



REGIONAL
MOBILITY
PLAN

Regional Mobility Plan Status Update

January 2023 - June 2024

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EXECUTIVE SUMMARY

The Regional Mobility Plan (RMP) is a nine-county Public Transit-Human Services Coordinated Transportation Plan for the Ohio Department of Transportation (ODOT) Human Services Transportation Coordination (HSTC) Region 6 for Delaware, Fairfield, Fayette, Franklin, Licking, Logan, Madison, Pickaway, and Union Counties for 2022-2025. This document serves as an 18-month status update (January 2023-June 2024) of the implementation of the RMP.

The Regional Mobility Plan 2023-2024 update was completed in coordination with the mobility managers of ODOT HSTC Region 6 and host agencies for mobility managers in case of a mobility manager vacancy.

Updates and changes to local goals and strategies were made upon local Transportation Advisory Committees' (TACs) recommendations and county commissioners' approval. Transportation Advisory Committees were informed by community feedback either through the community's participation in TACs and/or data from the yearly update survey.

A SWOT analysis was conducted by the Central Ohio Mobility Management Working Group and approved by the Regional Mobility Plan Steering Committee on June 7th, 2024. From the SWOT analysis, survey results, and input from the various RMP committees, unmet needs were identified and approved by the Regional Mobility Plan Steering Committee also on June 7th, 2024.

REGIONAL MOBILITY PLAN - SWOT ANALYSIS

As part of the yearly update process to the Regional Mobility Plan, a SWOT analysis was conducted by the mobility managers in ODOT's HSTC Region 6 (with the Executive Director of Bridges Community Action serving as a representative for Madison County).

This SWOT analysis covers the implementation of the Regional Mobility Plan over the past 18-month period from January 2023-June 2024 as well as projects potential obstacles and opportunities for the future. Overall, the Regional Mobility Plan benefits from a strong mobility management network both regionally and statewide and Region 6 sees increased interest in transportation from various stakeholders. However, there is still a lack of funding to meet the needs of vulnerable transportation users and potential for the growth of Central Ohio to exacerbate those needs.

<h3>Strengths</h3> <ul style="list-style-type: none">• The Regional Mobility Plan benefits from a robust mobility manager network on both a regional and statewide level.• The mobility managers in region 6 have strong relationships with their existing transportation providers and have observed a strong will to collaborate with non-transportation agencies as well and increased public support for transportation options.	<h3>Weaknesses</h3> <ul style="list-style-type: none">• There is a lack of funding to account for the number of ideas and opportunities for collaboration.• The available funding is often short-term without sustainability or requires local match, which is a substantial barrier, particularly for rural counties.• Despite a strong mobility manager network, there is not widespread awareness of mobility management programs.• There is a lack of drivers and vehicles for existing transportation resources
<h3>Opportunities</h3> <ul style="list-style-type: none">• Central Ohio is experiencing rapid growth and investment from large companies such as Honda and Intel.• Other regional plans have great resources to learn from. For example, MVRPC utilizes a survey toolkit for disseminating its yearly survey.• While we have a strong state mobility management network, more effort could be made to leverage it for the Regional Mobility Plan.	<h3>Threats</h3> <ul style="list-style-type: none">• The growth of Ohio can also be a threat as the cost of housing increases and our current transportation options are inadequate to meet the needs.• Inflexible policies for cross county coordination and the dependency on policy makers to determine the state transportation budget also can be a threat.

GOAL 1: MAINTAIN AND IMPROVE LEVEL OF SERVICE

- **Strategy 1.1:** Maintain current level of public transportation service at the county and regional levels. Identify and pursue opportunities for improvement.
- **Strategy 1.2:** Research, pursue, and support applying for state and federal funding opportunities as a region
- **Strategy 1.3:** Coordinate and maintain transportation provider working groups

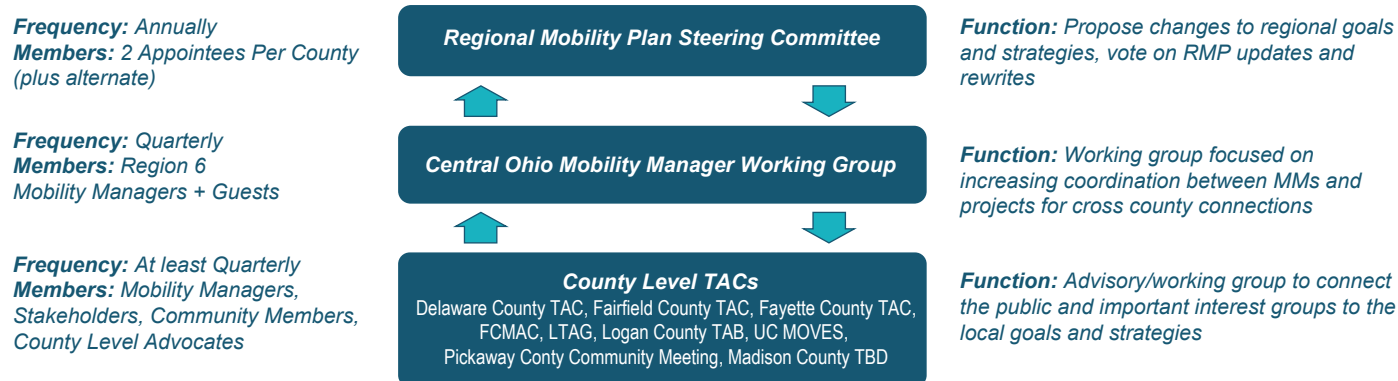
GOAL 2: ENCOURAGE STAKEHOLDER AND PUBLIC SUPPORT FOR TRANSIT

- **Strategy 2.1:** Coordinate initiatives to build strong stakeholder support for transit
- **Strategy 2.2:** Coordinate and maintain employer working groups
- **Strategy 2.3:** Educate stakeholders involved in policy, funding, and planning decisions on transit needs

GOAL 3: IMPROVE AWARENESS OF TRANSPORTATION OPTIONS

- **Strategy 3.1:** Launch and use Gohio Mobility as a regional resource
- **Strategy 3.2:** Evaluate and improve Gohio Mobility as a regional resource
- **Strategy 3.3:** Develop regional outreach programming and best practices

Region 6 achieved significant progress on regional goals and strategies from January 2023 to June 2024. Coordination has improved between all Region 6 counties and continues to be facilitated through the RMP’s governance structure as outlined in the graph below.



In June 2023, Gohio Mobility was launched statewide and a quarterly meeting with Rideamigos, NOACA, ODOT, and MORPC was established with the goal of quality assurance and improvement of the site. Gohio Mobility continues to be a resource for Mobility Managers, caregivers, service providers, and transportation users to find accessible transportation options. Best practices and training on the site are regularly provided to all statewide mobility managers by MORPC staff.



COUNTY UPDATES:



Each of the nine counties in ODOT HSTC Region 6 maintains their own local goals and strategies in coordination with mobility managers, local transportation advisory committees, and transit agencies. The following section of the status update covers results of the 2023 transportation user survey for each county, progress updates on local goals and strategies, and if applicable, changes made to local goals and strategies.

Each county's Regional Mobility Plan activities are led by the mobility manager with the exception of Madison County. Bridges Community Action served as the main point of contact for benchmark reporting and Regional Mobility Plan activities in lieu of a mobility manager for Madison County. The mobility manager leads a local transportation advisory committee and meets with them quarterly to discuss local goals and strategies, share information, and implement initiatives relevant to the Regional Mobility Plan. Mobility managers also serve as referral sources for community members to connect to transportation, local experts on older adult and disability issues, and the lead point of contact for their county's portion of the Regional Mobility Plan. Any significant changes to local goals and strategies were made in coordination with each county's mobility manager and local transportation advisory committee and approved by the county commissioners.

Delaware County

Delaware County Survey Results

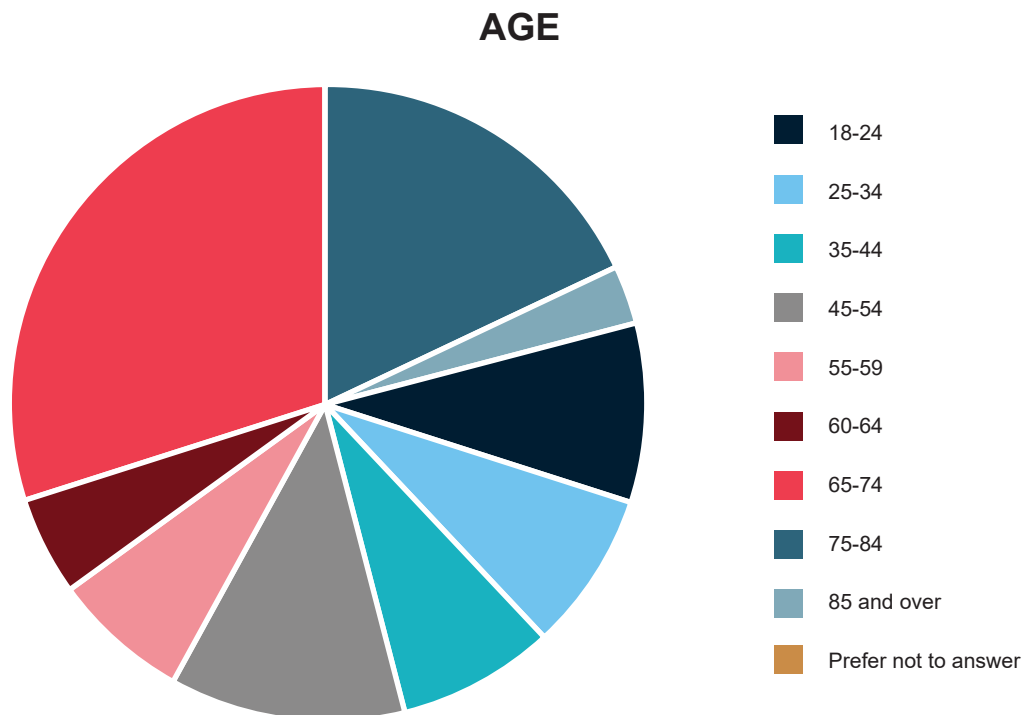
Summary

As part of the requirements for the Regional Coordinated Plan for ODOT’s Human Services Transportation Coordination Region 6, yearly plan updates include a survey of current and potential transportation users. There were 181 valid survey responses from Delaware County, with the majority coming from the 43015-zip code. Survey responses were gathered through various methods including advertisement on Delaware County Transit vehicles, direct outreach events, and social media. Data was collected on respondent demographics, common destinations, infrastructure available to respondents, access to alternative transportation, reasons for using alternative transportation, and desired changes to transportation options. Entire survey results are not included in this update but are available upon request.

Respondent Demographics

Age

63% of respondents selected 55 and older as their age at the time of the survey with 30% of total respondents falling in the 65–74-year-old age range. Only 17% of respondents were in the 18-34 age range and 20% of respondents were aged 35-54.



REGIONAL MOBILITY PLAN - DELAWARE COUNTY UPDATES

Ethnicity and Race of Respondents

The majority of respondents were White (155). Eight respondents were Black or African American and seven respondents were Asian. Three respondents were American Indian or Alaska Native, two were Native Hawaiian or Pacific Islander, two respondents selected 'other', and eight respondents selected that they preferred not to disclose their race. 168 respondents were not Hispanic or Latino and four respondents were Hispanic or Latino. Eight respondents preferred not to disclose their ethnicity.

RACE	COUNT
White	155
Black or African American	8
Asian	7
American Indian or Alaska Native	3
Native Hawaiian or other Pacific Islander	2
Other	2
Prefer not to answer	8
Are you Hispanic or Latino?	
No	168
Prefer not to answer	8
Yes	4
GRAND TOTAL	180

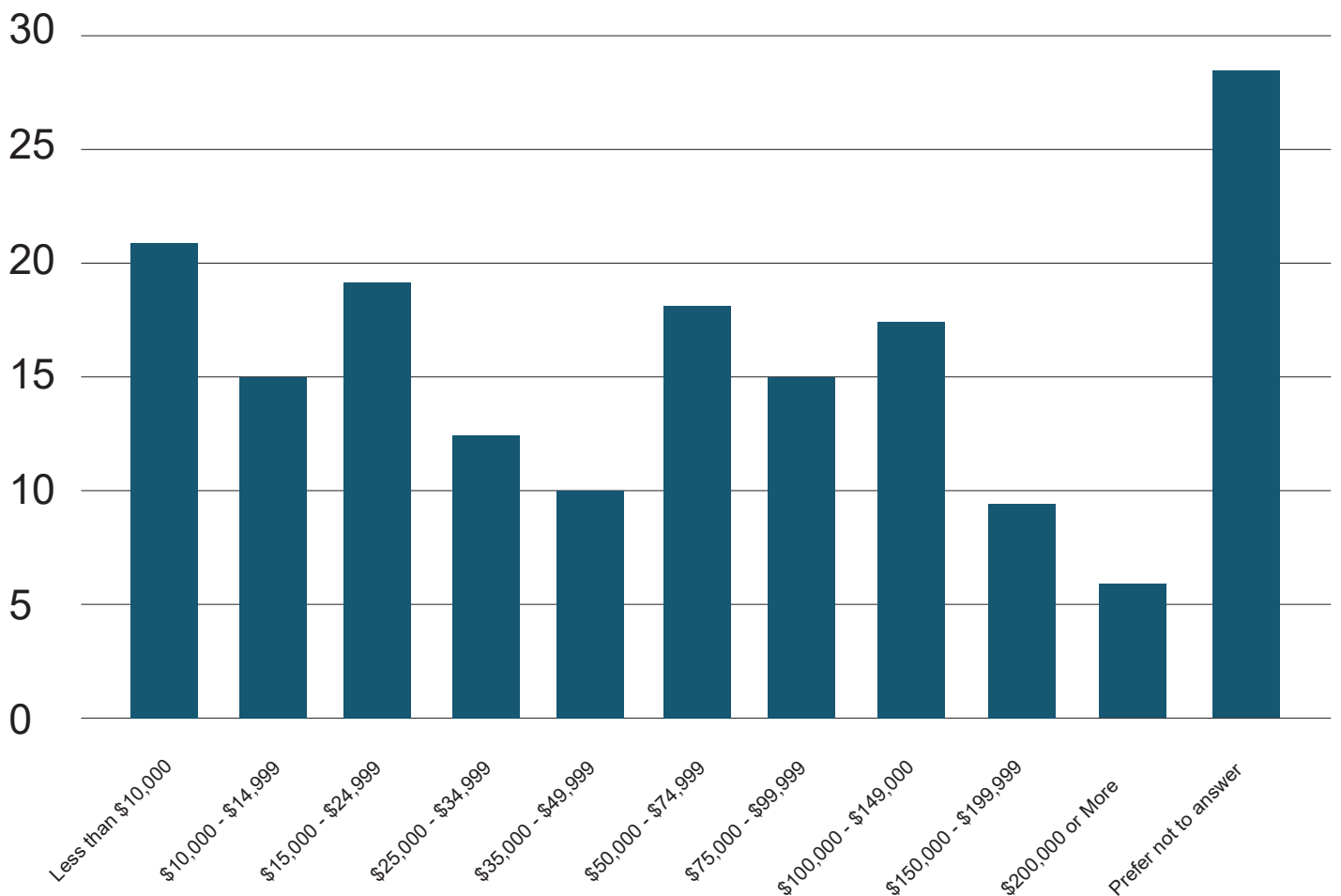
Language

Most respondents also indicated that English was their first language (172), with some respondents selecting Spanish, Chinese, and Portuguese as first languages.

Income

Respondents in Delaware County had a wide variety of incomes as displayed by the graph below. At least 64% of respondents had incomes below Delaware County's median income of \$116,284.

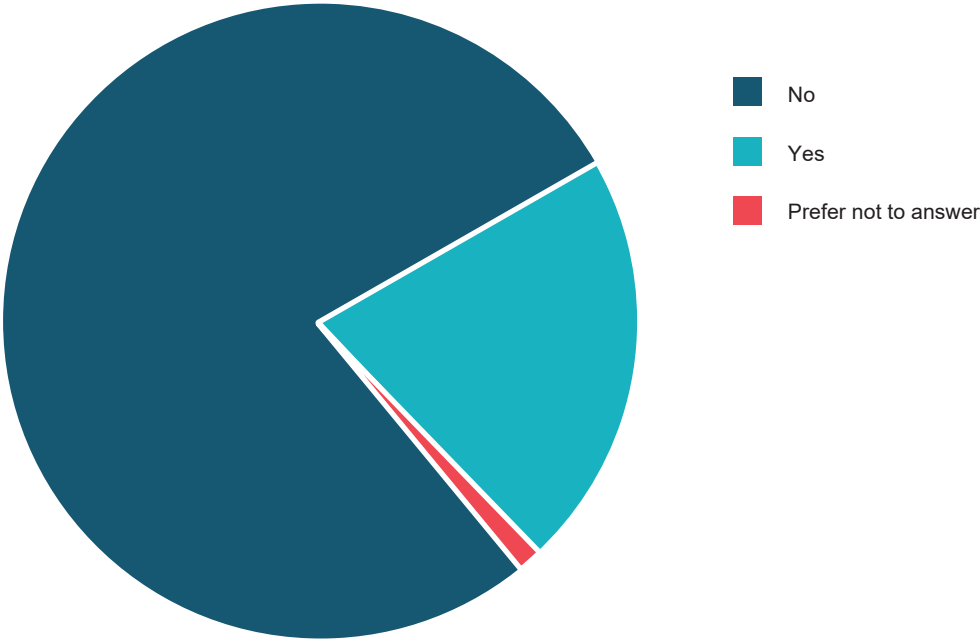
INCOME



Mobility Device Usage

Respondents were asked if they used a mobility device to get around. Mobility devices were defined for this survey as wheelchairs, canes, walkers, and other devices to enhance mobility. 38 respondents (21%) in Delaware County answered that they did use a mobility device.

Mobility Device Usage

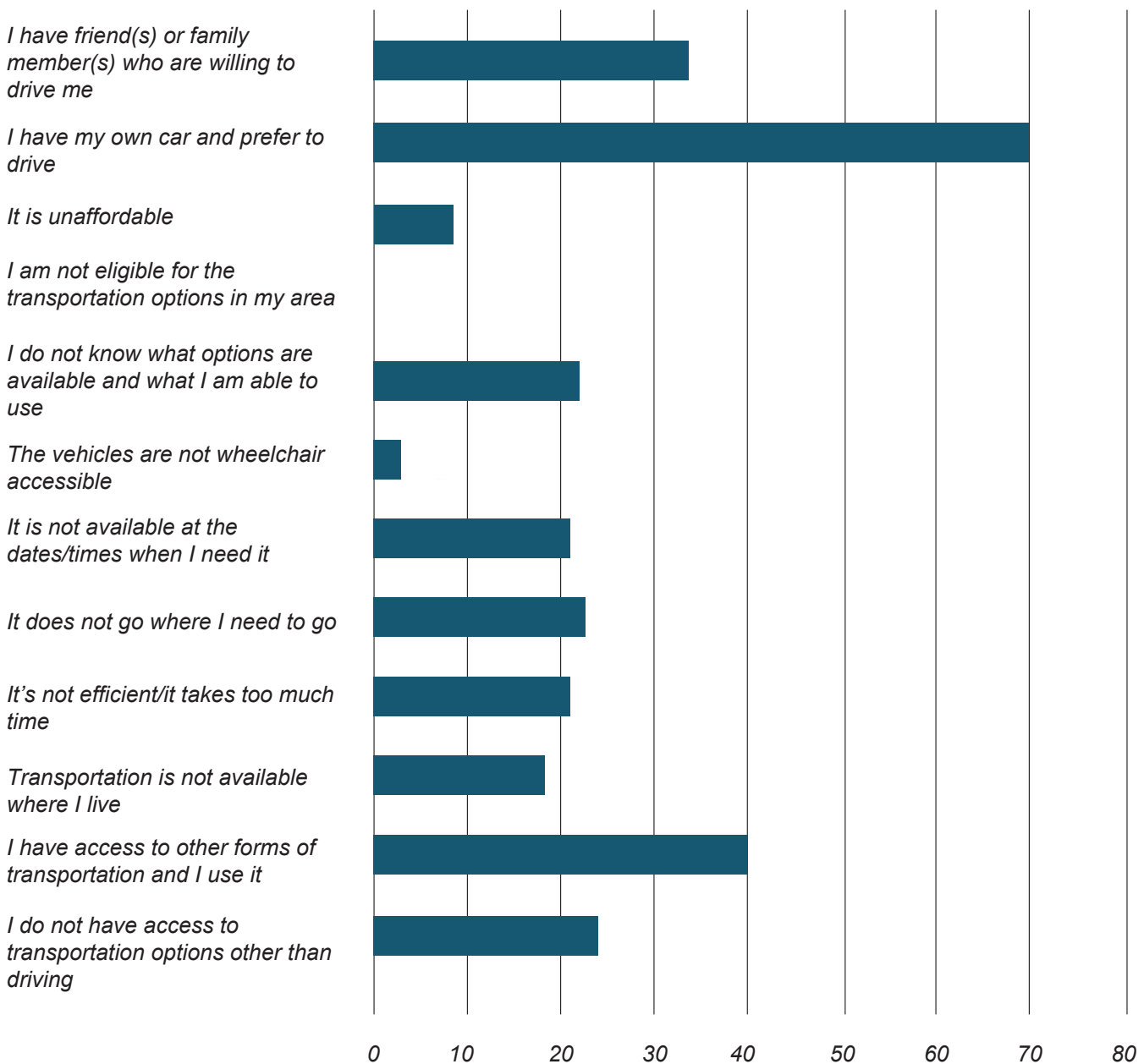


Transportation Patterns

Reasons not to use Alternative Transportation

Respondents that did not use alternative transportation were encouraged to select reasons why they may not use the options available to them. The most common reason not to use alternative transportation was a respondent having their own car and preferring to drive. However, this option was also followed by respondents selecting that their friends and family drive them places, that they are unaware of options, and various other reasons.

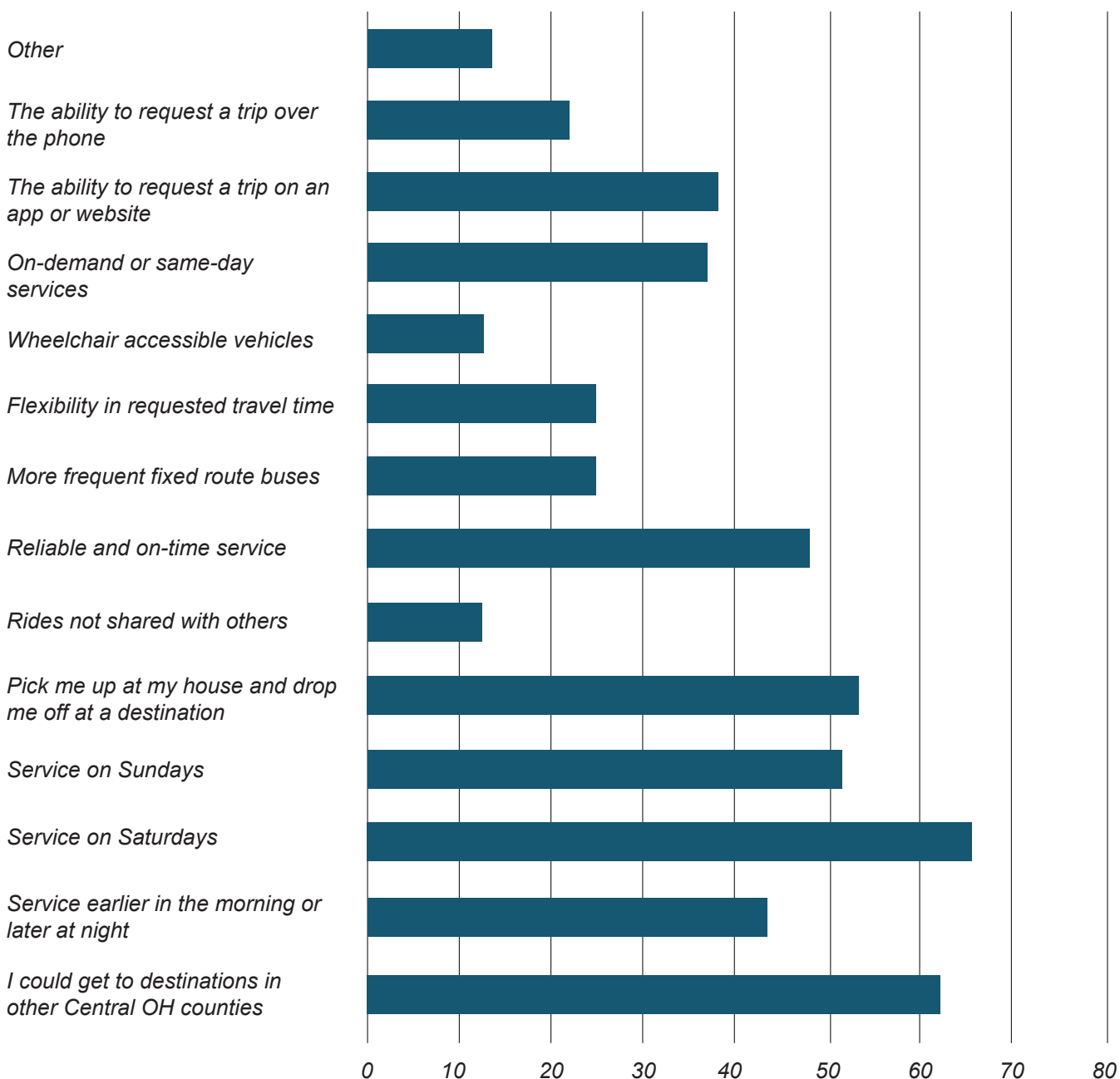
Reasons not to use Alternative Transportation



Desired Changes to Alternative Transportation Options

Respondents were asked to select the changes they would like to see to their alternative transportation options to make them more likely to utilize those options. The most commonly desired changes included expanded service on weekends and expanded hours as well as cross county transportation to other central Ohio destinations.

Desired Changes



GOAL 1: EXPAND SERVICES FOR DISADVANTAGED POPULATIONS

Strategy 1.1: Seek and use 5310 and 5307 funding to support this goal

- Delaware County uses 5310 funding to expand services to individuals with disabilities and older adults. Delaware County Transit, Alpha Group, and SourcePoint are subrecipients of 5310 funds. Delaware County Transit currently does not utilize 5307 funding.

