

Harrison County Coordinated Public Transit/Human Services Transportation Plan

2018-2021

Harrison County Public Transit

Contact Name: Karen Couch

Contact Phone: 740-942-1369

Contact: e-mail: kcouch@harrisoncountyohio.org

Available Digitally: <http://omegadistrict.us/programs/transit/plans/harrison/>

Funding for the development of this plan was provided by



TABLE OF CONTENTS

Contents

Executive Summary.....	i
I. Geographic Area	1
II. Population Demographics.....	4
Population Trend and Projection for Every Five Years Until 2040.....	4
Total Population by Age Group.....	5
Total Population Projection by Age Group	6
Total Population by Race	7
Number and Percentage of People with Disabilities	8
Number and Percentage of Households with Incomes Below the Federal Poverty Level	10
Number and Percentage of Individuals with Incomes Below the Federal Poverty Level	12
Percent of population that speak English “Less than very well”	13
Place of Work.....	15
Harrison County Commuting to Work	16
Employment Status.....	17
Vehicles Ownership per Occupied Housing	18
Veteran and Veteran Disability Status	19
III. Assessment of Available Services	20
Inventory of Transportation Providers	20
Existing Transportation Services.....	21
List of Transportation Service Providers	21
Assessment of Community Support for Transit.....	27
Safety	27
Vehicles	27
Summary of Existing Resources	30
IV. Assessment of Transportation Needs and Gaps.....	30
Local Demographic and Socio-Economic Data.....	30
Analysis of Demographic Data	35
General Public and Stakeholder Meetings/Focus Groups	35
Surveys.....	36

Challenges to Coordinated Transportation.....	37
Summary of Unmet Mobility Needs	38
V. Goals and Strategies	39
Developing Strategies to Address Gaps and Needs.....	39
Goal #1:	39
Goal #2:.....	40
Goal #3:.....	41
Goal #4:.....	41
VI. Plan Adoption	43
Appendix A.....	30
List of Planning Committee Participants.....	30
Agency Representation.....	31
Appendix B.....	32
List of Annual Reviews and Plan Amendments.....	32
Annual Review – August 2018	33
Amendment - TBD.....	33
Appendix C.....	34
Definitions.....	34
Appendix D. Ride Along Surveys – Drivers & Riders	37
.....	38
Appendix E.....	40
Letters of Understanding	40
.....	43
Appendix F.....	43
Survey Results - Graphics.....	43
Appendix G.....	50
Resolution – Signature Page	50

Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Harrison County. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America's Surface Transportation (FAST) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. According to requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies new programs and rules for all Fiscal Year 2016 funds and authorizes transit programs for five (5) years.

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

1. AVAILABLE COMMUNITY RESOURCES FOR TRANSPORTATION

Primary

- Harrison County Public Transit

Secondary (Contracted)

- Harrison County Veteran Services
- Harrison County Nursing Homes
 - Harrison County Home
 - Gable Care Center
 - Carriage Inn of Cadiz
 - Sunnyslope Nursing Home
- Harrison County Jobs & Family Services

2. COMMUNITY TRANSPORTATION NEEDS

Several unmet transportation needs have been identified by the Harrison County Transportation Planning Team and the general public. These needs include:

- Expansion of geographic service areas
- Extended service hours
- More job opportunities in Harrison County since 8.7% leave the state every day for work, and those who remain in the state, 47.8% of the working age population living in Harrison County, leave the county every day for work.
- More healthcare options since there is presently only one hospital in the county. Most of the other healthcare facilities are nursing homes.
- Fixed Route Transit Van
- On Demand Need and Keep Demand-Response
- Weekend Trips – Maybe adjust the shopper shuttle schedule to accommodate weekend trips
- Bus Shelters with Daily Schedules

- Elderly and Disabled Fixed Routes
- Apartment Complex Connector Route
- Funding is biggest need – other sources, other grants
- Jefferson Partnership – depending on Origin-Destination Data, maybe partner with an agency in Jefferson County to help with trips
- Contract with DD
- Increase service for first weekend of month
- Mobility Management Service
- More trips for medical appointments and to refill Rx
- Transportation for employment and job interviews
- Transportation for food banks and grocery stores

3. PLAN FOR ACHIEVING SHARED GOALS

Four goals were established to guide the Harrison County Coordinated Plan and to help in the identification of strategies that can be used to achieve the Coordinated Plan goals. These are the four goals developed by the Planning Team:

1. *Efficiently and Cost-Effectively Expand Transportation Services*
2. *Inter-County Cooperative Transportation Service Partnerships*
3. *Provide More Transportation Service Outreach*
4. *Increase Transportation Service for Employment Opportunities*

The following strategies were identified to achieve the goals of this Coordinated Plan:

1. *Apply for funding to increase fleet & staff*
2. *Provide fixed route service*
3. *More weekend trips to adjust the Shopper Shuttle to the weekends*
4. *Meetings with: Harrison County Public Transit, Mobility Manager, Commissioners, transportation service providers and lead agencies from Jefferson and/or Belmont County*
5. *Refer to Regional Coordination for possible sub-region*
6. *Service expansion to accommodate changes in population*
7. *Apply for funding for implementation*
8. *Multicultural and bilingual education*
9. *Increase marketing and scheduling*
10. *Locate hiring employers from major trips generators*
11. *Direct outreach services towards unemployed and working age population in school and colleges*
12. *Create routes oriented for employers and potential employees*

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

- Seniors
- Individuals with disabilities
- People with low incomes
- Veterans
- People who do not own a personal vehicle
- Public, private and non-profit transportation providers
- Human services providers and
- The general public

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

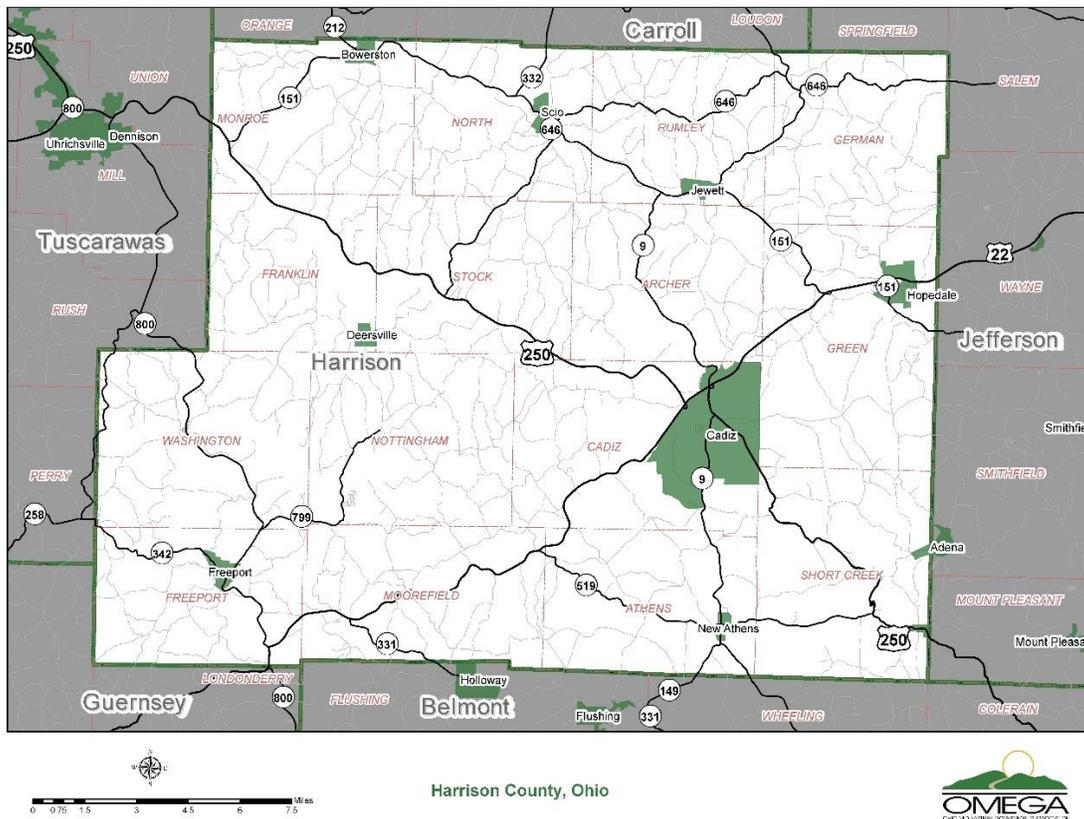
- Harrison County Introductory Meeting with Lead Agency – January 22, 2018
- Harrison County Public Transit: Ride Along – February 13, 2018
- Harrison County Initial Stakeholders' Meeting – February 27, 2018
- Harrison County Public Workshops – June 6, 2018
- Harrison County 2nd Stakeholders' Meeting – July 31, 2018

This plan was developed and adopted by Harrison County Commissioners on **September 19, 2018**. More information about the planning committee can be found in Appendix A.

I. Geographic Area

Harrison County was established in 1813, 10 years after Ohio was established as a state. The county location is approximately 131 miles east of Columbus, OH, 70 miles west of Pittsburgh, PA, and 110 miles south of Cleveland, OH. It is 411 square miles in area. Harrison County currently has an approximate population of 15,307 residents and is the smallest county, based on population, in the OMEGA region.

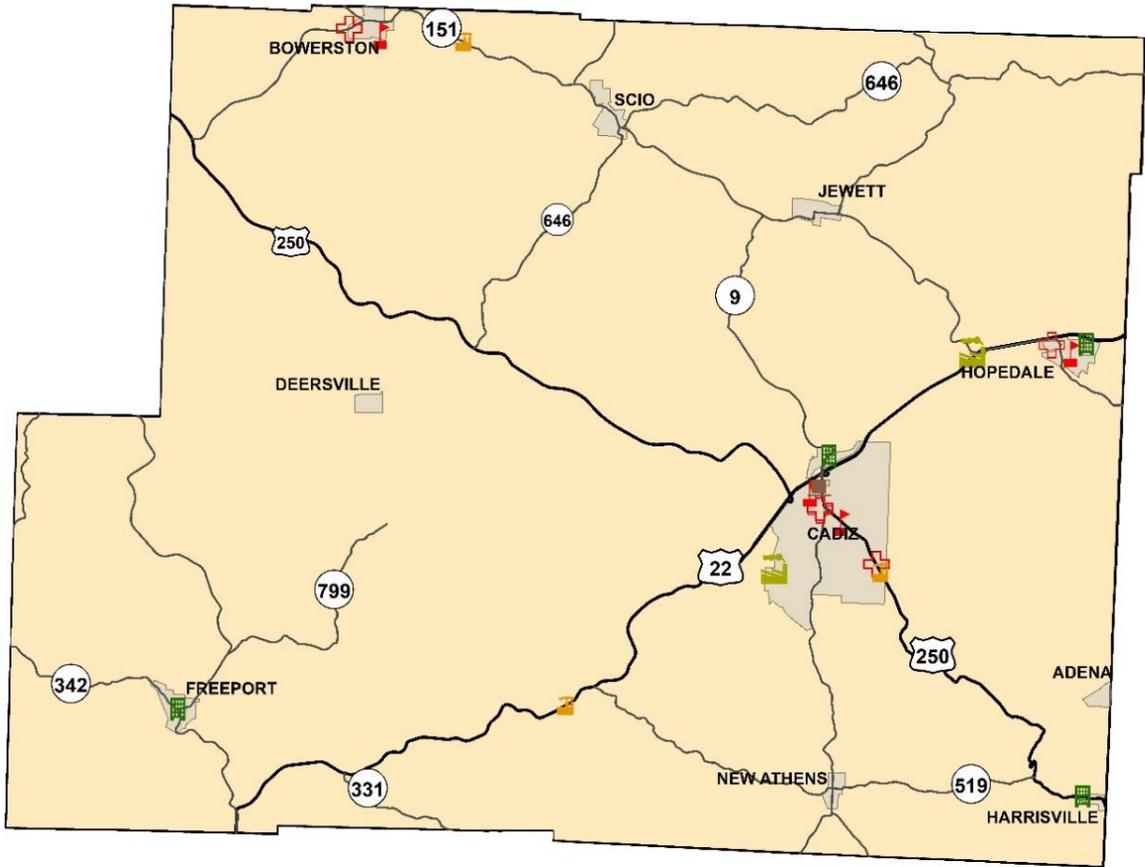
Harrison County shares borders with Jefferson County to the east, Carroll to the north, Tuscarawas to the north and west, Guernsey to the south and west, and Belmont to the south. Harrison County is located within the boundaries of the Ohio Mid-Eastern Governments Association (OMEGA), a Local Development District designated by the Appalachian Regional Commission. OMEGA was designated by the Governor of Ohio as a Regional Transportation Planning Organization in 2016 and selected by the Ohio Department of Transportation (ODOT) as the rural region for the Regional Coordinated Human Services Transportation Pilot Program in 2017. OMEGA is assisting Harrison County Public Transit, lead agency for Harrison County’s coordinated planning process, with the development of the Coordinated Transportation Plan for Harrison County.



