



Regional Coordinated Council: 3rd Stakeholders Meeting



Wednesday, January 16th, 10am
ODOT District 11 Office – Main Conference Room
2201 Reiser Ave., New Philadelphia, OH 44663

Agenda

- Introductions
- ODOT: Regional Coordination
- 2018 Review
- Regional Coordinated Plan 2019
- Goals
- Regional Committee Responsibilities
- Critical Issues
- Provider Updates
- Open Discussion
- Next Steps
- Tentative Schedule

ODOT: Regional Coordination

1. Why ODOT is assessing regional coordination?
2. How were regions selected?
3. Why was OMEGA selected?
4. What benefits does ODOT anticipate from regional coordination?

2018 Review

- County Coordinated Transportation Plans
 - OMEGA Created or Updated
 - Belmont, Harrison, Carroll, Holmes, Jefferson
 - OMEGA Assisted and Provided Maps
 - Tuscarawas, Guernsey, Coshocton*
 - OMEGA Provided Maps
 - Muskingum
- Established Regional Coordinated Council
- Origin-Destination Maps

** To be revised in 2019*

Human Service Agency & Transportation Provider Maps

- Transit & Transportation Service Agencies & Services Areas
- Human Service Agencies
- Human Service Agencies: Seniors & People with Disabilities

Transit & Transportation Service Agencies + Service Areas



Public Transit Agencies

- SEAT
- TuscTransit
- Carroll Co. Transit
- Harrison Co. Public Transit
- EORTA/OVRTA
- SVRTA
- CARTS

Transportation Service Providers

- Precious Angel Transportation
- CCCTA
- Checker Transportation/Ambulance Services, Inc.
- TranSmart USA
- Martins Ferry EMS
- National Church Residences
- Neffs Fire Department

- Checker Transportation/Ambulance Services, Inc. Service Area - Eastern OH, Northern WV, Western PA
- Harrison Co. Public Transit Service Area - 40 mi outside county
- SEAT Service Area - 150 mi one-way

TranSmart USA Service Area

EORTA/OVRTA Service Area - Belmont Co. & Wheeling, WV

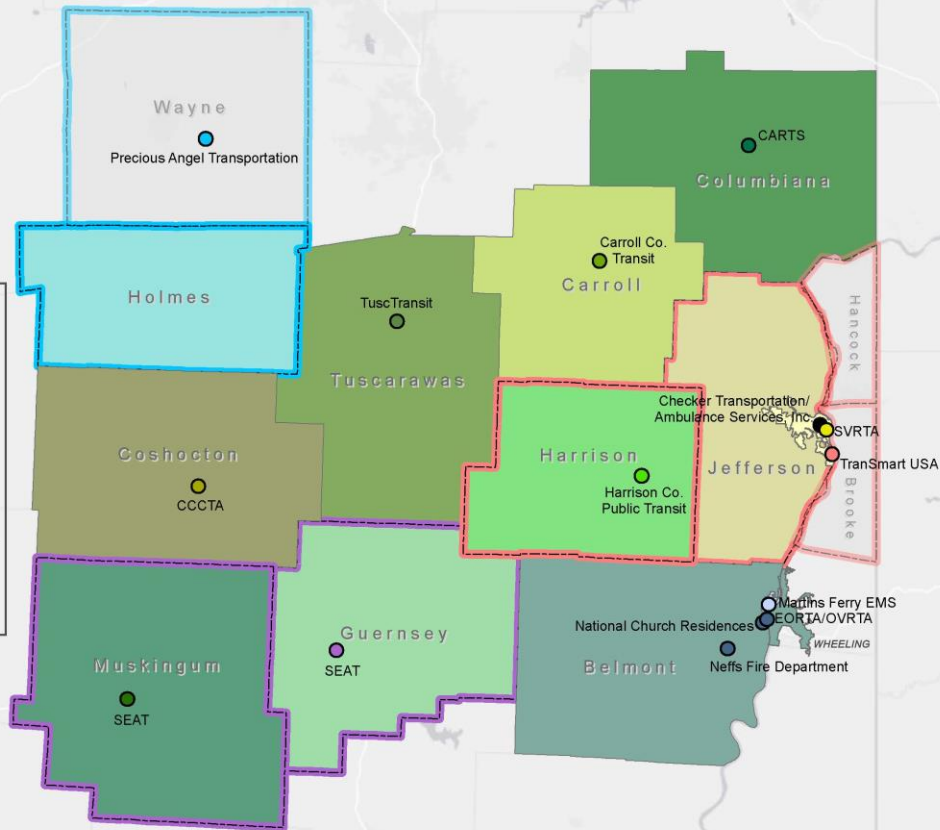
Martins Ferry EMS Service Area - Martins Ferry & surrounding

