed.
Agency contacts and or requests received as a result of the articles.
Number of new riders.

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

Priority/Implementation Timeframe: Continuous.

Parties Responsible: Mobility Manager (if hired) and/or coordination project partners.

Implementation Budget/Costs: Staff time involved.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Potentially an increase in ridership through agency and government contacts. Potentially establish new human service agency contracts.

Performance Measures: Number of meetings attended.
Number of face-to-face contacts made.

**VI. REFERENCE TABLE FOR
IMPLEMENTATION
STRATEGIES AND
POTENTIAL GRANT
APPLICATIONS**

VI. REFERENCE TABLE FOR IMPLEMENTATION STRATEGIES AND POTENTIAL GRANT APPLICATIONS

The following table outlines the strategies and objectives designated to achieve the locally identified transportation goals that are intended to meet local unmet transportation needs, reduce duplication, and improve coordination of human service agency and transportation provider resources. The table includes all strategies and designates those strategies that are currently designed for implementation with the assistance of a grant from the Transportation for Elderly Persons and Persons with Disabilities (Section 5310), Job Access and Reverse Commute (Section 5316), or New Freedom (Section 5317). Page numbers are provided in Exhibit VI.1 for quick reference to detailed information of each objective.

The implementation timeframe for each strategy ranges from the date of this report through 2013. It is noted that the coordinated transportation committee should update this plan on an annual basis and as new coordinated transportation strategies and objectives are developed. For example, replacement vehicles through the Section 5310 program (to replace previous or future granted vehicles) should be included in updates to this document, as appropriate.

Exhibit VI.1: SAFETEA-LU Implementation Strategies for Evaluation with Grant Applications

Page Number	Strategy Identification Number	Strategy Description	Priority/ Implementation Timeframe	Specialized Vehicles (5310)	Job Access & Reverse Commute (5316)	New Freedom Initiative (5317)
V-2	1.1.1	Conduct a Transportation Development Plan (TDP).	Near-Term			
V-3	2.1.1	Develop Memorandums/Contracts with all transportation service providers within the region.	Near-Term			
V-4	2.2.1	Explore opportunities for joint purchasing of common goods and consumables such as preventive maintenance, insurance, and training.	Near-Term			
V-4,5	2.2.2	Area transportation providers will share schedules and trips to save on operating costs.	Near-Term			
V-5	2.2.3	Area providers will share vehicles as schedules permit to save on the capital cost of vehicles.	Near-Term			
V-6	3.1.1	Meet with INDOT early in the planning stages to discuss potential public or coordinated transportation projects.	Near-Term			
V-6,7	3.1.2	Utilize the information about existing transportation resources and unmet transportation needs that has been identified in this plan, in combination with day-to-day experiences from human service agencies and input from the public, to formulate an application for funding to support new public or coordinated transportation services.	Near-Term			
V-7	3.2.1	Review the Indiana Department of Transportation (INDOT) Section 5311 State Management Plan and meet with INDOT for guidance toward applying for assistance.	Upon identification of a lead organization.			
V-8	3.2.2	Pursue the necessary local match dollars necessary to draw down public transportation grant funding that will be sought after in a grant application to INDOT.	Mid-Term			
V-8,9	3.2.3	If local matching dollars are secured, submit an application to INDOT for Section 5311 funding.	Mid-Term			
V-9,10	3.3.1	Review the INDOT Section 5310 State Management Plan requirements to ensure a clear understanding of eligibility requirements.	Near-Term			
V-10,11	3.3.2	Establish a regional Transportation Advisory Committee (TAC) consisting of representatives from local human service agencies, transportation providers, elected officials, consumers, and other community representatives. A local TAC that involves only specific counties where new service will be available may be more appropriate than a regional TAC, depending upon the scope of the coordination effort.	Near-Term	Yes		
V-11	3.3.3	Develop a realistic vehicle replacement schedule for each human service agency that is participating in the coordination partnership.	Near-Term	Yes		

Exhibit VI.1: SAFETEA-LU Implementation Strategies for Evaluation with Grant Applications

Page Number	Strategy Identification Number	Strategy Description	Priority/ Implementation Timeframe	Specialized Vehicles (5310)	Job Access & Reverse Commute (5316)	New Freedom Initiative (5317)
V-11,12	3.3.4	Secure the necessary local matching funds for the planned application for Section 5310 capital assistance.	Mid-Term	Yes		
V-12,13	3.3.5	Prepare and submit an application to INDOT for a Section 5310 capital grant for vehicles necessary to improve upon or provide new service for older adults and individuals with disabilities through a coordinated effort.	Mid-Term	Yes		
V-13,14	3.4.1	Develop a job description, advertise, interview and hire a qualified Coordinator/Mobility Manager.	Long-Term		Yes	Yes
V-14	4.1.1	Conduct presentations on public and coordinated transportation at meetings for elected officials.	Mid-Term			
V-15	4.1.2	Develop an informational brochure on the benefits of public, human service agency, and/or coordinated transportation that could be distributed to local government officials, human service agency staff, and businesses.	Near-Term			
V-15,16	4.1.3	Submit informational articles on public and/or coordinated transportation to the local newspaper and to agency newsletters.	Mid-Term			
V-16	4.1.4	Attend agency and government meetings where networking opportunities exist and where information on transportation can be presented.	Continuous			

VII. ADOPTION OF PLAN

VII. ADOPTION AND APPROVAL OF PLAN

The public comment period for this plan was 30 days with two-weeks notice prior to a public hearing opportunity. The notice of public hearing was posted in a widely distributed newspaper and a copy of such notice is included at the end of this chapter.

