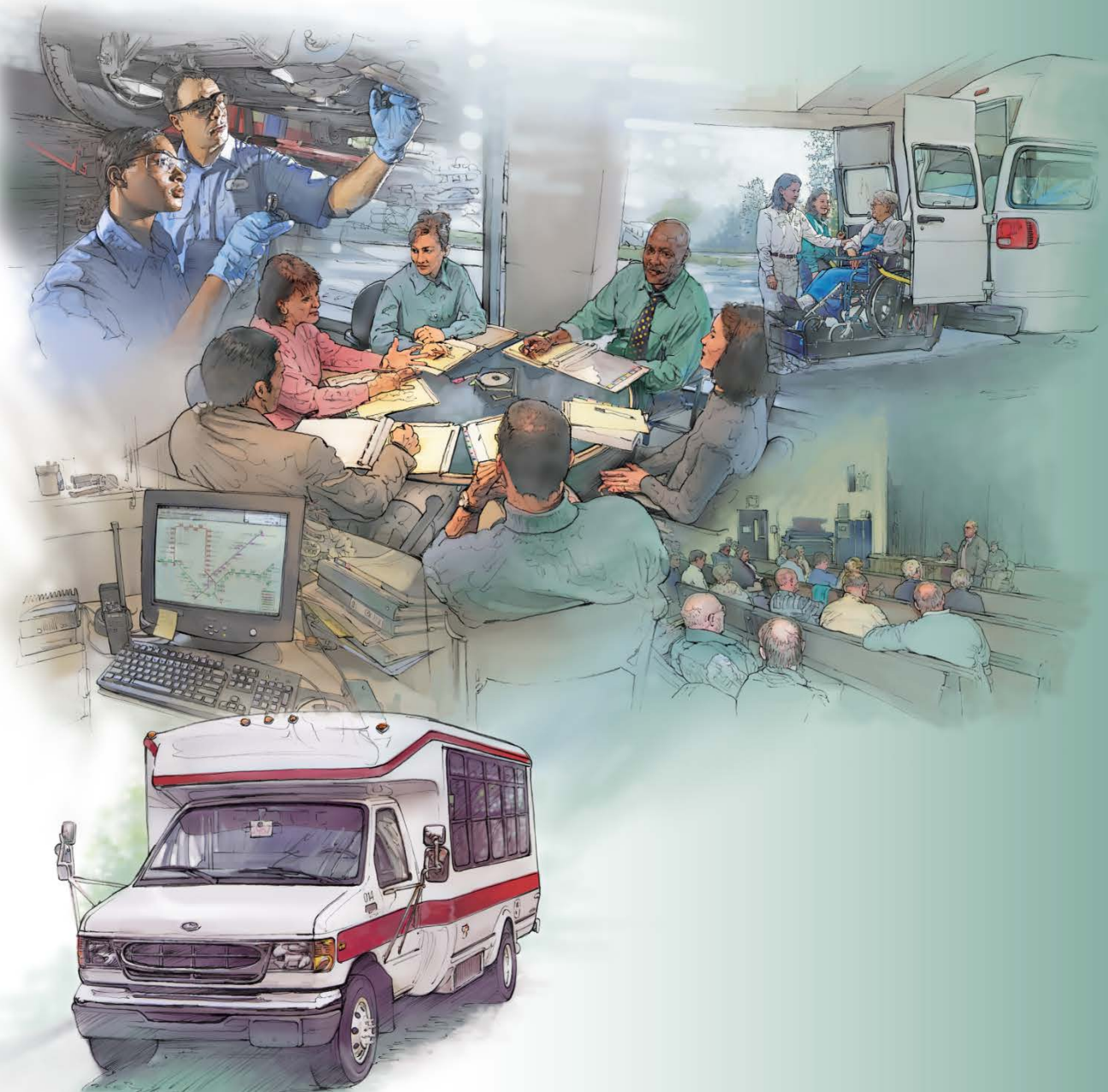




Coordinated Public Transit-Human Services Transportation Plan Update Region 1

Final Report

November 2017





Moving Public Transportation Into the Future

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Introduction

I. INTRODUCTION

OVERVIEW

This plan updates the Public Transit-Human Services Transportation Plan for Daviess, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan, and Warrick Counties that was initially developed in 2008; updated in 2012 to fulfill the planning requirements for the United We Ride initiative and the Federal Transit Administration's (FTA) Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU); and updated in 2014 to meet the planning requirements for Moving Ahead for Progress in the 21st Century (MAP-21). SAFETEA-LU and MAP-21 were the Federal surface transportation authorizations effective through September 30, 2015.

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

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

Relevant FAST Act Programs

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

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

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

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

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

PLAN DEVELOPMENT METHODOLOGY

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

According to Federal Transit Administration (FTA) requirements, the coordinated plan must be developed and approved through a process that includes participation by older adults and individuals with disabilities. And, INDOT and FTA also encourage active participation in the planning process from representatives of public, private, and nonprofit organizations that provide or support transportation services and initiatives, and the general public. The methodology used in this plan update includes meaningful efforts to identify these stakeholders and facilitate their participation in the planning process.

The fundamental element of the planning process is the identification and assessment of existing transportation resources and local/regional unmet transportation needs and gaps in service. This was accomplished by receiving input from the stakeholders noted above through a public meeting, telephone calls, email conversations, and completion of a public survey.

The coordination plan update incorporated the following planning elements:

1. Review of the previous regional coordination plan updates to develop a basis for evaluation and recommendations;
2. Evaluation of existing economic/demographic conditions in each county;
3. Conduct of a survey of the general public. It must be noted that general public survey results are not statistically valid, but are intended to provide insight into the opinions of the local community. The survey also includes distribution to agencies that serve older adults and

individuals with disabilities and their consumers. A statistically valid public survey was beyond the scope of this project. However, U.S. Census data is provided to accompany any conclusions drawn based on general public information;

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

GLOSSARY OF TERMS

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

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

Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310 Program) – [Statutory Reference: 49 U.S.C. Section 5310/FAST Act Section 3006]. This program provides formula funding to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. It supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and

individuals with disabilities in all areas – large urbanized, small urbanized, and rural. The Indiana Department of Transportation, Office of Transit (INDOT) administers the Section 5310 Program in Indiana. The Federal share is 80% for capital projects. In Indiana, the program has historically been utilized for capital program purchases.

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

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

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

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

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

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

II. EXISTING CONDITIONS

REGION OVERVIEW

Indiana's Region 1 is southwest of Bloomington and includes the counties of Daviess, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan, and Warrick in Indiana. The map in Exhibit II.2 provides a depiction of the area included in this study. The Region is served by the following major highways: Interstates 64, 164, and 69; and U.S. Routes 41, 50, 60, 150, and 231.

The demographics of an area are a strong indicator of demand for transportation service. Relevant demographic data was collected and is summarized in this section. The data provided in the following section has been gathered from multiple sources including the U.S. Census Bureau's 2014 American Community Survey (ACS) Five-Year Estimates and the State of Indiana. These sources are used to ensure that the most current and accurate information is presented. It is important to note that the ACS Five-Year Estimates have been used to supplement census data that is not available through the 2010 Census. As a five-year estimate, the data represent a percentage based on a national sample and does not represent a direct population count.

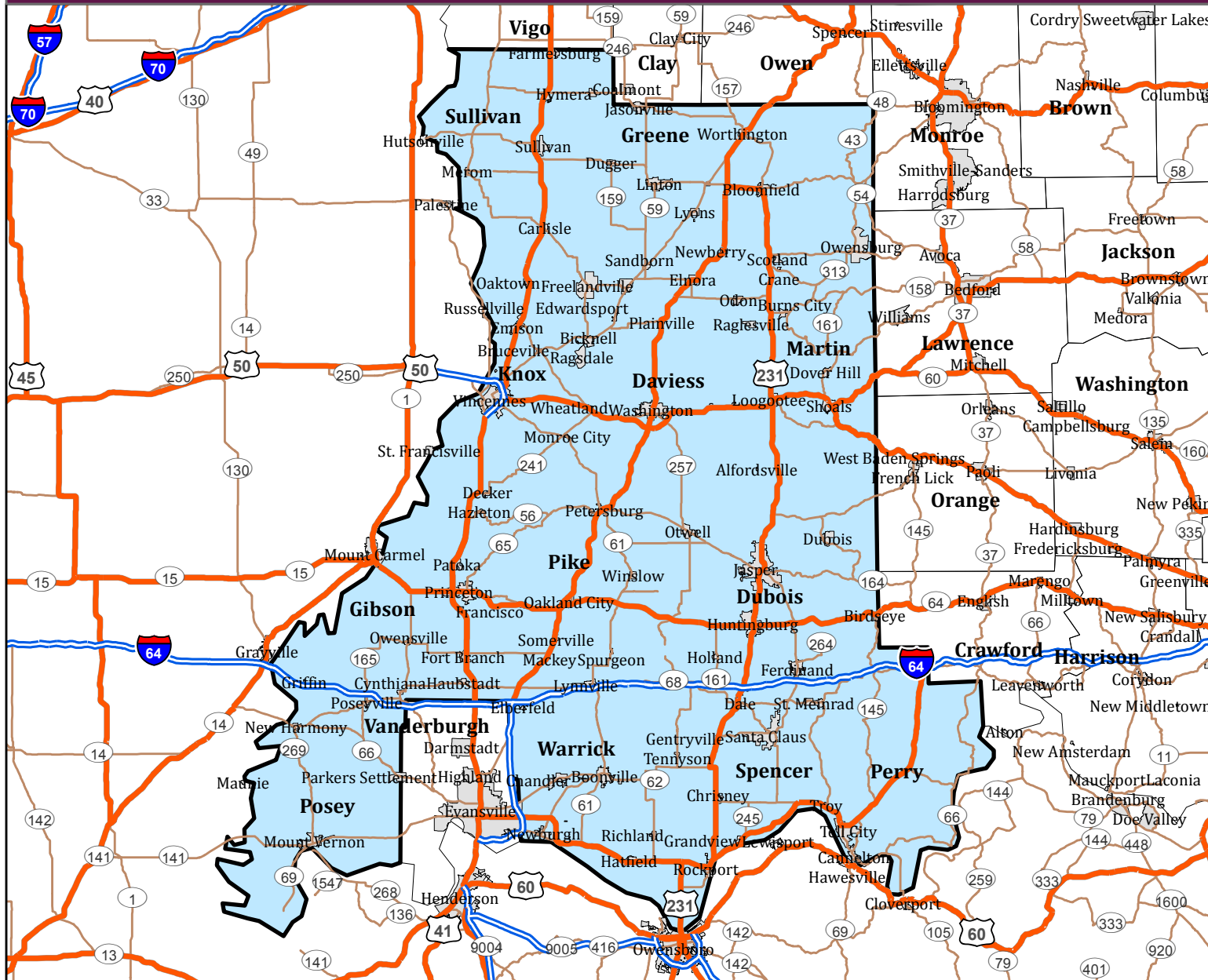
Exhibit II.1 shows some of the larger communities in Region 1. Vincennes is the largest city with an estimated population of 18,233.

Exhibit II.1: Population of the Largest Places, 2014

Place	2014
Vincennes	18,233
Jasper	15,177
Washington	11,758
Princeton	8,600
Tell City	7,251

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

Exhibit II.2: Location Map Region 1



Region 1 Coordinated Public Transit- Human Services Transportation Plan Update

Legend

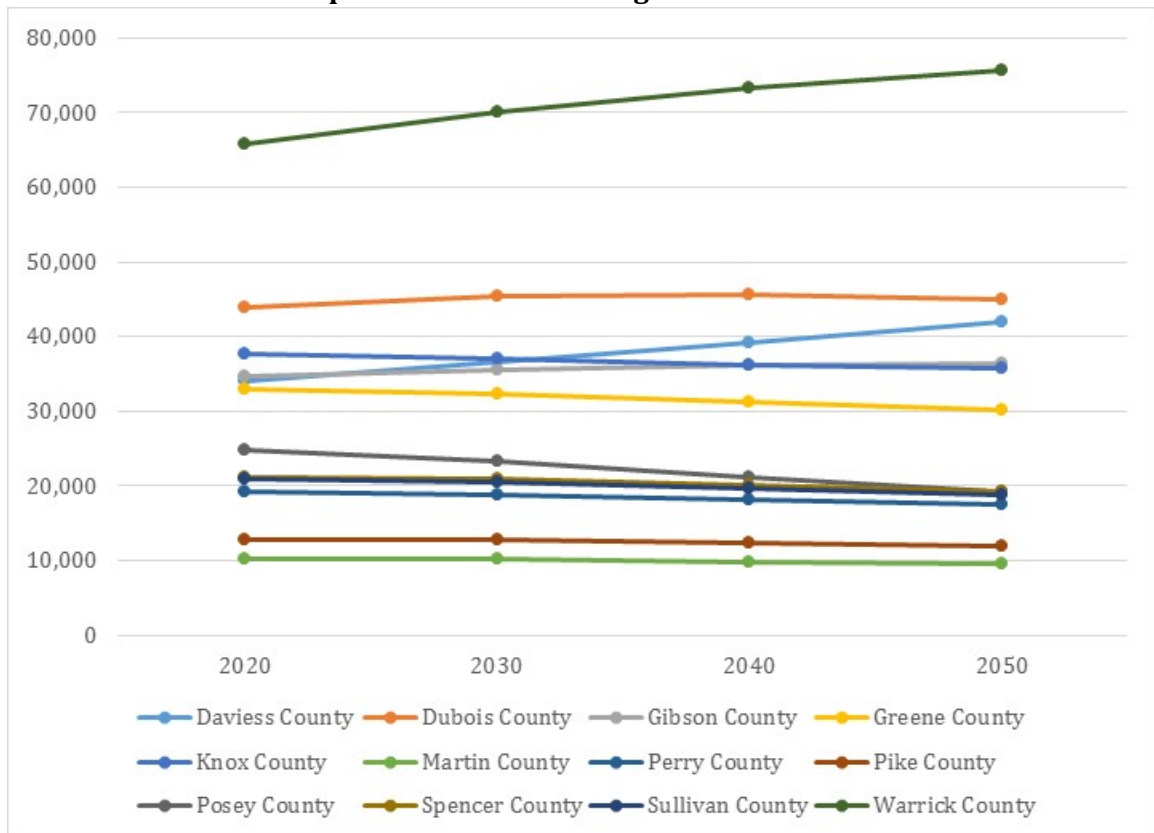
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns
- Region 1
- Counties

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

POPULATION PROJECTIONS

STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business projects the Region's population will rise to 361,061 by 2050, an estimated gain of 0.7 percent from the year 2020 population projection. Exhibit II.3 shows population trends between 2020 and 2050 for each county in Region 1.

Exhibit II.3
Population Trends for Region 1 2020-2050



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

OLDER ADULT POPULATION

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

There is a trend occurring in the United States relating to the aging of the population. The two age cohorts with the largest percentage of growth over the last decade were the 50-54 year old cohort and the 45-49 year old cohort. People in these two age groups were primarily born during the post-

WWII “baby boom,” era defined by the Census Bureau as persons born from 1946 through 1964. These baby boomers are now reaching the age of 65 and are becoming more likely to use transportation services if they are available.

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

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

RACE

In 2014, the population was primarily White/Caucasian (94.4 percent), while Hispanics or Latinos were 2.3 percent of the population. People who reported being Black or African American made up 1.6 percent of the total population. Approximately 5.6 percent, or 19,474 people, were listed as some racial minority group. Exhibit II.4 lists the breakdown of the different race categories for the region.

Exhibit II.4: Race Distribution

Race	Population	Percent
White	330,375	94.4%
Black or African American	5,481	1.6%
Native American	376	0.1%
Asian	2,060	0.6%
Native Hawaiian and Other Pacific Islander	176	0.1%
Some Other Race	109	0.1%
Two or More Races	3,237	0.9%
Hispanic or Latino	8,035	2.3%
Total Minority	19,474	5.6%
Total Population	349,849	100%

Source: 2014 ACS Five-Year Estimates

INDIVIDUALS WITH DISABILITIES

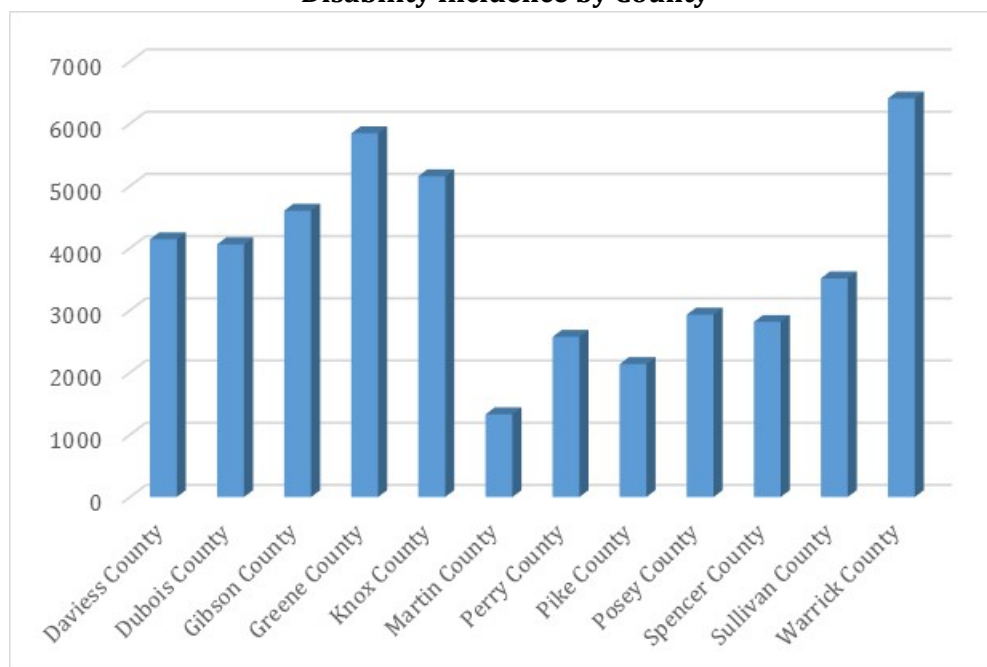
Enumeration of the population with disabilities in any community presents challenges. First, there is a complex and lengthy definition of a person with a disability in the Americans with Disabilities

Act implementing regulations, which is found in 49 CFR Part 37.3. This definition, when applied to transportation services applications, is designed to permit a functional approach to disability determination rather than a strict categorical definition. In a functional approach, the mere presence of a condition that is typically thought to be disabling gives way to consideration of an individual's abilities to perform various life functions. In short, an individual's capabilities, rather than the mere presence of a medical condition, determine transportation disability.

The U.S. Census offers no method of identifying individuals as having a transportation-related disability. The best available data for Region 1 is available through the 2014 ACS Five-Year Estimates of individuals with a disability. Exhibit II.5 is intended to provide a comparison of the disabled population in each county within the Region.

The chart identifies the highest population of individuals with a disability reside in Warrick County. The total disabled population estimate for Warrick County is 6,406. Greene County has an estimated 5,847 disabled people while Knox County has 5,157 disabled people.

Exhibit II.5
Disability Incidence by County

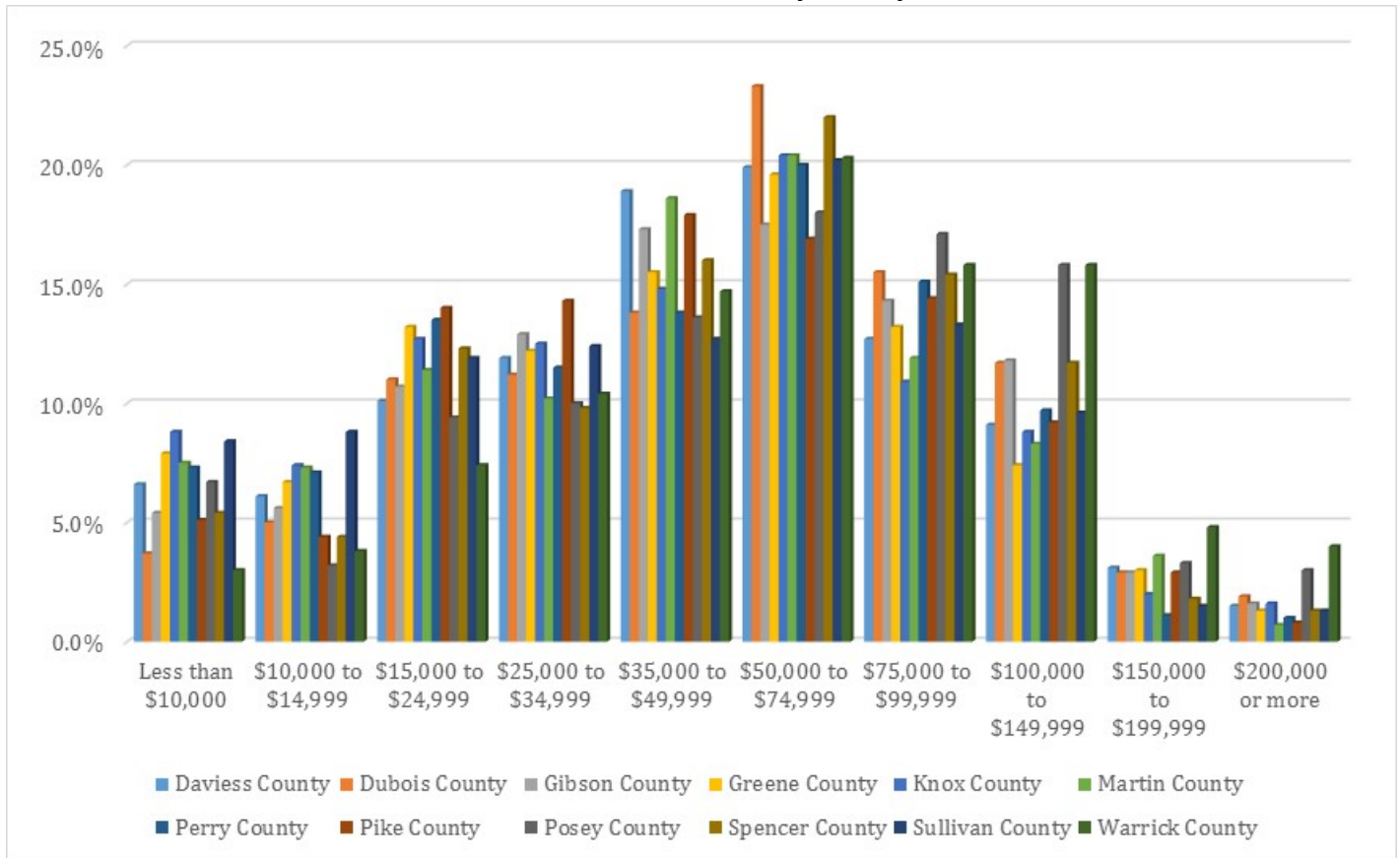


Source: 2014 ACS Five-Year Estimates

HOUSEHOLD INCOME

Exhibit II.6 illustrates the household incomes for the study area according to the 2014 ACS Five-Year Estimates. According to the survey, there are a total of 133,097 households in Region 1. Of those households, about 34 percent earn less than \$35,000 annually. Of the households earning less than \$35,000, some 11.5 percent earned between \$25,000 and \$34,999. Another 16.5 percent earned between \$10,000 and \$24,999 and about 5.6 percent earned less than \$10,000 per year.

Exhibit II.6
Household Income by County



The median household income for each area is shown in Exhibit II.7.

Exhibit II.7
Median Household income

Daviess County	\$47,104
Dubois County	\$54,186
Gibson County	\$48,176
Greene County	\$43,470
Knox County	\$42,997
Martin County	\$45,113
Perry County	\$47,309
Pike County	\$43,065
Posey County	\$59,969
Spencer County	\$53,073
Sullivan County	\$45,176
Warrick County	\$62,747

Source: 2014 ACS Five-Year Estimates

JOURNEY TO WORK

The average commute time to work ranged from 19.7 minutes to 29.1 minutes. This is similar to the average commute time for the State of Indiana, which was 23.1 minutes. Exhibit II.9 illustrates the average commute time for each county, according to the U.S Census, 2010.

Exhibit II.8 Average Commute Time to Work (in minutes)

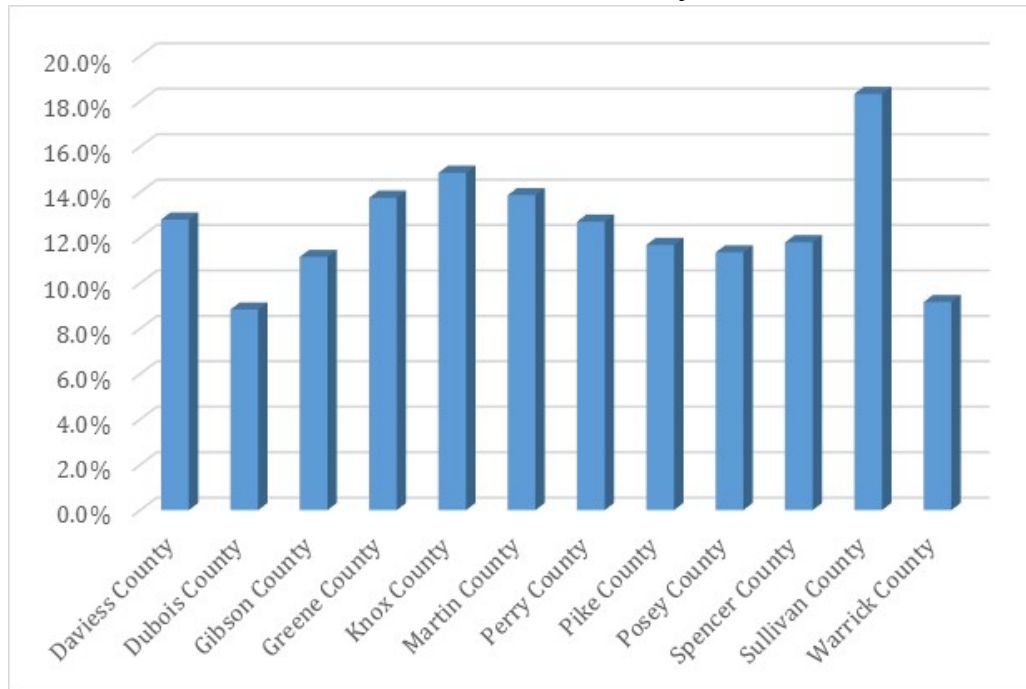
County	Average Commute Time
Daviess County	22.2
Dubois County	19.6
Gibson County	21.3
Greene County	29.7
Knox County	19.4
Martin County	27
Perry County	21.8
Pike County	25.9
Posey County	23.2
Spencer County	26.5
Sullivan County	23.7
Warrick County	22.6

Source: 2014 ACS Five-Year Estimates

POVERTY STATUS

Exhibit II.9 illustrates the percentage of the population in each County that is living below the poverty level. Sullivan County has the highest percent of population living below the poverty level with 18.3 percent. Knox County had the second highest percentage of population living in poverty with 14.9 percent. Martin County had 13.9 percent and Greene County had 13.8 percent, of the population living below the poverty level. The remaining counties in Region 1 had poverty levels below 13 percent.

Exhibit II.9
Percent Below Poverty

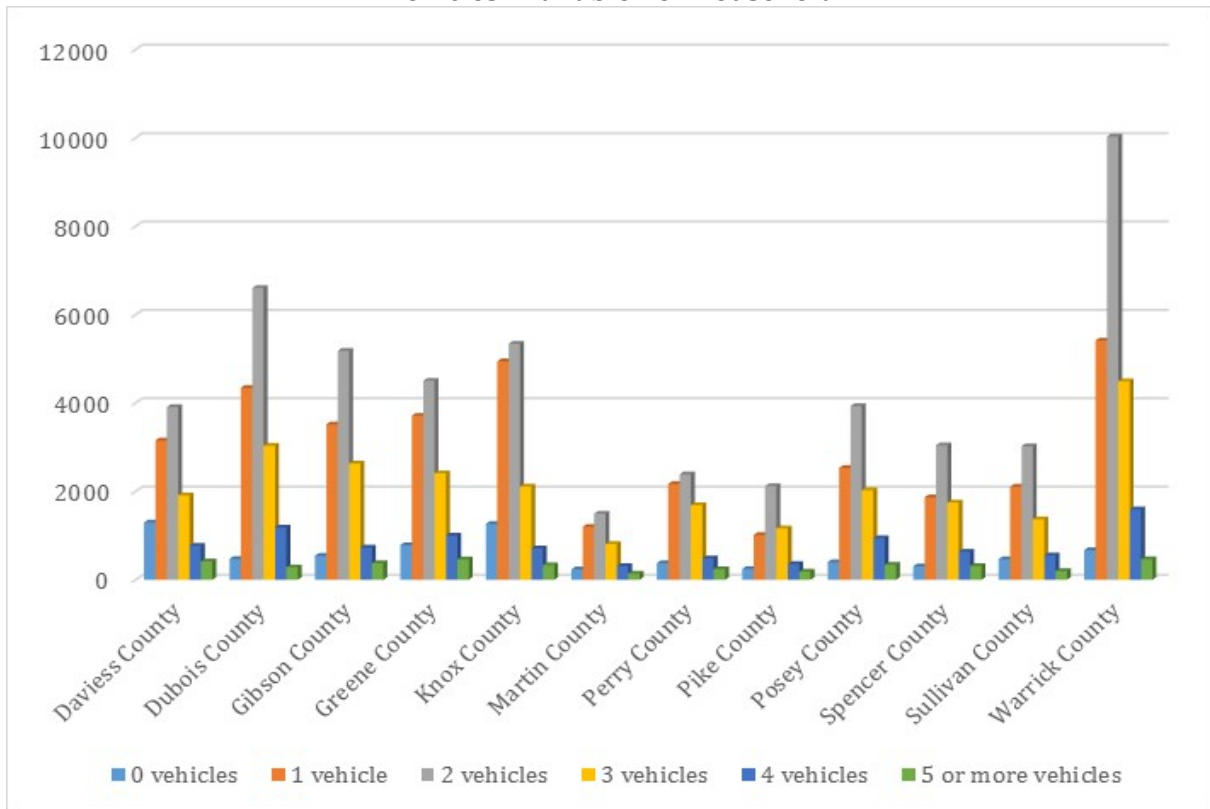


Source: 2014 ACS Five-Year Estimates

ZERO VEHICLE HOUSEHOLDS

The number of vehicles available to a housing unit is also used as an indicator of demand for transit service. There are 7,074 households in the region that have no available vehicle. This is 5.3 percent of all the households in the Region. An additional 35,981 or 27 percent of households in the region have only one vehicle. Exhibit II.10 shows vehicle availability by the number of households in each county.

**Exhibit II.10
Vehicles Available Per Household**



Source: 2014 ACS Five-Year Estimates

LIMITED ENGLISH PROFICIENCY (LEP) POPULATION

At the time of the 2014 ACS Five-Year Estimates, Region 1 had a total population of 349,849, of which 328,279 were individuals age five (5) years and older. Of this population, 63.3 percent speak only English, while the remaining 36.7 percent speak other languages, either in addition to or instead of English. People who speak English less than “very well,” which represent the LEP population, accounted for 1.4 percent of Region 1’s total population. This compares to the State of Indiana’s LEP population of 3.2 percent. Exhibit II.11 shows the amount of LEP population in each County.

Exhibit II.11 LEP Population

County	Population 5 and Over	Speak Only English	Total LEP	Percent LEP
Daviess County	29,450	16,493	1,100	3.7%
Dubois County	39,490	24,382	1,545	3.9%
Gibson County	31,509	20,423	291	0.9%
Greene County	31,136	19,608	96	0.3%
Knox County	35,958	23,314	214	0.6%
Martin County	9,665	6,118	74	0.8%
Perry County	18,342	11,647	53	0.3%
Pike County	12,008	7,344	21	0.2%
Posey County	24,146	15,877	151	0.6%
Spencer County	19,705	12,280	301	1.5%
Sullivan County	20,077	13,228	241	1.2%
Warrick County	56,793	37,143	564	1.0%
Total	328,279	207,857	4,651	1.4%

Source: 2014 ACS Five-Year Estimates

Much like Indiana overall, the largest share of the LEP population in Region 1 speak Spanish as their primary language. Statewide, 2.2 percent of the LEP population ages five (5) and older are Spanish-speaking. In Region 1, 0.9 percent of the LEP population ages five (5) and older speak Spanish as their primary language. Exhibit II.12 shows the top five languages spoken in Region 1 other than English.

**Exhibit II.12
Languages Spoken at Home**

Top 5 Languages Spoken Other Than English						
Region	Population 5 and Over	Spanish	German	French	Tagalog	Chinese
Region 1	328,279	2,793	917	203	121	113

Source: 2014 ACS Five-Year Estimates

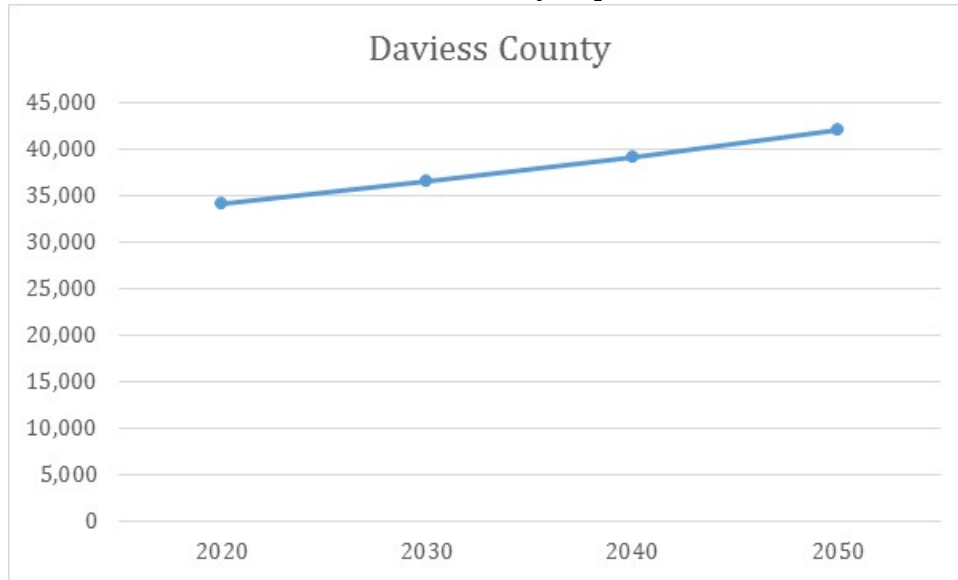
COUNTY PROFILES

DAVIESS COUNTY

Population Growth

The projected population of Daviess County in 2050 will be 41,972, an increase of 7,876, or 23.1 percent, from the 2020 population projections. Exhibit II.13 illustrates the projected population trends for Daviess County through the year 2050 from STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.13: Daviess County Population Trends



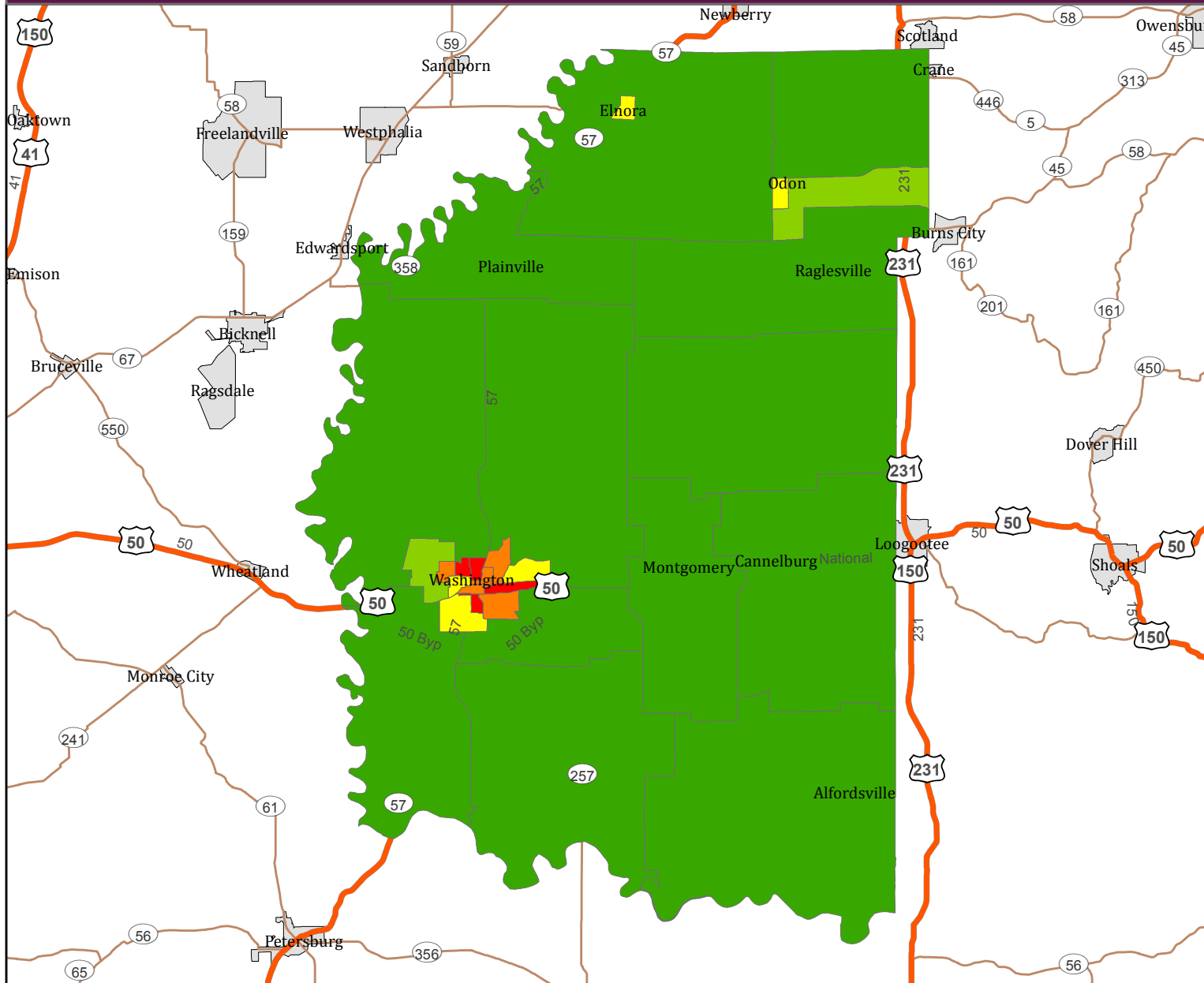
Source: STATS Indiana

Population Density

Exhibit II.14 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Daviess County residents aged 65 and older are in Washington. These block groups had densities of older adults between 209.6 and 917.4 persons per square mile. Elnora and Odon had moderate population densities of persons age 65 and older. The remainder of the county has low to very low older adult population density.

