



Coordinated Public Transit – Human Services Transportation Plan Update

Adopted _____, 2026



CITY OF COLUMBUS - BARTHOLOMEW COUNTY PLANNING DEPARTMENT
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Columbus Area Metropolitan Planning Organization (CAMPO)

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ADOPTION RESOLUTION

RESOLUTION 2026-##

A RESOLUTION BY THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO) POLICY BOARD FOR THE PURPOSE OF

ADOPTING THE UPDATED COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

WHEREAS, the Columbus Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization responsible for transportation planning in the City of Columbus and Bartholomew County; and

WHEREAS, the MPO is responsible for ensuring that the transportation planning program is coordinated with the public and transportation service providers in the planning area; and

WHEREAS, a locally developed Coordinated Plan is required to be developed and updated every five years in order for transportation providers to be eligible to receive funding under the Section 5310 Program and serve the transportation needs of the general public, older adults, and individuals with disabilities; and

WHEREAS, development of the Coordinated Plan included input from the Columbus Transit Advisory Committee, CAMPO Technical Committee, area transportation service providers and users, members of the public, and representatives of local agencies and employers, consistent with federal standards and CAMPO's adopted Public Participation Plan.

NOW THEREFORE BE IT RESOLVED by the CAMPO Policy Board that the proposed Coordinated Plan is hereby adopted this the 9th day of November, 2026.

Tom R. Finke, Chair

Attest: Ashley E. Beckort, CAMPO Manager

TABLE OF CONTENTS

Adoption Resolution	3
Introduction	5
What is an MPO:	5
Creation of CAMPO:	5
History of the Coordinated Public Transit-Human Services Transportation Plan:	5
Section 5310 Program: Enhanced Mobility for Seniors & Individuals with Disabilities:	6
Plan Development	7
Demographics and Existing Conditions	8
Population Projections	8
Older Adult Population.....	10
Zero Vehicle Households.....	11
Individuals with Disabilities	12
Race, Ethnicity, and Minority Populations	13
Household Income and Poverty Status	14
Employee Locations and Trips.....	15
Existing Public Resources and Human Service Providers	17
Needs Assessment Through Community Engagement.....	20
CAMPO Metropolitan Transportation Plan (MTP) Survey – Nov 2025 to Feb 2026	20
Columbus Transit Route Study Advisory Committee and Stakeholders – 2024 & 2025	21
ColumBUS Transit Community SURVEY – June & July 2024.....	22
Columbus Transit Rider Survey – May 2024.....	23
Community Input Meetings – 2024 through 2026.....	24
Identifying Themes	25
Operating: Amenities, Financial Capacity, & Driver Recruitment	25
Communication: Community Awareness & Coordination	26
Availability: Frequency & On-Demand Services	27
Service Coverage: Re-Routes & Expanding Network.....	28
Implementation Plan	30
Goal 1: Maintain Reliable and Efficient Services.....	30
Goal 2: Improve Accessibility and Choices	31
Goal 3: Enhance Awareness and Communication.....	31
Continuing Challenges.....	31
Appendix A: Glossary of Terms.....	32
Appendix B: Transit Advisory Committee (TAC)	34
Required Roles and Responsibilities.....	34
Columbus Area TAC.....	34
Appendix C: Bartholomew County Food Assistance Programs and Transit Routes to Hot Meal Sites.....	35
Appendix D: State Associations and Advocacy Organizations.....	36

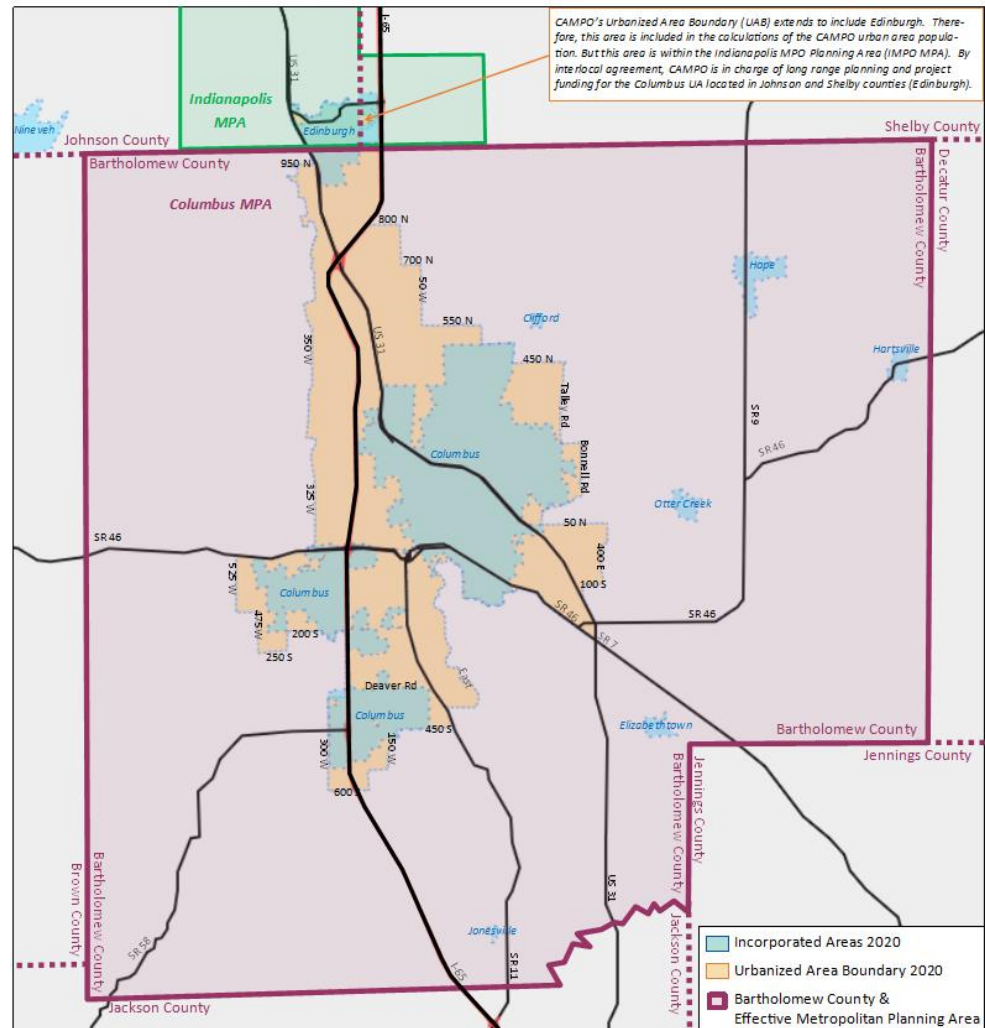
INTRODUCTION

WHAT IS AN MPO: Metropolitan Planning Organizations (MPOs) were authorized under the Federal Highway Act of 1962 for the purpose of setting policy and carrying out planning for an integrated transportation system. Metropolitan Planning Organizations (MPO) are established in urbanized areas of 50,000 or more in population and who participate in a continuing, comprehensive, and cooperative (3-C) planning process as mandated by Federal law. MPOs carry out transportation planning in Metropolitan Planning Areas (MPA). Each MPO is required to establish a MPA that includes its Urban Area (UA), plus the contiguous area expected to become urbanized within the 20-year forecast period of the Metropolitan Transportation Plan (MTP). The UA is based on population density and is re-evaluated after each Decennial Census. This UA population calculation determines an MPO's funding allocation.

CREATION OF CAMPO: The Columbus Area Metropolitan Planning Organization (CAMPO) was designated by the Governor of Indiana in 2004. The following map represents the current CAMPO MPA boundary and Urban Area as determined by the 2020 Census. CAMPO's Urbanized Area Boundary (UAB) is mostly focused around Columbus, but it extends north to also include the area around Edinburgh. Therefore, Edinburgh is included in the calculations of the CAMPO urban area population. However, this Edinburgh area is within the Indianapolis MPO Planning Area

(IMPO MPA), with IMPO therefore having responsibilities for air quality monitoring. Per a 2023 Memorandum of Agreement with IMPO, CAMPO continues to be responsible for “long range planning [MTP] and project funding [TIP] for the Columbus UA located in Johnson and Shelby counties [Edinburgh]”. The CAMPO effective MPA is Bartholomew County.

HISTORY OF THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN: The original plan was approved by CAMPO in 2007 to fulfill the planning requirements for the Federal Transit Administration's (FTA) United We Ride initiative and the Safe, Accountable,



Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), the 2005 authorization of U.S. Department of Transportation funding programs. These requirements continued under the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The SAFETEA-LU and MAP-21 Acts were 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 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, which directs the U.S. Department of Transportation to apply the funding toward modernizing and making improvements for all modes of transportation. The Coordinated Plan was again updated in 2021 to meet the new standards. Per law, this Coordinated Plan must be updated every 5 years. Funding to update this locally-developed regional Coordinated 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 & INDIVIDUALS WITH DISABILITIES:

The program most significantly impacted by the plan update is the Section 5310 Program because participation in a locally developed Coordinated Transportation Plan is one of the eligibility requirements for Section 5310 Program funding. The Section 5310 Program provides formula funding to States and urbanized areas 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 meet 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, the Indiana Department of Transportation (INDOT) is the direct recipient. As the direct recipient, INDOT solicits applications and selects Section 5310 Program recipient projects for funding through a formula-based, competitive process which is clearly explained in the INDOT Transit Section 5310 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. As of November 2024, there are currently two active Section 5310 grantees in CAMPO's Metropolitan Planning Area (MPA): REACH Columbus and Just Friends. Mill Race Senior Center, along with Developmental Services, are former Section 5310 grantees.

PLAN DEVELOPMENT

Required Elements: 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. Interactive coordinated transportation planning provides the best opportunity to accomplish these objectives. 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. Further, INDOT and FTA encourage participation from representatives of public, private, and nonprofit organizations that provide or support transportation services and initiatives, and the general public. FTA outlines the following required elements of a Coordinated Public Transit Human Services Transportation Plan in the Section 5310 Circular:

1. An assessment of available services that identifies current transportation providers (public, private, and nonprofit).
2. An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service.
3. Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery.
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Development Methodology: CAMPO reviewed the previous Coordination Plan updates to develop a basis for evaluation and recommendations. Since the last plan update, the CAMPO area has conducted multiple assessments including the ColumBUS Transit Route Study, CAMPO Title VI Analysis, and CAMPO Metropolitan Transportation Plan (MTP) Update. These documents are posted on CAMPO's website at columbus.in.gov/planning/campo-other. Data, demographics, and analysis from these corresponding plans were consulted as part of this plan update. Community involvement included leveraging these recent plan updates with associated surveys, public meetings, and stakeholder interviews. The Columbus Area Transit Advisory Committee (TAC), which includes human service agencies, transportation providers, and the general public, served as the advisory committee for this plan update. CAMPO first updated the demographic information and existing conditions. Then summarized the multiple engagement efforts to identify community sentiment, unmet transportation needs, and gaps in service. After reviewing the public opinions, stakeholder input, and the previous plans, CAMPO identified 4 main themes. The draft outstanding needs and implementation goals were then vetted by TAC at their June 25, 2026 meeting. The full draft plan was reviewed and given a favorable recommendation at the September 24, 2026 TAC meeting. CAMPO Technical Committee reviewed the draft plan at their November 4, 2026 meeting and gave a favorable recommendation. The final draft was posted for public review and shared at the November 9, 2026 CAMPO Policy Board public meeting for final adoption.



Identified Stakeholders and Interest Groups: In addition to the typical transit providers and City departments associated with transportation, the following were involved community interest groups: CAMPO Technical Committee, City of Columbus Human Rights Department, Columbus Chamber of Commerce, Lincoln Central Neighborhood Family Center, Cummins, Ivy Tech, Bartholomew County Veterans Office, Developmental Services, Inc., Just Friends Adult Day Services, ASAP (Alliance for Substance Abuse Progress), United Way, Foundation for Youth, Tipton Lake Association, Four Seasons Retirement Community, Athens Crossing, Columbus Bicycle and Pedestrian Implementation Team (BPIT), and the Bartholomew Consolidated School Corporation's Safe Routes to School (SRTS) Task Force.

DEMOGRAPHICS AND EXISTING CONDITIONS

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 American Community Survey (ACS) and the State of Indiana. These sources are used to ensure that the most current and accurate information is presented.

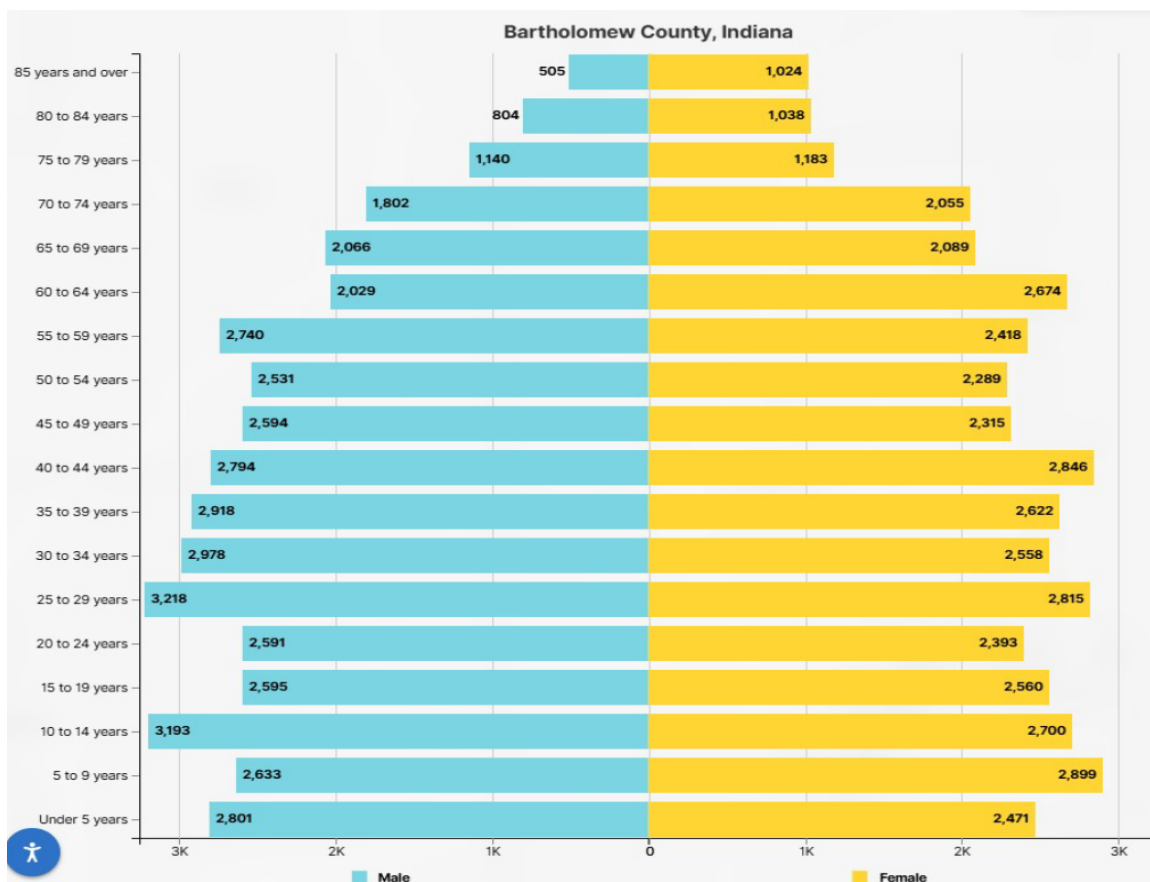
POPULATION PROJECTIONS

STATS Indiana, using data from the Indiana Business Research Center, IU Kelley School of Business projects that the Bartholomew County population will grow to 92,955 by 2050, an estimated gain of 9.4 percent over the population projection for 2020. The median age in Bartholomew County is 36.8 years old, compared to the Indiana age of 36.3 years old. The following tables and graphs show the population trends throughout Bartholomew County.

