

June 14, 2019 1:30 - 3:00 p.m. Council Chambers (#115)\*

- I. Call to Order
- II. Approval of the Minutes\*
  - a. May 10, 2019
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
  - a. Citizens Advisory Committee
  - b. Technical Advisory Committee
- V. Reports from the MPO Staff
  - a. FY 2020 Unified Planning Work Program
  - b. FY 2020 2024 Transportation Improvement Program
  - c. SR45 Corridor SR45-46 Bypass to Russell Road Status Update
- VI. Old Business
- VII. New Business
  - a. FY 2018 2021 & FY 2020 2024 Transportation Improvement Program Amendments\*
     (1) DES# 1901448 District-Wide Bridge Terminal Joints Asphalt Patching
  - b. Monroe County Southwest Corridor Study Findings & Final Recommendations
  - c. Area 10 Rural Transit Transit Route Optimization Findings & Final Recommendations
  - d. Bloomington Transit Route Optimization Study Findings & Final Recommendations
  - e. Bloomington Transit Maintenance/Operations Facility Condition Assessment Study Findings & Final Recommendations
- VIII. Communications from Committee Members (non-agenda items)
  - a. Topic Suggestions for Future Agendas
- IX. Upcoming Meetings
  - a. Technical Advisory Committee June 26, 2019 at 10:00 a.m. (McCloskey Room)
  - b. Citizens Advisory Committee June 26, 2019 at 6:30 p.m. (McCloskey Room)
  - c. Policy Committee August 9, 2019 at 1:30 p.m. (Council Chambers)

#### Adjournment

\*Action Requested / Public comment prior to vote (limited to five minutes per speaker).

Auxiliary aids for people with disabilities are available upon request with adequate notice. Please call <u>812-349-3429</u> or e-mail <u>human.rights@bloomington.in.gov</u>.



May 10, 2019 1:30 - 3:00 p.m. Council Chambers (#115)\*

<u>Policy Committee in Attendance</u>: Jim Ude, Lisa Ridge, Mayor John Hamilton, Sarah Ryterband, Margaret Clements, Kent McDaniels, Jason Banach, Kate Wiltz, Julie Thomas

#### Staff: Pat Martin, Ryan Clemens

- I. Call to Order
- II. Approval of the Minutes\*
  - a. April 12, 2019
    - \*\*Thomas moved to approve the April 12 minutes. Wiltz seconded\*\*
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
  - a. Citizens Advisory Committee
    - (1) Ryterband reported on the CAC meeting.
  - b. Technical Advisory Committee
    - (1) Lew May reported on the TAC meeting.
- V. Reports from the MPO Staff
  - a. FY 2020 Unified Planning Work Program Approved
    - (1) Martin reported on the approval of the FY 2020 Unified Planning Work Program. The INDOT approved the FY 2020 UPWP and is currently waiting for an INDOT Contract.
  - b. FY 2020 2024 Transportation Improvement Program Awaiting Final Approval
    - (1) Martin reported on the TIP submission to INDOT and an approval pending final review.
- VI. Old Business
- VII. New Business
  - a. FY 2018 2021 & FY 2020 2024 Transportation Improvement Program Amendments\*
    - (1) DES# 1801948 District-Wide Bridge Maintenance at Various Locations
    - (2) DES# 1900554 Funding for 2020 2023 for Continuation of Statewide HELPERS Program Performed by LTAP
    - (3) DES# 1702957 Industrial Park Extension/Vernal Pike Connector Road
    - (4) DES# 1900409 Garrison Chapel Road INRD RR DOT 29244E near Bloomington

Martin presented on the FY 2018 – 2021 & FY 2020 – 2024 Transportation Program Amendments. Martin further discussed the HELPERS project and indicated that most benefit from this statewide project will not be seen in the BMCMPO MPA. Discussion ensued.