Exhibit II.14: Population Density Age 65 and Older Davieess County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

- 0.8459 - 17.36
- 17.37 - 48.89
- 48.90 - 209.5
- 209.6 - 333.3
- 333.4 - 917.4

Interstate

Highway

Major Road

Local Road

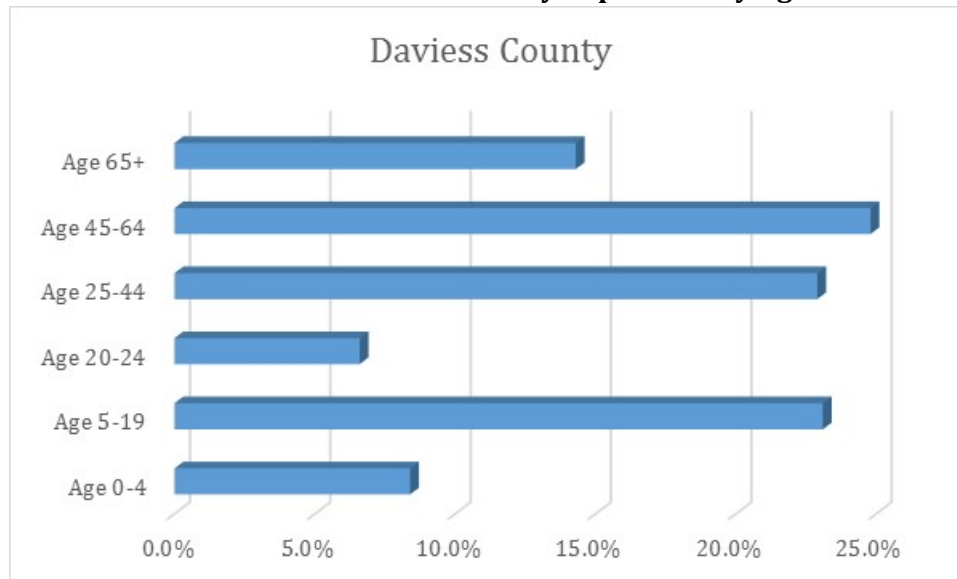
Minor Road

Cities/Towns

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

The largest age cohort for Daviess County was between the ages of 45 and 64. The second largest group was between ages 5 and 19, which constituted 23.1 percent of the county's population (see Exhibit II.15). The third largest age group was 25 to 44 years old (22.9 percent), while 14.3 percent was age 65 or older. Daviess County shows a higher percentage of 5 to 19 year olds as compared to the rest of Region 1.

Exhibit II.15: Daviess County Population by Age



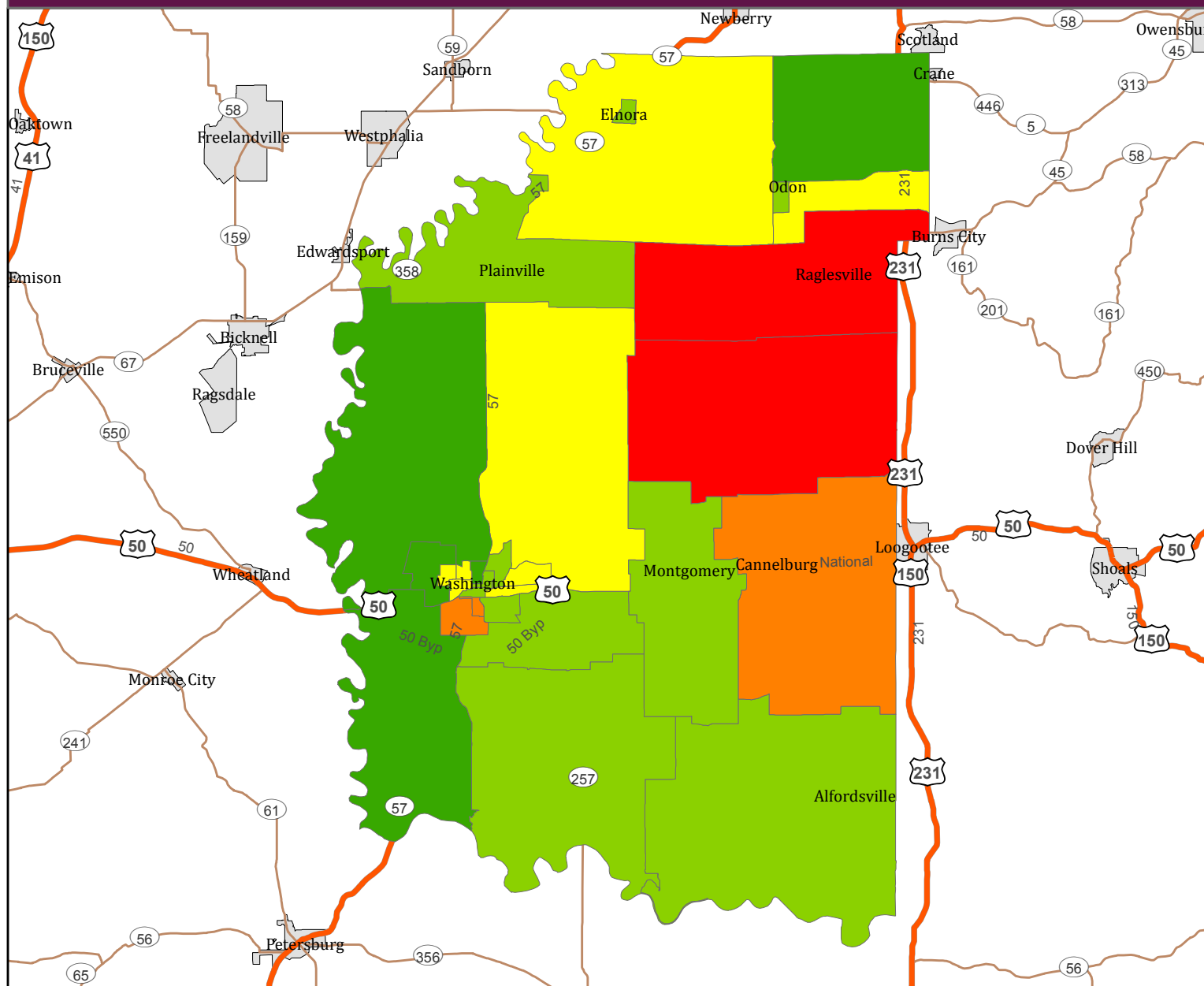
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.16 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block group locations with the highest concentration of these households are concentrated around Raglesville. Over 23.44 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 14.74 to 23.43 percent of zero vehicle households can be found in Cannelburg, and Washington. The remainder of Daviess County had moderate to very low percentages of zero vehicle households.

Exhibit II.16: Percent Zero Vehicle Households Davie County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households

- 0% - 1.44%
- 1.45% - 5.47%
- 5.48% - 14.73%
- 14.74% - 23.43%
- 23.44% - 47.75%

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

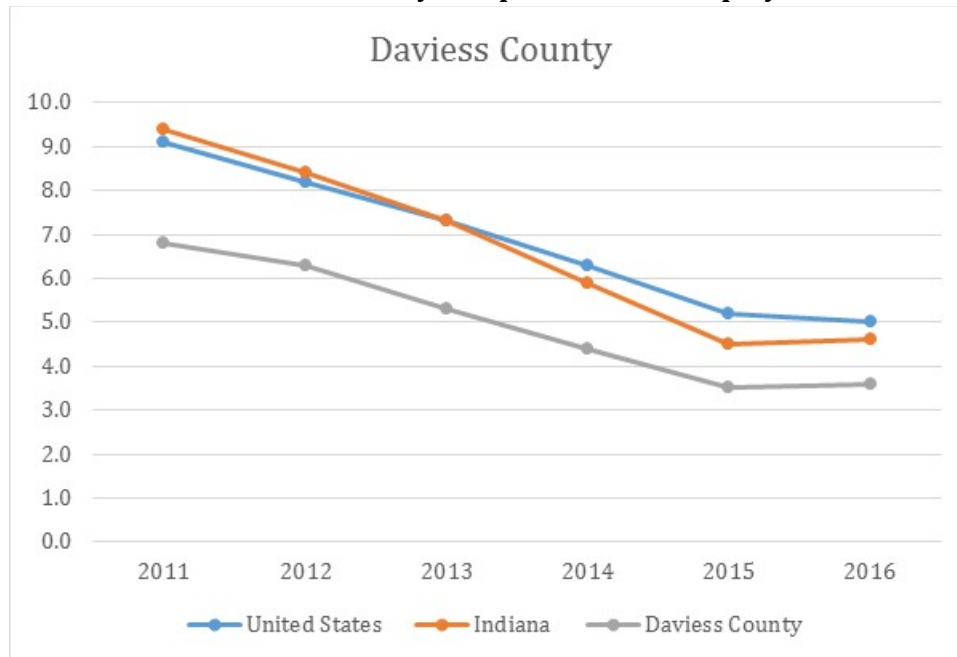
Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Daviess County's unemployment rate reached a high in 2011 of 6.8 percent. This was significantly lower than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2016, the unemployment rate for Daviess County was consistently lower than the national and state unemployment averages. Exhibit II.17 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.17: Daviess County Comparison of Unemployment Rates



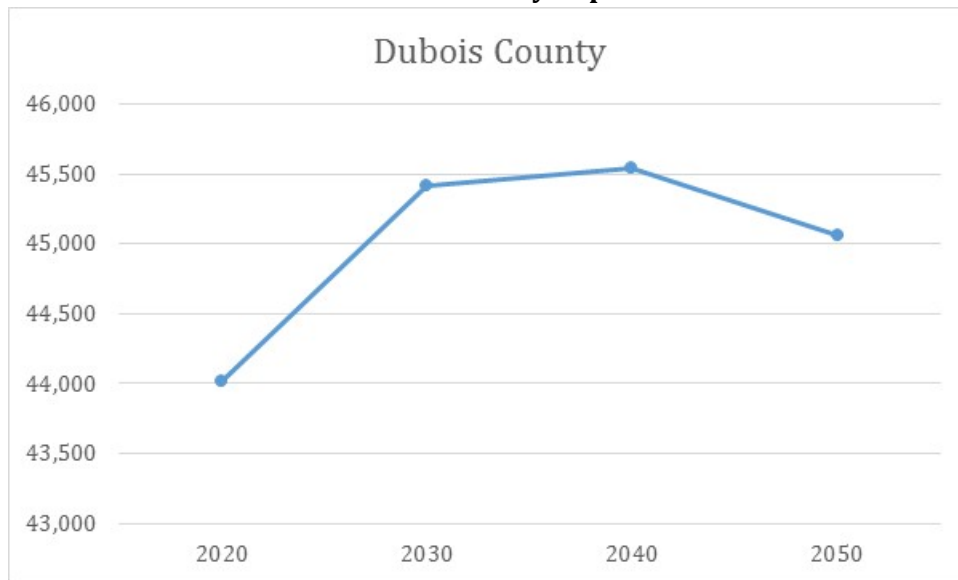
Source: STATS Indiana using Bureau of Labor Statistics

DUBOIS COUNTY

Population Growth

The projected population of Dubois County in 2050 will be 45,058, an increase of 1,046, or 2.4 percent, from the 2020 population projections. The projections show the county's population increasing from 2020 to 2040 and then taking a slight step back in 2050. Exhibit II.18 illustrates the projected population trends for Dubois County through the year 2050 from STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.18: Dubois County Population Trends



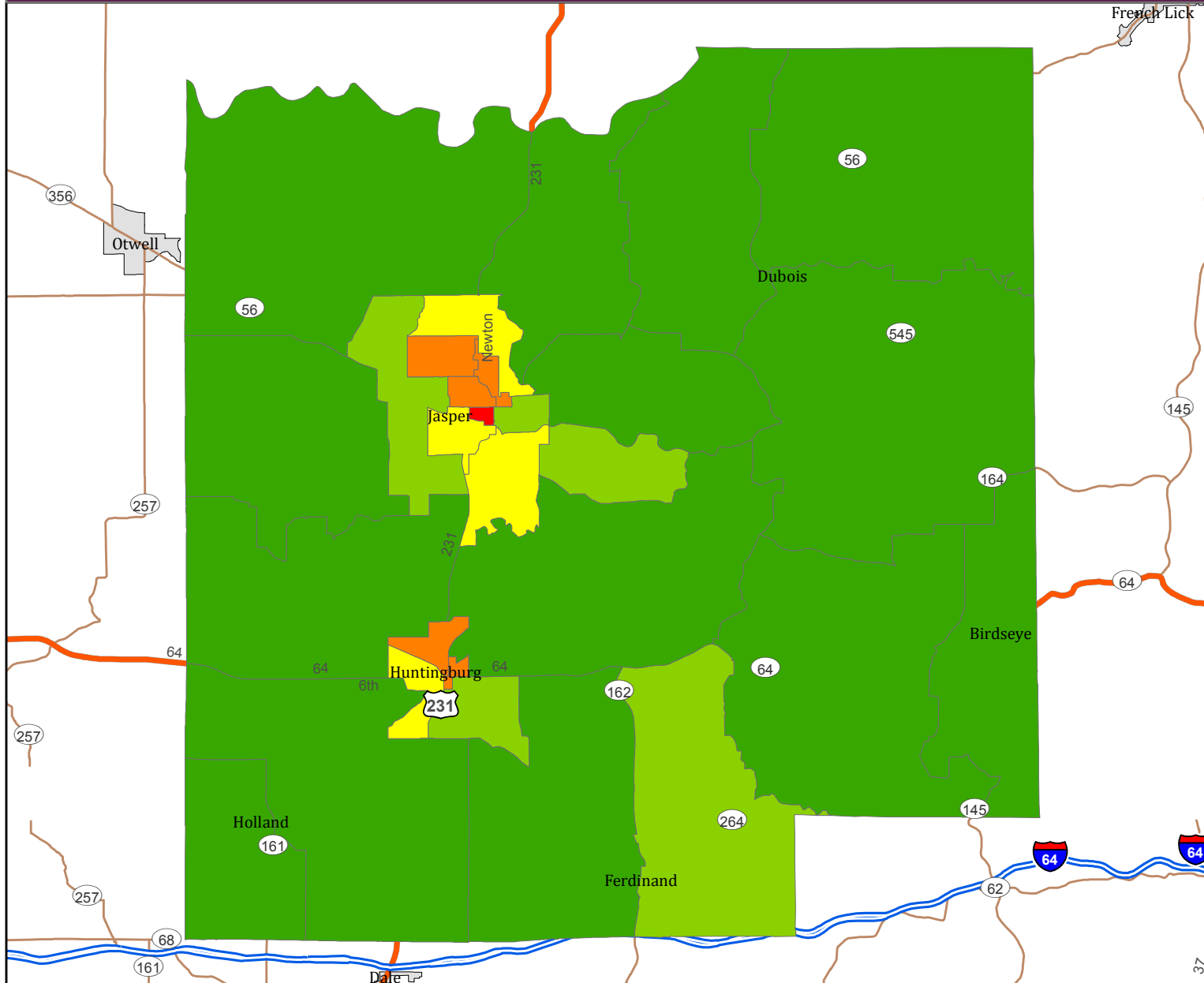
Source: STATS Indiana

Population Density

Exhibit II.19 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Dubois County residents aged 65 and older are in Jasper. Moderately high and moderate densities of older adults can be found in Jasper and Huntingburg. These block groups had densities between 172.6 and 441.9 for moderately high block groups and 39.58 to 172.5 persons aged 65 and older per square mile. The remainder of the county has low to very low older adult population density.

Exhibit II.19: Population Density Age 65 and Older Dubois County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

	3.859 - 14.82
	14.83 - 39.57
	39.58 - 172.5
	172.6 - 441.9
	442.0 - 773.9

Interstate

Highway

Major Road

Local Road

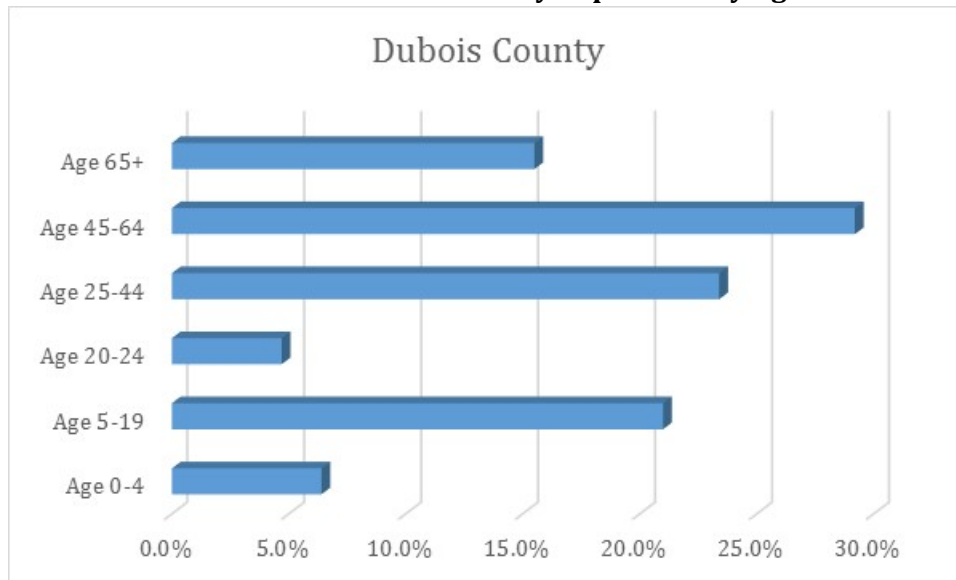
Minor Road

Cities/Towns

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

The largest age cohort for Dubois County was between the ages of 45 and 64 (29.2 percent). The second largest group was between ages 25 and 44, which constituted 23.4 percent of the county's population (see Exhibit II.20). The third largest age group was 5 to 19 years old (21 percent), while 15.5 percent was age 65 or older.

Exhibit II.20: Dubois County Population by Age



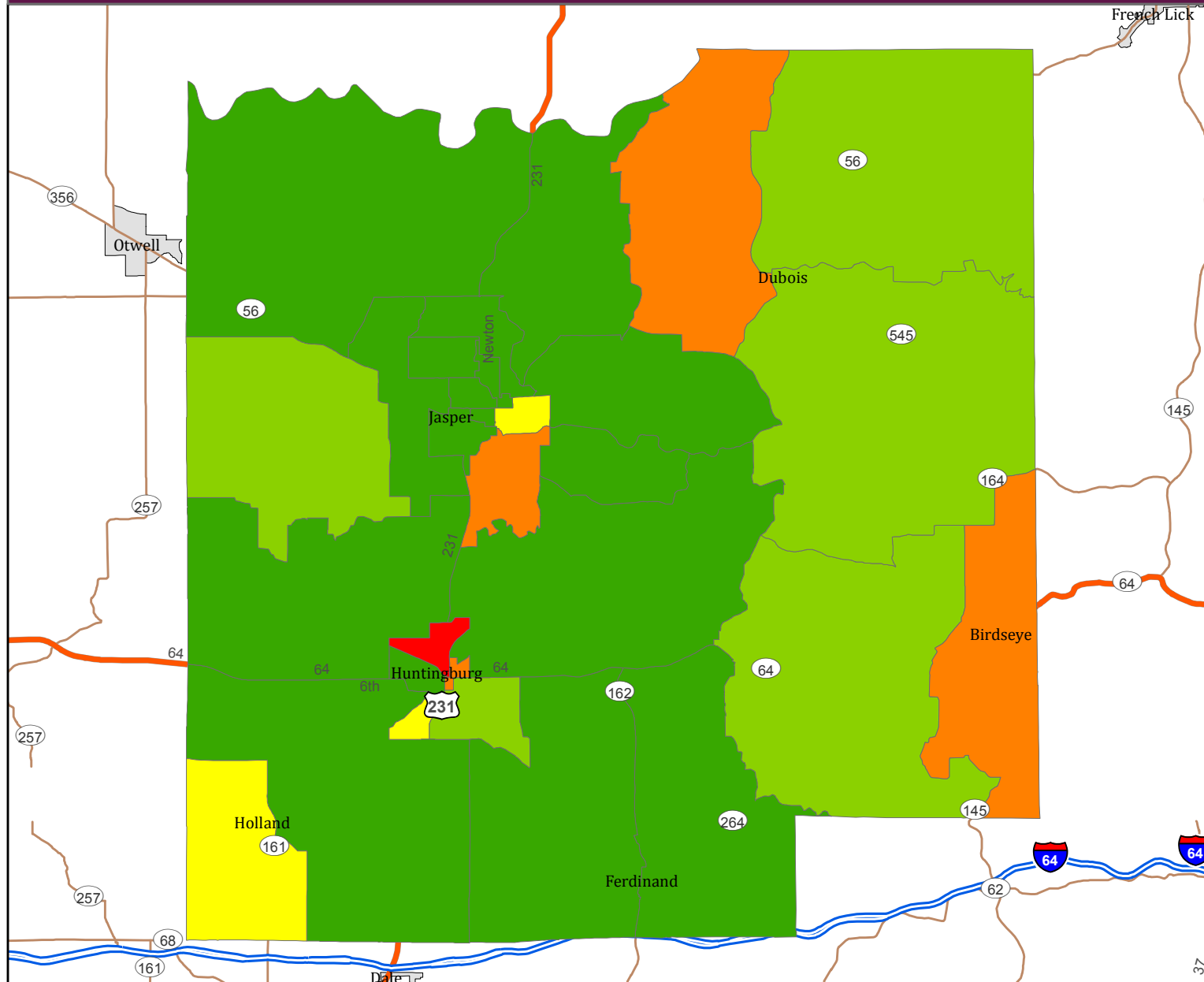
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.21 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block group locations with the highest concentration of these households are concentrated around Huntingburg. Over 13.89 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 6.8 to 13.88 percent of zero vehicle households can be found in Huntingburg, Jasper, Dubois, and Birdseye.

Exhibit II.21: Percent Zero Vehicle Households Dubois County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households

- 0% - 0.83%
- 0.84% - 3.75%
- 3.76% - 6.79%
- 6.8% - 13.88%
- 13.89% - 18.54%

Interstate

Highway

Major Road

Local Road

Minor Road

Cities/Towns

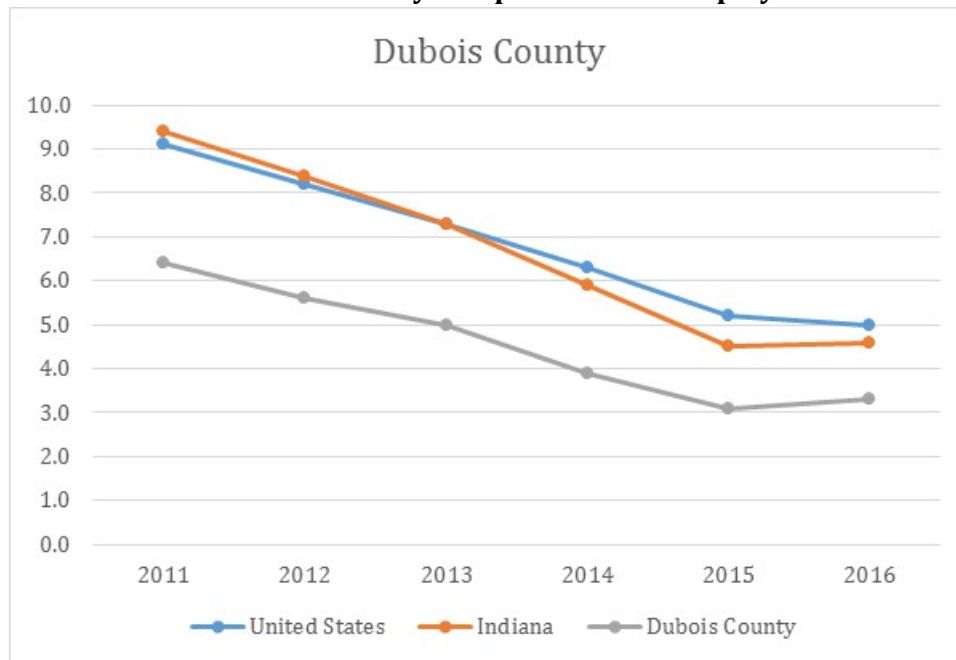
Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Dubois County's unemployment rate reached a high in 2011 of 6.4 percent. This was significantly lower than that of the United States (9.1) and the State of Indiana (9.4).

From 2012 to 2016, the unemployment rate for Dubois County was consistently lower than the national and state unemployment averages. It has stayed over two percent lower than Indiana and the national rates. Exhibit II.22 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.22: Dubois County Comparison of Unemployment Rates



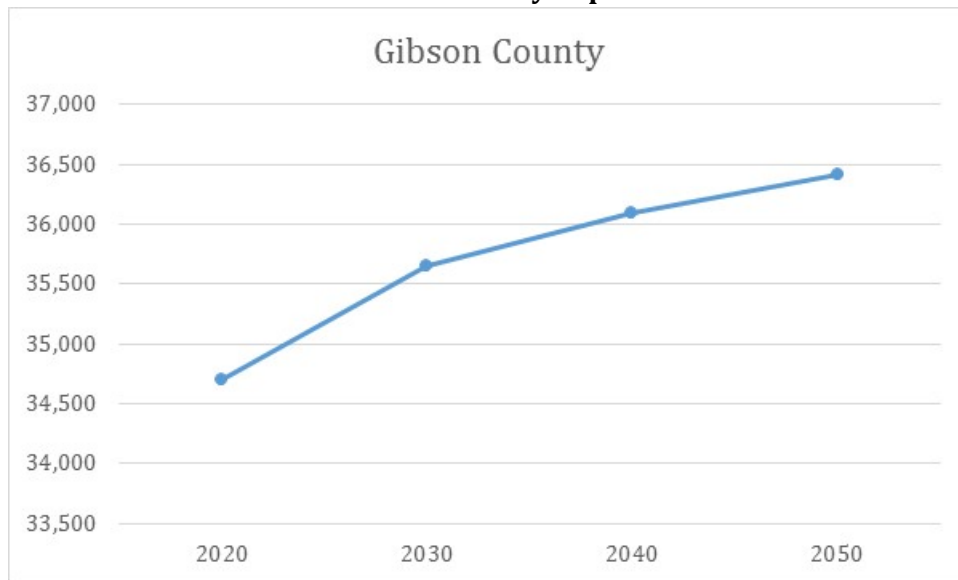
Source: STATS Indiana using Bureau of Labor Statistics

GIBSON COUNTY

Population Growth

The projected population of Gibson County in 2050 will be 36,416, an increase of 1,715, or 4.9 percent, from the 2020 population projections. Exhibit II.23 illustrates the projected population trends for Gibson County through the year 2050 from STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.23: Gibson County Population Trends



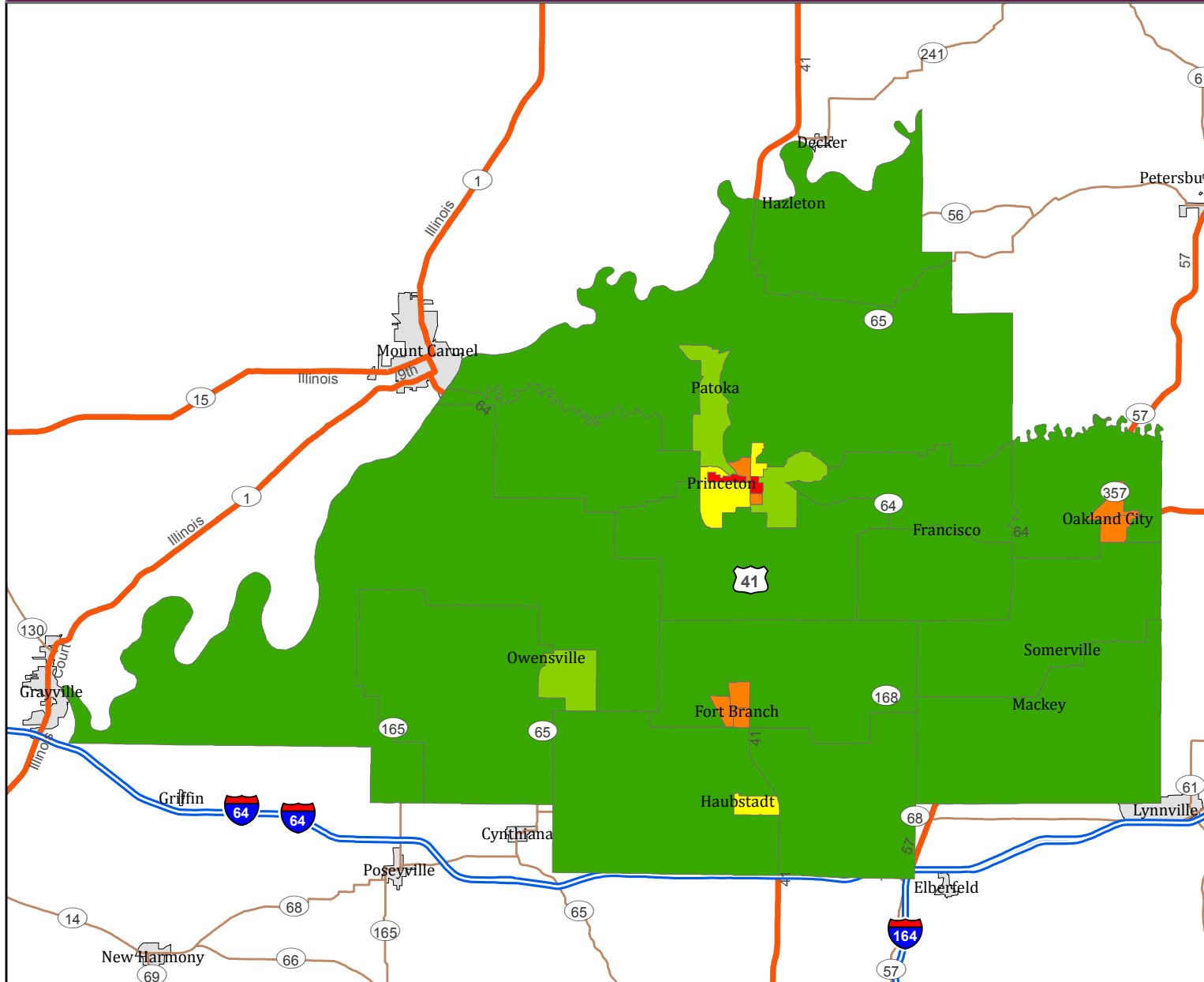
Source: STATS Indiana

Population Density

Exhibit II.24 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Gibson County residents aged 65 and older are in Princeton (414.8 to 809.5). All of the moderate to high population densities of persons age 65 and older were located in Princeton, Fort Branch, Haubstadt, and Oakland City. The remainder of the county has low to very low older adult population density.

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

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

- 1.988 - 9.651
- 9.652 - 100.0
- 100.1 - 226.2
- 226.3 - 414.7
- 414.8 - 809.5

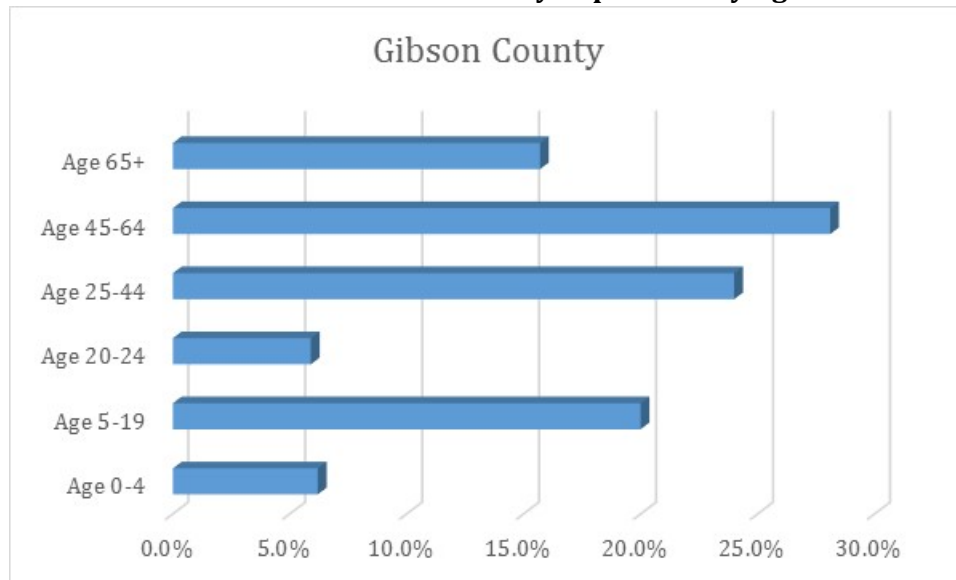
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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



The largest age cohort for Gibson County was between the ages of 45 and 64 (28.1 percent). The second largest group was between ages 25 and 44, which constituted 24 percent of the county's population (see Exhibit II.25). The third largest age group was 5 to 19 years old (20 percent), while 15.7 percent was age 65 or older.