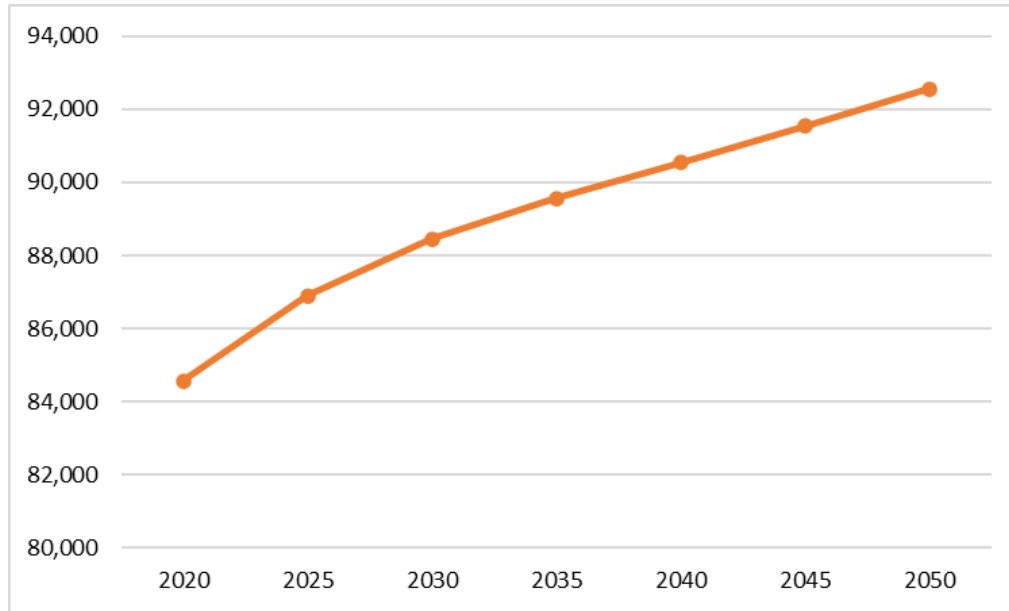
Population comparing Bartholomew County and Indiana-2023 American Community Survey

Category	Indiana	Bartholomew County	Additional Data for Bartholomew County
Population (2020 Decennial Census)	6,785,528	82,208	10.4% of residents were born outside of the country.

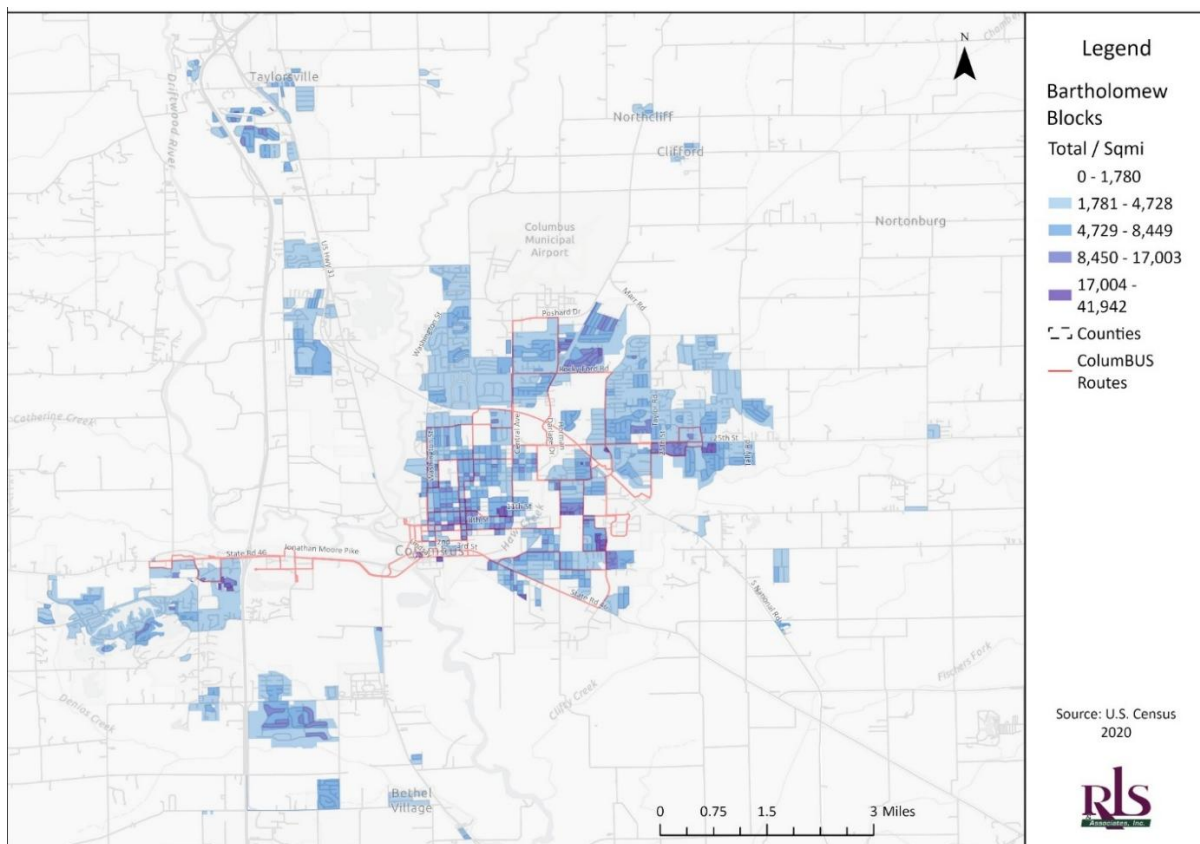
Age by Gender (the longer the bar, the more male-blue / female-yellow in that age bracket)- 2023 American Community Survey



Population Growth Projection for Bartholomew County, 2020 – 2050



Population Density by Census Blocks

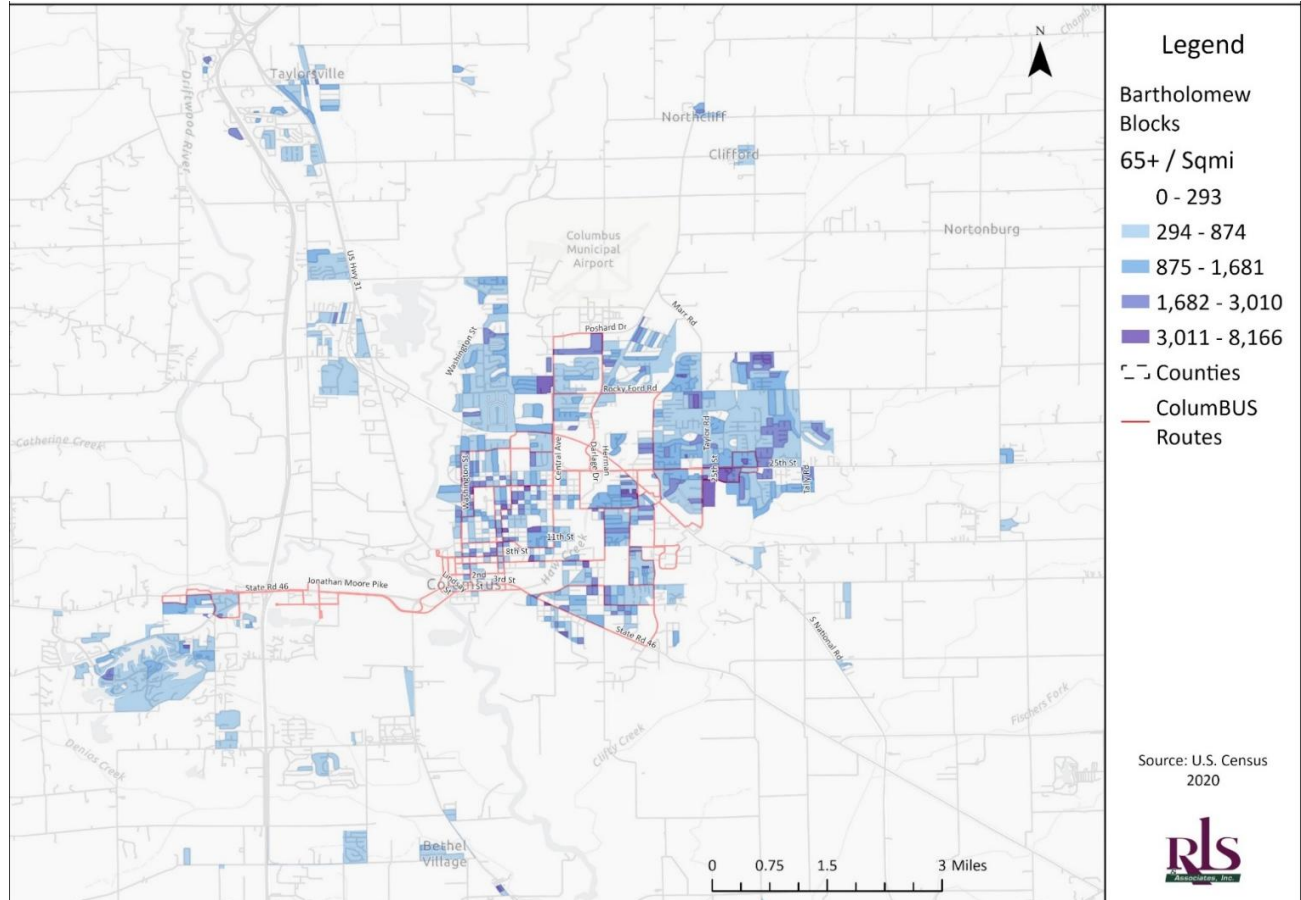


Many of the areas of highest density are located around apartment complexes including Spruce Ridge and River Stone Apartments, The Cole, the County Sheriff's Office (jail population), Ashford Park Apartments, Stonegate and Monarch Crossing Apartments, Quail Run, Bloomfield Apartments, and Lincoln Village Co Operative. These areas had more than 17,004 people per square mile.

OLDER ADULT POPULATION

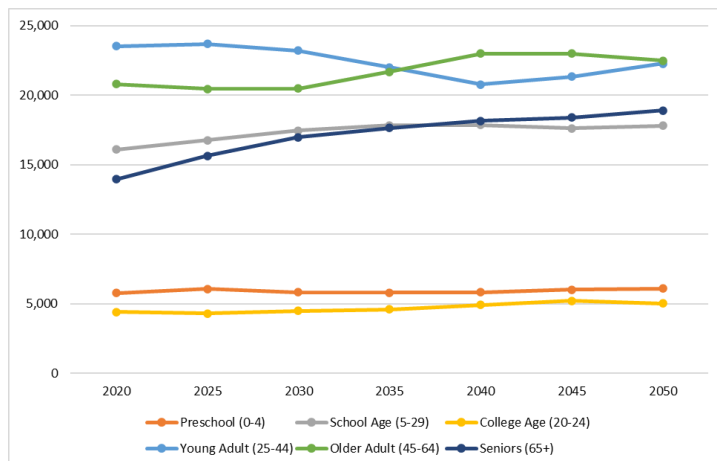
Older adults are most likely to use transportation services when they are unable to drive themselves or choose not to drive. This may include self-imposed limitations, including driving at night and trips to more distant destinations. Older adults also tend to be on a limited retirement income and, therefore, public or agency sponsored transportation services are a more economical alternative to owning a vehicle. For these reasons, the population of older adults in an area is an indicator of potential transit demand. Quality of life issues and individuals' desire to live independently will put increasing pressure on existing transit services to provide mobility to this population. The following graphics provide details about the "senior" population, those individuals aged 65 and older.

Population Density Age 65+ by Census Blocks



The areas with the highest older adult population density are more widely dispersed around the city than the overall population density. These highest densities are located around Four Seasons Retirement Center, Vivera, Briarwood Apartments, Vilas of Stonecrest, Old Field Lane, Independence Village of Columbus, west of Donner Park, and a few blocks in the Central Columbus area.

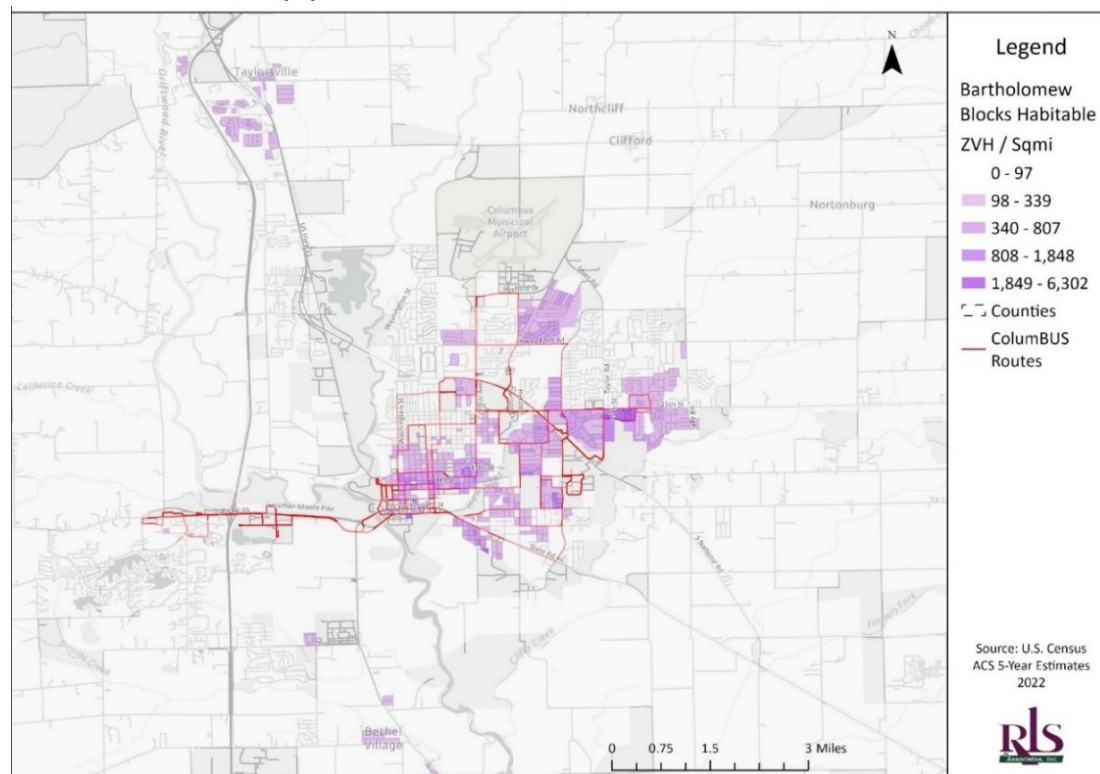
Population Growth Projections by Age Group for Bartholomew County, 2020-2050



ZERO VEHICLE HOUSEHOLDS

Transportation is typically a household's second-largest expense after housing. The characteristics of the household's neighborhood or community will impact the costs of transportation. Locations that are close to services and employment will allow the household to spend less time, energy, and money on transportation, while more spread-out locations may involve higher costs and more time for transportation. According to The Center for Neighborhood Technology's Housing and Transportation (H+T) Index (htaindex.cnt.org/map), the typical household's annual transportation spending in Bartholomew County is \$16,027 (21% of total income). The following map illustrates the percentage of housing units that have no available vehicle; the blocks with the highest density of households without a vehicle are located near The Cole, the County Sheriff's Department, Applegate, Briarwood Apartments, Bloomfield Apartments, and Pence Apartments.