SVRTA Service Area - Mingo Junction, Steubenville, Wintersville

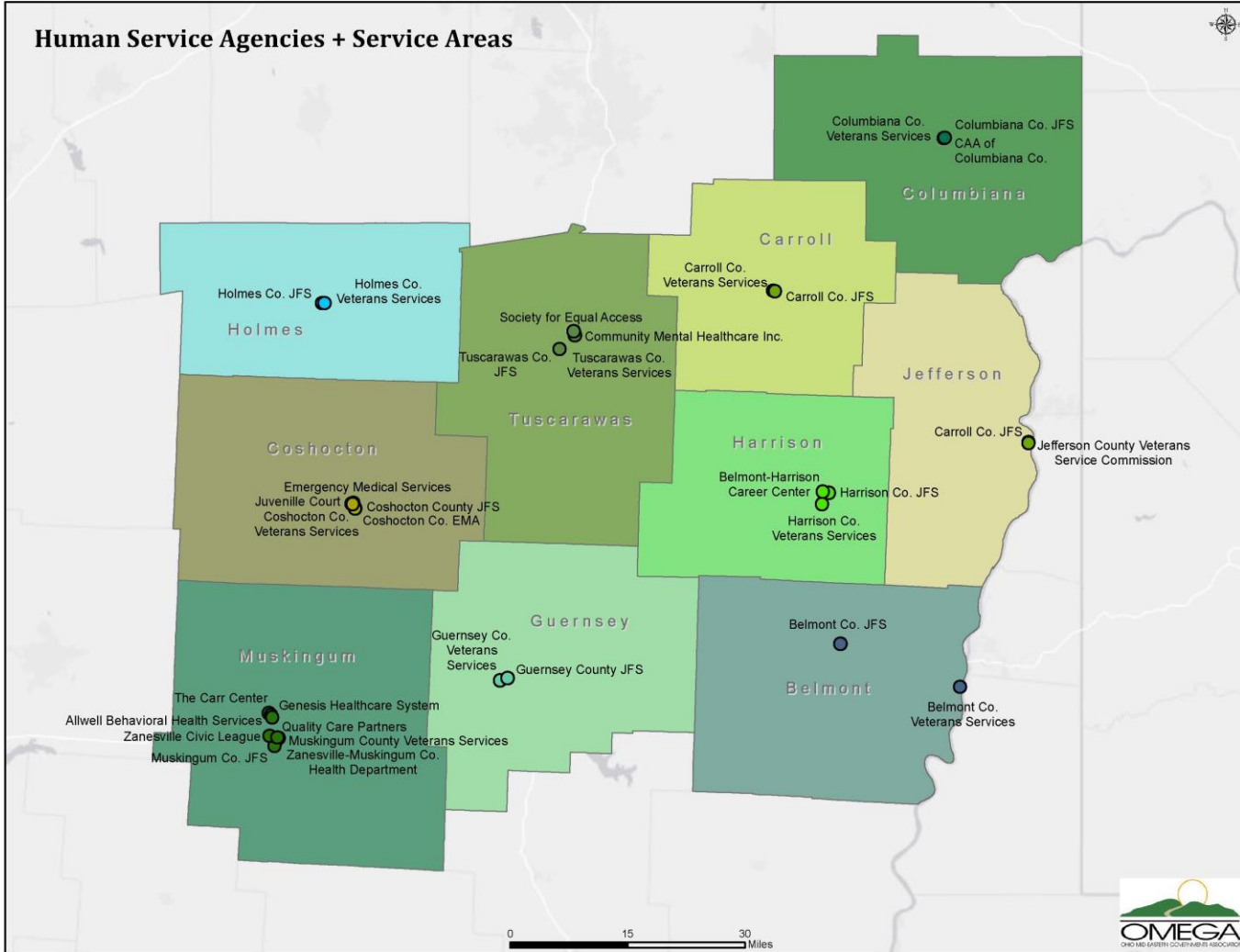
0 15 30 Miles



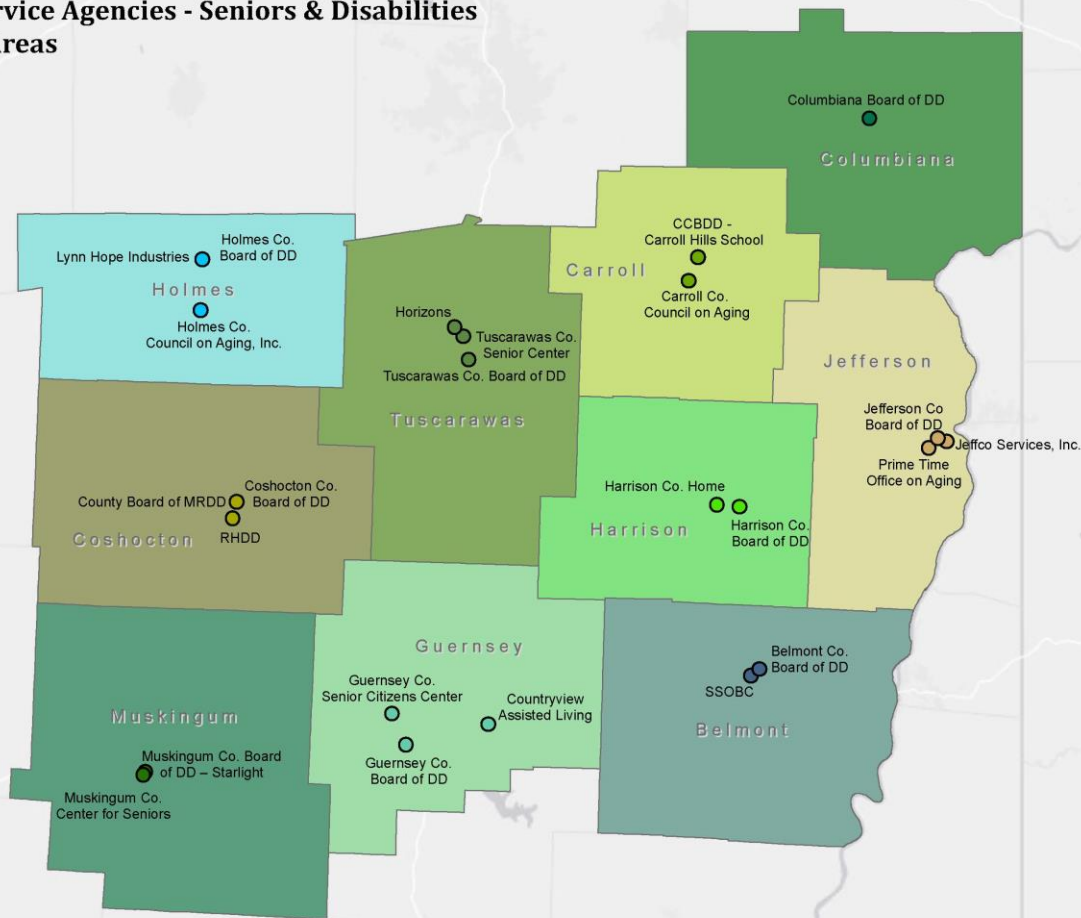
OHIO



Human Service Agencies + Service Areas



Human Service Agencies - Seniors & Disabilities + Service Areas



0 15 30 Miles

Origin – Destination Data

- Regional Destinations: <https://arcg.is/185rjL>
- SEAT: <https://arcg.is/v9e5O>

Still perfecting...

- Carroll County Transit: <https://arcg.is/0H1Of4>

2017 Top Out-of-Region Destinations

- ***Columbus:*** ~ 6,000 trips
- ***Canton:*** ~ 4,500 trips
- ***Youngstown:*** ~ 1,800 trips
- ***Wheeling, WV:*** ~ 1,700 trips

Regional Coordinated Plan 2019

- Executive Summary
- Geographic Area
- Population Demographics
- Assessment of Available Services
- Assessment of Transportation Needs and Gaps
- Goals and Strategies
- Plan Adoption

Transportation Provider Information

- Training Courses for Drivers
- Transportation Related Staff Positions
- Transportation Service Statistics
 - Revenue & Expenses
 - Revenue Hours
 - Total Hours
- Vehicle Maintenance and Safety
- Vehicle Odometer Readings
- Drug & Alcohol Testing
- Driver Criminal Background & Driving Record

Goals

- Overall Regional Goal

“Transport more people, especially seniors and people with disabilities, with quality service in efficient time at the lowest costs to the public and the providers.”



DO MORE WITH LESS

- Other Goals

- Increase Ridership
- Decrease Overtime
- Decrease Cancellations
- Improve Employment Transportation For Everyone
- Affordable Transportation

Regional Committee – Responsibilities

- Brainstorming
- Meet Regularly Separate from Council
- Strategic Ideas
- Share Innovations to Apply in Region
