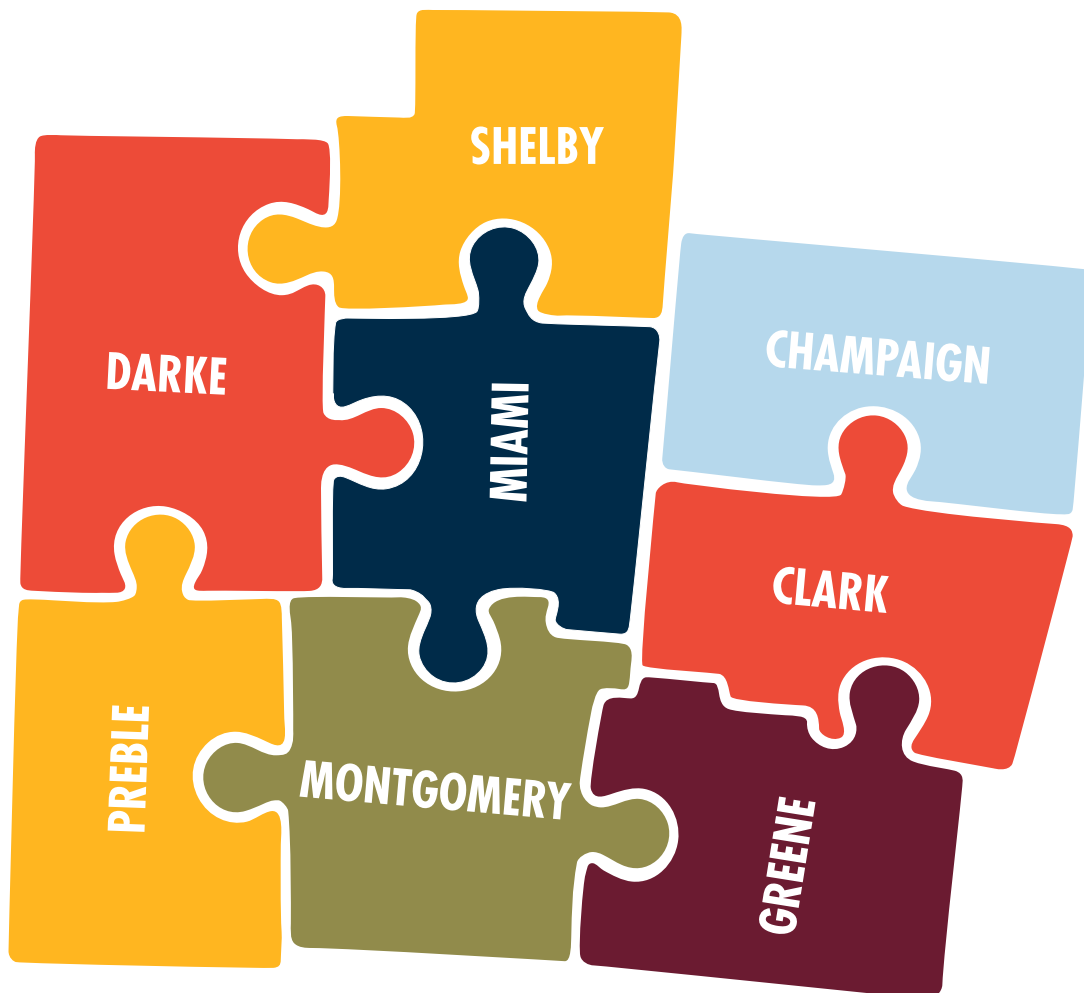


GREATER REGION

# Transportation Coordination Plan

2020/2024

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## **OHIO REGION 2:**

Champaign, Clark, Darke, Greene, Miami,  
Montgomery, Preble, and Shelby Counties



**Completed by the Miami Valley Regional Planning Commission**

For more information about this plan, please contact the Miami Valley  
Regional Planning Commission at 937.223.6323 or [www.mvrpc.org](http://www.mvrpc.org).

Funding for the development of this plan was provided by  
the Ohio Department of Transportation

# **Greater Region Transportation Coordination Plan 2020-2024**

Revised Draft Report  
July , 2020

Miami Valley Regional Planning Commission  
10 North Ludlow Street  
Suite 700  
Dayton, Ohio 45402

Established in 1964, the Miami Valley Regional Planning Commission (MVRPC) promotes collaboration among communities, stakeholders, and residents to advance regional priorities. MVRPC is a forum and resource where the Board of Directors identifies priorities and develops public policy and collaborative strategies to improve quality of life throughout the Miami Valley Region. MVRPC performs various regional planning activities, including air quality, water quality, transportation, land use, research and GIS. As the designated Metropolitan Planning Organization (MPO), MVRPC is responsible for transportation planning in Greene, Miami and Montgomery Counties and parts of northern Warren County. However, MVRPC's new GRMI study encompasses nine (8) counties: Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby.

The document was prepared in cooperation with the U.S. Department of Transportation's (U.S. DOT) Federal Highway Administration and Federal Transit Administration, the Ohio Department of Transportation, and local communities. The contents of this document reflect the views of the Miami Valley Regional Planning Commission, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the views of the U.S. DOT and ODOT. This document does not constitute a standard, specification, or regulation.

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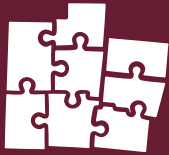
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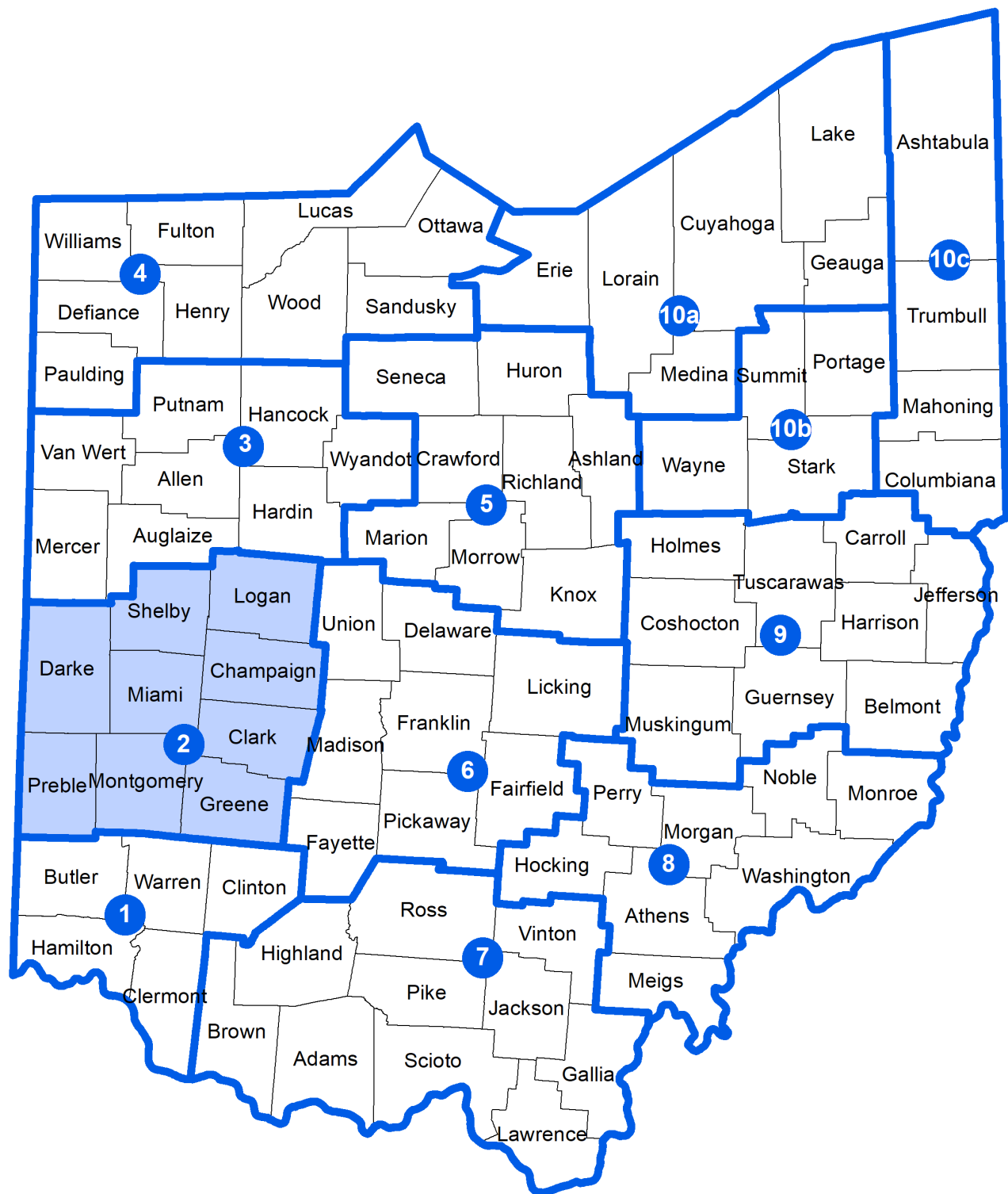




# EXECUTIVE SUMMARY

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## **Greater Region Transportation Coordination Plan**



**Figure A: ODOT HSTC Regions**

Source: MVRPC



## Executive Summary

The Greater Region Mobility Initiative (GRMI) is an effort led by the Miami Valley Regional Planning Commission (MVRPC) in cooperation with the Ohio Department of Transportation (ODOT) Office of Transit. The purpose of the GRMI is to improve coordination among transit providers to enhance options for non-drivers. Much of the public transportation available in Ohio is based on single county transit systems operating within defined geographic boundaries in a fragmented manner, often resulting in duplications of service while unmet needs exist within and between their service areas. ODOT researched the value of developing a regional structure for transportation services as a way to reduce the duplication and fill in gaps in services. Additionally, regionalization will facilitate more effective service delivery as well as wise stewardship of fiscal resources and enhanced mobility for the residents of Ohio.

While a variety of human service transportation and transit planning resources are available to the public, boundaries for providers are traditionally limited to the missions of those departments and offices (employers, medical facilities, social service agencies, shopping areas, senior and low income housing, etc.) and not centered on transportation patterns. ODOT examined 10 regions across the state of Ohio and found the majority of daily trips (90% or more) of residents stayed within specific boundaries. The closest overlapping boundaries of these travel patterns were the Ohio Department of Aging's Area Agencies on Aging (AAA) regions (ODOT) (**Figure A**). ODOT recognized the opportunity to bring rural and urban areas together in a new way and recommended a regional funding approach utilizing the boundaries as established by the Area Agencies on Aging. The Greater Region falls under AAA's Region 2. The region is located in west-central Ohio and consists of Champaign, Clark, Darke, Greene, Logan, Miami, Montgomery, Preble and Shelby counties and includes a mix of urban, suburban, and rural populations.

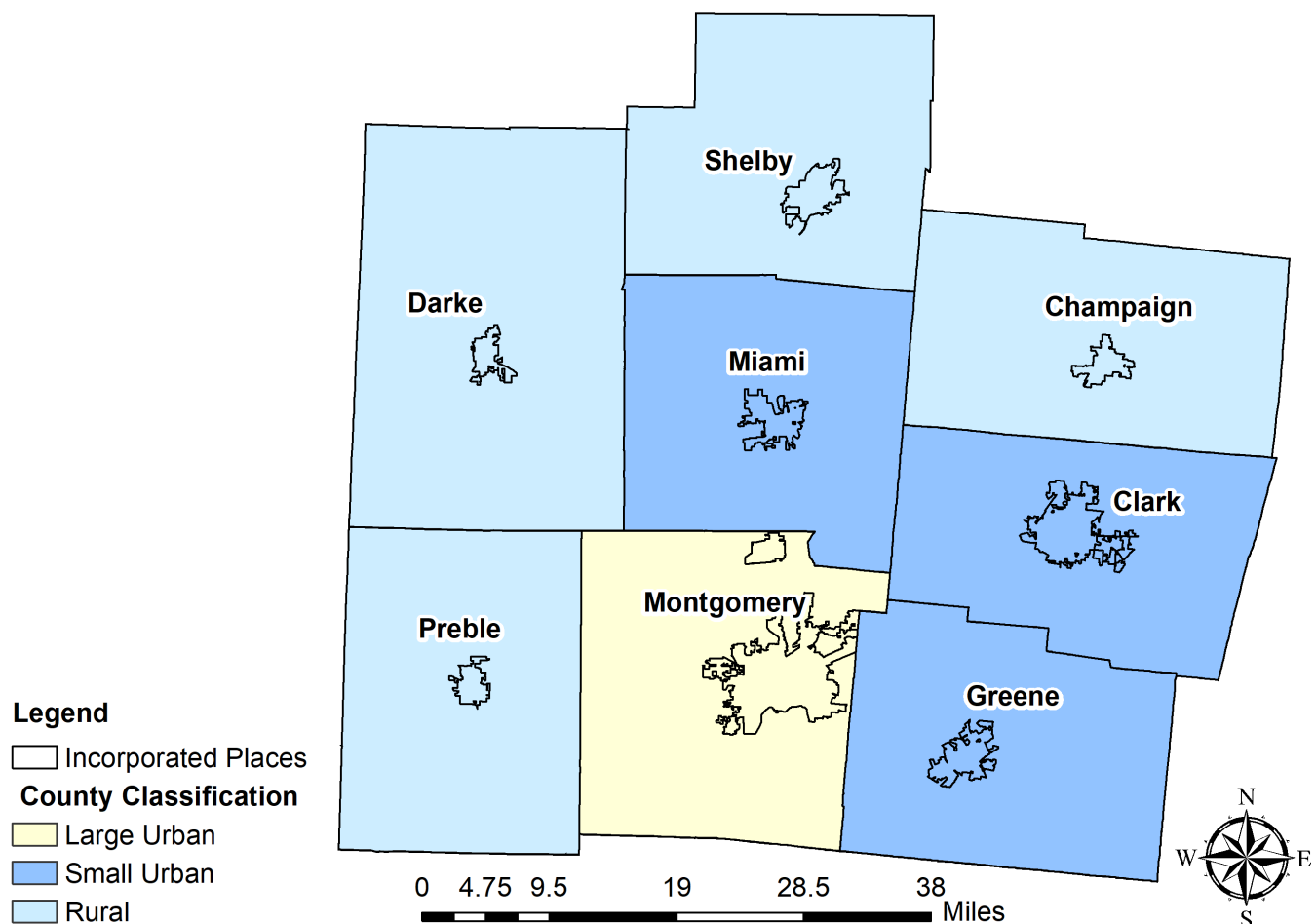
The chapters in this plan will describe in further detail the characteristics of the Greater Region (Region 2), assess the Region's transportation needs and gaps, outline the goals and strategies identified to achieve regional coordination, and identify the transportation providers and services currently offered.

MVRPC will act as the Regional Coordinating Agency (RCA) on behalf of ODOT, to provide counties with the opportunity to participate in this regional approach and support their efforts to expand and enhance transit services within their communities. Additionally, MVRPC recognizes counties and providers will have varying levels of participation in the coordinated regional strategy. Minimum participation criteria will be provided within **Chapter 4: Goals and Strategies**, however resources such as funding and support will be dedicated to those who demonstrate commitment beyond the minimum participation standards. The Miami Valley Regional Planning Commission, as the RCA, will provide service to all counties and providers participating in the Greater Region Mobility Initiative regardless of their level of participation.

## The Greater Region

The Greater Region Mobility Initiative (GRMI) plan provides an overview of the population residing within the counties which make up the Greater Region. It begins by drawing a picture, geographically, of the large-urban, small-urban and rural populations who call the Region their home (**Figure B**). Logan County was initially included within the region in the first draft of this plan, however, after examining trip generators and travel patterns in further detail it became clear Logan County's travel patterns may be more in line with regions in Central Ohio. ODOT worked to design a process which allowed for Logan County to transition into Region 6 (**Appendix G: Region Change Request on page 165**).

In the future, if other counties determine their trip patterns align more with the Greater Region and may benefit by transferring into the region, ODOT will lead the process to authorize the county transfer. It should also be noted, due to funding structures describe below, counties included within MVRPC's Metropolitan Planning Organization (MPO) boundaries will not be permitted to transfer outside of the Greater Region for purposes of this plan.

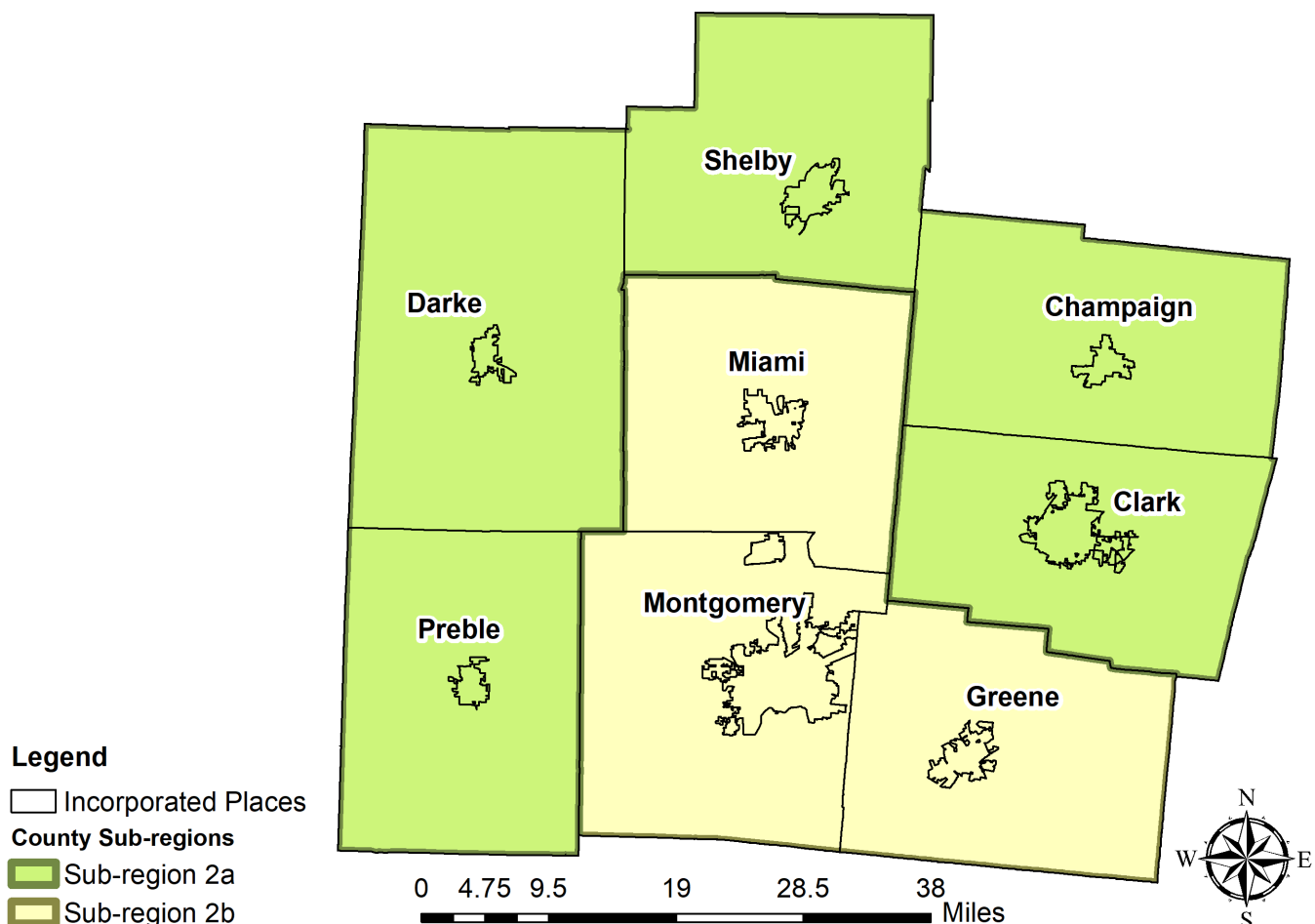


**Figure B: The Greater Region**

Source: MVRPC

County transit systems receive the majority of their funding through the Federal Transit Administration (FTA) grant programs. These include Section 5307 funds which are available to urban transit systems and Section 5311 funds which are distributed to rural transit systems. Furthermore, FTA funding for Section 5310 grant dollars are administered by MVRPC for areas included within its MPO boundaries, and for counties outside of MVRPC's MPO boundaries by state agencies such as the Ohio Department of Transportation.

As such, MVRPC, ODOT and the GRMI stakeholders agreed the Greater Region (Region 2) could benefit from being split into sub-regions, 2a and 2b. Sub-region 2a will consist of Preble, Darke, Shelby, Champaign and Clark counties while sub-region 2b will encompass Miami, Montgomery and Greene counties. The sub-regions will allow for a clear delineation of those counties which are funded by state FTA dollars (2a) and counties that receive FTA funding through the MPO (2b) (**Figure C**).



**Figure C: Subregion**

Source: MVRPC

Additional benefit can be had in sub-regions because of the difference in transportation challenges and needs between urban and rural communities. Rural driving distances can be a barrier to and increase the costs of providing transportation within this area. Approximately 90% of the trips taken by all individuals living in rural counties stay within the borders of their county or the region. It is generally recognized that political boundaries are invisible to the driver of a car, but very present for a rider of public transit which operates within geographic boundaries. Conversely, individuals using urban transit systems likely have less interruption in travel or transfers due to the larger number of available routes, buses and drivers. Access to technology and scheduling software is also more readily available to urban transit users and providers because of larger operating budgets and the access to multiple funding sources.

**Table 1: Intra-Regional Travel Movement** shows the travel patterns within the Greater Region of trips per day. While the majority of residents travel within the boundaries of the county in which they live, many trips are taken to neighboring counties for residents to receive essential medical services or for employment. Clark, Greene, Miami and Preble counties take the most trips into Montgomery County. Each of these counties borders Montgomery County with it providing a substantial amount of access to employment and medical services that these rural and small urban counties may lack. Montgomery County likewise has a significant number of daily trips into Greene County. It can be assumed the majority of these trips are for employment, as Greene County houses the largest single-site employer within the State of Ohio, Wright Patterson Air Force Base.

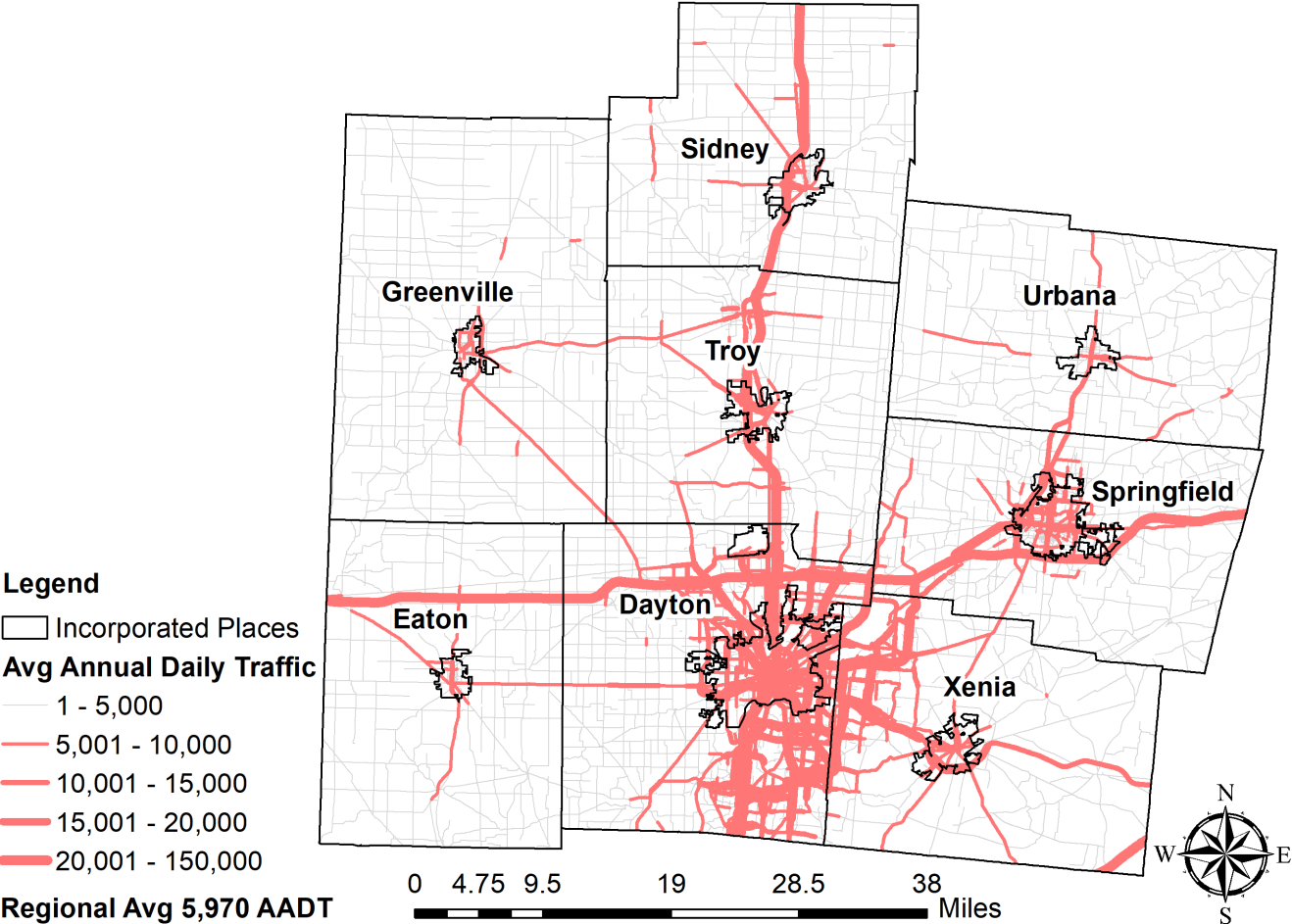
**Table 1: Intra-Regional Travel Movement**

From/To	Champ.	Clark	Darke	Greene	Miami	Mont.	Preble	Shelby	Total
<b>Champ</b>	55,812	12,433	49	1,096	2,726	1,446	17	1,524	<b>75,103</b>
<b>Clark</b>	12,278	286,428	135	23,786	7,008	22,784	103	789	<b>353,311</b>
<b>Darke</b>	51	139	104,067	214	7,786	4,055	2,728	2,460	<b>121,500</b>
<b>Greene</b>	1,087	23,888	232	246,259	3,740	127,028	517	499	<b>403,250</b>
<b>Miami</b>	2,678	7,028	7,739	3,598	180,707	43,208	526	13,332	<b>258,816</b>
<b>Mont.</b>	1,554	22,551	3,972	127,022	42,981	1,368,463	12,444	3,823	<b>1,582,810</b>
<b>Preble</b>	18	104	2,746	501	548	12,487	62,947	54	<b>79,405</b>
<b>Shelby</b>	1,448	737	2,467	465	13,651	3,850	36	106,481	<b>129,135</b>
<b>Total</b>	<b>74,926</b>	<b>353,308</b>	<b>121,407</b>	<b>402,941</b>	<b>259,147</b>	<b>1,583,321</b>	<b>79,318</b>	<b>128,962</b>	<b>3,013,712</b>

Source: ODOT Office of Statewide Planning and Research

Seamless cross-county trips have been an area of discussion among transportation providers within the region. Few transit agencies offer connector routes into adjacent counties, however cost to the rider is usually high and requires a long lead time to schedule the trip with at least one bus transfer. Because of this, transit agencies have seen a low demand for this service and acknowledge improvements could be made.

While Logan County has transitioned into Region 6, it is important to note a larger portion of their population travels to Champaign and Shelby counties on a daily basis. Creating strong partnerships with counties in neighboring regions is critical in transportation planning to ensure individuals' needs are met. It is the intent that when drafting and updating the regional plan in the future, there will be strong collaboration with neighboring Regional Coordinating Agencies and counties to identify needs and gaps as well as help shape the region's goals.



**Figure D: Intra-Regional Travel Movement**

Source: ODOT Office of Statewide Planning and Research

## Goals and Strategies

The goals and strategies have been established to guide the GRMI Council and transportation providers in developing projects to address the identified challenges and unmet needs. It was determined the best approach to implementing these goals would be to divide them into a regional and local approach. The regional goals focus on projects which will have an impact across counties in sub-regions 2a and 2b, while local goals may only impact one or two counties at a time.

### Regional Goals

#### Goal 1: Enhance Regional Coordination

---

*Strategy 1.1 Coordination of county line transfers*

*Strategy 1.2 Explore options for employment transportation*

*Strategy 1.3 Explore opportunities for Non-Medical transportation*

*Strategy 1.4 Explore possibilities for regionalized Non-Emergency Medical transportation (NEMT) brokerage*

*Strategy 1.5 Coordination of Professional Driver Standards*

#### Goal 2: Increase awareness/knowledge of available transportation options

---

*Strategy 2.1 Expand the specialized mobility transportation tools to include transit provider information for all counties with the region and inter-region partners.*

### County Goals

#### Goal 1: Expand current transportation services in county to meet public needs

---

*Strategy 1.1 Expand transit hours and include same day service*

*Strategy 1.2 Explore technology opportunities that will allow for scheduling of shared rides between transportation providers*

*Strategy 1.3 Coordinate cross agency driver employment opportunities*

#### Goal 2: Seek additional funding opportunities

---

*Strategy 2.1 Identify opportunities that can promote affordability for passengers*

#### Goal 3: Increase awareness of available transportation options

---

*Strategy 3.1 Participate in meetings which address mobility challenges and solutions*

*Strategy 3.2 Provide Travel Training presentations on availability mobility options at social and civic events and offer driver training opportunities*



**Figure E: Stakeholders**

Source: MVRPC

## Emphasis on Stakeholder Involvement

The broad geography of the Region creates a need for and challenge of engagement. Public and stakeholder involvement is critical to the development of an effective plan. MVRPC employed extensive outreach efforts across the region and used several methods to gather input on the challenges, opportunities, and strengths of transportation options. Stakeholders for the GRMI Plan were identified as transportation providers, local planning agencies, passengers and advocates, human services partners, economic development organizations, faith-based and community-based organizations, business community representatives, appropriate local or state officials and elected officials, with MVRPC staff acting the role of policy analyst experts. Public participation meetings, focus groups, and surveys were used as tools by each county to identify and assess the unmet transportation needs and gaps in service. MVRPC built on the structure created by the individual county plans and hosted additional input and review meetings for the development of this plan.



The ultimate goal is that the GRMI regional plan will eliminate the need for future individual county transit coordination plans and MVRPC will work with GRMI stakeholders to review and update the GRMI plan on a regular basis. Additional information regarding that process will be outlined in ***Chapter 5: Roles, Updates & Funding Structure***.

## **Challenges to Providing Coordinated Transportation**

This plan also presents the prioritized unmet transportation needs of the Greater Region. These needs range from increasing services hours, public awareness of services, and additional resources such as access to funding and additional drivers. Because funding comes not only from ODOT and FTA, but through health and human services agencies, job and family services and veterans' services making it difficult to align insurance, rider policies, and trip prices. This can limit agencies in transporting clients from other areas or services without possible interruptions or service being unavailable. The Greater Regional Mobility Initiative aims to work collaboratively to identify goals and strategies to overcome these challenges.

## **Acknowledgments**

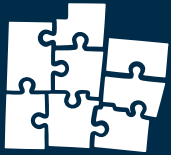
MVRPC staff would like to recognize the valuable contributions of the following groups to the creation and implementation of this GRMI Plan and pilot project:

- **Staff at ODOT Office of Transit**
- **Mobility Managers within the Region**
- **Transit Providers within the Region**
- **Health and Human Services Agencies in Region**
- **The Greater Region Mobility Initiative Council, particularly the members that gave extra time and assistance with the plan development**









# CHAPTER 1

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## **Characteristics Of The Greater Region**

The geographic area covered by this plan, identified by ODOT as Region 2 and commonly referred to as the Greater Region, includes Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby Counties. Counties covered in this plan are located in west-central Ohio and include a mix of urban and rural populations. As of the 2010 census, the Region's population was 1,122,137 and encompassed a total of 3,534 square miles with 281 people per square mile. There are a total of 30 cities, 73 villages, and 12 other Census Designated Places (CDP).

In the Greater Region, rural driving distances are one of the greatest barriers to providing residents with transportation. Based on the ODOT Daily Vehicle Miles Traveled data, within the region a total of 8,314,723 miles are traveled on rural roadways daily. The counties with the largest rural roadway miles traveled are Preble, Shelby, Clark and Greene counties all traveling individually over 1,000 miles daily. Low population and sprawling urban development has led to a car dependent, transit limited region. Public transportation is available in seven counties, excluding Preble. Five of the public transit agencies offer demand-response service with the additional three offering a mix of demand response and fixed route options. Refer to **Appendix F: Glossary**, for the definition of these services. The majority of public transit agencies offering the demand response service only are located in sub-region 2a with the exception of the Springfield City Area Transit (SCAT) in Clark County offering a fixed route system within the City of Springfield limits. A number of client-specific human service transportation agencies are also available throughout the Region which is identified in **Chapter 2: Overview of Available Services**.

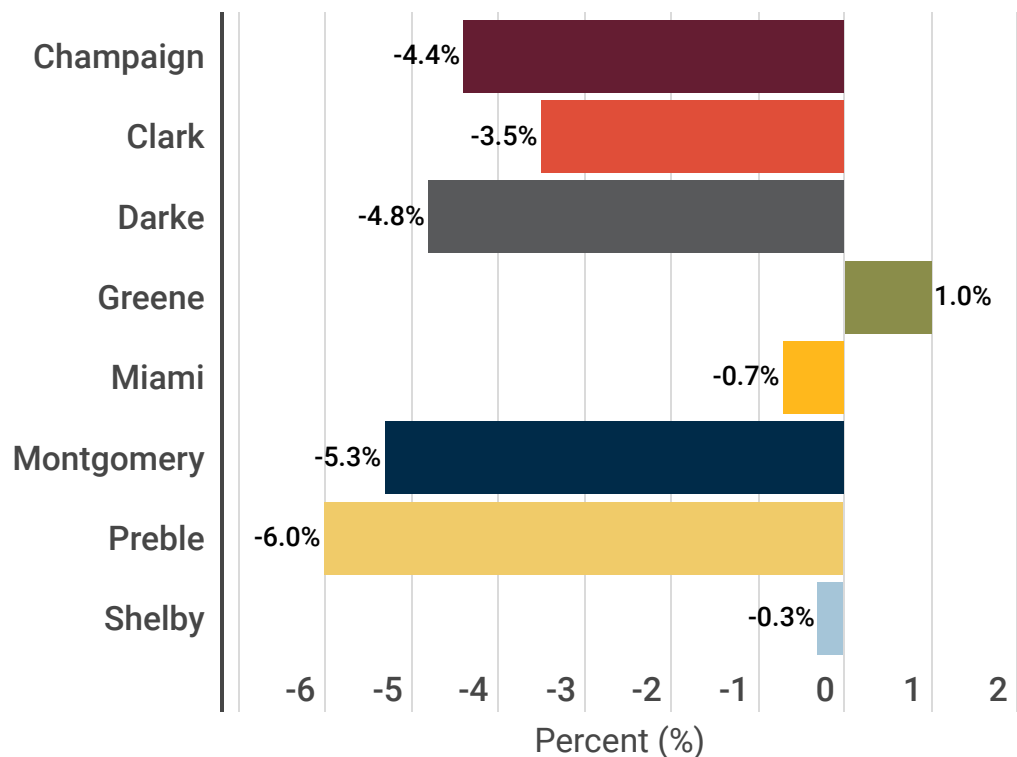
Since the Greater Region is a mix of large-urban, small-urban, and rural populations, it is funded through a variety of sources making transit planning complex. The Federal Transit Administration (FTA) defines large-urban counties as having a population of 200,000 or greater, small urban counties having a population of 50,000 to 199,999, and rural counties having a population of less than 50,000. As discussed in the Executive Summary, because of these federal rules, regulations and definitions certain FTA funding flows through MVRPC to be distributed among the counties located within the agency's MPO boundaries (sub-region 2b). The remaining counties in the Greater Region are funded directly from the state. As a result, one of the key matters to address through the GRMI plan is how a shift to a regionally coordinated funding structure for both of these areas would function. This analysis further reinforced the need for sub-regions to delineate the funding streams. FTA funding allocated to MVRPC and ODOT cannot be directly combined or used outside of their designated geographies, but can be used in concert to achieve regional purposes.

The populations most affected by this plan include seniors (ages 65 and above), individuals with disabilities, and households with individuals who do not have access to personal transportation. The plan analyzes trends such as population concentration, population growth, and areas with a high demand for transportation to address the future needs of the Region. Analysis of such trends allows for improved allocation of resources, opportunities for increased coordination, and for identifying gaps and duplication of services.

# General Population

At the time of the latest American Community Survey (ACS) in 2016, 80% of the Region’s population was located in large and small urban counties with 69% of that population residing in sub-region 2b (**Figure F**). The City of Springfield, Clark County is located in sub-region 2a and has a geography that mirrors the small urban cities in sub-region 2b. The remaining 20% of the Region’s population is dispersed throughout the rural counties. Rural driving distances have proven to be the greatest barrier to residents, as previously mentioned, creating a challenge to servicing populations in Preble, Darke, Shelby, and Champaign counties.

According to the Ohio Development Services Agency (ODSA) population projections for the Region, by 2025 is expected to remain just above 1,100,100; with a decline of -3.0%. The exception is Greene County, which is projected to experience a 1% increase (**Figure F**). Preble County is projected to experience the most significant loss, at -6%. While there are a number of reasons for a decline in overall populations, issues related to transportation planning include the aging and death of older residents, fewer young people choosing to remain in the Region to work, and the endangered ability to ‘age in place’ that can occur when services are removed from rural areas and concentrated in larger population centers. It is more expensive, both personally and as a society, when people move to rehabilitation or nursing facilities because extensive care that is required. Transit and human service providers realize the decline in population over the next few years will significantly impact the amount of funding agencies may receive and are taking measures to identify innovative ways to decrease their cost and improve the efficiency of their services to the public. The goals identified within this plan reflect the current and future work that will occur to address this population decline.