\*\*Ryterband moved to approve the FY 2018 – 2021 & FY 2020 – 2024 Transportation Improvement Program Amendments. Wiltz seconded. Motion passes by voice vote.\*\*

VIII. Communications from Committee Members (non-agenda items)

- a. Ridge introduced Monroe County resident Scott Faris who voiced concerns about the SR 45 corridor between the SR 45/SR 46 intersection and Russel Road. Discussion ensued.
- b. Topic Suggestions for Future Agendas

#### IX. Upcoming Meetings

- a. Technical Advisory Committee May 22, 2019 at 10:00 a.m. (McCloskey Room)
- b. Citizens Advisory Committee May 22, 2019 at 6:30 p.m. (McCloskey Room)
- c. Policy Committee June 14, 2019 at 1:30 p.m. (Council Chambers)

#### Adjournment

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<sup>\*</sup>Action Requested / Public comment prior to vote (limited to five minutes per speaker).



To: BMCMPO Policy Committee

From: Pat Martin & Ryan Clemens

**Date:** June 7, 2019

Re: FY 2020 – 2024 Transportation Improvement Program Amendment

The Indiana Department of Transportation (INDOT) requests one (1) amendment to the FY 2020 – 2024 TIP currently pending approval by INDOT for the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) includes the following:

#### Seymour District-wide Bridge Terminal Joints Asphalt Patching – DES#1901448

This project will fund bridge construction maintenance at various locations throughout INDOT's Seymour District in FY 2020.

Seymour District-wide Bridge Terminal Joints Asphalt Patching (DES#1901448)												
Project Phase	Fiscal Federal Year Source		Federal Funding	State Match	Total							
CN	2020	NHPP	\$3,694,292	\$923,573	\$4,617,865							
Total			\$3,694,292	\$923,573	\$4,617,865							

#### **Requested Action**

Recommend approval of the FY 2020 – 2024 TIP Amendment consistent with recommendations of the Citizens Advisory Committee and the Technical Advisory Committee on May 22, 2019.