Strategy 1.2: Expand Delaware County Transit Services to include late night and weekend transportation services. Explore local and COVID-19 relief funding for a pilot or long-term changes

- As part of its new Strategic Plan, Delaware County Transit plans to expand services in the second half of 2024. Starting in July 2024, FLEX service within the City of Delaware will run from 5 am to 9 pm Monday through Friday with added Saturday service from 8 am to 4 pm. DCT anticipates that Saturday hours will expand in response to the needs of the public—to eventually expand to 12-hour service on Saturdays. FLEX service is anticipated to begin in the Sunbury area in the mid to late Fall of 2024 with hours from 6 am to 6 pm Monday through Friday. DCT will look to expand SunburyFLEX service to include Galena in 2025.

Strategy 1.3: Implement study to improve economic accessibility for Delaware County Transit services, including paratransit

- No update at this time.

Strategy 1.4: Identify and pursue regional connectivity through cross-county coordination

- Delaware County Transit's Mobility Management program assists riders to connect to alternative transportation as applicable to reach cross county destinations. Delaware County's mobility manager coordinates with the mobility managers in Licking County and Franklin County to come up with creative ride solutions.

Strategy 1.5: Increase multimodal transportation access and connections

- Delaware County Transit began using Via software for Flex service in September 2023 which has allowed for more connections for clients coming from Columbus to Delaware County. Riders can now connect in Polaris and Westerville to transfer between COTA and DCT services.

Strategy 1.6: Improve sidewalk and bus stop accessibility with support from Delaware County Transit and COTA

- No update; Delaware County Transit no longer has bus stops due to shift to all demand-response model.

GOAL 2: ENCOURAGE FLEXIBLE POLICIES TO IMPROVE TRANSIT ACCESSIBILITY

Strategy 2.1: Coordinate the development of a mobility group for Delaware County using the Delaware Age Friendly Group and Delaware County Advisory Board as a starting point. Prioritize involvement from human service organizations and expand funding considerations

- Delaware County’s Transportation Advisory Committee began meeting quarterly and includes transit riders, Delaware County Transit, 5310 providers, and human service agencies.

Strategy 2.2: Improve coordination for transportation integration in land use decisions and encourage transit connectivity to be part of zoning and development approval processes.

- No update at this time.

GOAL 3: INCREASE AWARENESS OF PROGRAMS AND SERVICES

Strategy 3.1: Increase transportation services/ travel opportunities

- Delaware County Transit’s Flex service now has an app through Via where riders can book and pay for rides on their smartphones. Further expansion of services is anticipated for the second half of 2024 as laid out in DCT’s Strategic Plan.

Strategy 3.2: Utilize Gohio Mobility as a one stop, multi-county resource for available transportation options.

- Gohio Mobility launched in June 2023. Since its launch, Delaware County’s mobility manager has been updating Delaware County’s transportation providers’ information on the site.

Strategy 3.3: Improve public awareness through working with local medical offices, hospitals, human services organizations, and other community partners to determine the best ways to expand public awareness of transportation options

- The mobility manager provided presentations on transportation options, travel training, and DCT services to several groups – including those focusing on older adults and youths.

CHANGES TO GOALS AND STRATEGIES

There are no changes to Delaware County’s goals and strategies at this time.

Fairfield County

Fairfield County Survey Results

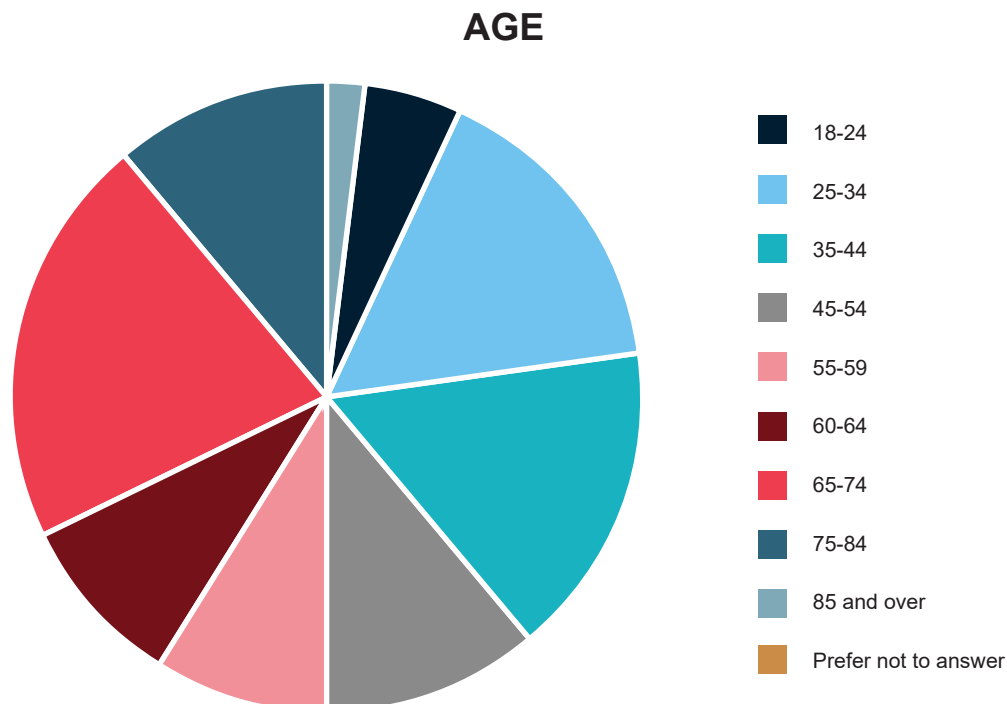
Summary

As part of the requirements for the Regional Coordinated Plan for ODOT's Human Services Transportation Coordination Region 6, yearly plan updates include a survey of current and potential transportation users. There were 56 valid survey responses from Fairfield County, with most of them coming from the 43130-zip code. Survey responses were gathered through various methods including direct survey solicitation on Fairfield Lancaster Public Transit vehicles, outreach events, and social media. Data was collected on respondent demographics, common destinations, infrastructure available to respondents, access to alternative transportation, reasons for using alternative transportation, and desired changes to transportation options. Entire survey results are not included in this update but are available upon request.

Respondent Demographics

Age

50% of respondents were aged 55 and older at the time of the survey with 21% of all respondents falling in the 65–74-year-old age range. 50% of respondents were between 18 to 54 years old.



Ethnicity and Race of Respondents

51 respondents were white, three were Black or African American, and two respondents selected not to disclose their race. 54 respondents were not Hispanic or Latino and two respondents selected not to disclose their ethnicity.

RACE	COUNT
White	51
Black or African American	3
Prefer not to answer	8
Are you Hispanic or Latino?	
No	54
Prefer not to answer	2
Yes	0
GRAND TOTAL	56

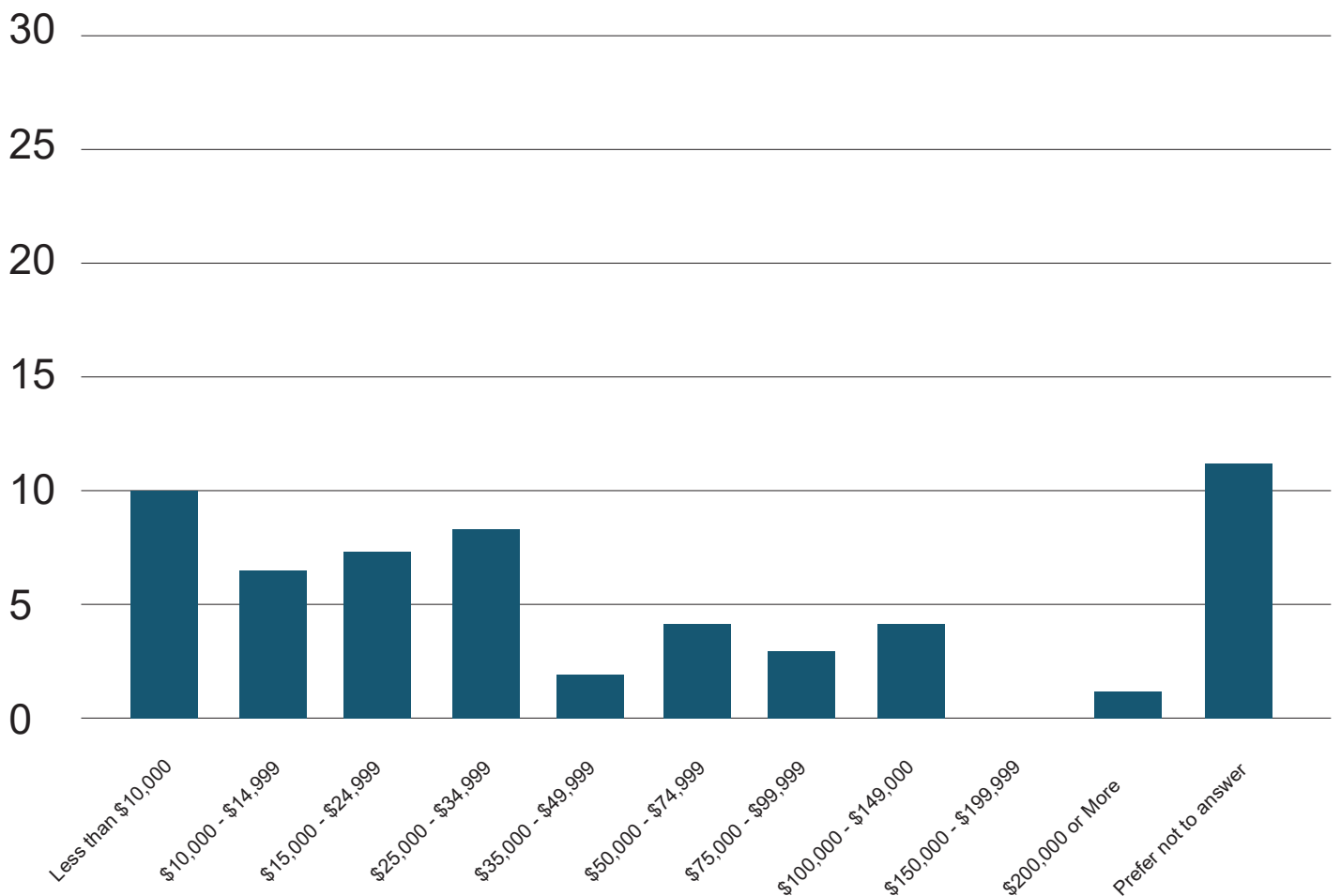
Language

All respondents selected English as their first language.

Income

At least 66% of respondents had incomes below Fairfield County's median income of \$77,241. Ten respondents had incomes of less than \$10,000 a year and eleven respondents did not disclose their household income.

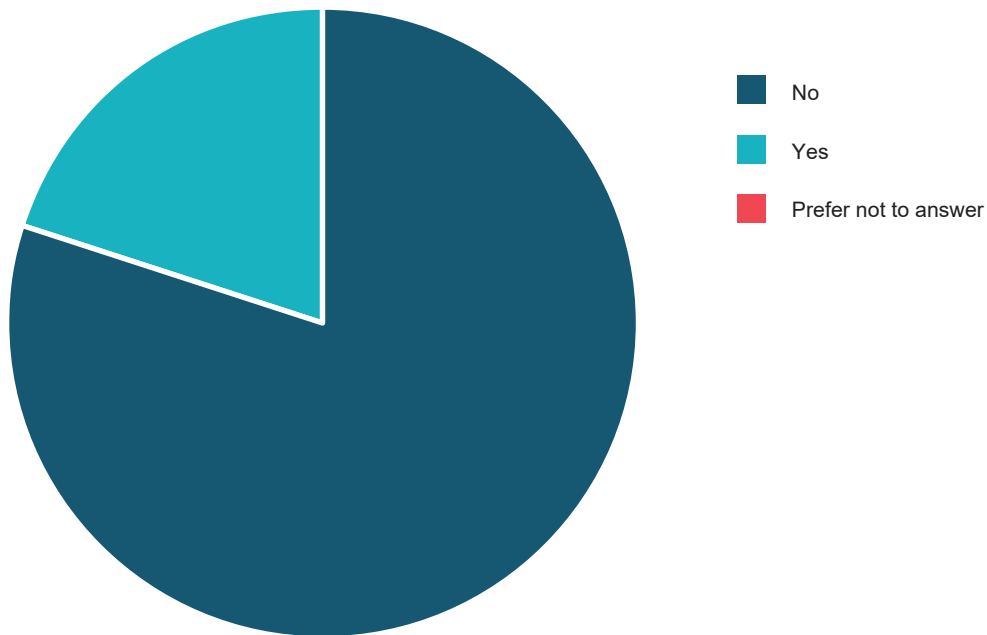
INCOME



Mobility Device Usage

Respondents were asked if they used a mobility device to get around. Mobility devices were defined for this survey as wheelchairs, canes, walkers, and other devices to enhance mobility. 11 respondents (19%) in Fairfield County answered that they did use a mobility device.

Mobility Device Usage

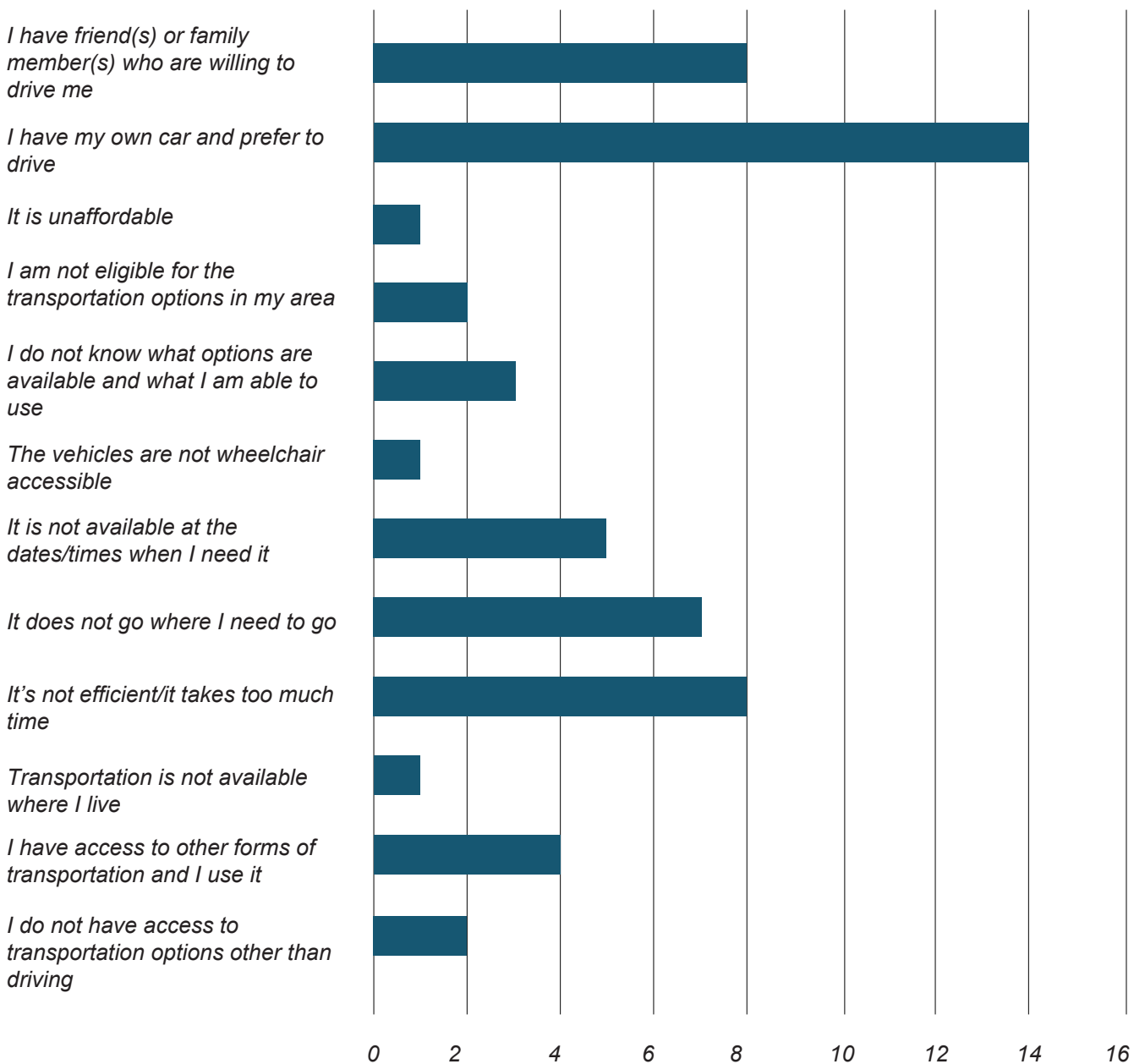


Transportation Patterns

Reasons not to use Alternative Transportation

Respondents that did not use alternative transportation were encouraged to select reasons why they may not use the options available to them. The most common answer with fourteen responses was that respondents had their own car and preferred to drive. Other common responses were that the current transportation is not efficient/it takes too much time or that others drive the respondents. See figure below for more details.

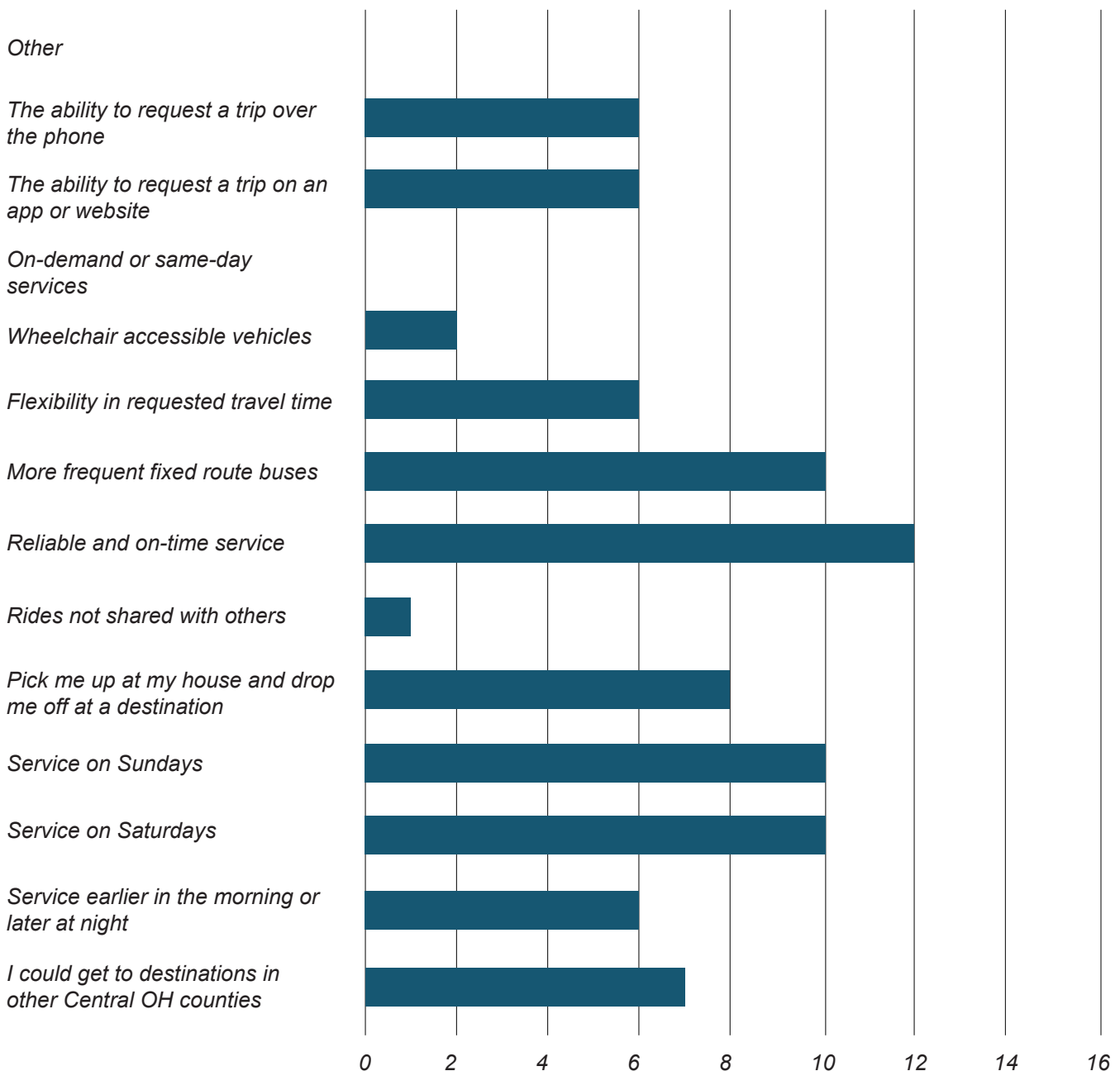
Reasons not to use Alternative Transportation



Desired Changes to Alternative Transportation Options

Respondents were asked to select the changes they would like to see to their alternative transportation options to make them more likely to utilize those options. The most commonly desired change was reliable and on-time service with 12 respondents. See more details in the figure below.

Desired Changes



GOAL 1: INCREASE AWARENESS AND ESTABLISH A SHARED COMMUNITY VISION FOR IMPROVING SERVICES AND RESOURCE MANAGEMENT

Strategy 1.1: Support the Fairfield County Transit Advisory Committee (TAC) for coordination efforts.

- The Fairfield County TAC met quarterly from January 2023 to June 2024. Leadership of this meeting transitioned from Fairfield County Transit to the mobility manager.

Strategy 1.2: Hire a mobility manager to improve service coordination among providers and support education and outreach to transportation users.

- A mobility manager was hired in January 2023.

Strategy 1.3: Support the existence of the Fairfield County Elders Group to support the mobility manager in their outreach.

- The Fairfield County Elders Group, also known as the Older Adult network, is connected with the mobility manager. The mobility manager is a regular attendee of their meetings.

Strategy 1.4: Develop outreach plan for local government officials and major employers to build support for accessible transportation and public transit in the county.

- Mobility management attends meetings and builds relationships with local government officials. The mobility manager participated in a Steering Committee for a study on where public transit should be housed. Ultimately, it was decided Fairfield County should lead transit and that switch was made in Q1 of 2024.

Strategy 1.5: Develop a joint marketing plan to support coordinated marketing efforts for the public among providers and a driver campaign that will educate the public about the effects of aging and driving ability. Plan for future marketing efforts in a formal plan and evaluate success for future reference.

- Mobility manager developed outreach materials such as pamphlets, transportation guides, and a transportation provider inventory list. The mobility manager also created a logo for use on social media platforms and future outreach materials. Currently there is no formal plan for a driver campaign, but with the addition of a CarFit Coordinator at CarFit there has been more coordination with CarFit events.

Strategy 1.6: Develop outreach plan for transportation providers to encourage coordination of services. A piece of this outreach plan will include using memorandums or contracts with providers to share service and improve accessibility and connectivity of services.

- Transportation providers regularly meet at Fairfield County TACs and coordinate rides. Fairfield County JFS currently shares services with other providers. With transit's current transition from the city to the county, there may be a need for new MOU's and understandings.

GOAL 2: PLAN THE COORDINATION AND EXPANSION OF TRANSPORTATION SERVICES

Strategy 2.1: Continue maintaining an updated inventory of existing providers and their vehicles, facilities, and technology used for transportation services in the County. This inventory is maintained by the TAC and, eventually, the mobility manager.

- The transportation provider inventory is currently up to date and maintained by the TAC. 211, the mobility manager, and Fairfield County Transit have access to this inventory.

Strategy 2.2: Update local transit coordination goals with the TAC and support Fairfield County in regional mobility work, including County Connections.

- TAC meetings are attended by representatives from MORPC and COTA for the Regional Mobility Plan work and County Connections. Representatives of Fairfield County sit on the Regional Mobility Plan Steering Committee to guide the focus of the Regional Goals and Strategies.

Strategy 2.3: Monitor the successful completion of strategies and report it to community leaders and regional partners to support coordination and sharing of best practices.

- This is ongoing.

GOAL 3: PROVIDE BETTER ACCESS TO TRANSPORTATION SERVICE INFORMATION

Strategy 3.1: Utilize Gohio Mobility as a one stop multi-county transportation search tool in coordination with Fairfield County mobility management and transit services.

- Gohio Mobility launched in June 2023

Strategy 3.2: Encourage use of Gohio Mobility to aid transportation related calls to the 2-1-1 county call center.

- Gohio Mobility launched in June 2023 and is currently utilized by 211 for information and referral.

GOAL 4: BETTER UTILIZE EXISTING FUNDING AND SEEK NEW FUNDING SOURCES

Strategy 4.1: Research and pursue innovative grant and funding opportunities as a collaborative effort through Fairfield Lancaster-Fairfield Public Transit and its TAC. Seek opportunities for regional coordination in this area.

- No update available.

Strategy 4.2: Determine permanent source of local funds for capital and operating resources from federal Section 5311 and ODOT operating funds to support Fairfield-Lancaster Public Transit.

- Fairfield-Lancaster Public Transit and Fairfield mobility management continued to look for a permanent source of local funds, but has not found one as of this update.

Strategy 4.3: Initiate a public outreach plan to determine most needed transportation changes, expansions, and education programs for the county to support accessibility of services.

- Fairfield County participated in the yearly Regional Mobility Plan survey. Results are included in the previous section of this report. Fairfield County's mobility manager, hired in January 2023, began doing outreach in the community to spread awareness of transportation options and collect data on unserved needs.

GOAL 5: CREATE A SEAMLESS TRANSPORTATION NETWORK FOR CONSUMERS AND PROVIDE 24-HOUR, 7-DAY PER WEEK, IN-COUNTY AND OUT-OF-COUNTY TRIPS

Strategy 5.1: Coordinate technology used for dispatching and scheduling of services among county transportation providers to improve connectivity

- Transportation providers meet quarterly at the Transportation Advisory Committee and share information. No coordination of technology has taken place at this time.

Strategy 5.2: Coordinate/standardize driver training. In this regard, if agencies need to share drivers or vehicles, everyone will have the same basic qualifications and training and will ensure that all State required training meets the ambulate regulations

- Fairfield Lancaster Transit has a driver training program. Each provider, including public transit, go through state required training.

Strategy 5.3: Coordinate maintenance services for cost efficiency

- No update available.

Strategy 5.4: Provide service within Fairfield County with existing human services agency resources

- Transportation is provided through human services agencies such as Jobs and Family Services, Senior Services, Veterans Services, and Canal Winchester Human Services.

Strategy 5.5: Increase Fairfield-Lancaster Public Transit service to accommodate 2nd and 3rd shift work related trips from 9:00 PM to 12:00 midnight, Monday through Friday. Coordinate with COTA and other regional transit partners to ensure cross-county transportation accessibility

- No update available.