**Figure F: Projected Percent Change in Population by County, 2016-2025**

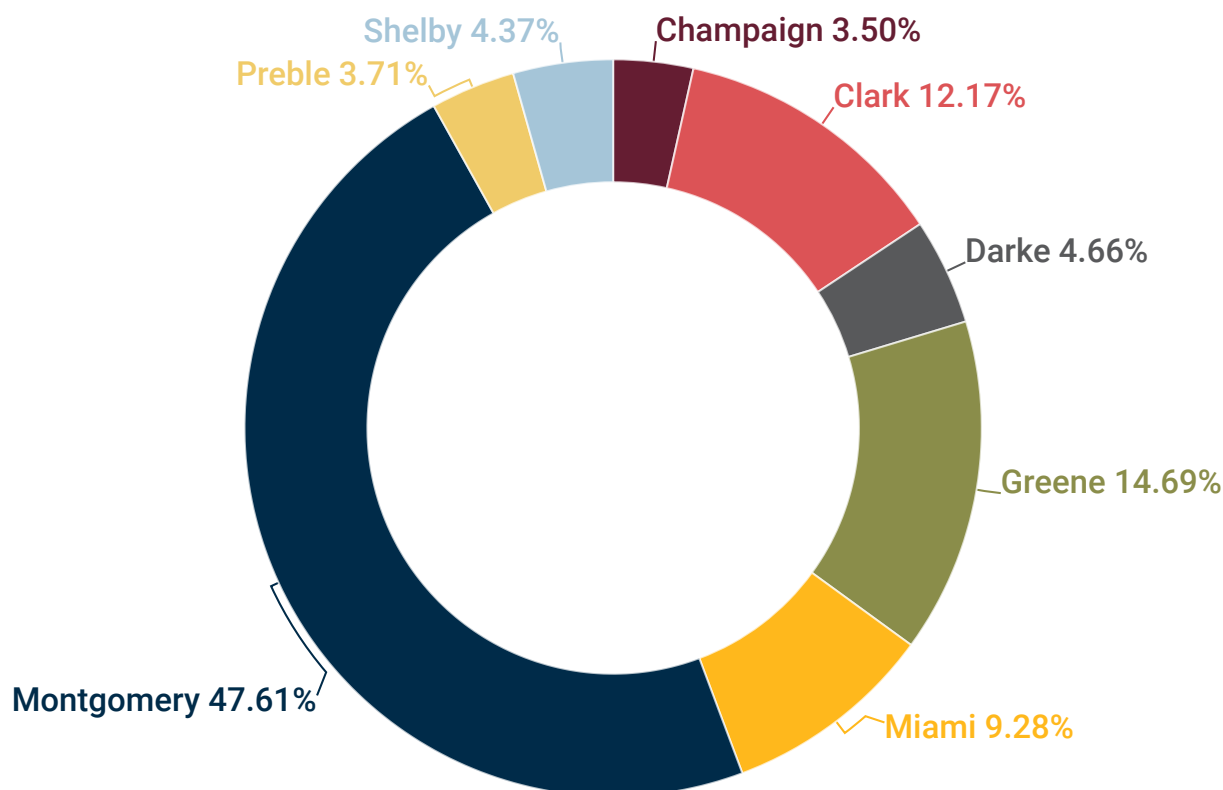
Source: Ohio Development Services Agency, Population Characteristics and Projections

## Total Population by Age Group

**Table 2: Base and Projected Changes in Population**

County	Base: 2016	2020	2025	Percent Change
Champaign	39,175	38,090	37,450	-4.4%
Clark	136,175	133,240	131,390	-3.5%
Darke	52,185	51,270	49,670	-4.8%
Greene	164,325	164,940	165,950	1.0%
Miami	103,864	102,590	103,160	-0.7%
Montgomery	532,761	513,830	504,770	-5.3%
Preble	41,561	40,420	39,070	-6.0%
Shelby	48,949	49,290	48,780	-0.3%
<b>Region</b>	<b>1,118,995</b>	<b>1,139,670</b>	<b>1,080,240</b>	<b>-3.0%</b>

Sources: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates, Ohio Development Services Agency, Population Characteristics and Projections



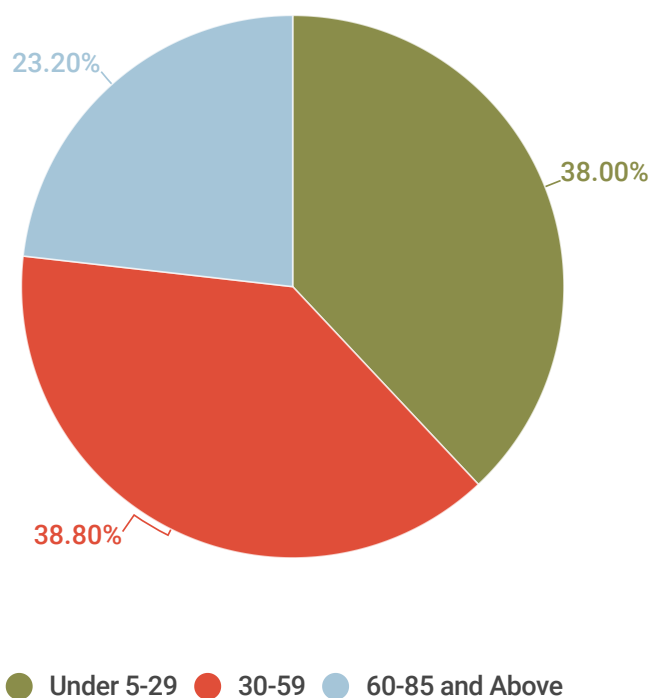
**Figure G: Percent of Region Population by County**

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

**Table 3: Total Population by Age Group**

Age	Chp.	Clk.	Drk.	Grn.	Mia.	Mtg.	Prb.	Sby.	Region
Under 5	5.5%	5.9%	6.1%	5.5%	5.9%	6.2%	5.5%	6.5%	5.9%
5 to 9 years	6.8%	6.2%	7.0%	5.5%	6.0%	6.2%	7.0%	7.3%	6.5%
10 to 14 years	6.7%	6.8%	6.6%	6.1%	7.1%	6.2%	6.3%	7.6%	6.7%
15 to 19 years	6.9%	6.6%	6.7%	7.6%	6.5%	6.4%	6.6%	6.9%	6.8%
20 to 24 years	6.2%	6.3%	5.4%	8.9%	5.5%	6.9%	5.5%	5.7%	6.3%
25 to 29 years	5.4%	5.8%	4.9%	7.0%	5.6%	6.7%	5.4%	5.5%	5.8%
30 to 34 years	5.4%	5.5%	5.5%	6.2%	5.8%	6.3%	5.5%	5.8%	5.8%
35 to 39 years	5.2%	5.6%	5.7%	5.1%	5.7%	5.7%	5.4%	5.3%	5.5%
40 to 44 years	7.3%	5.7%	5.8%	5.8%	6.6%	5.9%	6.6%	6.9%	6.3%
45 to 49 years	7.0%	6.5%	6.6%	6.2%	6.7%	6.3%	7.0%	6.8%	6.6%
50 to 54 years	7.5%	7.1%	7.4%	7.1%	7.3%	7.1%	7.5%	7.5%	7.3%
55 to 59 years	7.0%	7.4%	7.1%	7.1%	7.5%	7.0%	7.5%	7.4%	7.3%
60 to 64 years	6.6%	6.7%	6.6%	6.3%	6.5%	6.4%	7.0%	6.2%	6.5%
65 to 69 years	5.4%	5.7%	5.5%	5.0%	5.3%	5.2%	5.4%	4.7%	5.3%
70 to 74 years	4.5%	4.3%	4.5%	3.8%	4.6%	3.8%	4.6%	3.6%	4.2%
75 to 79 years	3.0%	3.1%	3.2%	2.6%	3.1%	3.0%	3.1%	2.8%	3.0%
80 to 84 years	1.5%	2.3%	2.4%	2.0%	2.0%	2.3%	2.0%	1.7%	2.0%
85 years and above	2.1%	2.4%	2.8%	2.1%	2.2%	2.3%	2.0%	1.9%	2.2%

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates



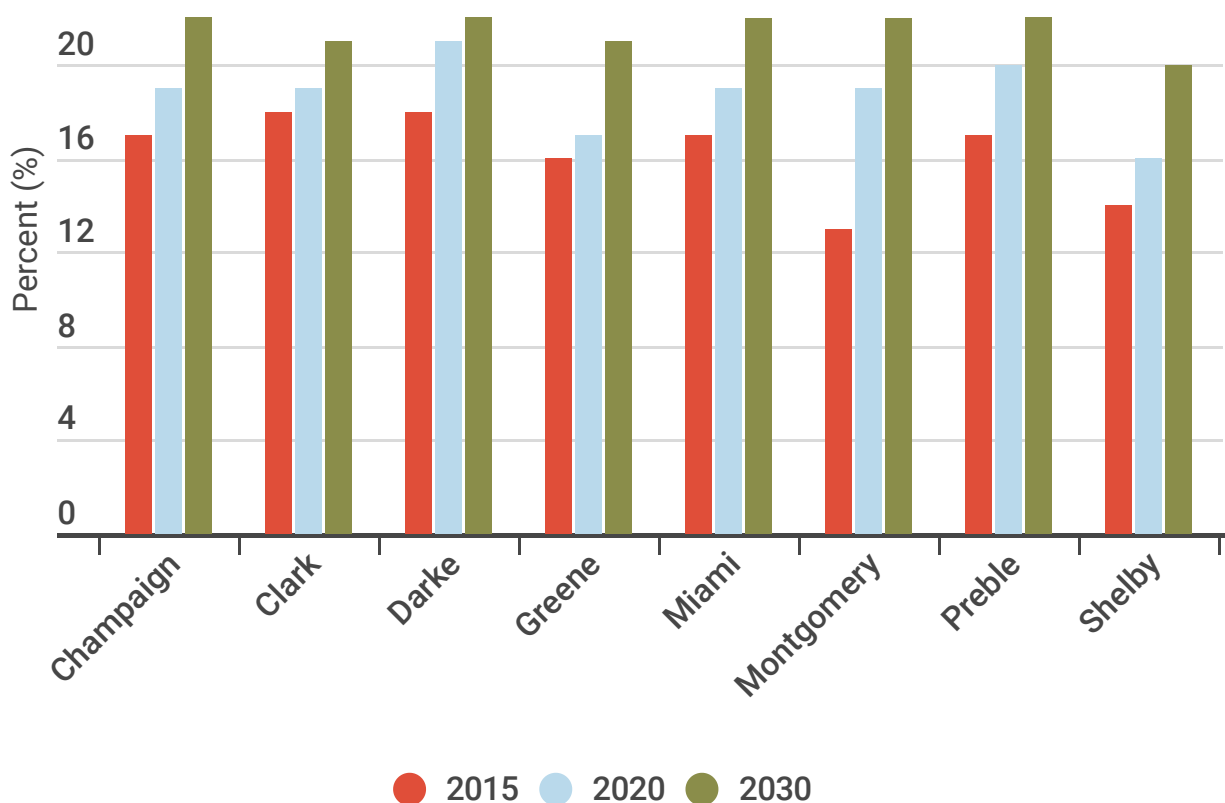
**Figure H: Age Group as a Percentage of Population**

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

**Table 3: Total Population by Age Group** shows the two largest consecutive age groups are those between ages 50-54, known as Generation X, and ages 55-59, known as the Baby Boomers. These age groups make up nearly 15% of the population in the Region. In the coming decade, these groups will become a part of the senior population, inverting the balance of red and blue in **Figure H**. As this population ages we will need to re-purpose our infrastructure and resources to meet the transportation demand. When combined into thirty-year age brackets, ages under 5-29 make up 38% of the population, ages 30-59 make up 38.8%, and ages 60-85 and above make up the remaining 23.2% (**Figure H**). Because of the expected significant increase in the senior population it is critical for transit providers to plan for the increased needs to accommodate this group.

## Senior Population

The senior population is expected to grow in all eight counties through the year 2030 (**Figure I**). The regional average of the senior population is 15% and is expected to reach an average of 22% by the year 2030. This equates to a 34% increase. By that year, 1 out of 5 individuals will be 65 or older. Since the region as a whole is expected to see a 3% decrease in overall population, we can assume that the senior population is growing as a result of individuals aging, and not growth of the general population.



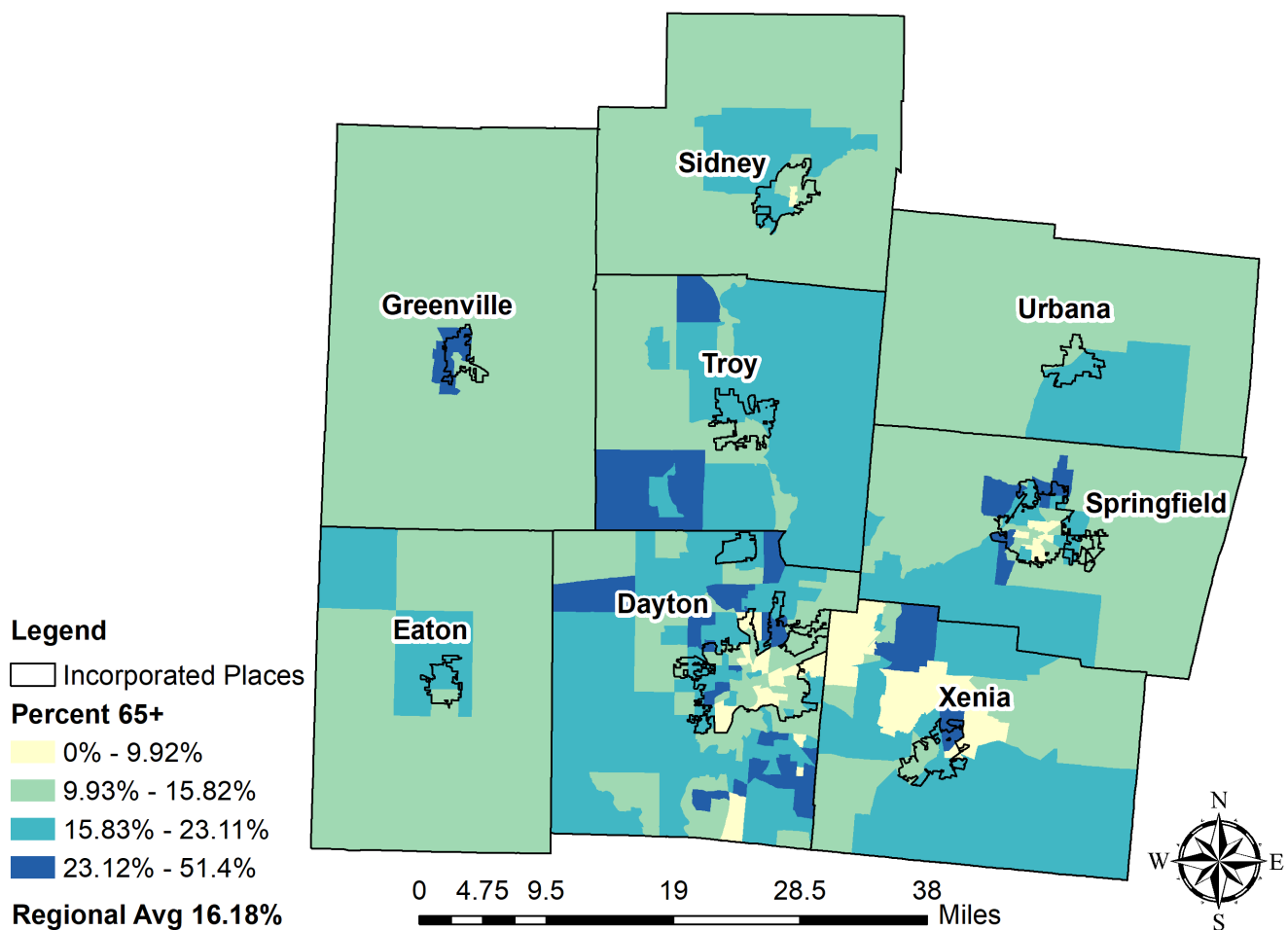
**Figure I: Senior Population Growth, 2015-2030**

Sources: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates, Ohio Development Services Agency, Population Characteristics and Projections



The area in the Region with the highest percentage of seniors is located in northern Springfield, Clark County. This area is 51% seniors, due to the fact that this is a location of an assisted living facility, Oakwood Village, and is located in a primarily rural setting. In the Region, seniors are not geographically centralized, making it harder to provide transportation to those who live in rural areas. This raises the risk of isolation, increased costs of municipal services, and the possibility of relocation, at the same time as an increasing number of seniors are expressing their interest to 'age in place.' Some seniors may also be living on a fixed income and facing the same challenges as households in poverty, in terms of transportation costs.

**Figure J** illustrates the areas where the population of seniors (age 65 and above) is at or above the 16.18% regional average. Notice that many of the dark blue areas are in suburbs or at the edges of the counties, increasing the distance needed for travel to services and the importance of cross county-line travel.



**Figure J: Map of Population Density of Individuals Age 65 and Above**

Source: MVRPC, U.S. Census Bureau, 2012-2016 American Community Survey 5 Year Estimates

## Total Population by Race and Ethnicity

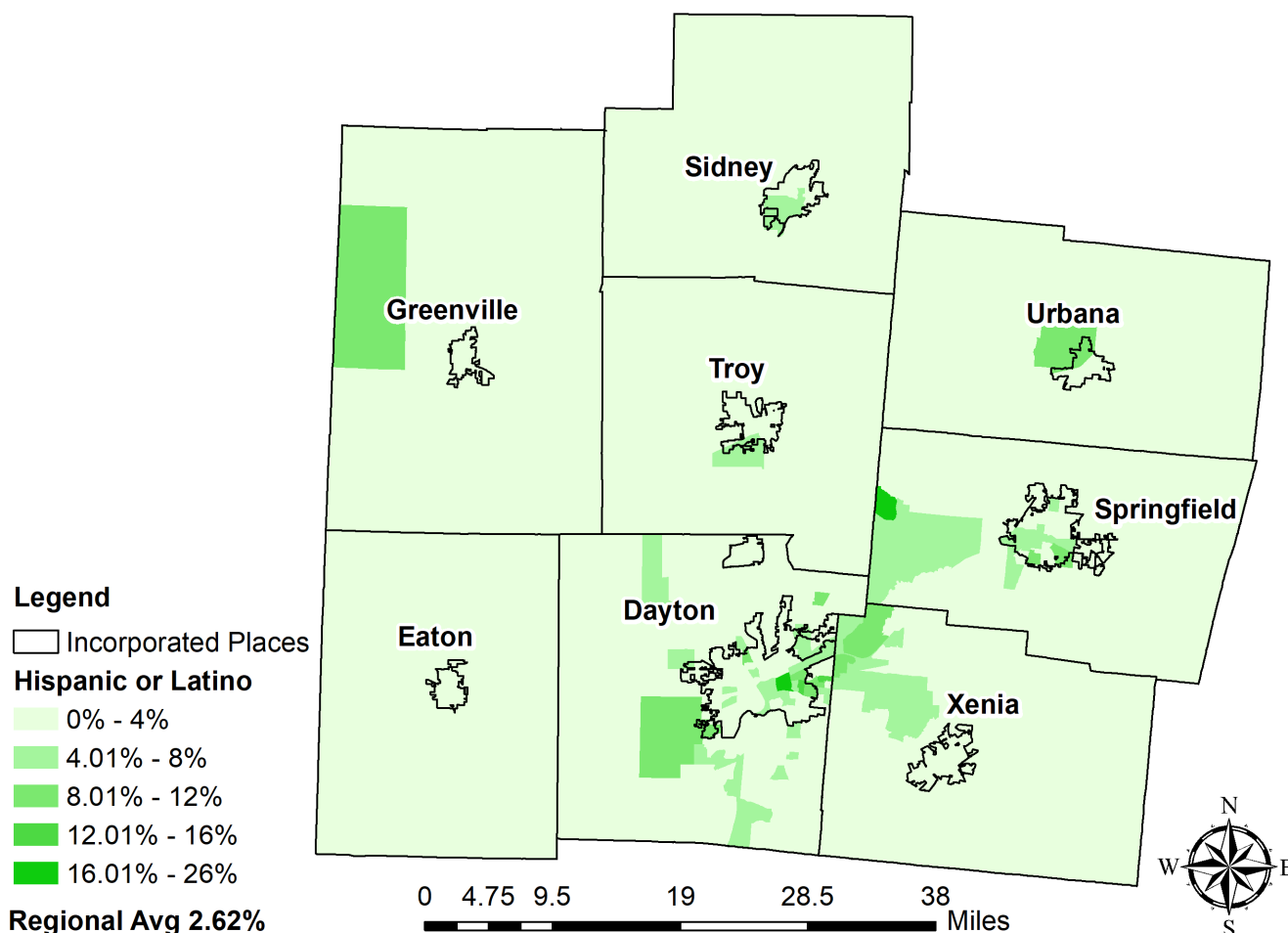
According to Census, the racial makeup of the Greater Region is primarily Caucasian, 80.6%, with the second most prevalent race being Black/African American at 4.9%. Montgomery County is the most racially diverse county in the Region with a lower 73.9% Caucasian population while Darke County is the least diverse with a higher 97.8% Caucasian population as shown in **Table 4: Total Population by Race**. Race and ethnicity is an important consideration in transit planning as it opens the door to review the policies and practices which have led to unintended disparities within communities. Understanding that transportation policies and investments impact not only the lives of individual members and communities, but the growth and prosperity of the broader Region, we need to take the equity landscape into consideration, being intentional about meeting the needs of underserved populations and vulnerable groups when making decisions to connect all citizens to the Region's assets. It is recommended that when transit providers, health and human service providers and public agencies plan for future project spending the public participation efforts are as inclusive as possible to ensure equal access for all.

**Table 4: Total Population by Race**

County	Caucasian	Black/ African American	American Indian/ Alaskan Native	Asian	Native Hawaiian/ Other Pacific Islander	Other	Two or More Races
Champaign	94.7%	2.2%	0.4%	0.4%	0.0%	0.4%	1.9%
Clark	86.3%	8.8%	0.3%	0.6%	0.0%	1.4%	2.5%
Darke	97.8%	0.4%	0.2%	0.3%	0.0%	0.4%	0.9%
Greene	86.4%	7.2%	0.3%	2.9%	0.1%	0.5%	2.6%
Miami	94.4%	2.0%	0.1%	1.2%	0.0%	0.5%	1.8%
Montgomery	73.9%	20.9%	0.2%	1.7%	0.0%	0.8%	2.4%
Preble	97.6%	0.4%	0.2%	0.4%	0.0%	0.2%	0.2%
Shelby	94.7%	1.9%	0.2%	0.9%	0.1%	0.5%	1.9%
<b>Region</b>	<b>80.6%</b>	<b>4.9%</b>	<b>0.2%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.5%</b>	<b>1.6%</b>

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

It is also important to understand the percentage of the Hispanic or Latino populations in the Greater Region. Clark County has the highest percentage of Hispanic populations in the region, 3.5%, with the majority of that population residing in the City of Springfield (**Figure K**). Montgomery and Greene counties also have approximately 3.0% each of their population that identify as Hispanic or Latino. While these numbers may seem low, the population is rapidly growing across the nation. There is no population projection data for those who identify as Hispanic at the county or state level however; the national population is expected to increase to over 68,000 individuals by 2025 which is a 2% increase. With this information we can assume the Hispanic population within the Region will continue increase as well.



**Figure K: Hispanic or Latino Origin of Ethnicity**

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

## Limited English Proficiency

The Region is also home to approximately 17,500 individuals who speak English “Less than Very Well.” This equates to approximately 1% of the population, or 1 out of 100 people as highlighted in **Table 5: Population that Speaks English “Less than Very Well”**. The county with the most individuals who speak “English Less than Very Well” is Montgomery County, with over 11,000 people or 2 out of 100 people. Because the Region is largely Caucasian and English-speaking, resources are not often made available in different languages or marketed to a multi-cultural audience, which may be a barrier to using available transportation services. Incorporating multi-lingual resources in print, online, and at call centers could help bridge the gap and bring more awareness to transit options in the Greater Region communities.

**Table 5: Population that Speaks English “Less than Very Well”**

County	Speaks English Less than "Very Well"	Speaks English Less than "Very Well" (%)
Champaign	230	0.6%
Clark	1,500	1.2%
Darke	298	0.6%
Greene	3,063	2.0%
Miami	926	0.9%
Montgomery	11,149	2.2%
Preble	261	0.7%
Shelby	484	1.1%
<b>Region</b>	<b>17,427</b>	<b>1.0%</b>

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

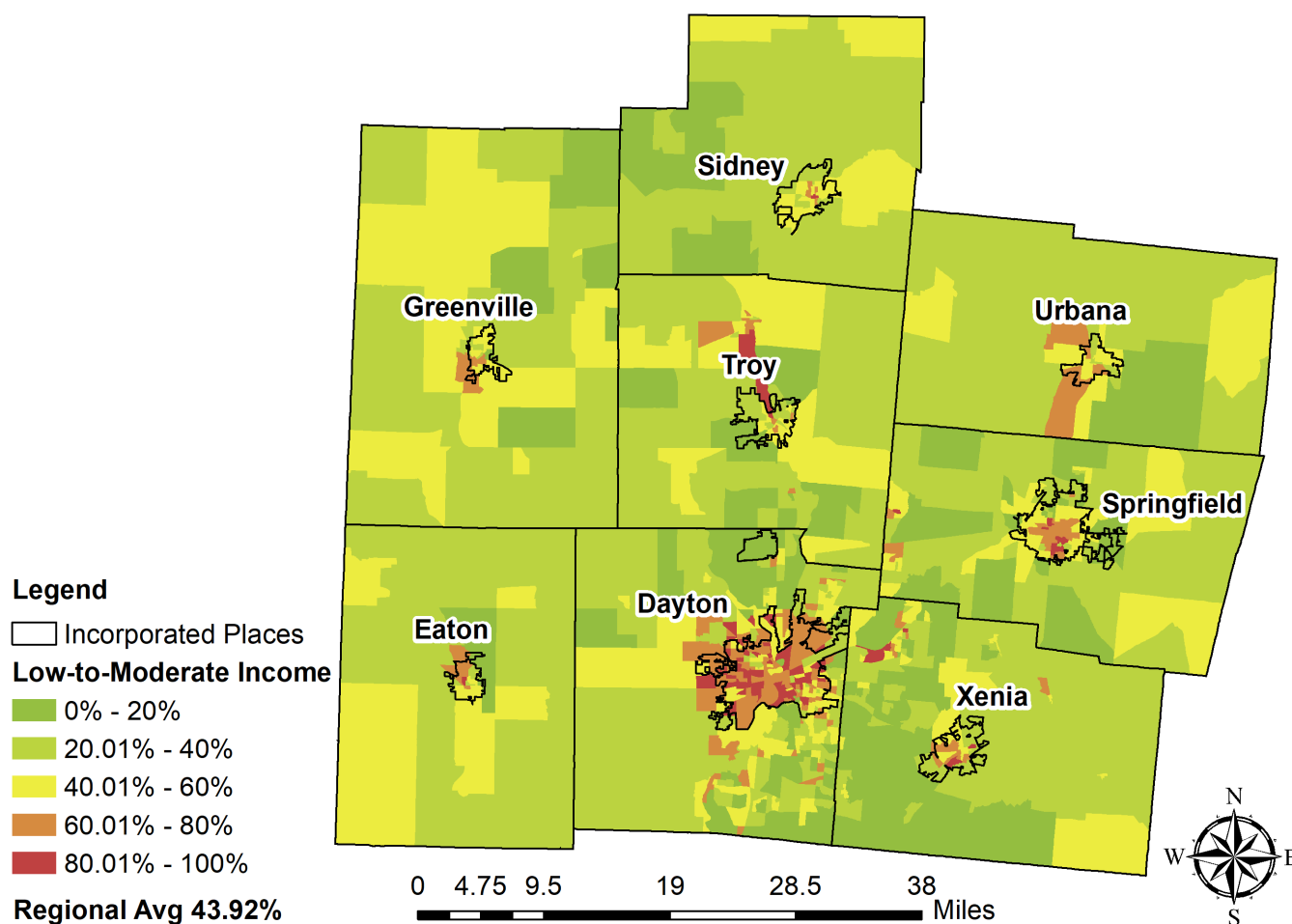
## Poverty

The federal poverty level is a measure of income used by the U.S. Government to determine who is eligible for subsidies, programs, and benefits. The Department of Health and Human Services (HHS) updates the poverty guidelines every year. HHS issues poverty guidelines for each household size. For example, in 2019 the federal poverty level for a household of four is an annual income of \$25,750. Some agencies also provide assistance to families who earn more than the federal poverty level. For example, some social service programs offer subsidies to families that earn 150% of the federal poverty level. For a household of four, that would be  $1.5 \times \$25,750 = \$38,625$ . Within the Greater Region, there are nearly 60,000 households living at the 150% poverty level. The Supplemental Nutrition Assistance Program (SNAP), Medicaid, and The Affordable Care Act are examples of agencies that use the federal poverty guidelines. Introducing these additional programs, particularly where they support transportation is both a challenge and an opportunity.

**Figure L: Low-to-Moderate Income Areas** shows the concentration of poverty in each county. Within the region the highest concentration of poverty is within each county’s main city center. It can be argued this is because the majority of social services utilized by the LMI population lie within city centers and many lack access to personal transportation. All counties

in the Region, with the exception of Preble County, provide some sort of public transportation to residents which support the identified goal of expanding transportation service in counties to meet public needs. Additionally, there are slightly higher LMI levels dispersed outside of city centers in the rural counties. This is not only makes mobility particularly more difficult for residents due to the lack of access to a personal vehicle, but also most transportation providers in rural counties provide demand response style service which limits the amount riders per vehicle. Purchasing additional equipment and hiring more drivers can all support the expansion of service increasing the mobility of all residents.

Financial experts recommend that no more than 50% of a household's annual income go toward basic needs which include housing, groceries, utilities, healthcare, and transportation. In the Greater Region, housing and transportation costs are exceeding recommended budget thresholds and range from 51% to 59% of household income (Housing and Transportation Index). Particularly in suburban and rural areas, the distance of travel creates higher transportation costs contributing to the cycle of poverty. Coordination among local leadership to explore options to improve access to transit as well as easing restrictions for cross county line trips is a critical step in reducing the cycle of poverty.



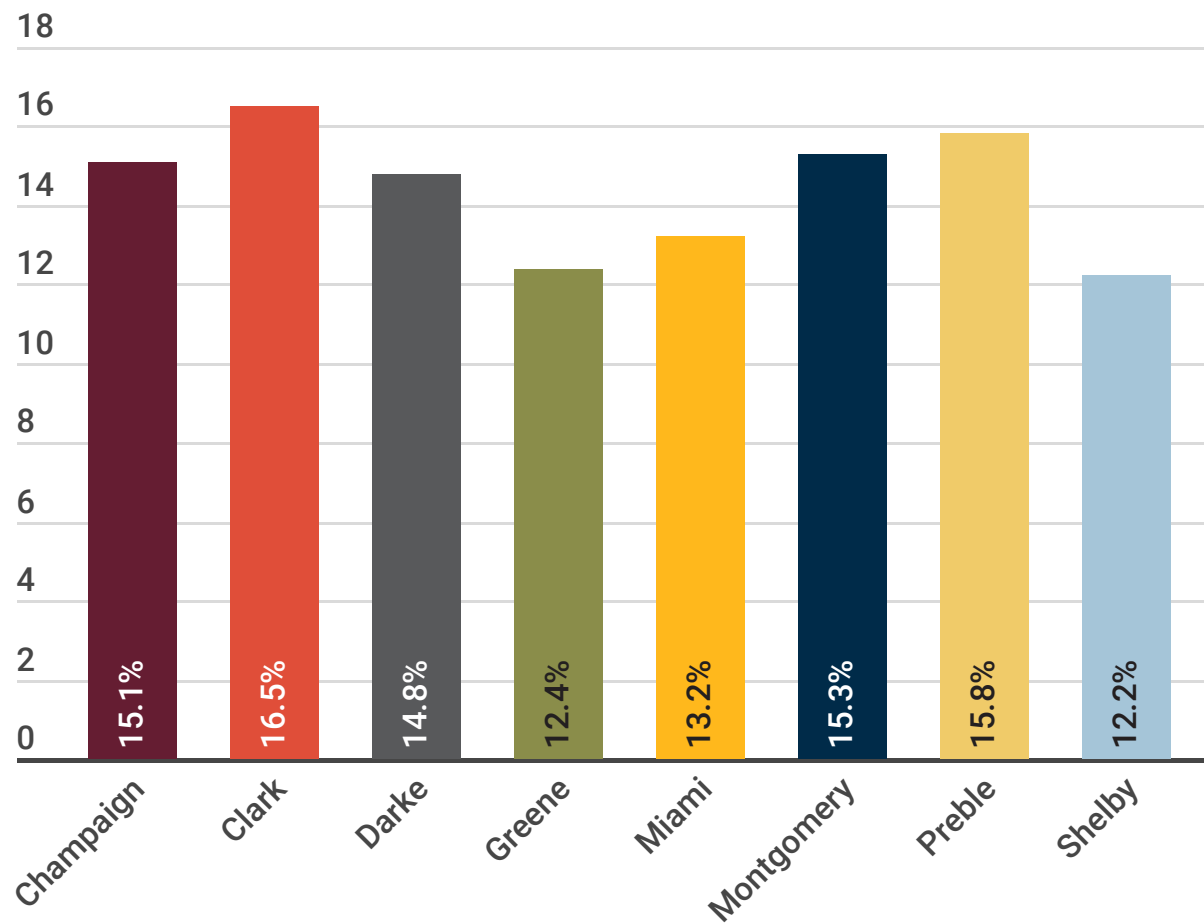
**Figure L: Low-to-Moderate Income Areas**

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

# Individuals with Disabilities

Currently, the regional average of individuals with disabilities is nearly 15.5%, or approximately one out of six people (**Figure N**). According to the Miami Valley Coordinated Public Transit-Human Services Transportation Plan published by MVRPC specifically covering the counties in sub-region 2b, by 2030, individuals in the MPO with disabilities will grow to 19%, or one in five individuals. While no other reliable models have been calculated for the remaining six counties in the Region, the increase in percentages is assumed to follow the growth.

**Figure M** described the percent of the Region with a disability by county. The area in Region with the highest percentage of individuals with disabilities is located within the city limits of northern Dayton, to the east of the I-75 and Needmore Rd intersection. Thirty-six percent of individuals in this area have a disability, which is more than two times the regional average. One possible explanation for this could be the number of available stops along the county’s transit routes to places such as grocery stores, pharmacies, restaurants, and social service agencies. The population of individuals with disabilities across the Region is relatively concentrated, primarily around city centers. This may reflect the individuals’ higher likelihood to rely on supportive services, public transit or agency transportation as a condition of their disability.

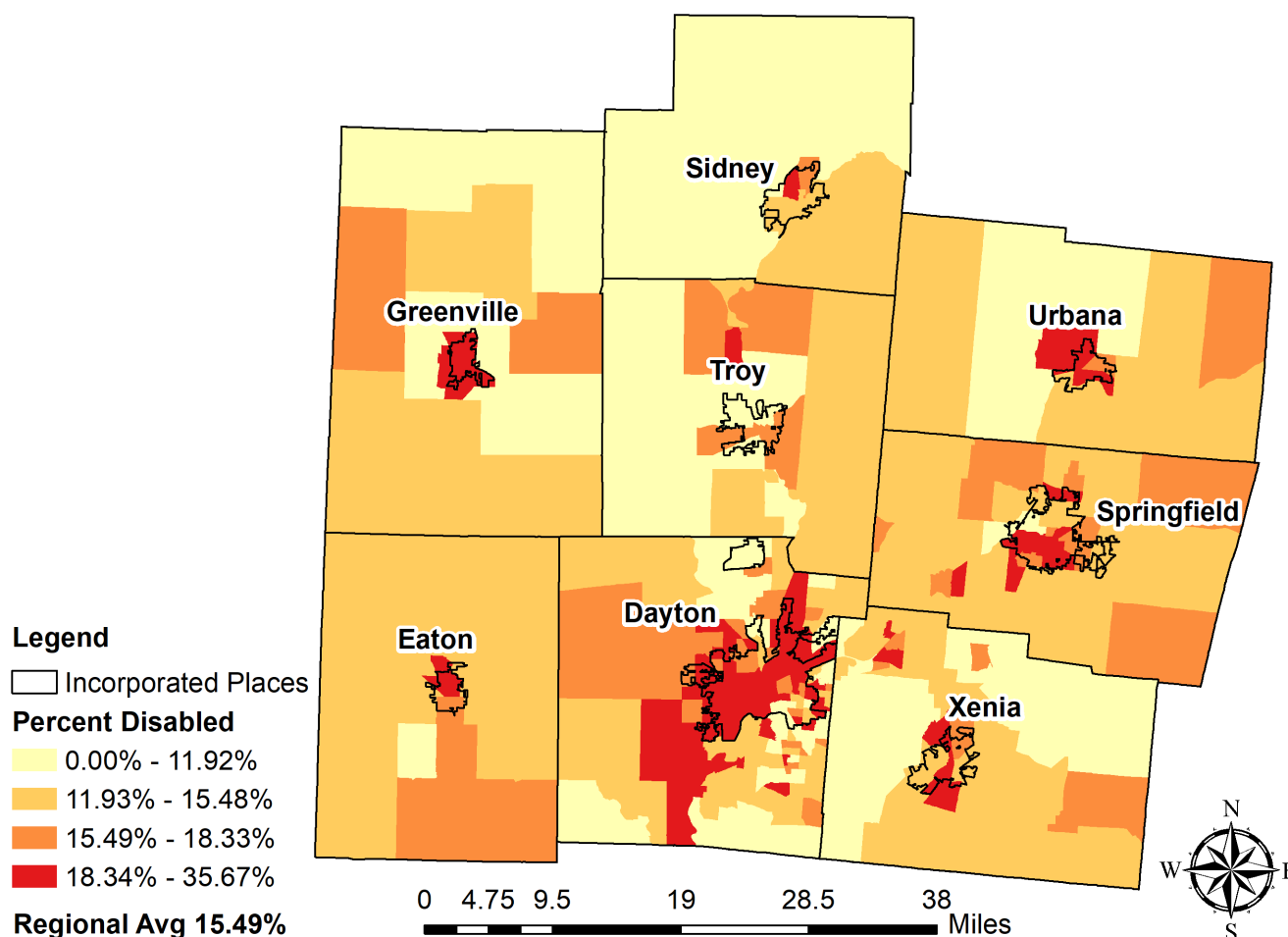


**Figure M: Percent of Region with a Disability by County**

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

**Figure N** indicates the areas where the number of individuals with disabilities is above the regional 15.49% average. As shown, a large amount of the population in the Region resides outside of a city center where the majority of services for these individuals are located. Additionally, many of the County Boards of Developmental Disabilities no longer provide transportation services to their clients directly as an agency provider. Instead transportation funding is available to this population through Medicaid Waivers however; there are a limited number of Health and Human Service transportation providers and nonprofit agencies servicing the region which lacks the capacity to support the demand because of limited hours of operations and a shortage of drivers.