MAP 1: BASIC MAP OF THE GEOGRAPHIC AREA COVERED BY THE PLAN

The location of major trip generators within Harrison County is vital to understanding the needs of transportation service for the area. For this analysis, the data was compiled from the Employer Database from the Analyst Resource Center. For the purpose of this plan, a major employer is defined as any employer or business that has 50 or more employees and is defined as a major trip generator. Major trip generators in Harrison County include businesses, education centers, food and service centers, healthcare facilities, hospitals, and industrial facilities. As shown in Map 2, the major trip generators are concentrated in Cadiz, Hopedale, Freeport, Scio, and Bowerston. Cadiz, being the county seat of Harrison County, has a mix of all trip generators at the intersection of US 22 and US 250. Hopedale has a good amount of healthcare, education, business, and an industrial center along US 22. Freeport, located in the southwest corner of the county, has some business. Bowerston, located in the northwest corner of the county along State Route 151, has a mix of healthcare, education, and industry. Not many of the working population are leaving the state of Ohio for work, however almost half, 47.8%, leave the county every day for work. Adjacent counties may have more job opportunities to offer these residents. US 22 and US 250 serve as major corridors through Harrison County that potentially carry a majority of this traffic to other counties.

Harrison County



-  **Business**
-  **Education**
-  **Food/Service**
-  **Healthcare**
-  **Industry**
-  **IndustrialCenters**



**Harrison County
Major Trip
Generators**



OMEGA
OHIO MID-EASTERN COOPERATIVE ASSOCIATION
Date: 2/26/2018

MAP 2: MAJOR TRIP GENERATORS IN THE GEOGRAPHIC AREA

II. Population Demographics

The population of Harrison County was 15,307 residents in 2016. There are villages of varying sizes relative to population in Harrison County. Villages include the county seat, Cadiz (2016 population: 3,242), the largest village in the county; Hopedale (2016 population: 926); Scio (2016 population: 739); Jewett (2016 population: 668); and German township (2016 population: 777).

Population Trend and Projection for Every Five Years Until 2040

Chart 1 below represents the population trend and projection for Harrison County for every five years until 2040. The population is declining at an average rate of 0.8% every five years and is less than 5% between 2010-2040. The population appears to level off between 2035-2040 as it will not fall below 15,050. Even though there's a slight decline over the next 20 years, it is not a severe decrease. Also, the impact of the shale oil and gas development may yield growth to the population in the future, however, the impact of this development on population is currently not known.

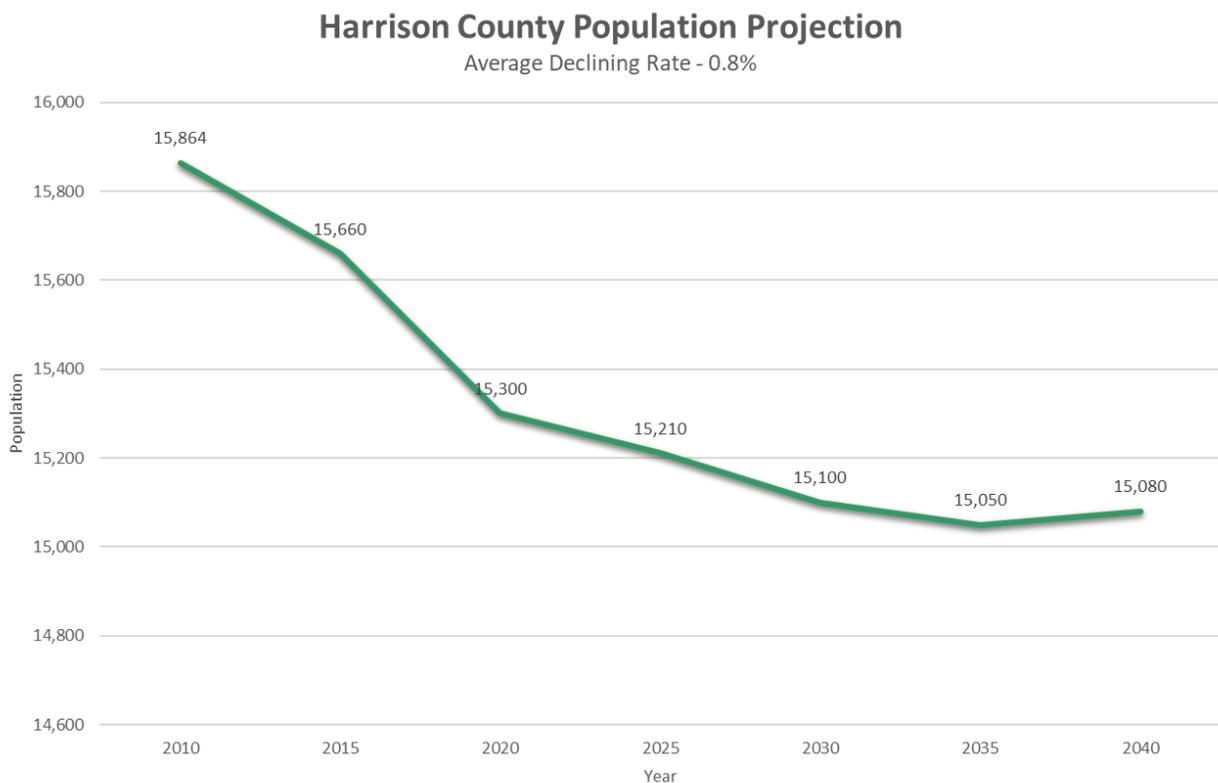


CHART 1 TOTAL POPULATION PROJECTION

Source: Ohio Department of Development, Office of Strategic Research

Total Population by Age Group

The largest segment of Harrison County are the seniors aged 65 and over, which makes up 20% of the overall population. A little more than half the population, 51%, is 45 and over. The second largest age group is the youngest from 0-14 years-old, which is a positive indicator as the population continues to age. There is a total of 2,635 individuals in this age group and it will be important to retain this population to offset the older age groups. More investments in education and job opportunities will be important to keep this age group in the county.

Harrison County Population by Age

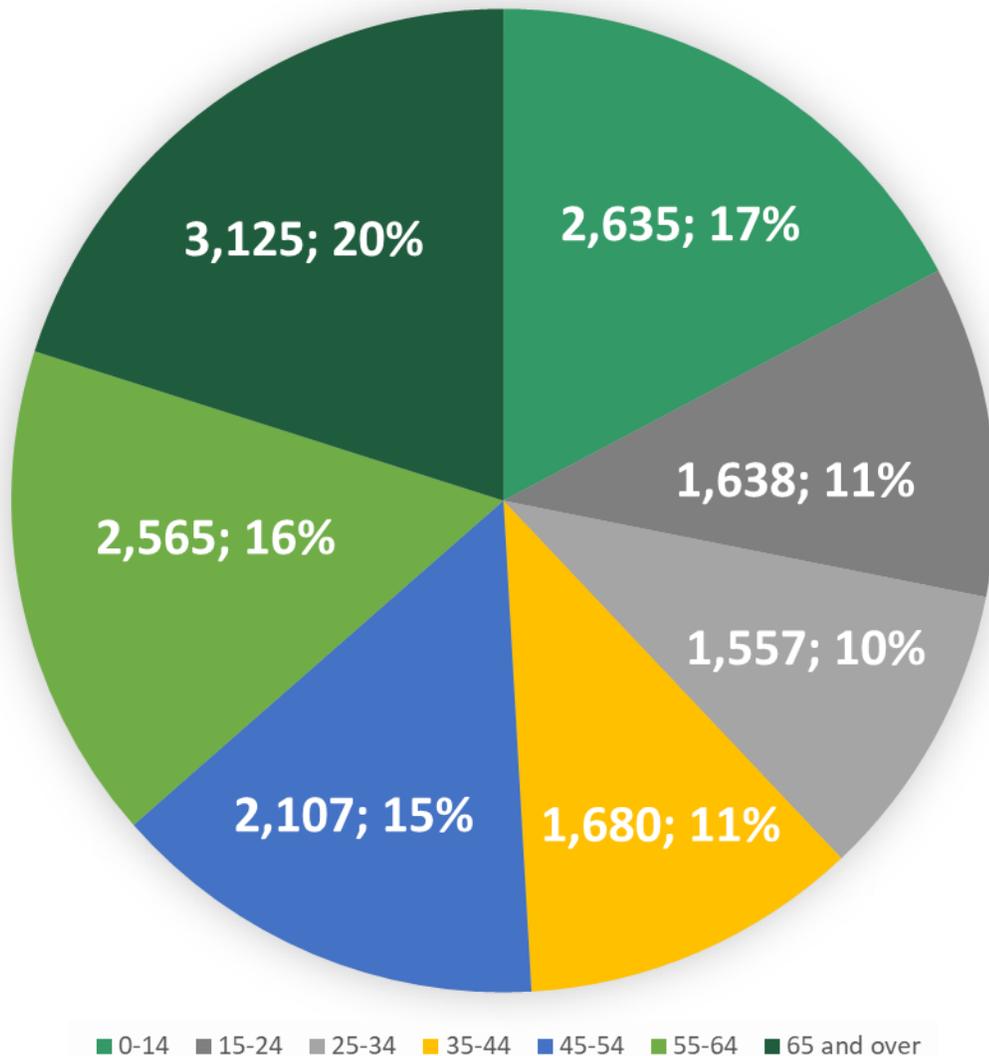


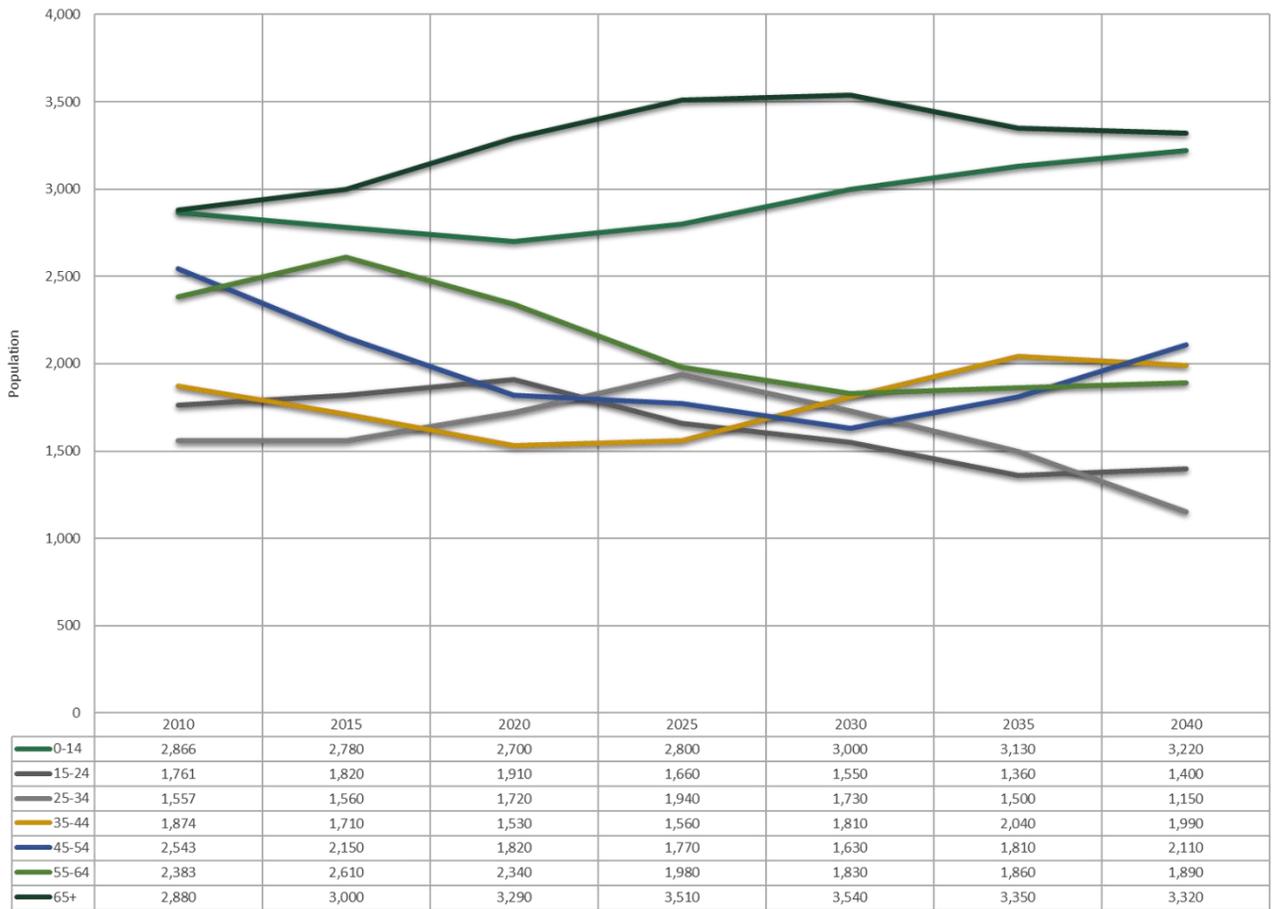
CHART 2 HARRISON COUNTY POPULATION BY AGE GROUP

Source: U.S. Census Bureau, Population Division – Annual Estimates of the Resident Population: April 2010 – July 2016

Total Population Projection by Age Group

Chart 2B is an age group population projection for the next 20 years taken over a 30-year period. By 2040, the 0-14 years old age group will grow by 4% over this time frame and the senior population, ages 65 and over, will grow by 6%. The only other age groups that will grow over time, however slightly, are the 35-44 and 45-54 years old. A third of the population by 2040 will be between the ages of 15-44 years old, which provides a good indicator of a possible growth in family populations. However, the population of 45 and over will be 48% of the population, leading to more of a need in more human services, quality health care, and an overall quality of life to support this growing population.

