

**INDIANA STATEWIDE PUBLIC
TRANSIT/HUMAN SERVICE
COORDINATION PLAN FOR
DECATUR, JENNINGS, RIPLEY,
DEARBORN, OHIO, SWITZERLAND,
AND JEFFERSON COUNTIES**

**INVENTORY AND NEEDS
ASSESSMENT**

PREPARED FOR THE

**INDIANA DEPARTMENT OF
TRANSPORTATION**

NOVEMBER 2, 2007

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I. INTRODUCTION

I. INTRODUCTION

This document is the first technical memorandum for 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 for Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley and Switzerland counties, Indiana. This documentation is the first step toward fulfillment of 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).

The FTA has not prescribed exact methods of community outreach that must be used to ensure that a wide variety of groups, particularly those that represent individuals with disabilities, older adults, and people with low incomes, are included in the development of the coordination plans. As such, 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 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 in this technical memorandum represent the demographic conditions, inventory of existing transportation providers and the gaps and duplications in transportation throughout the seven county region that have been identified through analysis and community input.

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.

Future Technical Memorandums that will be issued include prioritized coordinated transportation needs, goals, and suggested strategies that local coordination committees and Transportation Advisory Committees may implement to achieve those goals. Ultimately, a compilation of coordinated transportation priorities will be provided for INDOT to reference for awarding Section 5310, Section 5316, and Section 5317 grant appropriations.

II. EXISTING CONDITIONS

II. EXISTING CONDITIONS

The seven county region lies in the southeastern part of Indiana, immediately adjacent to the Indiana-Ohio and Indiana-Kentucky boundaries. The region is southeast of Indianapolis, west of Hamilton County in Ohio, and north of Boone, Gallatin, Carroll, and Trimble counties in Kentucky. This region includes the counties of Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson in Indiana. Larger cities in the region include Madison; Greensburg; North Vernon; Batesville; and Bright. The region is bordered by the Indiana counties of Franklin, Rush, and Shelby to the north; Bartholomew, Jackson, and Scott, to the west; and Clark 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 74; U.S. Routes 421 and 50; and Indiana Routes 3, 7, 46, and 256.

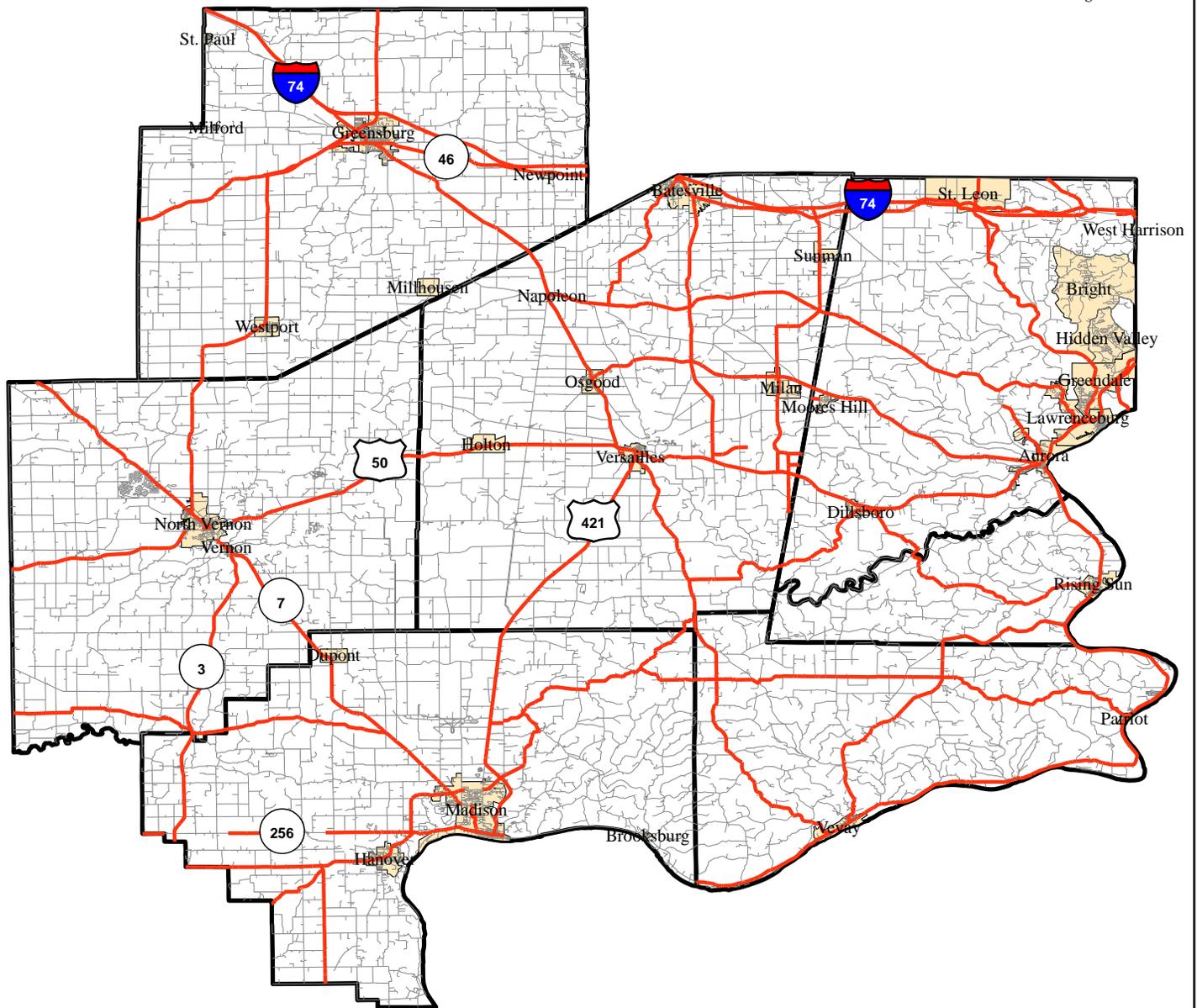
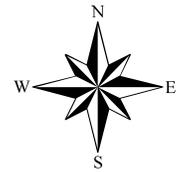
ECONOMIC/DEMOGRAPHIC CHARACTERISTICS OF THE REGION

Population

The region is approximately 2,171 square miles in size and has a total population of 179,047 people according to the 2006 U.S. Census. The map in Exhibit II.2 shows the population density for each block group within the seven county region. The block groups of highest and moderately high population density were located in and around the cities of Greensburg, Batesville, Bright, Aurora, Madison, Hanover, and North Vernon. The block groups with moderate population density are heaviest along the Interstate highway 74 between the stretch of Ohio and Indianapolis. Jefferson County also has a large block groups with moderate population density in the western part 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 Madison ranked first with 12,575, while Greensburg was the second largest with 10,538. See Exhibit II.3 for the list of the region's largest cities and towns and their percentage of the region's total population in 2006. Approximately 30 percent of the region's population resides in rural areas outside of cities and towns.

Economic/ Demographic Characteristics of the Region

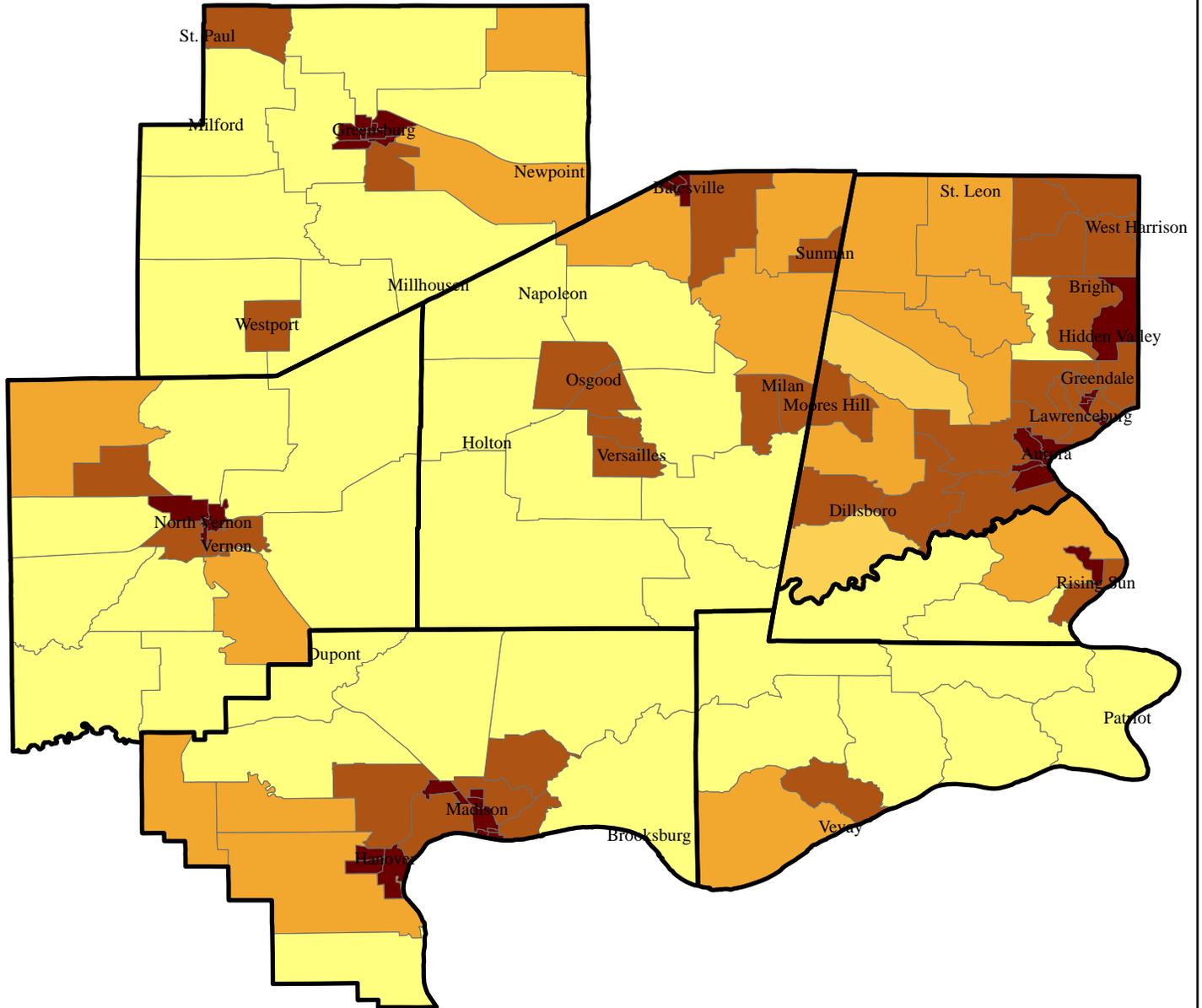


— Major Roads



Exhibit II.1: Location Map

Decatur, Jennings, Ripley, Dearborn,
Ohio, Switzerland, Jefferson



Region 3 Blockgroups

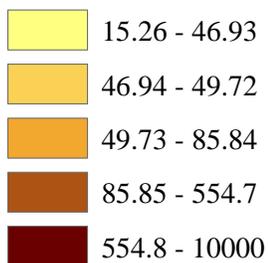


Exhibit II.2: Persons Per Square Mile

Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, Jefferson

**Economic/
Demographic
Characteristics of the
Region**

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

	2006	% of Region’s Total Y2000 Pop.
Madison	12,575	16%
Greensburg	10,538	13%
North Vernon	6,424	8%
Batesville	4,988	6%
Lawrenceburg	4,772	6%
Greendale	4,379	5.6%
Aurora	4,081	5.2%
Hanover	3,805	4.9%
Milan	1,791	2.3%
Versailles	1,751	2.2%

Source: 2006 data: STATS Indiana,
State of Indiana Website

Race

According to 2000 data from the U.S. Census, the region’s population was primarily White/Caucasian (98 percent of the population). The total minority population was reported to be 2.22 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	167,327	97.78%
African American	1,027	0.60%
Native American	345	0.20%
Asian	669	0.39%
Other	488	0.29%
Two or More Races	1,278	0.75%
Total Minority	3,807	2.22%
Total Count	171,134	100.00%

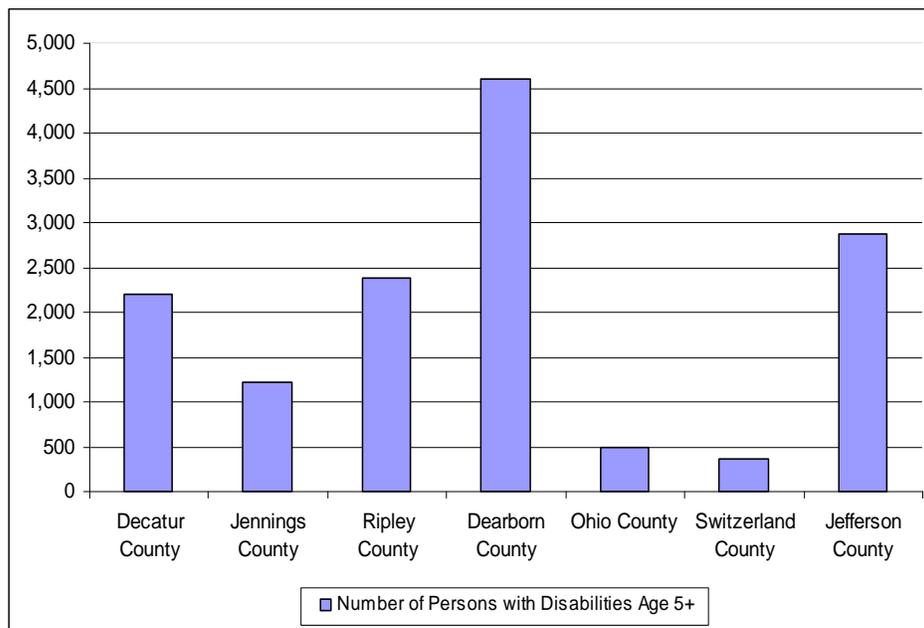
Source: U.S. Census Bureau, 2000

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 14,129, or 18 percent, of the region’s population reported having some type of disability. This is a higher rate of disability incidence compared to 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 \$26,729 for 2005. Exhibit II.6 below lists the 2005 per capita incomes, and 2004 median household incomes for the seven counties in the region.

**Economic/
Demographic
Characteristics of the
Region**

Exhibit II.6: Per Capita and Median Household Income

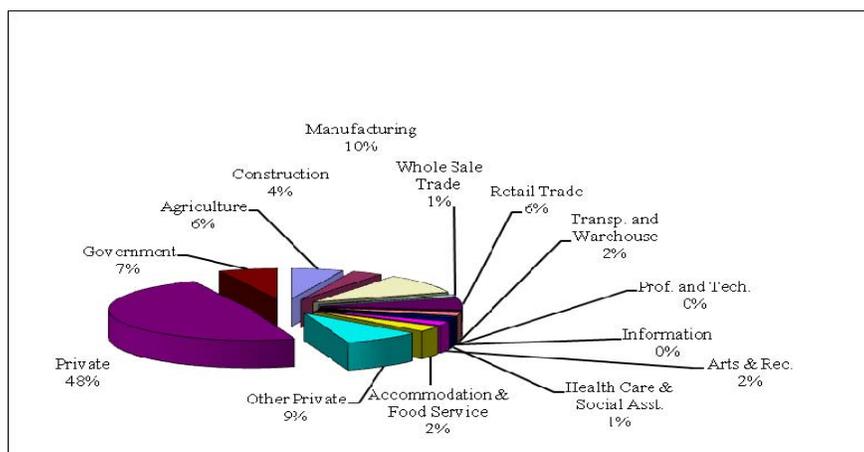
County	Per Capita Income (2005)	Median HH Income (2004)
Decatur County	\$27,758	\$44,130
Jennings County	\$25,231	\$41,330
Ripley County	\$26,753	\$45,555
Dearborn County	\$31,122	\$54,101
Ohio County	\$25,419	\$43,448
Switzerland County	\$23,922	\$38,502
Jefferson County	\$26,896	\$40,906
State of Indiana	\$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

The ‘Private’ sectors employed the most people with 77,505 employees. ‘Manufacturing’ employed the second highest number, and ‘Other Private’ was the third largest employer. Reportedly, 10,655 workers were employed by government offices. In addition, 9,895 people were employed in ‘Retail Trade.’ 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 U.S. Bureau of Economic Analysis non-disclosure requirements.

Exhibit II.7: Regional Employment by Industry



Source: US Bureau of Economic Analysis

‘Private’ sectors reported the highest total wages in the region during 2005. Employees of ‘Private’ sectors earned \$2,584,708. ‘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). ‘Information’ and ‘Professional and Technical Services’ 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 as it was not available due to U.S. Bureau of Economic Analysis non-disclosure requirements.

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

Employment	Annual Earnings
Private	\$ 2,584,708
Manufacturing *	\$ 880,140
Government	\$ 462,069
Other Private	\$ 361,574
Retail Trade	\$ 193,528
Construction *	\$ 179,366
Arts & Rec.	\$ 125,114
Transp. and Warehouse *	\$ 111,929
Health Care and Social Asst.	\$ 80,106
Accommodation and Food Service	\$ 60,062
Wholesale Trade	\$ 55,203
Agriculture	\$ 25,255
Information *	\$ 20,107
Prof. and Tech.*	\$ 6,829

*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 69 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
Decanter County	16.3 minutes
Jennings County	18.2 minutes
Jefferson County	17.8 minutes
Switzerland County	24.2 minutes
Dearborn County	27.8 minutes

Ohio County	22.3 minutes
Ripley County	21.0 minutes

The average commute time to work for the county is 21 minutes. It is noted that approximately 98 percent of the labor force in the county commute to work.

COUNTY PROFILES

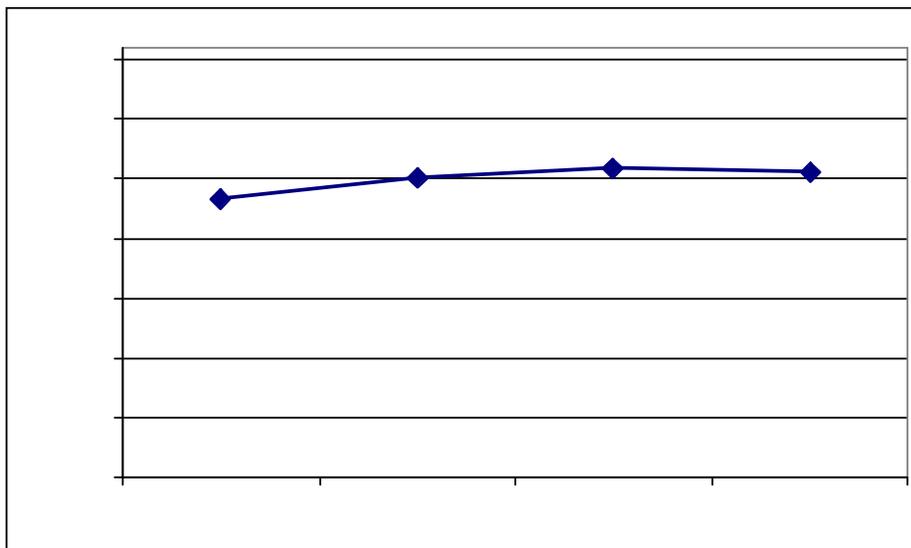
The following paragraphs explain the demographic and economic characteristics of each county within the region. County demographic categories are similar to the regional categories, but are intended to provide a more detailed description of existing conditions in each county.

Decatur County

Population Growth

The total population of Decatur County in 2006 was 24,948 persons, an increase from the 2000 Census population of 24,555. This means the county has grown 1.6 percent between 2000 and 2006. The Indiana Business Research Center is projecting a decrease in population for Decatur County. The projected population for 2010 is 24,789, a decrease of less than one percent from 2006. Exhibit II.10 illustrates the historical and projected population trends for Decatur County through the year 2010.

Exhibit II.10: Population Trends

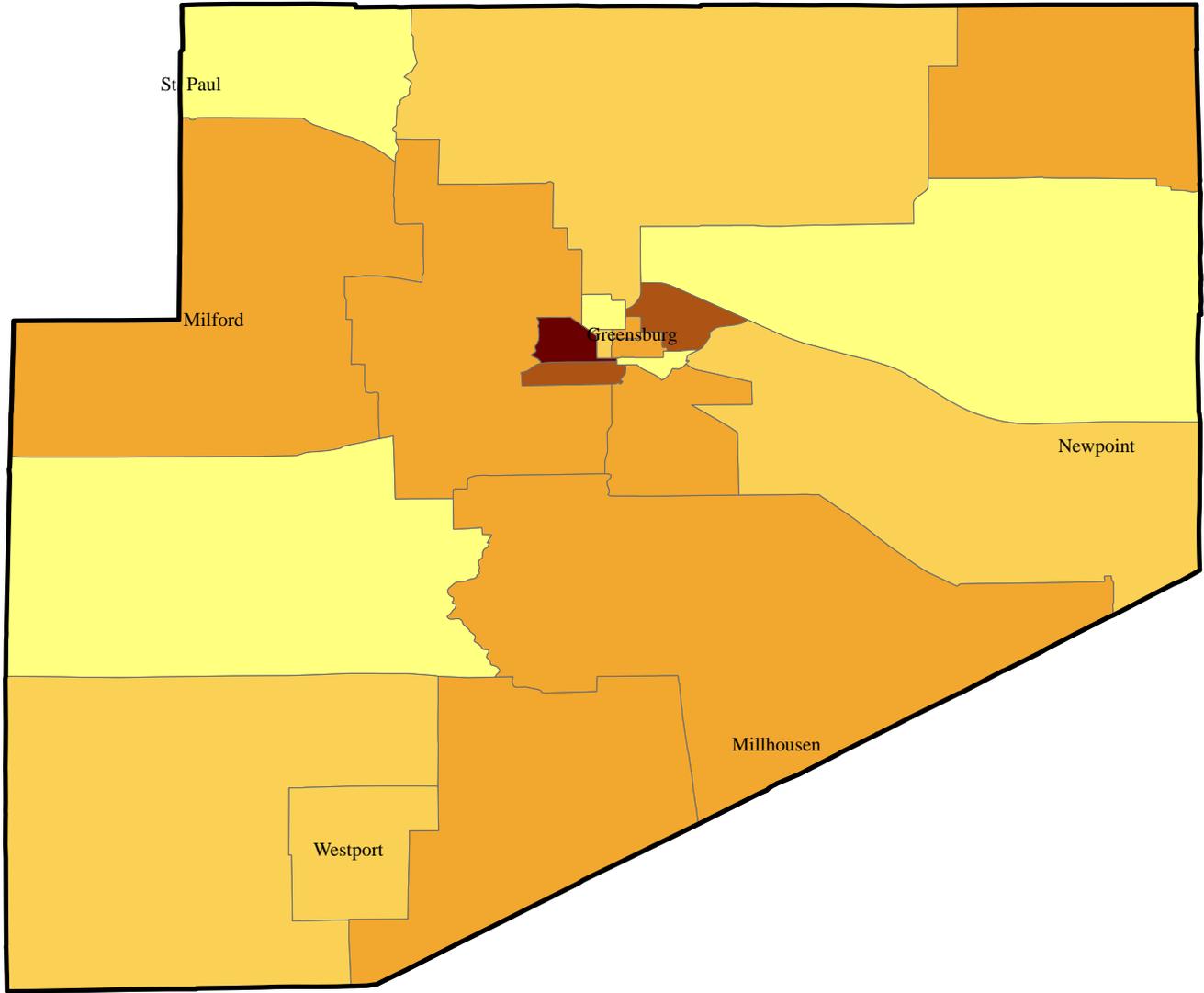


Source: 1990 & 2000 Census Bureau & STATS Indiana

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 – 39.03 percent) is northwest of Greensburg. Areas of moderately high and moderate density of older adults are found around the central section of the county running northwest to southeast and northeast section of the county. The remainder of the county has a low to very low older adult population density.