Exhibit II.25: Gibson County Population by Age



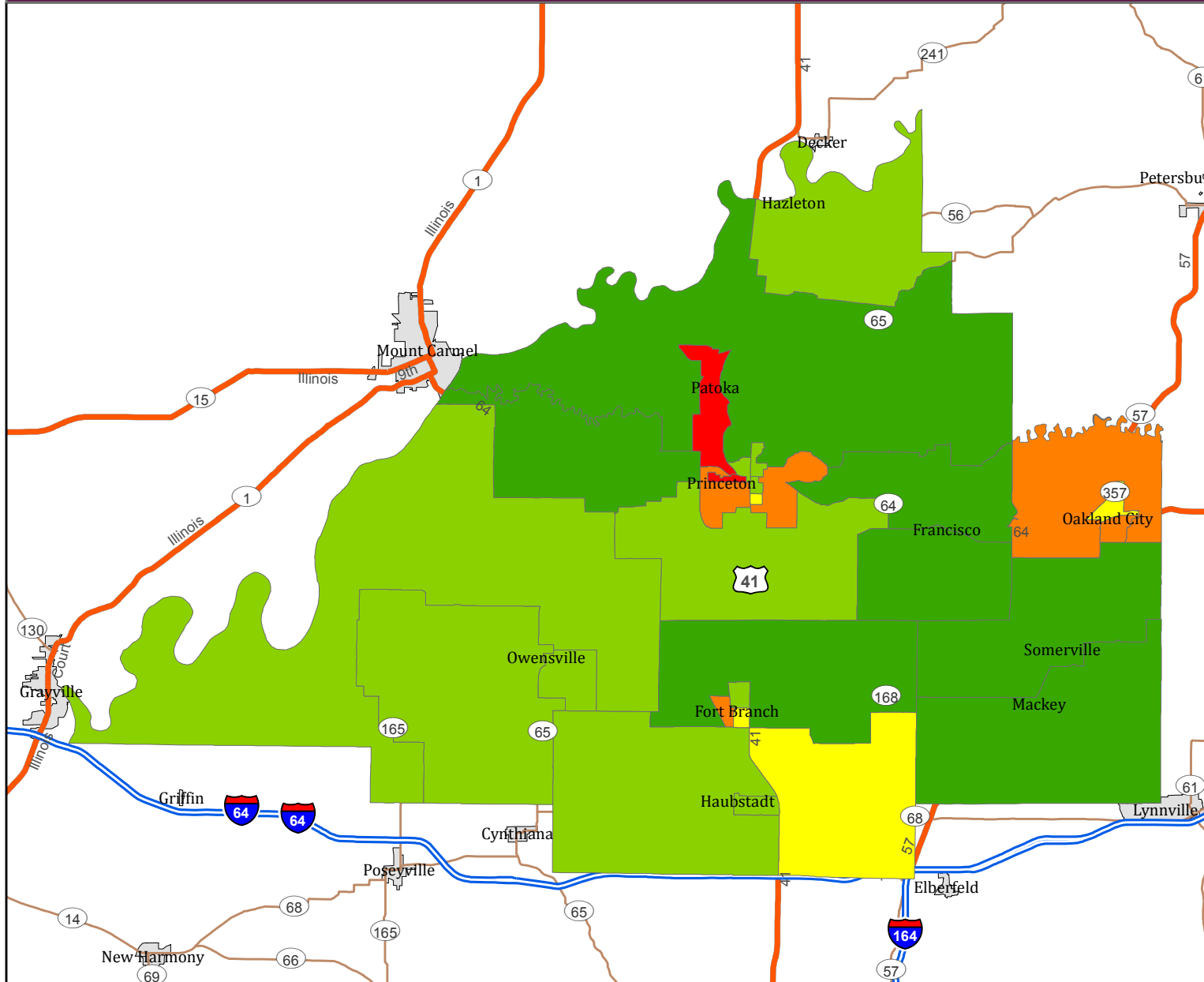
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.26 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block group locations with the highest concentration of these households are concentrated in Princeton and Patoka. Over 8.36 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 5.81 to 8.35 percent of zero vehicle households can be found in Princeton, Fort Branch, and Oakland City. The remainder of the county has low to very low percentages of zero vehicle households.

Exhibit II.26: Percent Zero Vehicle Households Gibson County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

- ZVH / Households**
- 0% - 1.39%
 - 1.4% - 3.7%
 - 3.71% - 5.8%
 - 5.81% - 8.35%
 - 8.36% - 15.57%
- Interstate
 - Highway
 - Major Road
 - Local Road
 - Minor Road
 - Cities/Towns

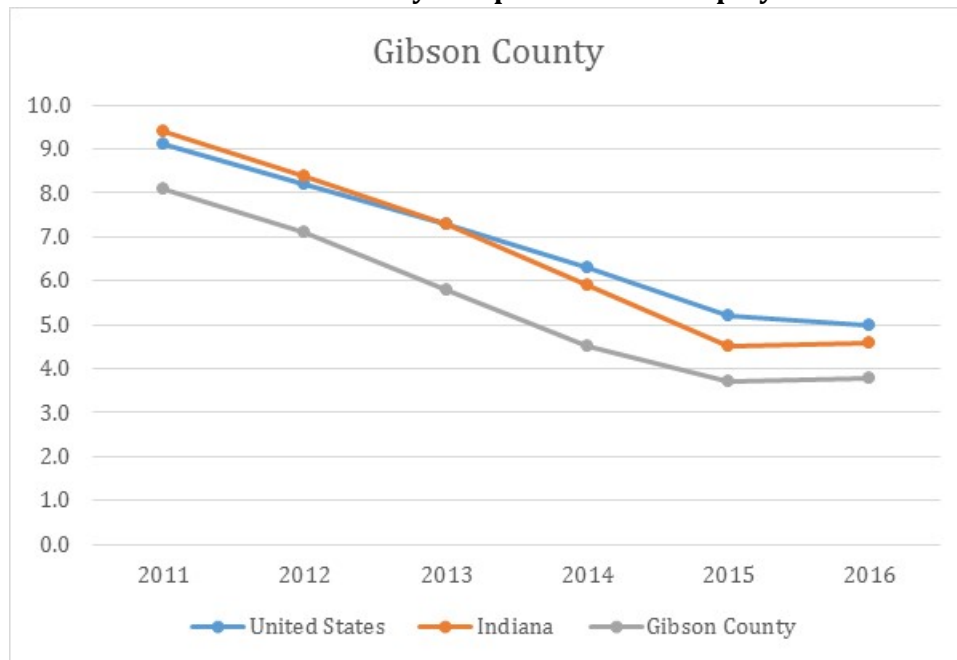
Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Gibson County's unemployment rate reached a high in 2011 of 8.1 percent. This was lower than that of the United States (9.1) and the State of Indiana (9.4).

From 2012 to 2016, the unemployment rate for Gibson County remained lower than the State and National averages. From 2015 to 2016 the County's unemployment rate has stayed low, but become closer to the National and State averages. Exhibit II.27 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.27: Gibson County Comparison of Unemployment Rates



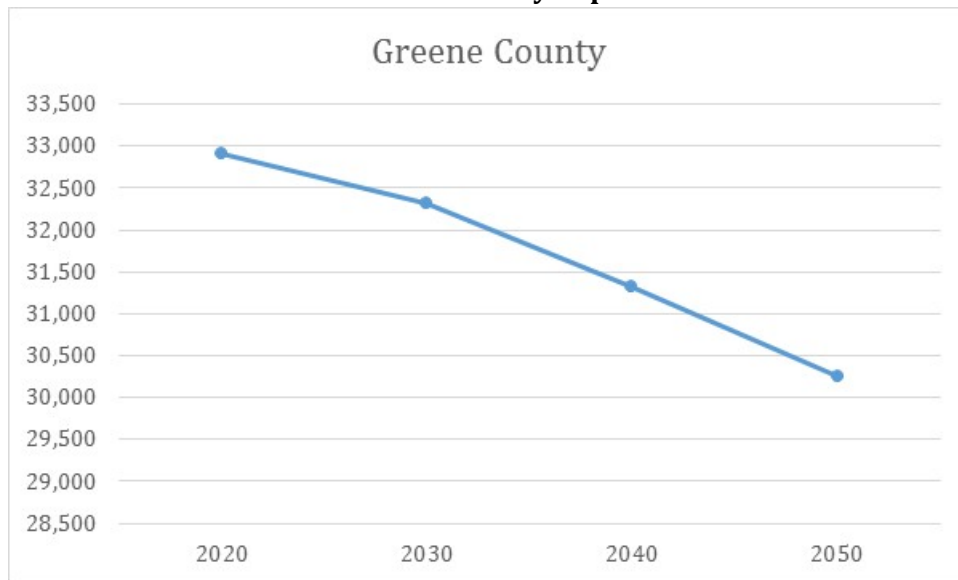
Source: STATS Indiana using Bureau of Labor Statistics

GREENE COUNTY

Population Growth

The projected population of Greene County in 2050 will be 30,246, a decrease of 2,674, or 8.1 percent, from the 2020 population projections. Exhibit II.28 illustrates the projected population trends for Greene County through the year 2050 from STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.28: Greene County Population Trends



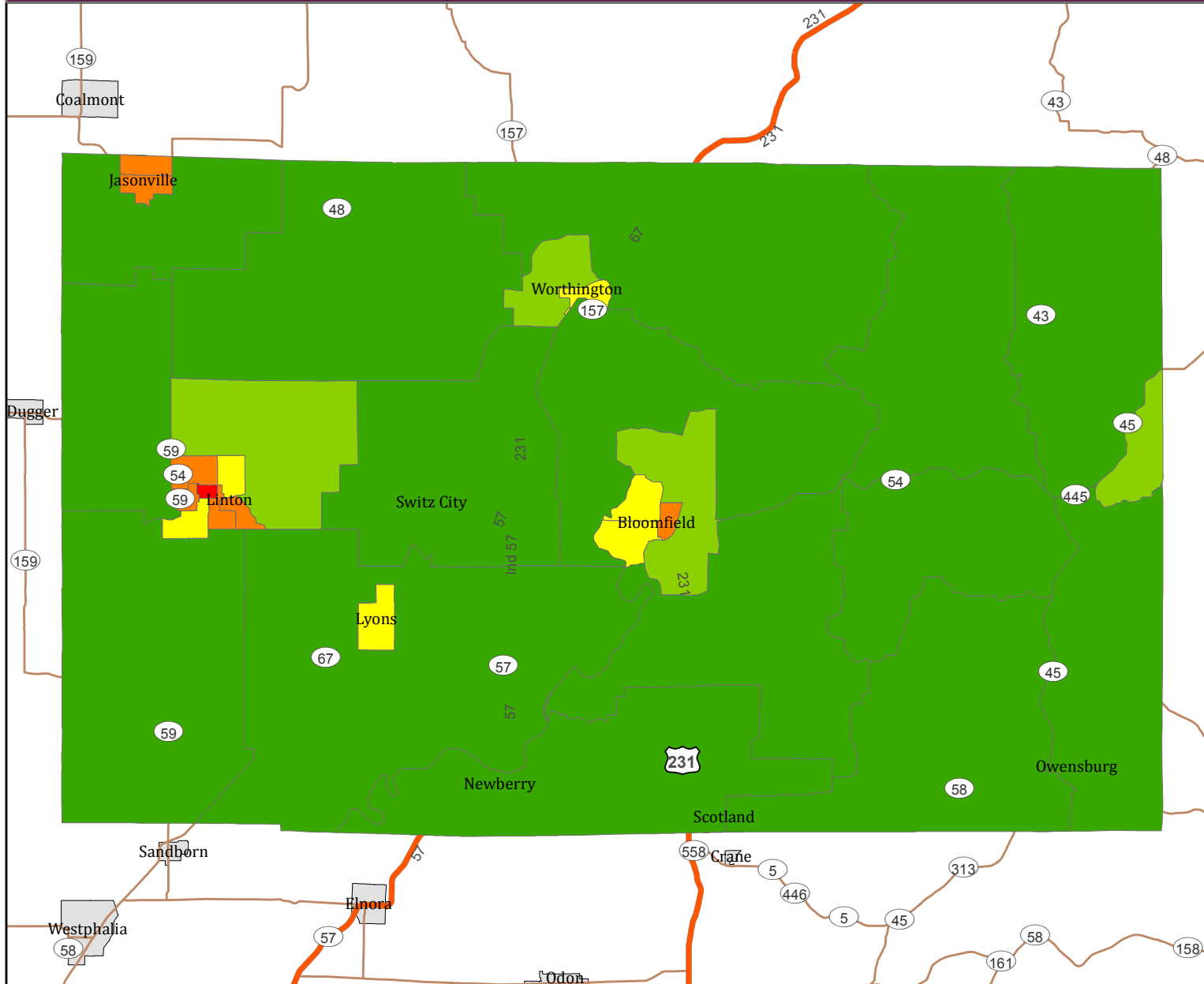
Source: STATS Indiana

Population Density

Exhibit II.29 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Greene County residents aged 65 and older are in Linton. This block group had older adult densities between 343 and 880 per square mile. All of the moderately high population densities of persons age 65 and older were located in Linton, Jasonville, and Bloomfield. The remainder of the county has moderate to very low older adult population density.

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

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

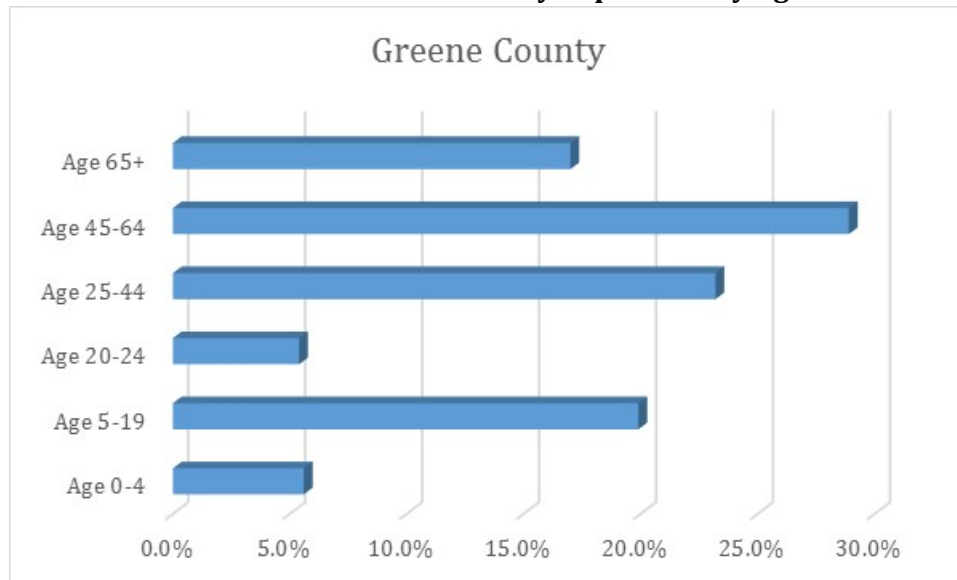
- 1.505 - 13.77
- 13.78 - 34.11
- 34.12 - 169.5
- 169.6 - 342.9
- 343.0 - 880.0

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

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

The largest age cohort for Greene County was between the ages of 45 and 64 (28.9 percent). The second largest group was between ages 25 and 44, which constituted 23.2 percent of the county's population (see Exhibit II.30). The third largest age group was 5 to 19 years old (19.9 percent), while 17 percent was age 65 or older.

Exhibit II.30: Greene County Population by Age



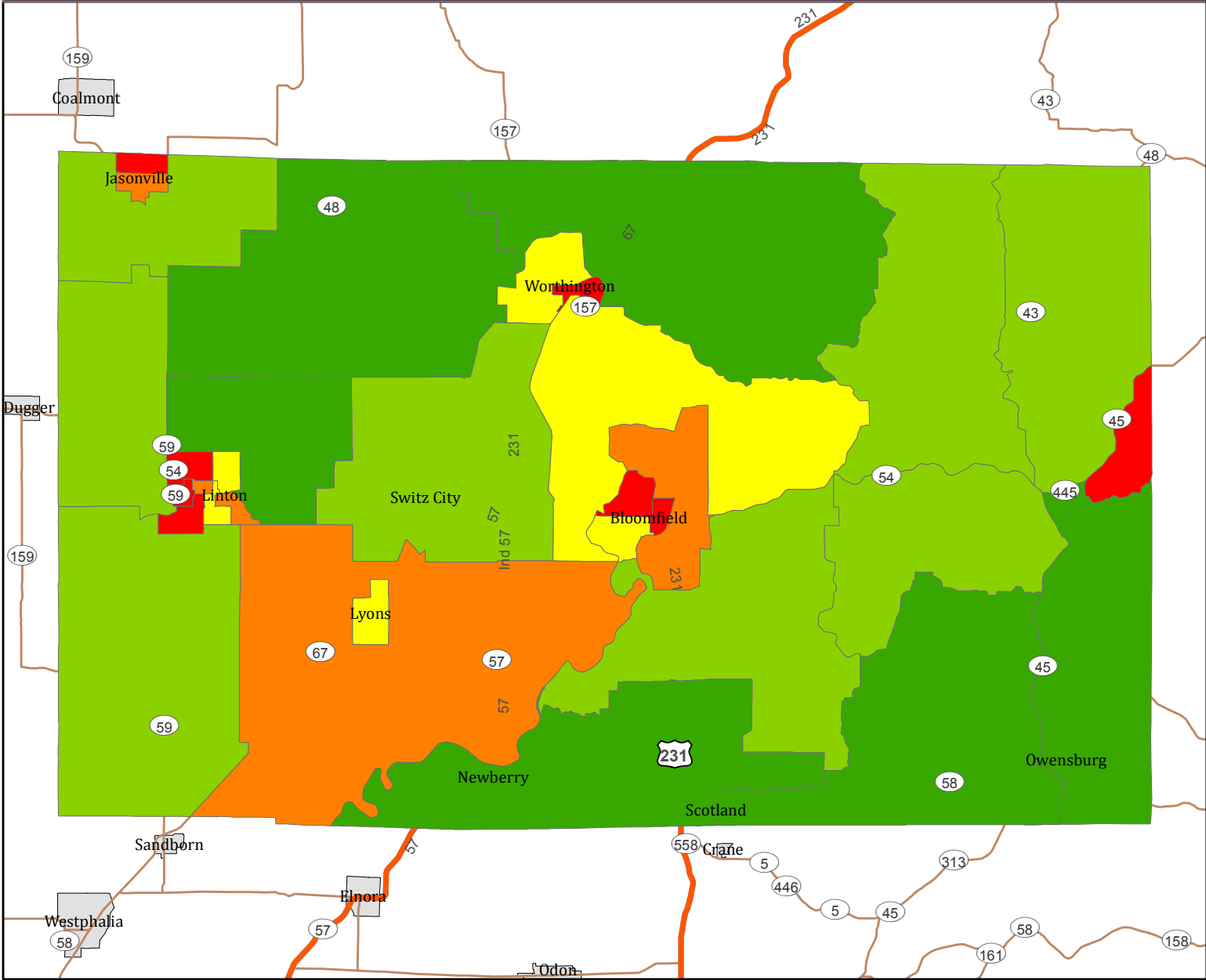
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.31 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block groups with the highest concentration of these households are in Linton, Jasonville, Worthington, Bloomfield, and eastern Greene County. Over 9.16 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 5.97 to 9.15 percent of zero vehicle households can be found in Linton, Jasonville, Bloomfield, and around Lyons.

Exhibit II.31: Percent Zero Vehicle Households Greene County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



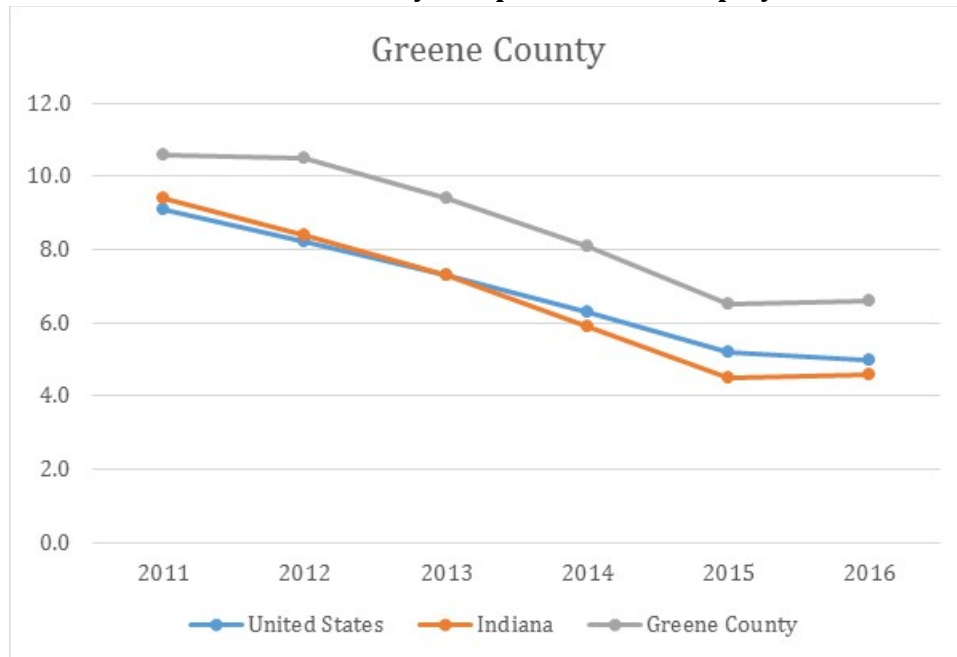
Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Greene County's unemployment rate reached a high in 2011 of 10.6 percent. This was significantly higher than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2016, the unemployment rate for Greene County remained over one percent higher than the State and National averages. Exhibit II.32 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.32: Greene County Comparison of Unemployment Rates



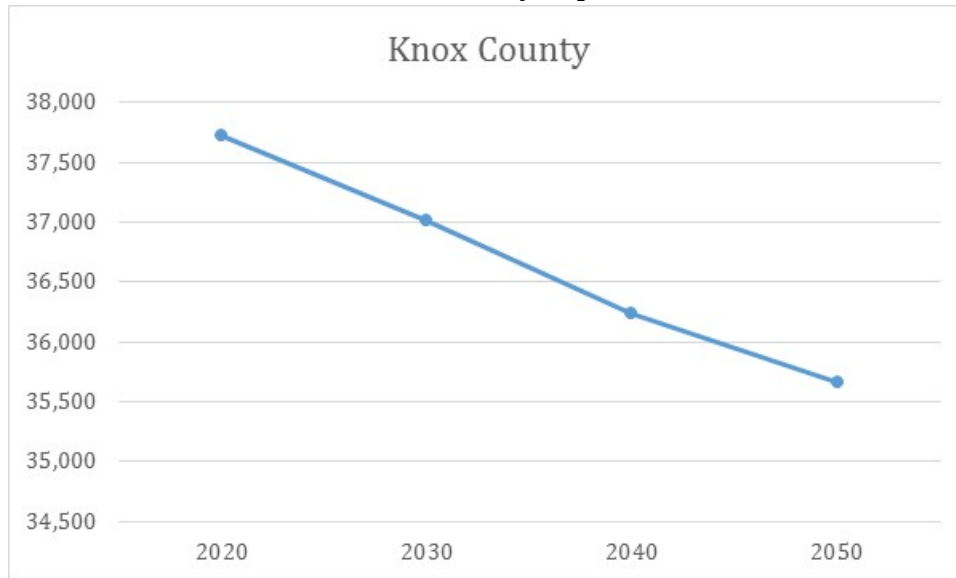
Source: STATS Indiana using Bureau of Labor Statistics

KNOX COUNTY

Population Growth

The projected population of Knox County in 2050 will be 35,663, a decrease of 2,058, or 5.5 percent, from the 2020 population projections. Knox County's population is projected to steadily decrease over the next 30 years. Exhibit II.33 illustrates the projected population trends for Knox County through the year 2050 from STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.33: Knox County Population Trends



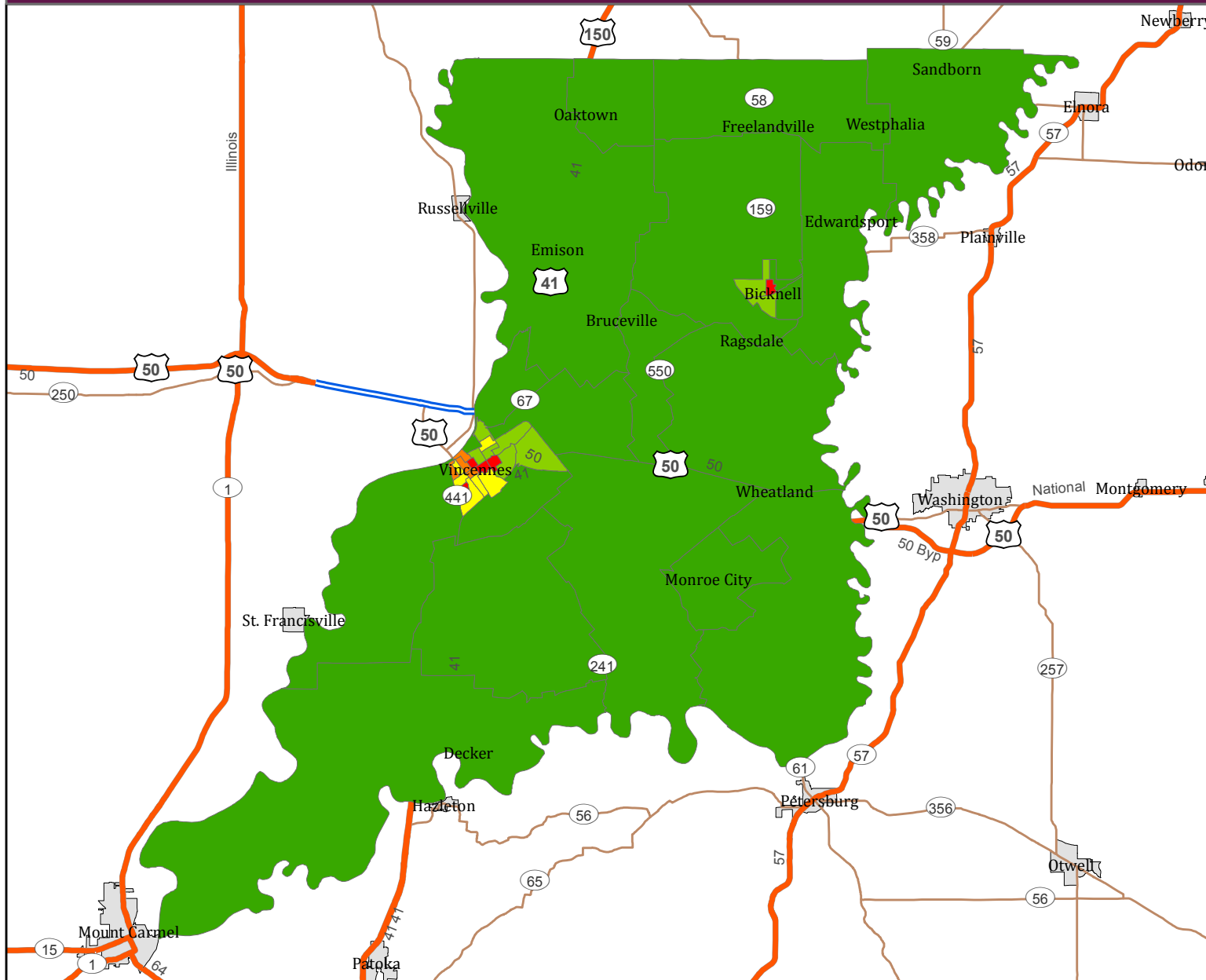
Source: STATS Indiana

Population Density

Exhibit II.34 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Knox County residents aged 65 and older are in Vincennes and Bicknell. These block groups had 764.8 to 1,267 persons aged 65 and older per square mile. Areas of moderate and moderately high densities of older adults were located in Vincennes. The remainder of the county has low to very low older adult population density.

Exhibit II.34: Population Density Age 65 and Older Knox County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

- 0.000 - 81.82
- 81.83 - 247.5
- 247.6 - 495.7
- 495.8 - 764.7
- 764.8 - 1267

Interstate

Highway

Major Road

Local Road

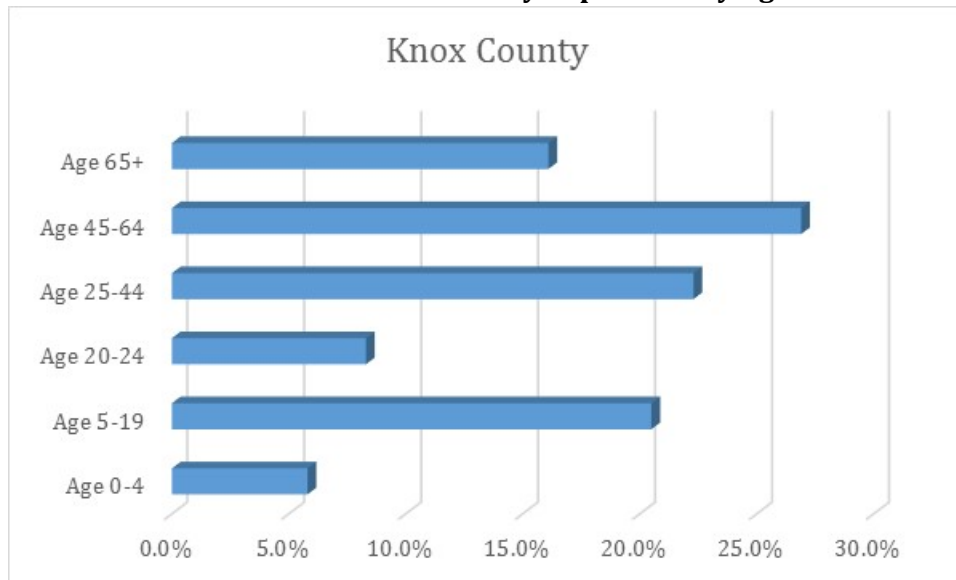
Minor Road

Cities/Towns

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

The largest age cohort for Knox County was between the ages of 45 and 64 (26.9 percent). The second largest group was between ages 25 and 44, which constituted 22.3 percent of the county's population (see Exhibit II.35). The third largest age group was 5 to 19 years old (20.5 percent), while 16.1 percent was age 65 or older.

Exhibit II.35: Knox County Population by Age



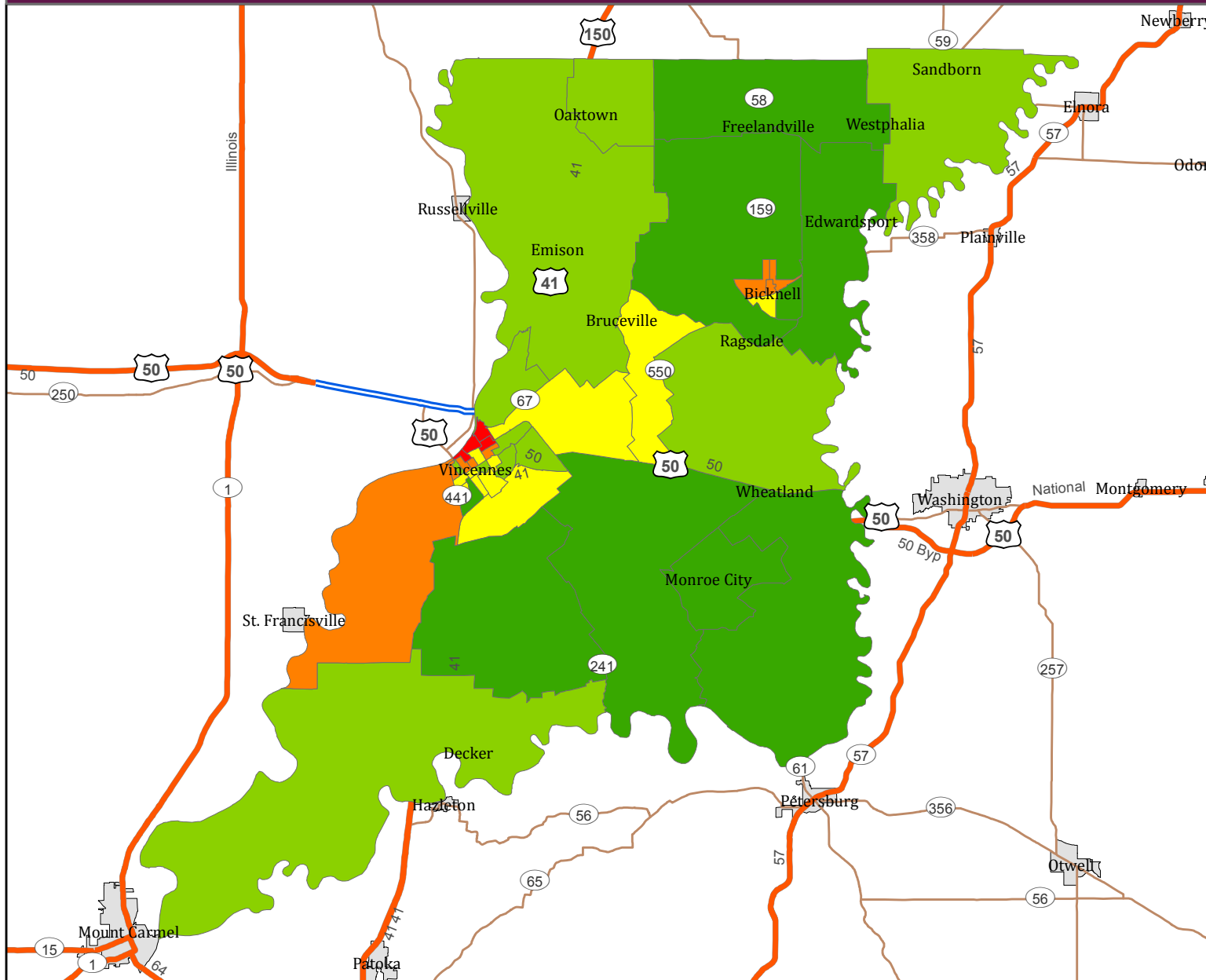
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.36 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block group with the red shading has the highest percentage of housing units with no available vehicles. The block groups with the highest concentration of these households are in Vincennes. Over 25.12 percent of households within this block group have no vehicle available. Areas with a moderately high percentage ranging from 12.18 to 25.11 percent of zero vehicle households can be found in Vincennes, Bicknell, and south of Vincennes. The remainder of the county had low percentages of households with zero vehicles available.

