



REGIONAL MOBILITY PLAN

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REGIONAL MOBILITY PLAN

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REGIONAL MOBILITY PLAN

EXECUTIVE SUMMARY

The Region 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. The RMP will serve as the update to existing county Coordinated Plans and as the ODOT HSTC Region 6 Coordinated Plan.

INTENTIONS OF THE REGIONAL MOBILITY PLAN

- Identify community resources for transportation and mobility
- Understand the gaps and unmet needs within those resources
- Determine the approach to addressing those gaps and needs

The RMP was administered by the Mid-Ohio Regional Planning Commission with the support of transit agencies, transportation providers, transportation planners, human service organizations, and other community partners in ODOT HSTC Region 6. The following regional goals are not ranked in priority.

REGIONAL GOALS

GOAL 1: IMPROVE TRANSIT CONNECTIVITY

GOAL 2: ENCOURAGE STAKEHOLDER AND PUBLIC SUPPORT FOR TRANSIT

GOAL 3: IMPROVE AWARENESS OF TRANSPORTATION OPTIONS



REGIONAL MOBILITY PLAN

EXECUTIVE SUMMARY

SUMMARY OF COUNTY GOALS

COUNTY	GOALS
Delaware and Franklin**	Goal 1: Expand Services for Vulnerable Populations
	Goal 2: Encourage Flexible Policies to Improve Transit Accessibility
	Goal 3: Increase Awareness of Programs and Services
Fairfield	Goal 1: Increase Awareness and Establish a Shared Community Vision for Improving Services and Resource Management.
	Goal 2: Plan the Coordination and Expansion of Transportation Services
	Goal 3: Provide better Access to Transportation Service Information
	Goal 4: Better Utilize Existing Funding and Seek New Funding Sources
	Goal 5: Create a Seamless Transportation Network for Consumers and Provide 24-Hour, 7-days per Week, In-County and Out-of-County Trips
	Goal 6: Provide Mobility Options that are Designed to Fill the Gaps in Service for Residents of Pickerington and Violet Township
Fayette	Goal 1: Improve Community Awareness
	Goal 2: Provide Affordable, Out-of-County Transportation
	Goal 3: Expand availability of the Point Deviation Route
	Goal 4: Coordinated Emergency Preparedness, Incident Management and Response Committee
	Goal 5: Acquire More Drivers
Licking	Goal 1: Purchase and Replace Equipment (Including ADA compliant vehicles with security cameras)
	Goal 2: Utilize Technology to Improve Services (Scheduling Software, Callback Systems)
	Goal 3: Pilot Deviated Route Services for Higher Education, Hospitals, and other Employers
	Goal 4: Create a Regional Mobility Management Program
	Goal 5: Expand Public Outreach and Education
	Goal 6: Implement Deviated Route Service
	Goal 7: Conduct a Feasibility Study for Transitioning to Fixed Route Services

**** Franklin and Delaware Counties have the same goals but different strategies. Please see each county section for differences.**

REGIONAL MOBILITY PLAN

EXECUTIVE SUMMARY

SUMMARY OF COUNTY GOALS (Continued)

COUNTY	GOALS
Logan	Goal 1: Coordination of Shared Resources
	Goal 2: Seek Additional Funding
	Goal 3: Improve Access to Workforce Transportation
	Goal 4: Public Awareness of Mobility Options
	Goal 5: Improve Public Perception of Transit
	Goal 6: Identify Resources for Elderly and Disabled Service
Madison	Goal 1: Provide Safe and Reliable Transportation for Older Adults and Individuals with Disabilities
	Goal 2: Increase and Improve Education and Outreach Initiatives to Support Access and Awareness of Options in the County
	Goal 3: Transportation will be Available at a Reasonable Cost
	Goal 4: Collaborate for Service Delivery and Efficiency
	Goal 5: Increase in Flexible and Accessible Transportation Options
Pickaway	Goal 1: Expand Availability of Affordable Transit to the General Public, Older Adults and People with Disabilities on Nights and Weekends
	Goal 2: Increase Public Awareness in Pickaway County
	Goal 3: Establish Collaborative Efforts of Transportation Providers Throughout a Multi-county Region
	Goal 4: Incorporate New Technology and Capital to Improve Existing Mobility Options
	Goal 5: Increase Funding for Public and Coordinated Transportation
Union	Goal 1: Provide Safe and Reliable Transportation for Older Adults and Individuals with Disabilities
	Goal 2: Provide Transportation at an Affordable Cost
	Goal 3: Collaborate for Service Delivery and Efficiency
	Goal 4: Increase in Flexible and Accessible Transportation Options
	Goal 5: Improve Access to Workforce Transportation

INTRODUCTION

REGIONAL MOBILITY PLAN

INTRODUCTION

WHY DEVELOP A REGIONAL MOBILITY PLAN?

The impetus for developing the Regional Mobility Plan (RMP) follows The Ohio Department of Transportation's (ODOT) Human Service Transportation Coordination (HSTC) Region goals. Additionally, the RMP is required to receive FTA Section 5310 funding, and other FTA discretionary and formula funding, to enhance transportation for older adults and people with disabilities. ODOT's Office of Transit has determined need to develop regional structure for human services transportation at a larger scale to overcome local level limitations.

The purpose of a locally developed, coordinated public transit-human services transportation plan (Mobility Plan) is to identify community resources for transportation and mobility, understand the gaps and unmet needs within those resources, and to determine the approach to addressing those gaps and needs. The RMP is a planning tool to support and prioritize federal, state and local funding needs and requests. Additionally, existing human service transportation in the Central Ohio region has largely consisted of fragmented systems operated by individual counties or other local groups. ODOT's HSTC has defined boundaries for the Central Ohio region as noted in the map below, designated as HSTC Region 6.

This coordination region includes 9 counties with some overlapping the Logan-Union-Champaign Regional Planning Commission (LUC), the Buckeye Hills Regional Council, the Ohio Valley Regional Development Commission (OVRDC), the Central Ohio RTPO (CORPO) and MORPC's Mobility Management Area of Interest.

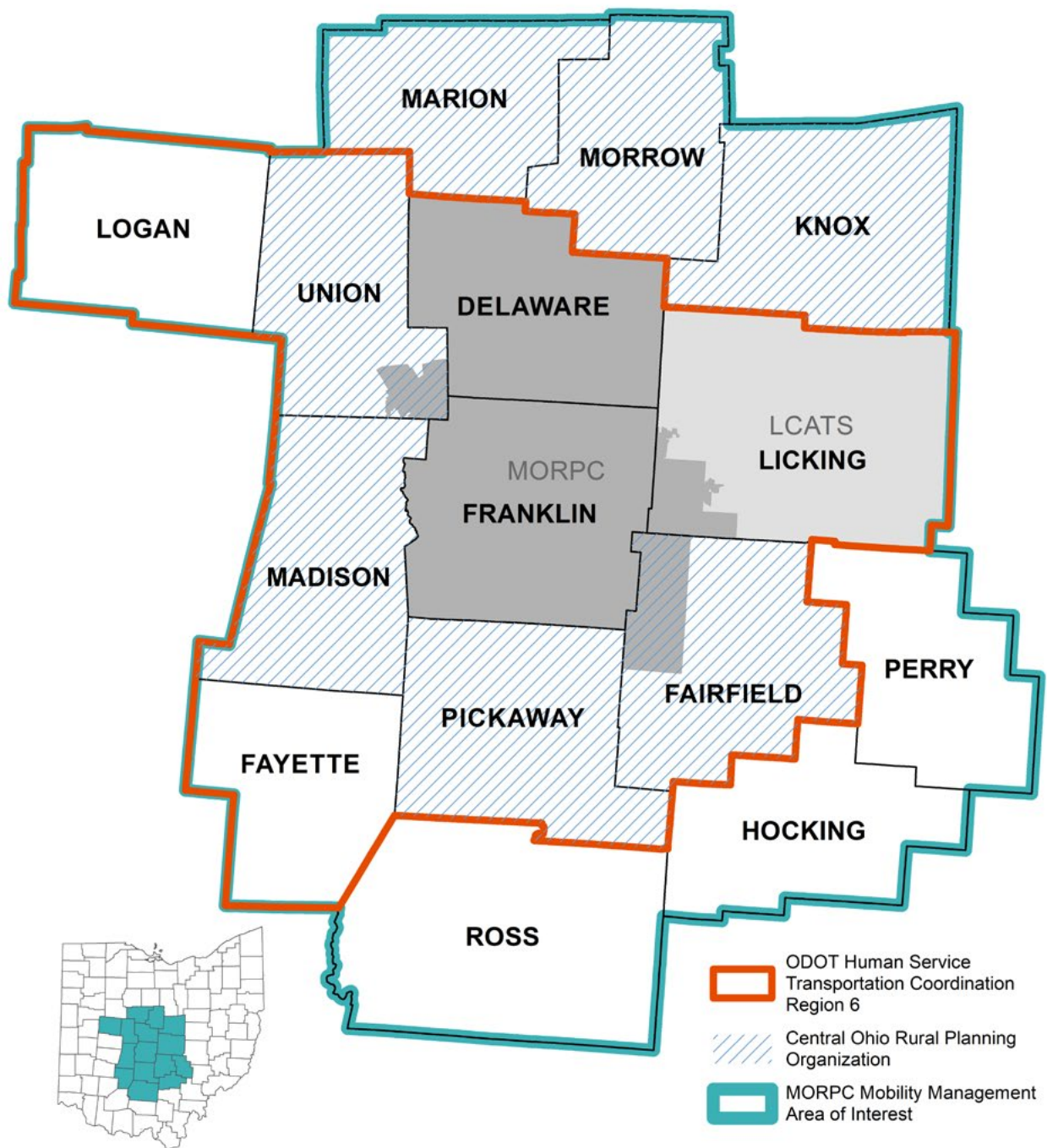
REASONING BEHIND HUMAN SERVICE TRANSPORTATION COORDINATION REGIONS

In 2018, ODOT established 10 HSTC Regions in the state of Ohio based on the analysis of travel movement, local demographic, and socio-economic data and existing regional boundaries for various state programs. The ODOT Office of Transit recognized that to address the unmet transportation needs and duplications of service occurring across Ohio, something more than the existing single county, fragmented approach to coordinated transportation and mobility management had to be implemented. And, while ODOT also recognized that human service and planning resources were being applied to some extent at a regional level, regional boundaries were divided based on the missions of those departments and offices and not on transportation patterns or trip generators – employers, medical facilities, social service agencies, shopping areas, senior and low income housing, etc.—again, resulting in both duplications and gaps in the transportation resources used to serve residents.

After significant research and in-depth study, ODOT recommends establishing 10 Human Service Transportation Coordination regions which take into consideration not only the demographics of and traffic flow in and among the regions, but also the coordination and flow of information and resources and economic development.

REGIONAL MOBILITY PLAN

AREA OF INTEREST



REGIONAL MOBILITY PLAN

INTRODUCTION

TIMELINE AND GOALS

Transportation provides access to jobs, education, health care, human services and allows all community members, including older adults and people with disabilities, to live independently and engage in community life. It is the purpose of this plan for local stakeholders to work collaboratively to do the following activities:

1. Identify all community resources
2. Identify and Prioritize community transportation needs
3. Establish a clear plan for achieving shared goals

Fundamental to the RMP process is the active and meaningful involvement of stakeholders. For projects selected for funding under the Section 5310 program, participation in planning activities must include participation and/or representation of the following, at minimum:

- Older adults
- People with disabilities
- People with lower incomes
- Public, private, and non-profit transportation providers
- Land-use and transportation planning partners
- State, county, and municipal agencies
- Medical and education centers
- Human service providers
- The public.

To ensure participation from the above groups the following stakeholder involvement activities were performed:

- Regional Steering Committee (4)
- County Mobility Discussions (2)
- Virtual Public Meetings (4)
- Transportation User Survey
- Transportation Provider Survey

This plan was developed and adopted by county commissioners from Fairfield, Fayette, Logan, Madison, Pickaway, and Union counties and by the Licking County Area Transportation Study (representing Licking County), and the Mid-Ohio Regional Planning Commission (representing Delaware and Franklin counties). ****TO BE CONFIRMED WITH DATE OF FULL APPROVAL IN JANUARY/FEBRUARY 2022****

REGIONAL MOBILITY PLAN

INTRODUCTION

THE REGIONAL MOBILITY PLAN AND MOBILITY MANAGEMENT

The RMP seeks to capitalize on and guide county mobility management programs in ODOT HSTC Region 6. Mobility Management Projects, according to the ODOT Office of Transit are capital projects that increase access to mobility for Ohioans by increasing understanding and awareness of transportation needs, promote coordination of transportation options to meet needs, and build sustainable and healthy communities by integrating transportation into planning and programs. Eight of the nine counties in ODOT Region 6 currently have or are working to hire mobility managers to assist in building support for transit services, implementing education and outreach initiatives for available transportation services, and representing their county for projects related to increasing access and connectivity of transportation services. This document was developed with ODOT HSTC Region 6 mobility managers to best support local and regional mobility goals.

Mobility Management Program Goals of the ODOT Office of Transit:

- Increase understanding and awareness of community transportation needs
- Increase awareness of current community transportation options and programs
- Ensure that transportation considerations are included in local and regional planning activities
- Increase local capacity for transportation services
- Assist individuals with accessing all community transportation options

COUNTY	MOBILITY MANAGER STATUS (AS OF NOVEMBER 2021)
Delaware	EXISTING
Fairfield	SEEKING APPLICANT
Fayette	EXISTING
Franklin	EXISTING
Licking	IN HIRING PROCESS
Logan	EXISTING
Madison	NONE
Pickaway	EXISTING
Union	EXISTING

**TRANSPORTATION PLANNING
REGIONAL PARTNERS**

REGIONAL MOBILITY PLAN

TRANSPORTATION PLANNING PARTNERS

METROPOLITAN PLANNING ORGANIZATIONS

Federal transportation law requires urbanized areas (UZA) (as defined by the U.S. Census Bureau) with population concentrations in excess of 50,000 persons to conduct an urban transportation planning process as a prerequisite for receiving federal funding for financing regional transportation improvements.

The organizational structure for conducting this planning process is called a Metropolitan Planning Organization (MPO). MPOs are committees comprised of local elected officials, operators of major modes of transportation, and State officials, that the State's Governor formally designates as the body responsible for conducting an urbanized area's transportation planning process. In Ohio, this committee is typically referred to as a Policy Committee. There are 17 Ohio MPOs.

MPOs in HSTC Region 6 include:

- Mid-Ohio Regional Planning Commission (MORPC)
- Licking County Area Transportation Study (LCATS)

REGIONAL TRANSPORTATION PLANNING AREAS

Federal transportation law allows a Governor to designate Regional Transportation Planning Organizations (RTPO) in non-metropolitan areas of the state. These organizations help enhance the planning, coordination, and implementation of the long- and short-range statewide transportation planning with an emphasis on addressing the needs of non-metropolitan areas of the State. Each RTPO may select a governance structure and voting procedure that best meets the needs and desires of its member governments. However, each RTPO is required to have a policy committee. A policy committee, the majority of which shall consist of non-metropolitan local officials, or their designees, and, as appropriate, additional representatives from the State, private business, transportation service providers, economic development practitioners, and the public in the region. The board is the entity formally designated as the RTPO and is responsible for conducting the area's transportation planning process. There are six Ohio RTPOs.

RTPOs included in ODOT HSTC Region 6:

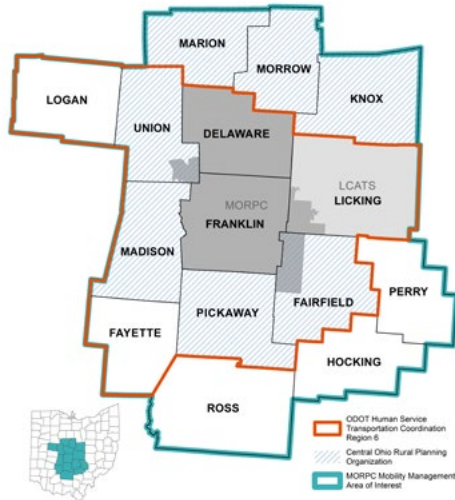
- Central Ohio Rural Planning Organization (CORPO)
- Logan-Union-Champaign Regional Planning Commission (LUC)
- Ohio Valley Regional Development Commission (OVRDC)

Some counties or other subdivisions of government are part of two organizations. This is not intended to be confusing, but rather demonstrate collaborative planning efforts and opportunity in each county around transit and mobility options. The Ohio Department of Transportation Statewide Planning staff work with Metropolitan Planning Organizations, Rural Transportation Planning Organizations, federal, local, and other state governments while engaging the public in several transportation planning projects that move Ohio toward a goal that serves the needs of Ohio's diverse population as well as geographically different communities.

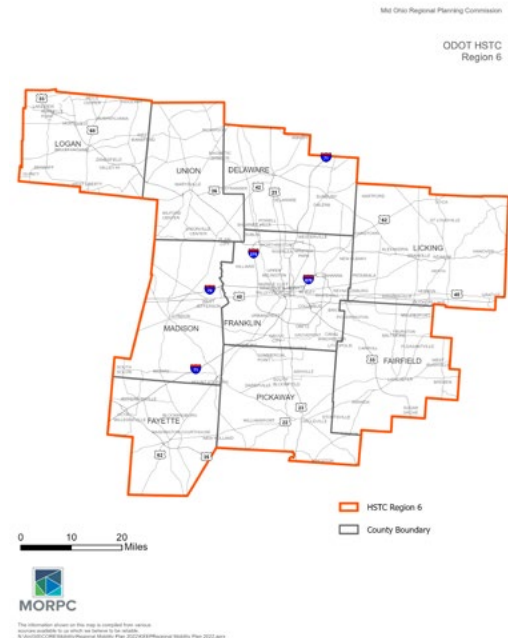
REGIONAL MOBILITY PLAN

REGIONAL PARTNERSHIPS

MORPC'S AREA OF INTEREST FOR MOBILITY MANAGEMENT, TRANSIT, AND TRANSPORTATION DEMAND MANAGEMENT



ODOT HSTC Region 6



As shown above ODOT HSTC Region 6 includes the geography for two MPOs and three RTPOs as shown in the chart below. Another ongoing relationship is with the Central Ohio Transit Authority's (COTA) County Connections for better communication, technology collaboration, and shelter/stop improvements at connection points with areas outside the COTA service area. The funding for County Connections is from ODOT's Ohio Transit Partnership Program (OTP2).

COUNTY	PREVIOUS PLAN UPDATE	PLANNING ORGANIZATION	TRANSIT AGENCY
Delaware	2018-2021	MORPC	Delaware County Transit
Fairfield	2016-2020	CORPO/MORPC	Lancaster-Fairfield Public Transit
Fayette	2016-2020	OVRDC	Fayette County Transit Program
Franklin	2018-2021	MORPC	Central Ohio Transit Authority
Licking	2020-2025	LCATS	Licking County Transit
Logan	2018-2021	LUC/MORPC	Logan County Transportation
Madison	2008-2013	CORPO	Madison County Rides
Pickaway	2018-2020	CORPO	Pickaway Area Rural Transit
Union	2018-2021	CORPO/MORPC	Union County Area Transit Service

TRANSPORTATION FUNDING

REGIONAL MOBILITY PLAN

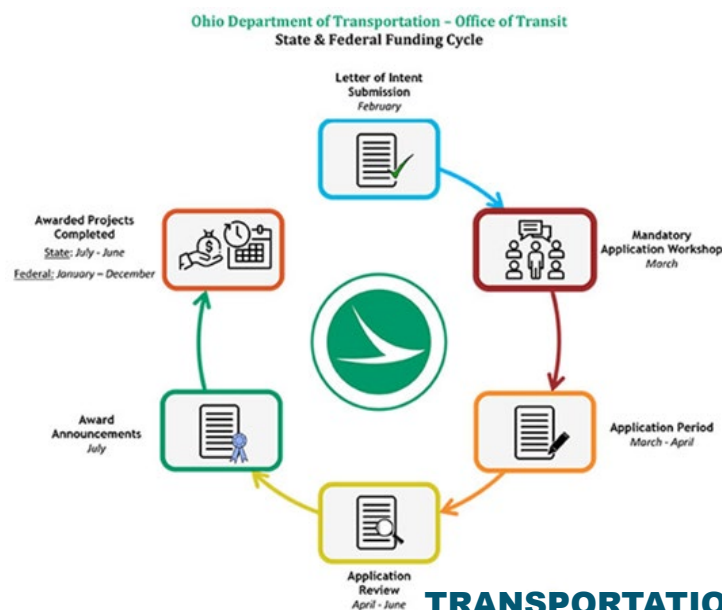
TRANSPORTATION FUNDING

RURAL TRANSPORTATION

ODOT provides federal and state funding for operating, planning and capital expenses. According to the Ohio Constitution, no state gasoline tax revenues can go to public transportation. Therefore, all state funding for transit is drawn from the General Revenue Fund. Rural transit system funding is generally funded through an application process requiring local match with the ODOT Office of Transit to a rural transit system, area mobility manager, or other public transportation provider.

The following rural transit funding programs come from the Federal Transit Administration (FTA):

- Rural Transit Program (RTP) Section 5311 – Rural Systems. These funds are used to assist with operating and capital expenses in the provision of public transportation services in rural and small urban areas. Regional recipients:
 - o Fayette County Transportation Program
 - o GoBus
 - o Lancaster-Fairfield Public Transit
 - o Logan Public Transit
 - o Pickaway Area Rural Transit
- Rural Intercity Bus (RICB) Section 5311 (f) GoBus - Rural Systems. This funding is designed to address the intercity bus transportation needs of the entire state by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Funds are used to supplement support to transit operators. Three GoBus Routes (shown on Page 19 in the Map Review section) travel through ODOT HSTC Region 6 including Fairfield, Franklin, Licking and Union counties with connections to major airports, bus stations, higher education, and local rural transit stations.



REGIONAL MOBILITY PLAN

TRANSPORTATION FUNDING

SPECIALIZED TRANSPORTATION

• Specialized Transportation Program Section 5310 - Rural and Urban System. This funding is intended to enhance mobility for older adults and people with disabilities beyond traditional public transportation. Capital and operating projects are eligible. Below is a list of 5310 vehicles in HSTC Region 6 as of November 2021. Other projects not shown include operating, mobility management or maintenance funding for existing 5310 vehicles. In general, recipients are public transit providers, private non-profit human service agencies, and county health, senior or development disability departments. MORPC is the designed recipient and administers the Section 5310 funds for the Columbus UZA covering Franklin and Delaware counties. Small urban and rural applications go through ODOT Office of Transit.

COUNTY	VEHICLES	VEHICLES ON ORDER
Delaware	13	1
Fairfield	21	7
Fayette	5	
Franklin	30	5
Licking	9	2
Logan	2	2
Madison	4	
Pickaway		
Union	3	4
TOTAL	87	21

• Ohio Mobility Management Program Section 5310 or 5311 – Rural and Urban Systems. Increasing the understanding and awareness of transportation needs, promote coordination of transportation options to meet needs, and build sustainable and healthy communities by integrating transportation into planning and programs.

• Bus and Bus Facilities Section 5339. Provides federal funds to assist with the purchase of capital assets for public transit systems in rural portions of the state to help meet the program goals. Such as replacing, rehabilitating, and purchasing buses and bus-related equipment, renovate and construct bus-related facilities.

REGIONAL MOBILITY PLAN

TRANSPORTATION FUNDING

STATE FUNDING

The following programs receive state funding:

- Elderly and Disabled Transit Fare Assistance Program (E&D)
- Ohio Transit Partnership Program (OTP2)

URBAN TRANSIT FUNDING

Transit funding for the small and large urban areas of Newark and Columbus Ohio generally work through the MPO planning process in coordination with the transit entity, ODOT and FTA. The Central Ohio Transit Authority (COTA) and Delaware County Transit Board DCT are in a large urban area. The Licking County Transit Board is in a small urban area. All three are designated recipients to receive FTA Section 5307 and 5339 urban area formula funds. Formula funds are apportioned to UZA using data from National Transit Database along with the most current U.S. Census data. This funding requires local match and is primarily for capital expenditures. Operating costs are almost always locally funded.

- Urban Transit Program (UTP)
- Ohio Transit Partnership Program (OTP2)
- MPO Attributable Funds
 - Surface Transportation Block Grant (STPG)
 - Congestion Mitigation and Air Quality (CMAQ)
 - Transportation Alternatives Program (TAP)
- FTA Formula Funds
- FTA Discretionary Funds

An established designated recipient of FTA Section 5307 and 5339 funds is eligible to apply for different FTA discretionary funds

As mentioned above Section 5310 funds are apportioned to the Columbus UZA that primarily covers Franklin and Delaware Counties. The Newark UZA is a small urban that applies through ODOT Office Of Transit

ASSESSMENT OF AVAILABLE SERVICES

REGIONAL MOBILITY PLAN

ASSESSMENT OF AVAILABLE SERVICES

Conducting an evaluation of service provider capabilities and analyzing the existing gaps and duplications of services for transportation resources in each community, provides transportation planners with the information needed to implement changes that will improve the network of transportation resources and services in each ODOT HSTC Region 6 county and across county lines.

The lead agency identified stakeholders from each county to participate in the assessment of available services. These stakeholders included those who were represented the county mobility discussions and RMP steering committee, as well as others who the planning committee identified as being appropriate stakeholders. When applicable, information reported in the previous coordinated plans of ODOT HSTC Region 6 counties was used to supplement information gathered during this planning effort.

INVENTORY OF TRANSPORTATION PROVIDERS

The final version of the RMP will include a list of all transportation providers in ODOT HSTC Region 6. Descriptions of transportation providers including organizations that subsidize transportation at the local level, administer transportation or mobility programs, directly operate vehicles, and/or arrange transportation on behalf of an individual will be available as this update is a current regional strategy of the RMP for the development of the statewide specialized transportation search tool, Gohio Mobility.

**TOOLS FOR REGIONAL
TRANSPORTATION AWARENESS:
GOHIO MOBILITY AND GOHIO
COMMUTE**

REGIONAL MOBILITY PLAN

TOOLS FOR REGIONAL TRANSPORTATION AWARENESS

GOHIO MOBILITY

Gohio Mobility is intended to support mobility management programs in Ohio. Mobility management programs are intended to provide transportation options at the county and regional level to support quality of life through improvement of mobility access and awareness. Gohio Mobility uses transportation options, at both the systemic and system-to-customer levels, to improve the reach, efficiency, and affordability of public transportation services.

Gohio Mobility is under development to provide a mobility search tool to help individuals, caregivers, mobility managers and social service agencies in urban and rural areas find transportation services. This tool will assist in coordinating transportation for medical, work, and social trips. The Gohio Mobility search tool will host transportation provider data that can be identified based on specific search criteria. This has been designed for use by older adults, people with disabilities, or other non-drivers.

Gohio Mobility is being designed with the following search functions:

- Provider search based on specific transportation related needs.
- Customized search results based on accessibility accommodations, service types, geography, and funding needs.
- Statewide provider search pool capabilities to allow cross-county and cross-region search results.

GOHIO COMMUTE

Access to commuter, traveler and mobility resources in Ohio are used to promote mode shift to decrease the use of single occupant vehicle (SOV) travel to reduce congestion and improve air quality via free carpool and vanpool matching services to the public promoting ridesharing. The system also provides information to commuters who might be interested in other modes such as walking, biking, or taking transit. Commuting options can help companies realize and deploy mobility as a benefit and create solutions for workforce mobility. Visit gohiocommute.com for more information.

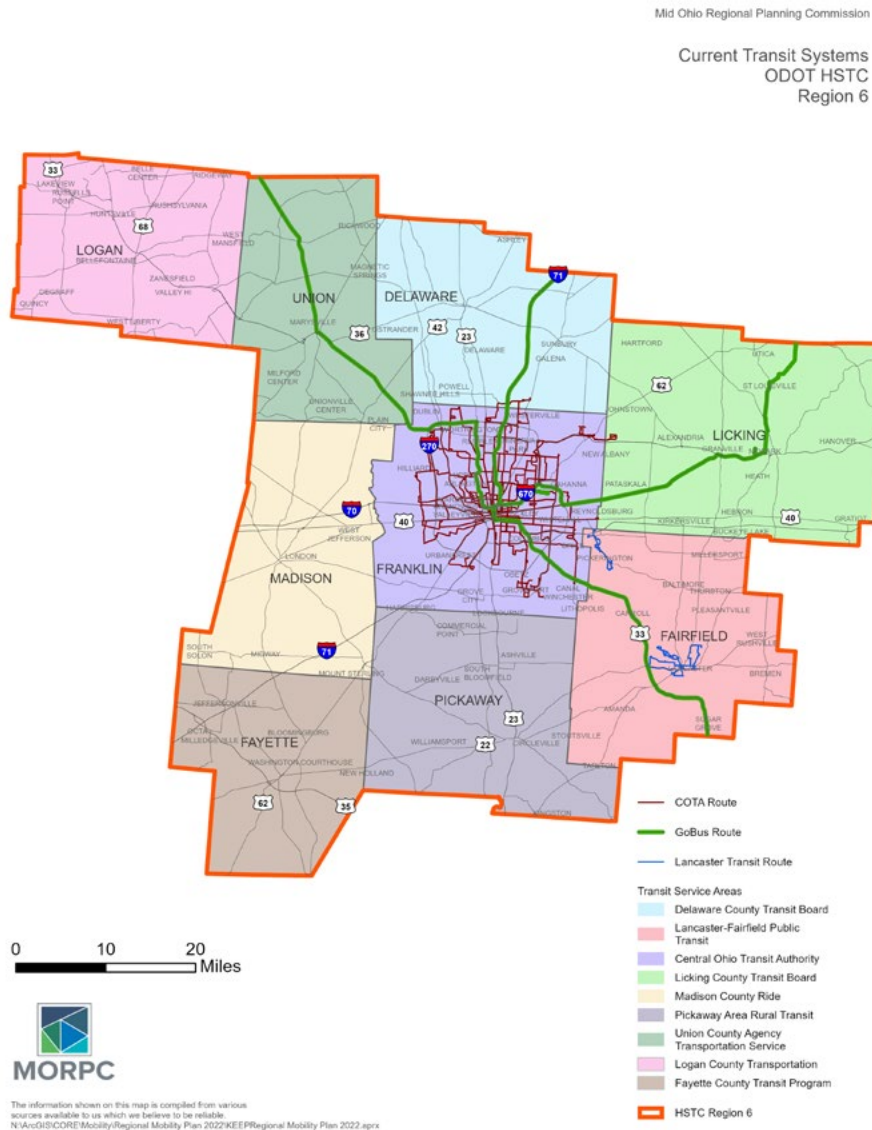
****Both mobility resources are being made available statewide by the ODOT Office of Transit and the Ohio Association of Regional Councils.****