Harrison County - Population Projection 2010 - 2040 (by Age Cohorts)



Data Table with Years and Age Cohorts

CHART 2B POPULATION PROJECTION BY AGE GROUPS

Source: Ohio Development Services Agency – Population Projections by Age and Sex

Total Population by Race

More than 96% of the population in Harrison County is White (Non-Hispanic), 2.1% is Black/African-American, 0.8% is considered either Hispanic or Latino and Native American and Asian alone makes up the remaining 0.5%.

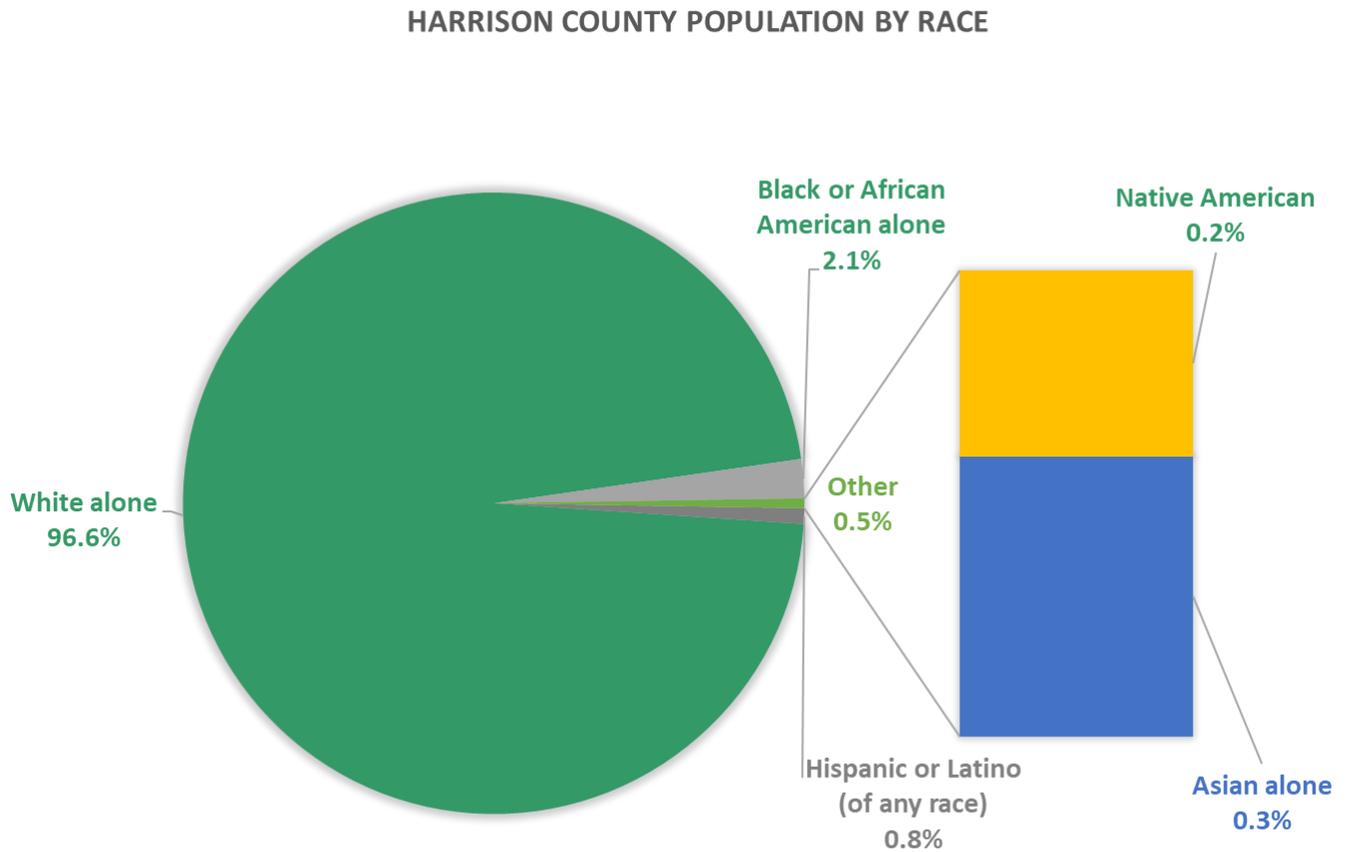


CHART 3 TOTAL POPULATION BY RACE

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

Number and Percentage of People with Disabilities

The disability rate in Harrison County is approximately 17% of its overall population, which equates to about 2,623 people. These disabilities include physical, cognitive, intellectual and mental illness both severe and moderate. This is important for transit and transportation services since this population group may need transportation services. Persons with disabilities may often rely on family, friends, or neighbors to transport them.

Harrison County Disability Rate

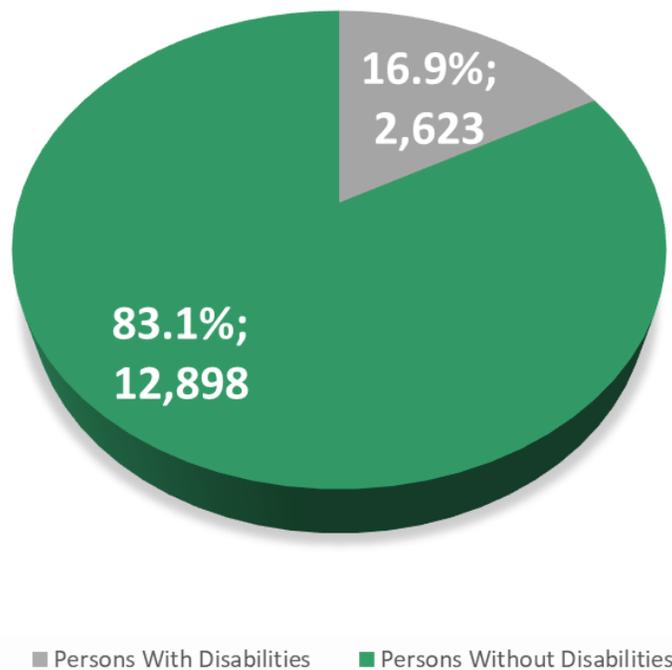
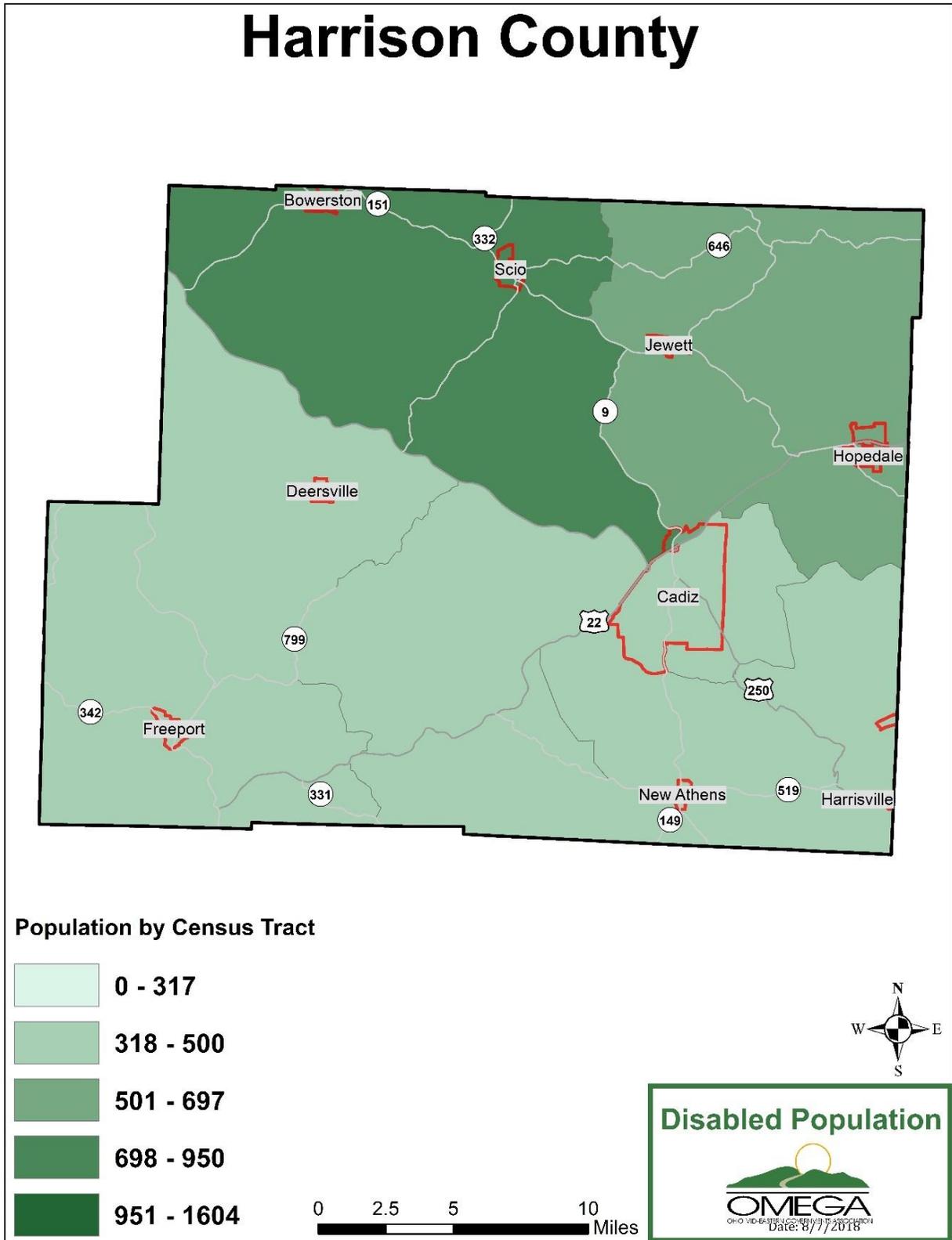


CHART 4 DISABILITY RATE AND POPULATION IN HARRISON COUNTY

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

Map 3 on the next page shows the geographical location of the concentration of the population with disabilities that live in Harrison County. There are currently 2,623 persons with disabilities living in Harrison County and nearly half live in the northwest area of the county north of US Route 250, west of Ohio Route 9 and bisected by Ohio Routes 332 and 151 around Scio and Bowerston. The next largest area of persons with disabilities is in the Northeast area, east of Ohio Route 9 and bisected by Ohio Route 646 surrounding both Jewett and Hopedale.

Harrison County



MAP 3: HARRISON COUNTY PERSONS WITH DISABILITIES

Number and Percentage of Households with Incomes Below the Federal Poverty Level

The federal poverty level is defined as a four-member household with a combined income below \$30,750. In Harrison County, there are currently 6,271 households, and 33% are considered below poverty. Households that are below the federal poverty level may not own a vehicle but still need reliable transportation services for employment, medical appointments, school, and other daily living activities.