According to the 2000 statistics from the U.S. Census, the largest age cohort for Decatur County in 2000 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 (21 percent). Approximately 26 percent of the population in Decatur County was under age 18, while 15 percent was age 65 or older. The distribution indicates that the majority of the county's population was in the working age groups and moving toward the age for retirement.



Region 3 Blockgroups

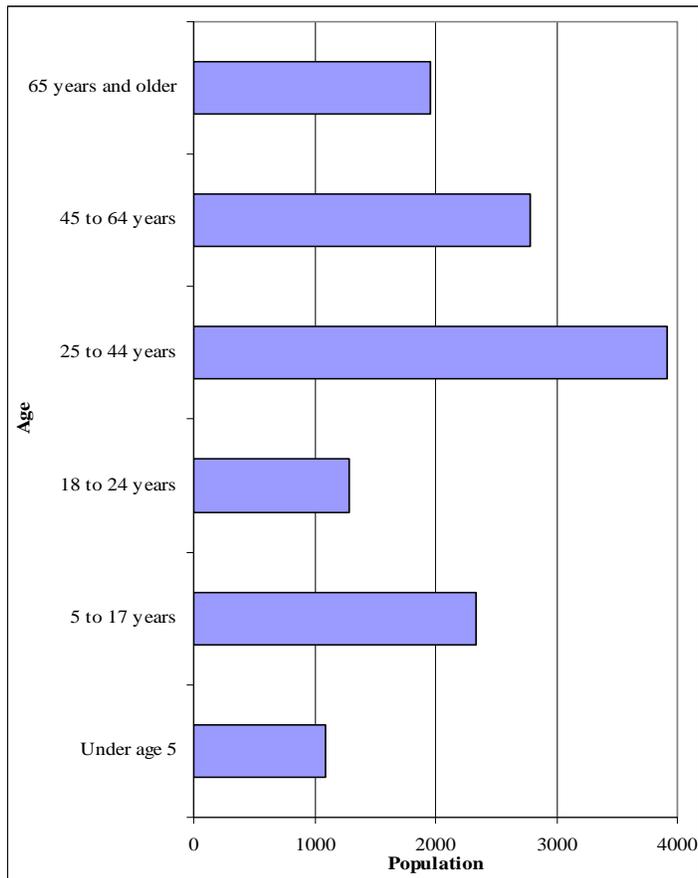
- 0% - 8.9%
- 8.901% - 12.99%
- 13% - 18.79%
- 18.8% - 27.11%
- 27.12% - 39.03%



Exhibit II.11: Population 65 and Over As a percent of total population

Decatur County

Exhibit II.12: Population by Age

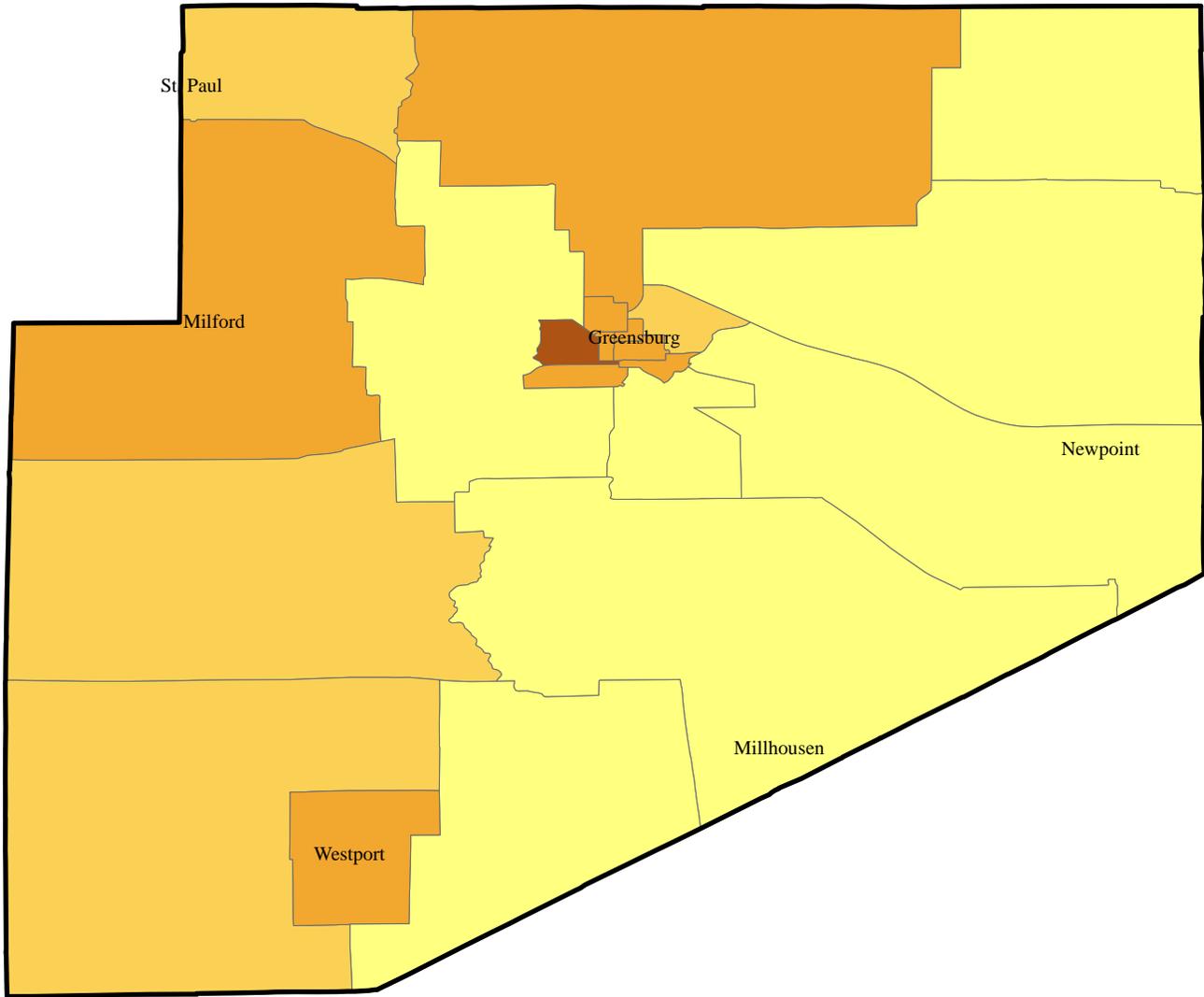


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 5,425 total households in Decatur 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 found west of Greensburg. The remainder of the county had lower densities of households below the poverty level.



Region 3 Blockgroups

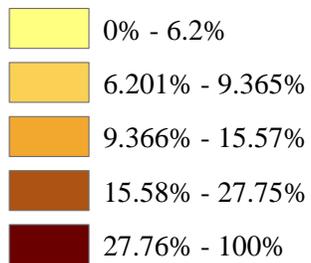


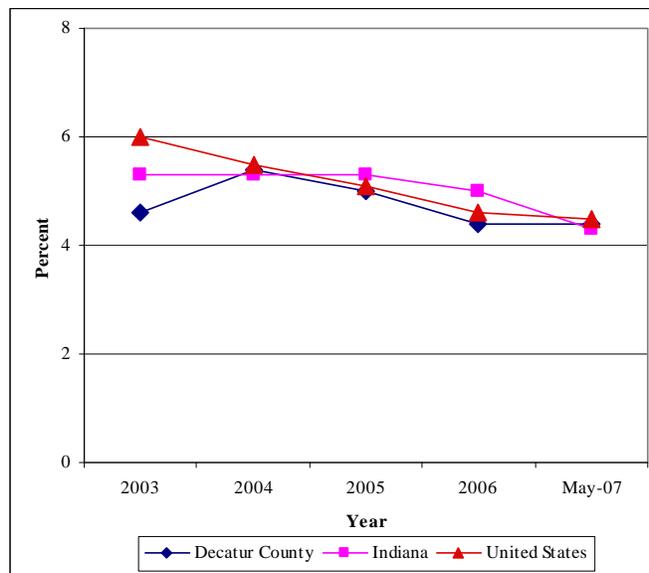
Exhibit II.13: Households Below Poverty As a percent of total households

Decatur County

Industry and Labor Force

The 2006 Decatur County labor force consisted of 12,631 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 five percent, but remained less than the national unemployment rate. From 2004 to 2006, the unemployment rate for Decatur County has varied but remained lower than the state and national levels. Exhibit II.14 illustrates a comparison of the unemployment rates in the county, state of Indiana, and the nation.

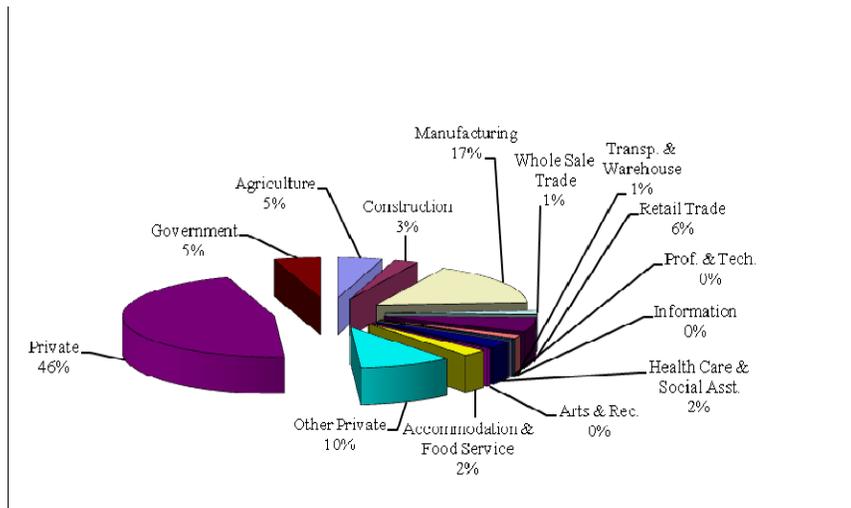
Exhibit II.14: Comparison of Unemployment Rates



Source: Bureau of Labor Statistics

The ‘Private’ sector was the largest industry in the county with 14,133 employees in 2005. The ‘Manufacturing’ industry was the second largest employer (5,136 employees), and ‘Other Private’ was the third largest. Reportedly, 3,041 workers were employed by the ‘Other Private’ industry. In addition, 1,760 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 \$472,162. ‘Manufacturing’ and ‘Other Private’ employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.16). ‘Professional and Technical’ did not have county data information available due to Bureau of Economic Analysis non-disclosure requirements. The table in Exhibit II.16 outlines the total wages earned by industry. Wages are listed in thousands of dollars.

Exhibit II.16: Employment by Industry

Employment	Annual Earnings
Private	\$ 472,162
Manufacturing	\$ 260,395
Other Private	\$ 66,194
Government	\$ 65,507
Retail Trade	\$ 34,605
Health Care and Social As	\$ 23,192
Construction	\$ 21,682
Wholesale Trade	\$ 17,808
Transp and Warehouse	\$ 14,081
Agriculture	\$ 11,376
Accommodation and Food Service	\$ 9,991
Information	\$ 3,708
Arts & Rec	\$ 1,156
Prof and Tech	\$ *

Source: US Bureau of Economic Analysis

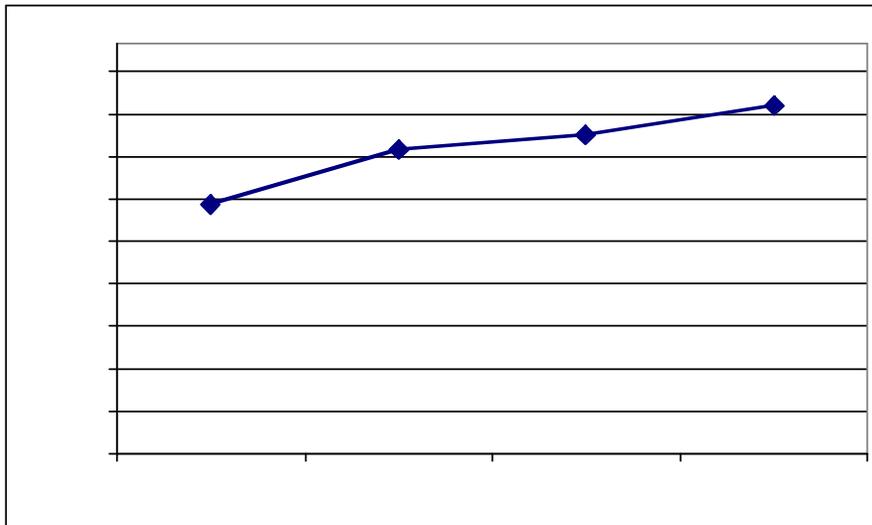
* Data not available due to BEA non-disclosure requirements.

Jennings County

Population Growth

The total population of Jennings County in 2006 was 28,473 persons. This is an increase from the 2000 Census population of 27,554, representing a three percent growth between 2000 and 2006. The Indiana Business Research Center is projecting an increase in population for Jennings County for 2010. The projected population for that year is 30,547, an increase of approximately seven percent from 2006. Exhibit II.17 illustrates the historical and projected population trends for Jennings County through the year 2010.

Exhibit II.17: Population Trends

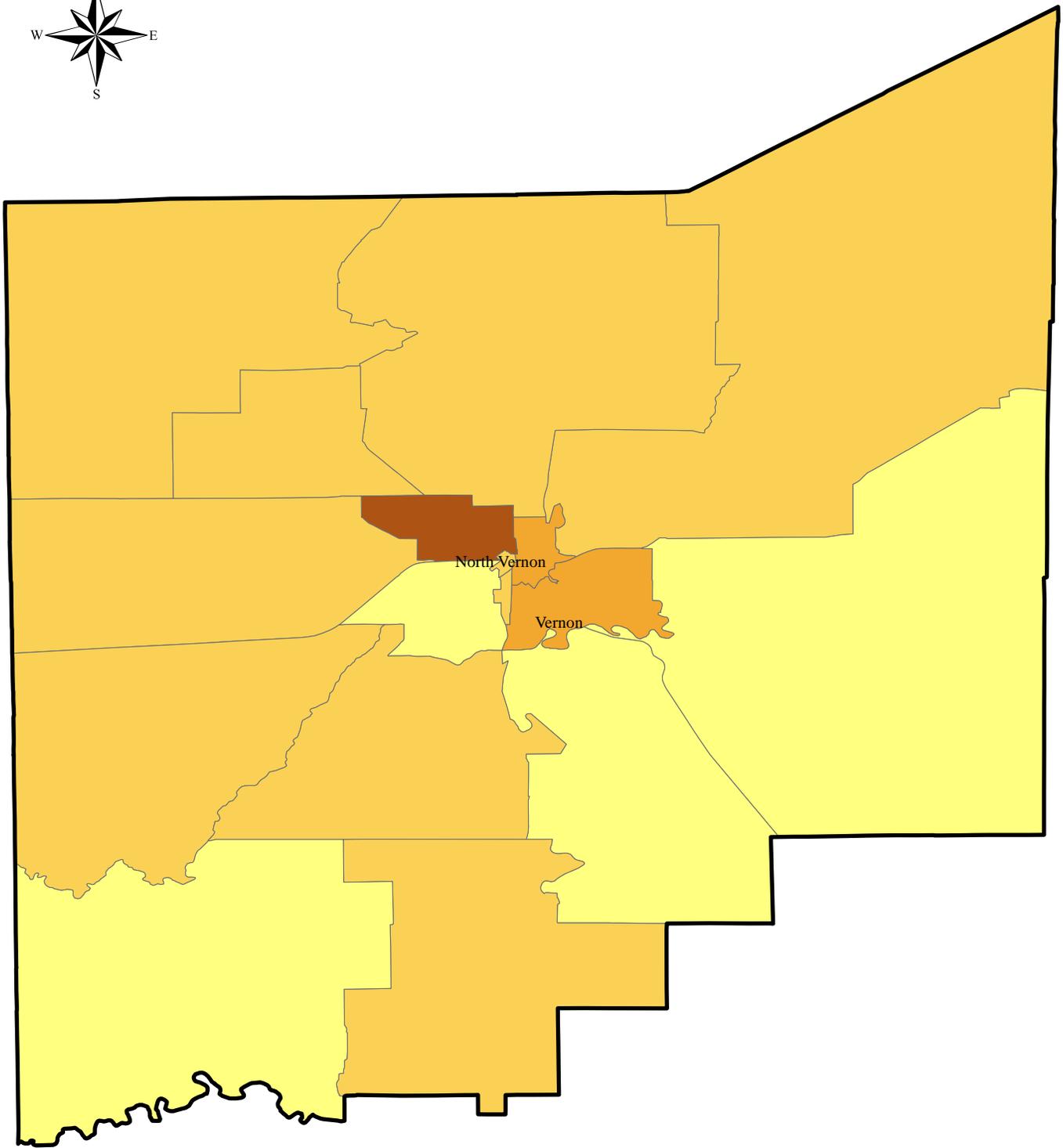


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.18 illustrates the density of persons aged 65 and older by Census block group. In Jennings County there are no block groups with a high density (27.12 – 39.03 percent) of residents aged 65 and older. Areas of moderately high (18.8 – 27.11 percent) of older adults are found northwest of the city of North Vernon. The remainder of the county has a lower older adult population density.

According to the 2000 statistics from the U.S. Census, the largest age cohort for Jennings County in 2000 was between age 25 and 44, constituting 28.3 percent of the county’s population. The second largest age group was 45 to 64 year olds (19.4 percent). Approximately 27 percent of the population in Jennings County was under age 18, while 15 percent was age 65 or older.