This severely limits the mobility of an individual and in some cases restricts their ability to freely choose where they decide to work or live. Currently, Darke and Clark counties only provide public transit systems within the boundaries of county seats leaving a larger portion of this population with limited to no transportation options.

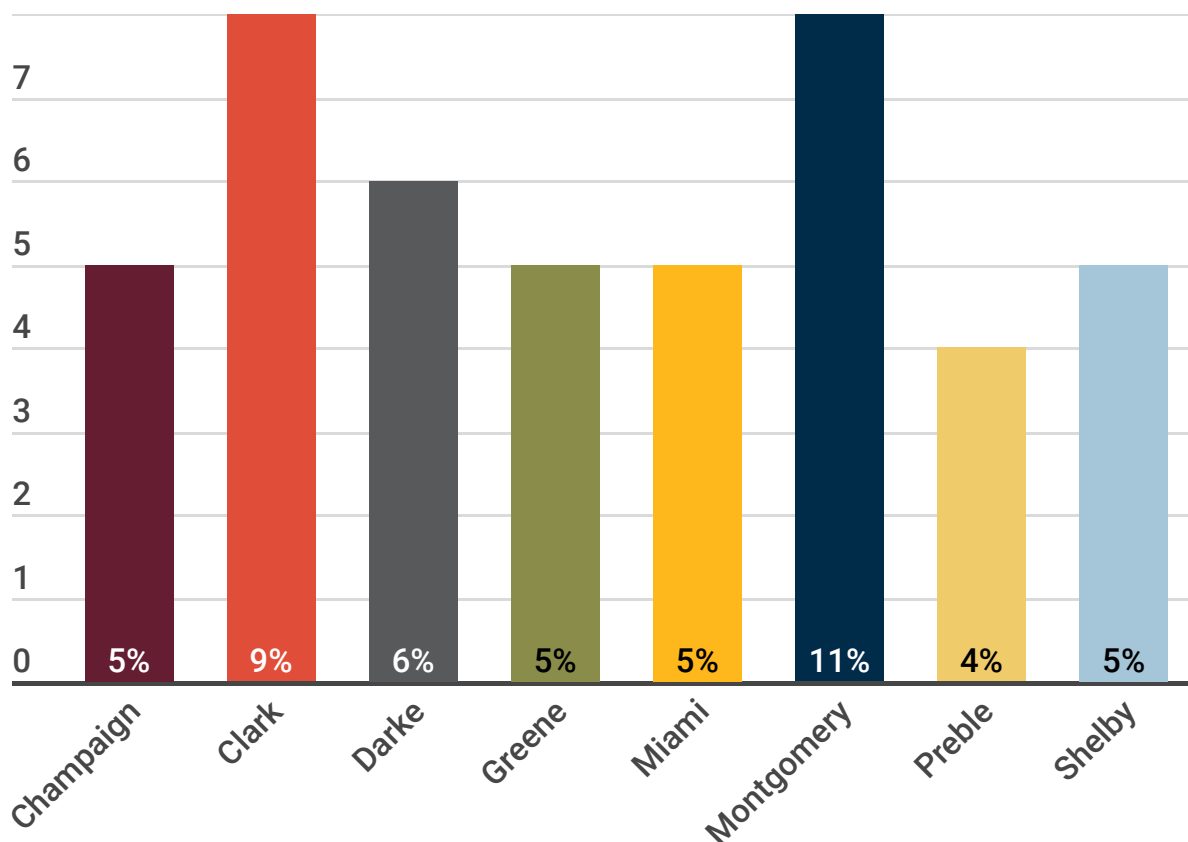


**Figure N: Map of Population Density of Individuals with Disabilities**

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

## Zero Car Households

Currently, the regional average of households that do not have access to a personal vehicle is 6.25% which equates to 1 out of every 16 people (**Figure O**). Individuals who do not have access to a personal car may choose to forgo this option for reasons such as the rise of public transit, preference for alternative modes of transportation (walking, biking, etc.), or the high cost of owning a vehicle.

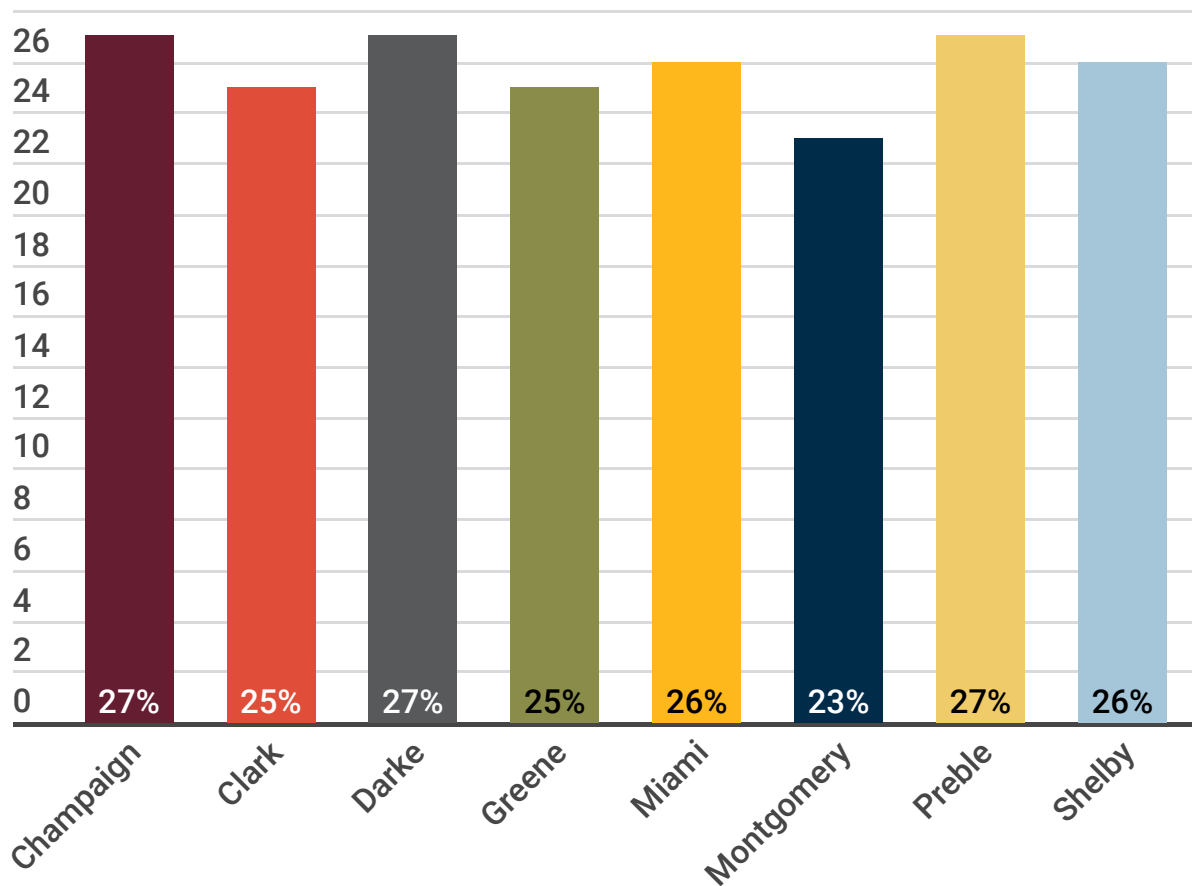


**Figure O: Percent of Zero Car Households**

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

According to the Center for Neighborhood Technology: Housing and Transportation Index, individuals in the Greater Region with access to a personal vehicle spend an average of 26% of their annual income on transportation and can spend anywhere between 13%-31% (**Figure P**). This amount includes gas, registration, insurance, and maintenance. Transportation costs are considered to be affordable if they are 15% or less of a household's income. Champaign, Darke, and Preble counties which are primarily rural, have fewer options for public transit, and longer driving distances between destination points adding up to an increased cost of personal transportation. These counties spend the highest percentage, 27%, of their annual income on transportation costs. The access to job availability is significantly lower in the county as well requiring residents to travel outside of the county for employment. The county with households that spend the least for transportation is Montgomery County at 23%, ranging from 17%-30% of their annual income. The lower number is likely due to a substantial public transportation network as well as increased availability to employment and social services.



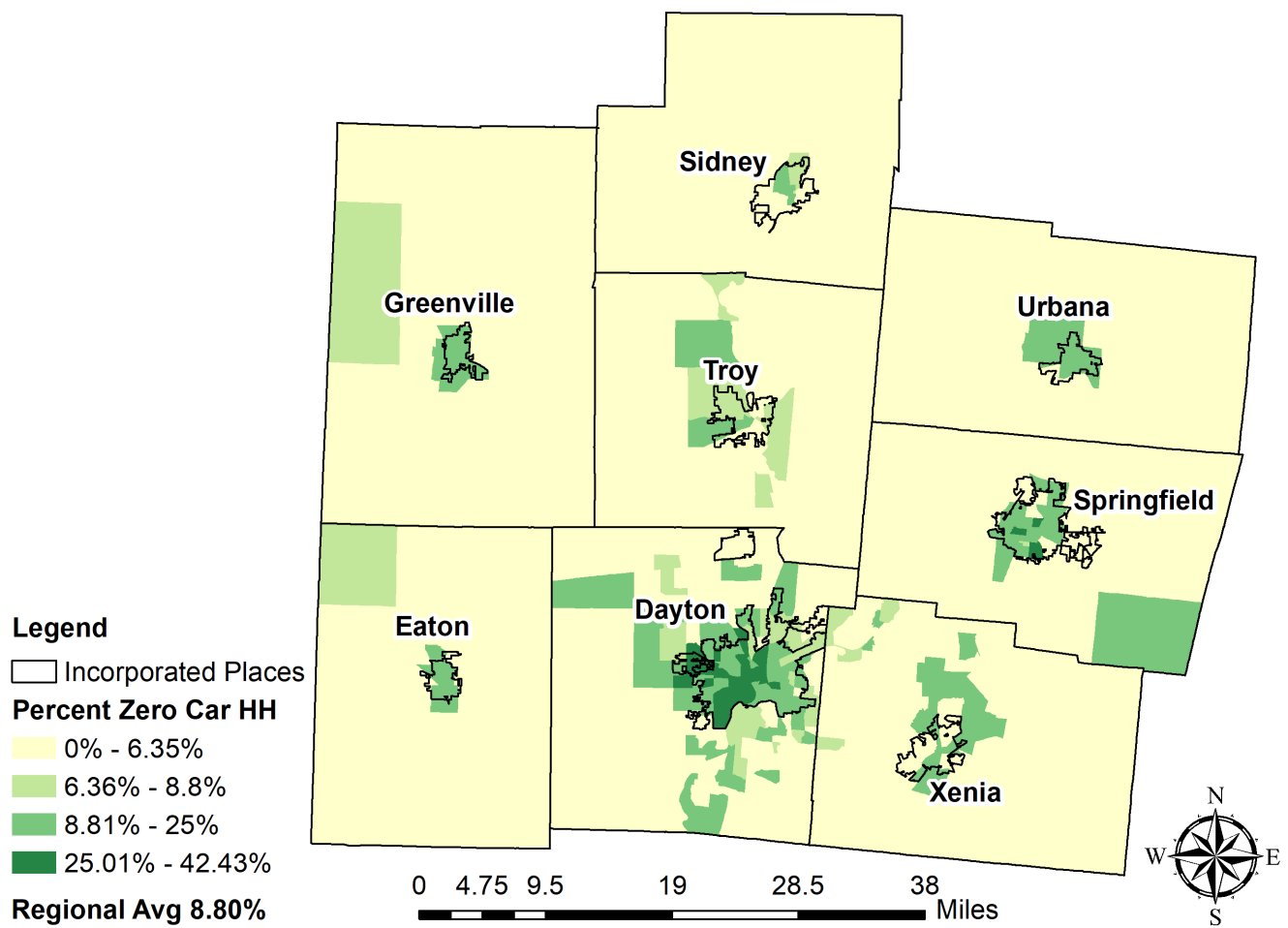


**Figure P: Percent of Income Spent on Personal Transportation**

Source: Center for Neighborhood Technology: Housing and Transportation Index

Montgomery County has the highest rate of zero vehicle households, at 11% which is higher than the regional average of 8.8% (**Figure Q**). Higher levels of poverty, individuals with disabilities, limited English proficiency population, and more alternative transportation options within the county can all be contributing factors to this number. Preble County has the least amount of zero vehicle households, at 4% and is subsequently one of the counties that spend the most on personal transportation. Further analysis of trip origin and destination data explained in the ‘Trip Generators’ section of this chapter explains why Preble County has higher personal transportation costs. Additionally, Preble County currently has limited transit options available to residents requiring reliance on personal transportation.

There are many factors that have been evaluated in this plan which contribute to zero car households. This all presupposes that an individual driving their own single-occupancy vehicles is the regional default mode of transportation. The Greater Region has multiple services that provide transportation targeted toward the populations reviewed in this plan, such as County Boards for Developmental Disabilities, County Job and Family Services offices, and Senior Centers or Assisted Living facilities that may provide alternative methods of transportation filling the gaps in service.



**Figure Q: Map of Density of Zero Car Households**

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

## Trip Generators

A Trip Origin is used to indicate where people are coming from (often their residence) and Trip Destination data is identified as the final location of travel. Together this information provides Trip Generators which can be utilized to make decisions for funding and project development.

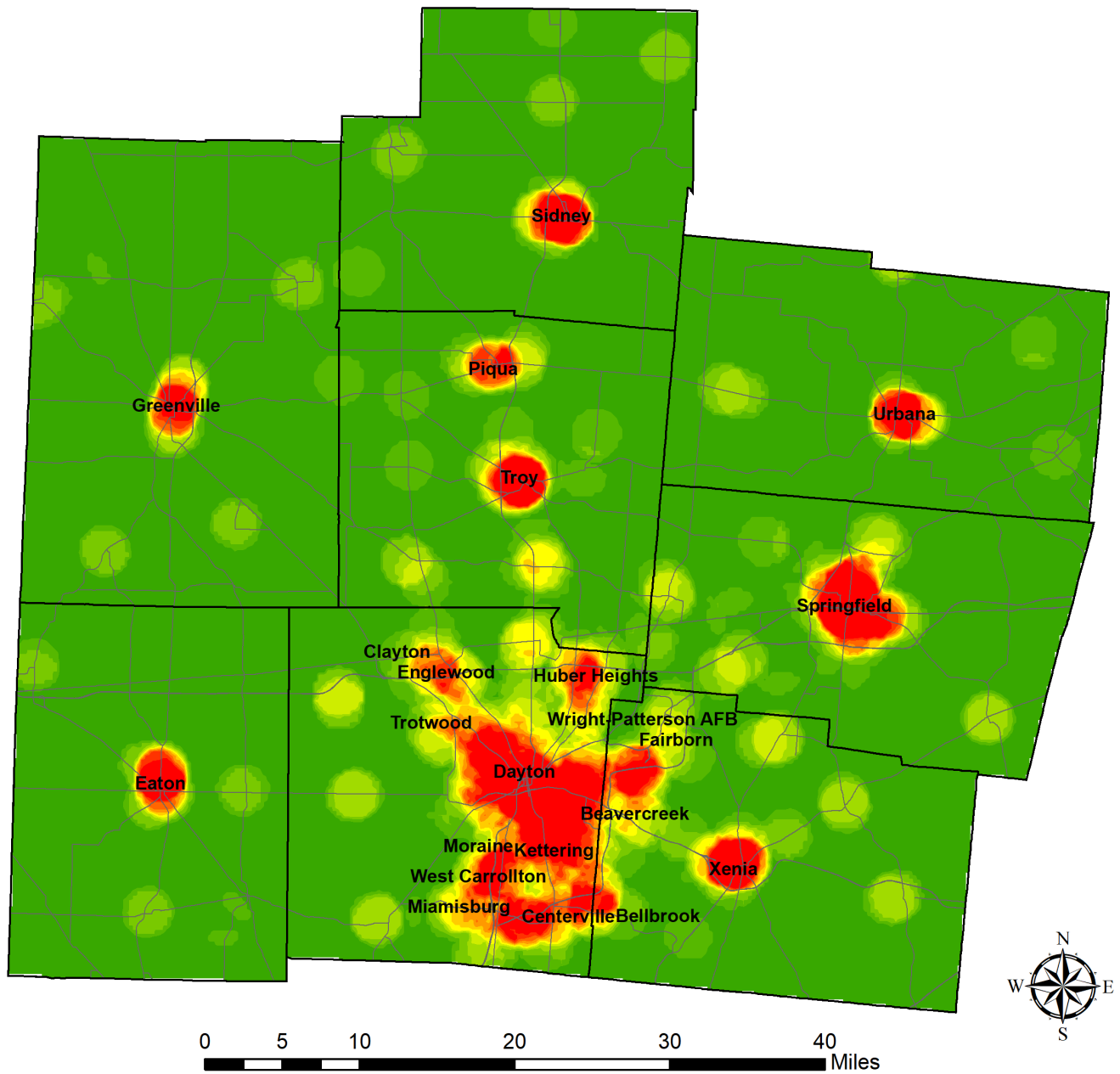
Analyzing socio-demographic data, such as concentration of seniors, individuals with disabilities, and zero car households, can help determine transit patterns. Top destinations for existing transportation providers as well as individuals who drive personal vehicles can be identified by examining where vital and life-enhancing services are located. For the purpose of this plan, these services include:

- Developmental Disability Services
- Grocery Stores
- Human Services/Government Agencies
- Libraries
- Medical Facilities
- Pharmacies
- Schools
- Senior Centers

Physical addresses of these services in the Greater Region were collected and spatially located. A heat map was then generated to show where most services are located, thus creating high travel demand areas. Areas with a high travel demand tend to be clustered around city centers. This pattern holds true throughout all counties in the Region. The county seats, often the county's largest city center, hold the majority of services vital to the improvement or sustainability of an individual's quality of life. As an individual travels farther away from the center of the county, the availability of services decreases. Individual county level trip generator data can be reviewed in **Appendix A: County Trip Generators**.

**Figure R** illustrates the high and low trip demand areas for people in the Greater Region, including individuals who drive a personal vehicle.

Looking at the high concentration of trip generators it becomes clear that the origins and destinations of trips are far apart. Often people come from rural or suburban locations into city centers to receive services. As public transit or agency transportation services plan their routes, drivers' time, and gas, they must take into account longer travel distances. Public transportation is considered very expensive for this reason, but it is essential to meet the needs of these affected populations. Another challenge to the public provision of transportation is the declining population in the Region; this will reduce the ability and/or increase the cost of supportive services. Plans will need to address realistic decline, rather than planning for optimistic growth or continuation of the existing services.

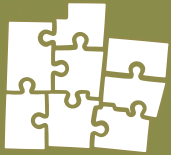


**Figure R: Map of Major Trip Generators**

Sources: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates







# CHAPTER 2

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## Overview of Available Services

## Overview of Available Services

Within the Region there are a total of 55 agencies that provide transportation (excluding private Taxi's and ambulette/ambulance services). Of the 55 agencies, 15 serve individuals with disabilities, 15 serve seniors, seven are public transit agencies, three serve veterans, two serve medical clients, and 13 serve other populations (low income, mental health, employment). Within the Greater Region, Montgomery County has the most transportation providers with 13 agencies, whereas Preble and Shelby counties have the fewest transportation providers with three each. Currently there are 20 agencies that have received FTA Section 5310 funds within the region. Only Darke and Shelby counties do not have providers that use FTA Section 5310 funding for operational or vehicle purposes. Additionally, some Health and Human Service providers purchase transportation services from other agencies through funds such as the Medicaid Waiver and the Older Americans Act Title III program. These agencies are listed in **Table 6: Transportation Purchasers**.

Transportation agencies operate on varying route types including fixed route, flex routes, and origin to destination service. Most services are private, not-for-profit agencies and operate during the week only with traditional business hours. Many of these agencies are also considered closed door, providing transportation service only to their clients. Greene CATS and Greater Dayton RTA are the only public transit agencies that operate during the weekends and/or have extended hours. Services also vary based upon the service area of the agency, which is determined by the source of funding. For example, Greenville Public Transit operates only within the city limits of Greenville, as it is financed primarily with city funds. Alternatively, Shelby County Public Transit operates county-wide, as it receives funding through the county and City of Sidney. Funding for transit providers can also be provided by a variety of sources including Medicaid, Developmental Disability Boards, Ohio Department of Transportation, FTA, United Way, and local grants, community funds, and levies.

Transportation agencies within the Region vary in size and average number of trips provided creating a number of challenges which could be solved through coordination efforts. Smaller human service agencies provide an annual number of trips in the hundreds, while the largest public transit service provides an annual number of trips in the millions. At times agencies, regardless of the size, may have to deny trips as they do not have the resources, vehicles or drivers to handle the demand. Vehicle monitoring, reporting methods, maintenance, and driver trainings are not standardized among these agencies either. Implementing policies and procedures which standardize these methods could increase efficiency and allow for a longer useful life of a vehicle.

The use of technology in scheduling rides and coordinating drivers proves to be a challenge as well. The cost of technology can be very expensive and burdensome on agencies causing many of them to forgo this option and utilize pen and paper as their method for ride scheduling. This does not allow for quick response to drivers when cancellations occur, further straining resources. The Ohio Department of Transportation provided grant funds in 2015 which offered transit agencies in sub-region 2a access to scheduling software at no cost. While agencies embraced this opportunity, there is some concern among providers on how they will maintain the cost of the software once the grant funding expires. The idea of regional collaboration could potentially provide a cost sharing benefit to providers as an alternative option to continue



funding this technology as well as expand its use to providers that currently do not have access.

Funding reimbursement rates and procedures are also non-standardized. Funding for these trips may come from a wide array of federal, state, and local program funds, each with different policies and procedures in place. This can cause difficulty in transporting an individual across county lines making the trip more costly and longer for the transit user. Cross county collaboration on trips could offer viable solutions to ensure the transit user is getting on and off one vehicle, only paying one fare, easing frustration and confusion. As transportation needs grow, there is a greater need for agency representatives to come together to search for solutions. Close examination of the diverse processes and resources can serve to highlight coordination opportunities.

For more details on providers and characteristics of service, see ***Appendix B: Provider Inventory and Characteristics of Service***. For details regarding vehicle utilization, see ***Appendix C: Vehicle Utilization***.

## **Non-Traditional Transportation Service**

The Greater Region also has a variety of non-traditional services available to help reduce gaps which are not served or under served to the traditional transit user.

The RIDESHARE Program, sponsored by MVRPC, is available for free to anyone who lives, works or attends college in Montgomery, Greene, Miami, Preble, Darke and Clinton counties. RIDESHARE is the overall, umbrella name given to the program which promotes both carpooling, vanpooling and bikepooling. The RIDESHARE Program tries to match interested users with others who live nearby and attend the same work or college which they can message directly to begin ridesharing. Area employers, most notably Wright-Patterson Air Force Base, and their employees have benefited by using the vanpool program..

The Greater Dayton RTA launched RTA Connect On-Demand in June 2017. The goal of the Connect On-Demand pilot program is to enhance and increase mobility access by serving previously under served and unserved communities. The program was designed and structured to complement existing RTA services through a new, non-traditional service approach. Connect On-Demand offers service within certain areas of the Miami Valley where fixed-route service is either unavailable or limited. There are five (5) On-Demand zones/areas throughout Montgomery and parts of western Greene County. Service is available 24/7, 365-days a year by booking with the Lyft or Uber app and entering the On-Demand code, or by making a same day, advanced or recurring reservation with RTA Customer Service who connects the customer to a provider of their choice. All trips within the zones are free. Wait times may vary based on availability. Provider services are subject to availability. Accessible services are provided by RTA. Current transportation providers of the program include RTA, Lyft, Uber, and Anton's Transportation.

Within sub-region 2b the City of Dayton, located in Montgomery County, established bike and scooter shared system allowing for travelers to more easily make their first or last mile connections to traditional public transit routes. The Link Dayton Bike Share program consists of 25 stations and has a fleet of 225 pedal bikes and 100 e-bikes. Link is a service administered

by Bike Miami Valley and operated by Greater Dayton RTA. It is a membership based program offering 24-Hour and monthly memberships which can be purchased online or via the app. Link is a transportation system designed for short trips that encourages service sharing.

Additionally, SPIN e-scooters are an additional mobility solution for the citizens of Dayton. There are 250 e-scooters which operate between the hours of 7:00am-9:00pm daily. The e-scooters can be utilized in bike lanes on city streets. Scooters can be accessed through an app on most mobile phones; the cost is \$1 to unlock the scooter and .29 cents per minutes. Spin partnered with the City of Dayton and community leaders to create customized scooter drop locations which were chosen by community members to ensure equity and accessibility were considered in all neighborhoods.

Counties across the Greater Region also have access to Uber and Lyft services when left without transportation options. There is a higher demand for this service in the large and small urban communities making it more affordable. However in rural areas such as Darke and Preble counties, the two counties with the least transportation options available to users, have less drivers signing up for the service and more roadway miles making it more expensive for the user.

## **Mobility Management**

According to the National Center for Mobility Management, Mobility Management is an approach to designing and delivering transportation services that starts and ends with the customer. Customer groups are considered current and potential riders; employers, economic development groups, local business associations; human service agencies and their clients; taxpayers and other funders; and local governments. The ability of people to reach needed destinations impacts the viability of businesses, health and human services, economic development, local government, and more. Mobility Management articulates this relationship between transportation and success in other sectors by strengthening support for community transportation options.

The Greater Region has three mobility managers servicing eight counties and its customer groups as defined by the National Center for Mobility Management. The services provided aim to increase mobility by providing understanding and awareness of transportation needs, coordination of transportation options to meet needs, and building sustainable and healthy communities by integrating transportation into planning and programs. Mobility management activities are eligible for funding through the Elderly Individuals with Disabilities (Section 5310) Program. Two of the Region's Mobility Managers are funded through organizations in sub-region 2a and the other Mobility Manager is funded through sub-region 2b; however they all strive to support the region as a group and offer their services within and across county lines.

## Greater Region Mobility Managers

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Preble County  
Preble County Council on Aging  
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Email: [tmiller@prebleseniorcenter.org](mailto:tmiller@prebleseniorcenter.org)  
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Michelle Caserta-Bixler  
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Catholic Social Services  
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Greene County  
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Phone: (937) 708-8316  
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[www.co.greene.oh.us/greenecats](http://www.co.greene.oh.us/greenecats)

# Summary of Transportation Providers

## CHAMPAIGN COUNTY



**Champaign Transit Systems (CTS):** A publicly sponsored transit system that serves Champaign County. Everyone is eligible to use the transportation service and riders do not have to pre-qualify. The service is demand-response.

Champaign Transit System operates a fleet of 12 vehicles and provides door-to-door service, which allows drivers to assist passengers from their origin and to their destination. CTS operates county-wide and within a 50-mile radius of Urbana for medical appointments only.

Passengers must make a 24-hour advance reservation, although same day operations are available. For out-of-county travel, a two-day advance reservation is required. Additionally, some assigned routes are in operation. Office hours of operation are 7:00 am-5:30 pm, Monday through Friday, with a van running daily beginning at 8:00 am-4:30 pm. The fares for CTS are \$2.00 for rides within Urbana (\$1.00 for the senior and disabled populations).

Champaign Transit System is currently funded via ODOT's Division of Public Transit and receives federal funds through the rural transit capital and operating grants (FTA Section 5311). It also receives Title IIIB, Title V, PASSPORT and fare revenues. CTS also receives funding through ODOT's Ohio Elderly and Disabled Transit Fare Assistance Program which provides reduced fares for older adults and individuals with disabilities.

**Champaign Residential Services, Inc. (CRSI):** A private non-profit organization that provides support services to individuals with disabilities in residential settings. It also operates an adult habitation day program.

CRSI provides on-demand transportation to its clients for the purposes of day services, medical appointments, shopping, and recreational opportunities using a combination of agency vehicles and staff's vehicles (with mileage reimbursement provisions). They have a fleet of 31 vehicles, including passenger vans and handicapped-accessible minivans and converted 15-passenger vans. Transportation is provided on weekdays, weekends, and holidays.

**Downsize Farm, Ltd.:** A private, for-profit organization which provides an adult habitation day program Monday through Friday from 6:00 am-4:00 pm. It provides curb-to-curb, county-wide, client only transportation trips to and from its program. It utilizes a fleet of seven 10-15 passenger shuttle buses. Federal funding is received through the Medicaid Waiver Program for non-medical transportation. They also transport individuals enrolled in their program to vocational and day rehab program and to various community locations.

**Champaign County Department of Job and Family Services (CDJFS):** A government agency providing public social services to the county. CDJFS provides a variety of services, including protective services, job training and employment services, income assistance, and other social services programs. Its transportation services are limited to protective cases and non-emergency assistance for Medicaid recipients through the Non-Emergency Transportation (NET) programs. CDJFS contracts with CTS for many of these trips. JFS receives federal funding through Title XX and non-emergency Medicaid.

**Person Centered Services' (PCS) :** PCS' mission is to provide and coordinate person-centered

opportunities for meaningful integrated vocational, volunteer, educational, recreational, social, and leisure activities for individuals with disabilities to enhance career opportunities. PCS's service delivery model ensures choice and develops independence and maximizes the skill set for every individual. PCS maintains a positive culture and healthy relationships; individuals are able to find safety, security, opportunity, and the ability to grow. PCS is also a recipient of 5310 funds to provide transportation for clients only.

## CLARK COUNTY



**Clark County Veterans Office (CCVA):** The CCVA operates transportation for clients to medical appointments to the Dayton VA medical center only. CCVA is a demand-response service and provides nearly 1,000 trips annually. CCVA does not charge for transportation and does not accept donations.

**Goodwill Easterseals-Springfield (GWESS):** GWESS is a private, non-profit transportation provider in Clark County. The agency provides transportation for seniors or individuals with disabilities to medical appointments and day habilitation locations. GWESS charges a rate per trip and provides nearly 11,000 trips annually.

**Springfield City Area Transit (SCAT):** SCAT is a public transit system that provides more than 217,000 passenger trips per year on its fixed-route, ADA and demand-response services. The public transit service is, restricted to the City of Springfield due to funding limitations.

**The Abilities Connection (TAC) Industries:** TAC Industries is a private non-profit agency that employs, connects, and cares for people with developmental or physical disabilities. TAC provides transportation for clients to and from the worksite location. As a main provider for transportation to individuals with disabilities in the county, TAC provides over 36,000 trips annually.

**United Senior Services (USS):** USS serves seniors ages 55 and over from six different locations within Clark County. With more than 4,000 members, USS has 13 vehicles to transport and provides over 19,000 trips annually. Transportation is demand-response only and operates Monday-Friday from 8:30 am-4:40 pm. USS does not charge per trip but does accept donations.

## DARKE COUNTY



**Brethren Retirement Community:** Brethren Retirement Community provides limited, medical transportation for clients who are living in the retirement community. Brethren also purchases transportation for clients via Spirit Medical Transportation and Greenville Transit System. They do charge a fee of \$8.50 per trip and \$1 per mile outside of the city limits of Greenville.

**Greenville Transit System:** GTS is a public transit system committed to meeting the transportation needs of Greenville and Darke County citizens. It is a shared-ride system open to all residence and visitors. Rides are scheduled on availability and on a first-come-first-serve basis. Wheelchair accessible vehicles are available. It is operated by MV Transportation, Inc. The service runs Monday-Friday, 6:00 am – 7:00 pm, Saturday, 8:00 am – 7:00 pm and Sunday, 8:00 am – 1:00 pm.

**Spirit Medical Transport:** Gaps in Spirit's transportation are for trips outside of Greenville. Duplication of services comes more from individuals having a choice of which transportation provider they use.

**Community Action Partnership:** Community Action Partnership provides community, general and senior transportation. They provide senior transportation for medical purposes for both inside of the county and outside as well as JFS contract trips. Their service is on an on-call basis with 24-hour advance notice.

## **GREENE COUNTY(PART OF MPO)**



**Greene CATS Public Transit:** Greene CATS Public Transit's services are open to the general public and meet ADA accessibility guidelines. Greene CATS Public Transit provide two types of Demand Responsive service: (1) Scheduled Rides pick up and drop off riders at any location within Greene County with limited service to neighboring counties. Operating Monday-Sunday 6:00 am - 9:00 pm; (2) Flex Routes have defined routes with scheduled time points that circulate and link Greene County communities of Beavercreek, Fairborn, Xenia, and Yellow Springs; operating seven days a week. A flex express route that connects Xenia to the Greater Dayton RTA public transit system is also available. All Flex Route buses feature bike racks mounted on the front of the bus for carrying bicycles. Both Scheduled Rides and Flex Deviations on Flex Routes, up to ½ of a mile, are available upon request a minimum two business days in advance and up to one month in advance.

**Beavercreek Senior Center:** Beavercreek Senior Center provides advance reservation demand responsive service for individuals who are 55 years and over and live within Beavercreek City or Township. Trips for non-medical purposes can only be to locations in the Beavercreek area. Medical trips can be made to designated locations outside the Beavercreek area, including the Miami Valley Hospital, Greene Memorial Hospital and Dialysis, East Town Dialysis, and Wright-Patterson Medical Center. Beavercreek operates 3 vehicles using volunteer drivers who receive no mileage reimbursement. They provide approximately 8,400 trips per year.

**Fairborn Senior Citizen's Association:** The Fairborn Senior Citizens Association provides advance reservation demand-response transportation service to seniors (60 and over) residing within the city limits of Fairborn or Bath Township. Trips can be made for all purposes within the Fairborn area, but only medical trips can be made outside the area. All individuals must register for transportation service. Medical trips are on a priority basis, other trip requests on a space-available basis. Requests for transportation must be made 48 hours in advance. There are no fares for the service; donations are accepted. Fairborn operates three vehicles using a combination of paid and volunteer drivers. They provide approximately 4,000 trips per year.

**Greene Inc.:** Greene Inc. provides non-medical transportation to individuals with developmental disabilities living or working in Greene County to access Adult Day Support, Vocational Habilitation, and employment services. They operate a fleet of 12 passenger vans equipped with wheelchair lifts and capacity for 12 ambulatory passenger and two wheelchairs.

**Xenia Adult Recreation and Service Center:** The Xenia Center provides transportation services for Xenia residents age 50 and over and Greene County residents age 60 and over.



They also provide Medical Transportation to authorized individuals under a contract with the Area Agency on Aging PSA 2. Trips for medical purposes are provided throughout Greene County, with some trips outside the county when medically necessary. All other trips are to Xenia locations only. Transportation is provided from 8:00 am to 4:00 pm on weekdays. There is no fare; donations are accepted for all non-contract trips. The Xenia Center operates ten vehicles using a combination of paid and volunteer drivers. They provide approximately 12,500 trips per year.

**Yellow Springs Senior Center:** The Center provides advance reservation demand-response transportation to seniors who live in Yellow Springs and Miami Township. Anyone else who cannot drive (e.g. physical or mental disabilities) can also request service. Priority is given to medical trips and critical shopping. The service is available from 10:00 am to 4:00 pm on weekdays, and requires that trip requests be made 48 hours in advance. The one-way fare for local service in Miami Township is \$1.00, with increasing fares for longer trips outside the area. Yellow Springs Senior Center operates two non-accessible vehicles (sedans) using volunteer drivers who receive no mileage reimbursement. Sometimes the volunteers use their own vehicles. They provide approximately 6,100 trips per year.

**Toward Independence:** Toward Independence, Inc. provides transportation for clients with developmental disabilities as authorized by MR/DD. They operate 28 vehicles using staff drivers, providing approximately 42,500 trips per year at a cost of more than \$150,000. Toward Independence has 12 different community settings, with seven in Dayton and five in the surrounding area. Transportation at each of these facilities is provided in accordance with the individual's service plan, with most trips taking place within a 15-25 mile radius of the facility. All trips are pre-scheduled by the staff drivers.

**Interfaith Hospitality Network of Greene County:** IHN provides transportation as part of its mission to alleviate homelessness in Greene County by fostering the development of networks that provide shelter, meals, and assistance for homeless persons. They operate two vehicles using one paid driver and one staff driver, and provide approximately 7,500 trips per year to bring their clients to the network facilities.

**Women's Recovery Center:** Women's Recovery Center is a non-medical residential and outpatient treatment facility for alcohol, tobacco and other drug dependent women. Their transportation program is dedicated to providing client access to their facility in Greene County. The 9 case managers determine transportation needs and handles trip arrangements for treatment programs. The Center operates 3 vehicles using staff drivers. They do not keep track of the number of one-way trips that they provide

## **MIAMI COUNTY (PART OF MPO)**



**Miami County Transit (MCTS):** The Miami County Transit System (MCTS) provides advance reservation demand response county-wide service to the general public and clients of human service agencies. In certain situations, MCTS will also provide service beyond county borders. MCTS operates a fleet of 14 vehicles. MCTS demand-response service operates from 5:00 am-8:00 pm on weekdays, from 6:00 am-7:00 pm on Saturdays, and from 8:00 am-2:00 pm on Sundays. The fare for the general public for a one-way trip within the county is \$4.00, while seniors and persons with disabilities pay half-fare (\$2.00) for all trips.

**Miami County YMCA:** The Miami County YMCA operates 4 vehicles in support of their various programs for children during the school year and for summer programs. The vehicles are operated by staff drivers providing approximately 22,000 trips annually.

**Rides to Work (RTW):** Rides to Work program is a referral based transportation program offering low cost rides to employment and mental health/addiction services. Rides are available to clients referred by local social service agencies only and rides cost \$1 one-way for the first 90 days and \$2 one-way after 90 days. RTW is meant to be a temporary solution for individuals with low income facing difficulties getting to work. Clients are picked up and dropped off at a central location and more than 7,000 rides are provided annually.