The regional Coordinated Public Transit-Human Services Transportation Plan was adopted on _____ at a steering committee meeting of the project participants. Signatures of adoption are provided below. Committee Members who adopted the plan participated in the planning process.

Name Date

**ADOPTION AND
APPROVAL OF
PLAN**

Name

Date

**ADOPTION AND
APPROVAL OF
PLAN**

Local elected officials were invited to review and accept the Coordinated Public Transit-Human Services Transportation Plan. Signatures of approval are provided below.

Name Date

Notice of Public Hearing was posted in the
_____ on
_____. A copy of the notice is provided
below.

Public Hearing Notice

APPENDIX

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Region 2.3

EXHIBIT 1: OUTREACH DOCUMENTATION SUMMARY

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION

PLAN

FOR VERMILLION, FOUNTAIN, PARKE, CLAY, MONTGOMERY AND PUTNAM COUNTIES, INDIANA

Outreach Documentation Summary

Focus Groups

Date(s) & Locations Held:

6/26/07 __201 N. Dormeyer Ave. Rockville, IN_____

Date(s) Invitations Were Distributed:

U.S. Mail ____6/4/07____ Web Posting _____
 E-mail _____ Other (please specify)

Newspaper Notice __Indiana Dispatch – Indiana RTAP Newsletter _____
 Radio/TV PSAs _____

- Distributed in local community/senior centers, etc.
- Information was provided in alternative formats, upon request.
- Events were open to all individuals, including hearing impaired.
- Information was provided in alternative formats, upon request.

- Interpreters provided, upon request.

of Attendees (by location & date)

__8____ __6/26/07 @ Rockville C.A.R.S – 201 N. Dormeyer Ave. Rockville, IN.

- Invitation letter and mailing list attached.
- Copies of flyers, brochures, etc.
- Copy of Public Notice from each newspaper in which it appeared
- Copy of e-mail invitation and mailing list attached.

- Sign-in Sheets attached.
- Copy of web posting (if available).

- Focus Group Summary Included in Report

Public Hearings

Date(s) & Locations Held:

Appendix

Region 2.3

__None__

Date(s) Notice(s) Were Published: _____

- Events were open to all individuals, including hearing impaired
- Copy of web posting (if available).
- Copies of flyers, brochures, etc. attached along
- Copy of Public Notice attached along with _____ with distribution locations.
a list of newspapers in which it appeared.

of Attendees _____

- Sign-in Sheets Attached
- Minutes Attached

Surveys

Date(s) Surveys Were Distributed:

- ✓ U.S. Mail _6/4/07_____ Web Posting _6/1/07-10/1/07_____
- ✓ E-mail __Upon request 6/1/07 – 10/1/07____
- ✓ Other (please specify): Fax available upon request.
- ✓ Newspaper Notice _June/July 2007_
- Radio/TV PSAs _____
- ✓ Distributed in local community/senior centers, etc. Local Points of Contact were asked to post the meeting announcements in community centers and senior centers
- ✓ Information was provided in alternative formats, upon request.
- No. of Surveys Distributed: 43 invitations to complete the survey
- No. of Surveys Returned: 7
- ✓ Listing of Survey Recipients attached

Other Outreach Efforts

- ✓ Flyers or Brochures in
X Senior Centers X Community Centers
- City/County Offices Other _____

Appendix

Region 2.3

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

✓ Miscellaneous Meetings, Conferences, etc. (please specify)

INCOST Meeting – September 27/28, 2007

Meeting for Indiana MPOs – May 24, 2007

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

Date(s) & Locations Held:

Sept 27/28, 2007 Indianapolis

May 24, 2007 Indianapolis

Date(s) Invitations Were Distributed:

U.S. Mail _____ Web Posting RTAP _____

E-mail _____ Other (please specify)

✓ Newspaper Notice RTAP Newsletter _____

Radio/TV PSAs _____

Distributed in local community/senior centers, etc.

Information was provided in alternative formats, upon request.