HARRISON COUNTY HOUSEHOLDS BELOW POVERTY

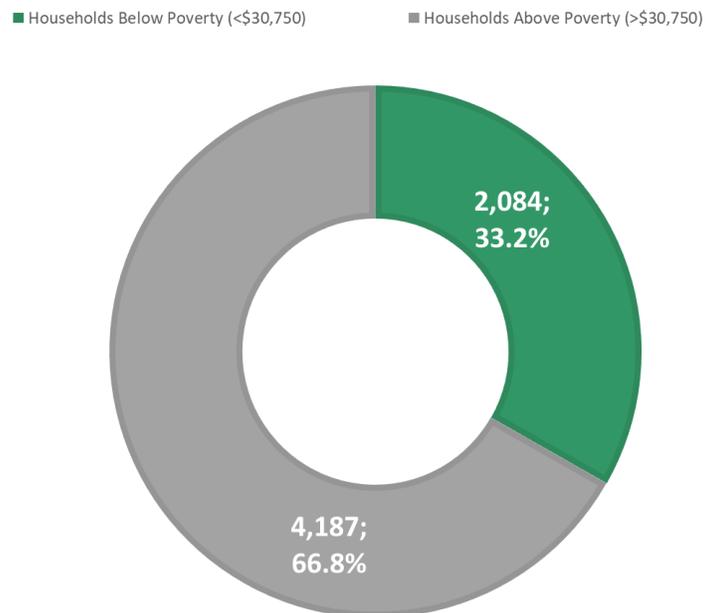
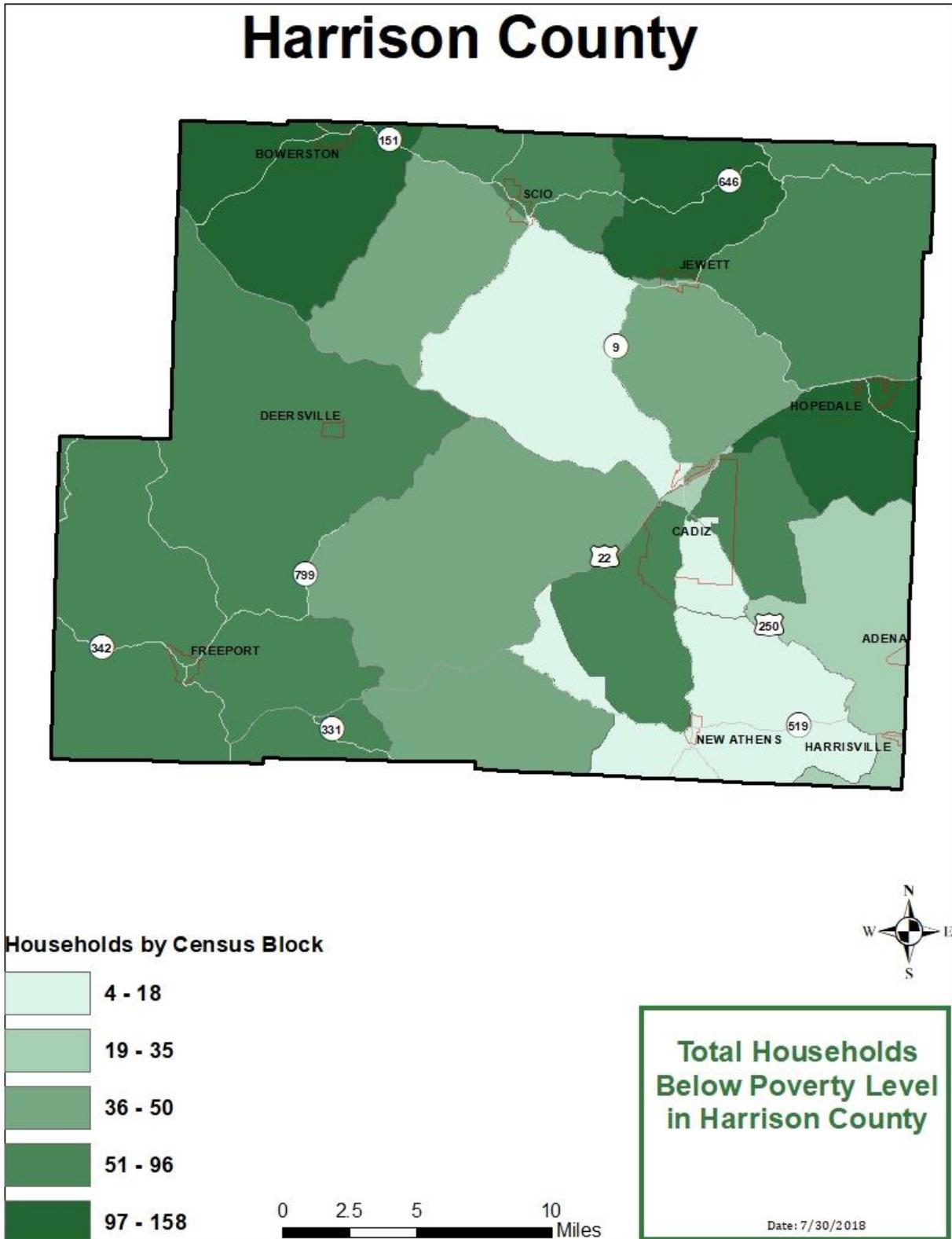


CHART 5 – HARRISON COUNTY HOUSEHOLDS BELOW POVERTY

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

According to Map 4, the households in Harrison County below poverty is concentrated in certain areas. The highest concentration of households below poverty is in the northeast region of the county, surrounding the greater Jewett and Hopedale areas. This area is bisected by U.S. Route 22 and State Routes 646, 151, & 9. Other high concentrations of population living in poverty is in the north around Scio and Bowerston along State Route 151 and the greater Cadiz area bisected by State Route 9 and intersected with US Routes 22 and 250. The households below poverty decreases west of State Route 9, south of Cadiz, and southeastern around New Athens, Harrisville, and Adena. More services to assist this population will be needed to run along the US Routes 22 and 250 as well as State Routes 646, 151, and 9 in the north, west, and eastern parts of Harrison County.

Harrison County



MAP 4: HARRISON COUNTY POPULATION LIVING IN POVERTY

Number and Percentage of Individuals with Incomes Below the Federal Poverty Level

Individuals who live below the poverty line find it difficult to pay for many necessary services and regular transportation is a high priority. Many individuals who are considered below poverty may not own their own vehicle and must rely on a family member, a friend, or a neighbor to assist them with transportation mobility options. If none of these options exist, they can become stranded. In Harrison County, 18% of the population is below the federal poverty line. This accounts for 2,756 individuals who regularly face challenges when it comes to paying for goods and services such as transportation. What will be important for their future is to connect them to competitive jobs to begin to offer them the employment opportunities that can empower their independence and help stimulate the local economy. Transit agencies and transportation service providers will need to connect these business locations to these individuals below poverty to help improve their quality of life.

HARRISON COUNTY INDIVIDUALS BELOW POVERTY

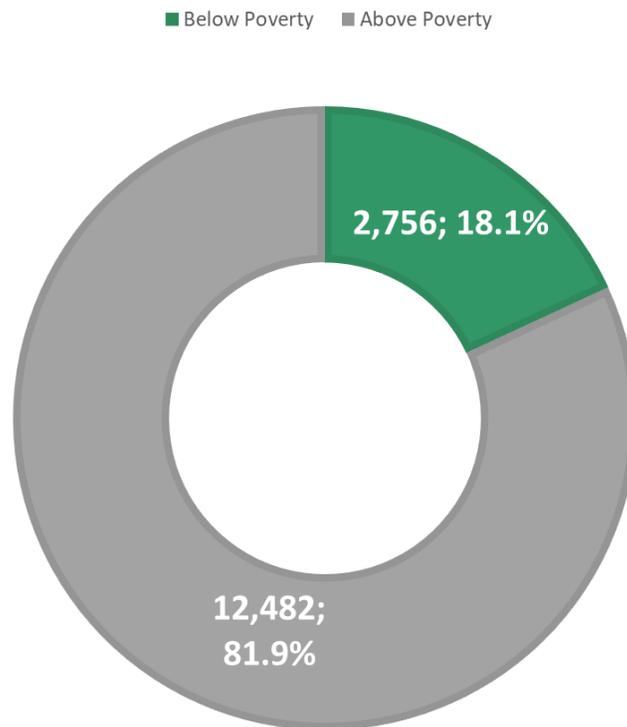


CHART 6 – HARRISON COUNTY INDIVIDUALS BELOW POVERTY

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

Percent of population that speak English “Less than very well”

Harrison County has a very small population that speaks English less than very well. Only 1.3% of the total population (approximately 200 people) speak English less than very well. These individuals will benefit from more bilingual services, either interpreters or bilingual literature, that can help assist them get to where they need to go on a regular basis.

HARRISON COUNTY SPOKEN ENGLISH

■ Percent speak English only or speak English "very well" ■ Percent speak English less than "very well"

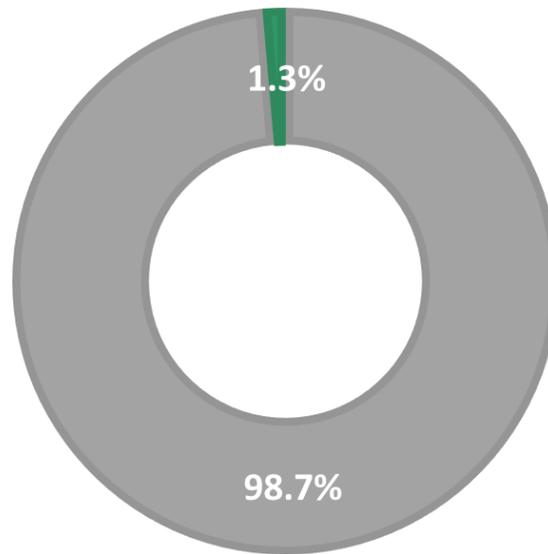
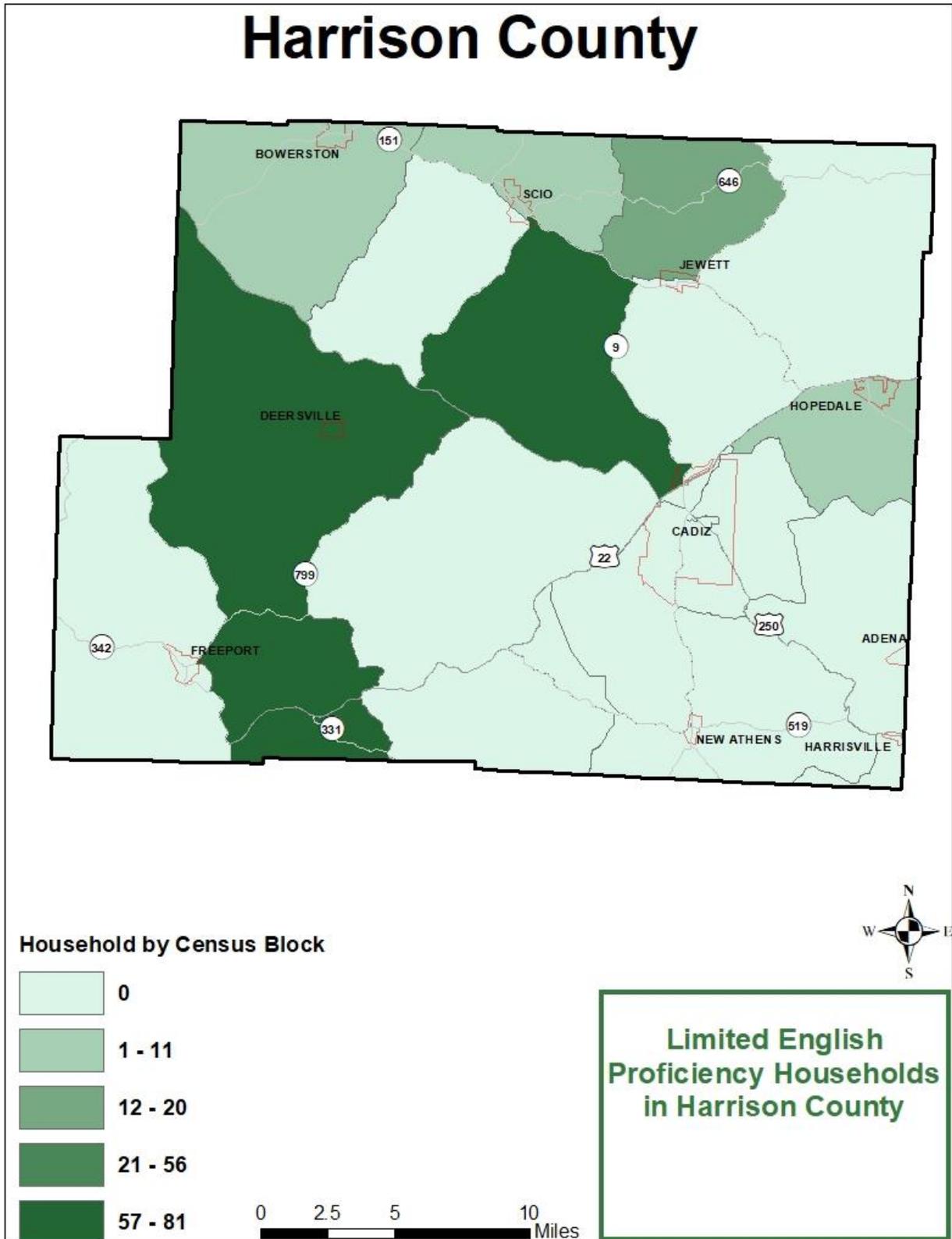


CHART 7 – HARRISON COUNTY LIMITED ENGLISH POPULATION

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

Map 5 represents Harrison County’s population with Limited English Proficiency by household. Most of the households are located in the middle of the county, northwest of Cadiz and west of State Route 9. There is also a large concentration of households west of State Route 799 surrounding Deersville as well as east of Freeport. There are a few households around in the north part of Harrison County around Bowerston, northeast of Scio, and north of Jewett as well as in the south of Hopedale in the eastern part of Harrison County.