**RT Industries:** The mission statement of RT Industries' Transportation Department is to safely provide quality and reliable transportation service for persons served through a well-trained and positive staff that satisfies customers.

RT Industries' fleet includes 10 buses, 6 mini-buses and two MV-1 vehicles. The fleet of vehicles can handle a wide variety of transportation needs

RT Industries Transportation Department has 19 employees with a combined 230 years of driving experience. RTI's employees are given extensive driving training as well as being certified in first-aid and CPR. RT Industries' bus drivers take a personal interest in all their passengers. Many of RT Industries' bus drivers have transported the same individuals for most of their adult lives.

On average, RT Industries provides daily transportation for 200 persons served. RT Industries' transportation department also provides transportation for individuals and groups needing wheelchair accessible vehicles for their transportation needs. RT Industries can configure a bus to hold a maximum of 6 individuals in wheelchairs.

## **MONTGOMERY COUNTY (PART OF MPO)**



**Greater Dayton Regional Transit Authority (GDRTA):** The GDRTA provides mobility services including fixed route, complementary Americans with Disabilities Act (ADA) paratransit, and various general public demand response programs. As the Greater Region's largest transportation provider, GDRTA completes more than 9 million customer trips annually and has over 3,000 bus stops, along 28 routes in Montgomery and parts of western Greene counties.

Fixed route services operate between the hours of 4am-2am, seven days a week, and all GDRTA fixed route buses are wheelchair accessible and have bike racks.

Connect Paratransit offers door-to-door service to certified customers with disabilities who are unable to use fixed routes. This includes complementary ADA, county-wide and same day paratransit services. Paratransit services are available upon completion of an application and certification through the RTA Certification Center. Customers can schedule trips no later than the day before and up to 7 days in advance. Same day paratransit services are subject to availability. Hours of operation are seven (7) days a week from 4am-2am, and is available throughout Montgomery and parts of western Greene counties.

Connect On-Demand is offered within certain areas where fixed-route service is either unavailable or limited. There are five (5) On-Demand zones/areas throughout Montgomery



and parts of western Greene counties. Service is available 24/7, 365-days a year by booking with the Lyft or Uber app and entering the On-Demand code, or by making a same day, advanced or recurring reservation with GDRTA Customer Service who connects the customer to a provider of their choice. Wait times may vary based on availability. Provider services are subject to availability. Accessible services are provided by GDRTA. Current transportation providers of the program include GDRTA, Lyft, Uber, and Anton's Transportation.

Connect Premium Service is a door-to-door service that is open to the general public and serves the Dayton Urban Area as defined by the Miami Valley Regional Planning Commission. The cost of a one-way trip is applied to the reserving customer and includes traveling companions who board and alight at the same locations as said customer.

**The Castle/Friends of the Castle:** The Castle provides demand-response transportation to clients with developmental and mental disabilities. Agency hours are M-F from 8:00am-5:30pm. Clients must reside within Montgomery County.

**Dayton VA Medical Center:** The Dayton VA Medical Center provides demand-response rural and urban transportation for veterans to their VA appointments. Hours of operation are M-F from 8:00 am-4:30 pm. Clients must be veterans who qualify to the VA's transportation services.

**Graceworks Lutheran Services:** : Graceworks Lutheran Services programs and services are offered in 50 locations throughout southwest Ohio, southeast Indiana and northern Kentucky. Programs include senior living, credit counseling, adoption assistance, job training, and housing and care for special populations. Transportation is provided to residents in Bethany Village (a Continuing Care Retirement Community) and participants in DD sponsored programs. The Bethany Village transportation is a shuttle service that provides access to all facilities and services in the local area. The DD program is focused on employment transportation. They have a total of 18 vehicles in operation for both services. There is no data available on trips or costs.

**Lathrem Senior Center:** The Lathrem Senior Center is a multi-purpose facility dedicated to providing quality programs and services to anyone age 55 and over. Transportation is provided for Kettering residents who are age 60 and over. They provide service within a 1.5 mile radius of Kettering for all trip purposes such as medical, grocery, banks, pharmacies, etc. Trips that are considered life essential, such as those for medical appointments, trips to the Social Security office, Job Center, hospitals, county courthouse and legal aid appointments can go beyond the 1.5 mile radius of Kettering, but within specified boundaries in Montgomery County. They operate 6 vehicles using a combination of paid and volunteer drivers, providing approximately 9,800 trips per year.

First-time users are required to register. Trip reservations can be made up to two weeks in advance (some exceptions for medical appointments) and no later 30 than 48 hours before the scheduled trip time. Emergency trips can be requested up to noon on the business day before the trip if space is available. Riders must purchase a "Rider's Card" (a punch card), available in denominations of \$2, \$10, \$20, and \$40. The cost per trip ranges from \$2.00 to \$8.00 depending upon distance traveled. Service is provided on weekdays from 8:30 am to 4:00 pm. Transportation for designated programs is provided in the evening and on weekends.

**Life Enrichment Center:** The Life Enrichment Center is a faith based, non-profit agency which provides life essential services to clients in Dayton and the surrounding areas. Services include hot meals, grocery distribution, showers, and clothes. Other services include educational programs, a fitness center, health screenings, and spiritual resources. The agency has one vehicle and provides transportation to clients on an as-needed basis. Agency hours are Monday-Friday from 8:00 am-5:00 pm.

**Mt. Enon Baptist Church:** Mt. Enon Baptist Church is located in Dayton and has one vehicle to transport seniors and individuals with disabilities on a need-be basis to and from the organization's faith based activities.

**Places, Inc.:** The mission of Places, Inc. is to promote and enhance the community living skills and provide quality housing options to individuals who are mentally ill and/or homeless. They have separate admission criteria for each of three programs; Residential Program, Supportive Living Program and Permanent Supportive Housing Program. Demand-response transportation for designated activities is provided by staff drivers at seven facilities in Montgomery County. They operate 10 vehicles, and provide approximately 12,500 trips per year.

**Rec West Enrichment Center:** Rec West Enrichment Center provides transportation to clients who reside within Centerville/Washington Township. In order to be eligible for transportation, individuals must be clients ages 60 and over. Hours of operation are M-F from 9:00 am-3:00 pm. They operate three vehicles and provide approximately 1650 trips a year.

**Resident Home Association:** Resident Home Association maintains ongoing, long-term residential services and supports to residents. Requests for residential services are coordinated through the Montgomery County Board of Developmental Disabilities.

New clients are accepted as service planning and funding becomes available. Demand-response transportation is part of total care for residential service clients, and is provided by staff drivers operating out of 12 residential homes. Transportation is provided for medical appointments, shopping, visiting friends/family, recreation activities and some work trips. They operate 10 vehicles and provide approximately 12,000 trips per year.

**South Community:** South Community promotes emotional and behavioral wellbeing through a variety of services for children, adults and families dealing with mental health disabilities. Transportation is provided as an integral part of their programs and services. They operate 4 vehicles with paid drivers (with select staff available to drive when necessary), providing approximately 10,000 trips per year.

**United Rehabilitation Services:** United Rehabilitation Services provides comprehensive programs and services to meet the needs of infants, children, and adults with disabilities or special needs in the Miami Valley Region. Transportation is provided as an integral part of the agency's programs and services, as required by the client's service plan. They operate 4 vehicles using paid drivers. The transportation provided is a subscription service where trips are pre-scheduled by staff.

**Vandalia Senior Center:** The Vandalia Senior Center provides clients with demand-response transportation to and from the center and related center activities. Agency hours are Monday-Friday from 8:00 am-4:00 pm. To be eligible for transportation, individuals must be residents of Vandalia/Butler Township, age 60 and over, and ambulatory.

**Wesley Community Center:** Wesley Community Center serves all ages and family/community groups. Transportation is provided for seniors under a variety of contracts with the Area Agency on Aging (AAA) and the County Department of Job and Family Services (DJFS). They operate 7 vehicles using paid drivers for all of their transportation programs, but they do not maintain a count of all trips that they provide.

The general hours of service for transportation are from 8:00 am to 3:00 pm on weekdays. There is no fare charged, but donations are accepted for Nutrition Transportation. Trips must be reserved at least one day in advance, except Medical Transportation and Medicaid (NET) Transportation which are scheduled by case managers.

**YMCA of Greater Dayton:** The YMCA provides transportation for children to attend day care, after school and summer camp programs. The YMCA has seven facilities in Montgomery County, 29 and they operate 10 vehicles using paid drivers. They do not keep track of the number of passenger trips that they provide.

**Brookville Area Handivan Ministry:** provides approximately 500 trips per year for seniors and persons with disabilities, all of which stay within the county.

## PREBLE COUNTY



**L&M Products and Your Happy Place:** Residents of Preble County with developmental disabilities can rely on transportation from L&M Products and Your Happy Place. These residents are able to receive transportation to medical appointments, day centers and job sites as needed. All vehicles are wheelchair assessable. Both agencies are open Monday-Friday from 9:00 am- 3:00 pm. Rides are funded through Medicaid waiver grants by Preble County Developmental Disabilities.

**Preble County Council on Aging:** Residents 60 years and over can rely on Preble County Council on Aging. The senior residents receive transportation to medical appointments, grocery shopping, banking, drug store and personal care needs. The majority, (65%), of the Preble County Council on Aging vehicles are wheelchair assessable. Rides are funded through levy dollars, grants, Non-Emergency Medical Transportation through JFS and PASSPORT. Preble County Council on Aging is a contract transportation provider for Preble County Job & Family Services and Preble County Mental Health & Recovery Board. Transportation is available Monday-Friday from 6:00 am-6:00 pm. Transportation is funded for Non-Emergency Medical Transportation (NET) by JFS and MHRB.

**Universal Transportation Systems:** UTS is based in Butler County, south of Preble County. They are also a contract transportation provider for Preble County Job & Family Services. Transportation is available seven days per week, 24 hours per day. Transportation is funded for Non-Emergency Medical Transportation "NET" by JFS.

**Community Action Partnership Preble County:** Transportation is offered through several programs to low income, individuals with disabilities, elderly or veterans. Transportation is available 7 days a week/24 hours per day. There are also private pay options for those that do not qualify for a specific program through the agency.

## SHELBY COUNTY



**Shelby Public Transit:** Shelby Public Transit works in cooperation with Shelby County human services agencies and various service organizations to serve Shelby County. The goal of Shelby Public Transit is to offer accessible, clean, safe, and affordable public transportation in the City of Sidney and throughout Shelby County.

City service hours of operation are Monday-Friday from 5:00 am-4:30 pm and county service hours are Monday-Friday 8:00 am-4:00 pm. Fares for city trips are \$2.50/one-way for the general public and \$1.00/one-way for seniors and individuals with disabilities. County rates are \$5.00/one-way for the general public and \$2.50/one-way for seniors or individuals with disabilities. Personal care attendants are allowed to ride at no extra cost. Connecting service is also available between Shelby County and Miami County. Shelby County transit offers demand-response service only.

**S&H Products:** S&H Products provides quality services and supports which enhance personal and vocational skills. They promote self-sufficiency and independence to help people live, learn and work in the community. Their goal is to enrich lives through a wide variety of meaningful activities which address health, socialization, self-advocacy, communication and lifelong learning. S&H Products is also a full service manufacturing agency. Transportation is offered to clients to and from the work site setting at no cost.

**Shelby Veterans Services:** Shelby County Veterans Services provides transportation for veterans living in Shelby County to the center location as well as the Dayton VA medical Center.

## REGIONAL



**American Cancer Society:** The American cancer society provides transportation to cancer patients in need of rides to and from treatments. Volunteer drivers provide transportation and hours are typically Monday-Friday from 7:00 am-8:00 pm. Clients must be ambulatory and able to walk alone or with the assistance of a caregiver.

**Eastway Corporation:** Provides about 500 trips per year for persons with disabilities within Montgomery and Greene counties.

**Goodwill Easter seals of the Miami Valley:** Goodwill/Easter Seals of Miami Valley provides transportation for adult day service programs, Day habilitation and Supported Employment for DD clients. Their service area includes Montgomery, Miami, Green, and Clark. They operate 15 vehicles using paid drivers. There is no data available on the number of trips provided or the cost of their transportation services.

**Miami Valley Community Action Partnership:** Transportation is offered through several different programs to lower income, mentally or physically disabled, elderly, or veteran individuals. There is also the option of private pay for those that do not qualify for a specific program. Transportation is available in Darke and Preble Counties. In Darke County they provide senior transportation for medical purposes and JFS contract trips.

**Safe Haven:** Safe Haven is a consumer-operated peer center for adults with mental illness providing educational, social, and vocational service opportunities in a safe and comfortable environment. Their service area includes Darke, Miami, and Shelby counties with one program site in Piqua (Miami County) and one in Greenville (Darke County). Safe Haven operates three vehicles and services are available on Monday-Friday and Saturdays from 12:00 pm-5:00 pm.

The following table also provides a list of social service providers which purchase trips for clients. These providers use various sources of federal, state, and local funds to provide their clients access to transportation. The non-profits and social service providers contract with local transportation providers to complete these trips. More information regarding the funding sources used and vehicle characteristics which provide these trips can be found in **Appendix B: Provider Inventory and Characteristics of Service**.


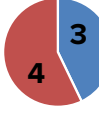






**Table 6: Transportation Purchasers**

Purchaser	County
Bridges Community Action Partnership	Champaign
Champaign County FCFC	Champaign
Mercy Reach	Champaign
Champaign County Board of Developmental Disabilities	Champaign
Clark County Board of Developmental Disabilities	Clark
Clark County Department of Job and Family Services	Clark
Community Unity	Darke
Darke County Job and Family Services	Darke
Greene County Board of Developmental Disabilities	Greene
Greene County Department of Job and Family Services	Greene
TCN Behavioral Health Service	Greene
Xenia Community Schools	Greene
Greene County Council on Aging	Greene
Greene County Family & Children First	Greene
Montgomery County Board of Developmental Disabilities	Montgomery
Preble County Department of Job and Family Services	Preble
Preble County Mental Health & Recovery	Preble
Preble County Veteran Services	Preble
Bridges Community Action Partners	Shelby

Source: MVRPC

## Transit Provider by Coverage

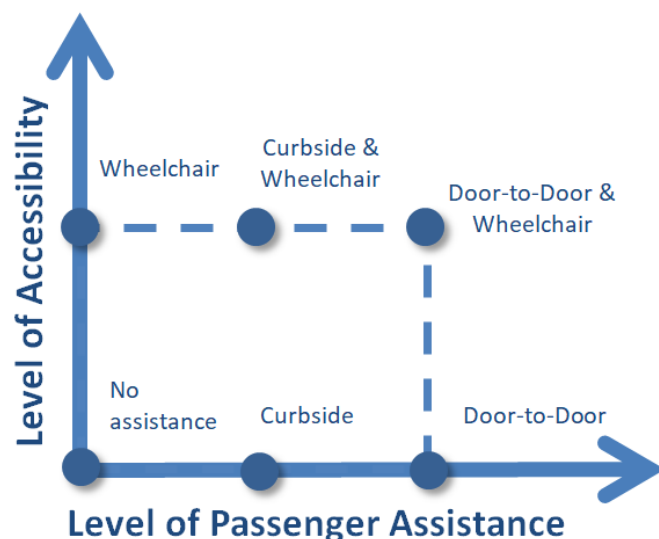
Table 7: Transit Provider Count by County & Coverage Area/Type

	Champaign	Clark	Darke	Greene	Miami	Montgomery	Preble	Shelby
<b>Total # Providers</b>	4	7	3	9	4	18	4	3
<b># By level of passenger assistance</b>								
<b># Crosses county</b>	1	1	1	4	2	7	0	0
<b># Provides weekend service</b>	1	0	1	4	2	4	1	0
<b>Average hours of service/day</b>	8.6hrs	11.4hrs	8.0hrs	8.1hrs	9.0hrs	10.8hrs	13.6hrs	9.5hrs

Source: MVRPC

Thirty percent of all transit providers in the region are crossing county lines, where the majority of cross-county service providers are serving Montgomery, Greene and Clark counties. Preble and Shelby Counties are generally lacking cross-county service. The majority of providers offer transit services during typical business hours Monday through Friday between 7am and 6pm, where very limited night and weekend service is provided.

Transit providers offer varying levels of assistance helping passengers on and off a vehicle as well as accessibility. A consideration for passengers who may have varying levels of mobility and/or physical or mental abilities when choosing transit options may involve identifying the proper level of assistance such as door-to-door or curbside (curb-to-curb) assistance. The distinction between these two options is a matter of whether a passenger is assisted into the vehicle from their doorstep versus the curb.





## Transit Provider by Agency Type

Table 8: Transit Provider Count by County & Agency Type/Funding Eligibility

	Champaign	Clark	Darke	Greene	Miami	Montgomery	Preble	Shelby
<b>Total # Providers</b>	4	7	3	9	4	18	4	3
<b># By agency type</b>	<div> <div> <div></div> <div>Human services</div> </div> <div> <div></div> <div>Public transit</div> </div> <div> <div></div> <div>Community</div> </div> </div>							
<b># Provides Medicaid-eligible trips</b>	3	5	0	2	2	6	3	2

Source: MVRPC

Transit providers in the Region offer services for various specialized transportation needs which often require some level of customer eligibility, such as be a human service agency client, a resident or member of a community such as a retirement community or senior center, or be an approved rider for a specialized public transit program such as paratransit services. Each provider determines eligibility through the lens of their specialized program.

## Transit Provider Summary



31%

Crosses county lines



25%

Offer weekend services



10 Hours/Day M-F

Typical operation hours

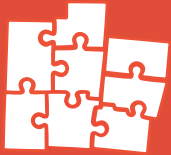


69%

Offer some level of passenger assistance (door-to-door or curbside)







# CHAPTER 3

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## **Assessment of Transportation Needs and Gaps**

## Assessment of Community Support for Transit

Transportation options in each county of the Greater Region are offered through multiple providers and receive varying levels of support from the general public. All counties in the region receive fiscal support for transit from one or more of the following federal/local government agencies:

- Federal Transit Administration (FTA) 5311 (Rural Area Public Transportation)
- FTA 5307 (Urban Area Public Transportation)
- FTA 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities)
- County Commissioners
- City Officials

Transit providers also receive financial support from community agencies including:

- Job and Family Services
- Area Agency on Aging
- Community Foundations
- Grant Monies
- Local Economic Development Partnerships
- Chamber of Commerce

As a requirement for the federal funding received, all counties in the region have a locally developed Coordinated Public Transit-Human Services Transportation Plan. The GRMI Coordinated Plan utilized the work of the local Mobility Managers and agencies that established these local plans as a starting point to review and develop the transit needs and challenges for the region. Each involved outreach, surveying, and stakeholder input, and they incorporated their own local level needs and gaps assessments. In addition to the local outreach, MVRPC as a Regional Coordinating Agency (RCA) held additional stakeholder interviews, hosted public meetings, and rode along with transit users to directly observe and discuss the regional level needs.

According to FTA guidelines, community support is essential and required for any coordinated plan to be approved and adopted. The planning process must include participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the general public. Stakeholders should have opportunities to be actively involved in the decision-making process at key decision points, including, but not limited to, development and approval of the proposed coordinated plan.

Individuals are encouraged to attend local planning committees, public participation meetings, and focus groups. Notices or fliers in centers of community activity, newspaper or radio announcements, email lists, website postings, and invitation letters to other government

agencies transportation providers, human services providers, and advocacy groups are strategies for outreach. Per FTA guidance, groups and organizations that are included in planning meetings include:

**Transportation partners:**

- Area transportation planning agencies, including Metropolitan Planning Organizations (MPOs), rural planning organizations (RPOs), regional councils, associations of governments, state departments of transportation, and local governments;
- Public transportation providers, including American Disability Association (ADA) paratransit providers and agencies administering the projects funded under FTA urbanized and rural programs;
- Private transportation providers, including private transportation brokers, taxi operators, van-pool providers, school transportation operators, and intercity bus operators;
- Nonprofit transportation providers, including volunteer programs;
- Past or current organizations funded under the Section 5310, JARC, and/or the New Freedom programs; and
- Human service agencies funding, operating, and/or providing access to transportation services.

**Passengers and advocates:**

- Existing and potential riders, including both general and targeted population passengers (individuals with disabilities and seniors);
- Protection and advocacy organizations;
- Representatives from independent living centers; and
- Advocacy organizations working on behalf of targeted populations.
- Human Service partners:
- Agencies that administer health, employment, or other support programs for targeted populations. Examples of such agencies include but are not limited, to departments of social/human services, employment one-stop services, vocational rehabilitation, workforce investment boards, Medicaid, community action programs (CAP), Area Agency on Aging (AAA), Developmental Disability Council, community services board;
- Nonprofit human service provider organizations that serve the targeted populations;

**Job training and placement agencies;**

- Housing agencies;
- Healthcare facilities; and
- Mental health agencies.

## Other:

- Security and emergency management agencies;
- Tribes and tribal representatives;
- Economic development organizations;
- Faith-based and community-based organizations;
- Representatives of the business community (e.g., employers);
- Appropriate local or state officials and elected officials;
- School districts; and
- Policy analysts or experts.

Of these groups, direct support and input for the GRMI Coordinated Plan came from transportation providers, passengers and advocates including seniors and individuals with disabilities, human service partners, the local Mobility Managers and ODOT Office of Transit. Several local elected officials and business community representatives also gave input and expressed their support for the outcomes of the plan process. The other agencies particularly Faith-based organizations and the business community including health care companies represent both challenges and opportunities for further collaboration.

Support for public transportation is often limited by people's own lived experiences with commuting in single occupancy vehicles and lack of experience with shared ride services. At the agency and societal levels, collaboration, education, and information sharing is a prominent need to further the work of transportation coordination. These needs translate directly into several of the GRMI Plan goals.

## Public Meetings and Focus Groups

A variety of agencies hosted and facilitated a total of 35 local meetings and focus groups as seen in **Table 9: Public Participation and Focus Group Meetings Held in Each County** to discuss the unmet transportation needs and gaps in mobility and transportation. Of those meetings, 219 people participated, 28 identified as a senior, and 25 identified as an individual with a disability. More information about the meetings is available upon request.

During the meetings, lead agencies presented highlights of past coordinated transportation in the region. The planning committees discussed past activities that have helped to address some of the unmet transportation needs and gaps in services for the area.

Following the initial presentations, stakeholders were asked to review the gaps in transportation services and needs from the individual county level coordinated plans to identify new needs or transportation gaps that may have been overcome due to collaborative work in the county. The focus of the discussion was primarily transportation for older adults, individuals with disabilities, and people with low incomes, however additional mobility options for the general public were examined.

**Table 9: Public Participation and Focus Group Meetings Held in Each County**

County	Lead Agency	Total Meetings	Total Participants	Identified as Senior	Identified as Disabled
Champaign	Catholic Social Services of the Miami Valley (CSSMV)	4	40	6	6
Clark	Clark County-Springfield TCC	6	32	4	3
Darke	CSSMV and SafeHaven	4	42	2	10
MPO (Greene, Miami, Montgomery)	Miami Valley Regional Planning Commission	13	38	7	2
Preble	Preble County Council on Aging	3	25	5	3
Shelby	CSSMV	3	18	2	0
Regional	MVRPC	2	24	2	1
TOTAL		35	219	28	25

Source: MVRPC

Participants in the various meetings discussed the following six mobility issues to achieve, preserve, avoid, or eliminate through coordination:

- Access to Medical and Wellness Transportation
- Access to Health, Food, and Wellness Transportation
- Employment Transportation
- Seniors and Individuals with Mobility Limitations
- Funding Limitations/Issues
- Cross County Transportation

As goals were developed for the GRMI Plan, the input users gave regarding these topics was used to create strategies and action steps in order to address the resources necessary, such as additional fleet or expanded transit hours, for transportation providers to overcome these mobility challenges.

The GRMI planning committee compiled all of the focus group data at the individual county level and reviewed it for commonalities to help establish regional unmet needs and gaps in service. The results for the common unmet needs across the region are identified in **Table 10: Identified Regional Unmet Needs**. Additional information regarding the individual county level unmet needs can be found in **Appendix D: Summary of Unmet Needs**.

**Table 10: Identified Regional Unmet Needs**

Regional Unmet Needs
Lack of funding for operations
Ability to handle last minute calls
Crossing jurisdictional boundaries
Ability to efficiently replace aging vehicles

Source: MVRPC

## Surveys

In addition to public meetings and focus groups, lead agencies overseeing the update of the local coordinated plans, distributed surveys to the general public to better understand transportation needs in the Region. Surveys can be an effective way to engage those who may not be able to attend public meetings, especially seniors and individuals with disabilities. The surveys were disseminated in a variety of ways including mail-outs, online postings via social media and transit agency web pages, and hard copies were made available at various human services agencies and transit hubs.


Throughout the eight-county Region, over 1,600 individuals participated in surveys at the county or MPO level, 37% identified as a senior, and 26% identified as an individual with a disability as shown in **Table 11: Survey Responses**. This information can be particularly important to evaluating the survey results as these populations combined account for more than 60% of the potential ridership throughout the region. A more detailed description of the issues discussed in each county are presented in the narrative within the following pages. Although different versions of surveys were used in each county, all focused on the following transportation issues. County survey templates can be reviewed upon request.


- Commonly visited destination
- Possible changes to make transportation more appealing
- Purpose for using transportation
- Type of transportation used in last year
- Unmet needs
- Availability of transportation information


**Table 11: Survey Responses**

County	Total Respondents	Identified as Senior	Identified as Disabled
Champaign	79	68%	41%
Clark	1,036	44%	15%
Darke	92	17%	23%
MPO (Greene, Miami, Montgomery)	300	23%	26%
Preble	95	34%	22%
Shelby	86	38%	31%
TOTAL / AVERAGE	1,688	37%	26%

Source: MVRPC

 In Champaign County, of the 79 surveys returned, 33% of the individuals said they currently drive, while 37% said they no longer drive. However, only 16% of the respondents indicated they own a vehicle. Thirty-eight percent of the respondents indicated they rely on family and/or friends for transportation and 38% indicated they take public transit for appointments. Transportation availability on nights and weekends, as well as the ability to schedule last minute trips, are the largest needs expressed in the surveys. There is also a need for transportation options traveling outside of the county.

 In Clark County, surveys reflect that 89% of the general population utilizes their personal vehicle as their primary mode of transportation; riding with a friend was the second highest mode at 43%. Of the 15% who identified as an individual with a disability in need of accessible transportation, 75% responded that they do not own a vehicle. Approximately half of the respondents said they are familiar with the public transportation options in Springfield, yet the majority (76%) of respondents replied that they have never utilized public transportation. Furthermore, 72% responded that they were not familiar with local human service transportation options; of those who were aware, 40% do not qualify for the services. The top needs identified for transportation were shopping (88%), medical appointments (85%), to visit friends/family (76%), dining (67%), and recreational activities (63%). These results indicate that the majority of rides needed are for recreational/social/leisure activities.

 Of the 92 respondents in Darke County, the majority of individuals (75%) reported that they currently drive while only 60% responded that they own a vehicle. Furthermore, 29% of individuals indicated they rely on family/friends for transportation and 11% reported they rely on public transit. Transportation availability during nights, weekends, and outside the city limits of Greenville were identified as the largest needs in the county. There is also a need for county-to-county transportation as well as options for individuals with low-income.



In the MPO (Greene, Miami, and Montgomery counties) covered by MVRPC, more than half of the 300 people who participated in the survey indicated that they have transportation for medical/dental, shopping, employment, recreation, and faith-based activities most of the time. However, about half of respondents also indicated that they sometimes or always lack access to destinations outside of their county of residence. Furthermore, 30% or more of survey respondents indicated they sometimes or always lack transportation to, medical/dental, faith-based activities, government services shopping, human services or recreation. Less than half of the surveyed public reported they “always” have the transportation they need, and that percentage dips significantly for college/university trips, child care access, senior center and human service agency appointments, and trips going outside the counties. Transportation planning programs administered by MVRPC are currently set up to address the needs for access to senior centers and human service agency appointments, but not the need for child care access, college/university, or trips going outside the county (other than van-pools).

There are various challenges to getting a ride for anyone who did not “always” have access to transportation options. Challenges cited by survey and public input meeting participants range from lack of knowledge about the transportation resources that are available, to affordability or accessibility. In some cases, the reason for not having transportation when they needed it were related to the hours of the day when the ride was needed and the lack of available transportation options during those hours (i.e., needing a ride late at night or early in the morning). In other situations, the challenges were related to the transportation provider not having the capacity to provide the trip when it was needed, or the cost of the trip being prohibitive. Still, other feedback pertained to individuals not using the transportation services that are available because they were fearful of using the available services.



In Preble County, the majority of survey respondents (87%) reported that their main mode of transportation was driving themselves or riding with friends/family. There is no public transportation. However, 71% percent of survey respondents reported that they would use it if it was available when they needed it and had no other option. The Preble County Council on Aging (PCCOA) provides another transportation option for county residents. Those who qualify for this service (40%) utilized it while 27% did not qualify. When transportation was available, 69% of individuals used it for medical appointments and 49% used it for shopping, grocery, and/or pharmacy trips. According to those who completed the survey, the top three unmet needs were public transportation, education of transportation services, and the availability of immediate rides. Those who do seek out transportation information tend to call the provider directly (41%), access information via websites (25%), or get referrals from community organizations such as churches or the senior center (18%).



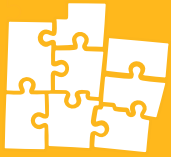


In Shelby County, of the 86 surveys returned, 42% of individuals reported that they currently drive while 58% reported that they do not. Forty-one percent of individuals also reported that they utilized a personal vehicle, while 72% rely on friends/family. Furthermore, 45% reported that they relied on public transit. Respondents expressed that the biggest need is for extended transportation option including availability on nights, weekends, and holidays. They also reported a need for transportation to appointments outside of the county.

The data from these surveys and focus groups were further utilized during the GRMI planning process to establish a SWOT Analysis, develop regional goals and determine priorities for transit providers. This work took place over a period of eight months with the GRMI Planning Committee and was further refined by MVRPC to begin the draft of the Greater Region Transportation Coordination Plan. The public participation process to complete this effort can be reviewed in an accompany document to the plan, GRMI Public Participation.

Furthermore, steps were taken to refine the plan and goals to ensure there was clear alignment with ODOT's vision while still retaining the voice and identity of each individual county. As the RCA, MVRPC worked with Mobility Managers, transit providers, and additional stakeholders to make these adjustments. Changes were presented to the GRMI Council for discussion and to ensure the document accurately reflected the region.





# CHAPTER 4

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## Goals and Strategies

## Challenges to Coordination

Challenges can arise for individuals when they are attempting to connect to transportation options within their community. Connectivity of resources and services presents a different set of challenges in urban communities vs rural communities. Urban communities tend to have stronger public transit systems in place which offer more routes and extended availability of service for transit users. The stops however, may not pick up or take people to their final destinations leaving them with the challenge of finding service for the first or last mile to their destination. Many rural transit systems provide door to door service for riders, but often have a limited number of transit options available and shared rides resulting in routes to the user's destination which are not the most direct. The length of rural driving distances often creates a barrier by adding additional travel time to the trip which can cause scheduling issues with the transit provider.

These connectivity issues present an opportunity for transit providers to coordinate their services and ensure users are presented with all available options and the most direct routes. A regional approach to coordination can offer the transit user greater flexibility to move throughout multiple counties when needing to make longer trips for essential services like medical appointments however, coordination does present its own set of challenges when it comes to transit planning and funding.

The GRMI Planning Committee, through a number of meetings, identified challenges present in regional transit coordination, as well as conducted a SWOT analysis to further identify how regional transit coordination may assist in overcoming challenges and closing gaps in service.

The first step the GRMI Planning Committee took to identifying challenges in coordination was to identify on an individual county level resource needs or obstacles that were present. The information was broken down into a set of lists which was analyzed for commonalities.

Similar challenges to coordination were presented within each county as follow:

- Liability and insurance when sharing vehicles
- Lack of funding
- Misaligned funding policies
- Lack of communication
- Short staffed agencies
- Agency limitations: after-hours, weekends, holidays, service areas
- Lack of technology
- Trip denial plans
- Public awareness of available services

While some challenges presented may not be easy to overcome such as liability and insurance when sharing vehicles or misalignment of state and federal funding policies, many of the challenges to coordination provide unique opportunities at the local level for innovative solutions to connect transit users to their final destinations.

## SWOT Analysis

A SWOT Analysis can be a useful tool in assessing a service provided by a transit organization. It can help an organization understand what characteristics it may be lacking, but also allow for evaluation of those characteristics that may provide strength to the organization. This technique is performed by evaluating an entity's strengths, weaknesses, opportunities, and threats (SWOT) to help influence the decision making process to achieve the overall goals and objectives. This method was utilized by the GRMI Council to assess transit services on a regional level.

At the first GRMI council meeting in June 2018, a SWOT analysis was conducted and council members were asked to divide into four small groups to focus on respective categories from their agency's perspective, but with a view of the regional perspective.

As discussion took place, facilitators captured and recorded thoughts and ideas. Groups individually discussed factors associated with the SWOT Analysis tool and reconvened as a larger group to analyze the elements of each topic. Results (**Figure S**) were then integrated into an ongoing planning process to form the regional transportation goals.



**Figure S: SWOT Analysis**

Source: MVRPC

## Regional Needs and Potential Goals

At the second GRMI Council meeting, members turned their attention to identifying needs and potential goals. A number of these potential goals were shared with the council members at the following meeting, and the potential goals were rated and added to a prioritized list. Many of the needs expressed by riders were echoed by agency representatives on the Council including the following:

- County-to-County transportation;
- Funding issues, in terms of a lack of funds, creating public/private funding opportunities, and paying/billing across counties and agencies;
- Providing transportation to employment both within counties and across counties;
- Securing the safety of transportation related to sharing rides;
- Addressing car or bus repair, aging vehicles, replacing vehicles, a lack of drivers, and retaining drivers were grouped together; and
- Expanding services, whether growing the territory, evening & weekend hours, and creating shuttle services.

### **Top priority goals to address unmet needs that were prioritized by the group included:**

1. Public, private and human services transportation providers establish a brokerage for non-Medicaid eligible NEMT trips.
2. Develop/Use technology for real-time sharing schedules among transportation providers and with hospitals/clinics.
3. Designate an organization and/or person responsible for working with medical facilities and public health so that transportation considerations are part of the planning process.
4. Organize or expand an existing volunteer driver network for drivers who would provide local or multi-county trips based on a referral from participating agencies.
5. Develop inter-county transportation plans and/or inter-agency memorandums of understanding.
6. Collaborate with outside agencies: private funding/workforce development, business round-tables, economic development boards, public health, etc..

### **Medium Priority:**

1. Mobility managers and/or another designated entity develop educational materials, in-person training and online training videos about how to use local transportation options.
2. Implement standardized driver training and performance measures for Section 5310 program recipients and other organizations that provide transportation.
3. Mobility managers or council to keep everyone updated on grant opportunities.
4. Create/expand/advertise/promote centralized transfer points.

5. Fund vehicles and driver training for accessible taxis and/or on-demand services that are wheelchair accessible and operated by qualified drivers. Vehicles could be leased to qualified providers.

**Low Priority:**

1. Create a drivers incentive program (non-financial rewards).

Over the last five year, the Greater Region has received approximately \$5,910,00 in Section 5310 grant funding to support transportation and mobility needs. Of that, \$1,460,000 was distributed among sub-region 2a and \$4,450,00 was dispersed within the counties of sub-region 2b. Historically, the demand for this grant funding has far exceeded the available funds and it is expected this trend will continue and grow by 10%-20% per year.

Keeping this in mind, MVRPC as the RCA, utilized the data presented in this plan as well as information from the GRMI Council meetings that identified challenges to coordination, the SWOT Analysis and prioritization of needs to work with the stakeholders to develop goals and projects which specifically address the challenges transit users face.

Priorities were combined and refined through discussions with ODOT staff and mobility managers, to ensure they were practical and likely to be implemented. Goals were further broken down into those which could be accomplished through coordination on a regional level or at a county level as to not discount the specific needs and challenges that occur in individual counties. Each year, a SWOT Analysis will be performed to determine the correlation between the Region's needs and the priority of the goals.

The following summary describes the goals and respective strategies to address unmet transportation gaps and coordination needs in the Greater Region.