Exhibit II.36: Percent Zero Vehicle Households Knox County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households

- 0% - 1.72%
- 1.73% - 5.49%
- 5.5% - 12.17%
- 12.18% - 25.11%
- 25.12% - 48.28%

Interstate

Highway

Major Road

Local Road

Minor Road

Cities/Towns

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

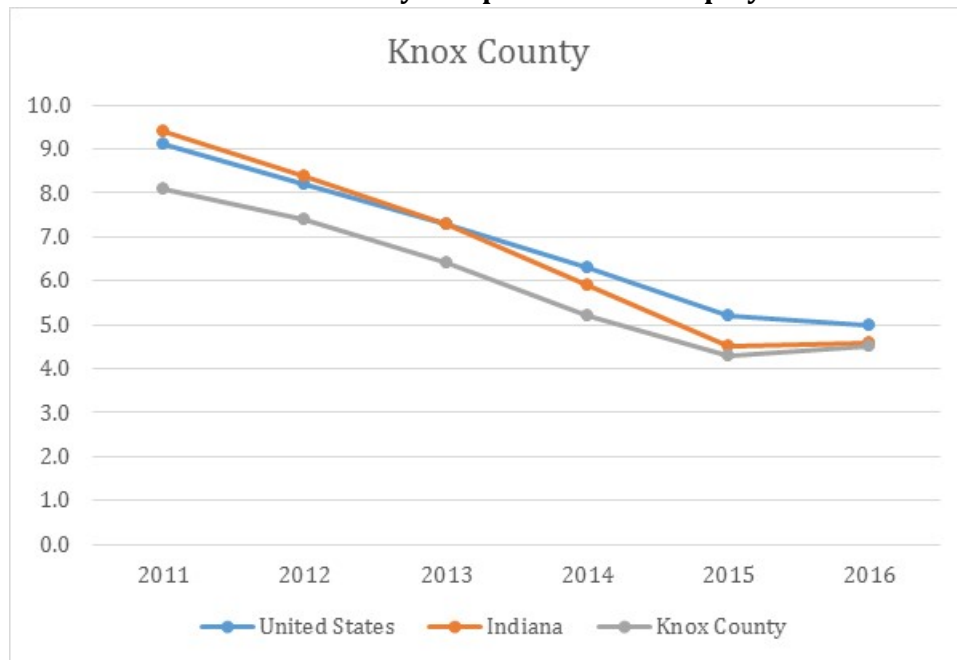


Industry and Labor Force

Knox County's unemployment rate reached a high in 2011 of 8.1 percent. This was lower than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2016, the unemployment rate for Knox County remained lower than the State and National averages. From 2015 to 2016 Knox County's unemployment rate became more in line with the National and State's averages. Exhibit II.37 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.37: Knox County Comparison of Unemployment Rates



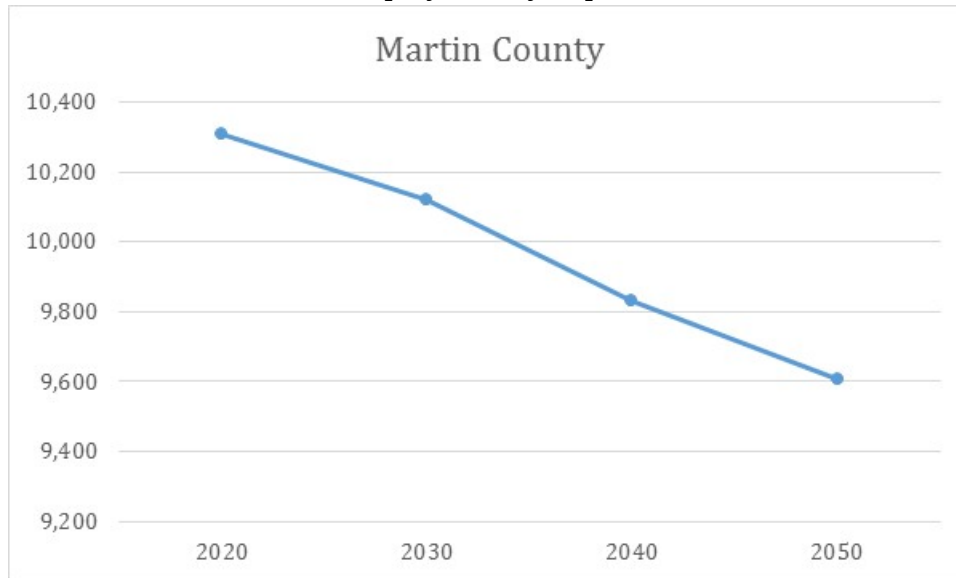
Source: STATS Indiana using Bureau of Labor Statistics

MARTIN COUNTY

Population Growth

The projected population of Martin County in 2050 will be 9,606, a decrease of 703, or 6.8 percent, from the 2020 population projections. Martin County's population is projected to decrease at a consistent rate from 2020 to 2050. Exhibit II.38 illustrates the projected population trends for Martin County through the year 2050 from STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.38: Ripley County Population Trends



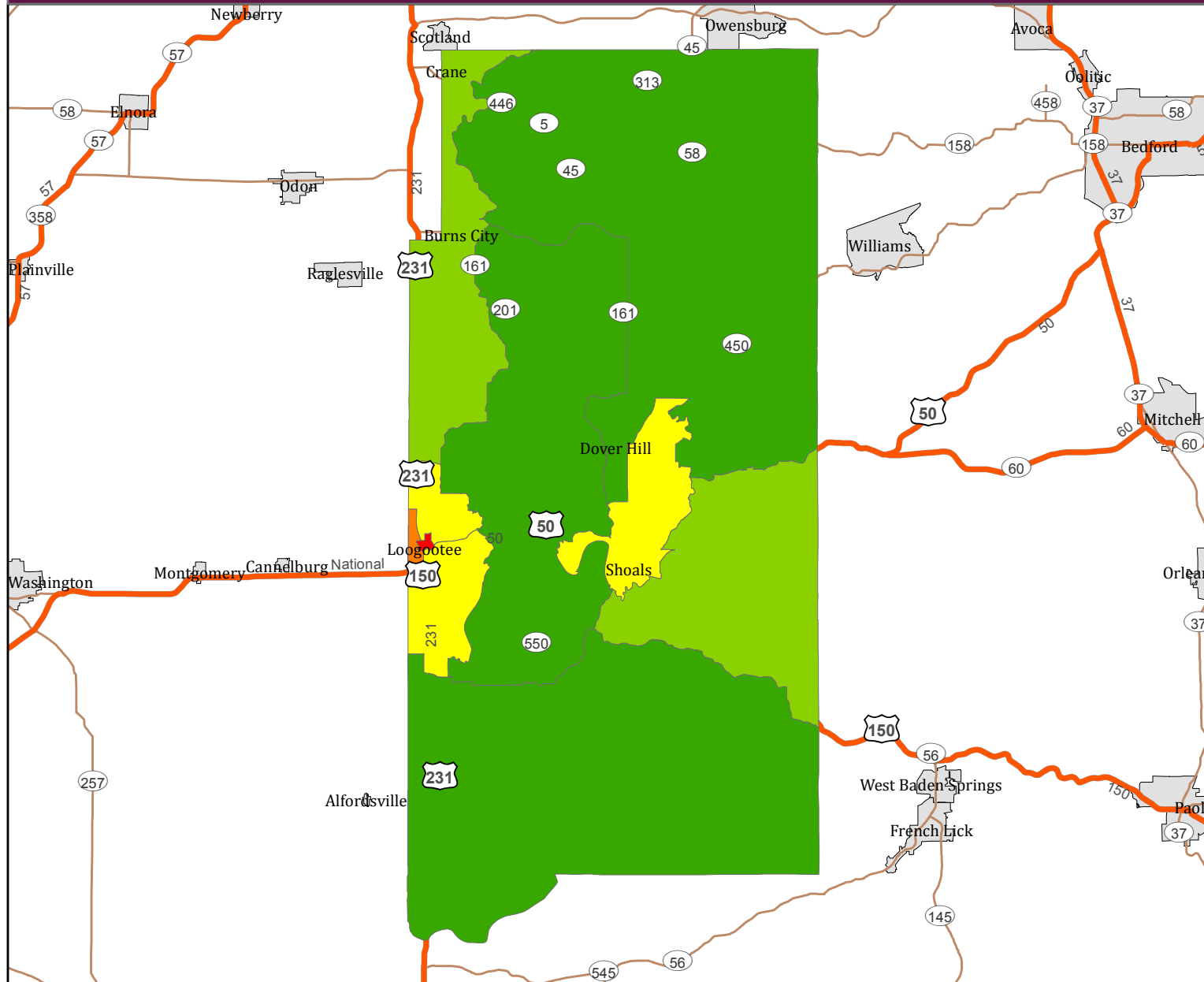
Source: STATS Indiana

Population Density

Exhibit II.39 illustrates the density of persons aged 65 and older by Census block group. The block group with the highest density of Martin County residents aged 65 and older is in Loogootee. The lone block group had older adult population density between 285.2 and 600 persons per square mile. Areas with moderately high densities of older adults (44.85 to 285.1) can also be found in Loogootee. The remainder of the county has moderate to very low older adult population density (below 44.84).

Exhibit II.39: Population Density Age 65 and Older Martin County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

- 1.229 - 2.594
- 2.595 - 6.307
- 6.308 - 44.84
- 44.85 - 285.1
- 285.2 - 600.0

Interstate

Highway

Major Road

Local Road

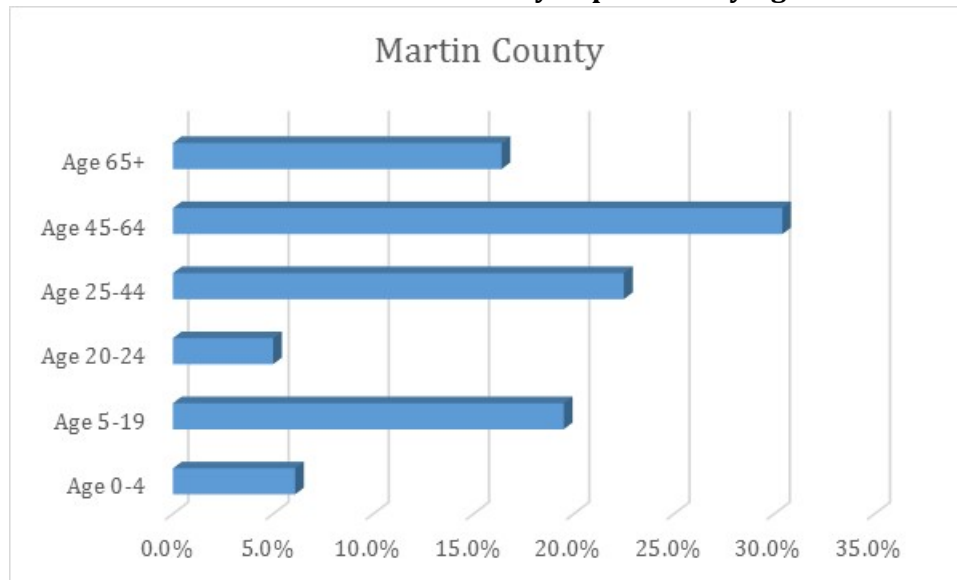
Minor Road

Cities/Towns

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

The largest age cohort for Martin County was between the ages of 45 and 64 (30.4 percent). The second largest group was between ages 25 and 44, which constituted 22.5 percent of the county's population (see Exhibit II.40). The third largest age group was 5 to 19 years old (19.5 percent), while 16.4 percent was age 65 or older.

Exhibit II.40: Martin County Population by Age



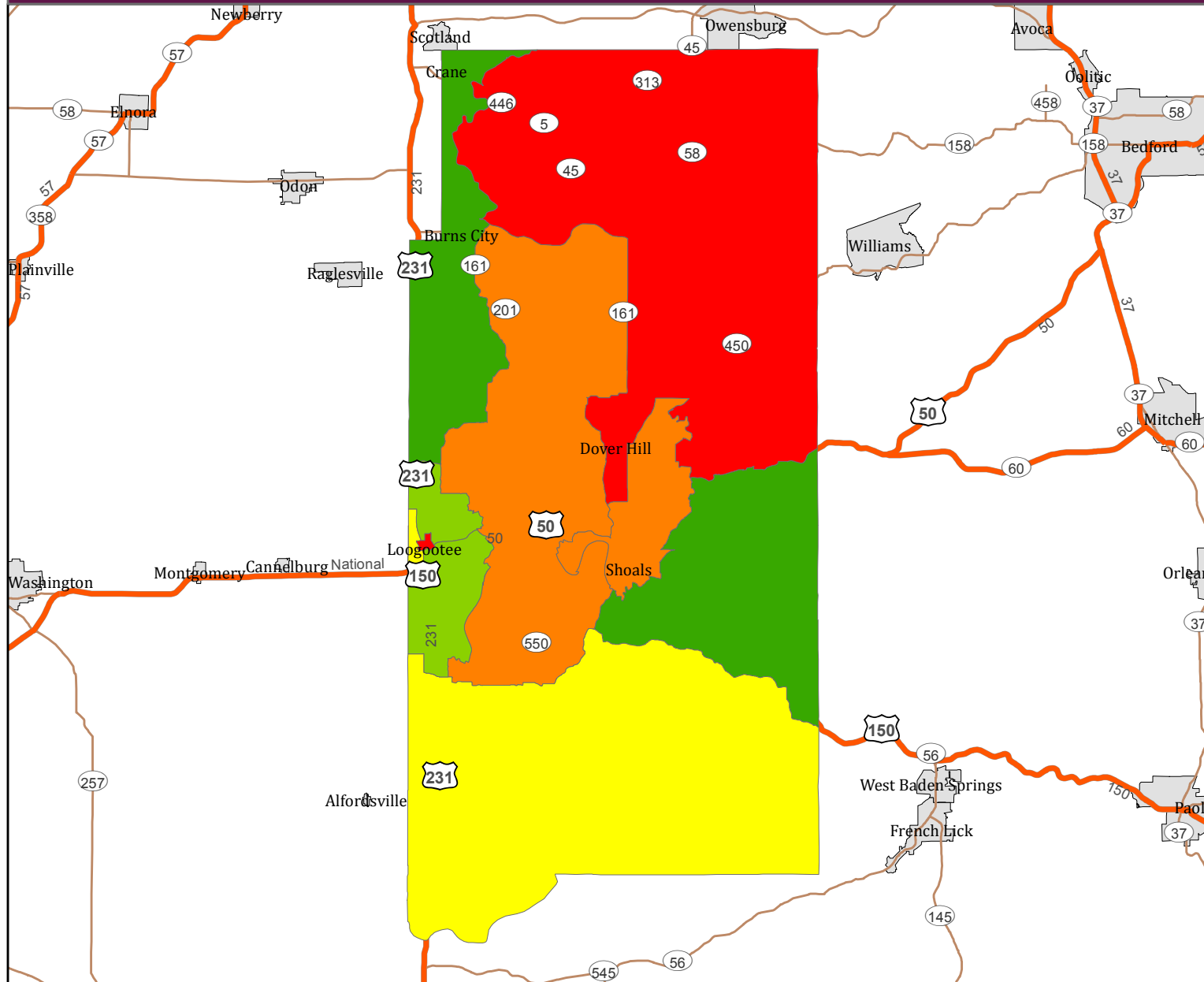
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.41 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block groups with the highest concentration of these households are in Loogootee and northeast Martin County. Over 9.19 percent of households within this block group have no vehicle available. Areas with a moderately high percentage ranging from 5.61 to 9.18 percent of zero vehicle households can be found in Shoals, Dover Hill and central Martin County. The remainder of the county had low percentages of households with zero vehicles available.

Exhibit II.41: Percent Zero Vehicle Households Martin County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households	
	0% - 1.02%
	1.03% - 2.64%
	2.65% - 5.6%
	5.61% - 9.18%
	9.19% - 13.49%
	Interstate
	Highway
	Major Road
	Local Road
	Minor Road
	Cities/Towns

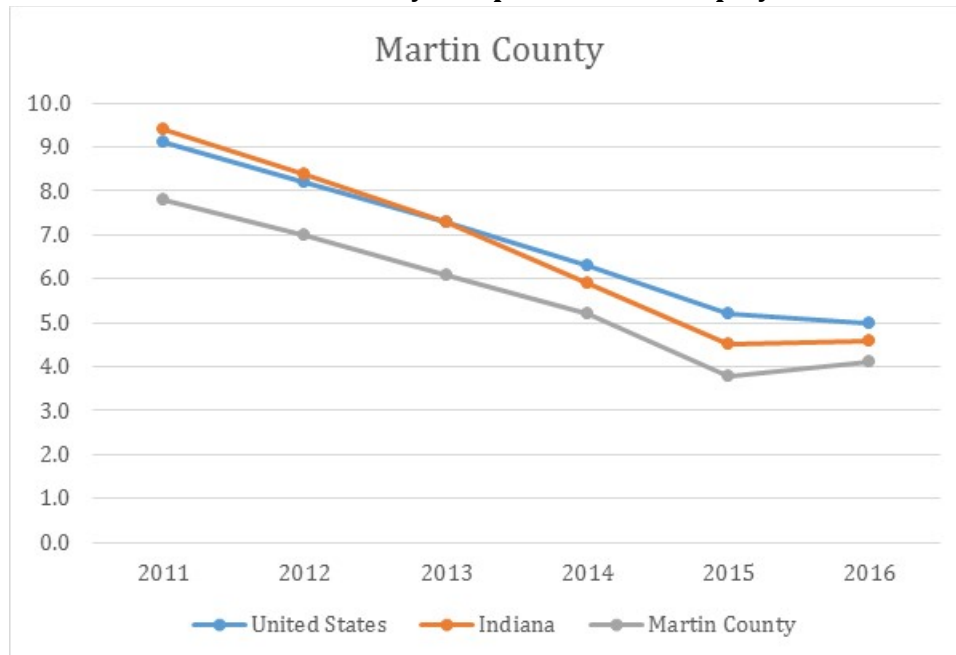
Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Martin County's unemployment rate reached a high in 2011 of 7.8 percent. This was lower than that of the United States (9.1) and the same as the State of Indiana (9.4).

From 2011 to 2016, the unemployment rate for Martin County remained lower than the State and National averages. Exhibit II.42 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.42: Martin County Comparison of Unemployment Rates



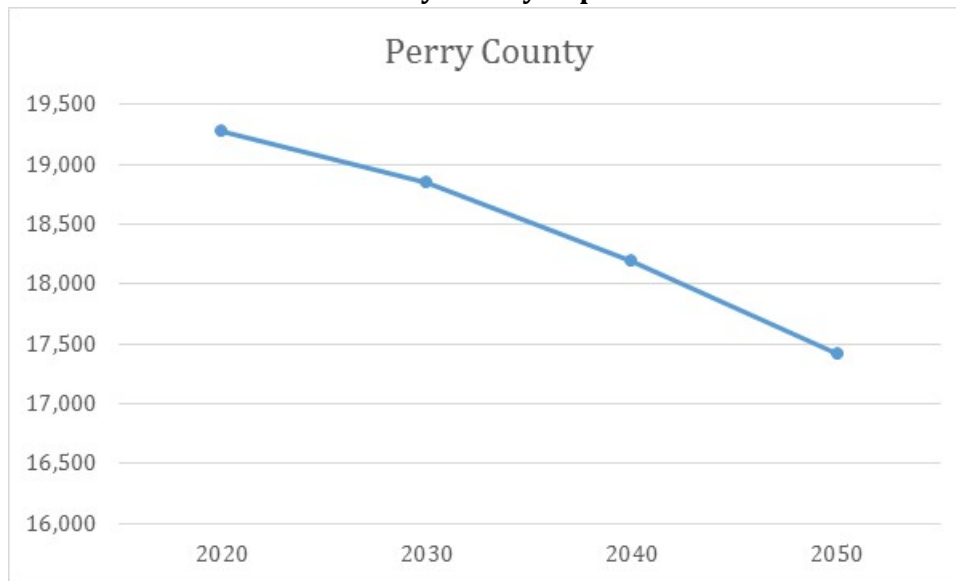
Source: STATS Indiana using Bureau of Labor Statistics

PERRY COUNTY

Population Growth

The projected population of Perry County in 2050 will be 17,417, a decrease of 1,862, or 9.7 percent, from the 2020 population projections. Perry County's population is projected to decrease from 2020 to 2050. Exhibit II.43 illustrates the projected population trends for Perry County through the year 2050 from STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.43: Perry County Population Trends



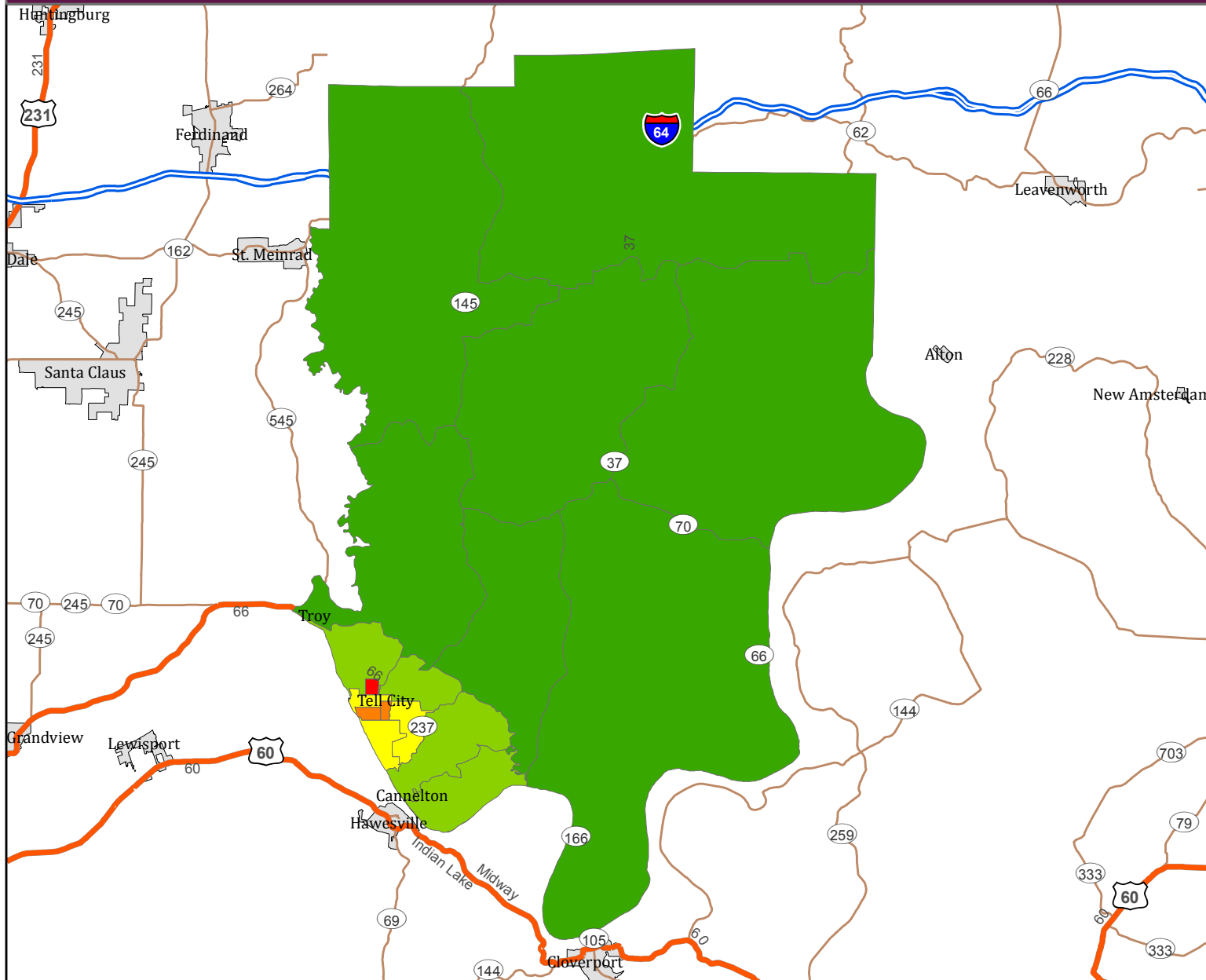
Source: STATS Indiana

Population Density

Exhibit II.44 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Perry County residents aged 65 and older are around Tell City. All of the block groups in Perry County that had moderate levels and higher were located in Tell City (above 73.37). The remainder of the county has very low older adult population density.

Exhibit II.44: Population Density Age 65 and Older Perry County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

- 1.128 - 9.800
- 9.801 - 73.36
- 73.37 - 294.7
- 294.8 - 437.5
- 437.6 - 1073

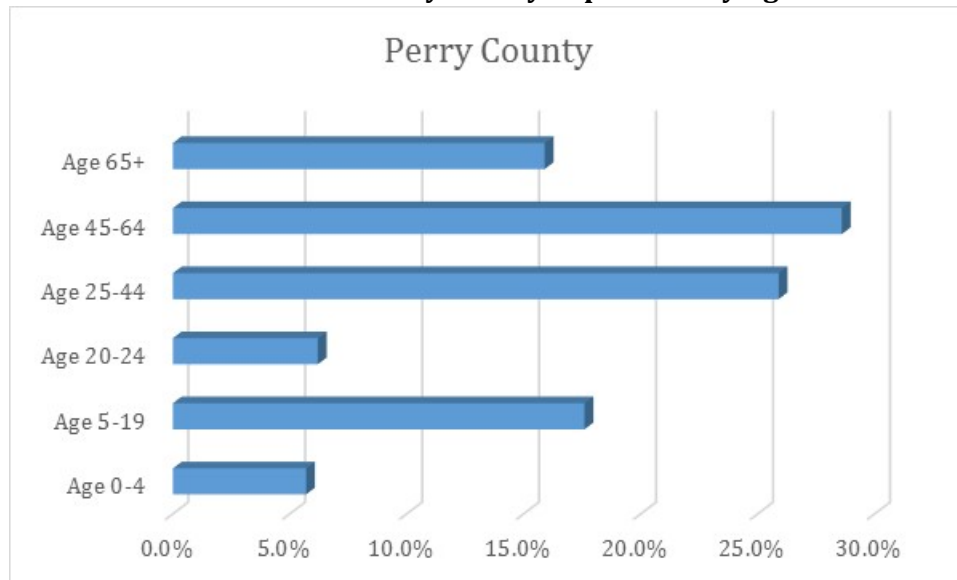
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- Cities/Towns

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



The largest age cohort for Perry County was between the ages of 45 and 64 (28.6 percent). The second largest group was between ages 25 and 44, which constituted 25.9 percent of the county's population (see Exhibit II.45). The third largest age group was 5 to 19 years old (17.6 percent), while 15.9 percent was age 65 or older.

Exhibit II.45: Perry County Population by Age



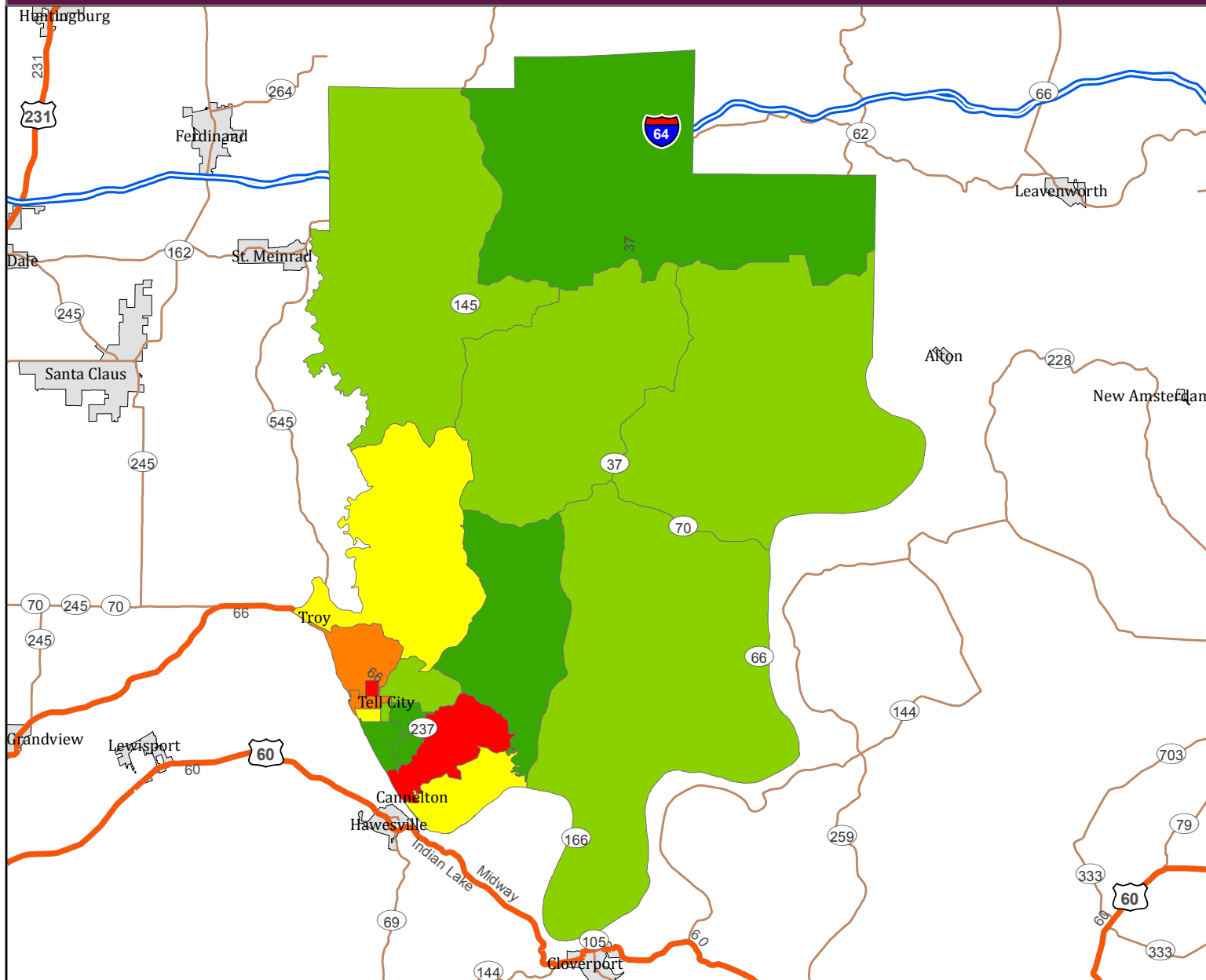
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.46 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block groups with the highest concentration of these households are in Tell City and Cannelton. Over 9.75 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 4.99 to 9.74 percent of zero vehicle households can be found in Tell City. The remainder of the county had low percentages of households with zero vehicles available.

Exhibit II.46: Percent Zero Vehicle Households Perry County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households	
	0%
	0.01% - 2.85%
	2.86% - 4.98%
	4.99% - 9.74%
	9.75% - 17.83%
	Interstate
	Highway
	Major Road
	Local Road
	Minor Road
	Cities/Towns

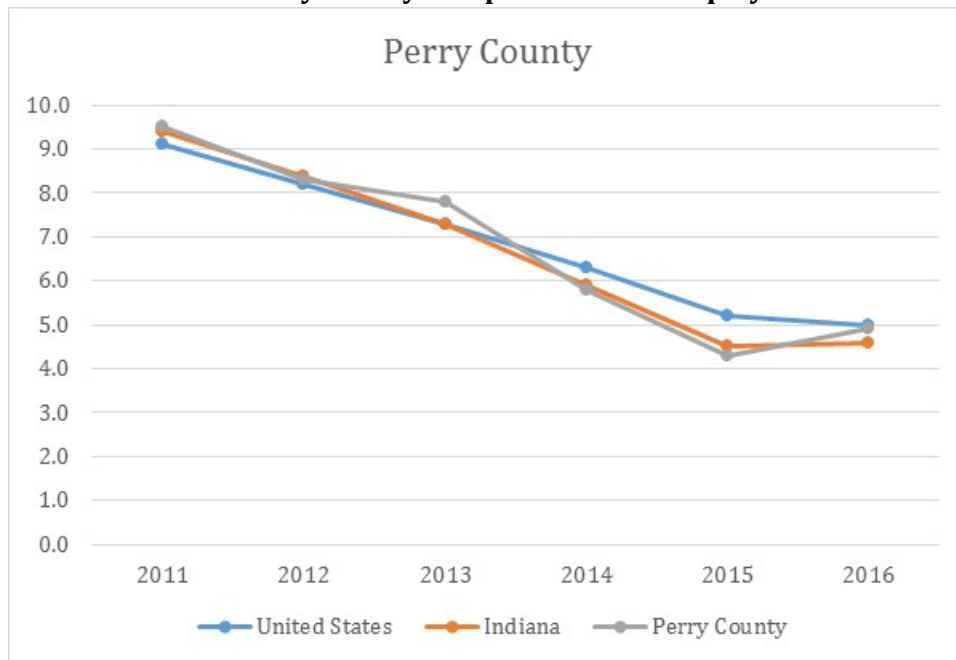
Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Perry County's unemployment rate reached a high in 2011 of 9.5 percent. This was slightly higher than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2016, the unemployment rate for Perry County has remained similar to the State and National averages. In 2012 the unemployment rate stayed below the State average but above the National average. Since 2013, Perry County's unemployment rate has mimicked the State average. Exhibit II.47 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.47: Perry County Comparison of Unemployment Rates



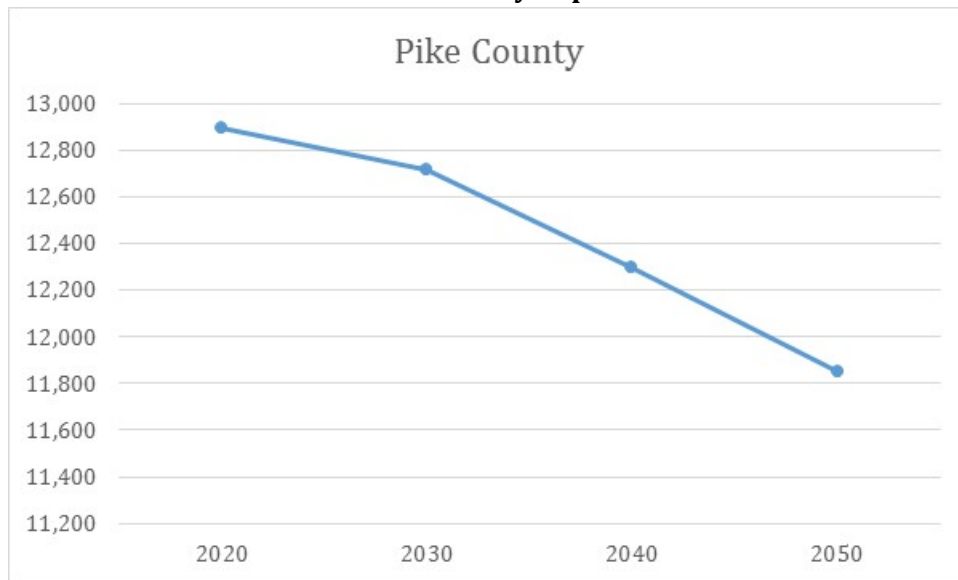
Source: STATS Indiana using Bureau of Labor Statistics

PIKE COUNTY

Population Growth

The projected population of Pike County in 2050 will be 11,854, a decrease of 1,046, or 8.1 percent, from the 2020 population projections. Exhibit II.48 illustrates the projected population trends for Pike County through the year 2050 from STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.48: Pike County Population Trends



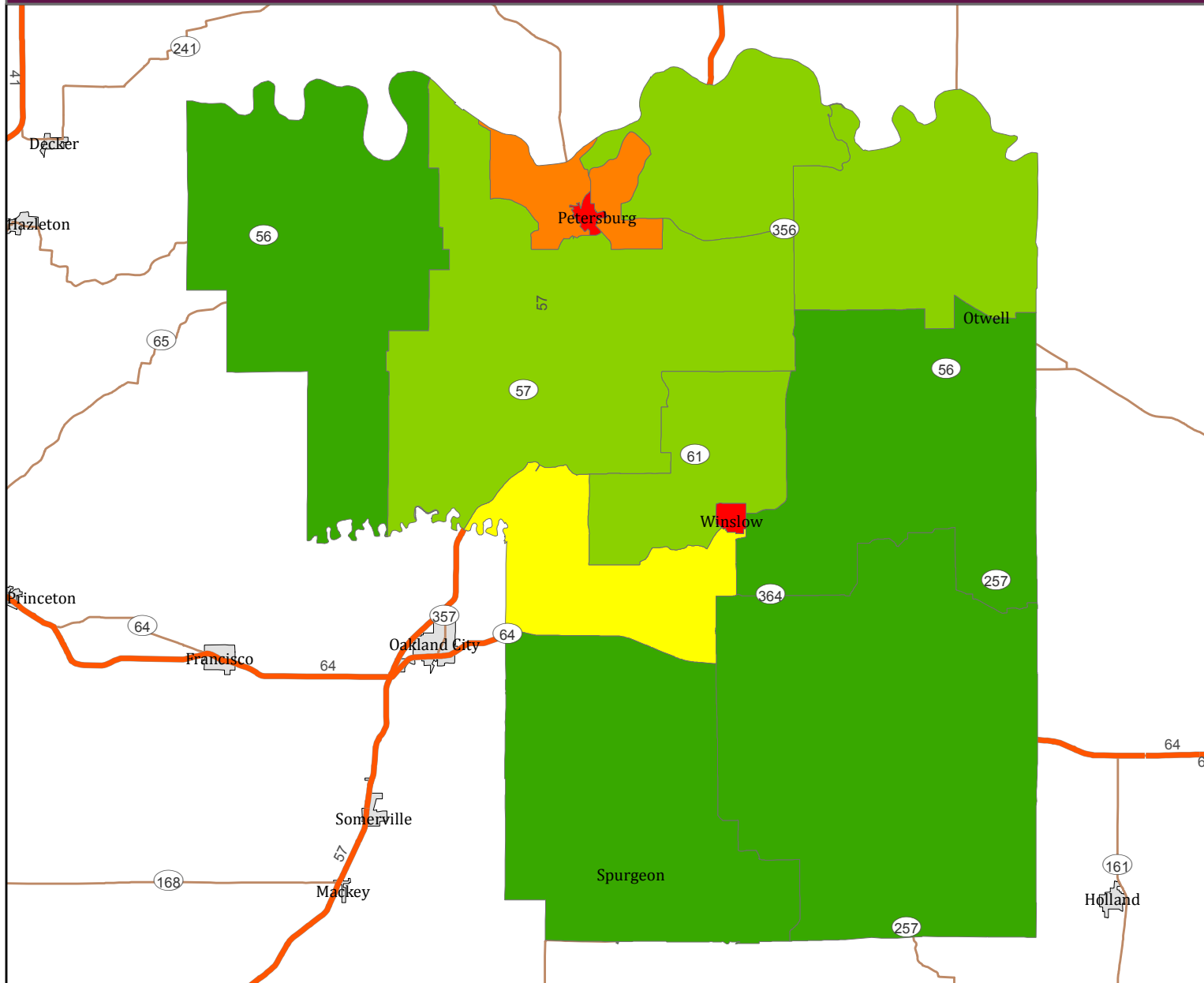
Source: STATS Indiana

Population Density

Exhibit II.49 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Pike County residents aged 65 and older are in Winslow and Petersburg. These block groups had between 75.36 and 406.8 persons age 65 and older per square mile. The remainder of the county has low to very low older adult population density.

Exhibit II.49: Population Density Age 65 and Older Pike County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

- 2.610 - 3.314
- 3.315 - 6.760
- 6.761 - 11.32
- 11.33 - 75.35
- 75.36 - 406.8

Interstate

Highway

Major Road

Local Road

Minor Road

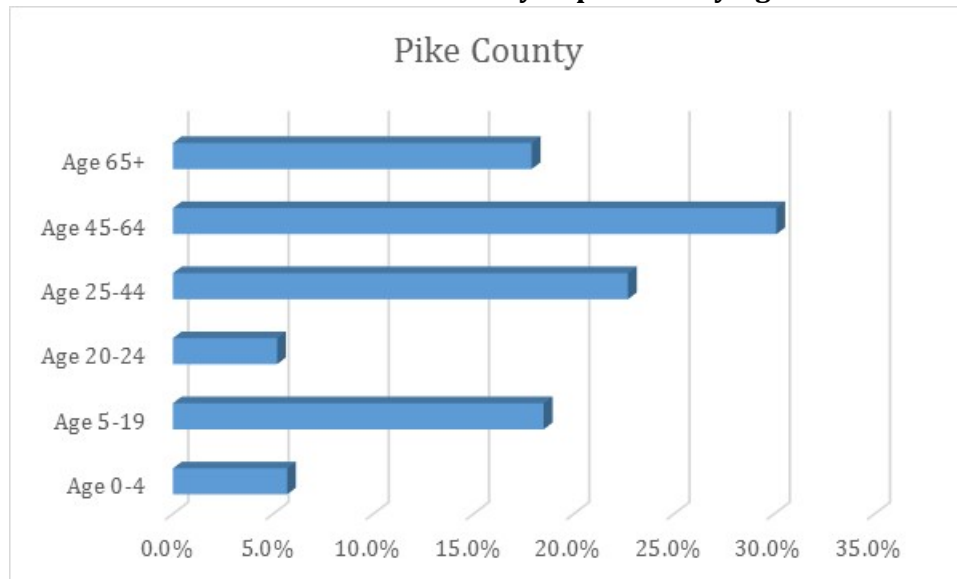
Cities/Towns

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



The largest age cohort for Pike County was between the ages of 45 and 64 (30.1 percent). The second largest group was between ages 25 and 44, which constituted 22.7 percent of the county's population (see Exhibit II.50). The third largest age group was 5 to 19 years old (18.5 percent), while 17.9 percent was age 65 or older. Of the counties in Region 1, Pike County had the highest percentage of population age 65 and older.