- Best Practices
- Voluntary Participation
- Public Outreach

Critical Issues

- Funding Allocation
- Coordination & Cooperation
- Best Practices
- Scheduling Software
- Training
- MOUs
- Ride Sharing
- Working across county & state lines
- Eligibility Criteria
- Driver Standards
- Medicaid Funding
- Quality of Service

Break

Regional Transportation Service Providers Update

- **MVESC, Brad Hollingsworth**
 - School Bus Transportation & Creative Options
- **SEAT, Andrea Thompson**
 - CTS Coordination
- **CCCTA, Tracy Haines**
 - Senior Transportation Program

Optimizing School Transportation through Design, Planning and Analysis

Regional Coordinated Council Meeting

January 16, 2019



Ohio Shared Services Collaborative (OSSC)

- Consortium consists of 20 school districts, one Board of Developmental Disabilities, four Educational Service Centers and two Information Technology Centers
- 35,000 students
- Rural, eastern region of Ohio
- Cover 2,825 square miles of rough, rural terrain each day
- Enrollment declining while transportation costs increase
- Spend nearly \$21 million annually on transportation (FY 2014)



Our Purpose, Goals, and “Why”

Purpose

- Reduce transportation costs through:
 1. Reducing engine idling time
 2. Monitoring student ridership to analyze needs
 3. Improving bus routes
 4. Sharing transportation services and facilities where it makes sense

Goals

- Save 20 consortium districts **\$4m over five years**
- Redirect savings to instructional support and classroom resources

“Why”

- Most school districts in Ohio lack resources to optimize transportation



Approach Overview

A Systematic Approach

- Many stakeholders, significant complexity
- Lean Six Sigma
- Methodology and Tools

