Coordinated Public Transit - Human Services Transportation Plan

Region 1: Daviess, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan and Warrick Counties

Prepared for Indiana
Department of Transportation

December, 2021

Prepared by:
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Region 1 Coordinated Public Transit-Human Services Transportation Plan

A RESOLUTION SUPPORTING THE REGIONAL COORDINATED TRANSPORTATION PLAN UPDATE TO BE SUBMITTED TO THE INDIANA DEPARTMENT OF TRANSPORTATION, OFFICE OF TRANSIT

WHEREAS, people with specialized transportation needs have rights to mobility. Older adults, individuals with limited incomes and people with disabilities rely on public and specialized transportation to live independent and fulfilling lives. These services which are provided by public and private transportation systems and human service agency programs are essential for travel to work and medical appointments, to conduct essential errands, or to take advantage of social or cultural opportunities; and

WHEREAS, under the Infrastructure Investment and Jobs Act (IIJA), projects funded by the Federal Transportation Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program must be included in a locally developed, coordinated public transit-human services transportation plan; and

WHEREAS, the Federal Transportation Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program provides operating and capital assistance funding to provide transit and purchase of services to private nonprofit agencies, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to people with disabilities; and

WHEREAS, a local committee with participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation providers met on _March 21, 2022_ ; and

WHEREAS, the local committee reviewed and recommended through consensus the Coordinated Public Transit – Human Services Transportation Plan to be submitted to the Indiana Department of Transportation, Office of Transit.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION ADVISORY COMMITTEE:

That this resolution takes effect immediately upon its adoption.

ADOPTED BY THE TRANSPORTATION ADVISORY COMMITEE THIS _____ AS EVIDENCED BY THE AUTHORIZING SIGNATURES BELOW.

Nila Davis

Name and Title

_3/21/2022_

Date

Patrick M. Heuman, CEO

Name and Title

_3/21/2022_

Date

Nash Dum   COO / KCARC   3/21/22

Name and Title   **Date**

Janelle Lemon   Director of Grant   3-21-22
                 Administration,
Name and Title   Samaritan Center   **Date**

Mary Pargin   Dir. of Emergency   3-21-2022
               Services
Name and Title   Good Samaritan   **Date**

Rebecca Pinnick   Director of VINES   3-21-2022

Name and Title   **Date**

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Name and Title   **Date**

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Moving Public Transportation Into the Future

Contents

INTRODUCTION

OVERVIEW

This plan updates the Coordinated 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). The SAFTEA-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 applied new program rules to all FTA funds and authorized 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. The Coordinated Plan was updated again in 2017 to meet the new FAST Act requirements and reflect the changes in funding programs.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was enacted into law. The IIJA continues the policies set forth by the FAST Act and provides $937 billion over five years from FY 2022 through 2026, including $550 billion in new investments for all modes of transportation, including $284 billion for the U.S. Department of Transportation, of which $39 billion is dedicated to transit. The IIJA directs the U.S. Department of Transportation to apply the funding toward modernizing and making improvements.

Funding to update this locally-developed regional Coordinated 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.

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 FTA apportions Section 5310 Program funds to direct recipients based on

the population within the recipient service area. For rural and small urban areas in Indiana, 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 Transit State Management Plan. In Indiana, eligible activities for Section 5310 Program funds include purchasing buses and vans, wheelchair lifts, ramps, and securement devices.

Section 5310 Program projects are eligible to receive an 80 percent Federal share if the 20 percent local match is secured. Local match may be derived from any combination of non-U.S. Department of Transportation 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 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 interviews, email conversations, and completion of a public survey available both online and on paper. Social distancing protocols due to the COVID-19 pandemic led to changed public engagement and outreach methods.

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, virtual 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 assessment of unmet transportation needs and gaps in service obtained through meetings, interviews, and surveys; and
7. 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 Program) – The Grants for Buses and Bus Facilities program 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.

Coordinating Council on Access and Mobility (CCAM) – a Federal interagency council that works to coordinate funding and provide expertise on human service transportation for three targeted populations: people with disabilities, older adults, and individuals of low income. The CCAM works at the Federal level to improve Federal coordination of transportation resources and to address barriers faced by States and local communities when coordinating transportation. The CCAM's mission is to issue policy recommendations and implement activities that improve the availability, accessibility, and efficiency of transportation for CCAM's targeted populations, with the vision of equal access to coordinated transportation for all Americans. Additional information is available at https://www.transit.dot.gov/coordinating-council-access-and-mobility.

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) – The program provides formula funding to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program 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 percent for capital projects. In Indiana, the program has historically been utilized for capital program purchases. Additional information is available at https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310.

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.

Infrastructure Investment and Jobs Act - The Bipartisan Infrastructure Law, as enacted in the Infrastructure Investment and Jobs Act, represents the largest Federal investment in public transportation in the nation's history. The legislation will advance public transportation in America's communities through four key priorities: safety modernization, climate, and equity. https://www.transit.dot.gov/BIL

Indiana Department of Transportation, Office of Transit (INDOT) administers the Section 5311 program in Indiana, as well as the Section 5310 program for rural and small urban areas. The Federal share is 80 percent for capital projects. The Federal share is 50 percent for operating assistance under Section 5311.

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 includes the following sources of funding, or in-kind property or services, used to match the Federal assistance awarded for the Grant or Cooperative Agreement: (a) Local funds; (b) Local-in-kind property or services; (c) State funds; (d) State in-kind property or services,

and (e) Other Federal funds that are eligible, under Federal law, for use as cost-sharing or matching funds for the Underlying Agreement. For the Section 5310 Program, local match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100 percent Federal funding. One example is Older Americans Act (OAA) Title III-B Support Services.

Public Mass Transportation Fund (PMTF) – The Indiana State Legislature established the Public Mass Transportation Fund (I.C. 8-23-3-8) to promote and develop transportation in Indiana. The funds are allocated to public transit systems on a performance-based formula. The actual funding level for 2021 was $38.25 million. PMTF funds are restricted to a dollar-for-dollar match with Locally Derived Income and are used to support transit systems' operations or capital needs.

Rural Transit Program (Section 5311 Program) – 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.

Seniors – For the purposes of the Section 5310 Program, people who are 65 years of age and older are defined as seniors.

Subrecipient – A non-Federal entity that receives a subaward (grant funding) from a pass-through entity to carry out part of a Federal program; but does not include an individual that is a beneficiary of such program. Subrecipient programs are monitored by the direct or designated recipient for grant performance and compliance.

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.

Urbanized Area Formula Grants Program (Section 5307 Program) - The Urbanized Area Formula Funding program makes Federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more. Eligible expenses are typically limited to capital purchases and planning, but operating assistance can be provided under certain conditions, including to systems operating fewer than 100 vehicles. Additional information is available at https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307

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.

EXISTING CONDITIONS

Region 1 is located in Southwest Indiana and includes the counties of Daviess, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan, and Warrick. The map in Figure 1 provides a depiction of the area included in this study.

Figure 1: Location Map
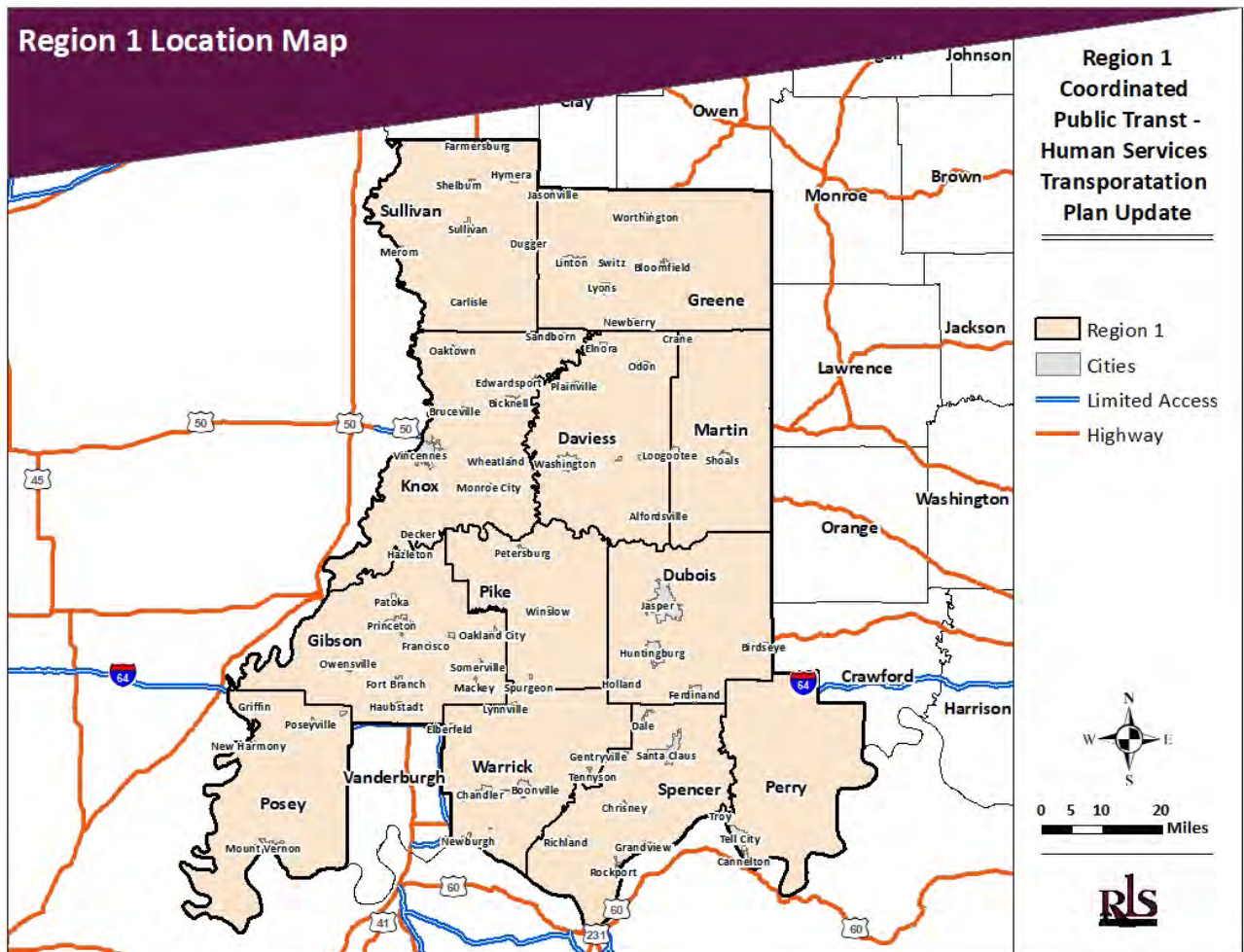
The demographics of an area are a strong indicator of demand for transportation service. Relevant demographic data was collected and is summarized in this section. The data provided in this chapter was gathered from multiple sources including the U.S. Census Bureau's 2019 American Community Survey (ACS) Five-Year Estimates and the State of Indiana. These sources are used to ensure that the most current and accurate information is presented. As a five-year estimate, the ACS data represent a percentage based on a national sample and does not represent a direct population count.

POPULATION PROJECTIONS

STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business projects the Region's population will fall to 3,691 by 2050, an estimated loss of one percent from the year 2020 population projection. Figure 2 shows population trends between 2020 and 2050 for each county in Region 1.

Figure 2: Population Trends, 2020 – 2050
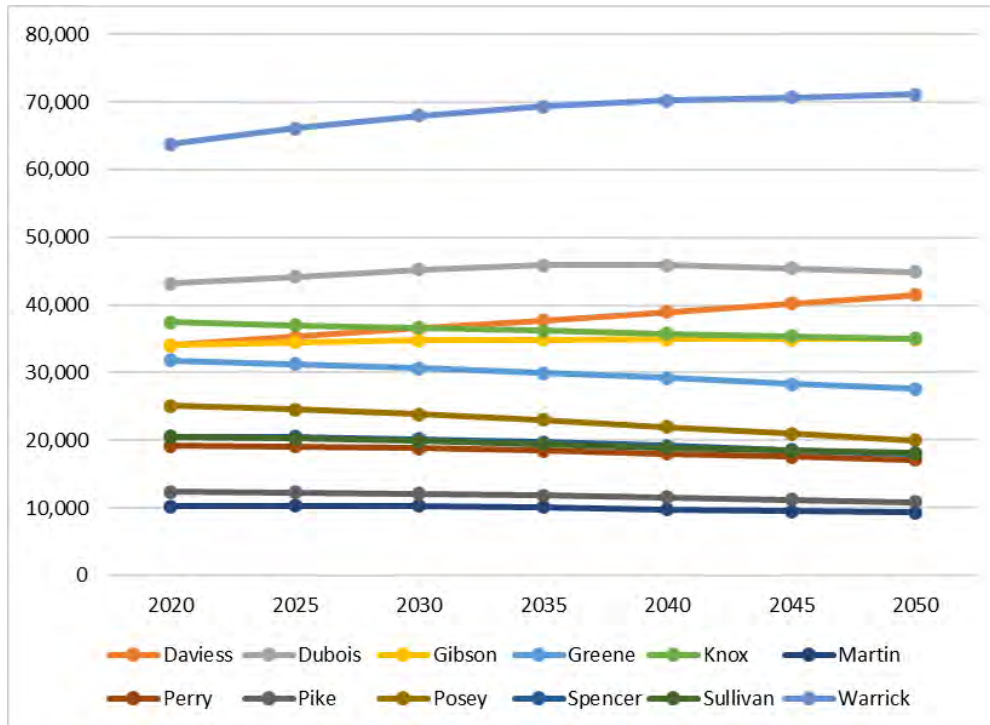
Source: STATS Indiana using data from the Indiana Business Research Center, IU Kelley School of Business

OLDER ADULT POPULATION

Older adults are most likely to use transportation services when they are unable to drive themselves or choose not to drive. This may include self-imposed limitations including driving at night and trips to more distant destinations. Older adults also tend to be on a limited retirement income and, therefore, public or agency sponsored transportation services are a more cost-effective alternative 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. People primarily born during the post-WWII "baby boom" era defined by the Census Bureau as persons born from 1946

through 1964 are over the age of 65 and are more likely to need an alternative to driving personal vehicles. 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 individuals in this category are younger and 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.

Older adult population density in Region 1 is shown in Figure 3. Figures illustrating the population percentage of persons over 65 years of age by block group, and the projected growth in population by age group, are provided for each county in the Region in the County Profiles section.

**Figure 3: Older Adult Population Density**
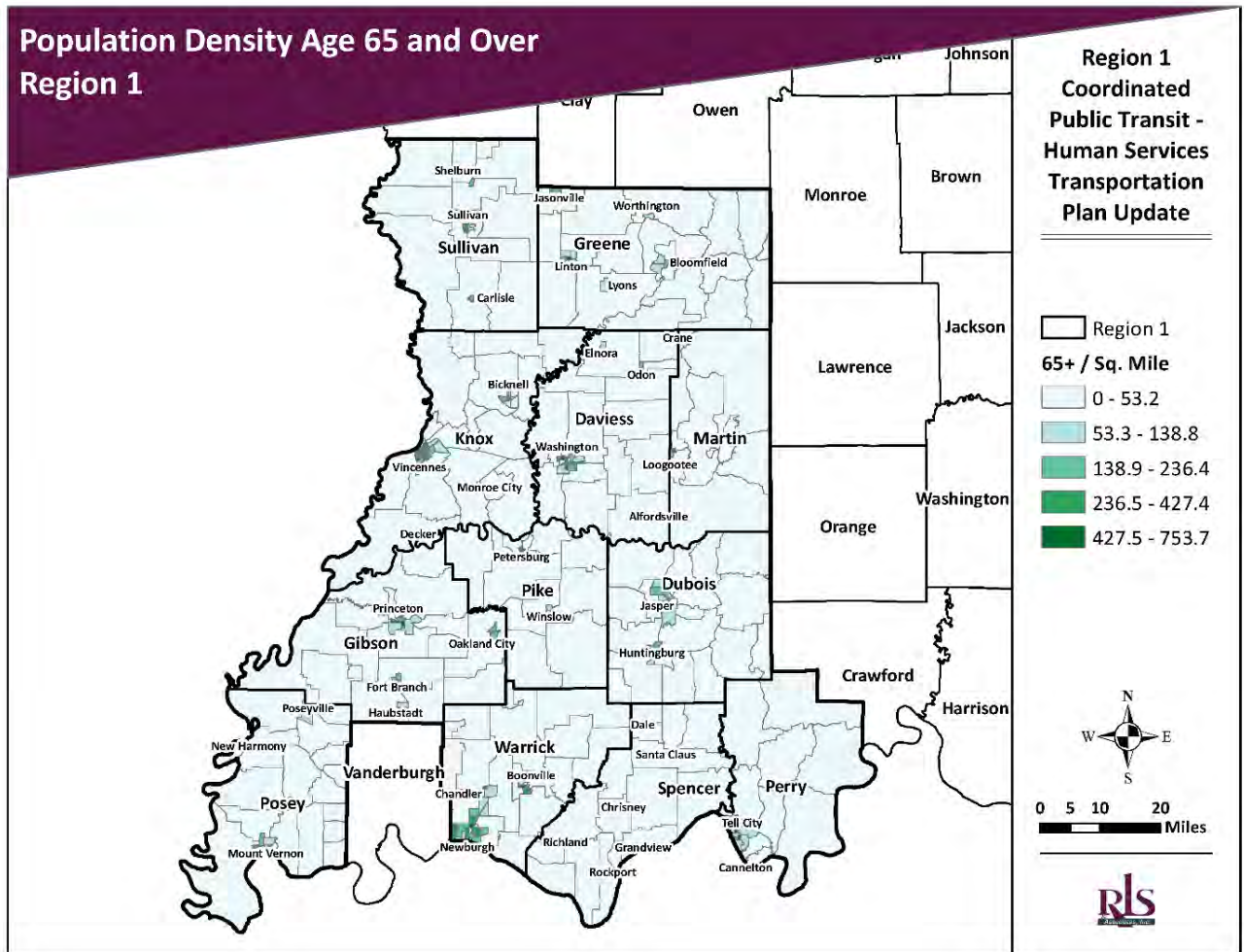
INDIVIDUALS WITH DISABILITIES

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 2019 ACS Five-Year Estimates of disability for the non-institutionalized population. Figure 4 is intended to provide a comparison of the population count of individuals with disabilities in each county within the Region. The chart identifies that the highest percent population of individuals with a disability resides in Knox County. The total disabled population estimate for Knox County is 7,025 (19 percent). Martin County has an estimated 1,859 population of individuals with a disability (18 percent), Dubois County has a 4,762-disability incidence (11 percent), and Warrick County has a 7,671-disability incidence (12 percent).

Figure 4: Disability Incidence by County
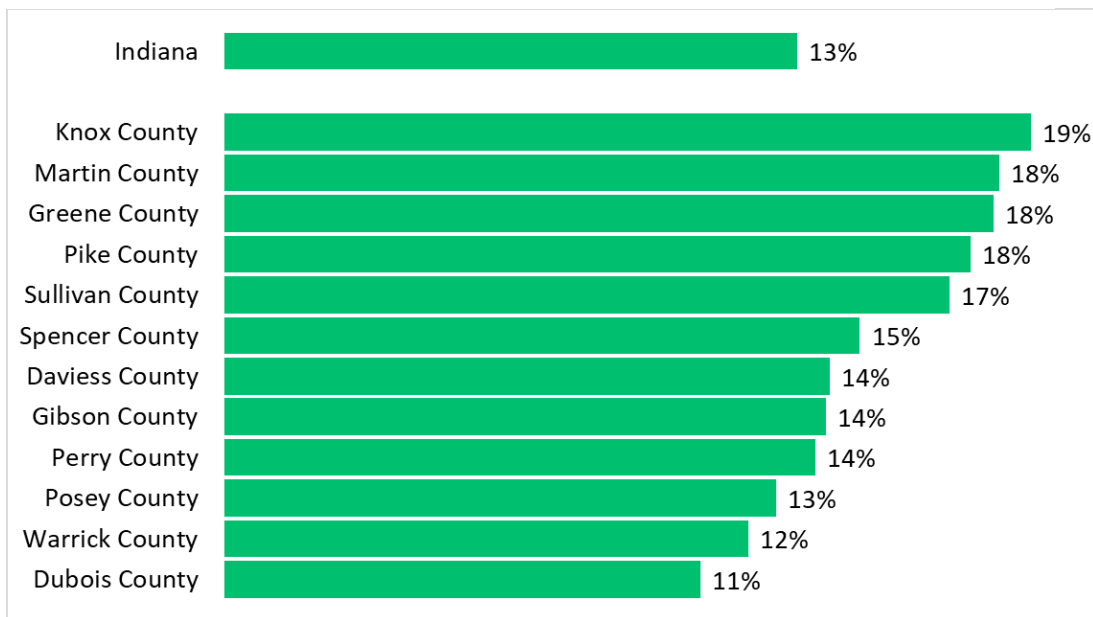
Source: 2019 ACS Five-Year Estimates

HOUSEHOLD INCOME

The household income ranges for the study area according to the 2019 ACS Five-Year Estimates can be found for each county in the County Profile section. According to the 2019 ACS Five-Year Estimates survey, there are a total of 136,650 households in Region 1. Of those households, about 28.9 percent earn less than $35,000 annually. Of the households earning less than $35,000, 9.5 percent earned between $25,000 and $34,999. Another 14.4 percent earned between $10,000 and $24,999 and about 5 percent earned less than $10,000 per year. The median household income for each area is shown in Table 1.

Table 1: Median Household Income by County

Geography	Median Household Income
Daviess County	$53,629
Dubois County	$60,666
Gibson County	$55,462
Greene County	$51,613
Knox County	$47,380
Martin County	$52,726
Perry County	$52,348
Pike County	$50,194
Posey County	$64,196
Spencer County	$57,305
Sullivan County	$50,245
Warrick County	$73,482
Indiana	$56,303

POVERTY STATUS

Figure 5 illustrates the percentage of the population in each county that is living below the poverty level. Knox County has the highest percent of population living below the poverty level with 15 percent. Greene County has the second highest percentage of population living in poverty with 14 percent, while Warrick County has the lowest with 7 percent.

Figure 5: Percent Below Poverty

County	Percent
Indiana	13%
Knox County	15%
Greene County	14%
Daviess County	12%
Pike County	11%
Martin County	11%
Perry County	11%
Sullivan County	11%
Spencer County	9%
Gibson County	9%
Dubois County	9%
Posey County	9%
Warrick County	7%
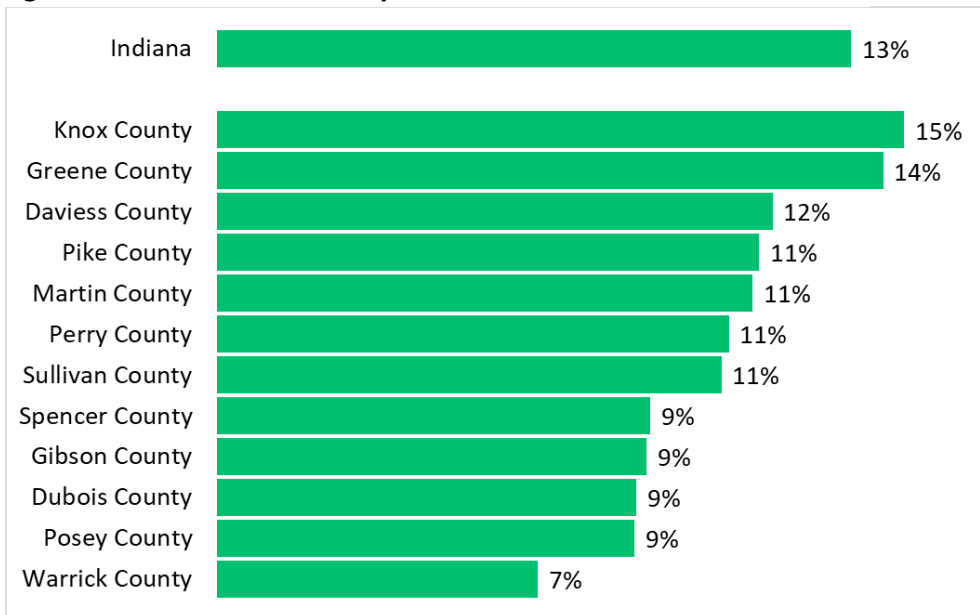
Source: 2019 ACS 5-Year Estimates

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 7,607 households in the Region that have no available vehicles. This is 5.6 percent of all households in the Region. An additional 34,849 or 25.5 percent of households in the Region have only one vehicle. The total number of vehicle availability per household in each county can be found for each county in the County Profile section.

Figure 6: Zero Vehicle Households
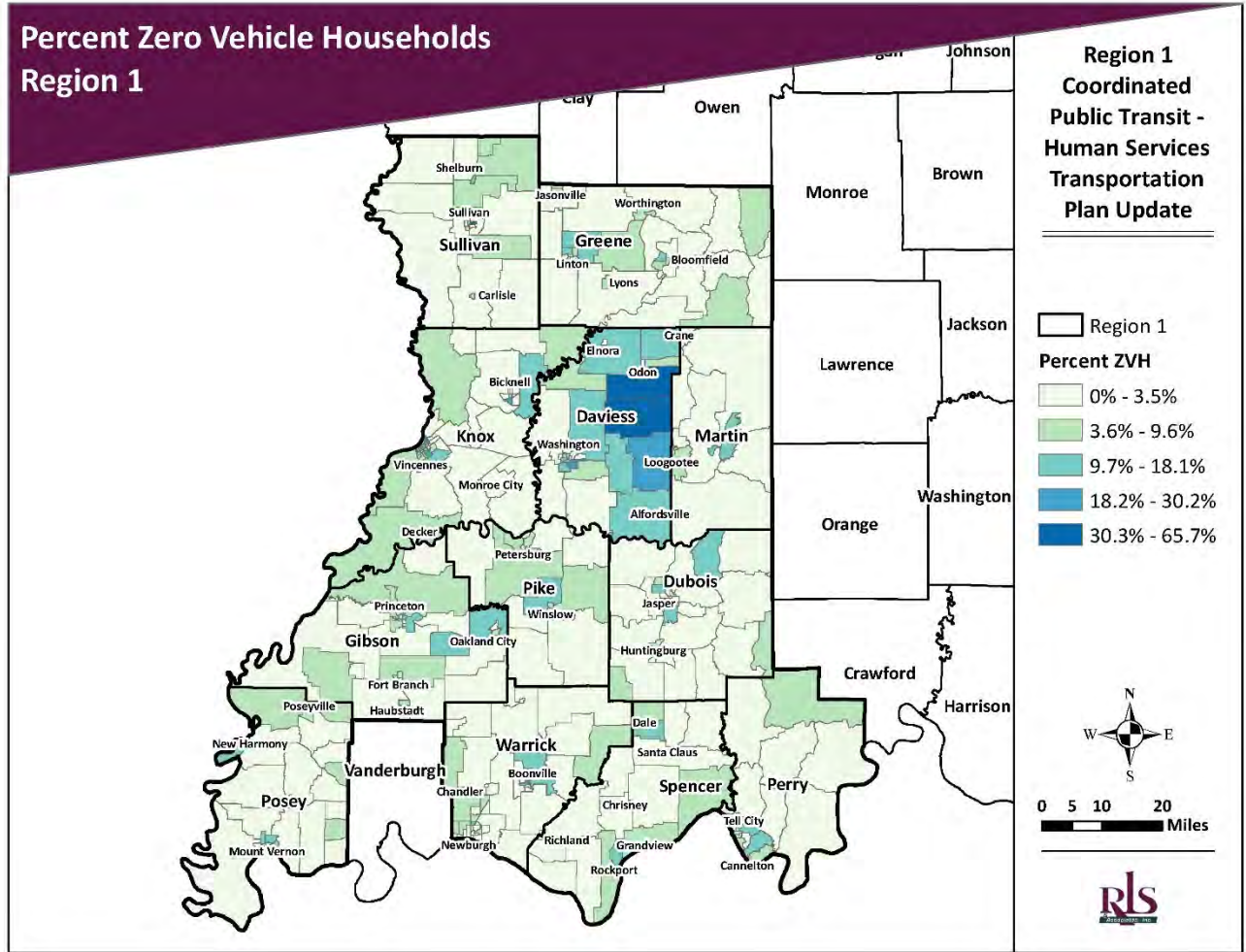
COUNTY PROFILES

Daviess County

Older Adult Population

Figure 7 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 have densities of older adults between 338.7 and 503.5 persons per square mile. Areas in Elnora and Odon have moderate densities of persons age 65 and older (43.7 to 162.2). The remainder of the county has low to very low densities of persons age 65 and older.

Figure 7: Daviess County Older Adult Population Density

Population Density Age 65 and Older
Daviess County

Region 1 Coordinated Public Transit - Human Services Transportation Plan Update

Daviess

65+ / Sq. Miles
- 1.0 - 5.9
- 6.0 - 43.6
- 43.7 - 162.2
- 162.3 - 338.6
- 338.7 - 503.5

Source: U.S. Census Bureau American Community Survey 2019 5-Year Estimates

0 1.5 3 6 Miles
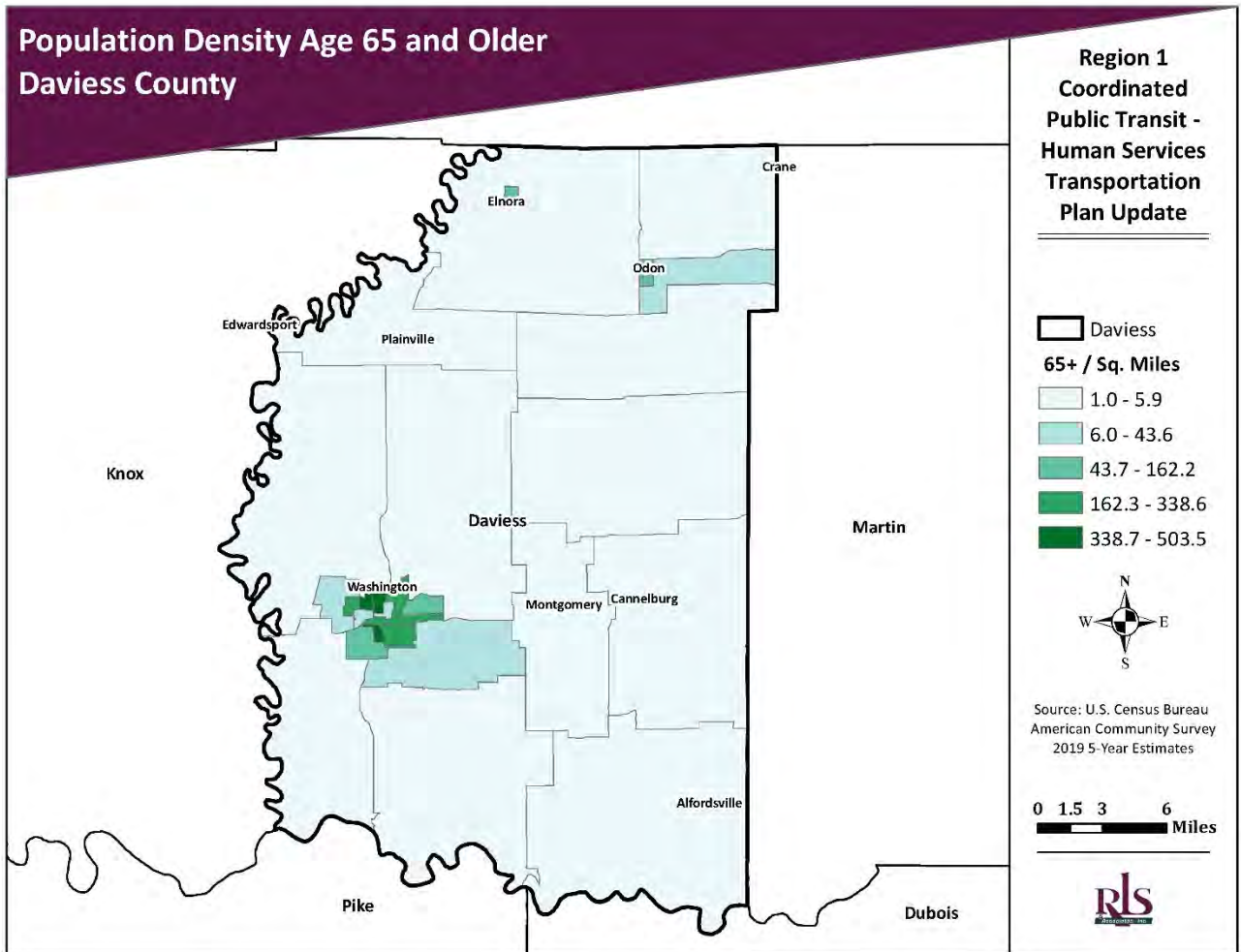
Population by Age

Figure 8 shows that the largest age cohorts for Daviess County is between the ages of 5 - 19 and 25 - 44. These two age groups are expected to be the two largest groups in Daviess County over the next 30 years. The next largest group over time is between ages 45 and 64, which is expected to steadily grow over the next 30 years along with the two age groups previously mentioned. Currently, the smallest age group in Daviess County is College Age individuals (20-24), who are expected to see minor growth between 2020 and 2050.

Figure 8: Daviess County Population by Age
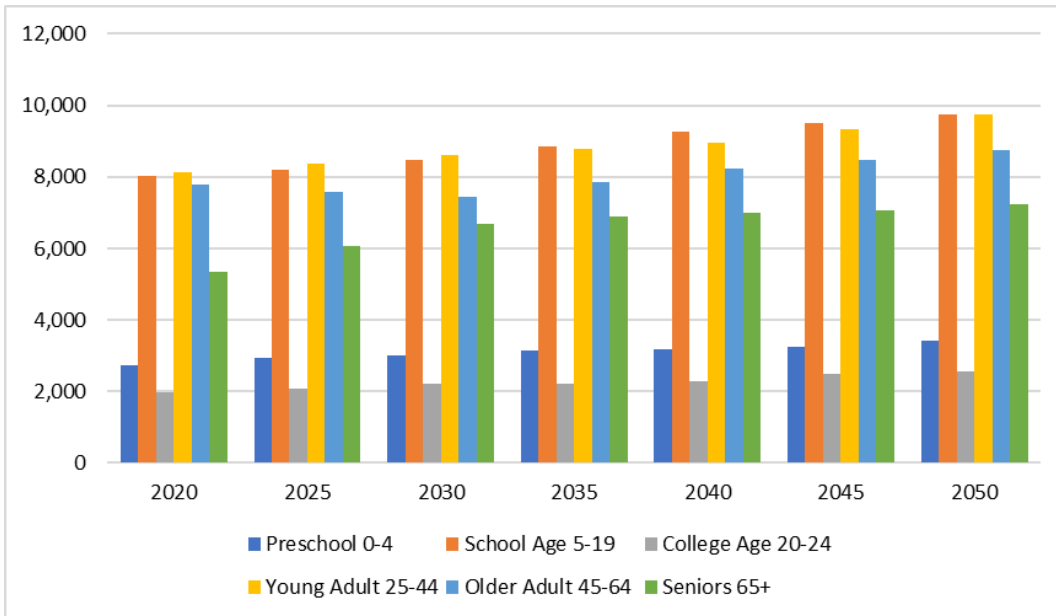
Source: 2019 ACS Five-Year Estimates

Zero Vehicle Households

Figure 9 shows the breakdown of vehicle availability by household within Daviess County. Of all households in the county, 17 percent of the households do not have a vehicle and an additional 25 percent only have one vehicle.

Figure **10** illustrates the percentage of housing units that have no available vehicle, according to 2019 ACS Five-Year Estimate data by block group. The block groups with the dark blue 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 south of Odon and around Cannelburg . Over 27.9 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 9.7 to 17.8 percent of zero vehicle households can be found in Washington, north Daviess County and southeast Daviess County. The remainder of the county has moderate to very low percentages of zero vehicle households. Many of these households are within the Amish community, who do not drive.

Figure 9: Daviess County Household Vehicle Availability

	0 Vehicles	1 Vehicle	2 Vehicles	3 Vehicles or More Per Household
Daviess County	17%	25%	30%	28%
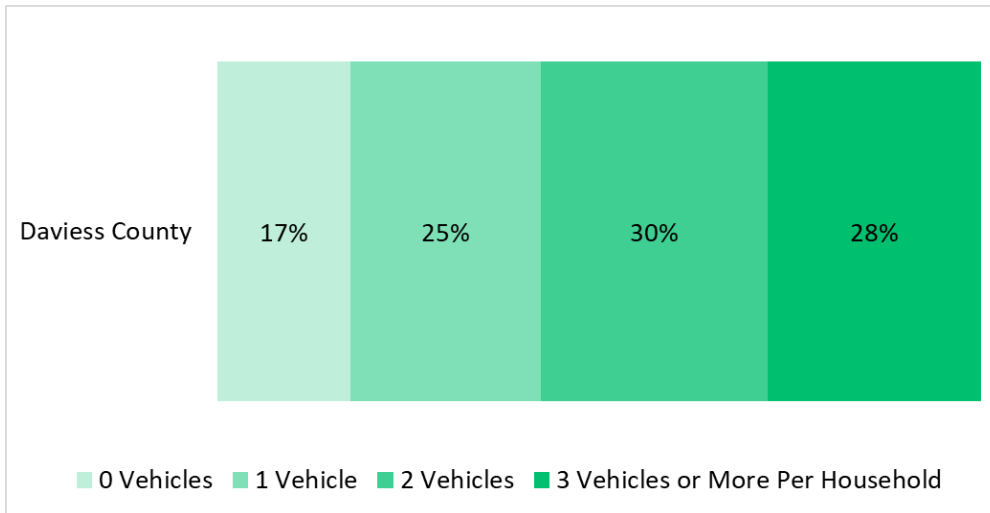
Source: 2019 ACS 5-Year Estimates

Figure 10: Daviess County Zero Vehicle Households
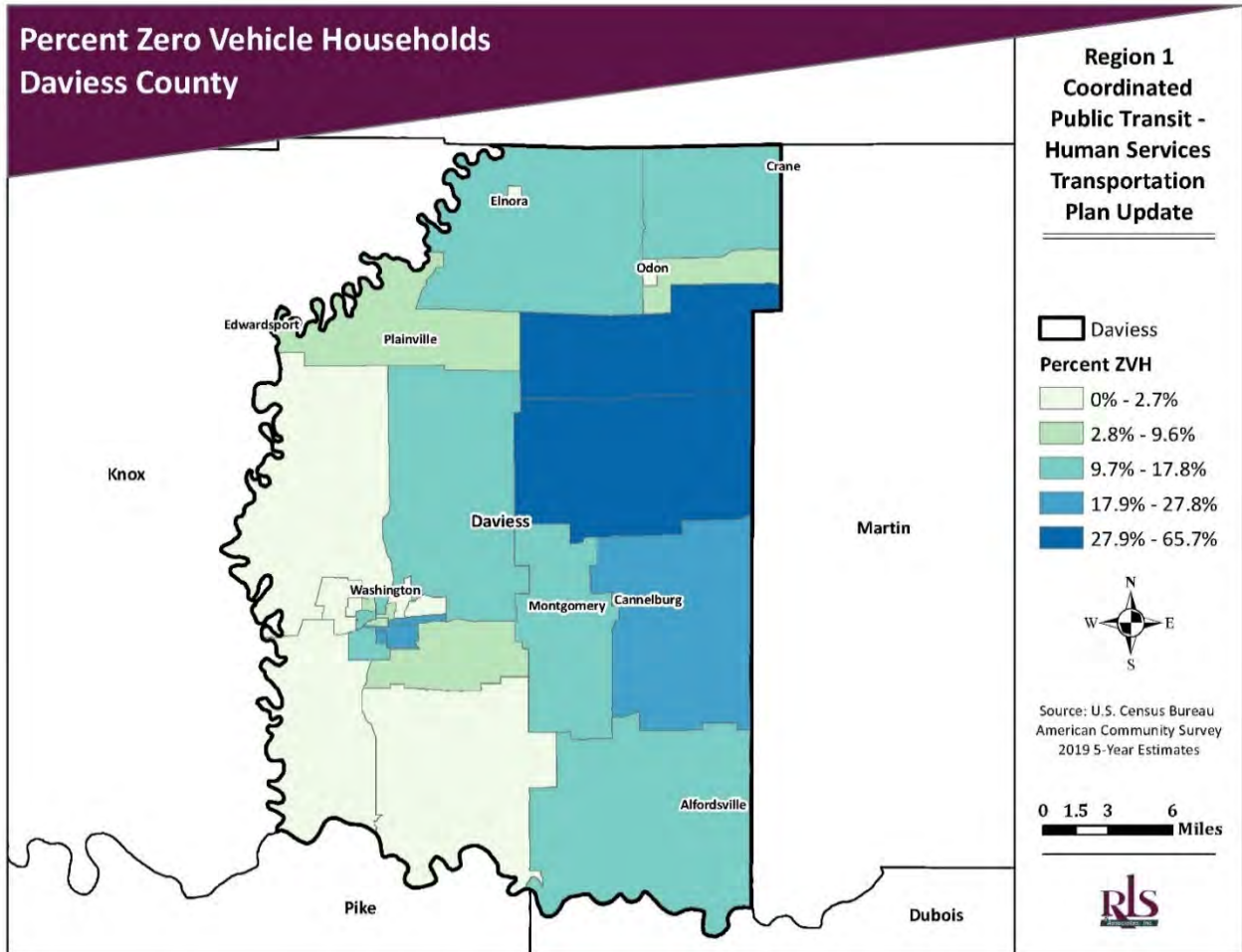
Unemployment

Daviess County's unemployment rate reached a high in 2020 of 3.8 percent, due to the COVID-19 pandemic, which matched their 2015 rate. This was much lower than that of the United States (8.1) and the State of Indiana (7.1) for 2020.

From 2015 to 2020, the unemployment rate for Daviess County paralleled the national unemployment average trend, but continually stayed lower than the U.S. rate and Indiana. Figure 11 illustrates a comparison of the unemployment rates in the county, state, and nation.