Exhibit II.50: Pike County Population by Age



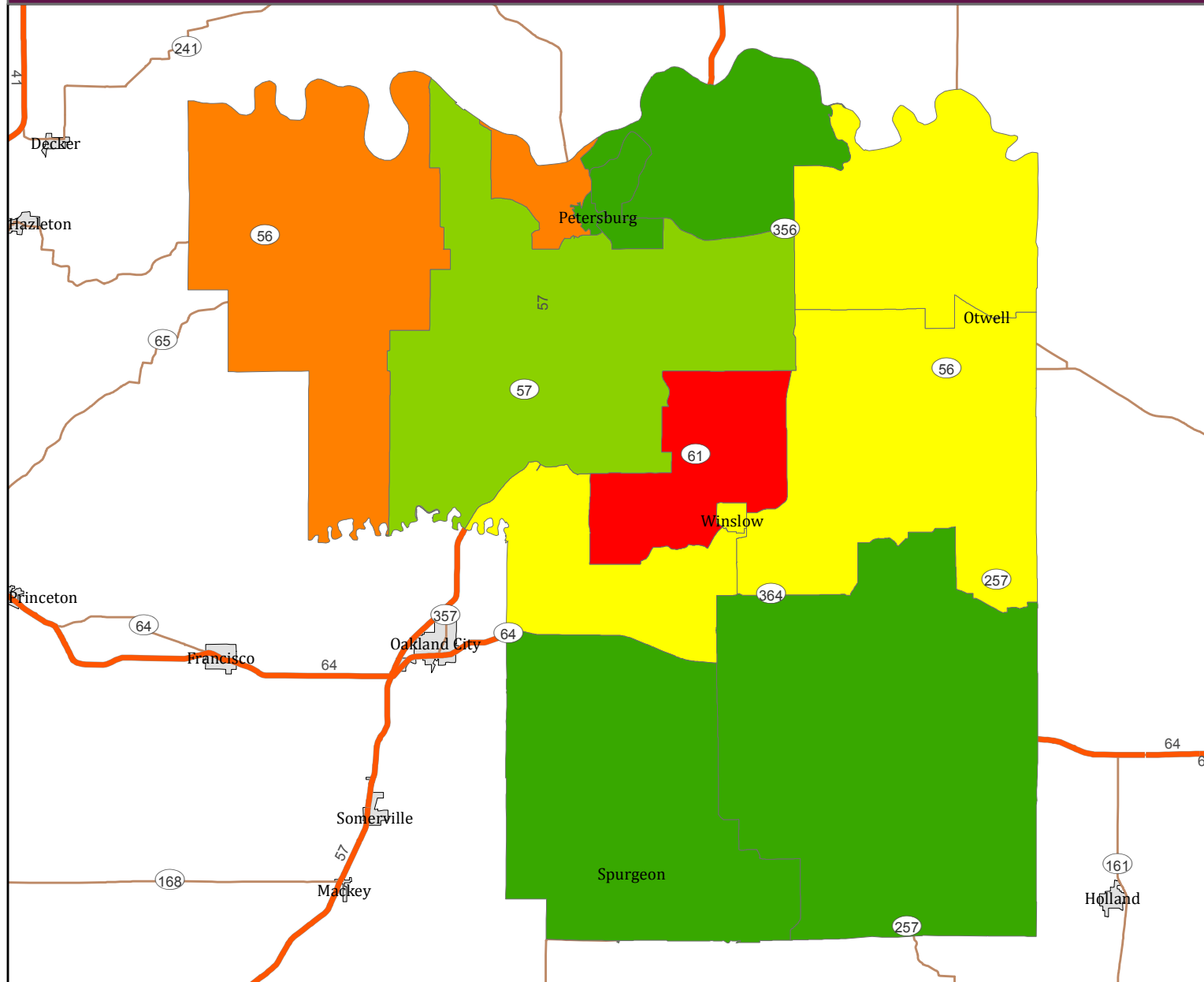
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.51 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block group with the red shading has the highest percentage of housing units with no available vehicles. The block group location with the highest concentration of these households is concentrated just north of Winslow. Over 10.32 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 7.15 to 10.31 percent of zero vehicle households can be found in Petersburg and western Pike County. The remainder of the county has moderate to very low percentages of zero vehicle households.

Exhibit II.51: Percent Zero Vehicle Households Pike County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households

- 0% - 1.47%
- 1.48% - 3.24%
- 3.25% - 7.14%
- 7.15% - 10.31%
- 10.32% - 16.49%

Interstate

Highway

Major Road

Local Road

Minor Road

Cities/Towns

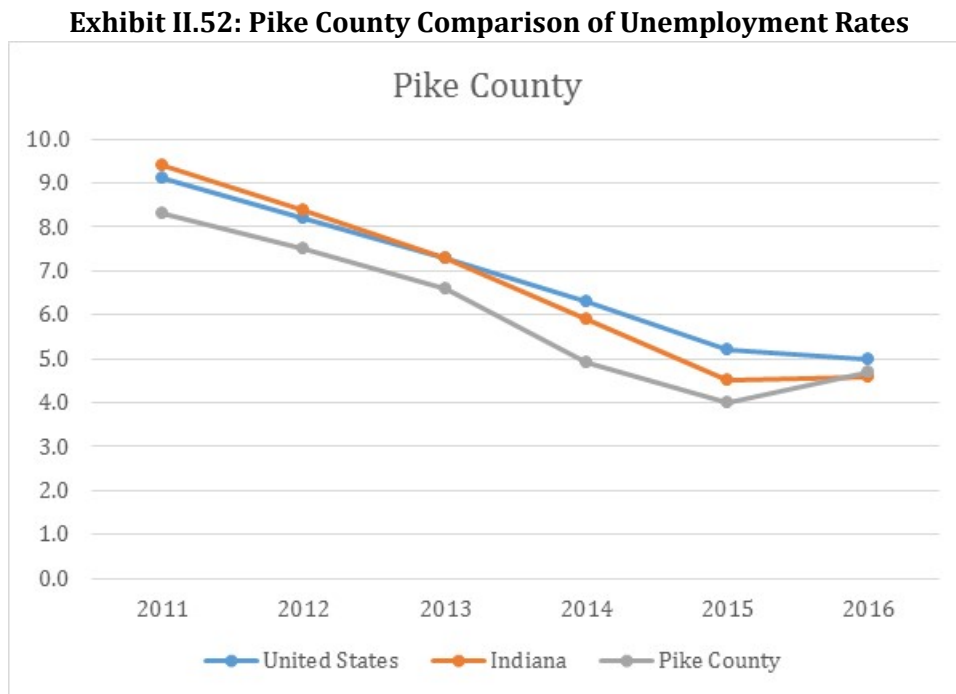
Source: U.S. Census American
Community Survey 2014
5-Year Estimates



Industry and Labor Force

Pike County's unemployment rate reached a high in 2011 of 8.3 percent. This was lower than that of the United States (9.1) and the State of Indiana (9.4).

From 2012 to 2015, the unemployment rate for Gibson County remained lower than the State and National averages. In 2016 the County's unemployment rate grew to higher than the State average but stayed below the National average. Exhibit II.52 illustrates a comparison of the unemployment rates in the county, state, and nation.



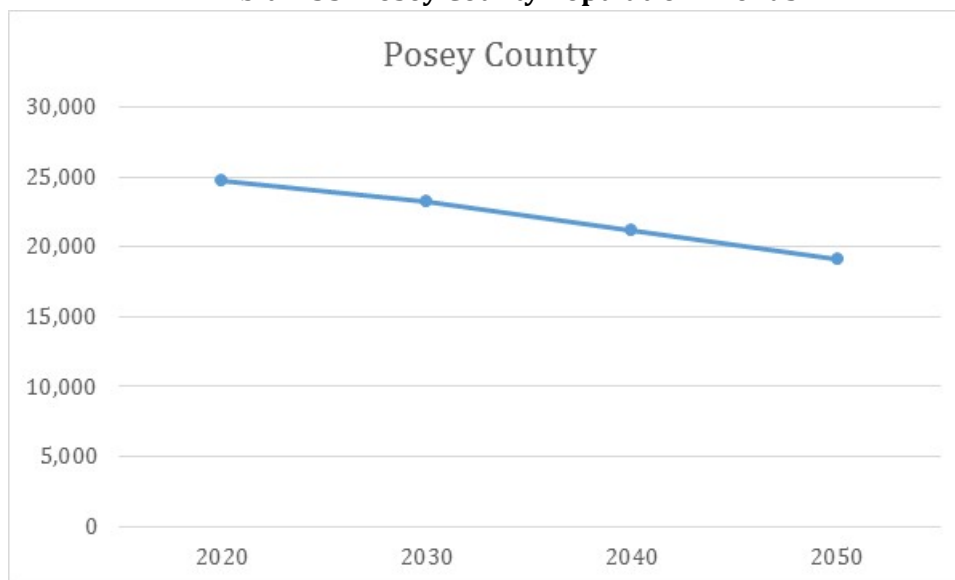
Source: STATS Indiana using Bureau of Labor Statistics

POSEY COUNTY

Population Growth

The projected population of Posey County in 2050 will be 19,134, a decrease of 5,655, or 22.8 percent, from the 2020 population projections. Posey County has the highest percentage decrease in Region 1. Exhibit II.53 illustrates the projected population trends for Posey County through the year 2050 from STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.53: Posey County Population Trends



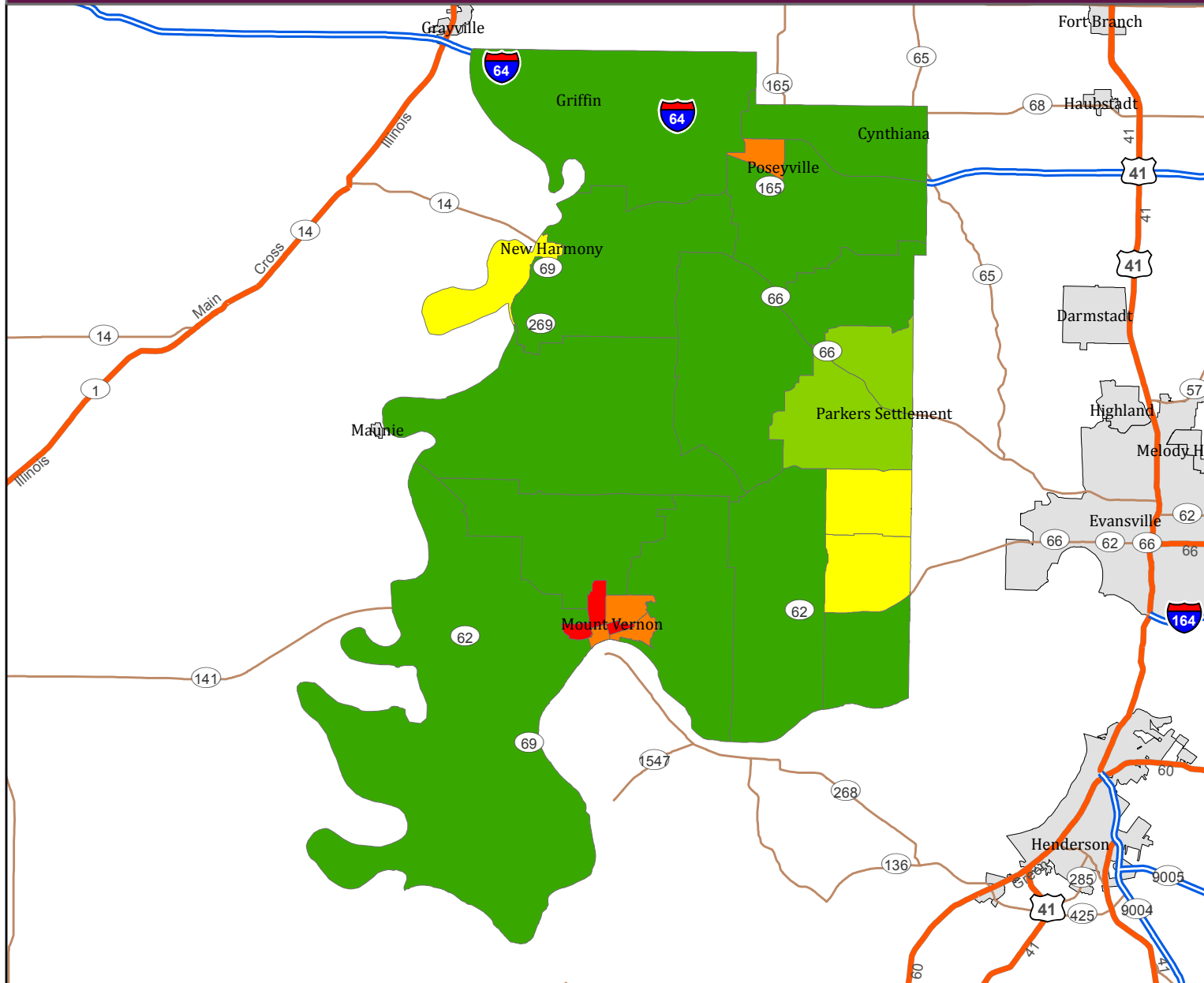
Source: STATS Indiana

Population Density

Exhibit II.54 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Posey County residents aged 65 and older are in Mount Vernon. These block group had older adult densities between 226.4 and 426.9 per square mile. All of the moderately high population densities of persons age 65 and older were located in Poseyville and Mount Vernon. The remainder of the county has moderate to very low older adult population density.

Exhibit II.54: Population Density Age 65 and Older Posey County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

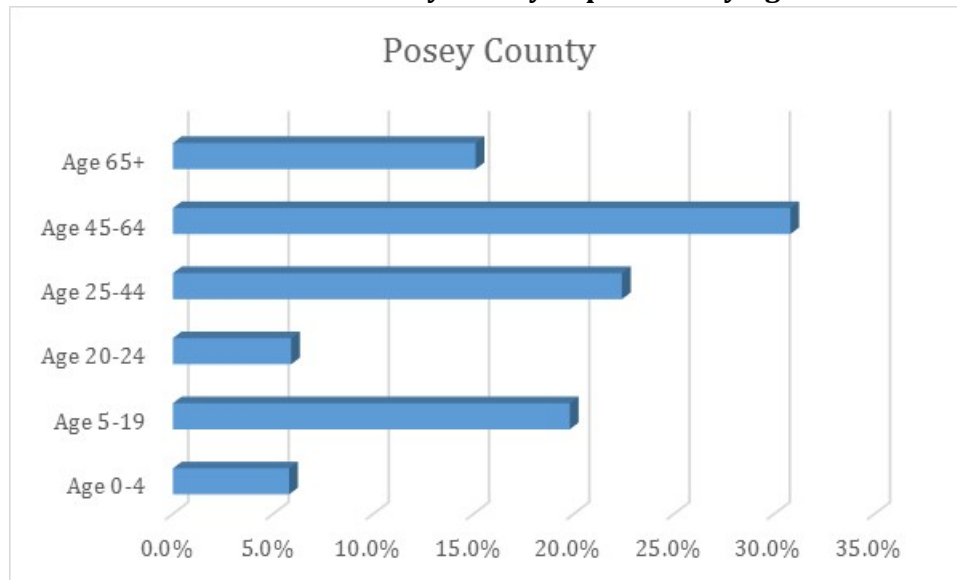
- 1.529 - 8.366
- 8.367 - 18.52
- 18.53 - 37.75
- 37.76 - 226.3
- 226.4 - 426.9

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

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

The largest age cohort for Posey County was between the ages of 45 and 64 (30.8 percent). The second largest group was between ages 25 and 44, which constituted 22.4 percent of the county's population (see Exhibit II.55). The third largest age group was 5 to 19 years old (19.8 percent), while 15.1 percent was age 65 or older.

Exhibit II.55: Posey County Population by Age



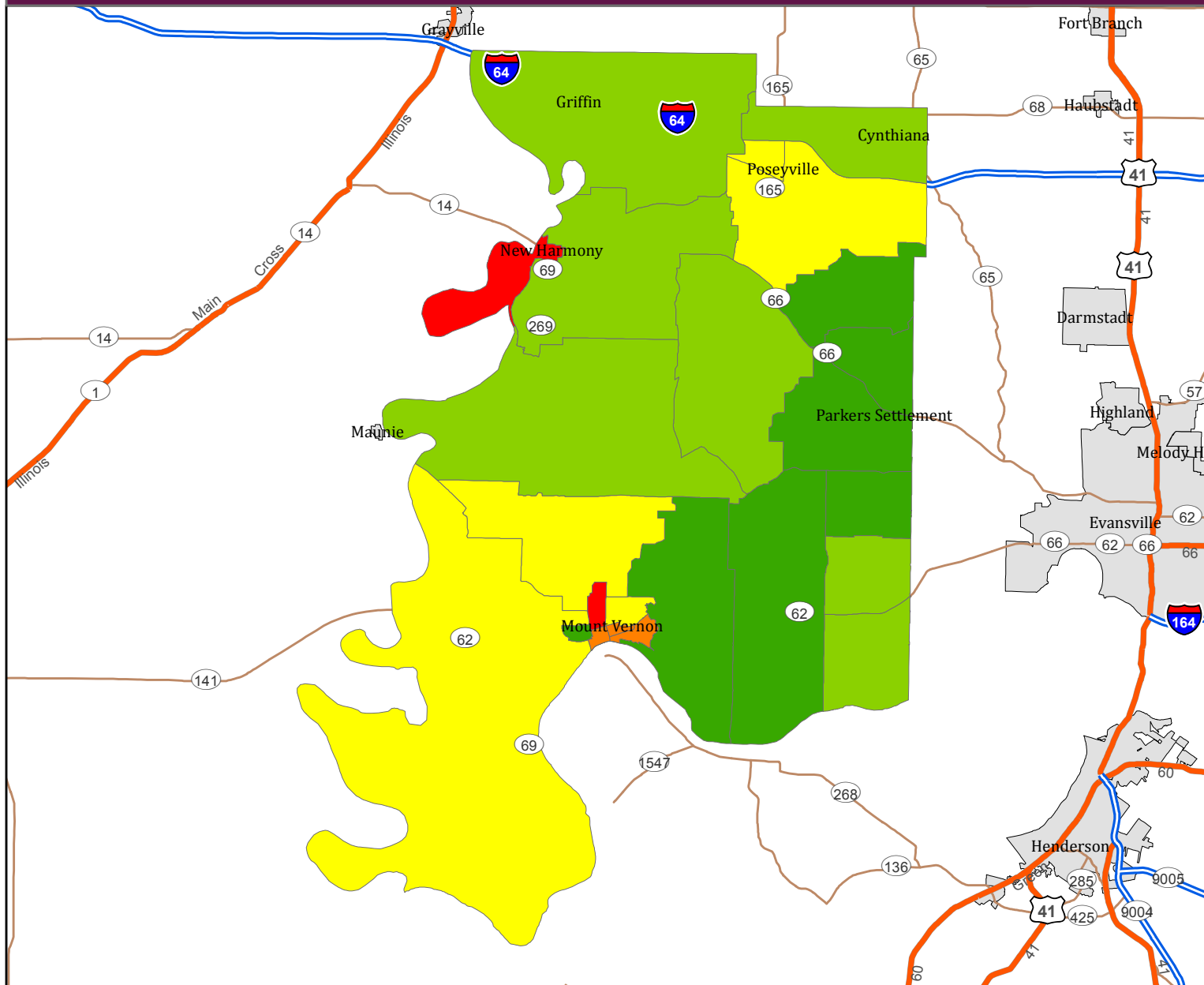
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.56 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block groups with the highest concentration of these households are in Mount Vernon and New Harmony. Over 8.14 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 6.48 to 8.13 percent of zero vehicle households can be found in Mount Vernon. The remainder of the county has moderate to very low percentages of zero vehicle households.

Exhibit II.56: Percent Zero Vehicle Households Posey County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households	
	0%
	0.01% - 3.05%
	3.06% - 6.47%
	6.48% - 8.13%
	8.14% - 13.67%
	Interstate
	Highway
	Major Road
	Local Road
	Minor Road
	Cities/Towns

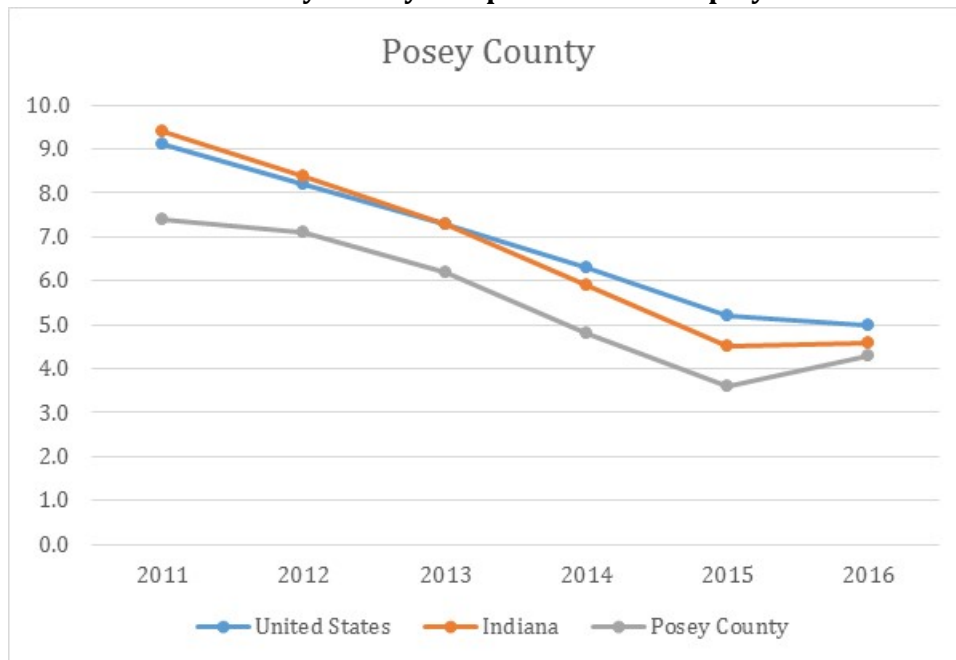
Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Posey County's unemployment rate reached a high in 2011 of 7.4 percent. This was significantly lower than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2014, the unemployment rate for Posey County remained over one percent lower than the State and National averages. From 2015 to 2016 the rate remained below the State and National averages but began to move closer to those averages. Exhibit II.57 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.57: Posey County Comparison of Unemployment Rates



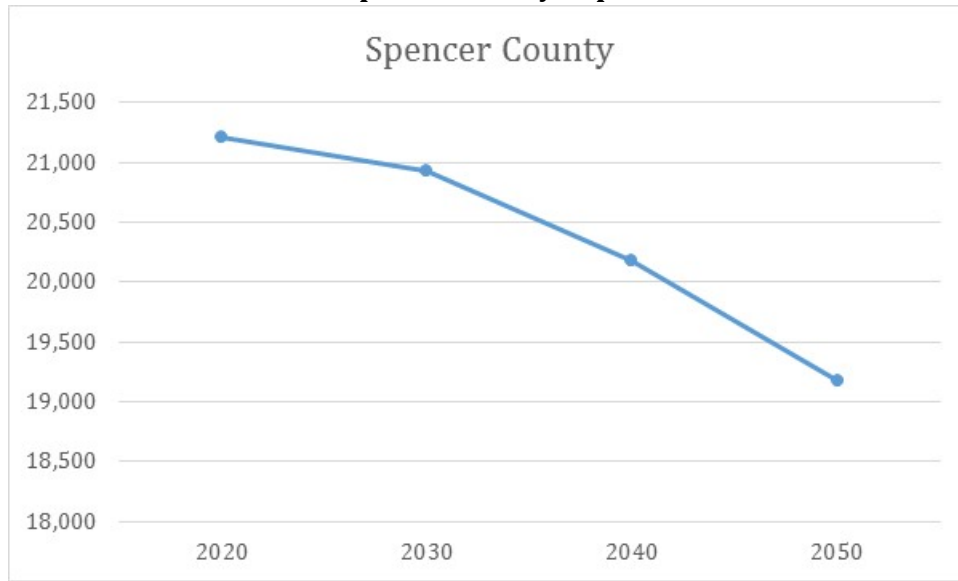
Source: STATS Indiana using Bureau of Labor Statistics

SPENCER COUNTY

Population Growth

The projected population of Spencer County in 2050 will be 19,173, a decrease of 2,038, or 9.6 percent, from the 2020 population projections. Spencer County's population will steadily decrease over the next 30 years. Exhibit II.58 illustrates the projected population trends for Spencer County through the year 2050 from STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.58: Spencer County Population Trends



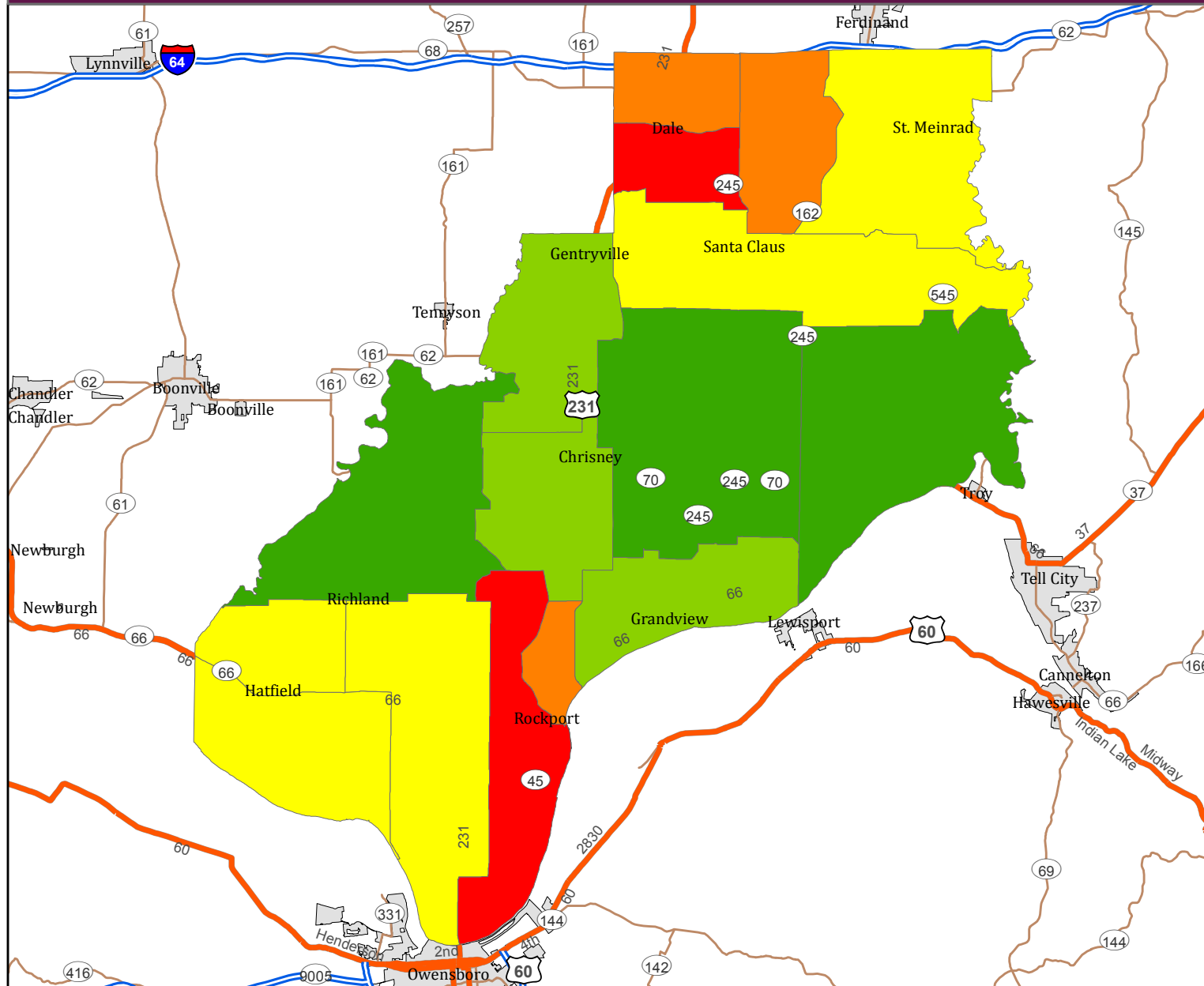
Source: STATS Indiana

Population Density

Exhibit II.59 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Spencer County residents aged 65 and older are in Rockport and Dale. These block groups had 18.92 to 28.67 persons aged 65 and older per square mile. Areas of moderate and moderately high densities of older adults were located in in northern and southern Spencer County. The remainder of the county has low to very low older adult population density.

Exhibit II.59: Population Density Age 65 and Older Spencer County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

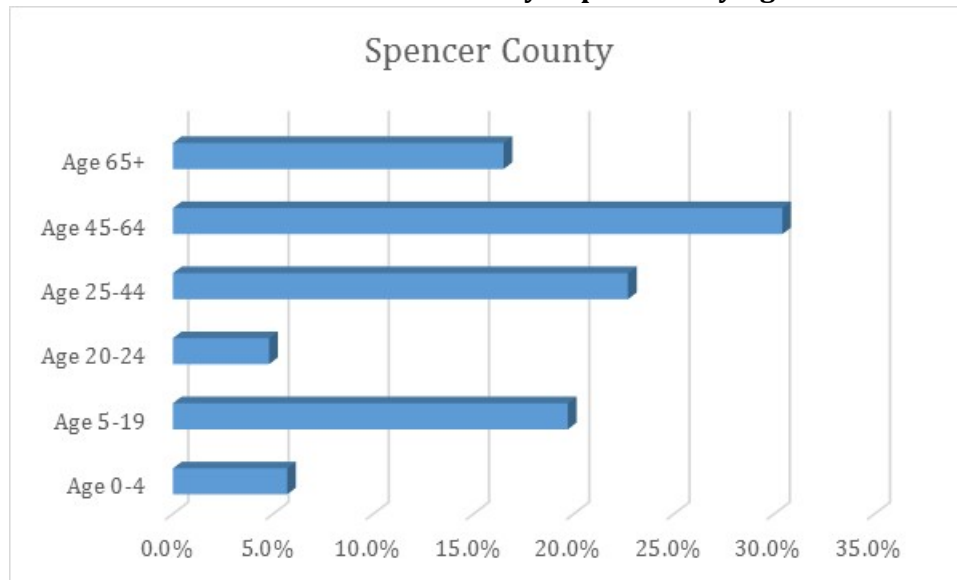
3.519 - 4.079
4.080 - 6.336
6.337 - 10.86
10.87 - 18.91
18.92 - 28.67

Interstate
Highway
Major Road
Local Road
Minor Road
Cities/Towns

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

The largest age cohort for Spencer County was between the ages of 45 and 64 (30.4 percent). The second largest group was between ages 25 and 44, which constituted 22.7 percent of the county's population (see Exhibit II.60). The third largest age group was 5 to 19 years old (19.7 percent), while 16.5 percent was age 65 or older.

Exhibit II.60: Knox County Population by Age



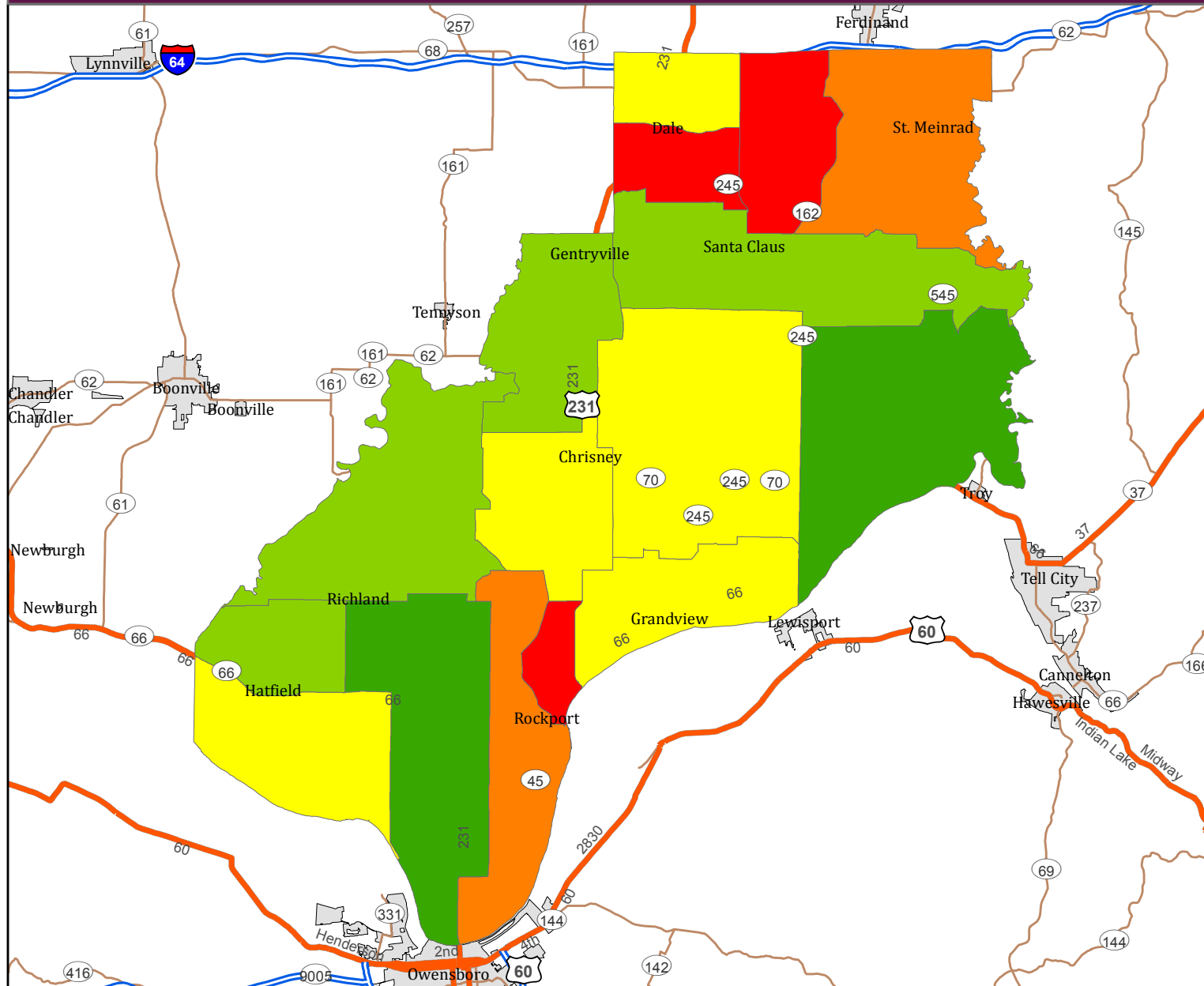
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.61 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading has the highest percentage of housing units with no available vehicles. These block groups with the highest concentration of these households are in Dale and Rockport. Over 6.53 percent of households within this block group has no vehicle available. The remainder of the county had low percentages of households with zero vehicles available.