Events were open to all individuals, including hearing impaired.

of Attendees (by location & date)

Sign-in Sheets Attached, if applicable

Summary Attached, if applicable

- ✓ Invitation letter/Meeting Notice and mailing list attached.
- ✓ Copy of Public Notice attached along with a list of newspapers in which it appeared.
- ✓ Copy of e-mail invitation/Meeting Notice and mailing list attached.
- ✓ Copy of web posting (if available).
- ✓ Copies of flyers, brochures, etc. attached along with distribution locations.

Appendix

Region 2.3

EXHIBIT 2: STAKEHOLDER CHECKLIST

The following list is provided to assist you in identifying the agencies, organizations, and institutions in your community that you will contact regarding your plan. It is possible that not all of these organizations exist in your community, or that multiple agencies exist with the same description. Keep this in mind when you are convening your stakeholder groups. Be creative when brainstorming for stakeholders as the more input you receive, the more comprehensive and relative your plan will be.

- Area Agencies on Aging
- Advocacy organizations, e.g., AARP
- Assisted Living Communities
- Child Care Facilities
- City Councils
- Colleges, Universities, and Community Colleges
- Community Based Organizations; Community Action Programs
- County Aging Programs
- County Commissioners or Councils
- Local DHHR Offices
- Economic Development Authorities
- Fair Shake Network
- Family Resource Network
- Foundations
- Group Homes
- Homeless Shelters
- Hospitals/Other Health Care Providers
- Independent Living Councils
- Major Employers or Employer Orgs.
- Local Medicaid Brokers or Providers
- Mental Health Providers
- Metropolitan Planning Organizations
- Non-Profit Transportation Providers
- Nursing Homes
- Other Non-Profit Organizations
- Potential Riders in Targeted Areas (lower income, individuals with disabilities and older Americans)
- Private Bus Operators
- Public Transportation Systems
- Regional Planning & Dev. Councils
- Local Rehabilitation Service Offices
- Retired Senior Volunteer Programs
- Local School Districts
- Security and Emergency Mgmt. Agencies
- Senior Centers
- Sheltered Workshops
- Taxicab Operators
- Technical or Vocational Schools
- Transit Riders
- United Way
- Local Workforce Offices

Appendix

Region 2.3

EXHIBIT 3: NEWSPAPER NOTICES – INDIANA RTAP NEWSLETTER, ISSUE 2, 2007

Notice of INDOT Statewide Coordination Plan

Regional meetings on the development of a coordinated public transit-human services transportation plan will be scheduled through out the state between June 20 and August 31, 2007. The meetings will include a discussion of the content of the locally developed coordination plan, a needs assessment, the level of coordination between transportation programs, and developing an action plan for developing strategies and steps for improving coordination efforts.

In August of 2005, Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the New Freedom Initiative (5317), Job Access and Reverse Commute (5316) and Elderly and Disabled Transportation Program (5310) must meet certain requirements in order to receive funding for fiscal 2007 (beginning 10/1/06) and beyond.

One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a "locally developed coordinated public transit-human services transportation plan." This plan is required to be developed through a process that includes representatives of public, private, and non-profit transportation services, human services providers and the general public.

Agencies planning on applying for funding under the Section 5310, 5316 or 5317 programs anytime within the next four years, must participate in plan development and meetings. Those agencies must also complete the INDOT on-line survey at www.sndayton.com/INDOT_coordination_survey. Participation from agencies that represent individuals, who use or need public transportation, whether or not that agency is a transportation provider, is also important to the validity of the plan. If you have not yet received notification of the meeting in your region, please contact Laura Brown (contact information provided below).

Interested parties who are unable to attend the meeting in their region, but would like to submit comments, may send their comments in advance to: Laura Brown, 3131 South Dixie Hwy. Suite 545 Dayton, Ohio 45439, Call (937) 299-5007, or email comments to lbrownrls@verizon.net no later than August 17, 2007.

Appendix

Region 2.3



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N955
Indianapolis, Indiana 46204-2216 (317) 232-5292 FAX: (317) 232-1499

Mitchell E. Daniels, Jr., Governor
Karl B. Browning, Commissioner

MEMORANDUM

TO: TRANSPORTATION STAKEHOLDERS
FROM: LARRY BUCKEL, MANAGER, OFFICE OF TRANSIT
DATE: MAY 30, 2007
SUBJECT: STAKEHOLDERS MEETINGS

Larry Buckel

Dear Friend of Transportation:

In August of 2005, Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the Elderly and Disabled Transportation Program (5310), Job Access and Reverse Commute (JARC - 5316) and the New Freedom Initiative (NFI - 5317), must meet certain requirements in order to receive funding for fiscal year 2007 (beginning 10/1/06) and beyond.

One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a "locally developed coordinated public transit-human services transportation plan." This plan is required to be developed through a process that includes input from representatives of public, private, and non-profit transportation services, human services providers, and the general public. As part of this process and to ensure adequate input into the local plans by these different entities, a series of stakeholder meetings will be held across the state.