Harrison County



MAP 5: HARRISON COUNTY HOUSEHOLDS WITH LIMITED ENGLISH PROFICIENCY

Place of Work

Where people work is important for transit and transportation services. As Chart 8 shows, over 90% of the working age population in Harrison County work in Ohio. Of those who work in the state, a little more than half, work in Harrison County, representing 3,138 employees. The rest, 47.8%, work outside Harrison County, which is around 2,874 employees who leave Harrison County for their daily work commute. In total, when data is compounded with the out-of-state work commuter trips, there are a total of 3,447 workers leave Harrison County every day for their work commute.

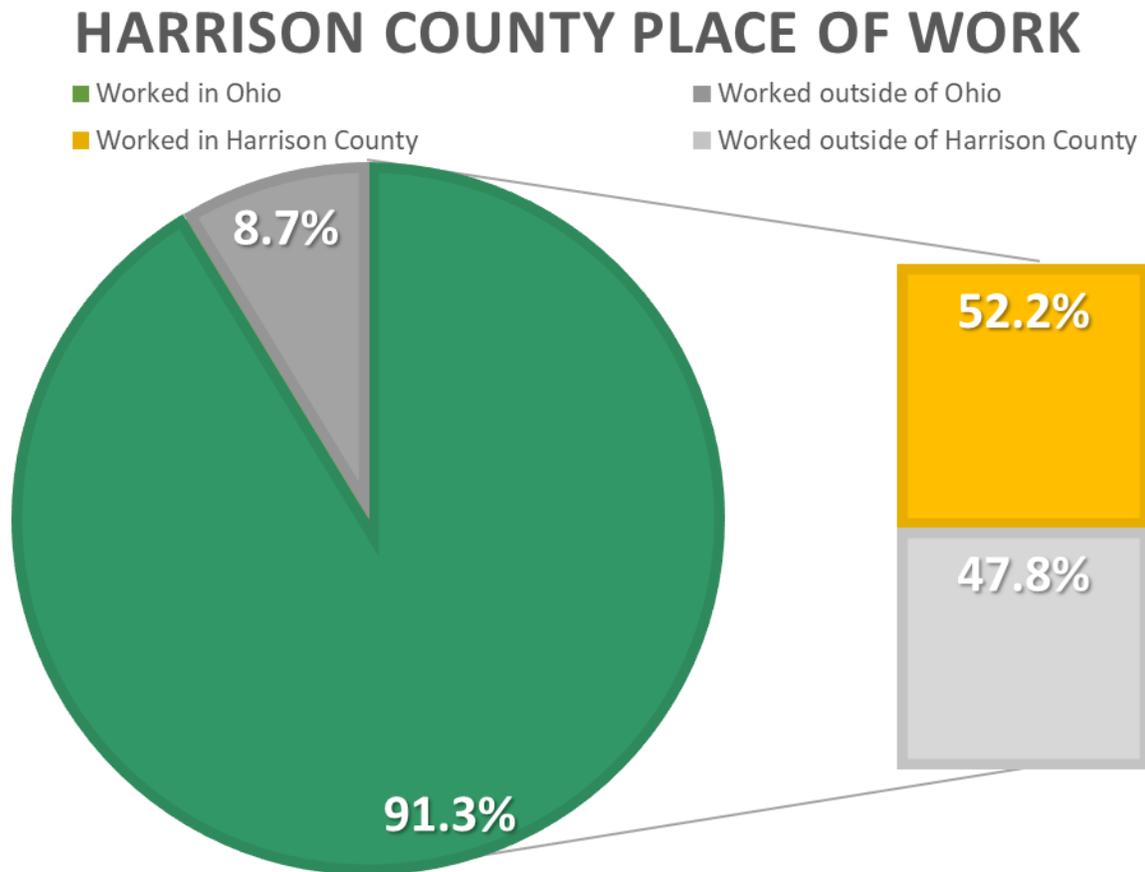


CHART 8 – PLACE OF EMPLOYMENT

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

Harrison County Commuting to Work

The means of travel to and from work on a regular basis is one of the top three issues for human services transportation and public transit infrastructure. This is because these trips make up the bulk of transportation on a daily and weekly basis. There are currently 6,667 workers aged 16 and over who work from Harrison County. Over 81% of these employees drive themselves to work every day to their places of employment, equating to around 5,400 workers. The next largest means of transportation for Harrison County is carpooling. Harrison county has a total of 724 employees who carpool regularly to work establishing an efficient means of travel. Following carpooling, the next largest means of commuting to work in Harrison County is the 4% who walk to work every day. Approximately 2.8% work from home and 0.7% use other means such as taxicabs, motorcycles or other modes of transportation. Lastly, very few employees from Harrison County use any public transportation to and from their place of employment. Only 0.1% of the working age population use public transportation.

Harrison County Commuting Means to Work

Workers 16 Years and over - 6,585

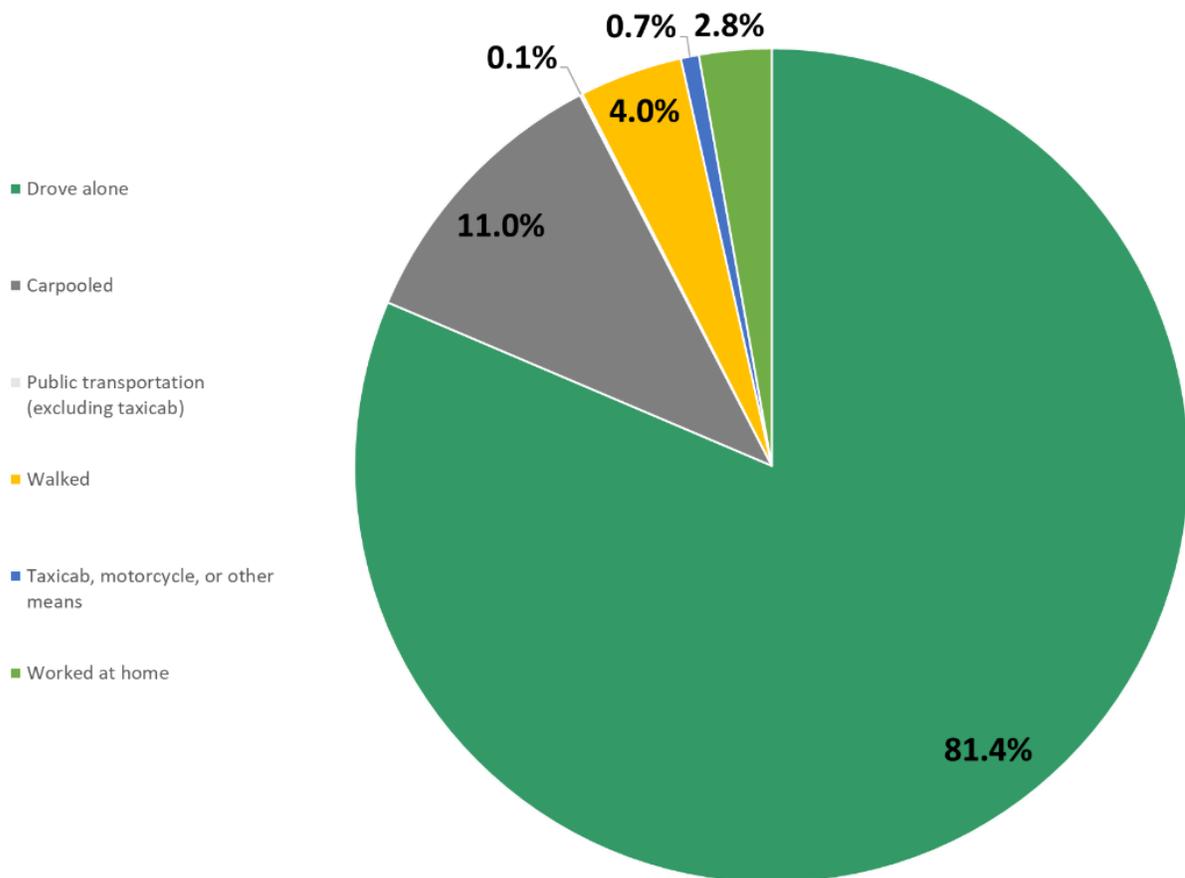


CHART 9 – COMMUTING TO WORK (AVERAGE COMMUTE TIME = 27.9 MINUTES)

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

Employment Status

In Harrison County, the total population 16 years and over is 12,677 individuals, constituting the entire working age population for the county. The civilian labor force, defined by the individuals eligible to work and who are currently employed, is 6,667 individuals which yields 52.6% considered employed in Harrison County. Harrison County has very few individuals considered to be unemployed, making 2.5% of the eligible working age population, which is about 323 individuals. The rest of the 44.9% or 5,687 individuals not counted in the labor force, are the individuals eligible to work but not actively seeking employment because they are either retired, disabled, or in school and have not begun to work. The unemployment rate, or the number of unemployed individuals divided by all individuals currently in the labor force, is currently at 5.7%, which is slightly higher than Ohio and the national average.

HARRISON COUNTY EMPLOYMENT STATUS

UNEMPLOYMENT RATE (FROM CIVILIAN LABOR FORCE) - 5.7%

■ Employed ■ Unemployed ■ Not in labor force

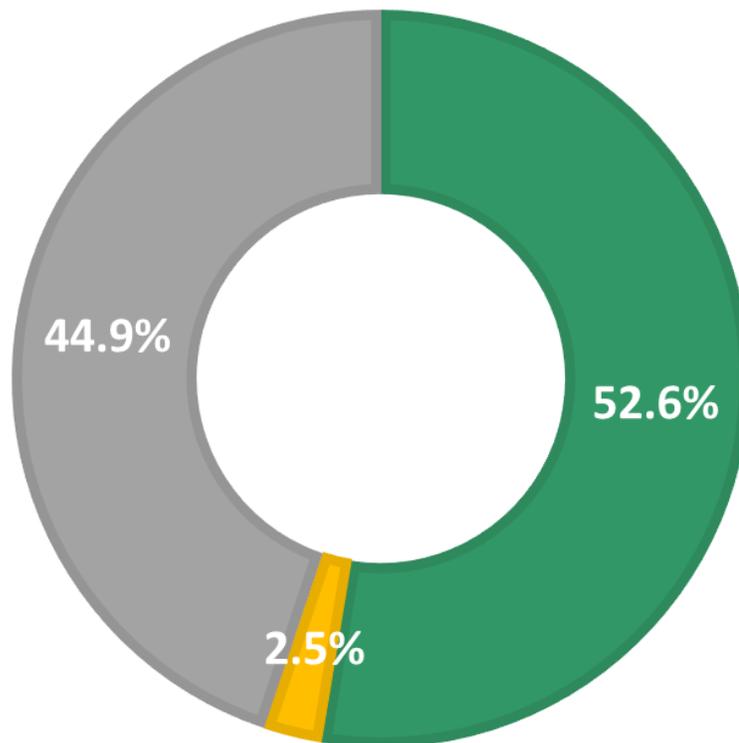


CHART 10 – EMPLOYMENT STATUS IN HARRISON COUNTY

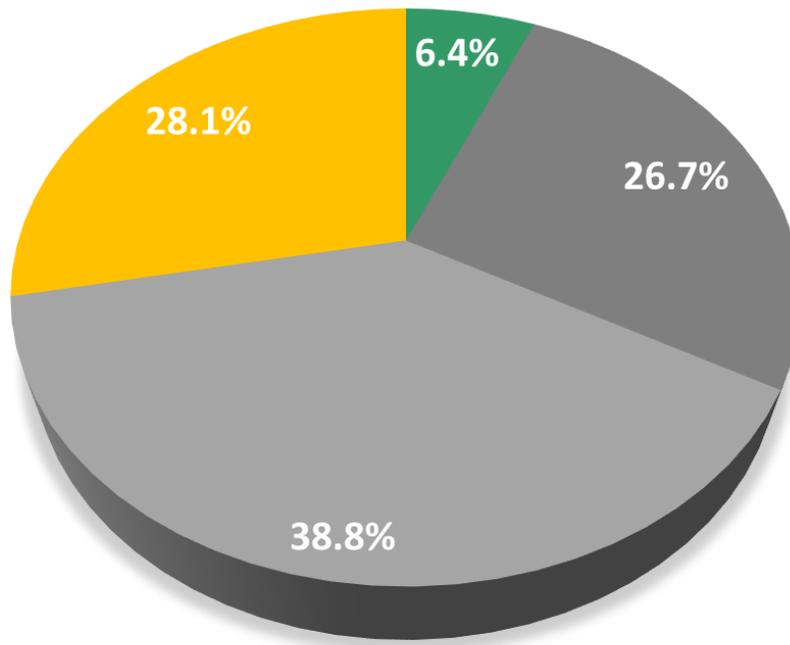
Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Vehicles Ownership per Occupied Housing

Only 6.4% of the occupied housing units in Harrison County currently do not own a vehicle. Individuals living in these housing units may have a need for transportation. Transportation service providers may want to reach out to these individuals to make sure that they have a reliable means of transportation for employment, medical appointments, education, and other daily activities.