Region 3 Blockgroups

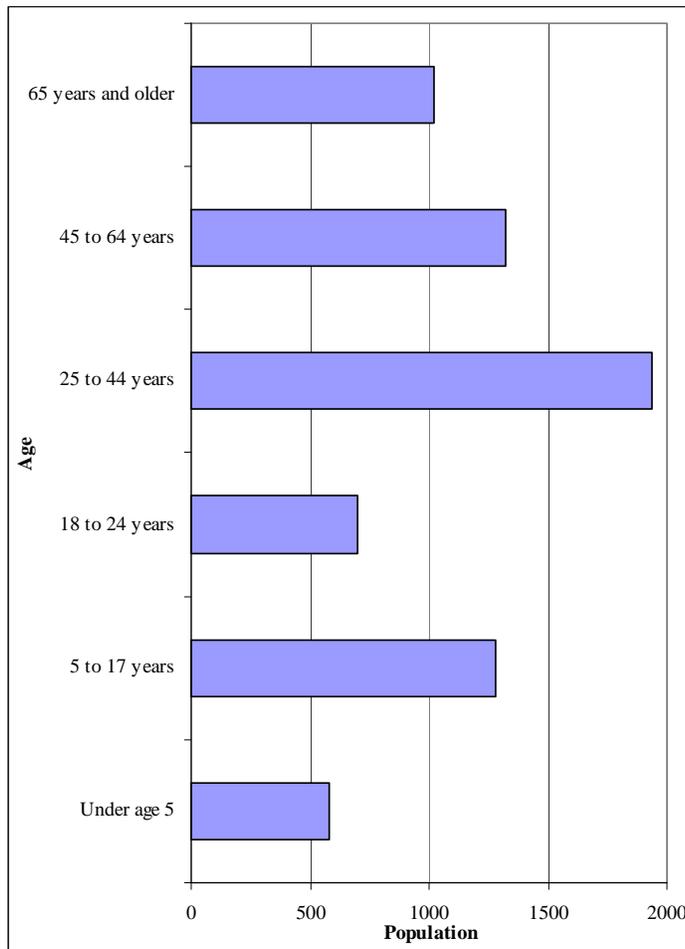
-  0% - 8.9%
-  8.901% - 12.99%
-  13% - 18.79%
-  18.8% - 27.11%
-  27.12% - 39.03%



Exhibit II.18: Population 65 and Over As a percent of total population

Jennings County

Exhibit II.19: Population by Age

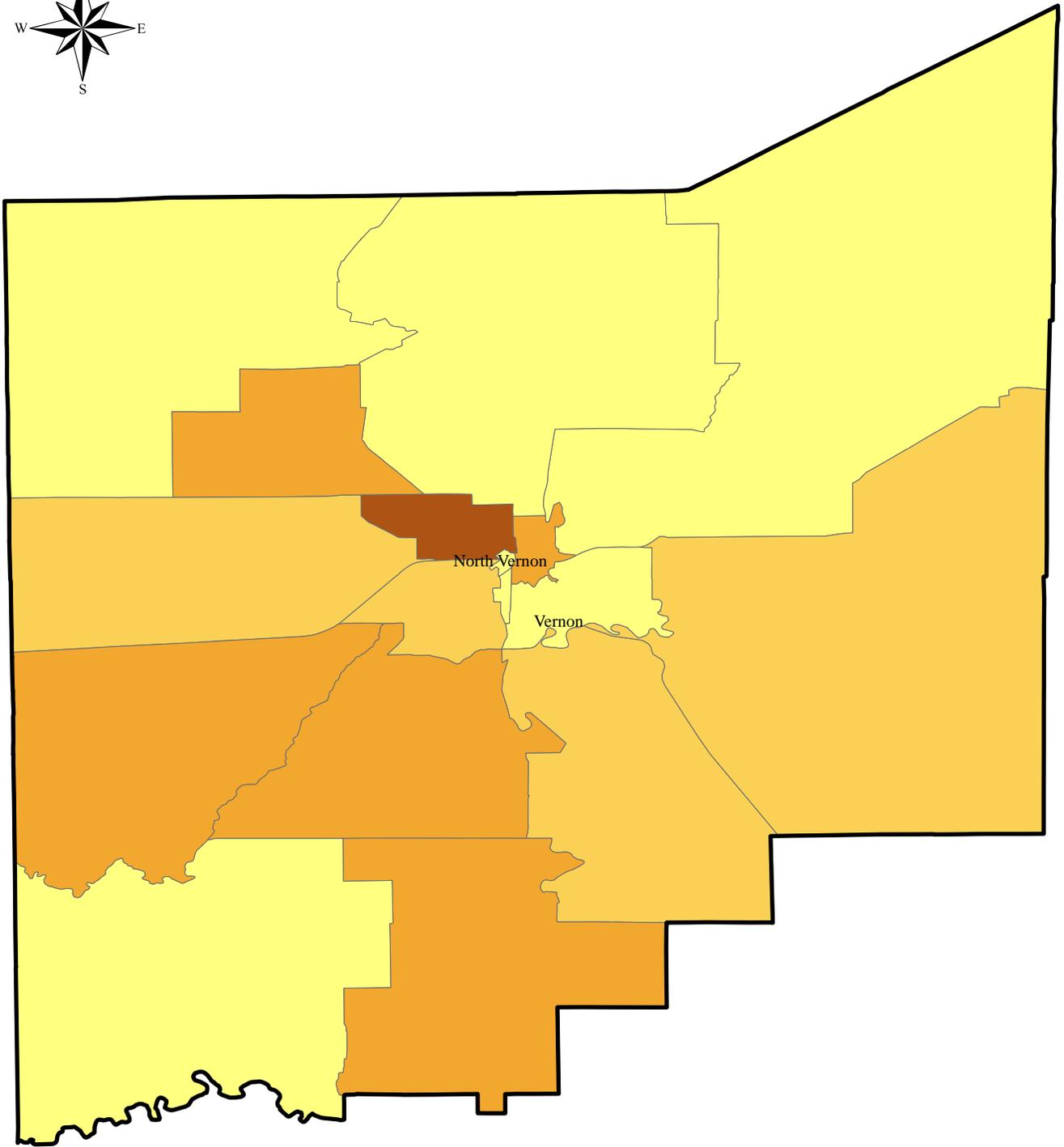


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 2,758 total households in Jennings County. Exhibit II.20 illustrates the density of households below the poverty level per square mile. In Jennings County there is 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 (15.58 – 27.75 percent) exist northwest of North Vernon. The remainder of the county had lower densities of households below the poverty level.



Region 3 Blockgroups

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



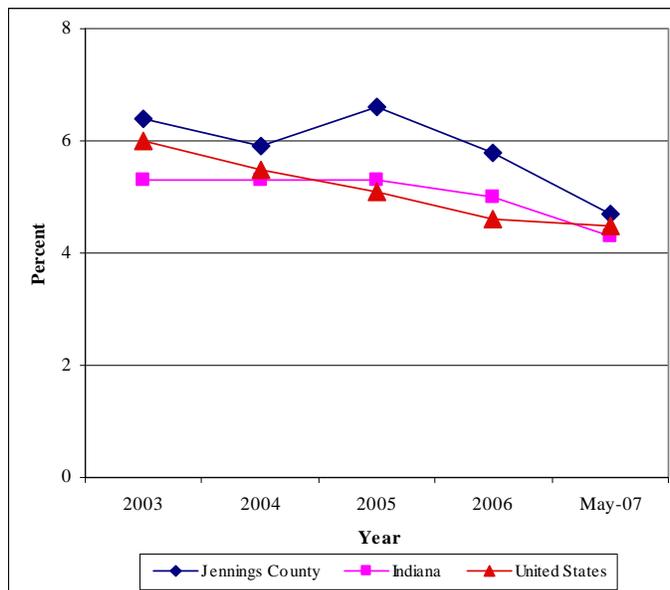
Exhibit II.20: Households Below Poverty As a percent of total households

Jennings County

Industry and Labor Force

The 2006 Jennings County labor force consisted of 13,970 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 over six percent, higher than the Indiana and national unemployment rates. Since 2003, the unemployment rate for Jennings County has varied but remained higher than both the state and national levels. Exhibit II.21 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.21: Comparison of Unemployment Rates

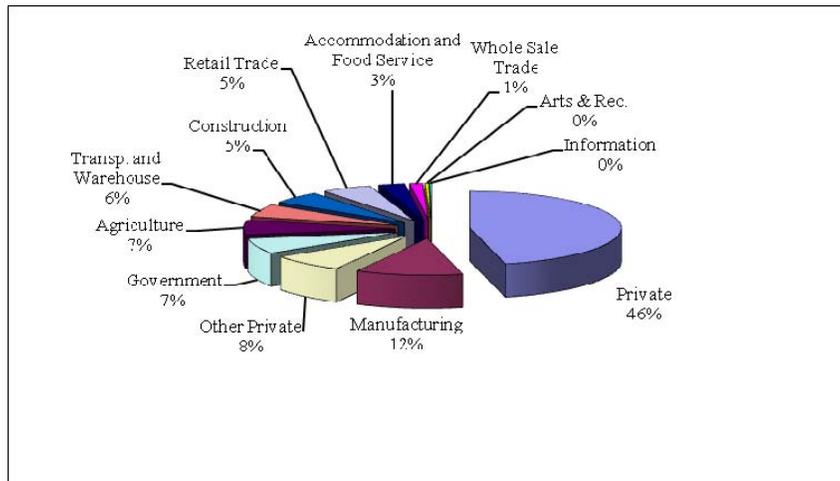


Source: Bureau of Labor Statistics

Employment by Industry

The ‘Private’ sector was the largest industry in the county with 9,405 employees in 2005. ‘Manufacturing’ industry was the second largest employer (2,328 employees), and ‘Other Private’ was the third largest. Reportedly, 1,594 workers were employed by the ‘Other Private’ sector. In addition, 1,387 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 \$283,739. 'Manufacturing' and 'Government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.23). 'Professional and Technical', and the 'Health Care and Social Assistance' did not have county data information available due to Bureau of Economic Analysis non-disclosure requirements. The table in Exhibit II.23 outlines the total wages earned, by industry. Wages are listed in thousands of dollars.

Exhibit II.23: Employment by Industry

Employment	Annual Earnings
Private	\$ 283,739
Manufacturing	\$ 94,916
Government	\$ 60,950
Other Private	\$ 45,431
Construction	\$ 38,467
Transp. and Warehouse	\$ 37,171
Retail Trade	\$ 17,993
Agriculture	\$ 11,579
Wholesale Trade	\$ 8,885
Accommodation and Food Service	\$ 8,164
Information	\$ 1,152
Arts & Rec	\$ 845
Prof and Tech	\$ *
Health Care and Social Ass.	\$ *

Source: US Bureau of Economic Analysis

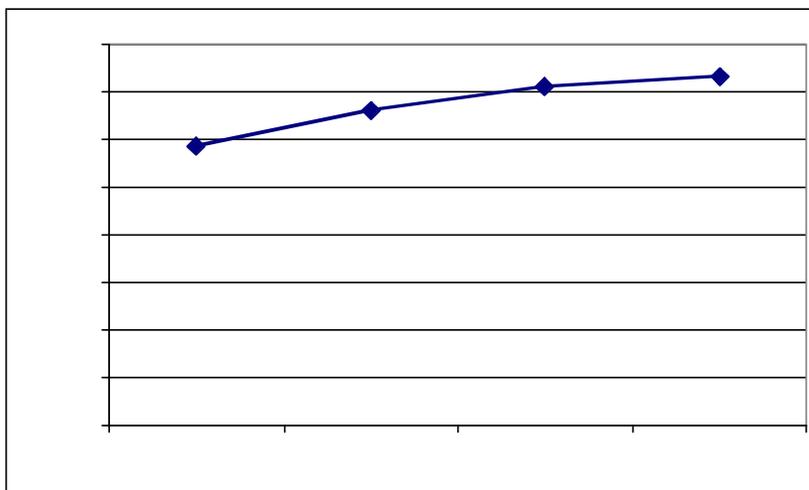
* Data not available due to BEA non-disclosure requirements.

Ripley County

Population Growth

The total population of Ripley County in 2006 was 27,748 persons. This is an increase from the 2000 Census population of 26,523. The Indiana Business Research Center is projecting an increase in population for Ripley County. The projected population for 2010 is 28,324, an increase of approximately two percent from 2006. Exhibit II.24 illustrates the historical and projected population trends for Ripley County through the year 2010.

Exhibit II.24: Population Trends

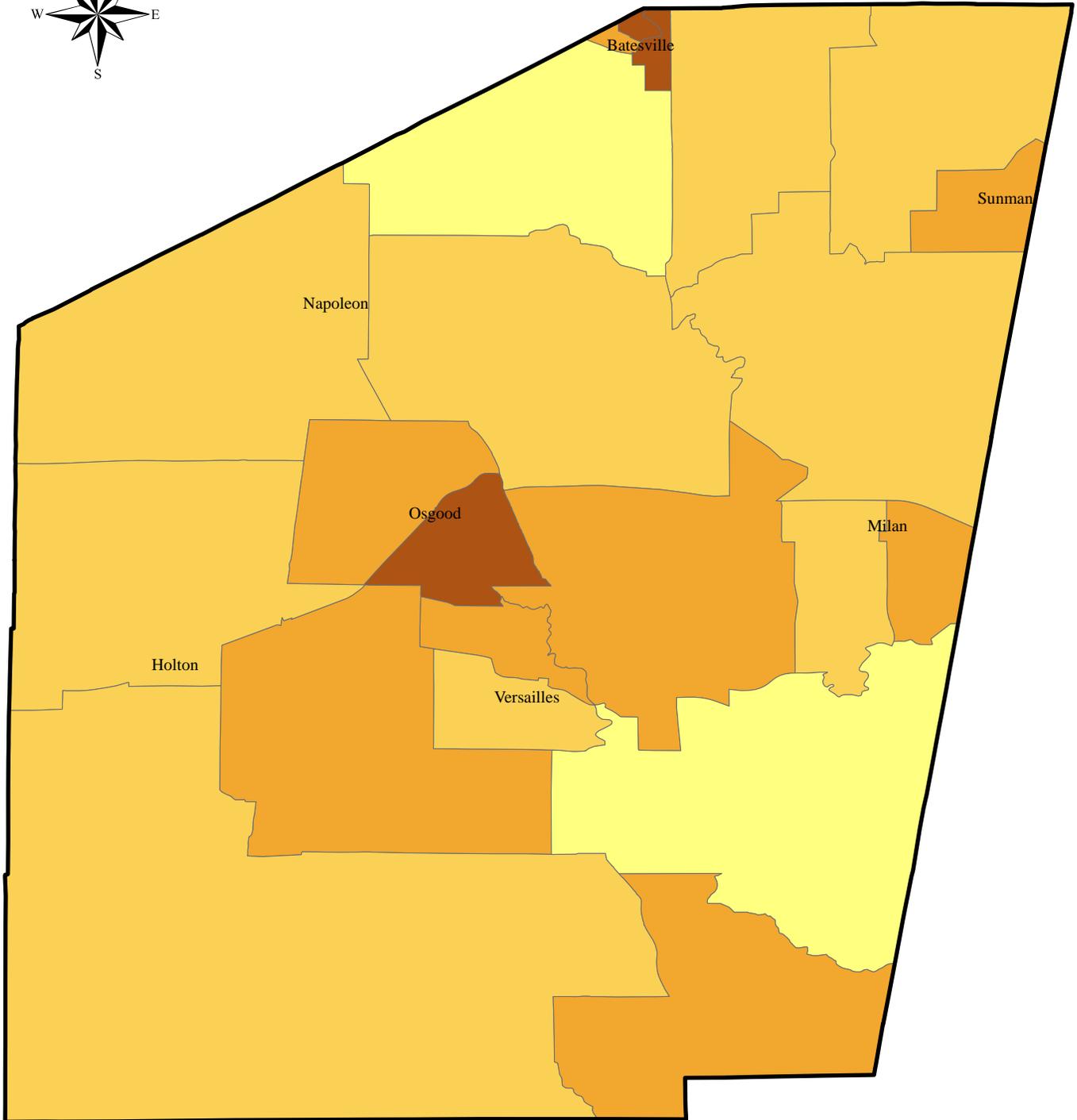


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.25 illustrates the density of persons aged 65 and older by Census block group. There are no block groups with a high density (27.12 – 39.03 percent) of residents aged 65 and older. Areas of moderately high and moderate density of older adults are found northwest of Versailles, and in the city of Batesville. The remainder of the county has a low to very low older adult population density.

According to the 2000 statistics from the U.S. Census, the largest age cohort for Ripley 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 (20 percent). Approximately 28 percent of the population in Ripley County was under age 18, while 15 percent was age 65 or older. The distribution indicates that approximately 50 percent of the county population is of working age.



Region 3 Blockgroups

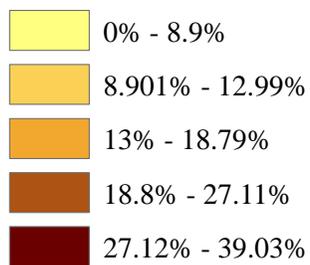
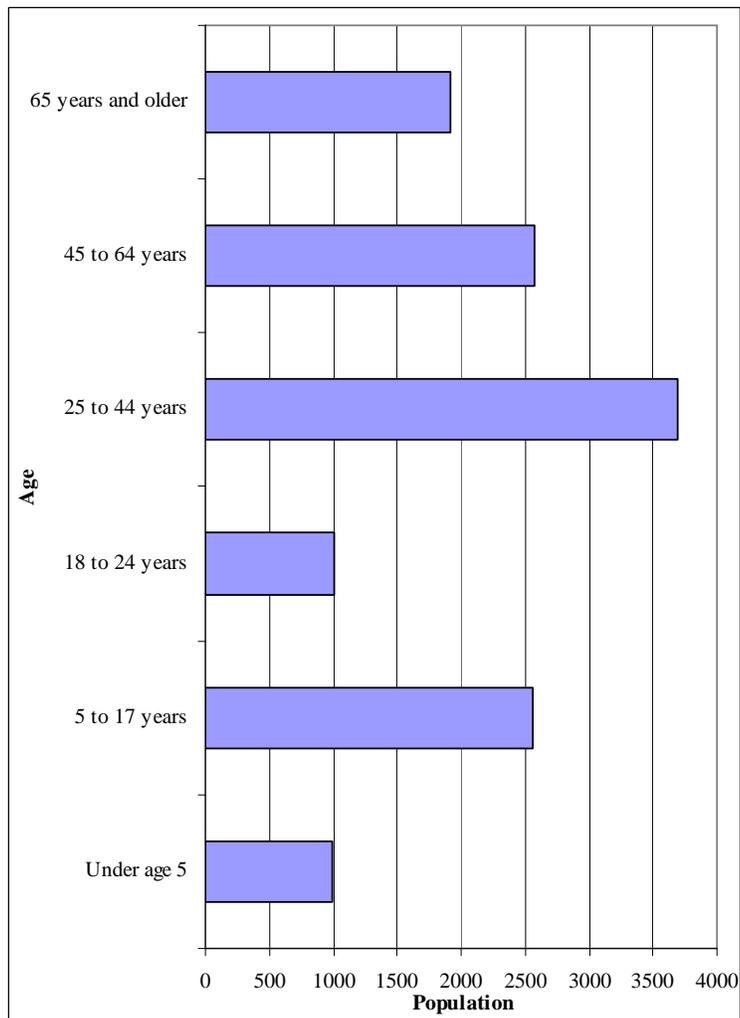


Exhibit II.25: Population 65 and Over As a percent of total population

Ripley County

Exhibit II.26: Population by Age

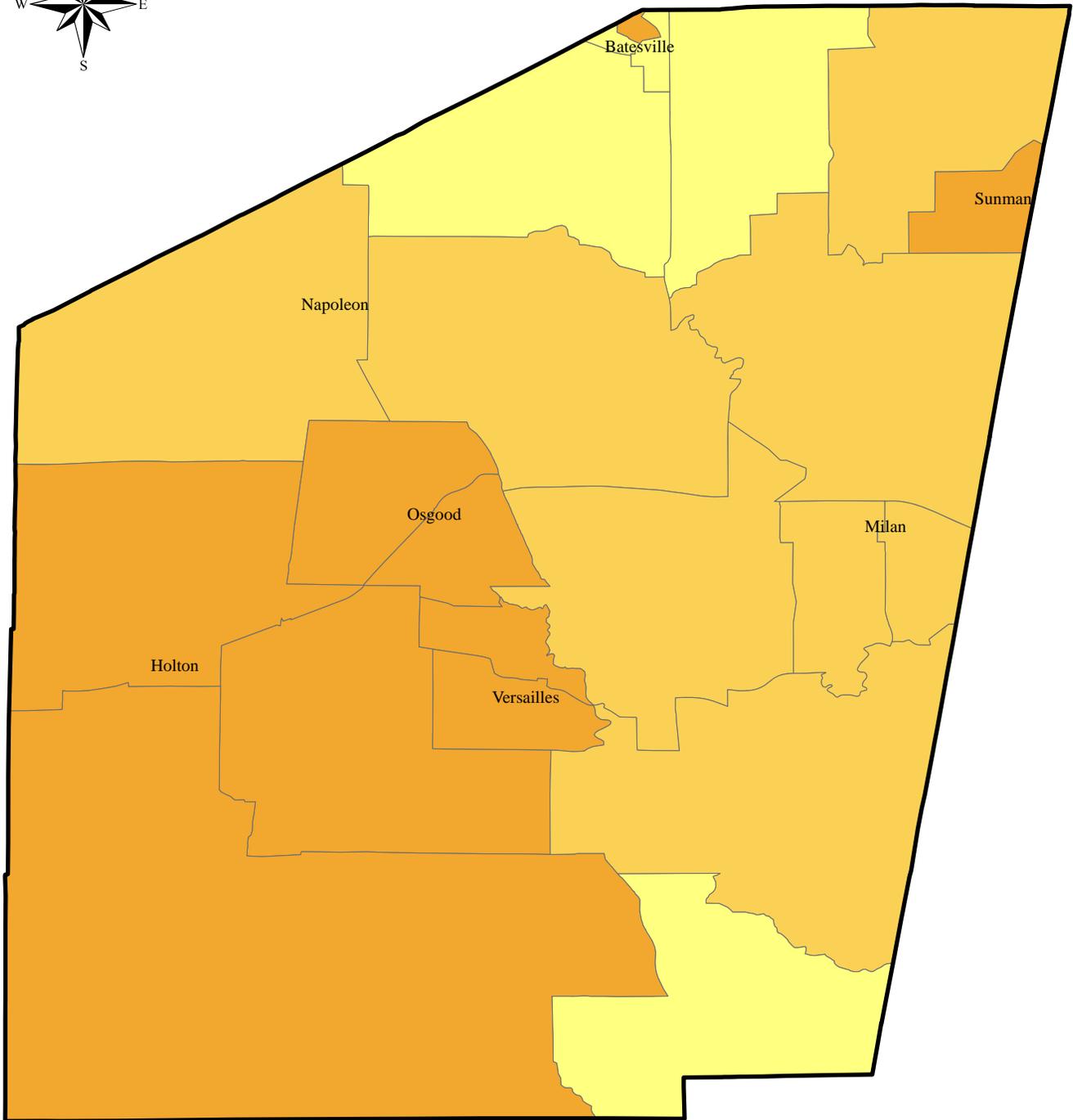


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 4,873 total households in Ripley County. Exhibit II.27 illustrates the density of households below the poverty level per square mile. In Ripley 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.



Region 3 Blockgroups

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



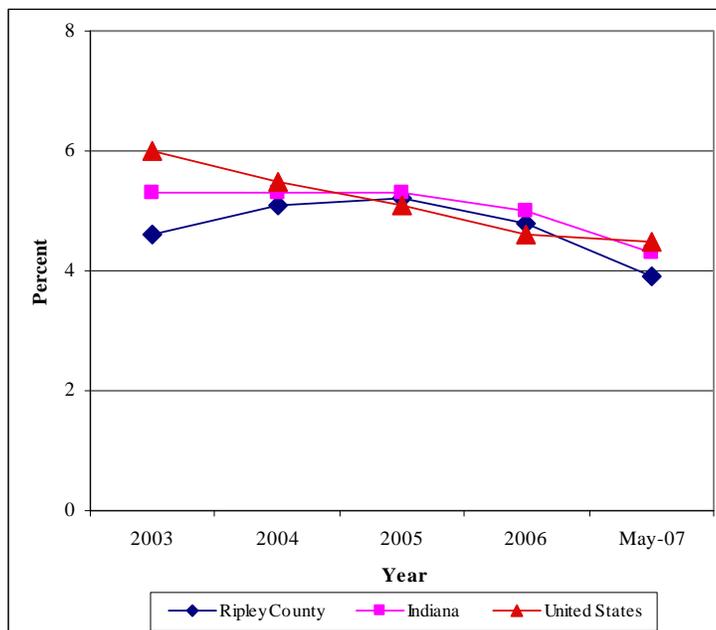
Exhibit II.27: Households Below Poverty As a percent of total households

Ripley County

Industry and Labor Force

The 2006 Ripley County labor force consisted of 14,548 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. Since 2003, the unemployment rate for Ripley County has fluctuated between being above and below the state of Indiana and the national unemployment rate. The county’s unemployment rate reached a high in 2005 of 5.2 percent, but remained less than the state of Indiana unemployment rate. Exhibit II.28 illustrates a comparison of the unemployment rates in the county, state, and national rate.