Strategy 5.6: Work with other regional transportation providers to provide out of county and out of state transportation services for Fairfield County residents

- Some transportation providers, such as Canal Winchester, can go across county lines.

Strategy 5.7: Work with COTA to explore opportunities for connections with COTA services. Plan and implement pilot and long-term cross-county connections. Focus on access to job opportunities to support economic development and access to medical centers to support quality of life

- Fairfield County Transportation Advisory Committee has had representatives from COTA attend to discuss potential cross county connections.

GOAL 6: PROVIDE MOBILITY OPTIONS THAT ARE DESIGNED TO FILL THE GAPS IN SERVICE FOR RESIDENTS OF PICKERINGTON AND VIOLET TOWNSHIP

Strategy 6.1: Develop and implement a public engagement plan to identify the most needed transportation models and resources to encourage transit use. Plan for implementation of prioritized improvements when completed

- No update available.

Fayette County

Fayette County Survey Results

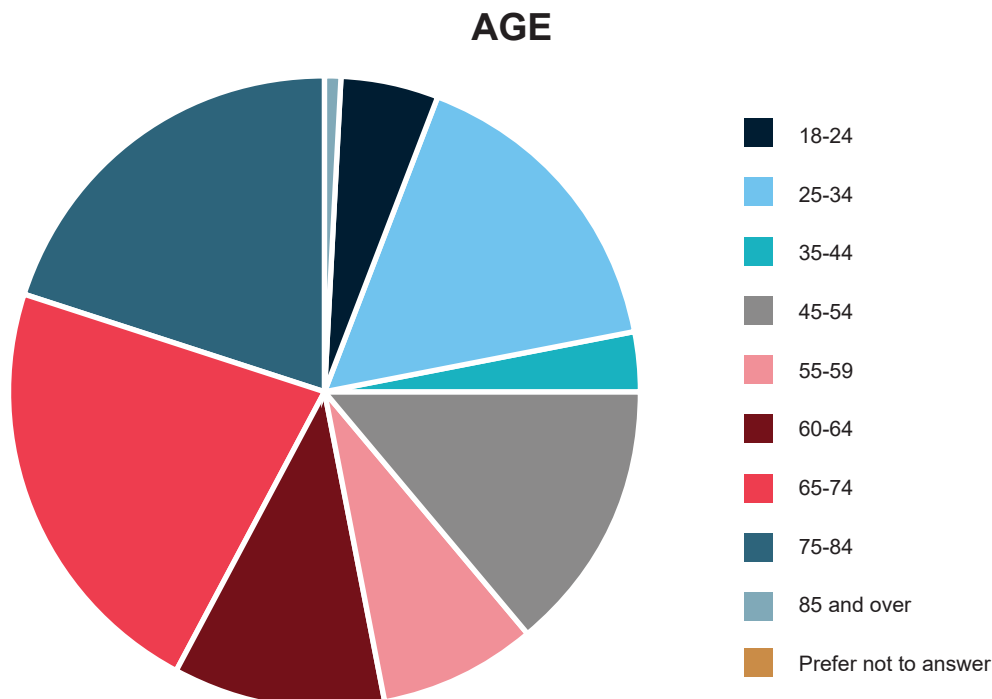
Summary

As part of the requirements for the Regional Coordinated Plan for ODOT's Human Services Transportation Coordination Region 6, yearly plan updates include a survey of current and potential transportation users. There were 100 valid survey responses from Fayette County with the most coming from the 43160-zip code. Survey responses were gathered through various methods including direct outreach at apartment complexes, social media, and outreach events. Data was collected on respondent demographics, common destinations, infrastructure available to respondents, access to alternative transportation, reasons for using alternative transportation, and desired changes to transportation options. Entire survey results are not included in this update but are available upon request.

Respondent Demographics

Age

62% of respondents were 55 and older at the time of the survey. 21% of respondents were between the ages of 18 and 34 and 17% of respondents were between the ages of 35 and 54.



Ethnicity and Race of Respondents

84 respondents were white, seven respondents were Black or Native American, four respondents, were American Indian or Alaska Native, and six selected 'other'. 93 respondents were not Hispanic or Latino and three respondents were Hispanic or Latino.

RACE	COUNT
White	84
Black or African American	7
Asian	0
American Indian or Alaska Native	4
Native Hawaiian or other Pacific Islander	0
Other	6
Prefer not to answer	1
Are you Hispanic or Latino?	
No	93
Prefer not to answer	0
Yes	3
GRAND TOTAL	96

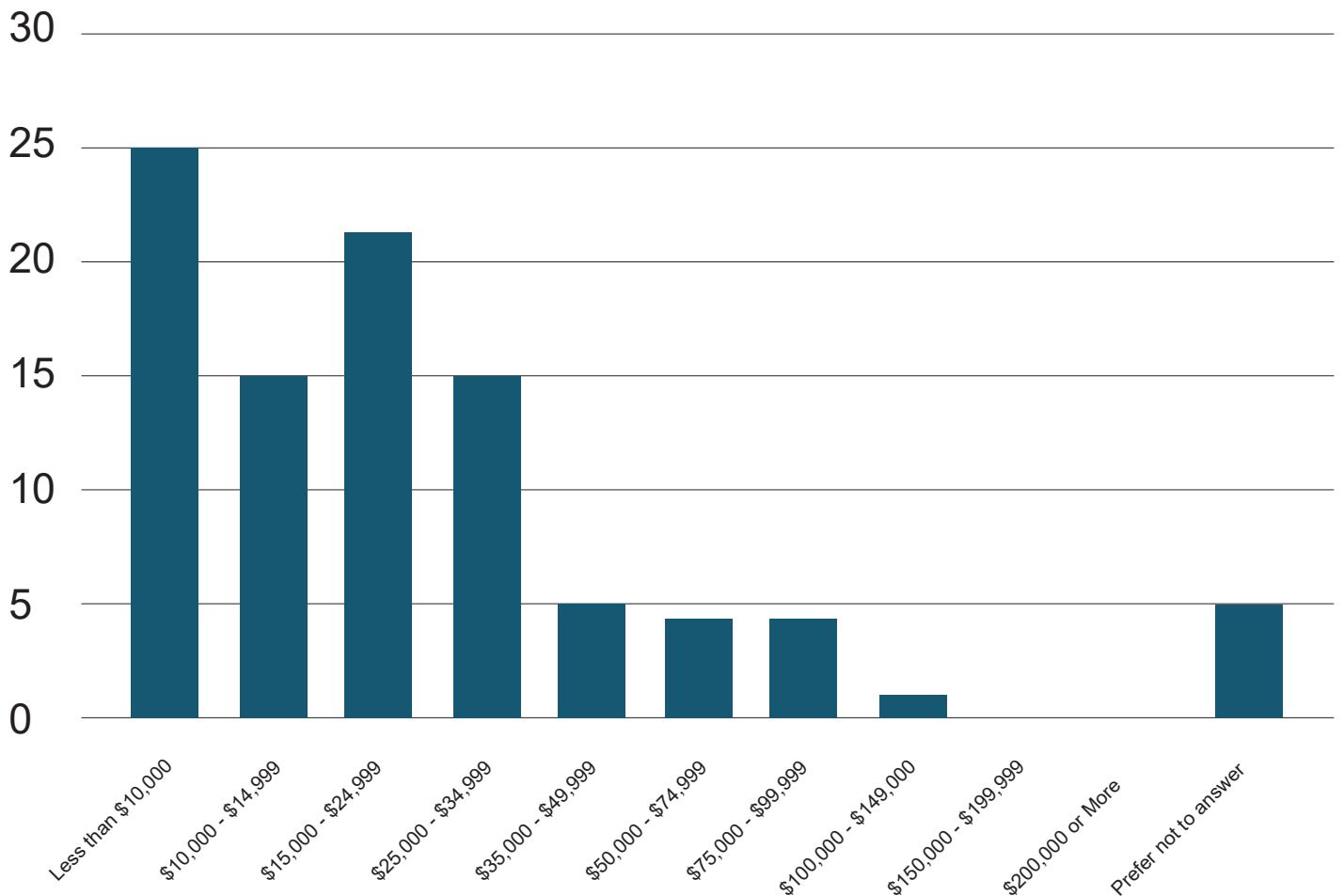
Language

Most respondents indicated that English was their first language (96) with only one respondent indicating that their first language was Spanish.

Income

At least 82% of respondents reported incomes lower than Fayette County's median income of \$52,964. See more details about the income breakdown in the figure below.

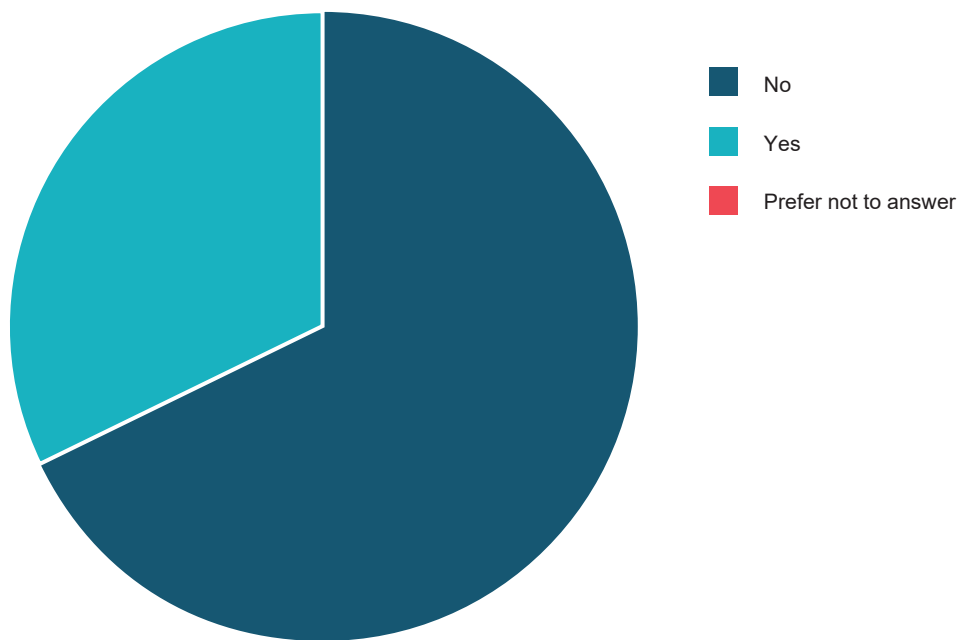
INCOME



Mobility Device Usage

Respondents were asked if they used a mobility device to get around. Mobility devices were defined for this survey as wheelchairs, canes, walkers, and other devices to enhance mobility. 32 respondents (32%) in Fayette County answered that they did use a mobility device.

Mobility Device Usage

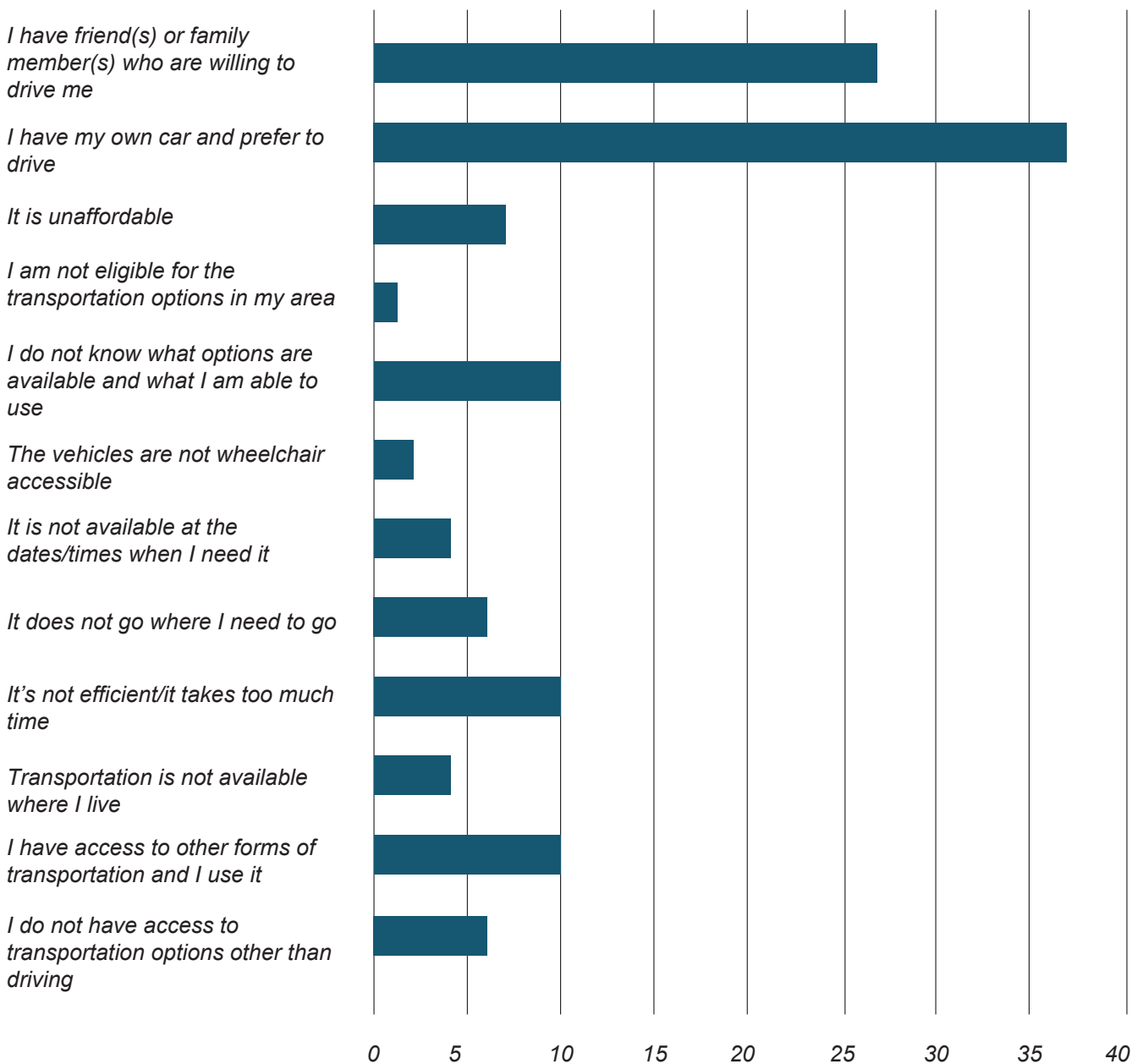


Transportation Patterns

Reasons not to use Alternative Transportation

Respondents were asked to indicate reasons why they did not use alternative transportation if they chose not to use it. 37 respondents indicated that they did not use alternative transportation because they had their own car and preferred to drive. The second most common reason was that other people drove them where they needed to go (27). See more details in the figure below.

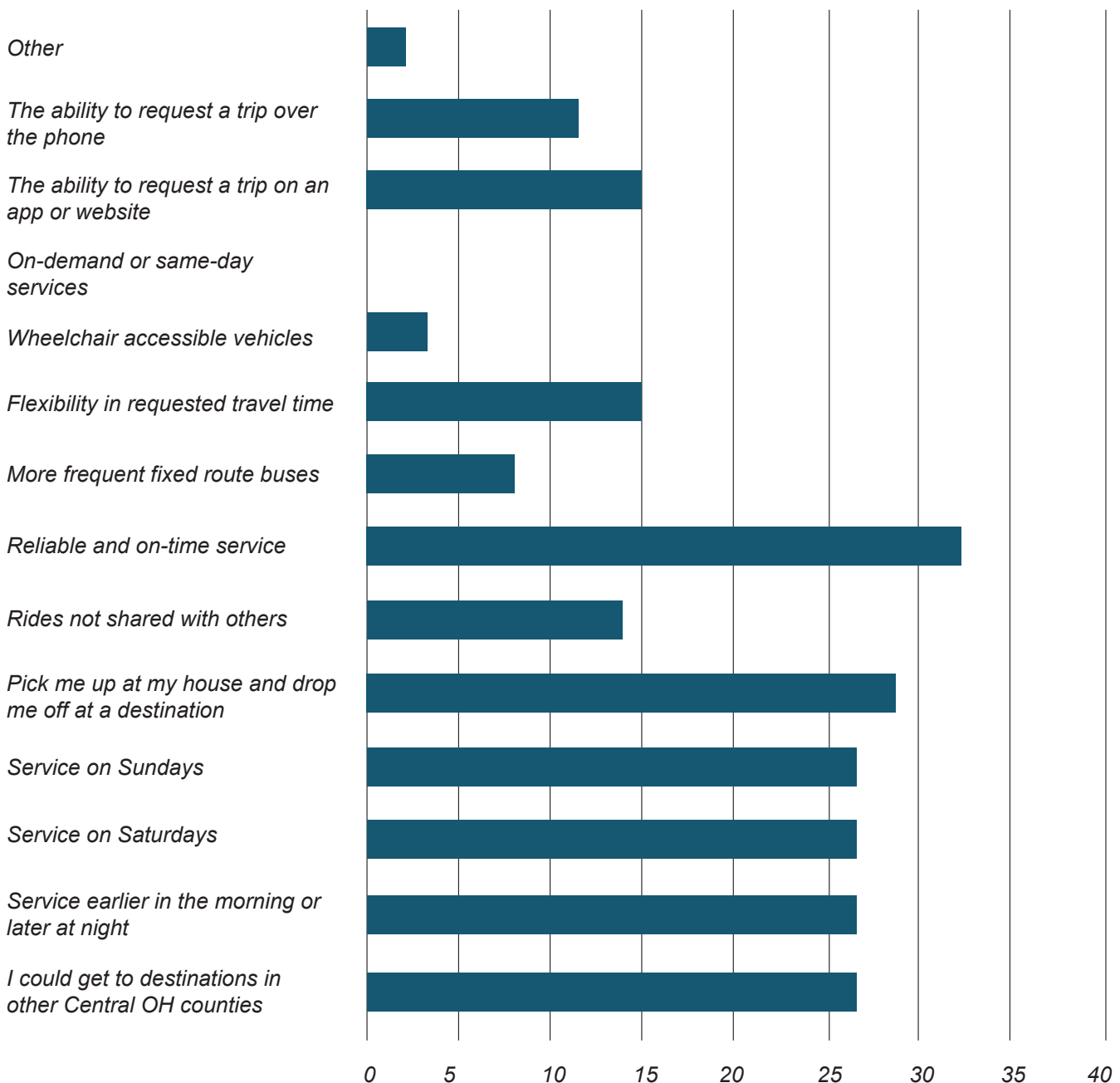
Reasons not to use Alternative Transportation



Desired Changes to Alternative Transportation Options

Respondents were asked to select the changes they would like to see to their alternative transportation options to make them more likely to utilize those options. The most commonly desired changes included reliable service (32) and services that pick them up directly from their home and take them directly to their destination (29). See more details in the figure below.

Desired Changes



GOAL 1: ACQUIRE MORE DRIVERS

Strategy 1.1: Outreach to employment pool to encourage drivers to join the fleet

- Fayette County Transit continued to outreach to the employment pool to recruit drivers. Methods included television ads, social media, job postings, and collaboration with Ohio Means Jobs.

GOAL 2: IMPROVE COMMUNITY AWARENESS

Strategy 2.1 Form a subcommittee within the Coordinated Council to attend local provider fairs, local meetings, events and public speaking engagements to provide information on available transportation options in Fayette County. Encourage all transportation providers throughout the county to participate in these events

- There is no subcommittee for outreach currently. The Fayette County mobility manager attends outreach events and promotes all transportation providers in Fayette County as well as encourages transportation providers themselves to attend.

Strategy 2.2: Implement public outreach to identify needed outreach that does not involve in-person involvement

- Fayette County Mobility Management performed public outreach with the Second Chance Center of Hope, Carnegie Public Library, apartment complexes, and assisted living facilities. Outreach methods included physical giveaways, radio stations, and physical surveys.

GOAL 3: PROVIDE AFFORDABLE, OUT OF COUNTY TRANSPORTATION

Strategy 3.1: Research and pursue grants and federal funding opportunities to alleviate operational costs of transportation services in Fayette County to reduce ridership costs

- Fayette County Community Action Commission was awarded \$50,000 in ARPA funding for public transportation for individuals over 60 years older. \$25,000 is designated for Madison County and \$25,000 is designated for Fayette County. Additionally, Fayette County Community Action Commission was awarded \$7,000 for Fayette County and \$3,500 for Madison County in Title III dollars.

Strategy 3.2: Participate in cross-county discussions to identify opportunities for regional connection with a focus on connection to education and employment hubs

- Fayette County mobility management attended coordination meetings with Pickaway County for the National Center for Mobility Management Mobility Design Challenge grant. Fayette County Transit also performed a site visit at Delaware County Transit to share information about Via software and micromobility.

GOAL 4: EXPAND AVAILABILITY OF THE POINT DEVIATED ROUTE

Strategy 4.1: Expand service days and hours of the point deviation route in Washington Court House to operate within the city limits. The route should run on weekends, evenings, and during public transportation hours.

- Fayette County Transit has expanded its reach to Madison County and has renamed itself Fayette Madison County. Expansions into Madison County are soon to come.

GOAL 5: COORDINATED EMERGENCY PREPAREDNESS, INCIDENT MANAGEMENT, AND RESPONSE COMMITTEE

Strategy 5.1: The Mobility Manager will continue to represent the Coordinated Council and serve on the County Emergency Preparedness Committee, on behalf of the transit providers in the county

- In 2023, the Coordinated Council and the Transportation Advisory Committee combined to be one group. Fayette Madison Transit's director serves on the Coordinated Emergency Preparedness committee.

CHANGES TO FAYETTE COUNTY GOALS AND STRATEGIES

The following goals and strategies were adopted by the Fayette County Transportation Advisory Committee and approved by the Fayette County Commissioners as of November 2023.

GOAL 1: INCREASE PARTICIPATION BY PERSON WHO ARE OVER AGE 60 AND/OR HAVE A DISABLING CONDITION IN THE TRANSIT ADVISORY COMMITTEE MEETINGS.

- *Strategy 1.1 – Rotate location of TAC meetings to include places where the target population lives, receives services, or congregates. For example, hold meetings at the county Commission on Aging, Board of DD, Village Apartments, Washington School Apartments, Heritage Greene, and Seton Hall*

GOAL 2: INCREASE LOCAL REVENUE FOR PUBLIC TRANSIT SYSTEM

- *Strategy 2.1 – Research and apply for grants and other non-federal funds for operating and capital assistance.*
- *Strategy 2.2 – Expand advertising on transit vehicles. Have advertising on more vehicles and solicit ads from businesses outside Fayette County, to take advantage of the time vehicles are traveling to non-local destinations.*
- *Strategy 2.3 – Increase service contracts*

GOAL 3: EXPAND REGIONAL TRANSPORTATION WITHIN AND OUTSIDE OF FAYETTE COUNTY

- *Strategy 3.1 – Participate in cross-county discussions to identify opportunities for regional connection with a focus on connection to employment hubs.*

GOAL 4: EXPAND AVAILABILITY OF POINT-DEVIATED ROUTE

- *Strategy 4.1 – Plan and implement a route connecting Washington Court House, Jeffersonville (including mall and related businesses) and Bloomingburg.*
- *Strategy 4.2 – Add a cross-city route to the existing Point Deviated Route*

GOAL 5: ASSURE LOCAL AGENCIES ARE AWARE OF AVAILABILITY AND REQUIREMENTS OF 5310 PROGRAM

- *Strategy 5.1 – Mobility manager will meet with directors of agencies that serve persons over age 60 or persons with a disabling condition and provide information about the 5310 program.*
- *Strategy 5.2 – Assist agencies with the application process if they lack capacity or experience in applying for ODOT funding.*
- *5.3 – Include 5310 providers and potential providers in TAC meetings*

PROGRESS MADE ON FAYETTE COUNTY NEW GOALS AND STRATEGIES

Fayette County began work on their new goals and strategies once they were adopted by the county commissioners. Fayette County’s Q4 TAC meeting was held at the Commission Aging as the first meeting location rotation. TAC meeting locations are posted on the Fayette County Community Action Commission website, the local newspaper, and are spread by word of mouth. Four new participants attended the TAC meeting on March 25, 2024. All four participants represented older adults and or people with disabilities. Rides for participants were provided by Fayette Madison Transit.

Fayette Madison Transit began a new contract with Fayette County Commission on Aging to transport clients for congregate meals and social activities. Fayette Madison Transit’s point deviated route is updating improvements to streamline services. These improvements include updated signage at bus stops and adding bus shelters.

Franklin County

Franklin County Survey Results

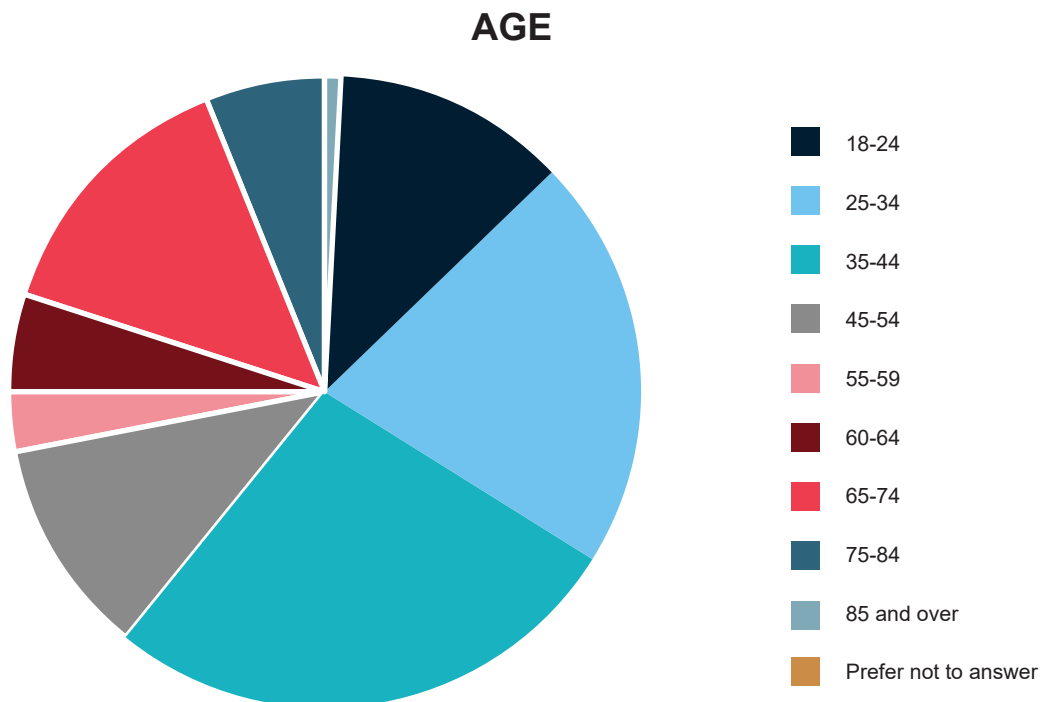
Summary

As part of the yearly update to the Regional Mobility Plan, a yearly survey is distributed to current and potential transportation users. There were 176 valid survey submissions in Franklin County. Most responses came from 43201, 43214, and 43215 zip codes respectively. Survey responses were gathered through various methods including direct outreach events, social media, email lists, and partnering with 5310 providers to survey transportation users. Data was collected on respondent demographics, common destinations, infrastructure available to respondents, access to alternative transportation, reasons for using alternative transportation, and desired changes to transportation options. Entire survey results are not included in this update but are available upon request.