Zero Vehicle Household Density by Census Blocks



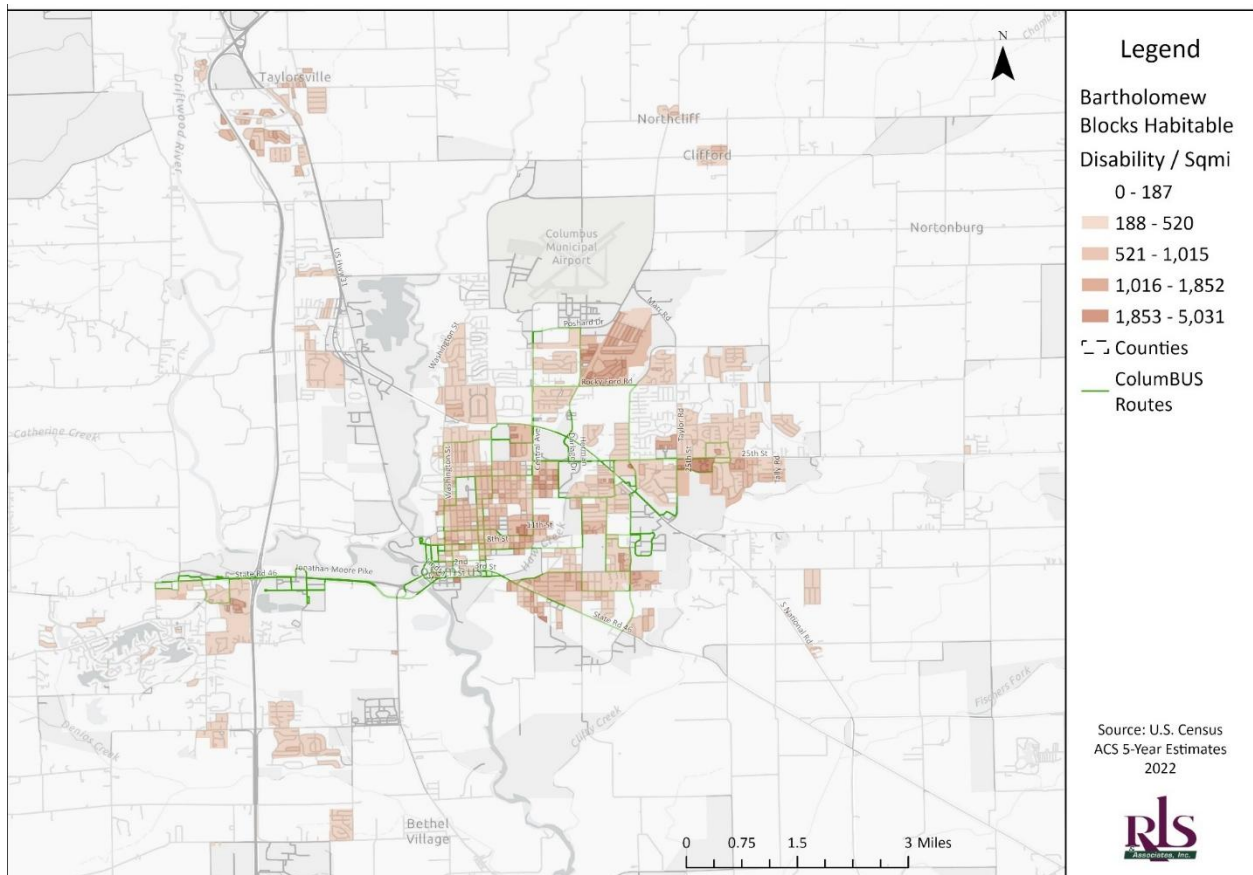
INDIVIDUALS WITH DISABILITIES

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 following graphics provide details about the population with a disability.

Population with a Disability by Age Group-2023 American Community Survey

Age Group	Total	Population With a Disability	Percent With a Disability
Under 18	20,049	1,124	6%
18-64 Years	48,654	6,009	12%
65 Years and Over	13,232	4,264	32%
Total Civilian Noninstitutionalized Population	81,935	11,379	14%

Disability Population Density by Census Blocks

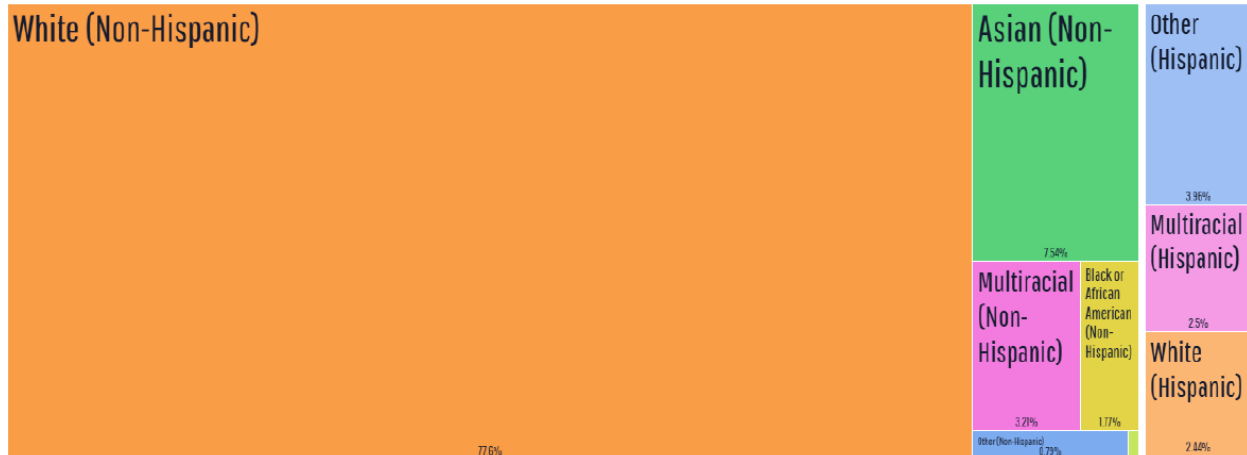


The density of persons with disabilities is highest in similar areas to those individuals living below the poverty level and with zero vehicles. These areas can be found around The Cole, the County Sheriff's Department, Applegate, Briarwood Apartments, Bloomfield Apartments, and Pence Apartments.

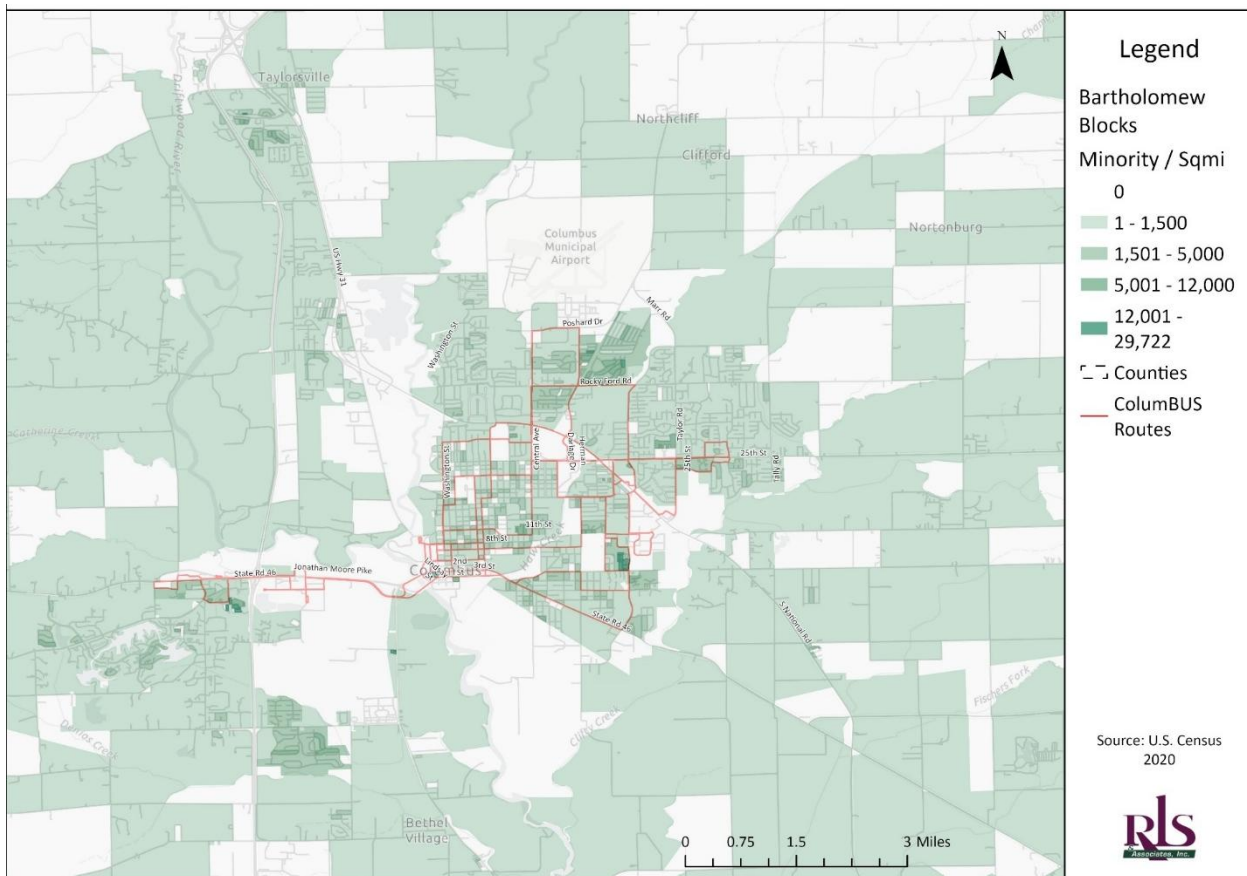
RACE, ETHNICITY, AND MINORITY POPULATIONS

Bartholomew County has a mix of races and ethnicities. In the following graphic, the bigger the box, the larger the percent. The top 3 are 64.4k White (Non-Hispanic), 6.25k Asian (Non-Hispanic) and 3.28k Other (Hispanic). In the map below, areas with the highest percentage of minority populations are shaded in dark green. The areas of highest density are around Spruce Ridge and River Stone Apartments, The Cole, Stonegate and Monarch Crossing Apartments, and north of Rocky Ford Road just east of Middle Road. These blocks have minority densities above 12,000 people per square mile.

Race and Ethnicity



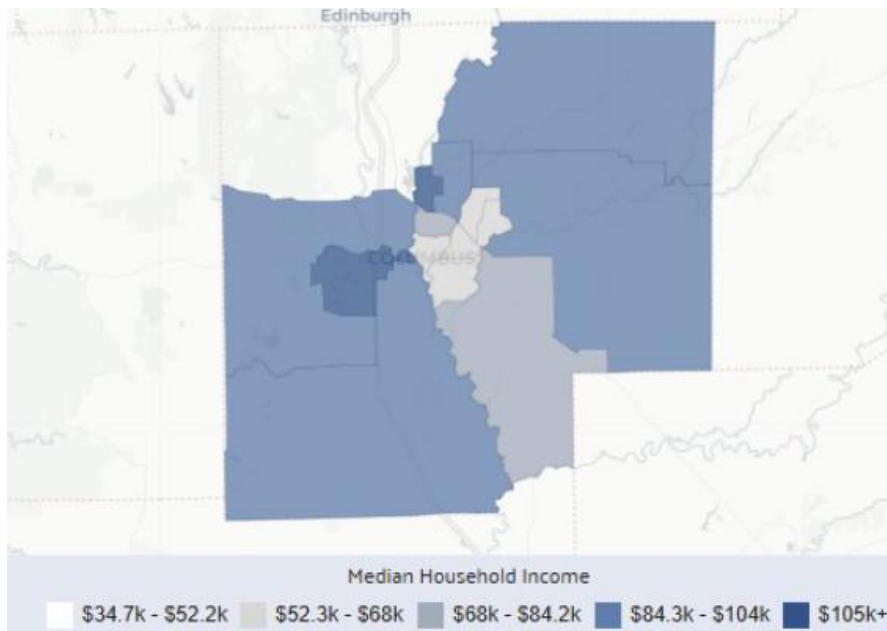
Minority Population Density by Census Blocks



HOUSEHOLD INCOME AND POVERTY STATUS

According to the 2023 American Community Survey, in Bartholomew County, the largest demographic living in poverty are Females 35 - 44, followed by Females 25 - 34 and then Males 25 – 34. The most common racial or ethnic group living below the poverty line is White, followed by Hispanic and Other. The most income is in Census Tract 103 which has the median income with a value of \$131,125, followed by Census Tract 109 with \$121,081. From 2022 to 2023, employment grew at a rate of 1.27%, from 40.8k employees to 41.3k employees. Manufacturing is the largest industry in the region, followed by government services, retail, and healthcare.