PPM/pm

#### STIP AMENDMENT and/or MODIFICATION REQUEST

Amendm

Date:	29-Apr	2019

Requestor: Robin Bolte

Sponsor	DES	Route	Work Type	Location	County	District	Miles	Category		Phase		Match	2019	2020	2021	2022	Remarks	Date	
INDOT	1901448	Various	Asphalt Patching	Various locations in the Seymour District	Various	Seymour		NHPP	Bridge	CN	3,694,292	923,573	,	4,617,865			To repair Bridge Terminal Joints throughout the Seymour District	02/05/20	ВМСМРО
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			1		Terminal Jt	No. of	Rt Shldr	Lt Shidr	Other	Terminal Joint	No. of		Area of Terminal	Length of		First Letter of	Bridges with	Bridge has
Urban Area	Route Carried	Asset Name	NBI No.	RP	(Y or N)	Lanes				Width (ft)	Joints	Comment	Joint (sft)	Joints			TJ=1	TJ = 1
BATESVILLE	SR 229	229-69-04340 B	029360	12+.423	V			1		2	2		348	174		S	0	1
BLOOMINGTON(MONROE_CO)	SR 46/45 SB	046-53-07671	017145	102+.896	Ý	4	8	8	24	2	2	CONCRETE MEDIAN WITH	352	176	038680	S	0	1
BLOOMINGTON(MONROE_CO)	1-69 NB	169-112-09707 NB	051345	112+.943	Y	2	12	4		2	1		80	40	039300	1	1	1
BLOOMINGTON(MONROE_CO)	1-69 SB	169-112-09708 SB	051350	112+.949	Y	2	12	4	E	2	2		160	80	039260	1	1	1
BLOOMINGTON(MONROE_CO)	W VERNAL PK/W 17TH	169-119-10059	079012	102+.305	Y	3				2	2		144	72	038730	W	0	1
COLUMBUS	I-65	165-068-07910	035520	68+.282	Y					2	2		194	97		1	1	1
COLUMBUS	I-65 NB	165-068-04699 JCNB	035540	68+.607	Y				in a	2	2		224	112	-		1	1
COLUMBUS	I-65 SB	165-068-04699 CSBL	035550	68+.607	Y	2 1 1	1	100	100	2	2	455 4 1555 7	224	112	***************************************		1	1
CORYDON	SR 337	337-31-06671	031650	10+.276	Y					2	2		136	68		S	0	1
GREENSBURG	SR 003	003-16-01757 NBL	000795	70+.599	Y	El ac the		7 - 7 - 7 - 3		2 2	2 2	-	168 168	84 84		S	0	1
GREENSBURG	SR 003 I-74 EB	003-16-01757 SBL 174-136-04331 BEBL	000796	70+0.599 136+.054	Y				eda. s.	2	2		168	84		- 3	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
GREENSBURG GREENSBURG	1-74 EB	174-136-04331 BEBL	045120	136+.054	V	100				2	2		168	84			1	1
GREENSBURG	CR 250 N	174-134-08808 A	076514	130+.962	\ \ \ \	37 E	200	tare, a	1.5	2	2		184	92		C	0	1
GREENSBURG	US-421	(421)I-74-134-08867 ASB	076590	52+-0.445	v					2	2		260	130		- 11	0	1
GREENSBURG	US-421	(421)I-74-134-08807 ANB	076592	52+-0.436	y		y 30 J		31 3 W	2	2	Albania de la compansión de la compansió	260	130	-	U	0	1
INDIANAPOLIS	SR 37	037-41-03976 ANBL	012410	138+.581	Y		1		220.	2	2		96	48		S	0	1
INDIANAPOLIS	SR 67	067-55-07753 NBL	024060	95+.238	Y	file is	1.		Şara, X	2	2	lago Bres redeficio	168	84	-	S	0	1
INDIANAPOLIS	SR 67	067-55-01605 JCSB	024070	95+.248	Y					2	2		168	84		S	0	1
INDIANAPOLIS	SR 67	067-55-03830 BNBL	024080	95+.998	Y	Barrier St.			46.	2	1	North Approach Only	72	36		S	0	1
INDIANAPOLIS	SR 67	067-55-03830 BSBL	024090	95+.994	Υ					2	1	North Approach Only	72	36		S	0	1
INDIANAPOLIS	CR500 N	165-094-05536 B	035870	094+.536	Y	193	100		19 - 1. P	2	2		118	59		C	0	1
LAWRENCEBURG	US-50	050-15-00210 BEBL	018790	163+.984	Y					2	2		288	144		U	0	1
LAWRENCEBURG	US-50	050-15-08861 AWBL	80008	163+.979	Y		· 公司			2	2		184	92		U	0	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	US 31	031-10-06693	008960	006+.364	Υ	2				3.5	2		168	48		U	0	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 60 EB	060-10-07844 EBL	021560	060+.744	Y	3	12	2	97 1 4	2	2		200	100		S	0	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	SR 60 WB	060-10-07844 WBL	021561	060+.741	Y	3	12	2		2	2		200	100	-	S	0	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	US 150 EB	150-22-05230 BEB	027620	171+.453	Y	2	8	4		2 2	2 2		144 144	72 72		- "	0	1
LOUISVILLE-CLARKSVILLE,NEW_ALBANY(CLARK,FLOYD_CO)	US 150 WB	150-22-05230 BWB	027630	171+.455	Y	2 3	3	3	0 000	2	1		84	42			1	1