**MAP REVIEW:
TRANSIT SERVICE AND
DEMOGRAPHICS**

REGIONAL MOBILITY PLAN

MAP REVIEW: TRANSIT SERVICE AND DEMOGRAPHICS

CURRENT TRANSIT SYSTEMS

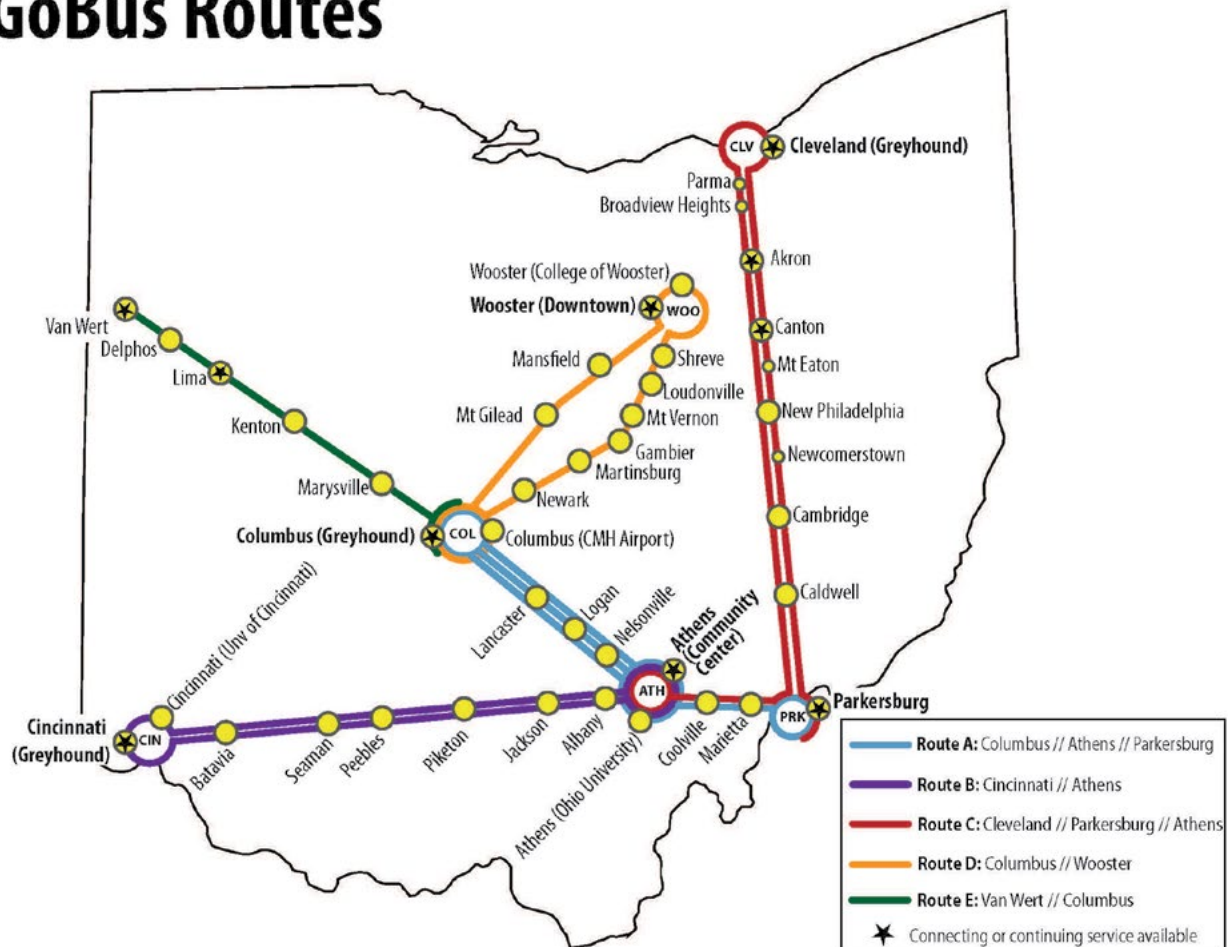


REGIONAL MOBILITY PLAN

MAP REVIEW: TRANSIT SERVICE AND DEMOGRAPHICS

GO BUS ROUTES

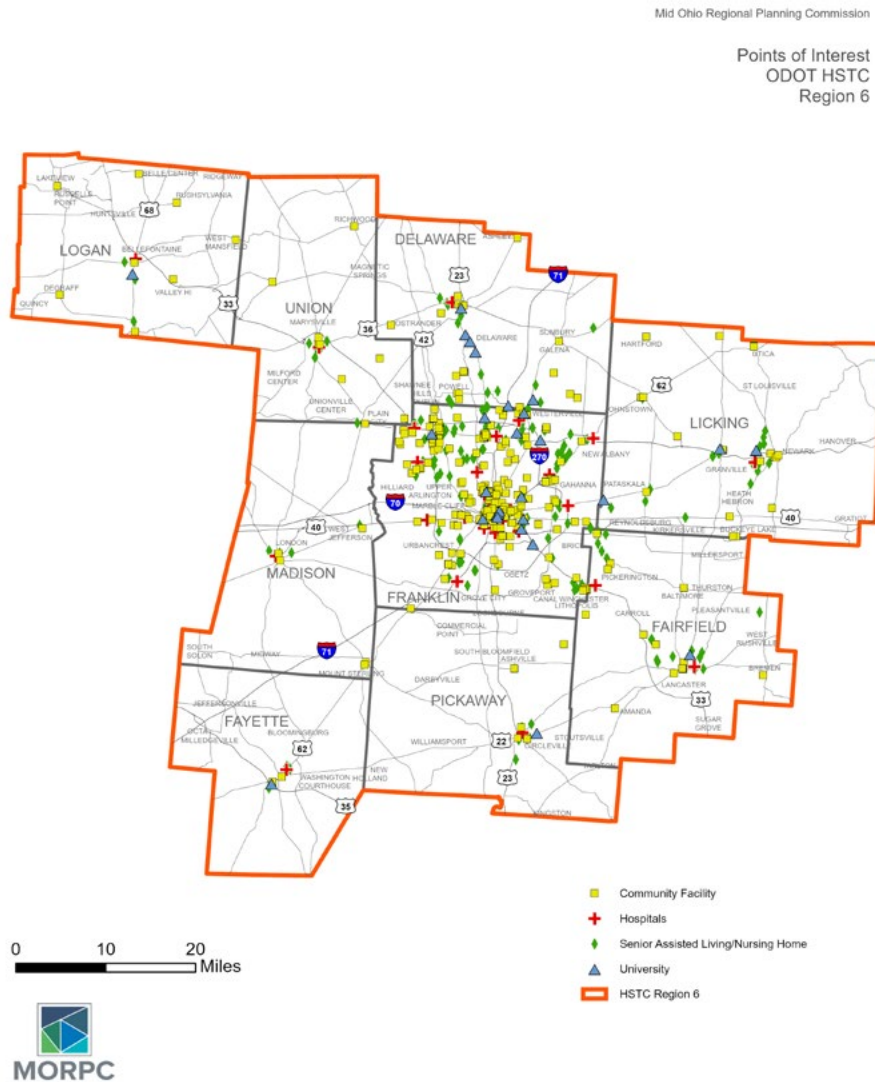
GoBus Routes



REGIONAL MOBILITY PLAN

MAP REVIEW: TRANSIT SERVICE AND DEMOGRAPHICS

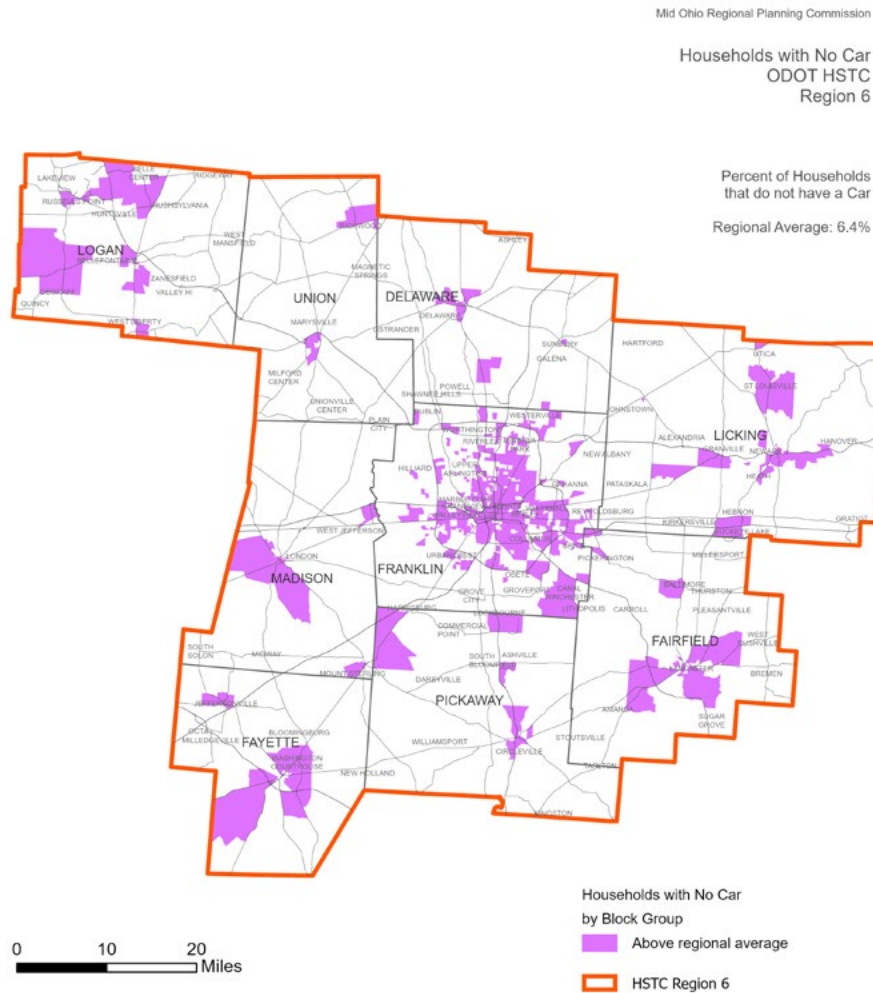
POINTS OF INTEREST



REGIONAL MOBILITY PLAN

MAP REVIEW: TRANSIT SERVICE AND DEMOGRAPHICS

ZERO CAR HOUSEHOLDS



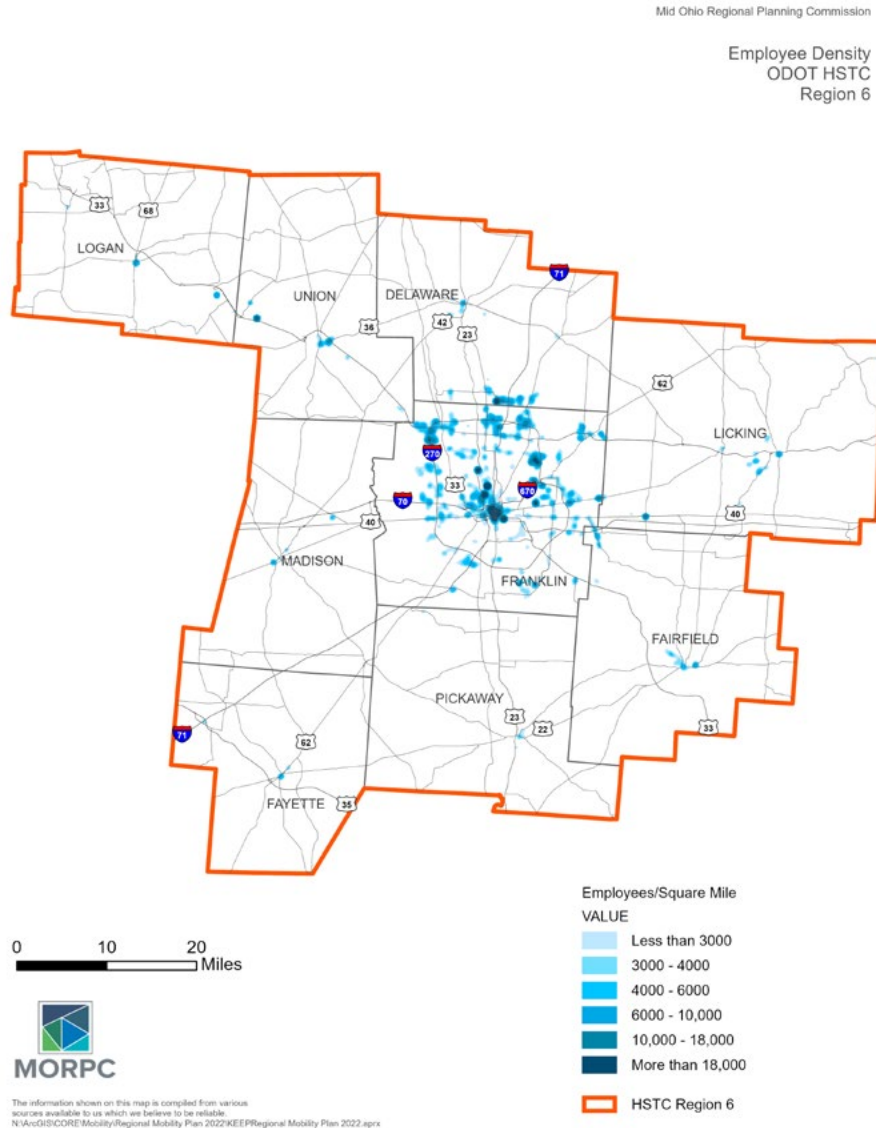
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Source: US Census
American Community Survey 2015-19

REGIONAL MOBILITY PLAN

MAP REVIEW: TRANSIT SERVICE AND DEMOGRAPHICS

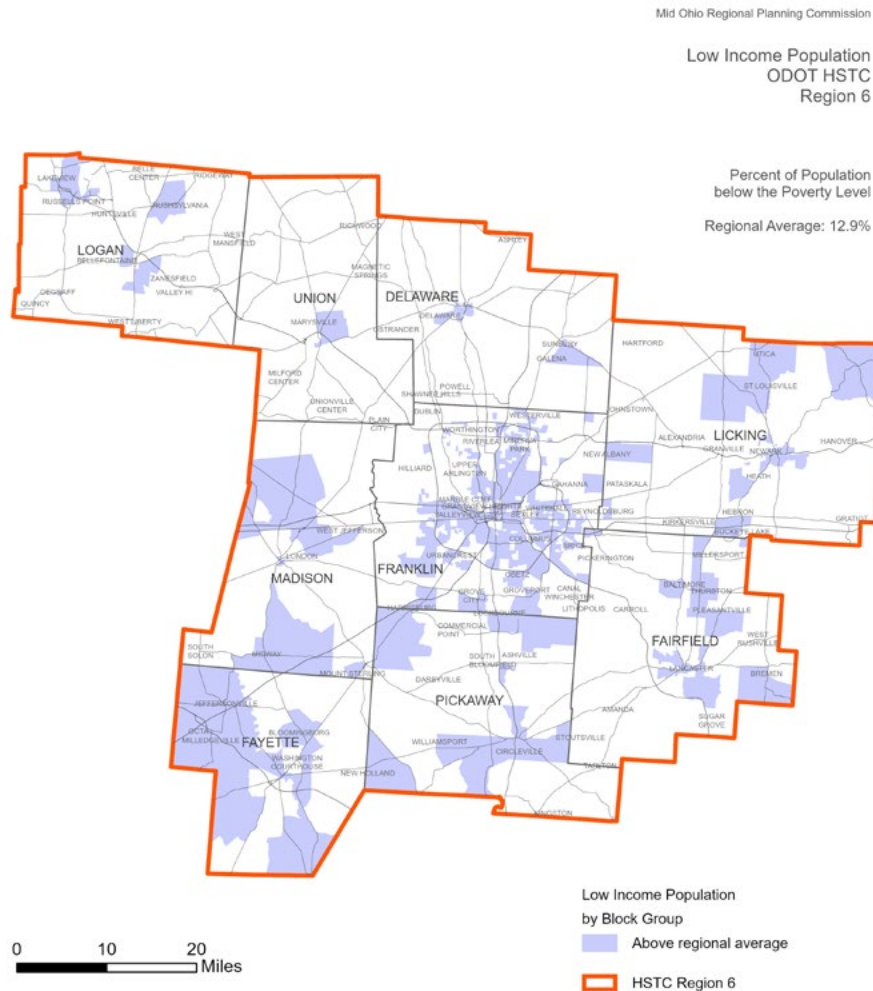
WORKFORCE OPPORTUNITIES



REGIONAL MOBILITY PLAN

MAP REVIEW: TRANSIT SERVICE AND DEMOGRAPHICS

POPULATIONS WITH LOWER INCOMES



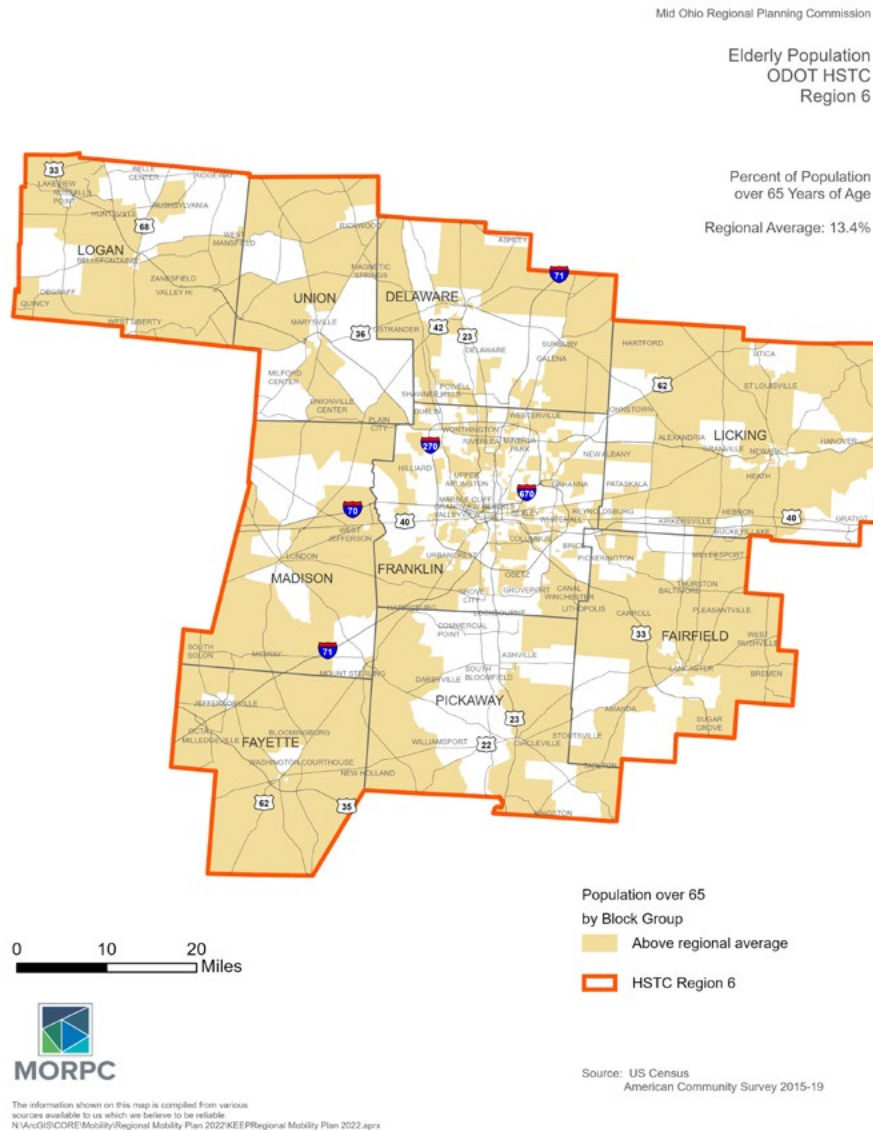
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Source: US Census
American Community Survey 2015-19

REGIONAL MOBILITY PLAN

MAP REVIEW: TRANSIT SERVICE AND DEMOGRAPHICS

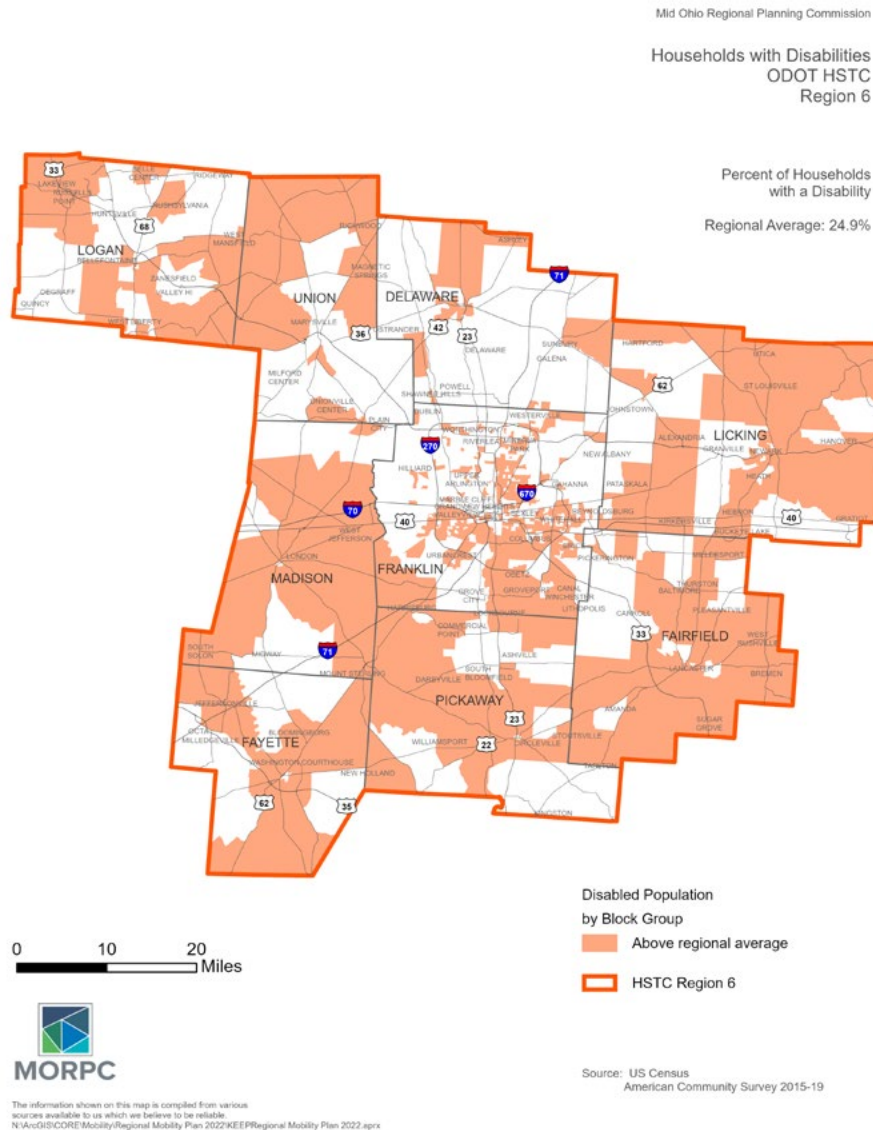
OLDER ADULT POPULATION



REGIONAL MOBILITY PLAN

MAP REVIEW: TRANSIT SERVICE AND DEMOGRAPHICS

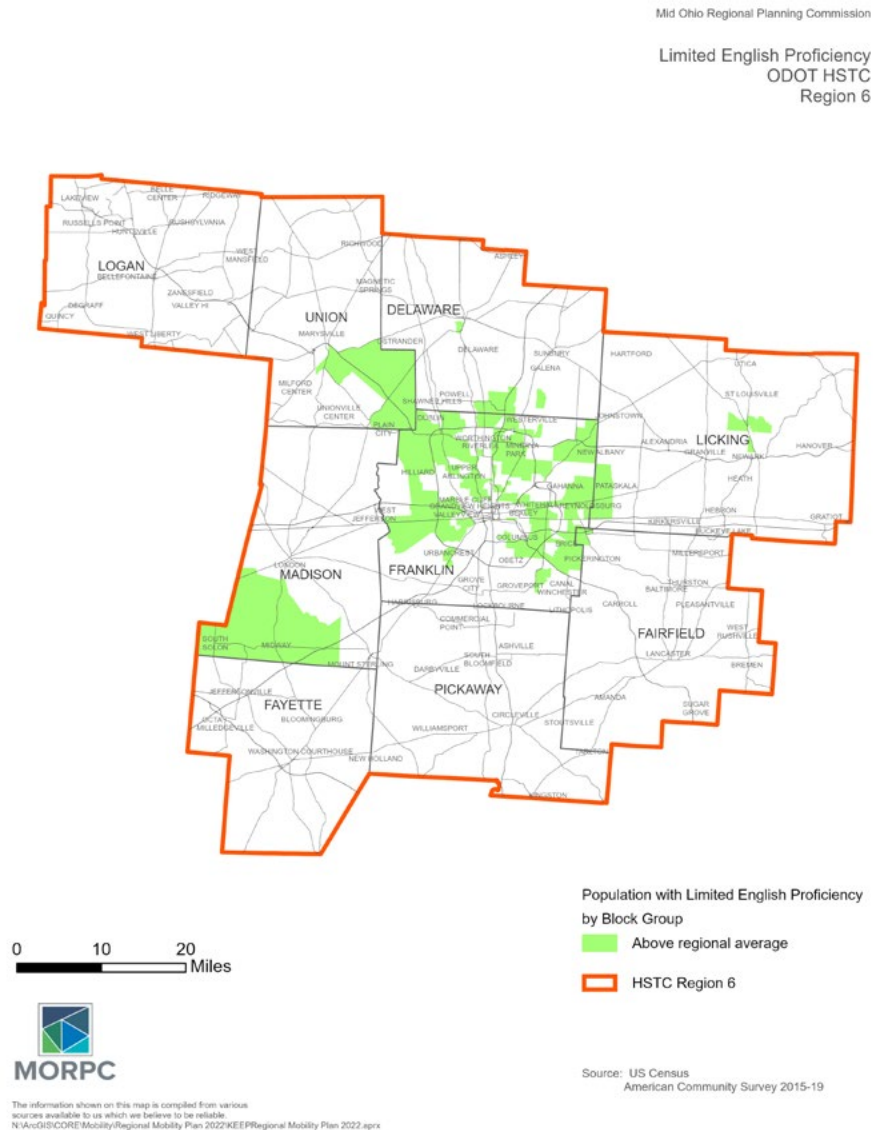
POPULATION OF PEOPLE WITH DISABILITIES



REGIONAL MOBILITY PLAN

MAP REVIEW: TRANSIT SERVICE AND DEMOGRAPHICS

POPULATION OF THOSE WITH LIMITED ENGLISH PROFICIENCY



TRAVEL DATA REVIEW

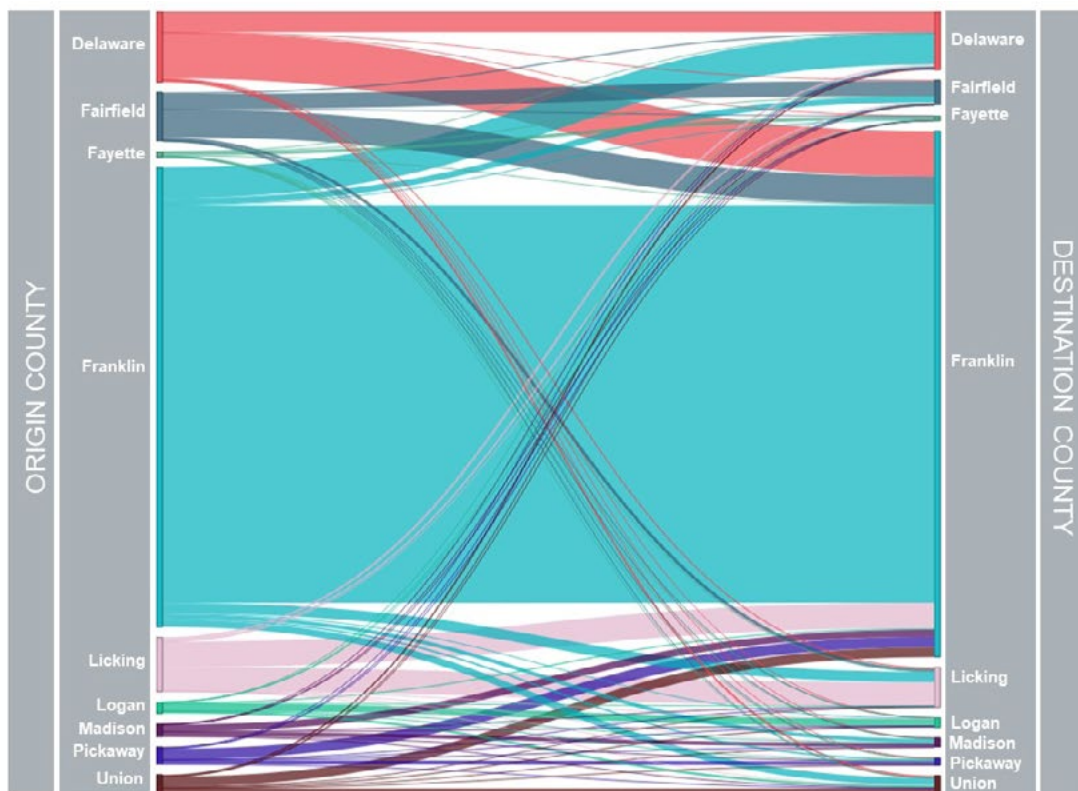
REGIONAL MOBILITY PLAN

TRAVEL DATA REVIEW

SANKEY DIAGRAMS

Sankey diagrams were created and reviewed at the regional and county levels to better understand commute transportation patterns. This exercise supported a better understanding of how programs and investments in regional connectivity and workforce transportation may most beneficially impact job access and economic development. The following pages include the sankey diagrams created for this exercise. Sankey diagrams can be read by commuters coming from, or living in, the highlighted county on the left and going to, or working in, the highlighted counties on the right.

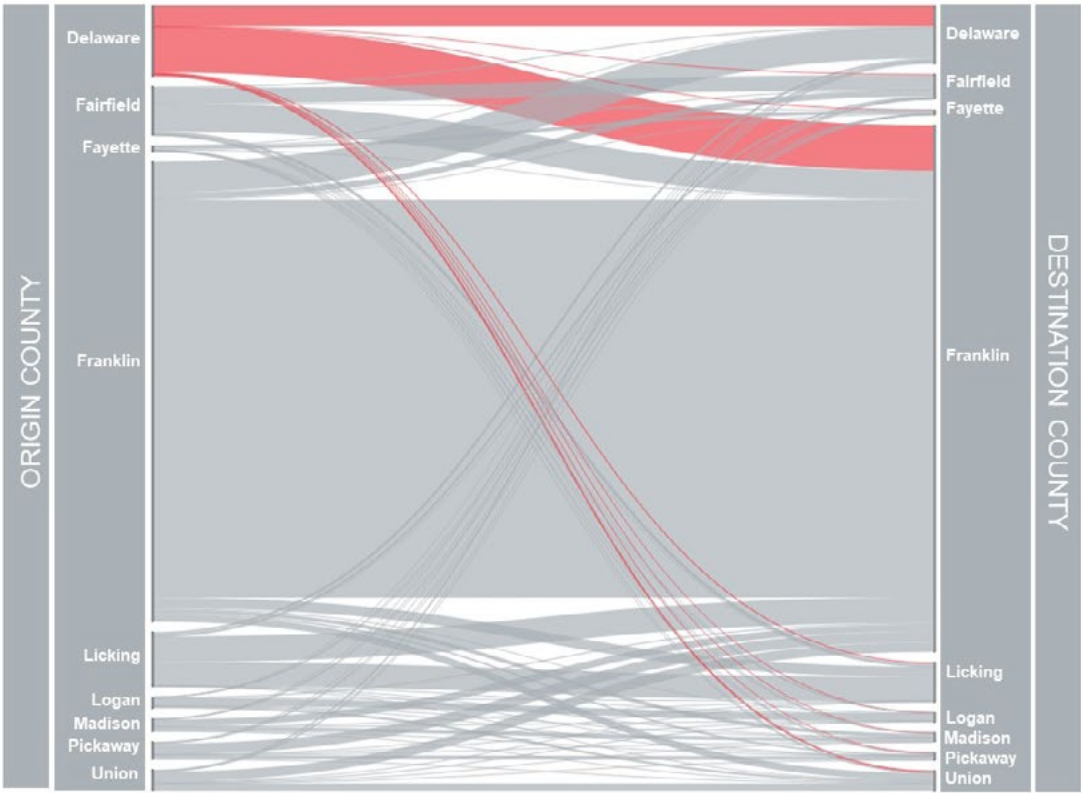
COMMUTE SANKEY DIAGRAM: ODOT HSTC REGION 6