Respondent Demographics

Age

29% of respondents were aged 55 and older. 60% of participants were between the ages of 18 and 44. Please see the figure below for more details.



Ethnicity and Race of Respondents

The majority of respondents were White (147). Sixteen respondents were Black or African American and ten respondents were Asian. Three respondents were American Indian or Alaska Native and 1 respondent was Native Hawaiian or other Pacific Islander. 7 respondents preferred not to answer. 14 participants were Hispanic or Latino. Please see figures below for more details.

RACE	COUNT
White	147
Black or African American	16
Asian	10
American Indian or Alaska Native	3
Native Hawaiian or other Pacific Islander	1
Other	0
Prefer not to answer	7
Are you Hispanic or Latino?	
No	158
Prefer not to answer	4
Yes	14
GRAND TOTAL	176

Language

Most respondents indicated that English was their first language (96) with only one respondent indicating that their first language was Spanish.

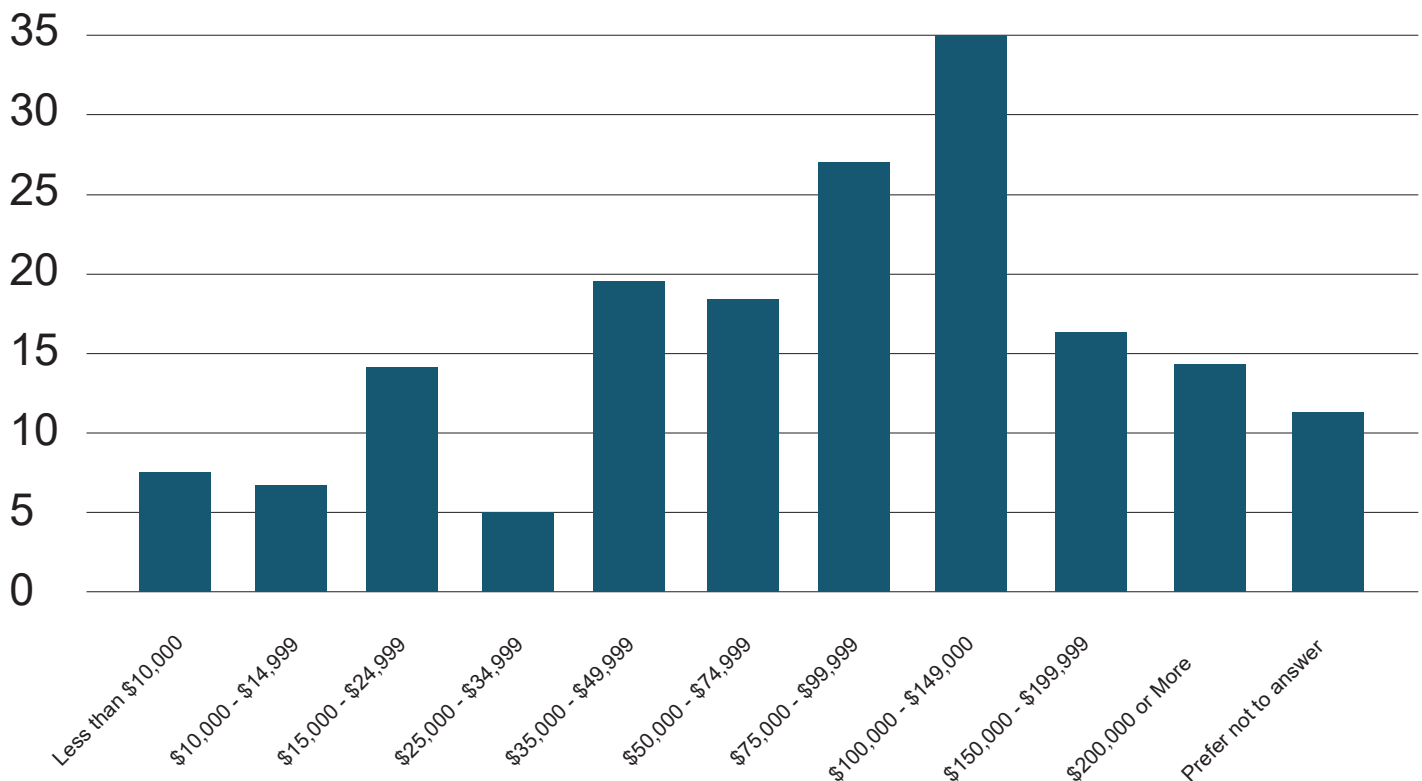
IS ENGLISH YOUR FIRST LANGUAGE?	COUNT
Yes	169
No (If no, please fill out below your first language)	3
Prefer not to answer	2
Other: Korean	1
Other: Latvian	1
TOTAL	176

Income

Respondents in Franklin County had a wide variety of incomes, but 59% of respondents had incomes above \$75,000 meaning that at least 59% of respondents had an income above Franklin County's median income of \$65,999

See figure below for more details on the income breakdown of respondents.

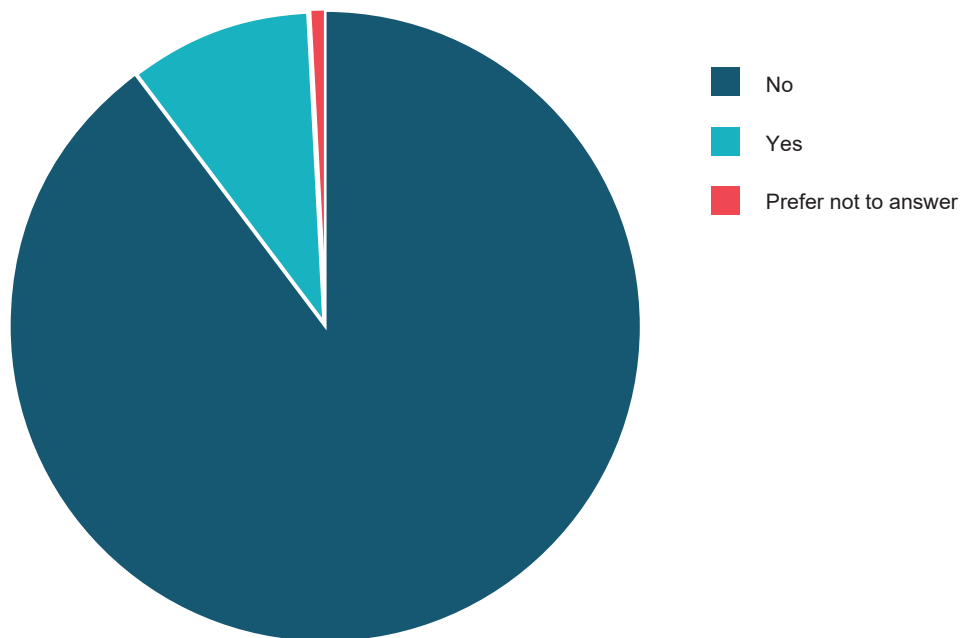
INCOME



Mobility Device Usage

Respondents were asked if they used a mobility device to get around. Mobility devices were defined for this survey as wheelchairs, canes, walkers, and other devices to enhance mobility. 17 respondents (10%) in Franklin County answered that they did use a mobility device. See figure below.

Mobility Device Usage

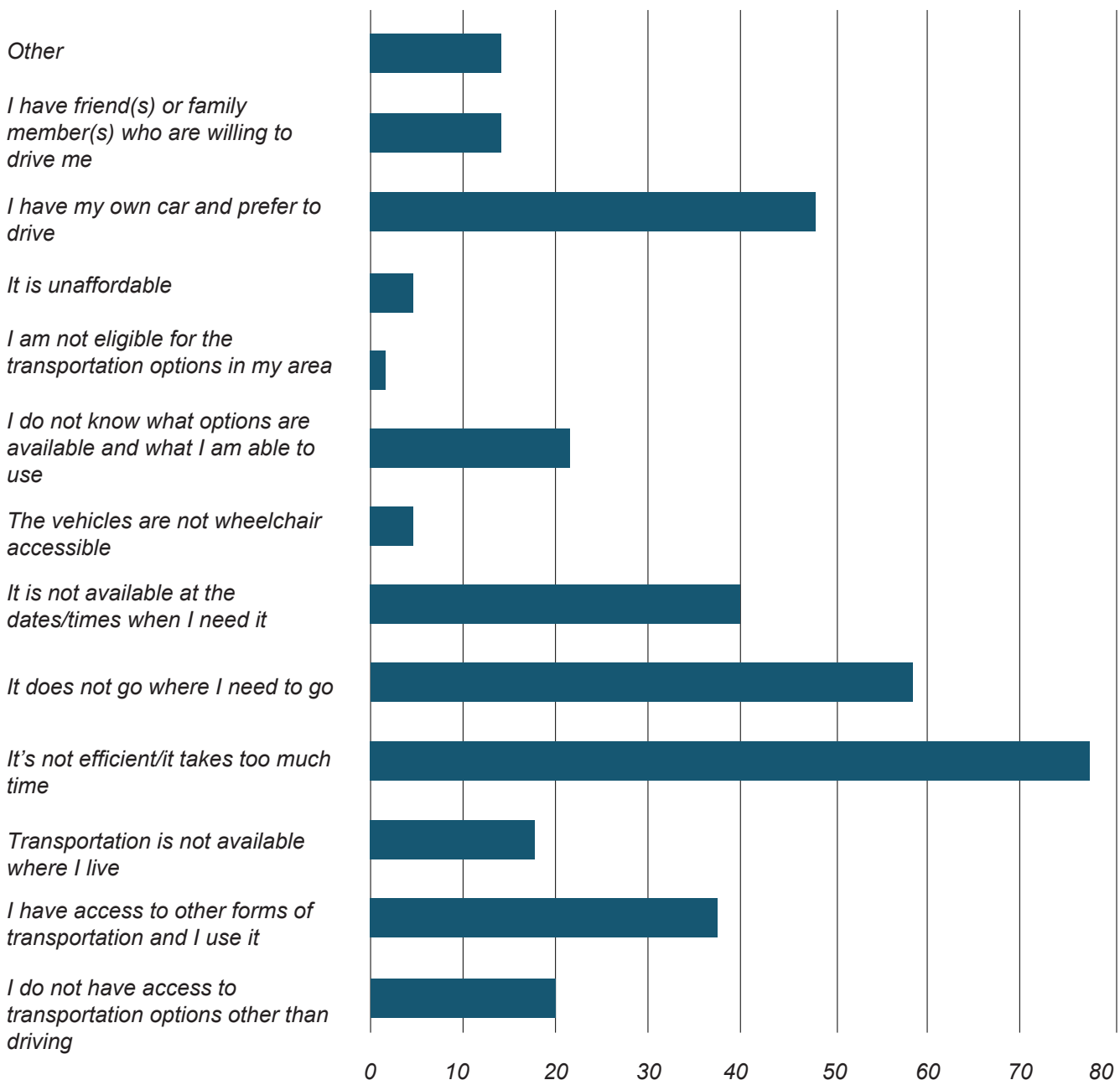


Transportation Patterns

Reasons not to use Alternative Transportation

Respondents were asked to indicate reasons why they did not use alternative transportation if they chose not to use it. The most common reason not to use alternative transportation was it not being efficient or taking too much time. However, this option was also followed by respondents selecting that the transportation does not go to where they need to go or that they have their own car and prefer to drive. More details are included in the graph below.

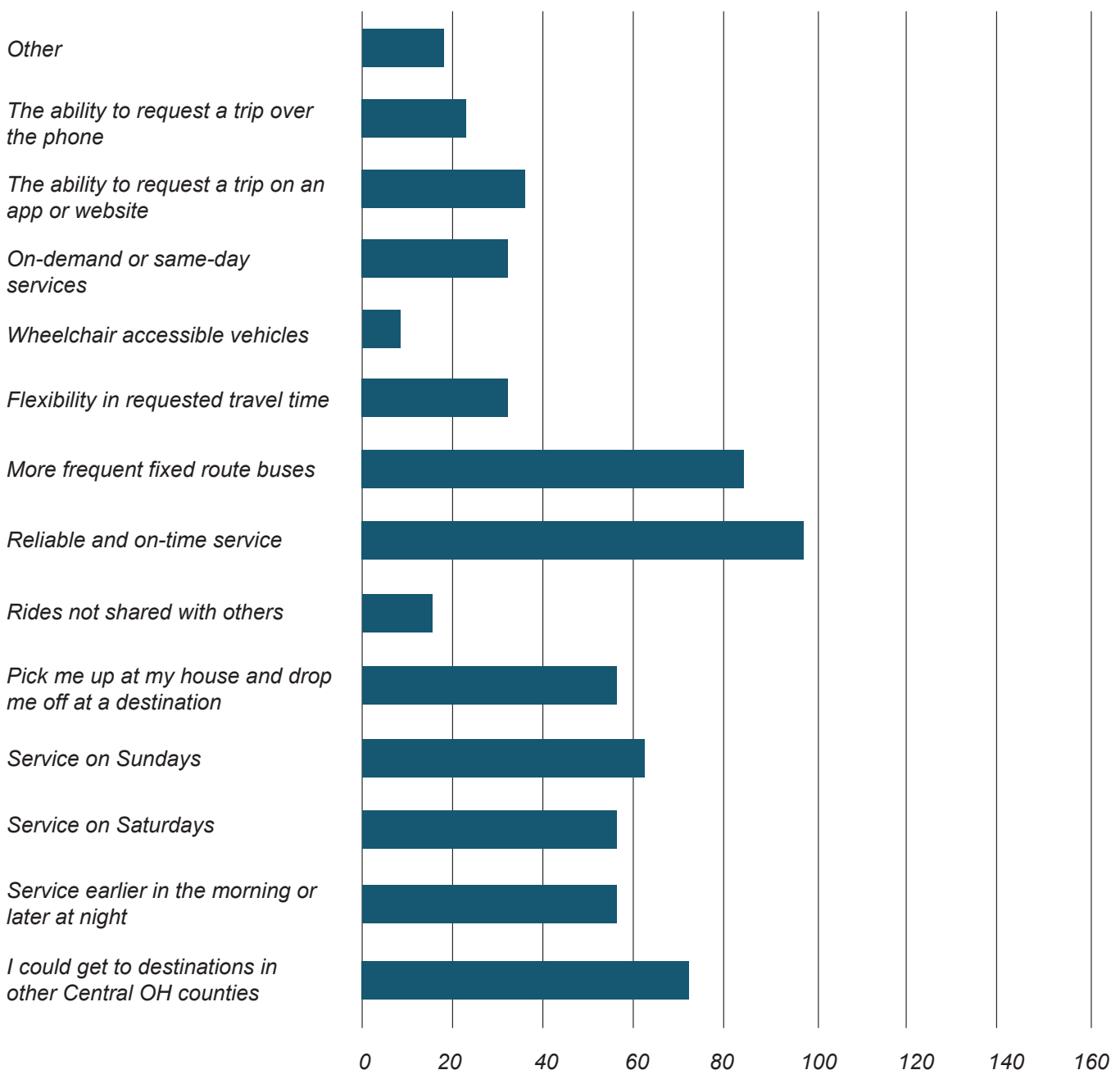
Reasons not to use Alternative Transportation



Desired Changes to Alternative Transportation Options

Respondents were asked to select the changes they would like to see to their alternative transportation options to make them more likely to utilize those options. The most commonly desired changes included reliable service (32) and services that pick them up directly from their home and take them directly to their destination (29). See more details in the figure below.

Desired Changes



GOAL 1: EXPAND SERVICES FOR DISADVANTAGED POPULATIONS

Strategy 1.1: Seek and use 5310 and 5307 funding to support this goal

- MORPC allocates 5310 funding for the MPO area. For the FY 2023, the recipients of 5310 funds were: Canal Winchester Human Services, Central Ohio Transit Authority, City of Dublin, City of Groveport, City of Hilliard, City of Obetz, City of Westerville, Clintonville Beechwold Community Resource Center, Delaware County Transit, Netcare Corporation, Open Door, Sourcepoint, the Alpha Group, and Tristar Transportation. These projects were all determined to be instrumental in expanding services for disadvantaged populations.

Strategy 1.2: Maintain expanded Mainstream and Mainstream On-Demand Hours. Continue to explore rider needs and adjust as needed

- COTA Mainstream On-Demand hours are currently Monday – Friday: 5:30 a.m.–10:00 p.m. and Saturday and Sunday: 7:30 a.m.–7:30 p.m. COTA Mainstream ADA hours are consistent with the hours of the fixed-route service. COTA has seen expanded hours in the past 18 months, with certain routes running until 11 p.m.

Strategy 1.3: Develop an inventory of non-medical and volunteer driver services. Develop best practice vetting processes

- The Franklin County Mobility Manager has an established inventory of all transportation providers in Franklin County. This inventory is maintained on an Excel spreadsheet as well as on the Gohio Mobility site. The current vetting process involves reaching out to the providers in six-month intervals to ensure information is up to date.

Strategy 1.4: Support joint RFPs among social agencies for purchased transportation to reduce costs and simplify trips for users

- No social agencies have submitted joint RFPs at this time.

Strategy 1.5: Identify and pursue regional connectivity through the County Connections initiative

- Throughout the update period, MORPC's Transit Planner and COTA's Regional Project Manager have collaborated on connecting with the transit agencies in ODOT's HSTC Region 6, including accompanying the Franklin County mobility manager to transportation advisory committee meetings. COTA is currently evaluating County Connections for an update.

Strategy 1.6: Support the implementation of fare evaluation for COTA services, including COTA Plus, to support economic accessibility.

- COTA currently offers half fare for older adults, veterans, and people with low incomes. Franklin County Mobility Manager supported this effort through helping COTA staff to sign up community members for the low-income fare assistance program. Half price fare programs also apply to COTA Plus fares. COTA Mainstream customers can use COTA Plus and fixed routes at no cost.

Strategy 1.7: Support the integration of bus stop and sidewalk improvements by encouraging the existence of and participating in a working group with the Franklin County Engineers Office and the City of Columbus.

- As part of the LinkUS mobility initiative, MORPC manages the Transit Supportive Infrastructure committees and program. With representation from nearly all jurisdictions within COTA's service area. These committees will guide the development of a regional Transit Supportive Infrastructure (TSI) Capital Improvements program, which will utilize a portion of the proposed 0.5% increase in sales tax to support transit and transit accessibility.

GOAL 2: ENCOURAGE FLEXIBLE POLICIES TO IMPROVE TRANSIT ACCESSIBILITY

Strategy 2.1: Develop an oversight committee for MORPC administered 5310 funding. Encourage a goal to expand reach of federal 5310 allocations.

- This oversight committee was developed in 2022. The committee met in 2023 to discuss FY 2023 awards. Participants were representatives from AARP, Central Ohio Transit Authority, Delaware County Board of Developmental Disabilities, Franklin County Board of Developmental Disabilities, and Age Friendly Innovation Center at Ohio State University.

Strategy 2.2 Improve coordination for transportation integration in land use decisions.

- In April 2024, the City of Columbus proposed modernizing the zoning on Columbus corridors for the first time in over 70 years. These changes are meant to make housing more affordable and services such as transportation to be more easily accessible.
- As part of the LinkUS mobility initiative, partners are working on an Equitable Transit Oriented Development plan that would promote affordable housing, increased access to jobs, and community growth along transit lines.

GOAL 3: INCREASE AWARENESS OF PROGRAMS AND SERVICES

Strategy 3.1: Increase training opportunities for transportation services for customers and care givers.

- COTA provides travel training to the community. MORPC staff occasionally assisted in travel trainings where two travel trainers were needed. The Franklin County Mobility Advisory Committee identified a need for outreach materials to address mobility planning for individuals to plan alternatives to driving. In partnership with the Franklin County Mobility Advisory Committee, MORPC created the Mobility Planning Initiative, a tool for community members to plan their alternative transportation options. The Mobility Plan Initiative is now incorporated into regular mobility management presentations. The FCMAC has also participated in travel training on COTA's fixed route and COTA Plus services to increase knowledge of service providers.

Strategy 3.2: Release and market Gohio Mobility and develop a user working group for evaluating effectiveness

- Gohio Mobility was launched in June 2023. A group with representatives from NOACA, ODOT, and MORPC was established quarterly to maintain communication about changes and improvements that are needed for the platform.

Strategy 3.3: Use plain language, picture based instruction, and expand languages offered in marketing and training materials to improve accessibility of outreach initiatives

- Several different initiatives expanded the accessibility of outreach initiatives. In February 2024, COTA collaborated with Magnus Mode to develop MagnusCards for neurodiverse individuals to learn how to use public transportation in an empowering and informative way.
- The Franklin County Mobility Manager completed a training in plain language led by Franklin County Public Health and incorporated those learnings into outreach materials such as the Mobility Plan Initiative. Finally, the 2023 Regional Mobility Plan survey was offered in Spanish, Arabic, and Somali.

Strategy 3.4 Encourage coordination among mobility application providers through API and SDK for one-stop scheduling

- No progress on this strategy as of June 2024.

Licking County

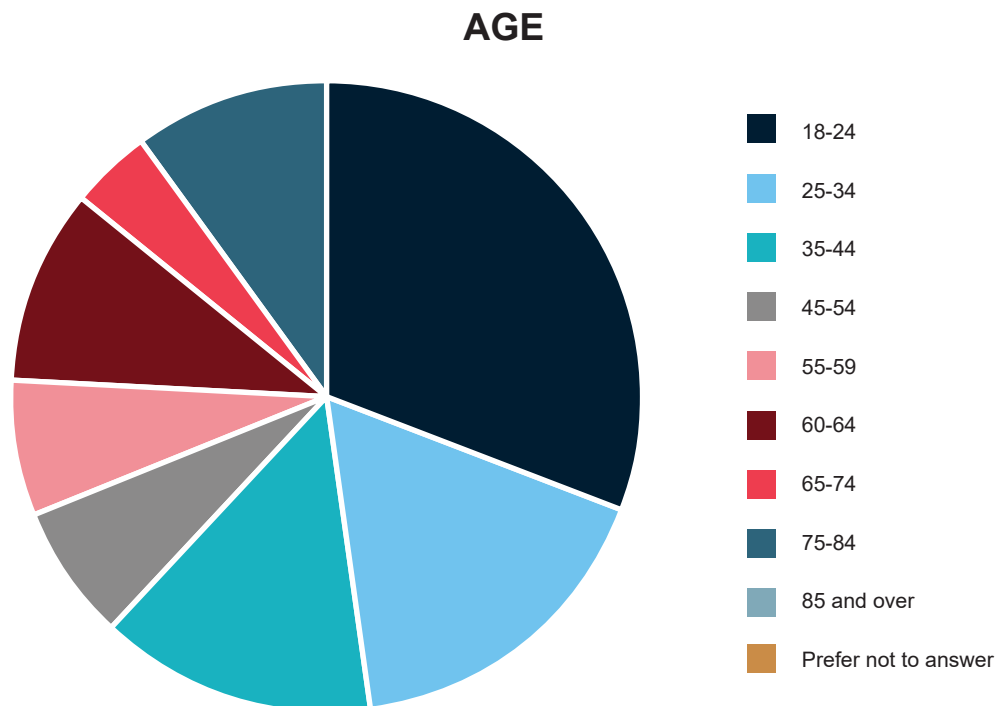
Licking County Survey Results

Summary

There were 29 valid survey responses from Licking County, with most of them coming from the 43055-zip code. Survey responses were garnered through various methods including advertisements on Licking County Transit vehicles, direct outreach events, and social media. Data was collected on respondent demographics, common destinations, infrastructure available to respondents, access to alternative transportation, reasons for using alternative transportation, and desired changes to transportation options. Entire survey results are not included in this update but are available upon request.

Respondent Demographics

Age



Ethnicity and Race of Respondents

The majority of respondents were White (22). Three respondents were both White and Black or African American, two respondents were Black or African American, one respondent was American Indian or Alaska Native, and one respondent was Asian. 26 respondents were not Hispanic or Latino and three respondents were Hispanic or Latino. See the figure below for more details.