# Regional Goals & Strategies

## Goal 1: Enhance Regional Coordination

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### *Strategy 1.1 Coordination of county line transfers*

- Timeline for Implementation: Ongoing
- Action Steps:
  - Identify current county line transfer services
  - Identify common barriers for agencies to work through
  - Develop local agreements for shared rates
  - Explore technology opportunities for scheduling shared rides
- Responsible Parties:
  - Regional Coordination Council
  - Local Coordination Councils
  - Mobility Managers
  - Transportation Providers
  - Local Elected Leadership
- Needs Addressed:
  - Promote centralized transfer points
  - Increased mobility
  - Access to employment
  - County to county transportation
  - Funding opportunities
- Outcome:
  - Number of established agreements
  - List of established transfer routes
  - Database of common barriers for transit agencies
  - Vehicles Purchased
- Potential Funding Sources:
  - Local funding
  - FTA Section 5310 funding
  - FTA Section 5311 funding
  - FTA Section 5307 funding
  - Additional federal and state grant sources
- Potential Resources Needed:
  - Additional vehicles
  - Drivers/Increase in staff
  - Updated software
  - Additional funding
- Project Priority Level: Top priority



### ***Strategy 1.2 Explore options for employment transportation***

- Timeline for implementation: Ongoing
- Action Steps:
  - Facilitate meetings and outreach with employers
  - Study and review employer/employee work hour needs
  - Identify workforce and HR related groups
  - Develop commuter benefits transportation packet
  - Identify gaps of when transportation providers provide service versus when transportation is needed
- Responsible Parties:
  - Mobility Managers
  - County Workforce Development offices (Ohio Means Jobs)
  - Regional Coordination Council
  - Local Chambers of Commerce
- Needs Addressed:
  - Access to employment
  - Collaboration with outside agencies
  - Expansion of available services
- Outcomes:
  - Establish an employer database
  - Agreements with employers to support employee transit needs
- Potential Funding Sources:
  - Local funding
  - Employer sponsored funding
  - FTA Section 5310 funding
  - FTA Section 5311 funding
  - FTA Section 5307 funding
  - Ohio Means Jobs Workforce Development funding
  - JobsOhio Workforce Grant
- Potential Resources Needed:
  - Funding
  - Additional vehicles
  - Drivers
  - Technology
  - Marketing material
- Project Priority Level: Top priority

### ***Strategy 1.3 Explore opportunities for Non-Medical transportation***

- Timeline for implementation: Ongoing
- Action Steps:
  - Advocate for increase in reimbursement rates at state level
  - Support training opportunities for mobility managers to provide travel training to state partners
- Responsible Parties:
  - Mobility Managers
  - Department of Developmental Disabilities
  - Job and Family Services
  - Opportunities for Ohioians with Disabilities
- Needs Addressed:
  - Increased mobility
  - Increase in available funding opportunities
  - Collaboration with outside agencies
- Outcomes:
  - Number of training opportunities available
- Potential Funding Sources:
  - State partner funding
  - FTA Section 5310 funding
- Potential Resources Needed:
  - Staff time
  - Training Material
  - Additional funding
- Project Priority Level: Medium Priority

**Strategy 1.4 Explore possibility for regionalized Non-Emergency Medical transportation (NEMT) brokerage**

- Timeline for implementation: Ongoing
- Action Steps:
  - Identify all transportation providers that provide NEMT transportation in region
  - Identify traffic patterns for non-emergency medical transportation currently provided
  - Identify potential loss of local match funding to transportation providers who have contacts to provide NEMT and how that can be accounted for if taken away
  - Monitor State of Ohio policy developments on NEMT ride brokerages and public transit
- Responsible Parties:
  - Regional Coordinated Council
  - MVRPC
  - Mobility Managers
  - Transportation Providers
- Needs Addressed:
  - Increased mobility
  - Increase in available funding opportunities
  - Collaboration among NEMT providers
- Outcomes:
  - Database of NEMT providers
  - Regional traffic pattern usage database
- Potential Funding Sources:
  - Local funding
  - FTA Section 5310 funding
  - FTA Section 5311 funding
  - FTA Section 5307 funding
- Potential Resources Needed:
  - Staff time
  - Scheduling software
  - Additional funding
- Project Priority Level: Top Priority

### ***Strategy 1.5 Coordination of Professional Driver Standards***

- Timeline for implementation: Ongoing
- Action Steps:
  - Incorporate definitions of Professional Drivers as recommended by the Mobility Transformation Study
  - Review background check criteria for multiple funding streams
  - Establish recommended driver training standards
- Responsible Parties:
  - Regional Coordination Council
  - Health & Human Service providers
  - Transportation providers
  - Ohio Department of Transportation
- Needs Addressed:
  - Increased driver and rider safety
  - Increase in driver network
  - Collaboration with outside agencies
  - Increased communication
- Outcomes:
  - Recommendations on driver standards
  - Cross agency standard background check checklist
- Potential Funding Sources:
  - ODOT grant funding
  - FTA Section 5310 funding
  - FTA Section 5311 funding
  - Local funding
- Potential Resources Needed:
  - Staff time
  - Scheduling software
  - Additional funding
  - Drivers
  - Vehicles
- Project Priority Level: Medium Priority

## **Goal 2: Increase awareness/knowledge of available transportation options**

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### ***Strategy 2.1 Expand the specialized mobility transportation tools to include transit provider information for all counties within the region and inter-region partners***

- Timeline for Implementation: Ongoing
- Action Steps:
  - Identify potential providers
  - Review potential funding sources
  - Submit applications for website and call center expansion
  - Develop promotional campaign to educate users about transit options
- Responsible Parties:
  - Mobility Managers
  - Regional Coordination Council
  - Local Coordination Councils
  - Transportation Providers
- Needs Addressed:
  - Development of educational resources
  - Potential increased training opportunities
- Outcomes:
  - Expansion of website and call center
  - Database of providers
  - Funding source database available to providers
  - Promotional campaign material
- Potential Funding Sources:
  - Local funding
  - FTA Section 5310 funding
  - FTA Section 5311 funding
- Potential Resources Needed:
  - Staff time
  - Software
  - Additional funding
  - Marketing material
- Project Priority Level: Medium Priority

# County Goals & Strategies

## Goal 1: Expand current transportation services in county to meet public needs

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### *Strategy 1.1 Expand transit hours and include same day service*

- Timeline for Implementation: 2 Years
- Action Steps:
  - Track trip denials
  - Identify reasons for trip denials
  - Research funding opportunities
  - Determine level of driver resources
  - Review types of alternative transportation service
- Responsible Parties:
  - Transportation providers
  - Mobility Managers
  - Regional Coordination Council/Local Coordination Council
- Needs Addressed:
  - Expanding services/after-hours service
  - Additional funding opportunities
  - Access to services
- Outcomes:
  - Trip denial plan
  - List of alternative transportation resources
- Potential Funding Sources:
  - Local agency funding
  - FTA Section 5307 funding
  - FTA Section 5311 funding
  - FTA Section 5310 funding
  - ODOT Office of Transit funding sources
- Potential Resources Needed:
  - Staff time
  - Scheduling software
  - Additional funding
  - Vehicles
  - Additional drivers/staff
  - Marketing material
- Project Priority Level: Top Priority

***Strategy 1.2 Explore technology opportunities that will allow for scheduling of shared rides between transportation providers***

- Timeline for implementation: 1 Year
- Action Steps:
  - Determine software already in use
  - Identify the ability of software compatibility
  - Identify cost sharing opportunities
- Responsible Parties:
  - Transportation providers
- Needs Addressed:
  - Cross county/County wide transportation
  - Decrease denials due to capacity issues
- Outcomes:
  - List of funding opportunities for software
  - List of available software options in region
  - Transportation agency database
- Potential funding sources:
  - FTA Section 5310 funding
  - FTA Section 5311 funding
  - FTA Section 5307 funding
  - OTP2 funding
  - Local funding
- Potential Resources Needed:
  - Staff time
  - Scheduling software
  - Additional funding
- Project Priority Level: Top Priority

### ***Strategy 1.3 Coordinate cross agency driver employment opportunities***

- Timeline for implementation: Ongoing
- Action Steps:
  - Review standard background check checklist
  - Establish list of participating transportation agencies
  - Establish recommended driver training standards
- Responsible Parties:
  - Local Coordination Council
  - Health & Human Service providers
  - Transportation providers
- Needs Addressed:
  - Increase in driver network
  - Opportunity for collaboration
  - Increased communication
- Outcomes:
  - Recommendations on driver standards
  - List of drivers with standard level of background check
- Potential Funding Sources:
  - ODOT grant funding
  - FTA Section 5310 funding
  - FTA Section 5311 funding
  - Local funding
- Potential Resources Needed:
  - Staff time
  - Technology
  - Additional funding
  - Drivers
- Project Priority Level: Medium Priority



## Goal 2: Seek additional funding opportunities

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### *Strategy 2.1 Identify opportunities that can promote affordability for passengers*

- Timeline for implementation: Ongoing
- Action Steps:
  - Research sources of funding
  - Discuss opportunities at various local meetings
  - Identify partnering agencies
- Responsible Parties:
  - Mobility Managers
  - Local Coordination Council
  - Transportation Providers
- Needs Addressed:
  - Limited funding
  - Affordability of service
  - Additional technology/equipment for increase/efficiency of service
  - Aging Inventory
- Outcomes:
  - Funding sources identified
  - Applications for services/equipment
  - Funding received
- Potential Funding Sources:
  - FTA Section 5310 funding
  - FTA Section 5311 funding
  - FTA Section 5307 funding
  - Local funding
  - State grant funding
  - Additional Federal grant funding
- Potential Resources Needed:
  - Staff time
  - Marketing material
  - Additional funding
- Project Priority Level: Medium Priority

### **Goal 3: Increase awareness of available transportation options (based on the county specific work mobility managers do to educate)**

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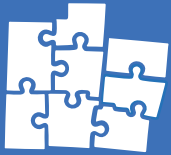
#### ***Strategy 3.1 Participate in meetings which address mobility challenges and solutions***

- Timeline for implementation: Ongoing
- Action Steps:
  - Distribute promotional material
  - Discuss opportunities/challenges at various local meetings
  - Develop network partnerships
- Responsible Parties:
  - Mobility Managers
  - Local Coordination Council
- Needs Addressed:
  - Limited funding
  - Increased communication
  - Alternative transportation options
- Outcomes:
  - Share funding opportunities
  - Collaboration and establishment of working groups
- Potential Funding Sources:
  - FTA Section 5310 funding
  - FTA Section 5311 funding
  - FTA Section 5307 funding
  - Local funding
  - State grant funding
  - Additional Federal grant funding
- Potential Resources Needed:
  - Staff time
  - Marketing material
  - Additional funding
  - Training opportunities
- Project Priority Level: Top Priority

***Strategy 3.2 Provide Travel Training presentations on available mobility options at social and civic events and offer driver training opportunities***

- Timeline for implementation: Ongoing
- Action Steps:
  - Distribute promotional material
  - Provide travel training
  - Provide driver training
  - Educate local and state elected leadership on transportation issues challenges and provide possible solutions
- Responsible Parties:
  - Mobility Managers
- Needs Addressed:
  - Increased awareness of transportation options
  - Increased communication
  - Driver and rider safety
- Outcomes:
  - Share funding opportunities
  - Collaboration and establishment of working groups
- Potential Funding Sources:
  - FTA Section 5310 funding
  - FTA Section 5311 funding
  - FTA Section 5307 funding
  - Local funding
  - State grant funding
  - Additional Federal grant funding
- Potential Resources Needed:
  - Staff time
  - Marketing material
  - Training opportunities
- Project Priority Level: Medium Priority





# CHAPTER 5

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## **Roles, Updates & Funding Structure**

## Roles and Responsibilities

The Ohio Department of Transportation has partnered with MVRPC to be the Regional Coordinating Agency (RCA) to draft a Regional Human Services Transportation Coordination Plan which will assist transportation providers to maintain or improve the existing levels of service available to riders. This plan will also assist ODOT with allocating project funding.

MVRPC will work in partnership with the Region's Mobility Managers to make funding recommendations to ODOT; however, ODOT will remain the final deciding factor when awarding project funds. Recommendations will be based on applicant and project eligibility which are detailed in the "Participation" section of this chapter.

MVRPC as the RCA has developed the Greater Region Transportation Coordination Plan in partnership with health and human service providers, public transit agencies, mobility managers and local elected leadership to identify the needs and gaps in service for transit users in the counties as well as identify goals to move the region forward in providing stronger transportation. Annually, MVRPC will facilitate the process to update the SWOT Analysis with the GRMI Council to determine if the region's characteristics or needs have changed. Additionally MVRPC will work with the GRMI Planning Sub-Committee to update the entire plan as required by federal and state regulations.

The GRMI Council is comprised of local elected leaders, public transit agencies, health and human services providers, and member representing seniors and individuals with disabilities. The GRMI Council will meet quarterly to discuss transportation issues at a regional level and work to develop projects or programs to implement the plan goals and strategies. They will also be part of the process in providing annual updates to the plan.

The GRMI Council will appoint one representative from each county to be part of the Planning Sub-Committee for a term of 2 years . The sub-committee will also include mobility managers from counties within the region and representation of older adults and individuals with disabilities. The Planning Sub-Committee will assist the RCA in data collection, updating transit provider information and gathering input from stakeholders. This sub-committee will be responsible for assisting the RCA to revise the plan every four years as required by the FTA Circular: FTA C 9070.1G, "Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions" as well during the annual plan updates.

## Participation

Transition of the local Transportation Coordination Councils and phasing out of plans will occur in 3 phases. In Phase 1, counties will continue to hold local Transportation Coordination Councils as local Human Service Transportation Coordination Plans continue to be effective. In Phase 2, MVRPC as the RCA will assist transportation providers and Mobility Managers in each county begin to transition to utilizing the GRMI Plan. By Phase 2, counties will no longer be required to have individual Human Service Transportation Coordination Plans and all providers seeking Section 5310 funding will be required to utilize the goals and strategies outlined in the **GRMI Plan Chapter 4: Goals and Strategies** to identify which goal and strategy their project is included. The final Phase 3 will ensure all counties have transitioned to utilizing the GRMI plan for regional coordination and local funding prioritization.

It is strongly encouraged for all transportation and health and human service providers to attend the GRMI regional coordination meetings; however, MVRPC recognizes there may be varying levels of participation by county or transit providers in the coordinated plan depending on individual circumstances. As such, this plan outlines minimum levels of participation at the county level and at a regional level. Funding eligibility requires the following:

### **Regional Coordination Participation:**

Providers or counties that wish to be eligible for additional funding and participate in projects encouraging regional coordination must at a minimum meet the following criteria:

1. Attendance by an agency representative to at least 75% of the Regional Coordinated Council meetings;
  - a. one of the attended meetings must be the annual update of the SWOT analysis
2. The project requested for funding must be listed as a strategy in the "Goals and Strategies" chapter of the Greater Region Transportation Coordination Plan. The strategy must list the FTA Section 5310 grant as a potential funding source;
3. The agency requesting funding must actively participate in stakeholder activities such as completing surveys, providing data and information about programs, services or inventory as requested.

These criteria will apply to those counties which are located in sub-region 2a and sub-region 2b seeking funding for regional projects.

### **Local Coordination Participation:**

Providers or counties that are seeking funding for projects which benefit a single county within the boundaries of sub-region 2a will be required to meet the following criteria:

1. Attend local county Transportation Coordination Council meetings should a county choose to hold separate sessions from the GRMI Council meetings. Please refer to local Transportation Coordination Council guidelines for the required number of meetings for participation;

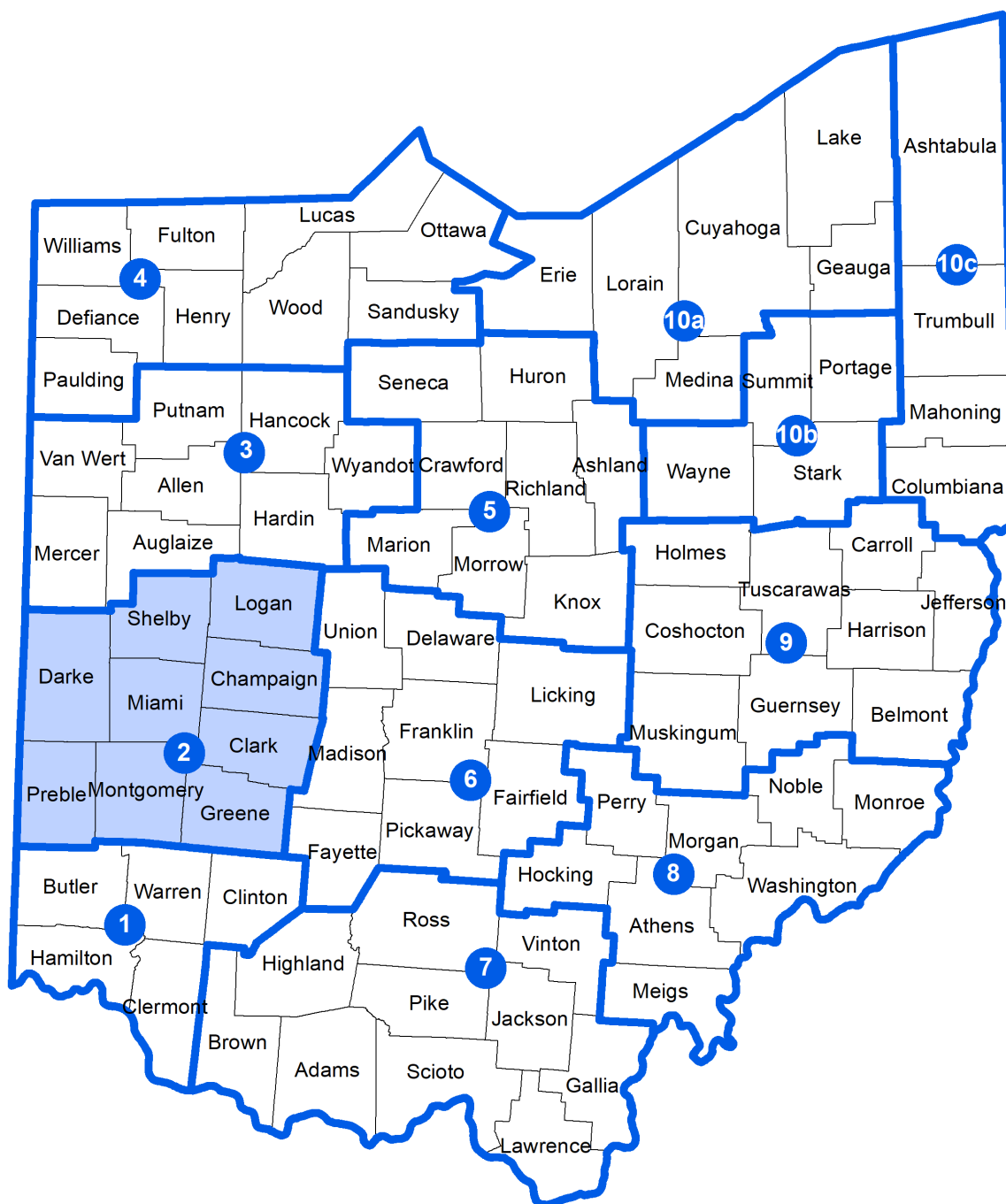
- a. Should a county choose to abstain from holding an individual county Transportation Coordination Council meeting, providers may then fulfill this requirement by meeting Criteria 1 under Regional Coordination Participation
2. The project the agency is requesting funding for must be listed as a strategy in the Goals and Priorities section of the Greater Region Transportation Coordination Plan. The strategy must list Section 5310 as a potential funding source;
  - a. All projects whether benefiting the local or regional level must identify how they are included within the Greater Regional Plan. ODOT will utilize the regional coordinated plan when reviewing projects to determine priority and eligibility when awarding funding.
3. The agency must actively participate in stakeholder activities, such as completing surveys, providing data, and providing information about programs, services or inventory when requested for the local Transportation Coordination Council;
4. Abide by any and all additional criteria that have been set forth by the local Transportation Coordination Council for participation requirements

MVRPC, as the RCA, will work in partnership with the local lead agencies to determine which transportation providers are participating at the local level coordination meetings as well as ensure all provider information is updated and submitted for plan revisions. MVRPC will also confirm whether or not projects align with the goals and priorities as is stated within the Regional Plan.



## Inter-Region Partnerships

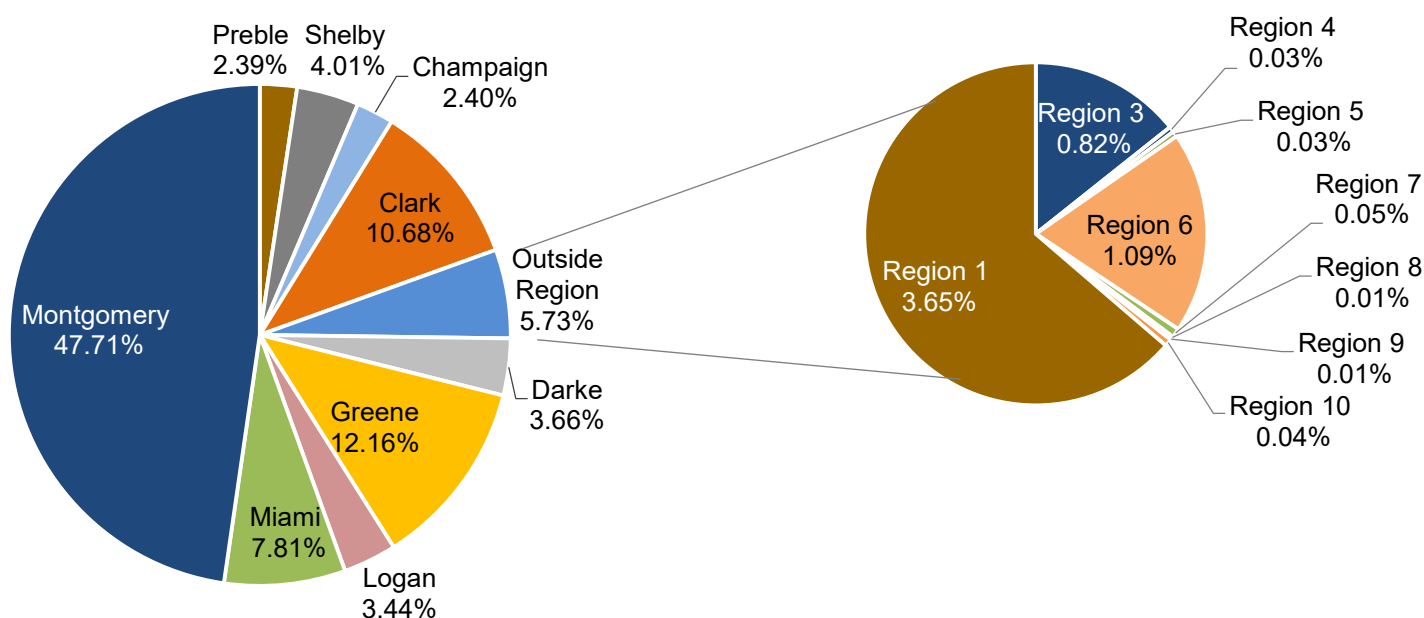
As ODOT continues the effort to implement regional transit planning across the State of Ohio, inter-regional partnerships will be critical to successful transit planning. The Greater Region borders three additional regions within the state, Region 1 which includes counties in southwestern Ohio, Region 3 including counties in west central Ohio, and Region 6 which includes counties in central Ohio as referenced in **Figure T**.



**Figure T: ODOT HSTC Regions**

Source: MVRPC

**Figure U** shows just over 5% of the trips taken daily are outside of the region. The majority of the trips are to Region 1, Region 3 and Region 6 with over 3.5% of those traveling outside of the Greater Region to Region 1, this likely due to the rapid growth in Butler and Warren counties.



**Figure U: Region 2: Trip Origins**

Source: ODOT Office of Statewide Planning and Research

MVRPC plans to include the Regional Coordinating Agencies for the three neighboring regions as partners in the planning process when updating and revising the Greater Region Transportation Coordination Plan. MVRPC will also provide guidance and assistance to other RCAs as regional plans are established throughout the state. Information will be shared regarding best practices and lessons learned from the pilot stage of this program.

Part of the regional funding structure will also allow for counties outside of the Greater Region to participate in projects that may benefit cross county lines. Should a project arise that benefits counties cross regionally, a lead agency will be established to receive the grant funding and a Memorandum of Understanding (MOU) will be drafted detailing out roles and responsibilities for each agency. These partnerships will attribute to stronger coordination not only within neighboring regions, but provide additional mobility opportunities for transit users to access the essential services the need.

## Plan Revision, Updates, and Amendments

Revisions will be required every four years to the Greater Region Transportation Coordination Plan per the FTA Circular: FTA C 9070.1G, “Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance” which will be facilitated through the RCA with the support of the GRMI Council Planning Sub-Committee.

Revisions will consist of reviewing demographic data, a review of the available services and provider inventory, conducting new surveys and hosting focus groups to review rider needs, prioritizing the region’s needs, executing a SWOT analysis, and drafting new goals and strategies to address the needs and gaps within the region. The formal public participation will be followed for plan revisions and the plan adoption process outlined in Chapter 6: Plan Adoption will be required.

As mandated by ODOT the Greater Region Transportation Coordination Plan will be updated once every year. These updates will be to evaluate the SWOT analysis as well as the goals and strategies for overcoming identified challenges and needs to mobility within the region. The RCA and mobility managers will facilitate the annual process of updating the SWOT analysis during a quarterly regional council meeting to determine if the identified characteristics within each category are still a reflection of the region. The RCA will also work with the Planning Sub-Committee to provide updates on the status of the implementation of the goals. The updates will be clearly outlined in the plan document and submitted to ODOT for review.

Additionally, the GRMI Council or Planning sub-committee may determine there is a need to update this plan outside of the annual update or four year revision requirements. As such, the RCA will assist the council and sub-committee to determine if these updates will be significant enough to require an amendment or do not have enough impact on funding determinations to require the formal amendment process.

The following updates will not require the formal amendment process:

- Updates to Geographic Data
- Adding additional providers or services
- Adjustments to descriptions of services
- Minor changes such as fixing spelling or grammar

The RCA will identify the updates made in the plan document and will ensure a copy is shared with the Planning Sub-Committee which may be done electronically.

The following updates will require a formal amendment process:

- Identified Needs
- Prioritization of needs
- Goals, strategies to address goals
- Prioritization of goals or strategies to address goals

The amendment process must include an opportunity for input from plan participants, but does not require general public outreach or engagement. Should the formal amendment process be required the following steps should occur:

1. The RCA will provide to all Planning Sub-Committee members a summary of the proposed amendment. This may be done electronically. This summary must include:
  - a. A summary of the changes requested
  - b. Rationale of why the changes are needed
  - c. Potential impact of the changes
2. The RCA will allow 30 days for comments. The RCA is required to ensure that all comments received are shared with the other members of the Planning Sub-Committee, MVRPC Technical Advisory Committee, and the MVRPC Board of Directors.
3. The RCA will request approvals or rejections of the plan amendment from the following:
  - a. Planning Sub-Committee
  - b. MVRPC's Technical Advisory Council
  - c. MVRPC's Board of Directors

Should GRMI Planning Sub-Committee consist of more than one individual from the same agency, each agency will get a single vote for a plan amendment. If a majority of the responses received are to approve the amendment by the above committees, the RCA will consider the amendment approved.

4. Once the amendment is approved the RCA will add the amendment to the plan, including:
  - a. A summary of the amendment
  - b. Rationale for why the amendment was needed
  - c. Potential Impact of the amendment
  - d. Date Amendment was adopted and coordinated plan updated

## Funding Structure

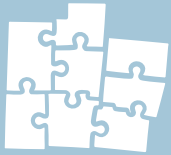
The Greater Region Mobility Initiative provides guidance to transit and health and human service providers in eight counties by sharing information regarding common challenges to providing transit while coordinating efforts to work in partnership to overcome these challenges. Additionally, part of the challenge is to also determine how to provide a regional coordinated funding structure within sub-region 2a and sub-region 2b.

The Ohio Department of Transportation will provide funding to all public transit providers, health and human service transit providers, and mobility managers within sub-region 2a. They will work through the RCA to determine applicant eligibility as well as gather recommendations regarding projects to fund. ODOT will remain the primary funding decider when selecting projects to award with Office of Transit funds.

Miami Valley Regional Planning Commission will provide funding to public transit providers, health and human service transit providers, and mobility managers within sub-region 2b which are eligible for Section 5310 funding. The agency will take steps to align the Section 5310 funding application cycle with the ODOT timeline. MVRPC will review applications and award grant dollars to those providers within sub-region 2b boundaries in accordance with the Program Management Plan for Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities.

MVRPC and ODOT Office of Transit will work in coordination to review the amount of funding received for the Section 5310 grant program through each agency. Part of the implementation process for this newly established regional transportation coordination plan will be to identify a process to administer funding to projects on a regional scale, projects that benefit transit users and providers within sub-regions 2a and 2b.





# CHAPTER 6

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## Plan Adoption

All individual county plans used in the development of the Greater Region Transportation Coordination Plan were updated and reviewed in the past two years under varying adoption processes and legislative committees:

#### **CHAMPAIGN COUNTY**

- Champaign County Transportation Planning Committee, 2017
- Champaign County Commissioners, 2017

#### **CLARK COUNTY**

- Clark County Human Services Transportation Advisory Council, 2017
- Clark County-Springfield TCC Policy Board, 2017

#### **DARKE COUNTY**

- Darke County Transportation Planning Committee, 2017
- Darke County Commissioners, 2017

#### **MPO (GREENE, MIAMI, MONTGOMERY)**

- Human Service Transportation Planning Council, 2019
- Technical Advisory Committee, 2019
- MVRPC Board of Directors, 2019

#### **PREBLE COUNTY**

- Preble County Commissioners, 2018

#### **SHELBY COUNTY**

- Shelby County Transportation Planning Committee,
- Shelby County Commissioners, 2017

This plan serves as a consolidation of the information within seven county-specific Public Transit-Human Services Transportation Coordination Plans (HSTC). HSTC Plans are designed to meet the transportation authorization requirements for the Federal Transit Administration (FTA) Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) grant program. The Greater Region pilot pulls these HSTC plans together in a new way and adds discussion, public input, and direction at the eight-county Regional level.

This plan addresses transportation services, needs, gaps, and goals of the target population on this regional level. Seniors, individuals with disabilities, members of the general public, representatives from public, private and non-profit transportation and human services providers contributed to the development of this plan. The process included the creation of the GRMI Council, individual and agency interviews, focus groups, and public stakeholder meetings.

MVRPC uses an adopted Public Participation Policy to guide public involvement in the planning and decision-making process. Upon completion of the draft, the plan was made available for



public review and comment on Miami Valley Regional Planning Commissions website. Public participation meetings were held in June, 2019 for review of the draft plan. These meetings were held in Dayton and Sidney to ensure that people had a reasonable travel distance to participate. Twenty-four members of the public signed into the meetings and were able to provide written comments and speak with MVRPC and ODOT staff about the project. Of the attendees, one identified as disabled and two identified as seniors. Many written comments were received and incorporated into the final plan. Additional meetings were held with the regional mobility managers focused on the regional goals proposed, and meetings were held with ODOT Office of Transit staff to review their feedback and discuss expectations of the draft document.

After review and updates, the plan was again made available for public review and comment in September 2019. The plan was presented in final format to the following review panels and suggested for adoption:

- GRMI Council, October 2019
- MVRPC's Technical Advisory Committee, October 2019
- MVRPC's Board of Directors, November 2019
- ODOT office of Transit, December 2019

MVRPC's Board of Directors voted to adopt the Greater Region Transportation Coordination Plan in November 2019 however, the Ohio Department of Transportation Office of Transit offered feedback which indicated the plan needed further revisions in order to accurately frame the goals of regional transit coordination and align the goals stated in the GRMI plan with future funding processes. Additionally, Logan County presented ODOT with the idea of transitioning into the area that will be known as Region 6.

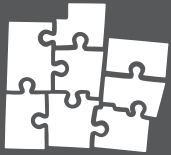
The final round of revisions were drafted based on the feedback provided by ODOT, input from mobility managers, stakeholder engagement with transit providers, and updating the data to reflect the transition of Logan County. These revisions were presented to the GRMI and the MPO HSTC Council members in June 2020 to ensure the plan reflected the transit needs of the region and to offer an opportunity for their feedback on the revised goals.

Due to significant updates included to the revised document, the plan went through an additional public participation process. The process can be reviewed in the Public Participation Summary Report dated August 3, 2020.

It is also necessary, due to state regulations, for each individual county in sub-region 2a to adopt the plan. The plan adoption is not a financial commitment, but it does make public transit and human service transportation agencies eligible to receive Section 5310/5311 funding through the Ohio Department of Transportation. MVRPC worked with ODOT and the region's mobility managers to educate each local Board of County Commissioners in sub-region 2a about the plan and acquired their adoption through individual county resolutions.

The plan will be effective upon approval and adoption by the individual Board of County Commissioners in sub-region 2a, MVRPC's Technical Advisory Committee, Board of Directors, and ODOT (Appendix H).





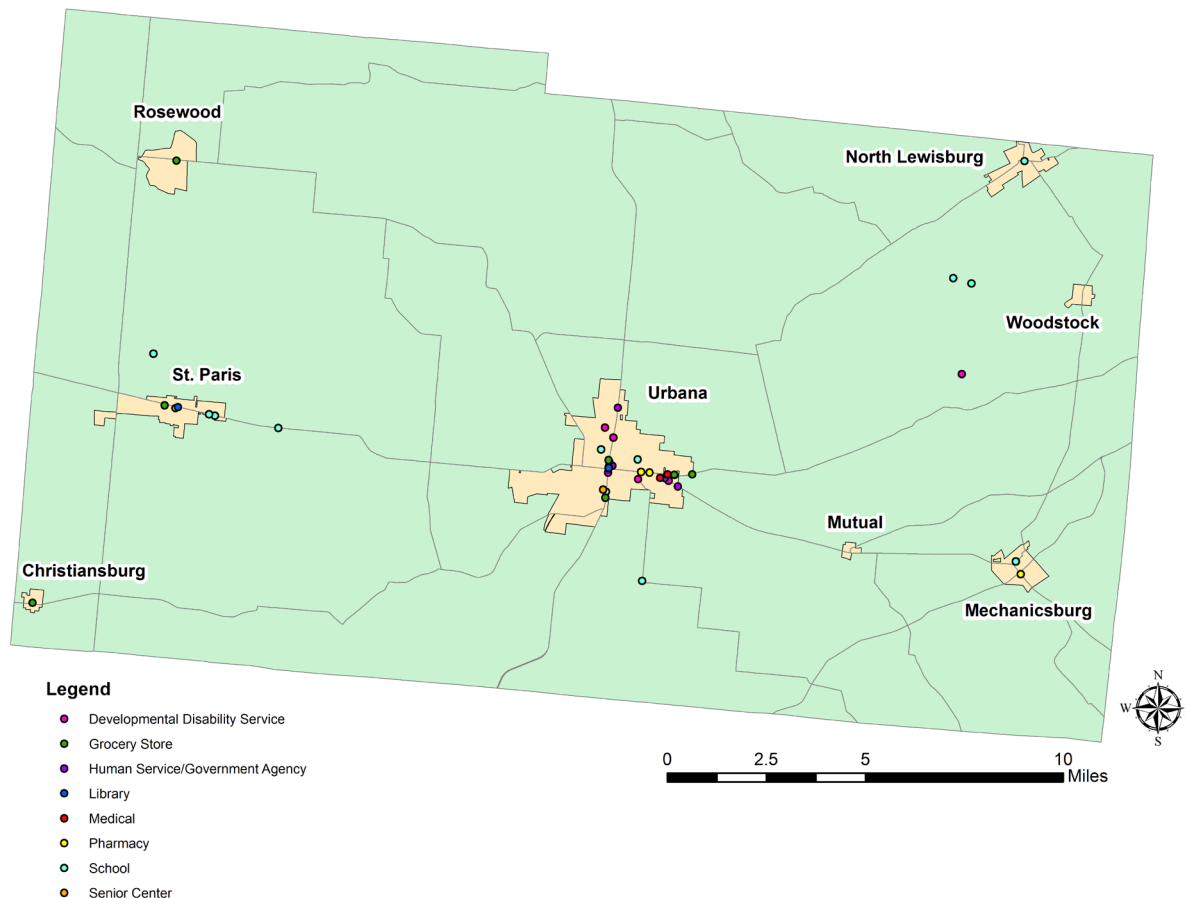
# APPENDIX

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# Appendix A: County Trip Generators

## CHAMPAIGN COUNTY

Champaign County has one city where the majority of transportation demand and services are located, the city of Urbana (**Figure V**). The village of St. Paris has a few services available, as does the village of Mechanicsburg. The majority of trip generators that are not located within an incorporated area are schools. This can present a challenge for individuals who work or attend the school. Individuals who live in St. Paris, Woodstock, and Mechanicsburg do not have direct access to a grocery store and must travel outside of the incorporated area limits to have access to food. The only hospital and dialysis center in the county are located in Urbana. This may present a challenge for those living outside of Urbana's city limits; however, Champaign County is supported by a public transit system, Champaign County Transit, which provides county-wide door-to-door transportation.

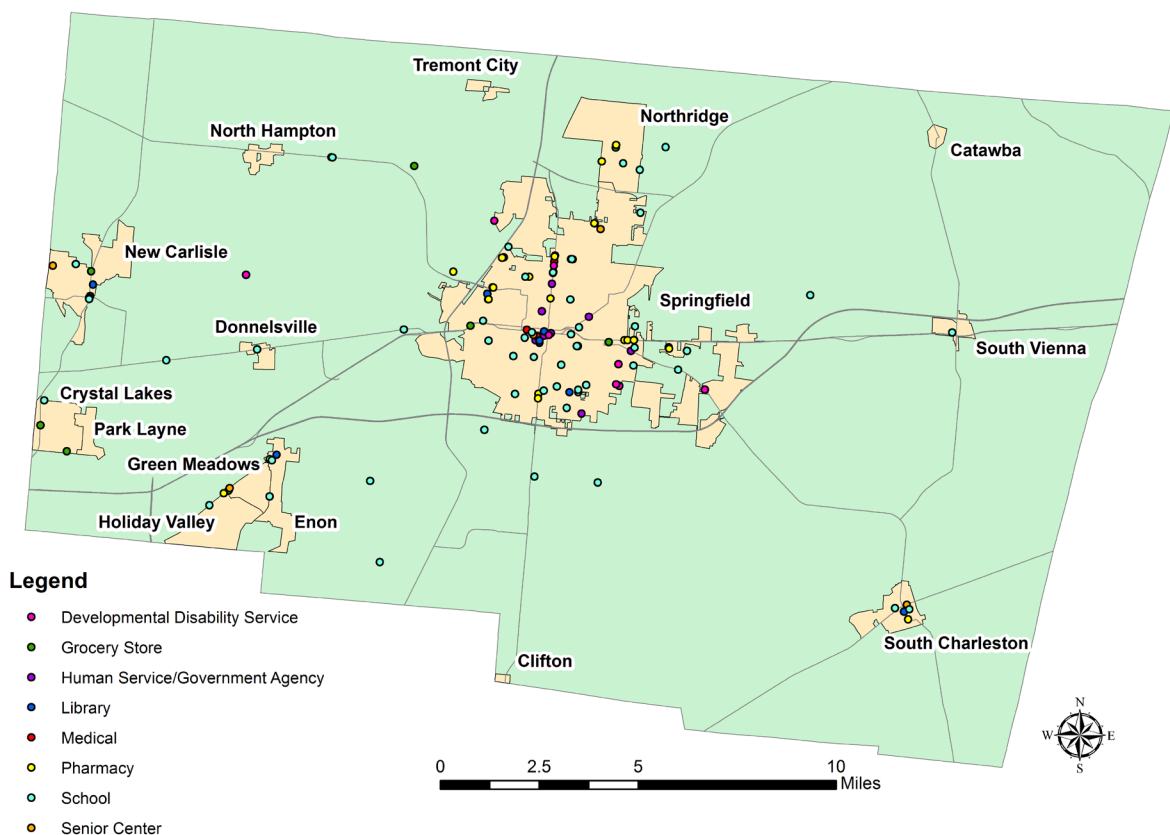


**Figure V: Trip Generators in Champaign County**

Source: MVRPC

## CLARK COUNTY

The majority of trip generators and vital services in Clark County are located in the city of Springfield, in the county's center (**Figure W**). The incorporated areas of South Charleston and New Carlisle are also areas with a moderate demand for transportation. The majority of trip generators outside of city limits are schools. The majority of grocery stores in the county are also within the Springfield city limits. Those who live in North Hampton, Donnellsville, Enon, Holiday Valley, Catawba, South Vienna, and South Charleston do not have access to a grocery store offering fresh food. Furthermore, the only two dialysis and hospitals in the county are located within Springfield. As an individual's travels further away from the county's center, the availability of services decreases. Clark County is supported by the public transit agency, Springfield City Area Transit (SCAT) which has fixed routes services within the city limit. SCAT also provides county-wide, door-to-door trips to seniors or individuals with disabilities. Those who do not qualify may have difficulties accessing services if they live in a rural area.