REGIONAL MOBILITY PLAN

TRAVEL DATA REVIEW

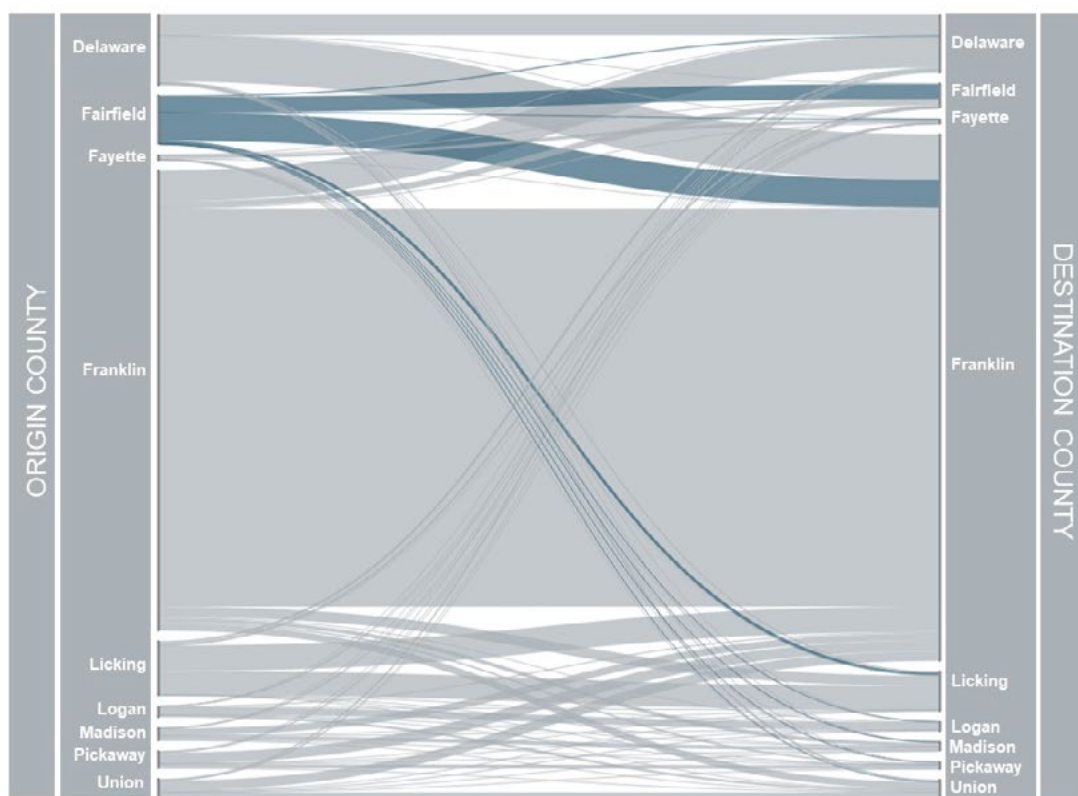
COMMUTE SANKEY DIAGRAM: DELAWARE



REGIONAL MOBILITY PLAN

TRAVEL DATA REVIEW

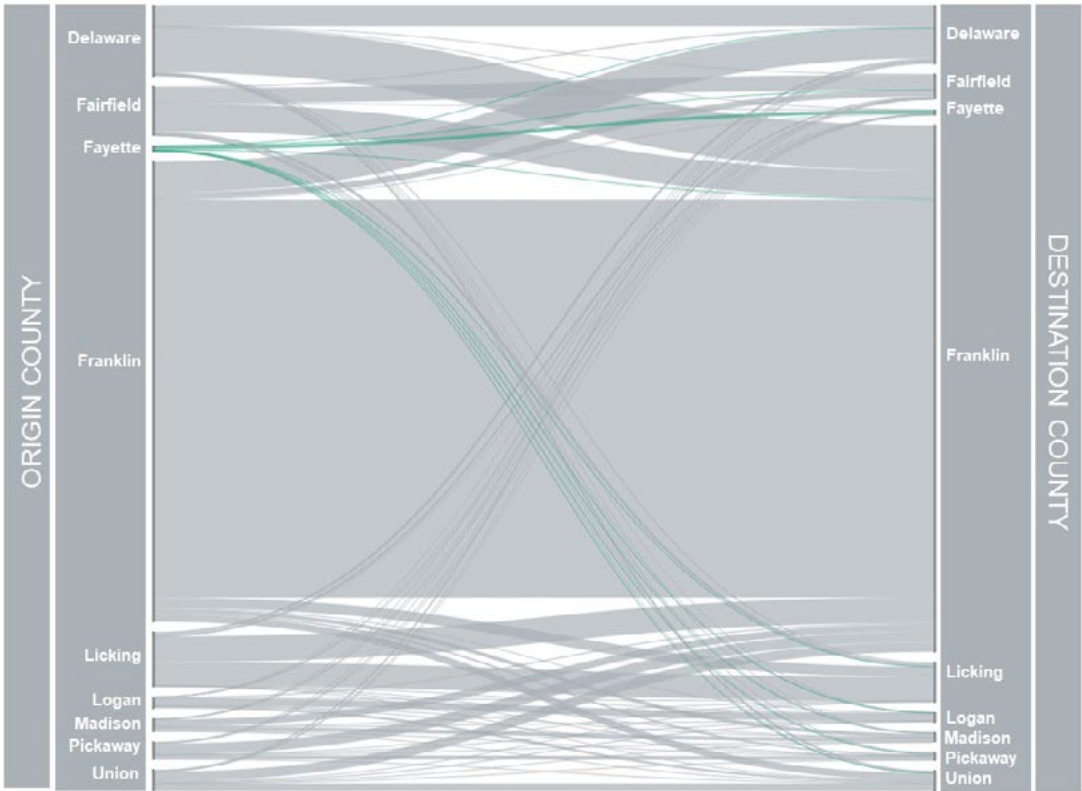
COMMUTE SANKEY DIAGRAM: FAIRFIELD



REGIONAL MOBILITY PLAN

TRAVEL DATA REVIEW

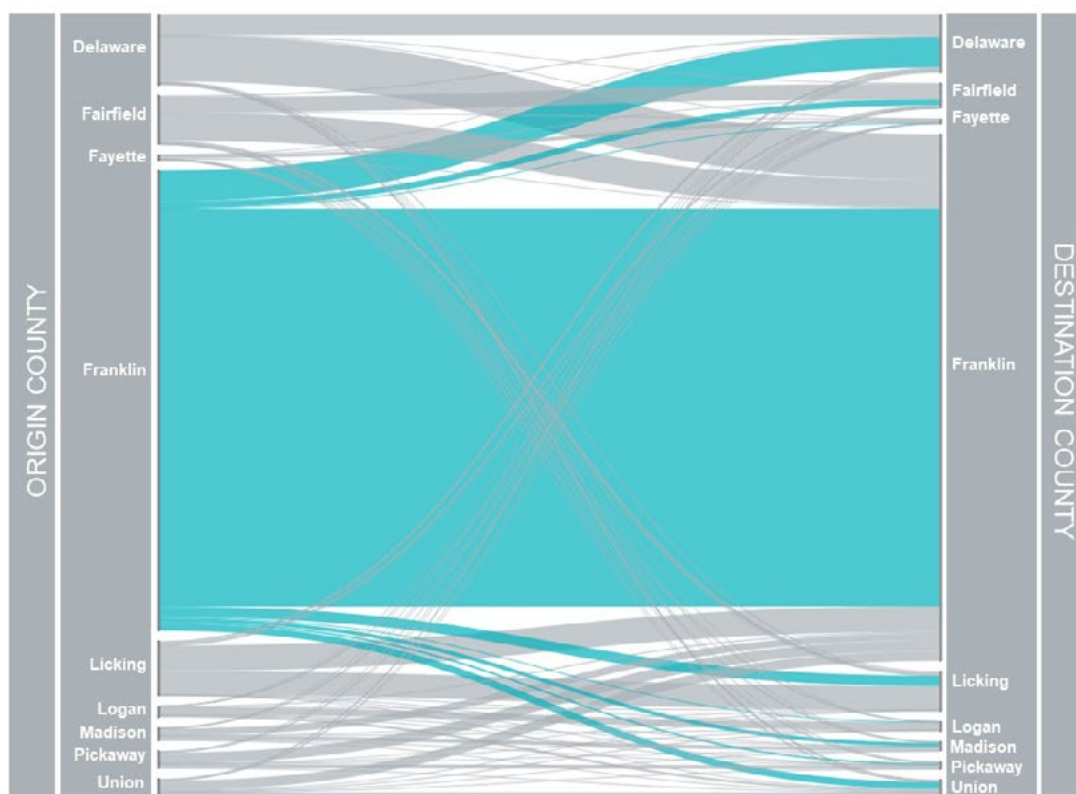
COMMUTE SANKEY DIAGRAM: FAYETTE



REGIONAL MOBILITY PLAN

TRAVEL DATA REVIEW

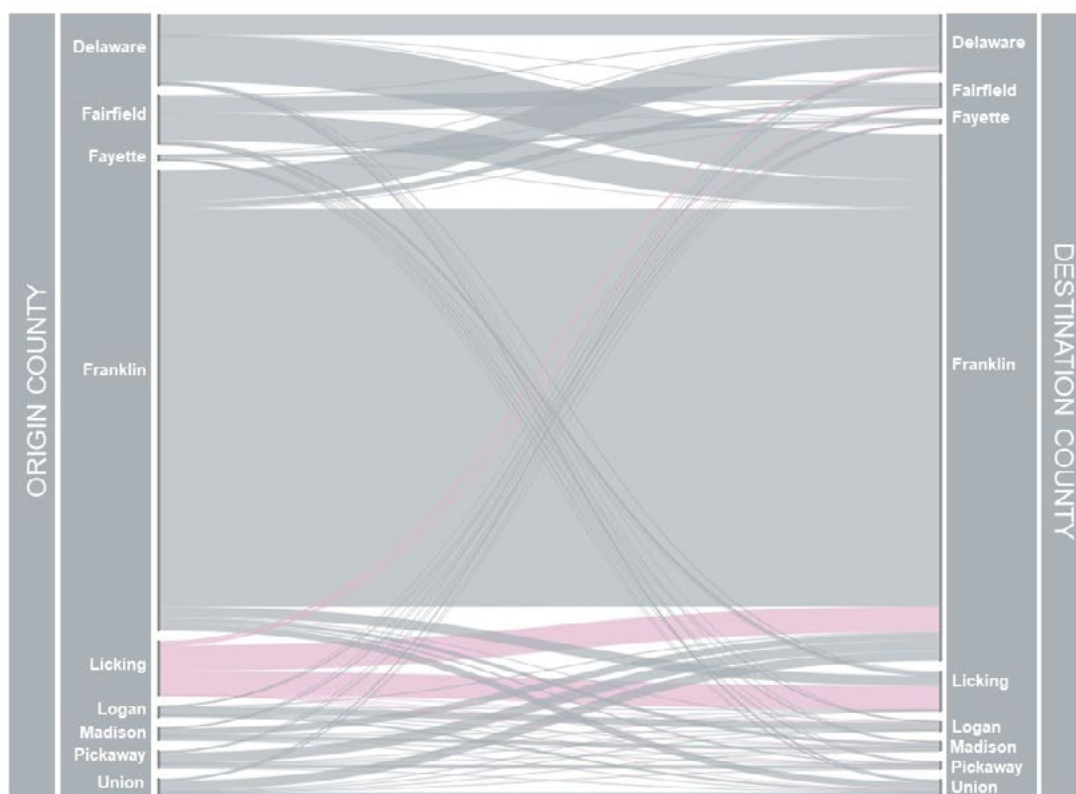
COMMUTE SANKEY DIAGRAM: FRANKLIN



REGIONAL MOBILITY PLAN

TRAVEL DATA REVIEW

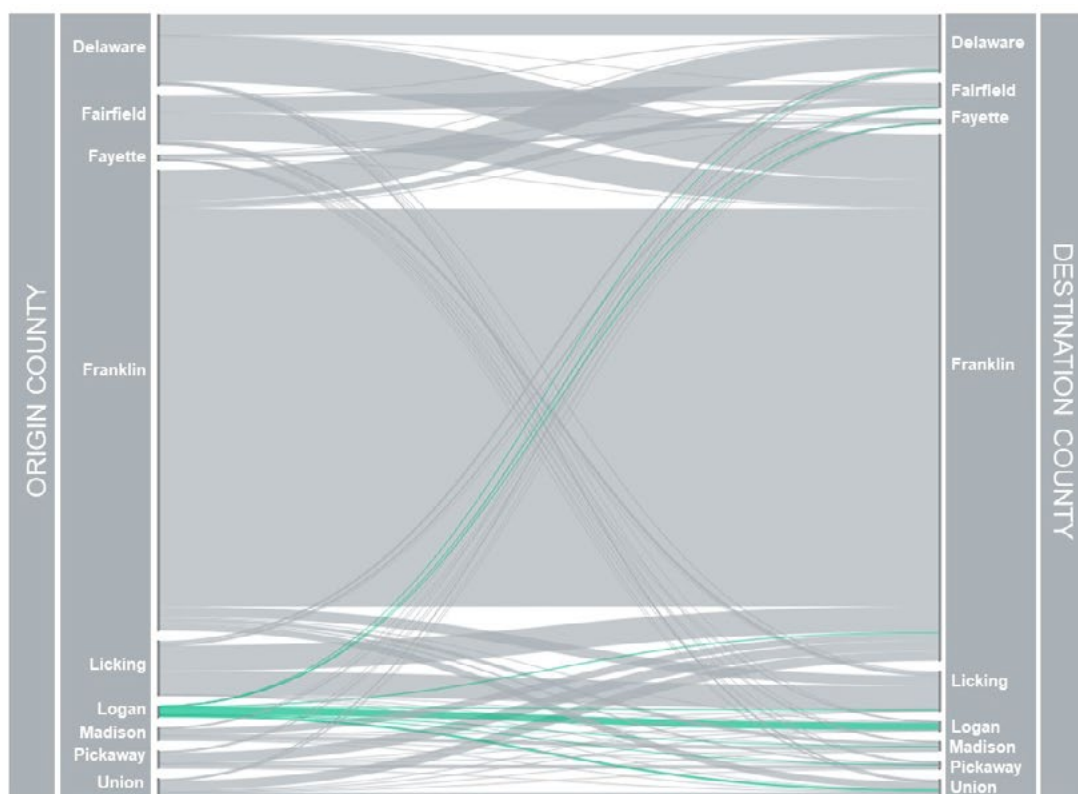
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REGIONAL MOBILITY PLAN

TRAVEL DATA REVIEW

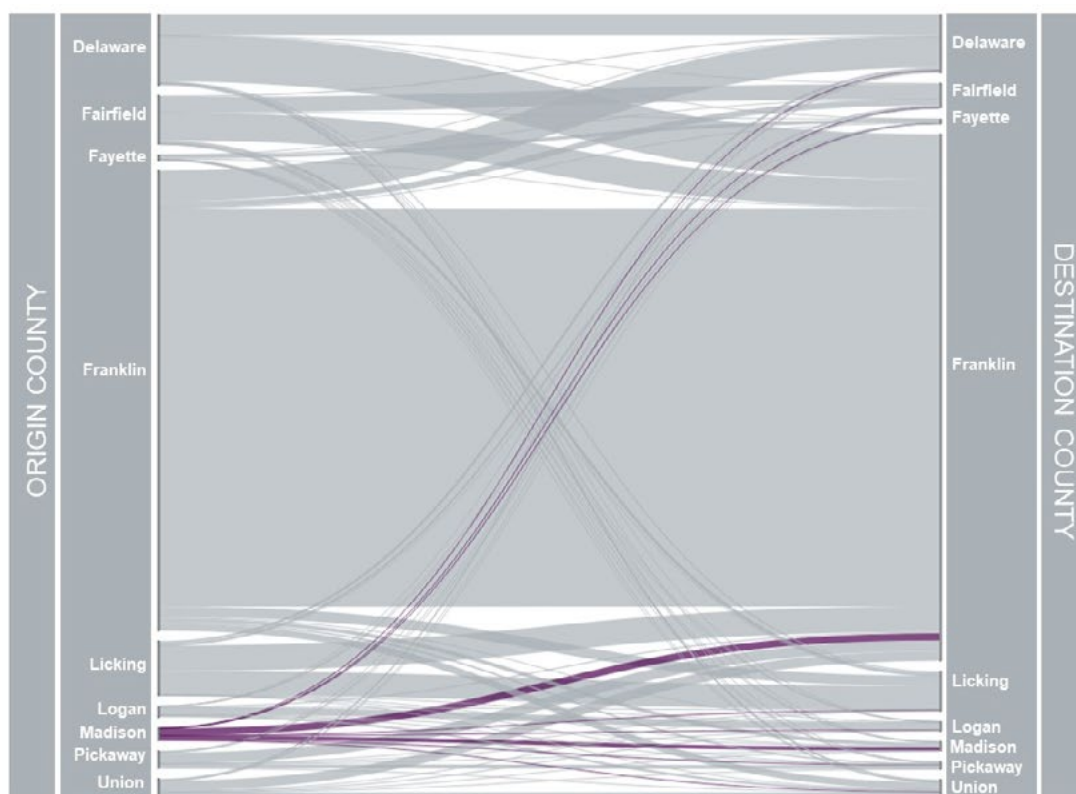
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REGIONAL MOBILITY PLAN

TRAVEL DATA REVIEW

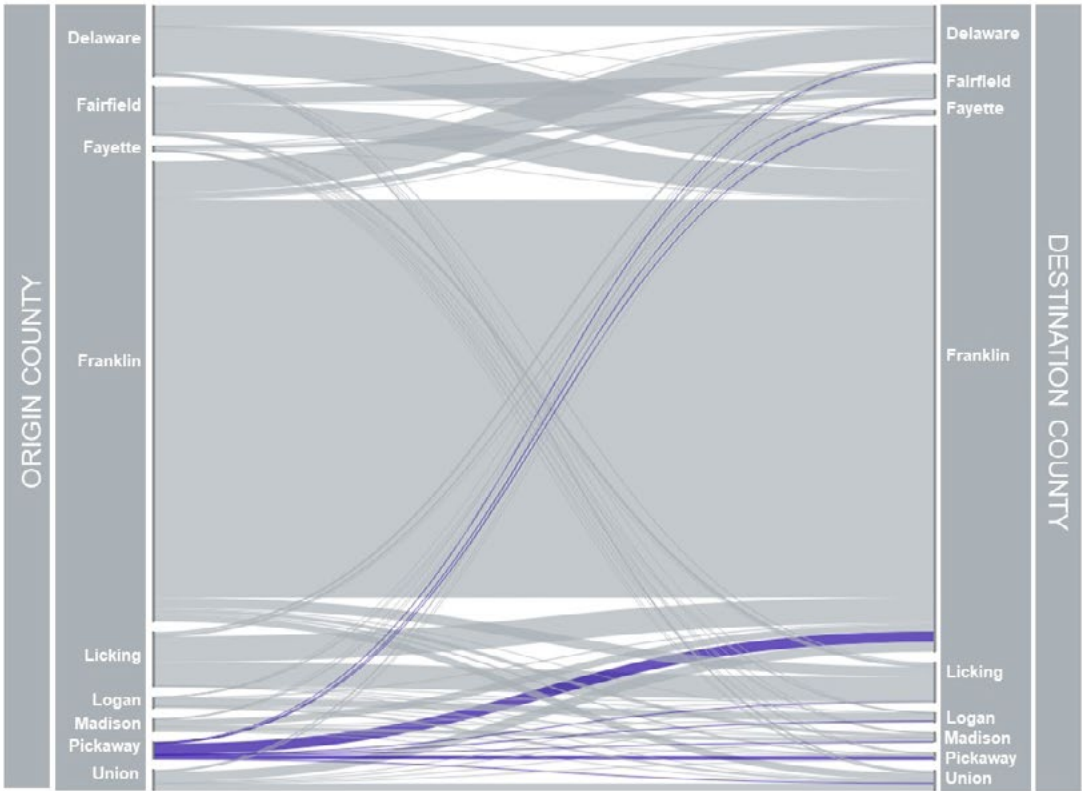
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REGIONAL MOBILITY PLAN

TRAVEL DATA REVIEW

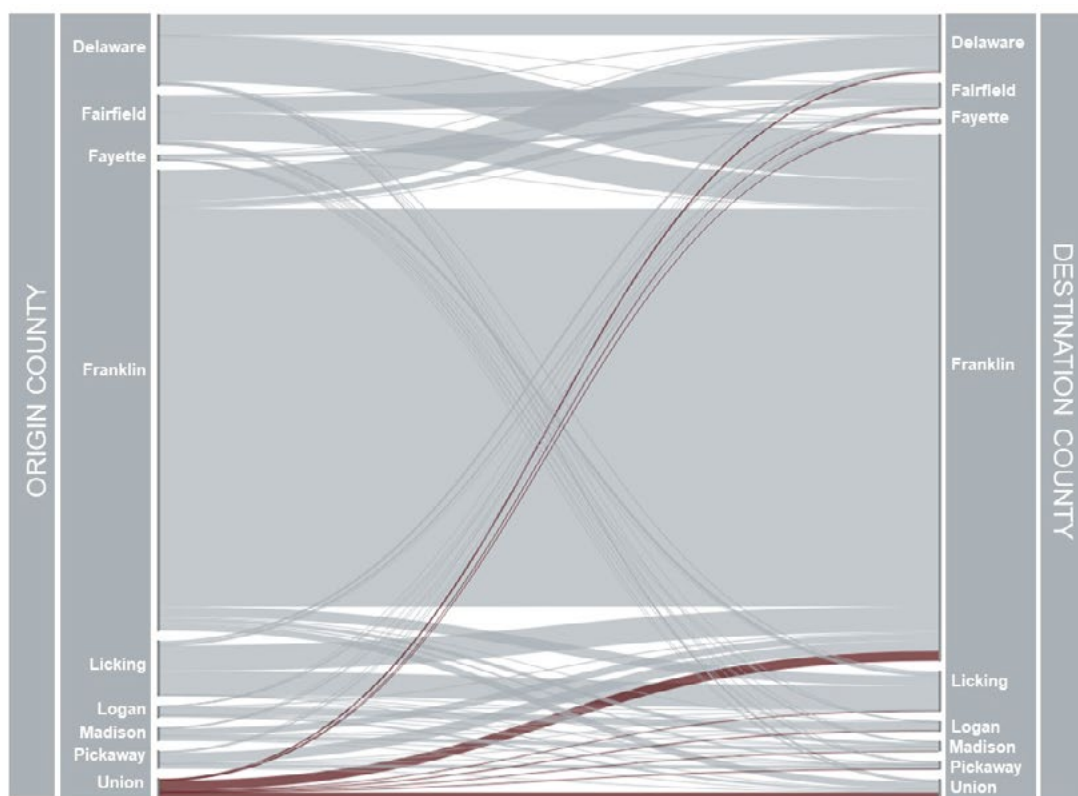
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REGIONAL MOBILITY PLAN

TRAVEL DATA REVIEW

COMMUTE SANKEY DIAGRAM: UNION



**REGIONAL ASSESSMENT OF
TRANSPORTATION COORDINATION
CHALLENGES AND NEEDS**

REGIONAL ASSESSMENT OF TRANSPORTATION COORDINATION CHALLENGES AND NEEDS

CHALLENGES TO REGIONAL COORDINATION

To better understand transportation needs on ODOT HSTC Region 6, MORPC examined barriers to coordination in the region. The Table below is provided as an overview of challenges to regionally coordinated innovation and improvement based upon the perspective of transportation providers, human service representatives, and community stakeholders represented in the county-level mobility discussions and the RMP steering committee.

CHALLENGES TO REGIONAL COORDINATION
Siloed pursuit of transportation grants and funding
Lack of consistent and strong support for transit and mobility
Varying viability of transit
Varying levels of outreach and capacity for outreach
Inconsistency in technology used for payment and routing processes
Lack of operators for transit and other transportation providers

REGIONAL ASSESSMENT OF TRANSPORTATION COORDINATION CHALLENGES AND NEEDS (CONTINUED)

REGIONAL TRANSPORTATION NEEDS

To better understand transportation needs on ODOT HSTC Region 6, MORPC examined needs and gaps in transportation programming and services that impact transportation users throughout the region. The Table below is provided as an overview of transportation needs from the review of the transportation user survey and the perspective of transportation providers, human service representatives, and community stakeholders represented in the county-level mobility discussions and the RMP steering committee.

REGIONAL TRANSPORTATION NEEDS
Lack of public awareness of available transportation services
Lack of awareness of supportive funding eligibility for transportation users
Lack of a centralized location for transportation information
Inability to cross county lines with available services
Limitations in service availability based on day of week and time of service
Varying numbers of service availability
Inconsistency in safe and accessible multimodal connections to transit services

REGIONAL TRANSPORTATION USER SURVEY ASSESSMENT

REGIONAL TRANSPORTATION USER SURVEY ASSESSMENT

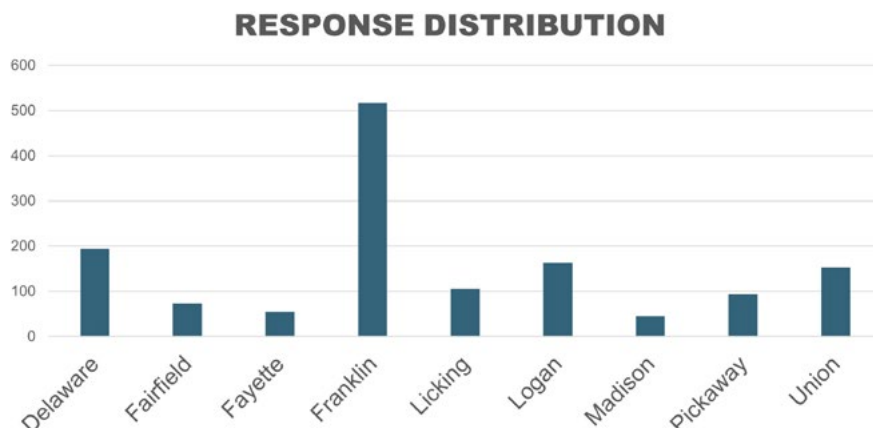
TRANSPORTATION USER SURVEY

The following survey summary includes the information gained from the following surveys that were performed. A total of 3,217 responses were collected between January 19, 2021 and November 1, 2021. 1,400 responses included a valid home address zip code within ODOT HSTC Region 6 for local evaluation. The results of this survey were heavily referenced in determining the transportation needs outlined in the previous section of this document.

The following graphics seek to highlight major findings around residents' experiences in using transportation options, their awareness of available services, and desired changes for improved efficiency, accessibility, and reliability.

RESPONSE DISTRIBUTION

The majority of responses were heavily from Franklin County. Some counties experienced challenges is distributing the survey with administrative or capacity limitations. For example, Pickaway County experienced change in mobility manager representation and Madison County did not have a mobility manager to assist in outreach during this time. Some counties were able to champion the survey for their outreach with innovative solutions like radio advertising in Logan County or providing surveys through paratransit partners in Union County. MORPC recognizes the varying number of survey responses by county as a limitation in public feedback despite in-person engagement, mailings, and phone calls to organizations of significance to boost response rates.

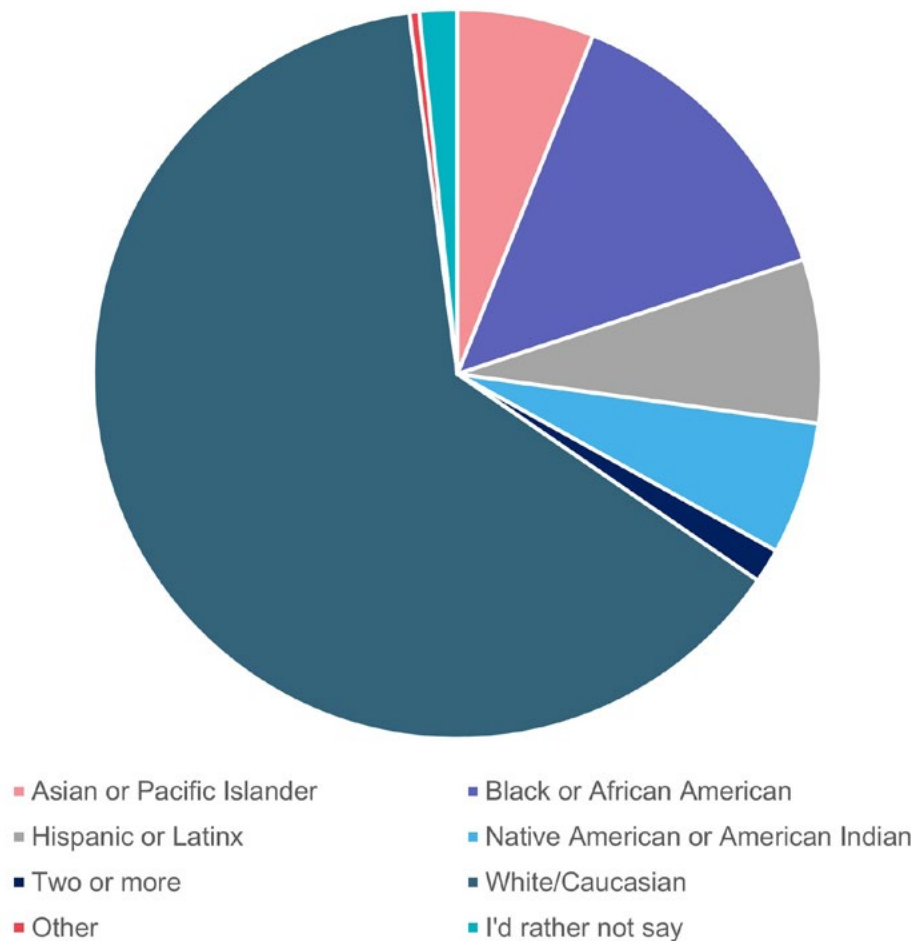


REGIONAL TRANSPORTATION USER SURVEY ASSESSMENT (Continued)

Race/Ethnicity

Diversity of responses was a major concern after closure of the transportation user survey. Goals outlined in this plan are intended to serve all populations in ODOT HSTC Region 6. Future outreach will take careful steps to ensure an equitable outreach collection to better meet the needs of all transportation users.

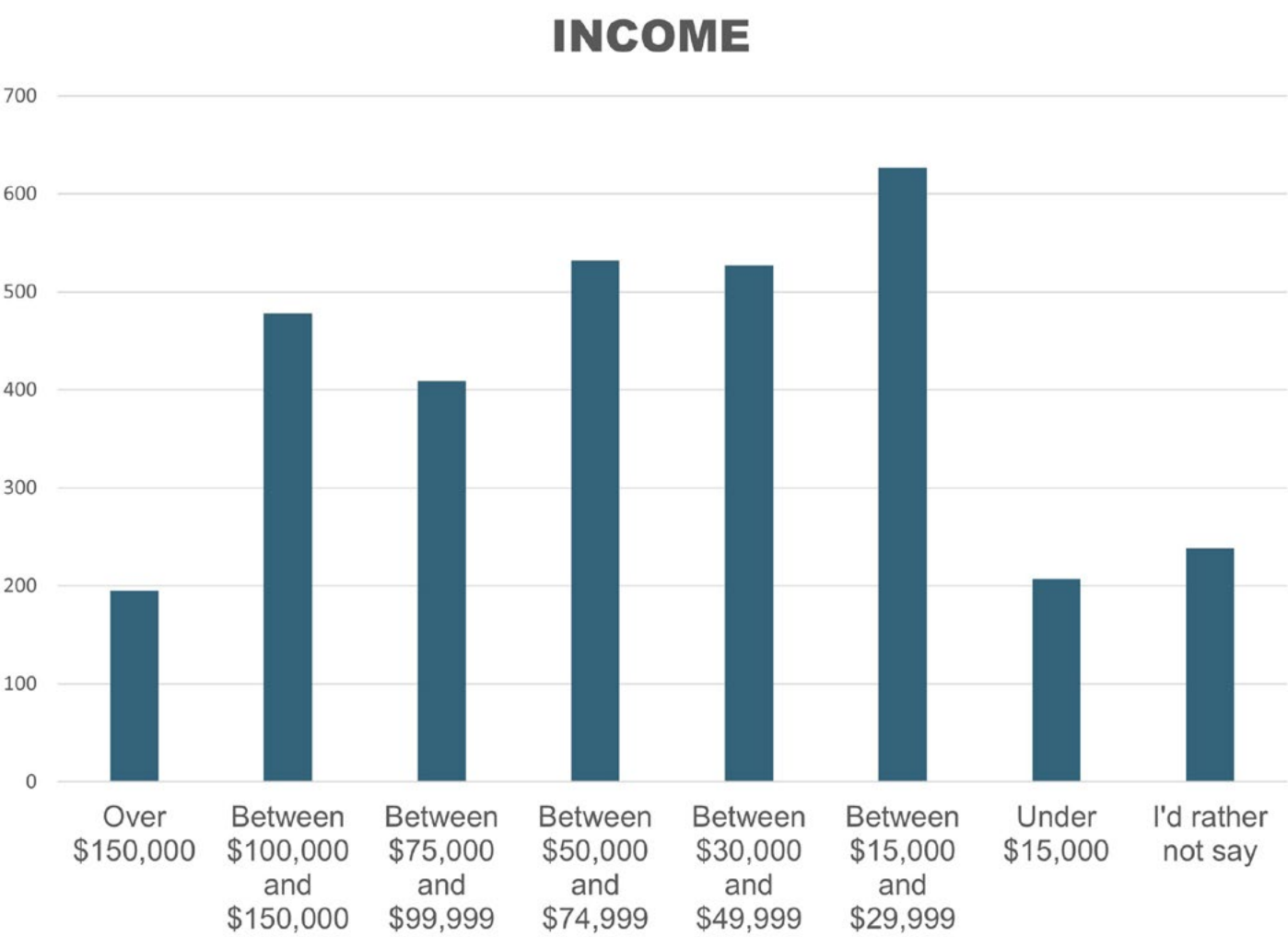
RACE/ETHNICITY



REGIONAL TRANSPORTATION USER SURVEY ASSESSMENT (Continued)

Income Distribution

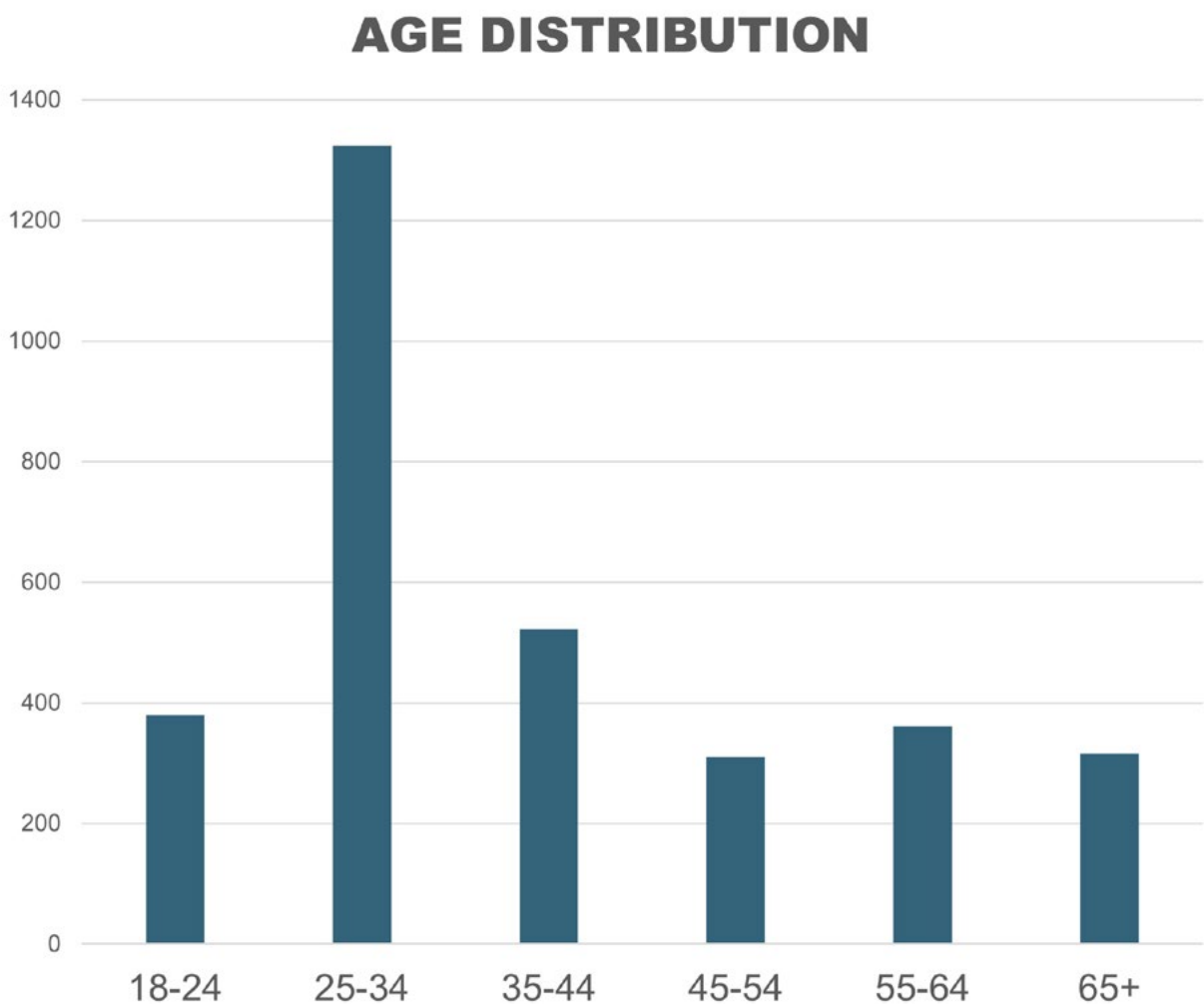
Income levels are well distributed among responses when looking at results with a regional perspective. Future outreach will seek to focus more on lower income populations to better serve disadvantaged populations in transportation coordination work.



REGIONAL TRANSPORTATION USER SURVEY ASSESSMENT (Continued)

Age Distribution

There were a significant amount of responses from the 25-34 age group. This was a significant limitation for our survey results as a focus population for the work is to support independent mobility of older adults (individuals 65 years and older). However, this RMP is also intended to serve other age groups and populations.

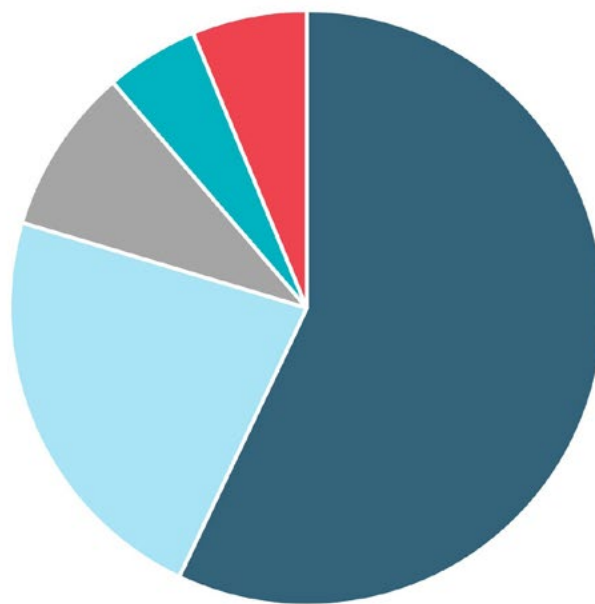


REGIONAL TRANSPORTATION USER SURVEY ASSESSMENT (Continued)

Employment Status

Employment status was recognized in the transportation user survey to ensure responses to guide workforce and education mobility, as well as the mobility of those who do not work. The majority of responses were from those who work or volunteer outside of the home.