Figure 11: Daviess County Comparison of Unemployment Rates
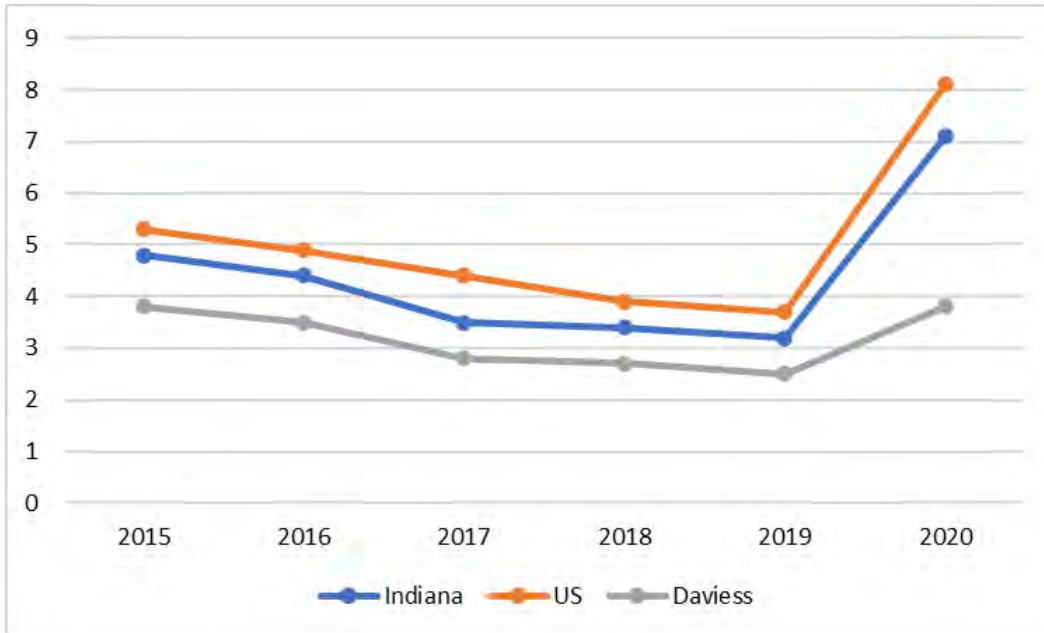
Source: STATS Indiana using Bureau of Labor Statistics Data

Household Income

Figure 12 shows the annual household income breakdown by percentage of total households in the county. Out of 11,227 households in the county, 30 percent have incomes of less than $35,000 per year. Of these households, six percent earn less than $10,000 per year.

Figure 12: Daviess County Annual Household Income

Income Range	Percentage
$200,000 or more	2%
$150,000 to $199,999	5%
$100,000 to $149,999	15%
$75,000 to $99,999	11%
$50,000 to $74,999	21%
$35,000 to $49,999	15%
$25,000 to $34,999	9%
$15,000 to $24,999	9%
$10,000 to $14,999	6%
Less than $10,000	6%
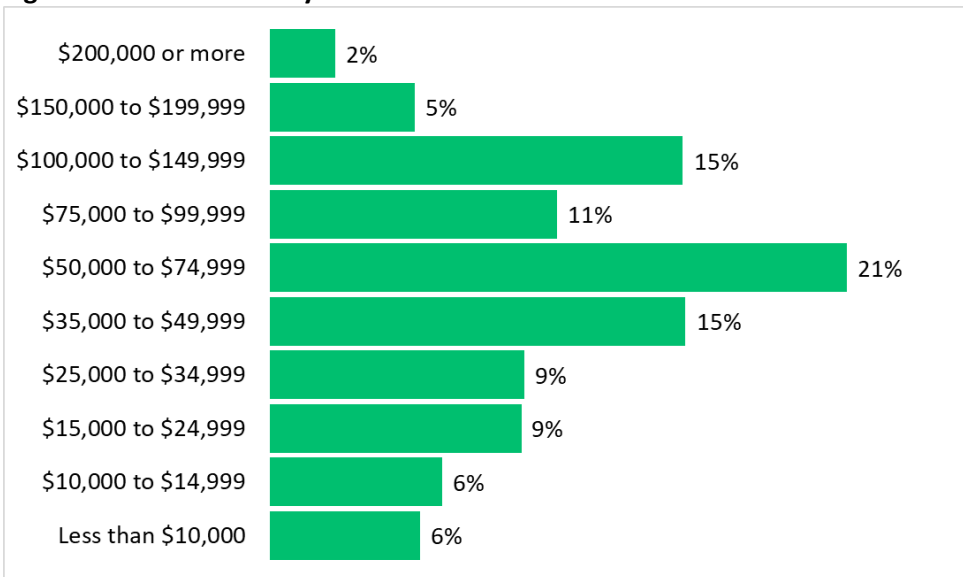
Source: 2019 ACS Five-Year Estimates

Dubois County

Older Adult Population

Figure 13 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. These block groups have densities of older adults between 207.8 and 537.2 persons per square mile. Areas in Huntingburg have moderate densities of persons age 65 and older (105.3 to 207.7). The remainder of the county has low to very low densities of persons age 65 and older.

Figure 13: Dubois County Older Adult Population Density
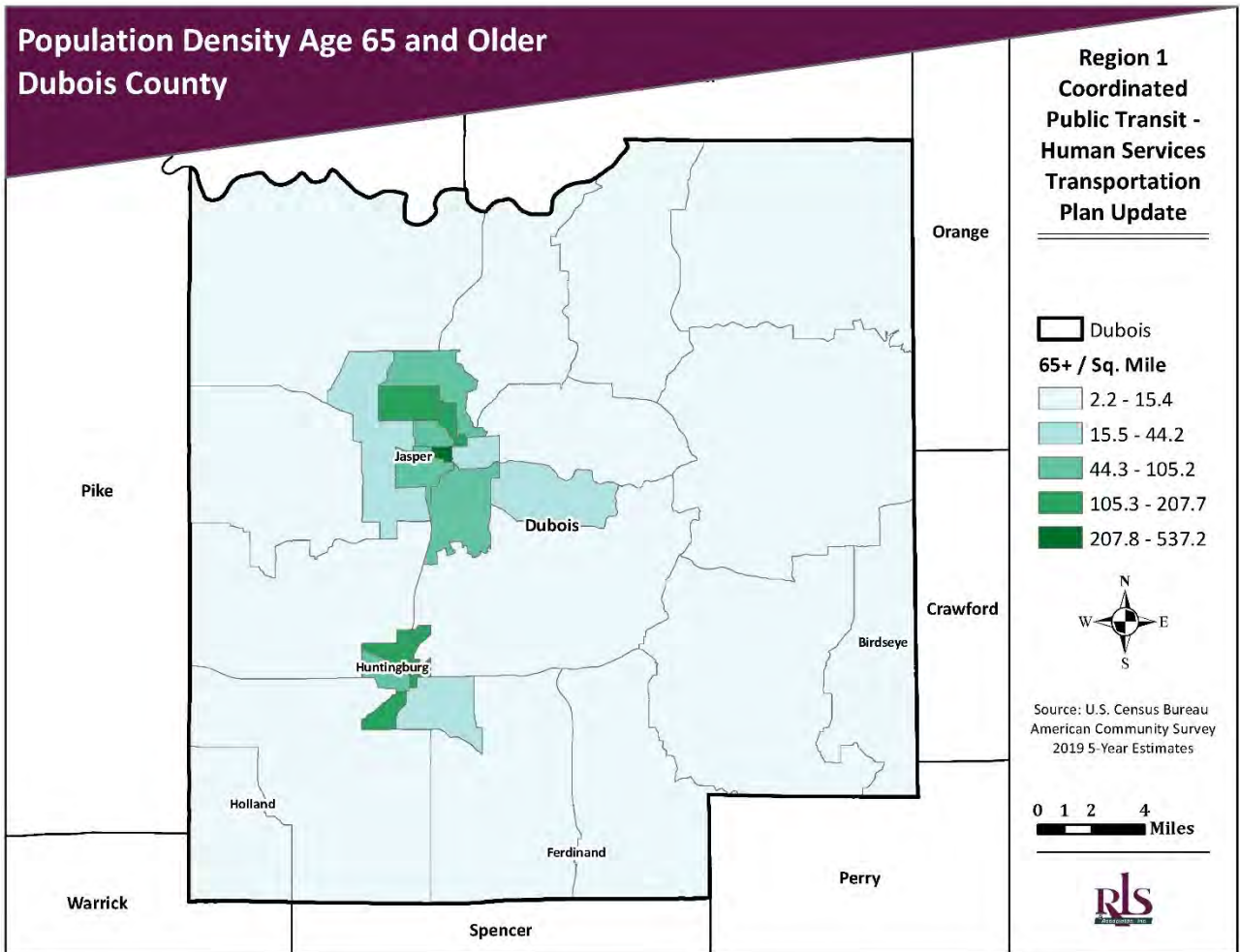
Population by Age

Figure 14 shows that the largest age cohort for Dubois County are Older Adults between the ages of 45 and 64. This age group is expected to fluctuate and be still be one of the largest groups in Dubois County by 2050. While not being one of the larger groups in 2020, the Seniors (65+) group is expected to grow and go from being the fourth largest age group in 2020 to the second largest in 2050. Currently, the smallest age group in Dubois County is College Age individuals (20-24), who are expected to see little to no change between 2020 and 2050.

Figure 14: Dubois County Population by Age
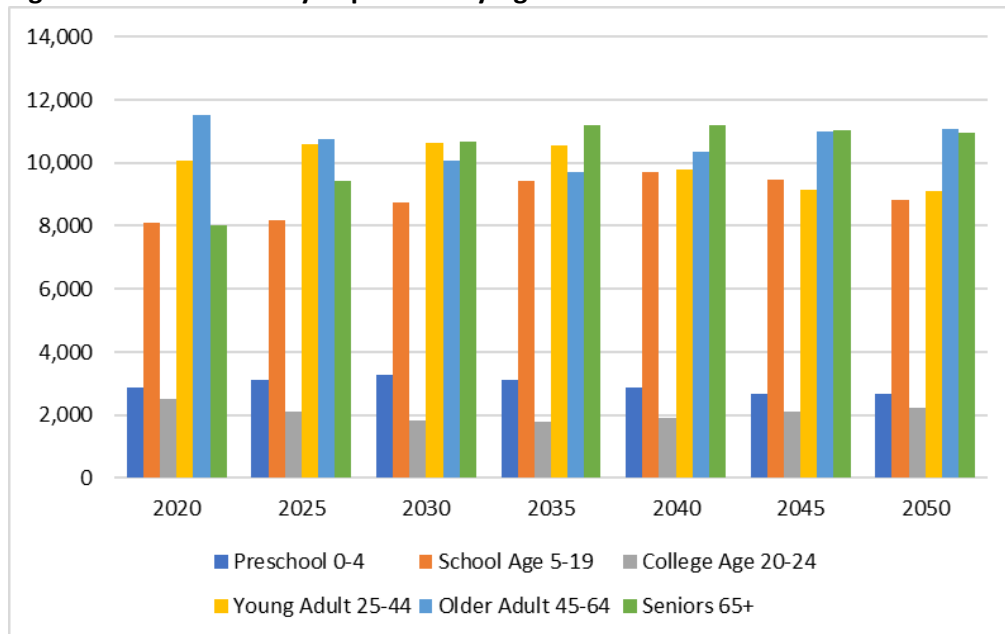
Source: STATS Indiana using Bureau of Labor Statistics Data

Zero Vehicle Households

Figure 15 shows the breakdown of vehicle availability by household within Dubois County. Of all households in the county, only four percent of the households do not have a vehicle and an additional 24 percent only have one vehicle.

Figure 16 illustrates the percentage of housing units that have no available vehicle, according to 2019 ACS Five-Year Estimate data by block group. The block groups with the dark blue 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 Jasper and in Huntingburg. Over 12.2 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 7.7 to 12.1 percent of zero vehicle households can be found in Jasper, Birdseye, and north Dubois County. The remainder of the county has moderate to very low percentages of zero vehicle households.

Figure 15: Dubois County Household Vehicle Availability

| Dubois County | 4% | 24% | 38% | 34% |

■ 0 Vehicles ■ 1 Vehicle ■ 2 Vehicles ■ 3 Vehicles or More Per Household
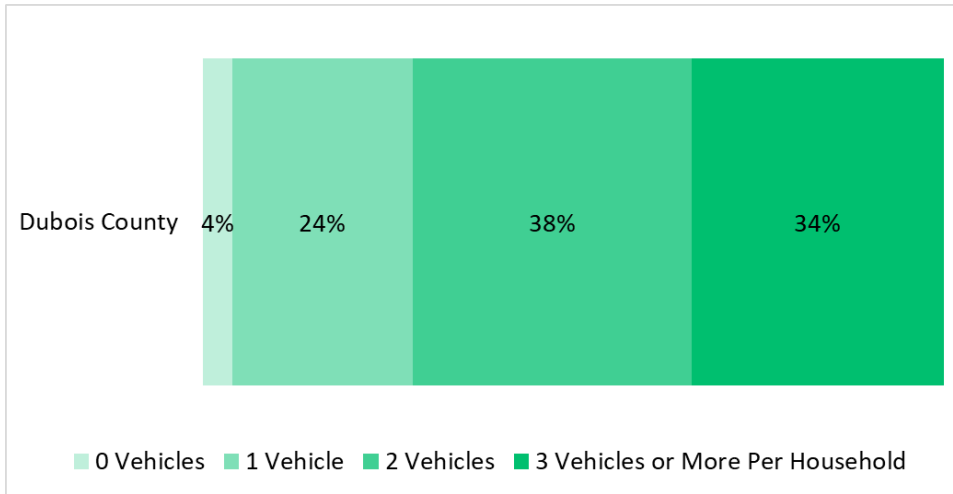
Source: 2019 ACS 5-Year Estimates

Figure 16: Dubois County Zero Vehicle Households
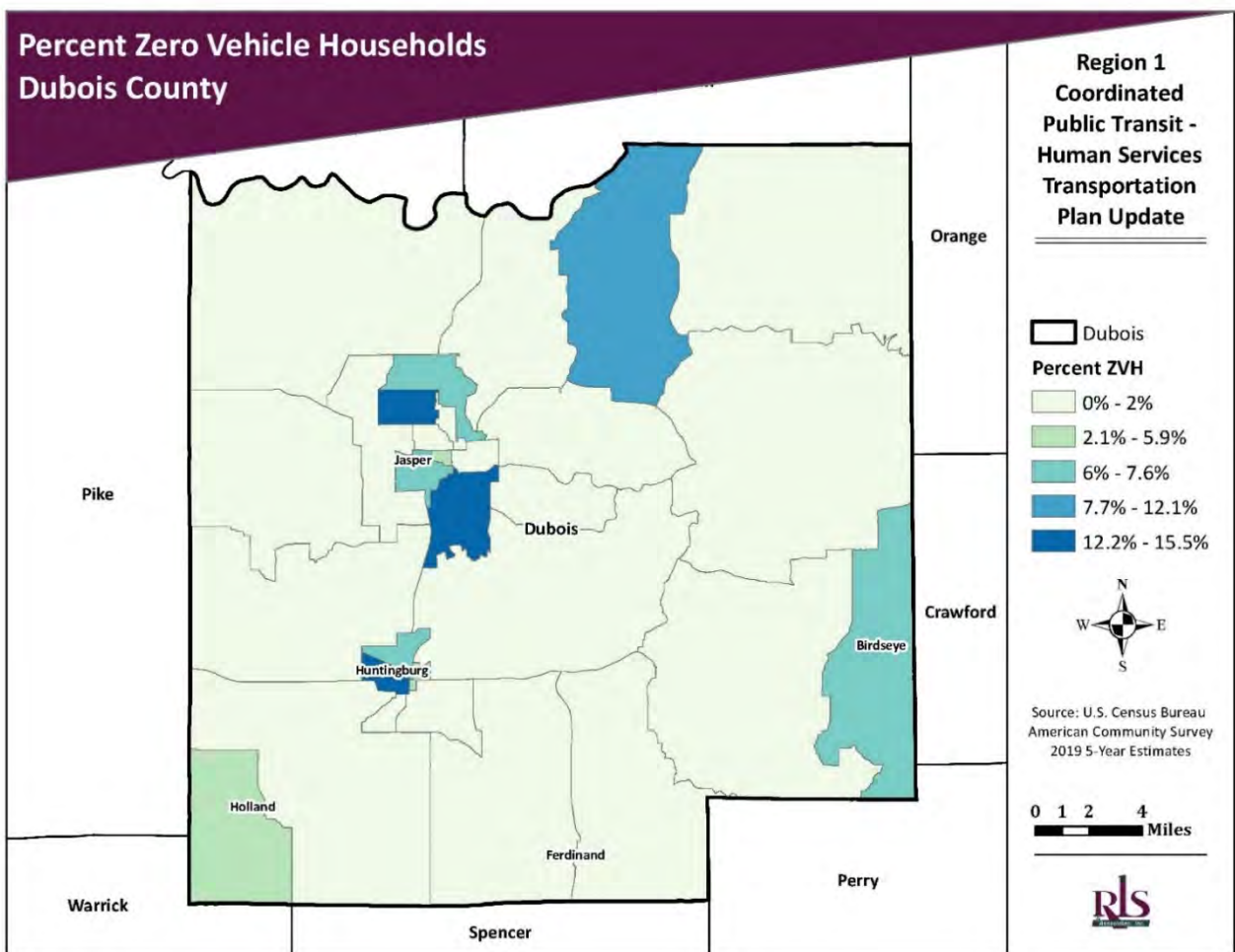
Unemployment

Dubois County's unemployment rate reached a high in 2020 of 4.5 percent, due to the COVID-19 pandemic. This was well lower than that of the United States (8.1) and the State of Indiana (7.1) for 2020.

From 2015 to 2020, the unemployment rate for Dubois County paralleled the national unemployment average trend, but continually stayed lower than the U.S. and Indiana rate. Figure 17 illustrates a comparison of the unemployment rates in the county, state, and nation.

Figure 17: Dubois County Comparison of Employment Rates
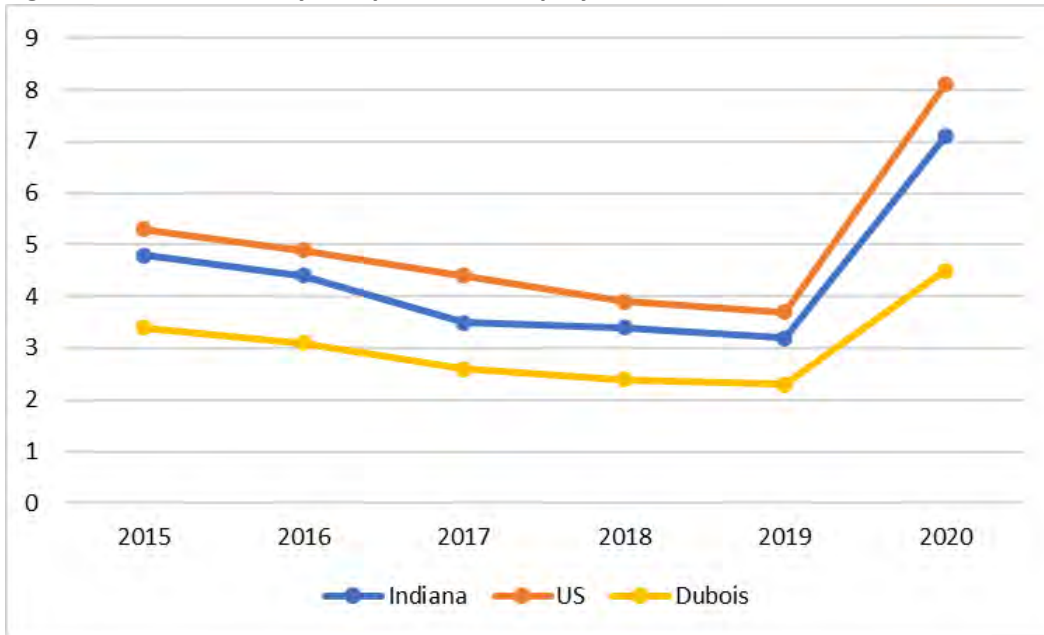
Source: STATS Indiana using Bureau of Labor Statistics Data

Household Income

Figure 18 shows the annual household income breakdown by percentage of total households in the county. Out of 16,893 households in the county, 26 percent of have incomes of less than $35,000 per year. Of these households, five percent earn less than $10,000 per year.

Figure 18: Dubois County Annual Household Income

Income Range	Percent
$200,000 or more	3%
$150,000 to $199,999	5%
$100,000 to $149,999	16%
$75,000 to $99,999	15%
$50,000 to $74,999	21%
$35,000 to $49,999	13%
$25,000 to $34,999	10%
$15,000 to $24,999	7%
$10,000 to $14,999	4%
Less than $10,000	5%
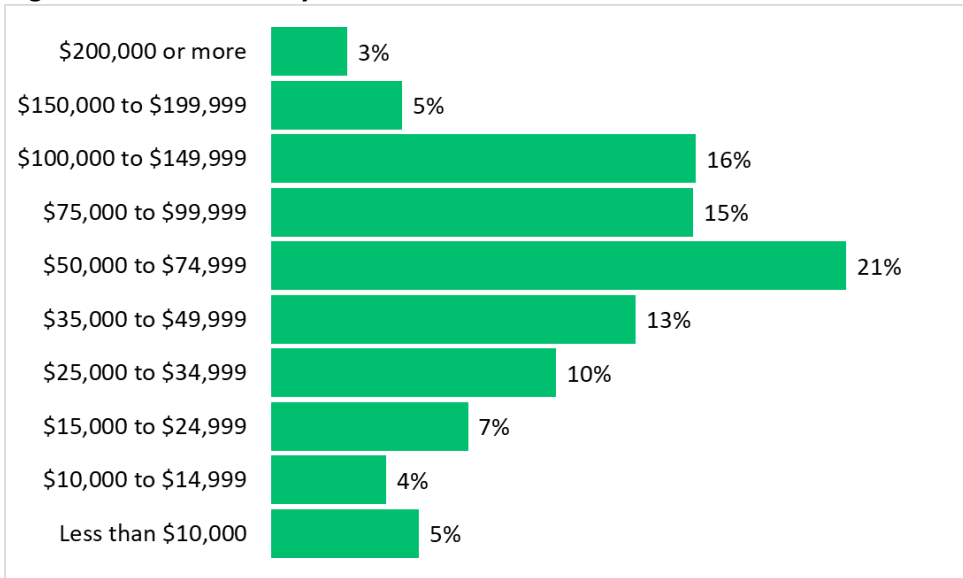
Source: 2019 ACS Five-Year Estimates

Gibson County

Older Adult Population

Figure 19 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. These block groups have densities of older adults between 236.5 and 567 persons per square mile. Areas in Fort Branch and Oakland City have moderate densities of persons age 65 and older (108.7 to 236.4). The remainder of the county has low to very low densities of persons age 65 and older.

Figure 19: Gibson County Older Adult Population
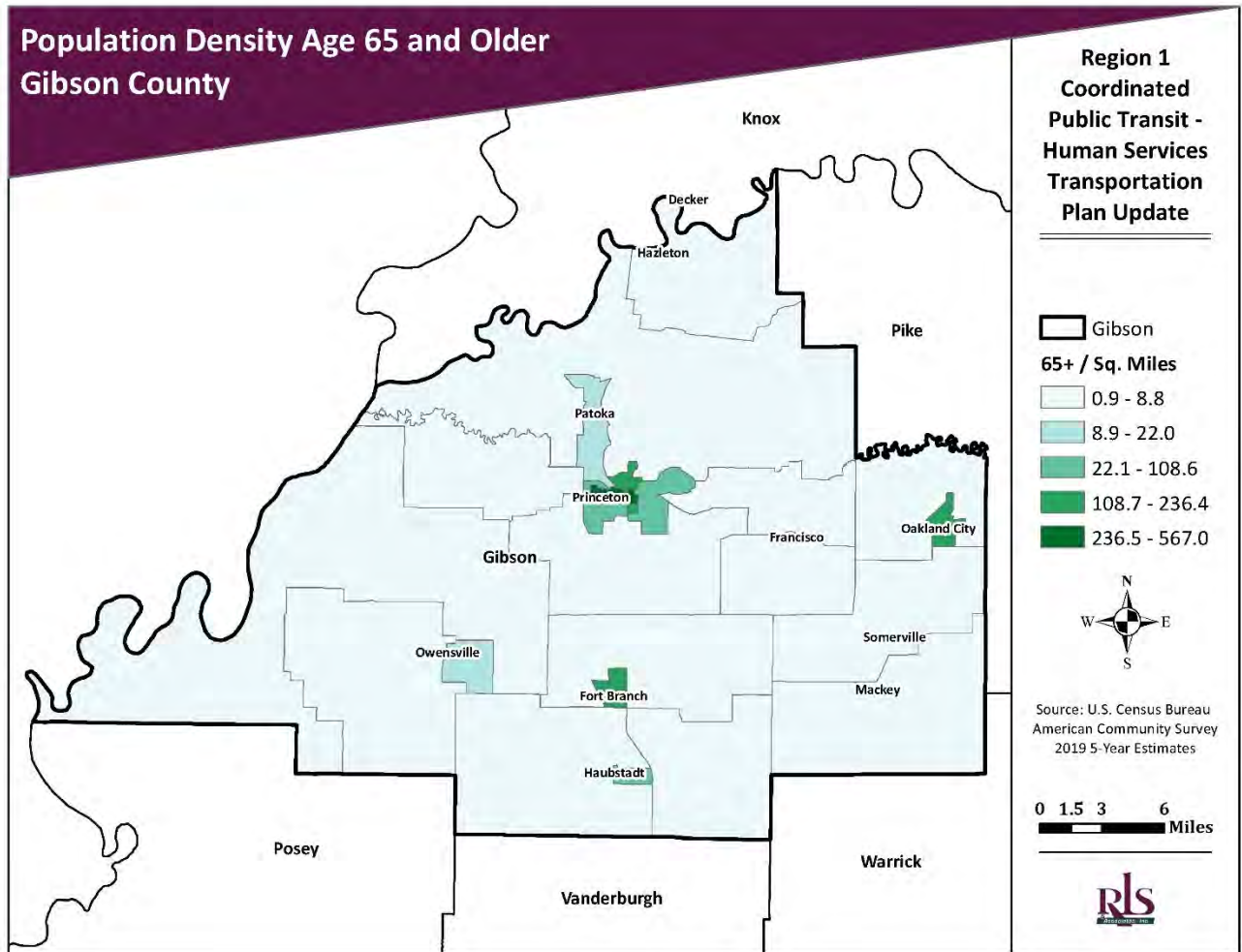
Population by Age

Figure 20 shows that the largest age cohort for Gibson County is Older Adults between the ages of 45 and 64. This age group, while expected to decrease in size over the next 30 years, is projected to continue being the largest age group in Gibson County. The next largest group over time is Young Adults between ages 25 and 44, which is expected to see little to no change in size over the next 30 years. Currently, the smallest age group in Gibson County is College Age individuals (20-24), who are also not expect to see much change between 2020 and 2050.

Figure 20: Gibson County Population by Age
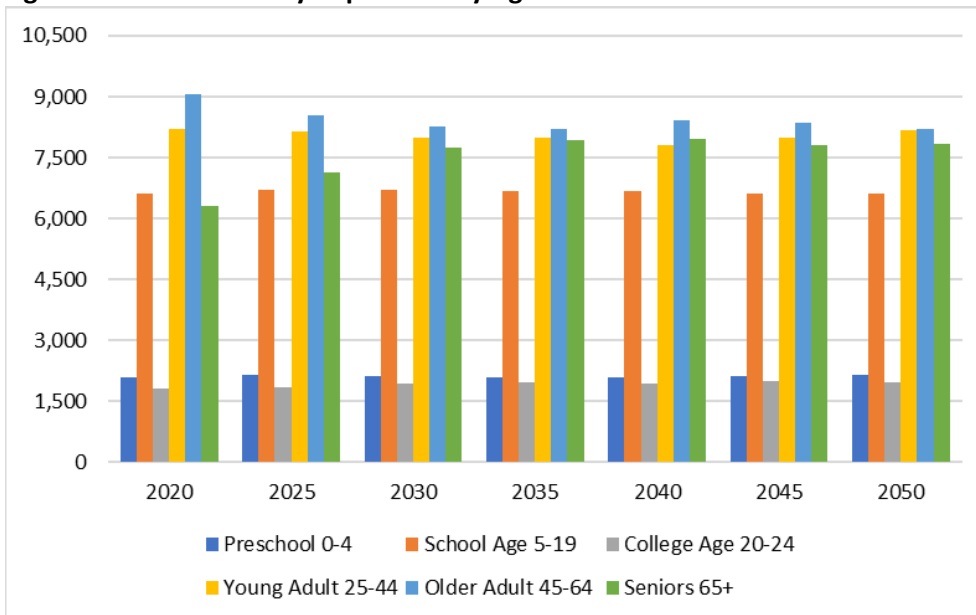
Source: STATS Indiana using Bureau of Labor Statistics Data

Zero Vehicle Households

Figure 21 shows the breakdown of vehicle availability by household within Gibson County. Of all households in the county, only five percent of the households do not have a vehicle and an additional 26 percent only have one vehicle.

Figure 22 illustrates the percentage of housing units that have no available vehicle, according to 2019 ACS Five-Year Estimate data by block group. The block groups with the dark blue 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 near Princeton, Francisco, and Oakland City. Over 9.5 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 7.1 to 9.4 percent of zero vehicle households can be found in Princeton and Oakland City. The remainder of the county has moderate to very low percentages of zero vehicle households.

Figure 21: Gibson County Household Vehicle Availability

| Gibson County | 5% | 26% | 37% | 33% |

■ 0 Vehicles ■ 1 Vehicle ■ 2 Vehicles ■ 3 Vehicles or More Per Household
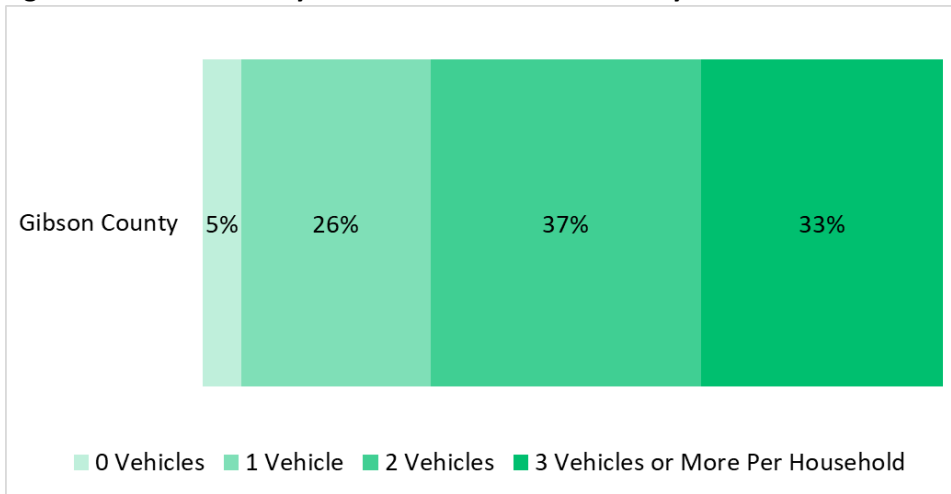
Source: 2019 ACS 5-Year Estimates

Figure 22: Gibson County Zero Vehicle Households

Percent Zero Vehicle Households
Gibson County

Region 1 Coordinated Public Transit - Human Services Transportation Plan Update

Gibson

Percent ZVH

- 0% - 1.2%
- 1.3% - 3.5%
- 3.6% - 7%
- 7.1% - 9.4%
- 9.5% - 15.3%

Source: U.S. Census Bureau American Community Survey 2019 5-Year Estimates

0 1.5 3 6 Miles
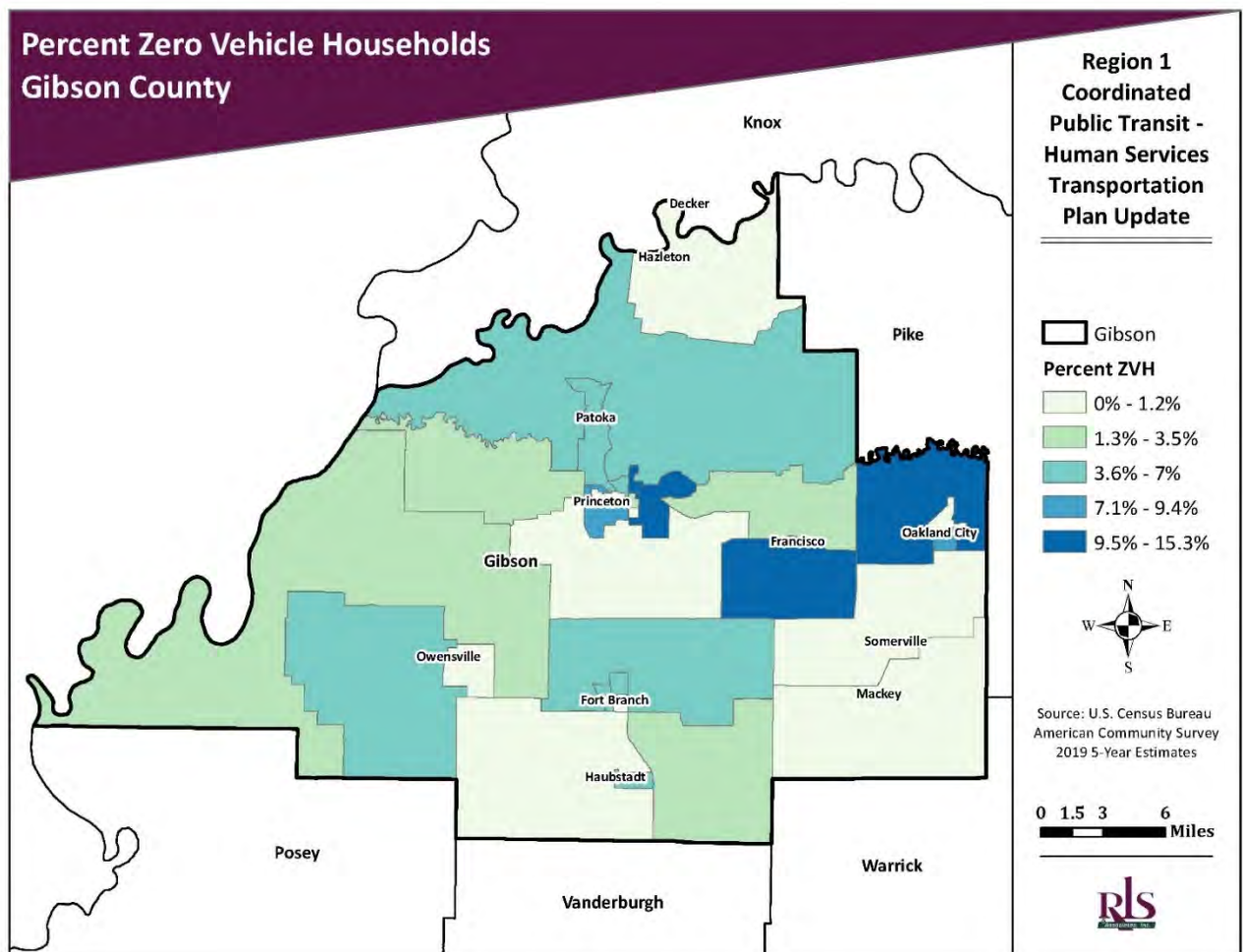
Unemployment

Gibson County's unemployment rate reached a high in 2020 of 6.2 percent, due to the COVID-19 pandemic. This was lower than that of the United States (8.1) and the State of Indiana (7.1) for 2020.

From 2015 to 2020, the unemployment rate for Gibson County paralleled the national unemployment average trend, but continually stayed lower than the U.S. and Indiana rate. Figure 23 illustrates a comparison of the unemployment rates in the county, state, and nation.

Figure 23: Gibson County Comparison of Unemployment Rates
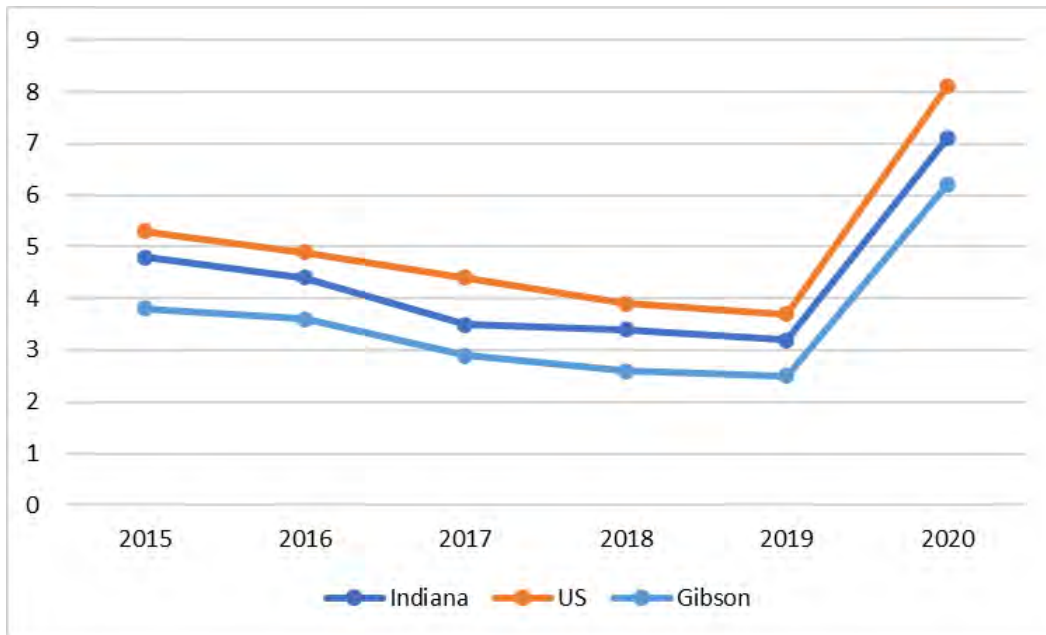
Source: STATS Indiana using Bureau of Labor Statistics Data

Household Income

Figure 24 shows the annual household income breakdown by percentage of total households in the county. Out of 13,340 households in the county, 28 percent have incomes of less than $35,000 per year. Of these households, four percent earn less than $10,000 per year.

Figure 24: Gibson County Annual Household Income

Income Range	Percentage
$200,000 or more	3%
$150,000 to $199,999	5%
$100,000 to $149,999	13%
$75,000 to $99,999	15%
$50,000 to $74,999	20%
$35,000 to $49,999	17%
$25,000 to $34,999	9%
$15,000 to $24,999	10%
$10,000 to $14,999	5%
Less than $10,000	4%
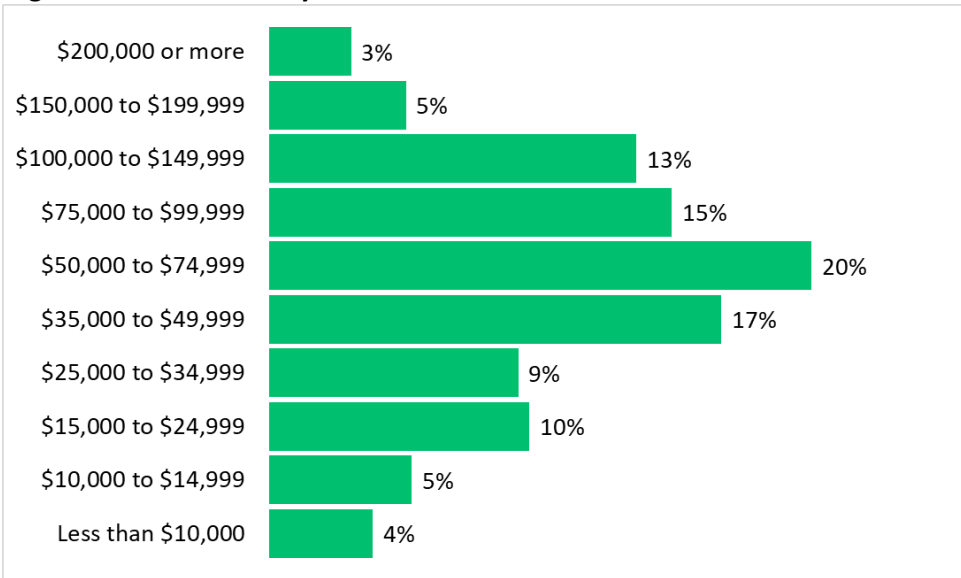
Source: 2019 ACS Five-Year Estimates

Greene County

**Older Adult Population**

Figure 25 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. These block groups have densities of older adults between 172.2 and 633.7 persons per square mile. Areas in Jasonville, Worthington, and Bloomfield have moderate densities of persons age 65 and older (118.8 to 172.1). The remainder of the county has low to very low densities of persons age 65 and older.