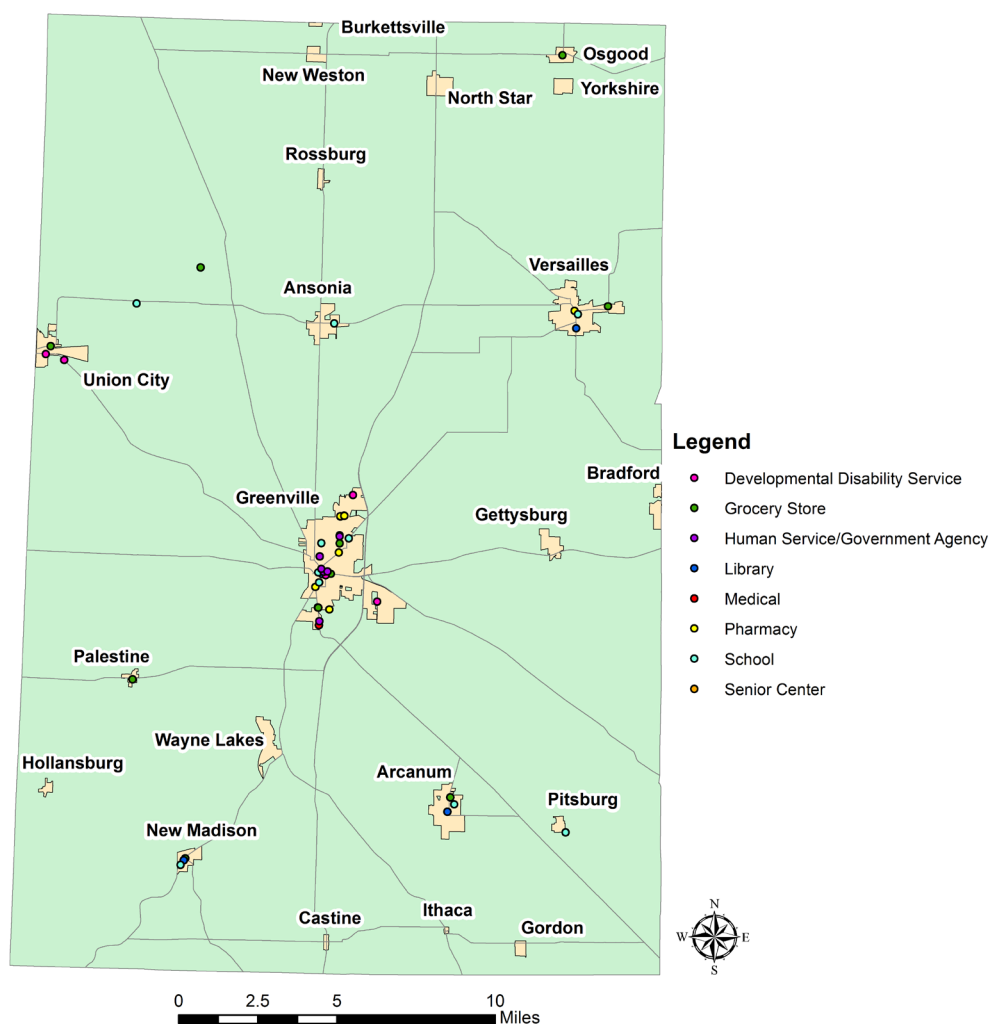


**Figure W: Trip Generators in Clark County**

Source: MVRPC

## DARKE COUNTY

The majority of trip generators and vital services in Darke County are located in Greenville, in the county's center (**Figure X**). The incorporated areas of Versailles, Union City, and Arcanum are also areas with a moderate demands for transportation. There are very few identified trip generators outside of any incorporated areas in Darke County, one school and one grocery store. Darke County has 20 incorporated areas, all of which are small in size, the largest being Greenville. Of those 20 incorporated areas, only seven have a grocery store, which is only 35%. Darke County also only has one dialysis center and one hospital, both of which are in Greenville. As an individual's travels farther away from the county's center, the availability of services decreases. Darke County does have a public transit system, but it only provides door-to-door trips within the city of Greenville because it is funded by the city. Anyone living outside of Greenville may experience difficulties traveling to the city's center for services, especially if they are an individual with a disability or if they do not have access to a personal vehicle.

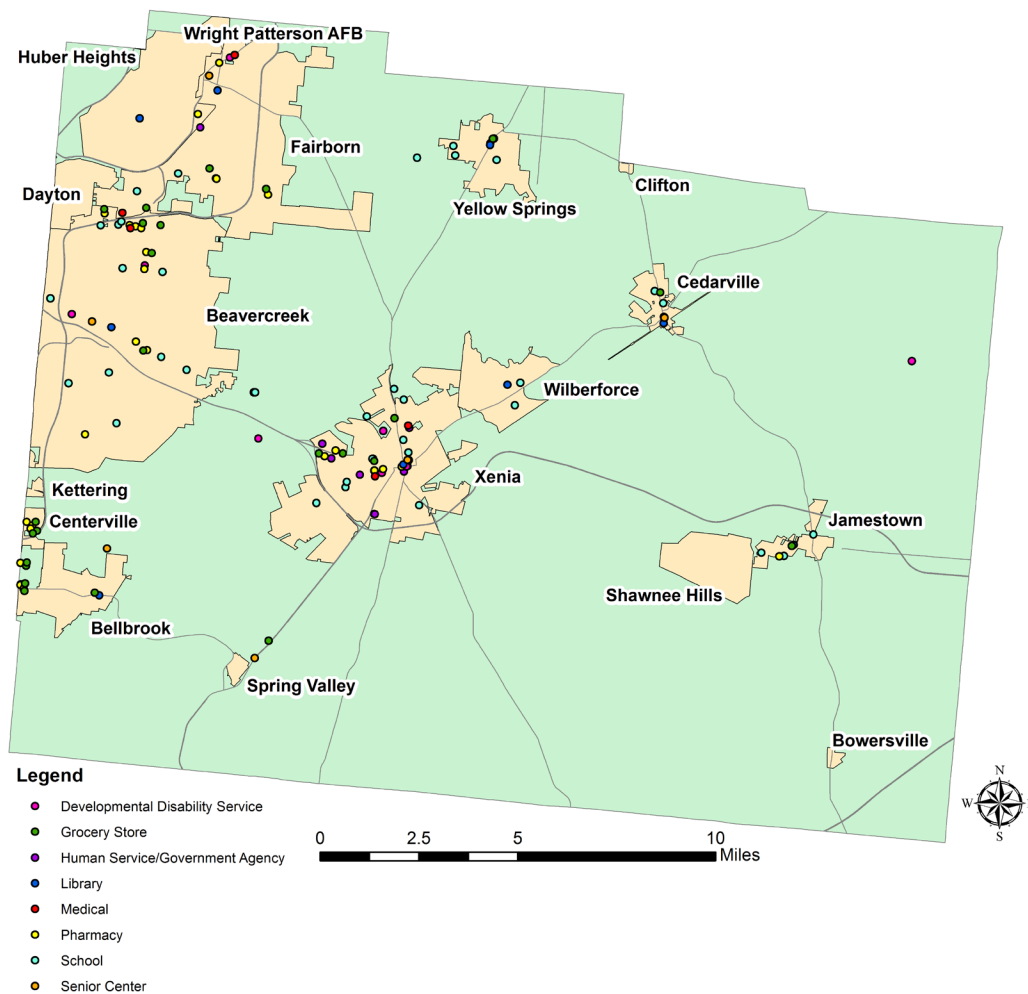


**Figure X: Trip Generators in Darke County**

Source: MVRPC

## GREENE COUNTY

Greene County has two areas that have been identified as major trip generators, Beavercreek and Xenia (**Figure Y**). Beavercreek is located on the Greene-Montgomery County line while Xenia is in the center of the county. The incorporated areas of Fairborn and Yellow Springs are also areas with a moderate demand for transportation. There are very few trip generators that are outside the limits of an incorporated area, those tend to be schools. The only incorporated area in Greene County that does not have reasonable access to a grocery store is Bowersville, in the south east corner of the county. There are two hospitals in Greene County, one in Beavercreek and one in Xenia. Those who do not live in these cities may have issues accessing health care; the same can be said for the three dialysis centers in the county. The public transit system in the county, Greene CATS Public Transit, has flex routes that provide individuals with transportation to Xenia, Yellow Springs, Fairborn, Beavercreek, and across the Greene-Montgomery County line to downtown Dayton. Greene CATS Public Transit provides flex routes as well as scheduled rides throughout Greene County and into neighboring counties.

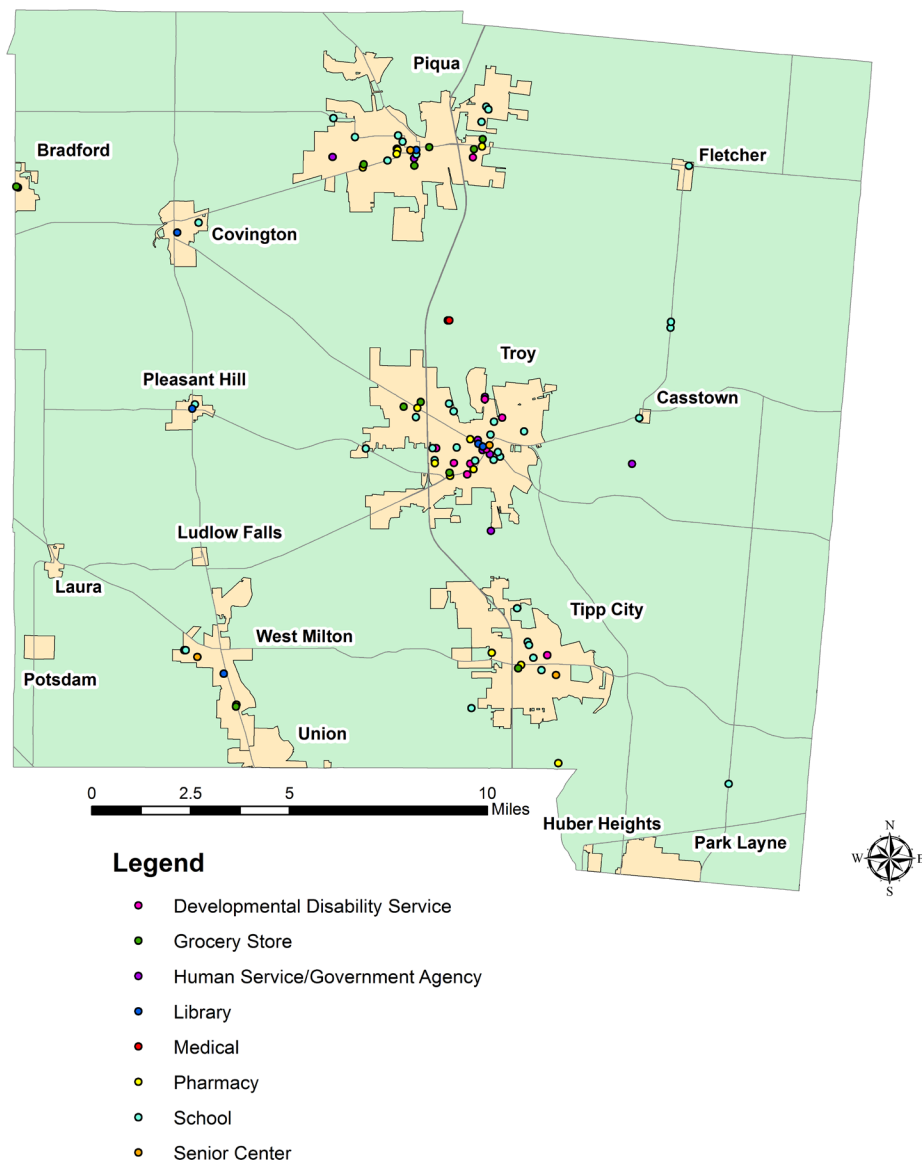


**Figure Y: Trip Generators in Greene County**

Source: MVRPC

# MIAMI COUNTY

Miami County has three areas which are fairly dense with trip generators including Piqua, Troy, and Tipp City (**Figure Z**). The majority of trip generators that are located outside of incorporated areas are schools. There are seven incorporated areas without direct access to a grocery that provides fresh food including Casstown, Covington, Fletcher, Laura, Ludlow Falls, Pleasant Hill, and Potsdam. There is one hospital and one dialysis center, both of which are located between Piqua and Troy, outside an incorporated area. The public transit system, Miami County Transit, provides county-wide, door-to-door trips.



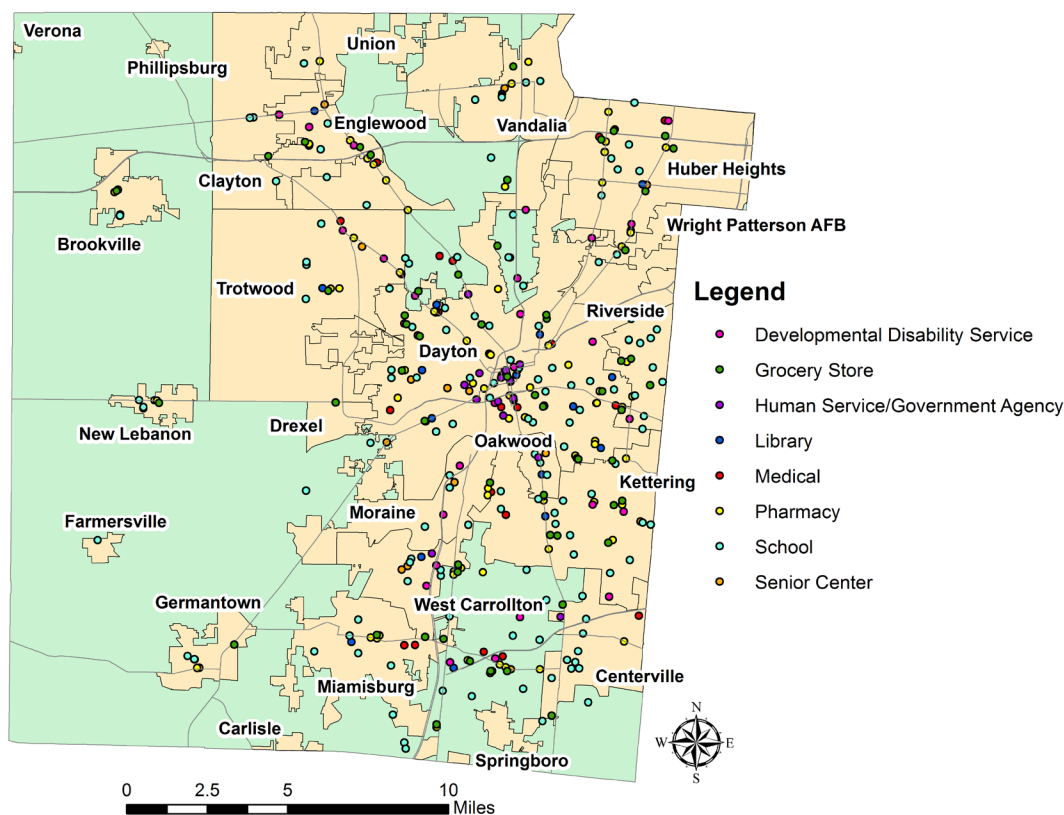
**Figure Z: Trip Generators in Miami County**

Source: MVRPC



## MONTGOMERY COUNTY

Within Montgomery County, there are many areas that are high trip generators, creating a high demand for transportation (**Figure AA**). Most trip generators are located within an incorporated area on the east side of the county, very few are located on the west side, a traditionally under served area. Incorporated areas with the highest demand include Dayton, Huber Heights, Kettering, Miamisburg, West Carrollton, Trotwood, and Centerville. There is also a pocket of high demand that is outside an incorporated area located between Miamisburg and Centerville. However, this area has a very low average of households without a personal vehicle. There are three incorporated areas in Montgomery that do not have direct access to a grocery store that provides fresh food including Union, Farmersville and Phillipsburg. The two latter areas are in rural areas of the county. The medical centers in the county, hospital and dialysis services are most dense within the city limits of Dayton. Medical facilities become sparse farther away from Dayton and there are no health services west of Trotwood. Montgomery County's public transit system, the Greater Dayton Regional Transit Authority (GDRTA), has fixed routes throughout most of the county. However, GDRTA routes do not reach New Lebanon, Brookville, or Phillipsburg. Routes also extend across the Montgomery-Greene County line. GDRTA also provides a county-wide, door-to-door service available to qualifying seniors and/or individuals with disabilities. Montgomery County also has multiple taxi services and a variety of human services agencies that provide transportation for clients only.



**Figure AA: Trip Generators in Montgomery County**

Source: MVRPC

## PREBLE COUNTY

Preble County has one area, Eaton, which has several trip generators, creating a high demand for transportation (**Figure AB**). The next largest trip generating area is the village of Camden. There are seven incorporated areas in Preble County without direct access to a grocery store that provide fresh food. These areas are College Corner, Eldorado, Lake Lakengren, Lewisburg, West Elkton, West Manchester, and Verona. In addition, the only hospital and dialysis service is located within the city limits of Eaton. The highest percentage of zero car households are in Eaton, however, the west side of the county also has an above average percentage of zero car households. Preble County is rural and does not have a public transportation system. Preble County has the fewest transportation options in the Greater Region.

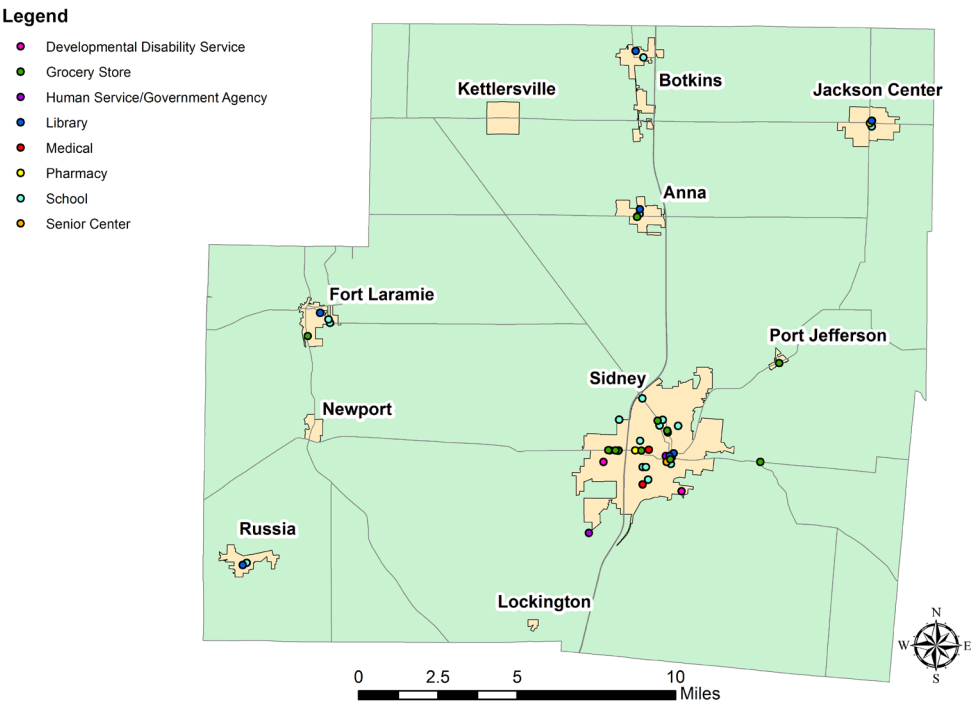


**Figure AB: Trip Generators in Preble County**

Source: MVRPC

# SHELBY COUNTY

Shelby County has one area, Sidney, which has many trip generators, creating a high demand for transportation (**Figure AC**). Of the identified trip generators, only one is located outside the limit of an incorporated area. This trip generator is predominately a convenience store attached to a gas station but does have limited fresh food options available. In total, there are 13 grocery stores that provide fresh food, yet all are concentrated in three of the nine incorporated areas. Those areas without direct access to fresh food include Botkins, Jackson Center, Kettlersville, Newport, Port Jefferson, and Russia. Furthermore, the only hospital and dialysis center are both located in Sidney, leaving the rest of the county without direct access to their services. Shelby County Public Transit does provide county-wide, demand response trips to county residents. This is the main transportation provider and there are very few additional options for the general public. The rate of households with no access to a personal vehicle is very low in the rural areas of the county, with the highest rate located in and around Sidney.



**Figure AC: Trip Generators in Shelby County**

Source: MVRPC

## Appendix B: Provider Inventory and Characteristics of Service

**Table 12: Agency Characteristics**

Agency Name	Program Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips (Y/N)
Goodwill Easter Seals Miami Valley	Easter Seals Adult Day	14 passenger Van	M-F 6:30am-6:00pm	Y
Quest Adult Services	N/A	Van	M-F 8:00am-4:00pm	Y
TAC Industries	TAC Industries	Van, bus	M-F 5:30am-9:00pm	Y
United Senior Services	Transportation	Van	M-F 7:00am-4:00pm	Y
Green Hills	Green Hills	Vans	M-F 7:00am-5:00pm	Y
RTC Industries, Inc.	Transportation	Van, bus	M-F 7:00am-10:00pm	Y
MVCAP: Preble County	Veterans, MHRB, PCJFS	Van	24/7	N
Preble County Council on Aging	Transport	High Top & Mini Van	M-F 6:00am-6:00pm	Y
Rec West Enrichment Center	Transportation	Van, Mini-Van	M-F 9:00am-3:00pm	N
Eastway	Transportation	LTN	M-F 8:00am-5:00pm	N
Fairborn Senior Center	Transportation	Demand Response	M-F 8:30am-4:30pm	N
Lathrem Senior Center	Transportation	Modified Mini-Van & Sedan	M-F 8:30am-3:30pm	N
United Rehabilitation Services	Adult Services	Transit Van	M-F 7:30am-7:30pm	Y
Life Enrichment Community	East Dayton Senior Collab.	Van	1st Wednesday of the month	N
GWES PIQUA	Piqua Adult Day Services	Van	M-F 6:30am-6:00pm	N
RT Industries	Transportation	Bus, Transit Van, MV	M-F 7:00am-6:00pm	Y
Toward Independence	Non-Medical Transportation	Van, bus	M-F 8:00ma-8:00pm	Y
Wesley Community Center	Senior Services Program	Van, MMV	M,W,F 8:30am-2:30pm	N
South Community	Adult/Youth	Bus	M-F 9:00am-4:00pm	Y

Primary Funding Source	Primary Source of Match Funds (if applicable)	Level of Passenger Assistance Provided	Customer Eligibility Requirements	Service Area
Passport, VA, TIII, DD, Private, Buckeye, Molina, Waiver IV	Goodwill Easterseals Miami Valley	Door to Door	Client specific	Clark and Champaign
Medicaid	Clark County Board of D.D.	Curb side	Clark Co. resident with Developmental Disability	Clark County
Department of Developmental Disabilities	N/A	Total Assistance	DODD Eligibility	Springfield, Clark County
Local Levy, Title 3, Donations	N/A	High Assistance	60 years or older, Clark County Resident	Clark County
Self	N/A	Wheel Chairs	Must live on campus	Logan and Champaign
ODOT, Medicaid, Logan County Board of DD	Medicaid, Logan & Champaign boards of DD	Wheel Chairs	Individuals must have a disability and live in Logan County	Logan County
Private Contracts	N/A	Ambulatory	Veteran, MHBR Client, PCJFS for work client	Preble County
Levy, JFS	Levy	Door through Door	60+ Preble County Resident, JFS Authorized	Preble County
MVRPC, Rider Fees, Rec Levy	N/A	Door to Door	Washington Township Residents ages 60+	Montgomery County
Grants	General Revenue	Ambulatory	Must be a client	Montgomery
Greene County Senior Services Levy	N/A	Wheel Chairs	Fairborn Resident FSC members	Fairborn and Bath Township
MVRPC & City Subsidy	N/A	Wheel Chairs	Senior Center Transportation Member	Within 5 Miles of Kettering
NMT Medicaid	N/A	Total	URS Client	Montgomery County
Donations/Grants/Sponsorships	N/A	Wheel Chairs	Open to Public; serves low-income seniors	East Dayton
Passport CSS	N/A	Wheel Chairs	Agency Client	Miami, Darke, Shelby
Medicaid	N/A	Wheel Chairs	RT Client	Miami & Shelby County
Medicaid	N/A	Full	DODD Medicaid Waiver	Montgomery, Greene, Warren
Montgomery County United Way	N/A	Wheel Chairs	Agency Client	Montgomery County
N/A	N/A	Wheel Chairs	Agency Client	Montgomery County

**Table 13: Training Courses for Drivers**

Agency Name	Program Name	Pass. Assist. (Y/N)	Defensive Driving (Y/N)	Bloodborne Pathogens (Y/N)	Drug and Alcohol Awareness (Y/N)	Emergency Procedures/ Evacuation (Y/N)
Goodwill Easterseals Miami Valley	Easterseals Adult Day Services Springfield	Y	Y	Y	Y	Y
Quest Adult Services	N/A	Y	Y	Y	Y	Y
TAC Industries	TAC Industries	Y	Y	Y	Y	Y
United Senior Services	Transportation	Y	Y	Y	Y	Y
Green Hills	Green Hills	Y	Y	Y	Y	Y
RTC Industries Inc.	Transportation	Y	Y	Y	Y	Y
MVCAP: Preble County	Transportation	N	Y	N	N	N
Preble County Council on Aging	Transport	Y	Y	Y	Y	Y
Rec West Enrichment Center	Transportation	Y	Y	Y	N	Y
Eastway	Transportation	Y	Y	Y	Y	Y
Fairborn Senior Center	Transportation	Y	Y	Y	Y	Y
Lathrem Senior Center	Transportation	Y	N	Y	Y	Y
URS	Adult Services	Y	Y	Y	Y	Y
Life Enrichment Center	East Dayton Senior Collaborative	Y	Y	N	Y	Y
GWES Piqua	Piqua Adult Day Services	Y	Y	Y	Y	Y
RT Industries	Transportation	Y	Y	Y	Y	Y
Toward Independence	Transportation	Y	Y	Y	Y	Y
Wesley Community Center	Senior Service Program	N	N	N	Y	Y
South Community	Youth/Adult	Y	N	Y	Y	Y

Vehicle Pre-Trip/ Post-Trip Inspection (Y/N)	Consumer Rights/ HIPAA (Y/N)	First Aid and CPR (Y/N)	All Training Required for New Employees (Y/N)	Refresher Training Required (Y/N)	Refresher Training Required for Some Training (List Required Refresher Training)
Y	Y	Y	Y	Y	Y
Y	Y	Y	Y	Y	Y
Y	Y	Y	Y	N	Y
Y	Y	Y	Y	Y	Y
Y	Y	Y	Y	Y	Y
Y	Y	Y	Y	Y	Y
Y	Y	N	Y	N	Y
Y	Y	Y	Y	Y	N
Y	N	Y	Y	N	Y
Y	Y	Y	Y	Y	Y
Y	Y	Y	Y	Y	Y
Y	Y	Y	Y	N	Y
Y	Y	Y	Y	Y	N
Y	N	Y	Y	Y	Y
Y	Y	Y	Y	Y	N
Y	Y	Y	Y	Y	Y
Y	Y	Y	Y	Y	Y
Y	Y	N	Y	Y	Y
Y	Y	N	Y	Y	N

**Table 14: Transportation Related Staff Positions**

Agency Name	Program Name	Number of Full-Time Admin. Positions	Number of Part-Time Admin. Positions	Number of Full-Time Drivers
Goodwill Easterseals Miami Valley	Easter Seals Adult Day Services Springfield	1	0	0
Quest Adult Services	N/A	1	0	5
TAC Industries	TAC Industries	0	0	3
United Senior Services	Transportation	1	1	2
Green Hills	Green Hills	1	0	2
RTC Industries Inc.	RTC's Community Employment Transportation	1	0	3
MVCAP: Preble County	Veterans, MHRB, PCJFS	0	0.5	0
Preble County Council on Aging	Transport	0	1	0
Rec West Enrichment Center	Transportation	1	0	0
Eastway	Transportation	1	0	0
Fairborn Senior Center	Transportation	0	1	0
Lathrem Senior Center	Transportation	1	1	0
United Rehabilitation Services	Adult Services	1	0	12
Life Enrichment Center	East Dayton Senior Collaborative	1	1	0
Goodwill Easter Seals Miami Valley Piqua	Piqua Adult Day Services	1	0	1
RT Industries	Transportation	1	0	0
Toward Independence	Non-Medical Transportation	2	0	4
Wesley Community Center	Senior Services Program	0	2	0
South Community	Youth/Adult	0	1	0



Number of Part-Time Drivers	Number of Full-Time Schedulers/Dispatchers	Number of Part-Time Schedulers/Dispatchers	Number of Full-Time Maintenance Positions	Number of Part-Time Maintenance Positions
4	0	0	0	0
2	0	0	0	0
23	1	0	0	0
5	1	1	0	0
1	0	0	3	1
13	1	1	0	0
3	0	0.5	0	0
14	1	0	0	0
6	0	1	0	1
3	0	0	0	0
4	1	1	0	0
6	0	5	0	0
5	0	0	1	0
2	0	1	0	2
0	0	0	0	0
12	1	0	0	0
15	2	0	1	1
3	0	1	0	0
2	0	1	0	0.5

**Table 15: Transportation Expenses and Revenues**

Agency Name	Program Name	Fare Structure	Donations (Y/N)	Transportation Operating Expenses (most recent FY)
Goodwill Easterseals Miami Valley	Easterseals Adult Day Services Springfield	\$10 each way Or Per Contracted payer source Specifications	Y	\$34,980
Quest Adult Services	N/A	Medicaid Local Funds Board of D.D.	Y	\$165,216
TAC Industries	TAC Industries	DODD Reimbursement	Y	N/A
United Senior Services	Transportation	Per Mile	Y	\$486,790
Green Hills	Green Hills	N/A	Y	\$114,675
MVCAP: Preble County	Transportation	N/A	N	\$39,878
Preble County Council on Aging	Transport	N/A	Y	\$539,003
Rec West Enrichment Center	Transportation	Various fees depending on trip	Y	N/A
Eastway	Transportation	N/A	N	\$55,241
Fairborn Senior Center	Transportation	Various fees depending on trip	Y	\$107,637
Lathrem Senior Center	Transportation	Various fees depending on trip	N	\$64,833
United Rehabilitation Services	Adult Services	\$19.71/trip per individual	Y	\$21,20
Life Enrichment Center	East Dayton Senior Collaborative	N/A	Y	\$13,832
RT Industries	Transportation	N/A	Y	\$143,402
Toward Independence	Non-Medical Transportation	Billed to Medicaid \$19-20/one way trip	N	\$278,484
Wesley Community Center	Senior Services Program	N/A	Y	\$59,618
South Community	Youth/Adult	N/A	Y	\$41,000

Transportation Operating Revenue (most recent FY)	Transportation Operating Revenue Source(s) (most recent FY)	Transportation Capital Expenses (most recent FY)	Transportation Capital Revenue (most recent FY)	Transportation Capital Revenue Source(s) (most recent FY)
\$51,188.15	Buckeye, DD-Clark CO., DD-State of Ohio, Molina, Passport, Private Pay, VA	N/A	N/A	N/A
\$149,972	Medicaid Board of DD	N/A	N/A	N/A
N/A	N/A	N/A	N/A	Operating Budget
\$506,184	Senior Services Levy, Title 3, Donations	N/A	N/A	N/A
\$25,740	N/A	N/A	N/A	N/A
\$46,013	Contracts	N/A	N/A	N/A
\$486,229	JFS, MHRB, DD, Levy, Passport, Title III, ODOT, Contributions	N/A	\$31,110	5310 Grant
N/A	MVRPC, Riders Fees, Rec Levy	\$7,285	\$36,424	MVRPC/Greater Dayton RTA
0	0	N/A	N/A	MVRPC
\$114,501	GCCOA City of Fairborn Fee's Donations	N/A	N/A	N/A
\$32,606	Membership and Transportation Fares Balance (subsidy) is funded through City General Funds	N/A	N/A	N/A
\$346,000	Medicaid waiver/ County BD ICF/MR Contract	N/A	N/A	N/A
\$1,500	Central Management	\$1,880	N/A	N/A
\$923,629	Medicaid	\$21,854	N/A	N/A
Revenue is mixed with other line of business	Medicaid	N/A	N/A	N/A
\$53,039	Montgomery County, United Way	N/A	N/A	Montgomery County, United Way
0	N/A	N/A	N/A	N/A

**Table 16: Transportation Service Characteristics**

Agency Name	Program Name	Revenue Hours of Service (most recent FY)	Total Hours of Service (most recent FY)
Goodwill Easterseals Miami Valley	Easterseals Adult Day Services Springfield	4,400	1,392
Quest Adult Services	N/A	10,752	10,752
TAC Industries	TAC Industries	1,920	1,920
United Senior Services	Transportation	14,206	14,206
Green Hills	Green Hills	N/A	1,212
RTC Industries Inc.	RTC's Community Employment Transportation		
MVCAP: Preble County	Veterans, MHRB, PCJFS	N/A	1,082
Preble County Council on Aging	Transport	1,976	20,269
Rec West Enrichment Center	Transportation	N/A	2,080
Eastway	Transportation	N/A	3,536
Fairborn Senior Center	Transportation	1,720	2,024
Lathrem Senior Center	Transportation	N/A	4,000
United Rehabilitation Services	Adult Services	2,500	2,500
Life Enrichment Center	East Dayton Senior Collaborative	N/A	146
Goodwill EasterSeals Miami Valley Piqua	Piqua Adult Day Services	N/A	N/A
RT Industries	Transportation	2,860	2,860
Toward Independence	Non-Medical Transportation	11,925	N/A
Wesley Community Center	Senior Services Program	35	37
South Community	Youth/Adult	N/A	1,500

**Table 17: Technology**

Agency Name	Name of Scheduling Software
Goodwill Easterseals Miami Valley	N/A
Quest Adult Services	Versatrans
TAC Industries	Versatrans
United Senior Services	Mobilitat- Easy Rides
Green Hills	N/A
RTC Industries Inc.	BID
MVCAP: Preble County	Outlook
Preble County Council on Aging	ServTracker

Revenue vehicle miles (most recent FY)	Total vehicle miles (most recent FY)	One-way Passenger Trips (most recent FY)	Denials of One-way Passenger Trips (most recent FY)
51,188	59,517	6,309	0
78,794	78,794	7,683	0
207,726	220,116	66,498	3,325
132,548	145,637	18,262	290
N/A	49,332	1,884	0
N/A	24,550	782	N/A
39,674	266,121	15,289	N/A
N/A	18,624	1,700	0
N/A	45,470	8,840	0
54,149	54,149	4,972	N/A
N/A	36,800	5,328	0
43,200	43,100	2,300	N/A
0	5,243	950	1
N/A	N/A	N/A	0
237,965	237,965	51,290	N/A
N/A	N/A	19,311	0
15,930	15,930	258	0
N/A	7,151	2,109	N/A

Do you have an App for Riders to Schedule Transportation (Y/N)?	Name of Dispatching Software	AVL System/ GPS (Y/N)
N	N/A	N
N	Versatrans	N
N	Versatrans	Y
N	Easy Rides	N
N	N/A	N
N	N/A	N
N	N/A	N
N	N/A	N

**Table 18: Vehicle Maintenance and Safety**

Agency Name	Program Name	Vehicle Preventive Maintenance Plan (Y/N)	Vehicle ADA Equipment Preventive Maintenance Plan (Y/N)	Pre-Trip Vehicle Inspection Required (Y/N)
Goodwill Easterseals Miami Valley Springfield	Easterseals Adult Day Services Springfield	Y	Y	Y
Quest Adult Services	N/A	Y	Y	Y
TAC Industries	TAC Industries	Y	Y	Y
United Senior Services	Transportation	N/A	N/A	N/A
Green Hills	Green Hills	Y	Y	Y
RTC Industries Inc.	Transportation	Y	Y	Y
MVCAP: Preble County	Veterans, MHRB, PCJFS	Y	N	Y
Preble County Council on Aging	Transport	Y	Y	Y
Rec West Enrichment Center	Transportation	Y	Y	Y
Eastway	Transportation	Y	Y	Y
Fairborn Senior Center	Transportation	Y	Y	Y
Lathrem Senior Center	Transportation	Y	Y	Y
United Rehabilitation Services	Adult Services	Y	Y	Y
Life Enrichment Center	East Dayton Senior Collab.	Y	Y	Y
RT Industries	Transportation	Y	Y	Y
GWES Piqua	Piqua Adult Day Services	Y	Y	Y
Toward Independence	Non-Medical Transportation	Y	Y	Y
Wesley Community Center	Senior Service Program	Y	N	Y
South Community	Youth/Adult	Y	Y	Y

Post-Trip Vehicle Inspection Required (Y/N)	Pre-Trip ADA Accessibility Equipment Test Required (Y/N)	On-Board Communications Equipment (Y/N)	On-Board Safety Equipment Y/N	4-Point Restraint System for 3- and 4-Wheeled Mobility Devices (Y/N)
Y	Y	Y	Y	Y
Y	Y	Y	Y	Y
Y	Y	Y	Y	Y
N/A	N/A	N/A	N/A	N/A
Y	Y	Y	Y	Y
Y	Y	Y	Y	Y
N	N	N	Y	N
Y	Y	Y	Y	Y
Y	Y	N	Y	Y
Y	Y	Y	Y	Y
N	Y	N	Y	Y
Y	Y	Y	Y	Y
Y	Y	Y	Y	Y
Y	Y	N	Y	Y
Y	Y	Y	Y	Y
Y	Y	Y	Y	Y
Y	Y	Y	Y	Y
Y	N	Y	Y	Y
Y	N	Y	Y	Y