EMPLOYMENT STATUS



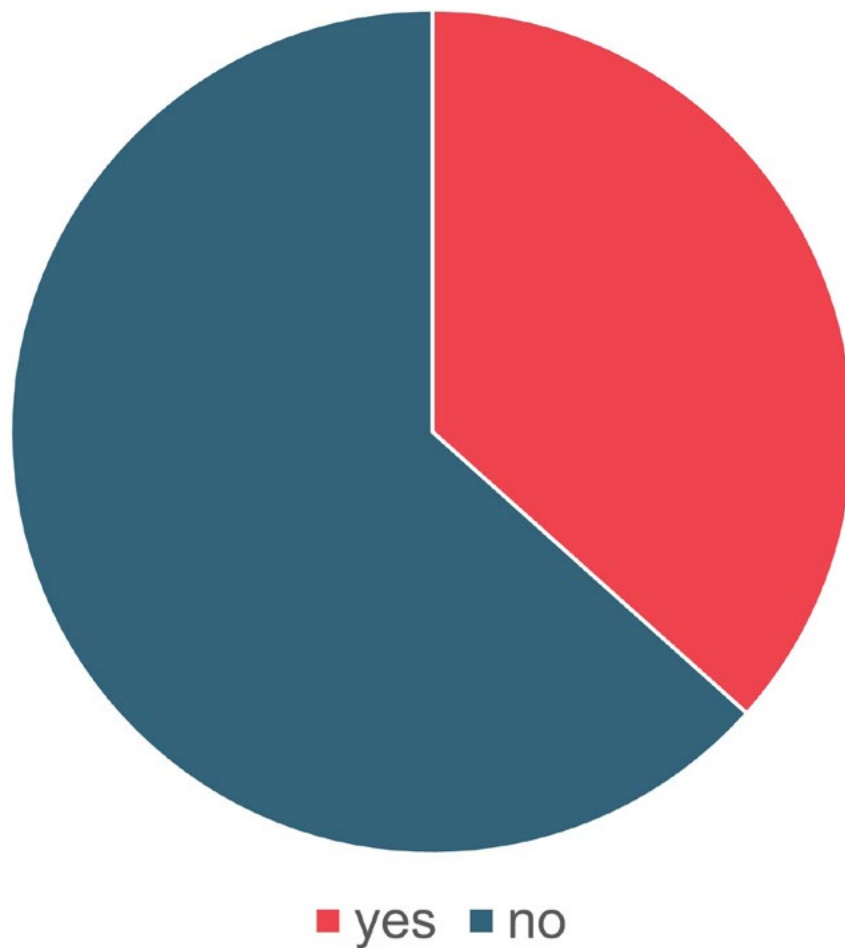
- Work or volunteer outside of the home
- Work or volunteer from home
- Are retired
- Do not work
- Are a student

REGIONAL TRANSPORTATION USER SURVEY ASSESSMENT (Continued)

Mobility Aide Requirement

Many transportation users require a mobility aid, such as a wheel chair walker, or another device to comfortably fulfill their transportation needs and support their quality of life. While the majority of responders to the transportation user survey do not need a mobility device, it is vital to continue to recognize those who do in the continuation and improvement of existing transportation programs and services.

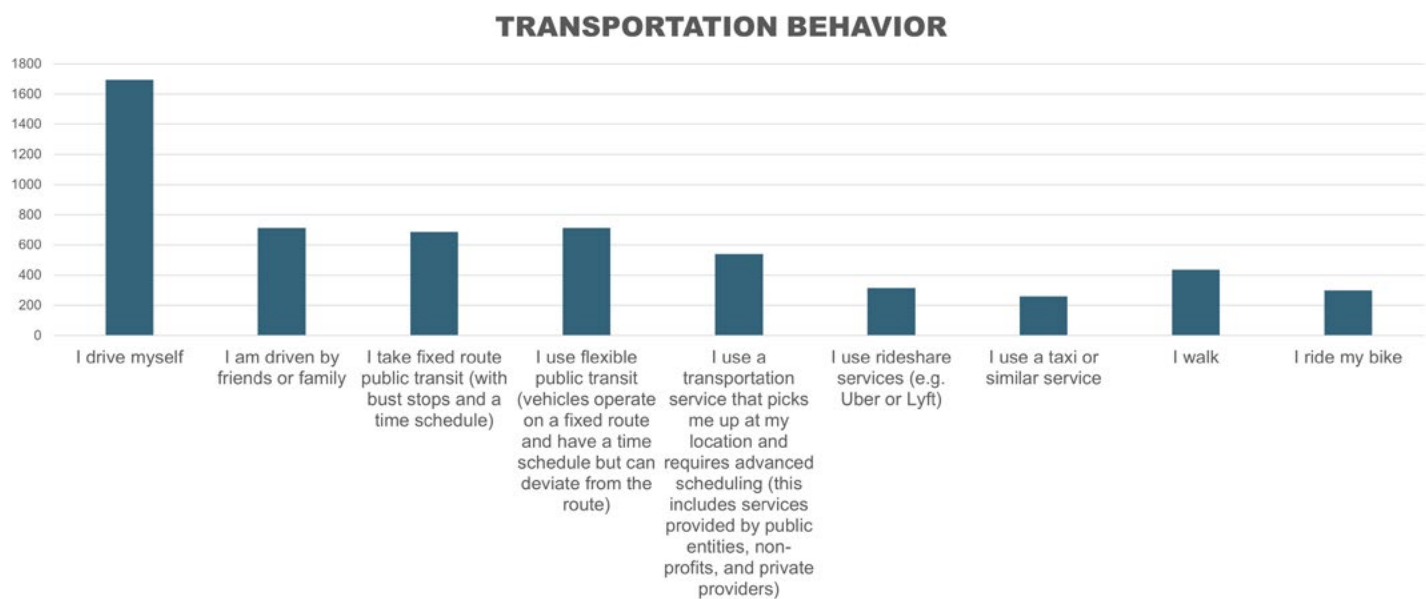
MOBILITY AID REQUIREMENT



REGIONAL TRANSPORTATION USER SURVEY ASSESSMENT (Continued)

Transportation Behavior

Transportation behavior was reviewed to better understand what modes and services are used in ODOT HSTC Region 6. The majority of responders expressed that they drive but many are dependent on other options.

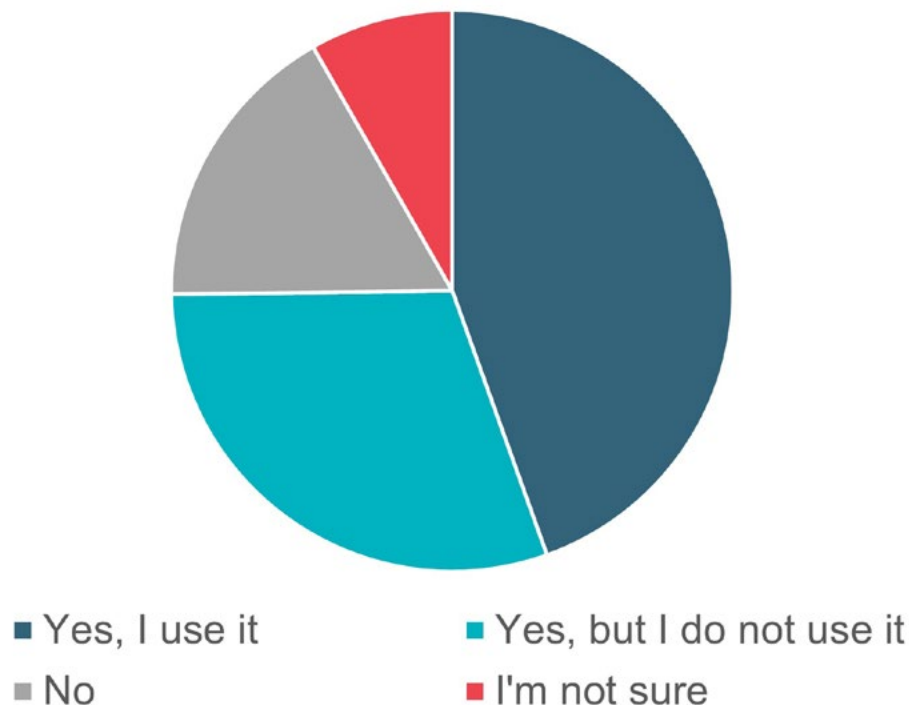


REGIONAL TRANSPORTATION USER SURVEY ASSESSMENT (Continued)

AWARENESS OF PUBLIC TRANSPORTATION, CARPOOLING, OR SENIOR SERVICE TRANSPORTATION

When looking at the transportation user responses at the regional level, most individuals who know that they have access to transportation services do use it. Those that are not sure of available services contribute to the opportunity in improving education and outreach initiatives. Hindrances for those who do not use transportation services are recognized on the next page.

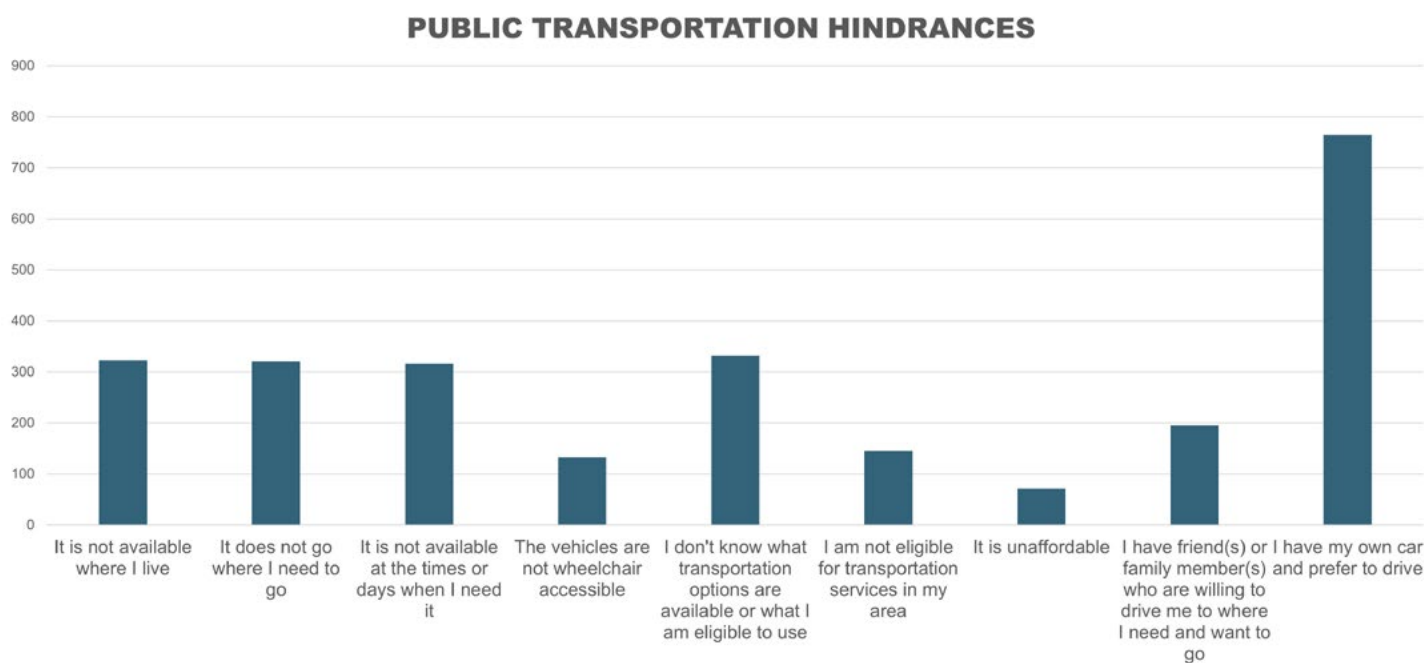
AWARENESS OF PUBLIC TRANSPORTATION, CARPOOLING, OR SENIOR SERVICE TRANSPORTATION



REGIONAL TRANSPORTATION USER SURVEY ASSESSMENT (Continued)

Transportation Service Hindrances

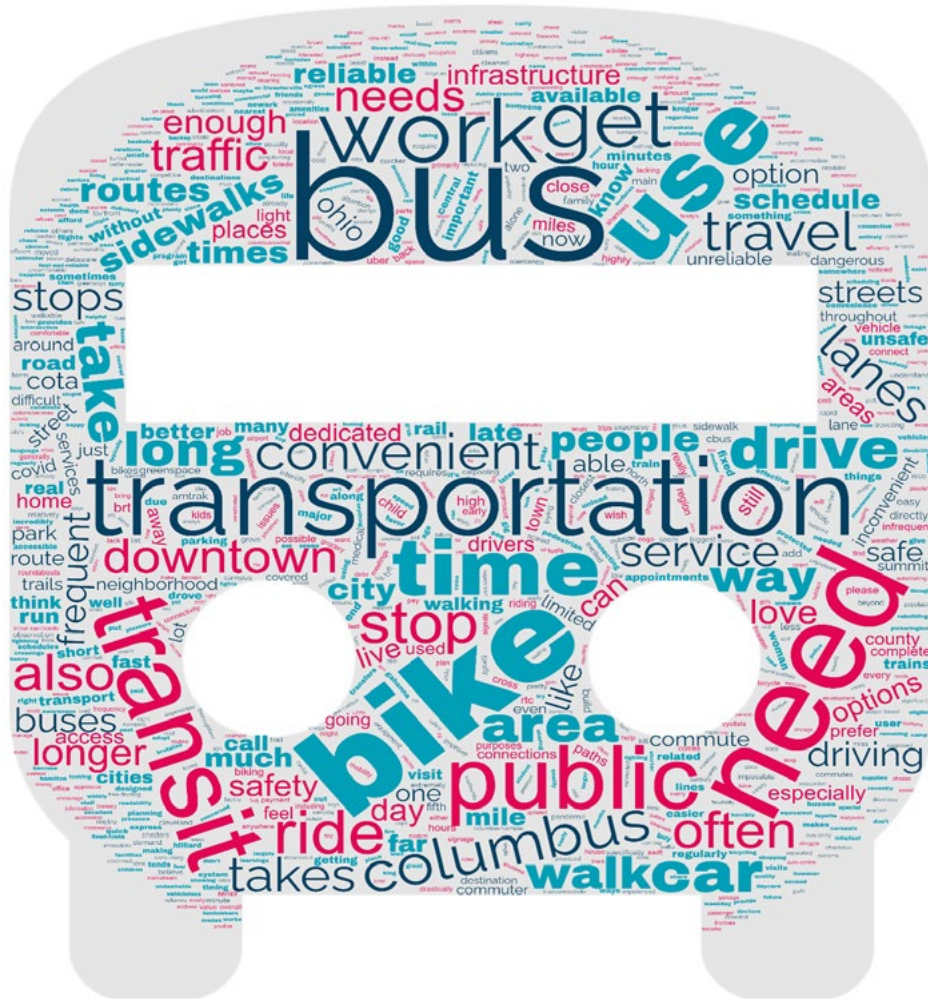
Examining transportation hindrances allowed us to understand what limitations and barriers exist to use of transportation options in Central Ohio. Awareness, service area, service availability where highlighted as needs with review of these responses.



REGIONAL TRANSPORTATION USER SURVEY ASSESSMENT (Continued)

Transportation Service Hindrances

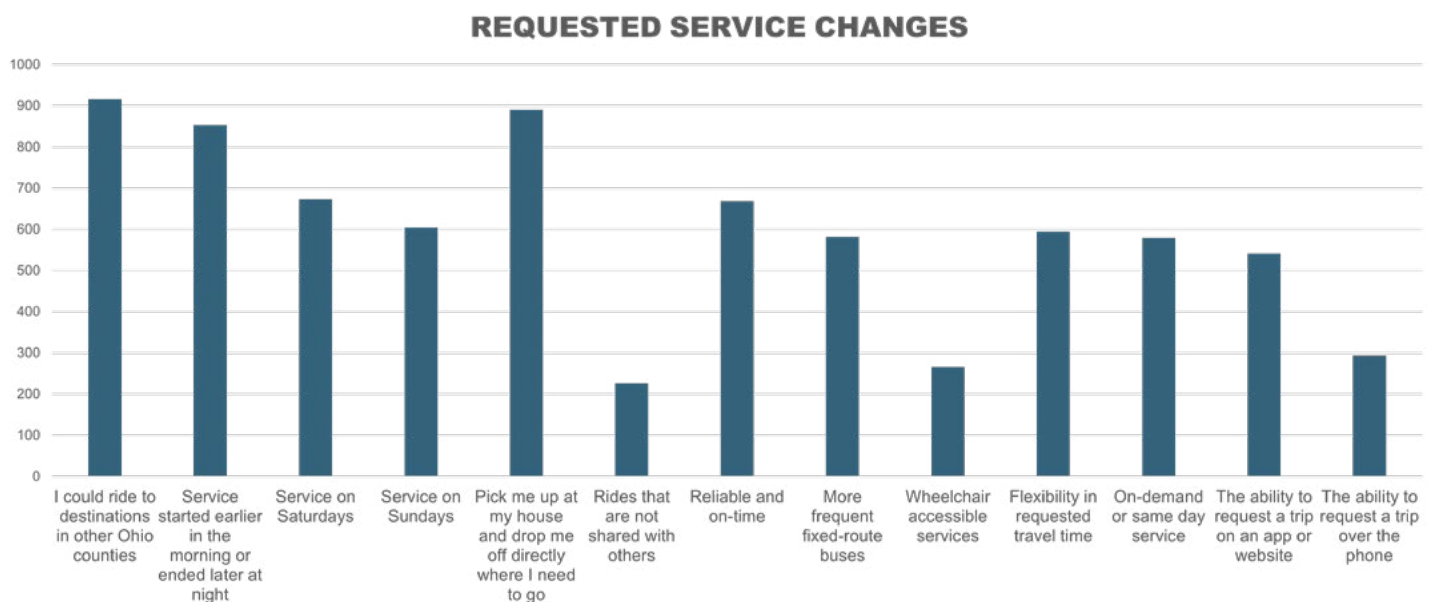
Transportation user survey participants were given the opportunity to express other barriers to using transportation services based on their own experiences. Significant barriers included infrequent and unreliable service, safety concerns, lack of accessible active transportation infrastructure for multimodal connectivity, limited availability of service, and not being eligible.



REGIONAL TRANSPORTATION USER SURVEY ASSESSMENT (Continued)

Requested Service Changes

Survey participants were asked what service changes might encourage them to use transit and other transportation options. Cross-county connectivity, service availability, and innovative service models were highlighted as opportunity areas for increasing ridership for ODOT HSTC Region 6 transportation services.



REGIONAL GOALS AND STRATEGIES

REGIONAL GOALS AND STRATEGIES

Strategies for improving transportation for the ODOT HSTC Region 6 should address the service gaps and user needs identified in this plan. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public transportation user survey.

Based on information gathered throughout the planning process, MORPC developed the following strategies to address the gaps and unmet transportation needs. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished.

The three regional goal areas are listed below and the following sections describes their strategies, action steps, and timeline. The goals and strategies are intended to address each of the identified unmet transportation needs and coordination challenges with a regional perspective. Regional goals are not numbered by a priority level.

GOAL 1: IMPROVE TRANSIT CONNECTIVITY

GOAL 2: ENCOURAGE STAKEHOLDER AND PUBLIC SUPPORT FOR TRANSIT

GOAL 3: IMPROVE AWARENESS OF TRANSPORTATION OPTIONS

REGIONAL GOALS AND STRATEGIES (CONTINUED)

GOAL 1: IMPROVE TRANSIT CONNECTIVITY

Need(s) Being Addressed: *Lack of coordination of available state and regional resources. Coordination of transit service and funding opportunities will support improved access and connectivity throughout the region.*

Strategy 1.1:
Identify opportunities for Regional Connectivity

Timeline for Implementation: Ongoing

Action Steps:

Action Step 1.1.1: Participate in County Connections initiative to identify opportunities in for connection between ODOT HSTC counties in transit service and technology used for routing and dispatching.

Action Step 1.1.2: Maintain county-level mobility discussion groups to continue conversations for improving mobility at the local level. Coordinate local level challenges and needs with the larger regional group, the Central Ohio Transportation Coordination Committee (COTCC). Share county-level mobility initiatives with the COTCC to encourage coordination and reduce project duplication. Ensure involvement from transit agencies, transportation providers, human service organizations, higher education institutions, medical organizations, and state and local transportation planning authorities. Use this group as an opportunity to share best practices and reasoning behind a variety of service models and technology for payment and route processes. Additional topics may include vehicle replacement/maintenance and other themes as needed.

Action Step 1.1.3: Identify regional opportunities for multimodal safety and transit connectivity improvements by prioritizing this topic in COTCC meetings and transit partners conversations, referencing MORPC active transportation plans and policies, and participating in regional active transportation initiatives.

Action Step 1.1.4: Document progress of with these action steps and any new action steps identified through new conversations to come among these groups.

REGIONAL GOALS AND STRATEGIES (CONTINUED)

GOAL 1: IMPROVE TRANSIT CONNECTIVITY

Strategy 1.2:

Research, pursue, and support applying for state or federal funding opportunities as a region

Timeline for Implementation: Ongoing

Action Steps:

Action Step 1.2.1: Identify and share grant and federal funding opportunities in a centralized location for partners that may be considered for mobility innovation and the local and regional levels.

Action Step 1.2.2: Support the pursuit of grants and federal funding through letters of support and development of applications as a region. Coordinate purposes for funding pursuits.

REGIONAL GOALS AND STRATEGIES (CONTINUED)

GOAL 1: IMPROVE TRANSIT CONNECTIVITY

Strategy 1.3:

Coordinate and maintain transportation provider working groups

Timeline for Implementation: Ongoing

Action Steps:

Action Step 1.3.1: Implement outreach to public, private, non-profit, volunteer, and other transportation provider working groups with intention of creating county-level provider working groups. Use these groups to identify opportunities to coordinate cross-county connections and share services. These meetings should meet quarterly.

Action Step 1.3.2: Invite transportation providers to join a regional provider working group that meets bi-annually. This group will leverage transportation provider coordination and findings from county-level provider working groups to identify best practices for sharing services and coordinate opportunities for cross-county connection.

Action Step 1.3.3: Review existing non-emergency medical transportation programs and providers. Collect information of processes and technologies used to share best practices with providers, human service organizations, and other interested parties.

Action Step 1.3.4: Identify strategies to support the acquisition of more drivers and operator for transit agencies and other interested transportation providers. Share with all partners.

Action Step 1.3.5: Identify goals and track progress of the transportation provider working group(s) based on to be determined barriers and challenges of transportation provider coordination.

REGIONAL GOALS AND STRATEGIES (CONTINUED)

GOAL 2: ENCOURAGE STAKEHOLDER AND PUBLIC SUPPORT FOR TRANSIT

Need(s) Being Addressed: Lack of strong support for transit in all ODOT HSTC Region 6 counties. Lack of support is connected to the varying levels of service. Lack of support also presents risk to future coordination efforts and viability of local mobility innovation.

Strategy 2.1:

Coordinate initiatives to build strong stakeholder support for transit

Timeline for Implementation: Ongoing

Action Steps:

Action Step 2.1.1: Identify counties in ODOT Region 6 that lack strong stakeholder support for transit but have viability for improvement or addition of transit service.

Action Step 2.1.2: Plan and implement outreach programs to encourage participation from major employers and elected officials. Maintain these relationships for long-term participation from major stakeholders in the county.

Action Step 2.1.3: Plan and implement public outreach programs to identify most needed transportation options for the county that can be coordinated with regional services.

REGIONAL GOALS AND STRATEGIES (CONTINUED)

GOAL 2: ENCOURAGE STAKEHOLDER AND PUBLIC SUPPORT FOR TRANSIT

Strategy 2.2:

Coordinate and maintain employer working groups

Timeline for Implementation: Ongoing

Action Steps:

Action Step 2.2.1: Implement outreach to major employers and higher education institutions in each ODOT HSTC Region 6 county. Use these county-level groups to identify opportunities to identify needed transportation service, education, and encouragement programming to encourage workforce and education transportation access and awareness.

Action Step 2.2.2: Invite representatives of major employers and higher education institutions to join a regional provider working group that meets bi-annually. This group will use challenges identified through county-level discussions to identify regionally coordinated solutions to workforce and education transportation access and awareness.

Action Step 2.2.3: Identify goals and track progress of the employer working group(s) based on to be determined barriers and challenges workforce and education transportation.

REGIONAL GOALS AND STRATEGIES (CONTINUED)

GOAL 2: ENCOURAGE STAKEHOLDER AND PUBLIC SUPPORT FOR TRANSIT

Strategy 2.3:

Educate stakeholders involved in policy, funding, and planning decisions on transit needs

Timeline for Implementation: Ongoing

Action Steps:

Action Step 2.3.1: Coordinate consistent communication between the COTCC and the ODOT HSTC Region 6 counties between the Ohio Department of Transportation, Ohio Public Transit Association, and the County Commissioners Association of Ohio to ensure awareness of transit needs and encourage support for mobility innovation.

REGIONAL GOALS AND STRATEGIES (CONTINUED)

GOAL 3: IMPROVE AWARENESS OF TRANSPORTATION OPTIONS

Need(s) Being Addressed: Levels of outreach, capacity for innovative programming, and types of programming needed for education and awareness vary among ODOT HSTC Region 6 counties. Consistency of using Gohio Mobility and understanding each counties needs will assist in improving regional awareness and use of transportation services to improve independence and quality of life for residents.

Strategy 3.1:

Launch and use Gohio Mobility as a regional resource

Timeline for Implementation: Winter 2022 - Spring 2022

Action Steps:

Action Step 3.1.1: Train mobility managers to use Gohio Mobility as the tool to update county-level transportation provider information. Information updated will include service availability, eligibility information, trip booking requirements, and payment options.

Action Step 3.1.2: Train mobility managers to confidently share Gohio Mobility as a resource for human service organizations, employers, caregivers, and disadvantaged populations. Sharing the resource will include training for its use.

Action Step 3.1.3: Coordinate a joint public launch of Gohio Mobility with the Ohio Department of Transportation, the Ohio Association of Regional Councils, and Ohio mobility managers. The launch will include marketing materials and a press release with agreed upon graphics, language, and timeline among these groups.

REGIONAL GOALS AND STRATEGIES (CONTINUED)

GOAL 3: IMPROVE AWARENESS OF TRANSPORTATION OPTIONS

Strategy 3.2:

Evaluate and improve Gohio Mobility as a regional resource

Timeline for Implementation: Ongoing

Action Steps:

Action Step 3.2.1: Continually engage Ohio mobility managers to evaluate the success of Gohio Mobility as a tool for improving awareness of transportation services. Track gaps and evaluate opportunities for improvement with the Ohio Association of Regional Councils.

Action Step 3.2.2: Invite members of the public to join a Gohio Mobility user working group to evaluate experiences with the tool. Track successes and needed improvements as identified from this group. Evaluate opportunities for improvement with the Ohio Association of Regional Councils.

REGIONAL GOALS AND STRATEGIES (CONTINUED)

GOAL 3: IMPROVE AWARENESS OF TRANSPORTATION OPTIONS

Strategy 3.3:

Develop regional outreach programming and best practices

Timeline for Implementation: Ongoing

Action Steps:

Action Step 3.3.1: Identify opportunities for regional outreach programming related to available transportation options and funding eligibility for transportation users to support access to services. This action step will support counties with limited capacity for outreach programming independent to their county.

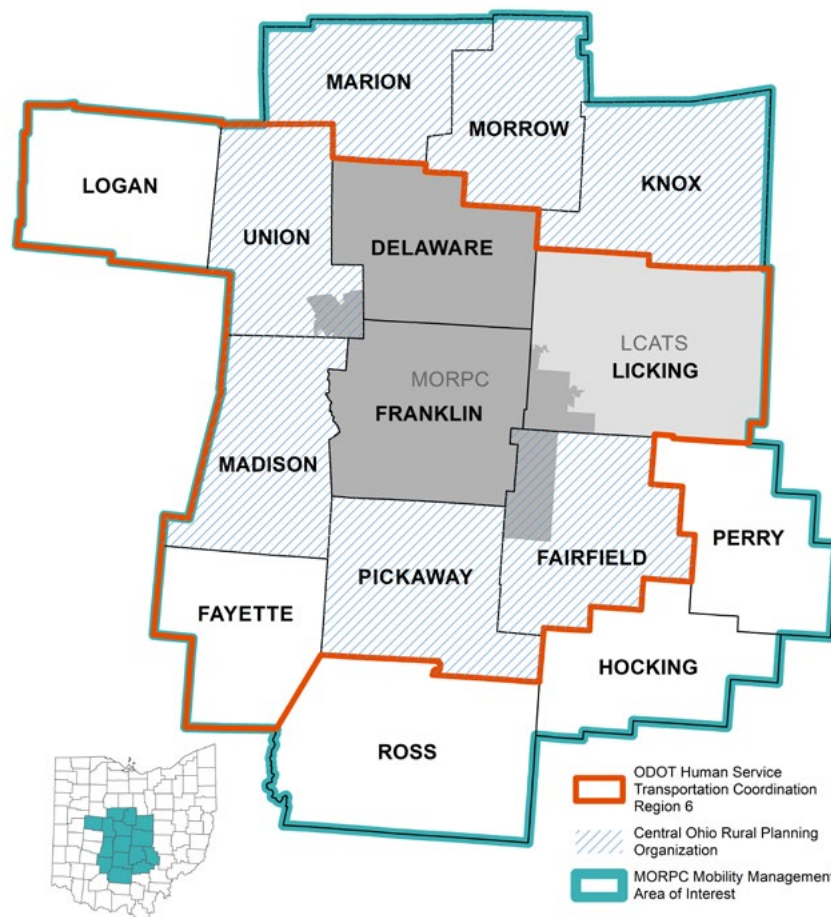
Action Step 3.3.2: Use the COTCC to identify and share best practices for outreach programming, including travel training, marketing initiatives, and other methods supporting education and outreach. Document examples and share with mobility managers, transit agencies, and other partners in ODOT HSTC Region 6.

**COUNTY STUDIES:
COUNTY GOALS, STRATEGIES, AND SURVEY
FINDINGS**

COUNTY FINDINGS AND GOALS

The following sections outline the identified goals and strategies for each county in ODOT HSTC Region 6 based on conversations from the county mobility discussions, the RMP Steering Committee, and findings from the transportation user survey. Graphics representing county survey responses were created from home zip codes in each county are included. The goals and strategies have been updated from each county's previously documented Transit Coordinated Plan to best meet new and existing coordination challenges and transportation needs.

Representatives who collaborated on these goals and strategies will be listed in the public involvement appendix section that will be included in the final document. This will also include a complete survey summary for all questions and methods used for survey outreach specific to each county.



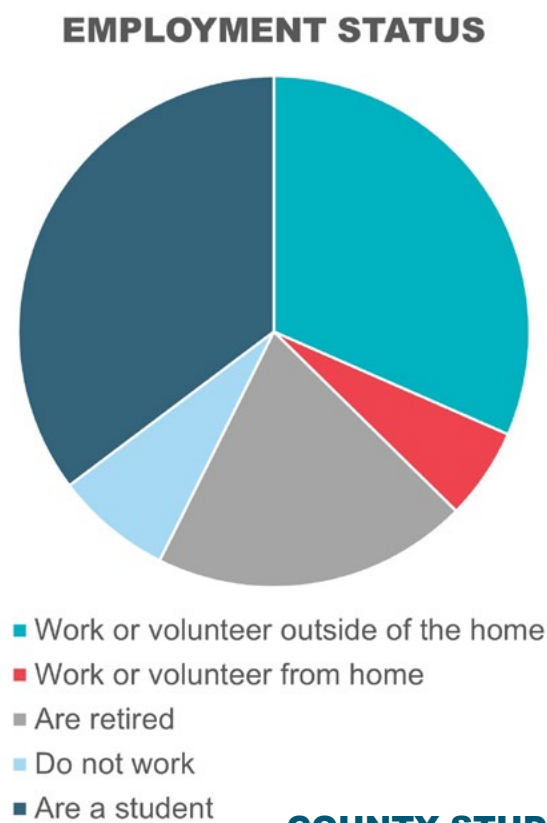
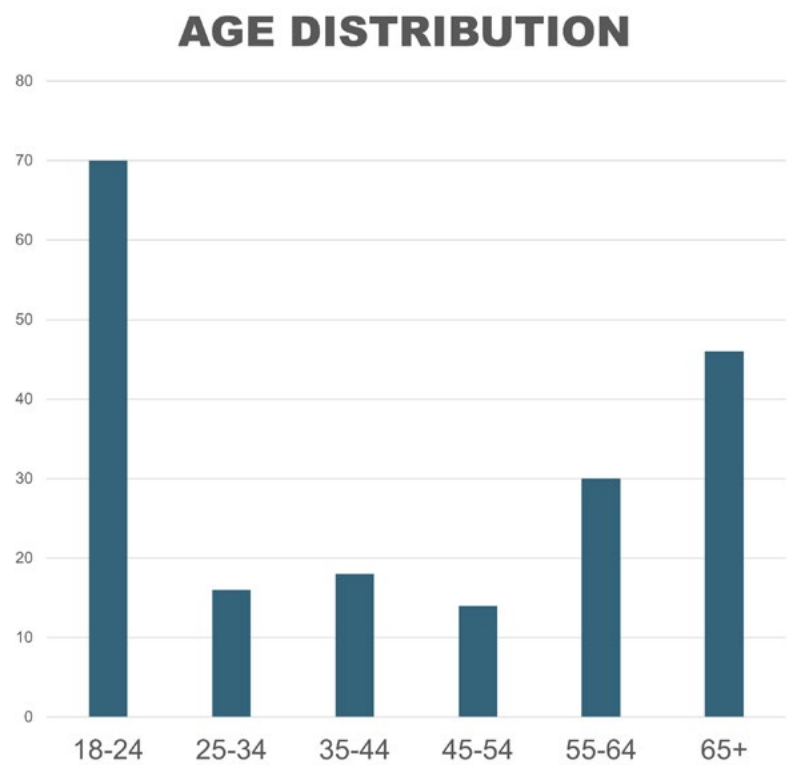
COUNTY FINDINGS AND GOALS

DELAWARE COUNTY GOALS AND STRATEGIES

GOALS	STRATEGIES
Goal 1: Expand Services for Vulnerable Populations	Strategy 1.1: Seek and use 5310 and 5307 funding to support this goal
	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
	Strategy 1.3: Implement study to improve economic accessibility for Delaware County Transit services, including paratransit
	Strategy 1.4: Identify and pursue regional connectivity through cross-county coordination
	Strategy 1.5: Increase multimodal transportation access and connections
	Strategy 1.6: Improve sidewalk and bus stop accessibility with support from Delaware County Transit and COTA
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
	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
Goal 3: Increase Awareness of Programs and Services	Strategy 3.1: Increase transportation services/ travel opportunities
	Strategy 3.2: Utilize Gohio Mobility as a one stop, multi-county resource for available transportation options
	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