Exhibit II.28: Comparison of Unemployment Rates

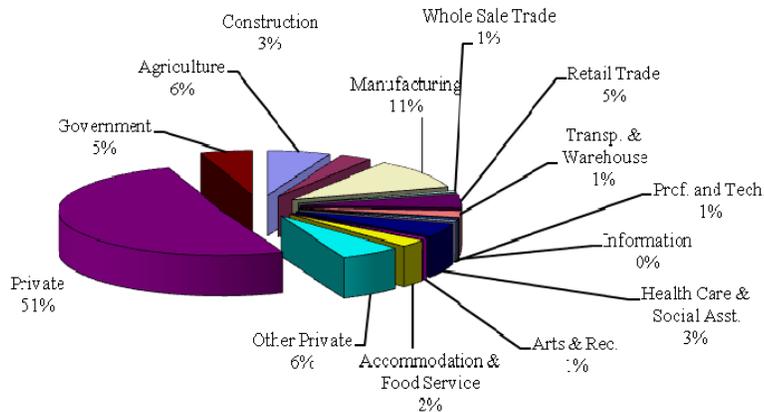


Source: Bureau of Labor Statistics

Employment by Industry

The ‘Private’ sector was the largest industry in the county with 14,642 employees in 2005. ‘Manufacturing’ industry was the second largest employer (3,113 employees), and ‘Agriculture’ was the third largest. Reportedly, 1,815 workers were employed by the ‘Agriculture’ industry. In addition, 1,498 people were employed by the ‘Government’ 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 \$571,479. 'Manufacturing' and 'Government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.30). 'Arts and Recreation' reported the lowest total wages of 2005 earning \$2,766. The table in Exhibit II.30 outlines the total wages earned, by industry. Wages are listed in thousands of dollars.

Exhibit II.30: Employment by Industry

Employment	Annual Earnings
Private	\$ 571,479
Manufacturing	\$ 170,741
Government	\$ 63,718
Other Private	\$ 59,396
Health Care and Social Asst.	\$ 50,356
Construction	\$ 34,646
Retail Trade	\$ 29,721
Transp and Warehouse	\$ 27,541
Agriculture	\$ 9,419
Accommodation and Food Service	\$ 7,959
Prof and Tech	\$ 6,829
Wholesale Trade	\$ 6,367
Information	\$ 5,327
Arts & Rec	\$ 2,766

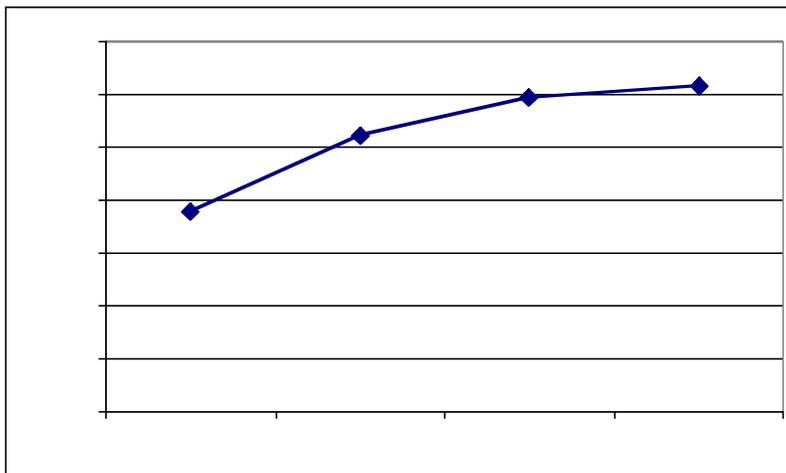
Source: US Bureau of Economic Analysis

Dearborn County

Population Growth

The total population of Dearborn County in 2006 was 49,663 persons. This is an increase from the 2000 Census population of 46,109, representing approximately a seven percent growth between 2000 and 2006. The Indiana Business Research Center is projecting a greater than two percent increase in population for Dearborn County between 2006 and 2010. The projected population for 2010 is 50,855. Exhibit II.31 illustrates the historical and projected population trends for Dearborn County through the year 2010.

Exhibit II.31: Population Trends

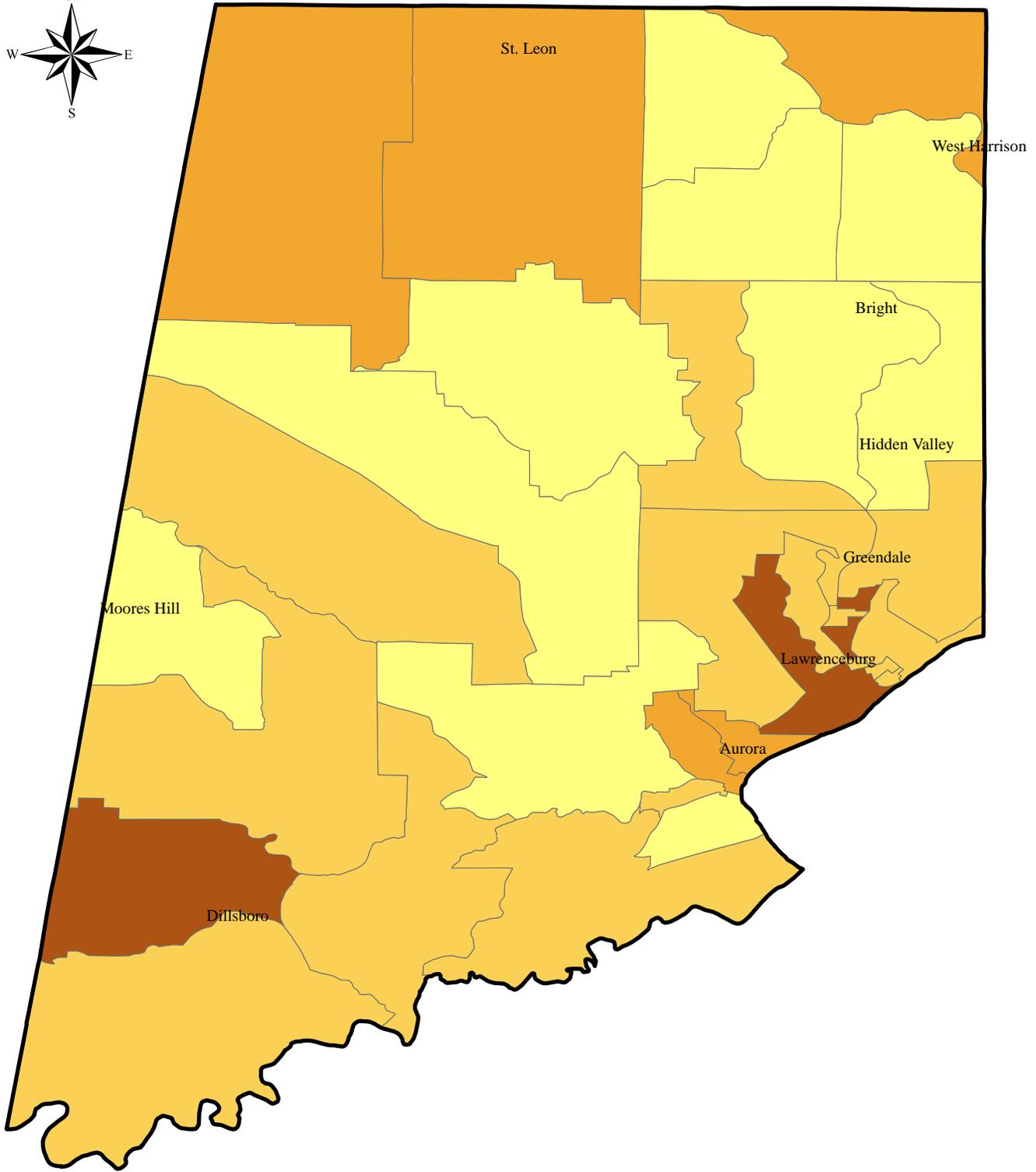


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.32 illustrates the density of persons aged 65 and older by Census block group. In Dearborn County there are no block groups with a high density of residents aged 65 and older. Areas of moderately high and moderate density of older adults are found along the northern section of the county and in and around the cities of Dilsboro, Lawrenceburg, and Aurora. The remainder of the county has a low to very low older adult density.

The largest age cohort for the county was between age 25 and 44, constituting 29.9 percent of the population (see Exhibit II.33). The second largest age group was 45 to 64 year olds (22.5 percent). Approximately 27 percent of the population was under age 18, while 12 percent was age 65 or older.



Region 3 Blockgroups

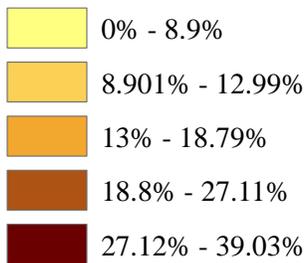
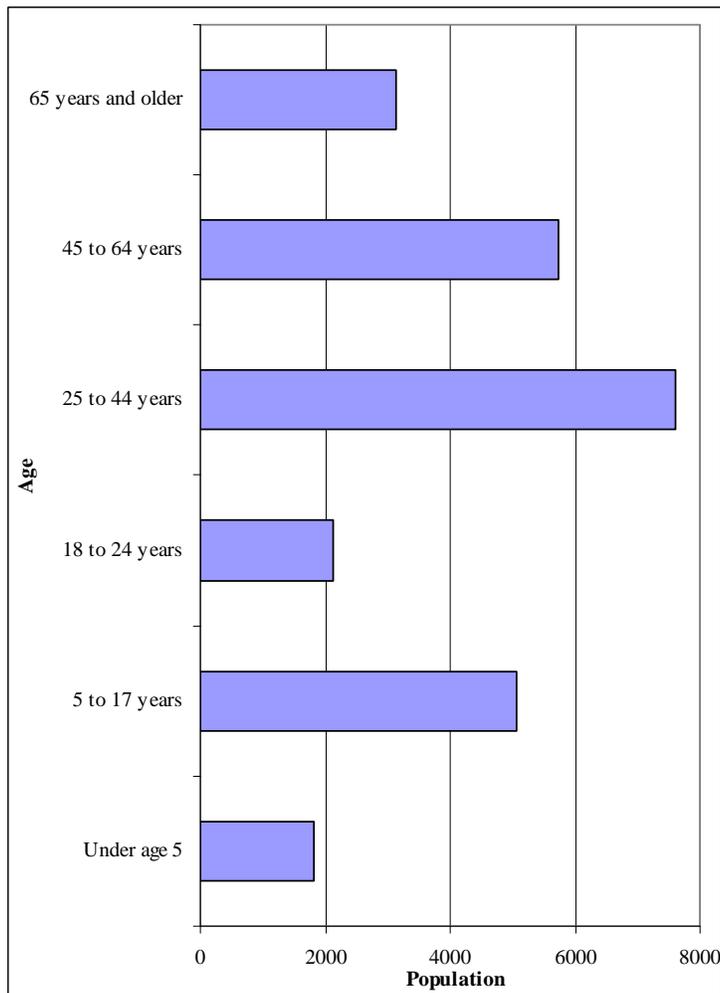


Exhibit II.32: Population 65 and Over As a percent of total population

Dearborn County

Exhibit II.33: Population by Age

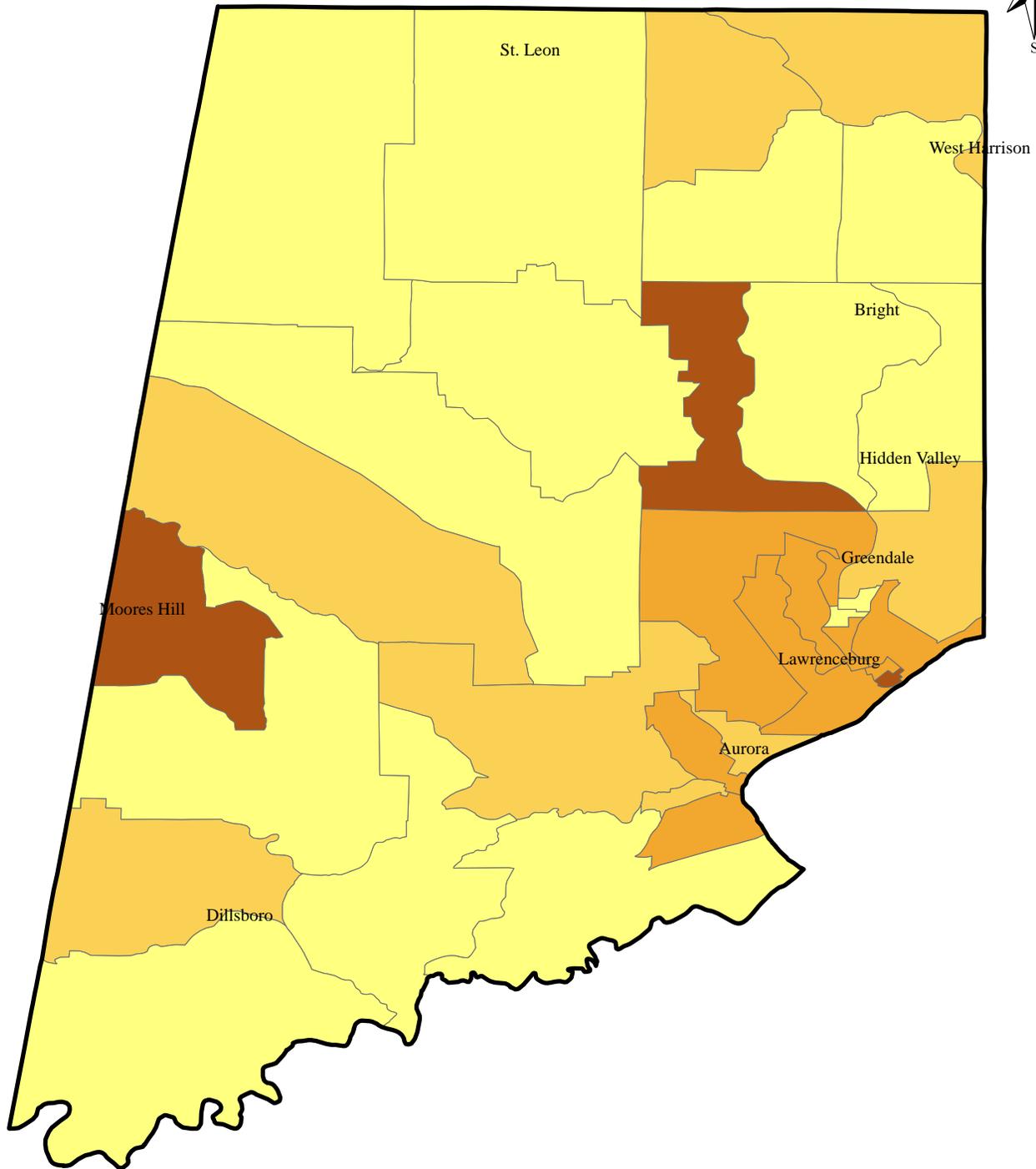
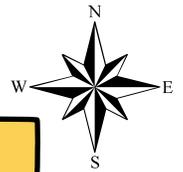


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 9,615 total households in Dearborn County. Exhibit II.34 illustrates the density of households below the poverty level per square mile. In Dearborn County there are no areas of high density of households below the poverty level. Areas of moderate density of households below the poverty level (18.8 – 27.11 percent) exist south of Moore’s Hill and west of Hidden Valley. The remainder of the county had low to very low densities of households below the poverty level.



Region 3 Blockgroups

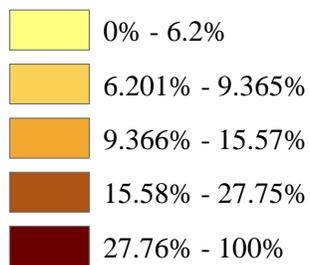


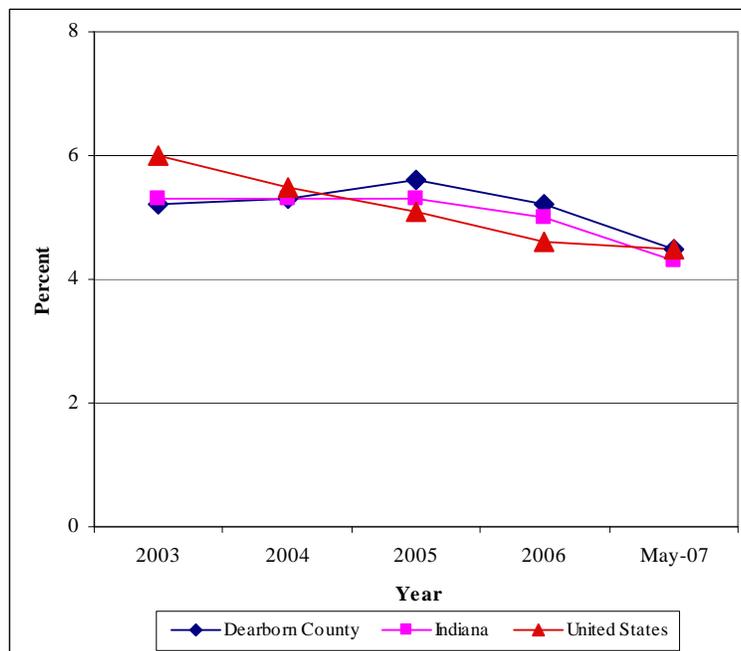
Exhibit II.34: Households Below Poverty As a percent of total households

Dearborn County

Industry and Labor Force

The 2006 Dearborn County labor force consisted of 26,919 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. Since 2003, Dearborn County’s unemployment rate has fluctuated between being above and below the State and national unemployment rate levels. The county’s unemployment rate reached a high in 2005 of six percent, higher than the Indiana and the national unemployment rates. Exhibit II.35 illustrates a comparison of the unemployment rates in the county, State, and nation.

Exhibit II.35: Comparison of Unemployment Rates

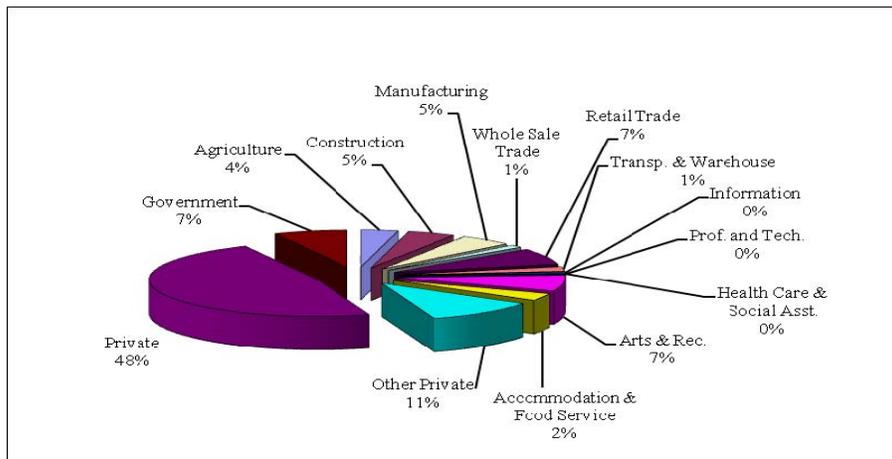


Source: Bureau of Labor Statistics

Employment by Industry

The ‘Private’ sector was the largest industry in the county with 19,504 employees in 2005. ‘Other Private’ sectors were the second largest employer (4,375 employees) and ‘Retail Trade’ was the third largest. Reportedly, 2,864 workers were employed by the ‘Government’ sector. In addition, 2,859 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 \$608,433. 'Manufacturing' and 'Government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.37). 'Professional and Technical' and the 'Health Care and Social Assistance' did not have county data information available due to Bureau of Economic Analysis non-disclosure requirements. The table in Exhibit II.37 outlines the total wages earned by industry. Wages are listed in thousands of dollars.

Exhibit II.37: Employment by Industry

Employment	Annual Earnings
Private	\$ 608,433
Manufacturing	\$ 136,114
Government	\$ 131,146
Arts & Rec.	\$ 119,351
Other Private	\$ 99,391
Retail Trade	\$ 62,381
Construction	\$ 53,588
Transp. and Warehouse	\$ 22,923
Accommodation and Food Service	\$ 17,211
Wholesale Trade	\$ 17,087
Information	\$ 5,938
Agriculture	\$ 969
Health Care and Social Asst.	\$ *
Prof. and Tech.	\$ *

Source: US Bureau of Economic Analysis

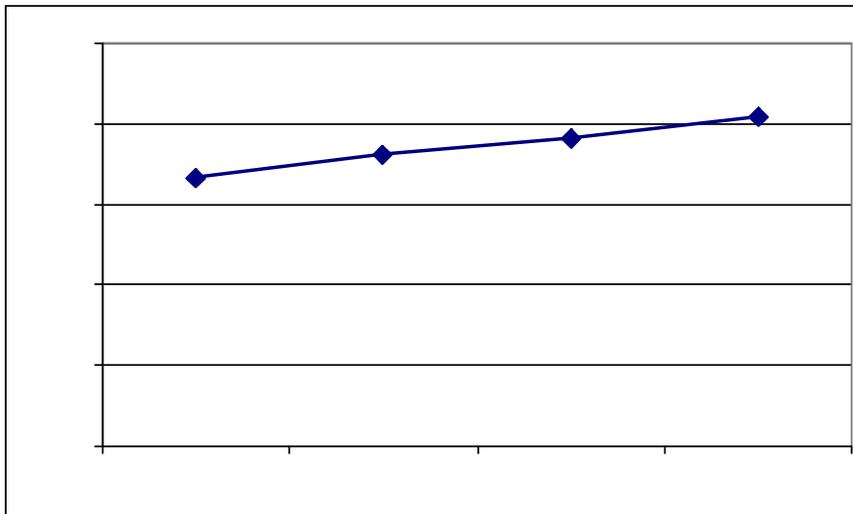
* Data not available due to BEA non-disclosure requirements.