Figure 25: Greene County Older Adult Population Density
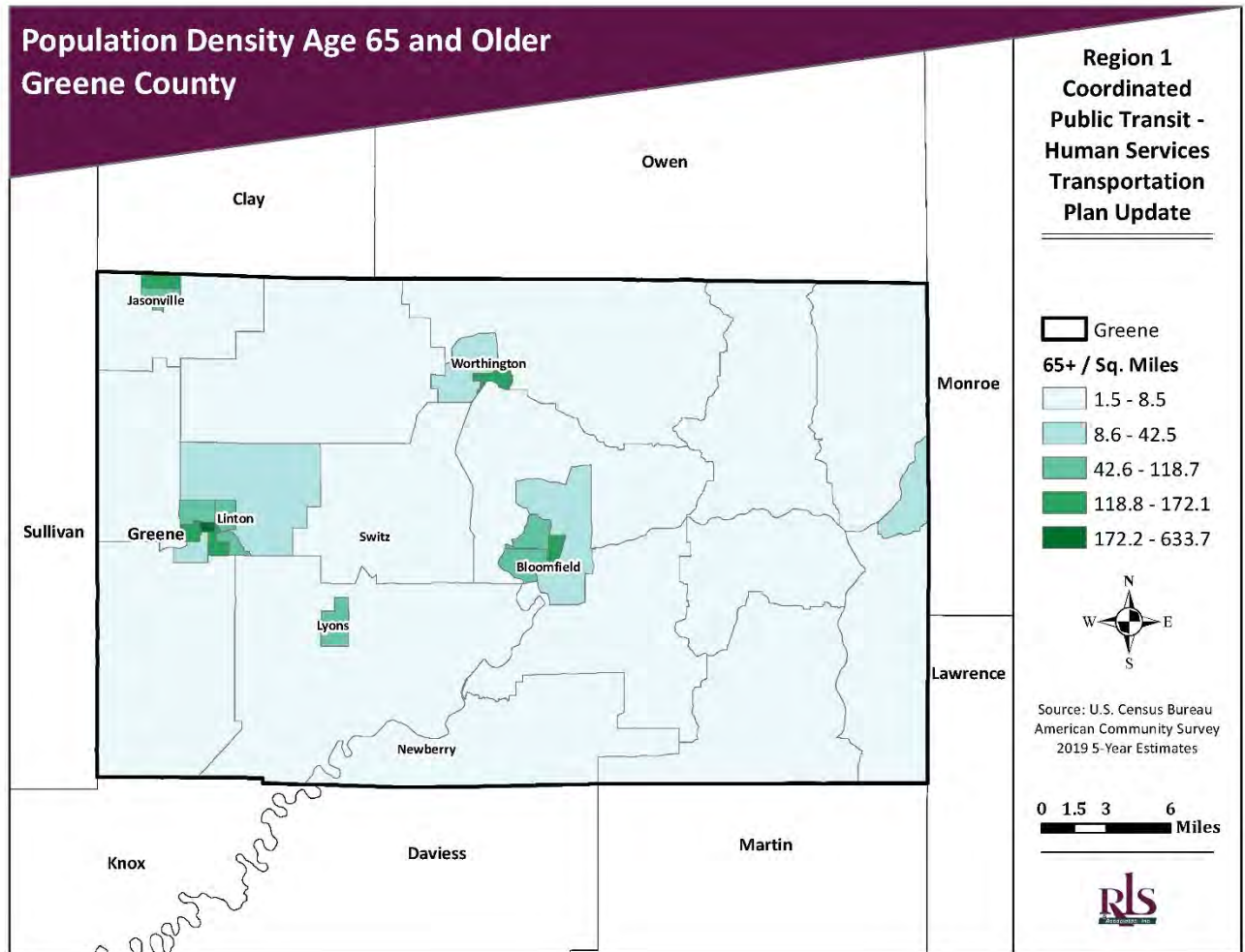
Population by Age

Figure 26 shows that the largest age cohort for Greene County are Older Adults between the ages of 45 and 64. This age group is expected to continually decrease over the next 30 years but still the largest group in Greene County by 2050. While not being one of the larger groups in 2020, the Seniors (65+) group is expected to grow and go from being the third largest age group in 2020 to the second largest in 2050. The next largest group over time is between ages 25 and 44, which is expected to steadily decrease over the next 30 years along with the two age groups previously mentioned. Currently, the smallest age group in Greene County is College Age individuals (20-24), who are expected to see little to no change between 2020 and 2050.

Figure 26: Greene County Population by Age
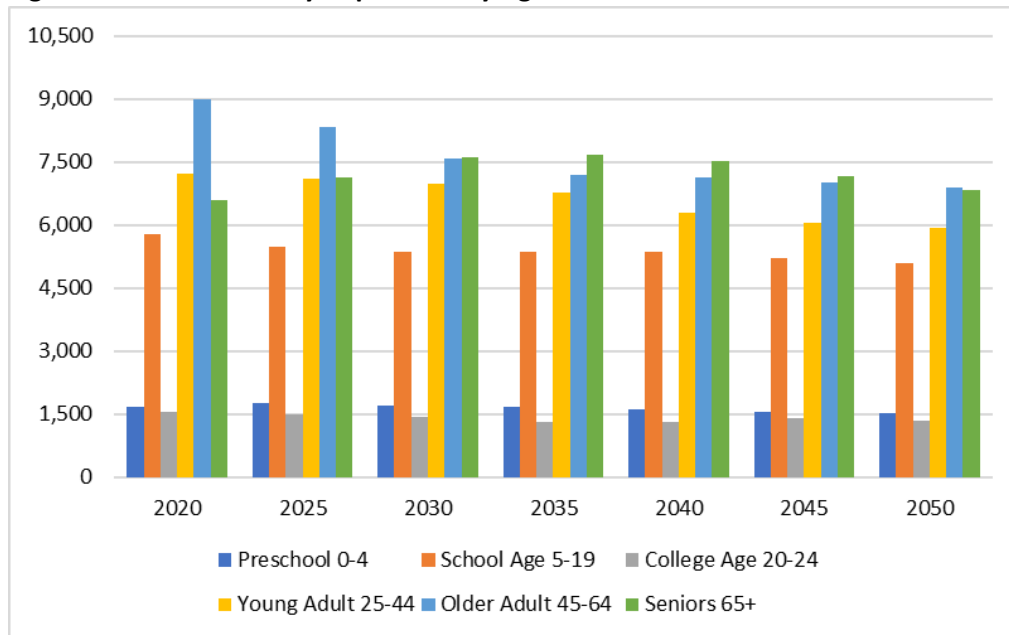
Source: STATS Indiana using Bureau of Labor Statistics Data

Zero Vehicle Households

Figure 27 shows the breakdown of vehicle availability by household within Greene County. Of all households in the county, only five percent of the households do not have a vehicle and an additional 25 percent only have one vehicle.

Figure 28 illustrates the percentage of housing units that have no available vehicle, according to 2019 ACS Five-Year Estimate data by block group. The block groups with the dark blue 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 Linton and Bloomfield. Over 9.2 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 5.8 to 9.1 percent of zero vehicle households can be found in Jasonville, Worthington, Bloomfield, and eastern Greene County. The remainder of the county has moderate to very low percentages of zero vehicle households.

Figure 27: Greene County Household Vehicle Availability

| Greene County | 5% | 25% | 36% | 34% |

■ 0 Vehicles ■ 1 Vehicle ■ 2 Vehicles ■ 3 Vehicles or More Per Household
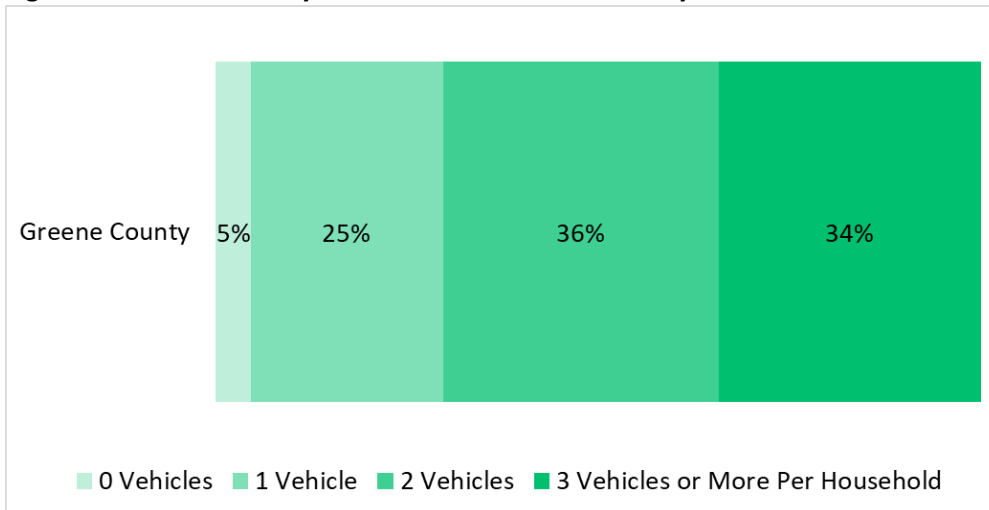
Source: 2019 ACS 5-Year Estimates

Figure 28: Greene County Zero Vehicle Households
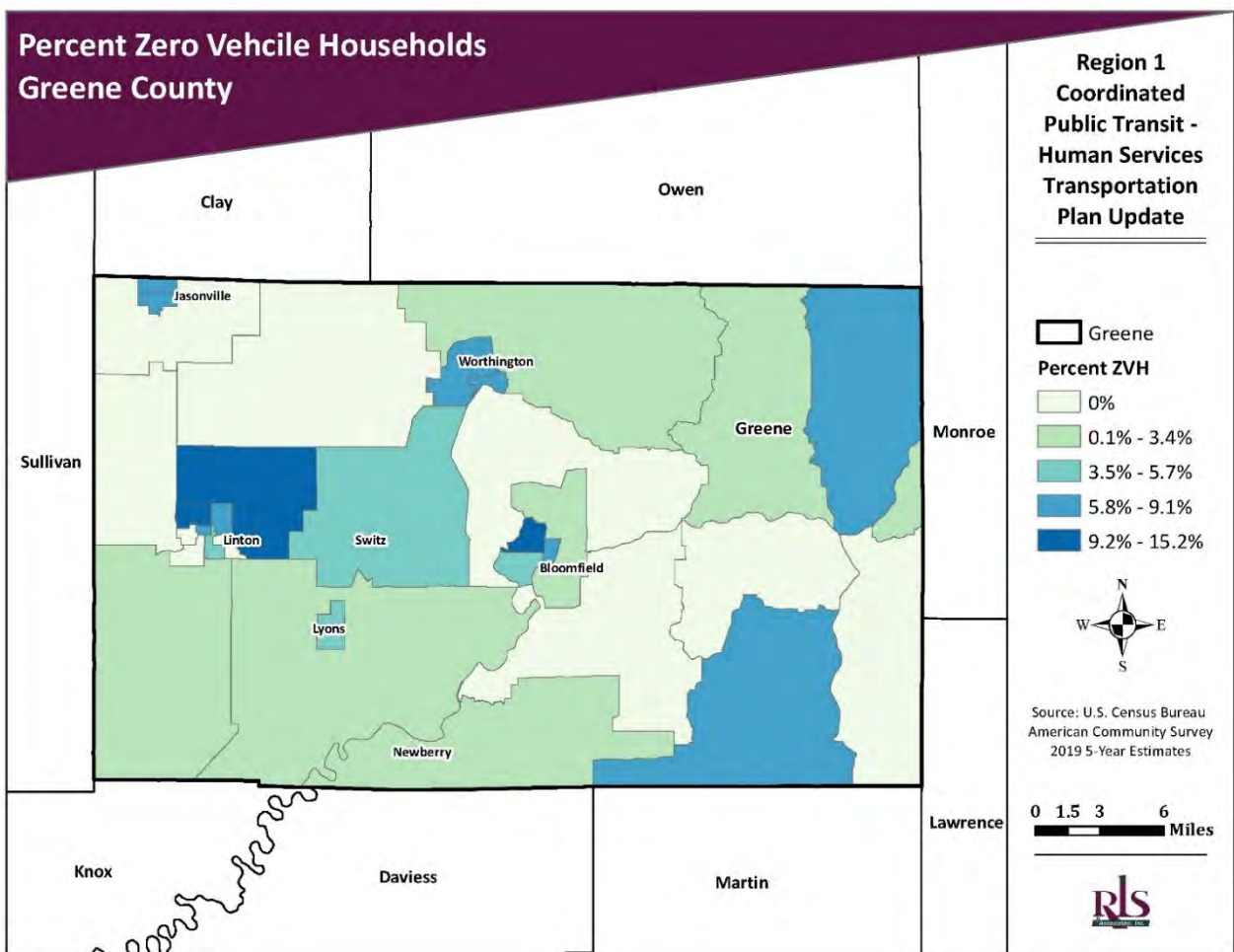
Unemployment

Greene County's unemployment rate reached a high in 2015 at 6.8 percent, which was higher than the unemployment rate in 2020 (6.2) during the COVID-19 pandemic. The county's 2015 rate was higher than that of the United States (5.3) and the State of Indiana (4.8).

From 2015 to 2020, the unemployment rate for Greene County paralleled the national unemployment average trend, but continually stayed higher than the U.S. and Indiana rate until 2020. Figure 29 illustrates a comparison of the unemployment rates in the county, state, and nation.

Figure 29: Greene County Comparison of Unemployment Rates
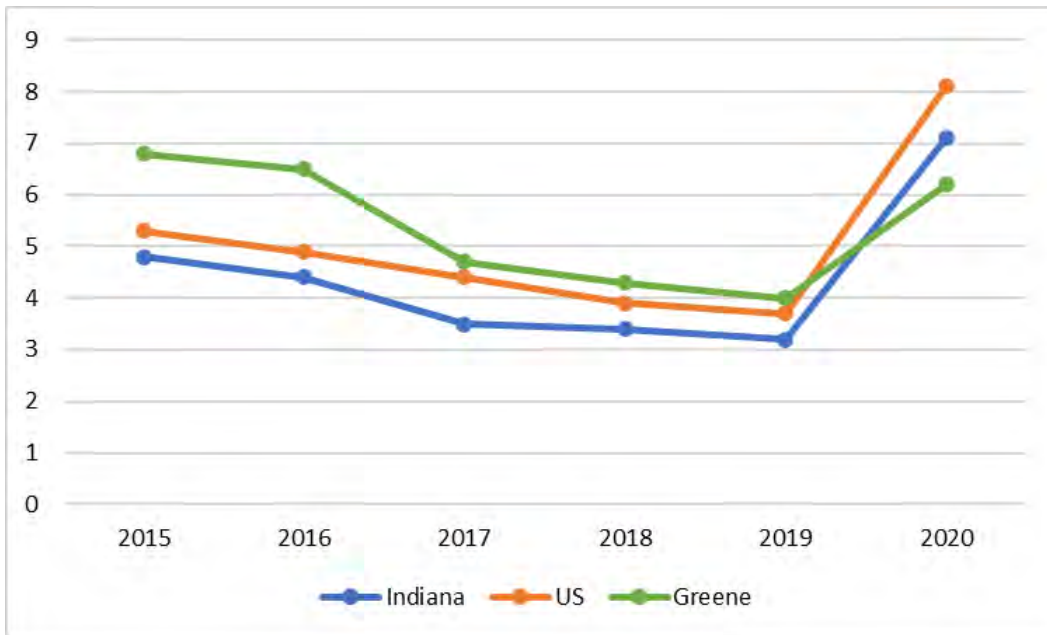
Source: STATS Indiana using Bureau of Labor Statistics Data

Household Income

Figure 30 shows the annual household income breakdown by percentage of total households in the county. Out of 12,781 households in the county, 36 percent have incomes of less than $35,000 per year. Of these households, six percent earn less than $10,000 per year.

Figure 30: Greene County Annual Household Income

Income Range	Percentage
$200,000 or more	2%
$150,000 to $199,999	3%
$100,000 to $149,999	13%
$75,000 to $99,999	14%
$50,000 to $74,999	21%
$35,000 to $49,999	13%
$25,000 to $34,999	12%
$15,000 to $24,999	12%
$10,000 to $14,999	6%
Less than $10,000	6%
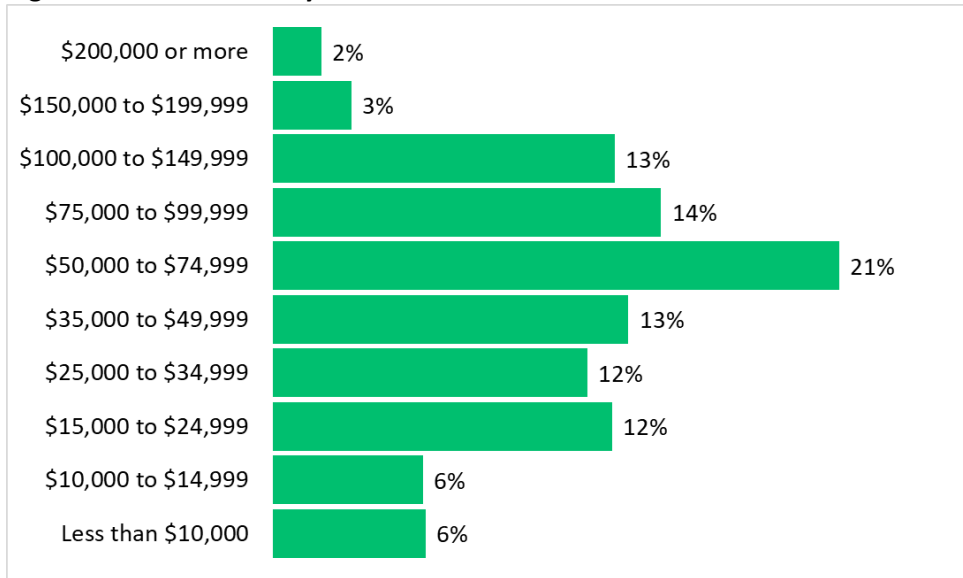
Source: 2019 ACS Five-Year Estimates

Knox County

Older Adult Population

Figure 31 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. These block groups have densities of older adults between 421.9 and 717.2 persons per square mile. Areas in Vincennes and Bicknell have moderate densities of persons age 65 and older (229 to 421.8). The remainder of the county has low to very low densities of persons age 65 and older.

Figure 31: Knox County Older Adult Population Density
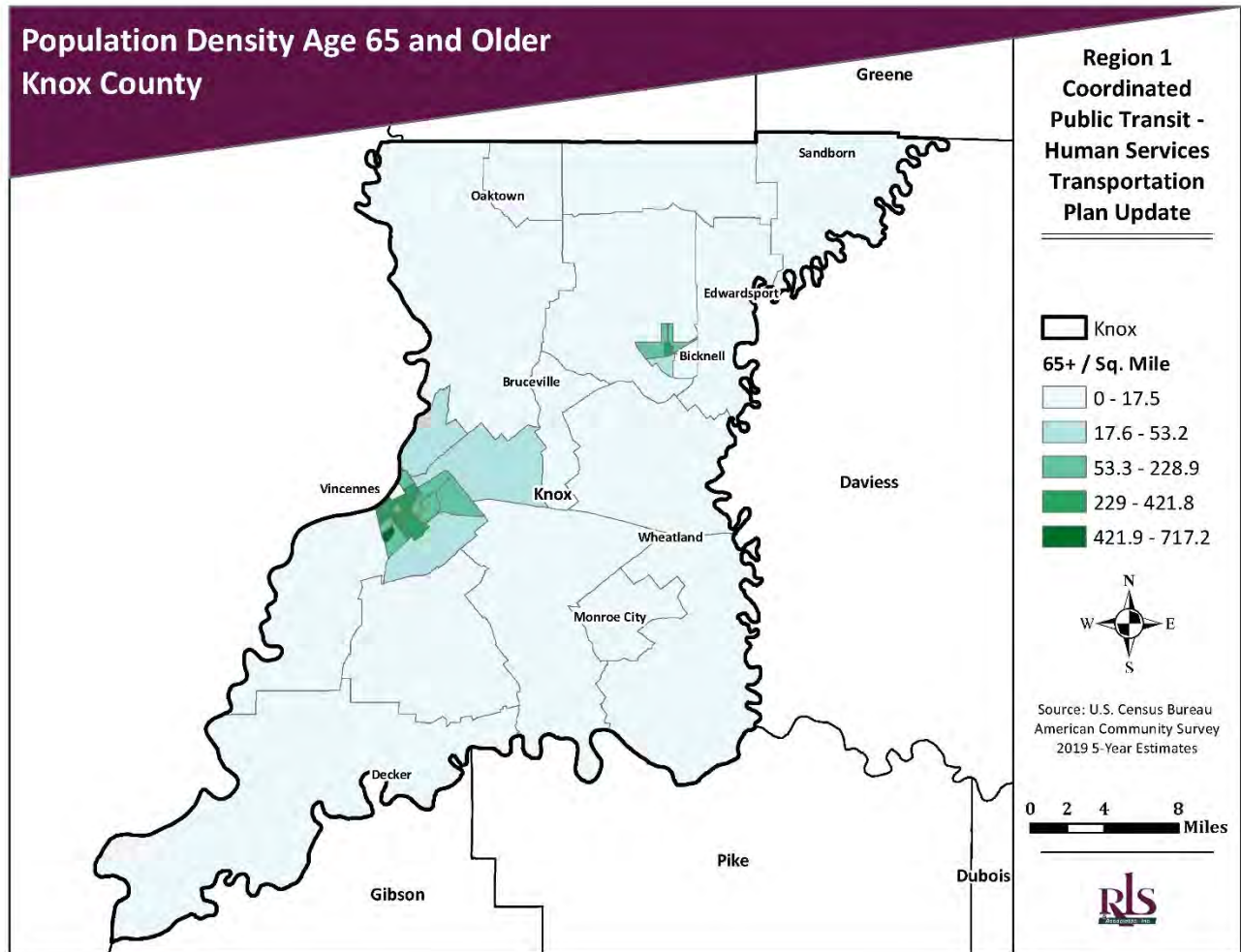
Population by Age

Figure 32 shows that the largest age cohorts for Knox County is between the ages of 25 and 64 (Young Adults and Older Adults). These two age groups are expected to be two of the largest groups in Knox County over the next 30 years. The next largest group over time is between ages 5 and 19, which is expected to have little to no change over the next 30 years. Currently, the smallest age group in Knox County is children ages 0 to 4, who are also expected to see little to no growth between 2020 and 2050.

Figure 32: Knox County Population by Age
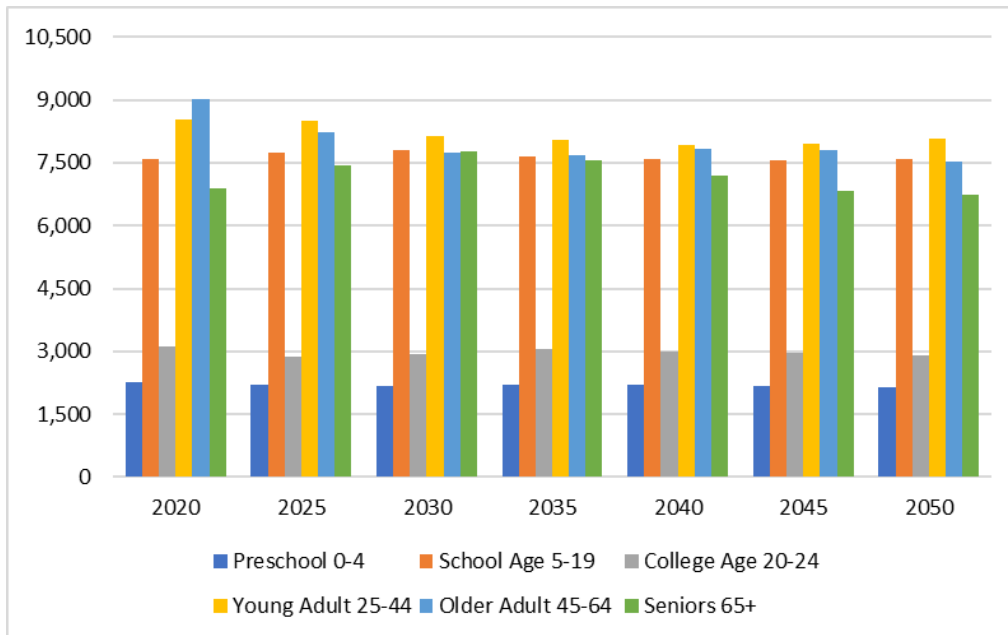
Source: STATS Indiana using Bureau of Labor Statistics Data

Zero Vehicle Households

Figure 33 shows the breakdown of vehicle availability by household within Knox County. Of all households in the county, eight percent of the households do not have a vehicle and an additional 32 percent only have one vehicle.

Figure 34 illustrates the percentage of housing units that have no available vehicle, according to 2019 ACS Five-Year Estimate data by block group. The block groups with the dark blue 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 Vincennes and Bicknell. Over 20.4 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 12.6 to 20.3 percent of zero vehicle households can be found in Vincennes, Bicknell, and Edwardsport. The remainder of the county has moderate to very low percentages of zero vehicle households.

Figure 33: Knox County Household Vehicle Availability

Knox County	8%	32%	35%	25%

■ 0 Vehicles ■ 1 Vehicle ■ 2 Vehicles ■ 3 Vehicles or More Per Household
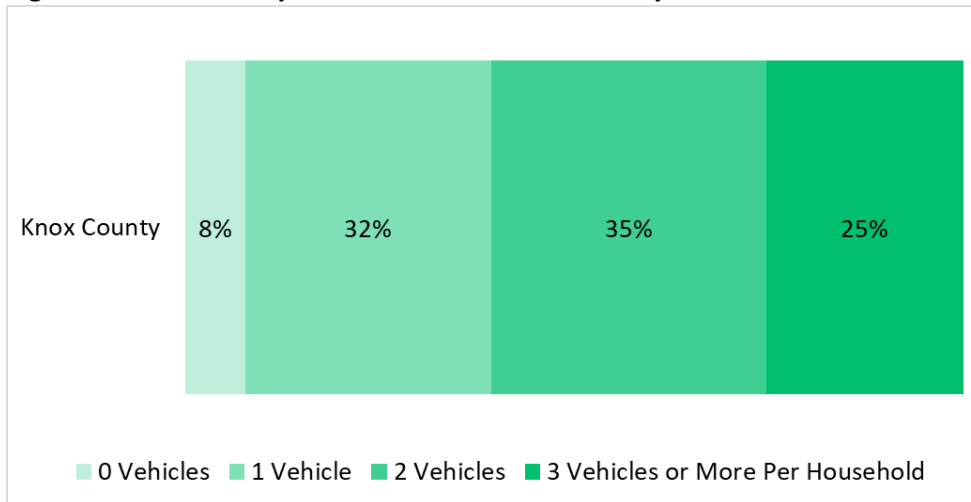
Source: 2019 ACS 5-Year Estimates

Figure 34: Knox County Zero Vehicle Households
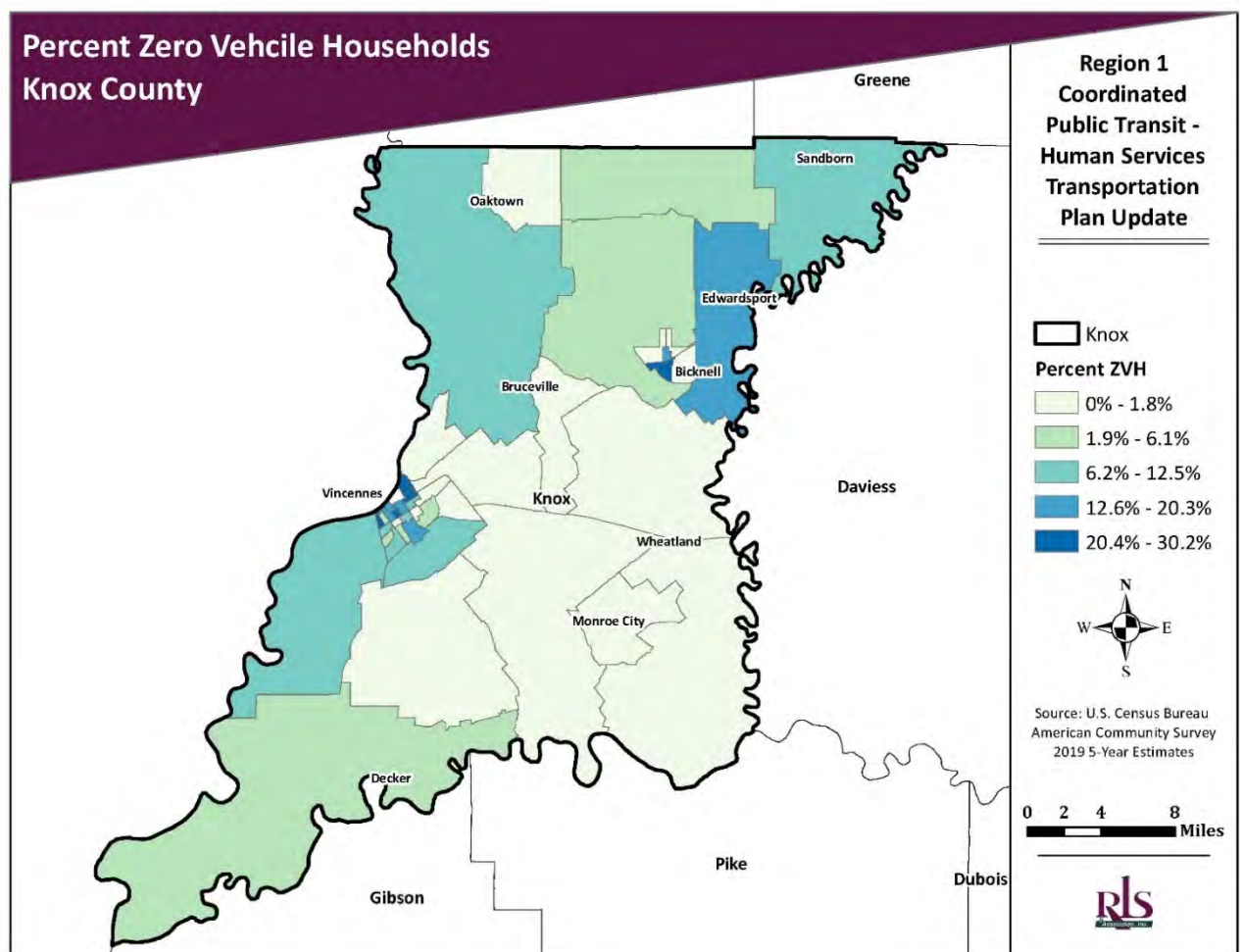
Unemployment

Knox County's unemployment rate reached a high in 2020 of 5.9 percent, due to the COVID-19 pandemic. This was lower than that of the United States (8.1) and the State of Indiana (7.1) for 2020.

From 2015 to 2020, the unemployment rate for Knox County paralleled the national unemployment average trend, but continually stayed lower than the U.S. rate but was very similar to the Indiana rate. Figure 35 illustrates a comparison of the unemployment rates in the county, state, and nation.

Figure 35: Knox County Comparison of Unemployment Rates
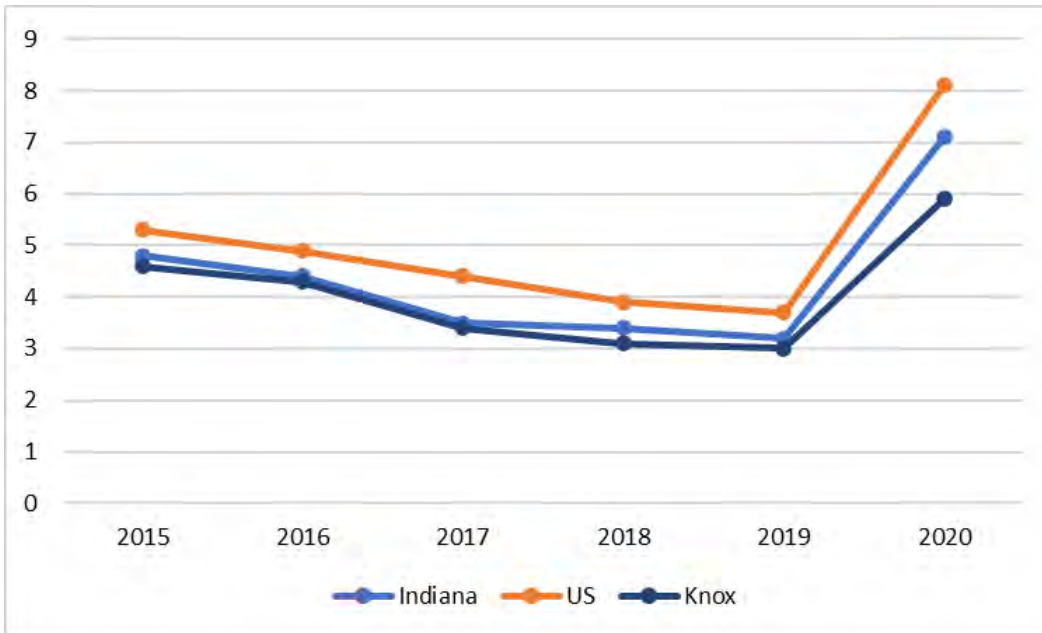
Source: STATS Indiana using Bureau of Labor Statistics Data

Household Income

Figure 36 shows the annual household income breakdown by percentage of total households in the county. Out of 15,038 households in the county, 36 percent have incomes of less than $35,000 per year. Of these households, eight percent earn less than $10,000 per year.

Figure 36: Knox County Annual Household Income

Income Range	Percentage
$200,000 or more	3%
$150,000 to $199,999	4%
$100,000 to $149,999	11%
$75,000 to $99,999	13%
$50,000 to $74,999	18%
$35,000 to $49,999	17%
$25,000 to $34,999	11%
$15,000 to $24,999	13%
$10,000 to $14,999	4%
Less than $10,000	8%
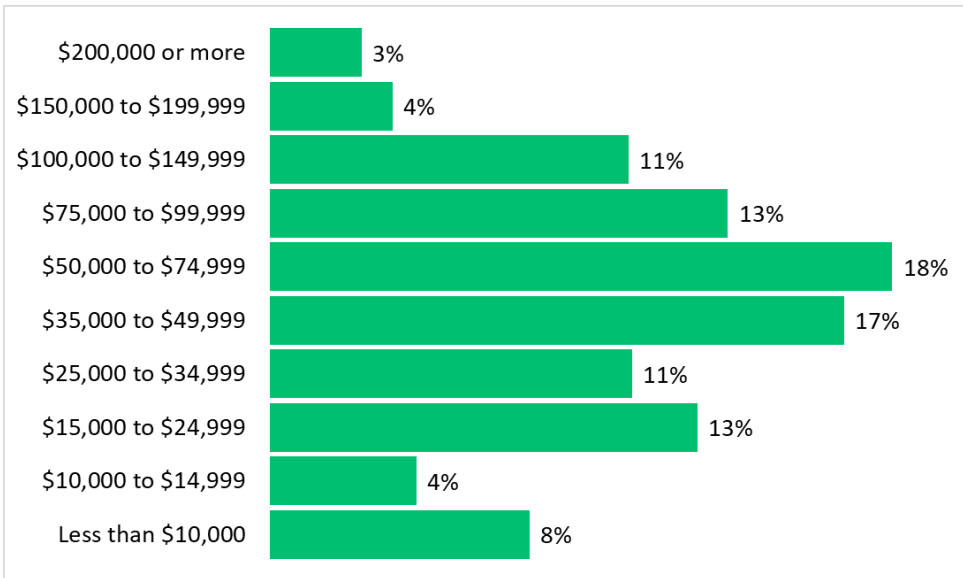
Source: 2019 ACS Five-Year Estimates

Martin County

Older Adult Population

Figure 37 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Martin County residents aged 65 and older are in Loogootee. These block groups have densities of older adults between 162.9 and 533.6 persons per square mile. Areas in western Martin County have moderate densities of persons age 65 and older (25.9 to 162.8). The remainder of the county has low to very low densities of persons age 65 and older.

Figure 37: Martin County Older Adult Population Density

Population Density Age 65 and Older
Martin County

Region 1 Coordinated Public Transit - Human Services Transportation Plan Update

Martin
65+ / Sq. Mile
0.5 - 1.8
1.9 - 4.6
4.7 - 25.8
25.9 - 162.8
162.9 - 533.6

Source: U.S. Census Bureau American Community Survey 2019 5-Year Estimates

0 1.5 3 6 Miles
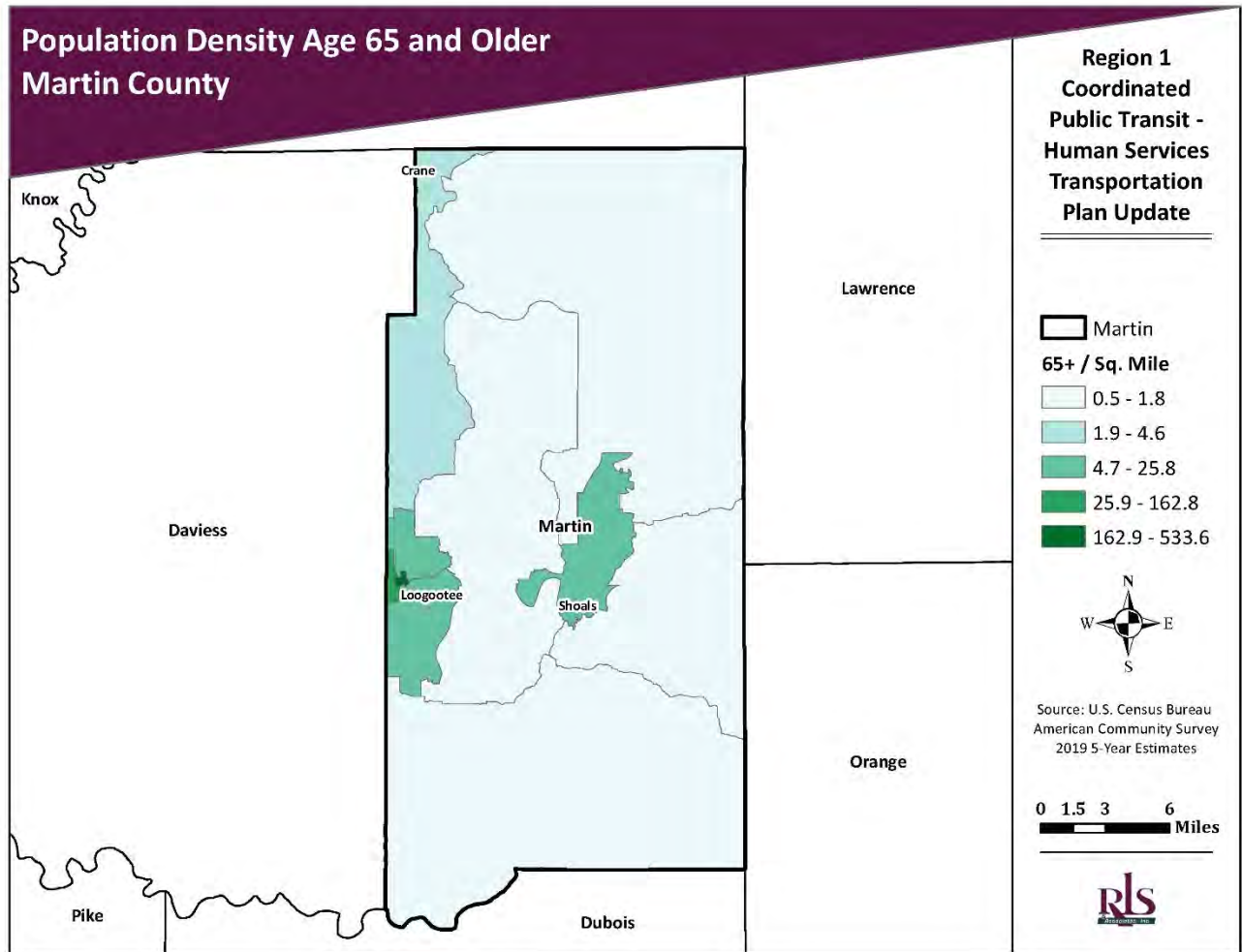
Population Growth by Age

Figure 38 shows that the largest age cohort for Martin County is between the ages of 45 and 64. This age group is expected to be one of the largest groups in Martin County over the next 30 years. While not being one of the larger groups in 2020, the Seniors (65+) group is expected to grow and go from being the third largest age group in 2020 to the second largest in 2050. Currently, the smallest age group in Martin County is College Age individuals (20-24), who are expected to see minor changes between 2020 and 2050.

Figure 38: Martin County Population by Age
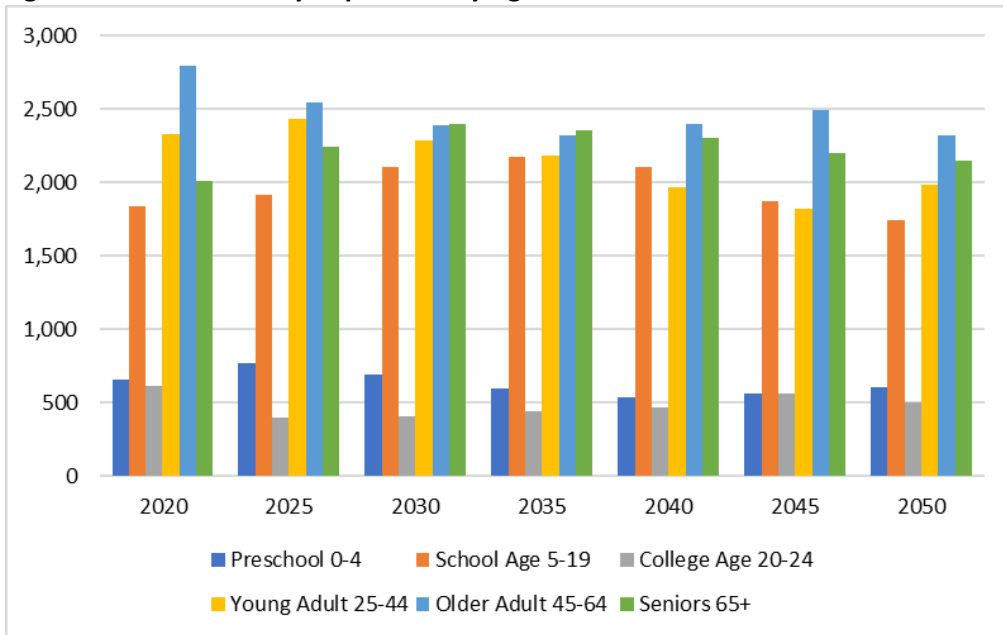
Source: STATS Indiana using Bureau of Labor Statistics Data

Zero Vehicle Households

Figure 39 shows the breakdown of vehicle availability by household within Martin County. Of all households in the county, only three percent of the households do not have a vehicle and an additional 27 percent only have one vehicle.

Figure 40 illustrates the percentage of housing units that have no available vehicle, according to 2019 ACS Five-Year Estimate data by block group. The block groups with the dark blue 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 and around Shoals. 11.4 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage have 5.2 percent of zero vehicle households can be found around Loogootee. The remainder of the county has moderate to very low percentages of zero vehicle households.