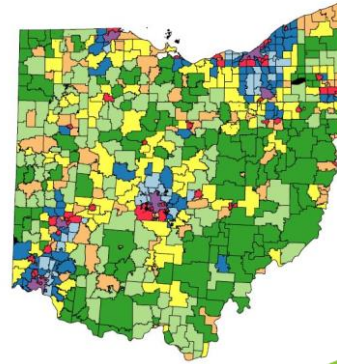
Improve Routes

- Assigned Buses
- Both within and across school districts

Fleet Size

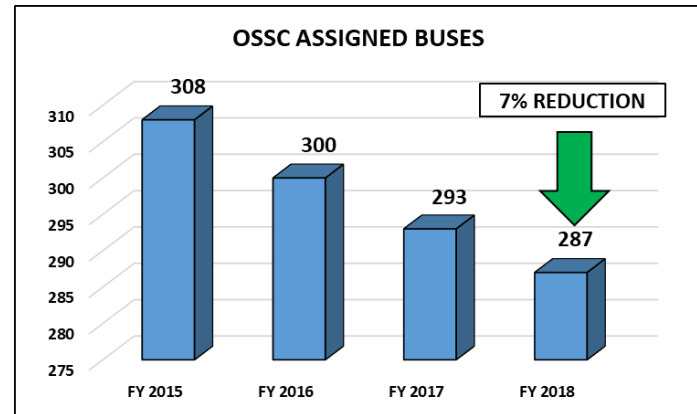
Operational Improvements

Potential savings



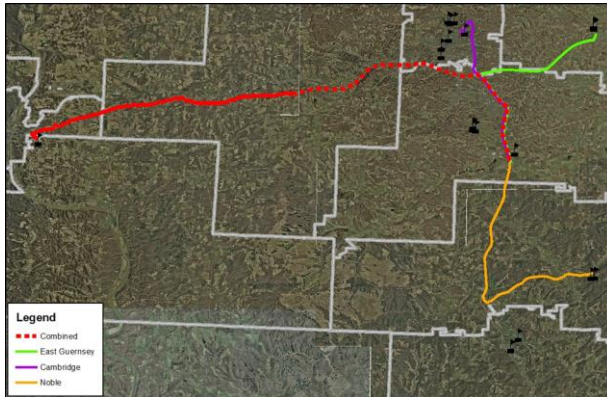
Improve Routes - Results

- **\$45,362** Potential annual savings per reduced assigned bus
- Consolidation components
 - Actual ridership and speed
 - Existing roads, constraints
 - Reduce ride times
- How?
 - Within districts
 - Across districts

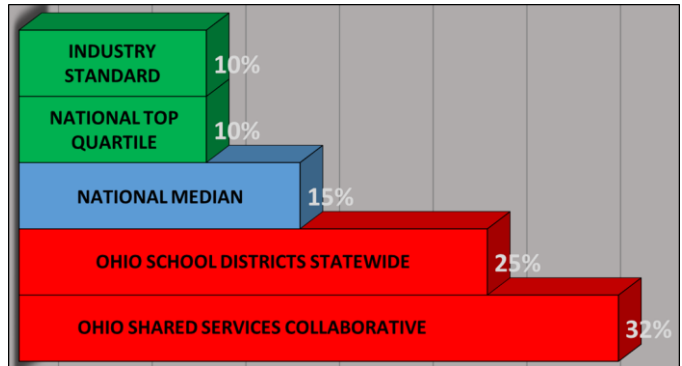


Improve Routes Example and Fleet Size

Improve Routes Across School Districts Three into One (3 to 1)



Fleet Size Analysis Spare Bus Ratios



Operational Improvements

Engine Idling is costly!

- Used GPS analysis to monitor idling times and reduce fuel use
- Reduced engine idling times by 20% = \$50,831 annual savings

Shared Services Feasibility Study

Partnered with Ohio Auditor of State's Performance Team to explore benefits of four school districts sharing maintenance resources. Preliminary results indicate capacity is available to achieve savings.

Safety and Logistics

Issued RFID cards to 35,000 students providing real time ridership data available to staff and parents

Potential Savings

Ohio Shared Services Collaborative

| ACTUAL FUNDING & PROJECTED SAVINGS | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019¹ | FY 2020¹ |
|---|----------------|----------------|----------------|----------------|----------------------------|----------------------------|
| Projected Cumulative Savings | \$ - | \$413,725 | \$1,144,985 | \$2,148,415 | \$3,151,846 | \$4,155,277 |
| Ohio Department of Education: Straight A Grant Funding | \$1,763,900 | \$ - | \$ - | \$ - | \$ - | \$ - |

1. Assumption the overall number of assigned buses will not increase in
Fiscal Years 2019 and 2020

Cupp-Patterson Road Map for Ohio School Funding

Transportation subgroup

Report and recommendations Summary

December 6, 2018

Presenters:

Dalton Summers, Superintendent, River View Local Schools

Kevin Lillie, Treasurer, Geneva Area City Schools

Pete Japikse, Transportation Consultant, OSBA



The budget recommendations

- 9 recommendations
 - addressing funding language, requirements, need for appropriate funding support, and a general tenet that:
- Transportation funding should:
 - Be easy to understand
 - Encourage local policies that promote ridership
 - Reward efficiency in routing and management
 - Accommodate special logistical needs and the differences between our public school districts
 - Provide sufficient resources for public schools to succeed with mandated transportation.

4. Grant local boards the authority to operate their buses for trips other than educational purposes

- This will allow local districts to foster strong relationships with their communities
- The costs for these trips must be billed to the local community group or government that is asking for the service. This prevents schools from incurring additional costs.