Median Household Income



CAMPO MPA and Indiana Income and Education Indicators – Stats America

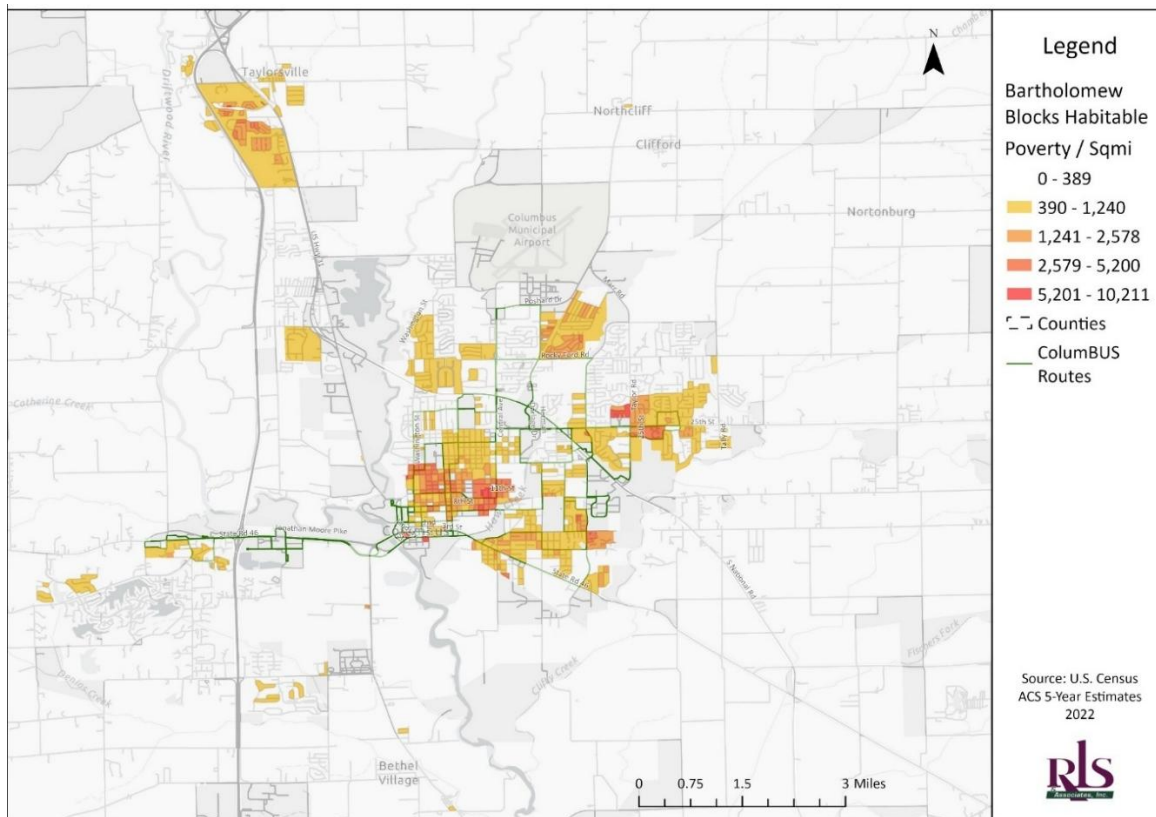
Statistics Category	CAMPO MPA Statistics (2023)	Indiana Statewide Data (2023)
Median Household Income	\$79,870	\$69,458
Poverty Rate	10.0%	12.2%
Percent of Adults 25+ with a High School Diploma	92.1%	90.2%
Percent of Adults 25+ with a Bachelor's Degree	35.4%	28.8%

Occupations (the bigger the box, the larger the percent)



The map below illustrates the distribution of the population living below the poverty level throughout Columbus. The blocks that have the highest density of population with incomes below the poverty level are included in red and have a range of 5,201 to 10,211 people per square mile earning incomes below the poverty level. Blocks with the highest density of individuals living below poverty in Bartholomew County are around The Cole, County Sherri's Department, Ashford Park Apartments, on Central Avenue between 10th and 8th Streets, Williamsburg Way Apartments, and between 8th, 7th, Maple, and Hutchins Avenue.

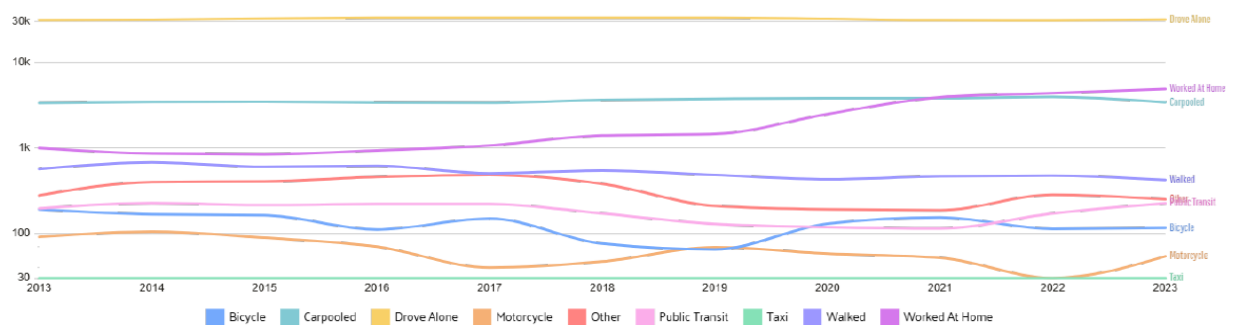
Below Poverty Population Density by Census Blocks



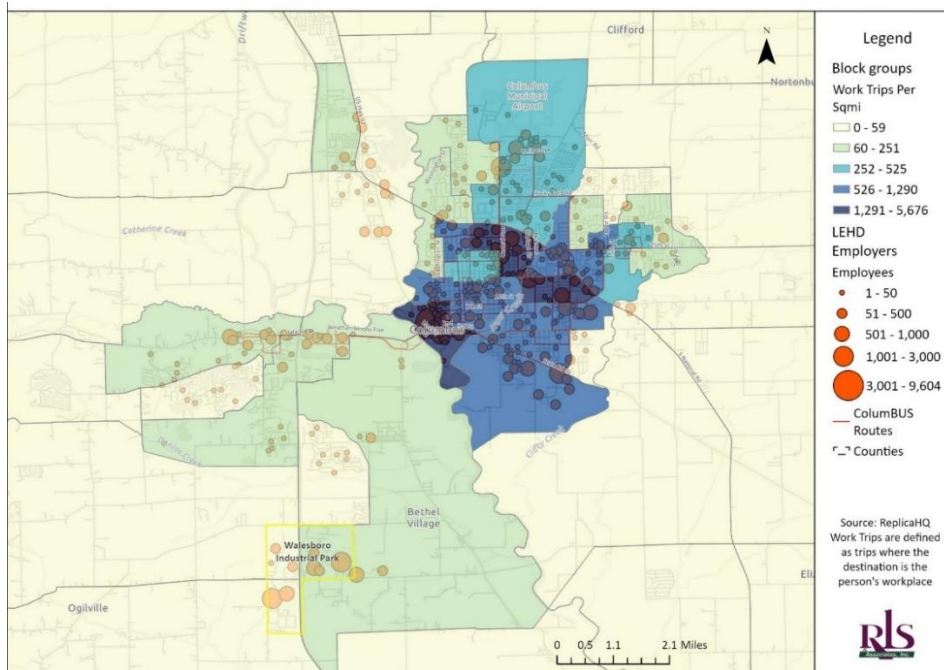
EMPLOYEE LOCATIONS AND TRIPS

According to the 2023 American Community Survey, in Bartholomew County, the average travel time to work (commuting) is 21.9 minutes, compared to Indiana at 24.3 minutes. 1.4% of the workforce have "super commutes" in excess of 90 minutes. 77.2% of workers drove alone to work, 11.9% worked at home, and 8.32% carpooled to work.

Commuter Transportation by Household (the higher the line, the more households use that transportation)

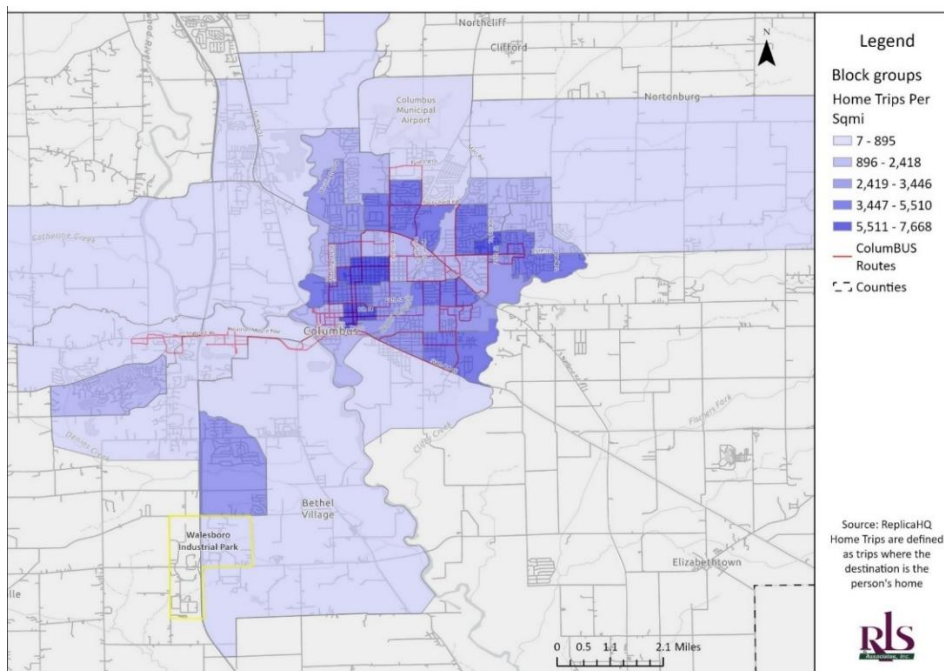


Weekday Work Trips for Columbus Residents



The map above illustrates the 2023 work trip destinations for people who live in Columbus. The areas of highest density for employment are relatively consistent between 2021 and 2023. Employers are located throughout the County, but the largest concentrations of jobs are in the Walesboro Industrial Park, downtown Columbus, the southeast corner of Columbus, and near the airport. The following map represents the block group locations for home trips of Columbus residents on a weekday. Using this information along with work trip data provides an estimation of the most frequent travel patterns in Columbus. The source for data included in the work trip and home trip figures is ReplicaHQ which uses aggregate data from public and private sources.

Weekday Home Trips for Columbus Residents



EXISTING PUBLIC RESOURCES AND HUMAN SERVICE PROVIDERS

Providers of local public and human service transportation were asked to share service and asset data to update the transportation provider inventory for the Metropolitan Planning Area (MPA). This data was obtained through phone interviews and e-mail requests. The following tables summarize the local agencies and the services they offer.

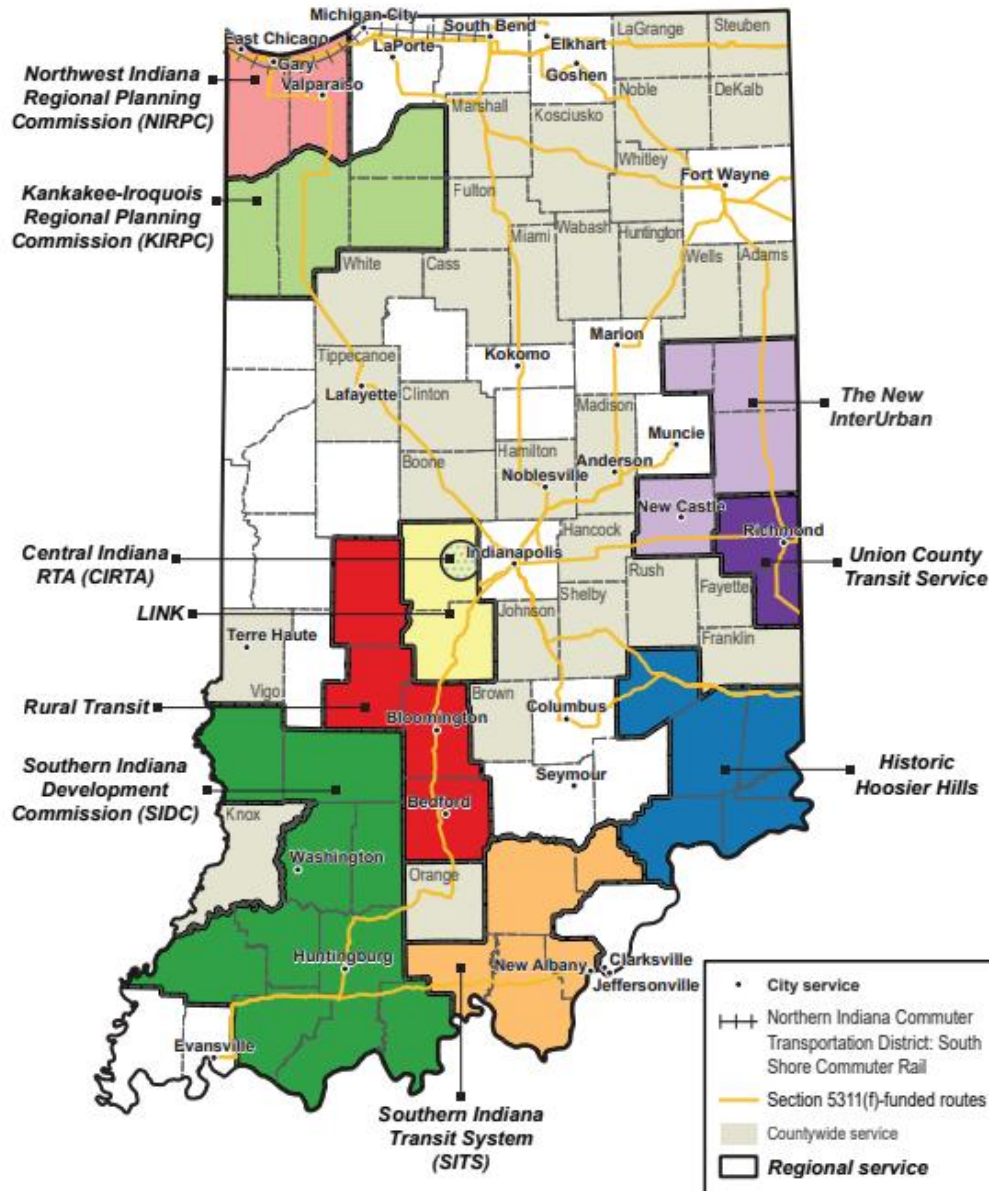
Public Transit Providers

The City of Columbus' transit system, ColumBUS, is the largest public transit operator in the Metropolitan Planning Area (MPA). Rural Bartholomew County does not currently have public transit service. The CAMPO Urban Area extends north to include portions of Jackson Township and Blue River Township around Edinburgh. Jackson Township (Shelby County) is served by ShelbyGo. Blue River Township (Johnson County) is served by Access Johnson County.

	ColumBUS	Access Johnson County	ShelbyGo
Contact Information:	850 Lindsey St., Columbus, IN 47201 (812) 376-2506 https://www.columbus.in.gov/columbus-transit	3500 N. Morton St., Franklin, IN 46131 (317) 738-5523 https://www.gatewayarc.com/access-johnson-county.html	2120 Intelliplex Dr., Suite 101 Shelbyville, IN 46176 (317) 398-7614 http://shelbyseniorservices.org/shelby-go
Service Area:	City of Columbus	Johnson County	Shelby County
Service Hours:	Mon – Fri= 6:00 AM to 8:00 PM Sat= 8:00 AM – 5:00 PM	Mon – Fri= 6:15 AM – 7:00 PM	Mon – Fri= 8:00 AM – 4:30 PM
Service Type(s):	• Fixed Route • ADA Paratransit	• Deviated Fixed Route (6) • Demand Response (10)	• Demand Response
Fleet and Wheelchair Accessibility:	16 (all WC-accessible)	22 (all WC-accessible)	6 (all WC-accessible) 1 Rear-load Bariatric Cares
Fare Structure:	Free	\$1 on routes; \$2 for deviation; \$4 for demand response; \$6 for demand response into Marion County (to Stop 11 Rd.)	Younger than 60: • \$4 within Shelbyville • \$7 throughout the county 60+ yrs: Donations are encouraged
Funding Sources:	• Section 5307 (<i>Urbanized Area Formula Grants</i>) • PMTF (<i>Public Mass Transportation Fund</i>) • Local Government	• Section 5307 (<i>Urbanized Area Formula Grants</i>) • PMTF (<i>Public Mass Transportation Fund</i>) • Local Governments • United Way • Medicaid Waver • Johnson County Community Foundation	• Section 5311 (<i>Formula Grants for Rural Areas</i>) • PMTF (<i>Public Mass Transportation Fund</i>) • Local Revenue
Scheduling/Dispatching:	Easy Rides software. Moving to Ecolane.	CTS Software/Tripmaster	Manual (pen and paper)
2025 Ridership Numbers:	Fixed Route: • 225,241 Riders • 200+ Set Stops Call-a-Bus: • 17,117 Rides	55,945 Rides (one-way passenger trips) *71% of pre-pandemic numbers	8,800 Rides

The following map shows where public transit systems are working across the state, including intercity bus connections between cities. Intercity buses in Indiana are operated by private companies, but serve a general public purpose and receive public funding for critical route connections. These routes are marked as 5311(f)-funded routes on the map legend.