**Table 19: Drug and Alcohol Testing**

Agency Name	Program Name	Pre-Employment Drug Testing (Y/N)
Goodwill Easter Seals Miami Valley Springfield	Easterseals Adult Day Services Springfield	Y
Quest Adult Services	N/A	Y
TAC Industries	TAC Industries	Y
United Senior Services	Transportation	Y
Green Hills	Green Hills	Y
RTC Industries Inc.	RTC's Community Employment Transportation	Y
MVCAP: Preble County	Veterans, MHRB, PCJFS	Y
Preble County Council on Aging	Transport	Y
Rec West Enrichment Center	Transportation	Y
Eastway	Transportation	Y
Fairborn Senior Center	Transportation	Y
Lathrem Senior Center	Transportation	Y
United Rehabilitation Services	Adult Services	Y
Life Enrichment Center	East Dayton Senior Collab.	Y
GWES Piqua	Piqua Adult Day Services	Y
RT Industries	Transportation	Y
Toward Independence	Non-Medical Transportation	Y
Wesley Community Center	Senior Transportation Program	Y
South Community	Youth/Adult	Y



Random Testing (Y/N)	Post-Accident Testing (Y/N)	Reasonable Suspicion Testing (Y/N)
Y	Y	Y
Y	Y	Y
Y	Y	Y
Y	Y	Y
Y	Y	Y
N	Y	Y
Y	Y	Y
Y	Y	Y
Y	Y	Y
Y	Y	Y
Y	Y	Y
Y	Y	Y
Y	Y	Y
N	Y	Y
N	Y	Y
Y	Y	Y
Y	Y	Y
N	N	Y
Y	Y	Y

**Table 20: Criminal Background and Motor Vehicle Record Checks**

Agency Name	Program Name	New Employee Criminal History Check (Y/N)	Periodic Current Employee Criminal History Check (Y/N)	New Employee Driver's License Record Check (Y/N)	Periodic Current Employee Driver's License Record Check (Y/N)
Goodwill Easter Seals Miami Valley	Easterseals Adult Day Services Springfield	Y	Y	Y	Y
Quest Adult Services	N/A	Y	Y	Y	Y
TAC Industries	TAC Industries	Y	Y	Y	Y
United Senior Services	Transportation	N/A	N/A	N/A	N/A
Green Hills	Green Hills	Y	N	Y	Y
RTC Industries Inc.	Transportation	Y	Y	Y	Y
MVCAP: Preble County	Veterans, MHRB, PCJFS	Y	N	Y	N
PCCOA	Transportation	Y	Y	Y	Y
Rec West Enrichment Center	Transportation	Y	Y	Y	Y
Eastway	Transportation	Y	Y	Y	Y
Fairborn Senior Center	Transportation	Y	N	Y	N
Lathrem Senior Center	Transportation	Y	N	Y	N
URS	Adult Services	Y	Y	Y	Y
Life Enrichment Center	East Dayton Senior Collaborative	Y	N	Y	N
RT Industries	Transportation	Y	N	Y	Y
GWES Piqua	Piqua Adult Day Services	Y	Y	Y	Y
Toward Independence	Non-Medical Transportation	Y	Y	Y	Y
Wesley Community Center	Senior Service Program	Y	N	Y	N
South Community	Youth/Adult	Y	N	Y	Y

New Employee Sex Offender Database Check (Y/N)	Periodic Current Employee Sex Offender Database Check (Y/N)	New Employee Abuse Registry Check (Y/N)	Periodic Current Employee Abuse Registry Check (Y/N)	New Employee System of Award Management (SAM) Registry Check (if applicable) (Y/N)	Periodic (SAM) Registry Check (if applicable) (Y/N)
Y	Y	Y	Y	Y	Y
Y	Y	Y	Y	N	N
Y	Y	Y	Y	N	N
N/A	N/A	N/A	N/A	N/A	N/A
Y	Y	Y	Y	Y	N
Y	Y	Y	Y	Y	Y
Y	N	Y	N	N	N
Y	N	Y	Y	N	N
Y	Y	N	N	N	N
Y	Y	Y	Y	Y	Y
Y	N	Y	N	Y	N
Y	N	Y	N	N	N
Y	Y	Y	Y	N	N
Y	Y	Y	N	N	N
Y	Y	Y	Y	Y	Y
Y	Y	Y	Y	N	N
Y	Y	Y	Y	Y	Y
Y	N	Y	N	N	N
Y	N	Y	N	N	N

## Appendix C: Vehicle Utilization

**Table 21: Champaign County Transit System**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Champaign County Transit System						
1	Dodge	Grand Caravan	2017	2C7WDGBG7HR710194	5	1
2	Dodge	Grand Caravan	2017	2C7WDGBG7HR687128	4	1
3	Dodge	Grand Caravan	2017	2C7WDGBG7HR687131	4	1
4	Dodge	Grand Caravan	2015	2C7WDGBG4FR634379	4	1
5	Dodge	Grand Caravan	2016	2C7WDGBGXGR202865	5	1
6	Dodge	Grand Caravan	2015	2C7WDGBG4FR634382	6	1
7	Dodge	Grand Caravan	2014	2C7WDGBGXER220392	4	1
8	Dodge	Grand Caravan	2014	2C7WDGBG1ER220393	4	1
9	Ford	Goshen Pacer	2016	1FDEE3FS8GDC46407	10	2
10	Ford	Econoline (Braun)	2012	1FTDS3EL0CDA86360	10	1
11	Dodge	Caravan	2013	2C4RDGBG1DR617532	5	1
12	Ford	Goshen Pacer	2016	1FDEE3FSXGDC46408	10	2

**Table 22: Downsize Farms**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Downsize Farms						
1	Ford	F450	2006	N/A	14	N/A
2	Chevy	Bus	2007	N/A	13	N/A
3	Ford	F350	2007	N/A	13	N/A
4	Chevy	Diesel	2002	N/A	12	N/A
5	Ford	E150	2006	N/A	8	N/A
6	Ford	E150	2006	N/A	10	N/A
7	Dodge	Van	2002	N/A	10	N/A

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Champaign County Transit System</b>					
M-F	8:00am- 5:00pm	5	Demand Response		
M-F	8:00am- 5:00pm	5	Demand Response		
M-F	8:00am- 5:00pm	5	Demand Response		
M-F	8:00am- 5:00pm	4	Demand Response		
M-F	8:00am- 5:00pm	4	Demand Response		
M-F	8:00am- 5:00pm	4	Demand Response		
M-F	8:00am- 5:00pm	4	Demand Response		
M-F	8:00am- 5:00pm	4	Demand Response		
M-F	8:00am- 5:00pm	5	Demand Response		
M-F	8:00am- 5:00pm	4	Demand Response		
M-F	8:00am- 5:00pm	3	Demand Response		
M-F	8:00am- 5:00pm	5	Demand Response		

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Downsize Farms</b>					
M-F	6:30am- 4:30pm	3	Adult Day Services		
M-F	6:30am- 4:30pm	3	Adult Day Services		
M-F	6:30am- 4:30pm	4	Adult Day Services		
M-F	6:30am- 4:30pm	4	Adult Day Services		
M-F	6:30am- 4:30pm	4	Adult Day Services		
M-F	6:30am- 4:30pm	4	Adult Day Services		
M-F	6:30am- 4:30pm	3	Adult Day Services		

**Table 23: Person Centered Services**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Person Centered Services						
1	Ford	F450	2006	N/A	14	N/A
2	Chevy	Bus	2007	N/A	13	N/A

**Table 24: Clark County Board of Developmental Disabilities**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Clark County Board of Developmental Disabilities						
1	Freightliner	PS-2C	2013	4DRAMAAN36A183739	32	10
2	Ford	Transit/F450	2011	1FDDE4FS3BDB21320	18	2
3	Ford	Transit/F451	2011	1FDGF5GY3BEC82710	26	2
4	Ford	Transit/F452	2015	1FDEE3FS3FDA10651	18	6
5	Ford	Transit/F453	2014	1FDDE4FSXEDA47785	18	2
6	Dodge	Grand Caravan	2013	2C4RDGBG6DR617509	5	1
7	Dodge	Grand Caravan	2013	2C4RDGBG1DR617501	5	1
8	Dodge	Grand Caravan	2013	2C4RDGBG8DR617527	5	1

**Table 25: Quest Adult Services Inc.**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Quest Adult Services Inc. (5310 Recipient)						
1	Ford	Light Transit Vehicle (LTV)	2010	1FDEE3FS2BDA29749		
2	Ford	Light Transit Vehicle (LTV)	2014	1FDDEYFS6EDB17802		
3	Dodge	Modified Minivan (MMV)	2013	2C4RDGBG1DR617501		
4	Dodge	Modified Minivan (MMV)	2013	2C4RDGBG4DR17508		
5	Dodge	Modified Minivan (MMV)	2013	2C4RDGBG1DR617509		
6	Ford	Converted Van (CV)	2012	1FTDS3EL7CDA67546		

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Person Centered Services</b>					
M-F	6:30am- 4:30pm	3	Adult Day Services		
M-F	6:30am- 4:30pm	3	Adult Day Services		

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Clark County Board of Developmental Disabilities</b>					
M-F	6:00am- 4:30pm	5	Board of Developmental Disabilities		
M-F	6:00am- 4:30pm	4	Board of Developmental Disabilities		
M-F	6:00am- 4:30pm	4	Board of Developmental Disabilities		
M-F	6:00am- 4:30pm	5	Board of Developmental Disabilities		
M-F	6:00am- 4:30pm	5	Board of Developmental Disabilities		
M-F	6:00am- 4:30pm	5	Board of Developmental Disabilities		
M-F	6:00am- 4:30pm	5	Board of Developmental Disabilities		
M-F	6:00am- 4:30pm	5	Board of Developmental Disabilities		

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Quest Adult Services Inc. (5310 Recipient)</b>					
M-F	8:00am- 3:30pm	5	Adult Day Services	48888	7/9/2018
M-F	8:00am- 3:30pm	5	Adult Day Services	44795	7/11/2018
M-F	8:00am- 3:30pm	5	Adult Day Services	130912	7/12/2018
M-F	8:00am- 3:30pm	5	Adult Day Services	80458	7/13/2018
M-F	8:00am- 3:30pm	5	Adult Day Services	133720	7/14/2018
M-F	8:00am- 3:30pm	5	Adult Day Services	17348	7/15/2018

**Table 26: Clark County Veteran's Office**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Clark County Veteran's Office						
1	Dodge	Grand Caravan	2013	2C4RDGBG9DR756047	5	0
2	Dodge	Grand Caravan	2013	2C4RDGBG2GR172268	5	0
3	Hyundai	Sonata	2013	5NPE24AF3JH65700	3	0

**Table 27: Goodwill Easter Seals Adult Day Services**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Goodwill Easter Seals Adult Day Services (5310 Recipient)						
1	Ford	Eldorado National	2016	1FDEE3FS1GDC51271	14	3
2	Ford	E-350	2009	1FDEE35L79DA44087	12	2

**Table 28: TAC Industries**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
TAC Industries (5310 Recipient)						
1	Mobility Ventures	MV1	2014	57WMD1A61EM100683	3	1
2	Ford	E350	2008	1FD3E35L58DB26261	12	2
3	Ford	E450	2009	1FD4E45S99DA01162	16	2
4	Ford	E350 Super Duty	2009	1FTDS34L29DA25568	12	0
5	Honda	Odyssey	2016	5FNRL5H40GB130746	6	0
6	Ford	F550	2012	1FDGF5GY2CEA33851	22	2
7	Ford	E450	2016	1FD4E4FS8GDC18844	16	2
8	Ford	F550	2011	1FDGF5GY3BEC82707	22	2
9	Ford	E450	2017	1FD4E4FS3HDC31969	12	2
10	Ford	E450	2017	1FD4E4FS4HDC33536	12	2
11	Ford	E350	2014	1FDEE3FL0EDA37863	12	2
12	Ford	E350	2014	1FDEE3FL2EDA37864	12	2
13	Ford	E450	2017	1FD4E4FS3HDC76040	12	2



Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Clark County Veteran's Office</b>					
M-F	6:00am- 5:00pm	4	Dayton VA Medical Center		
M-F	6:00am- 5:00pm	4	Dayton VA Medical Center		
M-F	6:00am- 5:00pm	5	Dayton VA Medical Center		

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Goodwill Easter Seals Adult Day Services (5310 Recipient)</b>					
M-F	6:00am- 6:00pm	5	Adult Day Services	62944	7/23/2018
M-F	6:00am- 6:00pm	2	Adult Day Services		

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>TAC Industries (5310 Recipient)</b>					
M-F	8:00am- 3:00pm	5	Developmental Disabilities		
M-F	8:00am- 8:00pm	2	Developmental Disabilities		
M-F	6:00am- 9:15pm	4	Developmental Disabilities		
M-F	8:00am- 8:00pm	4	Developmental Disabilities	70094	7/16/2018
M-F	8:00am- 8:00pm	5	Developmental Disabilities		
M-F	6:00am- 9:15pm	3	Developmental Disabilities		
M-F	6:00am- 9:15pm	5	Developmental Disabilities	43906	7/16/2018
M-F	6:00am- 9:15pm	3	Developmental Disabilities		
M-F	6:00am- 9:15pm	5	Developmental Disabilities	26030	7/16/2018
M-F	6:00am- 9:15pm	5	Developmental Disabilities	33505	7/16/2018
M-F	6:00am- 9:15pm	5	Developmental Disabilities	462	7/16/2018
M-F	6:00am- 9:15pm	5	Developmental Disabilities		
M-F	6:00am- 9:15pm	5	Developmental Disabilities	3260	7/16/2018

**Table 29: United Senior Services**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
United Senior Services (5310 Recipient)						
1	Ford	LTV	2010	1FTDS3EL1ADBOO795	12	0
2	Dodge	Caravan	2016	2C7WDGVGXGR202848	0	1
3	Ford	E250	2010	1FTDS3ELXADBOO794	12	0
4	Ford	350VAN	2007	1FTSS34L67DB47676	7	1
5	Dodge	Caravan	2016	2C7WDGBGXGR202851	0	1
6	Dodge	Caravan	2013	2C4RDGBG8DR731799	4	1
7	Chevrolet	Uplander	2008	1GBDV13W780210287	4	1
8	Ford	E350	2009	1FTSS34579DA30023	12	0
9	Dodge	Caravan	2010	2D4RN4DE5AR185355	7	0
10	Dodge	Caravan	2013	2C4RDGBG7DR780962	4	1
11	Dodge	Caravan	2015	2C4RDGBG4FR508405	7	0
12	Dodge	Caravan	2005	1D4GP24R25B165612	4	0
13	Dodge	Caravan	2006	1D4GP24R56B511332	7	0

**Table 30: Springfield City Area Transit**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Springfield City Area Transit						
1	Eldorado Aerotech/ Ford	E450	2006	1FDXE45P96HB23976	16	2
2	Goshen/ Ford	GC II E450	2009	1FDXE45P89DA88550	16	3
3	Goshen/ Ford	GC II E450	2009	1FDXE45P89DA88551	16	3
4	Goshen/ Chevrolet	Express 4500	2013	1GB6G5BL8D1131546	8	7
5	Goshen/ Chevrolet	Express 4500	2014	1GB6G5BL3E1191526	17	3
6	Gillig	G29E102R12 Low Flr	2004	15GGE291541090732	23	2
7	Gillig	G29E102R12 Low Flr	2004	15GGE291741090733	23	2

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>United Senior Services (5310 Recipient)</b>					
M-F	8:00am- 4:30pm	4	Senior Transportation	56525	7/25/2018
M-F	8:00am- 4:30pm	5	Senior Transportation	51286	7/25/2018
M-F	8:00am- 4:30pm	4	Senior Transportation	110808	7/25/2018
M-F	8:00am- 4:30pm	2	Senior Transportation		
M-F	8:00am- 4:30pm	5	Senior Transportation	36870	7/25/2018
M-F	8:00am- 4:30pm	3	Senior Transportation	36870	7/25/2018
M-F	8:00am- 4:30pm	3	Senior Transportation		
M-F	8:00am- 4:30pm	3	Senior Transportation		
M-F	8:00am- 4:30pm	3	Senior Transportation		
M-F	8:00am- 4:30pm	4	Senior Transportation		
M-F	8:00am- 4:30pm	5	Senior Transportation		
M-F	8:00am- 4:30pm	3	Senior Transportation		
M-F	8:00am- 4:30pm	2	Senior Transportation		

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Springfield City Area Transit</b>					
M-F	6:40am- 6:40pm	2	ADA/Demand Response		
M-F	6:40am- 6:40pm	3	ADA/Demand Response		
M-F	6:40am- 6:40pm	3	ADA/Demand Response		
M-F	6:40am- 6:40pm	4	ADA/Demand Response		
M-F	6:40am- 6:40pm	5	ADA/Demand Response		
M-F	6:40am- 6:40pm	3	Fixed Route		
M-F	6:40am- 6:40pm	1	Fixed Route		

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
8	Gillig	G29E102R12 Low Flr	2004	15GGE291941090734	23	2
9	Gillig	G29E102R12 Low Flr	2004	15GGE291041090735	23	2
10	Gillig	G29E102R12 Low Flr	2004	15GGE291241090736	23	2

**Table 31: Safe Haven**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Safe Haven						
1	Ford	E350	2010	A54134	11	0

**Table 32: Greenville Transit System**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Greenville Transit System						
1	Ford	LTN	2008	DB59635	10	2
2	Ford	LTV	2008	DB51339	14	3
3	Ford	LTV	2008	DB56585	16	3
4	Ford	LTV	2001	DB05251	20	7
5	Ford	LTN	2013	DB28843	9	3
6	Ford	LTN	2013	DB28844	9	2
7	Ford	LTV-HC	2014	DB17302	12	2
8	Ford	LTV-HC	2014	DB17303	12	2
9	Ford	LTV-HC	2016	DC01174	12	2
10	Ford	LTV-HC	2016	DC01176	12	2

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
M-F	6:40am- 6:40pm	4	Fixed Route		
M-F	6:40am- 6:40pm	2	Fixed Route		
M-F	6:40am- 6:40pm	2	Fixed Route		

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
Safe Haven					
T-F	9:00am- 5:00pm	4	Mental Health Rehabilitation		

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
Greenville Transit System					
M-S	“M-F 6:00am- 7:00pm  Saturday 8:00am- 7:00pm  Sunday 8:00am- 1:00pm”	3	ADA/Demand Response		
M-S	6:59	4	ADA/Demand Response		
M-S	6:59	4	ADA/Demand Response		
M-S	6:59	4	ADA/Demand Response		
M-S	6:59	5	ADA/Demand Response		
M-S	6:59	5	ADA/Demand Response		
M-S	6:59	5	ADA/Demand Response		
M-S	6:59	5	ADA/Demand Response		
M-S	6:59	5	ADA/Demand Response		
M-S	6:59	5	ADA/Demand Response		

**Table 33: Brethren Retirement Community**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
<b>Brethren Retirement Community</b>						
1	DODGE	Van	2011		5	1
2	Ford	F450	2016	A54134	14	1

**Table 34: Fairborn Senior Citizen Association**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
<b>Fairborn Senior Citizen Association (5310 Recipient)</b>						
1	Ford	Eldorado	2016	1fdfe4fs4gdc56703	12	2

**Table 35: Xenia Adult Recreation & Services**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
<b>Xenia Adult Recreation &amp; Services (5310 Recipient)</b>						
1	Ford	Eldorado	2018	1FDEE3FS1JDC01400	12	2
2	Ford	Eldorado	2015	1FDEEFL2FDA32892	12	2
3	Dodge	Grand Caravan	2014	2C7WDGB8ER220391	10	1
4	Mobility Ventures	MV-1	2016	57WMD2C69GM100128	3	1
5	Ford	Eldorado	2018	1FDEE3FS9JDC01399	12	2
6	Ford	Econoline	2012	1FDEE3FSXCDA66422	4	1
7	Ford	Econoline	2010	1FDEE3FSOADA23253	4	1
8	Dodge	Grand Caravan	2014	2C7WDGBG6ER220390	10	1
9	Mobility Ventures	MV-1	2016	57WMD2C64GM100022	3	1
10	Mobility Ventures	MV-1	2016	57WMD2C6XGM100283	3	1
11	Mobility Ventures	MV-1	2016	57WMD2C68GM100038	3	1
12	Mobility Ventures	MV-1	2016	57WMD268GM100086	3	1
13	Mobility Ventures	MV-1	2016	57WMD2C66GM100166	3	1
14	Mobility Ventures	MV-1	2016	57WMD2C6XGM100283	3	1

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Brethren Retirement Community</b>					
M-F	8:00am- 4:00pm	5	Senior Transportation		
M-F	8:00am- 4:00pm	5	Senior Transportation		

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Fairborn Senior Citizen Association (5310 Recipient)</b>					
M-F	8:30am- 4:30am	5	Senior Transportation	30952	7/12/2018

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Xenia Adult Recreation &amp; Services (5310 Recipient)</b>					
M-F	8:00am- 4:00pm	5	Senior Transportation	2610	7/16/2018
M-F	8:00am- 4:00pm	5	Senior Transportation	51894	7/17/2018
M-F	8:00am- 4:00pm	5	Senior Transportation	127748	7/18/2018
M-F	8:00am- 4:00pm	5	Senior Transportation	23945	7/19/2018
M-F	8:00am- 4:00pm	5	Senior Transportation	2500	7/20/2018
M-F	8:00am- 4:00pm	5	Senior Transportation	95445	7/17/2018
M-F	8:00am- 4:00pm	4	Senior Transportation	91939	7/18/2018
M-F	8:00am- 4:00pm	4	Senior Transportation	93168	7/19/2018
M-F	8:00am- 4:00pm	5	Senior Transportation	26580	7/20/2018
M-F	8:00am- 4:00pm	5	Senior Transportation	21395	7/21/2018
M-F	8:00am- 4:00pm	5	Senior Transportation	19775	7/22/2018
M-F	8:00am- 4:00pm	5	Senior Transportation	26411	7/23/2018
M-F	8:00am- 4:00pm	5	Senior Transportation	25326	7/24/2018
M-F	8:00am- 4:00pm	5	Senior Transportation	21395	7/19/2018

**Table 36: Beavercreek Senior Center**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
<b>Beavercreek Senior Center (5310 Recipient)</b>						
1	Ford	Van	2016	1FDDE4FS3GDC56708	12	2
2	Ford	F450	2018	1FDEE3FS7JDC01417	12	2

**Table 37: Goodwill Easter Seals Miami Valley**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
<b>Goodwill Easter Seals Miami Valley (5310 Recipient)</b>						
1	Ford	Econoline	2013	1FDEE3FL2DDA89025	4	1

**Table 38: Toward Independence**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
<b>Toward Independence (5310 Recipient)</b>						
1	Ford	E450	2018	1FDEE3FS1JDC01414	12	5
2	Ford	E450	2018	1FDEE3FSXJDC01413	12	5
3	Ford	E450	2018	1FDEE3FS7JDC01403	12	5
4	Ford	E450	2016	1FDDE4FS0GDC56701	12	5
5	Ford	E450	2016	1FDDE4FS1GDC56707	12	4
6	Ford	E450	2016	1FDDE4FS1GDC56710	12	4
7	Ford	E450	2017	1FDDE4FS8HDC15508	12	4



Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Beavercreek Senior Center (5310 Recipient)</b>					
M-Sat.	M-F 9:00am- 7:00pm  Saturday 9:00am- 4:00pm	5	Senior Transportation	28465	7/27/2018
M-Sat.	M-F 9:00am- 7:00pm  Saturday 9:00am- 4:00pm	5	Senior Transportation	1926	7/27/2018

Days of Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Goodwill Easter Seals Miami Valley (5310 Recipient)</b>					
M-F	6:00am- 6:00pm	2	Adult Day Services	177183	7/31/2018

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Toward Independence (5310 Recipient)</b>					
M-F	8:00am- 4:00pm	5	Developmental Disabilities	4347	7/31/2018
M-F	8:00am- 4:00pm	5	Developmental Disabilities	1747	7/31/2018
M-F	8:00am- 4:00pm	5	Developmental Disabilities	1557	7/31/2018
M-F	8:00am- 4:00pm	5	Developmental Disabilities	54216	8/2/2018
M-F	8:00am- 4:00pm	5	Developmental Disabilities	25829	8/2/2018
M-F	8:00am- 4:00pm	5	Developmental Disabilities	51747	8/2/2018
M-F	8:00am- 4:00pm	4	Developmental Disabilities	31437	8/2/2018

**Table 39: RT Industries**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
<b>RT Industries (5310 Recipient)</b>						
1	Goshen Coach	Pacer II	2014	1FDEE3FSXDEB17694	12	2
2	Ford	Eldorado	2016	1FDDE4FS8GDC56705	12	2
3	Goshen Coach	Pacer II	2014	1FDEE3FSXEDB17695	12	2
4	Mobility Ventures	MV1	2016	57WMD2C66GM100006	3	1
5	Mobility Ventures	MV1	2016	57WMD2C69GM100226	3	1
6	Mobility Ventures	MV1	2016	57WMD2C69GM100369	3	1

**Table 40: Sunrise Center for Adults**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
<b>Sunrise Center for Adults (5310 Recipients)</b>						
1	Ford	Econoline	2012	1FDEE3FL2CDA82610	4	1

**Table 41: Rec West Enrichment Center**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
<b>Rec West Enrichment Center (5310 Recipient)</b>						
1	Ford	Econoline	2012	1FDEE3FL2CDA82610	4	1
2	MVI	MVIDX	2016	57WMD2C626M100018	3	1

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>RT Industries (5310 Recipient)</b>					
M-F	8:00am- 4:00pm	4	Developmental Disabilities	52780	7/26/2018
M-F	8:00am- 4:00pm	5	Developmental Disabilities	21196	7/26/2008
M-F	8:00am- 4:00pm	3	Developmental Disabilities	61039	7/26/2018
M-F	8:00am- 4:00pm	2	Developmental Disabilities	26598	7/26/2018
M-F	8:00am- 4:00pm	3	Developmental Disabilities	9022	7/26/2018
M-F	8:00am- 4:00pm	4	Developmental Disabilities	6696	7/27/2018

Days of Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Sunrise Center for Adults (5310 Recipients)</b>					
		4	Adult Day Services	136394	7/26/2018

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Rec West Enrichment Center (5310 Recipient)</b>					
M-S	M, W, F 6:30am- 9:00pm  T, R 6:00am- 9:00pm  Saturday 8:00am- 5:00pm  Sunday 1:00pm- 5:00pm	5	Senior Transportation	19665	7/31/2018
M-F	M-F 9:00am- 3:00 pm	4	Senior Transportation	20605	7/31/2018

**Table 42: United Rehabilitation Services**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
United Rehabilitation Services (5310 Recipient)						
1	Ford	El Dorado	2016	1FDDE4FS8HDC05240	12	2
2	Goshen	Pacer II	2013	IFEE3FS7DDB21720	12	2
3	Ford	El Dorado	2018	1FDDE3FS6JDC01449	12	2
4	Ford	El Dorado	2018	1FDEE3FS5JDC01402	12	2

**Table 43: Eastway Corporation**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Eastway Corporation (5310 Recipient)						
1	Braun	MMV	2015	2C7WDGB6FR634304	4	1
2	Champion	LTV	2013	1FDEE3FL5DDB36418	7	5

**Table 44: Lathrem Senior Center**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Lathrem Senior Center (5310 Recipient)						
1	Chrysler	MMV	2010	2D4RN4DEOAR420552	4	1

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>United Rehabilitation Services (5310 Recipient)</b>					
M-F	7:30am-5:30pm	4	Developmental Disabilities	21151	7/23/2018
M-F	7:30am-5:30pm	3	Developmental Disabilities	75489	7/23/2018
M-F	7:30am-5:30pm	5	Developmental Disabilities	1295	7/23/2018
M-F	7:30am-5:30pm	5	Developmental Disabilities	2059	7/23/2018

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Eastway Corporation (5310 Recipient)</b>					
M-F	8:00am-5:00pm	4	Behavioral Healthcare	46825	7/24/2018
M-F	8:00am-5:00pm	4	Behavioral Healthcare	17898	7/24/2018

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Lathrem Senior Center (5310 Recipient)</b>					
M-S	M-T 8:00am-8:30pm  Friday 8:00am-5:00pm  Sat. 9:00am-12:00pm  Sun. 12:30pm-4:30pm	4	Senior Transportation	102596	7/31/2018

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
2	Ford	MMV	2010	2D4RN4DE9AR420551	4	1
3	Ford	LTV	2009	1FDFE45S29DA24945	16	2

**Table 45: Wesley Community Center**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Wesley Community Center (5310 Recipient)						
1	Dodge	Grand Caravan	2010	2D4RN4DE4AR420523	6	0
2	Ford	Econoline	2016	1FDEE3FS7GDC16198	4	1
3	Ford	Econoline	2016	1FDEE3FS5GDC16197	4	1
4	Dodge	Grand Caravan	2013	2C4RDGBG2DR787284	6	0

**Table 46: Life Enrichment Center**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Life Enrichment Center (5310 Recipient)						
1	Ford	El Dorado	2016	1FDFE4FS3GDC57888	12	1

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
M-S	M-T 8:00am-8:30pm  Friday 8:00am-5:00pm  Sat. 9:00am-12:00pm  Sun. 12:30pm-4:30pm	4	Senior Transportation	94481	7/31/2018
M-S	M-T 8:00am-8:30pm  Friday 8:00am-5:00pm  Sat. 9:00am-12:00pm  Sun. 12:30pm-4:30pm	3	Senior Transportation	63317	7/31/2018

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Wesley Community Center (5310 Recipient)</b>					
M-F	9:00am-5:00pm	4	Senior Transportation	109860	8/1/2018
M-F	9:00am-5:00pm	5	Senior Transportation	16519	8/1/2018
M-F	9:00am-5:00pm	5	Senior Transportation	22820	8/1/2018
M-F	9:00am-5:00pm	5	Senior Transportation	45991	8/1/2018

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Life Enrichment Center (5310 Recipient)</b>					
M-F	8:00am-5:00pm	5	Senior Transportation	2259	7/31/2018

**Table 47: Shelby County Public Transit**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Shelby County Public Transit						
1	Ford	Van	2017	C13786	12	3
2	Ford	Bus	2013	B56775	8	4
3	Ford	Bus	2011	A14858	12	2
4	Ford	Bus	2011	B04711	12	4
5	Ford	Bus	2016	C10926	12	3
6	Ford	MMV	2011	A16881	12	2
7	Ford	MMV	2010	A48987	12	2
8	Ford	MMV	2010	A48988	12	2
9	Dodge	MMV	2017	R718555	4	2
10	MV1	MMV	2015	M100262	4	2
11	MV1	MMV	2012	M101488	4	2
12	MV1	Bus	2014	M101593	4	2

**Table 48: S&H Products**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
S&H Products						
1	Ford	Fusion	2012	H31198	5	0
2	Chrysler	Van	2012	A11137	12	0
3	Ford	Town & Country		R615871	7	0
4	Ford	Star	2013	A79229	12	4
5	Ford	Star	2013	D189199	12	4
6	Ford		2012	A47185	12	2
7	Ford		2012	A71199	12	2
8	Ford		2014	A54821	6	4



Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Shelby County Public Transit</b>					
M-F	5:00am- 4:30pm	4	Public Transportation		
M-F	5:00am- 4:30pm	4	Public Transportation		
M-F	5:00am- 4:30pm	4	Public Transportation		
M-F	5:00am- 4:30pm	4	Public Transportation		
M-F	5:00am- 4:30pm	4	Public Transportation		
M-F	5:00am- 4:30pm	4	Public Transportation		
M-F	5:00am- 4:30pm	4	Public Transportation		
M-F	5:00am- 4:30pm	4	Public Transportation		
M-F	5:00am- 4:30pm	4	Public Transportation		
M-F	5:00am- 4:30pm	4	Public Transportation		
M-F	5:00am- 4:30pm	4	Public Transportation		
	5:00am- 4:30pm	4	Public Transportation		

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>S&amp;H Products</b>					
M-F	7:30am- 4:30pm	4	Developmental Disabilities		
M-F	7:30am- 4:30pm	4	Developmental Disabilities		
M-F	7:30am- 4:30pm	3	Developmental Disabilities		
M-F	7:30am- 4:30pm	3	Developmental Disabilities		
M-F	7:30am- 4:30pm	3	Developmental Disabilities		
M-F	7:30am- 4:30pm	3	Developmental Disabilities		
M-F	7:30am- 4:30pm	3	Developmental Disabilities		
M-F	7:30am- 4:30pm	3	Developmental Disabilities		

**Table 49: Preble County Council on Aging**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
<b>Preble County Council on Aging (5310 Recipient)</b>						
1	Dodge	Grand Caravan	2017	2C7WDGBG5HR687126	4	1
2	Dodge	Caravan	2006	1F4GP24R06B637792	5	0
3	Dodge	Grand Caravan	2014	2C7WDGBG6ER319582	4	1
4	Dodge	Grand Caravan	2013	2C4RDGBG0DR740674	5	0
5	Ford	Sentinel	2004	1FTSS34L34HA96898	10	1
6	Ford	3SD	2009	1FTDS34L69DA25587	9	1
7	Dodge	Grand Caravan	2016	2C7WDGBG7GR202886	5	1
8	Dodge	Grand Caravan	2017	2C7WDGBG6HR687118	4	1
9	Dodge	Grand Caravan	2015	2C7WDGB4FR614231	4	1
10	Dodge	Caravan	2007	1D4GP24E97B251581	5	0
11	Ford	3SD	2010	1FTDS3EL2ADA10992	6	1
12	Ford	3SD	2010	1FTDS3EL1ADA10997	9	1
13	Ford	3SD	2010	1FTDS3EL4ADA10993	9	1
14	Dodge	Caravan	2011	2D4RN3DG8BR749156	5	0
15	Dodge	Caravan	2011	2D4RN3DGXBR749157	5	0
16	Ford	Star Transit	2012	1FDEE3FL2CDA87192	10	2
17	Dodge	Caravan	2013	2C4RDGBG9DR740673	5	0
18	Dodge	Grand Caravan	2018	2C7WDGBG0HR828703	4	1
19	Dodge	Grand Caravan	2014	2C7WDGBG6ER319582	4	1

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Preble County Council on Aging (5310 Recipient)</b>					
M-F	6:00am- 6:00pm	5	Senior Transportation	33925	8/1/2018
M-F	6:00am- 6:00pm	3	Senior Transportation		
M-F	6:00am- 6:00pm	4	Senior Transportation	94981	8/1/2018
M-F	6:00am- 6:00pm	4	Senior Transportation	126722	8/1/2018
M-F	6:00am- 6:00pm	3	Senior Transportation		
M-F	6:00am- 6:00pm	2	Senior Transportation		
M-F	6:00am- 6:00pm	5	Senior Transportation	50976	8/1/2018
M-F	6:00am- 6:00pm	5	Senior Transportation	29499	8/1/2018
M-F	6:00am- 6:00pm	5	Senior Transportation	80425	8/1/2018
M-F	6:00am- 6:00pm	3	Senior Transportation		
M-F	6:00am- 6:00pm	3	Senior Transportation		
M-F	6:00am- 6:00pm	3	Senior Transportation	126090	8/2/2018
M-F	6:00am- 6:00pm	3	Senior Transportation		
M-F	6:00am- 6:00pm	3	Senior Transportation	161725	8/2/2018
M-F	6:00am- 6:00pm	3	Senior Transportation		
M-F	6:00am- 6:00pm	4	Senior Transportation	90365	8/2/2018
M-F	6:00am- 6:00pm	4	Senior Transportation	131960	8/2/2018
M-F	6:00am- 6:00pm	5	Senior Transportation	6069	7/31/2018
M-F	6:00am- 6:00pm	5	Senior Transportation	94981	8/2/2018

**Table 50: Miami Valley Community Action Partnership Preble County**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Miami Valley Community Action Partnership Preble County						
1	Chevrolet	Express	2008	1GNFG154881174922	7	0
2	Chevrolet	Venture	2003	1GND123F83D251071	6	0
3	Chevrolet	Uplander	2005	1GNDV23125D230568	6	0
4	Chevrolet	Venture	2006	1GNDV23176D202203	6	0

**Table 51: L&M Products**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
L&M Products						
1	Ford	E350	2012	1FDEE3FLXCDA28987	12	1
2	Ford	E351	2015	1FDEE3FLOFDA05089	12	1
3	Ford	E352	2015	1FDEE3FL8FDA06829	12	1
4	Ford	E353	2014	1FDEE3FLYEDA06833	12	1
5	Ford	E354	2015	1FDEE3FL8FDA06832	12	1
6	Ford	E355	2015	1FDEE3FL9FDA12431	12	1
7	Ford	E356	2015	1FDEE3FL6FDA12421	12	1
8	Nissan	Altima	2014	1N4AL3POEN367134	5	0
9	Nissan	Altima	2015	1N4AL3AP1FC142315	5	0
10	Toyota	Sienna	2014	5TDKK3DC6ES451706	6	0

**Table 52: Your Happy Place**

Veh #	Make	Model	Year	Vin #	Seating Capacity	WC Capacity
Your Happy Place						
1	Ford	E350	2013	1FDEE3FLDDDA89198	12	4
2	Ford	E450	2009	1DEFE45S59DA44140	14	4
3	Ford	E350	2012	1FDWE3FL5CDA82623	12	1
4	Ford	E350	2004	1FDWE35L95HA36483	12	2

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Miami Valley Community Action Partnership Preble County</b>					
M-S	24 Hours	4			
M-S	25 Hours	5			
M-S	26 Hours	4			
M-S	27 Hours	3			

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>L&amp;M Products</b>					
M-F	7:00am- 5:00pm	4	Adult Day Service		
M-F	7:00am- 5:00pm	4	Adult Day Service		
M-F	7:00am- 5:00pm	4	Adult Day Service		
M-F	7:00am- 5:00pm	4	Adult Day Service		
M-F	7:00am- 5:00pm	4	Adult Day Service		
M-F	7:00am- 5:00pm	4	Adult Day Service		
M-F	7:00am- 5:00pm	4	Adult Day Service		
M-F	7:00am- 5:00pm	5	Adult Day Service		
M-F	7:00am- 5:00pm	5	Adult Day Service		
M-F	7:00am- 5:00pm	5	Adult Day Service		

Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Odometer Reading	Date of Odometer Reading
<b>Your Happy Place</b>					
M-F	7:00am- 5:00pm	4	Adult Day Service		
M-F	7:00am- 5:00pm	4	Adult Day Service		
M-F	7:00am- 5:00pm	4	Adult Day Service		
M-F	7:00am- 5:00pm	4	Adult Day Service		

## Appendix D: Summary of Unmet Needs

The following tables describe the identified unmet transportation pulled from the county plans as well as the method used to identify and prioritize each need. These largely represent a user or rider perspective. Needs are ranked from highest to lowest priority (**Table 53 - Table 58**).