South East Area Transit

On The Road To Success

Muskingum



Guernsey



Duplication of Work
Taxi-like services

Driving Cost
Inconsistent Practices
Separation of System

Taking A New Approach To Transportation

Passengers

- Friendly
- Relievable
- Safe
- Technology

Community

- Collaboration
- Communication
- Resources
- Technology
- Shared Services

SEAT

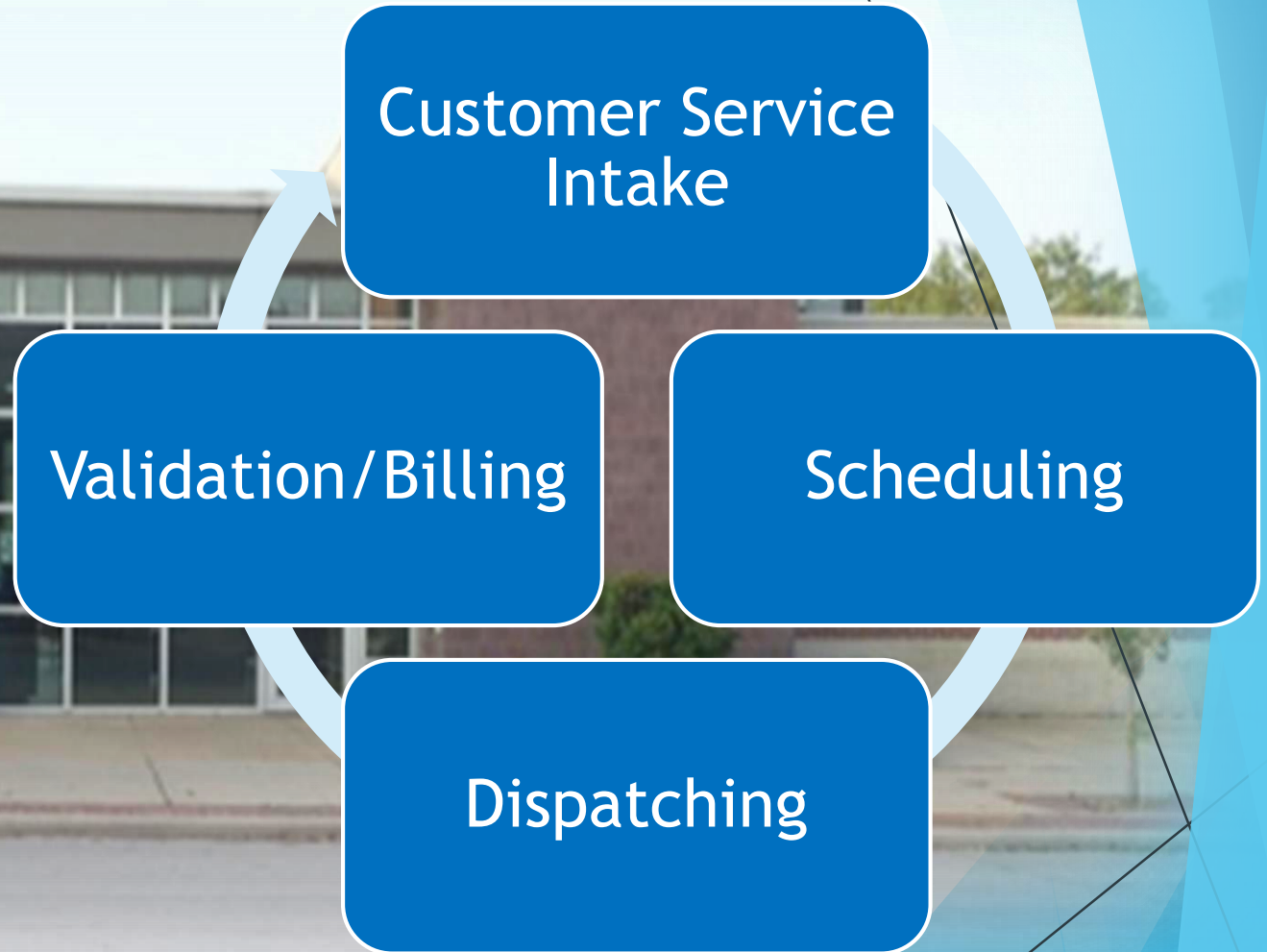
- Front Runner
- Expansion
- Medicaid prepared
- Brokerage system prepared