Figure 39: Martin County Household Vehicle Availability

| Martin County | 3% | 27% | 39% | 31% |

■ 0 Vehicles   ■ 1 Vehicle   ■ 2 Vehicles   ■ 3 Vehicles or More Per Household
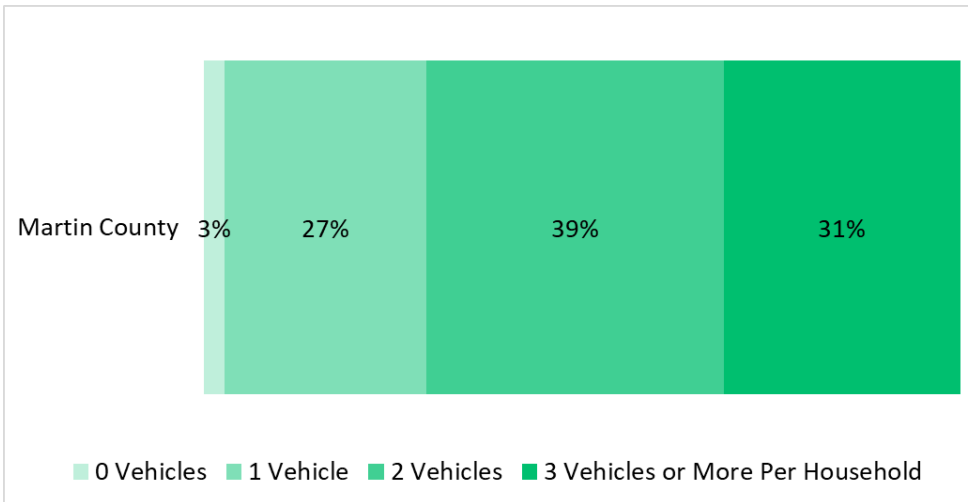
Source: 2019 ACS 5-Year Estimates

Figure 40: Martin County Zero Vehicle Households

Percent Zero Vehicle Households
Martin County

Region 1
Coordinated
Public Transit -
Human Services
Transportation
Plan Update

Martin

Percent ZVH
0%
5.1%
5.2%
11.4

Source: U.S. Census Bureau
American Community Survey
2019 5-Year Estimates

0 1.5 3   6
Miles
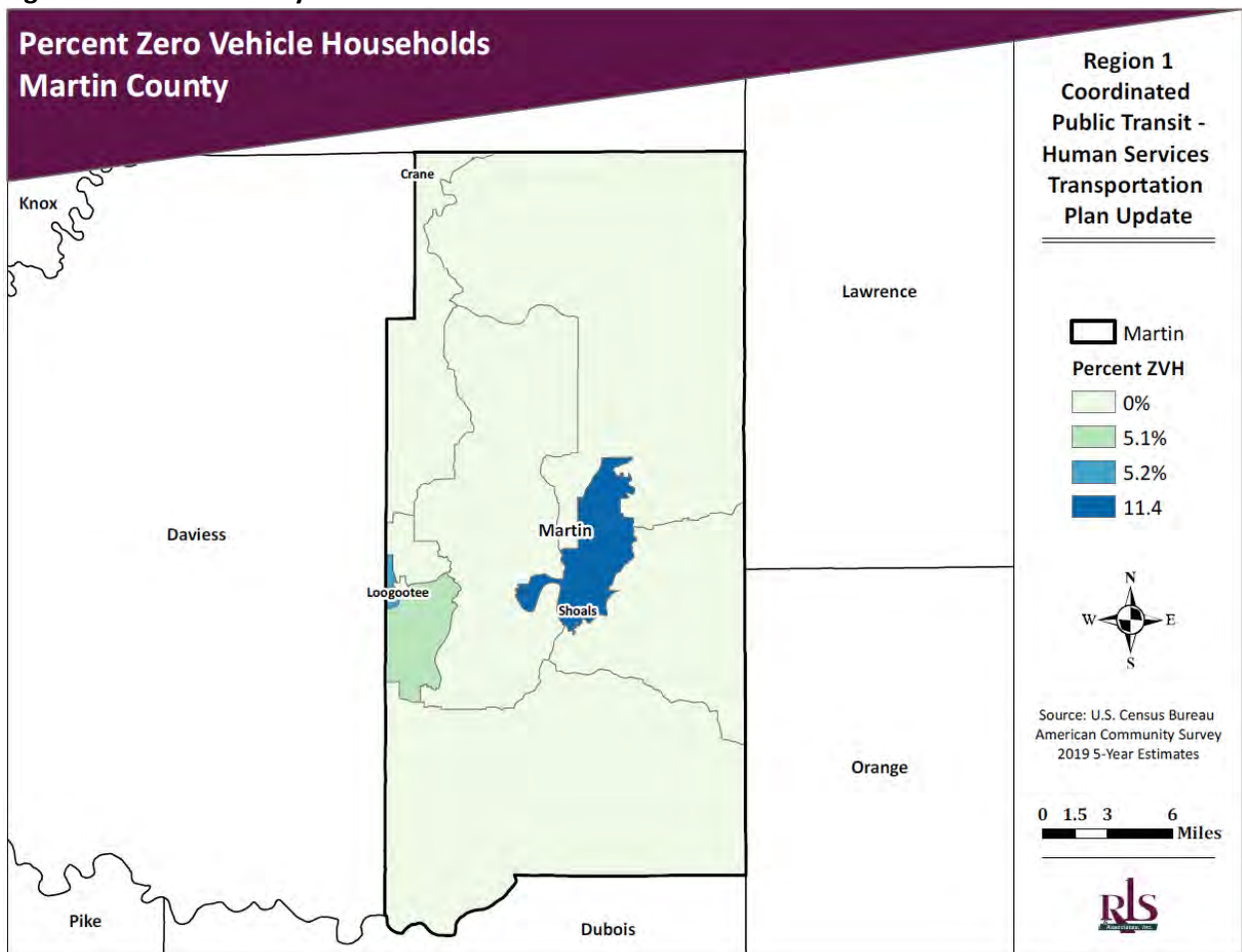
Unemployment

Martin County's unemployment rate reached a high in 2020 of 4.2 percent, due to the COVID-19 pandemic, which matched their 2015 rate. This was well lower than that of the United States (8.1) and the State of Indiana (7.1) for 2020.

From 2015 to 2020, the unemployment rate for Martin County paralleled the national unemployment average trend, but continually stayed lower than the U.S. and Indiana rate. Figure 41 illustrates a comparison of the unemployment rates in the county, state, and nation.

Figure 41: Martin County Comparison of Unemployment Rates
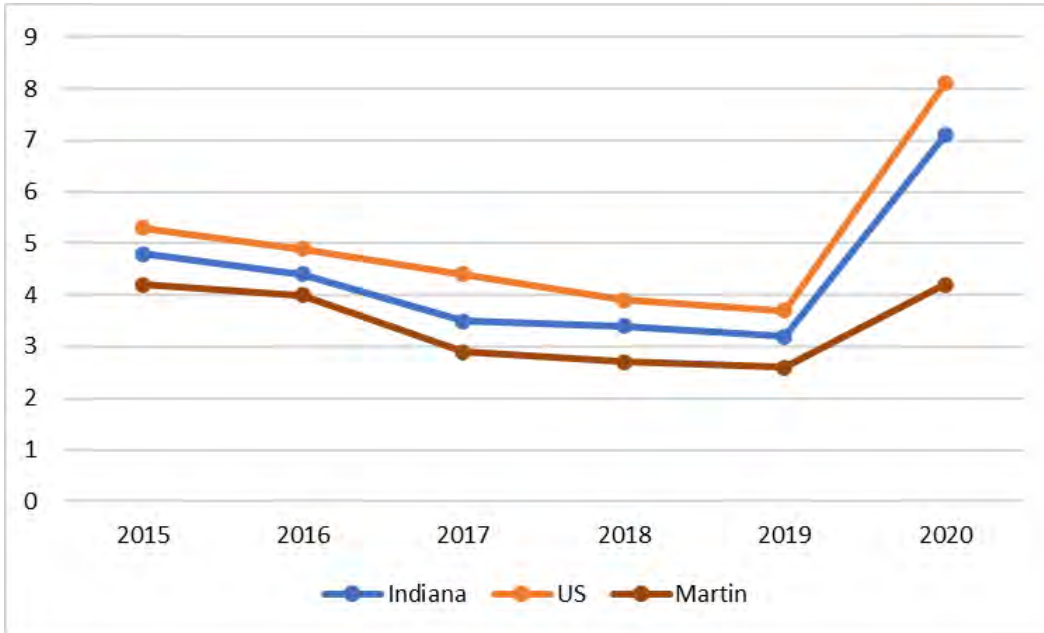
Source: STATS Indiana using Bureau of Labor Statistics Data

Household Income

Figure 42 shows the annual household income breakdown by percentage of total households in the county. Out of 4,187 households in the county, 32 percent have incomes of less than $35,000 per year. Of these households, five percent earn less than $10,000 per year.

Figure 42: Martin County Annual Household Income

Income Range	Percentage
$200,000 or more	1%
$150,000 to $199,999	3%
$100,000 to $149,999	13%
$75,000 to $99,999	13%
$50,000 to $74,999	23%
$35,000 to $49,999	14%
$25,000 to $34,999	9%
$15,000 to $24,999	12%
$10,000 to $14,999	6%
Less than $10,000	5%
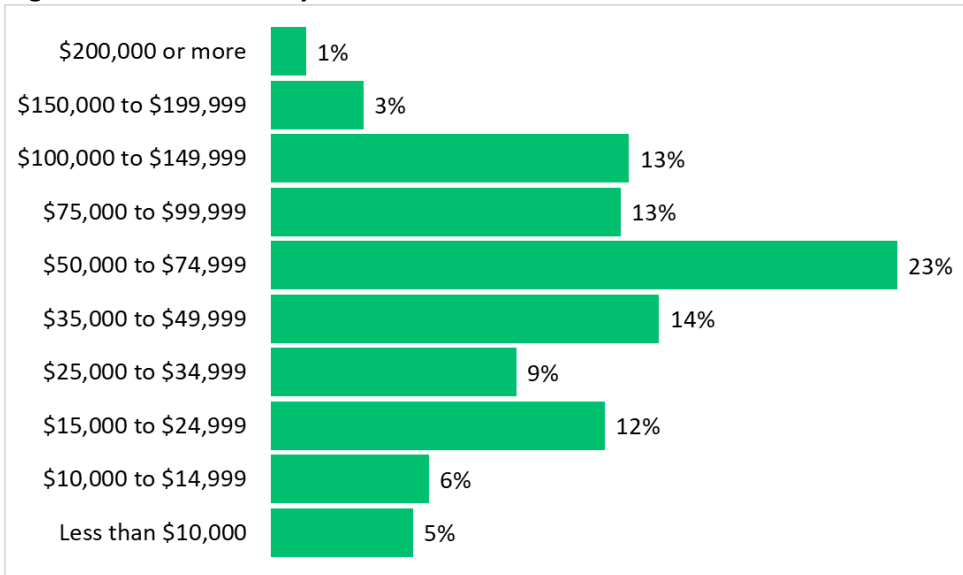
Source: 2019 ACS Five-Year Estimates

Perry County

Older Adult Population

Figure 43 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. These block groups have densities of older adults between 492.2 and 753.7 persons per square mile. Other areas around Tell City also have moderate densities of persons age 65 and older (113.1 to 492.1). The remainder of the county has low to very low densities of persons age 65 and older.

Figure 43: Perry County Older Adult Population Density
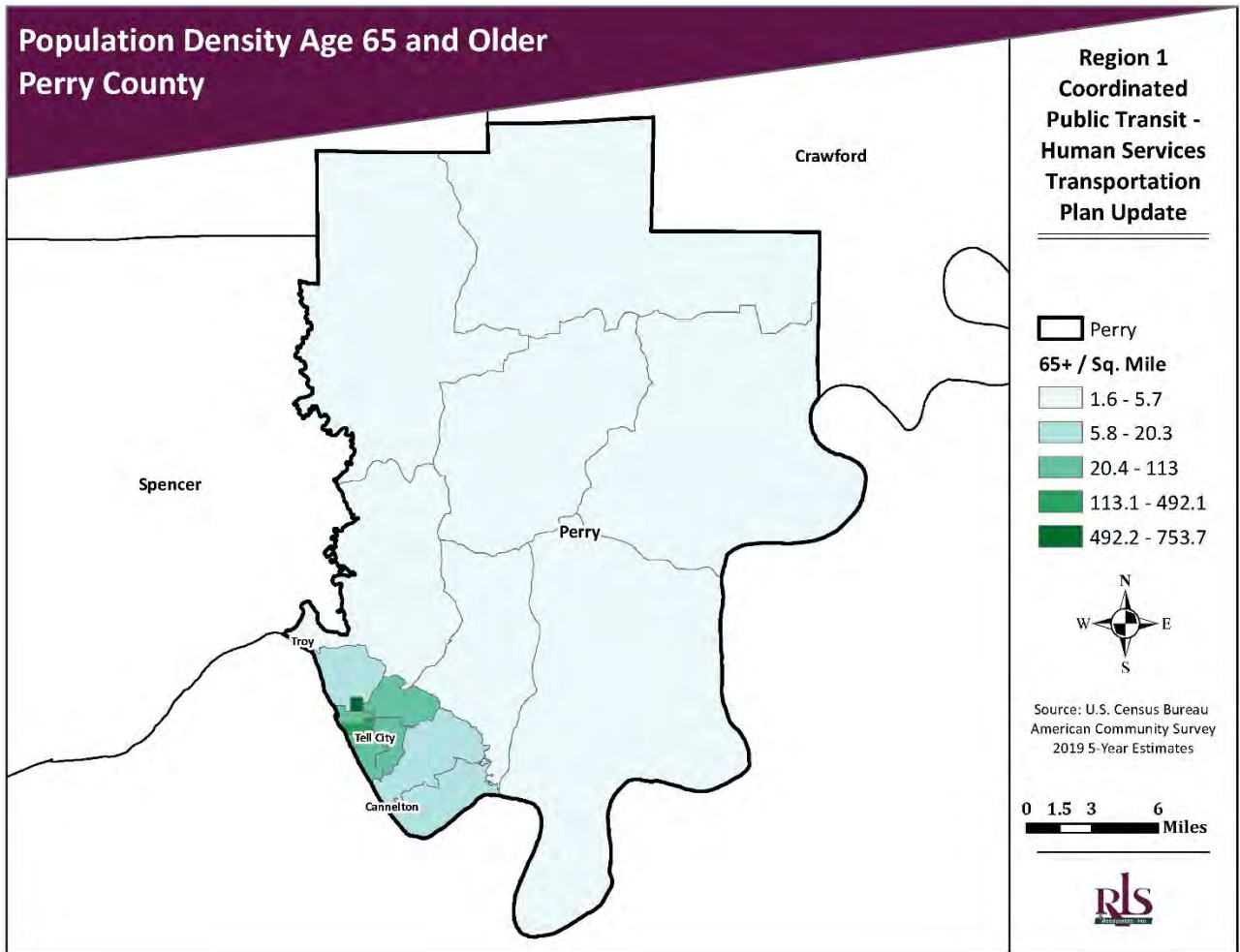
Population Growth by Age

Figure 44 shows that the largest age cohort for Perry County in 2020 is between the ages of 45 and 64. This age group is expected to decrease in size over the next 30 years to be the third largest group. While not being one of the larger groups in 2020, the Seniors (65+) groups is expected to grow and go from being the third largest age group in 2020 to the largest in 2050.

Figure 44: Perry County Population by Age
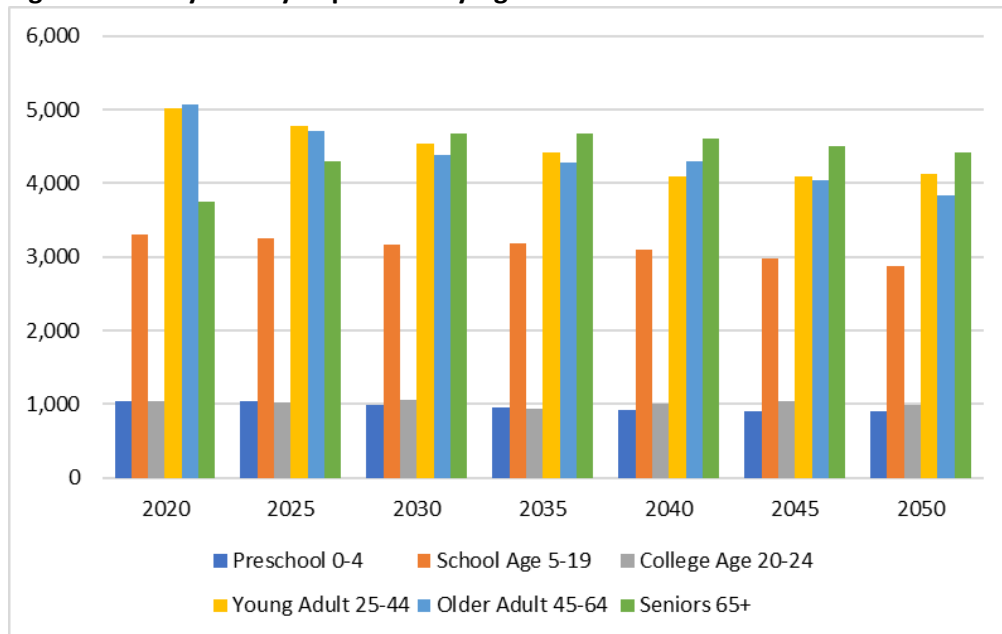
Source: STATS Indiana using Bureau of Labor Statistics Data

Zero Vehicle Households

Figure 45 shows the breakdown of vehicle availability by household within Perry County. Of all households in the county, only five percent of the do not have a vehicle and an additional 24 percent only have one vehicle.

Figure 46 illustrates the percentage of housing units that have no available vehicle, according to 2019 ACS Five-Year Estimate data by block group. The block groups with the dark blue 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 the area surrounding Tell City. Over 8.7 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 4.9 to 8.6 percent of zero vehicle households can be found around Cannelton and in northern Perry County. The remainder of the county has moderate to very low percentages of zero vehicle households.

Figure 45: Perry County Household Vehicle Availability

| Perry County | 5% | 24% | 38% | 33% |

■ 0 Vehicles ■ 1 Vehicle ■ 2 Vehicles ■ 3 Vehicles or More Per Household
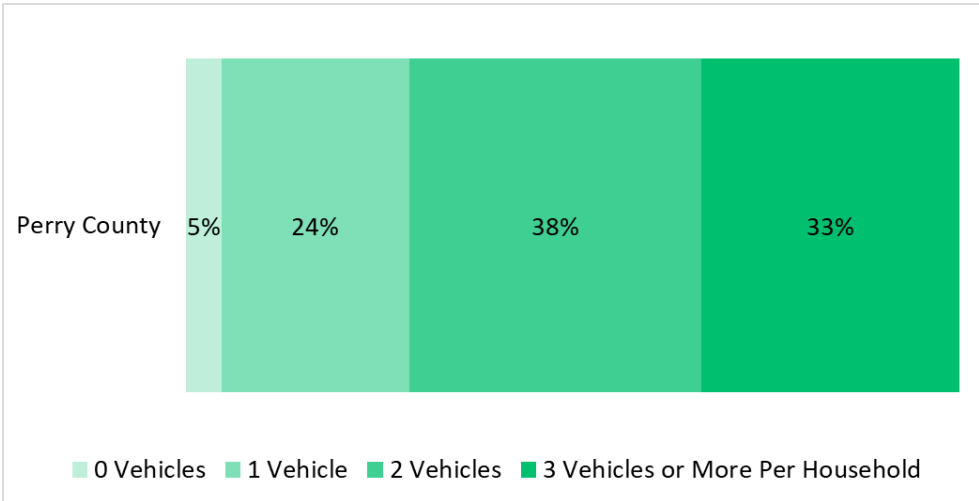
Source: 2019 ACS 5-Year Estimates

Figure 46: Perry County Zero Vehicle Households
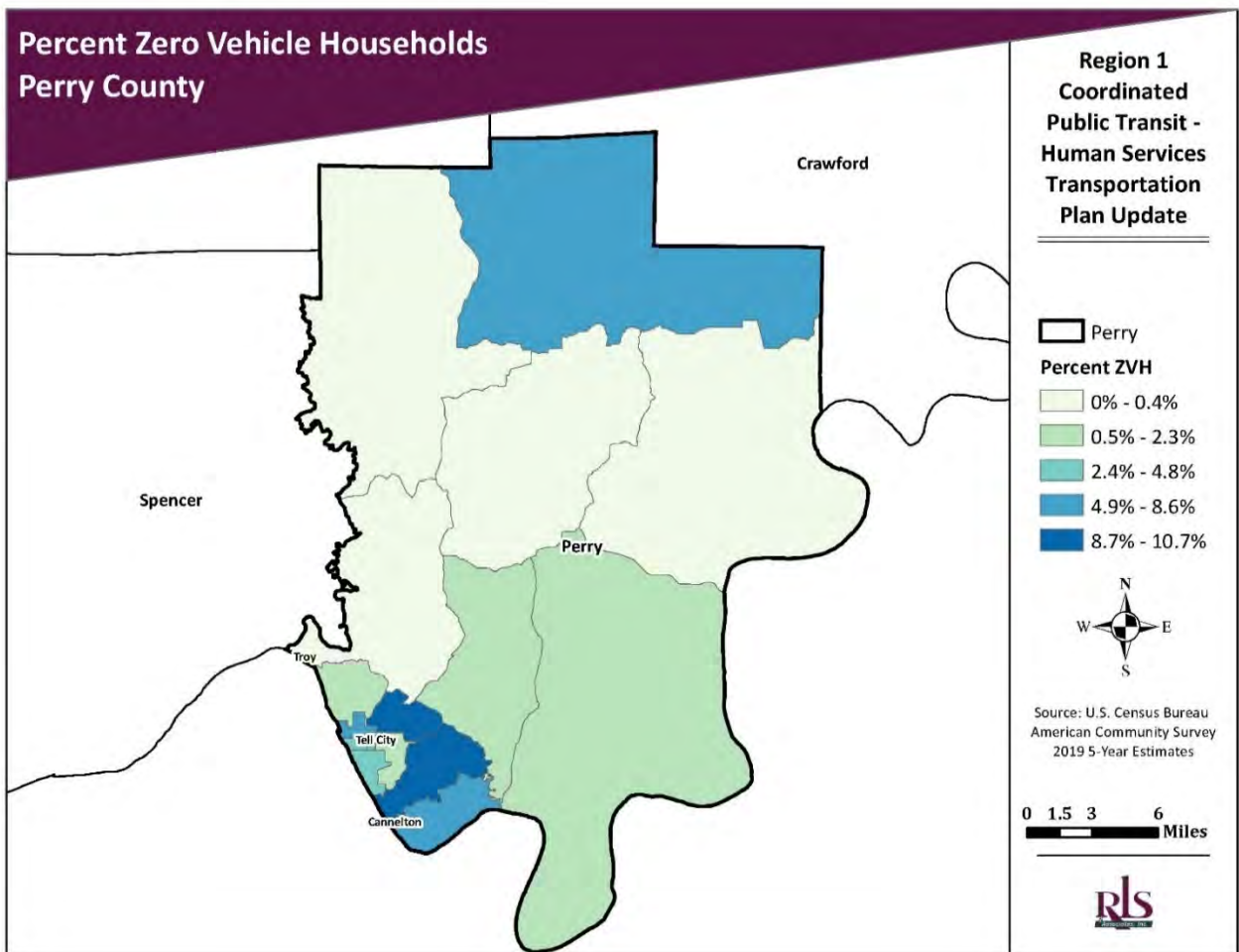
Unemployment

Perry County's unemployment rate reached a high in 2020 of 6.5 percent, due to the COVID-19 pandemic. This was slightly lower than that of the United States (8.1) and the State of Indiana (7.1) for 2020.

From 2015 to 2020, the unemployment rate for Perry County paralleled the national unemployment average trend, but continually stayed lower than the U.S. rate. Figure 47 illustrates a comparison of the unemployment rates in the county, state, and nation.

Figure 47: Perry County Comparison of Unemployment Rates
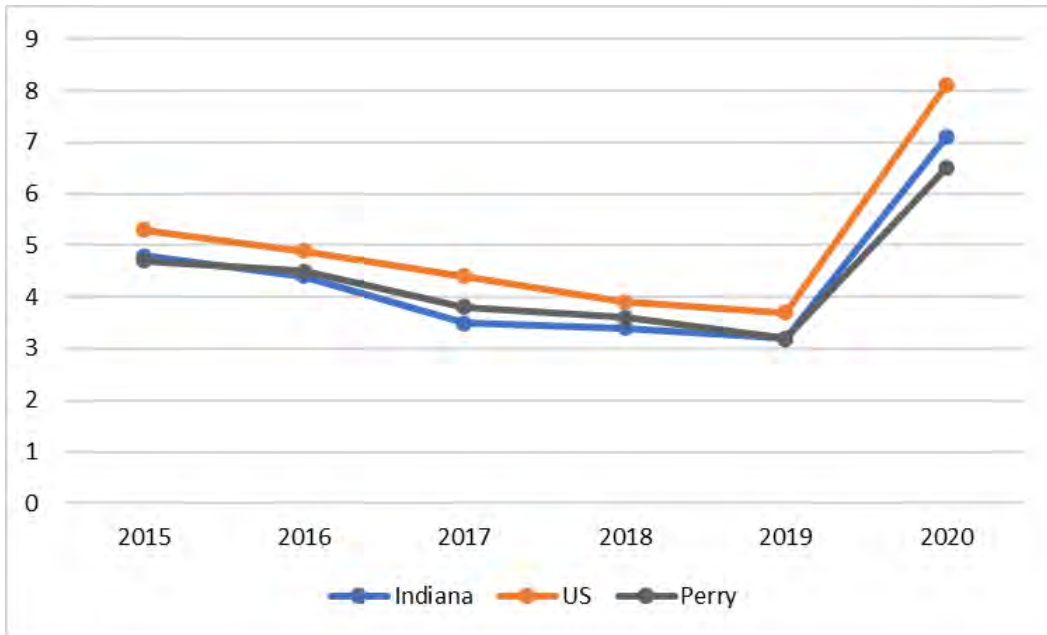
Source: STATS Indiana using Bureau of Labor Statistics Data

Household Income

Figure 48 shows the annual household income breakdown by percentage of total households in the county. Out of 7,615 households in the county, 31 percent have incomes of less than $35,000 per year. Of these households, five percent earn less than $10,000 per year.

Figure 48: Perry County Annual Household Income

Income	Percent
$200,000 or more	2%
$150,000 to $199,999	4%
$100,000 to $149,999	13%
$75,000 to $99,999	13%
$50,000 to $74,999	20%
$35,000 to $49,999	16%
$25,000 to $34,999	10%
$15,000 to $24,999	11%
$10,000 to $14,999	5%
Less than $10,000	5%
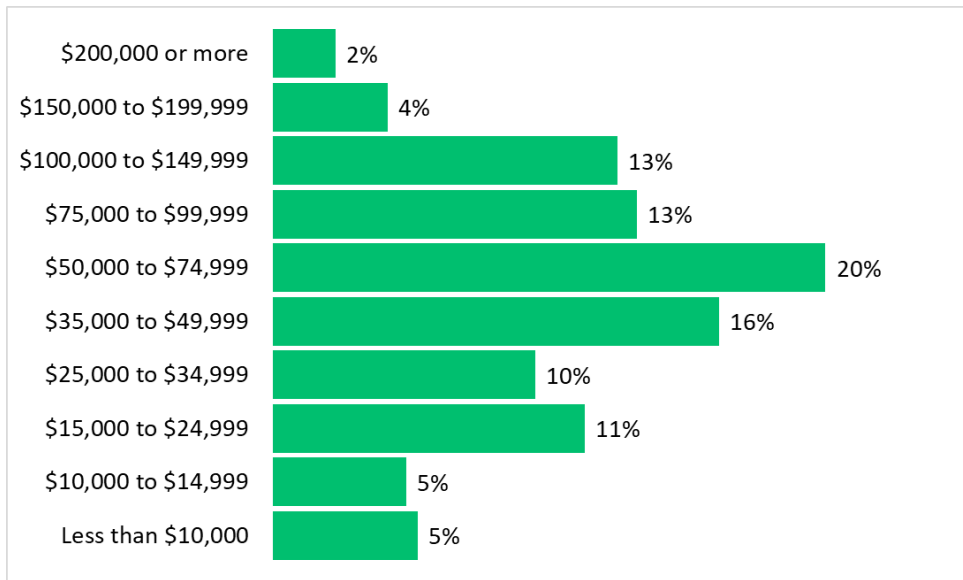
Source: 2019 ACS Five-Year Estimates

Pike County

Older Adult Population

Figure 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 Petersburg. These block groups have densities of older adults between 136.1 and 307 persons per square mile. Areas in Winslow and around Petersburg have moderate densities of persons age 65 and older (53.3 to 136). The remainder of the county has low to very low densities of persons age 65 and older.

Figure 49: Pike County Older Adult Population Density

Population Density Age 65 and Older
Pike County

Region 1 Coordinated Public Transit - Human Services Transportation Plan Update

Pike

65+ / Sq. Mile
- 1.2 - 3.3
- 3.4 - 7
- 7.1 - 53.2
- 53.3 - 136
- 136.1 - 307

Source: U.S. Census Bureau American Community Survey 2019 5-Year Estimates
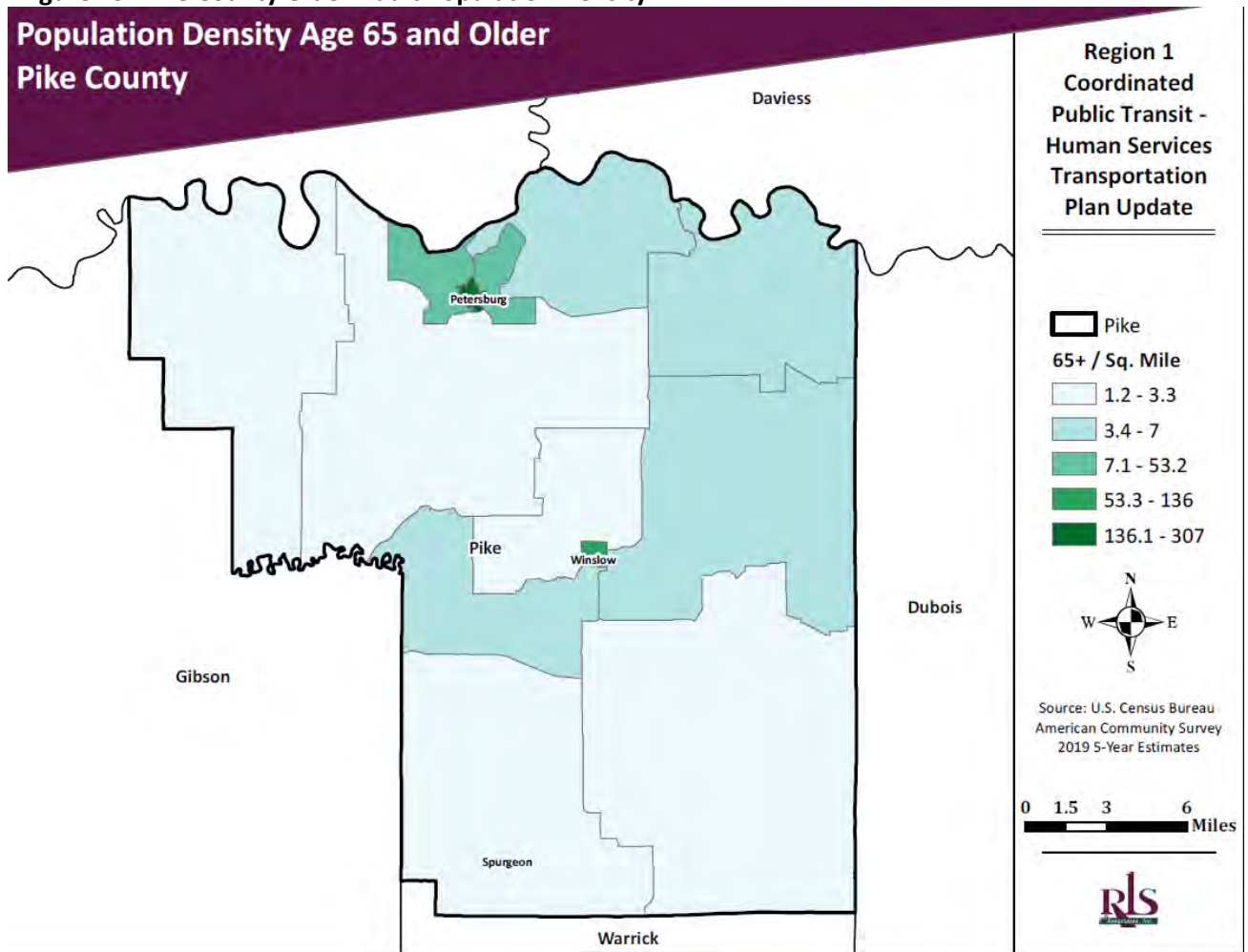
Population Growth by Age

Figure 50 shows that the largest age cohort for Pike County is between the ages of 45 and 64. This age group is expected to be one of the largest age groups in Pike County over the next 30 years. The next largest group over time are Seniors (ages 65+), who are expected to steadily grow over the next 30 years to be the largest age group by 2050. Currently, the smallest age group in Pike County is College Age individuals (20-24), who are expected to see little to no change between 2020 and 2050.

Figure 50: Pike County Population by Age
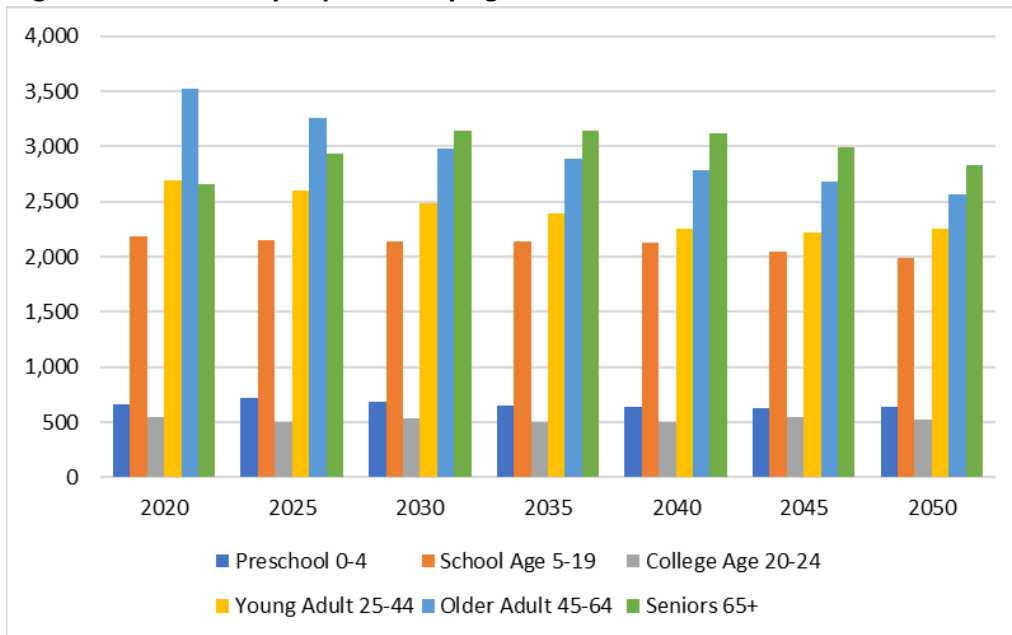
Source: STATS Indiana using Bureau of Labor Statistics Data

Zero Vehicle Households

Figure 51 shows the breakdown of vehicle availability by household within Pike County. Of all households in the county, only four percent of the do not have a vehicle and an additional 26 percent only have one vehicle.

Figure 52 illustrates the percentage of housing units that have no available vehicle, according to 2019 ACS Five-Year Estimate data by block group. The block groups with the dark blue 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 outside Winslow. Over 6.9 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 5 to 6.8 percent of zero vehicle households can be found in Winslow and Petersburg. The remainder of the county has moderate to very low percentages of zero vehicle households.

Figure 51: Pike County Household Vehicle Availability

| Pike County | 4% | 26% | 34% | 37% |

■ 0 Vehicles ■ 1 Vehicle ■ 2 Vehicles ■ 3 Vehicles or More Per Household
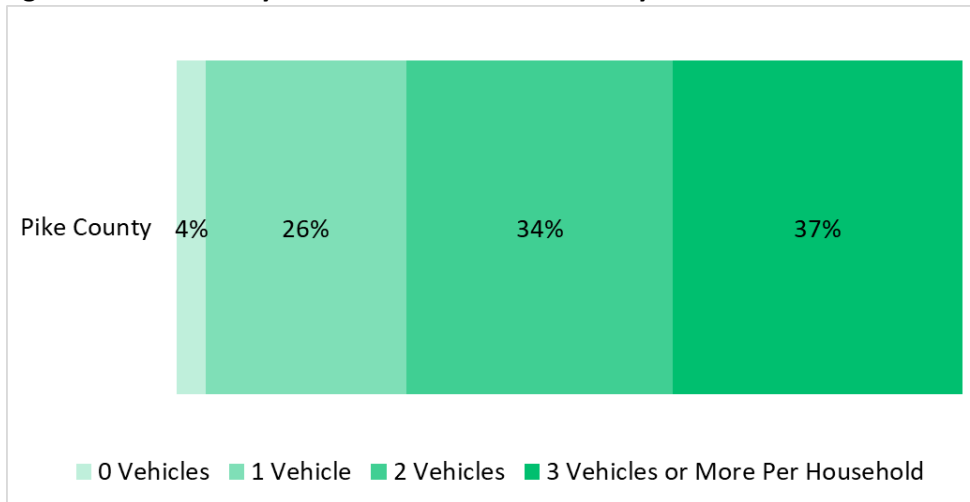
Source: 2019 ACS 5-Year Estimates

Figure 52: Pike County Zero Vehicle Households
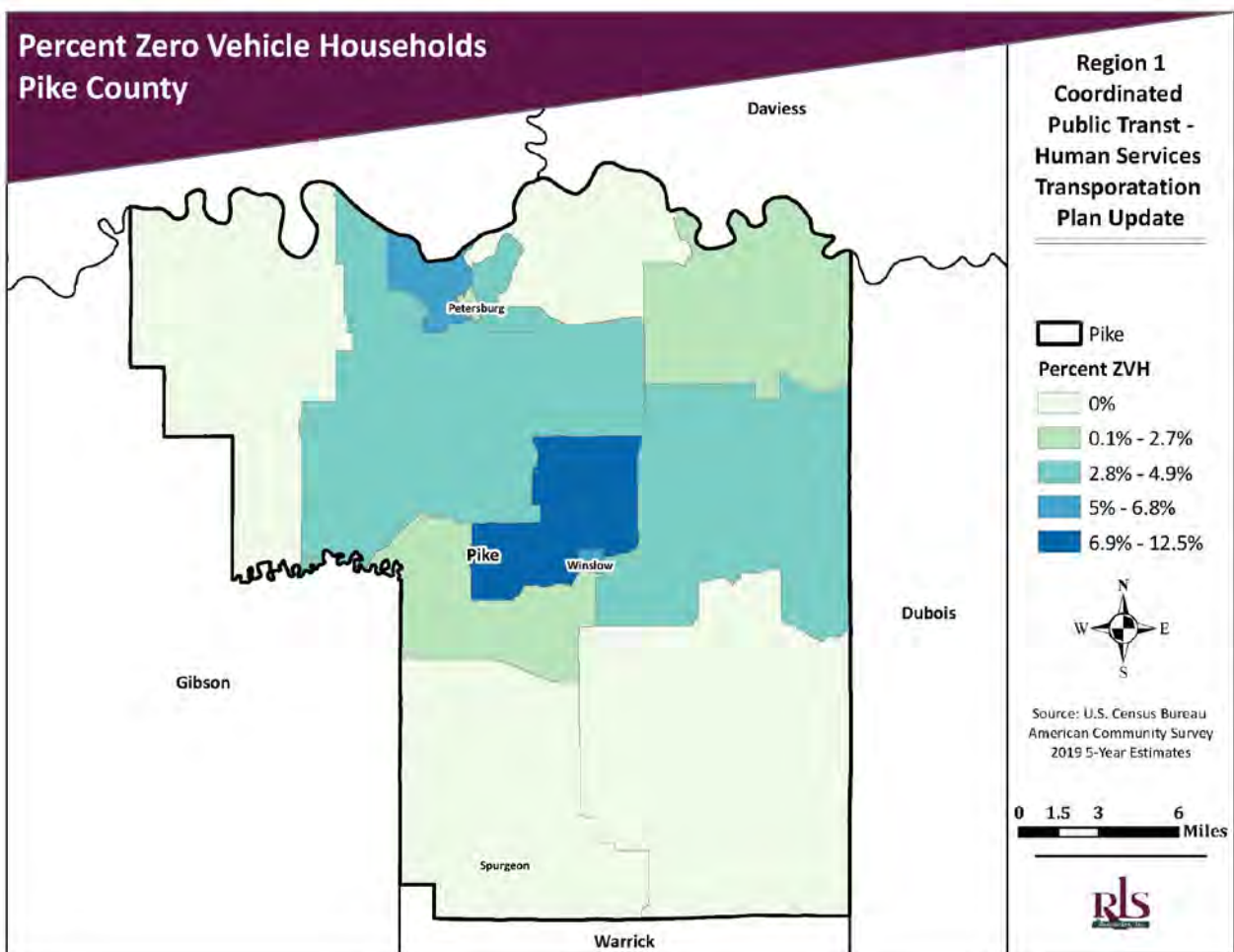
<u>*Unemployment*</u>

Pike County's unemployment rate reached a high in 2020 of 5.9 percent, due to the COVID-19 pandemic. This was well lower than that of the United States (8.1) and the State of Indiana (7.1) for 2020.