COUNTY FINDINGS AND GOALS

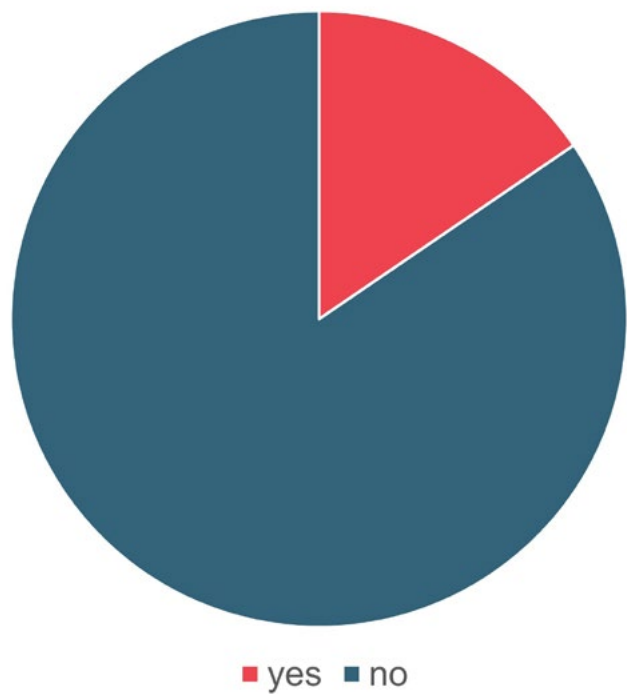
DELAWARE COUNTY SURVEY FINDINGS



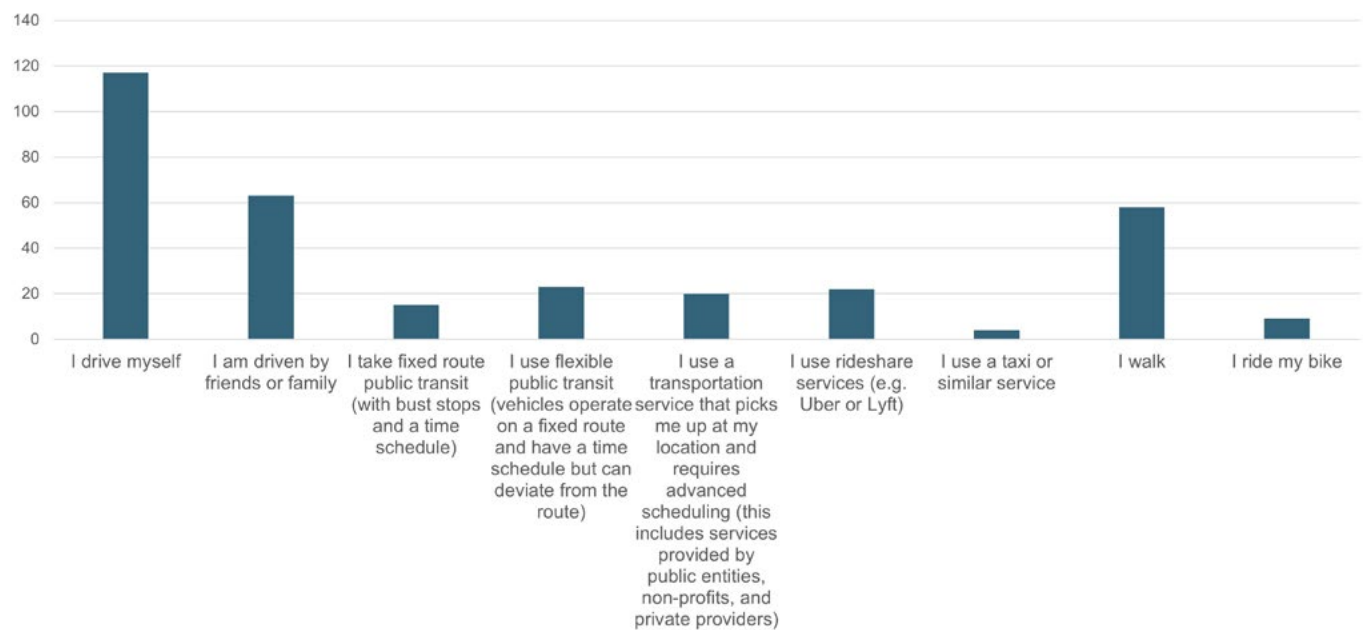
COUNTY FINDINGS AND GOALS

DELAWARE COUNTY SURVEY FINDINGS

MOBILITY AID REQUIREMENT



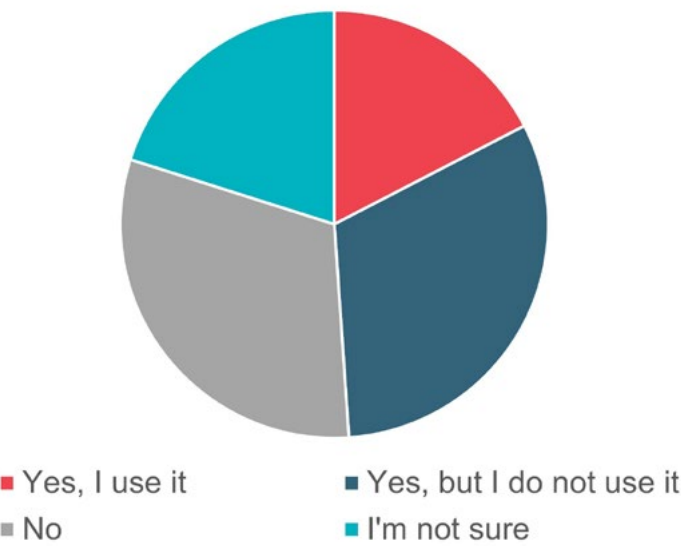
TRANSPORTATION BEHAVIOR



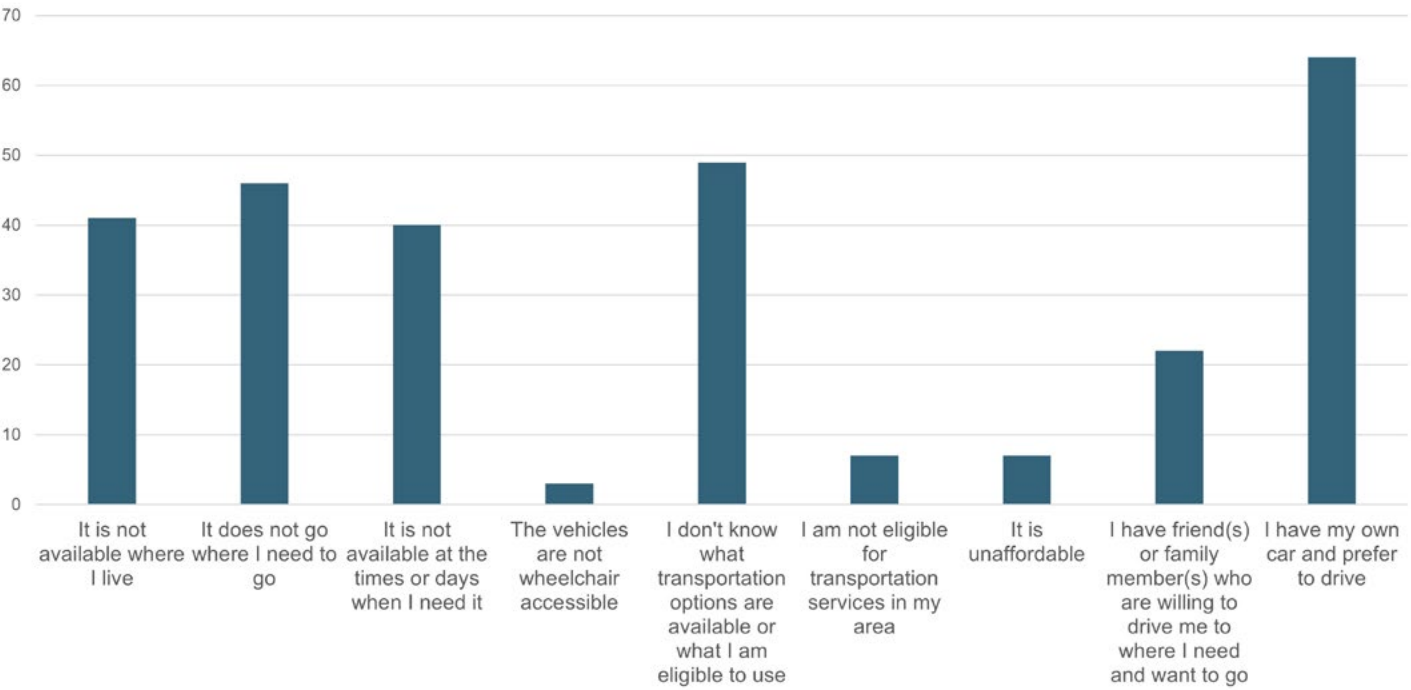
COUNTY FINDINGS AND GOALS

DELAWARE COUNTY SURVEY FINDINGS

**AWARENESS OF PUBLIC
TRANSPORTATION, CARPOOLING,
OR SENIOR SERVICE
TRANSPORTATION**

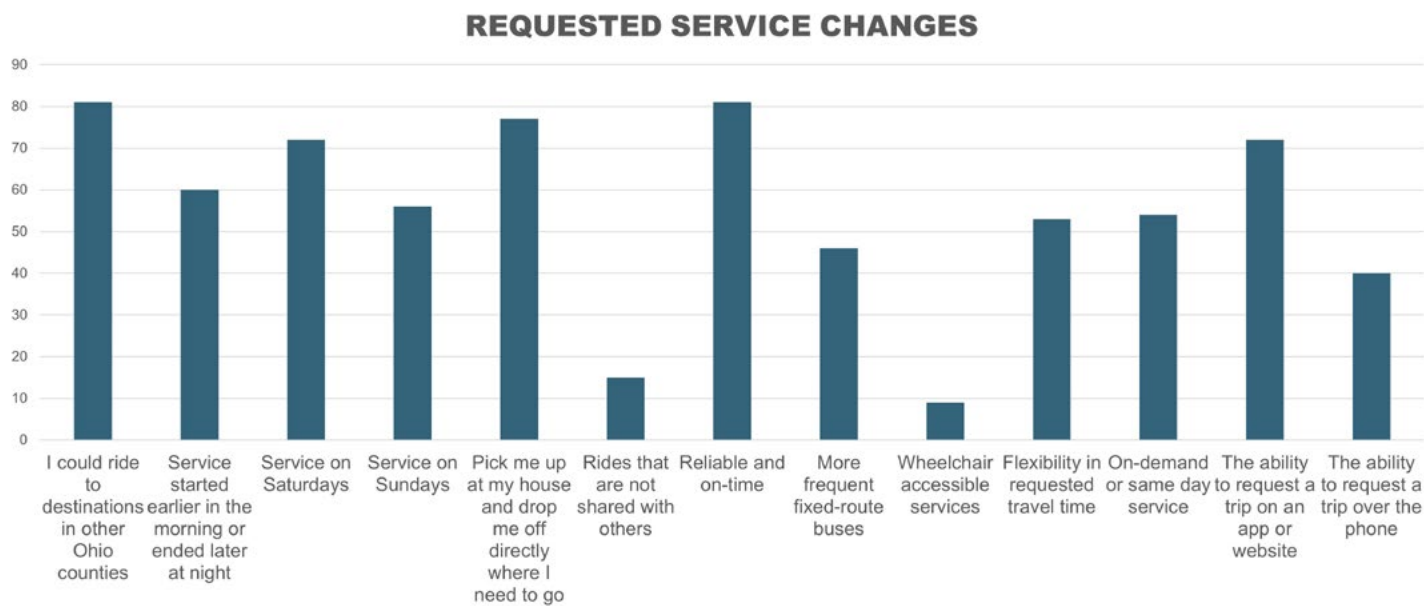


PUBLIC TRANSPORTATION HINDRANCES



COUNTY FINDINGS AND GOALS

DELAWARE COUNTY SURVEY FINDINGS



COUNTY FINDINGS AND GOALS

FAIRFIELD COUNTY GOALS AND STRATEGIES

GOALS	STRATEGIES
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
	Strategy 1.2: Hire a mobility manager to improve service coordination among providers and support education and outreach to transportation users
	Strategy 1.3: Support the existence of the Fairfield County Elders Group to support the mobility manager in their outreach
	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
	1.4: 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
Goal 2: Plan the Coordination and Expansion of Transportation Services	1.4: 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
	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
	Strategy 2.2: Update local transit coordination goals with the TAC and support Fairfield County in regional mobility work, including County Connections
Goal 3: Provide better Access to Transportation Service Information	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.
	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
	Strategy 3.2: Encourage use of Gohio Mobility to aid transportation related calls to the 2-1-1 county call center

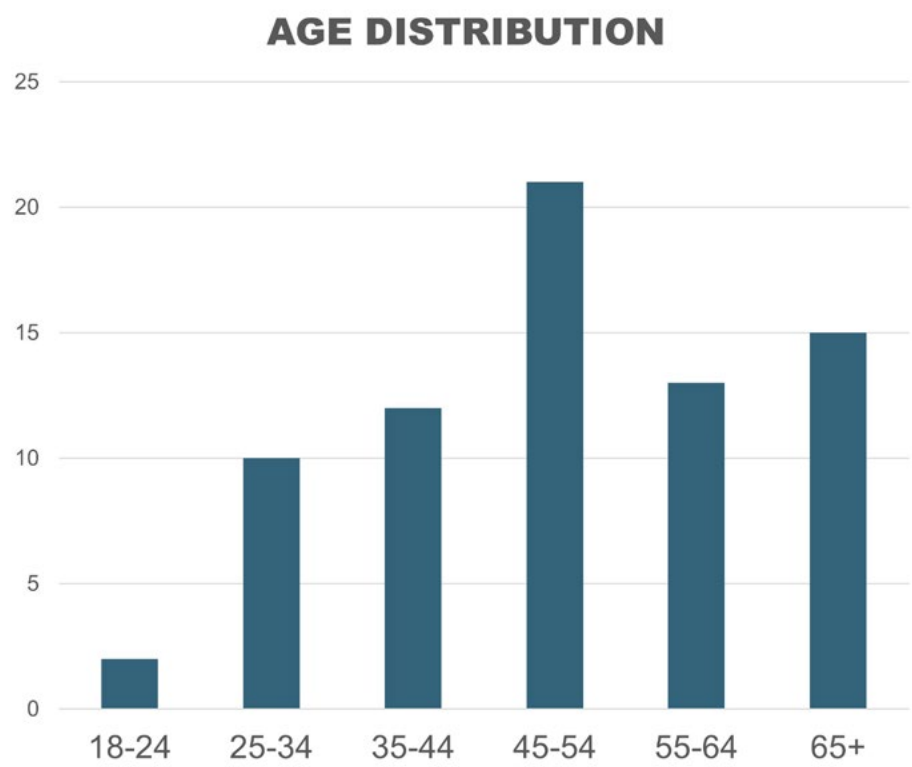
COUNTY FINDINGS AND GOALS

FAIRFIELD COUNTY GOALS AND STRATEGIES (Continued)

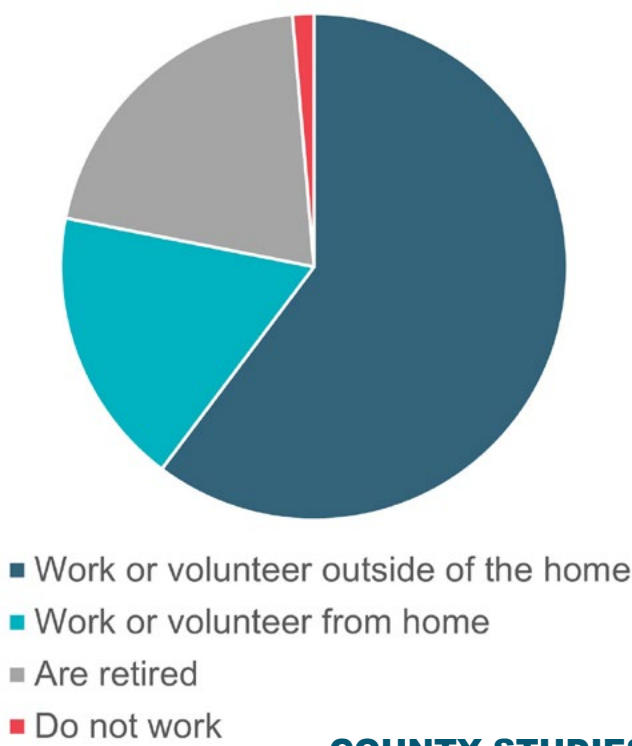
GOALS	STRATEGIES
Goal 4: Better Utilize Existing Funding and Seek New Funding Sources	Strategy 4.1: Research and pursue innovative grant and funding opportunities as a collaborative effort through Fairfield Lancaster-Fairfield Public Transit and its TAC. Seek opportunities for regional coordination in this area
	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
	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
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
	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
	Strategy 5.3: Coordinate maintenance services for cost efficiency
	Strategy 5.4: Provide service within Fairfield County with existing human services agency resources
	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
	Strategy 5.6: Work with other regional transportation providers to provide out of county and out of state transportation services for Fairfield County residents
	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
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 most needed transportation models and resources to encourage transit use. Plan for implementation of prioritized improvements when completed

COUNTY FINDINGS AND GOALS

FAIRFIELD COUNTY SURVEY FINDINGS



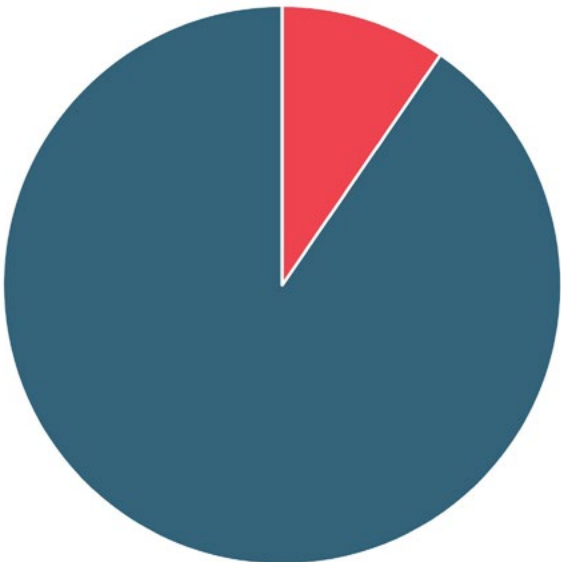
EMPLOYMENT STATUS



COUNTY FINDINGS AND GOALS

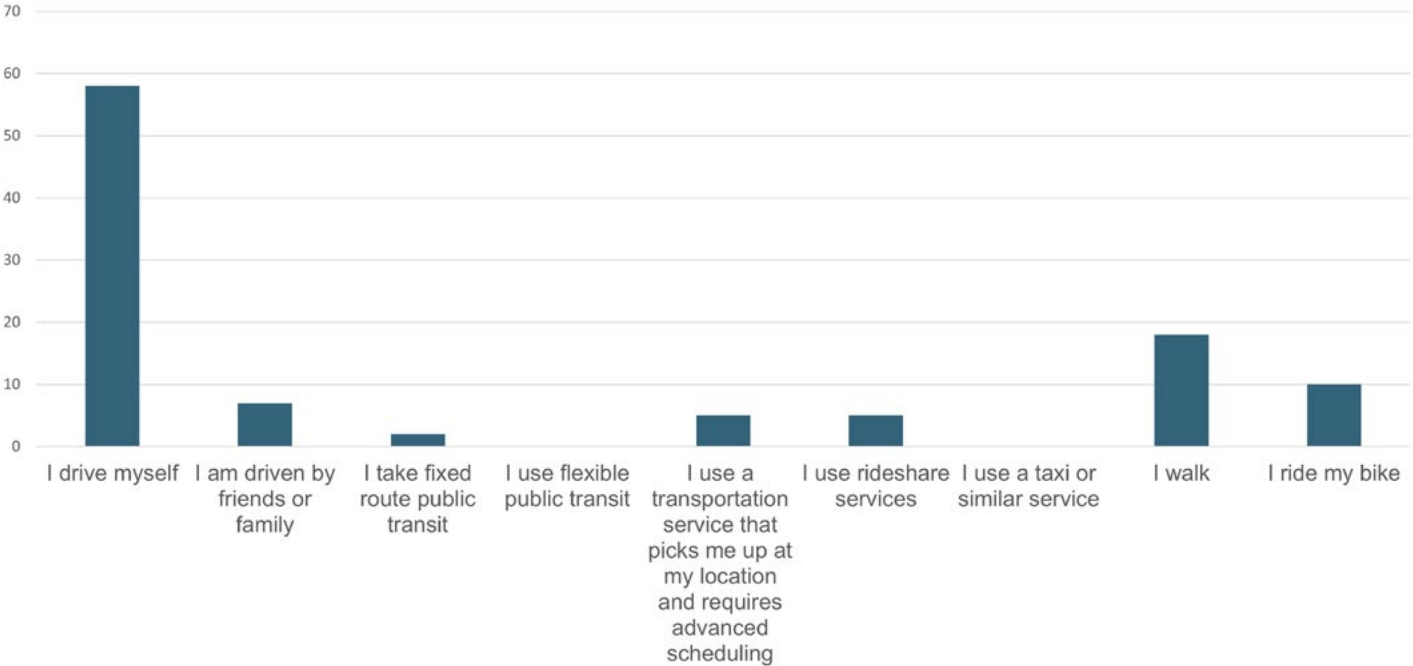
FAIRFIELD COUNTY SURVEY FINDINGS

MOBILITY AID REQUIREMENT



- Requires a Mobility Aid
- Does Not Require a Mobility Aid

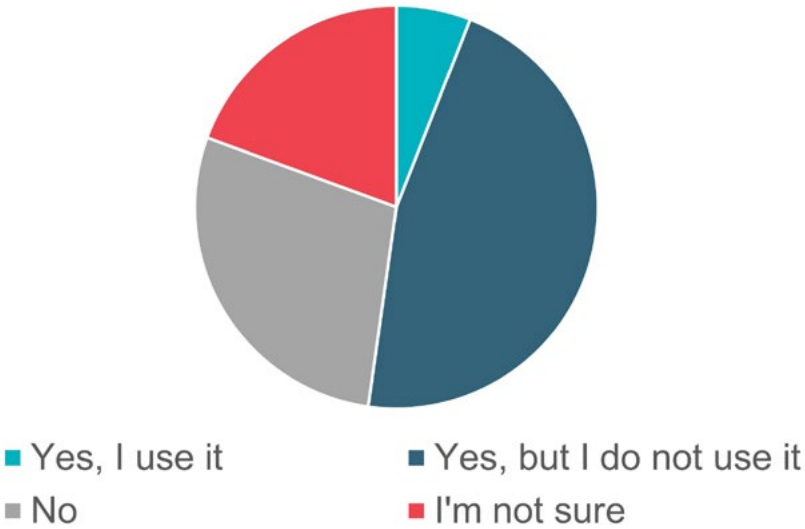
TRANSPORTATION BEHAVIOR



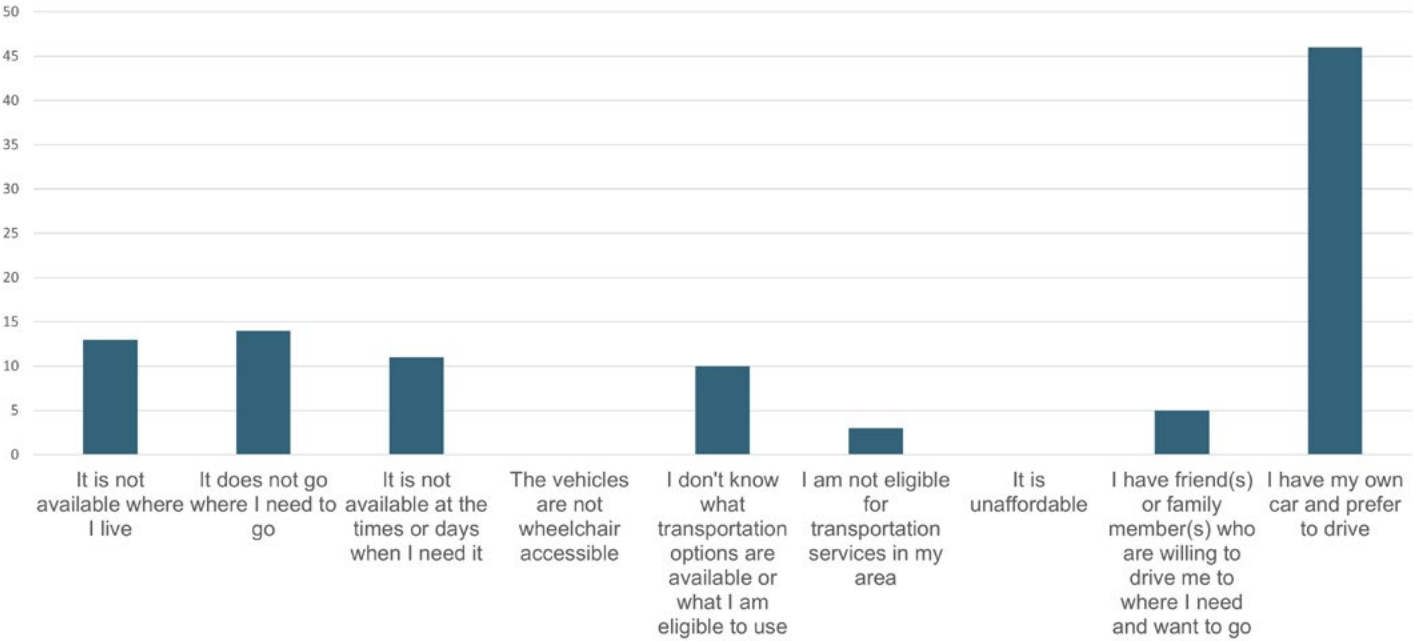
COUNTY FINDINGS AND GOALS

FAIRFIELD COUNTY SURVEY FINDINGS

AWARENESS OF PUBLIC TRANSPORTATION, CARPOOLING, OR SENIOR SERVICE TRANSPORTATION

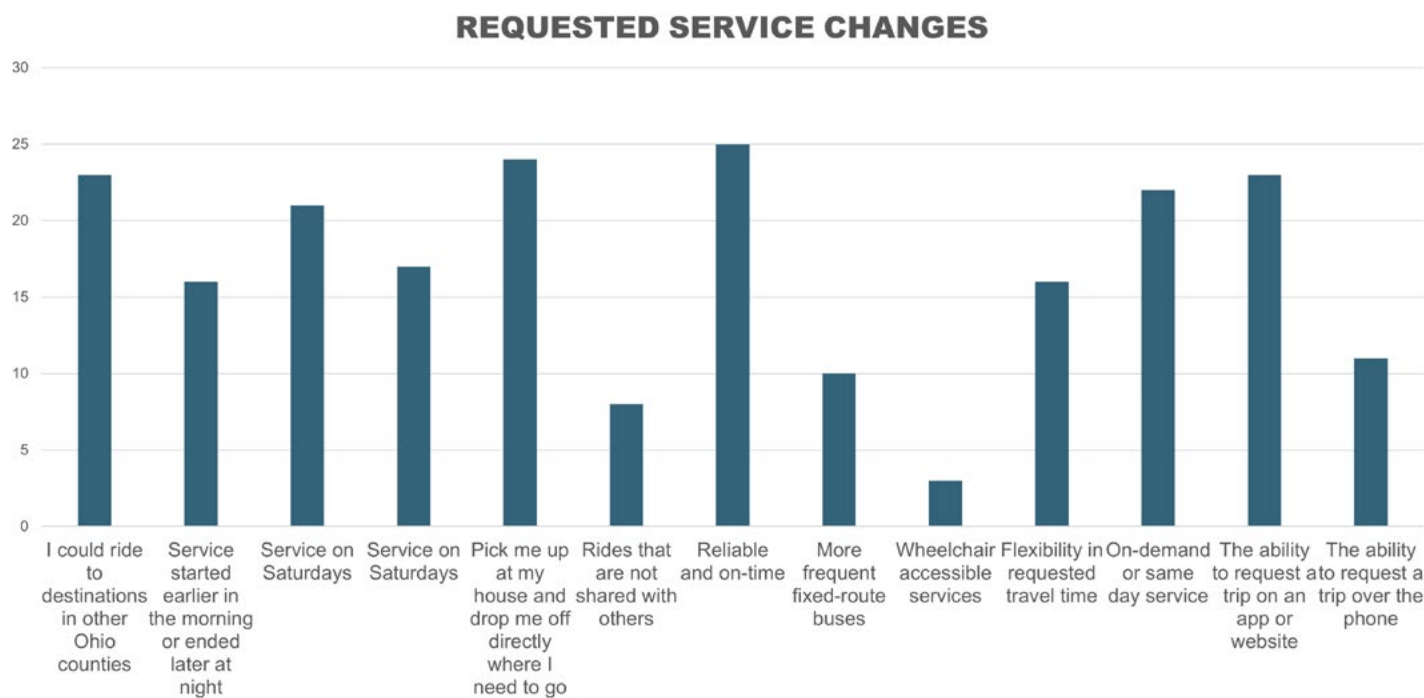


PUBLIC TRANSPORTATION HINDRANCES



COUNTY FINDINGS AND GOALS

FAIRFIELD COUNTY SURVEY FINDINGS



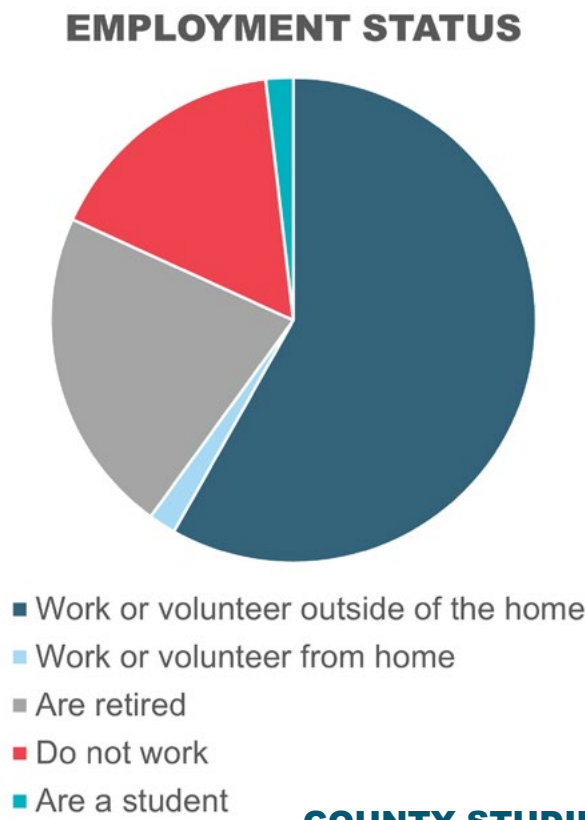
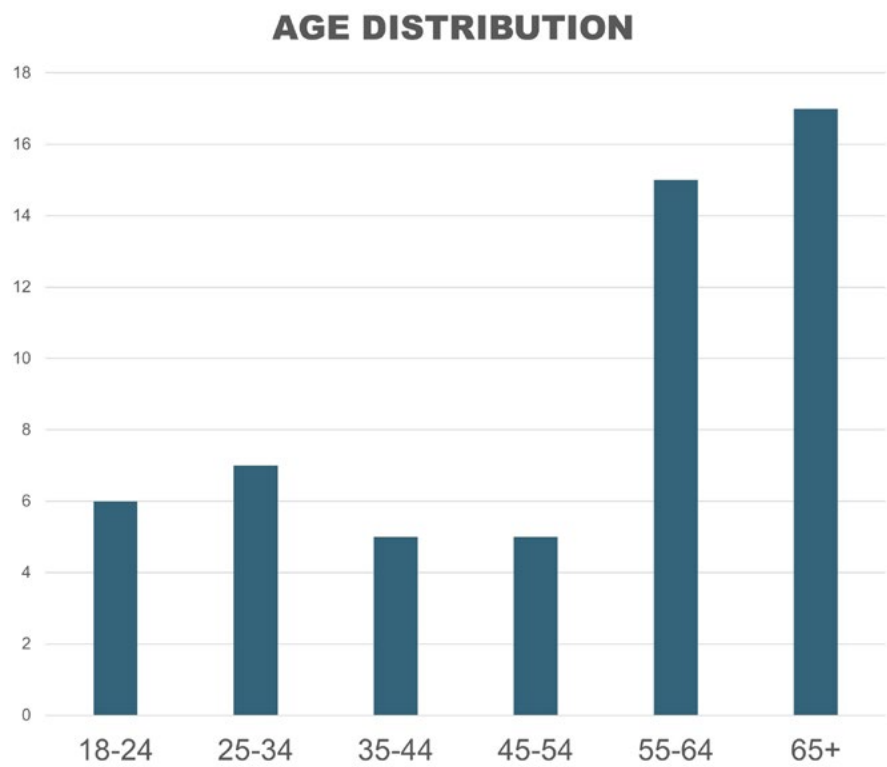
COUNTY FINDINGS AND GOALS

FAYETTE COUNTY GOALS AND STRATEGIES

GOALS	STRATEGIES
Goal 1: Improve Community Awareness	Strategy 1.1: 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
	Strategy 1.2: Implement public outreach to identify needed outreach that does not involve in-person involvement
Goal 2: Provide Affordable, Out-of-County Transportation	Strategy 2.1: Research and pursue grants and federal funding opportunities to alleviate operational costs of transportation services in Fayette County to reduce ridership costs
	Strategy 2.2: Participate in cross-county discussions to identify opportunities for regional connection with a focus on connection to education and employment hubs
Goal 3: Expand availability of the Point Deviation Route	Strategy 3.1: 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.
Goal 4: Coordinated Emergency Preparedness, Incident Management and Response Committee	4.1: 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
Goal 5: Acquire More Drivers	5.1 Outreach to employment pool to encourage CDL certified drivers to join the fleet