- Technology
- Data
- Collaboration

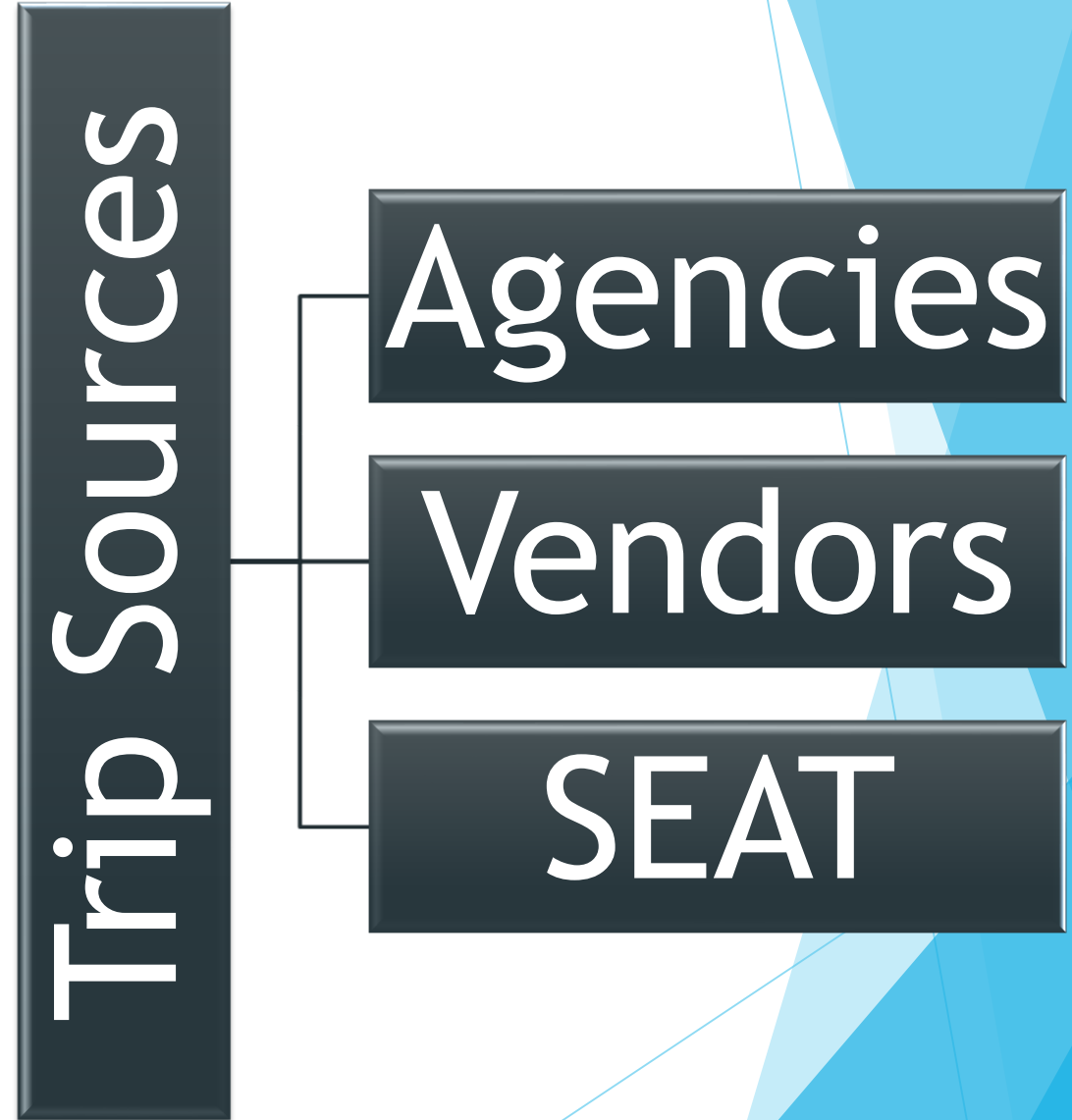
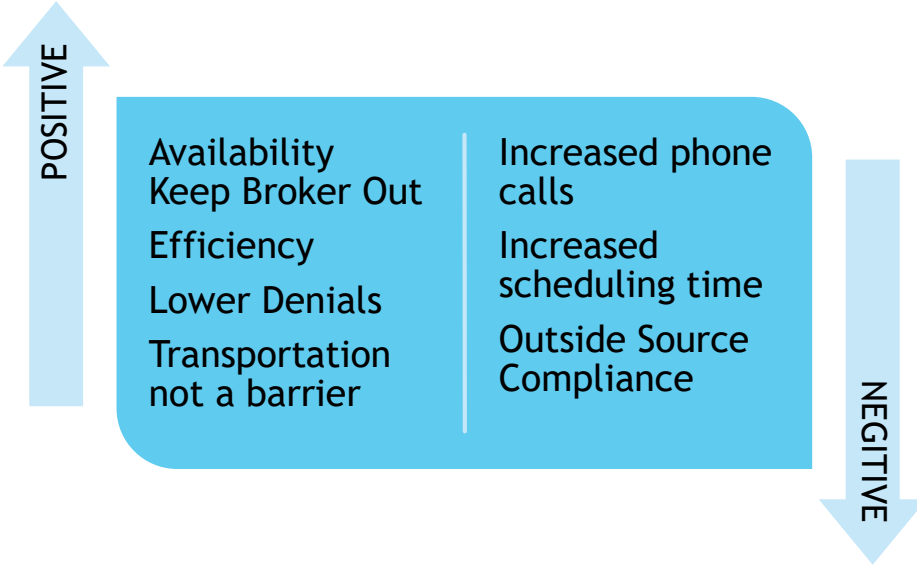
SEAT's ultimate mission for changing and developing over the last year is to ensure that local revenue stays local regardless of the funding stream and that any change that comes along from ODOT or NEMT will not prevent SEAT from operating the current standing available in Muskingum, Guernsey and Noble counties' general public transportation system.

“One Stop Shop” Call Center

Muskingum
Guernsey
Noble



STEP 1



STEP 2

STEP 1

Passengers Call Into
Transit Center

Medical Provider
Scheduled through CTS
portal

Passengers Request
Online

STEP 2

SEAT (CTS)
SCHEDULING

STEP 3

SEAT

AGENCIES

INDEPENDENT VENDORS

Collaboration between passenger requests, medical providers and ride sources allow SEAT to provide more efficient transportation planning, less passenger trip denials and local revenue to stay within the community.



Increased Contract Revenue by 8685 trips

Passenger per service hours went from 1.2 to 4.6 on average (excludes OOT)