LOUISVILLE-CLARKSVILLE,NEW_ALBANY(CLARK,FLOYD_CO)	I-64 EB I-64 WB	I64-118-05665 JAEB I64-118-05665 AWBL	034350 034360	117+.475 117+.486	Y	2	3	3	1 1 1 1 1 1 1 1	2	2		120	60	-		1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO) LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	1-64 WBL	164-120-04984 BWBL	034400	120+.195	Y	3	6	6		2	2		192	96	-		1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, PLOTD_CO)	I-64 WB	I64-121-04985 RCB	034410	121+.686	Y	3	10			2	1	South Approach only	92	46	-		1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-64 WB	I64-121-04985 RBB	034420	121+.754	Y	3	10	Sec. 18	0.5	2	1	North Approach Only	92	46		-	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-64 EB	164-121-04986 JCEB	034430	121+.968	Y	3	0	10		2	2	,	184	92	-	1	1	1
LOUISVILLE-CLARKSVILLE, NEW ALBANY (CLARK, FLOYD_CO)	I-64 WB	I64-121-04986 BWBL	034440	121+.959	Y	4	20	6	7.00	2	2		296	148		1	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-64 WBL RAMP 123C	164-123-04688 B	034470	123+.452	Υ	2	3	6		2	2		132	66		1	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-64 EB	164-123-04689 B	034480	123+.464	Y		the transfer			2	2	South Approach only	250	125		1	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-64 EB	164-123-04690 BEBL	034490	123+.537	Y	8	6	12		2	2		456	228		1	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-64 WB	I64-123-04690 JBWB	034500	123+.548	Y	4	4	8		2	2		240	120			1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY (CLARK, FLOYD_CO)	I-64 EB	164-123-02294 CEBL	034510	123+.629	Υ	3	20	6		2	2		248	124		10 B	1	1
LOUISVILLE-CLARKSVILLE,NEW_ALBANY(CLARK,FLOYD_CO)	I-64 EB	164-123-02294 JCEB	034513	123+.715	Y	3	3	3	100	1	2		84	84	-		1	1
LOUISVILLE-CLARKSVILLE,NEW_ALBANY(CLARK,FLOYD_CO)	I-65 NB	165-001-07936 NBL	034610	001+.424	Y	4	12	10		2	2		280	140			1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-65 SB	I65-001-07936 ASB	034611	001+.417	Y	4	12	12		2	2		288	144		W	1	1
LOUISVILLE-CLARKSVILLE,NEW_ALBANY(CLARK,FLOYD_CO)	WB BROWN STA RD	165-001-07851	034616	001+.785	Y	2	12	3	0	2		W. W	156	78	-	W	0	1
LOUISVILLE-CLARKSVILLE,NEW_ALBANY(CLARK,FLOYD_CO)	EASTERN BOULEVARD	165-002-07845	034640	002+.137	Y	6	12	10		2 2	2		288 280	144 140			1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-65 NB	165-003-02656 NBL 165-003-02656 SBL	034670	003+.781	Y	4	12	10		2	2		288	140			1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-65 SB I-65 NB	165-003-02656 SBL 165-003-07847 NBL	034690	003+.792	Y	4	12	10		2	2	A DESCRIPTION OF STREET	280	140			1	1
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LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO) LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-65 NB Exit Lane	165-004-08066 ADJ	034704	003+.693	Y			10 - 11 gray		2	2	Market Street Co.	140	70		THE PAST	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, PLOYD_CO)	I-65 SB On Ramp	165-004-08067 ADJ	034704	004+.418	Y	21	N	20 20	- A - 12	2	2		176	88			1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	VETERANS PARKWAY	165-004-08274	034708	004+.617	Y	6	0	0	12	2	2		336	168	***************************************	V	0	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-65 NB	165-006-08410 NBL	034720	006+.184	Y	5	12	10		2	2		328	164		1	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-65 SB	165-006-08410 JSBL	034730	006+.149	Y	4	12	10	30	2	2	265 SPLIT WITH A WIDE O	400	200		- 1	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	1-65 NB	165-009-04136 DNBL	034740	009+.191	Y	4	12	6		2	2		264	132		1	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	1-65 SB	165-009-04136 DSBL	034750	009+.163	Y	4	12	6		2	2		264	132		1	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY(CLARK, FLOYD_CO)	I-265 EB	1265-06-05520 JEBL	049638	006+.754	Y	3	12	4	2000	2	2		208	104	-	1	1	1
LOUISVILLE-CLARKSVILLE, NEW_ALBANY (CLARK, FLOYD_CO)	1-265 WB	1265-06-05520 AWBL	049640	006+.754	Y	3	12	4		2	2		208	104		- 1	1	1
LOUISVILLE-CLARKSVILLE,NEW_ALBANY(CLARK,FLOYD_CO)	SR 265 EB	(265)1265-07-07400 EBL	049652	006+.910	Y					2	2		220	110	-	S	1	1