RACE	COUNT
White	22
Black or African American & White	3
Black or African American	2
Asian	1
American Indian or Alaska Native	1
Are you Hispanic or Latino?	
No	26
Prefer not to answer	0
Yes	3
GRAND TOTAL	29

Language

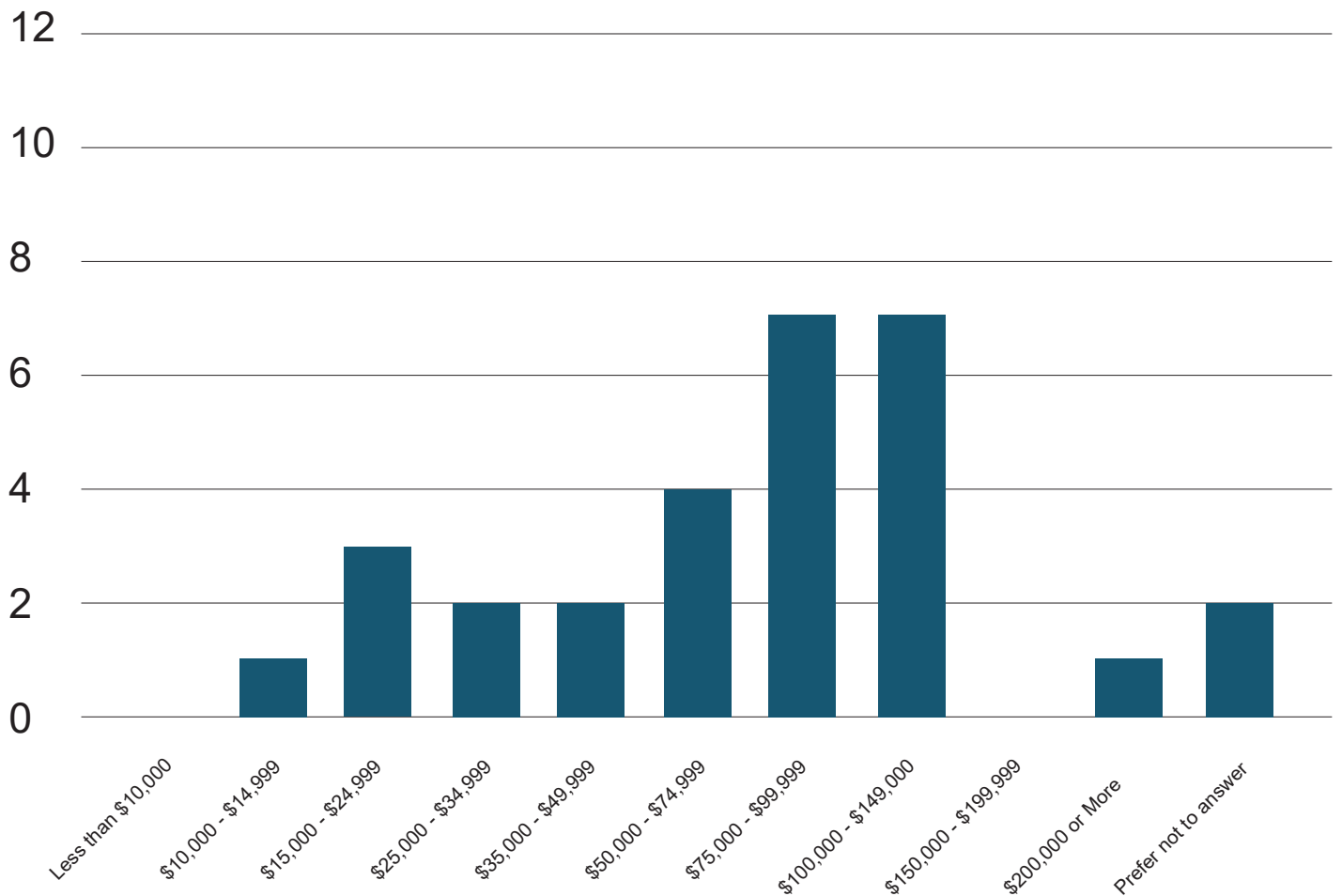
Almost all responded reported that English was their first language with 1 respondent electing not to answer.

Income

Respondents in Licking County had a wide variety of incomes. At least 34% of respondents had incomes below Licking County's median income of \$72,771.

See figure below for more details on the income breakdown of respondents.

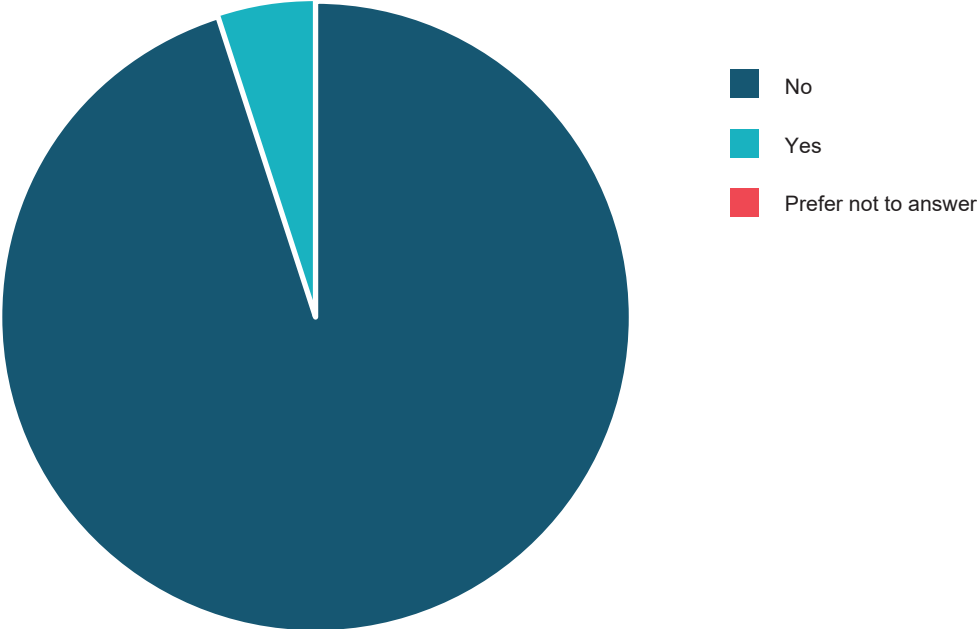
INCOME



Mobility Device Usage

Respondents were asked if they used a mobility device to get around. Mobility devices were defined for this survey as wheelchairs, canes, walkers, and other devices to enhance mobility. Only one respondent in Licking County answered that they did use a mobility device. See figure below.

Mobility Device Usage

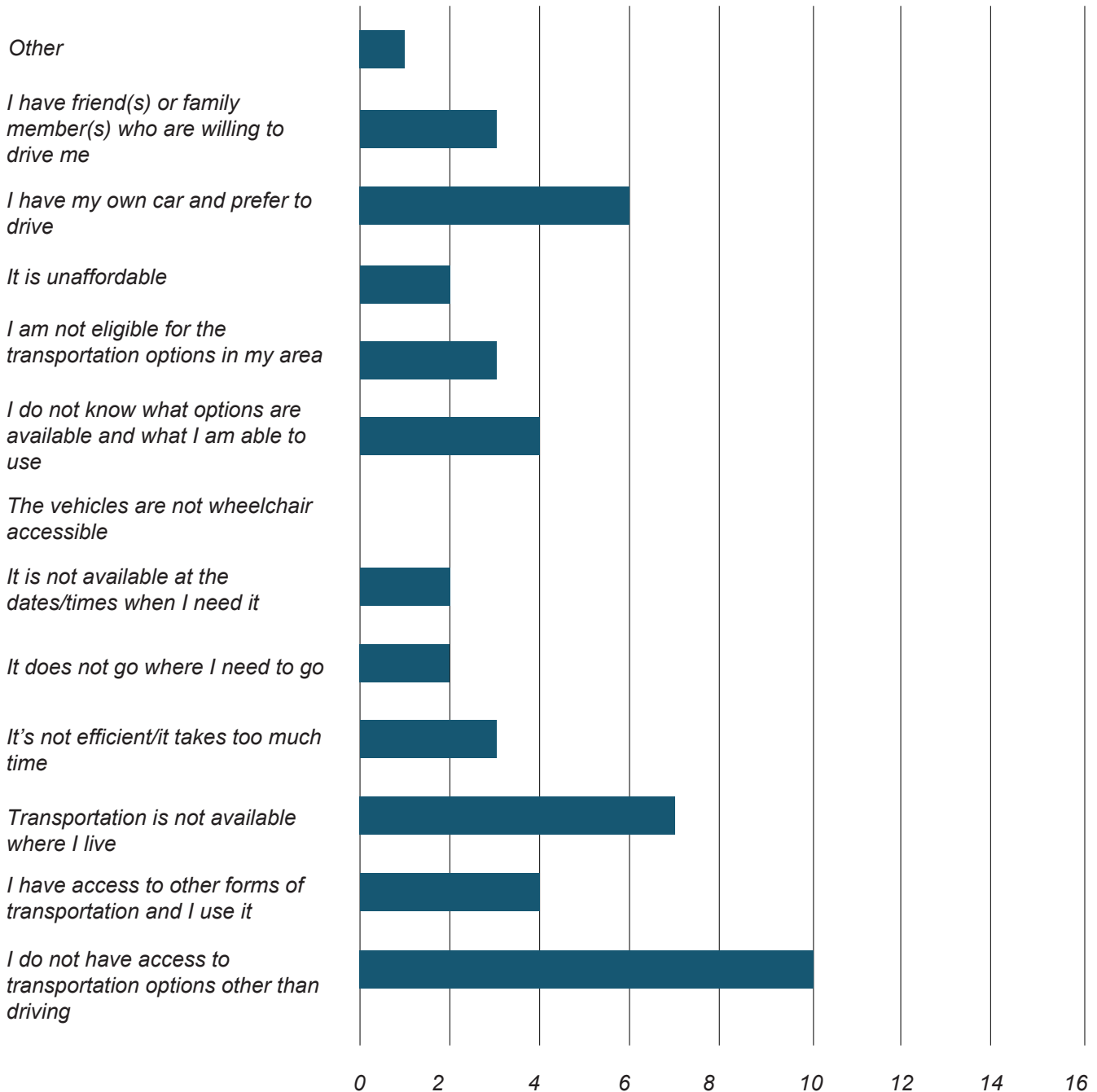


Transportation Patterns

Reasons not to use Alternative Transportation

The majority of respondents responded that they did not use alternative transportation because they had no other option than driving or that there was no alternative transportation available for them. See figure below for more details.

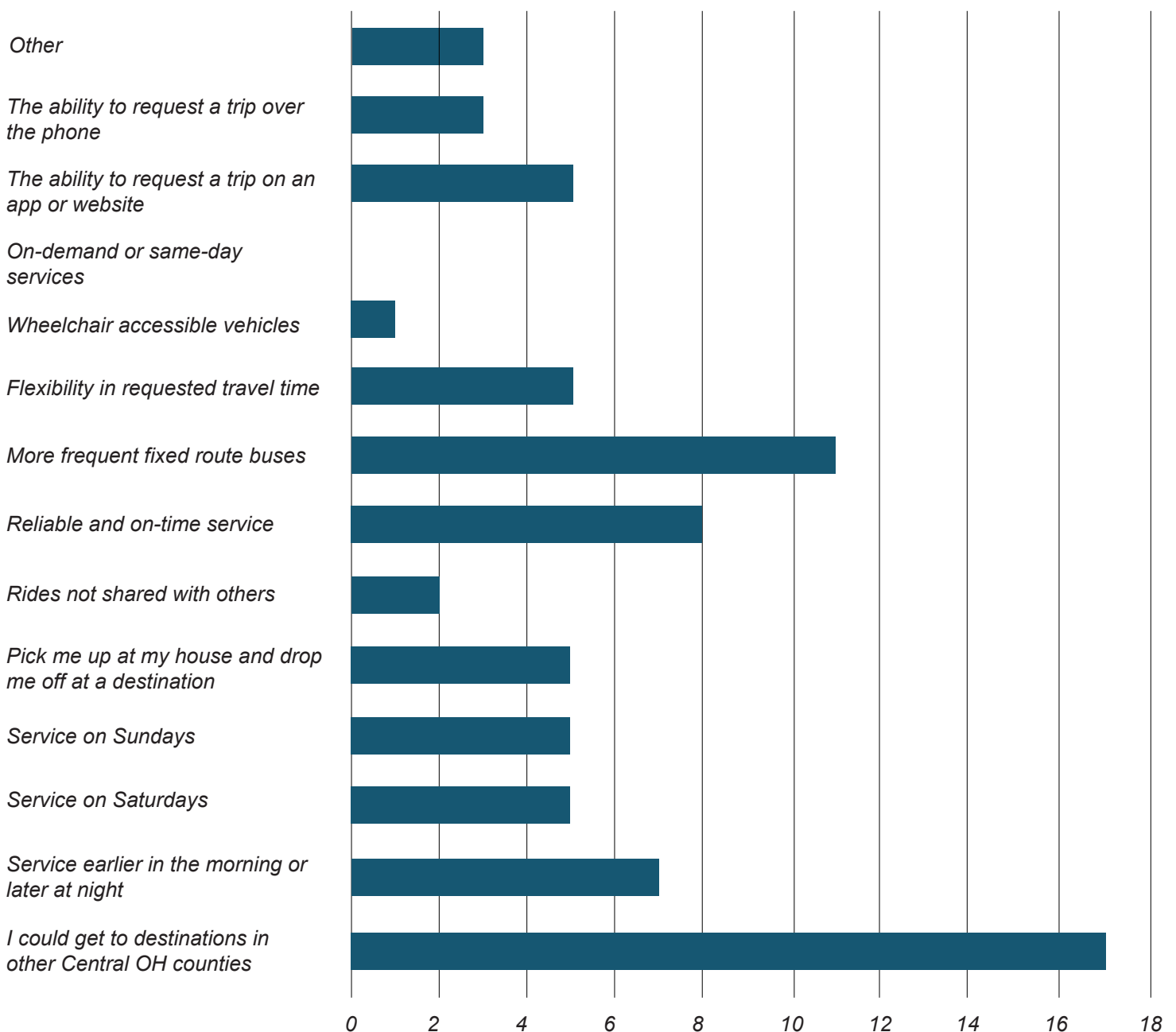
Reasons not to use Alternative Transportation



Desired Changes to Alternative Transportation Options

Respondents were asked to select the changes they would like to see to their alternative transportation options to make them more likely to utilize those options. The most commonly desired changes included out-of-county trips and more frequent fixed-route buses. See more details in the figure below.

Desired Changes



**GOAL 1: PURCHASE AND REPLACE EQUIPMENT
(INCLUDING ADA COMPLIANT VEHICLES WITH SECURITY CAMERAS)**

Strategy 1.1: Apply for Section 5307 funding to replace/purchase equipment. Work with local agencies to subsidize federal funding with local match funds for capital investments. Reach out to the state to infer about additional funding sources and programs for capital investments/safety improvements

- Licking County Transit purchased 16 new vehicles in 2022 and 2023 and ordered 11 new vehicles for 2024. As of March 2024, LCT has 14 vehicles in its fleet. All vehicles are equipped with Roscoe Camera Systems.

**GOAL 2: UTILIZE TECHNOLOGY TO IMPROVE SERVICES
(SCHEDULING SOFTWARE, CALLBACK SYSTEMS)**

Strategy 2.1: Evaluate RouteMatch software being implemented at Licking County Transit (LCT) in 2020. Research other ODOT approved vendors. Begin the process of requesting information and pricing

- Licking County Transit utilized the ODOT State Term pricing for the review of five potential CAD/AVL vendors. Ultimately, LCT selected Tripmaster CTS for their new system and are in the process of implementing it.

GOAL 3: PILOT DEVIATED ROUTE SERVICES FOR HIGHER EDUCATION, HOSPITALS, AND OTHER EMPLOYERS

Strategy 3.1: Implement and monitor two deviated route pilot programs with existing staff and equipment to evaluate the demand for deviated route services while monitoring the continue need for demand response services

- Licking County Transit launched its first fixed route July 10th, 2023. This fixed route goes along Main Street in Newark and serves LMK, government offices, Licking County Aging Partnership and various businesses. The second route launched in October 2023 and the third route in Granville launched on March 4th, 2024. A fourth route is currently being evaluated. In 2023, the deviated fixed routes had 5,233 riders and from 1/1/2024 to 5/29/24, the deviated fixed routes had 13,655 riders. LCT projects a 77% increase in riders from 2022 to 2024.

GOAL 4: CREATE A REGIONAL MOBILITY MANAGEMENT PROGRAM

Strategy 4.1: Gather all transportation providers in/around the region to sit down for a roundtable meeting to create a uniform channel of communication both between providers and to passengers

- Throughout the 18-month update period, the Licking County Transportation Advisory Group met quarterly and discussed how to advance the goals and strategies of the Regional Mobility Plan. Participating agencies took turns hosting the LTAG to increase information sharing and coordination. The LTAG began evaluating the goals and strategies for Licking County, as many have been accomplished.

GOAL 5: EXPAND PUBLIC OUTREACH AND EDUCATION

Strategy 5.1: Pursue multiple avenues for educating the public on transportation resources that are available; educate consumers on how to eliminate waste associated with dry runs and improve efficiency through better preparation and communication

- Licking County Transit utilized social media, radio advertisements, community engagements, panel engagements, and forums to spread awareness of transit availability. The mobility manager also performed community engagement activities, established a mobility management website, and began providing travel training for the deviated fixed route.

GOAL 6: IMPLEMENT DEVIATED ROUTE SERVICE

Strategy 6.1: Work with LCT and local transportation providers as well as all local stakeholders to implement deviated route service that expands the service coverage of the previously implemented pilot programs

- See Strategy 3.1. LCT is currently working on planning their fourth pilot route.

GOAL 7: CONDUCT A FEASIBILITY STUDY FOR TRANSITIONING TO FIXED ROUTE SERVICES

Strategy 7.1: Work with LCT to evaluate the performance of current services and the continued need to expand/change those services to fixed routes and develop a plan of action

- The pilot routes will be the first step towards a more comprehensive regional transit plan. The TDP details a plan of five to ten years out to implement full fixed route service based on usage rates and performance of the pilot routes.

Logan County

Logan County Survey Results

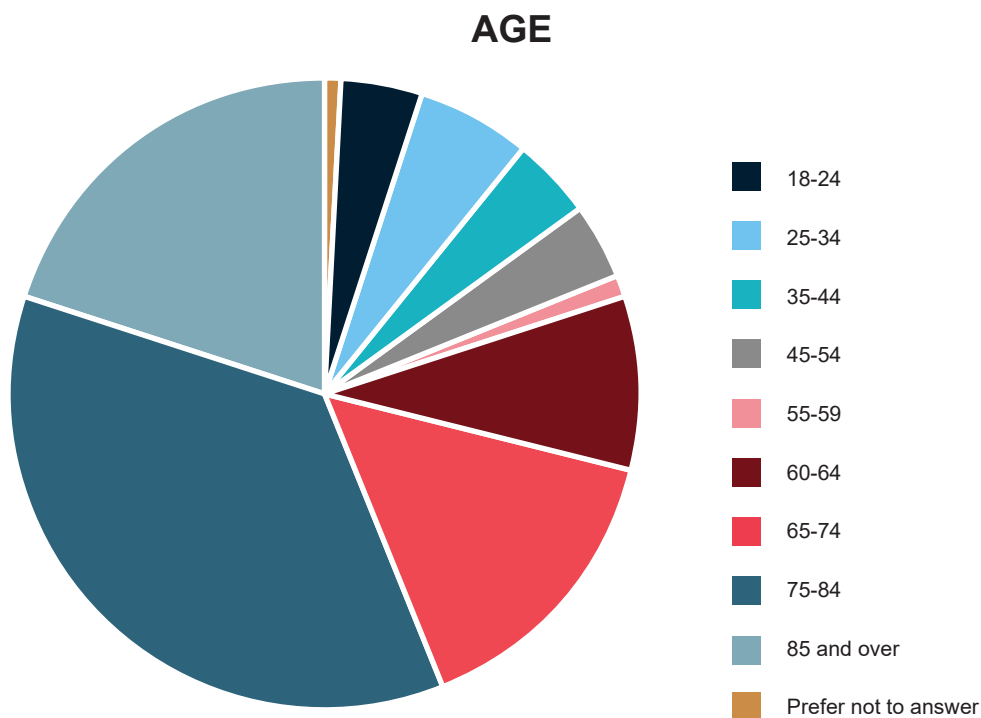
Summary

There were 84 valid survey responses from Logan County, with the majority coming from the 43311-zip code. Survey responses were gathered through direct outreach. Data was collected on respondent demographics, common destinations, infrastructure available to respondents, access to alternative transportation, reasons for using alternative transportation, and desired changes to transportation options. Entire survey results are not included in this update but are available upon request.

Respondent Demographics

Age

82% of respondents (69) were above the age of 55, meaning most respondents were older adults. See figure below for more details.



REGIONAL MOBILITY PLAN - LOGAN COUNTY UPDATES

Ethnicity and Race of Respondents

The majority of respondents were white (65). 11 respondents preferred not to answer, 4 respondents were Black or African American, 2 respondents were Black or African American and White, and one participant selected American Indian or Alaska Native. One participant selected 'other' but did not fill out an open-ended response.

76 respondents selected that they were not Hispanic or Latino and 3 respondents selected that they were Hispanic or Latino.

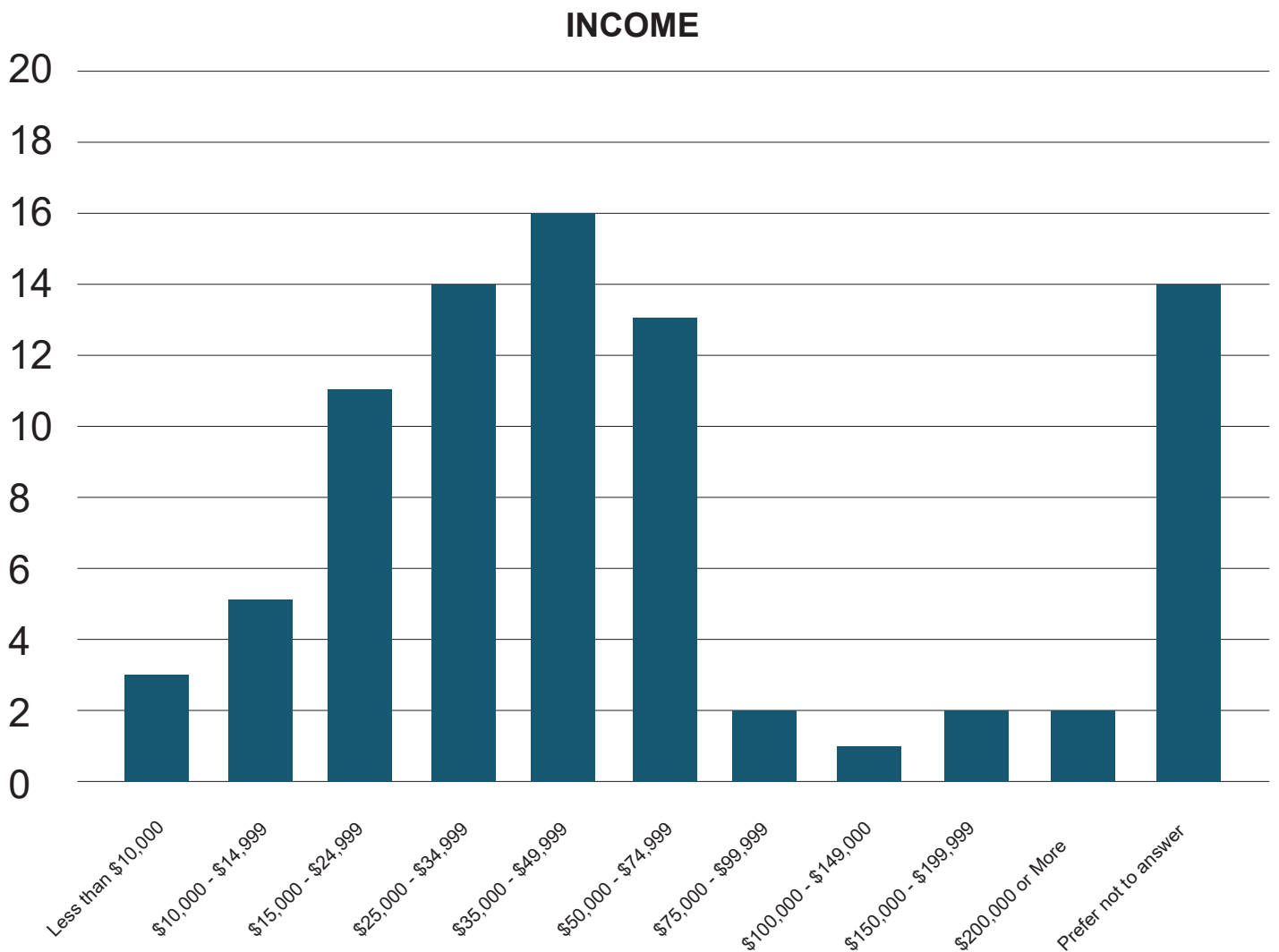
RACE	COUNT
White	65
Black or African American & White	2
Black or African American	4
American Indian or Alaska Native	1
Other	0
Prefer not to answer	11
Are you Hispanic or Latino?	
No	76
Prefer not to answer	5
Yes	3
Grand Total	84
GRAND TOTAL	84

Language

83 respondents indicated that English was their first language with one person preferring not to answer.

Income

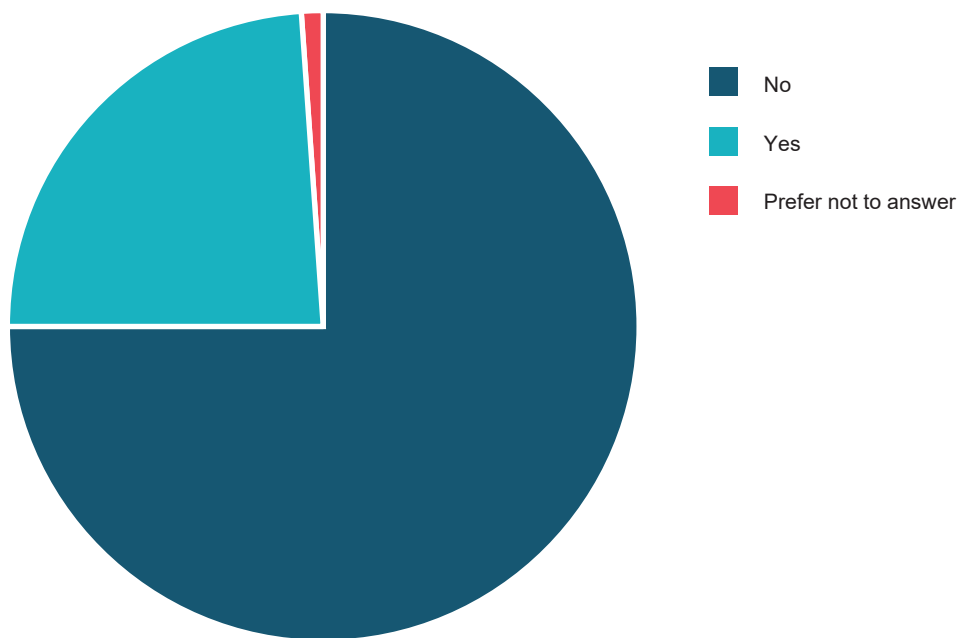
59% of Logan County's respondents have incomes below \$74,999 at the time of the survey. Logan County's median income in 2021 was \$64,196. 14 respondents preferred not to answer the question about their income.



Mobility Device Usage

Respondents were asked if they used a mobility device to get around. Mobility devices were defined for this survey as wheelchairs, canes, walkers, and other devices to enhance mobility. In Logan County, 26 of 84 respondents (31%) reported that they use some type of mobility device. See figure below.