The Indiana Department of Transportation, Office of Transit is coordinating these meetings, as they are 1) currently responsible for reviewing federal and state program applications; 2) need to be aware and knowledgeable of transit programs and funding streams in each county or region; and 3) are an independent and objective entity. In regions where there are urbanized areas, these areas will be coordinated with, or be part of, the regional plan.

A stakeholders meeting is scheduled in your area. The meeting agenda, time, and location are provided in the enclosed announcement. The meeting will include a discussion of the contents of the locally developed Coordinated Plan, needs assessment, the level of coordination between transportation programs, and developing an action plan for developing strategies and steps for improving coordination efforts.

You have received this meeting invitation because you represent a local/county/state government agency or advocacy group which provides service to, or advocates for, individuals who have public or specialized (elderly, persons with disabilities and/or low income) transportation service needs. Additionally, if you plan to apply for funding under the Section 5310, 5316 or 5317 programs anytime within the next four years, you must participate in the plan development and meetings.

Please forward this letter to other appropriate transportation stakeholders that need to be part of the coordinated public transit-human services transportation plan in your region. A meeting flyer is attached for you to distribute and post, as appropriate, to announce the meeting.

Please RSVP your attendance to this meeting invitation by calling RLS & Associates, at (937) 299-5007 or email lbrownrls@verizon.net. We look forward to seeing you.

Attachments: Meeting flyer for distribution and posting
Meeting Agenda

www.in.gov/dot/
An Equal Opportunity Employer

Appendix

Region 2.3

EXHIBIT 5: STAKEHOLDER MEETING/ANNOUNCEMENT

INDOT Regional Public Transit- Human Services Coordination Meeting



Please Plan to Attend...

A regional meeting will be held to start the process of developing a public transit-human services coordinated transportation plan. Everyone interested in coordinating transportation should attend. Everyone planning to apply for grant funding under Section 5310, 5316 and 5317 must attend. The meeting will be facilitated Bill Djubeck, RLS & Associates, Inc. and INDOT, Office of Transit.

Prior to the meeting, please complete the INDOT on-line web survey at http://www.sndayton.com/INDOT_coordination_survey

Date: 06/26/07

Time: 9:00 AM - Noon

Address: 201 N. Dormeyer Ave. Rockville, IN

Rockville C.A.R.S.

For information about the meeting, please contact Laura Brown at (937) 299-5007 or by e-mail lbrownrls@verizon.net

Appendix

Region 2.3

EXHIBIT 6: MEETING AGENDA

COORDINATED PUBLIC TRANSIT-HUMAN SERVICE TRANSPORTATION PLAN

FOR Vermillion, Fountain, Parke, Clay, Montgomery and Putnam Counties

June 26, 2007

Rockville C.A.R.S.

201 N. Dormeyer Ave. Rockville, IN

Agenda

- Registration
- Introductions and Welcome
- Purpose and Overview
 - United We Ride
 - Framework for Action
 - FTA Coordinated Public Transit-Human Service Plans
- Goals of this Session
 - Identify Existing Need for Transportation
 - Identify Existing Services
 - Identify Service Gaps and/or Duplication of Service
 - Identify Possible Alternatives for Coordination
- Brainstorming
- What is Coordination and its Perceived Benefits?
- What Are the Existing Transportation Needs for:
 - Older Adults
 - Individuals with Disabilities
 - Individuals with Limited Incomes
 - Other
- What Services Are Already Available?
 - Public Transit
 - Private Providers
 - Intercity
 - Taxi
 - Other
 - Human Services Transportation
- For each Type of Service, what are the:
 - Strengths
 - Weaknesses
 - Opportunities for Coordination
 - Obstacles to Coordination
- Coordination Alternatives: Innovative Ideas & Solutions

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- Next Steps
- Adjourn

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EXHIBIT 7: MEETING SIGN IN SHEETS

Region 2.3 Rockville, Indiana - June 26, 2007			
Attendees			
AGENCY	AGENCY ADDRESS	TELEPHONE	E-MAIL
Area 10 Agency on Aging	7500 W. Reeves Rd. Bloomington, IN 47404	812-876-3383	gboruff@area10bloomington.in.us
Putnam County Senior Center	9 W. Franklin St. Greencastle, IN 56135	765-653-8606	seniorcenter@broadreach.net
Child Adult Resource Services, Inc. (C.A.R.S.)	P.O. Box 170 Rockville, IN 47872	765-569-2076	juhey@cars-services.org
Crawfordsville Parks & Rec. – Sunshine vans	922 East Sounth Blvd. Crawfordsville, IN 47933	765-364-5175	pburkett@crawfordsville-in.gov
Helping Hands – Crawfordsville	Not Provided	Not Provided	Not Provided
Community Action Program, Inc.	22 W. Second Williamsport, IN 47993	765-762-0420	
West Central Indiana Economic Development District/Area 7 Agency on Aging	1718 Wabash Ave. Terre Haute, IN 47807	812-232-2675	sboyer@westcentralin.com
Vermillion Rehabilitation Center	1705 S. Main St. Clinton, IN 47842	765-832-3573	Not Provided