COUNTY FINDINGS AND GOALS

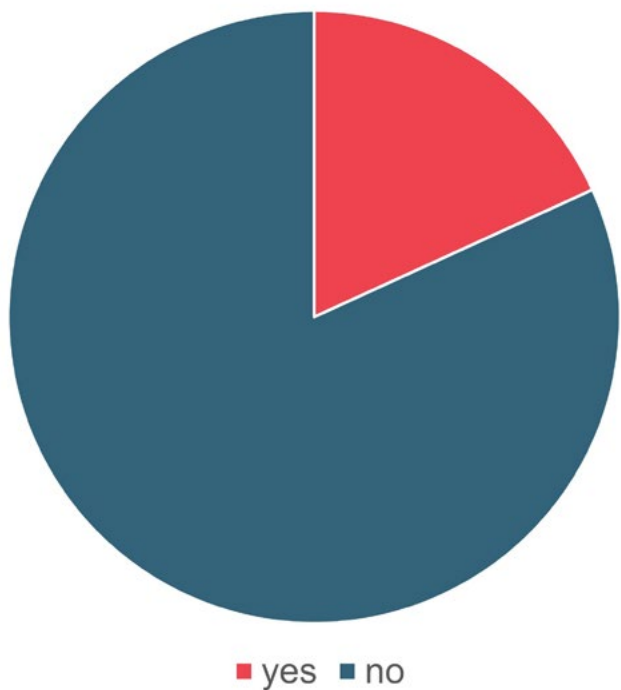
FAYETTE COUNTY SURVEY FINDINGS



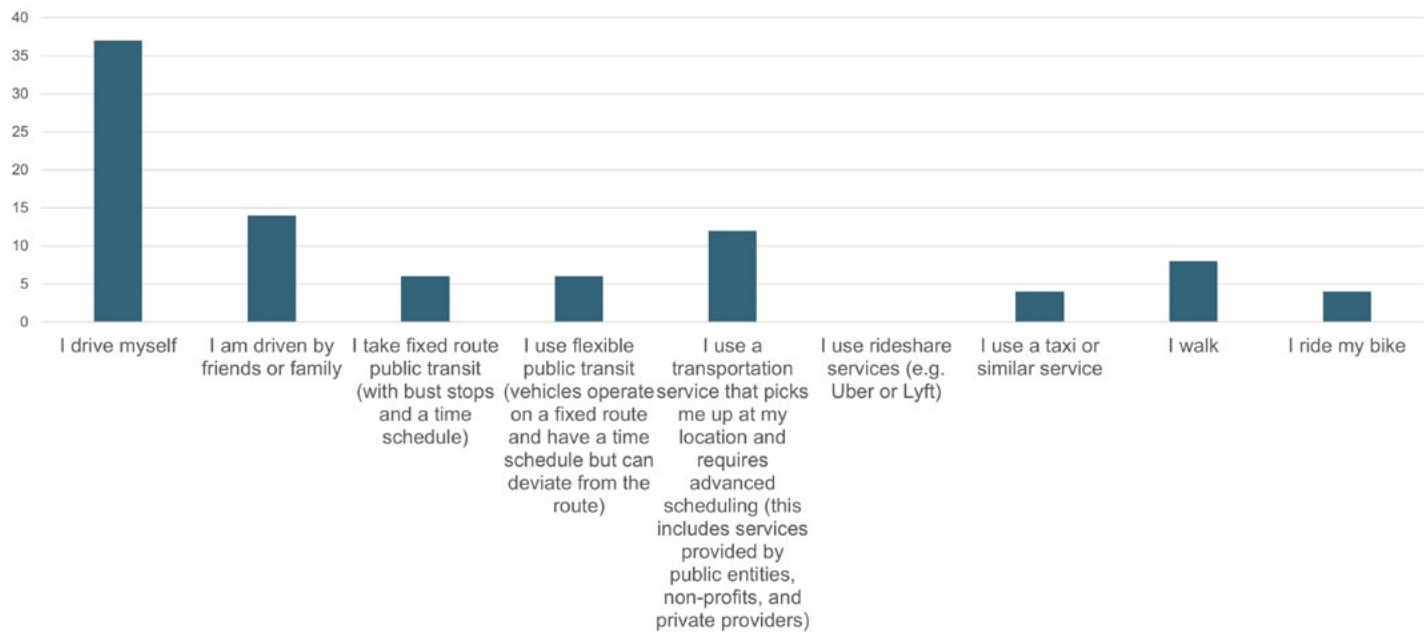
COUNTY FINDINGS AND GOALS

FAYETTE COUNTY SURVEY FINDINGS

MOBILITY AID REQUIREMENT



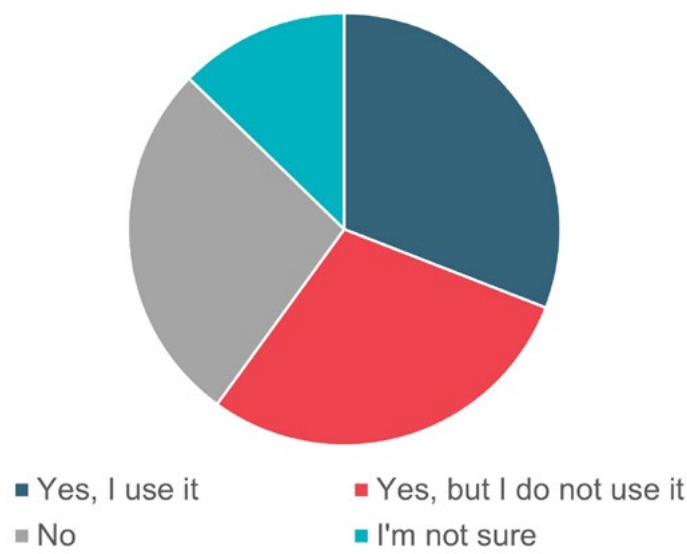
TRANSPORTATION BEHAVIOR



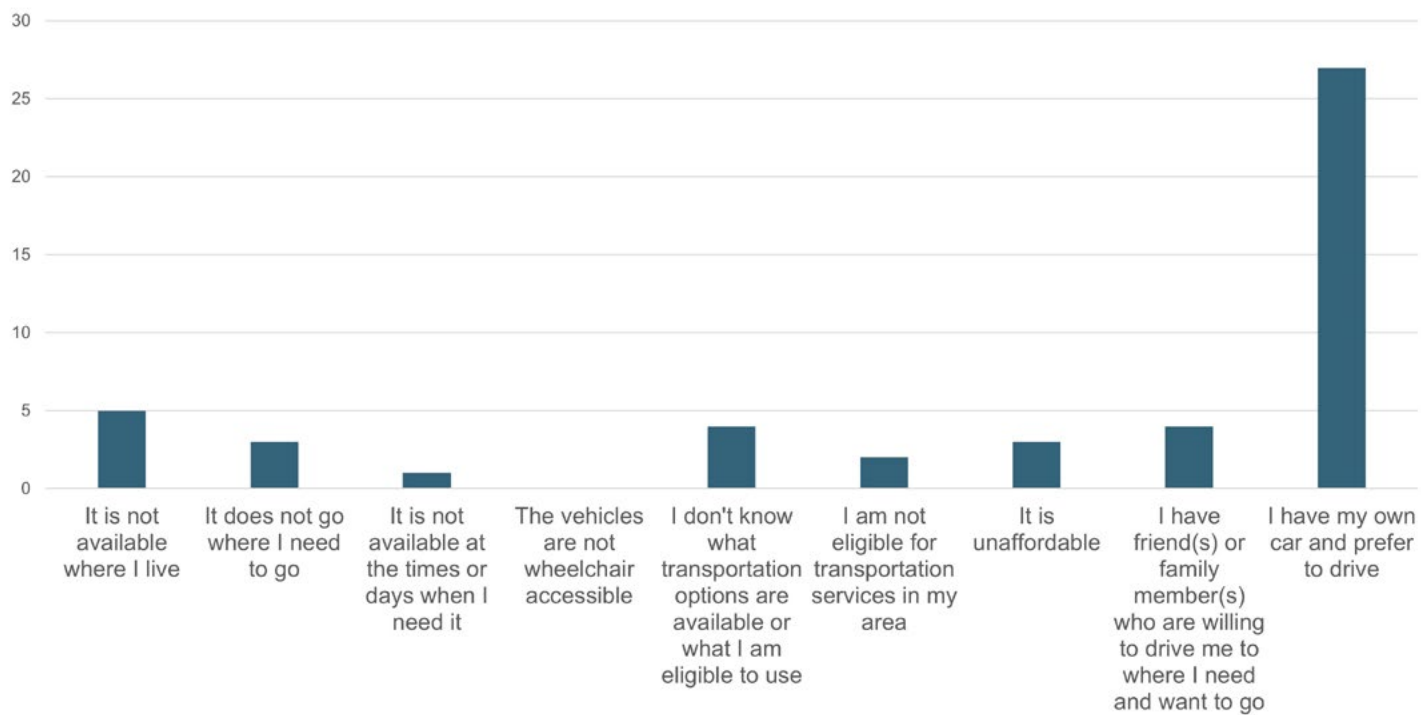
COUNTY FINDINGS AND GOALS

FAYETTE COUNTY SURVEY FINDINGS

**AWARENESS OF PUBLIC
TRANSPORTATION,
CARPOOLING, OR SENIOR
SERVICE TRANSPORTATION**

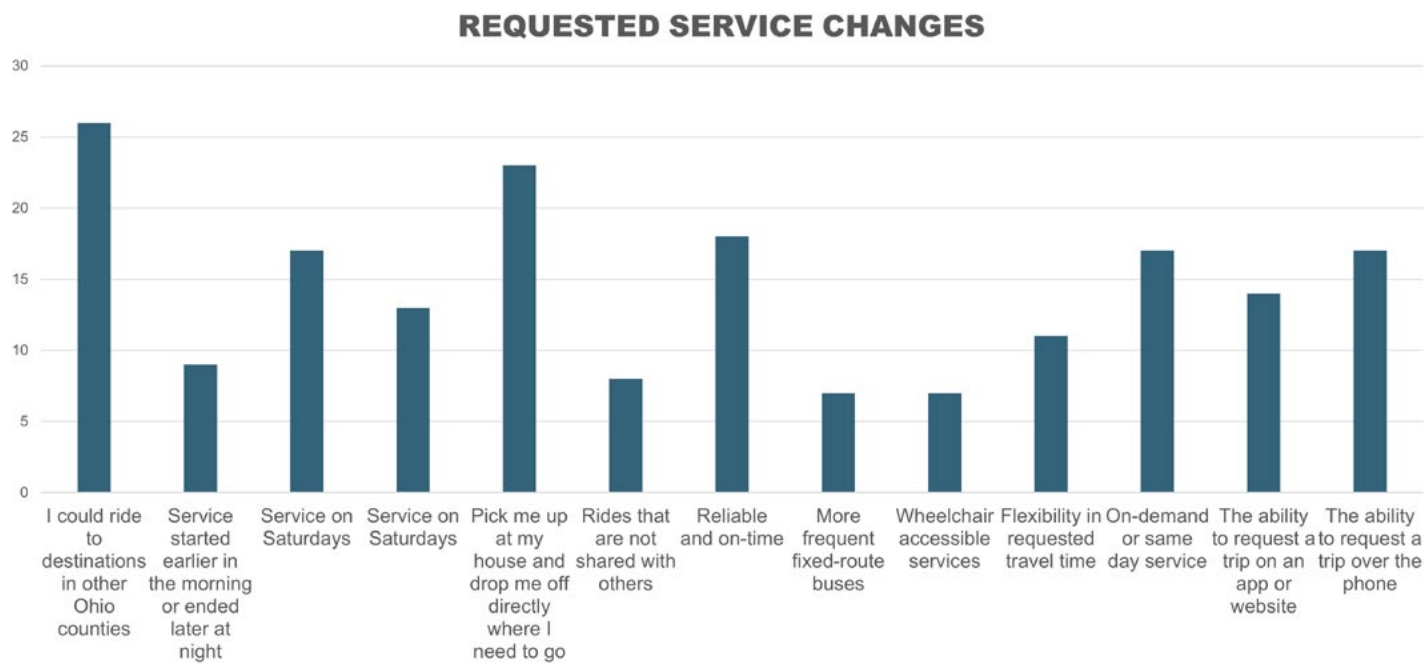


PUBLIC TRANSPORTATION HINDRANCES



COUNTY FINDINGS AND GOALS

FAYETTE COUNTY SURVEY FINDINGS



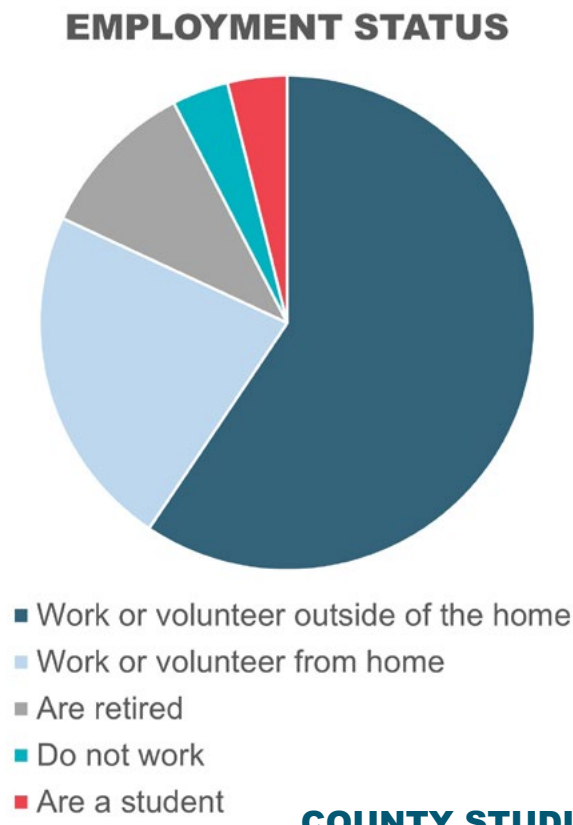
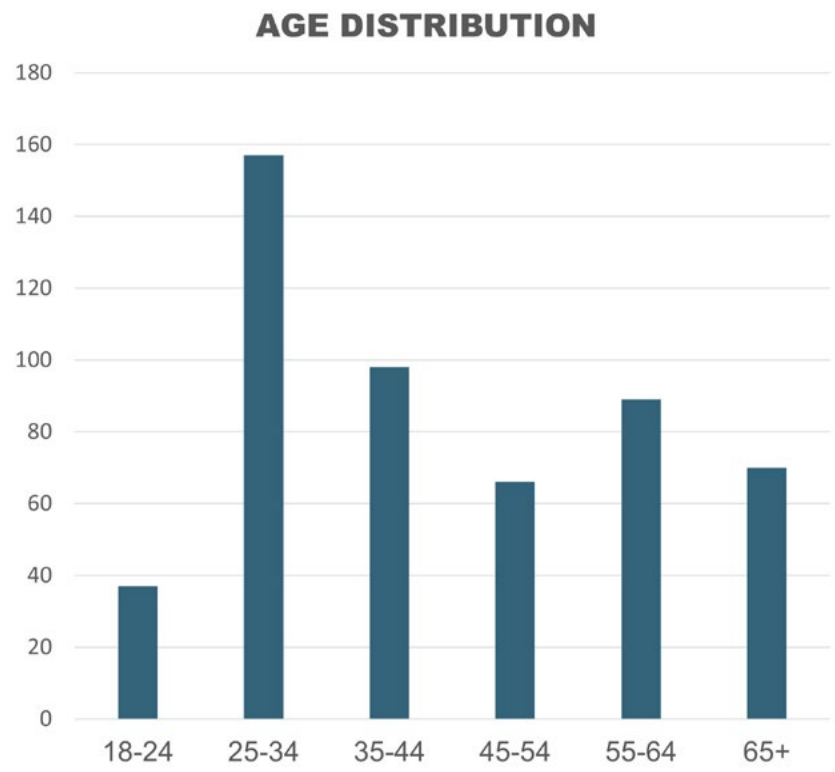
COUNTY FINDINGS AND GOALS

FRANKLIN COUNTY GOALS AND STRATEGIES

GOALS	STRATEGIES
Goal 1: Expand Services for Vulnerable Populations	Strategy 1.1: Seek and use 5310 and 5307 funding to support this goal
	Strategy 1.2: Maintain expanded Mainstream and Mainstream On-Demand Hours. Continue to explore rider needs and adjust as needed
	Strategy 1.3: Develop an inventory of non-medical and volunteer driver services. Develop best practice vetting processes
	Strategy 1.4: Support joint RFPs among social agencies for purchased transportation to reduce costs and simplify trips for users
	Strategy 1.5: Identify and pursue regional connectivity through the County Connections initiative
	Strategy 1.6: Support the implementation of fare evaluation for COTA services, including COTA Plus, to support economic accessibility
	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
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.
	Strategy 2.2 Improve coordination for transportation integration in land use decisions
Goal 3: Increase Awareness of Programs and Services	Strategy 3.1: Increase training opportunities for transportation services for customers and care givers
	Strategy 3.2: Release and market Gohio Mobility and develop a user working group for evaluating effectiveness
	Strategy 3.3: Use plain language, picture based instruction, and expand languages offered in marketing and training materials to improve accessibility of outreach initiatives
	Strategy 3.4 Encourage coordination among mobility application providers through API and SDK for one-stop scheduling

COUNTY FINDINGS AND GOALS

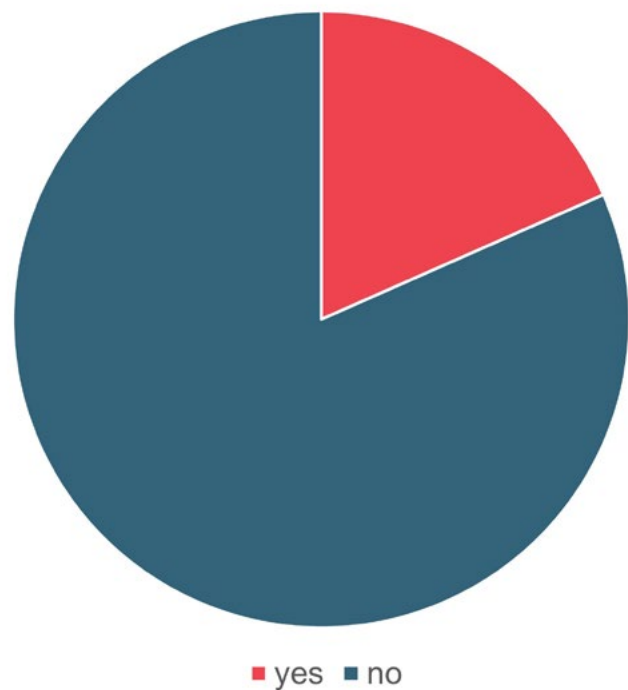
FRANKLIN COUNTY SURVEY FINDINGS



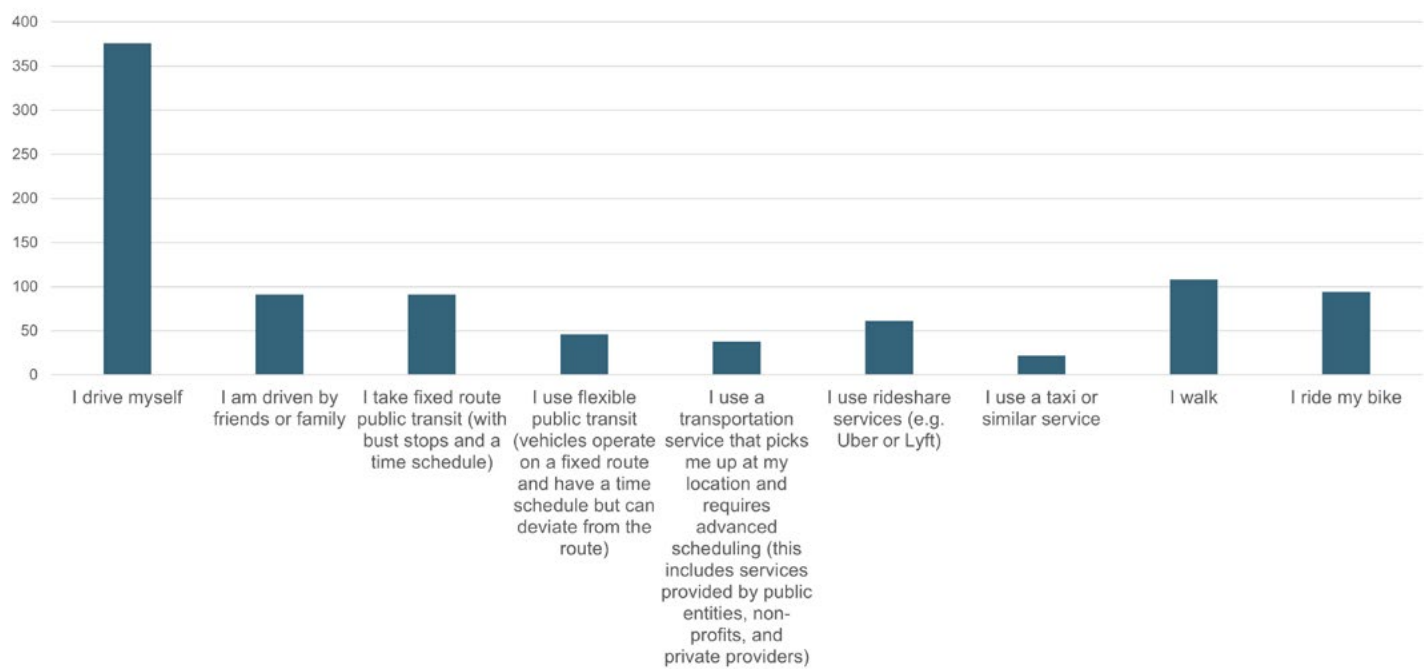
COUNTY FINDINGS AND GOALS

FRANKLIN COUNTY SURVEY FINDINGS

MOBILITY AID REQUIREMENT



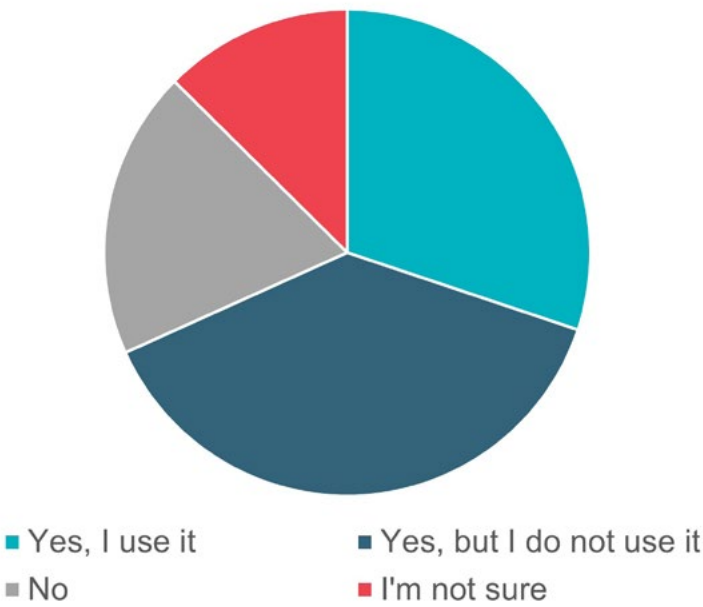
TRANSPORTATION BEHAVIOR



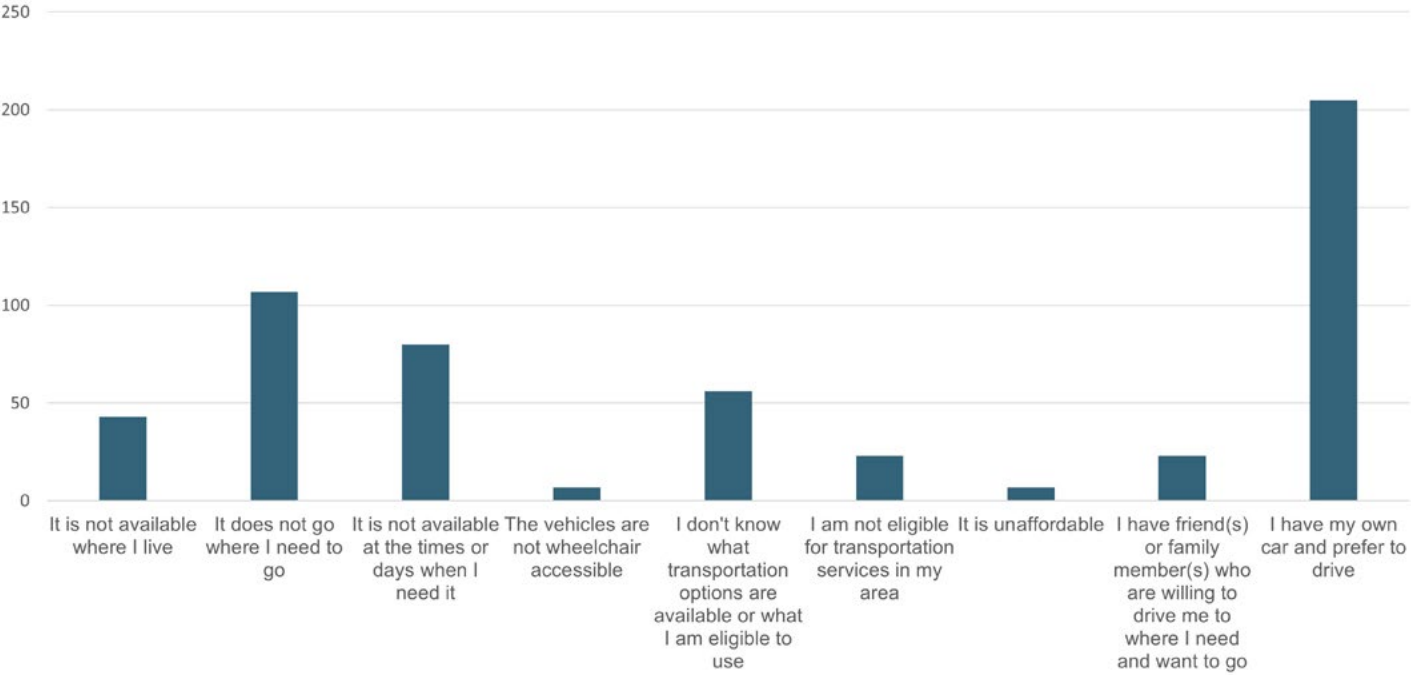
COUNTY FINDINGS AND GOALS

FRANKLIN COUNTY SURVEY FINDINGS

**AWARENESS OF PUBLIC
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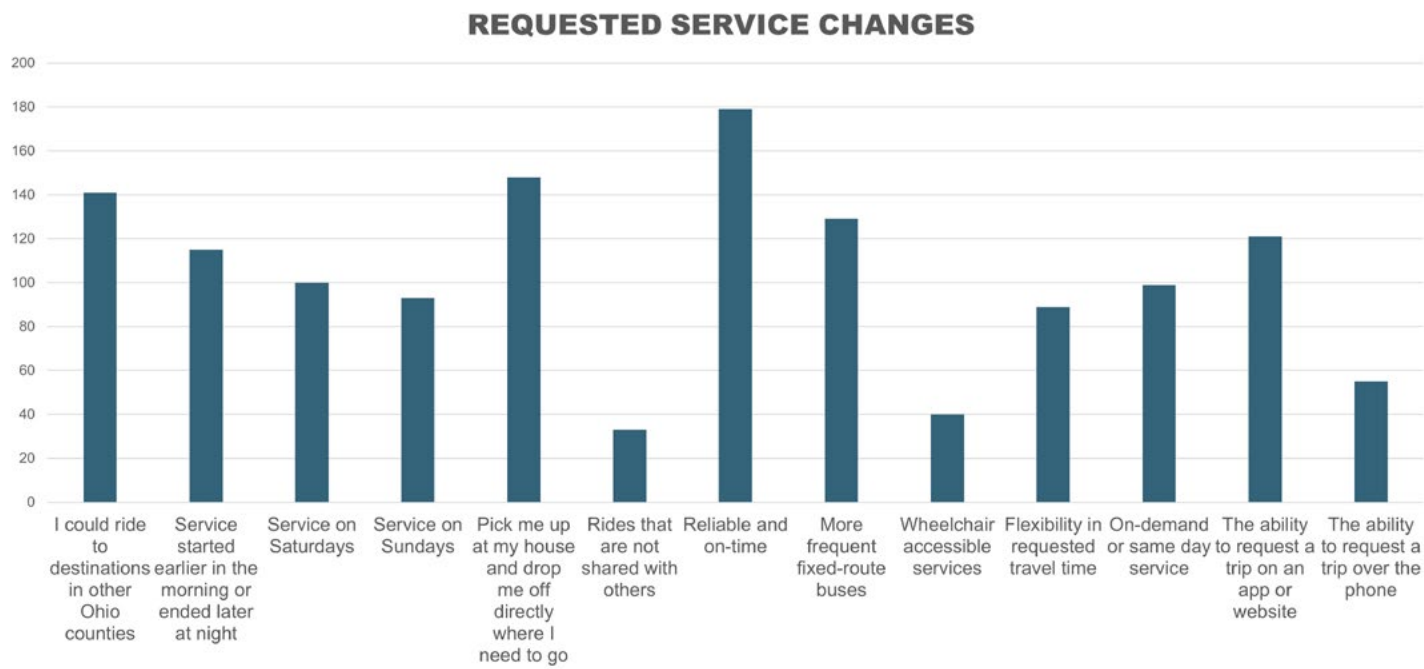


PUBLIC TRANSPORTATION HINDRANCES



COUNTY FINDINGS AND GOALS

FRANKLIN COUNTY SURVEY FINDINGS



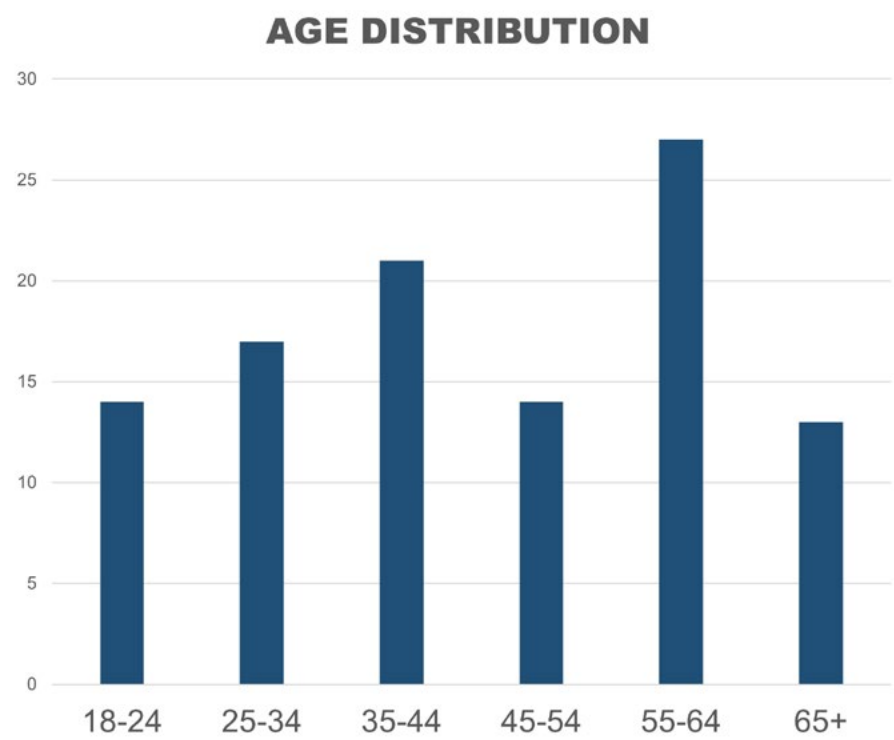
COUNTY FINDINGS AND GOALS

LICKING COUNTY GOALS AND STRATEGIES

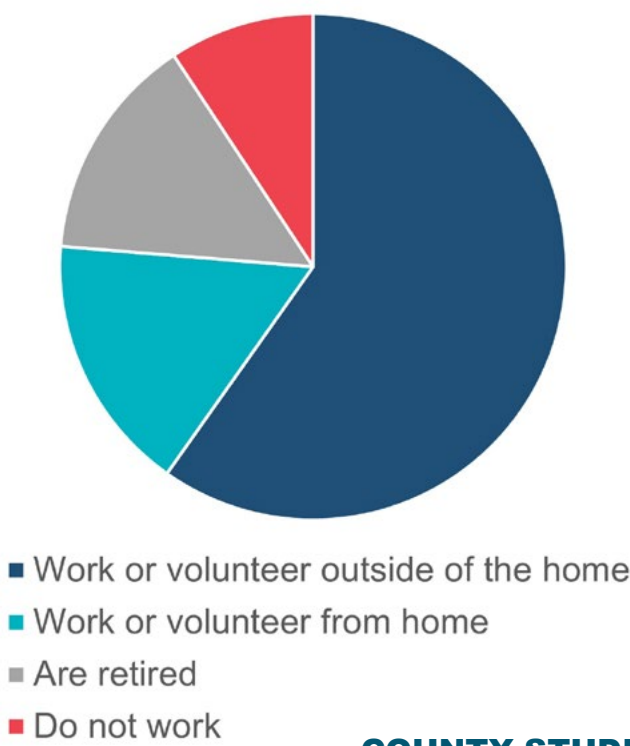
GOALS	STRATEGIES
Goal 1:Purchase and Replace Equipment (Including ADA compliant vehicles with security cameras)	Strategy 1.1: Apply for Section 5307 funding to replace/purchase equipment. Work with local agencies to subsidize federal funding with local match funds for capital investments. Reach out to the state to infer about additional funding sources and programs for capital investments/safety improvements
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
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.
Goal 4: Create a Regional Mobility Management Program	Strategy 4.1: Gather all transportation providers in/around the region to sit down for a round-table meeting to create a uniform channel of communication both between providers and to passengers
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
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
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