Harrison County Vehicles Available

Occupied Housing Units - 6,242



■ No vehicles available ■ 1 vehicle available ■ 2 vehicles available ■ 3 or more vehicles available

CHART 11 – ZERO VEHICLES PER OCCUPIED HOUSING UNITS

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

Veteran and Veteran Disability Status

The veteran and veteran disability status is important regarding human services transportation and public transit issues because many of these individuals require these services. Veterans and especially veterans with any disability are in serious need of transportation services. In Harrison County alone, there are currently 1,442 veterans. These 1,442 veterans make up close to 12% of the civilian population who are over 18 years old. Of these veterans, 33% or 474 veterans have a disability. These veterans may need transportation services to move from their homes or places of work to get to appointments for specialized care in either major hospitals or veteran affair clinics.

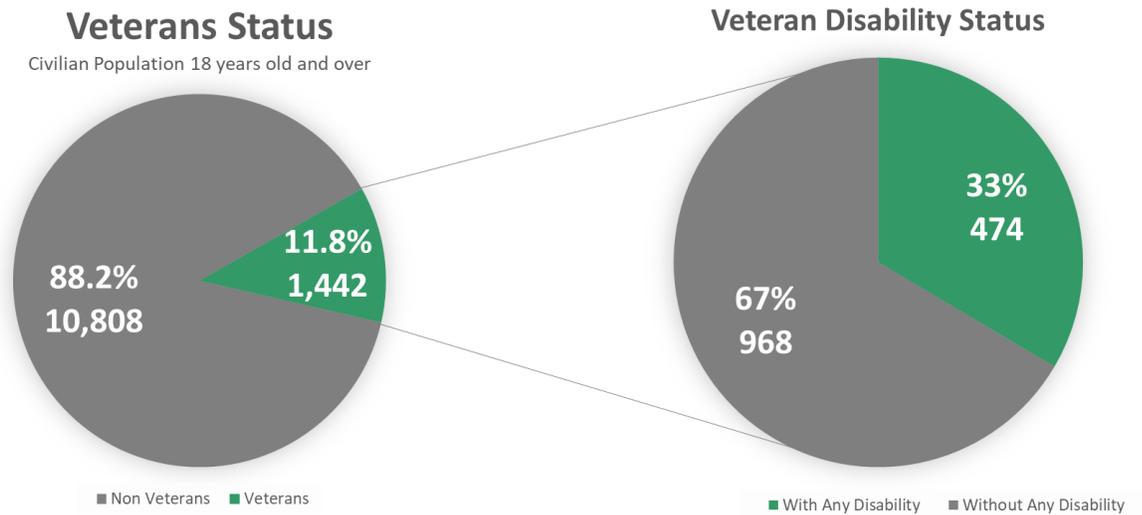


CHART 12 – HARRISON COUNTY VETERAN & VETERAN DISABILITY STATUS

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

III. Assessment of Available Services

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

Harrison County Public Transit identified stakeholders to participate in the assessment of available services. These stakeholders include those who were represented in the current or past planning committees, as well as others who the planning committee identified as being appropriate stakeholders.

Interviews were conducted with each of the identified stakeholders.

The purpose of the interview was to offer the stakeholders an opportunity to discuss the specific transportation services, gaps, needs, and priorities for their respective service areas or communities.

When applicable, information reported in the previous coordinated plan was used to supplement information gathered during this planning effort.

Inventory of Transportation Providers

The following transportation providers have participated in the information sharing of their transportation service organization. These are the main transportation service providers for Harrison County.

Primary

- Harrison County Public Transit

Secondary (Contracted)

- Harrison County Veteran Services
- Harrison County Nursing Homes
 - Harrison County Home
 - Gable Care Center
 - Carriage Inn of Cadiz
 - Sunnyslope Nursing Home
- Harrison County Jobs & Family Services

Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of two organization provided information about their services.

List of Transportation Service Providers

Agency Name: Harrison County Public Transit

Transportation Service Type: Demand Responsive, advanced reservations, shared ride transportation service

Other Services Provided: Safe public transportation service to area residents in a timely, courteous, and cost-effective manner

Contact Information: Karen Couch, Director of Transit, 740-942-1369

Hours: Monday – Friday, 5am-5pm, except Holidays

Service Area: Limited based on fares past 40 miles out of county

Eligibility Requirements: Harrison County Residents & Shared Rides are Required (same time same direction)

Web-site: <http://www.harrisoncountyohio.org/rural-transit>

Agency Name: Harrison County Department of Jobs and Family Services

Transportation Service Type: Contracted with Harrison County Public Transit

Other Services Provided: Adult and Child Protective Reports and Referrals; Family Support provides service and financial assistance aimed at promoting self-support and maintaining self-sufficiency including nutrition, medical assistance, workforce development, and employment search services.

Contact Information: Deb Knight, Assistant Director, 740-942-6025

Hours: Monday – Friday, 8:30am – 4:30pm, extended hours by appointment

Service Area: For Non-emergency Medical Transportation (NEMT), area can be from Harrison County to Cleveland, Cambridge, Pittsburgh, Morgantown, Steubenville, Wheeling, or within Harrison County. For Work Experience Program, transportation is all within Harrison County.

Eligibility Requirements: NEMT – Medicaid eligibility

Work Experience Program – SNAP (Food Assistance) or Ohio Works First (OWF) eligible work activity required individuals

Web-site: <http://www.harrisoncountyohio.org/department-of-job-family-services>

The table below provides a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

Table 1: Organizational Characteristics

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit)	Number of Annual One-Way Passenger Trips	Average Number of Trip Denials per Week	Are Vehicles Only Available for Human Service Agency Clients (Y/N)*
Harrison County Public Transit	Yes	No	Public	17,869	3-4 per month	No
Harrison County Veteran Services	N/A	N/A	N/A	N/A	N/A	N/A
Harrison County Department of Jobs & Family Services	No	Yes, Harrison County Public Transit	Public Non-Profit	** Contract with Harrison County Public Transit averages approximately 8,000 miles per month between the various programs identified above.	** Contract with Harrison County Public Transit averages approximately 8,000 miles per month between the various programs identified above.	N/A

* Answering “Yes” indicates that your agency is closed door. Your agency is considered closed door if you ONLY provide transportation to your facility as a courtesy or if you ONLY serve a particular clientele enrolled in your agency programs (i.e. members of a sheltered workshop, or residents in a nursing home). Answering “No” indicates that your agency is open door. This means the service is open to the public or a segment of the general public defined by age, disability, or low income. For example, if an agency provides general transportation for anyone in the community who is over the age of 60, they are considered “open door.” For example, an individual who is 60 or over can request transportation to a doctor’s appointment or the grocery store regardless of their affiliation with your agency.

The participating organizations provide a wide range of transportation including fixed route, ADA paratransit, demand response, on demand, and human service agency fixed routes. One of the participating organizations provides services on weekdays. Zero operate transportation on Saturdays and Zero on Sundays. Evening services after 5:00pm are operated by zero organizations. The following table shows the transportation service characteristics by agency.

Table 2: Transportation Service Characteristics

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
Harrison County Public Transit	Demand Response	Monday – Friday, 5a – 5p	Y	Door to Door Passenger Assistance Wheelchair Accessible	Yes
Harrison County Veteran Services	N/A	N/A	N/A	N/A	N/A
Harrison County Department of Jobs & Family Services	N/A	N/A	N/A	N/A	N/A
Harrison County Home	N/A	N/A	N/A	N/A	N/A

Transportation-related expenses and revenues also differ by organization. Contracts and farebox are common revenue sources for transportation operators in Harrison County. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.

Table 3: Transportation-Related Expenses and Revenues

Agency Name	Fare Structure	Donations Accepted (Y/N)	Number of Full-Time & Part-Time Drivers	Number of Full-Time & Part-Time Schedulers/Dispatchers	Revenue Sources (most recent Fiscal Year)	Total Annual Transportation Expenses
Harrison County Public Transit	\$2 one-way in Cadiz Village; \$4 one-way in Harrison County; \$10 one-way per trip out-of-county within 40 miles; additional 25¢/mi past 40 miles. Kids under 5 ride free; Aides to elderly and disabled – No Charge	N/A	13 part-time	1 full-time 1 part-time	Contracts, farebox	\$587,083.00
Harrison County Veteran Services	N/A	N/A	N/A	N/A	N/A	N/A
Harrison County Department of Jobs & Family Services	N/A	N/A	N/A	N/A	N/A	N/A
Harrison County Home	N/A	N/A	N/A	N/A	N/A	N/A

The following table provides basic information about transportation options other than the traditional public and human services transportation. Transportation options might include bike share, ride share, intercity, taxi services, and more.

Table 4: Alternative/ Active Transportation Options

Transportation Option	Availability	Cost	Usage	Service Area
Harrison County Public Transit	N/A	N/A	N/A	N/A
Harrison County Veteran Services	N/A	N/A	N/A	N/A
Harrison County Department of Jobs and Family Services	N/A	N/A	N/A	For NET (Non-emergency Transportation), area can be from Cleveland to Cambridge to Pittsburgh, to Morgantown, or Steubenville, Wheeling, or within Harrison County. For Work Experience Program, transportation is all within Harrison County.
Harrison County Home	N/A	N/A	N/A	N/A

The following table provides basic information about local travel training program options.

Table 5: Transportation Resources

Transportation Resource	Availability	Cost	Usage	Service Area
Harrison County Public Transit	N/A	N/A	N/A	N/A
Harrison County Veteran Services	N/A	N/A	N/A	N/A
Harrison County Department of Jobs and Family Services	N/A	N/A	N/A	N/A
Harrison County Home	N/A	N/A	N/A	N/A

The following table illustrates the technology used by each transportation provider for scheduling, dispatching, and/or GPS tracking vehicles.

Table 6: Technology

Agency Name	Name of Scheduling Software	Do you have an App for Transportation (Y/N)?	Name of Dispatching Software	AVL System/ GPS (Y/N)
Harrison County Public Transit	Mobilitat (Changing over to CTS)	N	Changing to CTS	Y
Harrison County Veteran Services	N/A	N/A	N/A	N/A
Harrison County Department of Jobs & Family Services	N/A	N/A	N/A	N/A
Harrison County Home	N/A	N/A	N/A	N/A

Assessment of Community Support for Transit

The community support of transit is directed primarily through Harrison County Public Transit. All other participating agencies that have any transit service provided, such as Harrison County Department of Jobs and Family Services and Harrison County Homes, is either contracted with Harrison County Public Transit or are served by them, respectively. Harrison County Veteran Services (see Appendix E) is covered completely by Disabled American Veterans (DAV) for their transportation services for all maintenance, insurance, and gas.

Safety

All vehicles are provided with seat belts, fire extinguishers, and other safety equipment. All transit drivers provide assistance from the door of the trip origin to the door of the trip destination. All transit drivers are trained with demand-response transportation. The drivers are trained to assist the rider when boarding and alighting from the vehicle and will watch to make sure the passenger is safely within their destination before leaving. All drivers tie down wheelchairs, secure packages, and assist with seat belts. It is mandatory for everyone in the vehicle to wear seat belts when riding the Harrison County Transit system. Infants and children less than a certain weight require booster seats under the responsibility of the parent/legal guardian and each seat must have a date on it which is not past expiration.

Vehicles

Survey/Interview participants listed a combined total of 13 vehicles. Approximately 77% (10 of 13) of the vehicles are wheelchair accessible. A vehicle utilization table is provided in Table 7.

Harrison County Public Transit provides at least 10 wheelchair-accessible vehicles. Harrison County Public Transit provides wheelchair-accessible vehicles which are open to the general public. The lifts and tie-downs accommodate most all commonly utilized wheelchair models. As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.

Harrison County Department of Job and Family Services, Harrison County Veteran Services, and Harrison County Home do not own any wheelchair accessible vehicles, nor do the agencies provide transportation services.