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EXHIBIT 8: STAKEHOLDER ASSESSMENT TOOL/SURVEY

Indiana Department of Transportation Statewide Transportation Coordination Plan

Public/Nonprofit Organization Survey

Instructions to Survey Respondent – The Safe, Accountable, Flexible, Efficient Transportation Act, a Legacy for Users (SAFETEA-LU) was enacted in August 2005 and provides guaranteed funding for Federal surface transportation programs through FY 2009. SAFETEA-LU requires the establishment of a locally-developed, coordinated public transit – human services transportation plan (HSTP) in order for an applicant to access three specific funding programs; Section 5310 Elderly and Individuals with Disabilities, Section 5316 Job Access Reverse Commute (JARC), and Section 5317 New Freedom. In response to this requirement, the Indiana Department of Transportation (INDOT) is embarking on a thorough planning process to identify strategies that encourage more efficient use of available service providers that bring enhanced mobility to the state’s older adults, persons with disabilities and individuals with lower incomes.

As part of this planning process, INDOT must develop inventories of transportation services available to the elderly, persons with disabilities, and low-income individuals. Please complete the following survey to the best of your ability. If you have any questions regarding this survey, please contact Todd Lenz via email at tlenz@rlsandassoc.com, or via telephone at (937) 299-5007.

ORGANIZATION CHARACTERISTICS AND SERVICES PROVIDED

The first set of questions has to do with the general characteristics of your organization and the general nature of the services provided.

1. Identification of Organization:

- a. Respondent’s Name: _____
- b. Title: _____
- c. Organization: _____
- d. Street Address: _____
- e. City: _____ State: _____ Zip: _____
- f. Work Phone: _____ Fax _____
- g. Respondent’s E-mail: _____
- h. Respondent’s Website Address: _____

2. Please check the box that **best** describes your organization. (*Choose only one of the following options*)

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- | | |
|---|--|
| <input type="checkbox"/> a. Publicly Sponsored Transit Agency | <input type="checkbox"/> l. Private School |
| <input type="checkbox"/> b. Social Service Agency – Public | <input type="checkbox"/> m. Neighborhood Center |
| <input type="checkbox"/> c. Social Service Agency – Nonprofit | <input type="checkbox"/> n. Taxi/Wheelchair/Stretcher Service |
| <input type="checkbox"/> d. Medical Center/Health Clinic | <input type="checkbox"/> o. Public Housing |
| <input type="checkbox"/> e. Nursing Home | <input type="checkbox"/> p. Shelter or Transitional Housing Agency |
| <input type="checkbox"/> f. Adult Day Care | <input type="checkbox"/> q. Job Developer |
| <input type="checkbox"/> g. Municipal Office on Aging | <input type="checkbox"/> r. One-Stop Agency |
| <input type="checkbox"/> h. Nonprofit Senior Center | <input type="checkbox"/> s. Other _____ |
| <input type="checkbox"/> i. Faith Based Organization | |
| <input type="checkbox"/> j. YMCA/YWCA | |
| <input type="checkbox"/> k. Red Cross | |

3. What are the major functions/services of your organization? (Select all of the following options that apply)

- | | |
|---|--|
| <input type="checkbox"/> a. Transportation | <input type="checkbox"/> k. Job Placement |
| <input type="checkbox"/> b. Health Care | <input type="checkbox"/> l. Residential Facilities |
| <input type="checkbox"/> c. Social Services | <input type="checkbox"/> m. Income Assistance |
| <input type="checkbox"/> d. Nutrition | <input type="checkbox"/> n. Screening |
| <input type="checkbox"/> e. Counseling | <input type="checkbox"/> o. Information/Referral |
| <input type="checkbox"/> f. Day Treatment | <input type="checkbox"/> p. Recreation/Social |
| <input type="checkbox"/> g. Job Training | <input type="checkbox"/> q. Homemaker/Chore |
| <input type="checkbox"/> h. Employment | <input type="checkbox"/> r. Housing |
| <input type="checkbox"/> i. Rehabilitation Services | <input type="checkbox"/> s. Other _____ |
| <input type="checkbox"/> j. Diagnosis/Evaluation | |

4. Under what legal authority does your organization operate?

- a. Local government department or unit (city or county)
- b. Private nonprofit organization
- c. Transportation authority
- d. Private, for-profit

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e. Other (Specify) _____

5. Please list all counties in which you provide services. List all such counties, even if you serve a small portion of the county(ies).

Counties Served: _____

6. Does your organization impose eligibility requirements on those persons who are provided transportation?

Yes No

If yes, please define those basic requirements below (e.g., Medicaid only, low-income only, etc).

7. Is your organization involved in the direct operation of transit for the general public and/or transportation services for human service agency clients?

Yes No

8. Does your organization purchase transportation on behalf of clients or the general public from other service providers?