2024 Public Transit Systems in Indiana - CY 2024 Annual Report



Human Service Transportation Providers

Each of the local human service transportation providers serve a very particular population in the community. Each organization provides transportation for their clients through a scheduled demand-response system.

	Developmental Services, Inc.	Just Friends	Bartholomew Co. Veterans Services	ASAP (Alliance for Substance Abuse Progress)
Contact Information:	2920 Tenth St., Columbus, IN 47201 (812) 376-9404 https://www.dsiser-vices.org	900 Lindsey St., Columbus, IN 47201 (812) 372-6415 http://www.justfriendscolumbus.com	440 Third St., Ste 205, Columbus, IN 47201 (812) 379-1540 https://www.bartholomew.in.gov/veteran-services.html	1531 13 th St., Ste 1102 Columbus, IN 47201 (812) 418-8705 https://asapbc.org
Logo:				
Eligibility Criteria:	Agency Clients: Individuals with mental, physical, or developmental disabilities	Older adults for medical and senior center trips	Veterans traveling to VA medical appointments	Individuals impacted by substance use disorder (SUD) needing access to recovery support and essential services
Service Area:	67 counties in central and southern Indiana	Columbus	Barth. Co. to Roudebush VA Hospital in Indianapolis	Barth. Co. to anywhere in Indiana
Service Hours:	Monday – Sunday, 6:00 AM – 11:00 PM	Monday – Friday, 8:00 AM – 4:00 PM	Monday – Friday	Monday – Friday
Fleet:	9 Vehicles in Barth. Co.	7 Vehicles	1 Van	1 SUV and 1 Van
Funding Sources:	Medicaid	Medicaid; Older Americans Act Title III-B; Veterans Administration; FTA Section 5310	Bartholomew County	Grant Based
2025 Ridership Numbers:	142 Unique Riders	6,372 Rides 80,936 Miles Driven	148 Trips (trips may include multiple veterans)	280 Unique Riders 592 Trips 8,631 Miles Driven Top 7 Locations: • AA Meetings = 414 • Court = 55 • Walmart = 50 • Probation = 43 • Love Chapel = 17 • Interviews = 12

NEEDS ASSESSMENT THROUGH COMMUNITY ENGAGEMENT

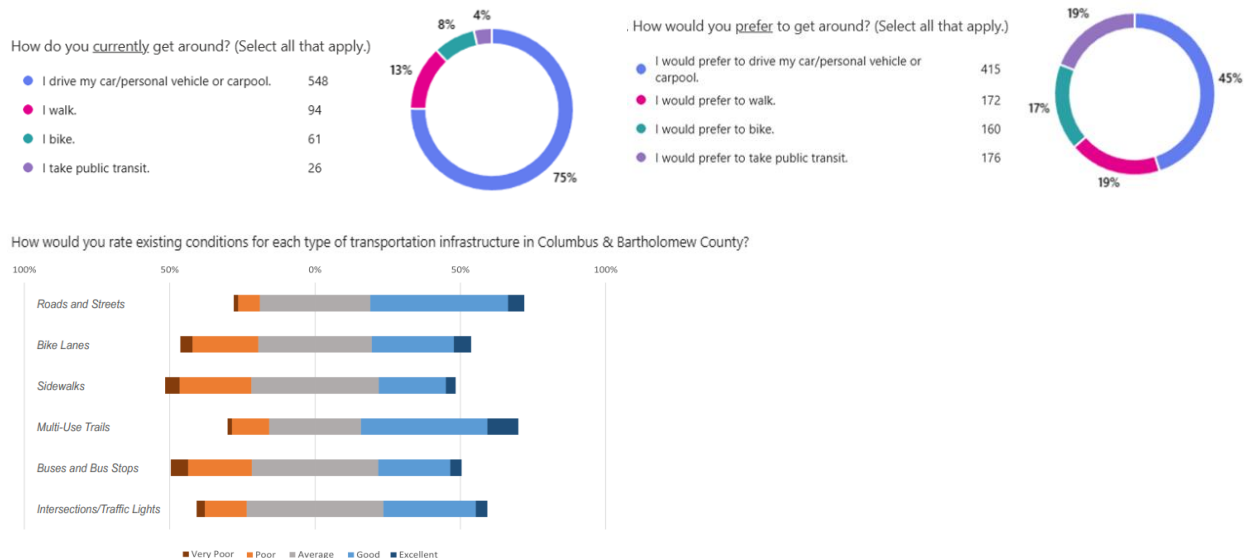
As noted in the demographics section of this document, Bartholomew County's population is projected to increase by almost 10% over the next 25 years. Columbus is the most populous city in the county, with approximately 51,000 people. Approximately 15.7% of the population in Columbus is age 65 and older which indicates a potentially significant need for public transportation options as people age out of driving or begin to drive less and rely more often on alternatives. 14% of the population has a disability, and said individuals have a strong correlation with limited ability to operate a vehicle. Approximately 10% of individuals in Bartholomew County lived in households with incomes below the poverty level. Furthermore, the distribution of households below the poverty level and zero-vehicle households supports the need for continuing to offer public transportation and to optimize route locations and frequency to meet more needs.

The local Transit Advisory Committee (TAC), human service agencies, transportation providers, community stakeholders, and the general public were invited to participate in the coordinated transportation plan needs assessment process. Since the last Coordinated Plan update, the CAMPO area has conducted multiple needs assessments including the ColumBUS Transit Route Study, CAMPO Title VI Analysis, and CAMPO Metropolitan Transportation Plan (MTP) Update. Data and analysis from these corresponding plans were consulted as part of this needs assessment. Community involvement included surveys, public meetings, and stakeholder interviews.

CAMPO METROPOLITAN TRANSPORTATION PLAN (MTP) SURVEY – NOV 2025 TO FEB 2026

As part of the CAMPO 2050 Metropolitan Transportation Plan (MTP) Update, a community survey was made available from November 2025 through February 2026. This survey focused on transportation needs throughout Bartholomew County. The survey included trade-off questions where the user selected their opinion on where efforts should be focused. The user could also place points on an interactive map to share opinions about site-specific locations. These opinions helped guide the project prioritization strategies. As part of those questions, the following were directly related to transit. Of the 572 survey respondents, 4% indicated they currently used public transit to get around, and 19% indicated they preferred to use public transit to get around. When asked their opinion of the existing conditions of transportation, responses regarding transit were mixed between “good” and “poor”. 13% of the 138 map comments were related to transit. These map comments included a mix of feedback including desiring rural transit to specific concerns on draft ColumBUS route changes.

MTP Questions Related to Transit



COLUMBUS TRANSIT ROUTE STUDY ADVISORY COMMITTEE AND STAKEHOLDERS – 2024 & 2025

A group of stakeholders and transit system staff formed an advisory committee that met on three occasions during the study to review the project objectives and activities and provide input on the service alternatives developed by RLS. Stakeholders who attended one or more of the advisory committee meetings are listed in the table below.

Advisory Committee and Other Key Stakeholders

Organization	Name(s)
City of Columbus - ColumBUS Transit	Matt Dudukovich, Stacy Heagy, Bethann Knotts, Kathy Lee, Derek Johnson, and Kim Bates
City of Columbus – City Council	Grace Kestler
City of Columbus - Administration	Eric Frey
City of Columbus – Engineering	Andrew Beckort
City of Columbus – Human Rights	Erica Schmidt
City of Columbus – Public Works	Bryan Burton
Columbus/Bartholomew County Bike-Ped Coordinator	Jessie Boshell
Columbus Area Metropolitan Planning Organization	Laura Thayer, Ashley Beckort
Transit Advisory Committee (TAC)	Jackie Combest
Bartholomew County School Corporation	AJ McKeand
Columbus Regional Health	Joel Phillipson
Columbus Township	Ben Jackson
Council for Youth Development	Sara Dunlap
ARA Cities	Trena Carter
Columbus Housing Authority	Alan Degner
Columbus Chamber of Commerce	Cindy Frey

The committee provided input into potential success measures for ColumBUS. There is a wide variety of potential success indicators for the system. The committee named the following items as potential success measures:

- % of Area Served
- Access to Walesboro, the outlet mall, and Indianapolis
- Clean, Well-Maintained Vehicles
- Community Awareness
- Efficient Travel Outcomes
- Extended Hours
- Free or Very Low Cost
- Good Customer Service
- High Quality Training
- High Ridership
- Inclusive
- Integration of Non-Dedicated Vehicles at Peak Times
- More Call A Bus Availability/Capacity
- More Funding
- Multilingual
- On-Demand Technology
- Realistic Options
- Safety
- Schedules Meet Shift Changes
- Shorter Rides
- Weekend Service

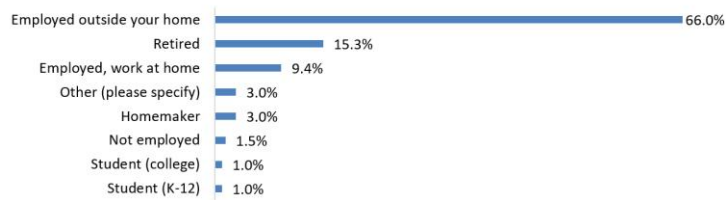
The input gathered from riders and the community reflected support for many of these objectives. The recommendation was to continue a fare-free system while continuing to provide access to the highest-density areas of the city, most key shopping and medical areas, many employers, and Ivy Tech/IUPUC. The recommendations also included a demand response service for the general public.

COLUMBUS TRANSIT COMMUNITY SURVEY – JUNE & JULY 2024

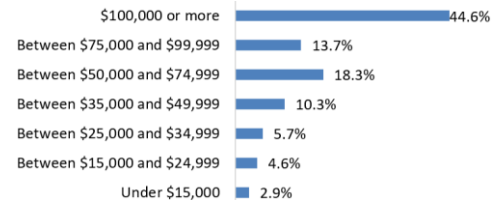
As part of the ColumBUS Transit Route Study, a community survey was made available from June 13 to July 17, 2024. Over the course of those four weeks, 220 individuals completed the survey. However, 21 of these respondents indicated that they primarily used ColumBUS Transit for transportation, so their responses were excluded from the community survey analysis, and their responses were added to the rider survey analysis.

Respondent Demographics: Most of the survey respondents indicated they were employed outside of the home, with over 44% stating their household income was over \$100,000 a year. 90% of the respondents classified themselves as white, with 97% speaking English and 3% speaking Spanish. Most of the respondents fell into the age range of 45 to 64. 7% of respondents reported that they use a mobility device; the types of devices are listed below.

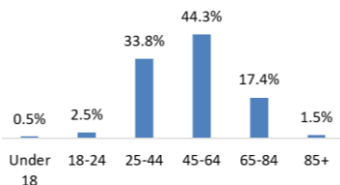
Occupational Status



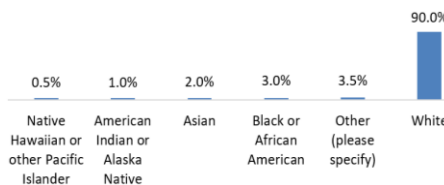
Household Income of Respondents



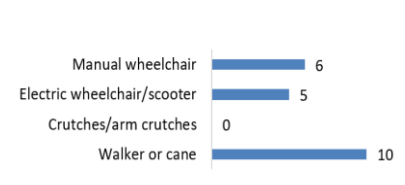
Age of Respondents



Races of Respondents

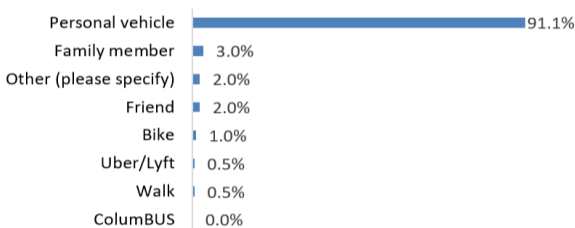


Types of Mobility Aids

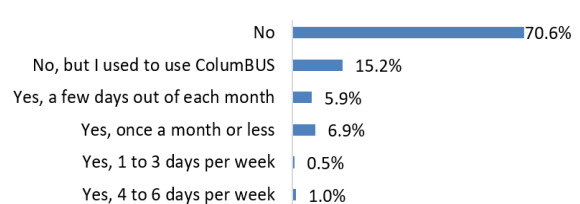


Modes of Transportation: Survey respondents were first asked to provide their primary mode of transportation, with the majority (91%) indicating they used their own personal vehicle. As stated above, those that selected ColumBUS Transit were excluded from this analysis and instead included in the rider survey analysis. Respondents were also asked whether they used ColumBUS Transit at all, with over 85% percent indicating they do not ride ColumBUS.

Primary Mode of Transportation



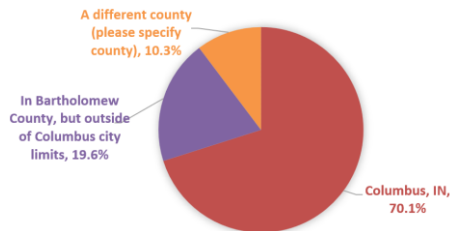
Do you ride ColumBUS Transit?



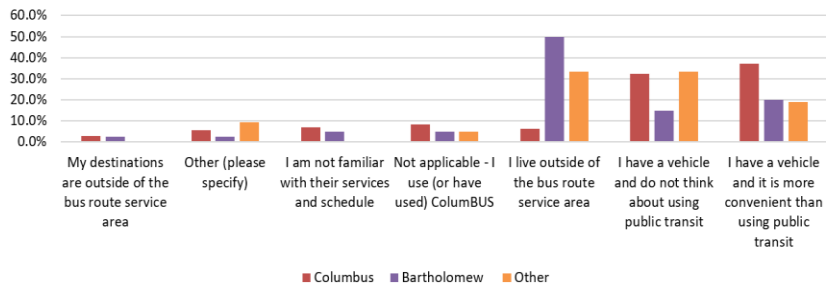
Relationship to Transit System: Survey respondents were asked whether they were a rider (9.8%), worked for the transit system (0.5%), represented local government (2.9%), or represented an employer or organization whose employees or clients use public transit (52.4%). Respondents were also asked to indicate their familiarity with ColumBUS services. Respondents who lived in Columbus were more likely to be familiar with ColumBUS as compared to the other respondents.