Same day trip requests added +150 per month

96% on-time performance

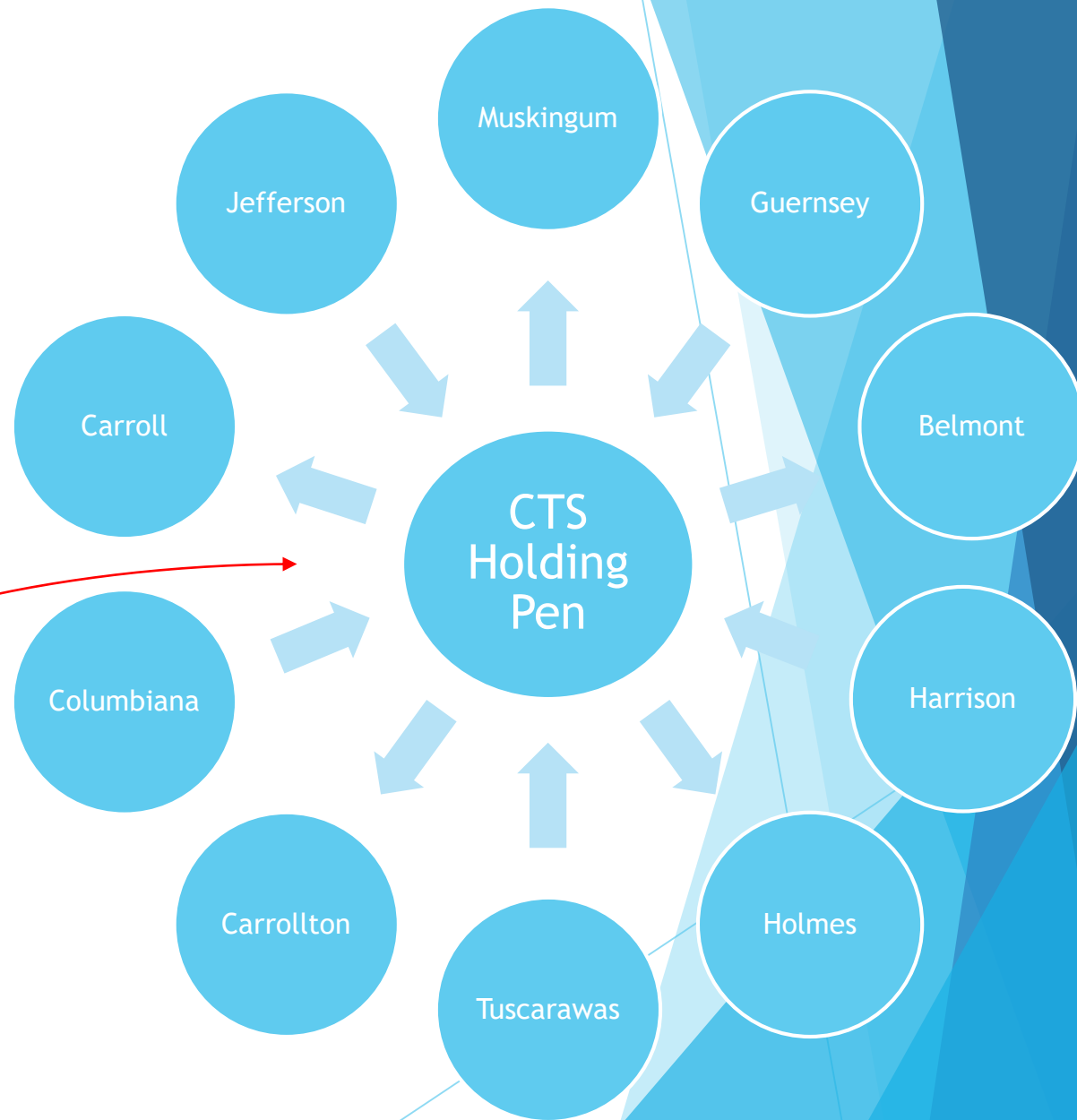
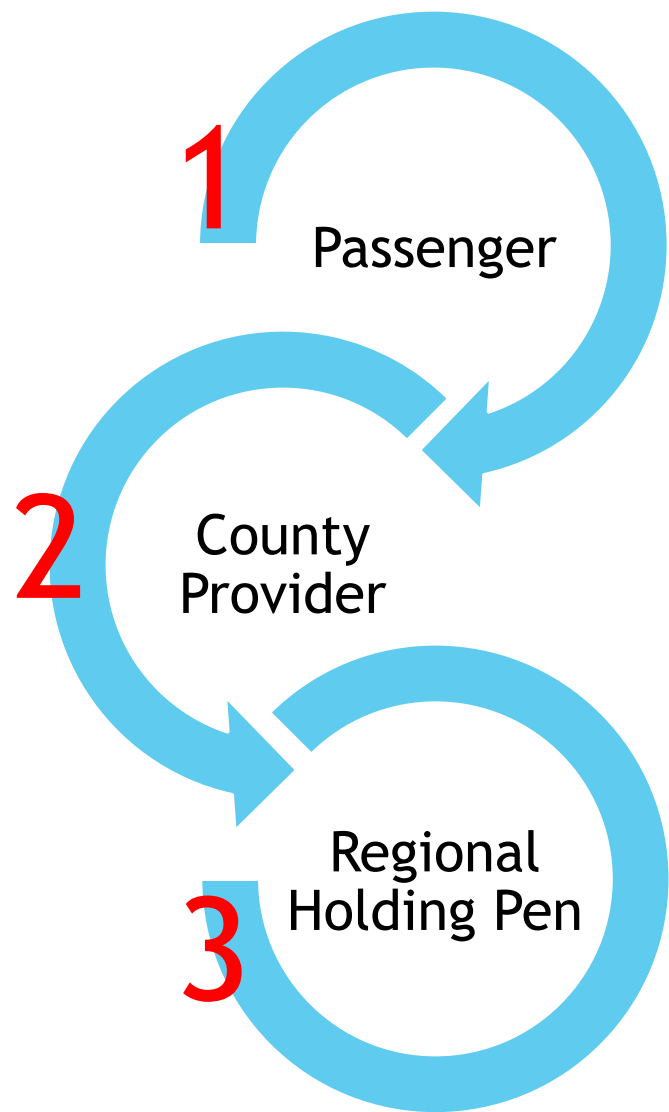
Growing relationships within the community.