Table 7: Vehicle Utilization Table

Veh #	Make	Model	Year	Vin #	Capacity*	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
Harrison County Public Transit											
600	DODGE	MMV	2016	2C7WDGBGXGR372448	3+1,5+0	Y	M-F	5am-5pm	Good	HCPT	Harrison County +
601	DODGE	MMV	2017	2C7WDGBGOHR718556	4+1	Y	M-F	5am-5pm	Good	HCPT	Harrison County +
602	CHEVY/1500	TRUCK	2006	1GCEK14X76Z136871	3	N	M-F	5am-5pm	Good	HCPT	Harrison County +
603	FORD	LTN	2012	1FDEE3FL8CDA93000	2+3,8+0	Y	M-F	5am-5pm	Good	HCPT	Harrison County +
605	DODGE	MMV	2014	2C7WDGBG1ER162298	3+1	Y	M-F	5am-5pm	Good	HCPT	Harrison County +
606	DODGE	SMV	2014	2C4RDGBG7ER227634	6	N	M-F	5am-5pm	Good	HCPT	Harrison County +
607	DODGE	SMV	2014	2C4RDGBG5ER227633	6	N	M-F	5am-5pm	Good	HCPT	Harrison County +
608	DODGE	MMV	2015	2C7WDGB6FR634349	3+1,5+0	Y	M-F	5am-5pm	Good	HCPT	Harrison County +
609	FORD	LTN	2014	1FDEE3FL9EDA72725	6+2,8+0	Y	M-F	5am-5pm	Good	HCPT	Harrison County +
610	DODGE	MMV	2017	2C7WDGBG7HR718571	3+1,5+0	Y	M-F	5am-5pm	Good	HCPT	Harrison County +
611	DODGE	MMV	2016	2C7WDGBGXGR372451	3+1,5+0	Y	M-F	5am-5pm	Good	HCPT	Harrison County +
612	DODGE	MMV	2015	2C7WDGB6FR634352	3+1,5+0	Y	M-F	5am-5pm	Good	HCPT	Harrison County +

*3+1, 5+0 = 3 passengers and 1 wheelchair or 5 passenger and no wheelchair

Veh #	Make	Model	Year	Vin #	Capacity*	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
613	DODGE	MMV	2016	2C7WDGDBG9GR378287	3+1, 5+0	Y	M-F	5am-5pm	Good	HCPT	Harrison County +
Harrison County Veteran Services											
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Harrison County Department of Jobs & Family Services											
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Harrison County Home											
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Summary of Existing Resources

Table 7 describes in detail the 13 different vehicles used by Harrison County Public Transit, the transportation provider for Harrison County.

Harrison County Public Transit is the only transportation provider that provides transportation service to the public in Harrison County. All the other agencies either contract with Harrison County Public Transit or rely on voluntary transportation for their clients such as family, friends, or neighbors. Harrison County Public Transit provides transportation services to any Harrison County resident and will charge them different rates depending on whether they have local in-county trips or regional out-of-county trips. Harrison County Public Transit operates Monday through Friday from 5:00am – 5:00pm. They have a total of 13 vehicles in their fleet, 10 of which are wheelchair accessible.

IV. Assessment of Transportation Needs and Gaps

In an effort to better understand Harrison County's needs, the planning committee examined research and data, as well as solicited input from the community to gather information about needs and gaps in transportation services.

The demographic and socio-economic conditions of the study area are discussed in the Demographics Chapter of this plan. The following overview is an evaluation of the gaps in service based upon geographic data as well as from the perspective of the targeted populations, transportation providers, and the general public.

Harrison County Public Transit and a variety of stakeholders in the area solicited input and requested participation from any organization that could potentially be impacted by the coordinated transportation planning process. More information on how the lead agency engaged stakeholders and the general public is available upon request.

The following methods were used to assess transportation needs and gaps:

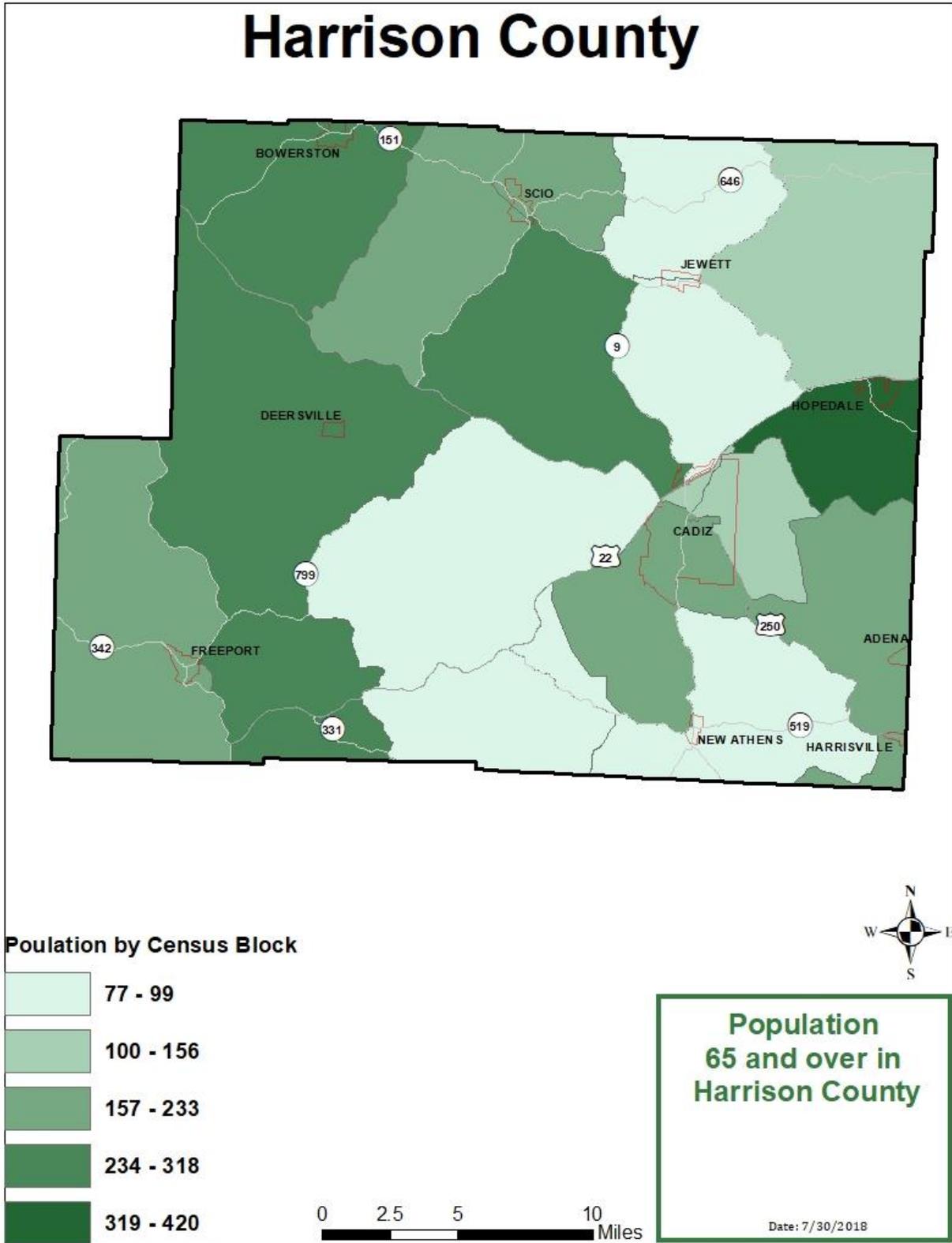
- Assessment of data and demographics
- Planning Team Meetings
- Public Workshop/Surveys

Local Demographic and Socio-Economic Data

Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because a comparison of where the highest and lowest densities of individuals who are most likely to need transportation live. This information can then be compared to the locations of (1) major trip generators, and (2) available transportation services.

Map 6 illustrates the areas in Harrison County where the number of older adults (age 65 and older) is located. The higher concentration of senior population is in the east in and around the south part of Hopedale and the west and northwest portion of the county, surrounding Deersville, Bowerston, and Scio. It decreases incrementally through the southern portion of Harrison County. There is a need for more senior services in and around Bowerston, Deersville Scio, Hopedale, and Cadiz. State Routes 9, 799, 151 and US Route 22 can be important transportation arteries for the growth of these services.

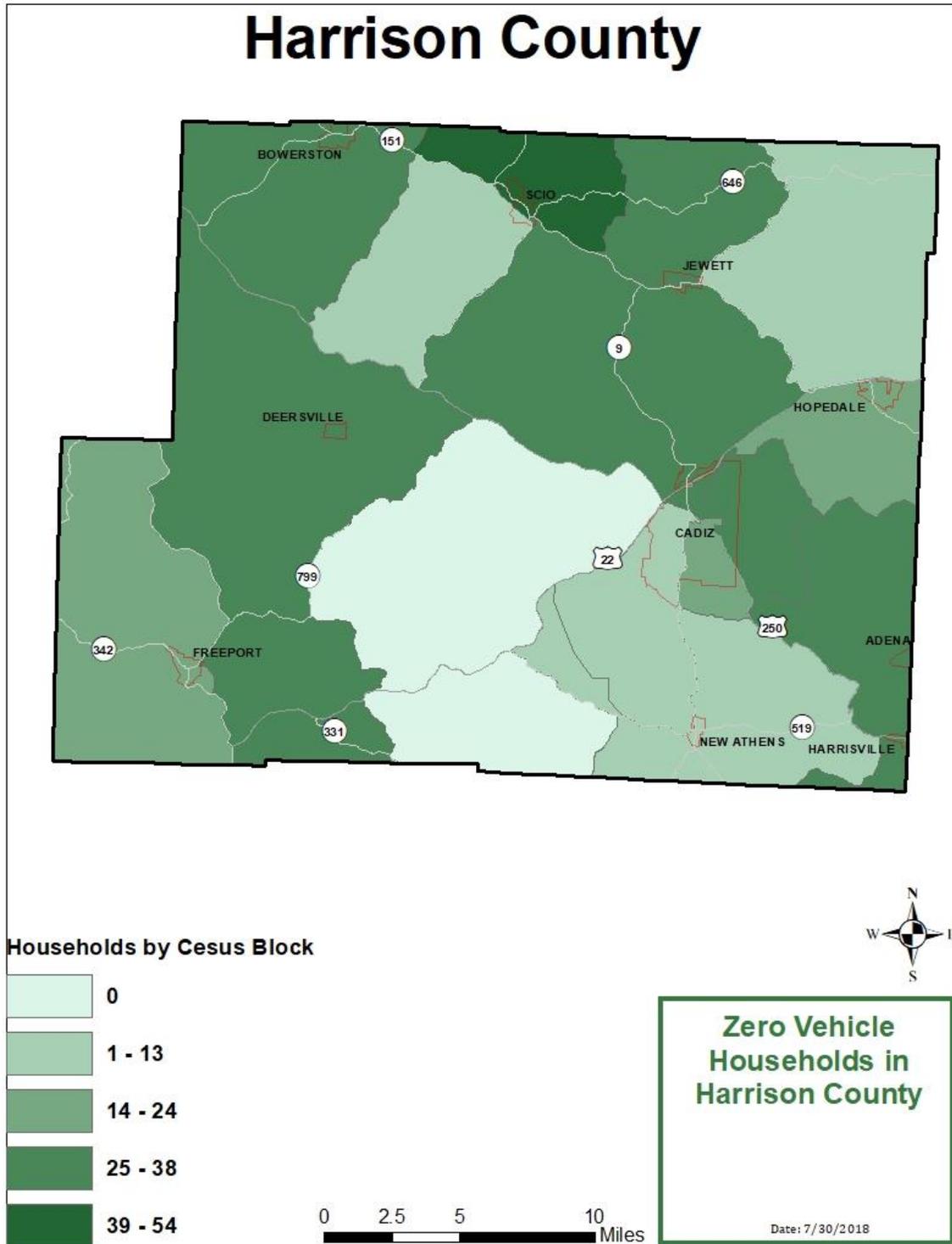
Harrison County



Map 6: Map of Population Density of Individuals Age 65 and Older

Map 7 indicates the locations where the number of zero-vehicle households is in Harrison County. The absence of a vehicle in the household is often an indication of the need for transportation services.

Map 7: Map of Density of Zero Vehicle Households



As shown in Map 7, the higher concentration of households that don't own vehicles are in the north and northwest and southeast portions of the county. Similar to the population of 65 years old and over map, the higher concentration of zero-vehicle households is primarily located in the northwest portion of Harrison County. The greater areas of Bowerston and Scio have many households that do not own vehicles. Following that area of the county would be the southeastern area of New Athens, Adena and Harrisville. West of US Route 22 and east of State Route 799 has the lowest count of zero-vehicle households. State Routes 9, 151, 799, and 519 as well as US Routes 22 and 250 will be important transportation routes as these connect the county and will most likely be used most prevalently if services are to grow.