Home Locations and Use of Transit: Most of the survey respondents were residents of the City of Columbus (70%) or Bartholomew County (19%). The final 10% were from different counties: Brown, Decatur, Jackson, Jennings, Johnson, and Shelby Counties. Respondents were asked why they do not use ColumBUS services. Most respondents who lived in Columbus indicated they had their own vehicle and it was either more convenient or they did not think about using public transit. Those living in Bartholomew County said they lived outside of the service area.

Home Locations



Reasons for Not Using ColumBUS

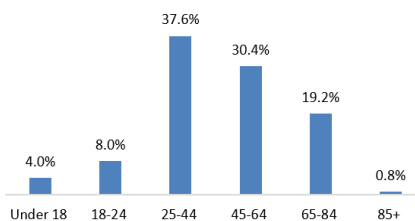


COLUMBUS TRANSIT RIDER SURVEY – MAY 2024

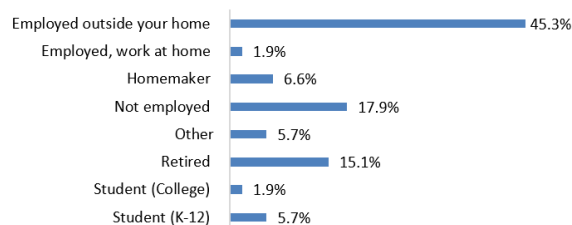
As part of the ColumBUS Transit Route Study, the consultant (RLS & Associates) conducted a rider survey May 21st through 23rd, 2024 at the Transit Depot. Primarily, riders completed paper surveys while they waited to transfer between routes. There were 134 survey responses, plus the 21 people who completed the community survey who indicated that they primarily used ColumBUS Transit for transportation.

Respondent Demographics: Most of the respondents fell into the age range of 25 to 44, and indicated they were employed outside of the home. The majority of the respondents reported incomes under \$25,000. 80% of the respondents classified themselves as white, with over 95% speaking English and 3% speaking Spanish. The individuals who selected “Other” spoke Korean (1) and Japanese (1). 17% of respondents reported that they use a mobility device; the types of devices used by respondents are listed below.

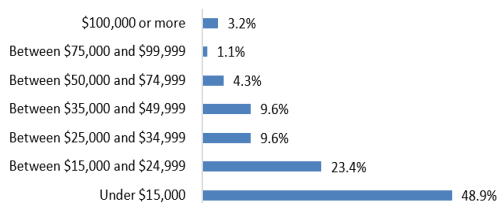
Age of Respondents



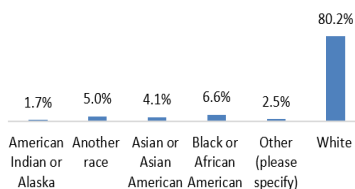
Occupational Status



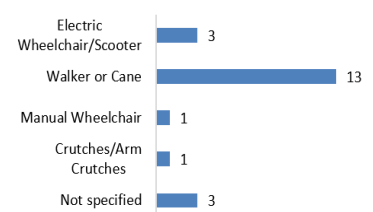
Household Income of Respondents



Race of Respondents

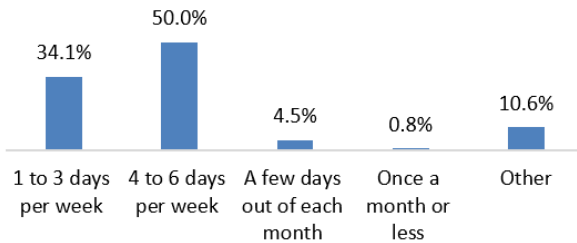


Type of Mobility Device Used

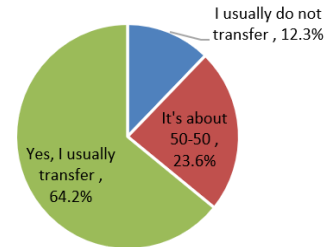


Transit Usage Patterns and Service Quality: Half of the respondents said that they use the bus four to six times per week, with another third of respondents using the service one to three days per week. The most common destination frequented by riders was Walmart, followed by Target and Kroger for purposes of shopping or employment; other frequent shopping or work destinations included dollar stores, CVS, and Goodwill. Other frequent destinations included the Bartholomew County Library, NexusPark, Centerstone, and Columbus Regional Hospital. As noted by the pie chart below, respondents indicated they usually needed to transfer routes to get to their final destination. Respondents also indicated how much they agreed or disagreed with various statements about the quality of the service. Respondents strongly agreed that “Service is reliable” (64%) and “Buses get me where I need to go” (67%).

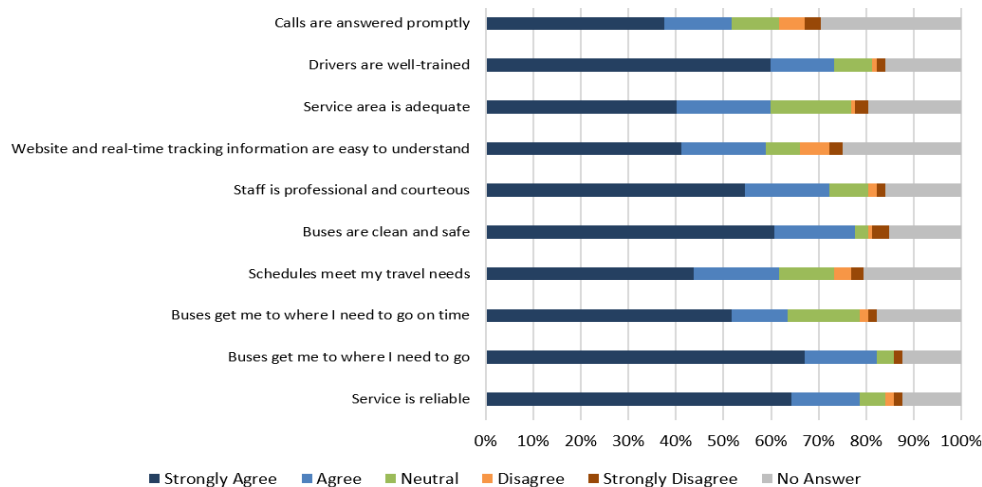
Frequency of Using ColumBUS



Frequency of Transferring



Service Ratings



COMMUNITY INPUT MEETINGS – 2024 THROUGH 2026

Since the last Coordinated Plan, multiple open houses and public input meetings have been hosted related to transportation and transit needs throughout Bartholomew County. Top projects include the ColumBUS Transit Route Study, CAMPO Metropolitan Transportation Plan (MTP) Update, and CAMPO Transportation Improvement Program (TIP). Some of the more prominent meetings were September 18, 2024 (1pm and 5:30pm), April 8, 2025 (4pm), November 19, 2025 (4pm), and April 13, 2026 (4:30pm). The location of said open houses were in a public building along the bus route as to be convenient for bus users. The meetings were publicized in advance through legal notices, newspaper articles, and press releases. Notice was also provided through social media blitz including City Facebook/Instagram, City website, and City Newsletter. Fliers were also posted in ColumBUS Transit buses. During the meetings, data analysis and community input from prior phases were shared with the public. Lists of future transit projects or proposed route changes were also shared for feedback. Many meetings also included an interactive map where public could place comments regarding concerns and recommended changes.

IDENTIFYING THEMES

The themes listed below were identified through reviewing public opinion gathered through the various engagement opportunities listed above, stakeholder input, demographic analysis, and the previous Coordinated Services plan. Each theme lists associated summary of previous plan efforts, updated public and staff opinions, any recent progress, and outstanding needs. The four themes are:

1. Operating: Amenities, Financial Capacity, & Driver Recruitment
2. Communication: Community Awareness & Coordination
3. Availability: Frequency & On-Demand Services
4. Service Coverage: Re-Routes & Expanding Network

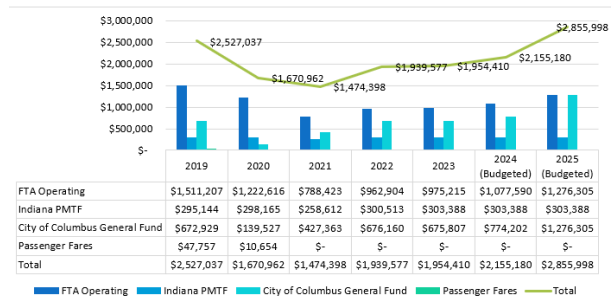
OPERATING: AMENITIES, FINANCIAL CAPACITY, & DRIVER RECRUITMENT

Previous Plan: There is a need for additional operating funding for county transportation providers. Coordination opportunities should be explored which would help alleviate the need for additional funding. The ColumBUS system is not able to operate more services without additional revenue. To meet needs for service in rural areas or the Walesboro industrial parks, or to increase frequency, new funding sources must be identified. Stakeholder input indicated that ColumBUS Transit and the human service transportation providers struggle to recruit and retain staff to operate their vehicles. Public transit systems nationwide have similar challenges, particularly since the beginning of the COVID-19 pandemic. There is a need for better driver recruitment for transportation providers in the region. Good drivers provide good service which produces more passengers.

Updated Public/Staff Opinions: ColumBUS is generally reliable and on time with service being quiet, calm, and clean. Public acknowledges the perks of climate control and wifi. There is a desire for more comfortable seating on the buses, with more amenities at bus stops including benches, trash cans, shelters, and accessibility for wheelchairs. Drivers say that regular ColumBUS riders are sometimes offended by the riders who are taking up space on the bus without destinations. Some stakeholders strongly favor returning to a fare, while others are highly appreciative of the service being free. Some staff believe fares would cause slower service with dwell time for people to pay; they don't like the old paper punch passes. If fares are reinstated, the drivers would like a touchless, app-based system. Many riders say the drivers are kind and professional, but some survey respondents said the drivers are not personable or didn't notice they were waiting at the stops. Drivers wish ColumBUS could hire more drivers; part-time drivers are limited to 9am to 1pm, but ridership is busiest in the early morning and between 2 and 5. They noted that the last hour of service (7 to 8 pm) and Saturday mornings are lower in ridership.

Recent Progress: The ColumBUS operating budget was reviewed during the 2024 Route Study. Even without fares, the budget has been maintained. During the pandemic, fares were not taken, and it was found to be more costly to process fares, so ColumBUS opted to remain fare-free. Further, this Route Study recommended different onsite features based on the number of boardings at a stop; with benches being added for 25-49 boardings and covered shelters at 50+ boardings.

Outstanding Needs: ColumBUS has many stops that do not have any amenities. ColumBUS should phase-in benches and covered shelters by tackling higher-used locations first. ColumBUS, like many public transit agencies, struggles with driver retention. Current concerns include interactions with ridership and conflict mitigation, as well as, competitive pay with other driver options (like BCSC).



Source: ColumBUS 2024 Route Study (ARA Cities and City of Columbus)

Feature	<25 Boardings	25-49 Boardings	50+ Boardings
Bus Stop Sign and Pole	X	X	X
Unobstructed 5' x 8' (minimum) Passenger Boarding Area	X	X	X
ADA Landing Pad		X	X
Bench/Seating/Lean Bar(s)		X	X
Trash/Recycling Receptacle		X	X
Bike Racks	Site Specific	Site Specific	Site Specific
Covered Shelter			X
Lighting			X

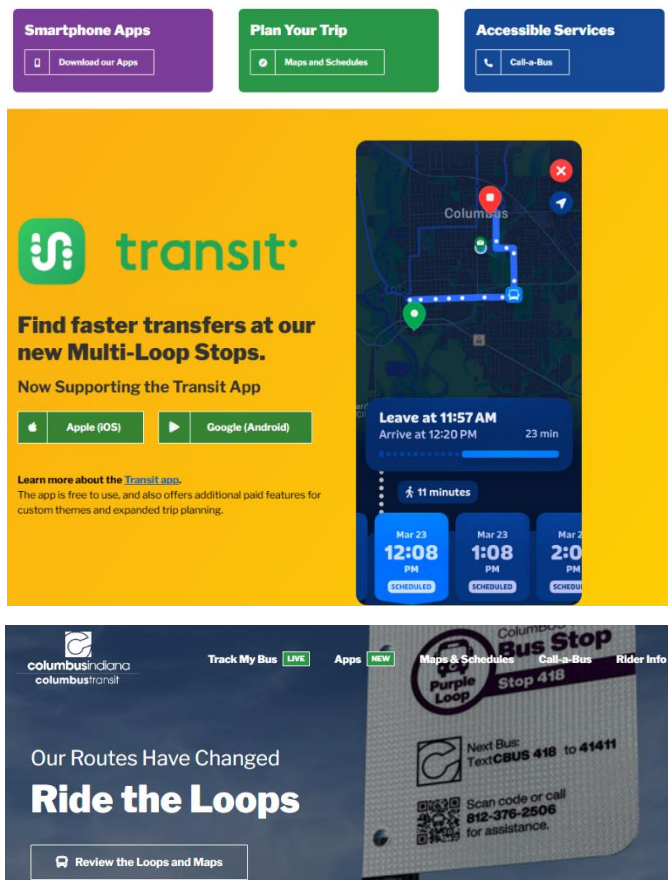
COMMUNICATION: COMMUNITY AWARENESS & COORDINATION

Previous Plan: Community awareness of and public perception of coordinated and public transportation should be improved. Relationships with state agencies that fund local transportation services need to be improved. Communication between all parties who could be involved in transportation coordination in the region needs to be improved. Stakeholders said they were unsure how to learn about the ColumBUS Transit routes and schedules. Desire to improve marketing and public awareness.

Updated Public/Staff Opinions: Public survey comments revealed that the route maps and schedules can be difficult to interpret and may need to be distributed more widely in the community. There could be more extensive online and social media information with real-time bus location tracking. Further, people want to get information in various formats, including paper copies. Other input indicated there is a language barrier with many riders, particularly with Asian languages. Also, signage is difficult to understand with unclear communication on bus times and signage being too small to read.

Recent Progress: ColumBUS created a PR campaign to get the word out on route changes. The new routes were posted on the City website with hard-copies available at their office. A new app allows you to put in your current and desired locations and the app finds the fastest routes and transfers to get there. The new system also allows users to track the current bus location. The new routes also include updates to the bus stop signage, which show the colored loop, stop number, and QR codes for assistance.

Outstanding Needs: Current users seem to understand the ColumBUS system. But there is not a community-wide understanding of the network. Those that need to use the transit system understand the options and say it is user-friendly. Those that do not need to use the system don't always understand the options. If more community members are informed and engaged, the ridership may increase.



AVAILABILITY: FREQUENCY & ON-DEMAND SERVICES

Previous Plan: As the number of people with disabilities and seniors grows, there will be a greater need for transportation services. The top desired change in the public survey was increasing fixed route frequency to every 30 minutes (39.5% during Services Plan survey and 50% during the 2018 Transit Study survey). Frequency increases received more support than the addition of Sunday service (40%) and the addition of evening service on weekdays (20%). Later evening and weekend service would benefit many customers, particularly those with employment needs. Potentially, ColumBUS could offer limited demand-response service during these times instead of altering the fixed routes. An employer survey regarding shift times and employee transportation needs could identify whether evening or weekend service is needed for Walesboro. The second most desired change in the public survey was more convenience for demand response services including scheduling same-day trip requests and picking up people from their home and taking them directly to their destination. Newer forms of scheduling and dispatching technology could make this possible.