Exhibit II.61: Percent Zero Vehicle Households Spencer County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households

- 0%
- 0.01% - 1.94%
- 1.95% - 3.95%
- 3.96% - 6.52%
- 6.53% - 12.5%

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

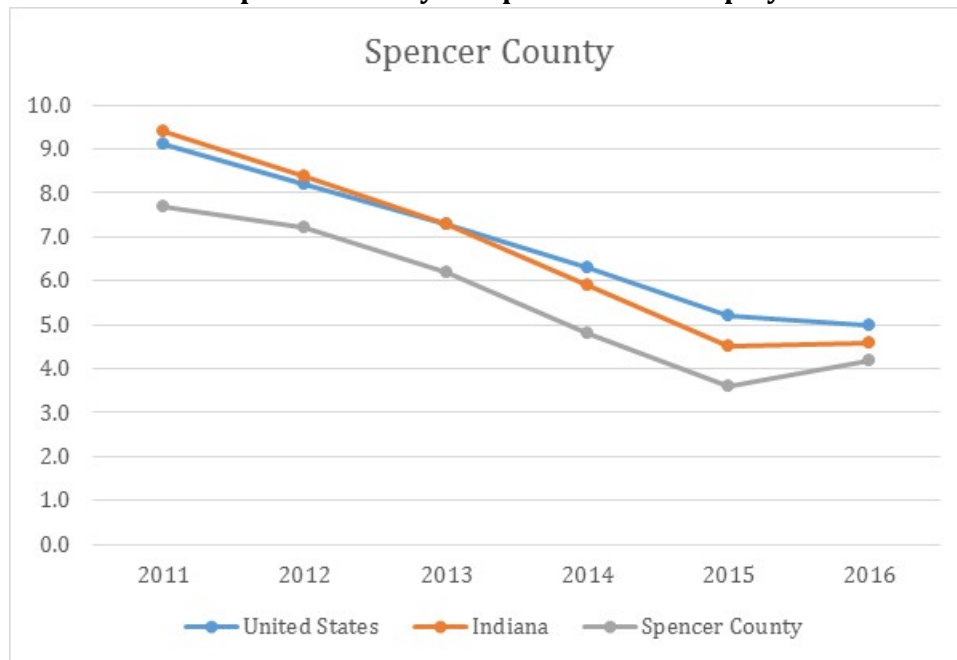
Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Spencer County's unemployment rate reached a high in 2011 of 7.7 percent. This was significantly lower than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2016, the unemployment rate for Spencer County remained lower than the State and National averages. From 2015 to 2016 Knox County's unemployment rate became more in line with the National and State's averages. Exhibit II.62 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.62: Spencer County Comparison of Unemployment Rates



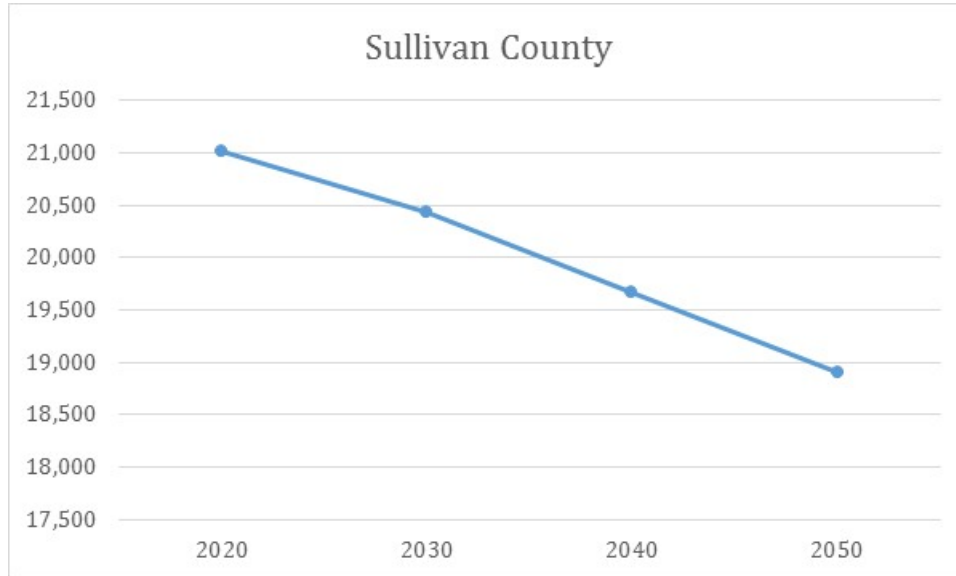
Source: STATS Indiana using Bureau of Labor Statistics

SULLIVAN COUNTY

Population Growth

The projected population of Sullivan County in 2050 will be 18,909, a decrease of 2,102, or 10 percent, from the 2020 population projections. Sullivan County's population is projected to decrease at a consistent rate from 2020 to 2050. Exhibit II.63 illustrates the projected population trends for Sullivan County through the year 2050 from STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.63: Sullivan County Population Trends



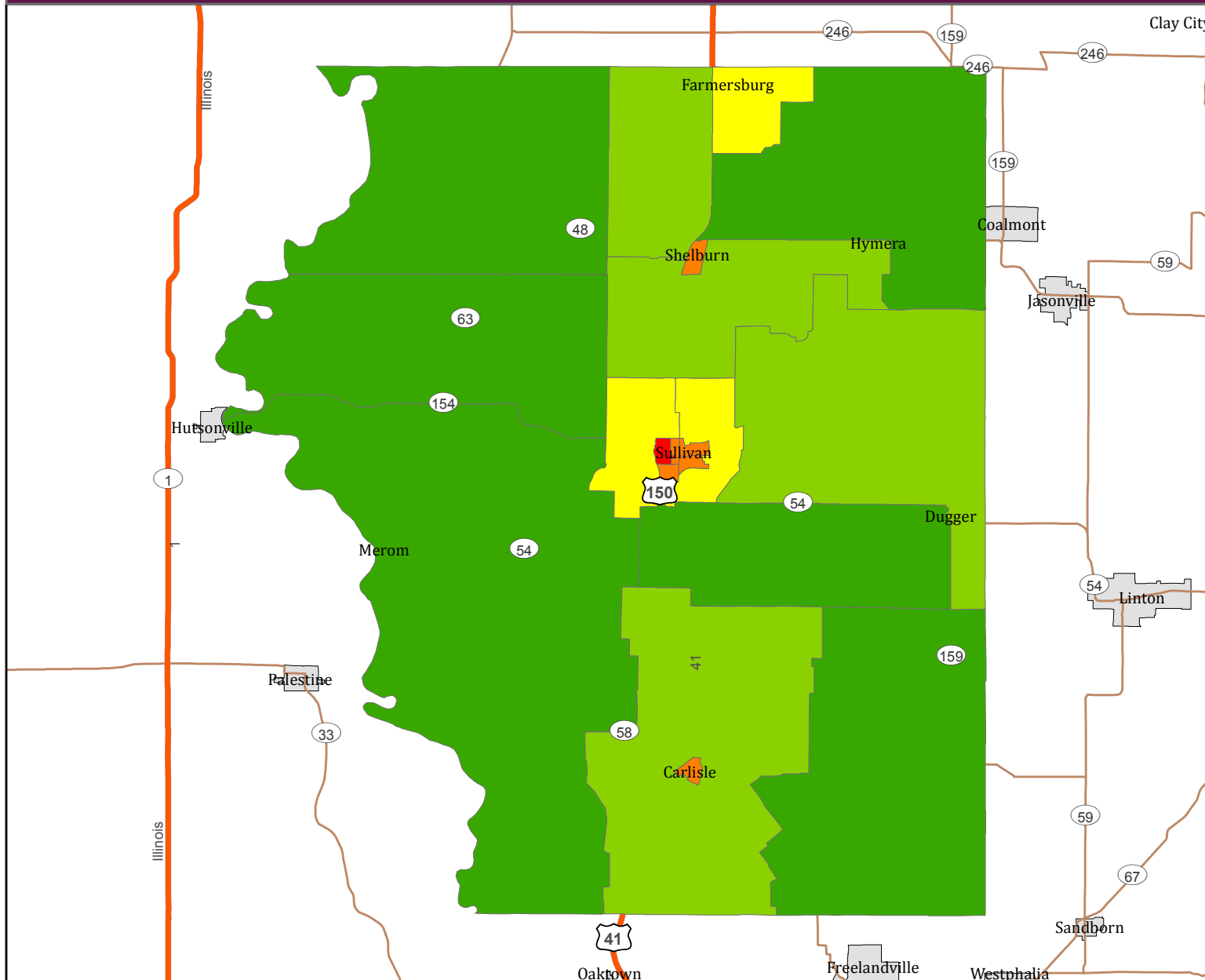
Source: STATS Indiana

Population Density

Exhibit II.64 illustrates the density of persons aged 65 and older by Census block group. The block group with the highest density of Sullivan County residents aged 65 and older is in the City of Sullivan. The lone block group had older adult population density between 347.5 and 722.9 persons per square mile. Areas with moderately high densities of older adults (44.68 to 347.4) can be found in the Cities of Sullivan, Carlisle, and Shelburn. The remainder of the county has moderate to very low older adult population density (below 44.67).

Exhibit II.64: Population Density Age 65 and Older Sullivan County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

	1.292 - 4.911
	4.912 - 10.58
	10.59 - 44.67
	44.68 - 347.4
	347.5 - 722.9

Interstate

Highway

Major Road

Local Road

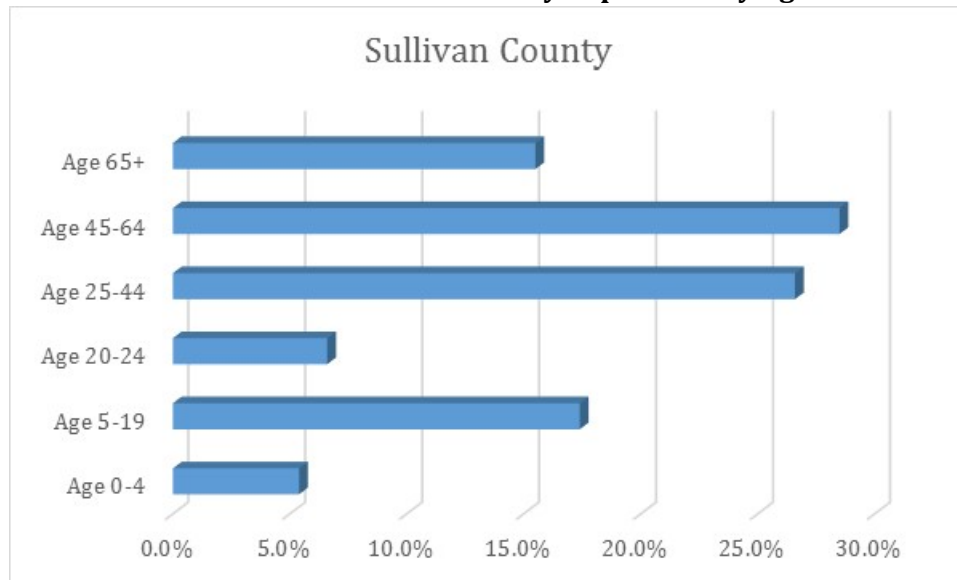
Minor Road

Cities/Towns

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

The largest age cohort for Sullivan County was between the ages of 45 and 64 (28.5 percent). The second largest group was between ages 25 and 44, which constituted 26.6 percent of the county's population (see Exhibit II.65). The third largest age group was 5 to 19 years old (17.4 percent), while 15.5 percent was age 65 or older.

Exhibit II.65: Sullivan County Population by Age



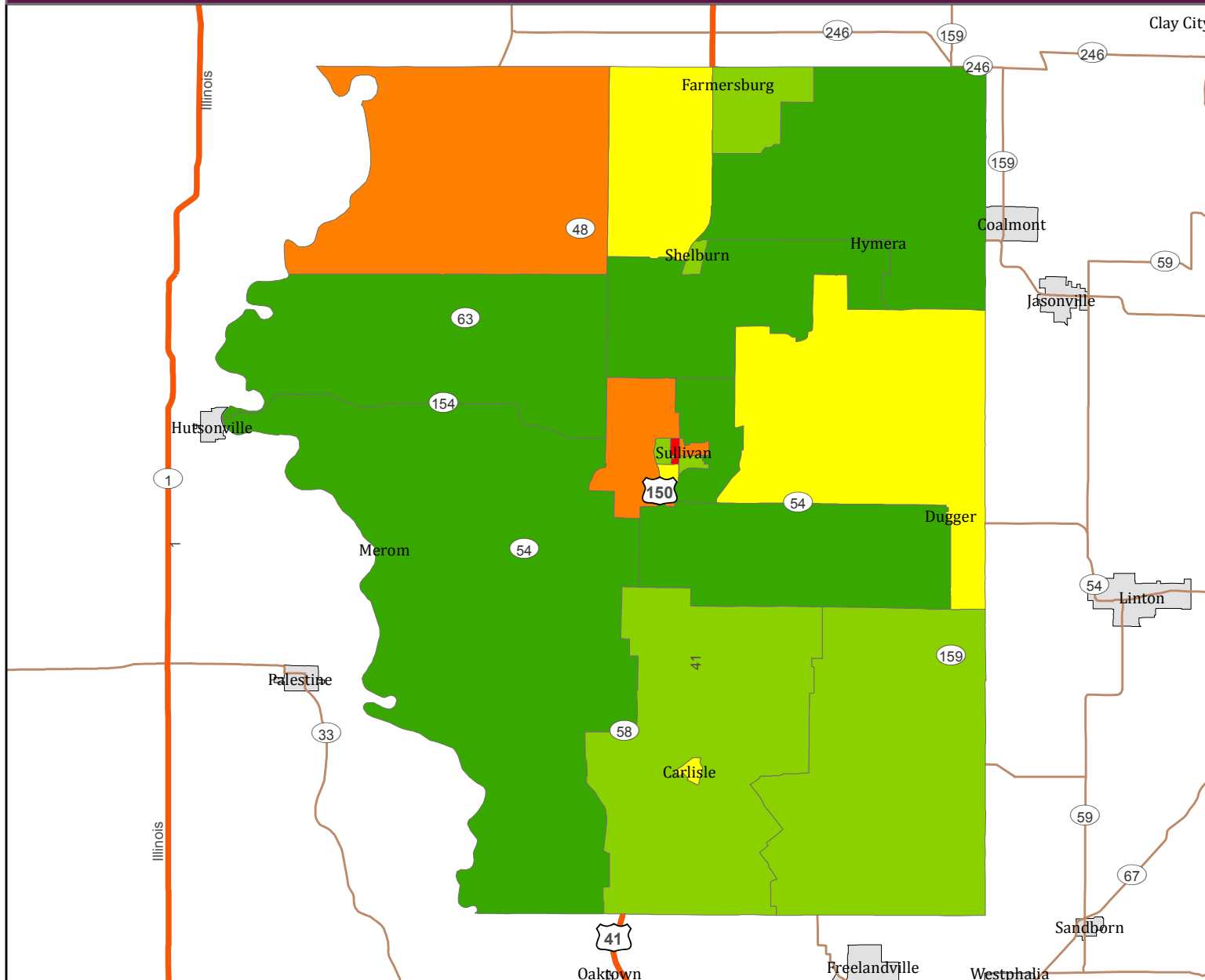
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.66 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block groups with the highest concentration of these households is in the City of Sullivan. Over 13.96 percent of households within this block group has no vehicle available. Areas with a moderately high percentage ranging from 7.93 to 13.95 percent of zero vehicle households can be found in the City of Sullivan and northwest Sullivan County. The remainder of the county had low percentages of households with zero vehicles available.

Exhibit II.66: Percent Zero Vehicle Households Sullivan County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

ZVH / Households	
	0% - 2.28%
	2.29% - 5.51%
	5.52% - 7.92%
	7.93% - 13.95%
	13.96% - 39.42%
	Interstate
	Highway
	Major Road
	Local Road
	Minor Road
	Cities/Towns

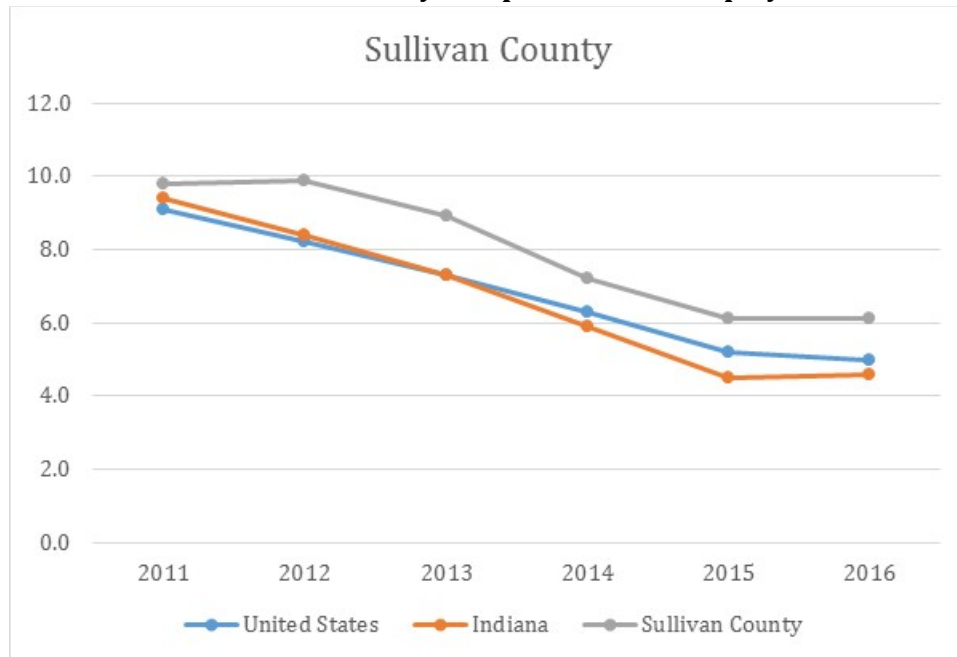
Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Sullivan County's unemployment rate reached a high in 2012 of 9.9 percent. This was higher than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2016, the unemployment rate for Sullivan County remained higher than the State and National averages. Exhibit II.67 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.67: Sullivan County Comparison of Unemployment Rates



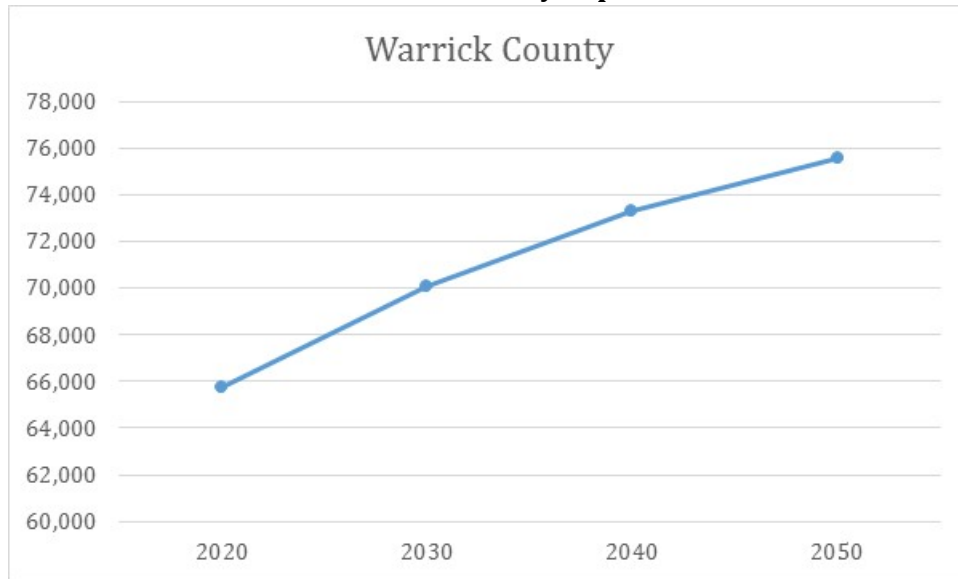
Source: STATS Indiana using Bureau of Labor Statistics

WARRICK COUNTY

Population Growth

The projected population of Warrick County in 2050 will be 75,613, an increase of 9,879, or 15 percent, from the 2020 population projections. Warrick County's population is projected to increase steadily from 2020 to 2050. Exhibit II.68 illustrates the projected population trends for Warrick County through the year 2050 from STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business.

Exhibit II.68: Warrick County Population Trends



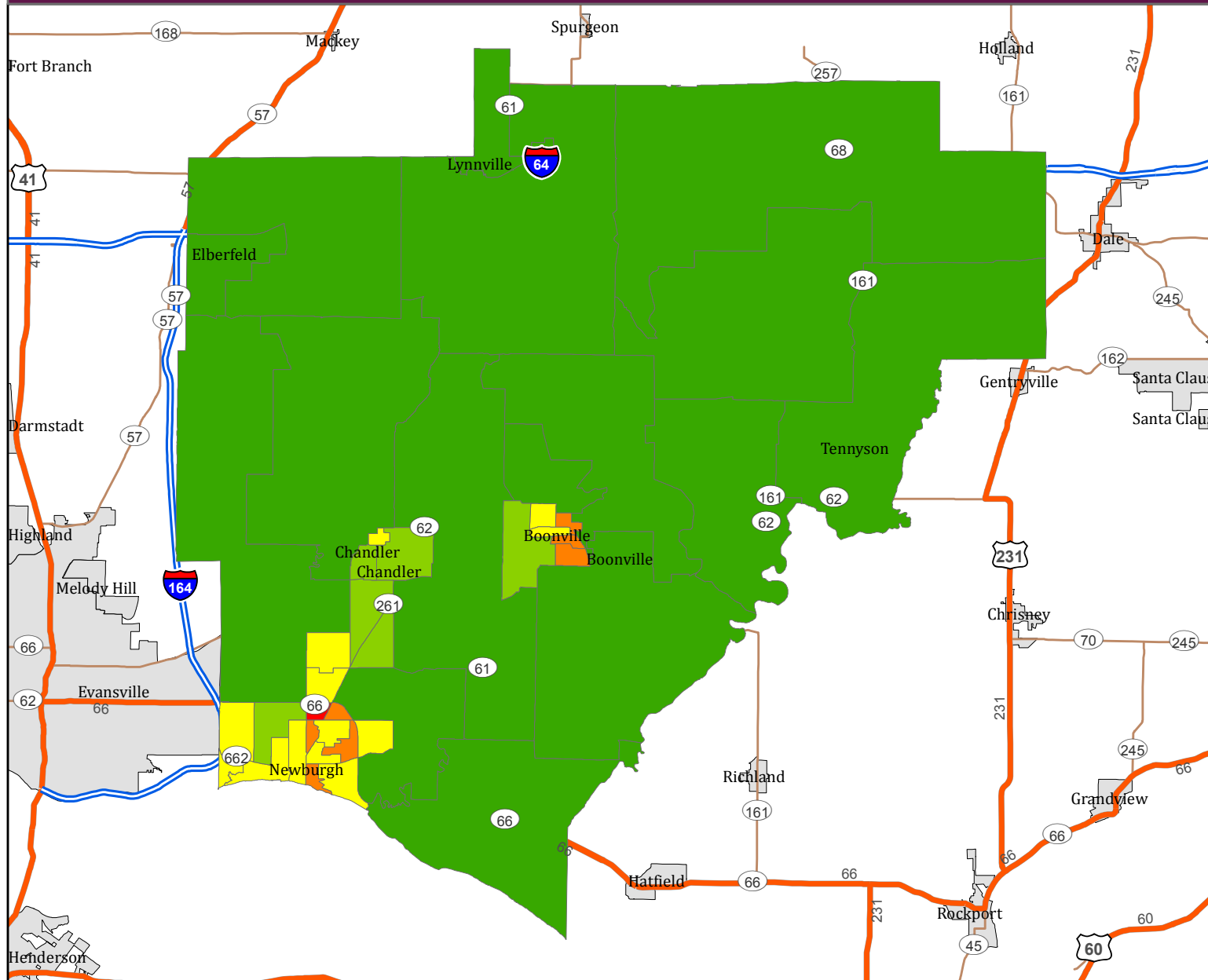
Source: STATS Indiana

Population Density

Exhibit II.69 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Warrick County residents aged 65 and older are around Newburgh. These block groups had older adult population densities between 707.6 and 1033 persons per square mile. Moderately high and moderate levels of persons age 65 and older can be found in Newburgh, Chandler, and Boonville. These block groups had densities above 169.7. The remainder of the county has low to very low older adult population density.

Exhibit II.69: Population Density Age 65 and Older Warrick County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



Legend

Age 65 Plus / SQMI

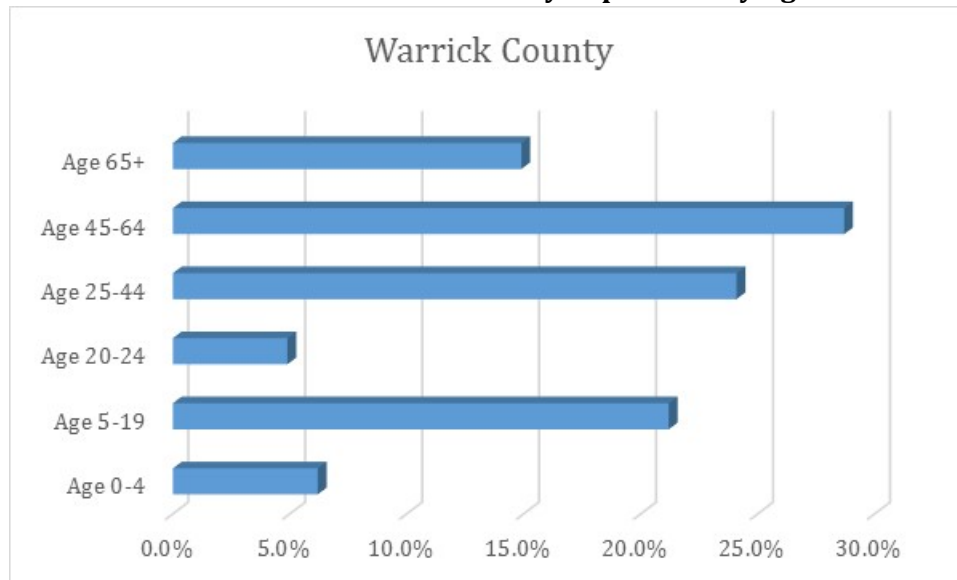
- 2.447 - 32.95
- 32.96 - 169.6
- 169.7 - 382.4
- 382.5 - 707.5
- 707.6 - 1033

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

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

The largest age cohort for Warrick County was between the ages of 45 and 64 (28.7 percent). The second largest group was between ages 25 and 44, which constituted 24.1 percent of the county's population (see Exhibit II.70). The third largest age group was 5 to 19 years old (21.2 percent), while 14.9 percent was age 65 or older.

Exhibit II.70: Warrick County Population by Age



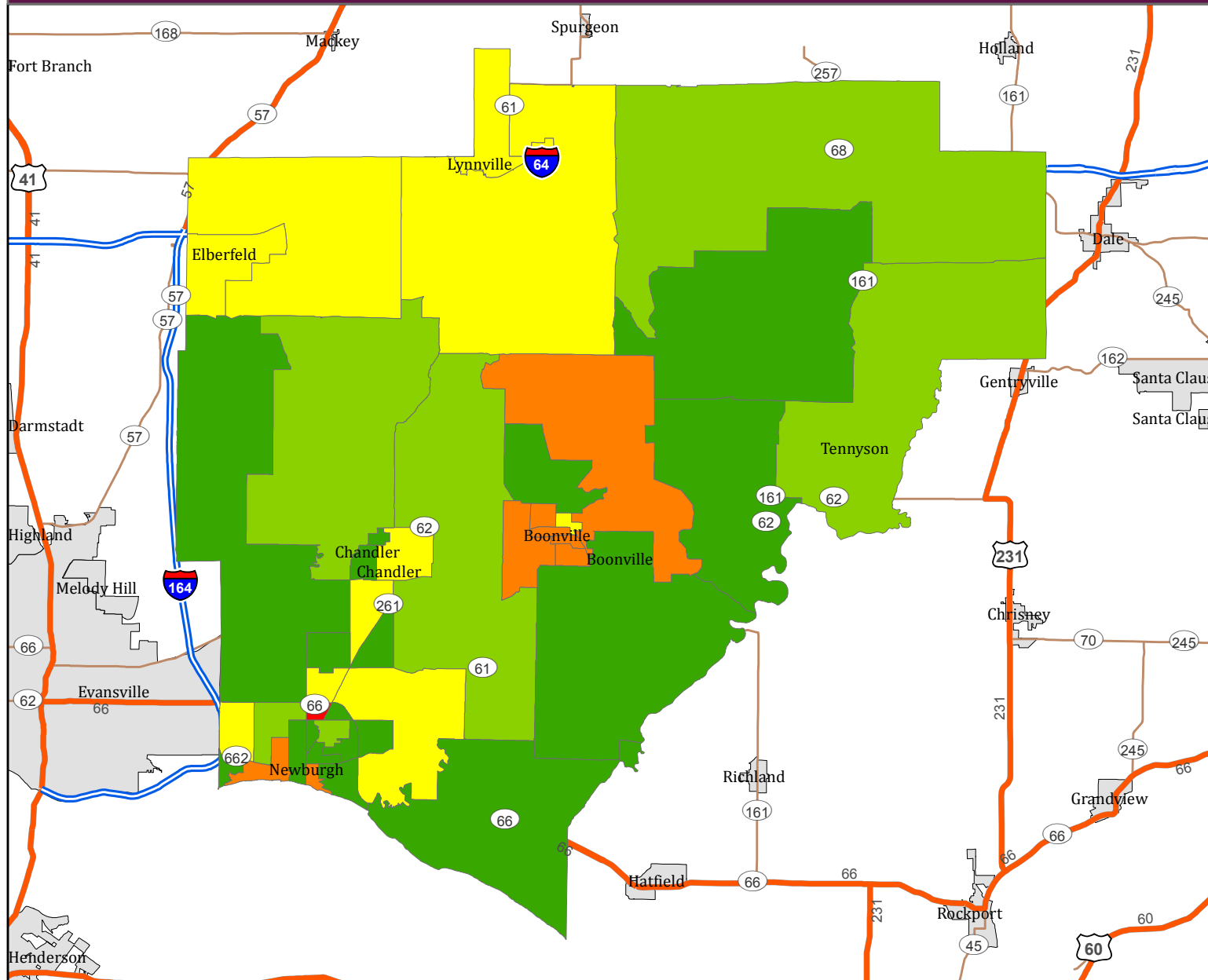
Source: 2014 ACS Five-Year Estimates

Economic Profile

Exhibit II.71 illustrates the percentage of housing units that have no available vehicle, according to 2014 ACS Five-Year Estimate data. The block groups with the red shading have the highest percentage of housing units with no available vehicles. The block groups with the highest concentration of these households are in Newburgh. Over 10.73 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 5.95 to 10.72 percent of zero vehicle households can be found in Newburgh and Boonville. The remainder of the county had low percentages of households with zero vehicles available.

Exhibit II.71: Percent Zero Vehicle Households Warrick County

Region 1 Coordinated Public Transit- Human Services Transportation Plan Update



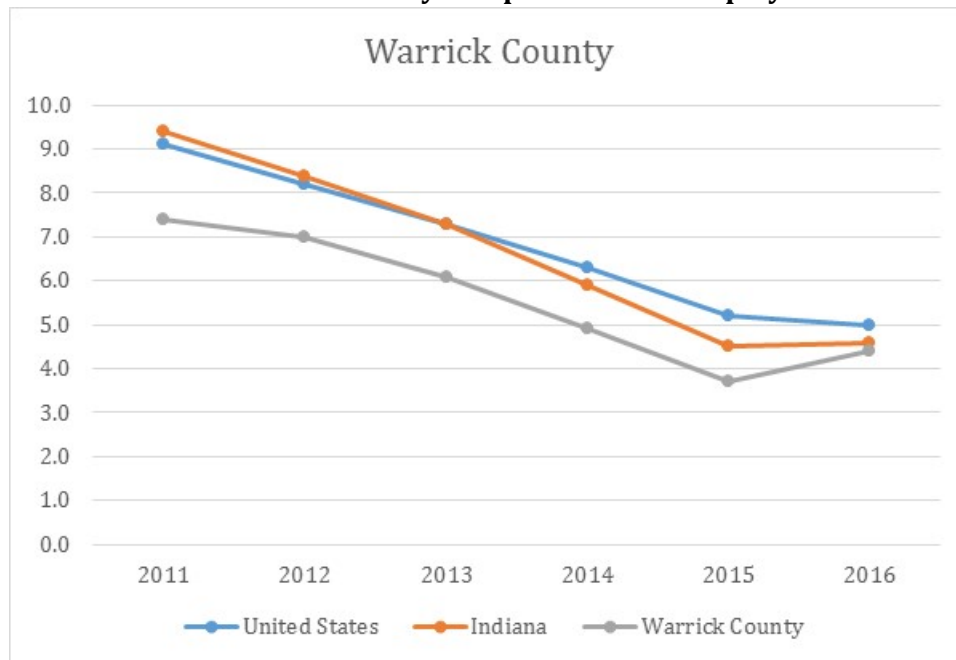
Source: U.S. Census American
Community Survey 2014
5-Year Estimates

Industry and Labor Force

Warrick County's unemployment rate reached a high in 2011 of 7.4 percent. This was significantly lower than that of the United States (9.1) and the State of Indiana (9.4).

From 2011 to 2016, the unemployment rate for Warrick County has remained lower than the State and National averages. In 2016 the unemployment rate began to align with the State and National averages. Exhibit II.72 illustrates a comparison of the unemployment rates in the county, state, and nation.

Exhibit II.72: Warrick County Comparison of Unemployment Rates



Source: STATS Indiana using Bureau of Labor Statistics

Existing Services

III. INVENTORY OF EXISTING TRANSPORTATION SERVICES AND GAPS

INTRODUCTION

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

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

The Region 1 Provider Stakeholder Summaries listed below include Section 5310 providers who serve primarily older adults and individuals with disabilities. These agencies provide transportation primarily to their agency consumers but may have the potential for shared services with other providers in the future.

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

The list also includes agencies that are eligible for Section 5310 vehicle funding but until now had limited coordination with other providers and whose services have been focused on providing services only to their agency program consumers. These agencies, including but not limited to **Easterseals Rehabilitation Center of Posey County** are focused on transportation services for their agency consumers but their participation in the coordination process is essential so that their consumers are afforded the opportunity to access other community transit services.

Several of the providers that participated in this Coordinated Plan were not a part of the 2013 planning process. A complete list of participating organizations in Region 1 is provided below:

- ◆ City of Huntingburg
- ◆ Easterseals Rehabilitation Center of Posey County
- ◆ Gibson County Council on Aging
- ◆ Gibson County Rehabilitation (a partner of Ride Solution)
- ◆ Older Americans (a partner of Ride Solution)
- ◆ Perry County Council on Aging (a partner with Ride Solution)
- ◆ Perry County Veterans Van
- ◆ Pike County Area Rehabilitation Center (a partner of Ride Solution)
- ◆ Posey County Council on Aging
- ◆ Senior and Family Services
- ◆ SIDC – Ride Solution
- ◆ Spencer County Council on Aging
- ◆ Southern Indiana Resources Solutions, Inc., Link-N-Go
- ◆ Tri-CAP
- ◆ Warrick County Council on Aging
- ◆ Washington Transit
- ◆ YMCA VanGo

EXISTING PUBLIC TRANSPORTATION RESOURCES

City of Huntingburg (Section 5311)

Huntingburg Transit is a Section 5311 demand response public transit system with three (3) transit vehicles (8 pass/2wc, 12 pass/2wc, low floor mini-van). Advance reservation with some same-day service. Two (2) vehicles are in operation daily. All vehicles are wheelchair accessible. The Huntingburg Transit system is a curb-to-curb service, however, door-to-door service will be provided upon need.

Funding sources include Federal Transit Administration (FTA) Section 5311, INDOT, and the City of Huntingburg General Fund.

Annual Ridership: Approximately 10,267 trips in 2015.

Eligibility: Public transportation is provided to any person in the City of Huntingburg expanding to within two (2) miles of the Huntingburg City Limits. If under age 18 and riding without a parent or guardian, a parent or guardian must sign a “Consent to Ride” form. Under age 5 must be accompanied by an adult.

Hours of Operation: Monday through Friday, 8:30 AM – 4:00 PM.

Fare Structure:

\$2.00 per roundtrip with each additional stop is \$0.50.

\$1.00 per one-way trip

Drivers accept cash, check or ride tickets. A \$5.00 multi-trip ticket may be purchased from the drivers or at the Huntingburg City Hall.

Easterseals Rehabilitation Center of Posey County

Easterseals Rehabilitation Center of Posey County is a private, nonprofit organization serving Posey, Vanderburgh, and Warrick Counties.

The agency provides transportation for agency facility-based employment and limited private employment locations for supported employment in Posey County. Transportation is provided as a fixed route designed around where clients live.

Drivers are trained in Dealing with Difficult Passengers, Winter Driving Conditions, Vehicle Inspections, Vehicle Maintenance Reports, and Wheelchair Tie Down Demonstration and Lift Operation. Training is provided in-house as well as with RTAP videos, Council on Aging trainers, and Indiana RTAP.

Annual One-Way Passenger Trips: 12,600 one-way passenger trips in 2015.

Eligibility Requirements: Individuals must be enrolled as a client of the agency to be eligible for transportation services.

Hours of Operation:

Transportation is available Monday through Friday between 7:30 AM and 4:00 PM, and on Saturdays between 8:00 AM and Noon. There is no Sunday transportation service.

Fare Structure:

The agency does not charge a fare to passengers using the transportation service and does not accept donations.

Gibson Co. Council on Aging (Section 5310)

Gibson County Council on Aging provides demand response service with advance reservation of at least 24 hours of notice. Service within county and out of County destinations including Evansville, Vincennes and Newburgh.