Ohio County

Population Growth

The total population of Ohio County in 2006 was 5,826 persons. This is an increase from the 2000 Census population of 5,623, representing a 3.5 percent growth between 2000 and 2006. The Indiana Business Research Center is also projecting an increase in population for Ohio County by 2010. The projected population for 2010 is 6,092, an increase of more than four percent from 2006. Exhibit II.38 illustrates the historical and projected population trends for Ohio County through the year 2010.

Exhibit II.38: Population Trends

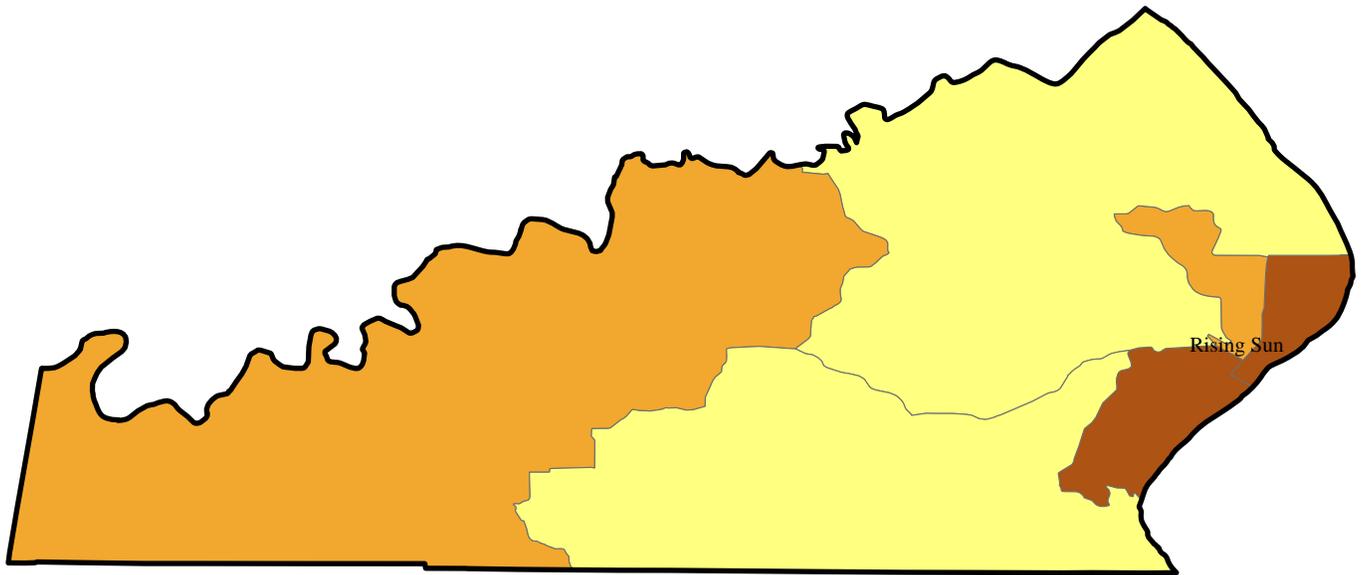


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.39 illustrates the density of persons aged 65 and older by Census block group. In Ohio County there are no block groups with a high density of residents aged 65 and older. Areas of moderately high and moderate density of older adults are found in the west half of the county and in and around the city of Rising Sun. The remainder of the county has a low to very low older adult population density.

According to the U.S. Census, the largest age cohort for Ohio County was between age 25 and 44, constituting 27.4 percent of the county's population (see Exhibit II.40). The second largest age group was 45 to 64 year olds (21.1 percent). Approximately 24 percent of the population was under age 18, while 18 percent was age 65 or older.



Rising Sun

Region 3 Blockgroups

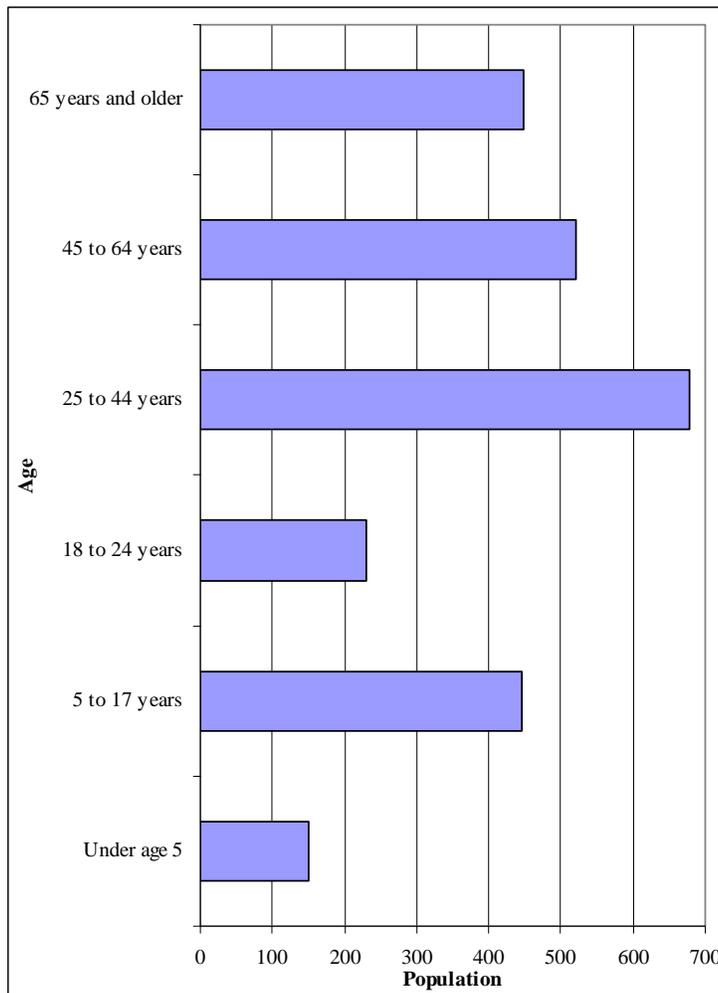
-  0% - 8.9%
-  8.901% - 12.99%
-  13% - 18.79%
-  18.8% - 27.11%
-  27.12% - 39.03%



Exhibit II.39: Population 65
and Over As a percent
of total population

Ohio County

Exhibit II.40: Population by Age

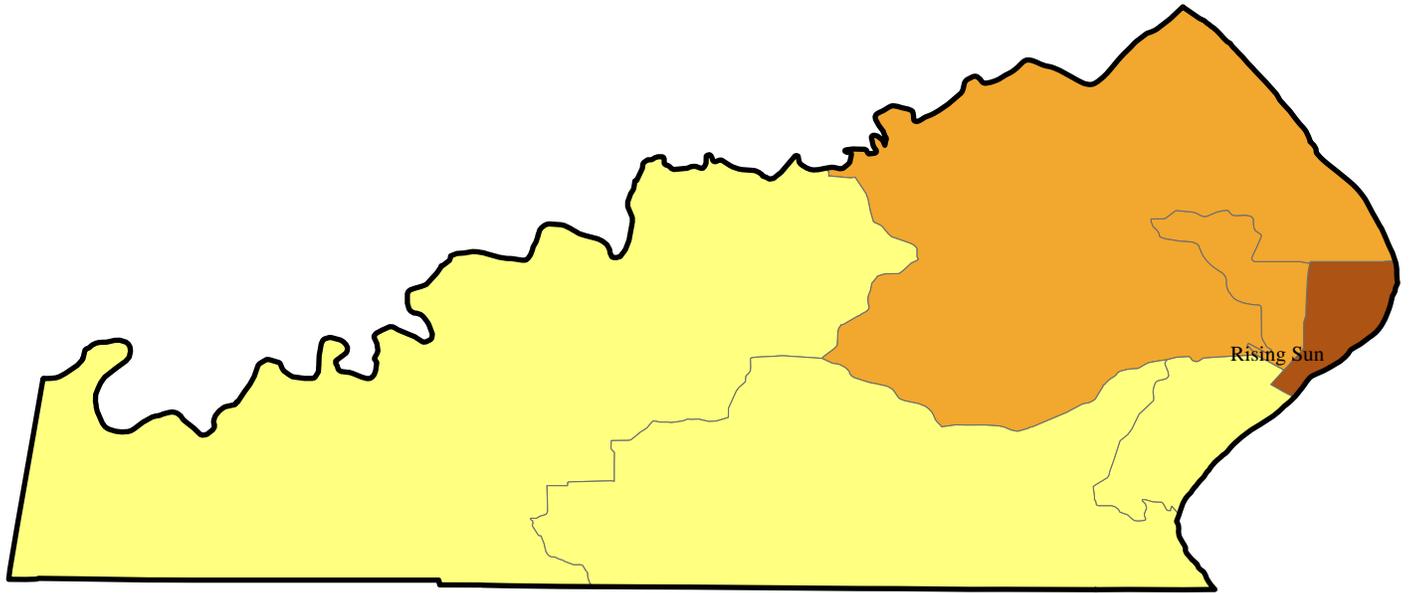


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 1,029 total households in Ohio County. Exhibit II.41 illustrates the density of households below the poverty level per square mile. In Ohio County there are no areas with a high density of households below the poverty level. Areas of moderate density of households below the poverty level (15.58 – 27.75 percent) exist in the central section and north of Rising Sun. The remainder of the county had low densities of households below the poverty level.



Region 3 Blockgroups

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



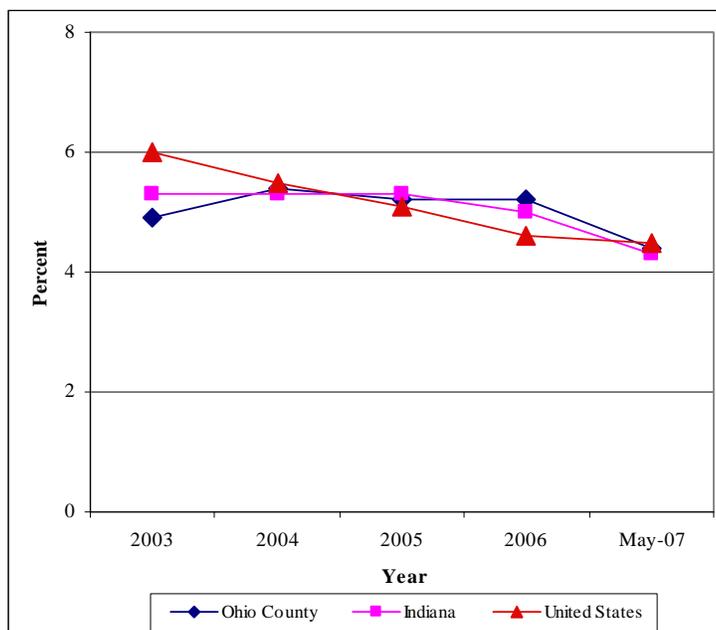
Exhibit II.41: Households Below Poverty As a percent of total households

Ohio County

Industry and Labor Force

The 2006 Ohio County labor force consisted of 3,223 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. Since 2003, the unemployment rate for Ohio County has fluctuated between being higher or lower than the state and national levels. The county's unemployment rate reached a high in 2004 of five percent, but remained less than the Indiana unemployment rate. Exhibit II.42 illustrates a comparison of the unemployment rates in the county, State, and nation.

Exhibit II.42: Comparison of Unemployment Rates

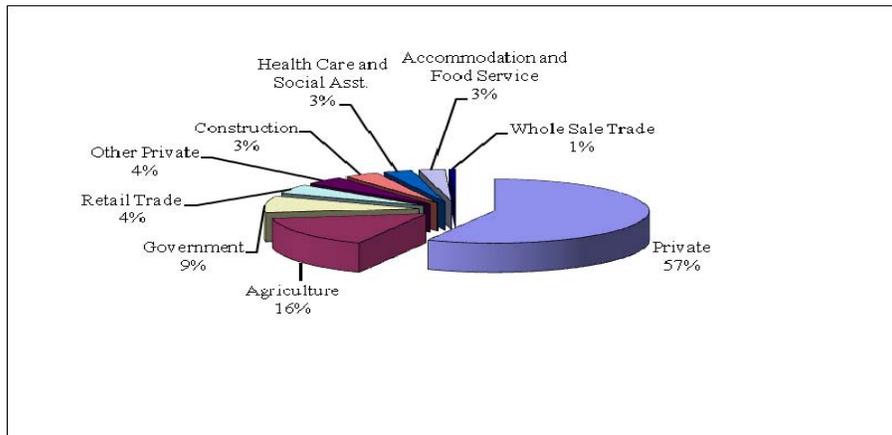


Source: Bureau of Labor Statistics

Employment by Industry

The 'Private' sector was the largest industry in the county with 2,049 employees in 2005. 'Agriculture' was the second largest employer (561 employees) and 'Government' was the third largest. Reportedly, 310 workers were employed by the 'Government' sector. In addition, 165 people were employed by the 'Retail Trade' industry. 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 \$56,800. 'Government' and 'Construction' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.44). 'Manufacturing,' 'Transportation and Warehouse,' 'Information,' 'Professional and Technical,' and the 'Arts and Recreation' did not have county data information available due to Bureau of Economic Analysis non-disclosure requirements. The 'Agriculture' industry had negative earnings of -\$2,096. The table in Exhibit II.44 outlines the total wages earned by industry. Wages are listed in thousands of dollars.

Exhibit II.44: Employment by Industry

Employment	Annual Earnings
Private	\$ 56,800
Government	\$ 12,724
Construction	\$ 2,721
Other Private	\$ 2,558
Health Care and Social Asst.	\$ 2,328
Retail Trade	\$ 1,952
Accommodation and Food Service	\$ 1,038
Wholesale Trade	\$ 566
Agriculture	\$ - 2,096
Transp. and Warehouse	\$ *
Prof. and Tech.	\$ *
Manufacturing	\$ *
Information	\$ *
Arts & Rec.	\$ *

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

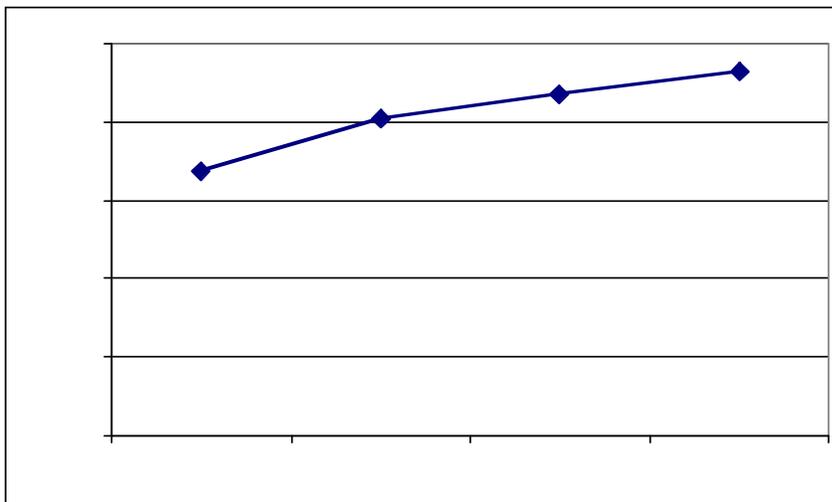
Source: US Bureau of Economic Analysis

Switzerland County

Population Growth

The total population of Switzerland County in 2006 was 9,721 persons, an increase from the 2000 Census population of 9,065. This means the county has grown approximately seven percent between 2000 and 2006. According to the Indiana Business Research Center, Switzerland County’s projected population for 2010 is 10,265, an increase of more than five percent from 2006. Exhibit II.45 illustrates the historical and projected population trends for Switzerland County through the year 2010.

Exhibit II.45: Population Trends

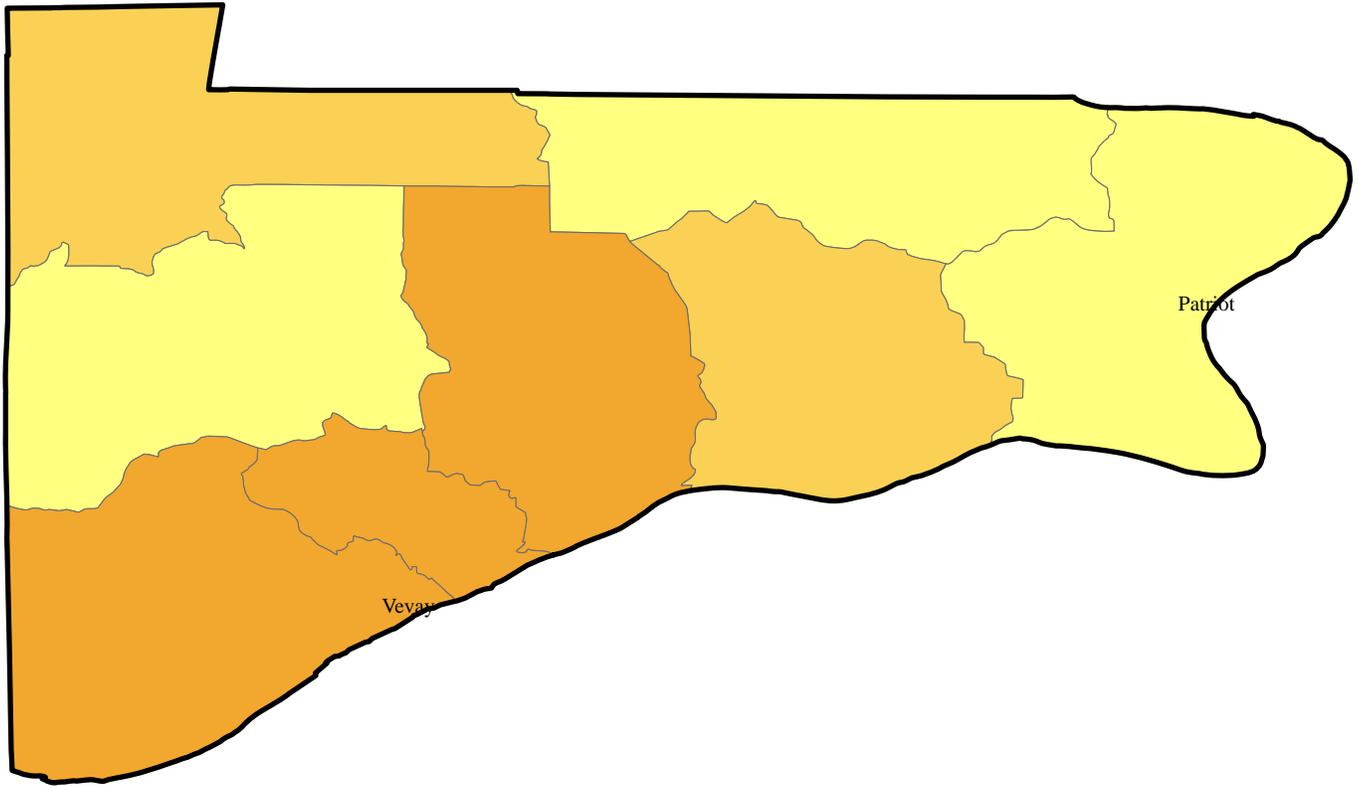


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.46 illustrates the density of persons aged 65 and older by Census block group. In Switzerland County there are no block groups with the high density or moderately high densities of residents aged 65 and older. The county has a low older adult population density.

According to the 2000 statistics from the U.S. Census, the largest age cohort for Switzerland County in 2000 was between age 25 and 44, constituting 25.7 percent of the county’s population (see Exhibit II.47). The second largest age group was 45 to 64 year olds (22.5 percent). Approximately 25 percent of the population was under age 18, while 18 percent was age 65 or older.