From 2015 to 2020, the unemployment rate for Pike County paralleled the national unemployment average trend, but continually stayed lower than the U.S. rate while either matching or being lower than the Indiana rate. Figure 53 illustrates a comparison of the unemployment rates in the county, state, and nation.

Figure 53: Pike County Comparison of Unemployment Rates
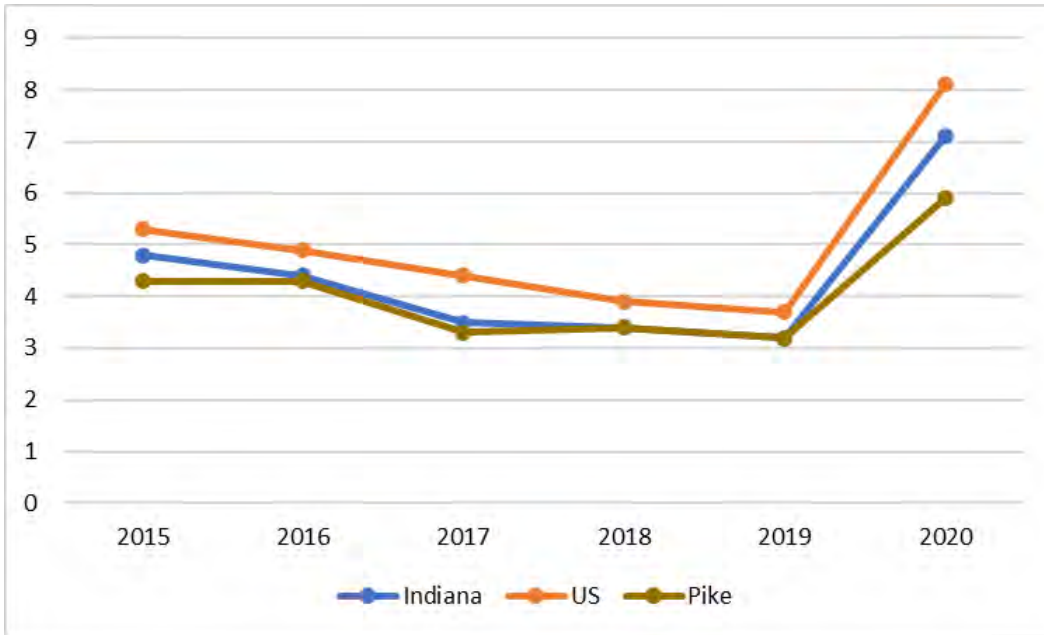
Source: STATS Indiana using Bureau of Labor Statistics Data

<u>*Household Income*</u>

Figure 54 shows the annual household income breakdown by percentage of total households in the county. Out of 5,129 households in the county, 31 percent have incomes of less than $35,000 per year. Of these households, only four percent earn less than $10,000 per year.

Figure 54: Pike County Annual Household Income

Income	Percent
$200,000 or more	1%
$150,000 to $199,999	4%
$100,000 to $149,999	13%
$75,000 to $99,999	12%
$50,000 to $74,999	20%
$35,000 to $49,999	19%
$25,000 to $34,999	11%
$15,000 to $24,999	9%
$10,000 to $14,999	7%
Less than $10,000	4%
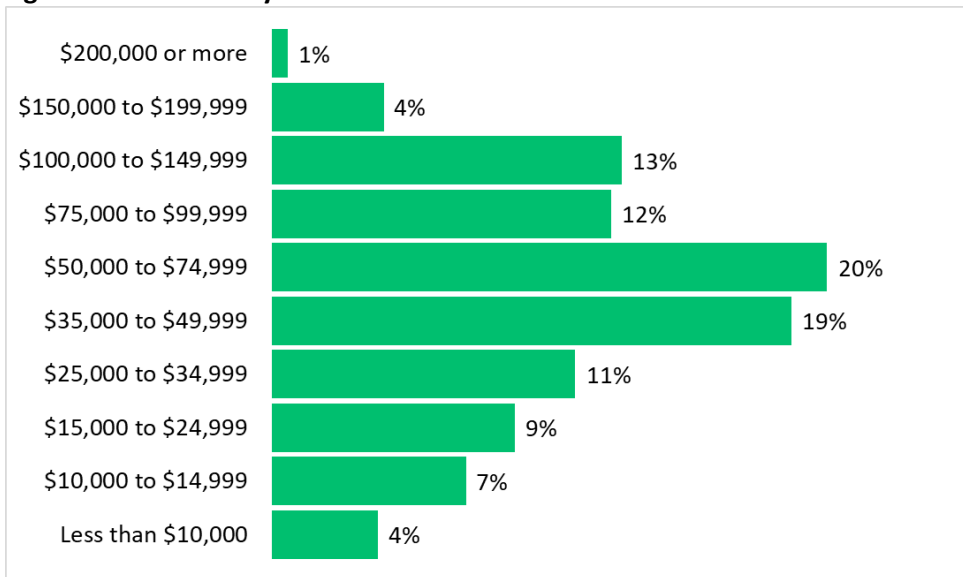
Source: 2019 ACS Five-Year Estimates

Posey County

Older Adult Population

Figure 55 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 groups have densities of older adults between 104.6 and 338.3 persons per square mile. Areas in Mount Vernon and Poseyville have moderate densities of persons age 65 and older (48.9 to 104.5). The remainder of the county has low to very low densities of persons age 65 and older.

Figure 55: Posey County Older Adult Population Density
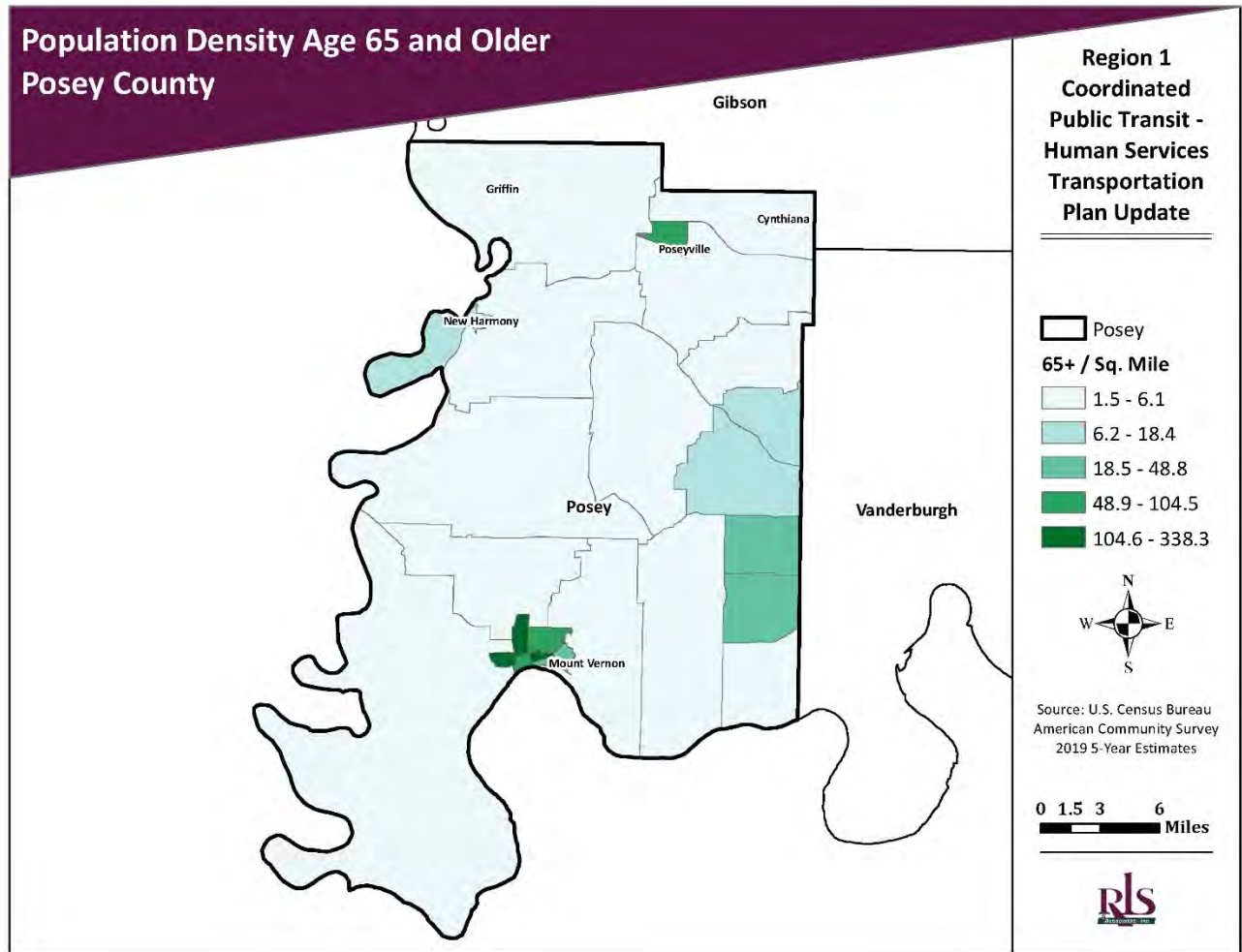
Population Growth by Age

Figure 56 shows that the largest age cohort for Posey County is between the ages of 45 and 64. This age group is expected to be one of the largest age groups in Posey County over the next 30 years. While not being one of the larger groups in 2020, the Seniors (65+) groups is expected to grow and go from being the third largest age group in 2020 to the largest in 2050. Currently, the smallest age group in Posey County is College Age individuals (20-24), who are expected to see minor decline between 2020 and 2050.

Figure 56: Posey County Population by Age
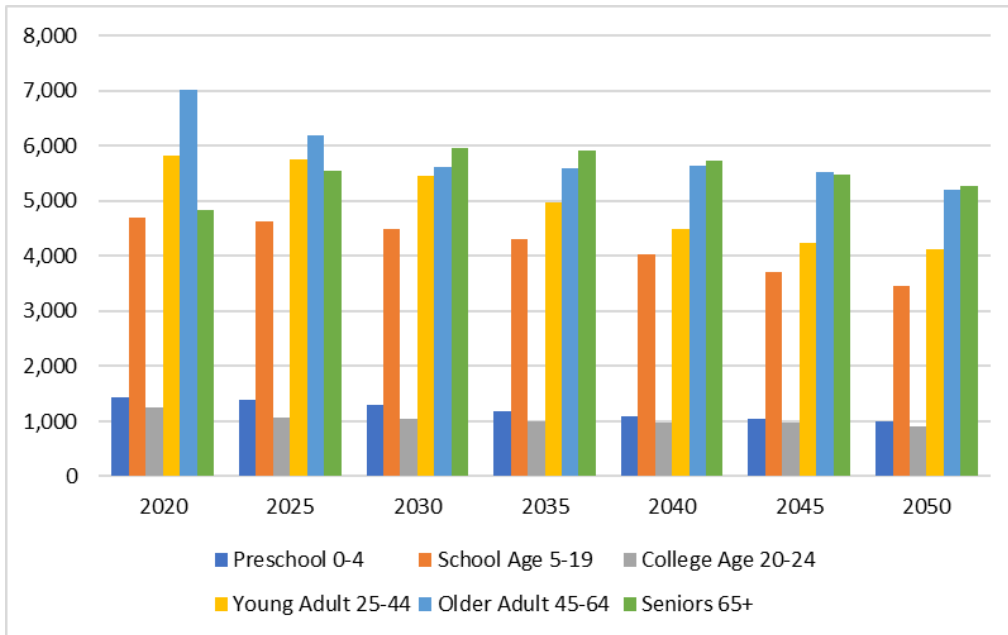
Source: STATS Indiana using Bureau of Labor Statistics Data

Zero Vehicle Households

Figure 57 shows the breakdown of vehicle availability by household within Posey County. Of all households in the county, only four percent of the do not have a vehicle and an additional 25 percent only have one vehicle.

Figure 58 illustrates the percentage of housing units that have no available vehicle, according to 2019 ACS Five-Year Estimate data by block group. The block groups with the dark blue 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 Mount Vernon. Over 11.4 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 7.5 to 11.3 percent of zero vehicle households can be found in Mount Vernon and New Harmony. The remainder of the county has moderate to very low percentages of zero vehicle households.

Figure 57: Posey County Population by Age

Posey County	4%	25%	42%	29%

■ 0 Vehicles ■ 1 Vehicle ■ 2 Vehicles ■ 3 Vehicles or More Per Household
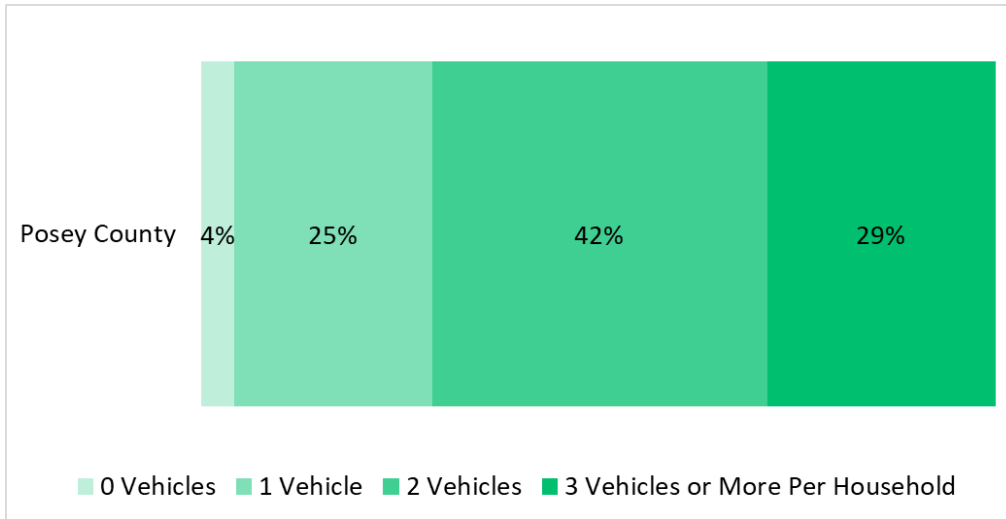
Source: 2019 ACS 5-Year Estimates

Figure 58: Posey County Zero Vehicle Households
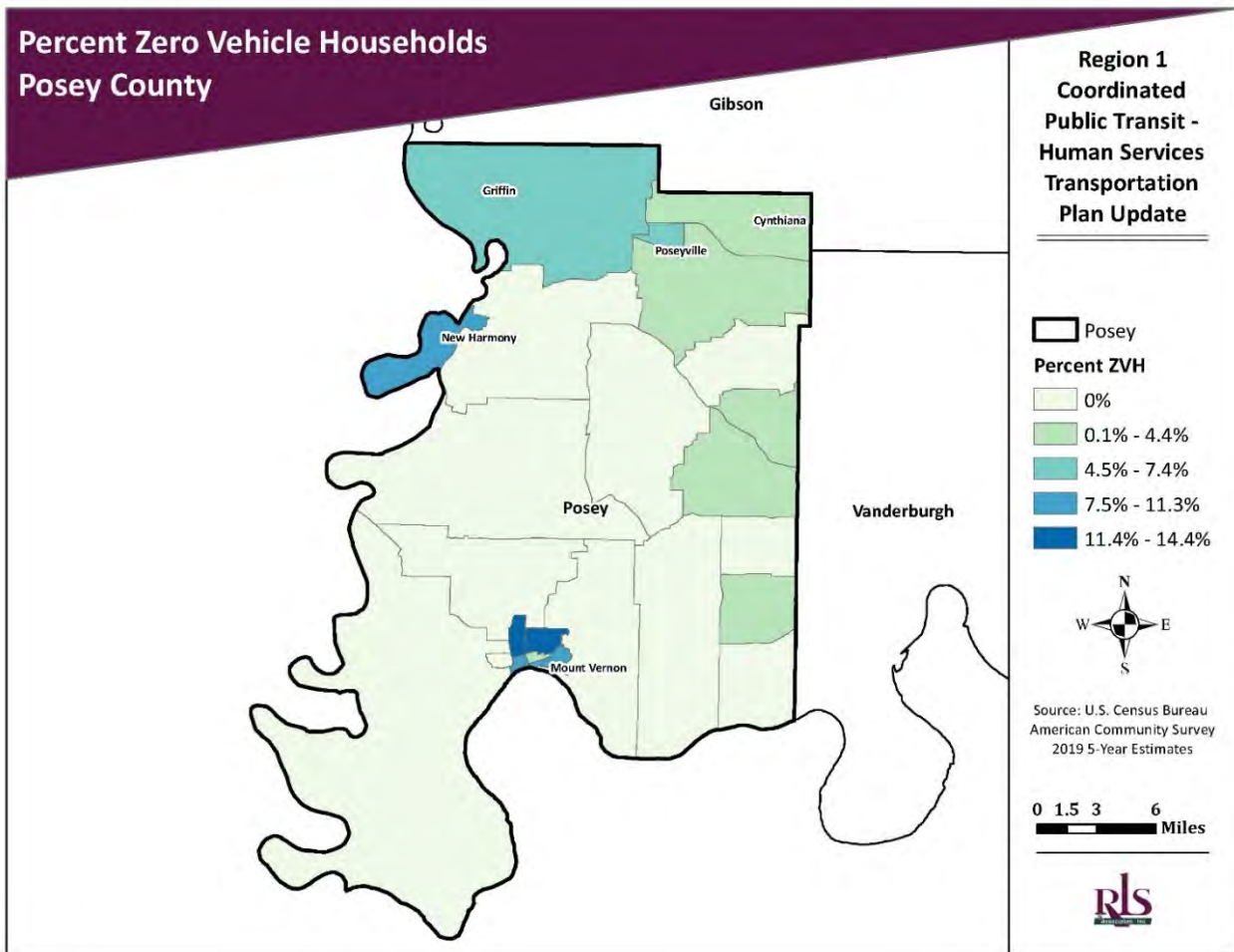
Unemployment

Posey County's unemployment rate reached a high in 2020 of 4.9 percent, due to the COVID-19 pandemic. This was well lower than that of the United States (8.1) and the State of Indiana (7.1) for 2020.

From 2015 to 2020, the unemployment rate for Posey County paralleled the national unemployment average trend, but continually stayed lower than the U.S. and Indiana rate. Figure 59 illustrates a comparison of the unemployment rates in the county, state, and nation.

Figure 59: Posey County Comparison of Unemployment Rates
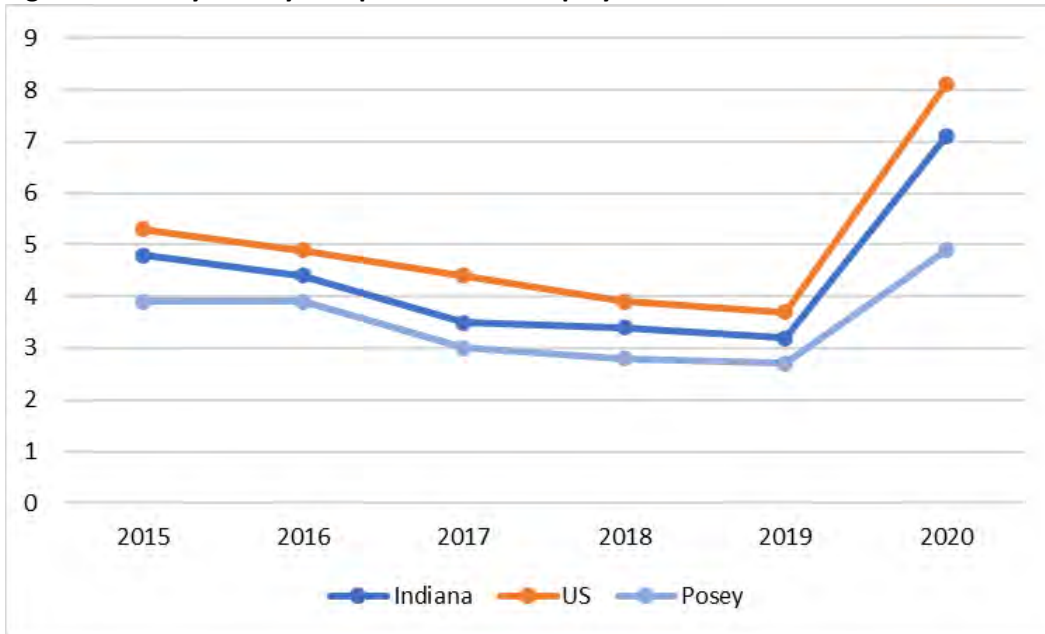
Source: STATS Indiana using Bureau of Labor Statistics Data

Household Income

Figure 60 shows the annual household income breakdown by percentage of total households in the county. Out of 10,155 households in the county, 25 percent have incomes of less than $35,000 per year. Of these households, five percent earn less than $10,000 per year.

Figure 60: Posey County Annual Household Income

Income Range	Percentage
$200,000 or more	3%
$150,000 to $199,999	6%
$100,000 to $149,999	20%
$75,000 to $99,999	14%
$50,000 to $74,999	19%
$35,000 to $49,999	12%
$25,000 to $34,999	8%
$15,000 to $24,999	8%
$10,000 to $14,999	4%
Less than $10,000	5%
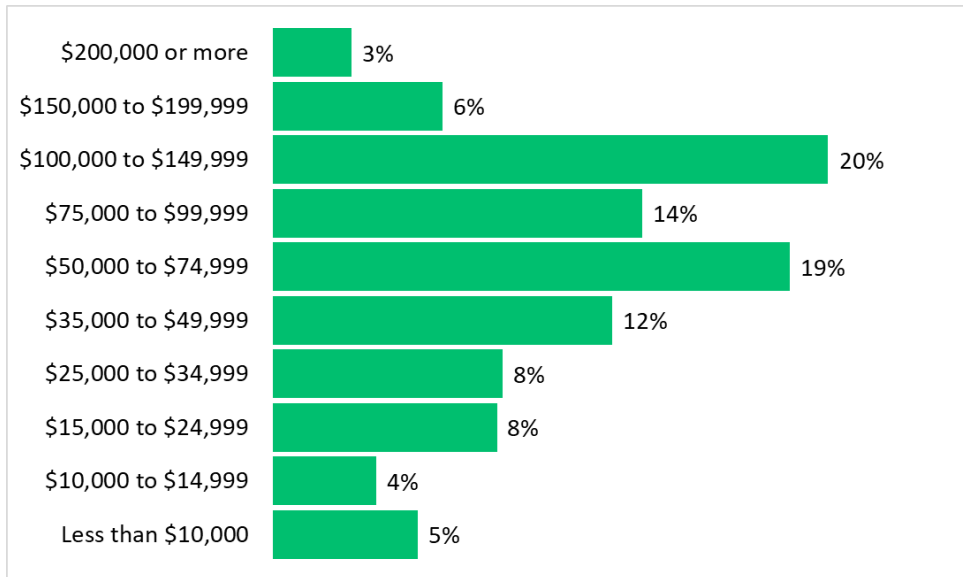
Source: 2019 ACS Five-Year Estimates

Spencer County

Older Adult Population

Figure 61 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 Dale and Rockport. These block groups have densities of older adults between 5.8 and 15.8 persons per square mile. Areas in central and northern Spencer County have moderate densities of persons age 65 and older (6.3 to 8.4). The remainder of the county has low to very low densities of persons age 65 and older.

Figure 61: Spencer County Older Adult Population Density
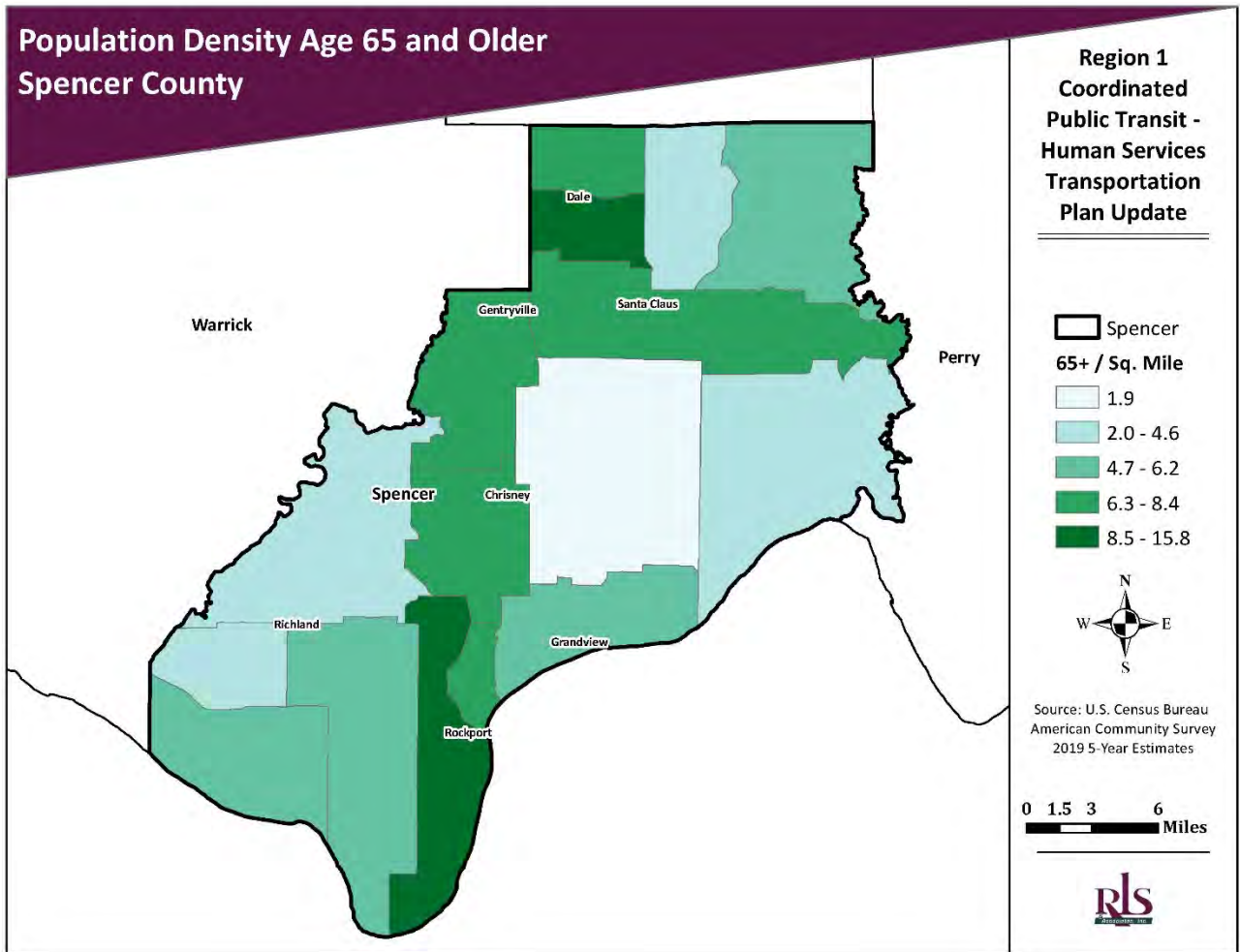
Population Growth by Age

Figure 62 shows that the largest age cohort for Spencer County is between the ages of 45 and 64. This age group is expected to be one of the largest age groups in Spencer County over the next 30 years. While not being one of the larger groups in 2020, the Seniors (65+) groups is expected to grow and go from being the third largest age group in 2020 to the largest in 2050. Currently, the smallest age group in Spencer County is College Age individuals (20-24), who are expected to see little to no change between 2020 and 2050.

Figure 62: Spencer County Population by Age
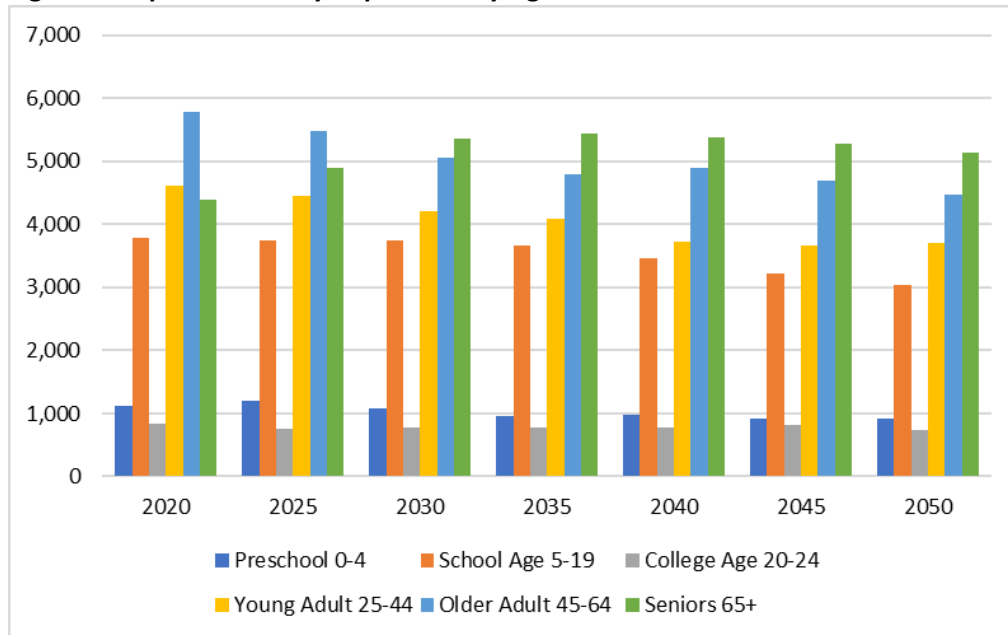
Source: STATS Indiana using Bureau of Labor Statistics Data

Zero Vehicle Households

Figure 63 shows the breakdown of vehicle availability by household within Spencer County. Of all households in the county, only four percent of the do not have a vehicle and an additional 23 percent only have one vehicle.

Figure 64 illustrates the percentage of housing units that have no available vehicle, according to 2019 ACS Five-Year Estimate data by block group. The block groups with the dark blue 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 Dale. Over 11.5 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 4 to 11.4 percent of zero vehicle households can be found in southern Spencer County around Grandview and Rockport. The remainder of the county has moderate to very low percentages of zero vehicle households.

Figure 63: Spencer County Population by Age

| Spencer County | 4% | 23% | 35% | 37% |

☐ 0 Vehicles ☐ 1 Vehicle ☐ 2 Vehicles ☐ 3 Vehicles or More Per Household
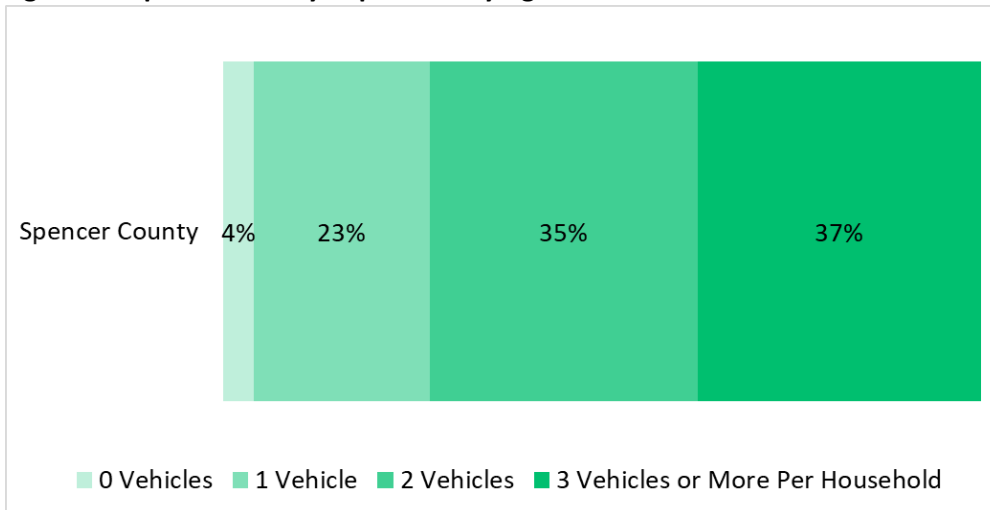
Source: 2019 ACS 5-Year Estimates

Figure 64: Spencer County Zero Vehicle Households
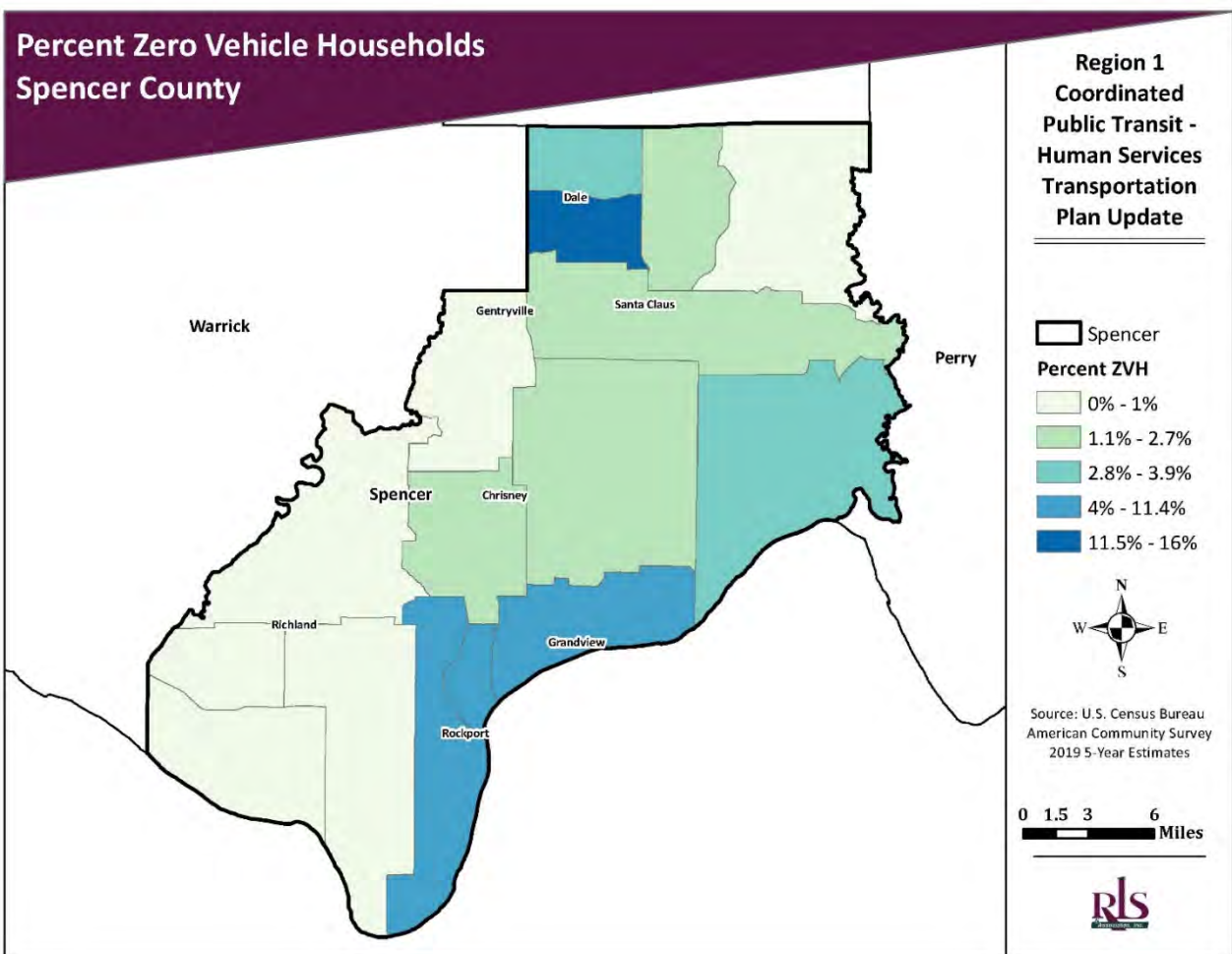
Unemployment

Spencer County's unemployment rate reached a high in 2020 of 5.6 percent, due to the COVID-19 pandemic. This was well lower than that of the United States (8.1) and the State of Indiana (7.1) for 2020.

From 2015 to 2020, the unemployment rate for Spencer County paralleled the national unemployment average trend, but has continually stayed lower than the U.S. and Indiana rate. Figure 65 illustrates a comparison of the unemployment rates in the county, state, and nation.

Figure 65: Spencer County Comparison of Unemployment Rates
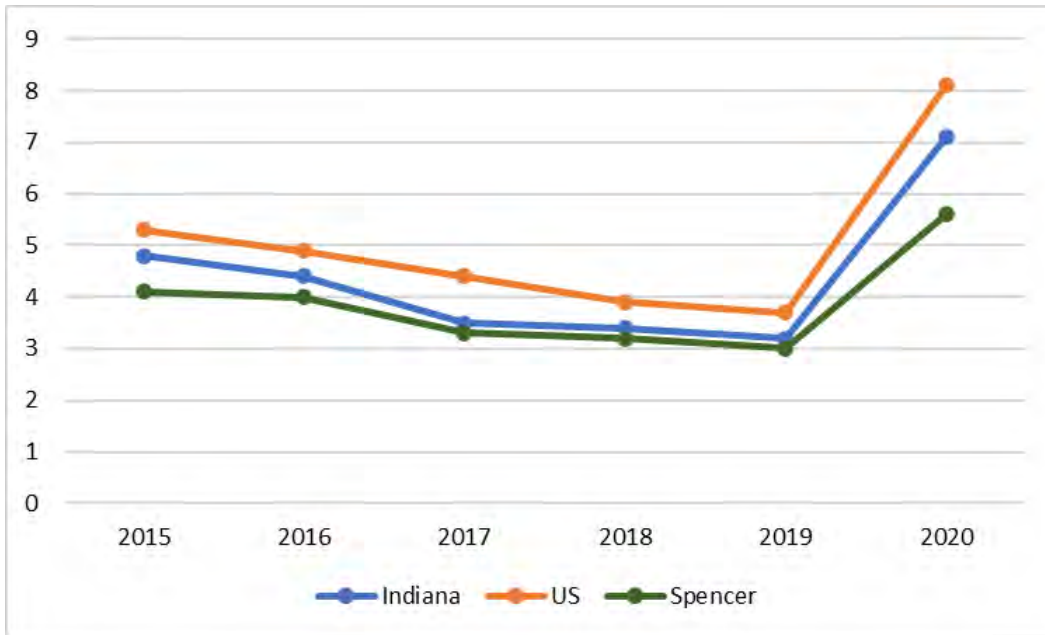
Source: STATS Indiana using Bureau of Labor Statistics Data

Household Income

Figure 66 shows the annual household income breakdown by percentage of total households in the county. Out of 8,127 households in the county, 29 percent have incomes of less than $35,000 per year. Of these households, five percent earn less than $10,000 per year.

Figure 66: Spencer County Annual Household Income

Income Range	Percent
$200,000 or more	3%
$150,000 to $199,999	4%
$100,000 to $149,999	15%
$75,000 to $99,999	16%
$50,000 to $74,999	21%
$35,000 to $49,999	15%
$25,000 to $34,999	9%
$15,000 to $24,999	10%
$10,000 to $14,999	5%
Less than $10,000	5%
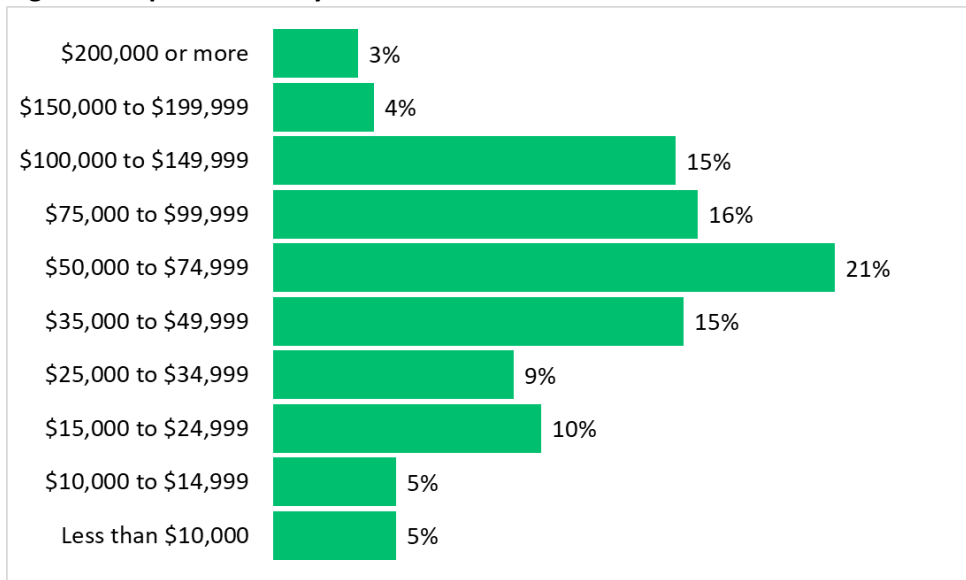
Source: 2019 ACS Five-Year Estimates

Sullivan County

Older Adult Population

Figure 67 illustrates the density of persons aged 65 and older by Census block group. The block groups with the highest density of Sullivan County residents aged 65 and older are in Sullivan. These block groups have densities of older adults between 187.3 and 427.4 persons per square mile. Areas in Sullivan, Shelburn, and Carlisle have moderate densities of persons age 65 and older (31.2 to 187.2). The remainder of the county has low to very low densities of persons age 65 and older.