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SCOTTSBURG   1-65 SB   165-035-04241 BNSL   035500   35+196   Y   2   2   168   84   1   1   1   1   1   1   1   1   1		I-65 NB	I65-035-04241 BNBL	035030	35+.196	Υ					2	2				1	1	1
SCOTTSBURG		1-65 SB	165-035-04241 BNSL	035040	35+.196	Υ					2	2		168	84	1	1	1
Fe5 SB		I-65 NB	165-035-02225 CNBL	035050	36+.422	Υ					2	2		168	84		1	1
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# **Monroe County – Rural Transit Service Optimization Study**

Overview of Findings and Recommendations

June 2019

### Rural Transit Service Analysis

#### Performance Indicators

- Door to Door Provides 1.95 Passenger Boardings Per Revenue Hour
- Express Route Provides 3.52 Passenger Boardings Per Revenue Hour
- Both Values Are Within a Normal Productivity Range for These Service Types

### Rural Transit Service Analysis

#### **Performance Indicators**

 Overall Cost Per Passenger Boarding Has Increased

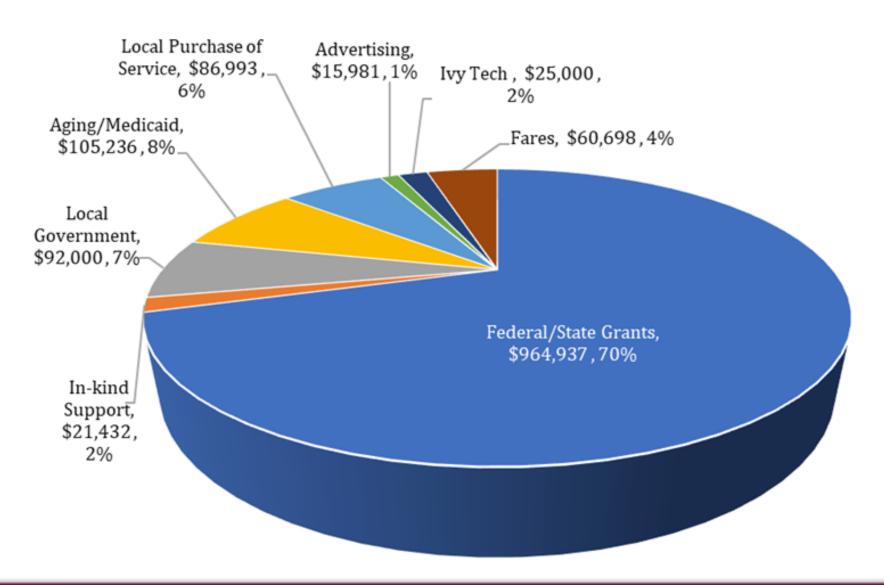
o 2016: \$14.12

o 2017: \$15.40

o 2018: \$17.81

 Study Recommendations Are Intended to Increase Productivity and Cost-Efficiency

#### 2018 Rural Transit Revenue



### 2018 Rural Transit Expense

- ◆ Labor: \$710,000
- ♦ Benefits: \$149,247
- ♦ Services: \$30,000
- Materials/Supplies (Includes Fuel): \$229,000
- ◆ Utilities: \$45,569
- Casualty & Liability: \$90,000
- Indirect Expenses: \$213,806
- Other: \$6,800

### Community Input

- Public and Stakeholder Input was Gathered Through 3 Public Meetings, Stakeholder Interviews and a Survey
- There Is Particular Interest in Transit for People Unable to Drive Due to Age, Disability or Lack of a Vehicle

#### Recommendations

- Population Density is Low in Areas Outside the Bloomington Urbanized Area (UZA)
- Fixed Route Transit Is Not Likely to Generate Strong Ridership in Areas Outside the UZA
- ◆ There Is Some Level of Transit Need Throughout the County, so Rural Transit Should Continue to Offer Countywide Door to Door Service