Region 3 Blockgroups

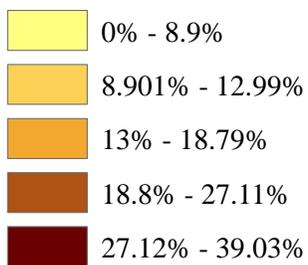
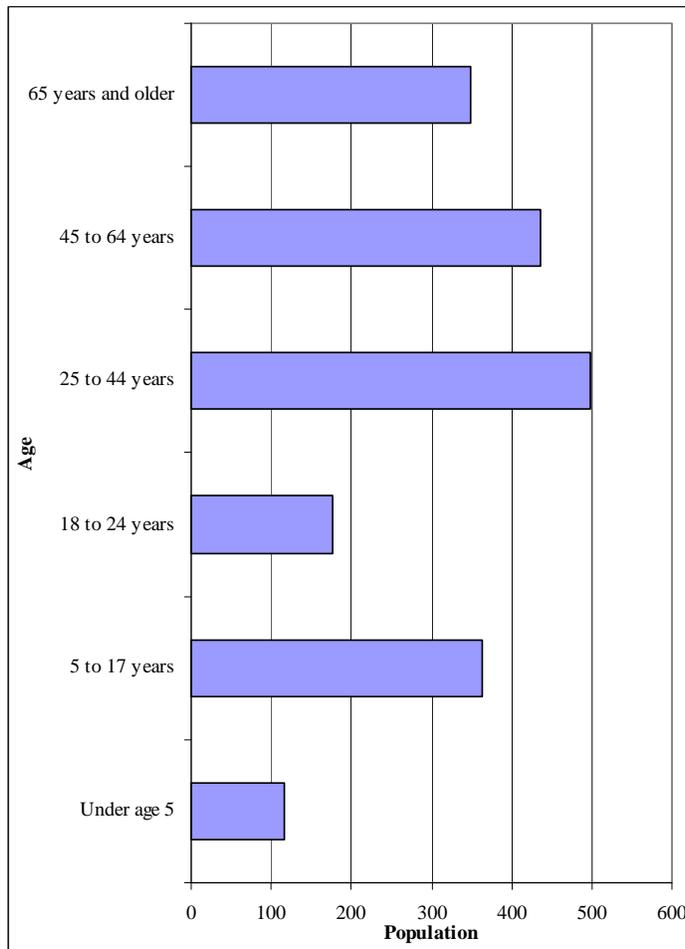


Exhibit II.46: Population 65 and Over As a percent of total population

Switzerland County

Exhibit II.47: Population by Age

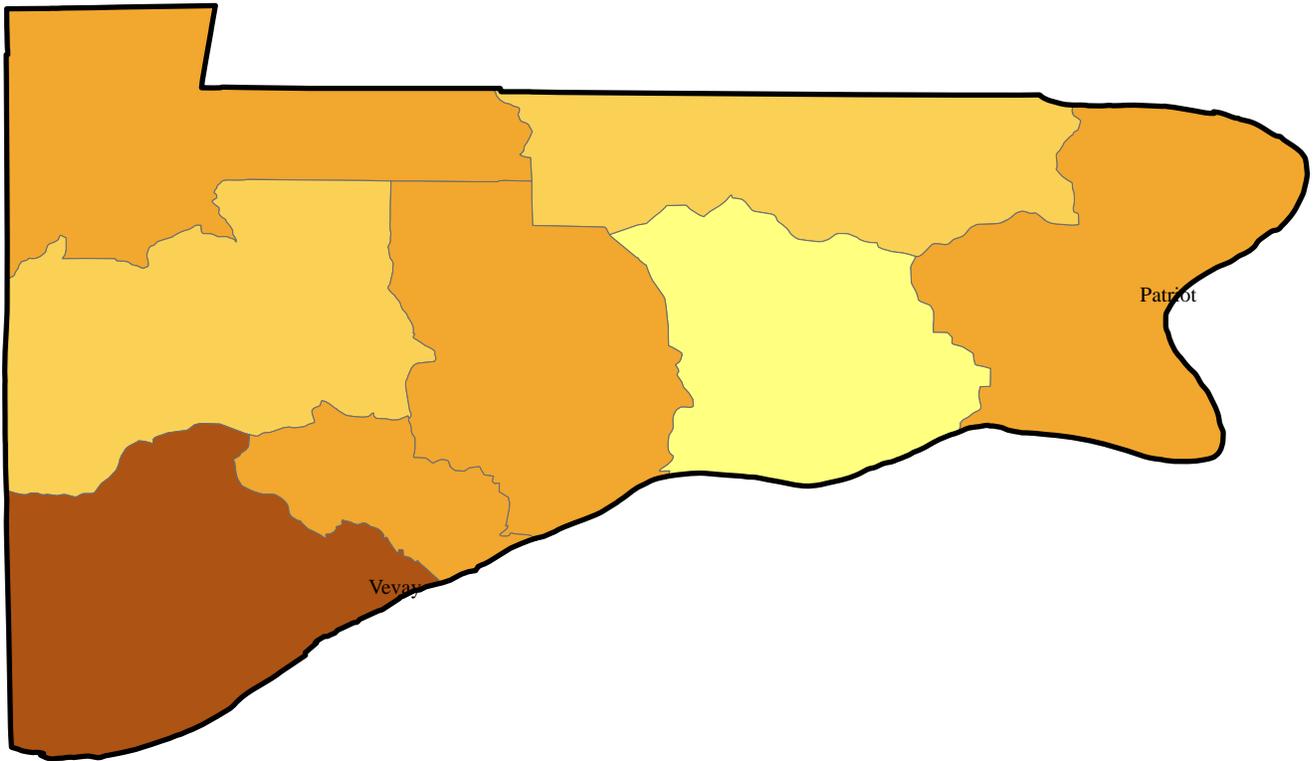


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 831 total households in Switzerland County. Exhibit II.48 illustrates the density of households below the poverty level per square mile. In Switzerland County there are no areas of high density of households below the poverty level. Areas of moderate density of households below the poverty level (15.58 – 27.75 percent) exist in the southwest quadrant of the county. The remainder of the county had low densities of households below the poverty level.



Region 3 Blockgroups

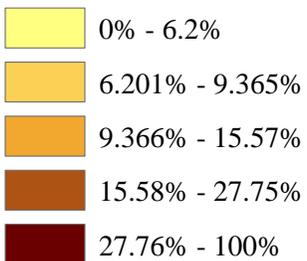


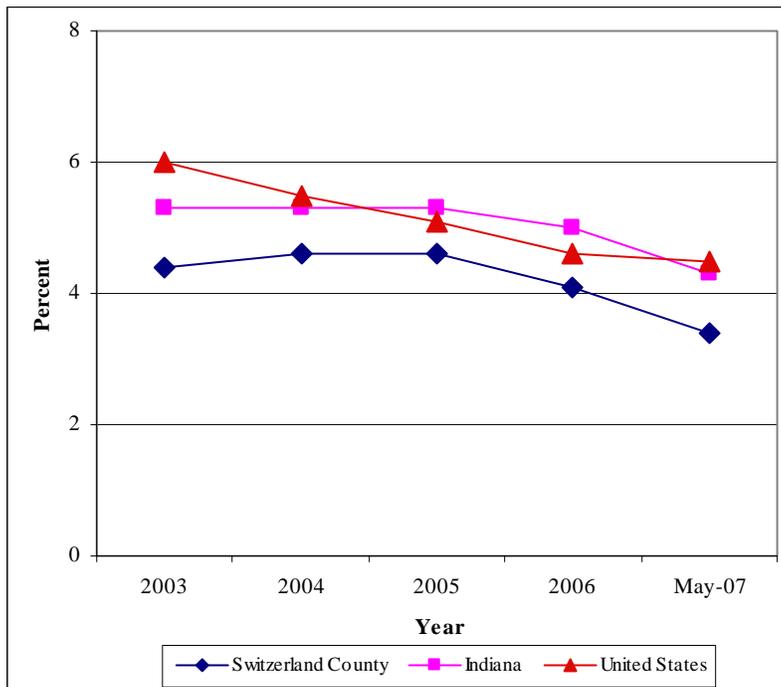
Exhibit II.48: Households Below Poverty As a percent of total households

Switzerland County

Industry and Labor Force

The 2006 Switzerland County labor force consisted of 5,730 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 and 2005 of five percent, but remained less than the state and the national unemployment rate. Exhibit II.49 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.49: Comparison of Unemployment Rates

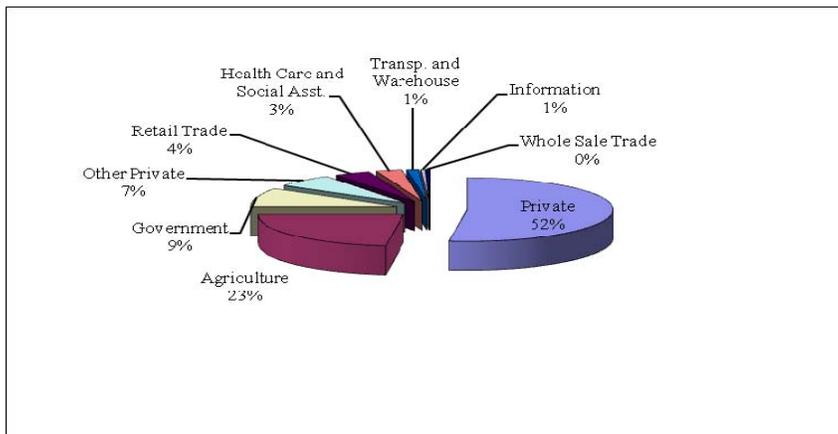


Source: Bureau of Labor Statistics

Employment by Industry

The ‘Private’ sector was the largest industry in the county with 2,657 employees in 2005. ‘Agriculture’ industry was the second largest employer (1,179 employees) and ‘Government’ was the third largest. Reportedly, 480 workers were employed by the ‘Government’ sector. In addition, 330 people were employed by the ‘Other Private’ 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 \$78,894. 'Government' and 'Other Private' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.51). 'Construction,' 'Manufacturing,' 'Professional and Technical,' 'Arts and Recreation,' and the 'Accommodation and Food Service' did not have county data information available due to Bureau of Economic Analysis non-disclosure requirements. The 'Agriculture' sector reported negative annual employment growth. The table in Exhibit II.51 outlines the total wages earned by industry. Wages are listed in thousands of dollars.

Exhibit II.51: Employment by Industry

Employment	Annual Earnings
Private	\$ 78,894
Government	\$ 19,111
Other Private	\$ 9,562
Health Care and Social Asst.	\$ 4,230
Transp. and Warehouse	\$ 1,536
Information	\$ 489
Wholesale Trade	\$ 445
Retail Trade	\$ 200
Agriculture	\$ - 4,650
Prof. and Tech.	\$ -
Manufacturing	\$ -
Construction	\$ -
Arts & Rec.	\$ -
Accommodation and Food Service	\$ -

Source: US Bureau of Economic Analysis

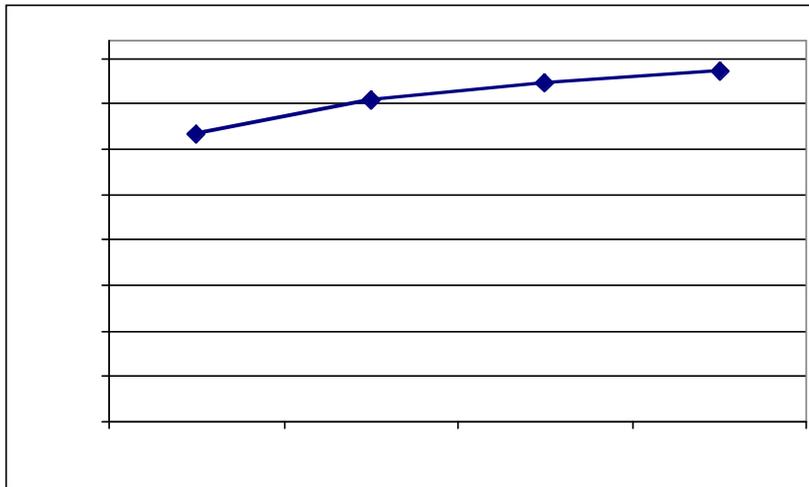
* Data not available due to BEA non-disclosure requirements.

Jefferson County

Population Growth

The total population of Jefferson County in 2006 was 32,668 persons, an increase from the 2000 Census population of 31,705, or approximately three percent between 2000 and 2006. According to the Indiana Business Research Center, Jefferson County’s projected population for 2010 is 33,293, an increase of approximately two percent from 2006. Exhibit II.52 illustrates the historical and projected population trends for Jefferson County through the year 2010.

Exhibit II.52: Population Trends

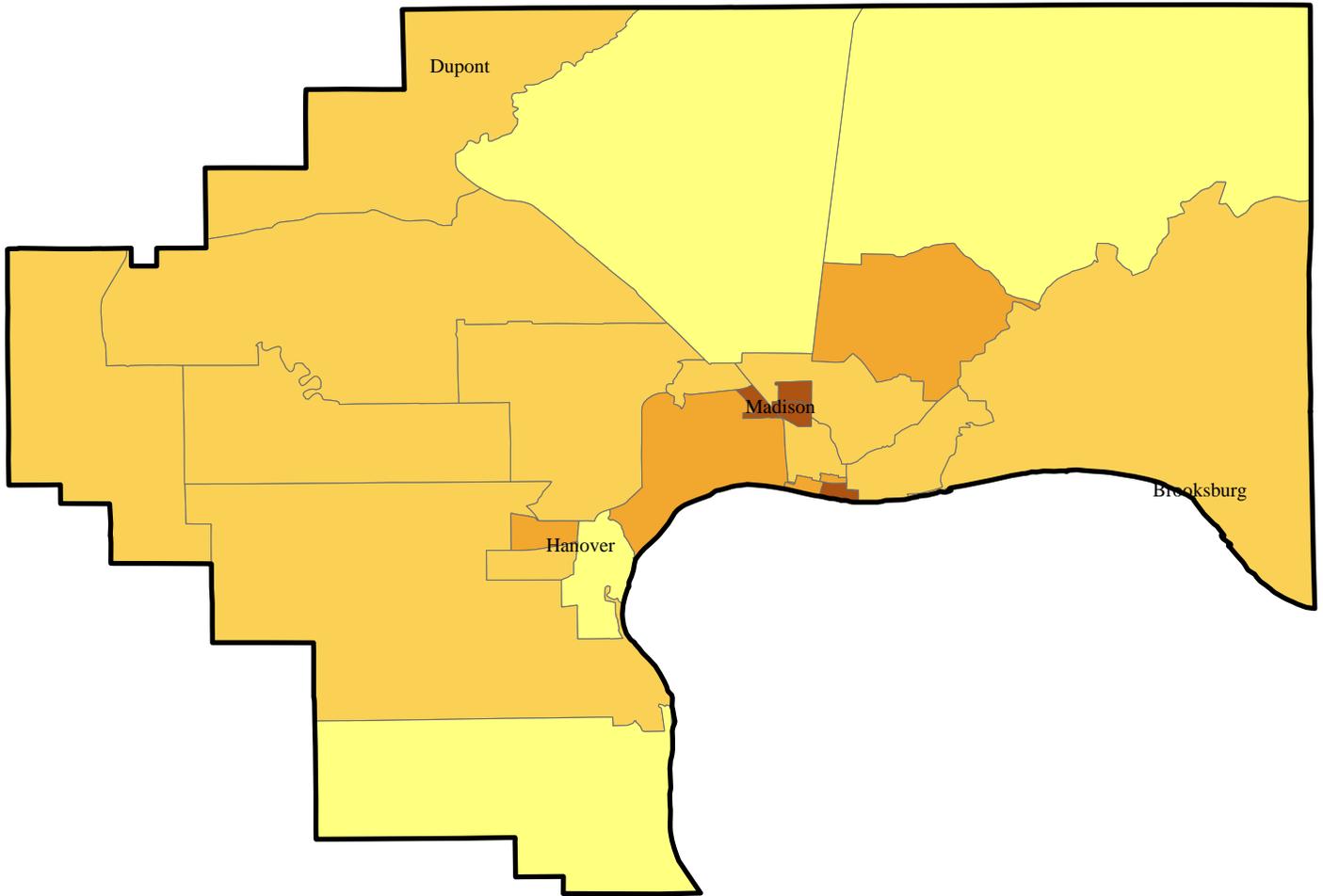


Source: 1990 & 2000 Census Bureau & STATS Indiana

Age

Exhibit II.53 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 older adults are found in and around the cities of Madison and Hanover and in the west central section of the county. The remainder of the county has a low older adult population density.

The largest age cohort was between age 25 and 44, constituting 28.5 percent of the county’s population (see Exhibit II.54). The second largest age group was 45 to 64 year olds (23.4 percent). Approximately 23 percent of the population was under age 18, while 16 percent was age 65 or older.



Region 3 Blockgroups

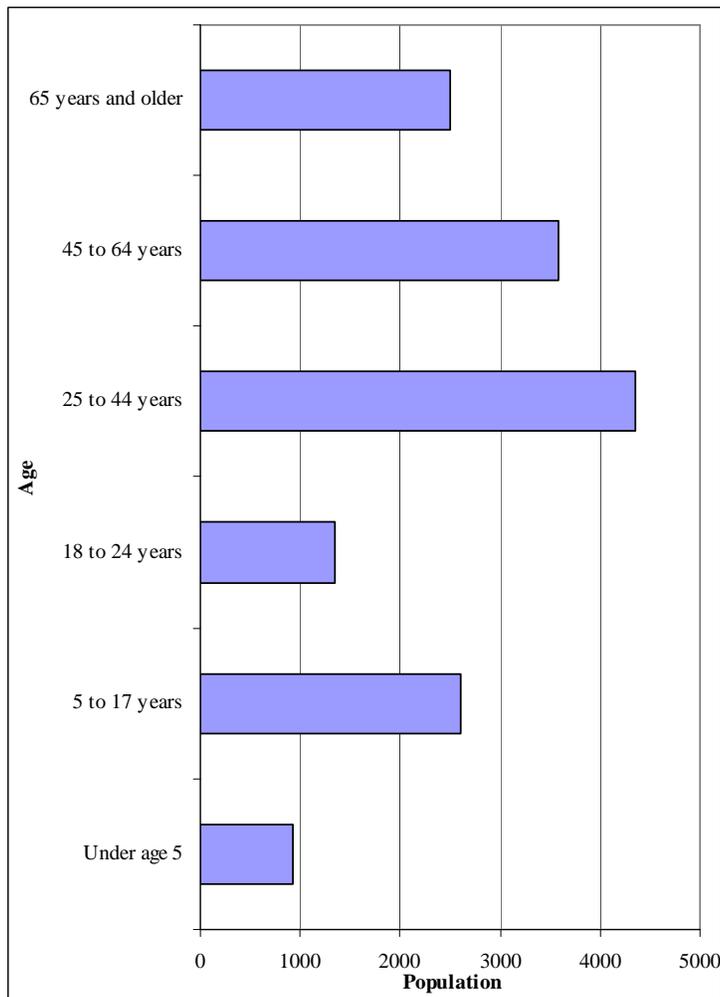
- 0% - 8.9%
- 8.901% - 12.99%
- 13% - 18.79%
- 18.8% - 27.11%
- 27.12% - 39.03%



Exhibit II.53: Population 65 and Over As a percent of total population

Jefferson County

Exhibit II.54: Population by Age

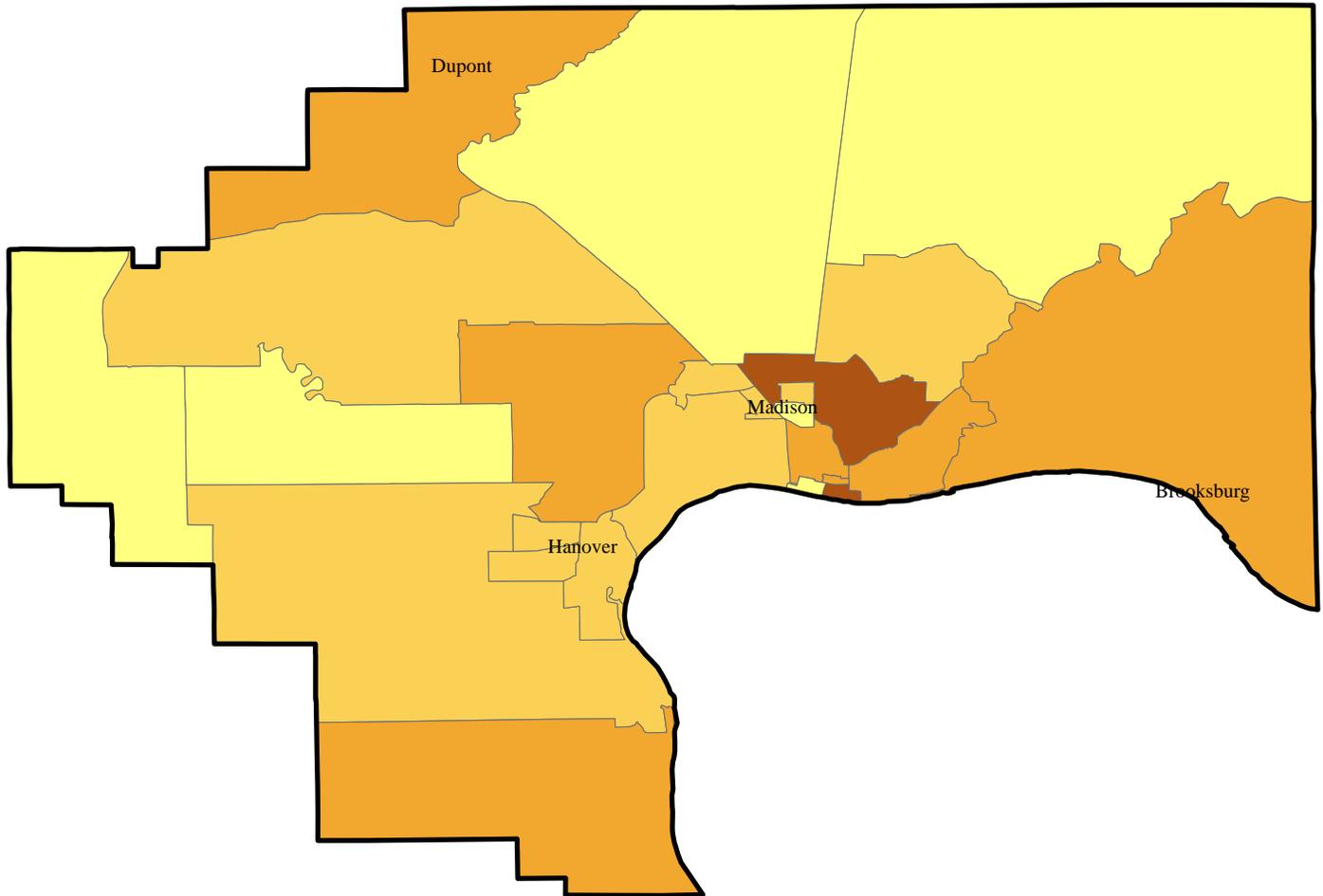


Source: 2000 US Census Data

Economic Profile

Employment and Income

The U.S. Census Bureau reported in 2000 that there were 6,323 total households in Jefferson County. Exhibit II.55 illustrates the density of households below the poverty level per square mile. In Jefferson County there are no areas with a high density of households below the poverty level. Areas of moderate density of households below the poverty level (15.58 – 27.75 percent) exist in and north of the city of Madison. The remainder of the county had low densities of households below the poverty level.