Transportation funding sources include the FTA Section 5310 program, Title III-B Older Americans Act, passenger donations, and county and local (Princeton) funds.

Annual Ridership: Approximately, 1,218 one-way passenger trips in 2015.

Eligibility Requirements: Age 60 and older and individuals with disabilities.

Hours of Operation: Monday through Friday, 8:00 AM – 4:30 PM.

Fare Structure:

Suggested Donation of \$3.00 per one-way trip.

A mandatory fare of \$22.00 round trip (Monday only) and \$64.00 roundtrip on Tuesday-Friday for out-of-county trips.

Older Americans (Partner with Ride Solution)

Older Americans is a public, nonprofit entity serving the City of Jasper in Dubois County. Older Americans provides transportation and recreational/social activities.

Transportation is provided as a partner with Ride Solution as a door-to-door service. Drivers are permitted to assist passengers with packages.

Older Americans partners with Ride Solution with staff designated specifically for provision of transportation services. Safety training is provided through certified trainers at Ride Solution.

Eligibility: Service is open to the public and there are no eligibility requirements.

Hours of Operation: Monday through Friday, 8:00 AM – 3:00 PM.

Fare Structure:

In Town \$2.00 each way

In County \$4.00 each way

Perry Co. Council on Aging (Partner of Ride Solution) (Section 5310)

Perry County Council on Aging operates a demand response, door-to-door transportation with 24-hour advance reservation required.

Services are funded through a combination of the FTA Section 5310 program, Title III-B Older Americans Act, County funds, United Way, and passenger donations.

Eligibility Requirements: There are no eligibility restrictions on using this transportation services.

Hours of Operation: Monday through Friday, 6:00 AM- 5:00 PM.

Fare Structure: Suggested Donation of \$75.00 roundtrip for trips over 25 miles out of Perry County and open donation policy for in-county trips.

Perry County Veterans Van

County Veterans Service Offices are the local point of contact for veterans in their county to assist with all veteran issues, including transportation. In Perry County, the VSO is located in Tell City at

Courthouse Square. Office hours are 8:00 AM to 11:30 AM and 12:30 PM to 4:00 PM. Transportation is provided for Veterans going to Louisville Veterans Administration for scheduled appointments. Veterans must have a scheduled appointment in order to be eligible for the trip. The DAV van is not wheelchair accessible.

Pike and Gibson County Area Rehabilitation Center (Partner with Ride Solution) (Section 5310)

The Pike County ARC primarily provides transportation to agency consumers with disabilities who receive either Waiver or residential services. Transportation funding sources include Medicaid and the Medicaid Waiver. Capital funding to assist with the purchase of a vehicle includes the FTA Section 5310 program. A small portion of funding is also received through a contract with Ride Solution.

Eligibility Requirements: The passengers must have a funding source either through Medicaid, Medicaid Waiver, or contracted services through Ride Solution.

Hours of Operation: The ARC offers advance reservation transportation to clients on an as needed basis, primarily from 7:30 AM to 4:00 PM. Transportation in emergency situations is available 24-hours a day. Transportation through the Ride Solution contract is available Monday through Friday, 7:30 AM to 4:00 PM.

Fare Structure: For transportation related to client services, the funding is in accordance with programming guidelines through Medicaid and Medicaid Waiver, \$5.00 per one-way trip. For riders through the Ride Solution contract, fees are in accordance with Ride Solution guidelines.

Posey County Council on Aging (Section 5310)

Posey County Council on Aging (COA) is a private, non-profit agency serving Posey County. The COA provides transportation services as well as social, recreational, and information/referral services for older adults. The COA drivers receive First Aid, CPR, Defensive Driving, Automated Electrocardiogram Device, and Passenger Assistance training from Indiana RTAP, Red Cross, and in-house service trainers.

Transportation is provided as scheduled routes and demand response. The COA transportation program is an organized program with vehicles and staff designated specifically for transportation. Door-to-door and door-through-door transportation services are available. Drivers are permitted to assist passengers with packages. The COA also provides trips for Medicaid-eligible individuals traveling to and from health care appointments.

The transportation program revenue sources include the FTA Section 5310 program (capital funding), Medicaid reimbursements, local government, state government, Older Americans Act, United Way, passenger donations, fundraising and contributions from charitable foundations.

Annual One-Way Passenger Trips: Approximately 5,000 trips provided in 2015.

Eligibility Requirements: Individuals must be age 60 or older, on standard Medicaid, or have a disability in order to qualify for COA transportation services.

Hours of Operation: Transportation is available Monday through Friday, hours vary depending upon need.

Fare Structure: The agency does not charge a fare to passengers using the transportation service. The COA does accept donations from passengers.

Senior and Family Services (Section 5310)

Senior and Family Services provides transportation to medical appointments anywhere in central or southern Indiana for passengers living in Daviess, Pike, Martin, and Greene Counties. Capital funding for transportation services includes the FTA Section 5310 program and local match.

The transportation program accepts Medicaid, or passengers have the option for private payment.

Eligibility: Passengers must be ambulatory and receive Medicaid or otherwise have the resources to pay the full cost of the trip.

Annual Ridership: Approximately 21,045 one-way passenger trips provided in 2015.

Hours of Operation: Office Hours are 8:00 AM to 4:00 PM on weekdays, but will transport as needed. Most trips range from pick-up times at 5:00 AM and drop-offs as late as 5:00 PM.

Fare Structure: The fare structure is based on Medicaid per mile reimbursements rates. Private pay clients also pay the same as a Medicaid eligible trip. A reduced fare is available for private pay passengers that use shared ride trips.

Southern Indiana Development Commission (SIDC) – Ride Solution and Warrick Area Transit System (Sections 5311 and 5310)

Southern Indiana Development Commission (SIDC) serves as the Regional pass-thru for Ride Solution which is a Division of Four Rivers Resource Services, Inc., a nonprofit organization. The geographic service area for Ride Solution encompasses ten (10) counties in Southwest Indiana which includes Daviess, Dubois, Gibson, Greene, Martin, Perry, Pike, Spencer, Sullivan, and Warrick Counties. Ride Solution partners with local non-profits within their service area for additional transportation.

Transportation service is provided as door-to-door, demand response with prior reservations recommended at least 24 hours in advance in the service area. In addition, the Warrick Area Transit System (WATS) operates four (4) deviated bus routes within Warrick County.

Drivers are trained in Passenger Assistance, Wheelchair Securement, CPR, First Aid, Emergency Evacuation and Defensive Driving. Ride Solution employs two PASS certified instructors who provide training for all drivers, including their contracted partners.

Funding sources for transportation are FTA Section 5311, local government appropriations, State government appropriations, Title III-B of the Older Americans Act, passenger fares, and others. Capital revenue sources include the FTA Sections 5310 and 5339 programs and the necessary local match.

Eligibility Requirements: There are no eligibility requirements. Transportation service is open to the general public.

Hours of Operation: Transportation is available Monday through Friday between 6:00 AM and 6:00 PM. There is no transportation service on weekends.

Fare Structure:

\$2.00, \$4.00, or \$6.00 depending upon the service provided.

WATS Bus fare is \$1.00 or \$0.50 for Seniors 60 and over, for a one-way trip.

Spencer County Council on Aging (Section 5310)

Spencer County Council on Aging (COA) is a private, nonprofit organization serving Spencer County that provides transportation as well as homemaker services and a senior center. Transportation is provided on 24- to 48-hour advance reservation. The Spencer County COA transportation program is organized with vehicles and staff dedicated specifically, for transportation. Service is operated as curb-to-curb, door-to-door, or door-through door.

The COA drivers receive CPR/First Aid training as well as annual RTAP training, and office training on a variety of topics. Training is provided by Spencer County EMA, Indiana RTAP, and in-house office staff.

Transportation funding sources include Title III-B Older Americans Act County, passenger donations, United Way, fundraising, and charitable foundations. Capital revenue sources include Federal Transit Administration Section 5310.

Eligibility: Individuals must be age 55 and over or be of any age with a disability. Medicaid-eligible individuals and veterans are also eligible for transportation.

Annual One-Way Passenger Trips: Approximately 4,729 in 2015.

Hours of Operation: Transportation is available Monday through Friday. Reservations are taken from 8:00 AM – 4:00 PM, with operation vary depending upon need. Transportation is not provided on weekends.

Fare Structure: There is no fare or fee for passengers using the transportation program. However, a suggested donation of \$4.50 one-way for service within the county or \$9.00 one-way for an out-of-county trip applies.

Southern Indiana Resource Solutions, Link-N-Go (a partner of Ride Solution) (Section 5310)

Link-N-Go Transportation Services is a partner with Ride Solution and a division of SIRS. Link-N-Go is an accessible transportation service for Medicaid eligible individuals and trip purposes in Dubois, Perry, Spencer, and Warrick Counties. Link-N-Go is a qualified provider of traditional Medicaid transportation services in all four counties and partners in all four counties with rural public transportation service.

Riders of the service must be residents of the counties and should call one week in advance to schedule transportation. Any appointment scheduled with less than one week notice is subject to availability.

Funding: Funding sources for transportation include the FTA Section 5310 program for capital and Medicaid.

Hours of Operation: Trips may be scheduled Monday through Friday, between 8:00 AM and 4:00 PM. Vehicles operate between 6:00 AM and 6:00 PM, on weekdays.

Tri-CAP

Dubois Pike Warrick Economic Opportunity Committee, Inc. d/b/a TRI-CAP, is a private, non-profit community action agency. Service offerings include a variety of grant and privately funded programs such as: Family planning, Retired Senior Volunteer Program, Head Start preschool and childcare, volunteer placement, affordable senior and family housing, and many more programs to assist with the economic well-being of individuals with low incomes. Tri-CAP does not operate transportation as an individual agency program, but may offer transportation or transportation referrals as an aspect of its various programs. Additional information about Tri-CAP programs, by county is available on its website <http://www.tri-cap.net/about-us/services-by-county/>.

Warrick Co. Council on Aging (Section 5310)

The Boonville Senior Citizens Center has a transportation program called Dial-A-Ride. The vans transport to medical appointments (top priority) and also to stores, banks, beauty shops, etc. Advance reservation, door-to-door transportation is provided with a minimum of 24-hours advance reservation notice. There is also limited same-day service.

Funding for transportation is provided through FTA Section 5310, Title III-B Older Americans Act, local fund raising activities and passenger donations.

Hours of Operation: The core hours of operation are Monday through Thursday, 8:00 AM to 4:00 PM and Fridays 8:00 AM to Noon. Other hours of operation may be available upon request.

Eligibility Requirements: Age 60 and over and individuals with disabilities with some limited general public service.

Fare Structure: Suggested Donation of \$5.00 roundtrip (in-county)
\$40.00 per roundtrip (out of county, non-ambulatory)
\$30.00 (out of county, ambulatory)

Washington Transit System (WTS) (Section 5311)

The City of Washington is located in Daviess County. The City of Washington Transit System is a department of the City. Washington Transit operates over a designated route within the city limits of Washington and the Wal-Mart Super Center. Washington Transit also offers advance reservation (24-hour advance) services within three quarters of a mile of the regular bus route and within the corporate boundaries of the City of Washington.

Funding sources include City of Washington, the Federal Transit Administration Section 5311, INDOT, and passenger fares.

Ridership: Annual ridership in 2015 was reported to be 13,308 one-way trips.

Eligibility Requirements: There are no eligibility requirements.

Hours of Operation: Transportation is available Monday through Friday between 7:00 AM and 5:00 PM. No service is available on weekends and certain holidays, as listed on the website (<http://www.washingtonin.us/departments/transit.html>).

Fare Structure:

Regular Fare: \$0.75
Students (K-12): \$0.50
Senior Citizens: \$0.25
Individuals with Disabilities: \$0.25

YMCA VanGo (Section 5310 and 5311)

YMCA is a private, nonprofit organization that operates public transportation through the VanGo program. VanGo serves Knox County with demand response and on-demand modes of services. VanGo is an organized transportation program with vehicles and staff designated specifically for transportation. Drivers are trained in CPR, First Aid, Emergency Evacuation, Defensive Driving, Passenger Assistance and Wheelchair Securement. Trainers used by VanGo include Red Cross, Indiana RTAP, and Burkhard Insurance.

Transportation service is provided as a curb-to-curb, door-to-door, or door-through door operation, depending upon the client's needs.

Funding sources include FTA Sections 5310 and 5311, passenger fares, Title III-B Older Americans Act, United Way, and other contributions. The transportation program receives governmental revenues for capital purchases.

Annual Ridership: One-way passenger trips were 85,863 in 2015.

Eligibility Requirements: There are no eligibility requirements with the exception that children under age 5 must be accompanied by a parent or guardian.

Hours of Operation: Transportation is available Monday through Thursday between 6:00 AM and 6:00 PM, Fridays between 6:00 AM and 6:00 PM, or until 8:00 PM by appointment. Saturday and Sunday transportation is available by appointment.

Fare Structure: VanGo charges a passenger fare of \$2.00 per one-way trip.

VEHICLE INVENTORY AND UTILIZATION

Vehicle inventories were obtained by email from the majority of participating transportation providers who reported a total of 155 vehicles serving the counties in Region 1. Approximately 63% of the vehicles in the Region were accessible for wheelchairs and other mobility devices. All agencies operating vehicles were contacted to provide an updated vehicle inventory. If the agency did not provide the updated inventory, alternative fleet information was derived from the 2015 INDOT Annual Report, when available. The Vehicle Inventory table is provided at the end of this chapter.

All of the transportation operators operate at least one accessible vehicle. However, given the demand for wheelchair accessible service and the growing aging population and individuals with physical challenges living independently in the community, the number accessible vehicles in counties with less than 50% vehicle accessibility should consider replacing retired vehicles with accessible vehicles.

Exhibit III.1 Vehicle Inventory and Utilization Table

Veh #	Make	Model	Year	Vin #	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned	Service Area
Arc of Gibson County												
0	Dodge	Caravan	2004	0948	7	-	Everyday	Varies	141,560	Poor	Res	Gibson County
1	Dodge	Caravan	2007	2700	7	-	Everyday	Varies	192,389	Poor	L.O	
2	Chevy	Uplander	2006	2287	7	-	Everyday	Varies	285,400	Poor	Workshop	
15	Dodge	Caravan	2003	5003	7	-	Everyday	Varies	155,410	Poor	Waiver	
20	Dodge	E350	2007	2369	5	5+1	Everyday	Varies	78,652	Poor	Waiver	
24	Dodge	Uplander	2005	0509	4	2+2	Everyday	Varies	124,820	Poor	Waiver	
27	Dodge	Caravan	2008	5839	7	-	Everyday	Varies	112,650	Poor	Res	
28	Dodge	E350	2009	1787	12	-	Everyday	Varies	125,450	Poor	Workshop	
29	Dodge	Uplander	2008	1381	4	4+1	Everyday	Varies	188,520	Poor	Waiver	
31	Dodge	E350	2010	8910	10	10+2	Everyday	Varies	192,560	Good	Waiver	
32	Dodge	Caravan	2010	2646	4	4+1	Everyday	Varies	120,676	Good	L.O	
33	Dodge	E350	2011	4576	8	8+2	Everyday	Varies	68,410	Good	Res	
34	Dodge	E350	2011	5311	8	8+	Everyday	Varies	53,536	Poor	Res	
35	Dodge	Caravan	2012	9173	7	-	Everyday	Varies	123,836	Poor	L.O	
36	Dodge	Caravan	2011	0483	6	4+2	Everyday	Varies	49,300	Fair	Res	
37	Dodge	Caravan	2011	0481	6	4+2	Everyday	Varies	104,559	Fair	L.O	
38	Dodge		2006	8647	4	-	M-F	6:00 AM-5:00 PM	110,772	Fair	L.O	
39	Dodge	Sienna	2011	2379	9	-	Everyday	Varies	90,210	Good	N.F.	
40	Dodge	Fusion	2013	5328	4	-	Everyday	Varies	108,158	Good	Office	
41	Dodge	Fusion	2013	5329	4	-	Everyday	Varies	90,059	Good	L.O	
42	Dodge	E350	2013	1124	10	8+2	M-F	6:00 AM-5:00 PM	46,130	Good	L.O	
43	Dodge	E350	2008	9638	10	8+2	Everyday	Varies	114,510	Poor	Res	
46	Dodge	E350	2004	8643	8	6+1	Everyday	Varies	116,210	Poor	Res	

Veh #	Make	Model	Year	Vin #	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned	Service Area
47	Dodge	Caravan	2013	0870	6	4+2	M-F	6:00 AM - 5:00 PM	56,810	Good	L.O	Gibson County
48	Dodge	E350	2013	6523	10	8+2	Everyday	Varies	52,610	Good	Workshop	
49	Dodge	E350	2013	6524	10	8+2	Everyday	Varies	40,260	Good	Workshop	
50	Dodge	L 10	2013	1965	2	-	M-F	6:00 AM- 5:00 PM	-	Good	Main	
52	Dodge	Caravan	2015	9227	5	-	M-F	6:00 AM - 5:00 PM	17,610	Good	Workshop	
53	Dodge	Fusion	2015	5514	4	-	Everyday	Varies	29,624	Good	L.O	
54	Dodge	Fusion	2015	5515	4	-	Everyday	Varies	43,828	Good	L.O	
55	Dodge	Fusion	2015	0904	4	-	Everyday	Varies	28,057	Good	L.O	
56	Dodge	Fusion	2015	0905	4	-	Everyday	Varies	25,313	Good	L.O	
58	Dodge	E350	2015	9385	10	8+2	M-F	6:00 AM- 5:00 PM	17,110	Good	Workshop	
59	Dodge	Fusion	2017	3715	4	-	Everyday	Varies	10,434	Good	L.O	
60	Dodge	Fusion	2017	3716	4	-	Everyday	Varies	5,558	Good	L.O	
Jasper												
1	Ford	E350	2012	9219	15	2	M-F	8:00 AM - 3:00 PM		Good	Four Rivers Ride Solution	Jasper County
City of Huntingburg												
75	Ford	Goshen Pacer II	2008	05454	8	8+2	M-F	8:30 AM - 4:00 PM	51,913	Excellent	-	City of Huntingburg
76	Dodge	Entervan	2012	65225	3	3+1	M-F	8:30 AM - 4:00 PM	32,173	Excellent	-	
78	Ford	Goshen GCII	2010	52776	12	12+2	M-F	8:30 AM - 4:00 PM	80,788	Excellent	-	

Veh #	Make	Model	Year	Vin #	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned	Service Area
Link-N-Go												
1	Ford	E350	2006	9130	12	10+1	As Needed	6:00 AM - 6:00 PM	177,800	Fair	SIRS-Link-N-Go	Dubois
2	Ford	E350	2006	9129	15	-	M-F	6:00 AM - 6:00 PM	247,010	Fair	SIRS-Link-N-Go	Warrick
9	Chevy	Uplander	2008	3825	4	3+1	M-F	6:00 AM - 6:00 PM	169,730	Fair	SIRS-Link-N-Go	Perry
10	Chevy	Uplander	2008	1128	4	3+1	M-F	6:00 AM - 6:00 PM	251,203	Poor	SIRS-Link-N-Go	Dubois
11	Chevy	Uplander	2008	1576	4	3+1	M-F	6:00 AM - 6:00 PM	234,860	Fair	SIRS-Link-N-Go	Warrick
13	Dodge	Eldorado	2010	92647	4	3+1	M-F	6:00 AM - 6:00 PM	136,383	Fair	SIRS-Link-N-Go	Perry
14	Ford	Sm Transit	2010	A68912	8	6+2	M-F	6:00 AM - 6:00 PM	80,982	Good	SIRS-Link-N-Go	Dubois
15	Ford	Sm Transit	2011	87272	8	6+2	M-F	6:00 AM - 6:00 PM	119,853	Good	SIRS-Link-N-Go	Warrick
16	Dodge	Caravan	2011	70473	4	3+1	M-F	6:00 AM - 6:00 PM	155,082	Poor	SIRS-Link-N-Go	Dubois
17	Ford	Fusion	2015	208271	4	-	M-F	6:00 AM - 6:00 PM	36,195	Good	SIRS-Link-N-Go	Dubois
18	Ford	Fusion	2015	08269	4	-	M-F	6:00 AM - 6:00 PM	56,098	Good	SIRS-Link-N-Go	Warrick
19	Ford	Fusion	2015	08270	4	-	M-F	6:00 AM - 6:00 PM	32,418	Good	SIRS-Link-N-Go	Perry
20	Dodge	Caravan	2015	34265	4	3+1	M-F	6:00 AM - 6:00 PM	49,085	Good	SIRS-Link-N-Go	Dubois
21	Dodge	Caravan	2015	4279	4	3+1	M-F	6:00 AM - 6:00 PM	46,664	Good	SIRS-Link-N-Go	Warrick

Veh #	Make	Model	Year	Vin #	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned	Service Area
Older Americans Services Corp												
1	Ford	15 passenger	2001	5954	15	-	Occasional	Varies	60,275	No AC	Title 3	Washington
2	Ford	large w/c	2004	423	7	5+2	Occasional	Varies	175,610	OK	Title 3, Private Pay	Orange, Lawrence
3	Dodge	mini van	2005	7695	5	-	Not In Service		237,918	-	-	-
4	Chevy	w/c	2007	6715	4	3+1	Not In Service		282,461	No AC	-	-
5	Chevy	12 passenger	2007	7134	12	-	Varies	Varies	30,596	Good	Title 3, Private Pay	Washington
6	Chevy	w/c	2007	5853	4	3+1	Varies	Varies	224,166	-	Medicaid, Private Pay IH	Orange, Lawrence
7	Chevy	w/c	2008	3742	4	3+1	Not In Service		281,413	-	-	-
8	Chevy	w/c	2008	1792	4	3+1	Varies	Varies	258,970	OK	Medicaid, Private Pay IH	Orange, Lawrence
9	Chevy	w/c	2008	985	4	3+1	Varies	Varies	199,316	OK	Medicaid, Private Pay IH	Orange, Lawrence
10	Ford	large w/c	2009	8772	6	4+2	Varies	Varies	30,876	Pretty Good	Title 3, Private Pay	Orange
11	Dodge	w/c	2010	2573	4	3+1	M-F	5:30 AM - 6:00 PM	164,739	OK	Medicaid, Private Pay IH	Orange, Lawrence
12	Dodge	Caravan	2011	459	4	3+1	M-F	5:30 AM - 6:00 PM	128,222	Good	Medicaid, Private Pay IH	Washington, Scott
13	Dodge	Caravan	2011	461	4	3+1	M-F	5:30 AM - 6:00 PM	131,025	Good	Medicaid, Private Pay IH	Orange, Lawrence
14	Dodge	Caravan	2012	2601	4	3+1	M-F	5:30 AM - 6:00 PM	121,586	Good	Medicaid, Private Pay IH	Orange, Lawrence
15	Dodge	Caravan	2012	2600	4	3+1	M-F	5:30 AM - 6:00 PM	98,637	Good	Medicaid, Private Pay IH	Washington, Scott
16	Dodge	w/c	2013	7250	4	3+1	M-F	5:30 AM - 6:00 PM	80,872	Good	Medicaid, Private Pay IH	Orange, Lawrence

Veh #	Make	Model	Year	Vin #	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned	Service Area
17	Dodge	w/c	2013	7251	4	3+1	M-F	5:30 AM - 6:00 PM	48,550	Good	Medicaid, Private Pay IH	Orange, Lawrence
18	Braun	w/c	2015	4251	4	3+1	M-F	5:30 AM - 6:00 PM	21,880	Excellent	Medicaid, Private Pay IH	
19	Braun	w/c	2016	2292	4	3+1	M-F	5:30 AM - 6:00 PM	168	Excellent	Medicaid, Private Pay IH	
20	Ford	Fusion	2017	3714	5	-	Varies	Varies	182	Excellent	All	
21	Ford	Fusion	2017	3713	5	-	Varies	Varies	1,163	Excellent	All	
Posey County COA												
2	Dodge	LB31-van	2002	7911	13	-	M-F	Varies	66,963	Fair	PCCOA	Posey County
5	Dodge	Caravan	2007	1025	7	-	M-F	Varies	180,222	Fair	PCCOA	
6	Ford	E 350 - Truck	2008	6200	8	8+2	M-F	Varies	67,778	Fair	PCCOA	
7	Ford	Fusion	2010	0229	4	-	M-F	Varies	157,273	Fair	PCCOA	
8	Ford	E-350 Super Cargo Van	2011	8876	8	8+3	M-F	Varies	74,355	Good	PCCOA	
9	Dodge	Grand Caravan	2013	0868	3	3+1	M-F	Varies	68,238	Good	PCCOA	
10	Dodge	Grand Caravan	2013	7252	3	3+1	M-F	Varies	89,866	Good	PCCOA	
11	Dodge	Grand Caravan	2016	3730	3	3+1	M-F	Varies	8,309	Excellent	PCCOA	
12	Ford	Fusion	2017	3717	4	-	M-F	Varies	8,069	Excellent	PCCOA	
Senior and Family Services												
39	Dodge	Grand Caravan	2007	239875	5	-	Everyday	5:00 AM-5:00 PM	286,974	Poor	Med-X-Press	Daviess, Greene, Pike, Martin

Veh #	Make	Model	Year	Vin #	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned	Service Area
40	Chevy	Uplander	2008	163995	4	3+1	Everyday	5:00 AM-5:00 PM	219,796	Poor	Med-X-Press	Davies, Greene, Pike, Martin
43	Chevy	Impala LS	2007	257063	4	-	Everyday	5:00 AM-5:00 PM	268,817	Poor	Med-X-Press	
44	Chevy	Impala LS	2007	246875	4	-	Everyday	5:00 AM-5:00 PM	303,338	Poor	Med-X-Press	
45	Chevy	Uplander	2008	207872	4	3+1	Everyday	5:00 AM-5:00 PM	250,369	Fair	Med-X-Press	
50	Chrysler	Town & Country	2006	71023	5	-	Everyday	5:00 AM-5:00 PM	149,835	Fair	Med-X-Press	
51	Dodge	Avenger SXT	2010	32981	4	-	Everyday	5:00 AM-5:00 PM	171,171	Good	Med-X-Press	
52	Dodge	Grand Caravan	2011	70476	4	3+1	Everyday	5:00 AM-5:00 PM	137,417	Fair	Med-X-Press	
53	Dodge	Grand Caravan	2011	70451	4	3+1	Everyday	5:00 AM-5:00 PM	167,988	Fair	Med-X-Press	
54	Dodge	Grand Caravan	2011	70463	4	3+1	Everyday	5:00 AM-5:00 PM	125,183	Fair	Med-X-Press	
55	Dodge	Grand Caravan	2011	770478	4	3+1	Everyday	5:00 AM-5:00 PM	144,568	Fair	Med-X-Press	
56	Ford	Fusion	2014	14183	4	-	Everyday	5:00 AM-5:00 PM	95,568	Good	Med-X-Press	
57	Dodge	Grand Caravan	2013	87257	4	3+1	Everyday	5:00 AM-5:00 PM	101,992	Good	Med-X-Press	
58	Dodge	Grand Caravan	2013	87258	4	3+1	Everyday	5:00 AM-5:00 PM	100,107	Good	Med-X-Press	
59	Dodge	Grand Caravan	2013	87260	4	3+1	Everyday	5:00 AM-5:00 PM	102,055	Good	Med-X-Press	
60	Ford	Fusion	2015	228567	4	-	Everyday	5:00 AM-5:00 PM	49,978	Good	Med-X-Press	
61	Dodge	Grand Caravan	2015	614257	4	3+1	Everyday	5:00 AM-5:00 PM	40,009	Good	Med-X-Press	

Veh #	Make	Model	Year	Vin #	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned	Service Area
62	Dodge	Grand Caravan	2015	14260	4	3+1	Everyday	5:00 AM-5:00 PM	59,971	Good	Med-X-Press	Davies, Greene, Pike, Martin
63	Dodge	Grand Caravan	2015	614274	4	3+1	Everyday	5:00 AM-5:00 PM	41,205	Good	Med-X-Press	
64	Dodge	Grand Caravan	2016	258401	5	-	Everyday	5:00 AM-5:00 PM	16,416	Good	Med-X-Press	
65	Dodge	Grand Caravan	2016	13703	4	3+1	Everyday	5:00 AM-5:00 PM	8,579	Good	Med-X-Press	
66	Dodge	Grand Caravan	2016	13717	4	3+1	Everyday	5:00 AM-5:00 PM	5,159	Good	Med-X-Press	
Spencer County COA												
1	Dodge	Caravan	2005	7836	5	-	3 Days a week	8:00 AM - 4:30 PM	221,060	Fair	-	Spencer County
2	Chevy	Uplander	2007	75457	3	3+1	Spare	8:00 AM - 4:30 PM	243,944	Fair	-	
3	Ford	Transit	2009	32693	6	6+2	As Needed	8:00 AM - 4:30 PM	71,667	Good	-	
4	Dodge	Caravan	2010	372574	5	3+1	M-F	8:00 AM - 4:30 PM	152,782	Good	-	
5	Dodge	Caravan	2011	456	5	3+1	M-F	8:00 AM - 4:30 PM	126,432	Good	-	
6	Ford	Fusion	2013	205327	3	-	M-F	8:00 AM - 4:30 PM	61,057	Good	-	
7	Dodge	Caravan	2015	604671	3	3+1	M-F	8:00 AM - 4:30 PM	33,522	Good	-	
8	Dodge	Caravan	2016	235679	3	3+1	M-F	8:00 AM - 4:30 PM	8,665	Good	-	
The Arc of Pike County												
1	Ford	Transit Connect	2015	5493	5	-	Everyday	Varies	12,461	Excellent	Residential Services	Pike County
2	Dodge	Van	2001	2109	12	-	Everyday	Varies	91,911	Poor	Waiver Services	

Veh #	Make	Model	Year	Vin #	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned	Service Area
3	Ford	Fusion	2013	5330	5	-	Everyday	Varies	55,876	Excellent	Waiver Services	Pike County
4	Ford	Econoline	2010	8014	12	-	Everyday	Varies	110,783	Good	Waiver Services	
5	Chevy	Impala	2011	7827	5	-	Everyday	Varies	89,652	Excellent	Waiver Services	
6	Chevy	Van	2010	8334	15	-	Everyday	Varies	66,248	Excellent	Residential Services	
7	Ford	Transit Wagon	2015	1585	15	-	Everyday	Varies	10,986	Excellent	Residential Services	
8	Chevy	Express	2010	5713	15	-	Everyday	Varies	89,133	Excellent	Residential Services	
9	Chevy	Uplander	2008	1351	4	3+1	Everyday	Varies	118,187	Good	Waiver Services	
13	Chevy	Van	2005	9688	15	-	M-F	7:00 AM - 4:00 PM	140,511	Fair	Ride Solution	
14	Ford	Van	2006	3824	12	-	M-F	7:00 AM - 4:00 PM	98,856	Good	Ride Solution	
15	Ford	Van	2006	3825	12	-	Everyday	Varies	76,931	Good	Waiver Services	
16	Dodge	Caravan	2007	9839	7	-	M-F	7:00 AM - 4:00 PM	50,717	Good	Industrial Services	Pike County
17	Chevy	Malibu	2008	30	4	-	M-F	7:00 AM - 4:00 PM	62,890	Good	Waiver Services	
18	Dodge	Caravan	2011	449	4	3+1	Everyday	Varies	83,104	Excellent	Waiver Services	
19	Ford	Econoline	2013	1118	10	9+1	M-F	7:00 AM - 4:00 PM	31,244	Excellent	Ride Solution	
21	Ford	Fusion	2015	5516	4	-	Everyday	Varies	23,256	Excellent	Residential Services	
22	Ford	Fusion	2015	5517	4	-	Everyday	Varies	24,349	Excellent	Waiver Services	
YMCA VanGo												
9	Ford	LTV	2003	1FDXE45S0EHA31512	18	4	M-F	6:00 AM - 6:00 PM	186,992	Poor	Section 5310	Knox County
10	Chevy	Malibu	2005	2G1WF52E959147339	4	-	M-F	6:00 AM - 6:00 PM	114,466	Fair	Bierly Foundation	

Veh #	Make	Model	Year	Vin #	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned	Service Area
13	Ford	HT Van	2006	1FTSS34L56HB35820	11	2	M-F	6:00 AM - 6:00 PM	149,925	Poor	Section 5310	Knox County
12	Ford	HT Van	2006	1FTSS34L36HB35833	11	2	M-F	6:00 AM - 6:00 PM	113,689	Poor	Section 5310	
2	Ford	LTV	2008	1FDXE45SX8DB51657	16	2	M-F	6:00 AM - 6:00 PM	121,491	Poor	Section 5310	
7	Ford	LTV	2008	1FD4E45S78DB56816	12	2	M-F	6:00 AM - 6:00 PM	139,647	Poor	Section 5310	
1	Ford	LTV	2009	1FDEE35S39DA32672	8	2	M-F	6:00 AM - 6:00 PM	141,081	Fair	Section 5310	
16	Ford	LTV	2009	1FD4E45S29DA32706	12	2	M-F	6:00 AM - 6:00 PM	140,637	Fair	Section 5310	
17	Ford	LTV	2010	1FDEE3FS4ADA58412	8	2	M-F	6:00 AM - 6:00 PM	221,801	Fair	AARA	
18	Ford	LTV	2010	1FDEE3FS9ADA62715	8	2	M-F	6:00 AM - 6:00 PM	138,371	Good	AARA	
6	Ford	LTV	2011	1FD4E4FS2BDA13349	16	4	M-F	6:00 AM - 6:00 PM	155,270	Good	Section 5310	Knox County
4	Ford	LTV	2011	1FDEE3FS8BDA24572	8	1	M-F	6:00 AM - 6:00 PM	103,348	Good	Section 5310	
3	Ford	LTV	2011	1FD4E4FS1BDA83537	16	4	M-F	6:00 AM - 6:00 PM	75,371	Good	Section 5310	
19	Ford	LTV	2011	1FD4E4FS2BDA83546	12	2	M-F	6:00 AM - 6:00 PM	107,736	Good	Section 5310	
21	Ford	MV	2013	2C4RDGBG4DR780871	6	1	M-F	6:00 AM - 6:00 PM	65,387	Excellent	Section 5310	
22	Ford	MV	2013	2C4RDGBG6DR780872	6	1	M-F	6:00 AM - 6:00 PM	46,841	Excellent	Section 5310	
20	Ford	LTV	2014	1FD4E4FS5EDA05704	18	2	M-F	6:00 AM - 6:00 PM	94,779	Excellent	Section 5310	
16	Ford	LTV	2015	1FD4E45S29DA32706	18	2	M-F	6:00 AM - 6:00 PM	140,637	Excellent	AARA	

Veh #	Make	Model	Year	Vin #	Capacity	WC	Days of the Week Vehicle is in Service	Service Hours	Mileage	Vehicle Condition	Program to which Vehicle is Assigned	Service Area
17	Ford	LTV	2015	1FDEE3FS4ADA58412	14	2	M-F	6:00 AM - 6:00 PM	221,801	Excellent	AARA	Knox County
8	Ford	LTV	2015	1FDFE4FS9FDA10602	14	1	M-F	6:00 AM - 6:00 PM	32,284	Excellent	Section 5310	
5	Ford	LTV	2015	1FDFE4FS0FDA10603	18	1	M-F	6:00 AM - 6:00 PM	25,277	Excellent	Section 5310	
11	Ford	LTV	2016	1FDFE4FS8GDC04197	12	2	M-F	6:00 AM - 6:00 PM	25,126	Excellent	Section 5310	
15	Ford	LTV	2016	1FDFE4FS8GDC14101	18	1	M-F	6:00 AM - 6:00 PM	5,899	Excellent	Section 5310	
14	Ford	LTV	2016	1FDFE4FS5GDC56757	12	2	M-F	6:00 AM - 6:00 PM	1,528	Excellent	Section 5310	
City of Washington Transit												
1	Ford		1996		16	2	N/A	N/A			Section 5311	City of Washington
1	Ford		2008		16	2	N/A	N/A			Section 5311	
1	Ford		2010		16	2	M-F	7:00 AM - 5:00 PM			Section 5311	

IV. NEEDS ASSESSMENT

OVERVIEW

RLS & Associates, Inc. contacted local human service agencies, faith-based organizations, employers, and all transportation providers serving each county in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. Meeting invitations were mailed to all identified organizations, those that participated in the 2012 and 2014 Coordinated Public Transit Human Services Transportation Plans, and agencies that applied for Section 5310 grants from INDOT since 2008. Documentation of outreach efforts included in this project to date and the level of participation from each organization is provided in the Appendix. The following paragraphs outline results from the local general public and stakeholder coordinated transportation meetings.