#### Adopt a Cost Allocation Model

- Analyze Operating Data and Expenses to Calculate Rural Transit Cost per Unit
- Use Calculations to Estimate Costs of Services that Rural Transit Adds, Changes or Eliminates
- Use the Cost Model to Generate Pricing for Contracted Service for Stone Belt and Other Organizations Eligible to Purchase Service

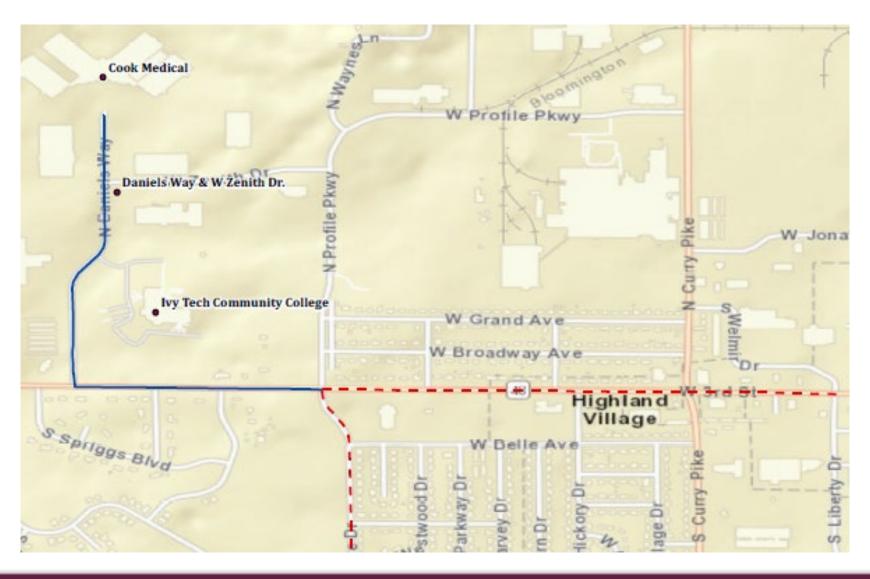
#### **Expand Door to Door Capacity**

- Add More Vehicle-Hours of Door to Door Service
- Increase Capacity at High-Demand Times (6:00 AM to 8:00 AM and 2:00 PM to 6:00 PM)

# Replace Express Route with "Park 48 Connector"

- Instead of Connecting with BT Downtown, Use a Transfer Point on the West Side of Bloomington
- Run a Shorter, Higher-Frequency Point Deviation Service

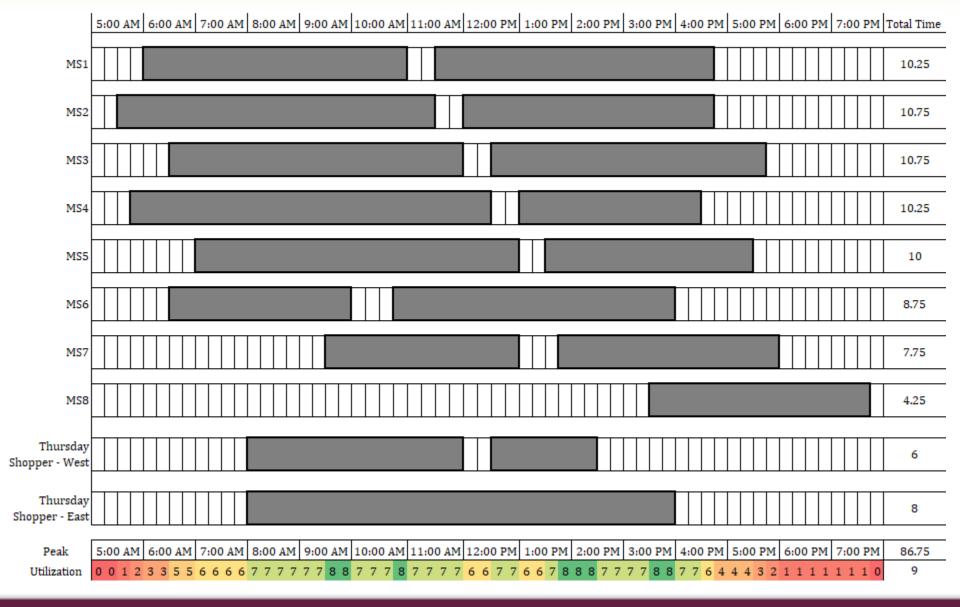
- This Change Would Result in Estimated Savings of \$109,542
- This Savings Should Be Reinvested Primarily in the Door to Door Expansion
- Following Slide Shows a Sample Map
  - Blue Line is Park 48 Connector
  - Red Line is Area Where Bloomington Transit Transfer Point Could Be