Region 3 Blockgroups

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



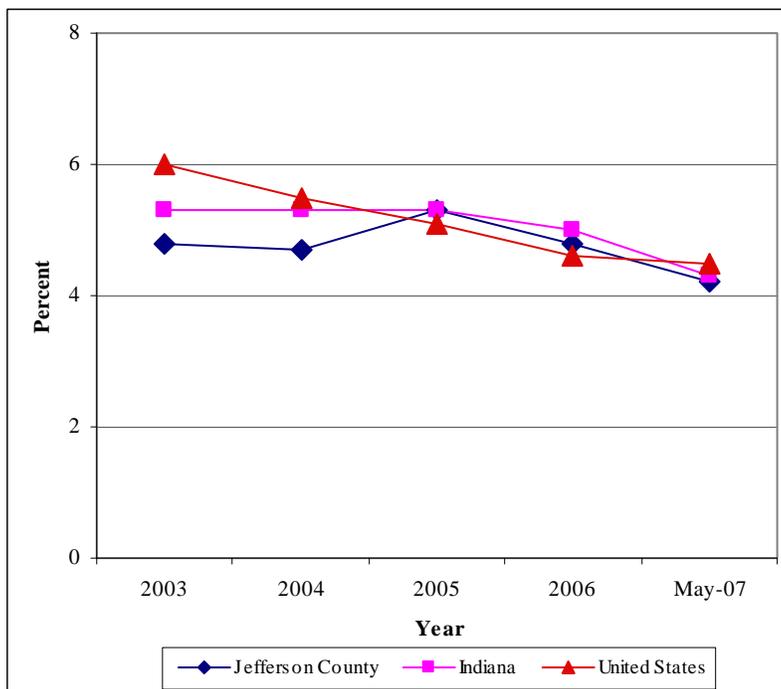
Exhibit II.55: Households Below Poverty As a percent of total households

Jefferson County

Industry and Labor Force

The 2006 Jefferson County labor force consisted of 17,667 individuals according to the U. S. Bureau of Economic Analysis and the Indiana Department of Workforce Labor. Since 2003, Jefferson County’s unemployment rate has fluctuated higher and lower than the state and national levels, but reached a high in 2005 of five percent, which was the annual average unemployment rate for Indiana in 2005. Exhibit II.56 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.56: Comparison of Unemployment Rates

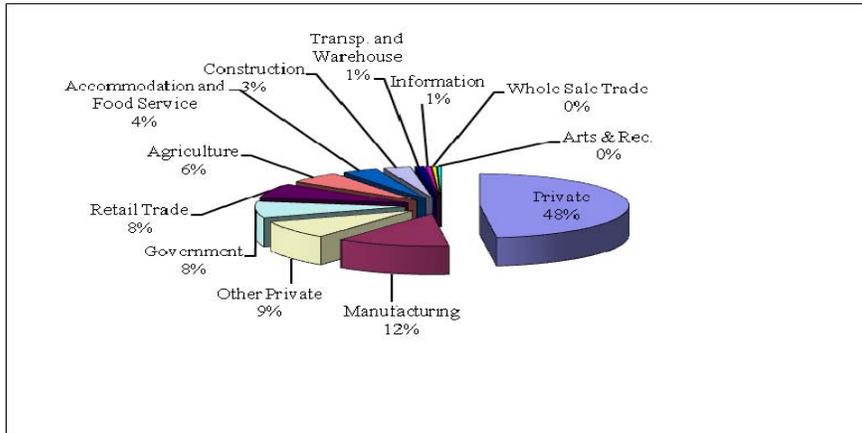


Source: Bureau of Labor Statistics

Employment by Industry

The ‘Private’ sector was the largest industry in the county with 15,115 employees in 2005. ‘Manufacturing’ was the second largest employer (3,826 employees) and ‘Other Private’ was the third largest. Reportedly, 2,827 workers were employed by the ‘Other Private’ sector. In addition, 2,588 people were employed by the ‘Government’ sector. Exhibit II.57 is an illustration of the employment by industry.

Exhibit II.57: Employment by Industry



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

The 'Private' sector had the highest reported total wages of 2005 earning \$513,201. 'Manufacturing' and 'Government' employment reported the second and third highest total wages according to the U.S. Bureau of Economic Analysis (see Exhibit II.58). 'Health Care and Social Assistance' did not have county data information available due to Bureau of Economic Analysis non-disclosure requirements. There was negative employment growth in the agriculture industry. The table in Exhibit II.58 outlines the total wages earned by industry. Wages are listed in thousands of dollars.

Exhibit II.58: Employment by Industry

Employment	Annual Earnings
Private	\$ 513,201
Manufacturing	\$ 217,974
Government	\$ 108,913
Other Private	\$ 79,042
Retail Trade	\$ 44,149
Construction	\$ 28,262
Accommodation and Food Service	\$ 15,699
Transp. and Warehouse	\$ 8,677
Wholesale Trade	\$ 4,045
Information	\$ 3,493
Arts & Rec.	\$ 996
Agriculture	\$ - 1,342
Prof. and Tech.	\$ *
Health Care and Social Asst.	\$ *

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

Source: US Bureau of Economic Analysis

Summary**SUMMARY**

This region has grown from 2000 to 2006, a trend projected to continue until the year 2010.

The region has a young population - the region's age distribution indicates that it has a relatively young population with a higher percentage of young persons as compared to the State of Indiana (25.6 percent of population age 24 and under for 2005) and a lower percentage of the population age 65 and older (12.4 percent) population for the state in 2005.

Some 14,129 persons in the region reported some type of disability in the 2000 U.S. Census. This means that 18 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 southwest corner of Switzerland County. Decatur, Jennings, Dearborn, Jefferson, and Ohio Counties also have a small area of households below the poverty rate. There 847 households in the region that have no available vehicle. This is three percent of all the households in the region. The block groups with the highest densities of zero-vehicle households are found in Dearborn County along the Ohio River and near the city of Wilmington. There is also a very small area in Jefferson County in the city of Madison.

The labor force in this seven county region consisted of 94,688 individuals in 2005 according to the Indiana Department of Workforce Development. The average unemployment rate in May 2007 was four percent, a rate similar to the state's May 2007 unemployment rate.

The 'Private' sector was the largest industry in the region with 77,505 employees in 2005. 'Manufacturing' was the second largest employer (16,457 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 IN DEARBORN, DECATUR, JEFFERSON, JENNINGS, OHIO, RIPLEY AND SWITZERLAND COUNTIES

This region, consisting of seven counties, is located in southeastern Indiana. A comprehensive survey instrument designed after the *Framework for Action*, was sent to over 174 local government entities, human service 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 between June and October 2007. A copy of the request for participation that was distributed statewide is provided in Appendix A. Meeting announcements and agendas, a complete list of agencies and organizations to which a request to complete the on-line survey was sent are also provided in the Appendix. Transportation providers were 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 A).

The following agencies in the region participated in the survey, stakeholder meeting, or an interview:

- Aging and Community Services of South Central Indiana
- Bartholomew Consolidated School Corporation
- Batesville Community School Corporation
- Columbus Regional Hospital
- Community Mental Health Center
- Dearborn County Commissioner
- Decatur County Schools
- Developmental Services, Inc.
- First Call for Help 211
- Healthy Communities
- Human Services, Inc. Head Start
- LifeTime Resources
- New Horizons Rehabilitation
- Ohio-Kentucky-Indiana MPO
- Quinco
- Senior Center Services

GENERAL DESCRIPTION OF AREA TRANSPORTATION PROVIDERS

Those agencies that responded to the survey and provide transportation services in the region are described below. Summaries also include information provided in the 2006 INDOT Annual Report.

General Description of Area Transportation Providers

General Description of
Area Transportation
Providers

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

The agency directly operates demand response transportation as well as purchases transportation on behalf of consumers. Transportation is provided for consumers who are age 60 or older and their spouse. Some transportation is available for individuals with a disability who have no other transportation alternatives. The agency owns and operates a fleet of six vehicles to provide transportation. Agency staff and volunteers provide transportation. Pre-purchased tickets, tokens, and passes for other paratransit/transit providers are also available for consumers.

The agency currently operates a fleet of six wheelchair accessible vehicles. Drivers provide door-to-door service and are permitted to assist passengers with an unlimited number of packages. Passengers are permitted to travel with their own personal care attendants or escorts. Transportation is available Monday through Friday between 9:00AM and 10:00 PM. One-day advance reservations are required and late reservations are accommodated if space is available.

Community Mental Health Center, Inc. – Community Mental Health is a social service agency functioning under the local government to provide social services, counseling, transportation, job training, rehabilitation, job placement and other related services in Dearborn, Ripley, Franklin, Ohio, Switzerland and Decatur counties. Transportation is provided for individuals who are low-income and/or qualify for Medicaid. Community Mental Health has a fleet of 43 vehicles.

The most useful personal mobility options in the local area are families and friends. Greater coordination among transportation providers would improve mobility options. Community Mental Health has encountered billing/accounting issues and difficulties related to unique characteristics of consumers when planning for transportation coordination. However, funding is the greatest challenge to coordination.

The governing board perceives coordination among transportation providers to have moderate tangible benefits.

Developmental Services, Inc. - Developmental Services, Inc. (DSI) is a private-for-profit organization assisting children and adults with mental, physical, and emotional challenges in Bartholomew, Decatur, Jackson, Jefferson, Jennings, Brown, Clark, Dearborn, Fayette, Floyd, Franklin,

Harrison, Johnson, Lawrence, Monroe, Morgan, Ohio, Ripley, Rush, Scott, Shelby, Switzerland, Union, Washington Counties.

DSI provides demand response transportation services for agency consumers. Client transportation is provided using 32 agency vehicles. Various agency employees use agency vehicles to transport clients on an as needed basis. Also, agency employees operate personal vehicles and are reimbursed for mileage or auto expenses.

DSI operates a fleet of thirty-two vehicles. Ten vehicles are equipped with accessible lifts or ramps. Curb-to-curb service is provided on an as-needed basis and available 24 hours a day. Consumers are requested to develop transportation schedules in advance with agency staff. Agency staff is encouraged to provide group transportation when possible to minimize individual trips.

Agency transportation expenses and revenues are part of each agency program that utilizes a vehicle. Therefore, a true analysis of inner-agency transportation expenses was not available.

DSI has indicated that previous barriers to coordination included liability and insurance concerns, “turf-conflicts” among providers, and the unique characteristics of DSI clients posing an issue to various providers. The agency has also indicated that a significant improvement to individual mobility could begin with the expansion of the public transportation program beyond the city limits of Columbus.

DSI currently coordinates training and maintenance services with QUINCO Behavioral Health Systems. The agency also offers maintenance services to the Wheels-to-Work Program, a program that provides auto expense assistance to low-income families in Bartholomew County.

DSI representatives feel that Columbus and the surrounding areas could easily become a strong, valuable economic link to surrounding counties with a more complete array of county-wide transportation services.

LifeTime Resources - LifeTime Resources is a private nonprofit social service agency located in Dillsboro. LifeTime provides transportation, nutrition, screening, information and referral, housing, and recreational services for the general public in Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, and Switzerland Counties.

LifeTime directly provides transportation for the general public. It operates a combination of route deviation and demand response modes of

**General Description of
Area Transportation
Providers**

service. A designated transportation staff, provide consumer transportation using agency owned vehicles.

LifeTime owns and operates a fleet of 36 vehicles. Drivers provide door-to-door, and curb-to-curb service. They carry two-way mobile radios. Passengers are permitted to travel with a personal care attendant or escort. Hours of operation are Monday through Friday, 9:00 AM to 6:00 PM, and Saturday between 9:00 AM and 4:00 PM. Advance reservations of 24-hours are requested, same day and last-minute reservations are also accepted.

During FY 2006, LifeTime provided 191,368 trips for approximately 3,240 individuals. Approximately 32,845 trips were for riders who used a wheelchair. The fare structure utilized by LifeTime is provided below. Individuals considered to be senior citizens and persons with disabilities receive half-price fares. Donations for fare are not accepted.

The FY2006 transportation operations revenues were \$1,334,029. A portion of revenue was derived from Section 5311 and the State PMTF funds. Other transportation revenue involved reimbursements for services obtained from third parties, including Medicaid. County government appropriations, fares collected from passengers and contributions from charitable foundations provided the remainder of LifeTime's Transit budget.

LifeTime resources indicated that increased coordination between transportation providers is the most important aspect to improve personal mobility in the service area. The organization currently participates in the following coordination activities:

- ◆ Information and referral
- ◆ Joint training
- ◆ Shared back-up vehicles
- ◆ Joint use of vehicles
- ◆ Trip sharing
- ◆ Service consolidation
- ◆ Joint grant applications/funding

Statutory barriers to pooling funds, restrictions placed on the use of vehicles, and liability insurance concerns are the issues that LifeTime Resources has encountered during local coordination efforts. Liability or insurance concerns are the greatest obstacle to coordination and mobility in the service area.

**General Description of
Area Transportation
Providers**

**General Description of
Area Transportation
Providers**

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

New Horizons directly provides and purchases transportation on behalf of consumers. Transportation services are not available to the general public. Agency employees, including designated transportation staff, provide consumer transportation using a fleet of 22 agency owned vehicles. Reimbursement for mileage or auto expenses is also paid to employees, clients, families or friends if personal automobiles are utilized.

New Horizons owns and operates a fleet of 21 vehicles. Ten vehicles are wheelchair accessible. Drivers provide curb-to-curb demand response service. They carry cellular phones for communication. Hours of operation are Monday through Friday, 5:15 AM to 5:30 PM. There are no advance reservation requirements. However, consumers must be pre-qualified with a Medicaid waiver or have a 'private pay' agreement in order to access transportation.

The agency transported approximately 120 individuals and provided 40,065 unduplicated trips during calendar year 2006. Approximately 1,300 trips were for riders using a wheelchair. The fare structure is based on Medicaid Waivers or private payment agreements. No fare discounts are provided and no fare donations are accepted.

The FY2007 transportation operations revenues are projected to total \$242,211. Approximately 65 percent of revenue is from third party reimbursements in 2006, and the remaining revenue is projected from private payment of fares.

New Horizons received an FTA Section 5310 capital grant of \$37,196 during FY 2006.

Quinco - Quinco is a private nonprofit social service agency located in North Vernon. Quinco provides mental health, transportation, social services, counseling, day treatment, job placement, residential facilities and related services for eligible consumers in Bartholomew, Brown, Clark, Decatur, Jackson, Jefferson, Jennings, Ripley, and Scott Counties.

Quinco directly provides and purchases transportation on behalf of consumers. Demand response transportation is available only to agency sponsored consumers for appointments or Quinco activities. Agency employees operate fleet vehicles to provide service. Quinco does not

**General Description of
Area Transportation
Providers**

employ staff designated specifically for driving. When non-agency vehicles are utilized, the Quinco reimburses mileage or auto expenses to employees, clients, families, or friends. Quinco also provides information and referral about other community transportation resources.

Quinco operates a fleet of 11 vehicles. Two vehicles are wheelchair accessible. Employees provide door-to-door and curb-to-curb service. They carry cellular phones for communication. Hours of operation are Monday through Thursday, 8:00 AM to 6:00 PM, and Fridays, 8:00 AM to 3:00 PM. Advance reservations within 24-hours or the same day of the trip are accepted. Late reservations are accommodated.

The agency provided 28,114 unduplicated trips during FY 2006. The fare structure was based on Medicaid co-payments. However, the agency has discontinued Medicaid transportation. No fare discounts are provided and no fare donations are accepted.

The FY 2006 transportation operations revenues were \$118,600. More than 90 percent of revenue was from Medicaid reimbursements. The remaining revenue was provided from private payment of fares. The agency does not receive operating grant funds for transportation from any outside source. Transportation is entirely agency funded.

Transportation operating expenses in FY 2006 exceeded revenue by more than 40 percent, or \$168,400. Transportation administration was nearly 70 percent of operating expenses. The remaining 30 percent of transit operations expenses were split between maintenance and operations. In addition, the agency had \$15,000 in capital expenses. Other agency programs absorb the overrun in transportation expenses.

Quinco currently participates in information and referral, and joint training activities with other area transportation providers. Liability and insurance concerns have been a challenge for additional coordination activities. However, funding is seen as the most significant obstacle to coordination in the service area.

Quinco indicated that a committee with responsibility to coordinate transportation among transit providers has been established in Bartholomew County. The Quinco governing board has actively participated in the planning, development, and implementation leading up to development of a coordination committee. Local support and perception of tangible benefits for coordinated transportation are moderate.

Human Services, Inc – Head Start - Human Services, Inc. (HSI) is private not-for-profit agency providing quality of life services to

Bartholomew, Brown, Jackson, Johnson, Decatur, and Shelby Counties. Organization functions include

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

NON-TRANSPORTATION PROVIDER AGENCIES

Those agencies that do not provide transportation in the project study area, but are involved in other aspects of transportation for older adults, persons with disabilities or low-income populations also completed surveys. The survey responses are provided below.

Columbus Regional Hospital - Columbus Regional Hospital is a private nonprofit medical center serving Bartholomew, Jennings, Johnson, Brown, Jackson, Jefferson, Ripley and Shelby counties. The hospital purchases transportation on behalf of its consumers, as needed. Social workers also provide information and referral services. It was indicated by the survey responses that lower fares on existing transportation services would improve transportation options in the area.

First Call for Help 2-1-1 – First Call for Help 2-1-1 (FCH) is an information referral organization servicing Bartholomew, Brown, Decatur, Jackson, and Scott Counties. FCH is a division of Aging and Community Services of South Central Indiana and offers information referral for such community resources as; neighborhood utilities, clothing, school supplies, medical facilities, shelter, nutrition, housing and therapy.

Information referral is available 7-days a week from 8:00 am to 5:00 pm. FCH does not currently provide or arrange transportation services to consumers. FCH does maintain an active database of all Bartholomew County transportation providers based on passenger need.

First Call for Help believes that transportation services and individual mobility will improve vastly with the expansion of public transportation beyond the Columbus city limits. FCH representatives also believe that the current call-center operation and active transportation database provides an ideal location for a “*central dispatch*” of coordinated services.

Batesville Community School Corporation - Batesville Community School Corporation (BCSC) is a public school corporation in Batesville,

General Description of Area Transportation Providers

Non-Transportation Provider Agencies

**Non-Transportation
Provider Agencies**

Indiana. The school purchases transportation in Ripley and Franklin Counties for BCSC students, including students for special education classes. BCSC purchases student transportation from Franklin County Public Transportation on a per trip basis. BCSC uses Franklin County Public Transportation (See Group 4 of this report) for special education students that work in the community as they travel to and from school and job sites. It also uses the public transportation system for temporary special needs as they occur.

BCSC indicated that human service transportation programs provide the most useful personal mobility options in the service area. Longer hours and more days of service are the most needed improvements for transportation.

Previous transportation coordination efforts for the organization have not been successful because of various issues that were encountered among the providers. However, the organization indicated that the rural nature of the service area is the greatest barrier to coordination and mobility because low ridership makes it difficult for service providers to operate with cost efficiency.

BCSC indicated that support for coordinated transportation in the area is weak even though organizations realize the tangible benefits that could result from coordinating efforts. It indicated that stronger local support would likely increase ridership, making the coordinated effort more fiscally efficient. BCSC indicated that expanded transportation services from Community Mental Health Center throughout southeastern Indiana, and in Batesville, would benefit several individuals who rely on public or human service agency transportation to travel to/from employment.

COORDINATION

Coordination

The transportation providers and human service agencies that participated in the stakeholder meetings indicated that some coordination in terms of sharing information and referrals, maintenance, and training is currently occurring in the service area. LifeTime Resources also coordinates with DSI and other organizations as necessary if additional vehicles are required to meet demand. Transportation providers indicated an interest in coordinating fuel purchases to reduce expenses is their primary concern and that they would be interested in coordination activities that would reduce operating costs.

Currently, DSI and Quinco coordinate maintenance and training activities together. LifeTime Resources also coordinates with local organizations to provide joint training activities, joint use of vehicles, trip sharing, service consolidation and joint grant applications.

Training

The following organizations indicated in the survey that they share training activities for employees with transportation responsibilities:

- LifeTime Resources
- DSI
- Quinco

Third Party Agreements

Some organizations make third party payments to transportation providers. Such arrangements are provided below in Exhibit III.1.

Exhibit III.1: Local Contract Agreements

Name of Agency	Name of Third Party Transp. Provider	Rate and Basis of Payment	Total Amount Paid FY2006
Batesville Community School Corp.	Franklin County Public Transportation	Per Trip	\$161.25K
Quinco	Bartholomew Co. Youth Service Center	Information Not Provided	Information Not Provided
Quinco	Columbus Area Visitor Center	Information Not Provided	Information Not Provided
Quinco	Columbus Transit	Information Not Provided	Information Not Provided
Quinco	Columbus Regional Hospital Ambulance	Information Not Provided	Information Not Provided
Quinco	DSI	Information Not Provided	Information Not Provided
Quinco	Human Services, Inc.	Information Not Provided	Information Not Provided
Quinco	STAT Ambulance	Information Not Provided	Information Not Provided
Quinco	Edinburgh Transit Authority	Information Not Provided	Information Not Provided

FARE STRUCTURES

Two organizations in the region provided fare structure information. Other organizations indicated that fare structures are based upon Medicaid reimbursements, or made no indication of fare structure. Please note that Franklin County Public Transit fare structure is provided with Group 4 regional inventory.

Coordination

Fare Structures

Fare Structures

LifeTime Services (Catch-A-Ride)

LifeTime Services is the only organization in the region, outside of Columbus MPO, that has a passenger fare structure in place. The fare system in place for general public service:

<u>Service</u>	<u>One-Way Fare</u>	
	<u>Adults</u>	<u>Older Adults, People w/ Disabilities</u>
Base Fare-Point Deviation	\$1.50	\$1.50
Base Fare-Demand Response	\$4.50	\$4.50
Each Additional County	Base+\$1.00	Base +\$1.00

Columbus Transit

Columbus Transit operates within the Columbus Metropolitan Planning Organization area. Their fare structure information provided here is based on information reported in the 2006 INDOT Annual Report.

<u>Service</u>	<u>One-Way Fare</u>	
	<u>Adults</u>	<u>Older Adults, People w/ Disabilities</u>
Base Fare-Fixed Route	\$0.25	\$0.10
Youth Fare-Fixed Route	\$0.25	
Dial-A-Bus		\$0.50

OPERATING STATISTICS

Operating Statistics

Organizations whose data were available from the INDOT Annual Report are included in Exhibit III.1.

The regional public transportation service providers provided a total of 134,817 trips for 2006 and drove a total of 1,609,633 revenue miles. As expected, Columbus Transit fixed route had the highest number of boardings. LifeTime Resources used the most gallons of fuel, which is typical considering that it has the largest service area for the group.

Fuel Consumption

Increasing fuel costs is a primary concern expressed by the participating agencies. The total amount spent for fuel by the public transportation providers (including Columbus Transit, Franklin County Public Transit, and LifeTime Resources) was \$292,832 in 2006. The three public transit systems, consumed 134,817 gallons of fuel in 2006.