Updated Public/Staff Opinions: Many public comments regarding routes being too time-consuming with a desire for increases in headway to allow more trips than once per hour. There is also an interest in more days (Sunday and holidays) and extended hours of service (later evening and earlier morning). Route 1 riders like being able to get on-and-off without designated stops. There are concerns with designated stop locations throughout the network causing too much walking, which is inconvenient for many and problematic for those with mobility issues. A few respondents said that it is difficult for parents with small children or those traveling with several bags of groceries. Public consensus to create more flexibility from the set fixed routes; some ideas included direct routes to key locations or expanding a curb-to-curb option. Desire for connections to key medical hubs or flexibility to out-of-town appointments. There were concerns with the current Call-A-Bus system requiring early notice and inefficiency with one-off riders.

"I've never had a bad Call-A-Bus ride!"
- Patron

Recent Progress: As part of the 2024 ColumBUS Route Study, ridership, productivity, and cost per trip were calculated. This helped determine which routes were most utilized and any inefficiencies. As part of the study, the Advisory Committee recommended keeping the current number of vehicles and reworking the routes to accommodate the desired locations. At this time, the administration was not ready to increase the fleet. The new Ecolane system (rolling out in late 2026) will allow coordination between call-a-bus and on-demand; from a user side, Ecolane allows you to add money to your account. The new on-demand service will be a fee for point-to-point service (estimated at \$5 for within City Limits). ColumBUS is working on buying a few new smaller vehicles to accommodate this point-to-point service, all will be ADA compliant.

Route	Ridership	Productivity	Cost per Trip
Route 1	29,027	6.81	\$14.69
Route 2	42,791	10.04	\$9.96
Route 3	35,329	8.29	\$12.07
Route 4	67,660	15.87	\$6.30
Route 5	31,683	7.43	\$13.46

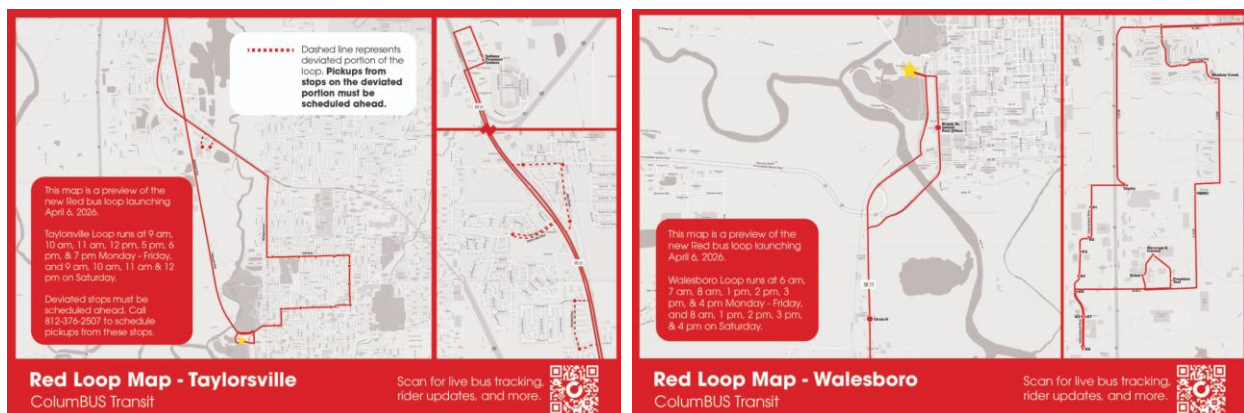
Outstanding Needs: The community has indicated the frequency of service should be increased. The most likely way to accommodate this improved headway time would be adding to the fleet, adding additional costs. Currently, the orange loop is the busiest; ColumBUS indicated they may try a temporary pilot project of adding 1 more vehicle during peak times.

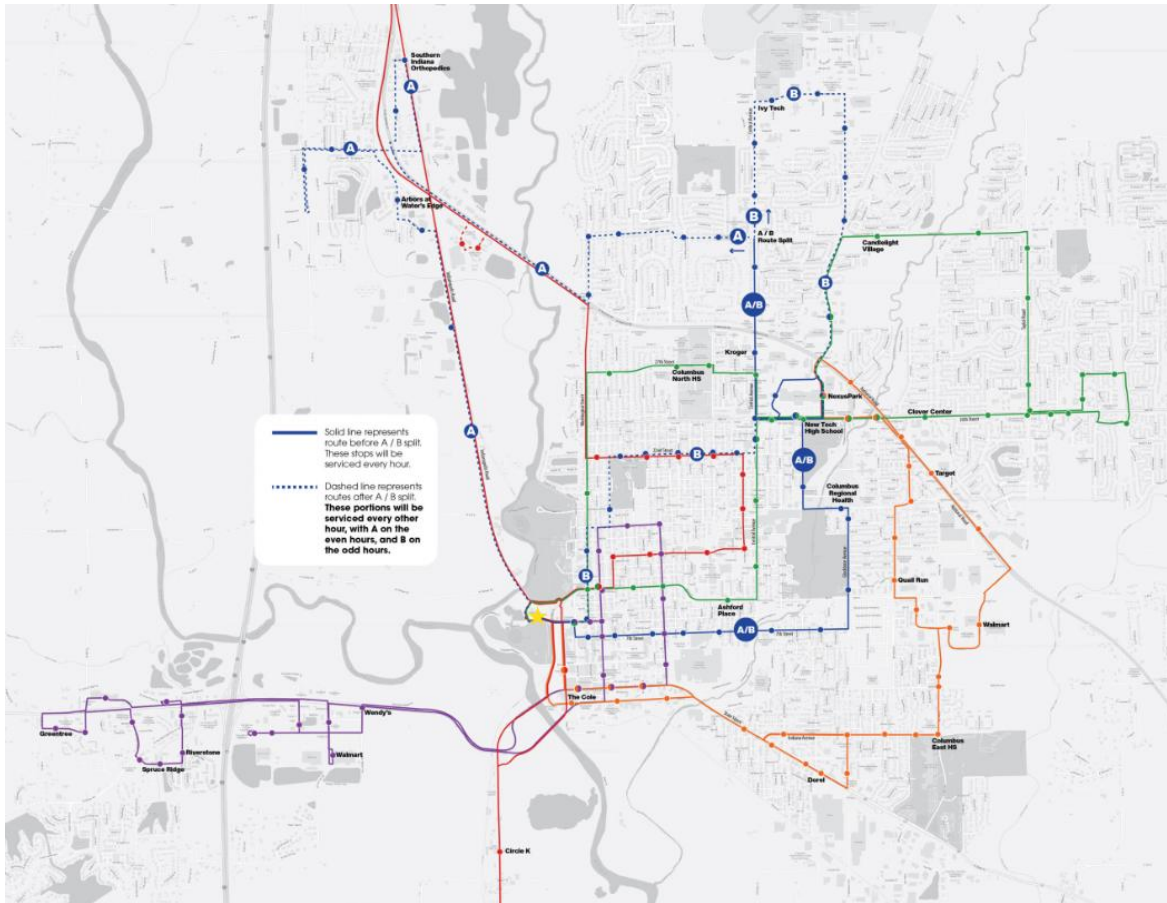
SERVICE COVERAGE: RE-ROUTES & EXPANDING NETWORK

Previous Plan: According to public and stakeholder input, transportation services should be made available throughout all of Bartholomew County, specifically extending to Walesboro, Hope, and Taylorsville. There are many rural areas where households do not have access to a vehicle, nor access to public transportation, thereby making it difficult to experience independent living or utilize available social service programs. The local hospital reported transportation as a major barrier for individuals undergoing substance abuse treatment and low-income pregnant women; these and other populations need access to health care services from all areas of Bartholomew County. The 2018 Columbus Transit Study examined the productivity of the fixed route system with recommendations to relocate the transfer hub to a more convenient location and to eliminate areas with little or no ridership. Survey respondents and human service agencies also desired access to affordable transportation outside of the county; indicating destinations like Greenwood, Indianapolis, Bloomington, Brown County, Clarksville, Edinburgh, and Seymour. Some of Bartholomew County's adjacent counties, including Brown, Decatur, Johnson, and Shelby, have countywide public transit systems. If Columbus' public transit system expanded to the county line (at safe and accessible locations) riders could connect to a larger network.

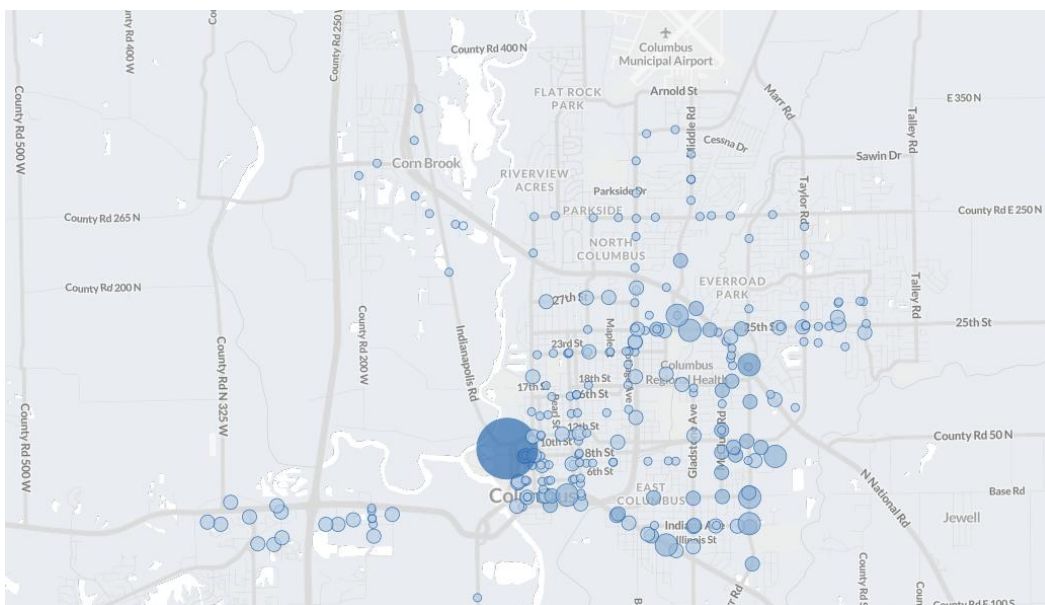
Updated Public/Staff Opinions: While the City has grown outward, the routes have mostly stayed the same, other than the addition of Route 5 on the west side. Desire to shift routes to avoid low-ridership areas and route duplication. Concerns regarding difficulty using Target as the transfer station and Mill Race Depot being out-of-the-way. Desire to connect to Columbus Regional Health locations and other medical facilities with specific callouts to the Treatment and Support Center (TASC), Columbus Fellowship Club, NexusPark, Southern Indiana Orthopedics, and City View development. Desire to connect to residential facilities for older adults like Traditions of Columbus, All Saints Community, and Miller's Merry Manor (located in Hope). Desire to extend to Taylorsville and Edinburgh, where there are abundant employment and shopping opportunities as well as residences including the Driftside mobile home community. Desire to extend to the large concentration of employers in Walesboro. Desire to extend to communities outside of Columbus with specific regard to Hope, Elizabethtown, Jonesville, Petersville, North Vernon, Franklin, Indianapolis, Clifford, and Seymour. Other locations mentioned included BCSC schools, Bartholomew County United Way, Su Casa, Mill Race Center, REACH Columbus, the Bartholomew County Health Department, Tipton Lakes, Belmont, Shadow Creek Farms, Garden City, Bartholomew County Fairgrounds, Social Security Office and BMV, and Ivy Tech/IU-Columbus campus; many of these locations are currently served by the system.

Recent Progress: After the 2024 Route Study, ColumBUS worked through rerouting the fixed routes to accommodate the most users and desired destinations. The rerouting removed a duplicative route downtown which freed up a bus to drive the Taylorsville/Walesboro route. These routes add connections to the desired employment areas. Also, the Taylorsville route has a connection to INDYGO, allowing connections to Indianapolis and beyond. As part of the new bus tracking software, the number of riders can be counted at boarding and de-boarding. This data can then be mapped to determine the most used bus stops. This data can then be used to make smaller incremental changes to the routes and continue to self-monitor the system. ColumBUS has been able to use this real-time data to determine the need for 4 new stops.





Outstanding Needs: ColumBUS should continue to analyze the collected boarding and de-boarding ridership data to help determine what stops are most utilized. This can then influence any incremental route changes, rather than waiting for a full community-wide rework. The community should continue to pursue county-wide service, as well as additional connections to adjoining counties.



IMPLEMENTATION PLAN

The following is the implementation plan 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, rural trips, and general quality of life for older adults, individuals with disabilities, and the general public. Based on public comments and recent progress, the following are three community goals and associated strategies to address unmet needs. Each of the strategies are ordered and colored by priority. These priorities are based on community desires, current initiatives, and feasibility.

- Goal 1: Maintain Reliable and Efficient Services
- Goal 2: Improve Accessibility and Choices
- Goal 3: Enhance Awareness and Communication

GOAL 1: MAINTAIN RELIABLE AND EFFICIENT SERVICES

Continually evaluated current systems for improvements and coordinate with other organizations on sharing vehicles, purchasing fuel, dispatch systems, and maintenance.