Yes No

If the answer to Question 7 is "No," and the answer to Question 8 is "Yes," Skip to Question 27 and continue the survey.

If the answer to both questions is "No," Skip to Section V, Question 29 and continue the survey.

TRANSPORTATION SERVICES PROVIDED

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Service Providers Only. In this section, explain the various methods by which your organization delivers public transit or human service agency transportation. Exclude meal deliveries or other non-passenger transportation services that may be provided.

9. Which mode of transit service delivery best describes your methods of service delivery? (Select all of the following options that apply))

- a. Publically-operated fixed route (fixed path, fixed schedule, with designated stops)
- b. Human service agency fixed route (fixed path, fixed schedule, with designated stops)
- c. Demand response (includes casual appointments and regular clients attending daily program activities)
- d. Route deviation
- e. Other (Specify) _____

10. In what manner does your organization directly provide, purchase, operate, or arrange transportation? (Check all that apply.)

Mode of Transportation	Services for the General Public	Client Only Services
	<i>(Check All That Apply)</i>	
a) Personal vehicles of agency staff		
b) Agency employees using agency owned fleet vehicles		
c) Pre-purchased tickets, tokens, passes for other modes of paratransit/transit		
d) Reimbursement of mileage or auto expenses paid to employees, clients, families, or friends		
e) Volunteers		
f) Information and referral about other community transportation resources		
g) Organized program with vehicles and staff designated specifically for transportation		
h) Other (Describe in space provided below)		

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Please describe any other methods in which your organization delivers transportation services not previously checked in Question 10a through 10h.

11. Please provide the following information regarding the vehicle fleet used in the provision of transportation services provided directly by your agency. The vehicle type(s) used include the following:

Vehicle Type	Number of Vehicles			
	Total Number	Number Owned or Leased	No. Owned or Leased: Wheelchair Accessible	Volunteer Vehicles
a) Sedans				
b) Station wagons				
c) Minivans				
d) Standard 15-passenger vans				
e) Converted 15-passenger vans (e.g., raised roof, wheelchair lift)				
f) Light-duty bus (body-on-chassis type construction seating between 16-24 passengers)				
g) Medium duty bus (body-on-chassis type construction seating over 22 passengers with dual rear wheel axle)				
h) School bus (yellow school bus seating between 25 and 60 students)				
i) Medium or heavy duty transit bus				
j) Other (Describe):				

Note: "Number Owned" and "Number Leased" should add to equal "Total Number."

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12. Do drivers carry any type of communication device (cell phone, two-way radio, etc.)?

Yes No

If “Yes,” what type of communications device/system is used? (Select any of the following options that apply)

- Cellular phones
- Two-way mobile radios requiring FCC license
- Pagers
- Mobile data terminals
- Other (describe): _____

13. Define the level of passenger assistance provided for users of your transportation service. (Select any of the following options that apply)

- Curb-to-curb (i.e., drivers will assist passengers in and out of vehicle only).
- Door-to-door (i.e., drivers will assist passengers to the entrance of their origin or destination).
- Drivers are permitted to assist passengers with a limited number of packages.
- Drivers are permitted to assist passengers with an unlimited number of packages.
- We provide personal care attendants or escorts to those passengers who require such services.
- Passengers are permitted to travel with their own personal care attendants or escorts.

14. What are the daily hours and days of operation for your transportation services? Check days and list hours of operation in the space provided.

	Mon	Tues	Wed	Thu	Fri	Sat	Sun
Transportation service begins:							
Transportation service ends:							

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15. How do clients/customers access your transportation services? *(Choose one of the following options)*

- There are no advance reservation requirements.
- Clients/customers must make an advance reservation (*e.g.*, by telephone, facsimile internet, arrangement through a third party, etc).

16. If advance reservations are required, what notice must be provided?

- Customers/clients can call on the same day as the trip (*e.g.* taxi service)
- Customers/clients must call for a reservation the day before travel.
- Customers/clients must call for a reservation 24 hours before travel.
- Customers/clients must call for a reservation two days before travel.
- Customers/clients must call for a reservation three days before travel.
- Customers/clients must call for a reservation four days before travel.
- Customers/clients must call for a reservation five days before travel.
- Customers/clients must call for a reservation one week before travel.
- Other (Define): _____

17. Will you accommodate late reservations if space is available?

- Yes No

Explain _____

Question Number 18 was deleted.

RIDERSHIP

The following questions have to do with client/patron caseload and/or client ridership.

18. Must individuals be certified or pre-qualified in order to access your transit services?

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Yes No

If yes, what are the eligibility/qualification standards?

19. Please provide your organization's annual passenger statistics. If possible, use data for the most recently completed 12-month period for which data is available. Complete questions (a) through (d).

Unduplicated Persons/Passenger Trips	Services for the General Public	Client Only Services	Estimate	Actual
a) Total number of persons ¹ provided transportation				
b) Total number of passenger trips ² (most recent fiscal year)				
c) Estimated number of trips ² which the riders use a wheelchair				

In the above table, use the following definitions:

¹ A "person" is an unduplicated count of individuals receiving service (a person riding the vehicle 200 trips per year is counted as one person).