Operating Statistics

Exhibit III.2: Service Providers' 2006 Operating Data

System Name	Service Area	Passenger Boardings	Total Rev Vehicle Miles	Total Rev Vehicle Hours	Total Gallons of Fuel Used
Columbus Transit (Fixed Route)	Columbus City Limits	187,761	177,072	15,944	25,509
Columbus Transit (Demand Response)	Columbus City Limits	10,076	56,171	7,208	6,742
Franklin County Public Transportation (Group 4)	Franklin Co.	46,180	395,014	13,679	19,091
LifeTime Resources (Catch-A-Ride)	Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, Switzerland Counties	164,426	981,376	41,806	83,475

Source: 2006 INDOT Annual Report and Survey Data

Several performance indicators also were examined for each of the transportation providers for which operating statistics were available (Exhibit III.3). Demand response service performance revealed very good passenger per hour statistics (should be at least 2.0 passengers per hour or higher for demand response and 1.5 for ADA paratransit). The cost per hour for the system's demand response service was also average for peer systems of similar size.

Exhibit III.3: Transit Agency Provider Performance Indicators, 2006

System Name	Total Operating Expenses	Passengers per Rev. Hour	Cost per Passenger	Cost per Rev. Mile	Cost per Rev. Hour
Columbus Transit (Fixed Rt)	\$791,096	11.8	\$4.21	\$4.47	\$49.62
Columbus Transit (Demand Response)	\$254,303	1.4	\$25.24	\$4.53	\$35.28
Franklin County Public Transit	\$439,806	3.4	\$9.52	\$1.11	\$32.15
LifeTime Resources	\$1,326,684	3.9	\$8.07	\$1.35	\$31.73

Source: 2006 INDOT Annual Report

Staffing

Survey results and the 2006 INDOT Annual Report indicate that transportation providers in the region, not including Section 5310 recipients, private taxi operators, or human service agencies spent a total of 14,560 person-hours (equivalent of 7 full-time equivalent persons) per

Operating Statistics

year on administrative activities, coordinating trip delivery (scheduling and dispatching), and processing reimbursement requests (billing).

In addition, the actual number of hours the staff of human service agencies spend driving was not provided by the agencies because caseworkers and other employees who occasionally act as drivers do not log driving time separately from regular duties. Therefore, including human service agency transportation providers increases the number of person-hours dedicated to administration of transportation.

Exhibit III.4: Administrative Staff and Drivers by Agency

Program	Admin. Personnel (FTE)	Drivers Paid, full-time	Drivers Paid, part-time	Maintenance Paid, full-time	Maintenance Paid, part-time
Columbus Transit (Fixed Rt & Dem. Res)	2	12	6	1	0
Franklin County Public Transit	3	5	8	1	0
LifeTime Resources	2	23	14	0	0

VEHICLE INVENTORY AND UTILIZATION

Vehicle Inventory and Utilization

Vehicle Inventory

Each transportation provider was interviewed and/or completed a survey that included questions about the number of wheelchair accessible and non-wheelchair-accessible vehicles in the fleet. Exhibit III.5 provides an inventory of vehicles as reported by the transportation providers in the region. Participating organizations reported a total of 157 vehicles operating for human service agency and/or public transportation service in the region (not including Columbus or Franklin County). Approximately 65 percent of the vehicles operating in the region are wheelchair accessible.

Vehicles have been purchased through a variety of methods: the Federal Transit Administration Section 5310 Specialized Transportation Program and 5311 Rural Transit Program, local funds and general revenue funds.

Exhibit III.5: Vehicle Inventory

Agency Name	Wheelchair Accessible Vehicles	Not Wheelchair Accessible Vehicles	Total Vehicles
Aging and Community Svcs.	6	0	6
Community Mental Health	43	0	43
Developmental Svcs. Inc.	10	22	32
LifeTime Resources	23	13	36
New Horizons	10	11	21
Quinco	2	9	11
Human Services, Inc. - Head Start	8	0	8
Total Vehicles:	102	55	157

Source: Survey information and 2006 INDOT Annual Rpt.

Vehicle Inventory and Utilization

Vehicle Utilization

The hours and days of the week of available transportation services in each county, according to the information provided in stakeholder surveys, or the INDOT Annual Report are listed in the table below (Exhibit III.6). Agency and public transportation providers generally operate Monday through Friday, with some exceptions. General public Saturday transportation is available through LifeTime Resources; and, DSI provides service 24-hours a day 7-days a week for agency consumers.

Generally, hours of operation are between 8AM and 6PM on weekdays and until 4PM on Saturdays. Aging and Community Services, which provides transportation to older adults and persons with disabilities, and DSI are the exceptions because evening transportation is available for eligible consumers.

Each of the transportation providers who participated in the coordination plan offer transportation service in multiple counties. Many are providing services for similar populations and during the same hours of operation.

Exhibit III.6: Transportation Service by County

Counties	System/ Agency	Consumers	Hours of Operation	Days of Operation
Decatur	Aging & Comm. Svcs.	Age 60+ & Persons w/ Disabilities	9AM-10PM	Mon.-Fri.
	Community M.H. Ctr.	Low-Income & Medicaid	???	???
	DSI	Agency Consumers	24-hours	24-hours
	LifeTime Res.	General Public	9AM-6PM 9AM-4PM	Mon.-Fri. Sat.
	Quinco	Agency Consumers &	8AM-6PM	Mon.-Thur.

**INVENTORY OF
EXISTING
TRANSPORTATION
SERVICES**

**Vehicle Inventory and
Utilization**

		Medicaid	8AM-3PM	Fri.
	Head Start	Low-Income	??	Mon.-Fri.
Jennings	Aging & Comm. Svcs.	Age 60+ & Persons w/ Disabilities	9AM-10PM	Mon.-Fri.
	DSI	Agency Consumers	24-hours	24-hours
	LifeTime Res.	General Public	9AM-6PM 9AM-4PM	Mon.-Fri. Sat.
	New Horizons	Persons w/ Disabilities	5:15AM-5:30PM	Mon.-Fri.
	Quinco	Agency Consumers & Medicaid	8AM-6PM 8AM-3PM	Mon.-Thur. Fri.
Ripley	Community M.H. Ctr.	Low-Income & Medicaid		
	LifeTime Res.	General Public	9AM-6PM 9AM-4PM	Mon.-Fri. Sat.
	New Horizons	Persons W/ Disabilities	5:15AM-5:30PM	Mon.-Fri.
	Quinco	Agency Consumers & Medicaid	8AM-6PM 8AM-3PM	Mon.-Thur. Fri.
Dearborn	Community M.H. Ctr.	Low-Income & Medicaid		
	DSI	Agency Consumers	24-hours	24-hours
	LifeTime Res.	General Public	9AM-6PM 9AM-4PM	Mon.-Fri. Sat.
	New Horizons	Persons w/ Disabilities	5:15AM-5:30PM	Mon.-Fri.
Ohio	Community M.H. Ctr.	Low-Income & Medicaid		
	LifeTime Res.	General Public	9AM-6PM 9AM-4PM	Mon.-Fri. Sat.
	New Horizons	Persons w/ Disabilities	5:15AM-5:30PM	Mon.-Fri.
Jefferson	DSI	Agency Consumers	24-hours	24-hours
	LifeTime Res.	General Public	9AM-6PM 9AM-4PM	Mon.-Fri. Sat.
	Quinco	Agency Consumers & Medicaid	8AM-6PM 8AM-3PM	Mon.-Thur. Fri.
Switzerland	Community M.H. Ctr.	Low-Income & Medicaid		
	DSI	Agency Consumers	24-hours	24-hours
	LifeTime Res.	General Public	9AM-6PM 9AM-4PM	Mon.-Fri. Sat.

Each participant was asked to provide vehicle utilization information for a 'typical' day. Some providers have vehicles available to residential facilities and for consumer programs during all hours of the day and were

unable to identify the peak hours, or hours of each day when the vehicles are actually in operation as opposed to being idle but in the available status. In such cases, hours of availability are noted on the following exhibit. The vehicle utilization chart is provided in exhibit III.7.

**INVENTORY OF
EXISTING
TRANSPORTATION
SERVICES**

**Vehicle Inventory and
Utilization**

CONCLUSIONS

Invitations to complete the survey were provided to approximately 174 organizations including human service agencies, local transportation providers, schools, and local officials. There were 14 responses to the survey. Additional information was gathered through review of the 2006 INDOT Annual Report, stakeholder meeting input, and follow-up telephone interviews or emails.

Although responses to the stakeholder survey were not numerous, feedback during the local stakeholder meeting (see Chapter 4) and current participation coordination activities lead by LifeTime Resources indicate that the organizations are prepared to coordinate and overcome current barriers related to insurance and operating policy restrictions.

The majority of organizations that participated in the survey indicated strong perceived benefits to coordination in the area. LifeTime Resources is leading some local efforts to coordinate long-distance trips with the VA to travel across state-lines or across multiple counties. The VA has available drivers and LifeTime could make vehicles available to provide the service. Therefore, the potential agreement is positive for both organizations and the local community. Similar agreements among other participating organizations should be explored through local planning.

The participating organizations identified the following challenges to coordination:

- **Liability/insurance restrictions;**
- **Statutory restrictions on the use of vehicles; and,**
- **Funding restrictions and limitations.**

Strategies to overcome these challenges are required for the area to have progress with its coordination efforts. Potential solutions and strategies to overcome these challenges so that the designated needs may be addressed will be provided in the following chapter.

Conclusions

IV. NEEDS ASSESSMENT

IV. NEEDS ASSESSMENT

REGIONAL NEEDS ASSESSMENT

Regional Needs Assessment

On July 27, 2007, RLS & Associates conducted a coordinated transportation planning meeting in Batesville, Indiana with stakeholders from Decatur, Jennings, Ripley, Dearborn, Ohio, Switzerland, and Jefferson Counties. Thirty-five transit and human service agencies and private transportation providers, 23 school districts, and 114 local officials were invited to the meeting. Six transit and human service agency representatives, two school districts, and two local official attended the meeting.

The goal of the meeting was to identify and prioritize unmet transportation needs, and duplication of transportation service in the region.

The following organizations were represented:

- OKI Regional Council of Governments
- Dearborn County Commissioner
- New Horizon Rehabilitation
- Catch-A-Ride
- Community Mental Health Center
- Quinco (Columbus)
- Developmental Services (Columbus)
- Dearborn County Veteran's Services
- Decatur County Schools
- Batesville Community School Corporation

In an effort to identify gaps and duplications in transportation service that currently exist, stakeholders were asked to share the most common unmet transportation needs for their consumers. The following list includes unmet transportation needs that potentially could be addressed through coordination.

- There is a significant level of need for transportation outside of the region for medical treatment. The primary out-of-region or long-distance needs were indicated as follows:

- Approximately 75 patients per month are transported to medical appointments in Indianapolis, Louisville, Ft. Thomas, Cincinnati, or Dayton. Travel is primarily to the VA centers. The VA has two and a half vehicles as one vehicle is usually down for maintenance. The VA travels 29 plus miles one-way on average and it is a long day for passengers. All the drivers are volunteers and make about 2-3 runs a day. They are funded in Dearborn County and will pick up passengers in Rising Sun, Ohio.
- Medicaid has a limited number of trips for this region. If Medicaid denies payment for a trip, then the provider has to bill the client. Consumers are then paying the transit provider directly which creates financial issues for the consumer and billing problems for the transportation provider.
- Some long distance trips are possible, but they require transfers at county lines. The transit systems in this region work with ShelbyGo for transfers on medical runs but many of the patients are fragile and it is dangerous to move them from vehicle to vehicle.

Another out-of-county request commonly received is for prisoners who are released from jail in the mornings, and from homeless shelters that are seeking transportation to family members who live outside of the region. There are few options available for this situation because of the limited service areas and vehicle availability.

- Additional vehicles was another significant transportation need identified by stakeholders. Transportation providers, such as LifeTime Resources, are commonly lacking the necessary vehicles to meet demand. One common reason for the gap in available vehicles is maintenance schedules. Providers log high mileage and therefore, vehicles are quickly returned for maintenance issues.
- Finally, school transportation for students under age 18 is a challenge for transportation providers in the region.
 - Children under 18 are not permitted to travel without a parent or guardian. Because of this regulation, which is enforced by EDS, transportation providers cannot transfer children. Each trip is now 28-miles one-way. Therefore, it is a very time consuming and expensive trip.
 - Getting to and from school is also an issue. Mid-day trips home for the half-day kindergarten students is needed, but is expensive.

Major Destinations:

Representatives identified the following destinations as major trip generators within the region. Major trip generators include employment destinations, medical facilities or offices, and human service agencies that

are frequently served by the transportation providers. The list may not be exhaustive, but is intended to provide an overview of popular destinations.

Medical:

- The hospitals (Batesville, Greensboro, Jefferson, Jennings, and Lawrenceburg)
- Dialysis (Batesville, Madison (2), and Lawrenceburg)
- VA Clinic (Lawrenceburg)
- Oncology (Batesville and Dearborn)

Employment:

- Lowe’s Warehouse (Jennings)
- Industry (Batesville and Greensburg)
- Cincinnati, Ohio
- Honda Plant (Soon to be built in Greensboro)

Suggestions and Opportunities for Coordination

Meeting participants identified the following possibilities for improving coordinated transportation efforts in the region:

- Establish a shared insurance pool to open up the option for sharing vehicles to transport consumers from multiple agencies on the same vehicle.
- Create a shared bulk fuel purchasing process in an effort to reduce operating expenses for all of the agencies in the region.

The following opportunities were identified for improving coordinated transportation efforts in the region:

- Veterans Administration and LifeTime Resources coordinating schedules to the VA hospitals. The goal is to reduce duplications in service by sharing schedules and passengers.
- Explore negotiations with the new Honda Plant in Greensboro to subsidize park-and-ride, or other commuter transportation alternatives.
- Explore the possibility to coordinate with employers in Cincinnati, Ohio for park-and-ride, or commuter trips from the region.
- Bulk fuel and tire purchasing: Explore the possibility for participating organizations to purchase fuel and tires in one bulk order that is a lower price.
- Mechanic and Garage: Explore the possibility for sharing maintenance and garage facilities to reduce expenses.

SUMMARY OF NEEDS ASSESSMENT

The following list summarizes the characteristics of region that are related to transportation need based on the inventory of demographic

Regional Needs Assessment

Summary of Needs Assessment

Summary of Needs Assessment

characteristics, analysis of existing transportation conditions, and feedback from stakeholder surveys:

- Individual county demographic indicators of transportation demand are listed below:
 - Incidence of disability is often an indicator of transportation demand. Dearborn and Jefferson counties have the highest number of individuals with disabilities. Ripley and Decatur counties have the next highest numbers.
 - Lower incomes are also a common indicator of transportation demand. According to the US Bureau of Economic Analysis, the per capita household income (2005) was lowest in Switzerland County. Decatur County registered the highest per capita income. However, all counties in the region were below the average income for Indiana.
 - The average commute time for all employed residents in the region was approximately 21 minutes. Dearborn, Ohio and Ripley counties had the highest commute times.
- Regional demographic indicators of transportation demand are as follows:
 - The percent of population age 65 years and older in each county is the same or higher than the state distribution of 12.4 percent. The percent age 18 years and younger is higher than the state distribution of 25 percent in Decatur, Ripley, Dearborn, and Switzerland counties. This population distribution indicates that a significant portion of the region's population is of working ages or younger. And, that the distribution of older adults is slightly higher in this region than it is statewide.
 - There are no high-density block groups of households below the poverty level in the region. Ripley County had only low-density block groups with households below the poverty level and all other counties had at least some areas with moderate density.

Stakeholder feedback indicated a consensus that strategies for pooling insurance and fuel purchasing are top priorities. Stakeholders agreed that duplications in service could be reduced through trip sharing but indicated that insurance is currently a barrier to achieving that level of coordination.

Most coordination priorities pertain to providing affordable medical transportation to destinations that are outside of the regular service area. Currently, the providers do not have the resources (drivers or vehicles) to

provide the long distance medical trips. If insurance barriers are removed, the potential for coordination among the transportation providers is high.

**Summary of Needs
Assessment**

APPENDIX

Appendix A

Region 3.2

A-1: OUTREACH DOCUMENTATION SUMMARY

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION

PLAN

FOR DECATUR, JENNINGS, RIPLEY, DEARBORN, OHIO, JEFFERSON AND SWITZERLAND COUNTIES, INDIANA

Outreach Documentation Summary

Focus Groups

Date(s) & Locations Held:

 7/27/07 Ivy Tech College - Batesville

Date(s) Invitations Were Distributed:

U.S. Mail 7/10/07 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)

 10 7/27/07 @ Ivy Tech College - Batesville_

- 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:

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__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 _7/10/07_____ 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: 174 invitations to complete the survey
- No. of Surveys Returned: 11
- ✓ Listing of Survey Recipients attached

Other Outreach Efforts

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

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- ✓ 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 _____ X 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.

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A-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 West Virginia Offices

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A-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.

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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 A

Region 3.2

A-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 by Laura Brown, 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: 07/27/07

Time: 10:00 AM - 1:00 PM

Address: 920 County Line Road, Batesville

Ivy Tech College - Batesville Branch (Rm. 131)

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

Appendix A

Region 3.2

A-6: MEETING AGENDA

COORDINATED PUBLIC TRANSIT-HUMAN SERVICE TRANSPORTATION PLAN

FOR Decatur, Jennings, Ripley, Dearborn, Ohio, Jefferson and Switzerland counties

July 27, 2007

10-AM to 1 PM

Ivy Tech College – Batesville Branch (rm. 131)

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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A-7: MEETING SIGN IN SHEETS

Region 3.2 Batesville, Indiana - July 27, 2007			
Attendees			
NAME & AGENCY	AGENCY ADDRESS	TELEPHONE	E-MAIL
Jeff Hughes	Dearborn County Commissioner	812-584-6407	jhughes@dearbornCounty.in.gov
Bob Ward New Horizons Rehabilitation	237 Six Pine Ranch P.O. Box 98 Batesville, IN 47006	812-934-4528 x226	bward@newhorizons-rehab.org
Julie Schafer Catch-A-Ride/ LifeTime Resources	13091 Benedict Dr. Dillsboro, IN 47018	812-432-6221	jschafer@lifetime-resources.org
George (Yuri) Zhirkin CMHC, Inc.	285 Bielby Rd Lawrenceburg, IN 47025	812-532-3408	cmhc1286@cmhcinc.org
Shelli Bean Quinco	1260 E. Buckeye St. North Vernon, IN 47265	812-352-9206	mrbean@quincoinc.com
Susie Warnell Developmental Svcs.	2920 10 th St. Columbus, IN 47201	812-376-9404	swarnell@dsiservices.org
Mark Paine OKI Reg. Council of Govt.	720 E. Pete Rose Way, Ste. 420 Cinti., OH 45202	513-621-6300	mpaine@oki.org
Bill Ewbank Dearborn Co. Veterans Services	County Administrator Bldg. Lawrenceburg, IN 47021	812-537-8819	wew@dearborncounty.in.gov
Connie Nobbe Decatur Co. Schools	St Rd 46 Greensburg, IN 47240	812-934-4595	cnobbe@decaturoco.in.us
Ed Krause Batesville Comm. School Corp.	P.O. Box 121 Batesville, IN 47006	812-934-2194	ekrause@batesville.kiz.in.us

Spreadsheet of Participation by County

County	Organization Name	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
Dearborn County	Catch-A-Ride Public Transportation, Julie Schafer	Yes	Yes	Yes	Yes			
	Community Mental Health Center			Yes		Yes		
	Dearborn & Ohio Counties United Fund							
	Dearborn & Ohio Counties United Fund							
	Dearborn County Council, Jeff Hughes		Yes					
	Dearborn County RSVP							
	Dearborn County Veterans Service		Yes					
	Lawrenceburg Com School Corp							
	Lawrenceburg School Corporation							
	South Dearborn Community School Corporation							
	South Dearborn Schools							
	Southeastern Indiana EOC							
Decatur County	Classic Medcab							
	Decatur County Bridge Supervisor							
	Decatur County Com Schools							
	Decatur County Commissioner							
	Decatur County Council					yes		
	Decatur County Family YMCA							
	Decatur County Highway Supervisor							
	Decatur County School Corp.		Yes					
	Decatur County Senior Citizens Center, Connie Nobbe		Yes					
	Decatur County Parks and Recreation					Yes		
	Decatur County United Fund							
	Decatur County Veteran's Outreach Office		Yes					
	Greensburg Community Schools							
River Valley Resources					Yes			
Jefferson County	City of Madison					Yes		
	Jefferson County Commissioner							
	Jefferson County Council							
	Jefferson County Highway Supervisor							
	Jefferson County Veteran's Outreach Office							
	Madison Area Ed Spec Serv Unit							
	Madison Consolidated Schools						Yes	
Jennings County	Developmental Services, Susie Warnell		Yes	Yes				
	Jennings Co. Office							
	Jennings County Family YMCA							
	Jennings County Highway Clerk							
	Jennings County Highway Clerk							
	Jennings County Recorder							
	Jennings County School Corp.							
	Jennings County Schools							
	Jennings County United Way, Inc.							
	Muscatatuck Special Education Center							
	Quinco Behavioral Health Systems, Shellia Bean	Yes	Yes	Yes				
Veteran's Service								
Ohio County	LifeTime Resources	Yes	Yes	Yes	Yes			
	Ohio County Council of Governments, Mark Paine		Yes	Yes				
	Ohio County							
	Ohio County Auditor							
	Ohio County Commissioner							
	Ohio County Council							
	Rising Sun- Ohio County Community Schools							
Veteran's Service								
Ripley County	Batesville School Corporation, Ed Krause	Yes	Yes					
	Jac-Cen-Del School Corporation							
	Milan Community Schools							
	New Horizons Rehabilitation, Inc., Bob Ward	Yes	Yes	Yes	Yes	Yes		
	Southeaster IN YMCA							
	Tri County Ambulance							
Switzerland County	County Commissioner							
	County Council							
	Veteran's Outreach							