GENERAL PUBLIC AND STAKEHOLDER MEETINGS

A local meeting was hosted at Ride Solution and facilitated by RLS & Associates, Inc. to discuss the unmet transportation needs and gaps in service and establish goals for older adults, individuals with disabilities, people with low incomes, and the general public. The schedule for the meeting is provided in the following table:

Date	October 14, 2016
Location	Ride Solution 1001 E. Main St. Washington, IN 47501
Time	10:00 AM to 12:00 PM

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

- ◆ Daily World (Linton)
- ◆ Posey County News (New Harmony)
- ◆ Warrick Publishing, Inc. (Boonville)
- ◆ Princeton Daily Clarion (Princeton)
- ◆ Vincennes Sun-Commercial (Vincennes)

During the meeting, the facilitator presented highlights of historical coordinated transportation in the Region and discussed the activities since the 2014 Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area. Several of the current transportation providers in the Region were not included in the 2014 plan.

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

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

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

The following list provides the identified unmet transportation needs and gaps in services that were identified by meeting participants or during the public survey process. Coordinated transportation stakeholders will consider these unmet needs and gaps in service when developing transportation strategies and grant applications. Needs appeared consistently for each county except where noted.

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

2013-2014 Need/Gap	2016-2017 Need/Gap	2016-2017 Priority Level	Goal
	Medicaid clients are experiencing long wait times and having to go through managed care trip brokers LCP and MTM. There is a lot of frustration with the system for scheduling and communicating. The result is a loss of revenue for public systems because riders would prefer to pay the regular fare rather than have to go as a Medicaid trip. With this shift in passenger behavior the transit systems are getting less revenue than previously.	High Priority	#1
There needs to be a more appropriate response to crossing county lines. And, a shuttle connection in Evansville is needed. Gibson County needs a connection(s) to Evansville.	Need to connect residents of Gibson County with destinations in Evansville, Indiana.	High Priority for Gibson County residents	#5

2013-2014 Need/Gap	2016-2017 Need/Gap	2016-2017 Priority Level	Goal
There is no availability of minivans with Section 5310. The cost is too high to maintain vehicles of the size offered in such rural areas. The minivan would be more accessible for those whose physical needs are not as high as what is required for larger vehicles. Small vehicles would save money across the board.	Continue to replace and expand the fleet of vehicles used for the Section 5310 program.	High Priority	#7
	Crossing state lines – Vincennes passengers often need to go into Illinois for various needs, including veteran services, but for most of the local population, this is a low priority.	Medium Priority for Vincennes	#5
	Improving technology for tracking vehicles, scheduling, and dispatching services to improve vehicle utilization and coordination opportunities	Medium Priority	#2
There needs to be better communication of available public transportation so people understand which services are available to the general public and which have eligibility requirements	This need still exists. However, a coordinated or regional approach is not effective. The efforts need to take place on a county level.	Medium to High Priority	#4
There is a perception that Area on Aging could do more to be adaptable into coordination needs of other agencies. Additional planning and discussions about transportation coordination are needed.	Efforts to continue to improve coordination and communication between the agencies should continue.	High Priority	#3
Older adults need transportation service options during evenings and weekends. Pike County and all other county residents cannot get to evening classes/higher learning.	Veterans services transportation is needed, but the quantities of need appears (to local stakeholders) to be low.	Low Priority	#6
Knox County needs to utilize VanGo transportation Program.	Coordination efforts need to continue.	Medium Priority	#3
Additional funding is needed to address the rising and fluctuating fuel costs because it is difficult for local agencies to plan for fuel costs.	Agencies need to understand how to calculate their fully allocated cost for transportation service.	Medium Priority	#6
Need to coordinate insurance programs and offer an incentive for combining multiple sources.	A peer study is needed to clarify the strategies that are proven effective for insurance and volunteer driver training and coordinating.	Medium Priority	#5

2013-2014 Need/Gap	2016-2017 Need/Gap	2016-2017 Priority Level	Goal
Spanish speaking population in the Huntingburg area needs access to transportation services.	This need was not expressed by stakeholders or identified by the public survey or demographic analysis. The need should continue to be evaluated.	Low Priority Remove strategy from plan.	
Head Start can only have kids ride the bus for a total of one hour and it has children in need that would have to ride for longer to receive Head Start benefits.	Head Start transportation needs were not discussed by the committee.	Remove from Plan.	
Need for group driver training.	The need for group driver training is currently being met with RTAP or other trainers from Ride Solution. This need should be removed from the plan because it has been addressed.	Remove from Plan. Need has been met.	

PROGRESS SINCE THE 2013-2014 COORDINATED PLAN

Local stakeholders indicated that the need for driver training that appeared in previous coordinated plans is being addressed by RTAP or other trainers from Ride Solution. Training is no longer an unmet need.

The previous plan indicated the need for stakeholders to designate a lead agency to hire a Mobility Manager. The Transportation Advisory Committee (TAC) would function as an advisory board to the Mobility Manager. In 2016, Ride Solution indicated that it acts as a regional Mobility Manager. No additional staff was added to serve in the role of Mobility Manager compared with previous years. Rather, Ride Solution adopted the role as part of their existing services to the Region. Each agency refers people to their best option for transit service. Stakeholders expressed no interest in pursuing an additional mobility manager.

The 2014 Plan included a strategy to create a regional scheduling system for use by human service agency clients and the general public. The system would have provided information about schedules, service hours, fares, passenger eligibility, and reservation procedures. This strategy was unanimously voted to be eliminated from the updated plan. It was seen as being impossible because of the vast differences from system to system in terms of operations, trip reservation policies, fares, and other factors.

CONTINUING CHALLENGES TO COORDINATED TRANSPORTATION

There are numerous challenges to the initial coordination of human service agency and public transportation in any community. Some of the unmet transportation needs identified in this chapter are unmet because of the level of difficulty to implement strategies that will address them or funding to support the activity is not available. While the identified unmet needs remain top priority, some may take more time to implement because of the necessary steps and changes that must precede them. Additionally, some of the unmet transportation needs may be addressed before the top

priority needs simply because they are easily addressed and/or they are a step that will improve the likelihood of implementing a priority improvement.

While there are challenges to implementing coordination among various transportation providers, services, and funding sources, it is important to note that transportation coordination and Regional transportation is being successfully implemented at the basic information sharing and referral level with Ride Solutions and other programs. This is exemplified by the **Ride Solution** partnerships that have been established in Region 1 counties with a number of the non-profit county providers that result in both referrals and shared services. There is also a level of Regional coordination resulting from coordination efforts between the two public transit providers, **Ride Solutions** and **YMCA Van-Go**.

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

RESULTS OF THE GENERAL PUBLIC SURVEY

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

The following survey summary includes the information gained from 128 surveys from the general public. Each chart is based on the number of responses received for individual questions. If an individual skipped a question or did not provide an eligible answer, the distribution of responses for that particular question will be based on fewer than 128 surveys. The survey results are not statistically valid, but do offer insight into the unmet transportation needs and gaps in services for the general public in each county. The distribution of survey results is listed below:

- | | |
|-----------------------|-----------------------|
| ◆ Daviess: 17 Surveys | ◆ Perry: 1 Survey |
| ◆ Dubois: 21 Surveys | ◆ Pike: 8 Surveys |
| ◆ Gibson: 1 Survey | ◆ Posey: 21 Surveys |
| ◆ Greene: 3 Surveys | ◆ Spencer: 16 Surveys |
| ◆ Knox: 35 Surveys | ◆ Sullivan: 0 Surveys |
| ◆ Martin: 1 Survey | ◆ Warrick: 4 Surveys |

Survey respondents were asked to report all of the transportation they or their family have used in the past 12 months. Choices ranged from bicycles and walking to using public or agency services. As indicated in Exhibit IV.2, over half of the respondents (63.5%) indicated that they used a personal

vehicle or rode with a friend/family member. Approximately 44 percent of respondents indicated that they used demand response public or agency sponsored transportation services. And, 23.8 percent of respondents used a bicycle or walked. Exhibit IV.2 outlines the variety of transportation modes used in this Region.

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

Mode of Transportation Used	Response Percent	Response Count
Personal vehicle or ride with a friend/family member	63.5%	80
Demand response public or agency/program-sponsored transportation services (requires an advance reservation and the vehicle comes to your house for pick-up and drop-off)	44.4%	56
Bicycle or Walk (other than for exercise)	23.8%	30
Public transportation systems or human service/senior agencies in neighboring counties	20.6%	26
Fixed route public transit (with bus stops and time schedule)	18.3%	23
Agency-provided transportation (such as COA, AAA or Rehabilitation Center Services)	16.7%	21
Flexible public transit routes (vehicles operate on a fixed route and time schedule but can make deviations off the route)	14.3%	18
Carpool or vanpool	11.9%	15
Faith-based organization (such as a church bus or van to go to services or activities)	11.1%	14
Volunteer transportation	7.1%	9
Private taxi, Uber, Lyft (or similar)	6.3%	8
Other (please specify)	6.3%	8
Ambulette Service (non-emergency medical transportation provided by a medical transportation company)	4.0%	5
Private inter-city bus (such as Greyhound or Megabus)	2.4%	3
Car share (Car 2 Go)	2.4%	3
Amtrak (to/from an origin or destination in Indiana)	0.8%	1
Answered Question		126
Skipped Question		2

Survey responses listed in Exhibit IV.2 indicate that respondents are not all currently using public or agency transportation services in the region. Exhibit IV.3, below, outlines the reasons why some of

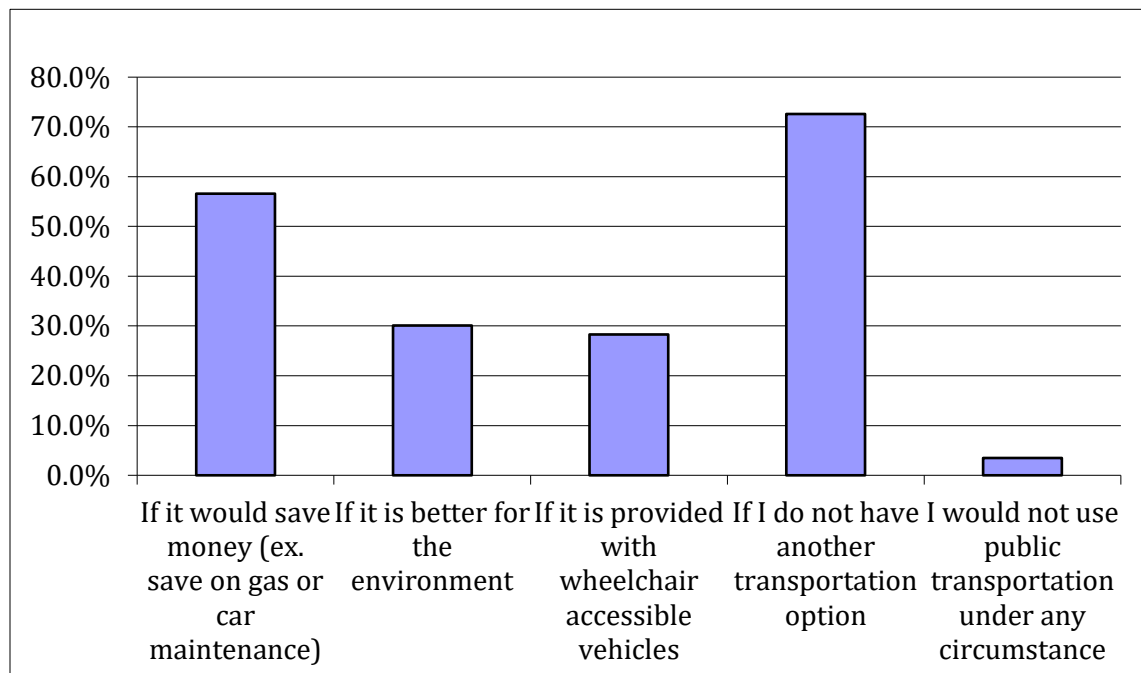
the respondents are not using public or agency-sponsored transportation. This question provides an indication of the gaps in the existing network of services that may be causing people to use different transportation options. The primary reason for not using transportation services was having the option and preference to drive (36%). The second most common reason was that transportation was not available where the resident lived (25%). Other reasons included a friend or family driving them where they need to go (24%). Others indicated that transportation was not available at the time of day when needed or it is unaffordable.

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

Answer Options	Response Percent	Response Count
It is not available where I live	25.0%	18
I don't know how to use it	6.9%	5
It does not go where I need to go	4.2%	3
The vehicles are not wheelchair accessible	5.6%	4
It is not available at the times or days when I need it	16.7%	12
It is unaffordable	8.3%	6
I have my own car and prefer to drive	36.1%	26
My friend or family drive me where I need to go	23.6%	17
It takes too much time compared to my other options	8.3%	6
Other (please specify)	13.9%	10
Answered Question		72
Skipped Question		56

Next, respondents were asked, if transportation were easy to use and available, which reason would cause you to use it? As indicated in Exhibit IV.4, below, the majority of people would use it if there were not another transportation option available to them (73%), and more than half (57%) would use transportation options if they saved money. All of the potential reasons are listed in the following exhibit.

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



When asked what changes could be made to the local transportation options to make using them more appealing, the most common responses included operating on Saturdays and Sundays, riding to other parts of the state, picking passengers up at their house and taking them directly to where they are going, and operating transportation later at night.

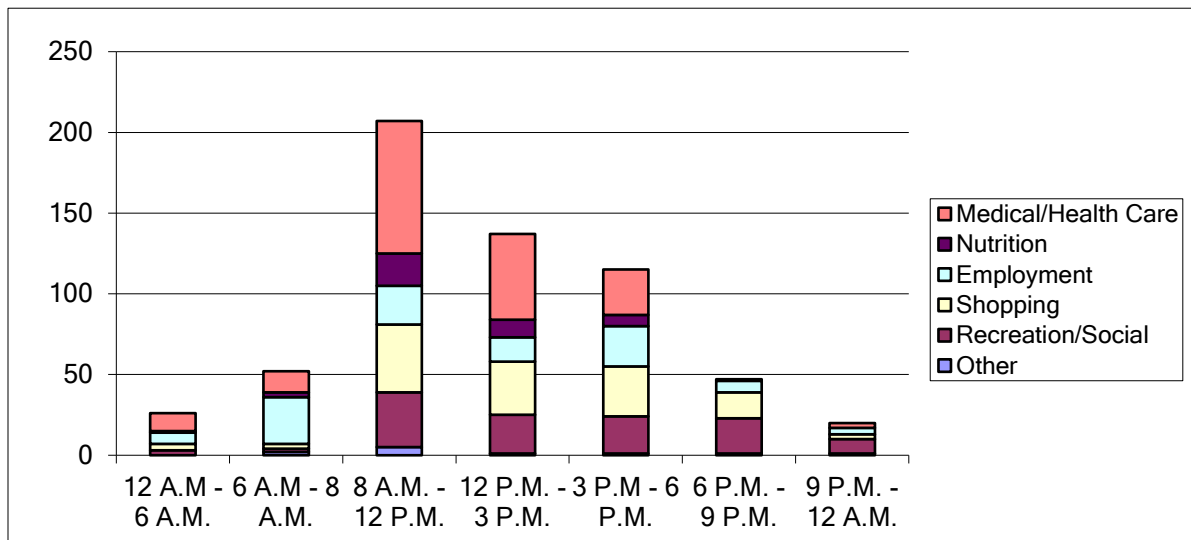
Exhibit IV.5: Changes to Make Transportation Options More Appealing

Answer Options	Response Percent	Response Count
If I could ride to other parts of the state (such as Indianapolis or other cities and towns)	29.9%	32
Lower the cost to ride	21.5%	23
Start earlier in the morning	13.1%	14
End later at night	28.0%	30
Operate on Saturdays	45.8%	49
Operate on Sundays	34.6%	37
Pick me up at my house and take me directly to where I am going/no shared rides with others	27.1%	29
Operate on a fixed route and schedule with bus stops	13.1%	14
Smaller vehicles	10.3%	11
Larger vehicles	2.8%	3
Wheelchair accessible vehicles	10.3%	11

Answer Options	Response Percent	Response Count
More reliable/on-Time for picking me up/dropping me off	17.8%	19
Other (please specify)	12.1%	13
Answered Question		107
Skipped Question		21

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

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



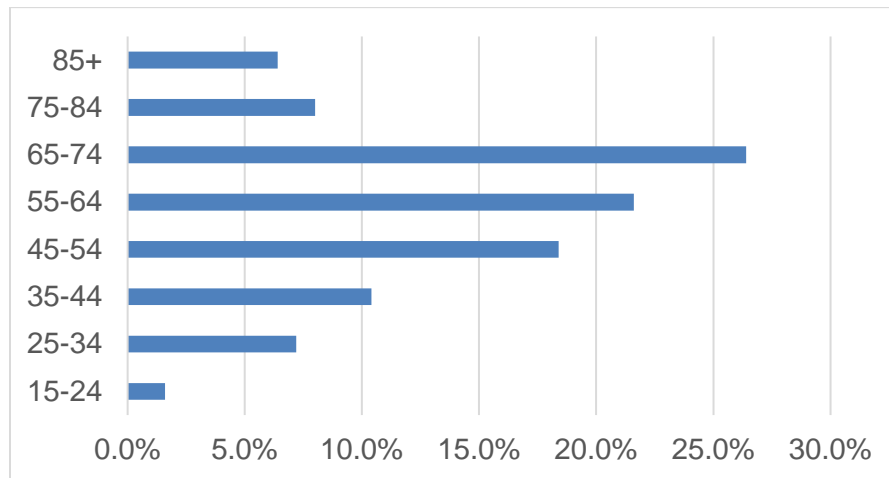
The majority of survey respondents do have transportation to destinations outside of the county of residence when they need it (57%). The remaining respondents sometimes do not have transportation to destinations in other counties when needed. Trip requests to out-of-county destinations ranged from needing trips three days a week, to occasional needs.

Demographic and Socio-Economic Data

Ninety-eight percent of survey respondents indicated that English is his or her first language.

The age distribution of survey respondents is outlined in Exhibit IV. 8, below. Forty percent of respondents were age 65 or older. Forty-four percent (44%) of respondents reported having a disability which requires them to use a cane, walker, wheelchair, and/or another device.

Exhibit IV.8: Age of Survey Respondents



Approximately 40 percent of survey respondents were retired, and an equal number were employed outside the home. Other employment situations included being unemployed (12.3%); homemaker (5.3%); student (0.9%); or other. The other category included disabled or volunteer.

Exhibit IV.9: Employment Status

Answer Options	Response Percent	Response Count
Employed outside your home	40.4%	46
Employed in your home	1.8%	2
Homemaker	5.3%	6
Retired	39.5%	45
Student	0.9%	1
Unemployed	12.3%	14
Other (please specify)		17
Answered Question		114
Skipped Question		14

V. IMPLEMENTATION PLAN

The Region 1 coordinated public and stakeholder meeting was well attended with representation from human service organizations, members of the general public, and medical service providers. The group was provided with results of the community and agency surveys and a list of potential coordinated transportation goals for Region 1 as a result of the surveys and previous meeting.

Region 1 has four public transit providers, Ride Solution, now serving ten counties; YMCA VanGo serving one county; Washington Transit System which serves the City of Washington in Daviess County; and City of Huntingburg in Dubois County. Ride Solution and YMCA VanGo, being rural countywide systems, work together to coordinate services as needed and possible. Posey County does not have public transportation, but Posey County Council on Aging provides mobility services for persons who are 60 years of age or older.

GOALS AND STRATEGIES

Based on the goals established during this planning process and prioritized during the local general public and stakeholder meeting, local stakeholders are willing to continue to work toward addressing the unmet needs and/or gaps in transportation services by using existing resources and implementing new projects that fill the service gaps associated with employment related trips, medical trips, education, and general quality of life for older adults, individuals with disabilities, and the general public.

Stakeholder participants at the public meeting discussed the existing goals and determined that the goals remained valid for the current planning process. Participants identified new strategies under the goals. The strategies are needed in order to make further progress on the accepted goals. Finally, the participants voted on the priority for the strategies (high, medium, low) and the consensus of that voting is shown for each strategy.

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

- ◆ Immediate – Activities to be addressed immediately.
- ◆ Near-term – Activities to be achieved within 1 to 12 months.
- ◆ Mid-term – Activities to be achieved within 13 to 24 months.
- ◆ Long-term – Activities to be achieved within 2 to 4 years.
- ◆ Ongoing - Activities that either have been implemented prior to this report, or will be implemented at the earliest feasible time and will require ongoing activity.

Goals and implementation strategies are offered in this chapter as a guideline for leaders in the coordination effort as well as the specific parties responsible for implementation. Goals and

strategies should be considered based upon the available resources for each county during the implementation time period.

Goal #1: Increase Participation of Community Transit Providers as Contract Providers for Medicaid Brokers.

This strategy involves improving communications between the Medicaid brokers and local transportation providers to address the reduction of Medicaid-funded trips provided by local providers.

Goal #2: Expand Provider Use of New Technology.

Strategies under this goal involve development of a One-Day Seminar on the use of evolving technology for RSD scheduling software, Global Positioning System (GPS) applications and other technology applications for community transit.

Goal #3: Promote the Efficient Use of Resources at the Local and Regional Level.

This goal includes work by the regional TAC with Ride Solution acting as the Mobility Manager to facilitate meetings that focus on the development of public education programs about transportation; teaching providers how to develop their fully allocated cost of service; and development of strategies that will help to address transportation needs across county lines and across state lines.

Goal #4: Improve the Perception of Public Transit by Educating the Local Officials and the General Public.

The regional TAC members and all providers will enhance their efforts to educate the general public and local officials regarding the availability and benefits of public and coordinated human services transportation.

Goal #5: Expand Transportation Service Availability Within and Outside of the Region.

Strategies include offering more same-day transportation service options in a sustainable manner and implementation of a volunteer driver program.

Goal #6: Coordinate Transportation Resources to Promote Expansion of Service Within and Outside of the Region.

These strategies promote expansion of coordinated service agreements with existing partners as well as identification of additional private or nonprofit organizations that will provide transportation in areas currently unserved or underserved.

Goal #7: Incorporate New Capital to Improve Existing Mobility Options and Serve More People.

Expansion and replacement of vehicles and equipment for accessing services for individuals with disabilities and older adults will continue to be a high priority under this goal.

Highest Ranking Unmet Needs: Increasing Participation Of Local Providers With The Medicaid Brokerage And Continue To Improve The Network Of Communication Between Local Providers

Goal #1: Increase Participation of Community Transit Providers as Contract Providers for Medicaid Brokers

Strategy 1.1: Arrange summit meeting (in person or virtual) between Regional community transit providers and designated Medicaid brokers to discuss ways for community transit providers to obtain reimbursement for provision of Medicaid transportation services that creates a win-win by increasing Medicaid broker service reliability and cost efficiency and makes use of existing transit infrastructure and generates new revenue for community transit providers.

Priority: High

Counties Included: All Counties.

Responsible Parties: Eligible agencies.

Implementation Time Frame:

Mid-Term

Staffing Implications:

None.

Implementation Budget:

Will require outreach to Medicaid brokers and community transit providers by either the acting Mobility Manager or other staff from Ride Solution.

Potential Grant Funding Sources: N/A.

Performance Measures:

- ◆ Meeting is arranged and all providers participate.
- ◆ Number of Medicaid trips provided through local operators increases.
- ◆ Revenue from Medicaid trips increases compared to CY 2016.

Goal #2: Expand Provider Use of New Technology

Strategy 2.1: Develop a One-Day Seminar on the use of evolving technology for RSD scheduling software, Global Positioning System (GPS) applications and other technology applications for community transit.

Priority: Medium

Counties Included: All Counties.

Responsible Parties: Eligible agencies.

Implementation Time Frame:

Near-Term

Staffing Implications:

None.

Implementation Budget:

Reprogramming of RTAP funds.

Potential Grant Funding Sources: Individual agencies will be responsible for covering the cost.

Performance Measures:

- ◆ One-day seminar is designed and requested.
- ◆ Transportation providers from throughout the region participate in the seminar.
- ◆ New technology systems are purchased and implemented by the local providers.
- ◆ Operating efficiency improves in terms of trips per hour.
- ◆ Administrative time/cost per passenger trip is reduced as a result of efficiency created by the technology.

Goal #3: Promote the Efficient Use of Resources at the Local and Regional Level

Strategy 3.1: Regional TAC meetings with Ride Solution acting as the Mobility Manager should be held at least quarterly and must be held as virtual meetings using either on-line webinar or closed Facebook group. The TAC members feel that face-to-face meetings are expensive and not cost effective.

Priority: High

Counties Included: All Counties that are involved in the regional TAC.

Responsible Parties: Ride Solution as the Mobility Manager and all other representatives of the TAC are responsible for active participation.

Implementation Time Frame:

Immediate.

Staffing Implications:

Acting Mobility Manager from Ride Solution will work with Regional TAC.

Implementation Budget:

Minor costs for webinar for virtual meetings.

Potential Grant Funding Sources: Individual agencies will be responsible for covering the cost of participation in the TAC.

Performance Measures:

- ◆ TAC meetings are scheduled and attended by at least a majority of participants.
- ◆ TAC participants expand their programs through coordinated transportation. Expansion could involve new trip-sharing agreements, more outreach efforts, additional clients and trips, or additional funding.
- ◆ Acting Mobility Manager is able to develop new coordination programs to benefit the area through input from the TAC.

The Following Goals And Strategies Address Medium Priority Needs: Improving Education Of The Public And Local Officials And The Perception Of Public Transit

Goal #4: Improve the Perception of Public Transit by Educating the Local Officials and General Public

Strategy 4.1: Enhance the education of the general public and local officials regarding the availability and benefits of public and coordinated human service transportation. Accomplish enhanced education by increasing outreach to identify available services and information on how to utilize existing transportation services. Also, conduct transportation presentations for elected officials and develop an informational brochure to distribute at meetings.

Priority: Medium to High

Counties Included: Each agency will continue to enhance education about transportation on a regular, ongoing basis. It is critical for continued success. There was no discussion by the stakeholders of pursuing this with a coordinated approach. However, it is a Regional strategy because all agencies are focused on achieving this goal in their local areas.

Responsible Parties: The TAC Committee organizations will update the Mobility Manager at each TAC committee meeting about their approach to educating the public and local officials, the achievements and challenges. The Mobility Manager (Ride Solution) will be responsible for offering guidance to areas that are struggling to succeed.

Implementation Time Frame:

Near Term

Staffing Implications:

Existing staff at each participating agency will dedicate time to educating local officials and the public about transportation services that are available.

Implementation Budget:

No significant costs associated with this task. However, a significant amount of time for transportation providers is required to accomplish the goal unless a permanent Mobility Manager is hired to conduct this task for the Region.

Potential Grant Funding Sources: There is no additional dedicated funding source for distribution of educational materials and outreach. However, costs are eligible under the Federal Transit Administration Section 5311 program operating dollars.

Performance Measures:

- ◆ Informational materials are developed and maintained.
- ◆ Elected officials and other community organizations are aware of the unmet transportation needs as well as the existing resources, as measured by a formal or informal survey.
- ◆ Community stakeholders have an increased awareness of the impact gaps in transportation are having on the local economy as well as on individual residents.

The Following Goals And Strategies Are Intended To Address Medium And Low Priority Needs Through Coordination Of Services

Goal #5: Expand Transportation Service Availability Within and Outside of the Region

Strategy 5.1: Transportation providers that are successfully offering same-day trip reservations will work with other interested providers to assist them with scheduling services in a manner that will improve utilization and allow for more same-day trip reservations. Providers will also consider establishing a wait list for unscheduled trip requests and schedule them as cancellations occur.

Priority Level: Medium

Counties Included: All transportation providers that require advance reservations.

Responsible Parties: All transportation providers.

Implementation Time Frame:
Mid Term.

Staffing Implications:
Impact on procedures for schedulers.

Implementation Budget:
No additional costs.

Potential Grant Funding Sources: There is no change in the operating budgets for transportation providers implementing this structure unless additional resources are required to meet demand. If additional funding is necessary, FTA Section 5311 program is an eligible resource. Section 5311 requires a local match of 50% for operating dollars. Local match is derived from local sources and any non-U.S. DOT funding program.

Performance Measures:

- ◆ Number of same-day trips provided.
- ◆ Customer satisfaction measured by periodic surveys.
- ◆ Cost-efficiency of transportation providers.

Strategy 5.2: Implement a volunteer driver program to extend available transportation services and service areas, and meet providers' respective staffing needs. There are numerous successful volunteer driver programs throughout the country. Development of a volunteer program for Region 1 could be expedited through a peer study. The importance of a peer study is the lessons learned by other areas to overcome obstacles such as insurance policies, and volunteer driver shortages. While no area is exactly the same as Region 1, the collective lessons learned of other communities could guide Region 1 through the initial phases of implementation. The Community Transportation Association of America (www.ctaa.org) is a central resource for contact information of volunteer driver programs.

Priority: Low

Counties Included: All counties that have difficulty hiring enough transportation drivers and/or counties that are experiencing demand or gaps in services that cannot be addressed with existing transportation programs.

Responsible Parties: It is recommended that one agency act as the lead for this effort and that the program is established in a single county where it can build success and then expand, gradually, to additional areas. Even with expansion to multiple counties. A central lead agency is recommended.

Implementation Time Frame:

Long Term

Staffing Implications:

Designated volunteer coordinator will be needed. This person should be a paid employee.

Implementation Budget:

Cost of hiring a volunteer coordinator. Potential impact on insurance costs of transportation providers.

Potential Grant Funding Sources: Funding for the volunteer driver coordinator and associated program operating and capital costs should be derived from a combination of local resources including the Council on Aging, local governments, and human service agencies that benefit from the program. Consider in-kind donations of office space and equipment.

Performance Measures:

- ◆ Volunteer driver program is developed and a lead agency agrees to implement it.
- ◆ A Volunteer Coordinator is hired or designated.
- ◆ Number of volunteer drivers recruited.
- ◆ Number of trips provided per year by volunteer drivers.
- ◆ Customer satisfaction measured by periodic surveys.

Goal #6: Coordinate Transportation Resources to Promote Expansion of Service Within and Outside of the Region.

Strategy 6.1: The acting Mobility Manager, through the TAC, will work with other participating providers to assist them in determining the actual trip cost and payment structure that should be established between providers for coordinated trips to ensure that the agency providing the trip is reimbursed at the fully allocated cost.

Priority: Medium

Counties Included: All Counties that are involved in the TAC. This effort will require a gradual approach and should target the areas with the highest level of need and also the greatest potential for coordination.

Responsible Parties: Acting Mobility Manager will be responsible for working with each agency on an individual level to analyze costs and explain calculation of the fully allocated cost rate. Each transportation provider will be equally responsible for participating and performing data analysis with support from the Acting Mobility Manager. If the acting Mobility Manager is unable to fulfill this

responsibility, consideration should be given to participation in INCOST or other opportunities for technical assistance.

Implementation Time Frame:

Immediate.

Staffing Implications:

Staff time needed to train or technical assistance is needed through INCOST or other resources.

Implementation Budget:

The cost of technical assistance is dependent upon the selected training or assistance approach. However, coordinated trips that are billed at the fully allocated cost are likely to result in more efficient use of funding for participating agencies.

Potential Grant Funding Sources: N/A.

Performance Measures:

- ◆ Number of coordinated trips provided by participating agencies.
- ◆ Number of agencies that agree to participate in coordinated transportation negotiations.
- ◆ Expanded access to transportation resources to fill gaps.
- ◆ Hours of operation and/or service area are expanded due to the ability for providers to operate with heightened cost-efficiency.

Strategy 6.2: The acting Mobility Manager and the TAC should identify potential private or nonprofit providers that will provide transportation in areas currently unserved or underserved by the existing network of providers.

Priority: Low

Counties Included: All Counties that are involved in the TAC. This effort will require a gradual approach and should target the areas with the highest level of need and also the greatest potential for coordination. Focus should be on expanding hours of operation and service area through contracts with private providers. The stakeholder group indicated that there are very few underserved areas in the region. Therefore, this strategy received a low priority rating.

Responsible Parties: The TAC members will work with other regional partners (private taxi, etc.) if those partners are open to participating in the strategy.

Implementation Time Frame:
Immediate.

Staffing Implications:
None.

Implementation Budget:

Additional costs to contract with private transportation providers may be incurred. However, these costs are likely to be lower than the cost of directly operating transportation during extended hours/days of operation, or in an extended service area.

Potential Grant Funding Sources: Existing operating budgets and additional local match from employers, hospitals, and local businesses that benefit from the service expansion.

Performance Measures:

- ◆ Private providers that are potential partners in a coordinated effort are identified.
- ◆ Agreements between private providers and public or nonprofit transportation operators are developed, negotiated, and implemented.
- ◆ Number of trips provided during evenings, weekends, and/or beyond the existing service areas that improve the quality of life for passengers.

The Following Goal And Strategies Represent On-Going High Priority Needs

Goal #7: Incorporate New Capital to Improve Existing Mobility Options and Serve More People.

Strategy 7.1: Continue to acquire replacement and expansion vehicles and equipment for accessible services designed to accommodate passengers with disabilities and older adults in each county.

Priority: High

Counties Included: All Counties.

Responsible Parties: Eligible agencies.

Implementation Time Frame:

Ongoing.

Based upon need.

Staffing Implications:

None.

Implementation Budget:

Cost of vehicles and equipment.

Potential Grant Funding Sources: Section 5311 for public transportation providers; Section 5310 for human service agencies and public transportation providers. A 20% local match is required for capital purchases. Local match can be derived from local resources as well as any non-US DOT Federal funding program.

Performance Measures:

- ◆ Applications for Sections 5310/5311 developed and submitted.
- ◆ Number of accessible vehicles and equipment acquired.
- ◆ Number of mobility aids accommodated.
- ◆ Number of additional individuals with disabilities served compared to historical numbers.
- ◆ Number of trips provided for people with all sizes of mobility aids.

VI. POTENTIAL GRANT APPLICATIONS

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

All Section 5310 grant funds will be available through a competitive process. Please also note that each grant application for Section 5310 and Section 5311 will be considered individually to determine if the proposed activities to be supported by the grant adequately meet the requirements of the intended funding program. Grant applications for strategies that do not meet the intended requirements of the FAST Act will not be awarded, regardless of the designated eligibility in this Plan.

The implementation timeframe for each strategy ranges from the date of this report through 2020. It is noted that a coordinated transportation working group (such as a regional coordination committee) should update this plan on an annual basis and as new coordinated transportation strategies and objectives are developed.

Exhibit IV.1: Implementation Key

Goal #1: Increase participation of community transit providers as contract providers for Medicaid brokers.			
<u>Page</u>	<u>Strategy #</u>	<u>Strategy</u>	<u>Priority</u>
107	1.1	Arrange summit meeting (in person or virtual) between Regional community transit providers and designated Medicaid brokers.	High
Goal #2: Expand provider use of new technology.			
<u>Page</u>	<u>Strategy #</u>	<u>Strategy</u>	<u>Priority</u>
107	2.1	Develop a One-Day Seminar on the use of evolving technology.	Medium
Goal #3: Promote the efficient use of resources at the local and regional level.			
<u>Page</u>	<u>Strategy #</u>	<u>Strategy</u>	<u>Priority</u>
108	3.1	Regional TAC meetings with Ride Solution acting as the Mobility Manager should be held at least quarterly and must be held as virtual meetings using either on-line webinar or closed Facebook group.	High
Goal #4: Improve the perception of public transit by educating the local officials and general public.			
<u>Page</u>	<u>Strategy #</u>	<u>Strategy</u>	<u>Priority</u>
109	4.1	Enhance the education of the general public and local officials regarding the availability and benefits of public and coordinated human service transportation.	Medium to High
Goal #5: Expand transportation service availability within and outside of the region.			
<u>Page</u>	<u>Strategy #</u>	<u>Strategy</u>	<u>Priority</u>
110	5.1	Transportation providers that are successfully offering same-day trip reservations will work with other interested providers to assist them with scheduling services in a manner that will improve utilization and allow for more same-day trip reservations.	Medium
111	5.2	Implement a volunteer driver program to extend available transportation services and service areas, and meet providers' respective staffing needs.	Low
Goal #6: Coordinate transportation resources to promote expansion of service within and outside of the region.			
<u>Page</u>	<u>Strategy #</u>	<u>Strategy</u>	<u>Priority</u>
112	6.1	The acting Mobility Manager, through the TAC, will work with other participating providers to assist them in determining the actual trip cost and payment structure that should be established between	Medium

		providers for coordinated trips to ensure that the agency providing the trip is reimbursed at the fully allocated cost.	
113	6.2	The acting Mobility Manager and the TAC should identify potential private or nonprofit providers that will provide transportation in areas currently unserved or underserved by the existing network of providers.	Low
Goal #7: Incorporate new capital to improve existing mobility options and serve more people.			
<u>Page</u>	<u>Strategy #</u>	<u>Strategy</u>	<u>Priority</u>
114	7.1	Continue to acquire replacement and expansion vehicles and equipment for accessible services designed to accommodate passengers with disabilities and older adults in each county.	High