² A "trip" equals one person getting on a vehicle one time. Most riders make two or more trips a day since they get on once to go somewhere and then get on again to return.

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Answer the following questions about figures provided in the table above:

d) Time period for counts: _____

ANNUAL EXPENDITURES AND REVENUES

The following questions concern your **transportation** funding sources and annual revenues and expenditures.

20. Does your organization charge a fare or fee for providing transportation services?

Yes No

If yes, what is the fare structure? _____

21. Does the organization provide any discounts for the elderly or persons with disabilities?

Yes No

If yes, what is the discount? _____

22. Does your organization accept any donations from seniors to offset the cost of providing transportation services?

Yes No

If yes, what is the suggested donation amount? _____

23. What are the beginning and ending dates of your organization's fiscal year?

Beginning: _____ Ending: _____

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24. What are your transportation operating revenues?

Category	Actual, FY 2006
Transportation Operating Revenues – List Individually	
a) Fares Collected from Passengers Through Cash, or Tickets/Tokens Purchased by Passengers (Include Client Fees and/or General Public Fares Here)	
b) Revenues Collected From Cash or Ticket/Tokens Purchased by Third Parties on Behalf of Passengers	
c) Reimbursements for Services Obtained from Third Parties (<i>e.g.</i> , Medicaid Reimbursements)	
d) City Government Appropriations	
e) County Government Appropriations	
f) State Government Appropriation	
g) Grants Directly Received by the Organization	
1) FTA Section 5307	
2) FTA JARC	
3) Title III (Older Americans Act)	
4) Medicaid	
5) Other (List)	
6) Other (List)	
h) United Way:	
i) Passenger Donations	
j) Fundraising	
k) Contributions from Charitable Foundations, etc.	
l) Other, not listed above (Explain)	
Total Transportation Revenues – Total	

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Other comments on organization revenues?

25. Did you receive any capital revenues during FY 2006 for transportation (e.g., facilities, vehicles, technology, etc.)?

Category	Actual, FY 2006
Transportation Capital Revenues – List Individually	
a) FTA	
1) FTA Section 5307	
2) FTA Section 5309	
3) FTA Section 5310	
4) FTA Section 5311	
b) Governmental Revenues	
c) Passenger Donations	
1) State	
2) County (list county)	
3) City (list city)	
d) Fundraising	
e) Contributions from Charitable Foundations, etc.	
f) Other, not listed above (Explain)	
Total Transportation Capital Revenues – Total	

Other comments on organization capital revenues?

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26. What are your transportation operating and capital expenses?

Category	Actual, FY 2006
Transportation Operating Expenses – List Individually	
a) Transit Operation Expenses	
1) Transportation administration	
2) Transportation operations	
3) Transportation maintenance (facilities and equipment)	
Total Operating Expenses	
b) Transportation Capital Expenses	
Total Transportation Operating and Capital Expenses	

Other comments on organization expenses?

27. Does your agency make any payments to third parties to pay for transportation of the general public or for clients of your agency?

Yes No

If No, skip to Question 29.

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28. If your agency purchases client transportation services from third parties, please complete the following table. If the third party or parties are private individuals, do not list individual names; sum all such entries in one line labeled as "private individuals."

<i>Transportation Payments Made to Third Parties for the Purchase of Transportation Services</i>			
<i>Name of Third Party</i>	Total Number of Trips Purchased	Rate and Basis of Payment (e.g., Per Mile, Per Trip, etc.)	Total Amounts Paid Last Fiscal Year

Note: If different rates apply to different types of trips (e.g., ambulatory trips vs. non-ambulatory trips), please specify each rate and ridership separately). Also, if rate structure incorporates more than one structure (e.g., a base rate plus a mileage-based rate), please specify accordingly.

ASSESSMENT OF NEEDS/COORDINATION

Questions 30 and 31 were deleted, and a reworded version of Question 31 appears below as Question 30..

29. What elements of the existing transportation network provide the most useful personal mobility options in your service area (select one)?

- Public transit.
- ADA complementary paratransit services.
- Taxis and other private providers.
- Human service transportation programs.
- Families, friends, and neighbors.

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- Volunteers.
- Other (Define): _____

30. In your assessment, what enhancements are most needed to improve personal mobility in your service area (select one)?

- Greater coordination among providers.
- More funding.
- Longer hours and/or more days of service.
- Loosening of eligibility restrictions.
- Lower fares on existing services.
- Other (Define): _____

31. In what type of transportation coordination activities do you currently participate?

- Information and referral.
- Joint procurement.
- Joint training.
- Joint dispatch.
- Shared backup vehicles.
- Shared maintenance.
- Joint use of vehicles.
- Trip sharing.
- Service consolidation.
- Service brokerage.
- Joint grant applications funding.
- Driver sharing.
- Other (Define): _____

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Please provide additional explanation of your coordination activities indicating the names of the other organizations that participate with you.