COUNTY FINDINGS AND GOALS

LICKING COUNTY SURVEY FINDINGS



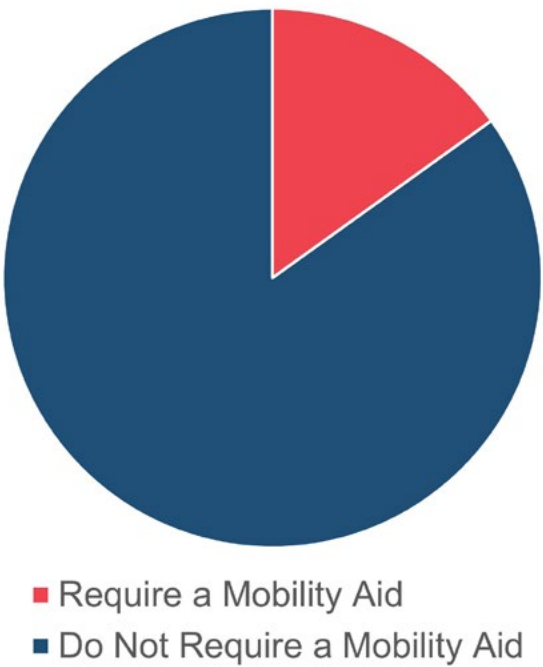
EMPLOYMENT STATUS



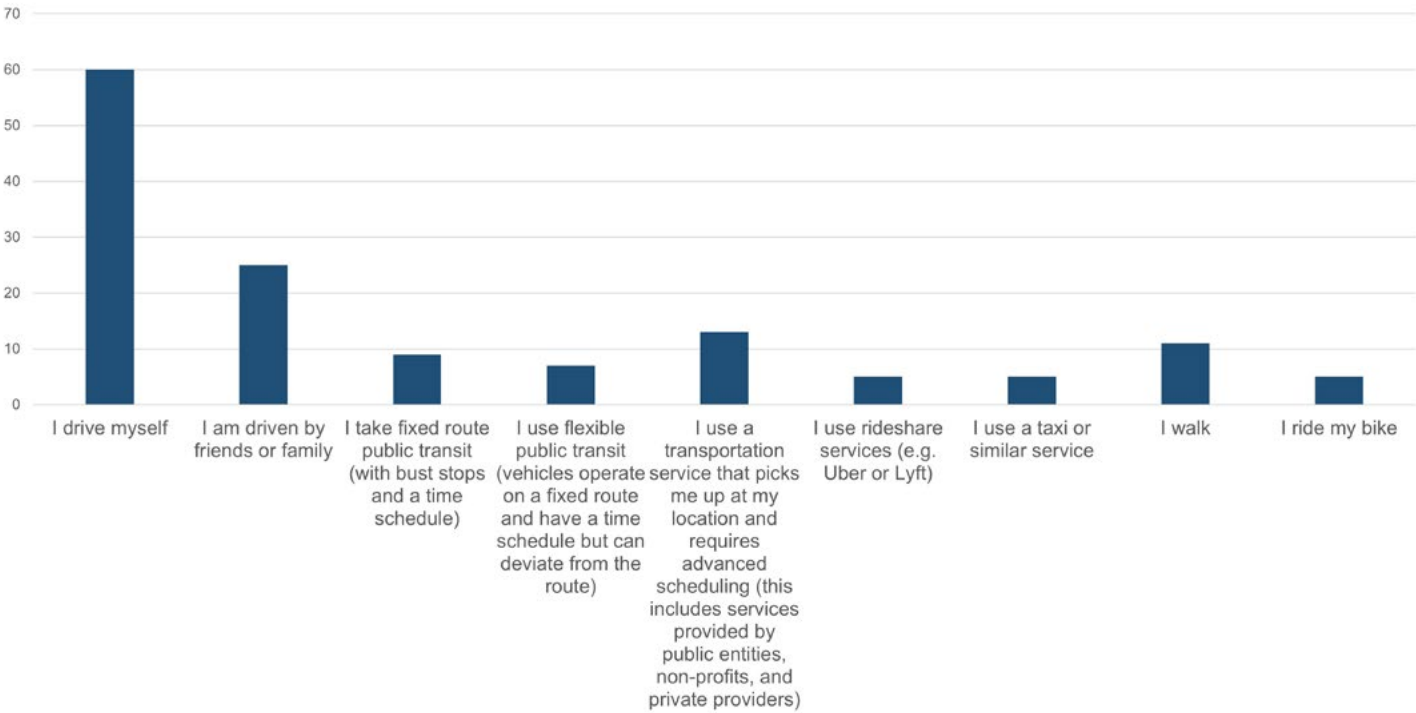
COUNTY FINDINGS AND GOALS

LICKING COUNTY SURVEY FINDINGS

MOBILITY AID REQUIREMENT



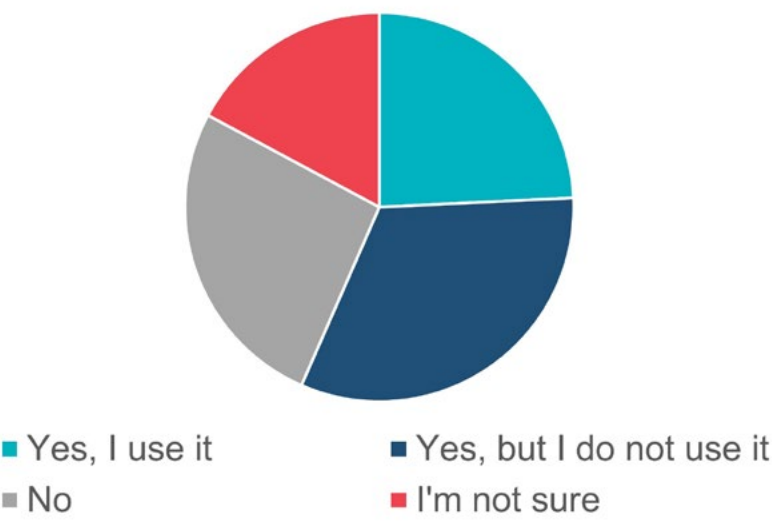
TRANSPORTATION BEHAVIOR



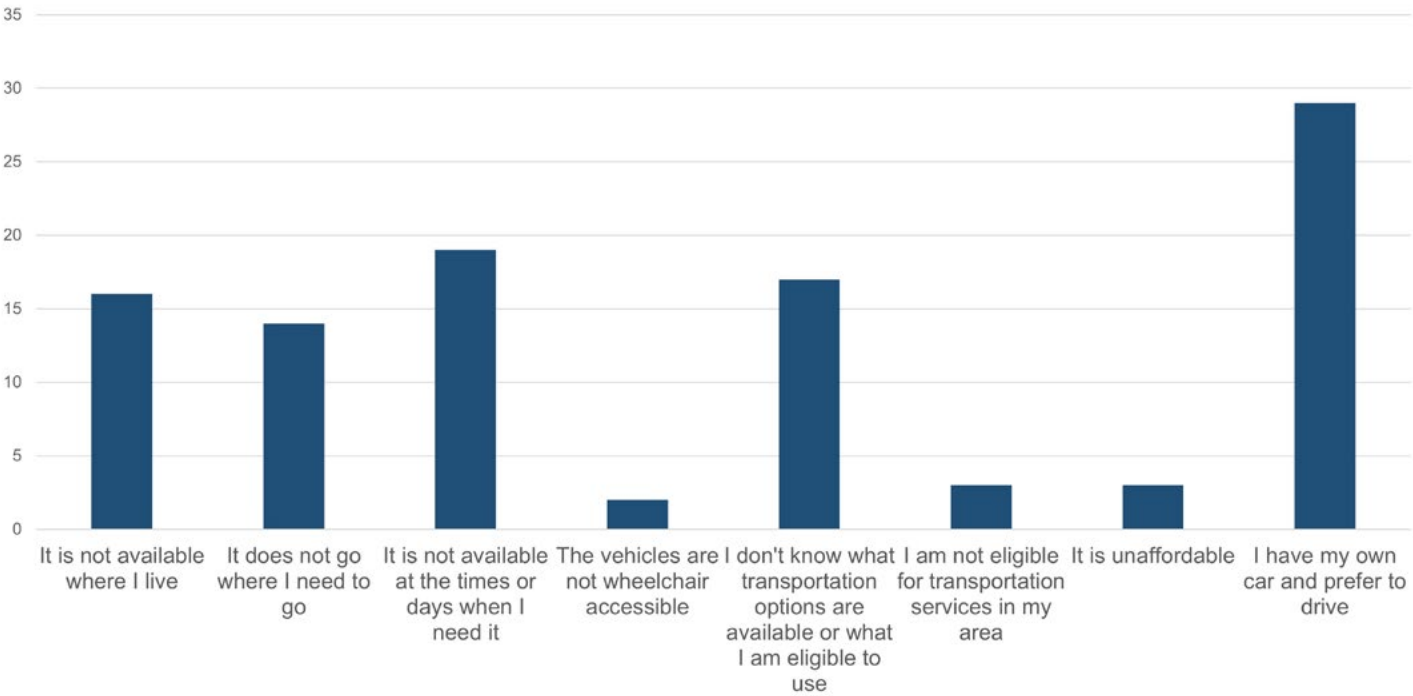
COUNTY FINDINGS AND GOALS

LICKING COUNTY SURVEY FINDINGS

**AWARENESS OF PUBLIC
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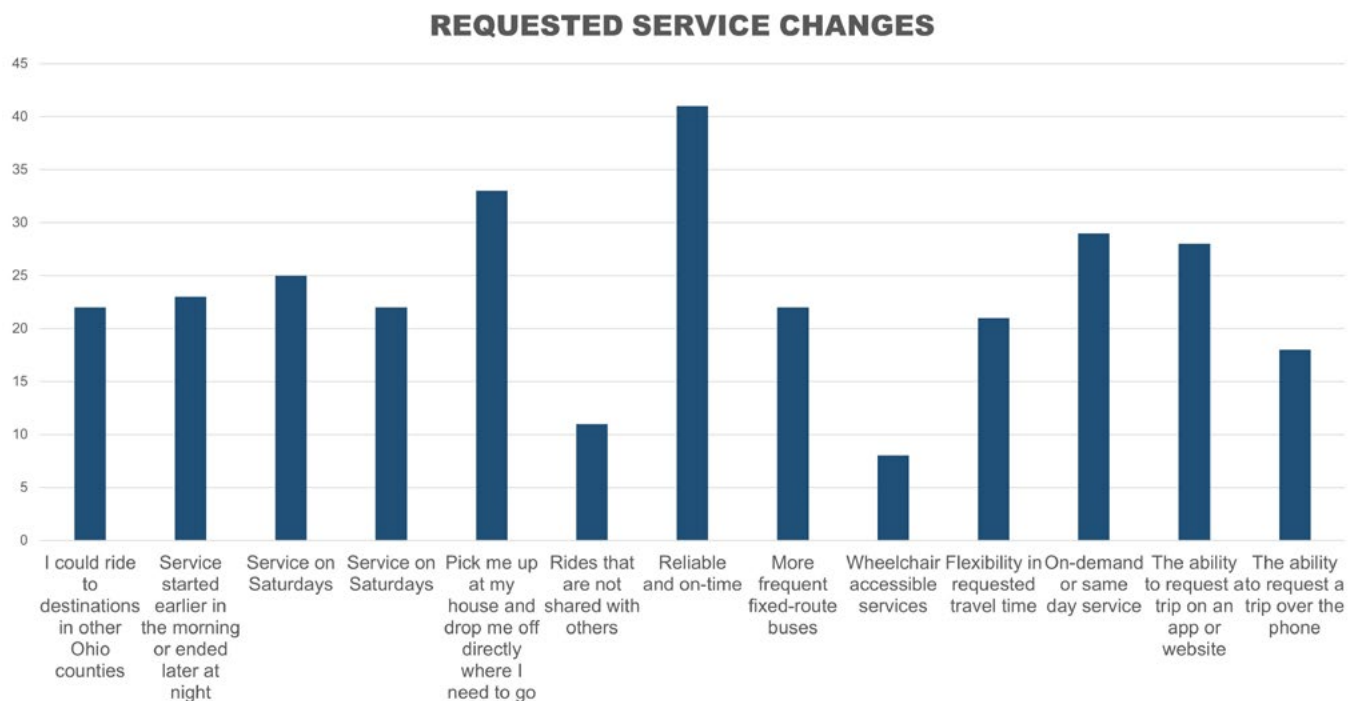


PUBLIC TRANSPORTATION HINDRANCES



COUNTY FINDINGS AND GOALS

LICKING COUNTY SURVEY FINDINGS



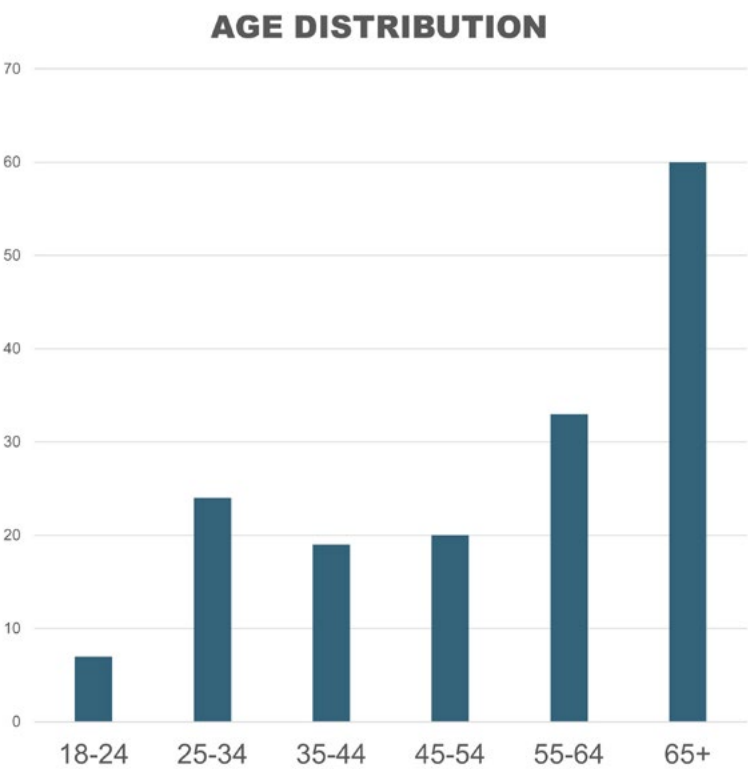
COUNTY FINDINGS AND GOALS

LOGAN COUNTY GOALS AND STRATEGIES

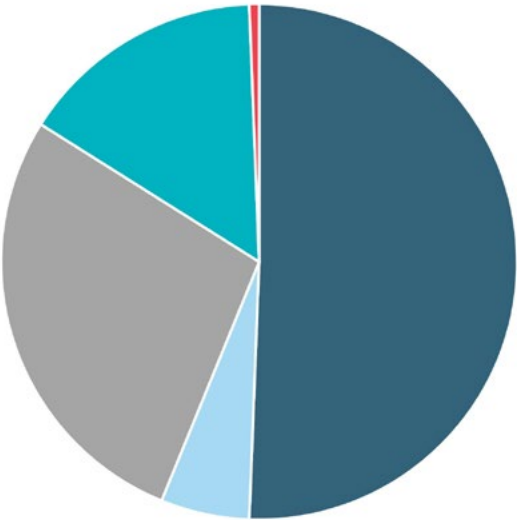
GOALS	STRATEGIES
Goal 1: Coordination of Shared Resources	Strategy 1.1 Shared driver training for all providers
Goal 2: Seek Additional Funding	Strategy 2.1 Purchase vehicles for RTC Industries, Green Hills community, and Superior Transport, and other transportation providers in need of vehicles
	Strategy 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
Goal 3: Improve Access to Workforce Transportation	Strategy 3.1: Implement outreach to identify most needed transportation initiatives to support access to employment opportunities
	Strategy 3.2: Pursue vanpooling and research other transportation opportunities for workforce mobility
	Strategy 3.3: Pursue partnerships with major employers in coordination with regional goals to support access to employment opportunities
Goal 4: Public Awareness of Mobility Options	Strategy 4.1: Support mobility manager lead outreach through coordination of Gohio Mobility
	Strategy 4.2: Implement outreach to identify most needed resources for outreach and education
Goal 5: Improve Public Perception of Transit	Strategy 5.1: address public perception of available services
Goal 6: Identify Resources for Elderly and Disabled Service	Strategy 6.1: identify unmet needs for elderly through planned outreach
	Strategy 6.2: identify unmet needs for people with disabilities through planned outreach
	Strategy 6.3: Seek additional senior and/or county providers of disability services focused grant opportunities
	Strategy 6.4: Research feasibility for a grant writer

COUNTY FINDINGS AND GOALS

LOGAN COUNTY SURVEY FINDINGS



EMPLOYMENT STATUS

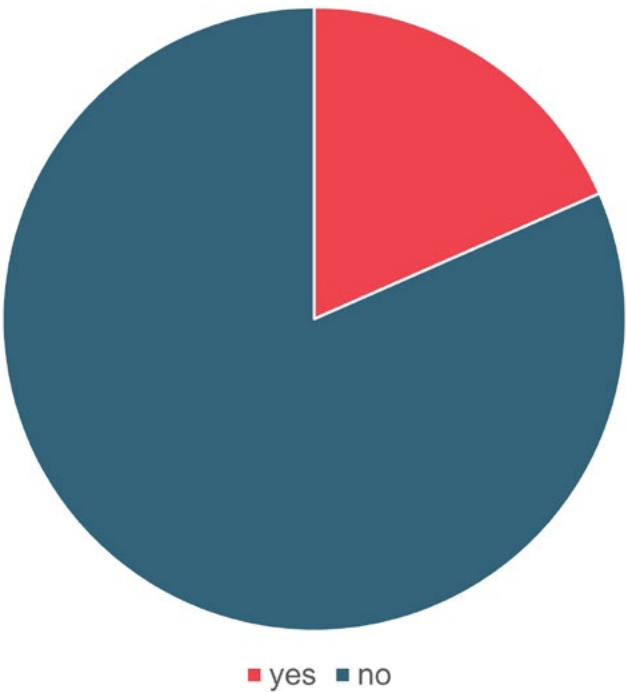


- Work or volunteer outside of the home
- Work or volunteer from home
- Are retired
- Do not work
- Are a student

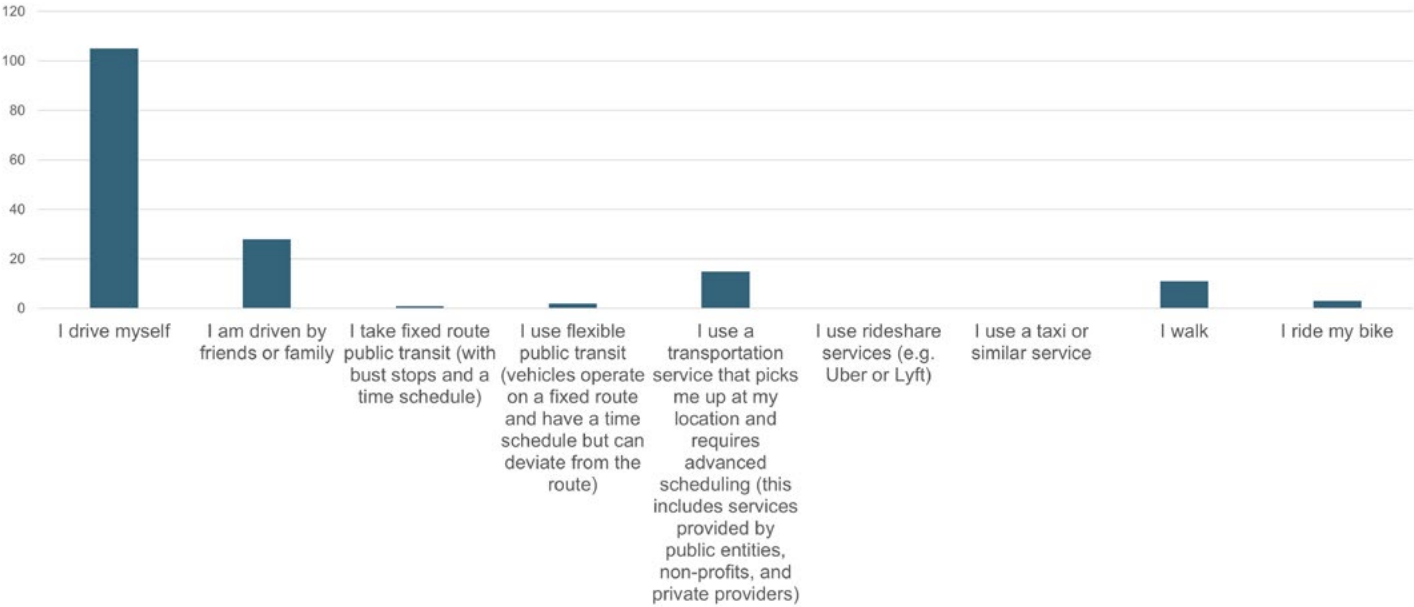
COUNTY FINDINGS AND GOALS

LOGAN COUNTY SURVEY FINDINGS

MOBILITY AID REQUIREMENT



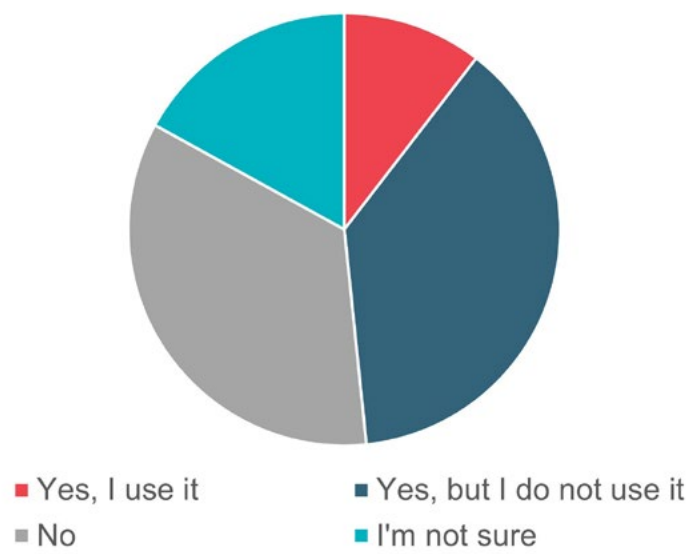
TRANSPORTATION BEHAVIOR



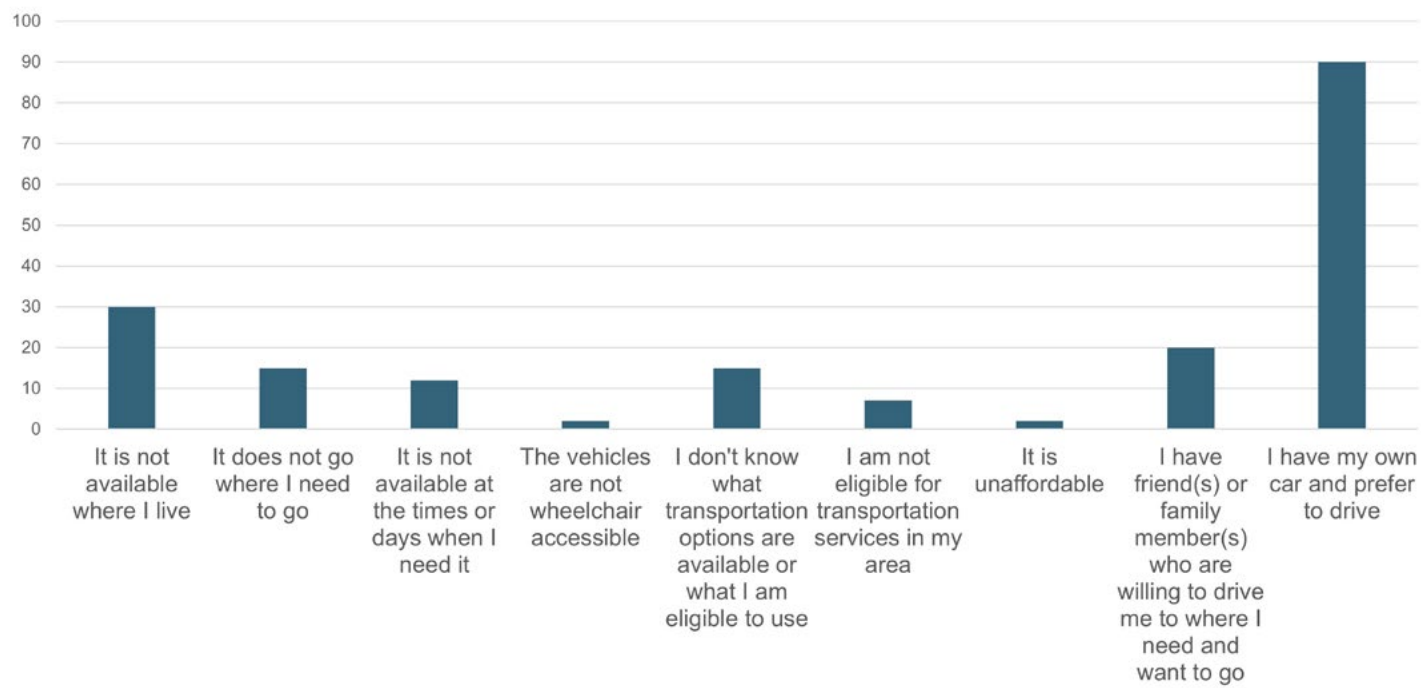
COUNTY FINDINGS AND GOALS

LOGAN COUNTY SURVEY FINDINGS

**AWARENESS OF PUBLIC
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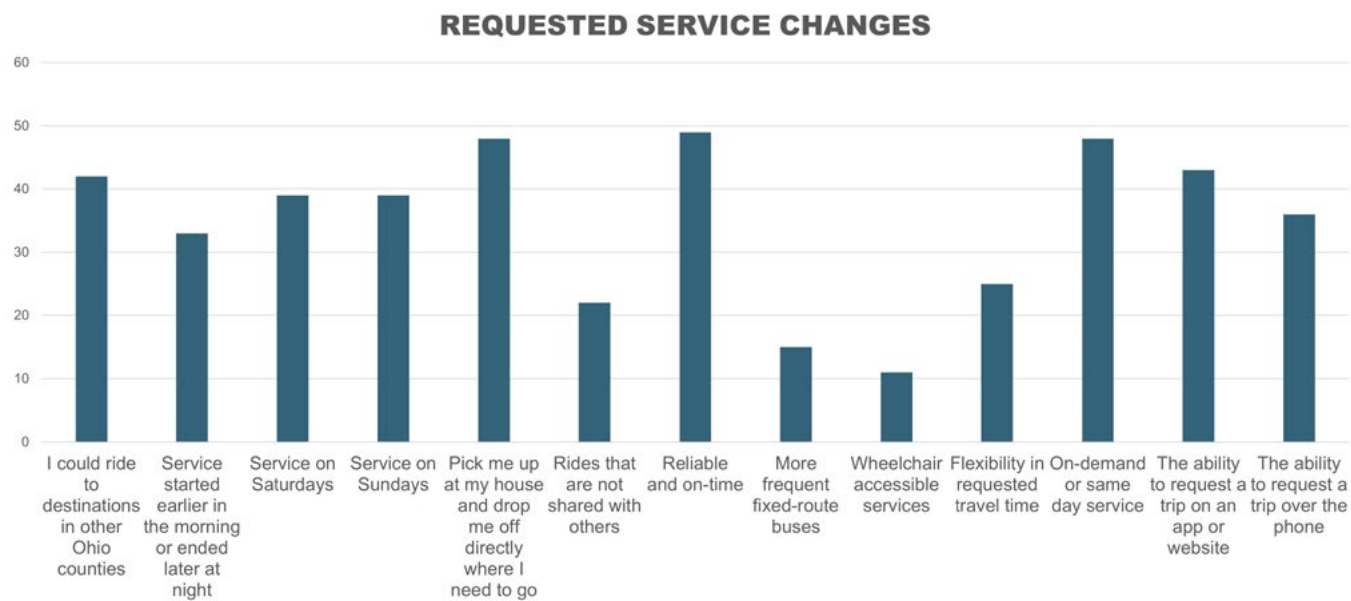


PUBLIC TRANSPORTATION HINDRANCES



COUNTY FINDINGS AND GOALS

LOGAN COUNTY SURVEY FINDINGS



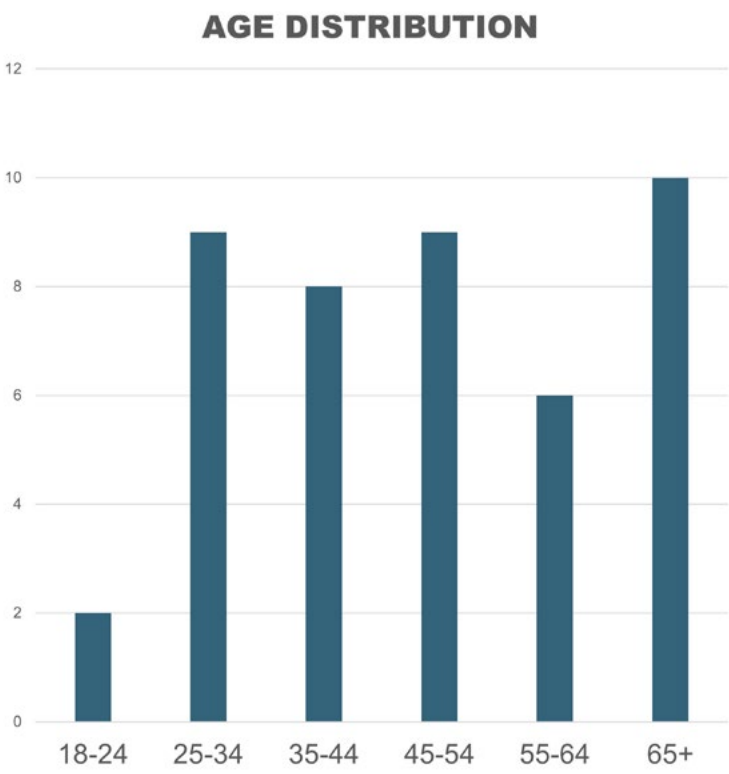
COUNTY FINDINGS AND GOALS

MADISON COUNTY GOALS AND STRATEGIES

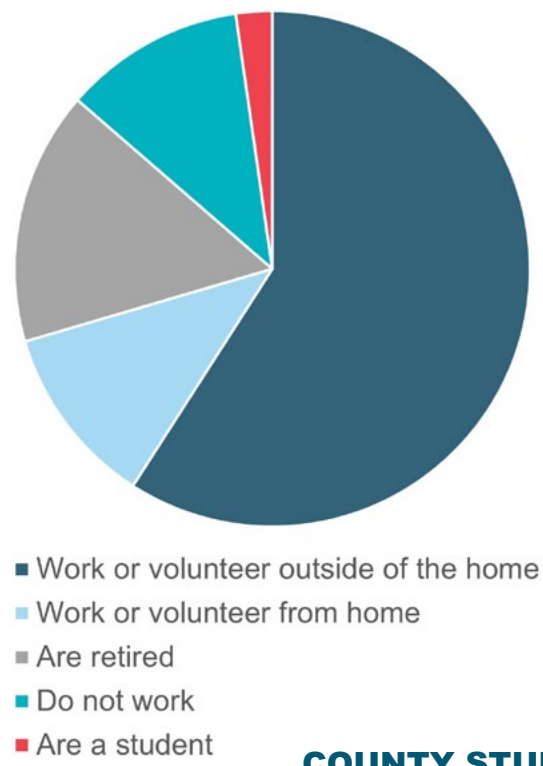
GOALS	STRATEGIES
Goal 1: Provide Safe and Reliable Transportation for Older Adults and Individuals with Disabilities	Strategy 1.1: Evaluate improvement of current services to include improvement of current vehicle replacement programming and encouragement of the existence of a public transit service with 5311 funding
	Strategy 1.2: Identify and pursue innovative funding for public transportation services with accessibility and connectivity of services in mind
	Strategy 1.3: Identify opportunities for connectivity by participating in regional efforts pursuing cross-county connections, including connections to COTA
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 general public
	Strategy 2.2: Evaluate necessary resources and county desire to fulfill a mobility management position for the county
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 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
Goal 4: Collaborate for Service Delivery and Efficiency	Strategy 4.1: Coordinate outreach work with government agencies and employers through cooperative agreements
	Strategy 4.2: Utilize Gohio Mobility as a one stop multi-county transportation search tool
Goal 5: Increase in 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