- 1.1. Evaluate the fix-route system based on efficiencies and ridership
- 1.2. Utilize technology to improve scheduling, dispatching, and vehicle tracking
- 1.3. Reduce the number of vehicles exceeding useful life benchmarks and expand vehicle fleets for needed demand
- 1.4. Improve the safety of transit services for all users, including drivers
- 1.5. Install amenities at bus stops including lighting and shelters
- 1.6. Seek underutilized funding strategies

*“Each stop is their start.”
- ColumBUS Employee*

Possible Measures:

- Vehicle asset management
- Amenities installed
- Software installations
- System reports on scheduling and ridership

Performance Measures Recommended from 2024 ColumBUS Route Study

Performance Measure	Description	Measurement	Target
Passenger Trips per Revenue Vehicle Hour (Productivity)	For fixed route, demonstrates the rate of use by the public. For demand response, captures the ability of the shared ride system to schedule and serve passenger trips with similar origins, destinations, and time parameters, using the least number of in-service vehicles and hours.	Total passenger trips ÷ total revenue vehicle hours	Co-Mingled ADA and Non-ADA (general public) Demand Response: 2.5 trips/revenue hour Zone Route and Point Deviation: 4 trips/revenue hour Fixed Route: 12 trips per revenue hour
Operating Cost per Revenue Vehicle Hour	The financial resources needed to produce a unit of service, defined for this measure as an hour of service.	Total operating cost ÷ total revenue vehicle hours	Co-Mingled ADA and Non-ADA Demand Response/Zone Route and Point Deviation: \$70.24 in 2025 Fixed Route: \$78.42 in 2025
Operating Cost per Passenger Trip	Combines elements of operating cost per revenue vehicle hour and passenger trips per revenue vehicle hour, relating productivity to hourly operating cost.	Total operating cost ÷ total passenger trips	Co-Mingled ADA and Non-ADA (general public) Demand Response: \$28.10 in 2025 Zone Route and Point Deviation: \$17.56 in 2025 Fixed Route: \$6.53 in 2025
On-Time Performance (OTP)	Measures the reliability of the system: does the vehicle arrive for the demand response pick-up when promised, or at the fixed route stop when advertised?	Demand response: Total on-time trips (provided within the advertised pick-up window), including no-shows ÷ total completed trips + no-shows + missed trips Fixed route: Total departures departing scheduled timepoints between 0 and 5 minutes after the scheduled departing time ÷ Total departures from scheduled timepoints	Co-Mingled ADA and Non-ADA Demand Response: 90% or better Zone Route and Point Deviation: 95% or better Fixed Route: 90% or better OTP can be tracked for demand response in Easy Rides, and fixed routes through GMV Syncromatics.
Ridership by Bus Stop	Documents usage level of each bus stop; informs decision-making about adding bus stop amenities (e.g., seating, shelters)	Count of boardings	Amenity recommendations vary for stops with <25, 25-49, and 50+ daily boardings per stop (see Appendix)

GOAL 2: IMPROVE ACCESSIBILITY AND CHOICES

Expand services for older adults, people with disabilities, low-income individuals, and the general public

- 2.1. Expand programs to connect people to employment (ex. vanpool program)
- 2.2. Improve existing bicycle and pedestrian access to transit
- 2.3. Encourage affordable demand-response services that can reach a greater range of locations
- 2.4. Collaborate with human service agencies to provide public transportation across jurisdictional lines
- 2.5. Ensure availability of rides to medical care
- 2.6. Improve accommodations for those with specialized needs



Possible Measures:

- Number of trips scheduled
- New services initiated
- Increase in service area
- System reports on ridership

GOAL 3: ENHANCE AWARENESS AND COMMUNICATION

Enhance coordination between local governments, public transportation providers, human service agencies, and the general public to improve selection of projects for FTA 5310 grant funding

- 3.1. Maintain the Transit Advisory Committee as a regular forum for transportation providers and human service agencies to continue dialogue related to needs, gaps, and further coordination
- 3.2. Continually evaluate the inclusion of other stakeholders to build stronger partnerships
- 3.3. Continually discuss with the public to meet their needs
- 3.4. Leverage non-traditional funding streams for larger regional projects
- 3.5. Explore innovative ways to collaborate and share resources among transportation providers
- 3.6. Improve the public's understanding of transportation options

Possible Measures:

- Involvement at Transit Advisory Committee
- Quality networking and outreach activities
- Variety of public engagement formats utilized
- Assessing public understanding

CONTINUING CHALLENGES

There are numerous challenges to the coordination of human service agency and public transportation in any community or region. Some of the transportation needs are unmet either because of the level of difficulty to implement, it is unclear the responsible party for implementation, 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. Change requires leadership with long-term commitment and the ability to generate buy-in and support from the right players. 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. The Indiana Department of Transportation (INDOT), Office of Transit has many resources available to assist communities as they work together to coordinate transportation (www.in.gov/indot/multimodal/transit).

APPENDIX A: 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.

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.

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.

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.

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.

APPENDIX B: TRANSIT ADVISORY COMMITTEE (TAC)

REQUIRED ROLES AND RESPONSIBILITIES

The INDOT Office of Transit requires Section 5310 applicants to actively participate in a local Transit/Transportation Advisory Committee (TAC). According to the INDOT Office of Transit, Transit Advisory Committees are required to meet on a quarterly basis. The Section 5310 grant application instructions (Section V, Part A) lists the intended purpose of TAC, its primary tasks, and its recommended membership:

“The TAC should focus on the transportation needs of the seniors, disabled, low income, and other mobility-impaired individuals. In most instances, the TAC will perform in an advisory function, making recommendations to improve transportation services.

The primary tasks of the TAC are:

- *To serve as a forum for the ongoing dialogue with community representatives on key issues, strategies, and plans for implementation as identified in the local Coordination Plan.*
- *Engaging in outreach efforts that enhance the coordinated process and identifying the opportunities that are available in building a coordinated system.*
- *Reviewing, commenting, and prioritizing on the proposed Section 5310 grant application(s) ability to address any identified senior/disabled transportation service gaps/needs in the service area, or to achieve efficiencies in service delivery, as identified in the local Coordination Plan.*

Broad-based representation is important to the credibility of the TAC. Suggested membership is as follows:

- *Private for-profit transportation operators (nursing home, taxi, paratransit, ambulance, etc.)*
- *Private non-profit transportation operators (aging, rehabilitation, mental health, Head Start, Red Cross, schools, community centers, religious organizations, etc.)*
- *Public transportation operators*
- *Human service agencies*
- *Local and regional planners*
- *Local elected officials*
- *Seniors and disabled transportation consumers”*

COLUMBUS AREA TAC

In 2007, the Mayor’s Transit Advisory Committee was established to recommend transit policy and operating direction to the Mayor of Columbus; the board consisted of 13 members appointed by the Mayor.

In 2018, the Columbus area TAC was rebranded as the ColumBUS Transit Advisory Committee. According to a committee structure guide, TAC is intended to advise the ColumBUS Transit Manager and Board of Public Works on matters concerning the ColumBUS Transit System for the City of Columbus. This is a non-governing committee that has no ability to influence or approve fiscal appropriations. The City Council for the City of Columbus is the fiscal body and the Board of Public Works is the governing body of the ColumBUS Transit System.

In 2021, the INDOT Office of Transit provided state transit planning funds to CAMPO to complete an update of the Coordinated Transportation Plan, which was adopted by CAMPO Policy Board February 14, 2022. The Transit Advisory Committee played a vital role in the development of this plan. The committee’s membership represents a broad cross section of community needs and interests. As of 2021, members from the following organizations have been invited: United Way, Development Services Inc., Mill Race Center, Just Friends, Department of Public Works, City Engineer, Bartholomew Consolidated School Corporation, ARa Cities, transit riders, and the MPO Manager.

APPENDIX C: BARTHOLOMEW COUNTY FOOD ASSISTANCE PROGRAMS AND TRANIST ROUTES TO HOT MEAL SITES

Bartholomew Co. Food Assistance

Food Pantry Programs

Clarity Pregnancy Services (Baby Food & Formula)	812-378-4730
2420 E. 7th St. Columbus	Mon - Fri: 11am-4:30pm
Love Chapel	Mon-Sat 9-12pm 812-372-9421
292 Center St., Columbus	Distribution: 10am-11:30
Salvation Army	2525 Illinois Ave., Columbus 812-372-7118
Mon: 10am-12pm	Tue: 2pm-6pm Wed & Thur: 9am-12pm
IUPUC Pride Pantry (Office of Student Affairs CC 243)	812-375-7504
4601 Central Ave., Columbus	Mon-Fri: 9am-3pm (Students, Staff & Faculty)
Community Center of Hope	812-546-4499
543 Washington St., Hope 47246	Tue: 8:30am-12pm
Gleaners Truck/Community Center of Hope	812-546-4499
543 Washington St, Hope	Apr-Sept: 3rd Thu: 10am-12pm

School Based Programs

Barth. Co. School Corp. (Nutrition Assist. Coordinator)	812-314-3851
BCSC Administration Bldg, 1200 Central Ave.	Mon-Fri: 8am-4:30pm
All Schools-Reduced Breakfast/Lunch	Mon-Fri: 6:30am-3pm 812-376-4462
Elementary Schools-Gleaners BackSacks	End of Day on Fri 812-376-4462
BCSC Summer Food Service Program	812-376-4462
Various Columbus Locations	(18 & under) 11:30am-12:30pm
Columbus East High School Pantry	230 S. Marr Rd. 812-376-4369
Students: 2:30-3:30pm/BCSC Parent, Guardian & Students:	3:30-5:30pm
Columbus North High School Pantry	1400 25th St. 812-376-4431
Students: 3:30-4:30pm/BCSC Parent, Guardian & Students:	3:30-4:30pm
Flat Rock Hawcreek School Corp.	812-546-4421 (ext. 1307)
Free Reduced Breakfast/Lunch	Mon-Fri: 6:30am-3pm
Hope Elementary School Summer Food Service Program	812-546-4421
9575 N St. Slate Rd 9	11:30am-12:30pm
Summer Programs- Indiana Depart. of Education	317-232-0850
Division of School & Community Nutrition Programs	800-537-1142

Seniors & Adults with Disabilities

Armory Senior Apartments	812-341-6823
646 Franklin St. Columbus	Mon-Fri: 10am-12pm
Meals on Wheels	Lunch \$6.30 (\$31.50/wk) 812-376-9241
900 Lindsey St.	Lunch+Sack Dinner: \$10.50 (Delivered)
Salvation Army- Emergency Food Assist.	812-372-7118
2525 Illinois St.	4:30pm (Closed during Sept.)

Government Assistance

WIC (Women's, Infants & Children)	812-379-1557
1531 13th St., Columbus	
SNAP (Supplemental Nutrition Assist.)	800-403-0864
Division of Family Resources	Mon-Fri: 8am-4:30pm
Human Services	812-372-8407 or Toll free: 800-296-8026
4355 E. 600 N., Columbus	Mon-Fri: 8am-5pm

BCSC Summer Food Service Programs

The Summer Food Service Program provides free breakfast and lunch to children ages 18 and under at public schools, parks, pools, and libraries. Children are eligible for these meals (enrolled or not in public schools). No identification or registration is required. Meals are also provided to adults at a low cost. The Summer Meals Program runs from late May through August. Dates and hours vary by location.

Summer Food Service sites/hour/dates change each year.

Adult Meal Breakfast: \$1.85 (Mon-Fri) Adult Lunch: \$3.50 (Mon-Fri)

For more information Call: 812-376-4462 or visit:
www.doe.in.gov/nutrition/summer-food-service-program

The Farmer's Market information booth doubles food stamp EBT card bucks. Sat: 9am-12:30pm (2nd Weekend in May through 3rd weekend in Sept. The Market is located on 123 Wash. St, Columbus, south of City Hall. City buses stop one block east of the market

Hot Meals

Columbus Baptist Church	812-372-5999
4821 N. US Hwy 31	4th Fri: 6-7pm (Closed Nov)
Columbus Free Methodist	812-372-9421
1511 22nd St. Wed: 5-6pm	(No 4th Wed of month)
First Christian	812-379-4491
531 Fifth St. Sat: 4-5pm	(No 3rd Sat. of month)
First United Methodist	812-372-2851
618 8th St., Columbus	Mon: 5-6pm
First Presbyterian	812-372-3783
512 7th St, Columbus	4:30pm/5:30pm (Take out)
Come As You Are Ministries	812-350-7795
2002 Ohio St.,	(4th Wed) 6:15-7:15pm
Memorial Baptist 2320 7th St.	Tue: 5-6pm: 812-376-6800
Ogilville Christian Church	812-342-6907
7891 W. 450 S.	2nd Sat of month: 11:30am-12:30pm
St. Bartholomew	812-379-9353
1306 27th St., Columbus	Sun: 5-6pm
Second Baptist Church	812-376-8956
1325 10th St., Columbus	3rd Sat: 4-6pm
Hope Moravian Church	812-546-4641
202 Main St., Hope	Mon: 5-6pm (No Jul & Dec)

Township Trustees: Mon-Fri

Clay: 812-378-4834	Clifty: 812-546-5587
Columbus: 812-372-8249	Flat Rock: 812-344-8896
Harrison: 812-343-0662	German: 812-526-5505
Hawcreek: 812-546-5947	Jackson: 812-342-3212
Ohio: 812-343-1676	Rockcreek: 812-579-5099
Sandcreek Creek: 812-579-2001	Wayne: 812-342-5080
Government Assistance website: indianatownshipassoc.org	

Any changes or additions contact:

Rev: 9/22



Access-Ability

Access-Ability offers the loan of durable medical equipment to help people gain greater Independence

812-314-2899 • Web: access-ability.nonprofit.com

HOT MEAL SITES							
AGENCY	LOCATION	DAYS	HOURS	Route (Time)			
ST. BARTHOLOMEW	1306 27th ST	SUN	5 - 5:50pm	N/A	N/A	N/A	N/A
MANASSEH MINISTRIES	6719 BASE RD. COLUMBUS	1ST SUN	6-6:30pm	N/A	N/A	N/A	N/A
EAST COLUMBUS UMC	2439 INDIANA AVE	2ND SUN	5-5:30pm	N/A	N/A	N/A	N/A
FOOD NOT BOMBS IN PENCE PARK	443 PENCE AVE	SUN	2-4pm	N/A	N/A	N/A	N/A
FIRST UNITED METHODIST	618 8th ST	MON	5 - 6pm	Purple-8th & Franklin (:08)	Blue A/B-7th & Lafayette (:09)	Green-11th & Franklin (:46)	Purple-Franklin & 7th (:45)
HOPE MORAVIAN CHURCH	202 MAIN ST. HOPE	MON (Closed July & Dec and when school is closed)	5 - 6pm	N/A	N/A	N/A	N/A
MEMORIAL BAPTIST CHURCH	2320 7th STREET	Tue	5 - 5:45pm	Blue A/B-7th & Cherry (:13)	N/A	N/A	N/A
COLUMBUS FREE METHODIST	1511 22nd STREET	WED	5 - 5:45pm	Blue B-22nd & Maple (:44)	Green- 22nd & Maple (:13)	Red- 22nd & Maple (:44)	N/A
SALVATION ARMY	2525 ILLINOIS Ave	THU	4 - 4:45pm	Orange-Gladstone Apts (:15)	Orange-Indiana & Gladstone (:40)	N/A	N/A
FIRST PRESBYTERIAN	512 7th STREET	FRI	4:30- 5:30pm	Purple-8th & Franklin (:08)	Blue A/B-7th & Lafayette (:09)	N/A	Franklin & 7th (:45)
COLUMBUS BAPTIST	4821 N US 31	4TH FRI	6-7pm	Blue A (:36)	N/A	N/A	N/A
SECOND BAPTIST CHURCH	1325 10th ST	3rd SAT	4-6pm	Blue A/B-7th & Wilson (:12)	Green-Ashford Park Apts-- (:41)	N/A	N/A
OGILVILLE CHRISTIAN CHURCH	7891 W 450 S, COLUMBUS	2nd SAT	11:30a- 12:30p		N/A	N/A	N/A
FIRST CHRISTIAN CHURCH - enter through front door	531 FIFTH STREET	SAT (Not 3rd SAT)	4 - 5pm		Orange- 2nd & Lafayette (:11)	Purple-Franklin & 4th (:44)	Orange & Purple-3rd & Franklin (:45)

APPENDIX D: STATE ASSOCIATIONS AND ADVOCACY ORGANIZATIONS

There are many interest groups and advocacy organizations that discuss transportation issues and advocates for improvements. Participation in these and other statewide networks may lead to opportunities for new grants, pilot projects and funding partnerships:

- **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, and holds an annual conference, to discuss statewide policy issues and to find solutions to common problems.
- The **Indiana Transportation Association (ITA)** is another statewide transportation organization that focuses on public transit.
- The **Governor's Council for People with Disabilities** 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.