Mobility Device Usage

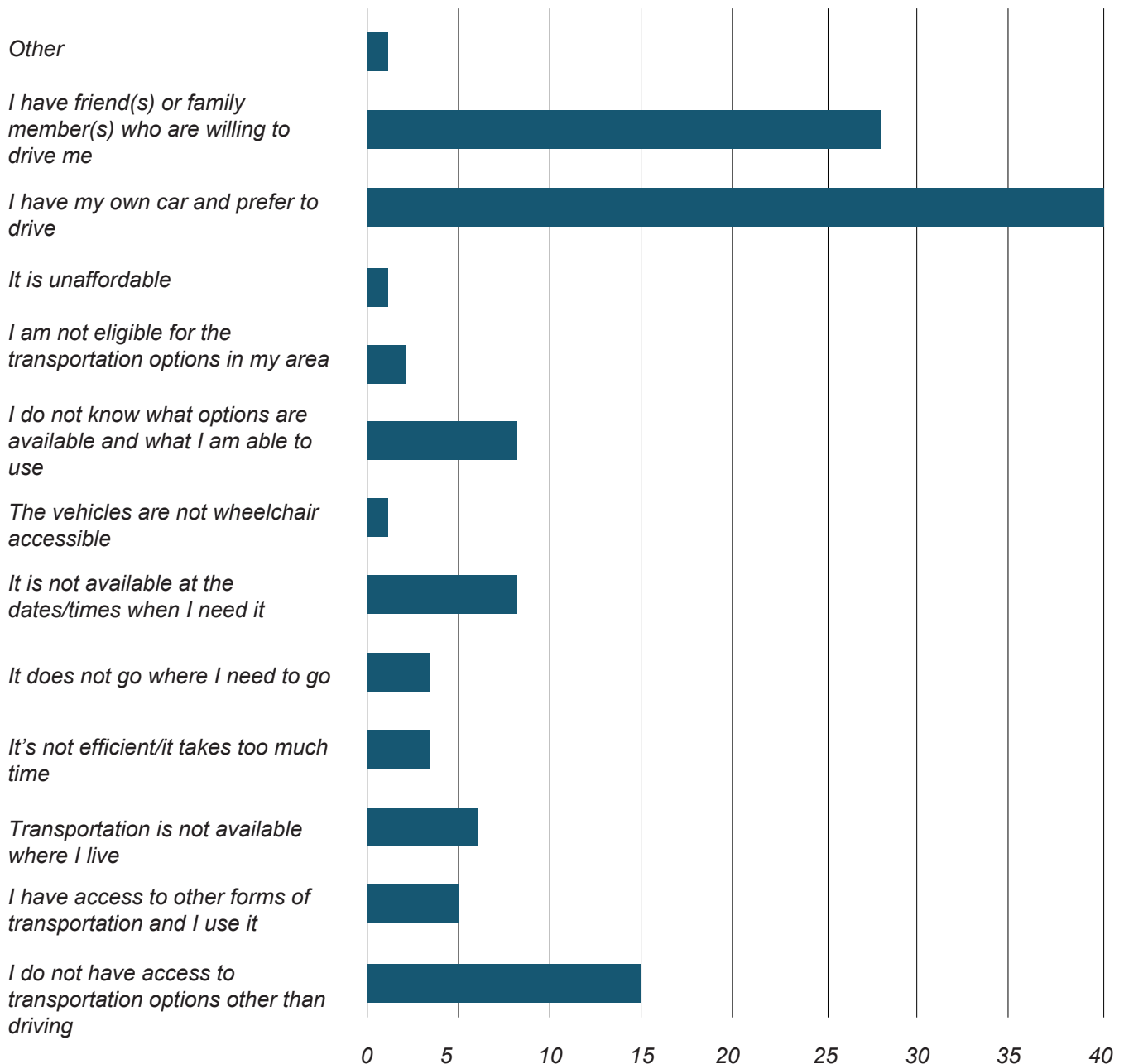


Transportation Patterns

Reasons not to use Alternative Transportation

A little over half of respondents (53%) stated that they did have access to alternative transportation options other than driving themselves. Of the 44 respondents that had access, only 20 said they used their alternative transportation options. 27 respondents said they did not have access to alternative transportation and 11 said they did not know if there are other options available. See figure below.

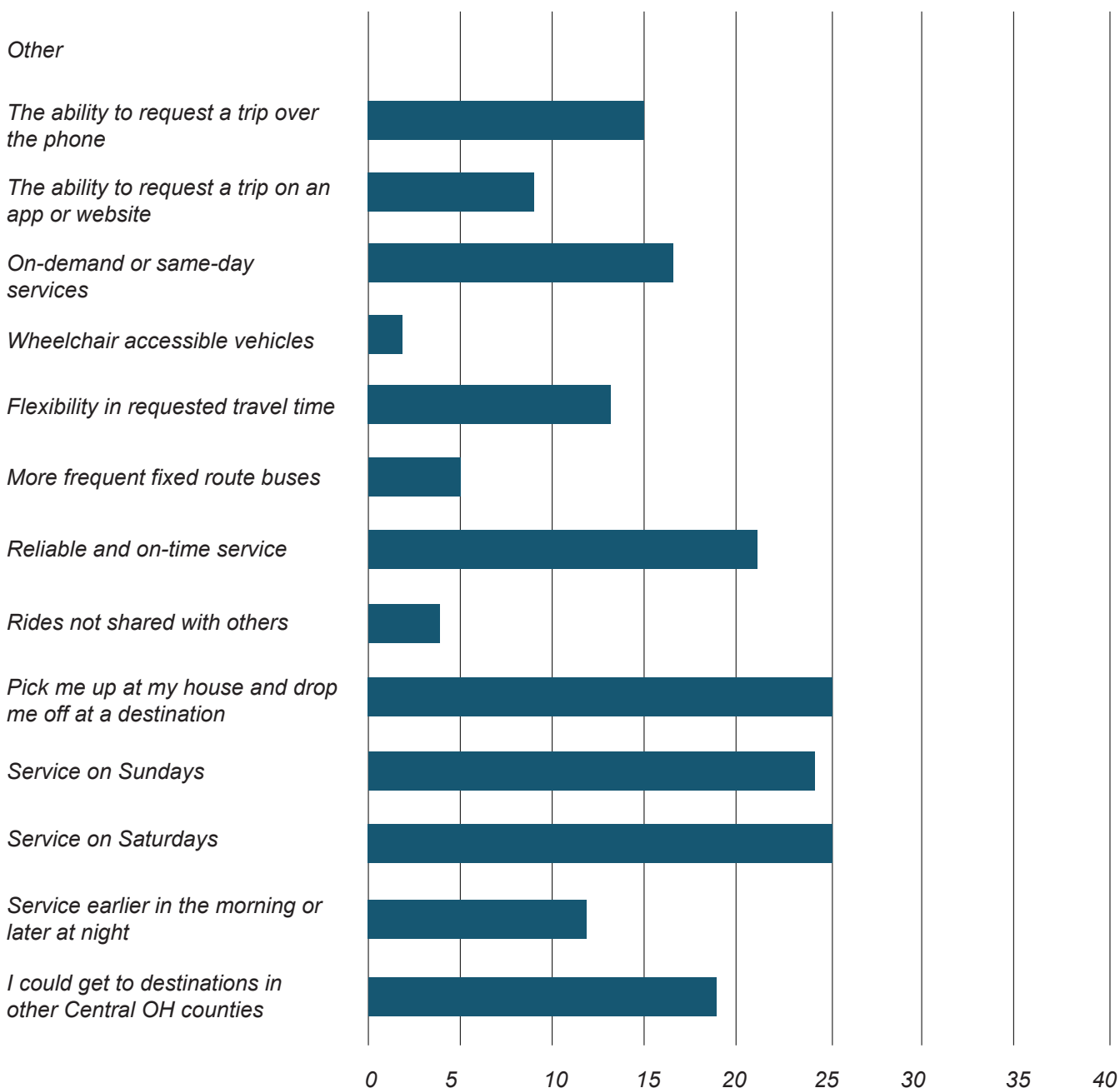
Reasons not to use Alternative Transportation



Desired Changes to Alternative Transportation Options

Respondents that did not use alternative transportation were encouraged to select reasons why they may not use the options available to them. The most common reason not to use alternative transportation was a respondent having their own car and preferring to drive (40), followed by having someone else that can drive them (28). See details below in the figure and table.

Desired Changes



GOAL 1: COLLABORATE FOR SERVICE DELIVERY

Strategy 1.1: Coordinate and build support with neighboring counties through mobility management efforts

- The Logan County mobility manager collaborated with the Union County mobility manager and mobility managers in ODOT HSTC Regions 2 and 3 to coordinate rides through Ride Connect. Ride Connect is a volunteer driver program that can fulfill cross county rides. Logan County continues to refer to Ride Connect as they can.

Strategy 1.2: Utilize Gohio Mobility as a one stop multi-county transportation search tool

- Gohio Mobility launched in June 2023. The Logan County mobility manager continues to keep provider information up to date and utilize it for referrals as is appropriate.

Strategy 1.3: Initiate formal agreements between county social service agencies and mobility management to coordinate services and outreach

- No formal agreements have been reached at this time.

GOAL 2: PURSUE EFFICIENT USE OF FUNDING

Strategy 2.1 Continually engage providers on service updates and document needs for future funding opportunities through the Transit Advisory Board.

- Throughout the 18-month update period, the Transit Advisory Board met quarterly. During these meetings, service updates were provided by RTC, and service providers discussed gaps in services. From these meetings and information sharing, there has been an increased interest in 5310 funds. The Logan County mobility manager, ODOT 5310 program manager, and Franklin County mobility manager from MORPC were invited to meet with Mary Rutan Hospital and the Logan County Friendly Senior Center to discuss the potential for 5310 funds to increase mobility options for their respective client populations.

Strategy 2.2: Research and pursue grant and federal funding opportunities to decrease operational costs and reduce costs for passengers. Identify additional ways to reduce ridership costs

- The Logan County mobility manager began attending MORPC's Money Mondays presentations to learn more about funding opportunities. The mobility manager is also working with interest groups that are investigating the possibility of a senior levy.

GOAL 3: IMPROVE ACCESS TO WORKFORCE TRANSPORTATION

Strategy 3.1: Implement outreach to identify most needed transportation initiatives to support access to employment opportunities

- The Logan County mobility manager performed outreach activities with local businesses, the Logan County Chamber of Commerce, MORPC's Gohio Commute team, and SHARE Mobility.

Strategy 3.2: Pursue vanpooling and research other transportation opportunities for workforce mobility

- The Logan County Chamber of Commerce, MORPC's Gohio Commute team, and Jobs and Family Services are currently working on a grant to provide vanpooling for smaller county businesses.

Strategy 3.3: Pursue partnerships with major employers in coordination with regional goals to support access to employment opportunities

- The Logan County mobility manager began reaching out to smaller industries to connect them with grant opportunities through Jobs and Family Services.

GOAL 4: IMPROVE PUBLIC AWARENESS OF MOBILITY OPTIONS

Strategy 4.1: Support mobility manager lead outreach through coordination of Gohio Mobility

- The Logan County Mobility Manager began promoting Gohio Mobility as an option for individuals, caregivers, and service providers after its launch in June 2023.

Strategy 4.2: Implement outreach to identify knowledge gaps and need for education

- Outreach efforts included engagement with senior living facilities, health fairs, websites, and creating new promotional materials. The mobility manager began leading the Coordinators of Logan County Agency Services (COLCAS) meetings.

GOAL 5: IMPROVE PUBLIC PERCEPTION OF TRANSIT

Strategy 5.1: Address public perception of available services

- The Logan County Mobility Manager began promoting Gohio Mobility as an option for individuals, caregivers, and service providers after its launch in June 2023.

GOAL 6: IDENTIFY RESOURCES TO SUPPORT ACCESSIBLE TRANSPORTATION SERVICES

Strategy 6.1: Identify unmet needs for older adults and people with disabilities through planned outreach

- The mobility manager visited the senior center and senior living facilities monthly. They also began co-chairing the Awareness subcommittee of the Senior Services Coalition and began as a board member of the Logan County Friendly Senior Center.

Strategy 6.2: Engage with regional partners for awareness of grant opportunities as they come available and support on application processes

- Research into a circulator is being done, particularly with the new circulator in Marysville.

CHANGES TO LOGAN COUNTY GOALS AND STRATEGIES

The following changes to Logan County's Goals and Strategies were adopted by the Logan County Transit Advisory Board and approved by the Logan County Commissioners as of January 2024.

GOAL 1: COLLABORATE FOR SERVICE DELIVERY

- Strategy 1.1: Coordinate and build support with neighboring counties through mobility management efforts
- Strategy 1.2: Initiate agreements between county social service agencies and mobility management to coordinate services and outreach

GOAL 2: PURSUE EFFICIENT USE OF FUNDING

- Strategy 2.1: Continually engage providers on service updates and document needs for future funding opportunities through the Transit Advisory Board
- Strategy 2.2: Research and pursue grant and federal funding opportunities to decrease operational costs and reduce costs for passengers. Identify additional ways to reduce ridership costs (including 5310 funding)

GOAL 3: IMPROVE ACCESS TO WORKFORCE TRANSPORTATION

- Strategy 3.1: Pursue vanpooling and research other transportation options for workforce mobility
- Strategy 3.2: Pursue partnerships with major employers in coordination with regional goals to support access to employment opportunities

GOAL 4: IMPROVE PUBLIC AWARENESS OF MOBILITY OPTIONS

- Strategy 4.1: Support mobility manager lead outreach in coordination of Gohio Mobility
- Strategy 4.2: With a focus on workforce and public perception, the mobility manager will have an outreach plan each year

GOAL 5: IDENTIFY RESOURCES TO SUPPORT ACCESSIBLE TRANSPORTATION SERVICES

- Strategy 5.1: Identify unmet needs for older adults and people with disabilities through planned outreach
- Strategy 5.2: Engage with regional partners for awareness of grant opportunities as they come available and support on application processes

Madison County

Madison County Survey Results

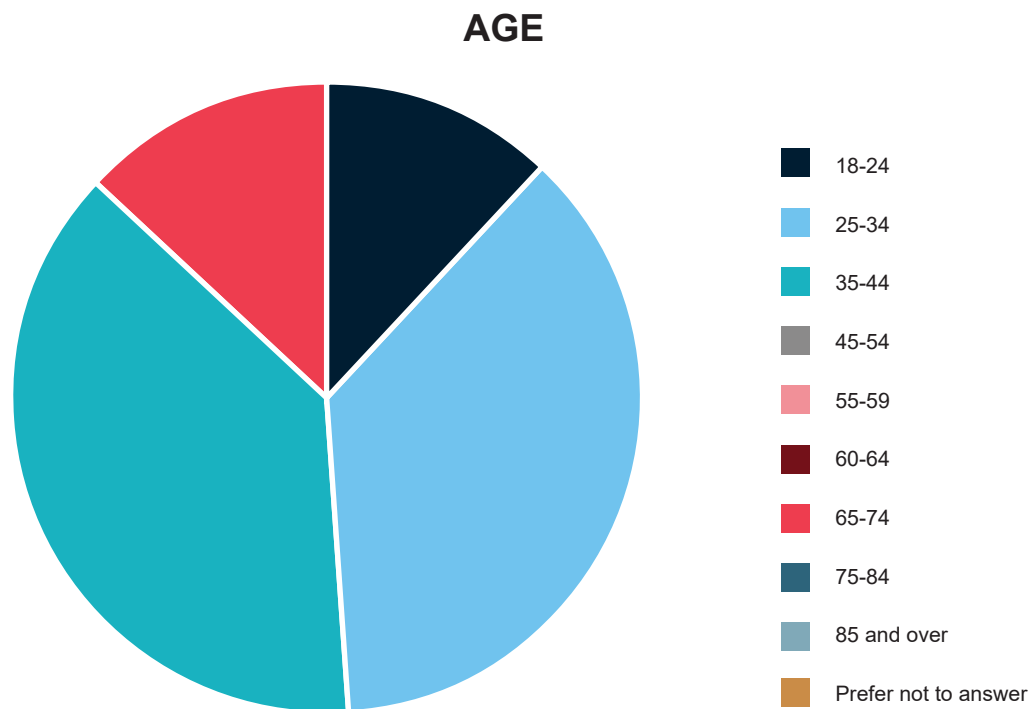
Summary

There were 8 valid survey responses from Madison County, with most of them coming from the 43140 zip code. Survey responses were garnered through a variety of methods including but not limited to direct outreach events and social media.

Respondent Demographics

Age

One respondent was in the 18-24 age range, three respondents were in the 25-34 age range, three respondents were in the 35-44 age range, and one participant was in the 65-74 age range.



Ethnicity and Race of Respondents

The majority of respondents were White (6). Two respondents selected their race as Black or African American and/or Other. One person was Hispanic or Latino. See the figure below for more details.

RACE	COUNT
White	6
Black or African American	1
Other	1
GRAND TOTAL	8

Language

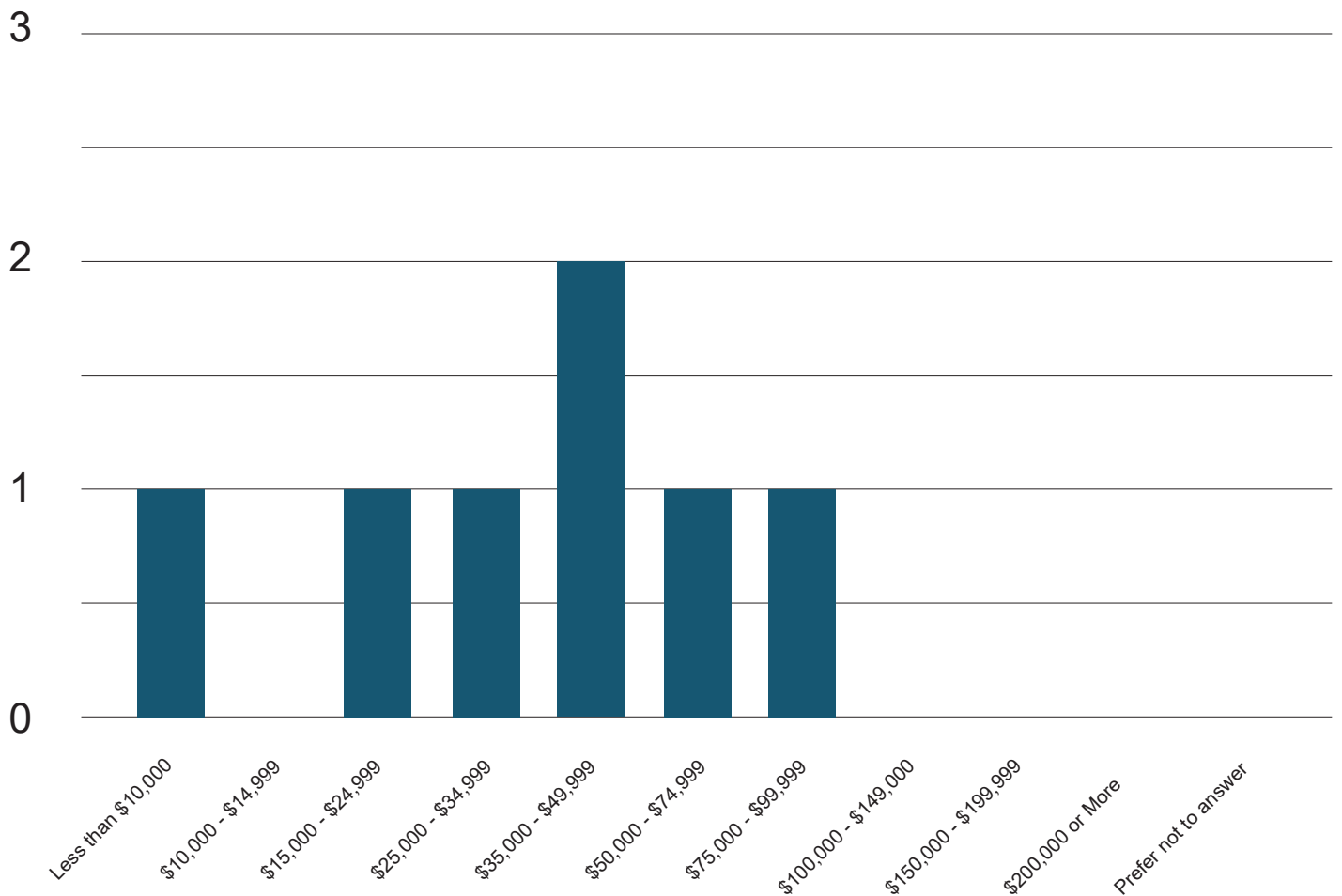
Seven respondents indicated that English was their first language, and one respondent chose Other without specifying a specific language.

Income

Respondents in Madison County had a variety of incomes. At least 63% of respondents had incomes below Madison County's median income of \$72,811.

See figure below for more details on the income breakdown of respondents.

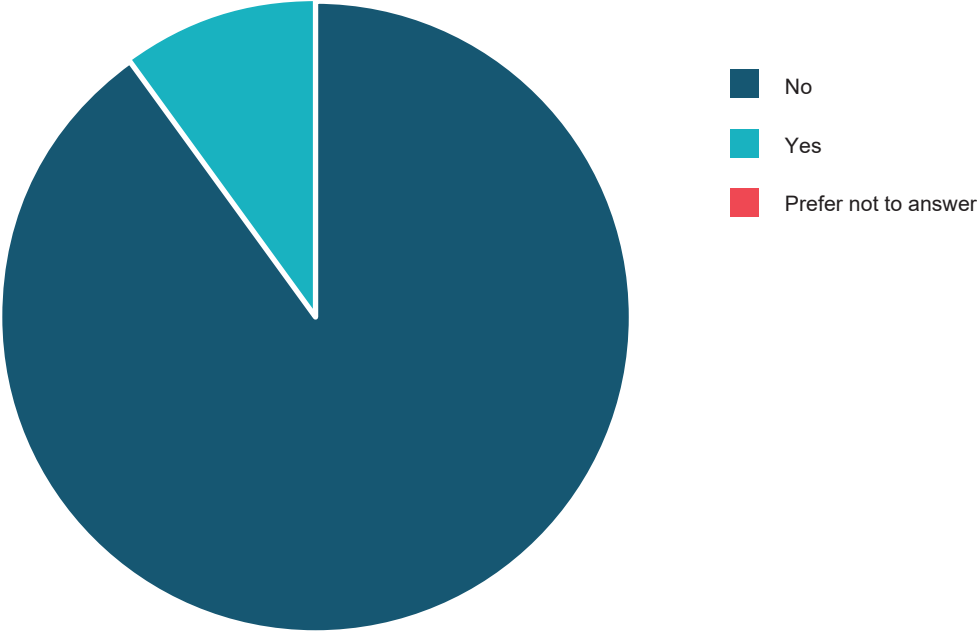
INCOME



Mobility Device Usage

Respondents were asked if they used a mobility device to get around. Mobility devices were defined for this survey as wheelchairs, canes, walkers, and other devices to enhance mobility. Only 1 respondent reported that they used a mobility device.

Mobility Device Usage

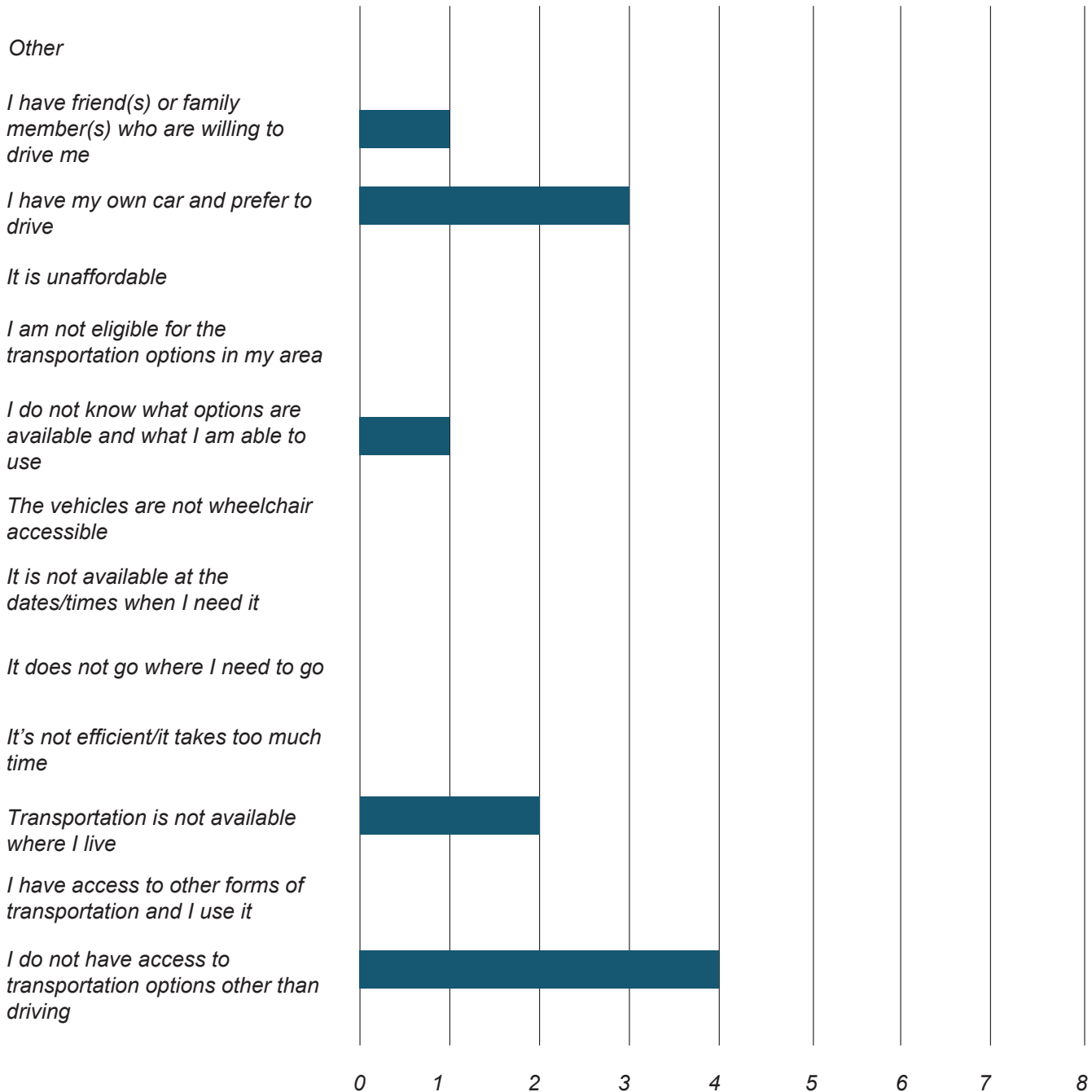


Transportation Patterns

Reasons not to use Alternative Transportation

The majority of respondents responded that they did not use alternative transportation because they had no other option than driving with some preferring to drive their own cars. See figure below for more details.