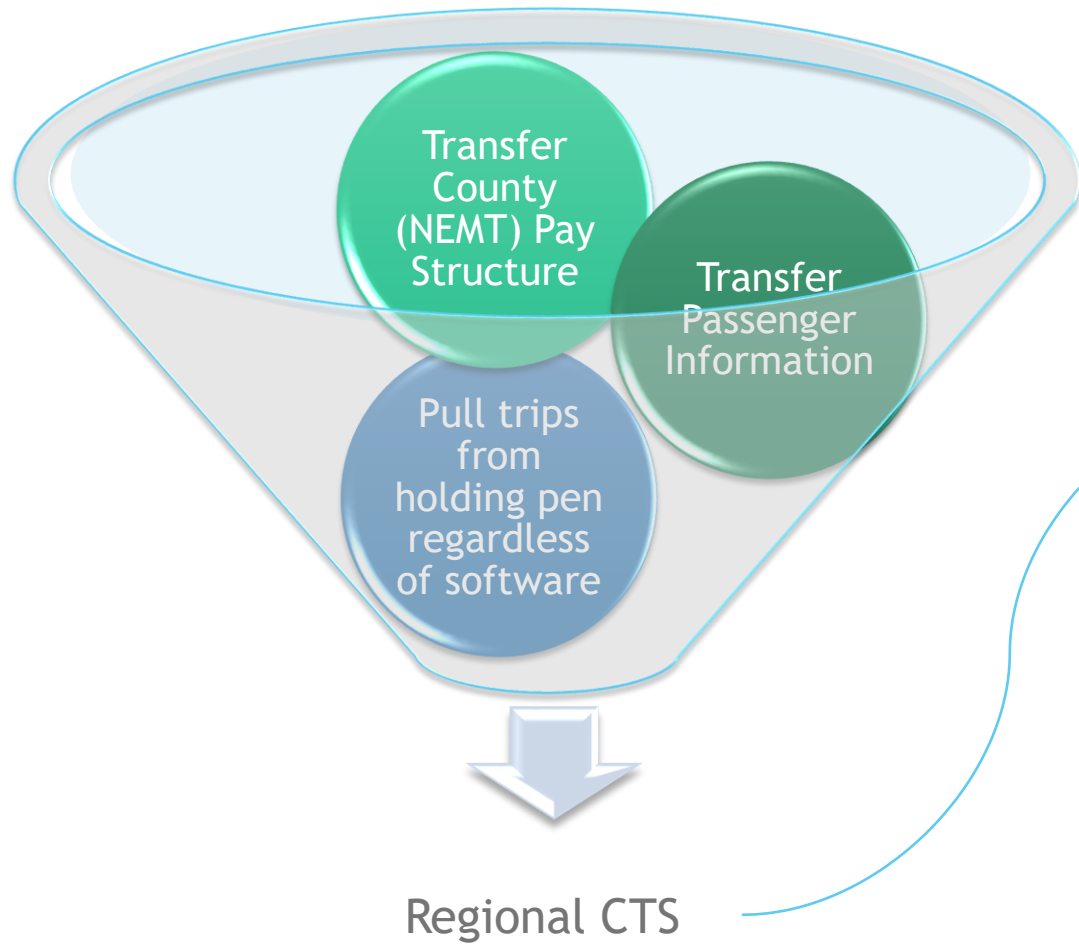
Decreased OT by \$38,368.59

Growing Pains

Increased from 200 phone calls a day to around 500 per day

OOT not efficient





- CTS has committed to working with SEAT and Region to develop the use of their software at this capacity.
- CTS has established that none-CTS software uses can access the regional system.
- CTS agrees to look at price structure for the system and are open to discussion about the who/what/how this will work.

Regional Transportation Service Providers Update

- **MVESC, *Brad Hollingsworth***
 - School Bus Transportation & Creative Options
- **SEAT, *Andrea Thompson***
 - CTS Coordination
- **CCCTA, *Tracy Haines***
 - Senior Transportation Program

Mobility Managers Update

- **Tuscarawas Senior Center:** *Shannon Hursey*
- **CAA of Columbiana County:** *Deb Hill*
- **CCCTA:** *Valerie Shaw (Welcome Introduction)*
- **National Church Residences:** *Peggy Hickenbottom & Isaac Terret*

Open Discussion



Public Survey

<http://omegadistrict.us/survey/>

Next Steps

- Continue working on Regional Coordinated Plan
- Finalize Regional Coordinated Committee
- Distribute Public Surveys
- Demographic and Statistical Analyses for Region
- Share Success Stories
- Mark your calendars for:
 - *February 20th – RCC Conference Call*
 - *March 20th – RCC Conference Call*
 - *April 17th – RCC Meeting (New Philadelphia ODOT D11)*

RCC – 2019 Tentative Schedule

- **January 16** – 3rd RCC Meeting (*New Philadelphia ODOT D11*)
- **February 20** – RCC Conference Call
- **March 20** – RCC Conference Call
- **April 17** – RCC Meeting
- **May – July** – RCC Conference Calls
- **August 21** – RCC Meeting (*New Philadelphia ODOT D11*)
- **September 15** – Draft Regional Coordinated Plan– **Stakeholder Review**
- **September 18** – RCC Conference Call
- **October 16** – RCC Conference Call & Stakeholder Comments Due
- **November 1** – Public Meeting
- **November 20** – RCC FINAL MEETING
- **December 10** – OMEGA Executive Board Meeting & Approval
- **December 31** – *RCC Final Plan Due to ODOT*

Questions & Contact Information

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