Figure 67: Sullivan County Older Adult Population Density
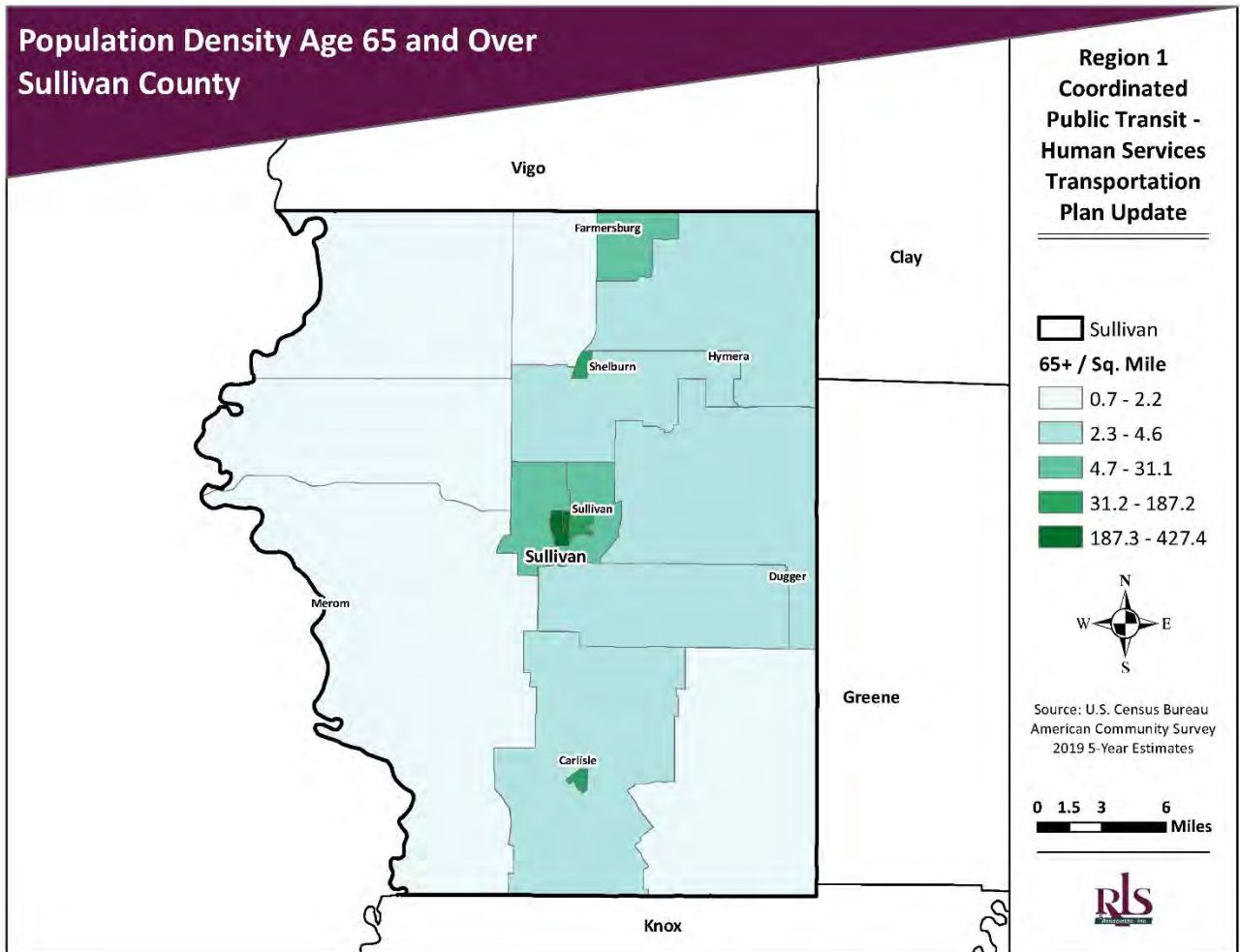
Population by Age

Figure 68 shows that the largest age cohorts for Sullivan County is between the ages of 25 - 44 and 45 - 64. These two age groups are expected to be the two largest groups in Sullivan County over the next 30 years. The next largest group over time are Seniors, which are expected to fluctuate over the next 30 years. Currently, the smallest age group in Sullivan County is children ages 0 to 4, who are also expected to see a slight decline between 2020 and 2050.

Figure 68: Sullivan County Population by Age
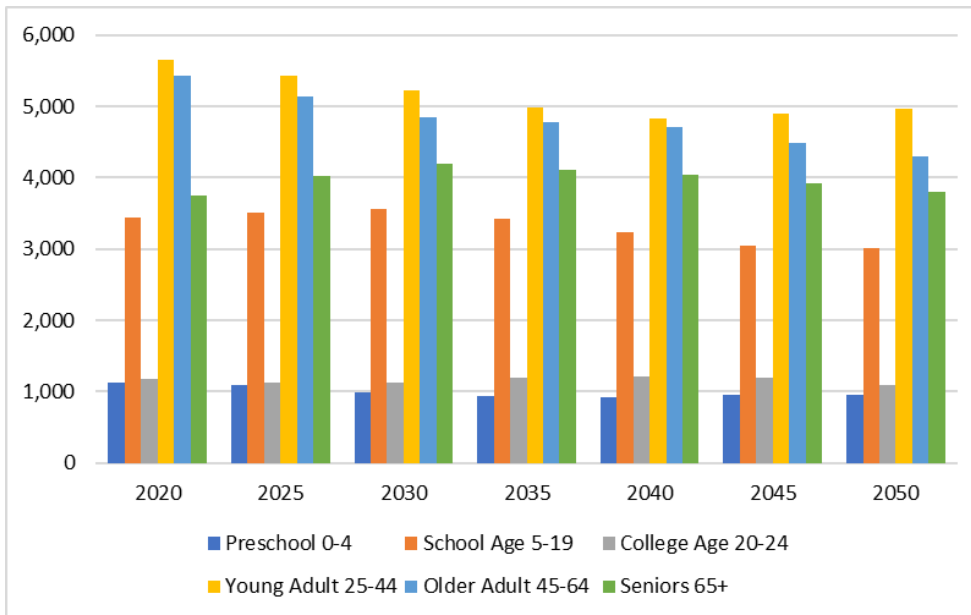
Source: STATS Indiana using Bureau of Labor Statistics Data

Zero Vehicle Households

Figure 69 shows the breakdown of vehicle availability by household within Sullivan County. Of all households in the county, six percent of the do not have a vehicle and an additional 26 percent only have one vehicle.

Figure 70 illustrates the percentage of housing units that have no available vehicle, according to 2019 ACS Five-Year Estimate data by block group. The block groups with the dark blue 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 Sullivan. Over 17.4 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 9.6 to 17.3 percent of zero vehicle households can be found in Shelburn. The remainder of the county has moderate to very low percentages of zero vehicle households.

Figure 69: Sullivan County Household Vehicle Availability

| Sullivan County | 6% | 26% | 37% | 31% |

■ 0 Vehicles   ■ 1 Vehicle   ■ 2 Vehicles   ■ 3 Vehicles or More Per Household
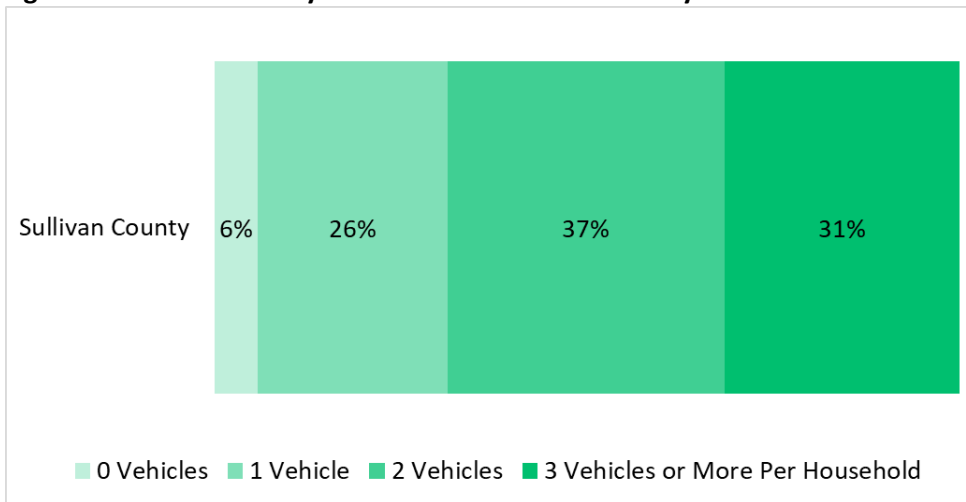
Source: 2019 ACS 5-Year Estimates

Figure 70: Sullivan County Zero Vehicle Households
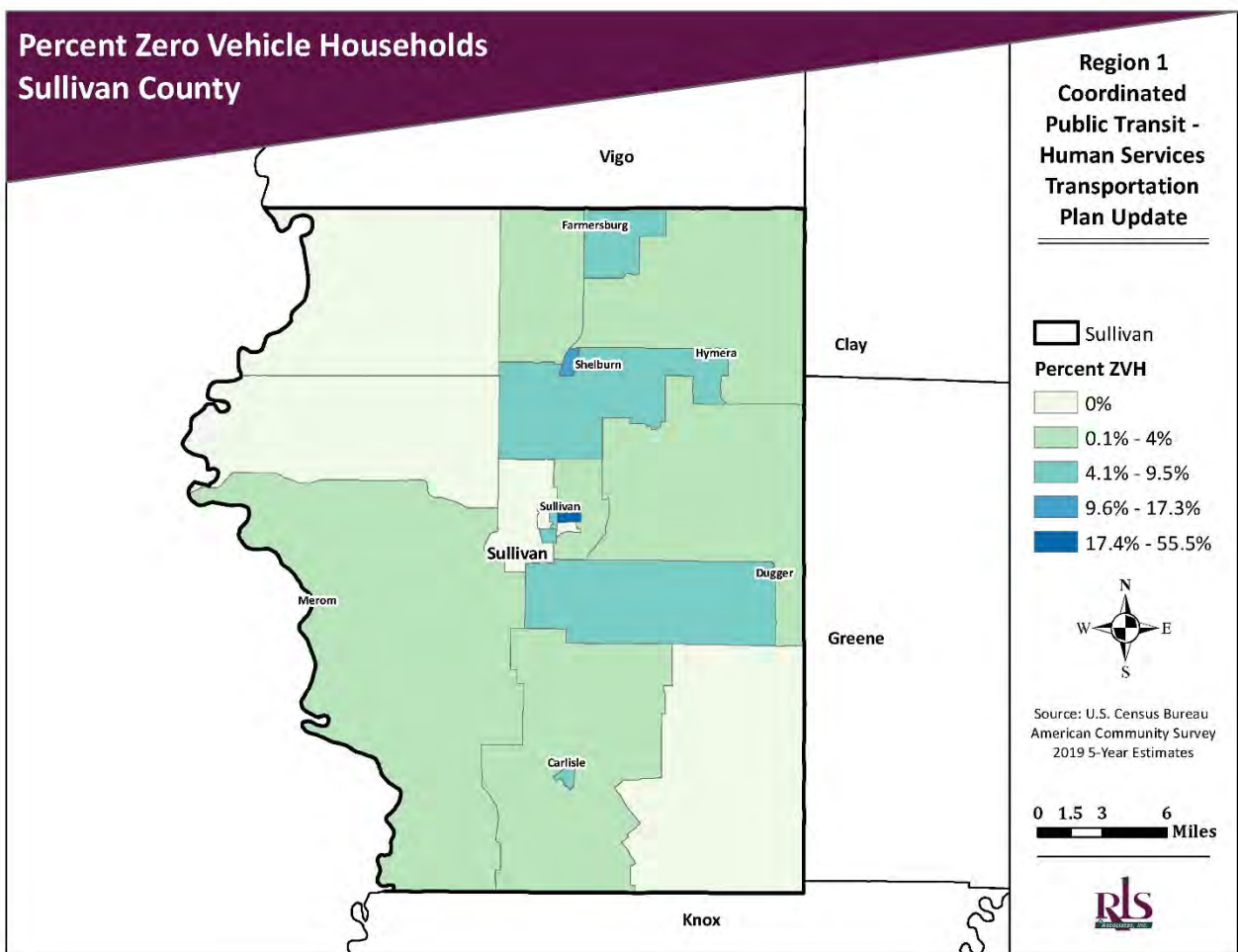
Unemployment

Sullivan County's unemployment rate reached a high in 2020 of 7 percent, due to the COVID-19 pandemic. This was lower than that of the United States (8.1) and the State of Indiana (7.1) for 2020.

From 2015 to 2020, the unemployment rate for Sullivan County paralleled the national unemployment average trend, but continually stayed higher than the U.S. and Indiana rate until 2020. Figure 71 illustrates a comparison of the unemployment rates in the county, state, and nation.

Figure 71: Sullivan County Comparison of Unemployment Rates
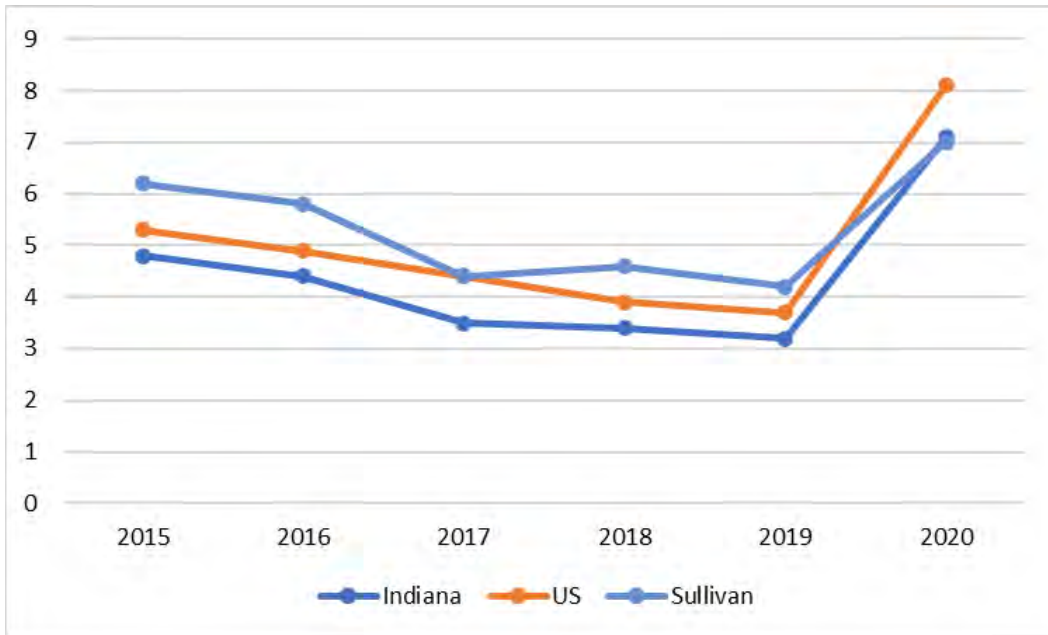
Source: STATS Indiana using Bureau of Labor Statistics Data

Household Income

Figure 72 shows the annual household income breakdown by percentage of total households in the county. Out of 7,644 households in the county, 35 percent of them make less than $35,000 per year. Of which, six percent earn less than $10,000 per year.

Figure 72: Sullivan County Annual Household Income

Income Range	Percent
$200,000 or more	1%
$150,000 to $199,999	4%
$100,000 to $149,999	11%
$75,000 to $99,999	14%
$50,000 to $74,999	20%
$35,000 to $49,999	14%
$25,000 to $34,999	10%
$15,000 to $24,999	14%
$10,000 to $14,999	5%
Less than $10,000	6%
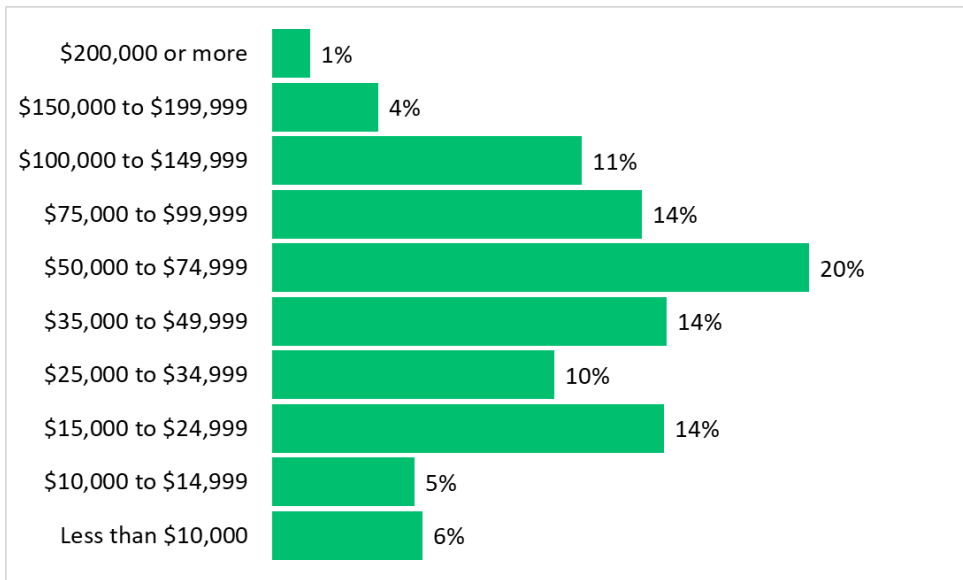
Source: 2019 ACS Five-Year Estimates

Warrick County

Older Adult Population

Figure 73 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 in Boonville and Newburgh. These block groups have densities of older adults between 361.2 and 514 persons per square mile. Areas in Newburgh, Chandler, and Boonville have moderate densities of persons age 65 and older (192.9 and 361.1). The remainder of the county has low to very low densities of persons age 65 and older.

Figure 73: Warrick County Older Adult Population Density

Population Density Age 65 and Older
Warrick County

Region 1
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Warrick
65+ / Sq. Mile
0 - 41.5
41.6 - 102
102.1 - 192.8
192.9 - 361.1
361.2 - 514

Source: U.S. Census Bureau
American Community Survey
2019 5-Year Estimates

0 1.5 3   6
Miles

Population Growth by Age

Figure 74 shows that the largest age cohort for Warrick County is between the ages of 45 and 64. This age group is expected to be the largest age group in Warrick County over the next 30 years. While not being one of the larger groups in 2020, the Seniors (65+) groups is expected to grow and go from being the fourth largest age group in 2020 to the second largest in 2050. Currently, the smallest age group in Warrick County is College Age individuals (20-24), who are expected to see little to no growth between 2020 and 2050.

Figure 74: Warrick County Population by Age
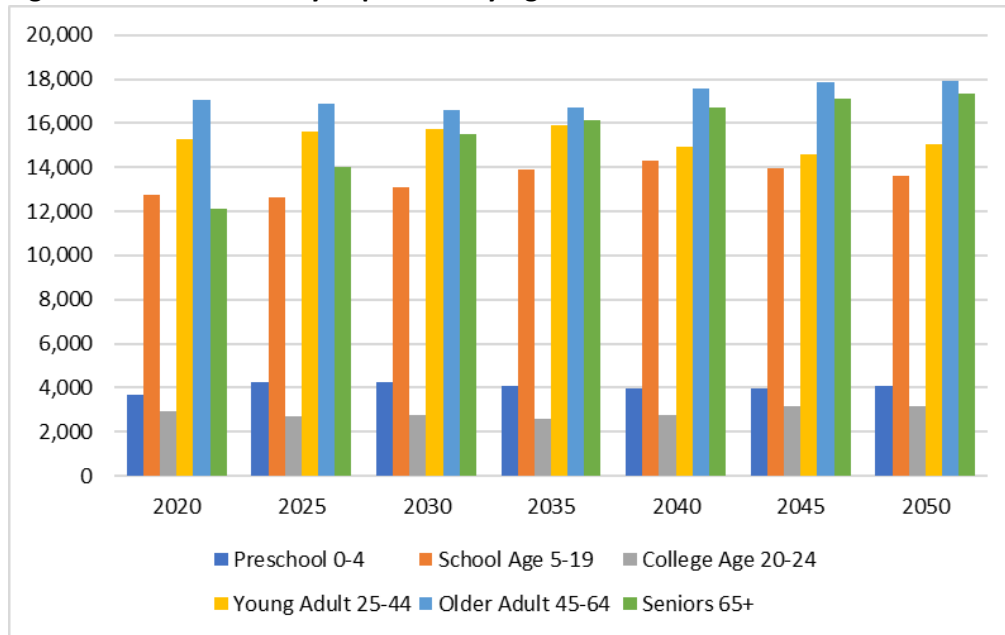
Source: STATS Indiana using Bureau of Labor Statistics Data

Zero Vehicle Households

Figure 75 shows the breakdown of vehicle availability by household within Warrick County. Of all households in the county, only three percent of the do not have a vehicle and an additional 24 percent only have one vehicle.

Figure 76 illustrates the percentage of housing units that have no available vehicle, according to 2019 ACS Five-Year Estimate data by block group. The block groups with the dark blue 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 Booneville. Over 13.5 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 8.6 to 13.4 percent of zero vehicle households can be found in central Warrick County around Boonville. The remainder of the county has moderate to very low percentages of zero vehicle households.

Figure 75: Warrick County Household Vehicle Availability

| Warrick County | 3% | 24% | 42% | 31% |

■ 0 Vehicles   ■ 1 Vehicle   ■ 2 Vehicles   ■ 3 Vehicles or More Per Household
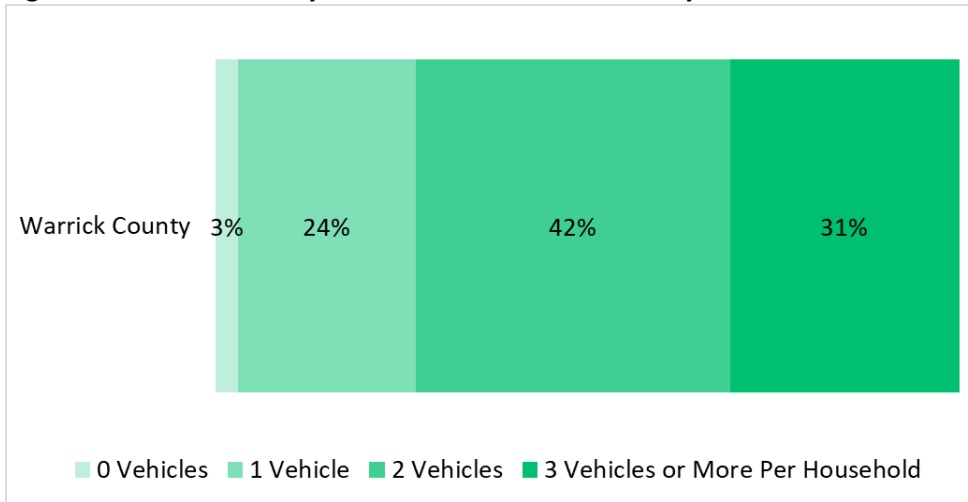
Source: 2019 ACS 5-Year Estimates

**Figure 76: Warrick County Zero Vehicle Households**
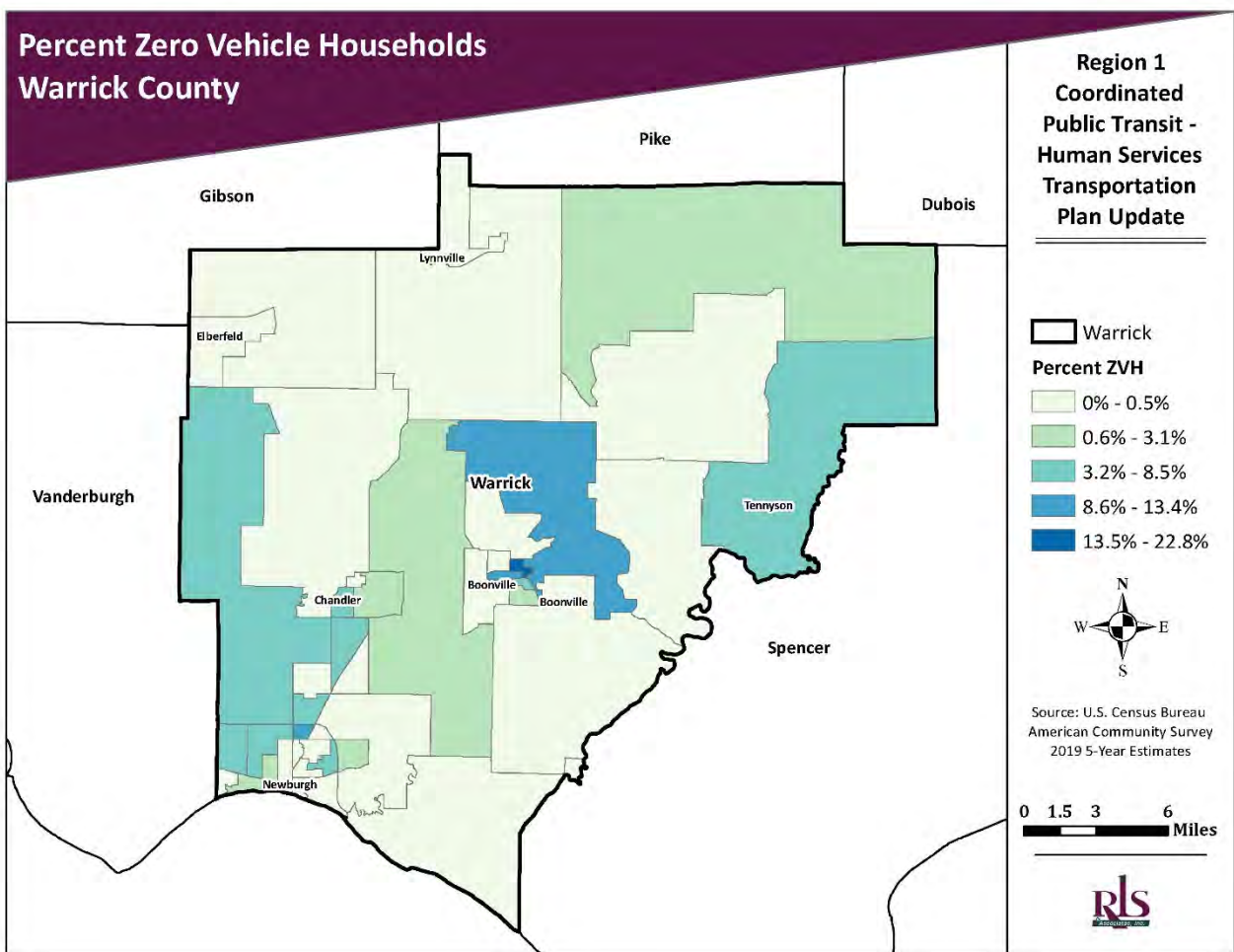
Unemployment

Warrick County's unemployment rate reached a high in 2020 of 5.4 percent, due to the COVID-19 pandemic. This was well lower than that of the United States (8.1) and the State of Indiana (7.1) for 2020.

From 2015 to 2020, the unemployment rate for Warrick County paralleled the national unemployment average trend, but continually stayed lower than the U.S. and Indiana rate. Figure 77 illustrates a comparison of the unemployment rates in the county, state, and nation.

Figure 77: Warrick County Comparison of Unemployment Rates
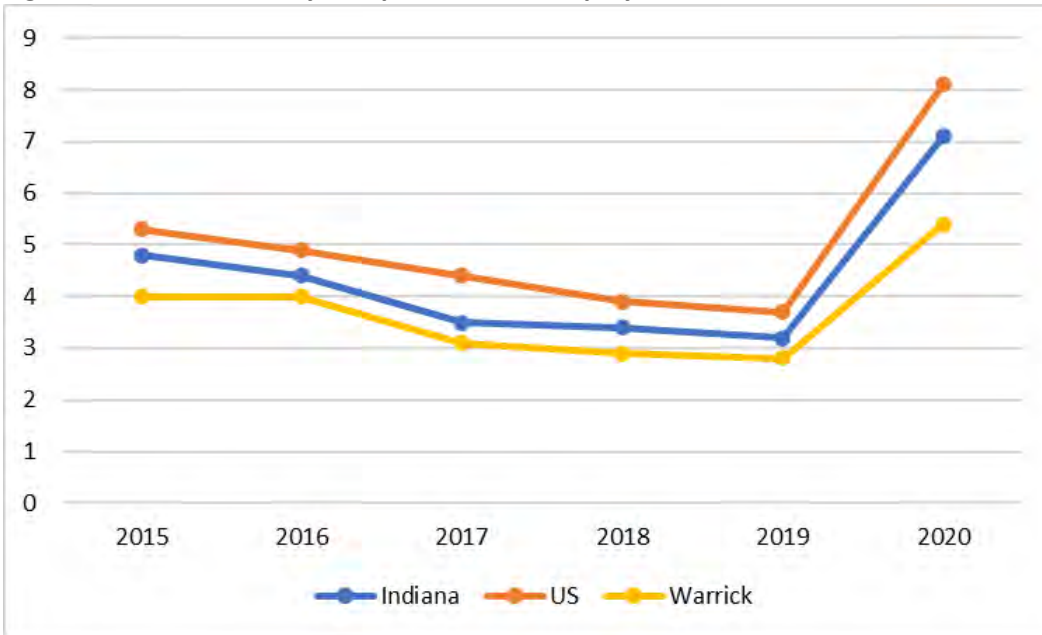
Source: STATS Indiana using Bureau of Labor Statistics Data

Household Income

Figure 78 shows the annual household income breakdown by percentage of total households in the county. Out of 24,514 households in the county, 21 percent of them make less than $35,000 per year. Of which, only three percent earn less than $10,000 per year.
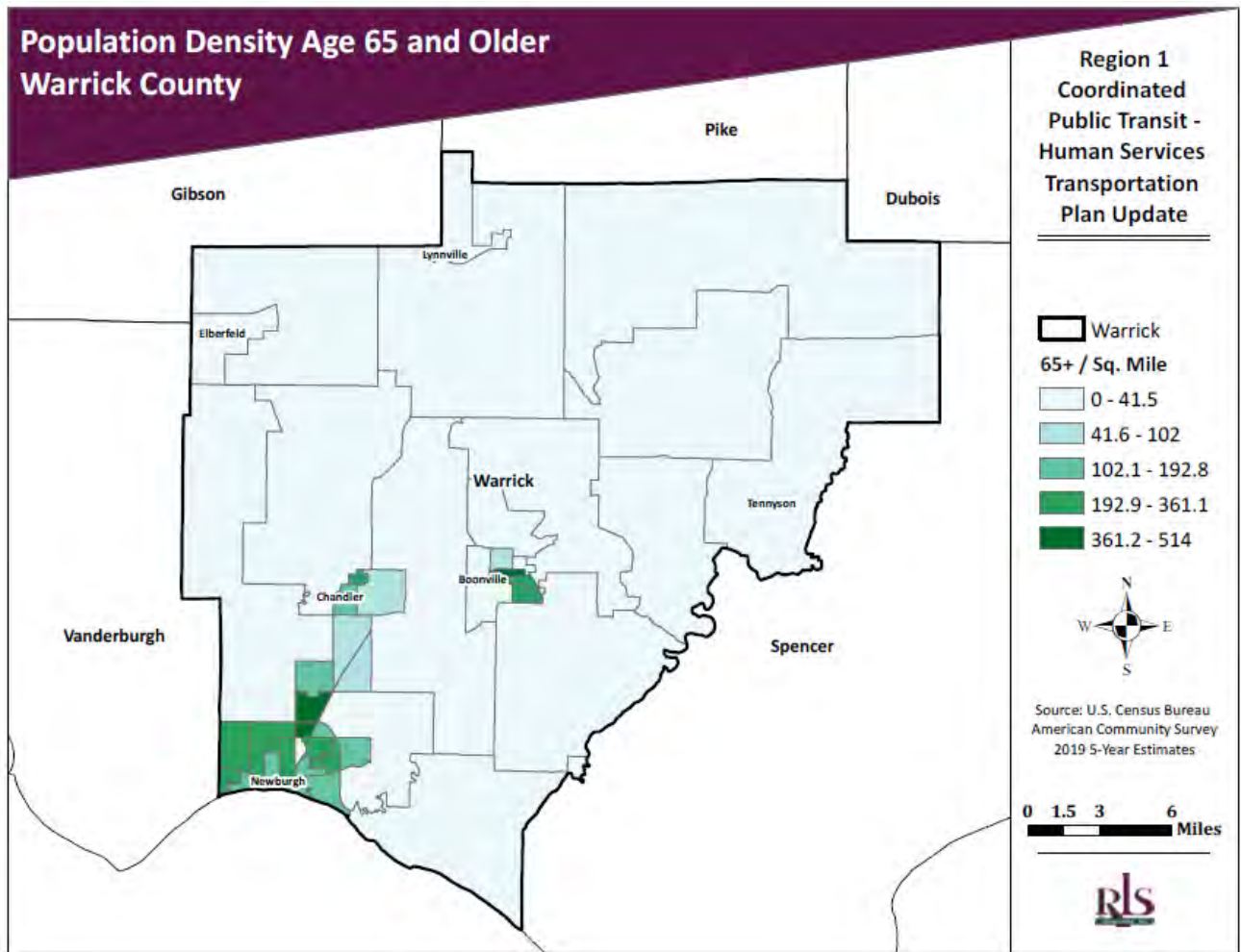
Figure 78: Warrick County Annual Household Income

Income Range	Percentage
$200,000 or more	7%
$150,000 to $199,999	6%
$100,000 to $149,999	20%
$75,000 to $99,999	16%
$50,000 to $74,999	17%
$35,000 to $49,999	13%
$25,000 to $34,999	7%
$15,000 to $24,999	7%
$10,000 to $14,999	4%
Less than $10,000	3%
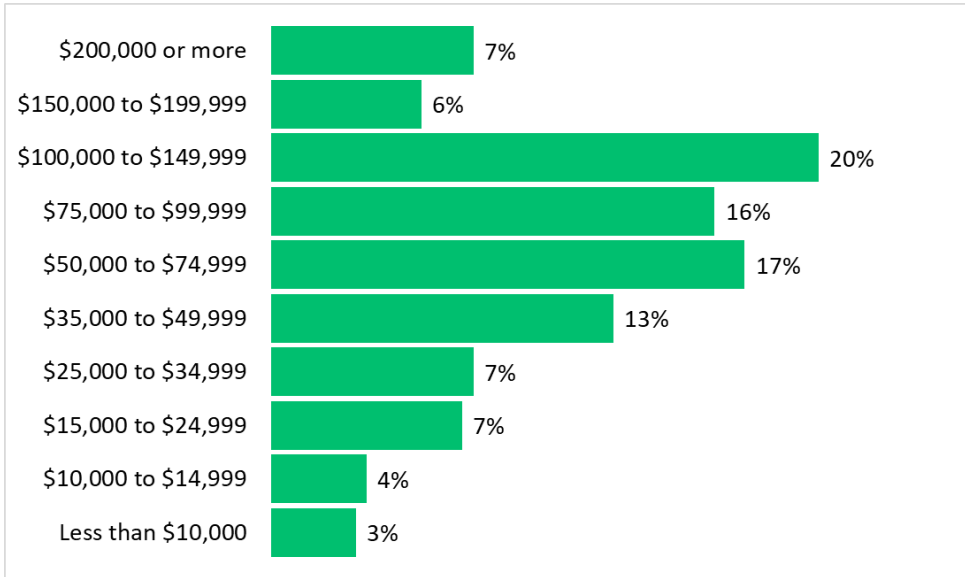
Source: 2019 ACS Five-Year Estimates

INVENTORY OF EXISTING TRANSPORTATION PROVIDERS AND SERVICE GAPS

INTRODUCTION

Providers of public and human service transportation were asked to provide service and asset data for the purpose of updating the transportation provider inventory for the Region. Agencies were also invited to participate in a public meeting to evaluate unmet human service transportation needs and service gaps. The public meeting included a discussion of goals and strategies/projects to address unmet needs and service gaps, and promote coordination in the delivery of transportation services to maximize the use of resources.

An update of the inventory of provider services and vehicles was obtained through phone interviews and e-mail requests conducted prior to the public meeting. This was done in order to promote active participation in the public meetings, familiarize the providers with the public meeting process, and stimulate discussion of key mobility issues while updating the description of the types and manner of service delivery (including types of services, funding sources, eligibility, hours of service, ridership and fare/donation policies) for the providers in the Region.

The Region 1 provider summaries listed below include Section 5310-funded 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 populations of older adults and individuals with disabilities. Many of these public and non-profit agencies also receive operating funding through Medicaid and Title III-B of the Older Americans Act which focuses on serving persons aged 60 and over as well as funding for vehicle replacement through the FTA Section 5310 program. These programs exemplify the goal of promoting mixed client riding and coordinated provision of mobility services for a range of customer categories and trip destinations.

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

EXISTING PUBLIC TRANSPORTATION RESOURCES

Region 1 is served by the public transportation providers listed in Table 2.

Table 2: Region 1 Public Transit Providers

	Ride Solution & Warrick Area Transit System (WATS)	Huntingburg Transit System	VanGo	Washington Transit System	Hoosier Ride
Location and Contact Information	1001 East Main St. Washington, IN 47501 (812) 257-0118 ridesolution.org	508 E. 4th St. Huntingburg, IN 47542 (812) 683-2211 huntingburg-in.gov/department/index.php?structureid=21	2009 Prospect Ave. Vincennes, IN 47591 (812) 886-3381 vincennesymca.org/our-focus/vango/	2200 Memorial Ave. Washington, IN 47501 (812) 254-4564 washingtonin.us/department/index.php?structureid=67	4045 Park 65 Dr. Indianapolis, IN 46254 (800) 544-2383 hoosierride.com
Service Area	Daviess, Dubois, Gibson, Greene, Martin, Perry, Pike, Spencer, Sullivan and Warrick Counties	City of Huntingburg	Knox County	City of Washington	Inter-city bus service throughout Indiana with Evansville-Indianapolis/Evansville-Louisville routes
Days/Hours of Service	Monday – Friday 6 AM – 6 PM	Monday – Friday 8:30 AM – 4 PM	Monday – Friday 6 AM – 6 PM	Monday – Friday 7 AM – 5 PM	Schedules vary – see website
Ridership*	2019: 176,092 2020: 113,278	2019: 10,701 2020: 5,917	2019: 77,402 2020: 43,841	2019: 18,426 2020: 7,491	2019: 37,827 2020: 19,128
Fare/Donation Structure	$3 – In-Town $5 – In-County $7 – County to County $1 – Additional stop $2 – School Related Trips $1 with paid adult – Ages 7 – 12 Free with paid adult – Ages 6 and under	$3 – Round trip $1 – Additional stop	Within Vincennes: $2 Knox County: $5	Free	Mileage-based ticket pricing

	Ride Solution & Warrick Area Transit System (WATS)	Huntingburg Transit System	VanGo	Washington Transit System	Hoosier Ride
Funding Sources	FTA Section 5311; PMTF; Medicaid Waiver/DSSI; County General Funds; Other Grants	FTA Section 5311; PMTF; City of Huntingburg	FTA Section 5311; PMTF; Local government	FTA Section 5311; PMTF; City of Washington	FTA Section 5311(f); Ticket Revenue
Operating Budget (2020)	$2,471,642	$200,990	$712,536	$138,983	Not reported
Fleet by Location and Wheelchair Accessibility	Daviess: 39 (26 WC-accessible) Dubois: 10 (All WC) Gibson: 4 (All WC) Greene: 16 (11 WC) Martin: 9 (5 WC) Perry: 1 (WC) Pike: 1 (WC) Spencer: 1 (WC) Sullivan: 8 (4 WC) Warrick: 9 (All WC)	Huntingburg: 3 (All WC-accessible)	Vincennes: 22 (All WC-accessible)	Washington: 4 (All WC-accessible)	Not reported (Call 1-800-544-2383 48 hours before departure for accessible service)
Service Type(s)	Demand Response/Deviated Route in Warrick County	Demand Response	Demand Response	Deviated Route	Inter-city
Scheduling/ Dispatching	GMV Syncromatics Easy Rides	Manual/Excel	Ecolane	Manual	N/A
Trip Denials	20-30/month	No trip denials	Not reported	None	Not applicable

*2019 total represents normal ridership; 2020 ridership was heavily impacted by COVID-19

The region's human service transportation providers are listed in Table 3. Several human service agencies located in Region 1 provide transportation for their clients. The public transit systems listed in the previous section also provide transportation under contract for human service program consumers, such as Medicaid beneficiaries and older adults whose transportation is funded by Older Americans Act Title III-B funds.

Additionally, Region 1 residents who use Medicaid non-emergency transportation are sometimes served by providers from outside of the area. These providers are typically dispatched to the area by the State of Indiana's contracted managed care organizations or transportation brokerages.

Three of the providers listed in Table 3, Arc of Southwest Indiana, Older Americans Center/City of Jasper and SIRS LinkNGo, partner with Ride Solution to provide coordinated public transportation.