Question 34 has been deleted.

32. What issues, if any, have your coordination efforts encountered (check all that apply)?

- Statutory barriers to pooling funds
- Restrictions placed on the use of vehicles
- Liability/insurance concerns
- Turf issues among providers
- Billing/accounting issues
- Unique characteristics of client populations
- Other (Define): _____

33. In your opinion, what do you see as the greatest obstacle(s) to coordination and personal mobility in your service area (check only one)?

- Statutory barriers to pooling funds
- Restrictions placed on the use of vehicles

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- Liability/insurance concerns
- Turf issues among providers
- Funding
- Unique client characteristics/inability to mix clients on-board vehicles
- Other (Define): _____

34. In your opinion, what enhancements are most needed to improve the coordination of public transit and human service transportation in your service area?

35. In your community, has some organization or committee been established that has assigned responsibility to coordinate transportation among transit providers, human service agencies, and consumers?

- Yes No

If yes to Question 35, please indicate below, using a scale of one through five, if your governing board actively participated in the planning, development, and implementation leading up to this arrangement?

Little	_____→	Strong
--------	--------	--------

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participation				participation
1	2	3	4	5

36. On a scale of one to five, with five being the strongest support, is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?

Weak support	—————▶			Strong support
1	2	3	4	5

37. On a scale of one to five, with five being the strongest perception, do you and members of the governing board perceive there to be real and tangible benefits to be realized if local organizations worked together to better coordinate the delivery of services?

Weak perception	—————▶			Strong perception
1	2	3	4	5

If yes, what are the potential benefits in your opinion?

38. If there are any other issues, concerns, or information relevant to this issue, please feel free to address them in the spaces below.

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39. If you would like to provide more detailed information and feedback, please leave your name and contact telephone number so that we can schedule an interview.

Thank you for your cooperation!

Exhibit 9: Spreadsheet of Participation by County

County	Organization Invited to Participate	Completed Survey	Attended Stakeholder Meeting	Participated in Telephone Review	Section 5310 Recipient in 2006	Section 5310 Application 2007	Section 5311 Providers in 2006	Section 5307 Providers in 2006
Fountain County	Attica Consolidated Sch. Corp.							
	Community Action Program (Mac Van)		Yes	Yes				
	Commissioners and Council Attica							
	Commissioners and Council Covington							
	Commissioners and Council Hillsboro							
	Commissioners and Council Veedersburg							
	Covington Comm. School Corp.							
	Shawnee Learning Center (CARS)							
Montgomery County	Southeast Fountain School Corp							
	Abilities Services, Inc.							
	Area IV Agency on Aging (Waveland)	Yes	Yes		Yes		Yes	
	Commissioners and Council Crawfordsville							
	Crawfordsville Comm. Schools							
	Crawfordsville Park and Recreation (Sunshine Van)	Yes			Yes			
	Cummins Behavioral Health	Yes						
	Montgomery Co. Mental Health							
	North Montgomery Comm Sch Corp							
	S.T.A.R. Transfer							
Putnam County	South Montgomery Comm Sch Corp							
	VIP Limo							
	Area 30 Career Center							
	Area 10 Agency on Aging (Rural Transit)-no transp. in Putnam Co.		Yes				Yes	
	Child-Adult Resource Services, Inc. (CARS)	Yes		Yes	Yes			
	Cloverdale Community Schools							
	Council and Commissioners Bainbridge							
	Council and Commissioners Cloverdale							
	Council and Commissioners Filmore							
	Council and Commissioners Greencastle							
	Council and Commissioners Russellville							
	Greencastle Community Corp.							
	North Putnam Community Schools							
Putnam County Comprehensive Services, Inc.								
Putnam County Council on Aging & Aged, Inc.		Yes						
Putnam County RSVP								
South Putnam Community Schools								
Vermillion County	Council and Commissioners Cayuga							
	Council and Commissioners Clinton							
	Council and Commissioners Dana							
	Council and Commissioners Newport							
	Child Adult Resource Services Center	Yes	Yes		Yes			
	West Central Economic Development District/ Area 7 A	Yes	Yes	Yes	Yes			
	Vermillion Rehabilitation Center		Yes					
Clay County	North Vermillion Comm Sch Corp							
	South Vermillion Comm Sch Corp							
Parke County	Clay Co. Learning Center							
	Child Adult Resource Services Center	Yes	Yes		Yes			
	Council and Commissioners							
	Child Adult Resource Services Center	Yes	Yes		Yes			
	Commissioners and Council Rockville							
Parke County	West Central Economic Development District/ Area 7 A	Yes	Yes	Yes	Yes			
	Rockville Community Schools							
	Southwest Parke Comm Sch Corp							
	Turkey Run Comm. School Corp.							