#### **Shopper Shuttle Expansion**

- Rural Transit Currently Offers a Weekly Shopper Shuttle on the West Side of Monroe County
- This Concept is A Weekly Shopper Shuttle That Takes Residents of the East Side of Monroe County to College Mall

### Fleet Utilization w/Changes



#### **Transportation Scheduling Software**

- Rural Transit Currently Schedules Door to Door Rides through Google Calendar
- Google Is Free, but Limited in Functionality
- Rural Transit Can Increase Productivity (Boardings per Vehicle Hour) by Using Transportation Scheduling Software

#### **Transportation Scheduling Software**

- Software Capital Cost is Up to \$100,000
- Software Annual Maintenance/Support Cost is \$10,000 to \$30,000
- Peer Systems Have Significantly Increased Ridership and Cost-Efficiency Through Acquiring Scheduling Software

### Service Concept #5 - Alternative

#### **Transportation Scheduling Software**

- Bloomington Transit Has Paratransit
   Scheduling Software for BT Access
- Rural Transit and Bloomington Transit
   Could Explore Whether It is Feasible for RT to Utilize BT's Software Remotely

#### Revised Staffing Model

- After the Adoption of Software, Rural Transit Should Evaluate its Level of Staffing for Data Entry and Reservations/Scheduling
- Adequate Reservations/Scheduling Staffing is Important for Customer Service – Potentially, No Changes Would be Made

#### **New Marketing Efforts**

- Rural Transit Should Invest a Small Amount of the Savings from Eliminating the Express Route into Community Awareness and Outreach
- Expenses Would Include Updated Brochures, Branding and Community Outreach

- Two Additional Service Concepts Are Provided for Consideration
- Meant as community alternatives, not specifically Rural Transit provision
- These Services are Beyond the Current Scope of Rural Transit and Would Involve Partnership with Other Agencies

#### Vanpool Program

- A Commuter Vanpool Program Would Help Rural Residents Get to Work in Bloomington
- Vanpools are Groups of 5-15 Commuters
   Who Ride to Work in Vans
- One of the Commuters is the Driver (There is No Paid Driver)

#### Vanpool Program

- Vanpool Costs are Typically Subsidized by Government Funding and/or Employers
- Central Indiana Regional Transportation Authority (CIRTA) Operates the Commuter Connect Carpool/Vanpool Program
- 4 Vanpools in CIRTA's Program Currently Travel from Bloomington to Indianapolis Each Weekday

#### Vanpool Program

- Commuter Connect Has Recently Expanded Vanpooling to the City of Columbus
- ◆ The City of Columbus Covers the Cost of the Columbus Expansion
- Commuter Connect's Vans are Leased from Enterprise Rideshare

### <u>Demand-Response Employment Rides</u> <u>Program</u>

- New Program to Provide Rides to Work for People with Low Incomes in Rural Areas
- Collaboration of Rural Transit, 1 or More Local Employers, and a Non-Profit Organization that Focuses on Supporting People in Achieving Economic Self-Sufficiency

### <u>Demand-Response Employment Rides</u> <u>Program</u>

- This Program Would Be a Dedicated Employment-Focused Service Operated Under Contract to the Partner Non-Profit
- A One-Vehicle Program Is Estimated to Cost \$46,869 Per Year
- Interested Stakeholders Would Need to Identify a Funding Source

#### **Contact Information**

- The Full Report is Available from Chris Myers, President/CEO, Area 10 Agency on Aging
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  - cmyers@area10agency.org

Thank you!