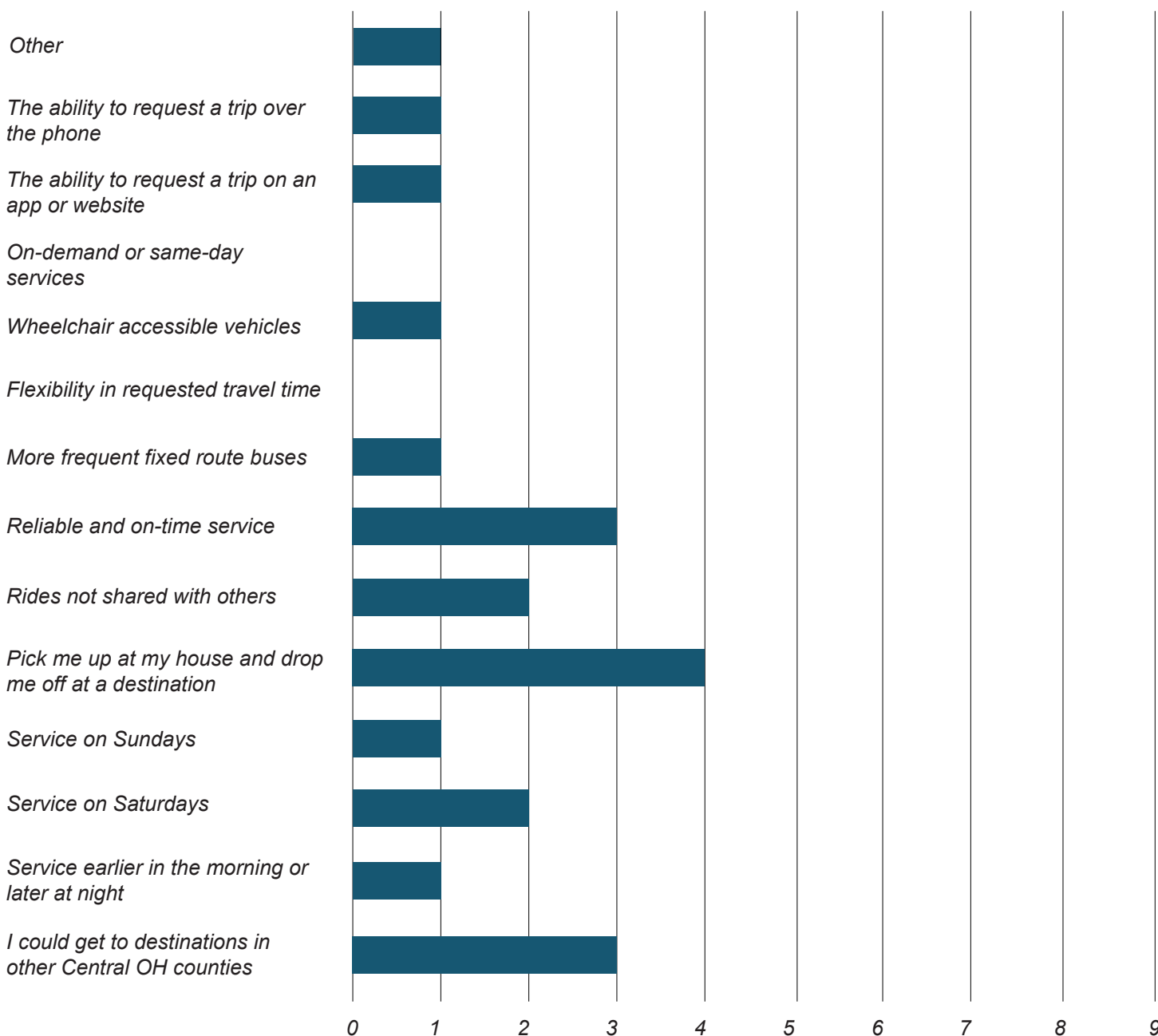
Reasons not to use Alternative Transportation



Desired Changes to Alternative Transportation Options

Respondents were asked to select the changes they would like to see to their alternative transportation options to make them more likely to utilize those options. The most commonly desired changes included services that picked residents up at their house and took them directly to their destination and out-of-county travel. See more details in the figure below.

Desired Changes



GOAL 1: PROVIDE SAFE AND RELIABLE TRANSPORTATION FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES

Strategy 1.1: Evaluate improvement of current services to include improvement of current vehicle replacement programming and encouragement of the existence of a public transit service with 5311 funding

- Fayette County CAC has been awarded the grant from ODOT to begin service in Madison County, starting with a point deviation route in London, OH. This should greatly enhance the existence of public transit in the area.

Strategy 1.2: Identify and pursue innovative funding for public transportation services with accessibility and connectivity of services in mind

- No update available

Strategy 1.3: Identify opportunities for connectivity by participating in regional efforts pursuing cross-county connections, including connections to COTA

- Bridges Community Action Partnership and Fayette Madison Transit have been in communication with COTA to discuss their connections at the county line and where their system stops. Representatives from all three organizations traveled to Delaware County Transit to do a site visit and learn from their service model.

GOAL 2: INCREASE AND IMPROVE EDUCATION AND OUTREACH INITIATIVES TO SUPPORT ACCESS AND AWARENESS OF OPTIONS IN THE COUNTY

Strategy 2.1: Utilize Gohio Mobility as a one stop multi-county transportation search tool in coordination with paratransit and other transportation services in the county Share the tool as a resource for human service agencies, care givers, and the public.

- When Gohio Mobility launched, the Franklin County mobility manager attended the Family Council meeting in Madison County to promote the site.

Strategy 2.2: Evaluate necessary resources and county desire to fulfill a mobility management position for the county.

- ODOT awarded Bridges Community Action funding to hire a mobility manager.

GOAL 3: TRANSPORTATION WILL BE AVAILABLE AT A REASONABLE COST

Strategy 3.1: Decrease the current per trip cost to individuals and reduce cost per passenger mile and cost per hour by supporting cross-county coordination. Implement an analysis of operations and maintenance for potential cost

- Once a mobility manager is hired for Madison County, their first task will be to meet with transit service providers and determine their cost per trip. Once the analysis is complete a more thorough report can be made to determine potential cost efficiencies.

Strategy 3.2: Identify additional opportunities to reduce cost of transportation for users including possible support through local financial support and pursuing federal funding and grants

- No update available

GOAL 4: COLLABORATE FOR SERVICE DELIVERY AND EFFICIENCY

Strategy 4.1: Coordinate outreach work with government agencies and employers through cooperative agreements

- Many of the strategies will move forward once there is a Mobility Manager hired for Madison County. Another goal when hired will be for the Mobility Manager to attend a session of City Council, meet with the County Commissioners, local elected officials such as Trustees, and Mayors

Strategy 4.2: Utilize Gohio Mobility as a one stop multi-county transportation search tool

- No update available

GOAL 5: INCREASE FLEXIBLE AND ACCESSIBLE TRANSPORTATION OPTIONS

Strategy 5.1: Initiate public planned public outreach to determine most needed transportation options and education programs for the county

- As a third goal of the Mobility Manager, a planned public outreach event will be organized within the first 90 days of their hire. This will be a satisfying way to reach out to the community and hear what is most needed for transportation in the county.

Pickaway County

Pickaway County Survey Results

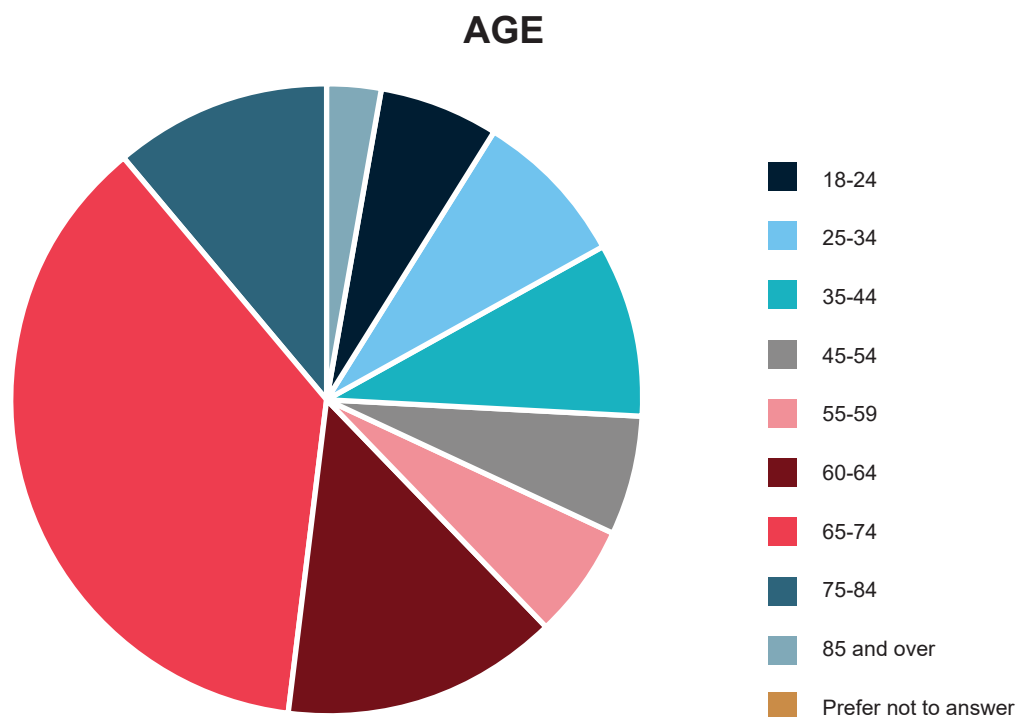
Summary

There were 35 valid survey responses from Pickaway County, with most of them coming from the 43113-zip code. Survey responses were garnered through direct outreach at a food distribution event and through social media.

Respondent Demographics

Age

71% of respondents were aged 55 and older at the time of the survey with 30% of all respondents falling in the 65–74-year-old age range.



Ethnicity and Race of Respondents

The majority of respondents were White (6). Two respondents selected their race as Black or African American and/or Other. One person was Hispanic or Latino. See the figure below for more details.

RACE	COUNT
White	33
American Indian or Alaska Native	1
Black or African American	1
Are you Hispanic or Latino?	
No	33
Prefer not to answer	2
Yes	0
GRAND TOTAL	35

Language

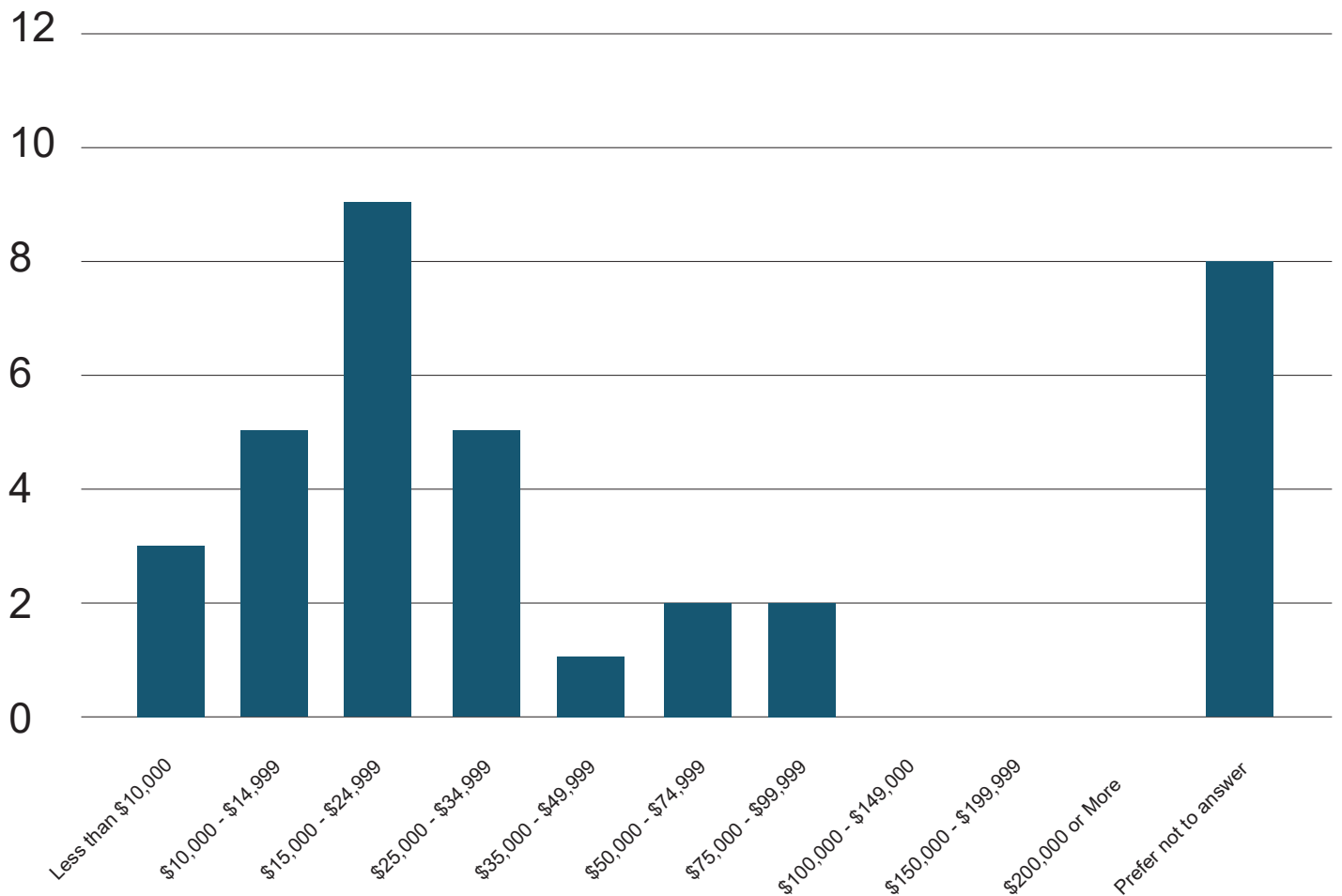
All participants indicated that English was their first language.

Income

At least 88% of respondents had incomes below Pickaway County's median income of \$63,629. Eight respondents indicated that they preferred not to disclose their income.

See figure below for more details on the income breakdown of respondents.

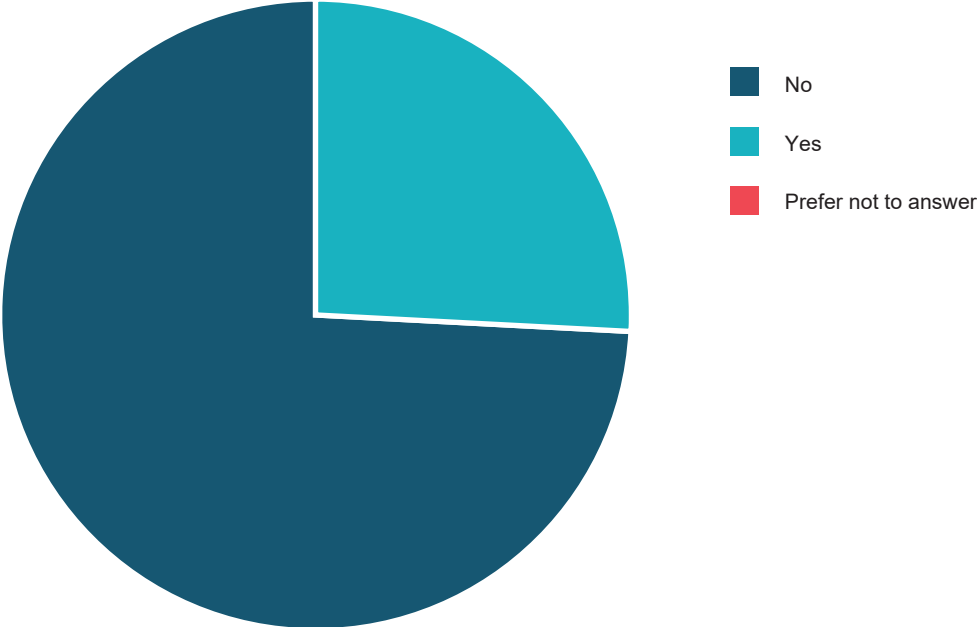
INCOME



Mobility Device Usage

9 respondents (26%) in Pickaway County answered that they did use a mobility device. See figure below.

Mobility Device Usage

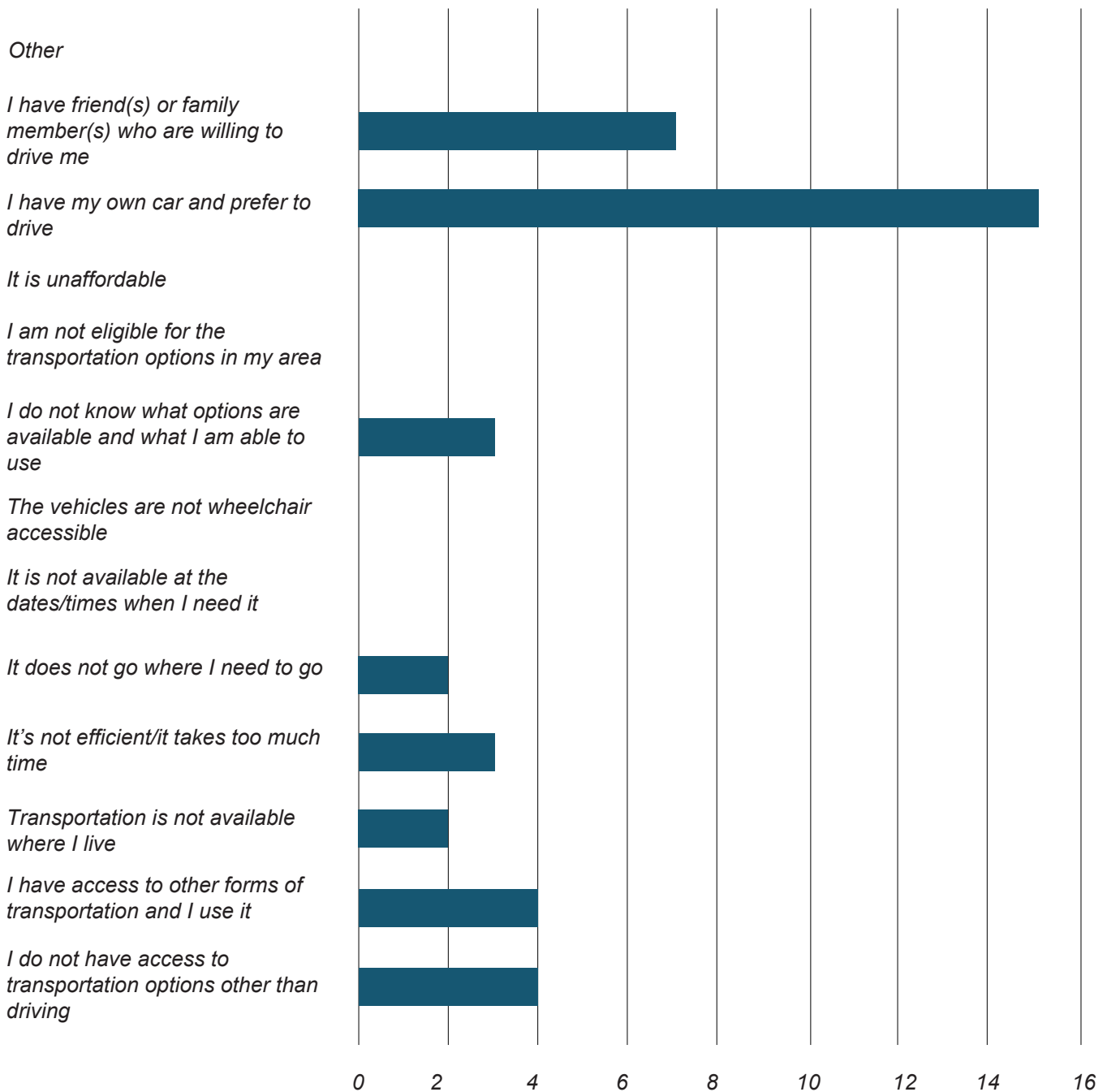


Transportation Patterns

Reasons not to use Alternative Transportation

The majority of respondents responded that they did not use alternative transportation because they have their own cars and prefer to drive. The next most common answer was that the respondents had others that were willing to drive them. See figure below for more details.

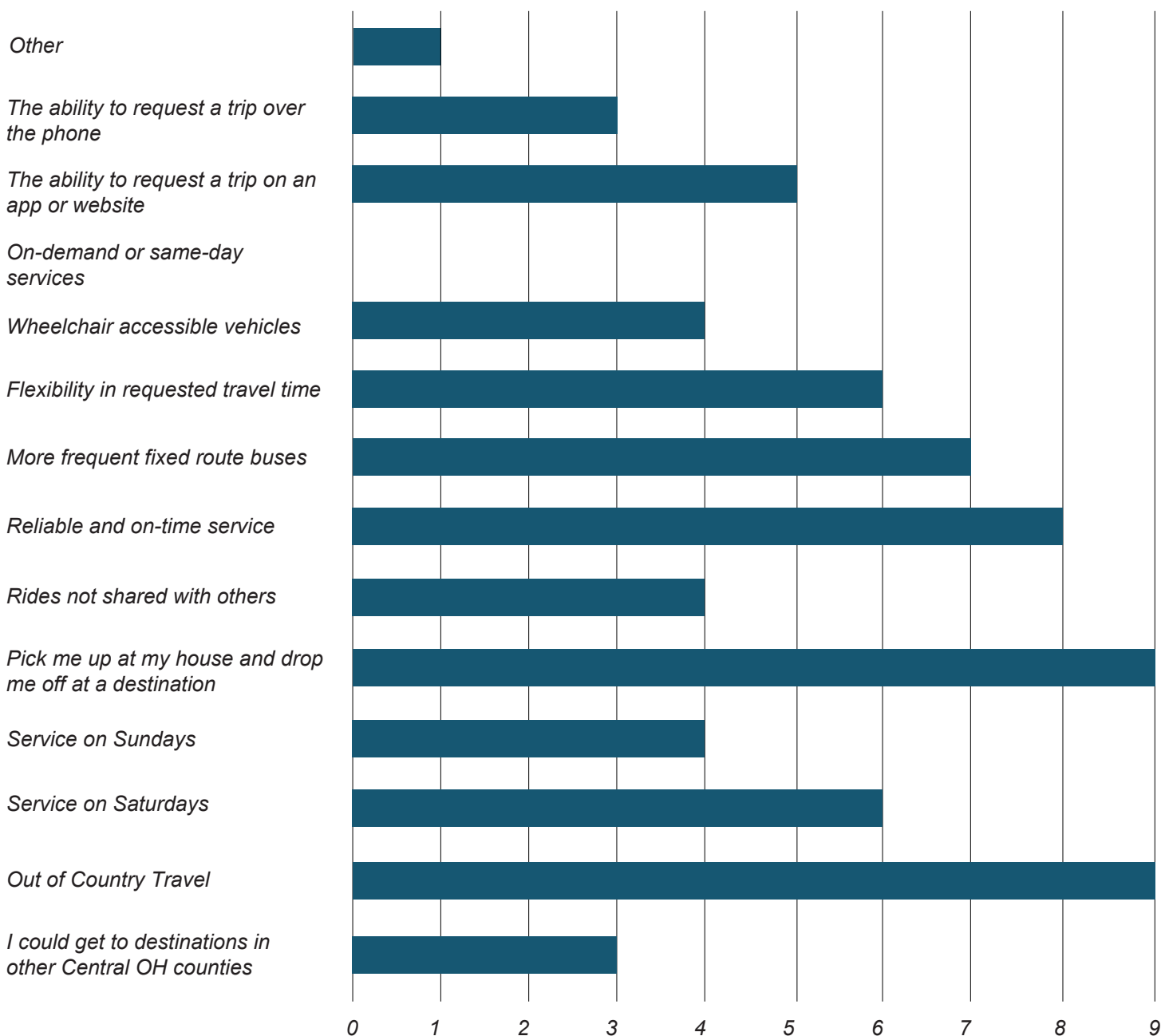
Reasons not to use Alternative Transportation



Desired Changes to Alternative Transportation Options

Respondents were asked to select the changes they would like to see to their alternative transportation options to make them more likely to utilize those options. The most commonly desired changes included services that picked residents up at their house and took them directly to their destination and out-of-county travel. See more details in the figure below.

Desired Changes



GOAL 1: EXPAND AVAILABILITY OF AFFORDABLE TRANSIT TO THE GENERAL PUBLIC, OLDER ADULTS, AND PEOPLE WITH DISABILITIES ON NIGHTS AND WEEKENDS

Strategy 1.1: Implement a public outreach plan to identify how transportation services might better support transportation needs in Pickaway County

- Beyond the yearly Regional Mobility Plan survey, Pickaway County mobility management also participated in the National Center for Mobility Management's Community Mobility Design Challenge grant which involved a series of stakeholder interviews and other human-centered design thinking tools across 11 counties.

Strategy 1.2 Identify findings from Strategy 1.1 and plan implementation based on prioritization of need and resources available

- Findings from Strategy 1.1 include a need for transportation affordability, cross-county connectivity, and expanded services. Findings from Phase 1 of the NCMM Design Challenge Grant led the team to focus on employment transportation funding. As the team begins Phase 2 of the grant, they will be developing an operations plan for a program in which mobility managers will have funds available to directly pay for transportation for workforce needs. A limited pilot of the program will roll out in September 2024.

GOAL 2: INCREASE PUBLIC AWARENESS IN PICKAWAY COUNTY

Strategy 2.1: Utilize and market Gohio Mobility as a one stop multicounty transportation search tool in coordination with Pickaway County mobility management, Pickaway County Community Action (PICCA) and Pickaway Area Rural Transit (PART)

- Gohio Mobility launched in June 2023. Since its launch, the Pickaway Mobility Manager has promoted this resource at all public meetings. Additionally, The Pickaway County Mobility Management and Pickaway Area Rural Transit websites are being redeveloped by Rasor through the ODOT Marketing Grant. These sites will include links to Gohio Mobility.

Strategy 2.2: Research innovative opportunities for transportation outreach services. Explore supporting 2-1-1 with Gohio Mobility as a resource, implementing a separate call center, and other possible routes. Work with regional and local partners to initiate and document this work

- PART, Pickaway Mobility Management, and Gohio Mobility have all been added to the current 2-1-1 roster for services. A separate call center has not been discussed or planned.

Strategy 2.3: Participate in regional sharing of best practices to identify innovative education and outreach strategies for during and post the COVID-19 pandemic. Evaluate success with initiatives

- Pickaway County Mobility Management shared and learned about best practices at statewide mobility management meetings, NCMM grant activities, Regional Mobility Plan meetings, and conferences.