### CHAMPAIGN COUNTY

**Table 53: Unmet Needs in Champaign County**

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Early, Evening, and Weekend hours and scheduling of same day trips and future trips	Surveys, focus groups, talking to riders
2	Out of county travel	Surveys, focus groups, talking to riders
3	Cost of transportation for private pay	Surveys, focus groups
4	Residents not knowing transportation options	Surveys, focus groups

Source: 2018-2021 Champaign County Public Transit-Human Services Transportation Coordination Plan

### CLARK COUNTY

**Table 54: Unmet Needs in Clark County**

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Public information	Planning Committee, Public Comment, Public Survey
2	Additional funding	Planning Committee, Public Comment, Public Survey
3	After-hours service	Planning Committee, Public Comment, Public Survey
4	Focus services for elderly populations	Planning Committee, Public Comment, Public Survey
5	County-wide and cross-county options	Planning Committee, Public Comment, Public Survey

Source: 2018-2021 Clark County Public Transit-Human Services Transportation Coordination Plan

### DARKE COUNTY

**Table 55: Unmet Needs in Darke County**

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	County-wide transportation	Focus groups, surveys
2	Transportation for those not covered by a funding source	Focus groups, surveys
3	Early morning and evening transportation	Focus groups, surveys
4	County-to-county transportation	Trip denial log

Source: 2018-2021 Darke County Public Transit-Human Services Transportation Coordination Plan

## MPO (GREENE, MIAMI, MONTGOMERY)

**Table 56: Unmet Needs in Greene, Miami, and Montgomery Counties**

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Access to services	Public meetings, focus groups, survey
2	Access to healthcare, treatment, and recovery	Public meetings, focus groups, survey
3	Transportation services for seniors and individuals with disabilities	Public meetings, focus groups, survey
4	Capacity and information sharing	Public meetings, focus groups, survey
5	Employment related transportation	Public meetings, focus groups, survey

Source: Miami Valley Coordinated Public Transit-Human Services Transportation Plan, 2019 Update

## PREBLE COUNTY

**Table 57: Unmet Needs in Preble County**

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Public knowledge of available options	Planning Committee discussions, surveys, focus groups
2	Transportation options for new entry-level employment	Planning Committee discussions, surveys, focus groups
3	Research of operational funding options for populations not being served	Planning Committee discussions, surveys, focus groups
4	Exploring options for expanding community transportation for general public	Planning Committee discussions, surveys, focus groups
5	Cooperation and communication among stakeholders	Planning Committee discussions, surveys, focus groups

Source: 2018-2021 Preble County Public Transit-Human Services Transportation Coordination Plan

## SHELBY COUNTY

**Table 58: Unmet Needs in Shelby County**

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Education of Shelby County residents regarding public and coordinated transportation	Planning Committee, public and agency surveys
2	Additional hours for early mornings, evenings, and holidays Transportation for chronic medical treatments on holidays and weekends Accessible vehicles for individuals with disabilities More origin to destination service More opportunity to schedule same day service	Planning Committee, public and agency surveys
3	Transportation for employment and non-medical trips	Planning Committee, public and agency surveys
4	Affordable out-of-county service	Planning Committee, public and agency surveys

## Appendix E: List of Planning Committee Participants

The planning committee consists of representation from local agencies as well as participation of individuals with disabilities, older adults, and members of the general public. More information about the planning committee is available upon request.

### CHAMPAIGN COUNTY

**Table 59: Champaign County Planning Committee Participants**

Name	Agency
Cindy Anderson	Person Centered Services
Evelyn Axt	Area Agency on Aging
Susan Bailey-Evans	Champaign County Job and Family Services
Stacy Barnhart	Urbana Champaign County Senior Center
Don Burley	Graham Local Schools
Mark Cantrell	Red Cross
Michelle Caserta-Bixler	Catholic Social Services of the Miami Valley
Jeff Coaty	Champaign County Board of DD
Bob Corbett	Champaign County Commissioner
Bob Custer	Downsize Farm
Lisa Ebert	Messiah Community
Kelli Fritz	Green Hills Community
Mechele Frost	Vancrest of Urbana
Lydia Hess	Champaign County Chamber of Commerce
David Higgins	Mental Health Drug Alcohol Services Board
Olivia Hook	Ohio Department of Transportation
Judith Kathary	Retired
Cary Knotts	Champaign County Job and Family Services
Gary Ledford	Champaign Transit System
Susan Loudenback	Bridges Community Action Partnership
Chuck Lyons	Mayor of Christiansburg
Glen Massie	Clark County-Springfield TCC
Jeanne Mbagwu	Area Agency on Aging
Jean ORyan	Messiah Community
Carol Ross	ARC Staffing
Stacy Stapleton	Catholic Social Services of the Miami Valley
Katja Walker	RTC
Geri Wilson	Community Representative
Andy Yoder	Village of North Lewisburg

Source: 2018-2021 Champaign County Public Transit-Human Services Transportation Coordination Plan



## CLARK COUNTY

**Table 60: Clark County Planning Committee Participants**

Name	Agency
Anita Albert-Watson	Salvation Army of Springfield/Clark County
Crystal Baker	Clark County Veterans Offices
Bob Bender	Clark County Board of DD
Ethan Harris	Clark County Community and Economic Development
Dallas Hill	TAC Industries
Tracy Marshall	Goodwill Easter Seals Adult Day Services
Glen Massie	Clark County/Springfield Transportation Coordinating Committee
Jeanne Mbagwu	Area Agency on Aging
Lisa McDonough	United Senior Services
John Paulson	United Senior Services
Kerry Pedraza	United Way of Clark, Champaign, and Madison
Nicol Smith	Clark County Job and Family Services
Kevin Snyder	Salvation Army of Springfield/Clark County
Kevin Spriggs	TAC Industries
Nikki Weber	City of Springfield

Source: 2018-2021 Clark County Public Transit-Human Services Transportation Coordination Plan

## DARKE COUNTY

**Table 61: Darke County Planning Committee Members**

Name	Agency
Evelyn Axt	Area Agency on Aging
Christy Baker	United Way
Tisha Bates	Wayne Healthcare
Tammy Bergman	Darke County Commissioner
Kristalynn Bush	Darke County Community Action Partnership
Michelle Caserta-Bixler	Catholic Social Services of the Miami Valley
Jeff Cassell	Greenville City Schools
Ann Ditmer	Volunteer Driver
Sharon Fellers	Grace Resurrection Community Center
Jordan Francis	Wayne Healthcare
Pam Garland	Greenville Transit System
Lisa Gasper	Brethren Retirement Community
Brian Hathaway	Spirit
Doug Klinsing	Community Unity
Mary Lane	Staffmark
Julie Lecklider	Darke County Community Action Partnership
Diann Lee	Darke County Job and Family Services

Name	Agency
Brian McClanahan	Brookdale Greenville
Jackie McEldowney	Versailles Health Care Center
David Meade	Person Centered Services
Doug Metcalf	SafeHaven
Stacy Stapleton	Catholic Social Services of the Miami Valley
Mindy Stebbins	Darke County Senior Outreach
Jeff Vaughn	CORSP Gateway Youth Program
Rodney Willis	Darke County Dept. of DD

Source: 2018-2021 Darke County Public Transit-Human Services Transportation Coordination Plan

### MPO (MIAMI, MONTGOMERY, GREENE)

**Table 62: Miami, Montgomery, and Greene County Human Service Transportation Planning Council Members**

Name	Agency
Evelyn Axt	Area Agency on Aging
Judy Baker	Xenia Adult Recreations & Services
Pam Bard	Care Star
Sally Brown	Greater Dayton RTA
Tonya Brown	Choices in Community Living
Art Burns	Mt. Enon
Michelle Caserta-Bixler	Catholic Social Service of the Miami Valley
April Davis	Goodwill Easter Seals Miami Valley
Sharma Fox	Community Action Partnership
Cynthia Fraley	Enrichment Center
Michelle Garrett	Greater Dayton RTA
Maryann Godsey	Harrison Township
Trent Grooms	Choices in Community Living
Janel Hodges	Miami County Public Health
Laryssa Ingebo	Toward Independence
Carol Jackson	Partners in Hope
Karen Jackson	Life Enrichment Center
Sharrie King	RT Industries
Greg Kramer	Access Center for Independent Living
Tim Krug	Rides to Work
Jean Lehmann	Opportunities for Ohioans with Disabilities
Caryn Manning	Greene Inc.
Linda Manns	CareSource
David Matteson	Fairborn Senior Center
Tim Miller	Preble County Council on Aging
Sue Parker	Miami County Continuum of Care

Name	Agency
Brandon Policicchio	Greater Dayton RTA
Derrick Pope	Eastway Corp.
Richard Schultze	General Public
Cecil Seabolt	Greater Dayton RTA
Beca Sheidler	Area Agency on Aging
Kai Shemsu	Goodwill Easter Seals Miami Valley
Cindy Sherman	South Community Inc.
Mitch Snyder	Board of Developmental Disabilities
Mike Squire	United Way
Tricia Steman	SafeHaven
Shannon Webster	Greene CATS Public Transit
Tami Wahlen	Reach Out

Source: Miami Valley Coordinated Public Transit-Human Services Transportation Plan, 2019 Update, November 2018 HSTC meeting participants

## PREBLE COUNTY

**Table 63: Preble County Planning Committee Members**

Name	Agency
David Anderson	Preble County EMA
Janelle Caron	Community Action Partnership
Leslie Collins	Preble County Chamber of Commerce
Rod Creech	Preble County Commissioner
Christopher Day	Preble County Commissioner
Vicky Fanberg	Preble County Arts Association
Joe Ferriell	Assistant City Manager of Eaton
Susan Greene	General Public
Courtney Griffith	YWCA Dayton
Bill Hutton	H.I.T. Foundation
Amanda Kopf	Preble County board of DD
Brenda Latanza	Preble County Development Partnership
Jenny McCarty	Preble County Food Bank/Once Around Shop
Tim Miller	Preble County Council on Aging
Deron Newman	H.I.T. Foundation
Shelley Ratliff	Preble County Council on Aging
Brenda Robbins	General Public
Denise Robertson	Preble County Commissioner
Lauren Robinson	Preble County District Library
Jeff Sewert	Village of Lewisburg, Manager
Judy Smith	General Public
Nan Smith	Preble County Board of Health
Becky Sorrell	Preble County Job and Family Services
Jodi Taylor	Staffmark Employment Services

Name	Agency
Ashley Workman	Preble County Council on Aging

Source: 2018-2021 Preble County Public Transit-Human Services Transportation Coordination Plan

## SHELBY COUNTY

**Table 64: Shelby County Planning Committee Members**

Name	Agency
Evelyn Axt	Area Agency on Aging
Michelle Caserta-Bixler	Catholic Social Services of the Miami Valley
Gary Clough	City of Sidney
Jeff Coaty	Joblink/Shelby County Board of DD
Jennifer Cramer	Fresenius Medical Care Dialysis
Jan Geuy	Alpha Community Center
Jessica Guillozet	Shelby County Board of DD
Bob Guillozet	Shelby County Commissioner
Tina Hooks	Shelby County Job and Family Service
Chris Knasel-Chandler	Fresenius Medical Care Dialysis
Betty Murphy	S&H Products
Regina Ostendorf	Shelby Public Transit
Rhonda Pence	Countryside Commons Senior Apartments
Darlene Prater	Fair Haven
Ron Schalow	Shelby Public Transit
Patti Speelman	Sidney Daily News
Stacy Stapleton	Catholic Social Services of the Miami Valley
Tricia Stemen	Safe Haven
Eileen Wiseman	Senior Center of Sidney-Shelby County

Source: 2018-2021 Shelby County Public Transit-Human Services Transportation Coordination Plan

## GREATER REGION

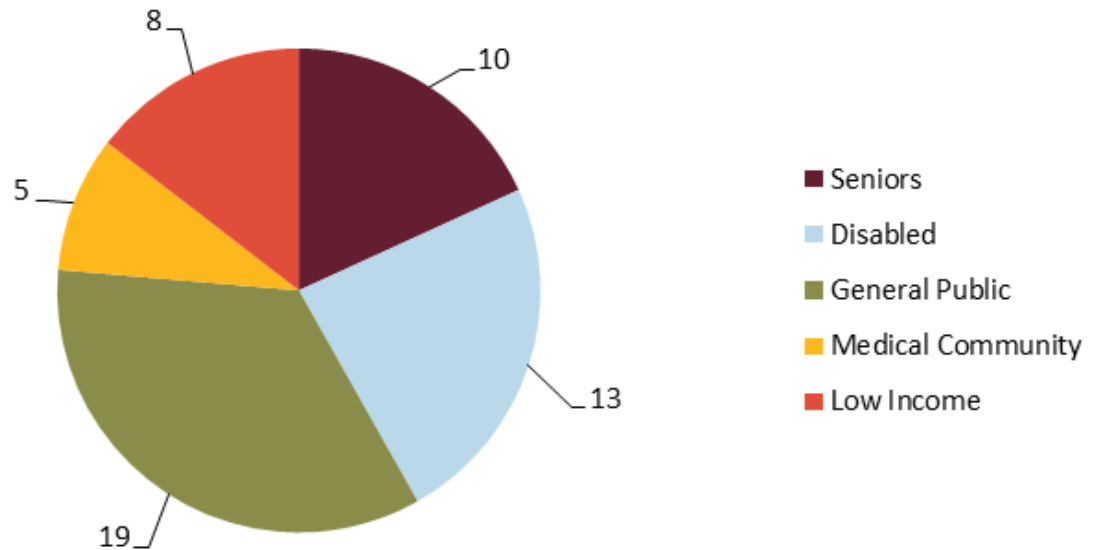
**Table 65: Greater Region Council Members**

Name	Agency
Ashley Anthony	RT Industries
Evelyn Axt	Area Agency on Aging
Charles Ayers	Xenia Adult Recreation & Service Center
Sarah Baker	Miami County Transit
Judy Baker	Xenia Adult Recreation & Service Center
Keith Banner	Ohio Department of Developmental Disabilities
Scott Barr	Shelby County United Way

Name	Agency
Tam Blakely	Logan County Mobility Manager
Tonya Brown	Choices in Community Living
Sally Brown	Greater Dayton RTA
Michelle Caserta-Bixler	Catholic Social Services of the Miami Valley
Barbara Centers	Montgomery County JFS
Jeff Coaty	Champaign/Shelby County Board of DD
Russ Foust	TLC
Sharma Fox	Montgomery CAP
Kelli Fritz	Green Hills Community
Pamela Garland	Greenville Transit
Karen Garland	Goodwill Easter Seals
Michelle Garrett	Greater Dayton RTA
Trent Grooms	Choices in Community Living
Matt Harrison	Darke County Department of Developmental Disabilities
Olivia Hook	Ohio Department of Transportation
Stephanie Hummel	Helpline 211
Sue Huston	Darke County Department of Developmental Disabilities
Laryssa Ingebo	Toward Independence
Carol Jackson	Partners in Hope
Sharrie King	RT Industries
Tim Krug	Rides to Work
Darlene Langhout	We Care Arts
Julie Lecklider	Darke CAP
Gary Ledford	Champaign County Transit
Marlenea Leonard	Darke CAP
Robert Libecap	Yellow Springs Senior Center
Tracy Marshall	Goodwill Easter Seals
Glen Massie	Clark County-Springfield TCC
Lisa McDonough	United Senior Services
Tim Miller	Preble County Council on Aging
John O'Brien	Miami County Commissioners
Rhett Osgood	Miami County Department of Developmental Disabilities
Sue Parker	Rides to Work
Brandon Policicchio	Greater Dayton RTA
Darlene Prater	Fair Haven
Shelly Ratliff	Preble County Council on Aging
Heather Robinson	American Cancer Society
Scott Schmid	Clark County-Springfield TCC
Tricia Stemen	Safe Haven
Marybeth Torsell	American Cancer Society
Susanne Wagner	Dayton VA Medical Center
Scott Warren	Family Health

Name	Agency
Shannon Webster	Greene CATS Public Transit
Dee Wilhelm	Preble County CAP
Leigh Williams	Miami County Commissioners
Blake Williams	Ohio Department of Transportation

Source: MVRPC



**Figure AD: Number of Agencies in GRMI Council Representing Target Populations**

Source: MVRPC

## Appendix F: Glossary

**Ambulatory** — The ability to walk without the assistance of a mobility device.

**American Community Survey (ACS)** — An ongoing survey by the U.S. Census Bureau which regularly gathers information previously contained only in the long form of the decennial census, such as ancestry, educational attainment, income, language proficiency, migration, disability, employment, and housing characteristics.

**Coordination** — Collaborative efforts toward understanding and meeting the mobility needs in the most appropriate, cost effective, and responsive manner.

**FAST Act** — Fixing America's Surface Transportation (FAST) Act, which reauthorizes surface transportation programs through Fiscal Year 2020.

**Feeder Route** — Routes which feed to a main route. Often smaller vehicles are used and cover areas that may be hard to cover with a regular size bus.

**Flex Route** — Defined routes with scheduled time points that circulate and link communities.

**Gaps in Service** — Breaks in the continuity of available transportation resources such as a break between hours of operation or a break between two or more geographic areas.

**Lead Agency** — Agency responsible for facilitating outreach; composing a plan that meets the requirements of current Federal and State legislation; maintaining documentation from the planning process and making it available upon request; and leading stakeholders through annual reviews, amendments, and updates of the plan. The Lead Agency also is responsible for submitting the adopted Coordinated Plan and all amendments or updates to participating stakeholders and ODOT.

**Major Trip Generators** — Locations which provide vital or life enhancing services to residents of the area, often used for forecasting travel demands.

**NEMT** — Non-Emergency medical transportation

**Paratransit** — Special transportation services for individuals with disabilities.

**Planning Committee/Council** — The Planning Committee (also referred to as Planning Council), is composed of key community stakeholders who agree to actively participate in the planning process and act as the plan advisory and adopting entity.

**Regional Coordinating Agency** — MVRPC will act as the RCA on behalf of ODOT, to provide counties with the opportunity to participate in this regional approach and support their efforts to expand and enhance transit services within their communities.

**Ridership** — The total number of passengers who boarded transportation vehicles are counted each time they board a vehicle.

**Section 5310 Program** — Enhanced Mobility of Seniors & Individuals with Disabilities (49 U.S.C. 5310) provides Federal formula funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting

these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.

**Section 5311 Program** — The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Sub-recipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

**Stakeholders** — An individual with a vested interest or concern in the matter.

**Transportation** — Transportation is broadly defined to include traditional transit, human service agency services, on-demand (taxi-like) services, bicycle and pedestrian programs and amenities.

**Unmet Transportation Needs** — Transportation that is wanted or desired but is not currently available.



## Appendix G: Region Change Request



### REGION CHANGE REQUEST FORM

Regional lines are not solid, they are dotted lines. There will likely be many projects where one region may coordinate with a county in the neighboring region. The request to change regions does not eliminate the requirement to collaborate on projects with counties outside of your defined region.

It is a local process to request a change from one coordinated planning region to another. The decision must be approved/supported by the local County Commissioner(s) and a letter of support from the county Commissioners is required. The agency will provide ODOT with this completed form as well as supporting documentation for region change consideration. Supporting documents can be testimonies, data of trip patterns,

Region Details			
Date of Request	5/20/2020	County -	LOGAN
Current Region	REGION #2	Desired Region	REGION #6
Contact Name	TAM BLAKELY	Contact Organization	RTC SERVICES
Contact Email	tblakely@logancountyrides.com	Contact Phone #	937-539-3351
Do you Commissioner approval?		<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>List your supporting documentation (explain if necessary):</b> Letter of Support from Logan County Commissioners Transit Advisory Board support and comments Testimonies from county senior living facilities, RTC Transportation (county transit) Trip pattern data			

Please provide a response to the following questions:

1. Please explain why you are making this request to change regions.  
*The majority of Logan County's business and transportation travel patterns flow towards the Marysville-Dublin-Columbus region and not as much towards the Dayton area. MORPC considers Logan County in their area of interest and the county was recently approved as a member of MORPC.*
2. What are the benefits of making this change to the new region?  
*The Logan County Commissioners contracted with MORPC to be a member and are very interested in seeing the county in ODOT Region #6. They believe that Logan County's transportation interests would be better served in the new region and are an active participant in the US 33 Smart Corridor Plan.*

3. What are the disadvantages of changing to a new region?  
***There are no identified disadvantages.***
  
4. If the coordinated plan for your county is integrated with the regional coordinated plan, what is your plan to transition to the new region?  
***The region 2 coordinated plan is still in development. The Logan County Coordinated Plan was not integrated with Region #2 as they are just now presenting that plan (without Logan County) to the GRMI. This will make the transition fairly straight forward to Region #6 when it is officially formed.***
  
5. How will you maintain project eligibility for the ODOT Section 5310 program for your county through this transition?  
***Region #6 does not have a Regional Coordinator or a Regional Plan at this time and so 5310 project eligibility will depend upon the Logan County 2018-2021 Coordinated Transit Plan. 5310 applicants will be eligible if they have been active and listed in the latest Logan County plan. When the Region #6 plan is developed, Logan County will be a part of that plan development.***
  
6. How have you included the region coordinator for your current region in this transition plan? Is the change request supported or opposed?  
***The Pilot Region #2 Coordinator, Elizabeth Baxter, has been an active participant in the conversation between Logan County and ODOT from the beginning and the change request is supported.***
  
7. How have you communicated this region change with the region coordinator of the proposed region? Is the change request supported or opposed?  
***The proposed region does not have a regional coordinator at this time. However, we have been included by MORPC in the planning process.***

**Failure to answer each question thoroughly will result in delay or a rejected request. Please attach supporting documentation and submit to the regional program coordinator and the transit program manager. ODOT will review your request to change regions and will provide a response to the contact person for the region request form.**

### **ODOT Contact Information**

Regions Program Coordinator  
Olivia Hook  
[Olivia.hook@dot.ohio.gov](mailto:Olivia.hook@dot.ohio.gov)  
(614) 466 - 8957

Transit Program Manager  
Macie Moore  
[Macie.Moore@dot.ohio.gov](mailto:Macie.Moore@dot.ohio.gov)  
(614) 728 – 9609

CURRENT REGION RESPONSE					
<b>Current Region</b>	Miami Valley Regional Planning Commission (MVRPC)		<b>MPO/RTPO</b>	Same	
Current region has been notified of the change request			Yes	<input checked="" type="checkbox"/>	No <input type="checkbox"/>
Is the request approved or not approved by the current region?			Approved	<input checked="" type="checkbox"/>	Not Approved <input type="checkbox"/>
A Coordinated Plan Transition Process has been created.			Yes	<input checked="" type="checkbox"/>	No <input type="checkbox"/>
<b>Notes from current region</b>	MVRPC has incorporated language into the current regional plan draft to address transitions in the region and how we will partner with other regions on future planning efforts.				
NEW REGION RESPONSE					
<b>New Region</b>	Mid-Ohio Regional Planning Commission MORPC		<b>MPO/RTPO</b>	Same	
Current region has been notified of the change request			Yes	<input checked="" type="checkbox"/>	No <input type="checkbox"/>
Is the request approved or not approved by the current region?			Approved	<input checked="" type="checkbox"/>	Not Approved <input type="checkbox"/>
A Coordinated Plan Transition Process has been created.			Yes	<input checked="" type="checkbox"/>	No <input type="checkbox"/>
<b>Notes from new region</b>	MORPC and the Central Ohio Mobility Management Working Group (Region 6+) is working towards a developing a new coordinated plan that will incorporate Logan County into Central Ohio regionalization through mobility management and sustainable transportation planning strategies.				
FOR ODOT USE					
<b>ODOT Response</b>	Approved	<input checked="" type="checkbox"/>	Not Approved	<input type="checkbox"/>	
<b>Transition Notes</b>	<p>Approved 7/22/2020 – MRM</p> <p>New regional maps will need drawn to indicate that Logan county is now in Region 6. Region 2 stakeholders will need notified of the change. MVRPC has already addressed the transition in planning documents so no further action is required in the Coordinated Plan.</p>				

## Appendix H: Resolutions

### CHAMPAIGN COUNTY

#### Champaign County Commissioners

**COMMISSIONERS**

BOB E. CORBETT  
STEVEN R. HESS  
DAVID E. FAULKNER



**CLERK/Administrator**

ANDREA MILLICE

1512 SOUTH U.S. HIGHWAY 68  
SUITE A100  
URBANA, OHIO 43078  
(937) 484-1611

**RECEPTIONIST/BOOKKEEPER**

NATALIE RANDELL

August 13, 2020

**RESOLUTION TO ADOPT THE GREATER REGION TRANSPORTATION  
COORDINATION PLAN – APPROVED**

THE BOARD OF COMMISSIONERS of Champaign County, Ohio met in regular session August 13, 2020 with the following present:

Bob Corbett  
Steve Hess  
Dave Faulkner

Mr. Hess moved for the adoption of the following Resolution:

**WHEREAS**, the Miami Valley Regional Planning Commission (MVRPC) is the designated Regional Coordinating Agency (RCA) by the Ohio Department of Transportation to facilitate the regional Coordinated Public Transit-Human Services Transportation Plan in cooperation with locally elected officials for Champaign, Clark, Darke, Greene, Miami, Montgomery, and Preble Counties also known as the Greater Region including the jurisdictions of Carlisle, Franklin, Springboro and Franklin Township of Warren County; and

**WHEREAS**, The Fixing America's Surface Transportation Act (FAST) Act regulations require that each area receiving funding create a locally developed Coordinated Public Transit-Human Services Transportation Plan and update that plan regularly prior to the award of Section 5310 funds; and

**WHEREAS**, Ohio Department of Transportation, Office of Transit, is working to regionalize this process across the state and needed to work with a partner in delivering effective coordination of transportation and transit services; and

**WHEREAS**, regional coordination of public and private transportation systems and human service agencies will promote Enhanced Mobility of Seniors and Individuals with Disabilities as well as others who are in need of transportation services; and



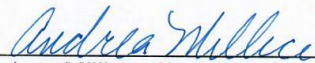
**WHEREAS**, the FTA Section 5310 Enhanced Mobility of Senior and Individuals with Disabilities Program provides operating and capital assistance funding to provide transit and purchase of service to non-profit agencies, and to qualify local bodies that provide specialized transportation services to elderly and people with disabilities; and

**WHEREAS**, MVRPC will provide annual updates and plan revisions to the regional Coordinated Public Transit-Human Services Transportation Plan in coordination with county Mobility Managers, local public transit providers, and other interested parties; and

**NOW, THEREFORE, BE IT RESOLVED** that the Board of County Commissioners of Champaign County hereby adopts the above-referenced Greater Region Transportation Coordination Plan and the recommendations contained therein.

Mr. Faulkner seconded the motion and the result of the vote was:  
Mr. Corbett, yes; Mr. Hess, yes; Mr. Faulkner, yes.

I, Andrea Millice, Clerk/Administrator of the Board of Commissioners, certify this to be a true and correct statement as taken from the minutes of the Commissioners' Journal, Volume 64, under the date of August 13, 2020.



Andrea Millice, Clerk/Administrator  
Champaign County Board of Commissioners  
Champaign County, Ohio

cc: MVRPC  
CTS

## CLARK COUNTY

The Board of County Commissioners, in and for Clark County, Ohio, met this 26<sup>th</sup> day of August, 2020 in regular session, pursuant to adjournment, in accordance with Section 121.22 O.R.C. (Sunshine Law), with the following members present, viz:

Melanie F. Wilt

Lowell R. McGlothlin

Richard L. Lohnes

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### Resolution 2020-0531 TCCP file

#### **Resolution to Adopt the Greater Region Transportation Coordination Plan**

Commissioner Lohnes moved, per the request of the Transportation Coordinating Committee, to adopt the following:

**WHEREAS**, the Miami Valley Regional Planning Commission (MVRPC) is the designated Regional Coordinating Agency (RCA) by the Ohio Department of Transportation to facilitate the regional Coordinated Public Transit-Human Services Transportation Plan in cooperation with locally elected officials for Champaign, Clark, Darke, Greene, Miami, Montgomery, and Preble Counties also known as the Greater Region including the jurisdictions of Carlisle, Franklin, Springboro and Franklin Township of Warren County; and

**WHEREAS**, The Fixing America's Surface Transportation Act (FAST) Act regulations require that each area receiving funding create a locally developed Coordinated Public Transit-Human Services Transportation Plan and update that plan regularly prior to the award of Section 5310 funds; and

**WHEREAS**, Ohio Department of Transportation, Office of Transit, is working to regionalize this process across the state and needed to work with a partner in delivering effective coordination of transportation and transit services; and

**WHEREAS**, regional coordination of public and private transportation systems and human service agencies will promote Enhanced Mobility of Seniors and Individuals with Disabilities as well as others who are in need of transportation services; and

**WHEREAS**, the FTA Section 5310 Enhanced Mobility of Senior and Individuals with Disabilities Program provides operating and capital assistance funding to provide transit and purchase of service to non-profit agencies, and to qualify local bodies that provide specialized transportation services to elderly and people with disabilities; and

**WHEREAS**, MVRPC will provide annual updates and plan revisions to the regional Coordinated Public Transit-Human Services Transportation Plan in coordination with county Mobility Managers, local public transit providers, and other interested parties; and

**NOW, THEREFORE, BE IT RESOLVED** that the Board of County Commissioners of Clark County hereby adopts the above-referenced Greater Region Transportation Coordination Plan and the recommendations contained therein.

Commissioner McGlothlin seconded the motion and the roll being called for its passage, the vote resulted as follows:

Commissioner McGlothlin, Yes; Commissioner Lohnes, Yes; Commissioner Wilt, Yes

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I, Megan Burr, Clerk to the Board of County Commissioners, do hereby certify that the above is a true and correct copy of a motion as recorded in the Journal of the Clark County Commissioners, under the date of August 26, 2020.



Megan Burr, Clerk

copy: County Auditor  
County Administrator  
Requesting Department(s)

**Resolution No. R-268-2020**

**RESOLUTION TO ADOPT THE GREATER REGION  
TRANSPORTATION COORDINATION PLAN**

**WHEREAS**, the Miami Valley Regional Planning Commission (MVRPC) is the designated Regional Coordinating Agency (RCA) by the Ohio Department of Transportation to facilitate the regional Coordinated Public Transit-Human Services Transportation Plan in cooperation with locally elected officials for Champaign, Clark, Darke, Greene, Miami, Montgomery, and Preble Counties also known as the Greater Region including the jurisdictions of Carlisle, Franklin, Springboro and Franklin Township of Warren County; and

**WHEREAS**, The Fixing America's Surface Transportation Act (FAST) Act regulations require that each area receiving funding create a locally developed Coordinated Public Transit-Human Services Transportation Plan and update that plan regularly prior to the award of Section 5310 funds; and

**WHEREAS**, Ohio Department of Transportation, Office of Transit, is working to regionalize this process across the state and needed to work with a partner in delivering effective coordination of transportation and transit services; and

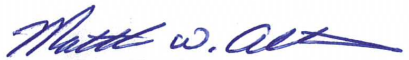
**WHEREAS**, regional coordination of public and private transportation systems and human service agencies will promote Enhanced Mobility of Seniors and Individuals with Disabilities as well as others who are in need of transportation services; and

**WHEREAS**, the FTA Section 5310 Enhanced Mobility of Senior and Individuals with Disabilities Program provides operating and capital assistance funding to provide transit and purchase of service to non-profit agencies, and to qualify local bodies that provide specialized transportation services to elderly and people with disabilities; and

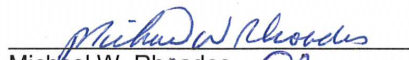
**WHEREAS**, MVRPC will provide annual updates and plan revisions to the regional Coordinated Public Transit-Human Services Transportation Plan in coordination with county Mobility Managers, local public transit providers, and other interested parties; and

**NOW, THEREFORE, BE IT RESOLVED** that the Board of County Commissioners of Darke County hereby adopts the above-referenced Greater Region Transportation Coordination Plan and the recommendations contained therein.

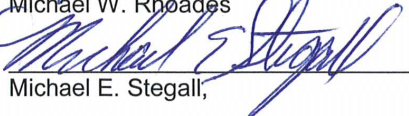
**Board of County Commissioners of Darke County**



Matthew W. Aultman



Michael W. Rhoades



Michael E. Stegall,

9/2/2020  
Date



## SHELBY COUNTY

### COMMISSIONERS' OFFICE, SEPTEMBER 3, 2020 SHELBY COUNTY, OHIO

This day the Board of County Commissioners of Shelby County, Ohio met in regular session with the following members present: Anthony J. Bornhorst, Julie L. Ehemann, and Robert A. Guillozet.

#### **"In The Matter Of Adopting The Greater Region Transportation Coordination Plan And The Recommendations Contained Therein."**

A motion was made by Mr. Bornhorst for the adoption of the following

#### **RESOLUTION No. 2020-353**

**WHEREAS**, The Miami Valley Regional Planning Commission (MVRPC) is the designated Regional Coordinating Agency (RCA) by the Ohio Department of Transportation to facilitate the regional Coordinated Public Transit-Human Services Transportation Plan in cooperation with locally elected officials for Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby Counties also known as the Greater Region including the jurisdictions of Carlisle, Franklin, Springboro and Franklin Township of Warren County; and

**WHEREAS**, The Fixing America's Surface Transportation Act (FAST) Act regulations require that each area receiving funding create a locally developed Coordinated Public Transit-Human Services Transportation Plan and update that plan regularly prior to the award of Section 5310 funds; and

**WHEREAS**, Ohio Department of Transportation, Office of Transit, is working to regionalize this process across the state and needed to work with a partner in delivering effective coordination of transportation and transit services; and

**WHEREAS**, Regional coordination of public and private transportation systems and human service agencies will promote Enhanced Mobility of Seniors and Individuals with Disabilities as well as others who are in need of transportation services; and

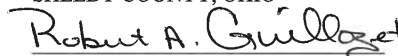
**WHEREAS**, The FTA Section 5310 Enhanced Mobility of Senior and Individuals with Disabilities Program provides operating and capital assistance funding to provide transit and purchase of service to non-profit agencies, and to qualify local bodies that provide specialized transportation services to elderly and people with disabilities; and

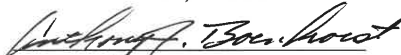
**WHEREAS**, MVRPC will provide annual updates and plan revisions to the regional Coordinated Public Transit-Human Services Transportation Plan in coordination with county Mobility Managers, local public transit providers, and other interested parties;

**NOW, THEREFORE, BE IT RESOLVED**, That the Board of County Commissioners of Shelby County, Ohio hereby adopts the above-referenced Greater Region Transportation Coordination Plan and the recommendations contained therein.

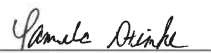
Mrs. Ehemann seconded the foregoing motion. On roll call the vote was as follows: Mr. Bornhorst, yea; Mrs. Ehemann, yea; and Mr. Guillozet, yet. The President declared the motion carried and the resolution duly adopted.

BOARD OF COMMISSIONERS  
SHELBY COUNTY, OHIO

  
Robert A. Guillozet, President

  
Anthony J. Bornhorst, Vice-President

  
Julie L. Ehemann

Attest:   
Clerk to the Board



Regional Planning Commission

10 North Ludlow St., Suite 700  
Dayton, Ohio 45402t: 937.223.6323  
f: 937.223.9750  
TTY/TDD: 800.750.0750  
www.mvrpc.org

## RESOLUTION TO ADOPT THE GREATER REGION TRANSPORTATION COORDINATION PLAN

**WHEREAS**, the Miami Valley Regional Planning Commission is the designated Metropolitan Planning Organization (MPO) by the Governor acting through the Ohio Department of Transportation in cooperation with locally elected officials for Greene, Miami, and Montgomery Counties including the jurisdictions of Carlisle, Franklin, Springboro and Franklin Township of Warren County; and

**WHEREAS**, the Miami Valley Regional Planning Commission (MVRPC) was named by the Governor of Ohio as the Designated Recipient for the Enhanced Mobility for Senior and Individuals with Disabilities program (Section 5310) for the Dayton Urbanized Area; and

**WHEREAS**, The Fixing America's Surface Transportation Act (FAST) Act regulations require that each area receiving funding create a locally developed Coordinated Public Transit-Human Services Transportation Plan and update that plan regularly prior to the award of Section 5310 funds; and

**WHEREAS**, Ohio Department of Transportation, Office of Transit, is working to regionalize this process across the state and needed to work with experienced partners in delivering effective coordination of transportation and transit services; and

**WHEREAS**, MVRPC has demonstrated that experience by maintaining an active coordination council and updated plan since 2008; and

**WHEREAS**, ODOT and MVRPC entered into an agreement in which funding the project elements in the SFY2020 Transportation Budget and Work Program was approved to produce the Greater Miami Valley Region Transportation Coordination Plan; and

**WHEREAS**, MVRPC followed the Public Participation Plan in creating this GRMI Plan and the included recommendations;

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the Miami Valley Regional Planning Commission hereby adopts the above-referenced Greater Miami Valley Region Transportation Coordination Plan and the recommendations contained therein.

**BY ACTION OF THE** Miami Valley Regional Planning Commission's Board of Directors.

A handwritten signature in black ink that reads "Brian O. Martin".

Brian O. Martin, AICP  
Executive Director

November 5, 2020  
Date

A handwritten signature in blue ink that reads "Chris Mucher".

Chris Mucher, Chairperson  
Board of Directors of the  
Miami Valley Regional Planning Commission





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[mvrpc.org](http://mvrpc.org)