Table 3: Human Service Transportation Providers

Provider	Eligibility/Service Area	Days/Hours of Service	Ridership	Operating Budget/Funding Sources	Fleet/Accessibility	Contact Information
Arc of SW Indiana	Clients of Arc programs in Gibson and Pike Counties	24/7	Not reported	Medicaid; Ride Solution (operating budget not reported)	Gibson County: 44 (26 WC-accessible) Pike County: 18 (4 WC)	421 S. Main St. Princeton, IN 47670 (812) 386-6312 www.ArcSWIN.org
EasterSeals – Posey Co.	Clients of EasterSeals – Posey Co.	Not reported	Not reported	Not reported	5 (1 WC-accessible)	5525 Industrial Rd. Mount Vernon, IN 47620 (812) 838-0636 easterseals.com/in-sw/

Provider	Eligibility/Service Area	Days/Hours of Service	Ridership	Operating Budget/Funding Sources	Fleet/Accessibility	Contact Information
Gibson Council on Aging	Age 60+ or Disabled/Gibson County (out of county for medical)	Monday – Friday 8 AM – 4:30 PM	2019: 3,965 2020: 3,200	$74,000/Medicaid; SW Indiana Council on Aging; City of Princeton; Gibson County; United Way; Donations	6 (3 WC-accessible)	212 S. Richland Creek Dr. Princeton, IN 47670 (812) 385-2897 gibsonseniors.com
Older Americans Center /City of Jasper	General Public (Scheduled through Ride Solution)	Monday – Friday 6 AM – 6 PM	Not reported	Not reported	Not reported	1301 St. Charles St. Jasper, IN 47546 (812) 482-4455 jasperindiana.gov/topic/index.php?topicid=138
Perry County Veterans Van	Veterans/VA medical appointments	Not reported	Not reported	Not reported	Not reported	2219 Payne St. Room W6 Tell City, IN 47586 (812) 547-2506 pcveterans@perrycounty.in.gov
Perry County Council on Aging	Age 60+, Disabled, Medicaid beneficiaries	Monday – Friday 6 AM – 5 PM	2020: 3,000	Medicaid; Donations; Fundraising (operating budget not reported)	5 (All WC-accessible)	200 N. 5th St. Cannelton, IN 47520 (812) 547-8115 perrycountycoa.org
Posey County	Age 60+, Disabled, or low-income regardless of age	Monday – Friday 5 AM – 5 PM	Fiscal Year 19-20: 13,162	$155,000/Posey County; Medicaid; Older Americans	9 (4 WC-accessible)	611 W. 8th Street Mt. Vernon, IN 47620

Provider	Eligibility/Service Area	Days/Hours of Service	Ridership	Operating Budget/Funding Sources	Fleet/Accessibility	Contact Information
Council on Aging				Act Title lll-B; Donations; Fee for service; United Way		(812) 838-4656 poseycountycouncilonaging.com
Royal Transpo LLC	Medical and work transportation/ Evansville area	Not reported	Not reported	Not reported	Not reported	1505 Marshall Ave. Evansville, IN 47714 (812) 470-2551
Samaritan Center	Clients of Samaritan Center/ Knox, Daviess, Pike and Martin Counties	Monday – Friday 8 AM – 5 PM Evening/weekend hours as needed	Not reported	Good Samaritan (operating budget not reported)	1 Vehicle	515 Bayou Street Vincennes, IN 47591 812-886-6800 gshvin.org/health-services/behavioral-health/
Senior and Family Services	Medicaid beneficiaries and private pay clients/Daviess, Greene, Martin and Pike Counties	Monday – Friday 5:15 AM – 6 PM	2020: 14,686	Medicaid; Nursing Homes (operating budget not reported	14 (12 WC-accessible)	211 E. Main Street Washington, IN 47501 (812) 254-1881 safsinc.org
Spencer Co. Council on Aging	Spencer County residents with medical transportation needs/Spencer and adjacent counties	Monday – Friday As needed	2019: 1,056	Medicaid, Older Americans Act Title III-B; Spencer County; Fares	9 (8 WC-accessible)	421 Main St. Ste. E Rockport, IN 47635 (812) 649-9828

Provider	Eligibility/Service Area	Days/Hours of Service	Ridership	Operating Budget/Funding Sources	Fleet/Accessibility	Contact Information
SIRS LinkNGo	Medicaid beneficiaries, day service center clients, and general public in coordination with Ride Solution/ Dubois, Perry, Spencer, Warrick and part of Vanderburgh Counties	Monday – Friday 6 AM – 6 PM	Not reported	Medicaid; Ride Solution; Vocational Rehabilitation (operating budget not reported)	Not reported	1579 S Folsomville Rd. Boonville, IN 47601 (812) 547-3348 sirs.org/transportation
Warrick Co. Council on Aging	Age 60+ or Disabled (limited general public service)/ Warrick County and out-of-county	Monday – Thursday 8 AM – 4 PM Friday 8 AM – 12 PM	Not reported	Not reported	Not reported	150 State Road 62 Boonville, IN 47601 (812) 897-4437

NEEDS ASSESSMENT

OVERVIEW

RLS & Associates, Inc. (RLS) 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 2017 Coordinated Public Transit Human Services Transportation Plan, and agencies that applied for Section 5310 grants from INDOT since 2013. Documentation of outreach efforts included in this project to date and the level of participation from each organization is provided in the Appendix. The following paragraphs outline results from the local general public and stakeholder coordinated transportation meeting.

GENERAL PUBLIC AND STAKEHOLDER MEETINGS

A virtual meeting was facilitated by RLS to discuss the unmet transportation needs and gaps in service and establish goals for serving older adults, individuals with disabilities, people with low incomes, and the general public. A virtual meeting was chosen due to the risk of transmission of COVID-19 at an in-person meeting. The meeting was held on March 19, 2021, at 12:00 PM.

Invitations to the meeting were distributed via the U.S. Postal Service to 15 organizations in Region 1 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
♦ Posey County News
♦ Warrick Publishing, Inc.
♦ Princeton Daily Clarion
♦ Vincennes Sun-Commercial
♦ Washington Times-Herald

Organizations that were represented at the meetings are listed below:
♦ Arc of Southwest Indiana
♦ Bettye J. McCormick Senior Center
♦ Easter Seals Posey County
♦ Evansville Metropolitan Planning Organization
♦ Gibson County Council on Aging
♦ Good Samaritan
♦ Greene County General Hospital
♦ Grow Southwest Indiana Workforce Development Board

- Huntingburg Transit System
- METS
- Perry County Council on Aging
- Posey County Council on Aging
- Ride Solution/Warrick Area Transit System
- SIRS LinkNGo
- Senior and Family Services
- Spencer County Council on Aging
- Royal Transportation
- VanGo
- Washington Transit System

During the meeting, the RLS facilitator presented highlights of historical coordinated transportation in the Region and discussed the activities since the 2017 Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area. Many of the participants in the meetings were involved in the 2017 planning process.

Following the initial presentation, the stakeholders were asked to review the gaps in transportation services and needs from the 2017 plan, to identify any gaps that were no longer valid, and any new needs/gaps, which the facilitator deleted/added to/from a list that the stakeholders could view on the screen. The focus of the discussion was transportation for older adults and individuals with disabilities. However, several topics discussed also impact mobility options for the general public.

Prior to the public and stakeholder meeting, public surveys were distributed in each county. Surveys were available for approximately five months. 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 that were distributed by local stakeholders and volunteers, the public survey was also available online, and advertised in local newspapers. Survey results are included at the end of this chapter.

Table 4 provides the identified unmet transportation needs and gaps in services that were identified by meeting participants or during the public survey process. The list includes unmet needs and gaps documented during the previous coordinated plan and the status of that need as well as the needs that were documented for the first time in 2021. The table also includes a reference to the goal (explained in the next chapter) that corresponds with each identified need or gap. Coordinated transportation stakeholders will consider these unmet needs and gaps in service when developing transportation strategies and grant applications. Many needs were consistent across all Region 1 counties.

Table 4: Unmet Mobility Needs and Gaps in Service

2017 Need/Gap	2021 Need/Gap	County/ Counties	2021 Priority Level	Goal(s)
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.	Reliable, consistent Medicaid non-emergency transportation with fewer problems in the ride scheduling and dispatching process.	All Region 1 Counties	High	4
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.	Transportation across the Illinois state line.	Knox County	Low	2
	Transportation for group outings organized by adult day services providers.	Knox County		2
	There is a shortage of people who want to work as drivers.	All Region 1 Counties	High	1
Need to connect residents of Gibson County with destinations in Evansville, Indiana.	Transportation to medical providers located in nearby cities/counties or larger cities like Indianapolis or Evansville.	All Region 1 Counties	High	2

2017 Need/Gap	2021 Need/Gap	County/ Counties	2021 Priority Level	Goal(s)
Additional capacity/vehicles for transportation providers.	Transportation during later evenings, early mornings, and weekends.	All Region 1 Counties	Medium	2
County-level communication about available public transportation services, and services with eligibility requirements.	Awareness of public transit availability and fares.	Greene County	Medium	3
	Residents are unfamiliar with public transit and are hesitant to request rides.	Greene County	Medium	3
Veterans services transportation	Transportation for veterans going to medical appointments.	Perry and Spencer Counties	High	2
Improving technology for tracking vehicles, scheduling, and dispatching services to improve vehicle utilization and coordination opportunities.	Not discussed as a need in 2021.	N/A	N/A	N/A
Improved coordination and communication between agencies.	Improved coordination and communication between agencies that serve the same, or similar, areas/clientele.	All Region 1 Counties	Medium	3
	Transportation to factories for employment.	Gibson and Dubois Counties	Low	2
	Transportation to employment in Vanderburgh County.	Posey County	Low	2
	Additional transportation for all trip purposes, especially to maintain adequate services for the growing older adult population.	All Region 1 Counties	High	2

PROGRESS SINCE THE 2017 COORDINATED PLAN AND CONTINUING CHALLENGES TO COORDINATED TRANSPORTATION

As indicated in Table 4, many of the unmet needs identified in 2017 continue to exist today. Staffing shortages and limited resources have made it difficult for the providers in Region 1 to address additional unmet needs. There are numerous challenges to the coordination of human service agency and public transportation in any community or region. Some of the unmet transportation needs listed in Table 4 are unmet either because of the level of difficulty to implement strategies that will address them or funding to support the activity is not available. While these needs remain top priority, some may take more time to implement because of the necessary steps and changes that must precede them. Additionally, some of the unmet transportation needs may be addressed before the top priority needs simply because they are easily addressed and/or they are a step that will improve the likelihood of implementing a priority improvement.

During the 2021 public and stakeholder meeting as well as in 2013 and 2017, participants mentioned that inadequate funding, as well as the real and perceived limitations on use of available funding resources create challenges to achieving a higher level of service or service expansions.

While there are challenges to implementing coordination among various transportation providers, services, and funding sources, it is important to note that transportation coordination is being successfully implemented throughout the country and in Indiana. Therefore, issues such as conflicting or restrictive state and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort. There are many resources available to assist communities as they work together to coordinate transportation. Contact the Indiana Department of Transportation (INDOT), Office of Transit (http://in.gov/indot/2436.htm) for assistance.

RESULTS OF THE GENERAL PUBLIC SURVEY

The following charts outline the public survey results received from individuals living in the Region. Surveys were available on-line, on public transit vehicles, at various non-profits, and distributed by volunteers through organizations that serve seniors and individuals with disabilities. The on-line and paper versions of the survey were also advertised in local newspapers. The survey period was November 2020 through May 2021.

The following survey summary includes the information gained from 102 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 102 surveys. The survey results are not statistically significant, 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: 16% (16 surveys)
- ◆ Dubois: 9% (9 surveys)
- ◆ Gibson: 16% (16 surveys)
- ◆ Greene: 9% (9 surveys)
- ◆ Knox: 3% (3 surveys)
- ◆ Martin: 1% (1 surveys)
- ◆ Perry: 5% (5 surveys)
- ◆ Pike: 4% (4 surveys)
- ◆ Posey: 14% (14 surveys)
- ◆ Spencer: 14% (14 surveys)
- ◆ Sullivan: 2% (2 surveys)
- ◆ Warrick: 9% (9 surveys)

Modes of Transportation Used

Survey respondents were asked to report all forms of transportation they or their family have used in the past 12 months. As indicated in

Figure 79, the respondents used all forms of transportation available as response choices, as well as other modes. Those who selected "Other" specified the following forms of transportation:

- ◆ Buggy
- ◆ Rockport Council on Aging
- ◆ Spencer County Council on Aging

Figure 79: Modes of Transportation Used

Public transit that serves your city or county, including bus systems, rail lines, ADA paratransit, or general public demand response/dial-a-ride — 56%

Rely on family/friends for rides — 42%

Medicaid Non-emergency medical transportation (NEMT) — 24%

Demand response/dial-a-ride services that are for specific groups only — 19%

Drive your own vehicle — 13%

Walking — 12%

Transportation offered by volunteer or faith-based groups — 5%

Taxi — 4%

Other (please specify) — 3%

Inter-city bus, such as Greyhound or Megabus — 2%

Uber/Lyft — 2%

Carpool or vanpool to work — 2%

Scooter/Moped — 1%

Bicycling — 1%

Desired Changes to Local Transportation Options

When asked what changes could be made to the local transportation options to make using them more appealing, the most common responses were to operate on Saturdays, make scheduling rides more convenient, end later at night, and provide rides to other parts of the state. Nineteen percent said that an increase in the amount of demand response/dial-a-ride service available would make transportation options more appealing, which echoed the input provided by stakeholders during the meeting and one-on-one interviews. All responses to this question are displayed in Figure 80.

Figure 80: Changes that Would Make Transportation Options More Appealing

Change	Percentage
Operate on Saturdays	35%
Make scheduling demand response/dial-a-ride service more convenient	29%
End later at night	28%
If I could ride to other parts of the state	27%
Pick me up at my home and take me directly to my destination	24%
Lower the cost to ride	24%
Operate on Sundays	20%
Increase the amount of demand response/dial-a-ride service available	19%
Run fixed route service more frequently	12%
Start earlier in the morning	12%
Make it easier, or add the option, for children, spouses and/or care-givers to ride along	9%
Increase health and safety precautions	7%

Difficulty Getting Needed Transportation

Respondents were asked if they have difficulty getting the transportation they need to a variety of types of destinations. The results are provided in Figure 81. The most difficulty was indicated for employment, medical, shopping and other trip purposes, with multiple respondents selecting 'sometimes', 'frequently', or 'always difficult'.

Figure 81: Difficulty with Transportation to Specific Destination Types
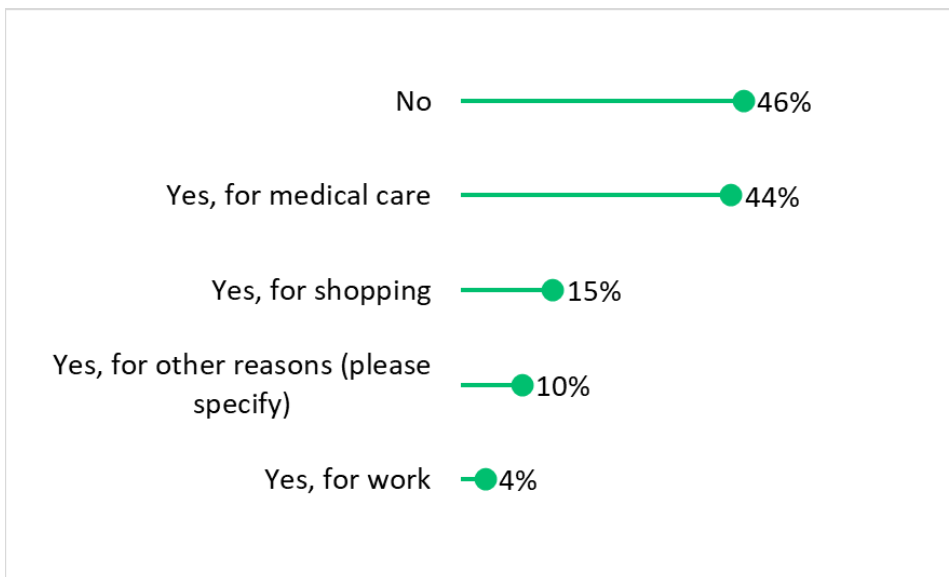

	No difficulty	Sometimes difficult	Frequently difficult	Always difficult
Other trip purposes	38%			5%
Human service agencies or government offices	29%			3%
School	16%			2%
Shopping	40%			2%
Pharmacy	41%			2%
Dental care	34%			2%
Mental health care	20%			4%
Medical offices, clinics or hospitals	43%			2%
Your employer	24%			2%
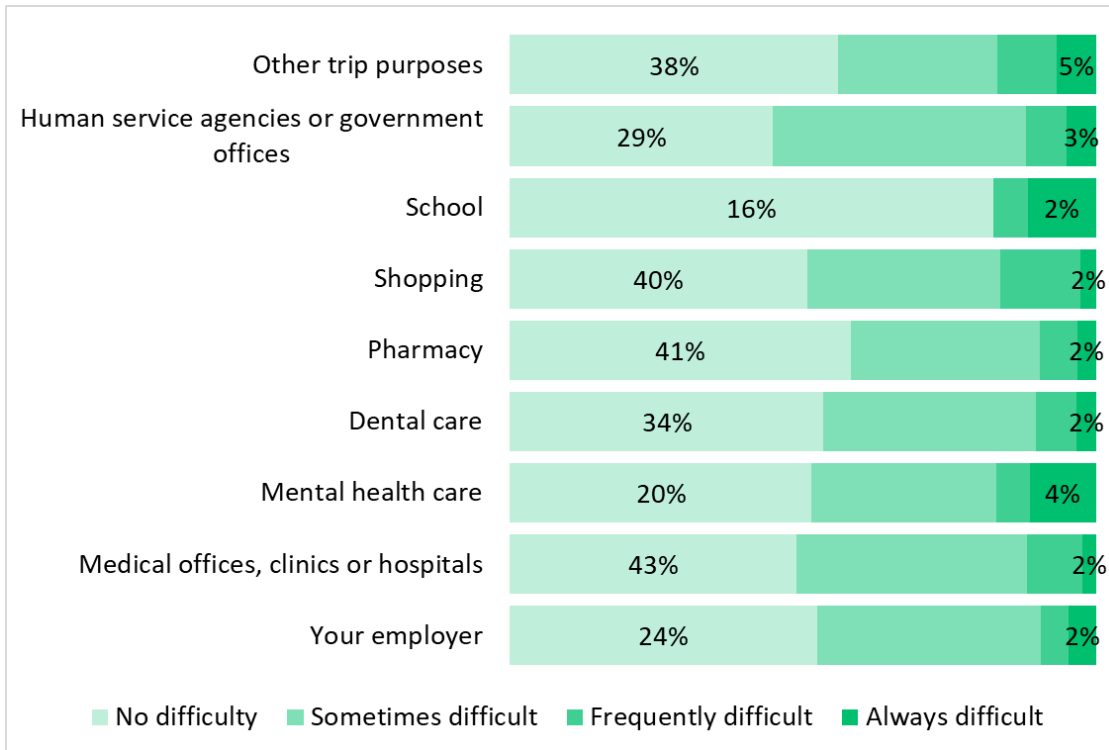
## Out-of-County Destinations

Two questions concerned travel to out-of-county destinations. Respondents indicated whether they needed to travel outside of the county for work, medical care, shopping, or other reasons. As shown in Figure 82, the majority of respondents who have out-of-county travel needs need medical care.

Figure 82: Need for Travel Outside of the County

No	46%
Yes, for medical care	44%
Yes, for shopping	15%
Yes, for other reasons (please specify)	10%
Yes, for work	4%

Respondents also indicated whether it was difficult to travel outside of the county (see Figure 83), and if yes, to provide more information in an open-ended response. About one third of the respondents to this question said that they have difficulty leaving the county. Open-ended responses are provided below.

Figure 83: Is It Difficult for You to Travel Outside Your County?
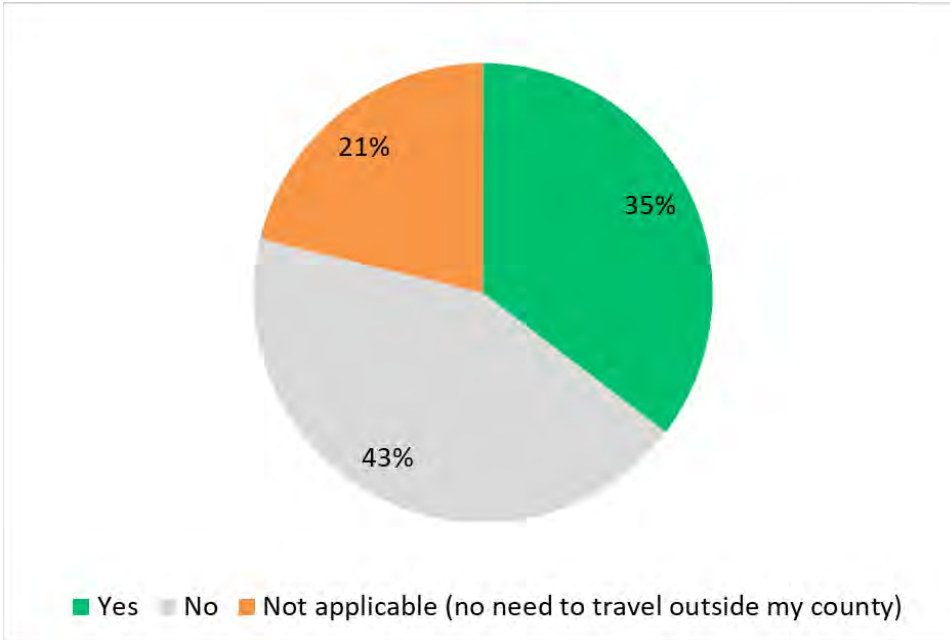
- ♦ I have multiple broken bones and I'm disabled.
- ♦ Poor eyesight to drive for medical appointment.
- ♦ Don't drive in the City of Evansville.
- ♦ Availability, cost.
- ♦ Some clients do not have vehicles and rely on friends or family to transport them outside of the county.
- ♦ No public transportation available.
- ♦ I don't drive due to age.
- ♦ Need to go to Evansville more often.
- ♦ Bus routes just in my town.
- ♦ Catching the right buses on time.
- ♦ They don't always have a driver available.
- ♦ I can't get anyone to take me.
- ♦ No driver available.
- ♦ They say Bloomington isn't their service area.
- ♦ I go to dialysis.
- ♦ Sometimes they don't have a driver to go to Bloomington.
- ♦ Sometimes I can't get a ride when I have to last minute.
- ♦ I can't be gone long.
- ♦ No rides.

- No drivers.
- I have a wheelchair.
- They say they don't go there.
- Health issues.
- I only request GCCOA for my trips. If nothing is available, I try to find another way.
- Not available.
- Not able to arrange a ride when needed.
- Dispatch always turns me down.
- Public transportation not available and Uber or Lyft cost more than I could make in one day.

Other Comments About Community Transportation Services

Finally, the survey included an open-ended question that asked if the respondent had any other comments about transportation services in their community. Of the 102 total respondents, 51 provided input, which can be found in the appendix.
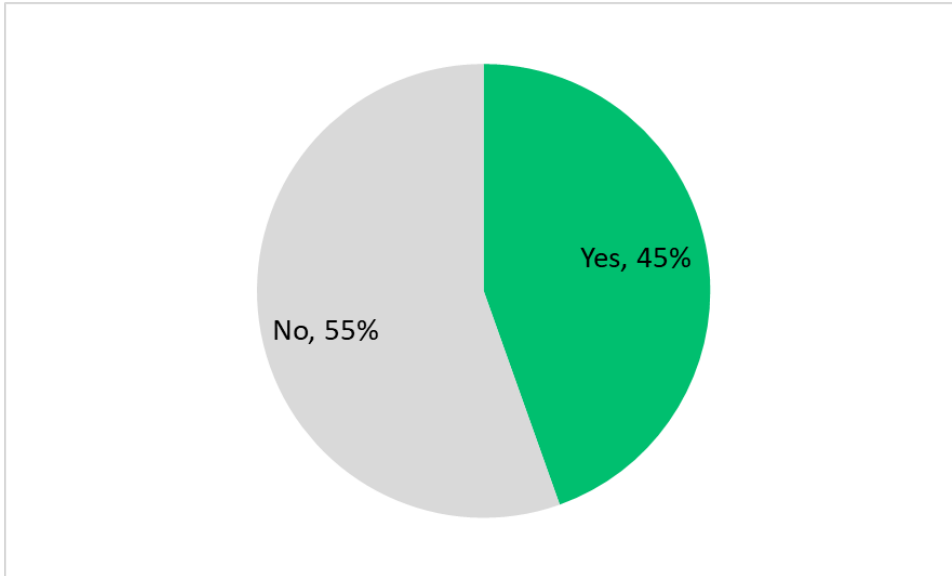
Respondent Demographics

Demographic questions on the survey included age group (Figure 84), status as an individual with a disability that requires a mobility device (Figure 85), and ZIP code (
Figure 86).

Figure 84: Age Ranges

65+, 38%

60-64, 11%

55-59, 13%

18-54, 36%

Under 18, 2%
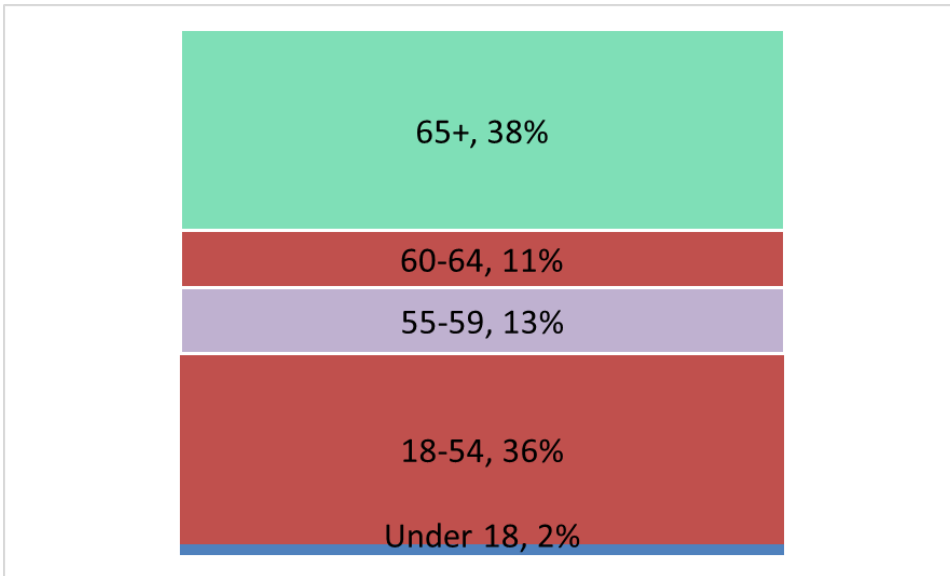
Figure 85: Disability Status that Requires a Cane, Walker, Wheelchair, or Other Device, or a Service Animal

Figure 86: ZIP Code

Note: Top 6 ZIP Codes shown; 40 different ZIP Codes provided

IMPLEMENTATION PLAN

Stakeholders are willing to continue to work toward coordinated regional transportation services by utilizing 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.

Local stakeholders set four coordinated transportation goals to address the high, medium, and low priority needs. The strategies under each goal should be addressed by the responsible parties, as identified in this chapter. Strategies should be addressed in order of priority, unless funding or other factors are present which make accomplishing a lower priority strategy more feasible than one of higher priority. The coordinated transportation goals are as follows:

Goal 1: Maintain Existing Transportation Services for Human Service Agency Clients and the General Public

Goal 2: Expand Transportation Service for Older Adults, People with Disabilities, Low-Income Individuals, and the General Public

Goal 3: Increase Public Awareness of Available Transportation Services among Community Stakeholders

Goal 4: Increase Participation in Initiatives to Enhance Mobility

GOALS AND STRATEGIES

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: MAINTAIN EXISTING TRANSPORTATION SERVICES FOR HUMAN SERVICE AGENCY CLIENTS AND THE GENERAL PUBLIC

Strategy 1.1 Replace and Maintain Vehicles through FTA/INDOT Funding and Local Sources

Transportation is a vital link to health care, nutrition, employment, and quality of life in each county and community. As there are relatively few providers active in the region, keeping their services active and running is critical for older adults and individuals with disabilities in the community. The FTA grant programs managed by INDOT provide the best leverage of local matching dollars in terms of acquiring and maintaining a fleet of accessible vehicles.

Local organizations serving the rural areas will strategically apply for funding through the Sections 5310 and 5311 programs to replace aging vehicles and to expand vehicle fleets or the number of providers serving individuals with disabilities, older adults, people with low incomes, and the general public.

Implementation Time Frame:	Staffing Implications:
Ongoing	Staff time to prepare applications, to maintain vehicles, and to monitor service, safety, and reporting.

Implementation Budget:
Minimal expenses to develop applications but significant time to manage and administer services.

Potential Funding Sources: FTA Section 5311 (public transit)/5310; Local match funding from agency funds, county or municipality general fund, dedicated tax, or private fundraising. Local match for may also be derived from State programs or other non-U.S. DOT Federal funding programs.

Priority: High

Counties Included: All Region 1 counties

Responsible Parties: Agencies and organizations eligible for FTA Section 5310/11 program grants

Performance Measures:
- Tally of vehicles applied for and received in region.
- Percent of fleet in region that is accessible to individuals with disabilities.
- Average annual passenger trips provided per vehicle should demonstrate that vehicles are actively used in service delivery for older adults and individuals with disabilities.

Strategy 1.2 Develop Local Tools for Driver Recruitment and Retention

An advertising campaign to recruit drivers can benefit several agencies at minimal cost to each. Typically, advertising for driver positions also raises the awareness of the agencies' resources for individuals.

Providers should communicate to the State DOT office how their recruitment efforts are impacted by policies and rules. For example, some agencies may offer entry-level pay, incentives, and benefits packages that are not sufficient to attract and maintain staff in the competitive market.

Local transit and human service agencies may create connections with local economic development and training programs to funnel good candidates into their driving programs. For larger vehicles, the transit agency or human service agency may partner with driving schools to create bus practicums that bring drivers through their programs as a part of CDL training.

Implementation Time Frame:
Near Term (1-12 months)

Staffing Implications:
Staff time to prepare media, recruit, on-board, and train drivers.

Implementation Budget:
Minimal expenses to develop recruiting media but significant time to develop mew employment pathways.

Potential Funding Sources: Local grants may be available. Otherwise, transportation providers will use existing funds.

Priority: High

Counties Included: All Region 1 counties

Responsible Parties: Representatives from each Section 5311 and Section 5310 recipient organization. Representatives from local and regional economic development and workforce programs.

Performance Measures:

♦ "Drivers wanted" media campaign produced and launched.
♦ New, regular and ongoing engagement with development and job-training programs.
♦ Create a shared bus driver practicum for CDL training.
♦ Creative incentive packages are established, and open positions are filled.

GOAL 2: EXPAND TRANSPORTATION SERVICE FOR OLDER ADULTS, PEOPLE WITH DISABILITIES, LOW-INCOME INDIVIDUALS, AND THE GENERAL PUBLIC

Strategy 2.1 Expand the Capacity of Existing Transportation Providers

Evening and weekend service was mentioned by survey respondents as a desired improvement. Stakeholders also confirmed that residents of the region need transportation outside of the available providers' regular hours of operations for trip purposes such as hospital discharges or employment.

Transportation providers are encouraged to consider expanding their hours and days of service to facilitate access to employment opportunities for older adults, individuals with disabilities, and people with low incomes. Expansions of hours and days of service would depend on the availability of funding as well as the ability to hire and retain drivers. Additionally, providers are encouraged to offer transportation across city, county or state lines if feasible; extending the geographical boundaries of trip eligibility for even one day per week would help individuals who need to travel longer distances.

Implementation Time Frame: Mid-Term (13 – 24 months)	Staffing Implications: Staff would need to be increased to cover additional shifts or days. Part time or volunteer drivers may be able to provide long-distance trips.
Implementation Budget: The cost of service hour expansions would be based on the actual changes to be implemented.	
Potential Funding Sources: Human service transportation contracts; local charitable or governmental funding.	

Priority: High

Counties Included: All Region 1 counties

Responsible Parties: Public and human service transportation providers. Representatives from local and regional human service agencies with clients that need travel outside of regular operating hours.

Performance Measures:
♦ New hours and days of service provided.
♦ Ridership on expanded service.

Strategy 2.2 Establish Employment Transportation to Serve Manufacturing/Logistics Workers

Bus service to employers in Evansville and rural areas, such as the Toyota plant in Princeton, would provide the region's low-income population with access to a large number of job opportunities. This

strategy is for a public transit or human service transportation provider to operate an employment shuttle to provide access to jobs.

The Central Indiana Regional Transportation Authority (CIRTA) and its municipal partners have been able to establish Workforce Connector bus routes that are funded with sustainable revenue. These bus routes serve suburban industrial parks in Plainfield and Whitestown. CIRTA's first Workforce Connector was established in 2012 with pilot demonstration grant funding. When this funding source was exhausted, landowners established an Economic Improvement District (EID) to raise funding to continue the service. Since then, two additional EIDs have been formed to fund CIRTA bus routes. EIDs involve special assessments for parcels within designated boundaries selected by participating landowners. The districts are created by petitioning a local municipality with a petition signed by 60 percent of landowners representing 60 percent of assessed value. An EID must be contiguous, but may exclude parcels.

Potentially, the landowners in business parks and high employment areas could fund a job shuttle service with EID funding. The budget for this service would depend on the number of hours it would run, and the costs associated with launching and marketing the route. In a rural area, a zoned demand-response or deviated route would be a more effective service model than a fixed route.

Implementation Time Frame: Long-Term (2-4 years)	Staffing Implications: No additional staff required during the planning stages, but additional time by existing staff will be necessary for educating landowners and municipal partners about establishing an EID. Potentially, a consultant specializing in EID formation could be hired to assist. After receiving a commitment of funding, a transportation provider would need to plan the service, hire additional drivers, and potentially, purchase or lease a bus for the service.

Implementation Budget: A one-bus service operating Monday-Saturday for 12-14 hours per day would likely cost between $250,000 and $300,000 annually. This cost does not include any special marketing efforts, which would be required to educate residents and employers about the new route.

Potential Funding Sources: Economic Improvement District funding, Section 5311 (local match required), or other sources determined by local stakeholders.

Priority: Medium

Counties Included: Region 1 counties with concentrations of major employers with labor needs.

Responsible Parties: Transportation providers and local employment stakeholders such as Grow Southwest Indiana Workforce Development Board would conduct initial meetings to discuss this strategy. A lead organization would need to be identified to carry the program forward by initiating conversations about potential EID formation.

Performance Measures:
- Service plan developed.
- Funding secured, potentially through the formation of an EID.
- New bus route initiated.
- Number of passenger trips provided.

GOAL 3: INCREASE PUBLIC AWARENESS OF AVAILABLE TRANSPORTATION SERVICES AMONG COMMUNITY STAKEHOLDERS

Strategy 3.1 Educate Community Stakeholders about Available Public and Human Service Transportation

Some community stakeholders in Region 1 reported a lack of familiarity with local transportation options. This strategy involves enhanced outreach efforts to ensure that each county's health care providers and human service agencies are aware of existing transportation options and how they work. To increase community awareness, providers can undertake traditional strategies such as speaking to community groups, meeting with services providers, running online or print advertisements, or distributing brochures.

Potentially, transportation providers in Region 1 (the whole region, or a subset of counties) could collaborate in setting up travel training and/or mobility management services so that the public understands how to use all available options. A travel training and/or mobility management program can address the objective of improving communication between public transit agencies and key stakeholders.

Travel training is the professional practice of teaching people to travel independently on public and human service transportation. Travel training is offered one-to-one or as part of designed instruction for a group and is most often provided for older adults or for people who have cognitive or physical disabilities. The goal is not only to provide information about using transportation, but increasing individuals' confidence and comfort level with using the available services.

Mobility management is a transportation strategy that focuses on the customer and their needs, and meeting these needs through the coordinated use of a variety of providers. Mobility management is an evolving concept that aims to improve specialized transportation, particularly for older adults, people with disabilities, and individuals with lower incomes through a range of activities. A mobility management program looks beyond a single transportation service or solution to a "family of services" philosophy that can offer a wide range of options to meet an equally wide array of community demographics and needs.

Some examples of mobility management activities include:

♦ Operating transportation brokerages to coordinate service providers, funding resources, and customer needs;
♦ Coordinating transportation services for older adults, individuals with disabilities, and individuals with low incomes;
♦ Supporting local partnerships that coordinate transportation services;
♦ Providing travel training and trip planning activities for customers;
♦ Developing and operating traveler call centers to coordinate travel information, manage eligibility requirements, and arrange customer travel; and
♦ Planning and implementing the acquisition and purchase of intelligent transportation technologies to operate a coordinated system.

Travel training and mobility management should address all transportation options in the area. For example, if one agency starts a travel training program, the program should include training on using other local services, including, for example, Hoosier Ride inter-city bus services, veterans van programs, and senior transportation.

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

Staffing Implications:
Travel training and mobility management are programs that can be developed by existing staff or by hiring new staff. If using existing staff, it may be necessary to add part- or full-time staff positions to absorb preexisting duties.

Implementation Budget: Budget is scalable depending on the size of the program; up to $100,000 could be expended annually for this type of program, primarily on staffing.

Potential Funding Sources: FTA Section 5311 grants (local match required) can be used to fund mobility management or travel training. Currently, these funds are utilized by public transit operators to operate service and make capital purchases.

Priority: High

Counties Included: Greene County (initially), then all Region 1 counties

Responsible Parties: Public transit operators and community health care and social service organizations

Performance Measures:
♦ Number of efforts made to educate the community about transportation options.
♦ Travel training or mobility management program initiated.
♦ Number of individuals assisted through new program.

GOAL 4: INCREASE PARTICIPATION IN INITIATIVES TO ENHANCE MOBILITY

Strategy 4.1 Participate Actively in the Indiana Council on Specialized Transportation (INCOST) and Other Statewide Organizations

INCOST is the most active statewide association for rural and specialized transportation providers. Participation is not limited to public transit systems; human service agencies may also participate. INCOST meets on a regular basis to discuss statewide policy issues and network to find solutions to common problems. The organization holds an annual conference. The Indiana Transportation Association (ITA) as another statewide transportation organization that focuses on public transit.

There are many other interest groups and advocacy organizations that discuss transportation issues and advocate for improvements. The Governor's Council for People with Disabilities, for example, conducted a statewide study revealing that transportation is one of the top needs for their constituents, prompting new policy and program discussion. The National Federation for the Blind has similar state and local chapters. The American Planning Association organizes professionals that care deeply about filling infrastructure gaps. Health by Design advocates for increased transportation funding and built environment changes that increase accessibility and quality of life. Participation in these and other statewide networks which may lead to opportunities for new grants, pilot projects and funding partnerships.

Implementation Time Frame: Immediate and Ongoing	Staffing Implications: Staff time to provide meaningful participation in meetings.
Implementation Budget: Minimal expense for staff time to participate in meetings and contribute leadership to initiatives.	
Potential Funding Sources: Not required.	

Priority: Medium

Counties Included: All Region 1 counties

Responsible Parties: Public and human service transportation providers

Performance Measures
♦ Number of representatives from Region 1 representatives who attend meetings of INCOST and other statewide organizations.
♦ Number of contacts with state-level policymakers about transportation needs and funding concerns.

Strategy 4.2 Educate Local Elected Officials About Transportation Needs

It is critical that transportation providers and stakeholders educate County Commissioners, City Council members, and other local elected officials about the value of public transit and human service transportation. The disconnect between transit and other transportation programs (roads and bridges) can be resolved by bringing transit conversations and trainings to the notice of elected officials.

Implementation Time Frame: Immediate and Ongoing	Staffing Implications: Staff time to communicate transportation needs and value.

Implementation Budget: Minimal expense for staff time to participate in meetings.

Potential Funding Sources: Not required.

Priority: High

Counties Included: All Region 1 counties

Responsible Parties: Public and human service transportation providers

Performance Measures:
- ♦ Number of networking and outreach activities that are used to educate local policymakers about transportation needs.

Strategy 4.3 Track and Communicate Concerns About Brokered Service Delivery to FSSA and INDOT

As noted previously, problems with the statewide Medicaid non-emergency medical transportation (NEMT) brokerage have included missed trips, customers who are told by the brokerage they have a trip but no provider shows up, and difficulties receiving payment for provided trips. The brokerage contract is held by the Indiana Family and Social Services Administration (FSSA). While contract oversight is carried out by FSSA, the Indiana Nonemergency Medical Transportation Commission provides a state-level forum for discussing problems within NEMT service delivery. These entities need to be made aware of ongoing difficulties experienced by customers and providers. With better awareness of the existing challenges, FSSA, the NEMT Commission, or state legislators can make policy improvements and changes based on local feedback.

Address information for the FSSA/NEMT Commission:
Office of Medicaid Policy and Planning
MS 07, 402 W. Washington St., Room W382

Indianapolis, IN 46204-2739

Address information for NEMT brokerage as of December 2021:

Southeastrans, Inc.
4751 Best Road, Suite 300
Atlanta, GA 30337

Complaint form available at https://www.southeastrans.com/facilities-file-a-complaint-form.

Implementation Time Frame: Immediate and Ongoing	Staffing Implications: Staff time to document problems.
Implementation Budget: None	
Potential Funding Sources: Not required	

Priority: Medium

Counties Included: All Region 1 counties

Responsible Parties: Providers of NEMT

Performance Measures
- Number of NEMT brokerage complaints and incidents documented by transportation providers.
- Number of communications relayed to the NEMT brokerage, FSSA, NEMT Commission members, or state legislators.

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 strategies that are 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 Table 5 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 Federal transportation law will not be awarded, regardless of the designated eligibility in this report.

The implementation timeframe for each strategy ranges from the date of this report through 2024. 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.

Table 5: Implementation Key

Goal 1: Maintain Existing Transportation Services for Human Service Agency Clients and the General Public			
Page Number	**Strategy Number**	**Objective/Strategy Description**	**Priority**
94	1.1	Replace and Maintain Vehicles through FTA/INDOT Funding and Local Sources	High
95	1.2	Develop Local Tools for Driver Recruitment and Retention	High
Goal 2: Expand Transportation Service for Older Adults, People with Disabilities, Low-Income Individuals, and the General Public			
Page Number	**Strategy Number**	**Objective/Strategy Description**	**Priority**
96	2.1	Expand the Capacity of Existing Transportation Providers	High
96	2.2	Establish Employment Transportation to Serve Manufacturing/Logistics Workers	Medium

(Table continues on following page)

Goal 3: Increase Public Awareness of Available Transportation Services among Community Stakeholders			
Page Number	**Strategy Number**	**Objective/Strategy Description**	**Priority**
98	3.1	Educate Community Stakeholders about Available Public and Human Service Transportation	**High**
Goal 4: Increase Participation in Initiatives to Enhance Mobility			
Page Number	**Strategy Number**	**Objective/Strategy Description**	**Priority**
100	4.1	Participate Actively in the Indiana Council on Specialized Transportation (INCOST) and Other Statewide Organizations	Medium
101	4.2	Educate Local Elected Officials About Transportation Needs	High
101	4.3	Track and Communicate Concerns About Brokered Service Delivery to FSSA and INDOT	Medium

Coordinated Public Transit - Human Services Transportation Plan

Region 1: Daviess, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan and Warrick Counties

Appendix – Outreach Documentation

Prepared for Indiana
Department of Transportation

December, 2021

Prepared by:
RLS & Associates, Inc.