GOAL 3: ESTABLISH COLLABORATIVE EFFORTS OF TRANSPORTATION PROVIDERS THROUGHOUT A MULTICOUNTY REGION

Strategy 3.1: Identify and pursue regional connectivity through cross-county coordination with a focus on major trip generators such as medical centers and major employers

- Pickaway County co-leads the National Center for Mobility Management Design Challenge grant team with members representing 11 rural counties in Ohio. This grant coordinated with rural transportation providers, service providers, and mobility managers to address workforce and medical transportation needs. Pickaway Area Rural Transit (PART) restarted their Rickenbacker Shuttle. The shuttle picks up at two locations in Circleville and one location in Ashville and takes riders to the Rickenbacker area in Groveport.

GOAL 4: INCORPORATE NEW TECHNOLOGY AND CAPITAL TO IMPROVE EXISTING MOBILITY OPTIONS

Strategy 4.1: Identify and share grant/federal funding opportunities with all transportation providers in Pickaway County so that cost of accessible vehicles becomes less of a challenge in providing service and providing low cost for ridership

- Pickaway County Mobility Management continues to share grant opportunities with transportation providers as they become aware of them. Pickaway County Mobility Management will give a presentation on PolicyMap at the 2024 CTAA EXPO. This will give others the chance to learn how the innovative mapping platform can increase transportation related funding for their agencies.

Strategy 4.2: Maintain and up to date inventory of accessible transportation providers in Pickaway County. Assist active organizations who lack accessible vehicles for services currently provided

- Pickaway County Mobility Management maintains an updated inventory of all county transportation providers. This list is also available and kept up to date on the Gohio Mobility platform.

Strategy 4.3: Maintain current technology and capital update processes for Pickaway Area Rural Transit (PART) and improve as needed

- PART updated their camera system and continues to research potential capital updates such as software and payment systems.

GOAL 5: INCREASE FUNDING FOR PUBLIC AND COORDINATED TRANSPORTATION

Strategy 5.1: Encourage human service agencies and other organizations that require transportation services for their consumers to contract with Pickaway Area Rural Transit when possible. Agencies and organizations may realize a savings by purchasing services rather than providing them in-house

- No update available

Strategy 5.2: Build local support for public transit and transportation access by engaging elected officials, government agencies, and major employers

- The new mobility manager met with the Circleville mayor and the Pickaway Progress Partnership to spread awareness about the mobility management program and Pickaway Area Rural Transit.

Union County

Union County Survey Results

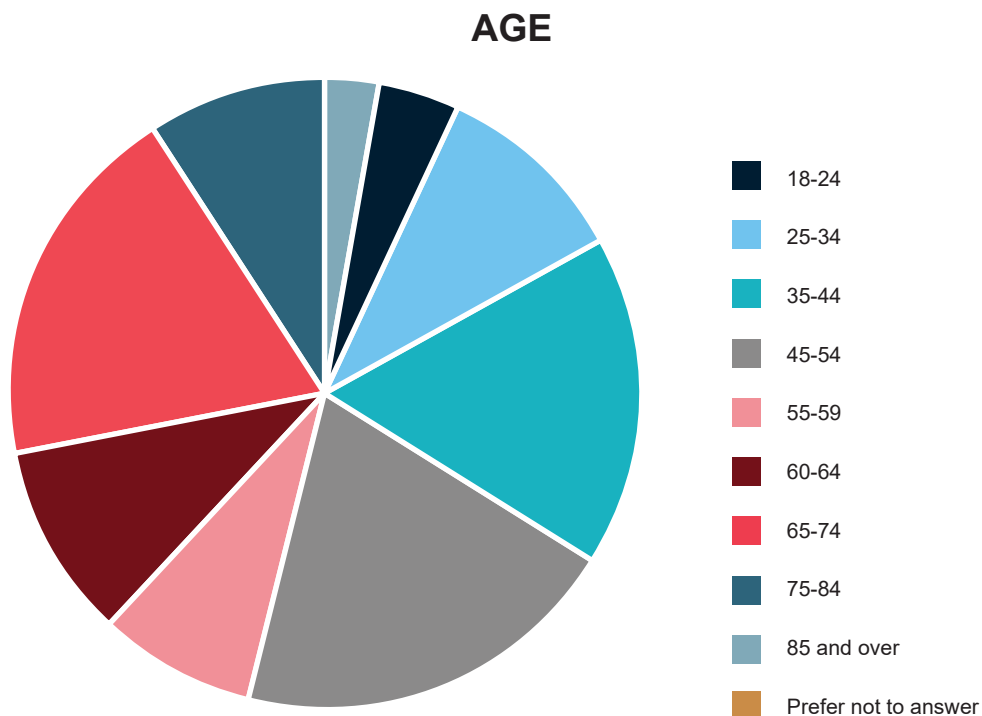
Summary

There were 173 valid survey responses from Union County, with most of them coming from the 43040-zip code. Survey responses were garnered through outreach events, physical outreach materials, and social media.

Respondent Demographics

Age

49% of respondents were aged 55 and older at the time of the survey and 51% of participants were aged 54 and below.



Ethnicity and Race of Respondents

The majority of respondents were white (65). 11 respondents preferred not to answer, 4 respondents were Black or African American, 2 respondents were Black or African American and White, and one participant selected American Indian or Alaska Native. One participant selected 'other' but did not fill out an open-ended response.

76 respondents selected that they were not Hispanic or Latino and 3 respondents selected that they were Hispanic or Latino.

RACE	COUNT
White	164
White & Prefer not to answer	1
American Indian or Alaska Native & Black or African American & White	1
Other	2
Prefer not to answer	4
GRAND TOTAL	172
Are you Hispanic or Latino?	
No	167
Prefer not to answer	2
Yes	4
GRAND TOTAL	173

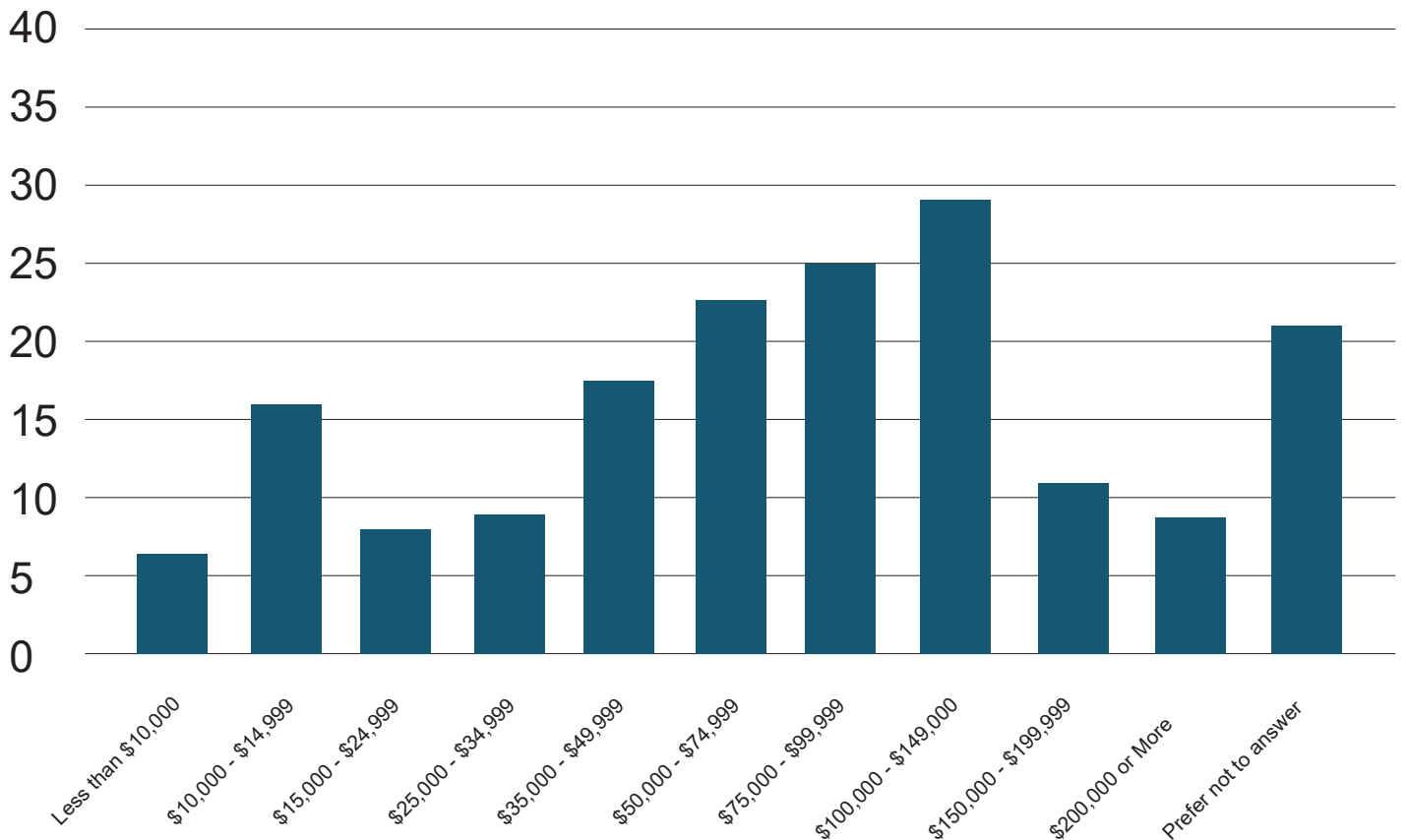
Language

IS ENGLISH YOUR FIRST LANGUAGE?	COUNT
Yes	170
No (If no, please fill out below your first language)	1
Other: French	1
Other:	1
TOTAL	173

Income

At least 46% of respondents had incomes below Union County's median income of \$96,634. An exact calculation could not be made due to the 25 responses in the \$75,000-\$99,999 range that cannot be determined to be above or below the median income.

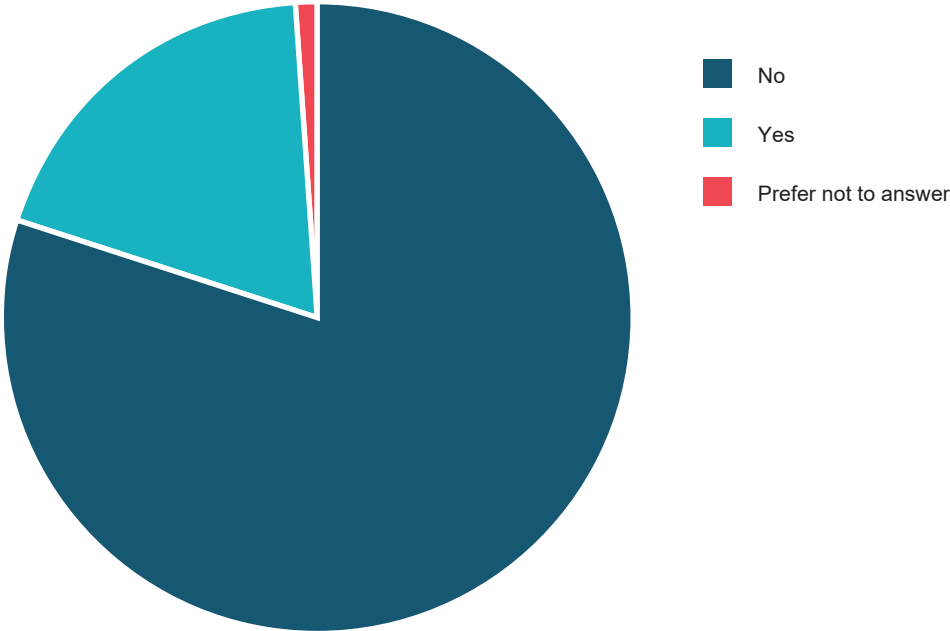
INCOME



Mobility Device Usage

33 respondents (23%) in Union County answered that they did use a mobility device.

Mobility Device Usage

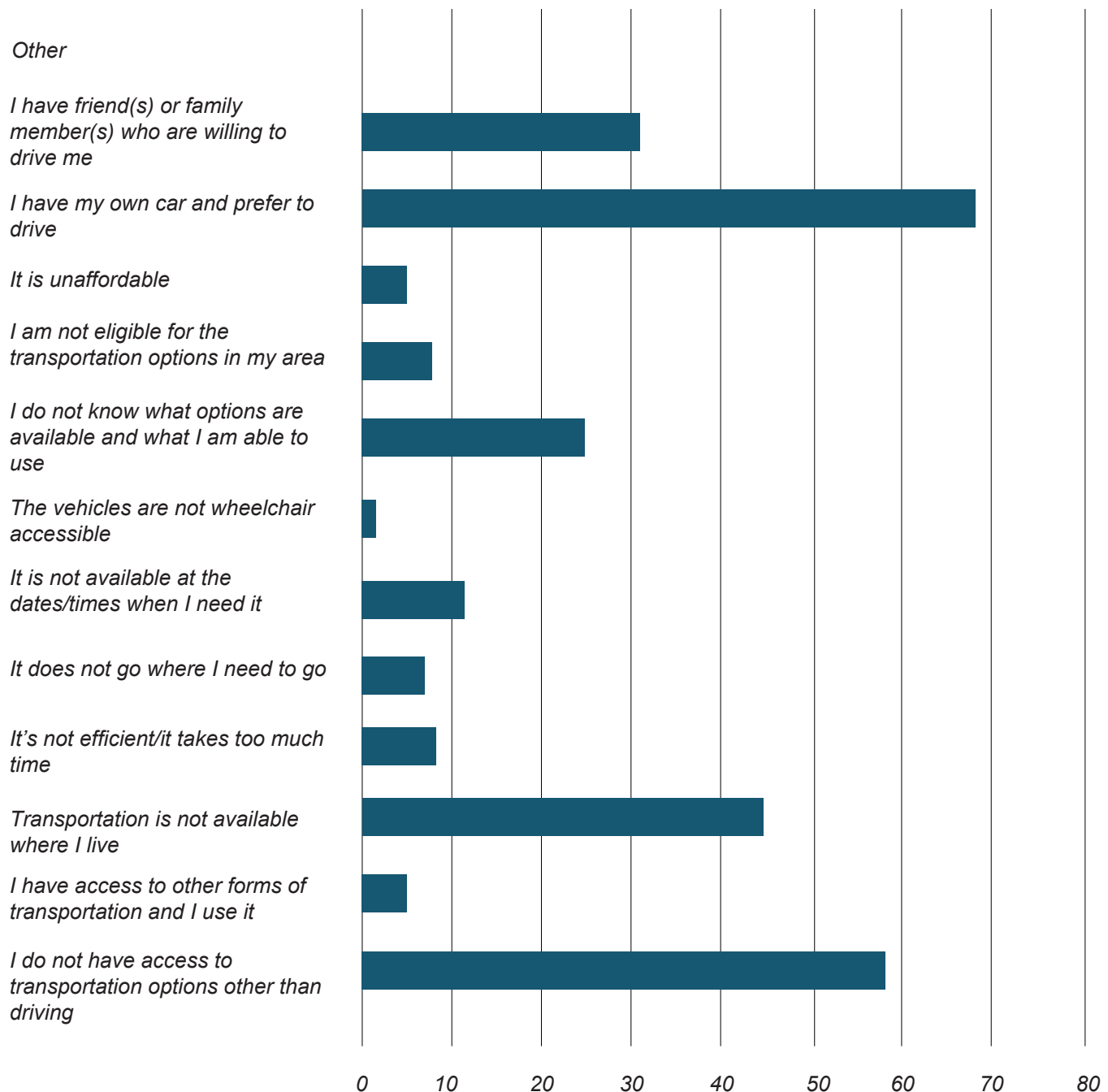


Transportation Patterns

Reasons not to use Alternative Transportation

A little over half of respondents (53%) stated that they did have access to alternative transportation options other than driving themselves. Of the 44 respondents that had access, only 20 said they used their alternative transportation options. 27 respondents said they did not have access to alternative transportation and 11 said they did not know if there are other options available. See figure below.

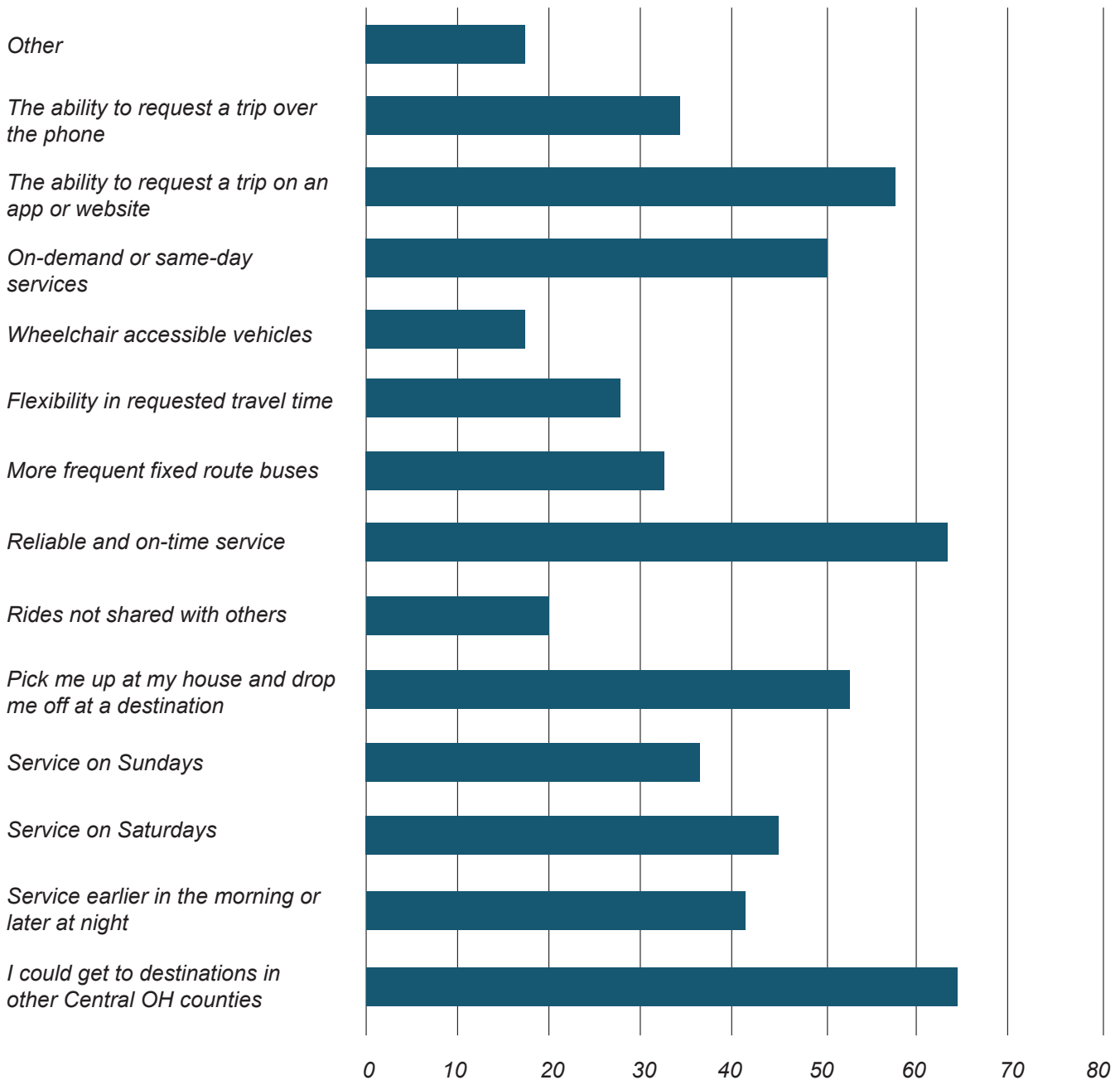
Reasons not to use Alternative Transportation



Desired Changes to Alternative Transportation Options

Respondents selected many desired changes, but the top three were: getting to destinations in other Central Ohio counties, reliable and on-time service, and the ability to request a trip on an app or website.

Desired Changes



GOAL 1: PROVIDE SAFE AND RELIABLE TRANSPORTATION FOR OLDER ADULTS AND PEOPLE WITH DISABILITIES

Strategy 1.1: Evaluate need for improvement of current services to include improvement of current vehicle replacement programming and encouragement of the expansion of available transportation options and services

- UCATS has 10 wheelchair accessible vehicles (five vehicles with hydraulic lifts & five vehicles with manual ramps) and continues to follow the Ohio Department of Transportation (ODOT) vehicle disposition guidelines. UCATS has requested two additional vehicles from ODOT procurement to replace aging vehicles. UCATS currently has five full-time vehicle operators and one part-time vehicle operator. During the 2024 fiscal year, UCATS is working to hire more vehicle operators to reach eight full-time equivalent (FTE) drivers.

Strategy 1.2: Assess additional opportunities to provide services to people with disabilities who are not currently served through existing programs

- UCATS provides transportation to individuals with disabilities in Union County. A Way Out Transportation bought an ADA accessible vehicle to expand their disability transportation efforts.
- The Mary-Go-Round circulator is a new transportation initiative that launched in April 2024. This new circulator operates in Marysville from 10am-3pm every Thursday and provides accessible and free transportation for those over 50.

GOAL 2: INCREASE IN FLEXIBLE AND ACCESSIBLE TRANSPORTATION OPTIONS

Strategy 2.1: Initiate planned public outreach to determine most needed transportation education programs for the county

- Union County mobility management performed outreach activities at various agencies and educated community members about how to contact the mobility managers, use transportation resources, and what resources are available. The mobility manager participated in community engagement for multiple outreach initiatives such as the Mary-Go-Round circulator and the Regional Mobility Plan yearly survey.

GOAL 3: IMPROVE ACCESS TO WORKFORCE TRANSPORTATION

Strategy 3.1: Implement outreach to identify most needed transportation initiatives to support workforce transportation

- Union County Mobility Management hosted a Mobility Summit in February 2023 for employers and workforce transportation organizations. The UCMOVES coalition began and maintained a workforce subcommittee focused on the workforce transportation needs of Union County.

Strategy 3.2: Pursue vanpooling and research other transportation resources for workforce mobility

- Union County saw continued headway with workforce transportation. The workforce subcommittee of UCMOVES began a new transportation initiative with Uber called Ride UC. Ride UC raised \$70,000 from local businesses and organizations to provide \$10 Uber vouchers to those in Marysville. These vouchers can be used for any reason if the trip is within Marysville city boundaries or going to the Honda plant.

Strategy 3.3: Pursue partnerships with major employers in coordination with regional goals to support workforce transportation

- Major employers such as Memorial Hospital have been involved as stakeholders in the Ride UC initiative.

GOAL 4: COLLABORATE FOR SERVICE DELIVERY AND EFFICIENCY

Strategy 4.1: Build local awareness for existing mobility initiatives through mobility management work

- Union County hired a new mobility manager as of 2023. The mobility manager leads the UCMOVES meetings bimonthly and releases a monthly newsletter to reach target audiences.

Strategy 4.2: Initiate conversations to assess possibility of developing cooperative agreements and public-private partnerships to increase efficiency and improve service delivery

- Union County mobility management met with several governmental, nonprofit, and for-profit organizations to discuss partnerships, but no formal agreements have been made.

Strategy 4.3: Utilize and market the statewide transportation search tool, Gohio Mobility, in coordination with Union County mobility management and UCATS

- Gohio Mobility launched in June 2023 and has been incorporated into mobility management

GOAL 5: PROVIDE TRANSPORTATION AT AN AFFORDABLE COST

Strategy 5.1: Research potential ability to decrease the current per trip cost to individuals, reduce cost per passenger mile, and cost per hour by supporting county coordination of existing transportation services and an analysis of UCATS operations and maintenance for potential cost efficiencies

- UCATS implemented a new strategy for cost efficiency through holding return trips in a queue until the client calls that they are ready. UCATS also used the dispatching call feature to call riders the day prior to their trip to remind them to reduce same day cancellations and no-show riders. Same day cancellations and no-show riders continue to cause inefficiencies and prevent UCATS from filling same day requests.

Strategy 5.2: Increase ridership through targeted marketing and pursuit of supportive funding opportunities for existing transportation programs.

- UCATS and A Way Out continue to explore funding avenues outside of 5310 funding. Union County mobility management used new marketing tactics to reach riders such as advertisements on shopping carts at grocery stores and magnets.

CHANGES TO UNION COUNTY GOALS AND STRATEGIES

Strategy 4.4 was added to the Union County Goals and Strategies and approved by Union County Commissioners on February 1st, 2023. See language of the new strategy below:

Strategy 4.4: Create a data system that will close referral loops, increase multi-agency collaboration, increase client satisfaction and quantify success and areas of improvement within the Union County landscape.

SUMMARY OF UNMET NEEDS

In accordance with ODOT's planning guidance for Regional Coordinated Plans, unmet needs were identified for each of the nine counties. Unmet needs were identified by mobility managers and stakeholders in each county and approved by the Regional Mobility Plan Steering Committee.

Delaware County Unmet Needs

- Cross-county transportation
- Affordable transportation for rural residents
- Longer hours and weekend services
- Outreach and awareness of transportation services

Fairfield County Unmet Needs

- Drivers
- Expanded hours and days of transit operation
- Medical trips for older adults
- Mental health and recovery transportation
- Workforce transportation

Fayette County Unmet Needs

- Lack of direct public transportation options to urban centers
- Need for more deviated point routes to alleviate demand for demand response
- Increased congestion and traffic around Honda plant

Franklin County Unmet Needs

- Late night service and expanded transit hours
- Cross jurisdictional travel – including across municipal lines in addition to county lines
- Effective awareness and outreach campaigns
- Affordable options outside of public transit

Licking County Unmet Needs

- Weekend service, specifically Sunday
- Workforce transportation
- Same-day trip availability

Logan County Unmet Needs

- Out of county medical trips
- Older adult specific transportation
- Workforce transportation

Madison County Unmet Needs

- Drivers
- After-hours transit service
- Rideshare options
- Awareness and outreach around transportation options

Pickaway County Unmet Needs

- Affordable, accessible county wide transportation & transportation that crosses county lines.
- Awareness of transportation options.
- Coordination among transportation providers offering direct & indirect services.
- Innovative technology to improve service for the riders and for the transportation providers.
- Funding (state & local) to increase public transit routes & options.

Union County Unmet Needs

- Transit Drivers
- Expanded hours and days
- Workforce transportation
- Quality of life transportation for aging adults
- Cross-county transportation
- Funding for seniors for medical appointments
- Need for public transportation
- Same-day availability

APPENDIX

[INSERT COMMISSIONER RESOLUTIONS FOR LOGAN, FAYETTE, AND UNION COUNTIES IN PDF VERSION]