COUNTY FINDINGS AND GOALS

MADISON COUNTY SURVEY FINDINGS



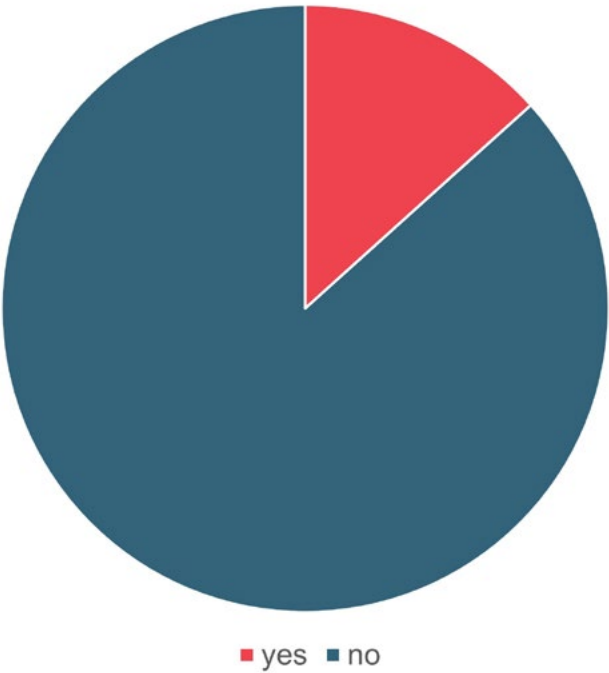
EMPLOYMENT STATUS



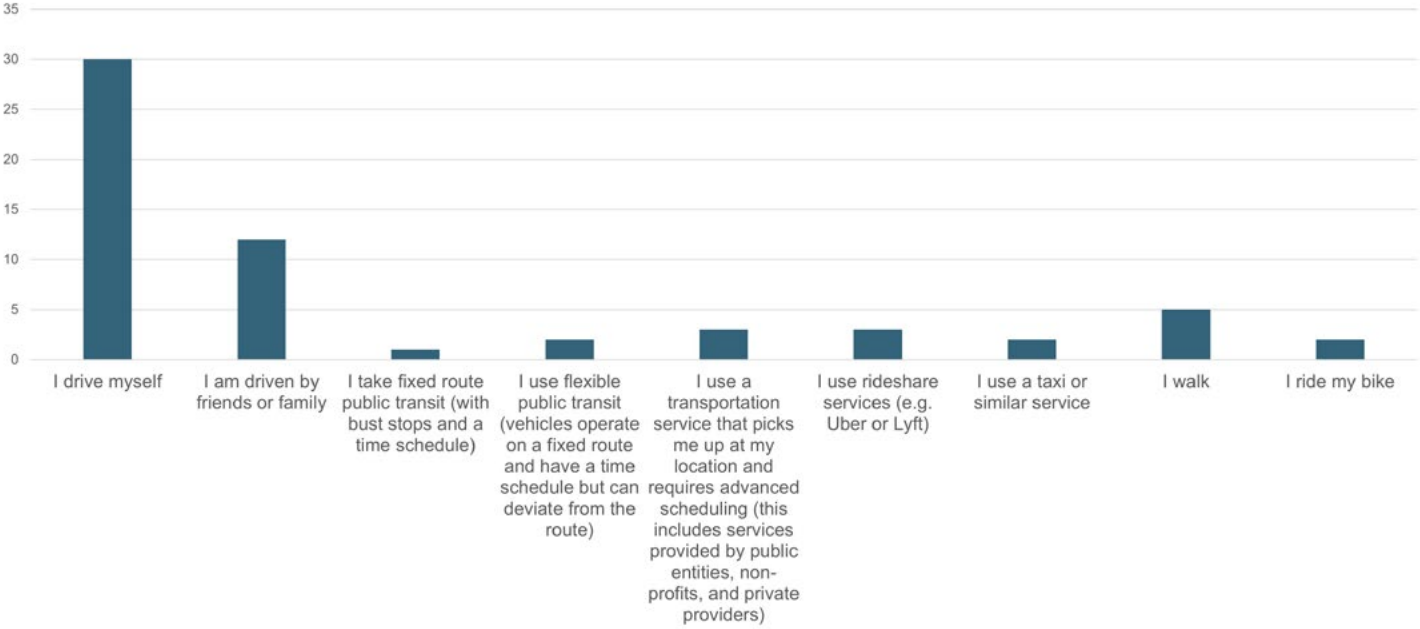
COUNTY FINDINGS AND GOALS

MADISON COUNTY SURVEY FINDINGS

MOBILITY AID REQUIREMENT



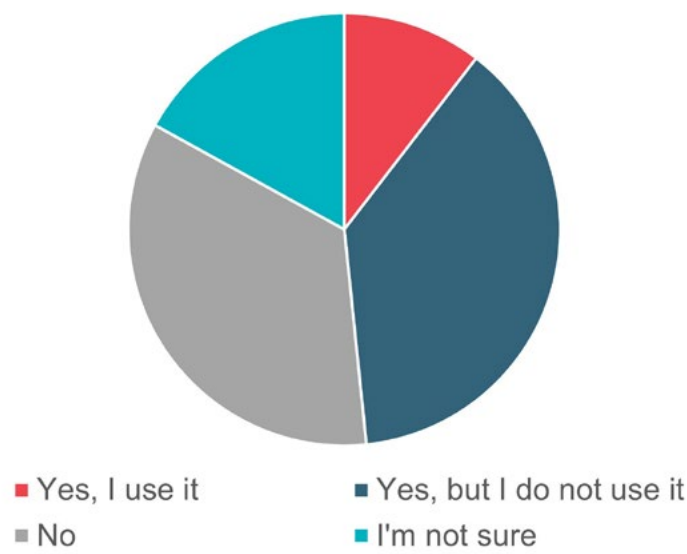
TRANSPORTATION BEHAVIOR



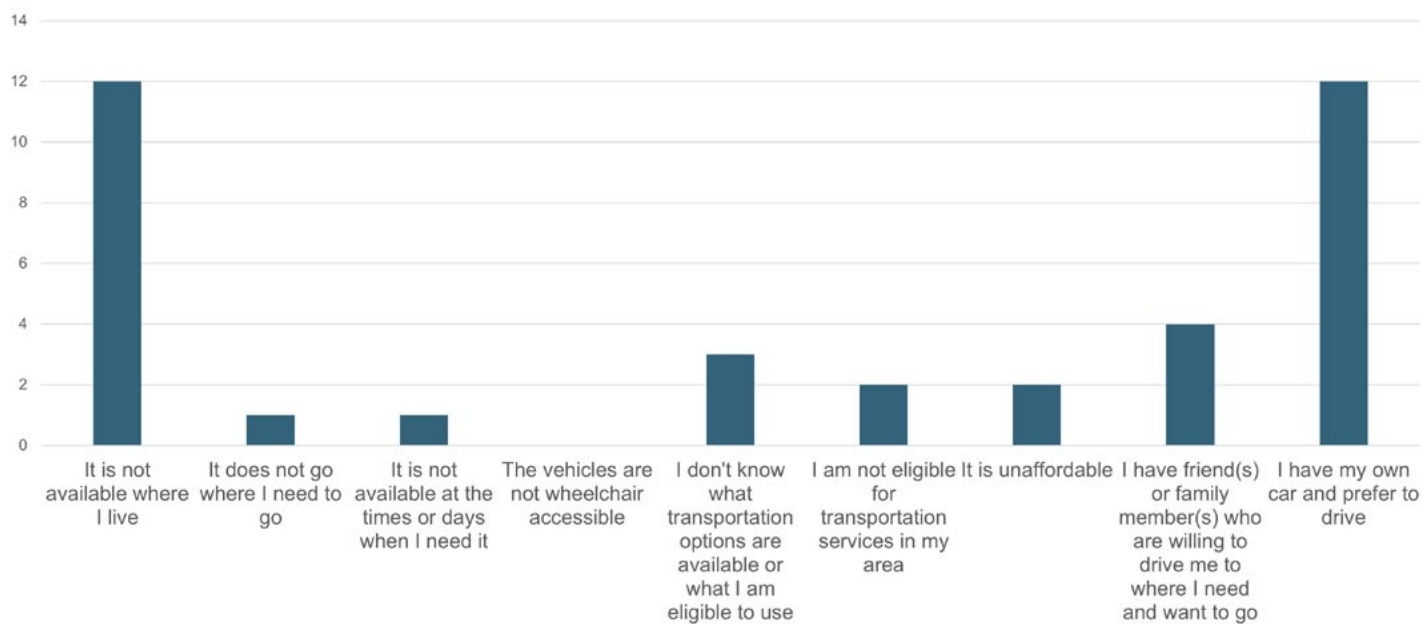
COUNTY FINDINGS AND GOALS

MADISON COUNTY SURVEY FINDINGS

**AWARENESS OF PUBLIC
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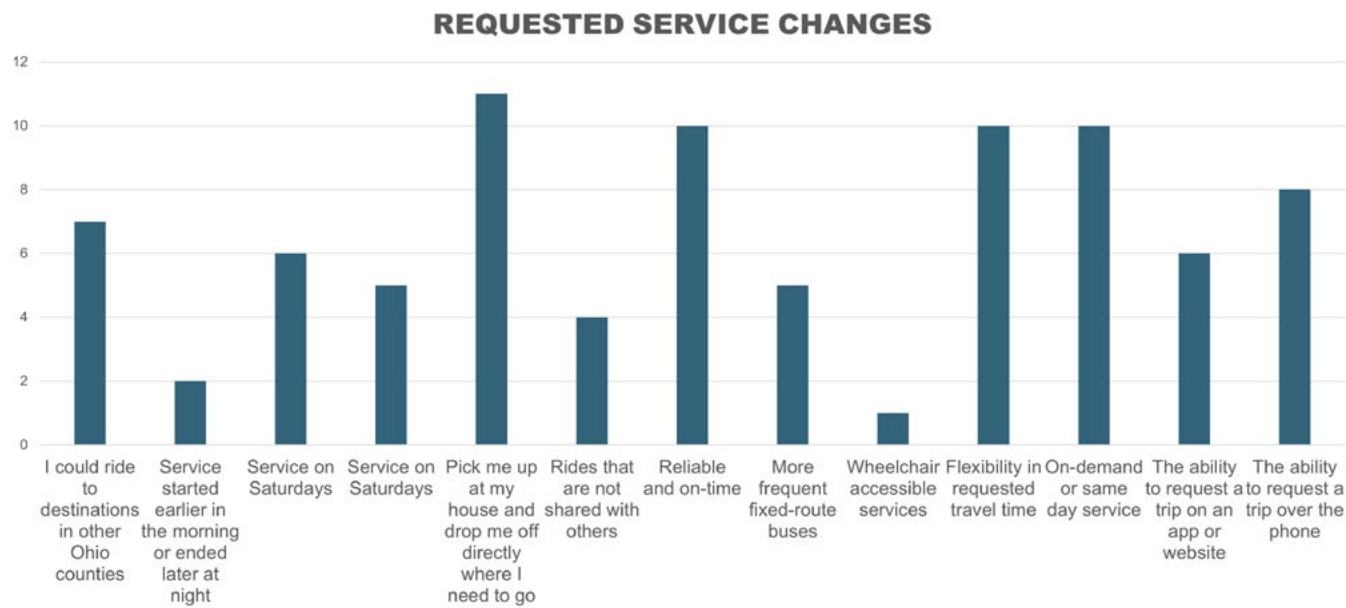


PUBLIC TRANSPORTATION HINDRANCES



COUNTY FINDINGS AND GOALS

MADISON COUNTY SURVEY FINDINGS



COUNTY FINDINGS AND GOALS

PICKAWAY COUNTY GOALS AND STRATEGIES

GOALS	STRATEGIES
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
	Strategy 1.2 Identify findings from Strategy 1.1 and plan implementation based on prioritization of need and resources available
Goal 2: Increase Public Awareness in Pickaway County	Strategy 2.1: Utilize and market Gohio Mobility as a one stop multi-county transportation search tool in coordination with Pickaway County mobility management, Pickaway County Community Action (PICCA) and Pickaway Area Rural Transit (PART)
	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
	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
Goal 3: Establish Collaborative Efforts of Transportation Providers Throughout a Multi-county 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
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
	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
	Strategy 4.3: Maintain current technology and capital update processes for Pickaway Area Rural Transit (PART) and improve as needed

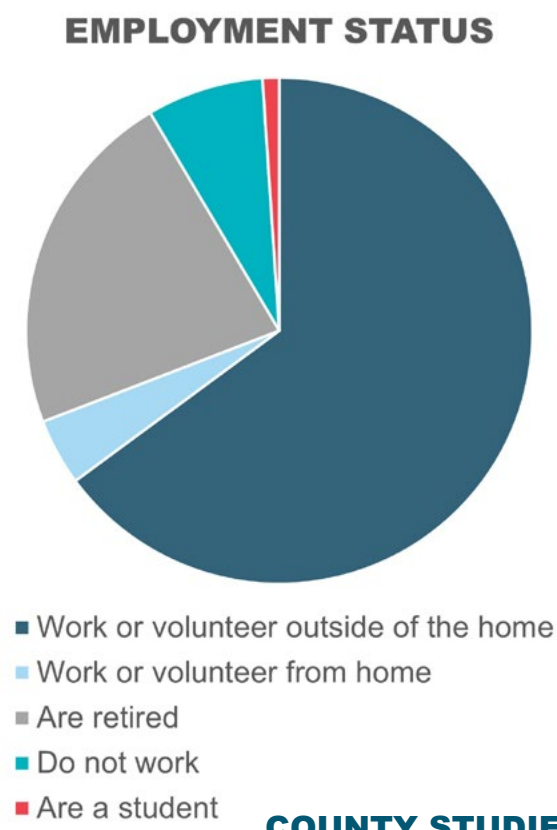
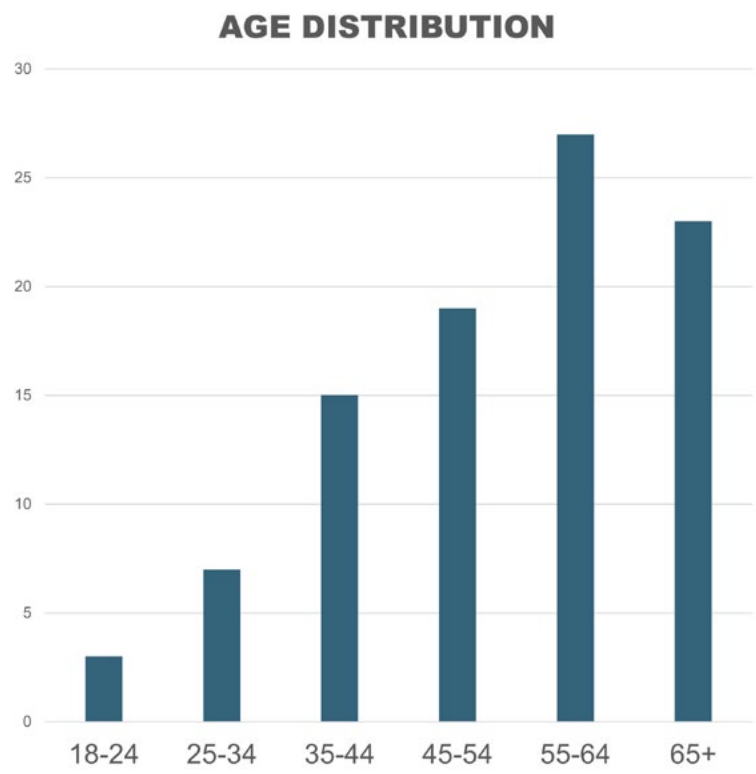
COUNTY FINDINGS AND GOALS

PICKAWAY COUNTY GOALS AND STRATEGIES (Continued)

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

COUNTY FINDINGS AND GOALS

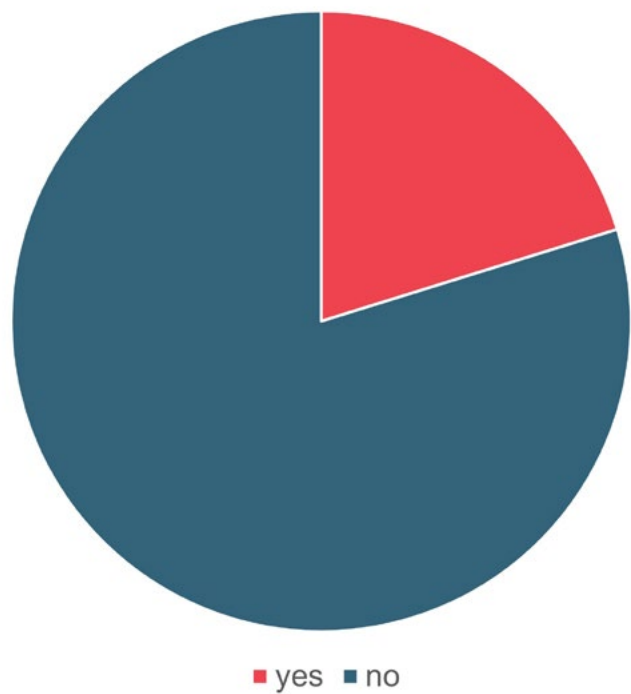
PICKAWAY COUNTY SURVEY FINDINGS



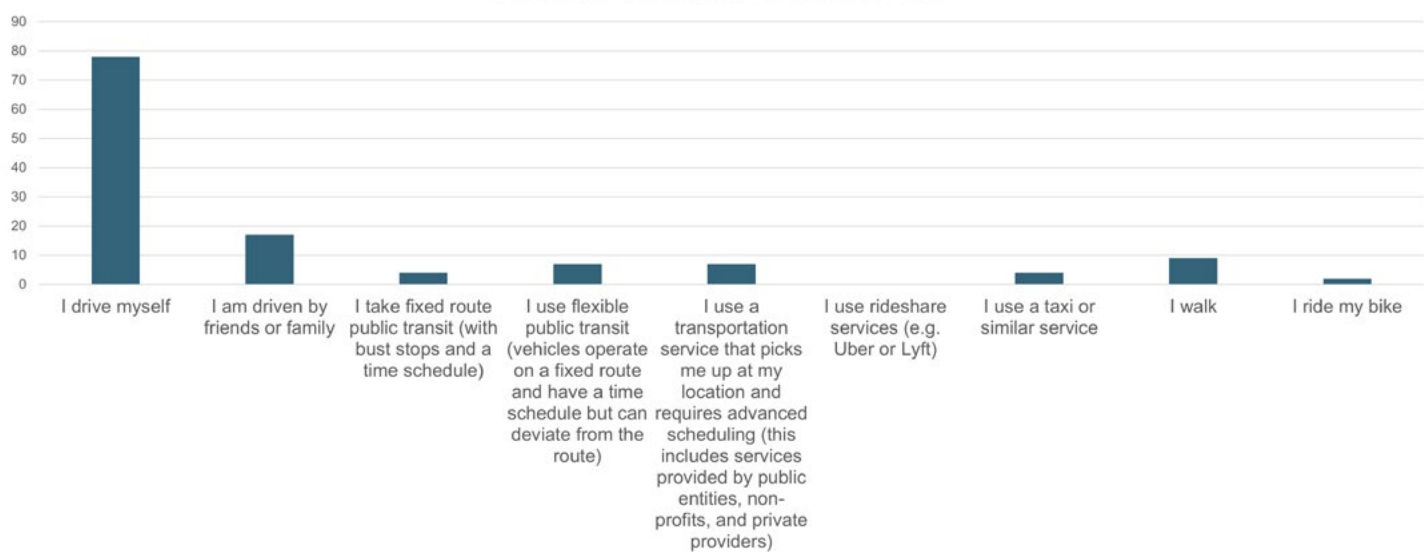
COUNTY FINDINGS AND GOALS

PICKAWAY COUNTY SURVEY FINDINGS

MOBILITY AID REQUIREMENT



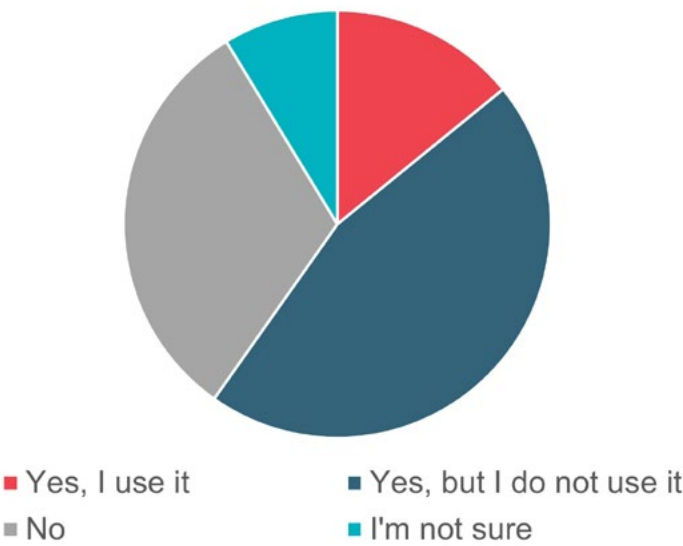
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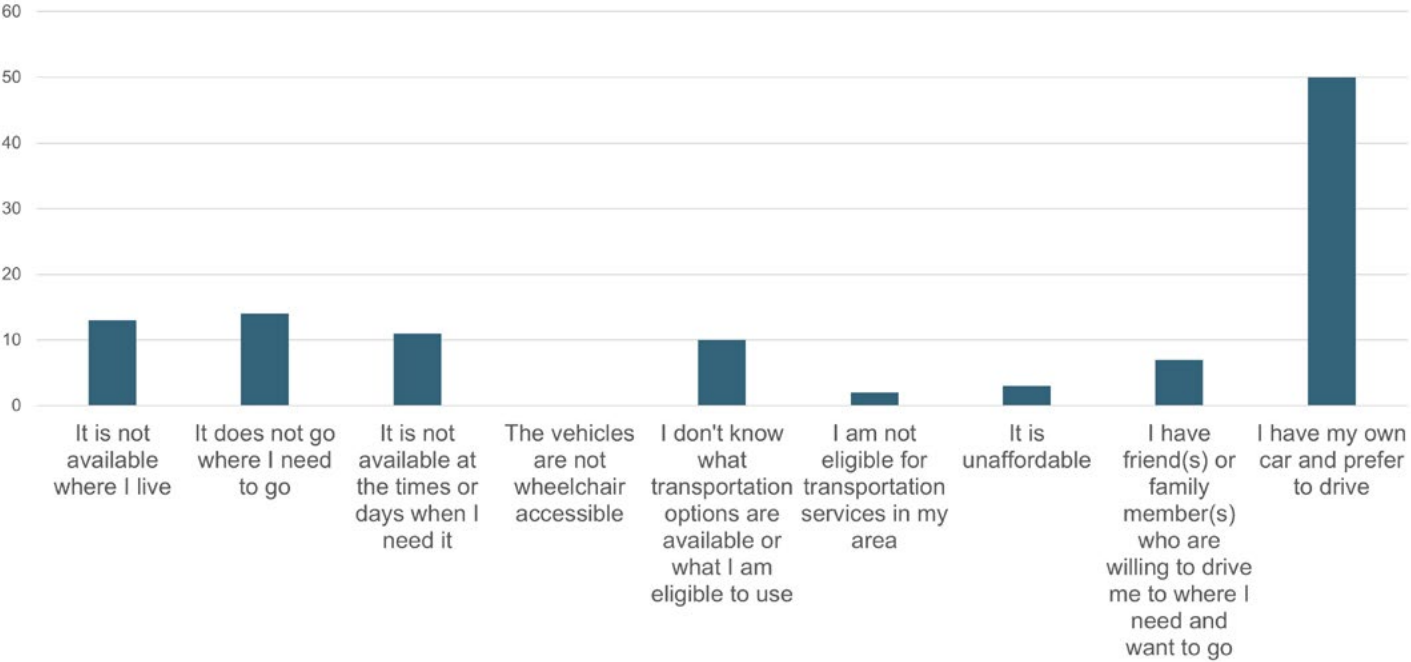
COUNTY FINDINGS AND GOALS

PICKAWAY COUNTY SURVEY FINDINGS

**AWARENESS OF PUBLIC
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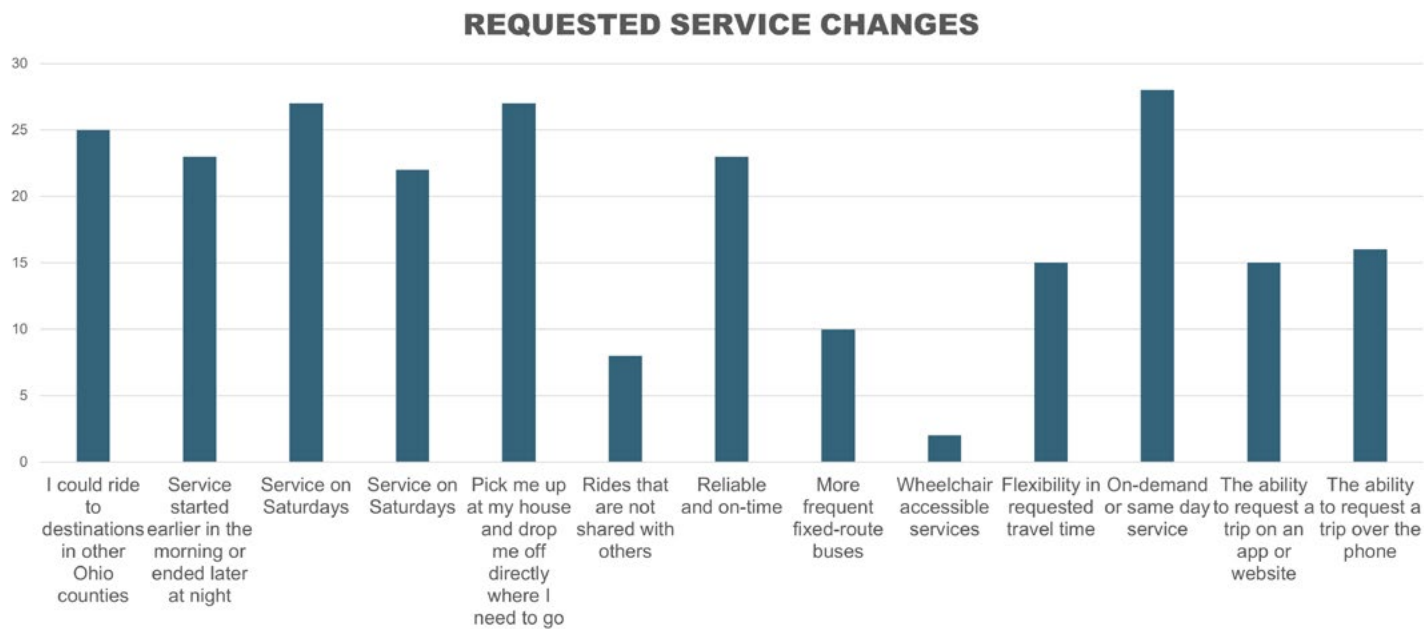


PUBLIC TRANSPORTATION HINDRANCES



COUNTY FINDINGS AND GOALS

PICKAWAY COUNTY SURVEY FINDINGS



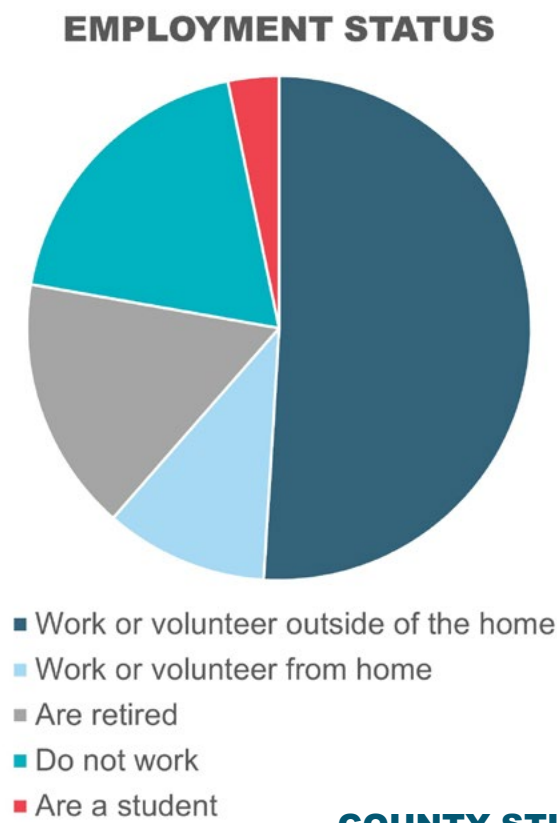
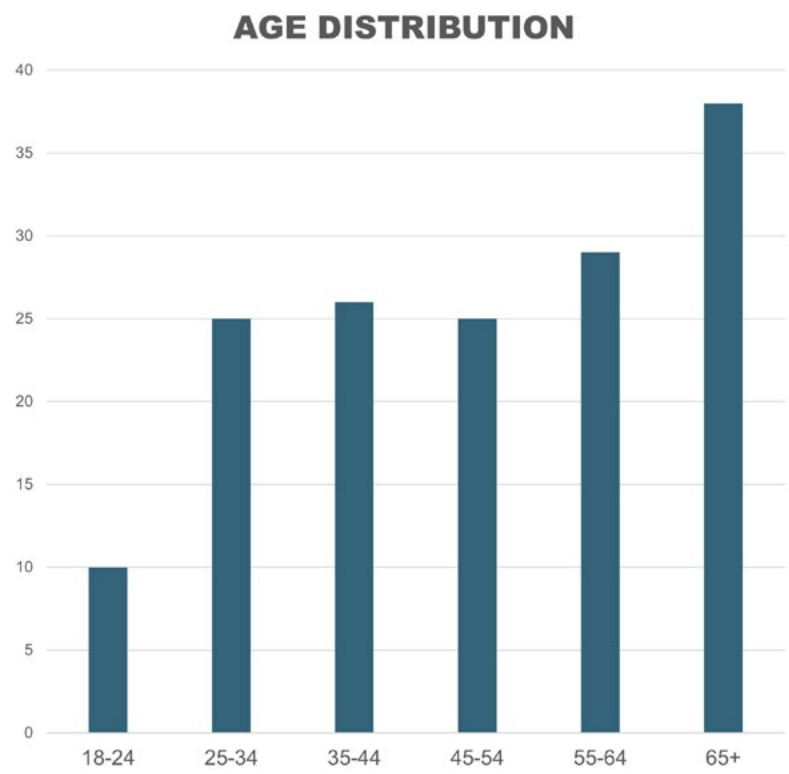
COUNTY FINDINGS AND GOALS

UNION COUNTY GOALS AND STRATEGIES

GOALS	STRATEGIES
Goal 1: Provide Safe and Reliable Transportation for Older Adults and Individuals 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
Goal 2: Provide Transportation at an Affordable Cost	Strategy 2.1: Decrease the current per trip cost to individuals and reduce cost per passenger mile and cost per hour by supporting County Connections and an analysis of operations and maintenance for potential cost efficiencies
Goal 3: Collaborate for Service Delivery and Efficiency	Strategy 3.1: Coordinate and build local support through mobility management work with government agencies and employers through cooperative agreements
	Strategy 3.2: Utilize and market Gohio Mobility as a one stop multi-county transportation search tool in coordination with Union County mobility management and UCATS
Goal 4: Increase in Flexible and Accessible Transportation Options	Strategy 4.1: Initiate public planned public outreach to determine most needed transportation options and education programs for the county
Goal 5: Improve Access to Workforce Transportation	Strategy 5.1: Implement outreach to identify most needed transportation initiatives to support access to employment opportunities
	Strategy 5.2: Pursue vanpooling and research other transportation opportunities for workforce mobility
	Strategy 5.3: Pursue partnerships with major employers in coordination with regional goals to support access to employment opportunities

COUNTY FINDINGS AND GOALS

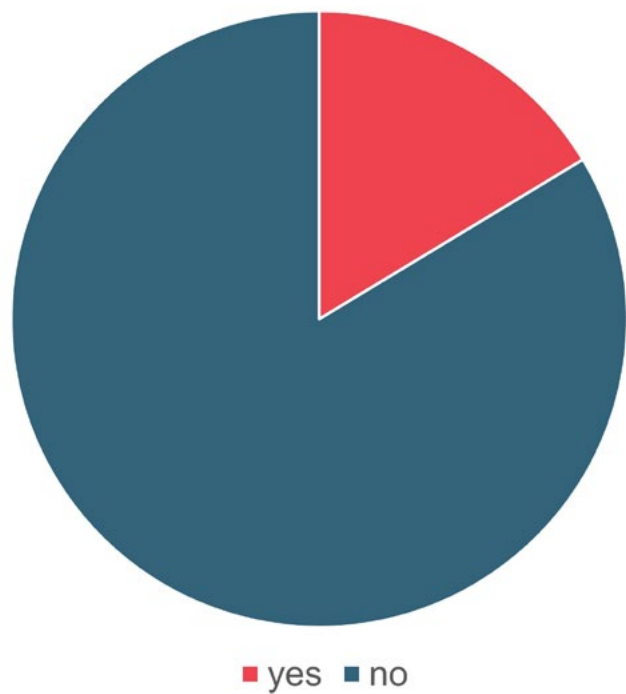
UNION COUNTY SURVEY FINDINGS



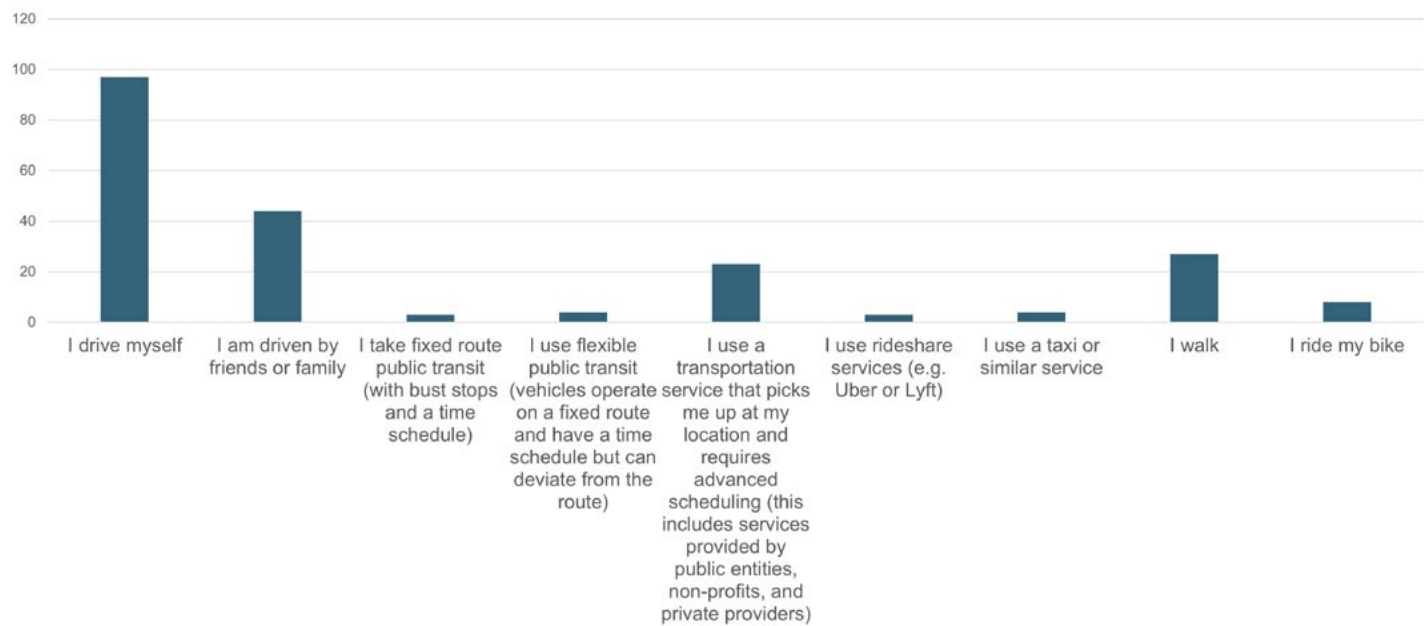
COUNTY FINDINGS AND GOALS

UNION COUNTY SURVEY FINDINGS

MOBILITY AID REQUIREMENT



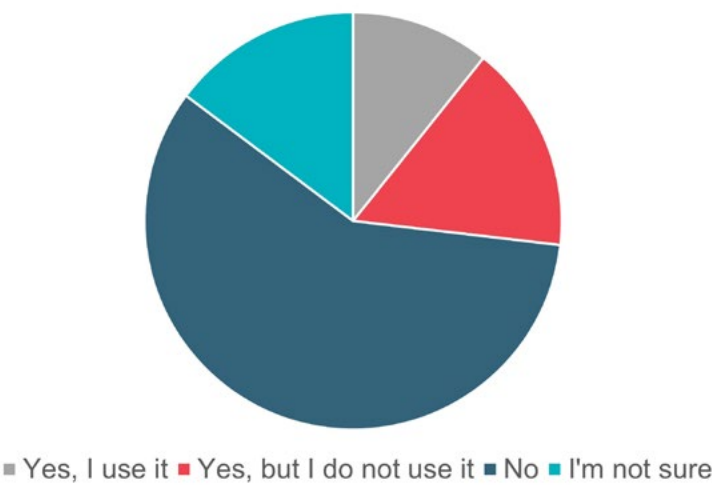
TRANSPORTATION BEHAVIOR



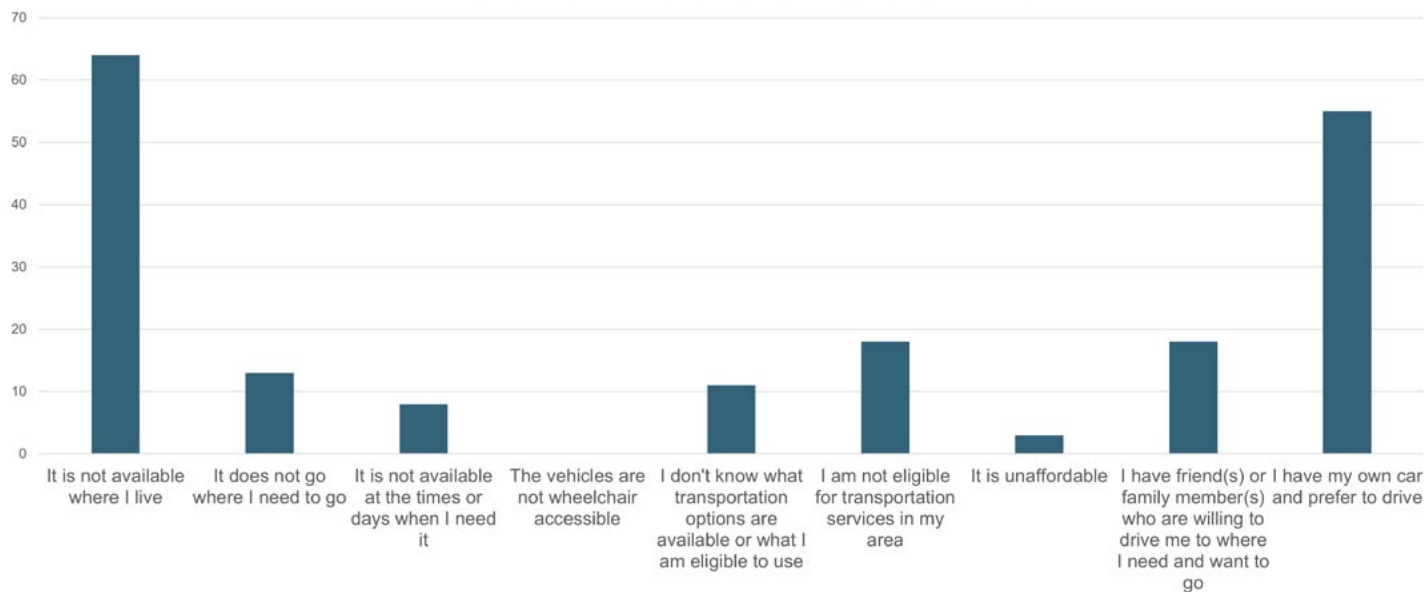
COUNTY FINDINGS AND GOALS

UNION COUNTY SURVEY FINDINGS

**AWARENESS OF PUBLIC
TRANSPORTATION, CARPOOLING,
OR SENIOR SERVICE
TRANSPORTATION**



PUBLIC TRANSPORTATION HINDRANCES



COUNTY FINDINGS AND GOALS

UNION COUNTY SURVEY FINDINGS