3131 S. Dixie Hwy, Suite 545
Dayton, OH 45439
(937) 299-5007
rls@rlsandassoc.com

COORDINATED PLAN OUTREACH CHECKLIST

Focus Groups, Workshops, and Public Meetings
Stakeholder Focus Group Meetings (held on Zoom)
Date:　　　　March 19, 2021 from 12:00 PM to 1:30 PM

Invitations Distributed
✓ Email:　　Postcards sent to regional stakeholders on March 8, 2021; Email sent to all public and human service transportation providers on March 4, 2021
✓ Information was provided in alternative formats, upon request
✓ Events were open to all individuals, including hearing impaired and limited English proficient
✓ Press release included; sent to:
- Daily World
- Posey County News
- Warrick Publishing, Inc.
- Princeton Daily Clarion
- Vincennes Sun-Commercial
- Washington Times-Herald

Number of Attendees:　　　20
✓ Invitation emails and mailing list included
✓ Attendee list included
✓ Public Meeting Presentation included

Public Input Survey
Date(s) Surveys Were Distributed/Available Online: January 1, 2021 through May 11, 2021
✓ Web Posting: Survey Monkey
✓ E-mail and hard copy of survey provided upon request (hard copy included)
✓ Information was provided in alternative formats, upon request
Total number of electronic and paper surveys completed: 102

Other Outreach Efforts
✓ Interviews with major transportation providers to collect input about their services and coordination

Organization Contact List

Contact Person	Organization
Angela Turner	Spencer County Council on Aging Inc
Becky Guthrie	Ride Solution(Operates in 10 Counties)
Bryan Sergesketter	Washington Transit System
Chris Imes	Easter Seals Rehabilitation Center Inc
Chuck Martindale	Washington Transit System
Debbie Neukam	Washington Transit System
Jacque Lueken	Huntingburg Transit System
Janelle Lemon	Samaritan Center
Jesse Watkins	Perry County Council on Aging Inc
Joel Sievers	Vincennes Van Go
Julia Rahman	Gibson County Council on Aging Inc
Laura Greenfield	Senior and Family Services, Inc.
Monica Evans	Posey County Council on Aging Inc
Pat Glenn	Southern Indiana Resource Solutions, Inc.
Stan Keepes	Gibson County Area Rehabilitation Centers Inc

Coordinated Public Transit–Human Service Transportation Plan Meetings

Please join RLS & Associates and the INDOT Office of Transit for a virtual meeting on the Coordinated Public Transit–Human Service Transportation Plan for your INDOT rural coordination region. The Federal Transit Administration (FTA) requires that projects selected for funding under the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program be included in a coordinated plan. Please attend and provide your input and insights to discuss unmet transportation needs, gaps in transportation services, and recommended strategies to improve mobility options in and around the area. **Meetings will be held March 17–31, 2021.**

Who Should Attend?

Stakeholders (transportation providers, social service agencies, older adults, individuals with disabilities, people with low income, etc.) and the general public.

To find the date, time, and log-in/dial-in information for your region's meeting, please visit **tinyurl.com/783czmmm**

For more information, contact RLS & Associates at 937-299-5007 or email ccampoll@rlsandassoc.com

For Immediate Release

Date: March 9, 2021

Contact: Christy Campoll, Associate, RLS & Associates, (317) 439-1475 (mobile)
Brian Jones, Section 5310 Program Manager, Indiana Department of Transportation, (317) 426-8541

Subject: Public meeting to focus on transportation needs in rural areas of Indiana for older adults, individuals with disabilities and the general public

The Indiana Department of Transportation (INDOT) is updating the coordinated human services transportation plans for the state's rural coordination planning regions. A series of virtual public meetings will be held to inform interested individuals about the possibilities of coordinated public and human service agency transportation and, more importantly, to listen to anyone who rides, would like to ride, and/or operates public, private or human service agency transportation resources.

The meetings will begin with a brief presentation of research conducted by RLS and Associates, Inc. about residents' needs for transportation to work, medical appointments, entertainment, or any other reason. There will be an open discussion about gaps in available transportation service and strategies for increasing mobility. Public, private and non-profit transportation providers, human service agencies, and any individual who needs transportation should attend.

The public is encouraged to attend the following meeting to learn more and share their input. Agencies who receive or intend to receive funding under the Federal Transit Administration Section 5310 Program must participate in coordination planning. Anyone who requires an auxiliary aid or service for effective communication to participate in a meeting should call (800) 684-1458 at least one week in advance on the meeting.

Coordinated Transportation Plan Input Meeting for Daviess, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan, and Warrick Counties (Region I)

Friday, March 19, 2021, 12:00 PM - 1:30 PM Eastern Time
Obtain Zoom meeting link or dial-in phone number by visiting
http://tinyurl.com/783czmmm

Residents are asked to provide their input through the public survey available online at: https://www.surveymonkey.com/r/IndianaTransportation. Paper versions of the survey are available upon request by calling (800) 684-1458.

For additional information, contact Christy Campoll with RLS & Associates at (800) 684-1458 or Brian Jones, Section 5310 Program Manager, Indiana Department of Transportation, (317) 426-8541.

###

Christy Campoll <ccampoll@rlsandassoc.com>

Rural Regional Coordinated Transportation Plan Meetings

Christy Campoll <ccampoll@rlsandassoc.com>   Thu, Mar 4, 2021 at 3:13 PM
Cc: Kjirsten Frank Hoppe <kfrankhoppe@rlsandassoc.com>, Laura Brown <lbrown@rlsandassoc.com>, Vicky Warner <vwarner@rlsandassoc.com>, Megan Gatterdam <mgatterdam@rlsandassoc.com>, "Jennings, Todd" <TJennings@indot.in.gov>, "Jones, Brian (INDOT)" <BJONES@indot.in.gov>
Bcc: Becky Guthrie <bguthrie@frrs.org>, Bryan Sergesketter <streetcomm@washingtonin.us>, Debbie Neukam <dneukam@washingtonin.us>, crmartindale@comcast.net, Kathy Fowler <kfowler@washingtonin.us>, greenfield.safsinc@sbcglobal.net, Jacque Lueken <jlueken@huntingburg-in.gov>, Stan Keepes <Stan.Keepes@arcswin.org>, Julia Rahman <juliarahman6@gmail.com>, Joel Sievers <jsievers@vincennesymca.org>, Janelle Lemon <jllemon@gshvin.org>, Jesse Watkins <pccacan@gmail.com>, cimes@pcrsinc.org, MONICA EVANS <monica.edpcca@yahoo.com>, sccoa@att.net, Patricia Glenn <pat.glenn@sirs.org>, Roland Lemus <brrtrdir@brsinc.org>, Jenny Bowen <brpdc@brsinc.org>, Catherine Strother <cstroth@firstchancecenter.com>, Greg Mahuron <greg@oasc.us>, Rebecca Kemple <rkemple@firstchancecenter.com>, Kim Robinson <kimrobinson@browncountyymca.org>, Seymour Transit Dept <seytransit@seymourin.org>, Eric Frey <ericfrey@aracities.org>, Dennis Parsley <dparsley@bedford.in.us>, Lisa Salyers <lsalyers@area10agency.org>, Angie Purdie <apurdie@co.monroe.in.us>, Chris Myers <cmyers@area10agency.org>, btabeling@seymourin.org, twayt@seymourin.org, Kelly Bauer <kbauer@yourjccs.org>, Holly Porter <dir@nccs-inc.org>, Jacki Frain <pchsjfrain@embarqmail.com>, Charmaine Dunkel <cdunkel@starkecs.com>, Lynette Carpenter <lcarpent@urhere.net>, dbrown@areaivagency.org, Elva James <ejames@areaivagency.org>, Dawn Layton <dlayton@clintoncountytransit.org>, Gale Spry <gspry@wccoa.comcastbiz.net>, juanitao@wccoa.comcastbiz.net, mary.nichols@asipages.com, kclark@crawfordsville-in.gov, Roxanne Roman <rroman@cdcresources.org>, tnickle@capwi.org, ccsfs@frontier.com, kdecamp@lifestreaminc.org, bwashler@lifestreaminc.org, Dave Benefiel <dave@heartlandmpo.org>, newcastletransit@yahoo.com, betsy@wellsonwheels.com, bonnie@councilonaginginc.com, Tim Ramsey <tramsey@adifferentlight.com>, jedwards@cityofmarion.in.gov, Pam Leming <pleming@cityofmarion.in.gov>, gmaynard@careyservices.com, traci.gross@jrds.org, "Horton, Debbie" <dhorton@lifetime-resources.org>, mguidice@lifetime-resources.org, "Thomas, Erin" <ethomas@lifetime-resources.org>, rgoodwin@nhrinc.org, aankney@mcymca.org, smcbride@mcymca.org, Beveraly Ferry <beverlyf@livingwellinwabashcounty.org>, vickik@livingwellinwabashcounty.org, tiffanym@livingwellinwabashcounty.org, jpatton@arcwabash.org, bcalhoun@casstransit.com, Cathy <cleigh@casstransit.com>, hsmith@peakcommunity.com, fccoa@rtcol.com, transpo1@rtcol.com, Cara Kellerman <director@encorecenter.org>, becky@wccoa.biz, Bernie King <bernie@wccoa.biz>, Cheri Perkins <cperkins@lagrangecoa.org>, kstoltzfus@arcopportunities.org, director.nccoa@outlook.com, slwilson@nec.org, rgreen@nec.org, kcraig@thearcfoundations.com, dkreais@steubencoa.org, mzenk@dccoa.net, dblankenship@dccoa.net, Holly Saunders <hsaunders@huntingtoncountycoa.org>, lcarr@pathfinderservices.org, Cathy Franklin Co Pelsor <fcpt@frontier.com>, Dave Lingg <fayetteseniorcenter@comcast.net>, grants@connersvillein.gov, transit@fayetteseniorcenter.com, Terri Quinter <tquinter@richmondindiana.gov>, johanna@adcofrichmond.com, rushseniorcenter1@gmail.com, Union County <withamtrisha_ucaa@yahoo.com>

Dear Transportation Providers,

Please circulate this announcement in your communities! The INDOT Office of Transit is updating the coordinated human services transportation plans for the state's rural coordination planning regions. Over March 17th through 31st, a series of virtual public meetings will be held to inform interested individuals about the possibilities of coordinated public and human service agency transportation and, more importantly, to listen to anyone who rides, would like to ride, and/or operates public, private or human service agency transportation. The meetings will focus on the open discussion about gaps in available transportation service and strategies for increasing mobility. Public, private and non-profit transportation providers, human service agencies, and any individual who needs transportation should attend.

The meeting schedule is attached and is also available at http://tinyurl.com/783czmmm. The schedule includes links to participate in the virtual meetings, as well as dial-in numbers to participate by phone. There is information in the flyer about requesting language translation, closed captioning, or other meeting services for people with disabilities.

We would like to get the word out to as many people as we can, so please forward this to your TAC committees, board members, local elected officials, senior centers, agencies serving people with disabilities, CAP agencies, Head Start, community foundations, and any others you can think of!

Please let me know if you have any questions or concerns.

Thank you,
Christy Campoll

Christy Campoll | Senior Associate
3131 S. Dixie Hwy. Suite 545, Dayton, OH 45439
Office: 937.299.5007 | Direct: 317.439.1475 | www.rlsandassoc.com
RLS & Associates, Inc...Celebrating 33 Years of Service to the Transit Industry

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📄 **Coordination Meeting Flyer.pdf**
132K

Public Transit-Human Services Transportation Plan Update

Why: To update the Coordinated Public Transit-Human Service Transportation Plan for your INDOT rural coordinated planning region. The Federal Transit Administration (FTA) requires that projects selected for funding under the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program be included in a coordinated plan. Please participate and provide your input and insights to discuss unmet transportation needs, gaps in transportation services, and recommended strategies to improve mobility options in and around the area.

Who: Stakeholders (transportation providers, social service agencies, older adults, individuals with a disability, people with low income, etc.) and the general public.

Region	Date	Time	Link	Dial-In Number
Region 1 (Daviess, Dubois, Gibson, Greene, Knox, Martin, Perry, Pike, Posey, Spencer, Sullivan, Warrick)	March 19, 2021	12-1:30PM EDT	Click Here	1-646-558-8656 ID: 96830626318; Pass: 429323
Region 2 (Crawford, Harrison, Orange, Scott, Washington)	March 17, 2021	11AM-12:30PM EDT	Click Here	1-646-558-8656 ID: 97382822074; Pass: 634410
Region 3 (Brown, Jackson, Lawrence, Monroe, Owen)	March 18, 2021	12-1:30PM EDT	Click Here	1-872-240-3412 Access: 210-438-509
Region 4 (Jasper, Newton, Pulaski, Starke)	March 30, 2021	12-1:30PM EDT	Click Here	1-646-558-8656 ID: 99496904659; Pass: 023077
Region 5 (Benton, Carroll, Clinton, Fountain, Montgomery, Warren, White)	March 31, 2021	12-1:30PM EDT	Click Here	1-646-558-8656 ID: 91364207144; Pass: 248613
Region 6 (Clay, Parke, Putnam, Vermillion)	March 24, 2021	4:30-6PM EDT	Click Here	1-646-558-8656 ID: 92814488640; Pass: 262526
Region 7 (Adams, Blackford, Delaware, Grant, Henry, Jay, Madison, Randolph, Wells)	March 23, 2021	12-1:30PM EDT	Click Here	1-646-558-8656 ID: 97640193471; Pass: 810787
Region 8 (Dearborn, Decatur, Jefferson, Jennings, Ohio, Ripley, Switzerland)	March 24, 2021	12-1:30PM EDT	Click Here	1-646-558-8656 ID: 91434469707; Pass: 382493
Region 9 (Cass, Fulton, Howard, Miami, Tipton, Wabash)	March 25, 2021	12-1:30PM EDT	Click Here	1-646-558-8656 ID: 97515530161; Pass: 625782
Region 10 (Dekalb, Huntington, LaGrange, Noble, Steuben, Whitley)	March 29, 2021	12-1:30PM EDT	Click Here	1-646-558-8656 ID: 98456315651; Pass: 925517
Region 11 (Fayette, Franklin, Rush, Union, Wayne)	March 25, 2021	4:30-6PM EDT	Click Here	1-646-558-8656 ID: 96970251584; Pass: 792145

Please call Kjirsten Frank Hoppe at 937-299-5007 or email kfrankhoppe@rlsandassoc.com to RSVP or if have any questions. If language translation or closed captioning services are needed, please call Kjirsten at 937-299-5007 one week in advance of the meeting if possible. Thank you in advance for your consideration and willingness to participate in this planning effort!

Please complete our public input survey! https://www.surveymonkey.com/r/Indiana_Transportation

Region 1 Coordinated Plan Update Meeting

Meeting Notes and Attendance List

March 19, 2021

12:00 PM – 1:30 PM

Facilitator: Christy Campoll, RLS & Associates (assisted by Megan Gatterdam and Laura Brown)

Attendance: 25 Participants (including INDOT and RLS representatives)

1. Angie Sheppard, Grow Southwest Indiana Workforce Development Board
2. Dana Gustafson, Grow Southwest Indiana Workforce Development Board
3. Vicki McHenry, Greene County General Hospital
4. Mary Pargin, Good Samaritan
5. Jesse Watkins, Perry County Council on Aging
6. Chris Imes, Easter Seals – Posey County (Mt. Vernon, IN)
7. Jonathan Siebeking, METS – Evansville jsiebeking@evansville.in.gov
8. Charles Martindale, City of Washington
9. Nola Davis, Bettye J. McCormick Senior Center (Knox County)
10. Melissa Walden, ARC of SW Indiana
11. Nicole Page, Greene County General Hospital
12. Becky Guthrie, Ride Solution
13. Rick Wilson, METS – Evansville
14. Brian Jones, INDOT Section 5310 Program Manager
15. Matt Schreifer, Evansville MPO
16. Mary (Did not collect last name)
17. Troy (Did not collect last name)
18. Tim Smith
19. Angela Turner, Spencer County Council on Aging
20. Anya Thomas, Royal Transportation
21. Anna Telligman, Greene County General Hospital org
22. Sarah Worstell, Grow Southwest Indiana Workforce Board
23. Jamie Dugan, Good Samaritan

Christy Campoll provided an overview of the planning process and identified needs so far through the public survey results.

Several participants provided updates on transportation providers. Perry County COA is not affiliated with Ride Solution in any way. Hoosier Hills and Royal Transportation provide transportation. Royal provides medical and work transportation. Older Americans/Ride Solution to is Older Americans/City of Jasper and does work with Ride Solution. The ARC of Gibson County and The ARC of Pike County merged in 2019 and is The ARC of Southwest Indiana. They still work with Ride Solution.

Christy Campoll reviewed needs and goals from 2017 plan. The group discussed needs and potential solutions as follows.

- Medicaid transportation for clients to medical appointments. They make the appointment through the broker but the rides do not materialize. People come in from Washington or Pike. There is never transportation available across state lines. They have found that with public transit it has been hard to get rides. Even an outing for a group has been hard to find transportation. (This was a comment from Betty J McCormick Senior Center and Adult Day Program)
  - Turn downs are coming mainly from public transportation provider (she thinks). Before COVID, FSSA would pick up trips when public transit couldn't do it. Now, FSSA isn't picking up the trips. There is just no one to provide the ride.
  - Places where they need to go for appointments and can't get a ride:
    - Evansville
    - Even in Vincennes it can be a challenge
    - Wilmington
    - Indianapolis
    - Illinois
    - Really anything outside of Vincennes is iffy.
- Ride Solution
  - They have a driver shortage. They can't get qualified drivers. Applicants don't meet the INDOT standards for the physicals. It is hard to keep things going.
  - Wages are not the biggest problem. The big problem is that they have to drive 2 hours away for a DOT physical and people don't want to do it.
- Betty J McCormick agreed that it is very hard to get drivers.
- Hospitals struggle because there is no transportation during early/late/weekend hours. The hospital has even created a charitable fund and they can give people gas cards if they can find a ride after hours.
  - About ½ of the people they offer the gas cards to are able to find a family member or friend to give them a ride and they show up for the appointment.
- Only transportation in Greene County is Ride Solutions. Nothing focused in Greene County. Ride Solution trips sometimes have long wait times for the return trip.
- Greene County Hospital also said the fare is too high ($10.00 per trip) even on Ride Solution. The hospital has provided vouchers but then the people end up not using the voucher.
  - People might be more comfortable using a transportation service that is in their own county rather than the regional Ride Solutions program. Especially people with new babies and other vulnerable patients.
  - Greene County's eastern side has very little medical facilities, daycare, etc. They drive to Bloomington or Bloomfield or sometimes Spencer. Transportation is more of an issue on the Eastern side of Greene County because of where the facilities are located.
  - Families share one vehicle. Husbands work long hours leaving the mothers stuck at home with no transportation. Some of the mothers are hesitant to call public transit and bring their children on the vehicle without help from their husbands.
  - Ride Solution noted that their Greene County drivers are located and live in Greene County. Even though dispatched through Washington, the drivers are local to Greene County and spend all day doing service there.

- Also the flat fee makes it cost prohibitive. Ride Solution said the trip is $2.00 one-way in town and anywhere in Greene County is $4.00 one-way.
- (Jesse, Perry Co. COA) Veteran Transportation – Getting Vets to Louisville, Owensboro, Indy, and all areas where vets attend appointments is hard. Lack of reimbursement available to the COA as a provider – the VA doesn't reimburse COA. The VA uses a contracted company to provide trips; the company is out of Louisville and has a total of 10 vehicles – Community Pastor Care. The local Veterans Service vans have to be manned by volunteers. Perry County is finding that they do not have enough volunteers to operate the Veterans Service van.
- Spencer County COA also has the same issue for veteran transportation. They have to cross several county lines and sometimes state line to transport veterans. Also, they don't have a major hospital in their county. They have to go across county or state lines to get anyone to the hospital.
- There is a VA vehicle that goes from Evansville to Marion every day.
- Suggestion for a bus in Linton.
    - Ride Solution tried a service in Linton. They ran it for about a year and there were so few people riding that they discontinued it. It was a low fare ($0.50) and the advertised it. But when they got it running it didn't generate any trips.
- Ivy Tech has a CDL driving school and METS has been working with them to incorporate public transit into their training for truck drivers. They had a bus to train on but they've discontinued it. It might be something that can come back.
- Can the state relax the rule for 5311's to make all driver applicants go to one facility? The state gives the contract for DOT physicals for 5311 systems to a single medical system.

Potential Solutions

- Would be nice to have incentive funding in the area for Uber/Lyft type drivers.
- Could people text or work through an app to schedule a ride?

Moving Public Transportation
Into the Future

Coordinated Public Transit – Human Service Transportation Plan 2021 Update

TRANSPORTATION FOR OLDER ADULTS, INDIVIDUALS WITH DISABILITIES, PEOPLE WITH LOW INCOMES, & GENERAL PUBLIC

MARCH 2021

Agenda

♦ Introductions

♦ Project Overview/Section 5310 Program

♦ Discussion

  ○ Unmet Needs and Gaps in Service

  ○ Potential Solutions

♦ Next Steps

Introductions

♦ Please share a little about yourself!

○ What is your name?

○ Are you representing an organization today?

○ What is your primary mode of transportation (or that of the person you are advocating for today)

What Is A Coordinated Plan?

♦ Identifies Unmet Transportation Needs and Gaps in Service in the Community

♦ Prioritizes Goals and Strategies to address Unmet Needs

♦ Identifies Opportunities for Collaboration and Coordination of Services

♦ Must be Locally Developed and Adopted

Section 5310 Funding

Projects Must Be Included in the Coordinated Plan

♦ Enhanced Mobility for Seniors and Individuals with Disabilities

  ○ 49 U.S.C. Section 5310

♦ Provides Formula Funding to Improve Mobility for Seniors and Individuals with Disabilities

  ○ Removing Barriers to Transportation Service

  ○ Expanding Mobility Options

Study Area

♦ Last Updated in 2017, the Plans are Available at https://www.in.gov/indot/2825.htm
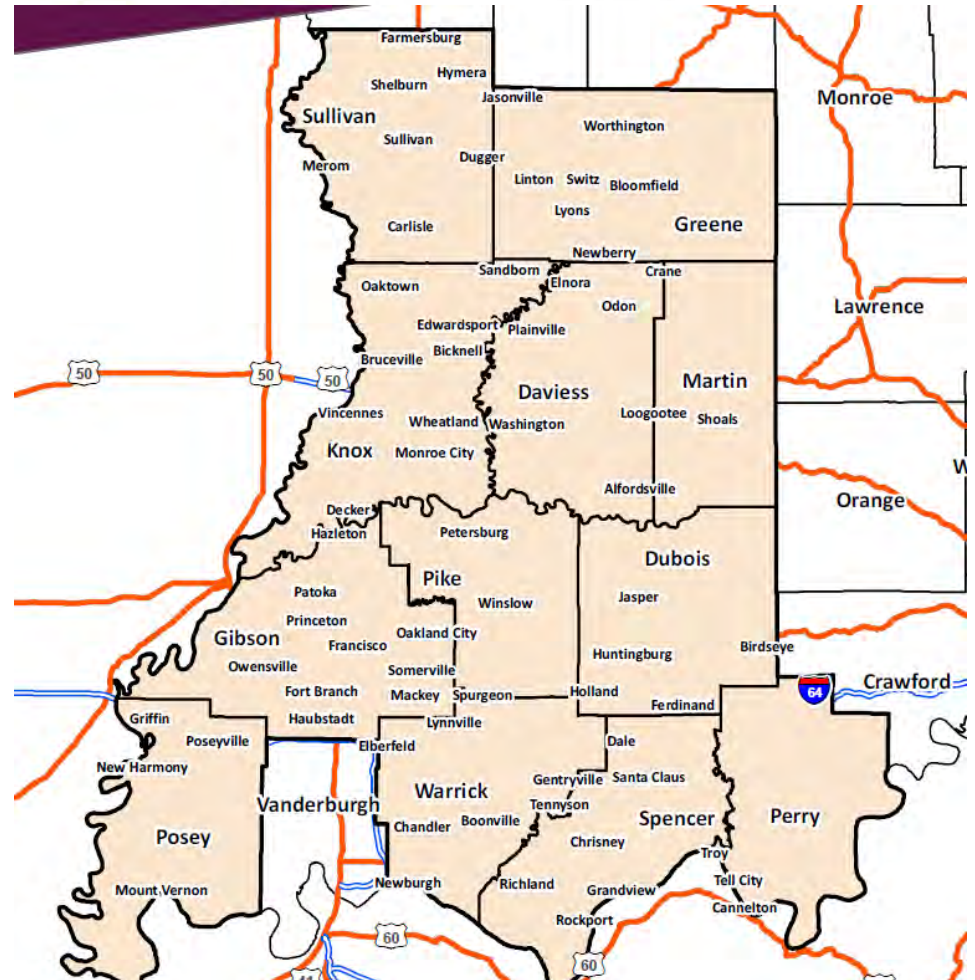
Region 1 5310 Projects (2016-20)

♦ Accessible Vehicles (51)

  ○ 2016-2020

  ○ $2,057,920 Total (Local Share = $411,584)

♦ Rural Areas

  ○ Historically, Demand for Vehicles in Indiana's Rural Areas Exceeds Available Funding

Transportation Public Survey

AVAILABLE NOW

♦ We Need to Hear from You and Your Neighbors, Consumers, and Friends

https://www.surveymonkey.com/r/Indiana_Transportation

○ Spanish Version Available
○ Print and Large Print Available

Transportation Public Survey

♦ I wish GCCOA could be funded or hired by American Cancer Society to provide rides for chemo and radiation only patients. I only request GCCOA.

♦ Dispatch is difficult and getting a ride is not easy. Too many rules. Wont take calls after 3 or before 8.

♦ I went to the ER with LCP Services, but I was down there too long and when I called to get a ride home everyone was closed. I had to pay $60 to get home.
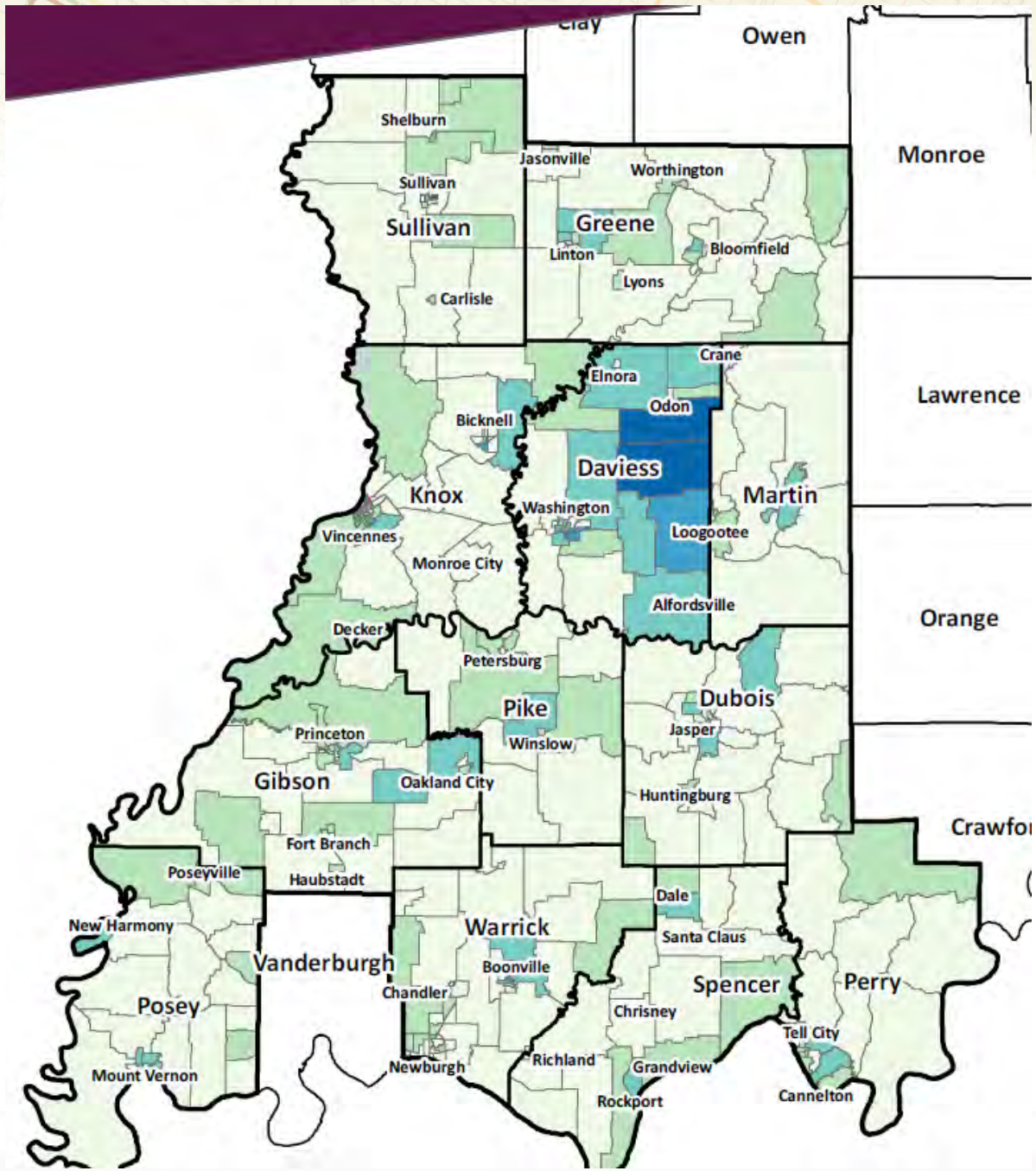
Individuals with Disabilities
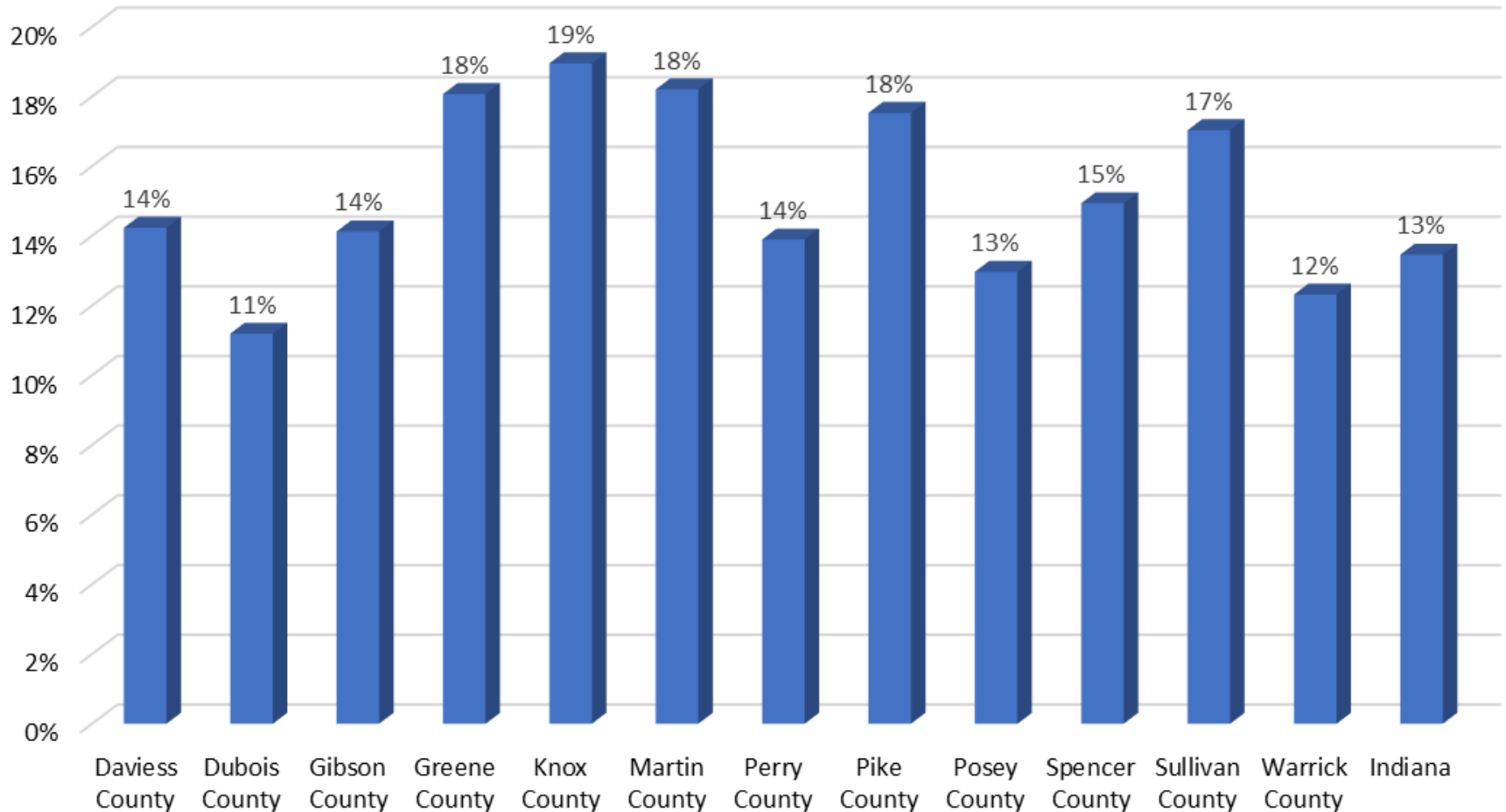
Transportation Providers

♦ Providers include ALL Public, Private, Non-Profit, Volunteer, Government, and Human Service Agency Programs

   ○ Participation is Not Limited to Organizations that Serve Older Adults and Individuals with Disabilities

   ○ Every Part of the Network of Services is Important

Transportation Providers

- City of Huntingburg
- EasterSeals – Posey Co
- Gibson Council on Aging
- Older Americans/Ride Solution
- Perry Co COA
- Perry Co Veterans Van
- ARC of SW Indiana/Ride Solution
- Posey Co COA
- Sr and Family Svcs

- SIDC – Ride Solution and WATS
- Specer Co COA
- SIRS LinkNGo/Ride Solution
- Tri CAP
- Warrick Co COA
- Washington Transit System
- YMCA VanGo

Mobility Needs - 2017

♦ Medicaid – long wait times/managed care broker issues

♦ Gibson County rides to Evansville

♦ Crossing state lines

♦ Vehicle tracking tech

♦ Communication at the county level

♦ Veterans transportation?

♦ Vehicle replacement needs

2017 Goals

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

- **Goal #2: Expand Provider Use of New Technology**

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

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

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

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

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

Discussion

♦ Have Transportation Needs in the Community Changed?

♦ What Strategies Could Help Meet Needs?

♦ What Plans are on the Horizon?

♦ Would More Coordination Help?

  ○ Within Counties

  ○ Inter-County Transportation

Next Steps

♦ Continue the Needs Assessment and Analysis
  ○ Demographics, Survey Input
  ○ Existing Services
  ○ Geographic, temporal and eligibility gaps

♦ Develop Draft Coordinated Plan Goals & Strategies

♦ Prioritize Goals and Strategies

♦ Ongoing Work Toward Implementation
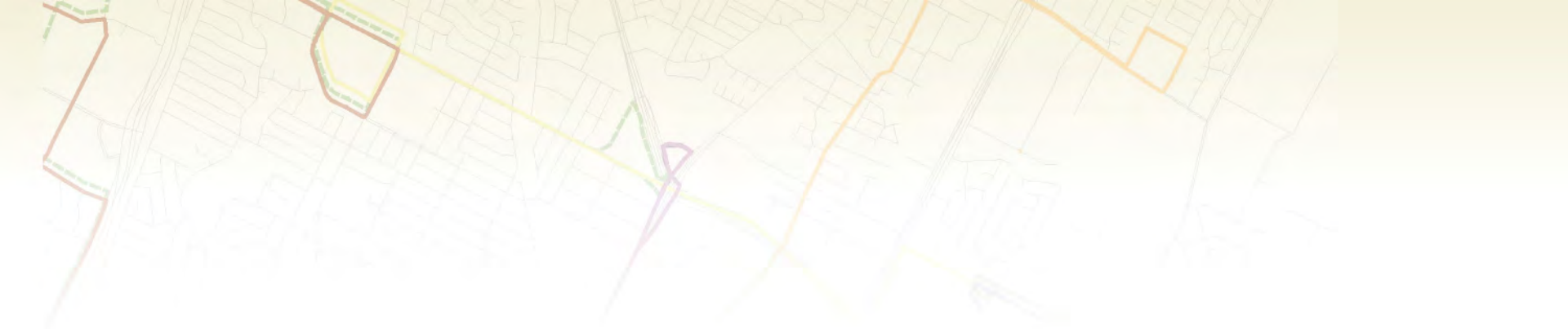
We appreciate your participation!

THANK YOU FOR YOUR TIME!

Please complete this survey about your transportation needs and preferences. This information will be used in your local area's Coordinated Public Transit-Human Service Transportation Plan. For more information please contact RLS & Associates at (937) 299-5007. Thank you!

1. What forms of transportation do you use: (check all that apply)

☐ Public transit that serves your city or county, including bus systems, rail lines, ADA paratransit, or general public demand response/dial-a-ride

☐ Medicaid Non-emergency medical transportation (NEMT)

☐ Demand response/dial-a-ride services that are for specific groups only – for example, older adults or people with disabilities (this excludes ADA complementary paratransit provided by public transit systems)

☐ Transportation offered by volunteer or faith-based groups

☐ Drive your own vehicle

☐ Rely on family/friends for rides

☐ Carpool or vanpool to work

☐ Other (please specify)

☐ Uber/Lyft

☐ Taxi

☐ Inter-city bus, such as Greyhound or Megabus

☐ Bicycling

☐ Walking

☐ Scooter/Moped

2. If you use any transportation services, such as public transit or demand response/dial-a-ride, please tell us the name(s) of the services you use:

Name of Service 1

Name of Service 2

Name of Service 3

3. What changes could be made to your local transportation options to make using them more appealing to you?

☐ If I could ride to other parts of the state (such as Indianapolis or other cities/towns)

☐ Lower the cost to ride

☐ Start earlier in the morning

☐ End later at night

☐ Operate on Saturdays

☐ Operate on Sundays

☐ Pick me up at my home and take me directly to my destination

☐ Increase health and safety precautions

☐ Run fixed route service more frequently (for example, make a bus route run every 30 minutes instead of every 60 minutes)

☐ Increase the amount of demand response/dial-a-ride service available (for example, operate more vehicles so there are fewer turn-downs for trip requests)

☐ Make scheduling demand response/dial-a-ride service more convenient (for example, allow for same-day or on-demand trip requests)

☐ Make it easier, or add the option, for children, spouses and/or care-givers to ride along

Other (please specify)

4. Do you have difficulty getting the transportation you need to any of the following types of destinations?

	No difficulty	Sometimes difficult	Frequently difficult	Always difficult	Not applicable to me
Your employer	○	○	○	○	○
Medical offices, clinics or hospitals	○	○	○	○	○
Mental health care	○	○	○	○	○
Dental care	○	○	○	○	○
Pharmacy	○	○	○	○	○
Shopping	○	○	○	○	○
School	○	○	○	○	○
Human service agencies or government offices	○	○	○	○	○
Other trip purposes	○	○	○	○	○

5. Do you need to travel to destinations outside of your county for work, medical care, shopping, or other reasons?

☐ No

☐ Yes, for work

☐ Yes, for medical care

☐ Yes, for shopping

☐ Yes, for other reasons (please specify)

6. Is it difficult for you to travel outside of your county? If yes, please indicate what makes it difficult.

○ Yes

○ No

○ Not applicable (no need to travel outside my county)

If yes, please provide more information:

7. What is your age group?

○ Under 18

○ 18-54

○ 55-59

○ 60-64

○ 65+

8. Do you have a disability which requires you to use a cane, walker, wheelchair, and/or another device, or a service animal to help you get around?

○ Yes

○ No

9. What county do you live in?

10. What is your zip code?

11. Do you have any comments or suggestions regarding the transportation services in your community?

OPEN-ENDED COMMENTS PROVIDED BY SURVEY RESPONDENTS

- Not really, just find it hard to get groceries or go shopping.
- They are nice, friendly.
- Make it more affordable and more available.
- Our patients cannot get access to care due to lack of public transportation. We often have difficulty discharging patients because they do not have a ride.
- Would like to see more public transportation options for Greene County 7 days per week.
- Our transportation options in our county is extremely limited and it directly effects the health and happiness of our citizens. I have my own vehicle and can pay for my own gas money. But many cannot. Our options are ride services (that they don't want to use). I think that if we had a bus that made a loop and stopped at our hospital and clinics, then that would increase our access to care greatly.
- I work in a healthcare facility and find that many patients struggle with transportation. I also know that the youth in the community also struggle with participating in activities within the community due to lack of transportation.
- I am thankful I have an option to use transportation.
- People riding bus stink sometimes.
- Nice drivers.
- Great service, the ladies are nice when scheduling and drivers are wonderful.
- I like all the drivers but I wish when I'm not feeling well they avoid curves & hills.
- Appreciate the service.
- I wish they would carry my groceries in.
- Need more drivers.
- No problems.
- Drivers nice.
- The ladies and drivers are really great.
- I am so thankful for Ride Solution.
- Ride Solution is a good service.
- I like most of the drivers.
- I can't call from my work on short notice.
- Some of the drivers are jerks.
- Dispatchers are nice.
- Drivers are nice most of the time.
- I don't like when they charge no show fees.
- Great drivers.
- Sometimes he run a little late but that is because of traffic and people not ready to be pick up.

- Great service.
- We don't have appropriate services.
- Gibson County drivers are super nice!! They are always so helpful!!!
- I wish GCCOA could be funded or hired by American Cancer Society to provide rides for chemo and radiation only patients. I only request GCCOA.
- They're great and accommodating and helpful.
- I went to the ER with LCP Services, but I was down there too long and when I called to get a ride home everyone was closed. I had to pay $60 to get home.
- So glad you all are here. Thank you!
- Satisfied.
- They do a good job.
- Since Covid because of spacing and limited passengers sometimes harder to get a ride.
- Dispatch is difficult and getting a ride is not easy. Too many rules. Won't take calls after 3 or before 8.
- We need transportation.