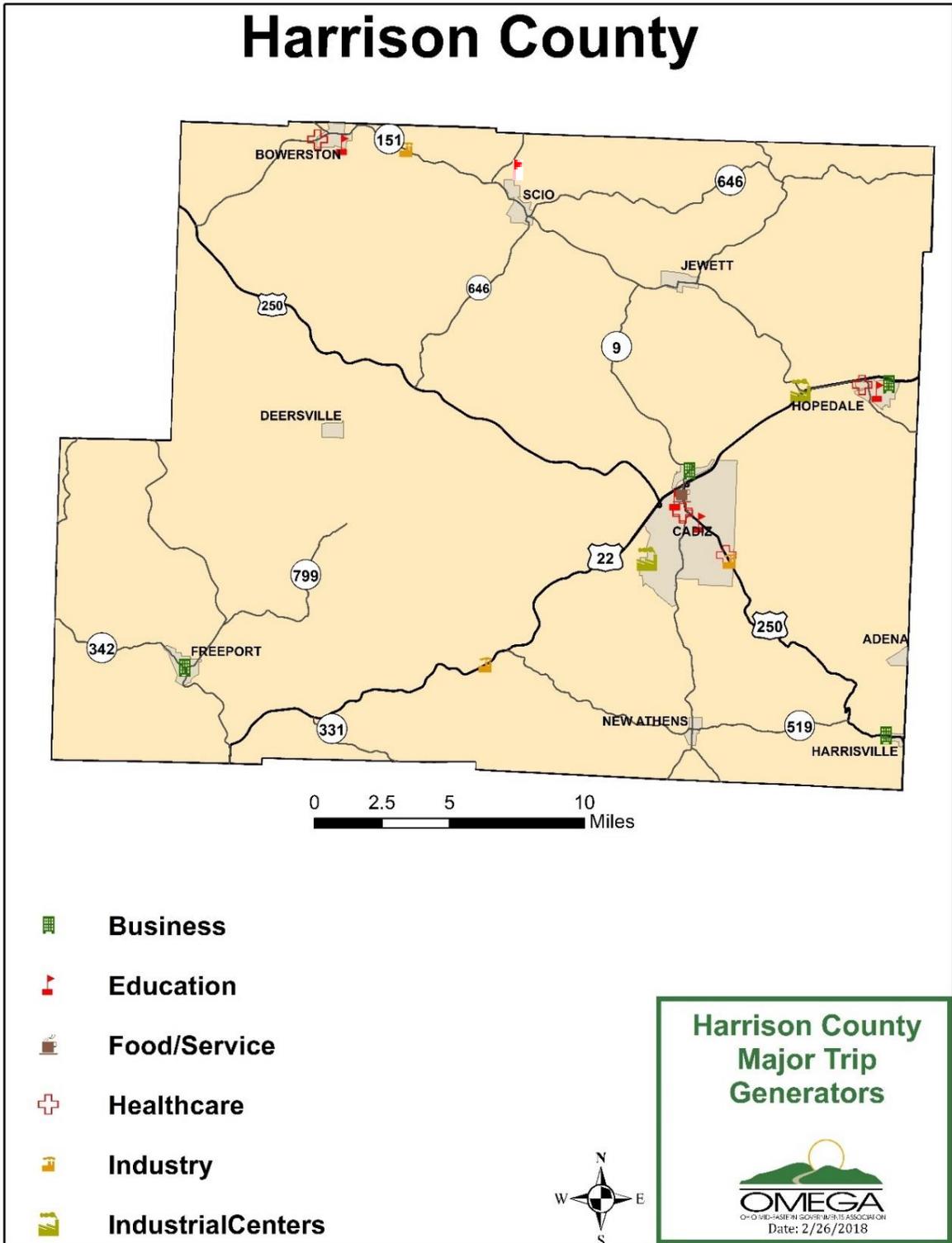
Map 8, illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle.

According to employer data, selecting the major businesses as being 50 or more employees, there are a total of 19 major employers in Harrison County. The majority of these trip generators are located in Cadiz, the county seat. These are a mix of healthcare, education, business, food, and industry.

The main hospital in Harrison County is Harrison Community Hospital in Cadiz. The other healthcare trip generators are nursing and convalescent homes. There are four major schools, half of which are in Cadiz -- Harrison North Elementary and Harrison Central Jr/Sr High -- and Harrison Hills City School District is building a new campus for pre-kindergarten -- 12th grade in the south side of Cadiz to consolidate these schools. The other two are Conotton Valley Elementary in Bowerston and Harrison Hopedale Elementary in Hopedale. The four major businesses are insurance (Cigna) in Hopedale, printers (Freeport Press) in Freeport, Non-Profit (Harrison Industries, Inc.) in Cadiz, and automobile parts (LKQ Auto Parts) in Harrisville. The main food trip generator is McDonald's located in Cadiz. Lastly, the three primary industrial trip generators are Cravat Coal Co in Cadiz, LJ Smith Stair Systems, a building manufacturer in Bowerston, and Ohio CAT, a contractor's equipment supply company in Cadiz.

Based on these trip generator locations, US Routes 22 and 250 and Ohio Route 151 are vital for moving between these locations since these trip generators are located off these transportation arteries in Bowerston, Hopedale, and Cadiz. Since these are major employers and job generators, it may be worthwhile to run more transit routes along these transportation routes.

Map 8: Map of Major Trip Generators



Analysis of Demographic Data

Harrison County has a growing senior population even though the county is expected to have a minor decrease (5%) in general population throughout the next couple of decades. There is a positive indicator with the population trend for the future since the second largest and fastest growing age group are the ages between 0-14 years old. This is important for the future growth of the county because as it currently stands, nearly half the population is either 45 years old or older. This is equally important to understand when 16.9% of the population is disabled. This is also a growing population with any disability with a growth rate of 9% projected over the next 12 years. Currently, 33% of the households and 18% of individuals are living below the federal poverty line.

Regarding the households in Harrison County, about 6% of all occupied housing doesn't own a vehicle, equating to about 400 homes. That can be between 400 to possibly 2,000 residents in the county that have to rely on some other means of transportation. In the working population, 8.7% work outside the state of Ohio and of the rest that remain in the state to work, 47.8% of the working population in Harrison County work outside of the county. More transit options and transportation services can help connect population to competitive labor and strengthen the local economy.

General Public and Stakeholder Meetings/Focus Groups

OMEGA in conjunction with Harrison County Public Transit hosted and facilitated two local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. A total of 10 people participated in the meetings. Of those, two self-identified as older adults and one self-identified as being a person with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

During the meeting, OMEGA presented highlights of historical coordinated transportation in Harrison County, and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area.

Following the initial presentation, the stakeholders were asked to review the gaps in transportation services and needs and identify any extra challenges they experience to provide their services. The focus of the discussion was transportation for older adults, individuals with disabilities, and people with low incomes. However, several topics discussed also impact mobility options for the general public.

After the changes to the needs/gaps list were completed, each participant was asked to rank the needs/gaps using colored dots representing a high, medium, or low priority.

Participants discussed more than 12 mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meetings. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at the end of this section provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

Surveys

The following survey summary includes the information gained from the following surveys that were performed. 51 surveys from the general public: 15.7% of individuals with disabilities completed the survey; 25.5% of older adults completed the survey.

A thorough graphical representation of the survey results can be found in Appendix F.

Based on the results of Question 1, an overwhelming majority of respondents, 88%, drove themselves in the last year. This is a little more compared to the data represented in Chart 9 where 81% of the civilian labor force drives themselves to work. The next most popular response (16%) for transportation options used in the last year was Harrison County Public Transit. Our lead agency provides transit service to all residents in Harrison County and this is proven as it is the second most used transportation option in the county. Lastly, there was a tie at 10% for respondents who carpool or use senior services transportation.

The next question on what makes using transportation service or public transit appealing to the respondents, 58% mentioned that it is affordable, and they can save money. The next most popular response, 44% mentioned it is appealing to them because there is handicap assistance. The third most popular response to the appeal of transportation service or public transit, 20% of the respondents mentioned that they have limited personal mobility options available to them.

Most trips that the respondents make regularly throughout their week (74%) are for work or employment trips. The next most trips during the week (64%) were for commercial/shopping purposes. Social, recreational, and church or faith-based service trips were third most trips in Harrison County at 50%.

Most of the respondents (42%) mentioned that because they have their own personal vehicle or do not need transportation service is what prevents them from using it on a regular basis. Scheduling conflicts or transportation options were unclear was another reason at 16%. Lastly, the cost of transportation services was mentioned at 14% as to why respondents chose not to use transportation service regularly.

The most responses (14%) for changes that respondents suggested to improve the services in Harrison County was for more availability and frequency of service. More flexible scheduling or providing evening hour service was next at 12%. Interconnected routes in Harrison County was third at 6% of the responses.

Of all the responses in the public survey, only 2% mentioned that they currently use transportation services available to them through the Medicaid Program.

Finally, outside of Harrison County, the most common destination for respondents was to the counties adjacent to Harrison County. The second most popular destination was West Virginia and lastly were trips to Pittsburgh, PA.

Challenges to Coordinated Transportation

In addition to identifying needs, the planning committee gathered information from stakeholders and used their own professional experience to identify challenges to providing coordinated transportation services. These challenges include the following:

- On-Demand needs
- Designing efficient routes in very rural areas
- Medical Referrals – unscheduled tests; specifically, when a doctor refers a patient to another clinic or hospital in another city that day
- Funding and financing
- Public Awareness – most residents of Harrison may not know about the transportation services especially from Harrison County Public Transit
- Limited options throughout the week
- Duplications of Service – Harrison County Public Transit and Veteran Services take frequent trips to Pittsburgh for medical trips; however, Veteran Services can only drive the Veteran and their caretaker according to their contracts.

Summary of Unmet Mobility Needs

The following table describes the identified unmet transportation needs that were identified and the method used to identify and prioritize each need. Needs are listed in order of their rank in highest to lowest priority.

Table 8: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	More trips for Medical Appointments and to refill Rx	Stakeholder Meetings, Public Workshop, Surveys
2	Transportation for food banks and grocery stores	Stakeholder Meetings, Public Workshop, Surveys
3	Jefferson County Partnership	Stakeholder Meetings, Public Workshop, Surveys
4	More transportation service for Veterans	Stakeholder Meetings, Public Workshop, Surveys
5	Transportation for employment and job interviews	Stakeholder Meetings, Public Workshop, Surveys
6	Funding is biggest need – other sources, other grants	Stakeholder Meetings, Public Workshop, Surveys
7	Elderly and Disabled Fixed Routes	Stakeholder Meetings, Public Workshop, Surveys
8	Fixed Route Transit Van	Stakeholder Meetings, Public Workshop, Surveys
9	Apartment Complex Connector Route	Stakeholder Meetings, Public Workshop, Surveys
10	Increase service for first weekend of month	Stakeholder Meetings, Public Workshop, Surveys
11	Extended Service Hours	Stakeholder Meetings, Public Workshop, Surveys
12	On Demand Need + Keep Demand-Response	Stakeholder Meetings, Public Workshop, Surveys
13	Weekend Trips – Maybe adjust the shopper shuttle to weekends	Stakeholder Meetings, Public Workshop, Surveys
14	Bus Shelters with Daily Schedules	Stakeholder Meetings, Public Workshop, Surveys
15	Contract with DD	Stakeholder Meetings, Public Workshop, Surveys

Both the lead agency, Harrison County Public Transit, and Harrison County Home expressed that there is a growing need to connect the nursing homes and apartment complexes on a fixed route to combine trips. They have many drivers going to and from these centers picking up rider but they are using multiple vehicle, multiple drivers, and plenty of fuel. They believe if they can begin to combine these trips by creating a connected route, it will bring their costs down in fuel, maintenance, and labor hours and will help make their service more efficient. Regarding the Origin_Destination Analysis, they are interested to see that this will make more sense if they all share a common destination as well, for example, a similar hospital or clinic. They also believe partnering with some agencies or providers in adjacent counties, such as Jefferson or Belmont can help them also with their combined trips for their destinations when they travel into those counties.

When all the needs were presented to them, they expressed that in order to begin to provide help to meet these needs they need more funding. There is a reason they are hesitant to extend their service hours because of financing these trips as well as they haven't seen a high demand for it either. They are considering, however, maybe adjusting the shopper shuttle for the weekends but they prefer to possibly survey their riders to discover if there is a demand for this.

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

Strategies for improving transportation for the Harrison County Coordinated Plan should address the service gaps and user needs identified in this plan if they are to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public survey.

Based on information gathered throughout the planning process, the Harrison County Public Transit developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to meet five of the identified primary gaps and needs.

Below is an outline describing the prioritized strategies to address each of the identified unmet transportation needs and gaps in service.

Goal #1:

Efficiently and Cost-Effectively Expand Transportation Services

Need(s) Being Addressed: Extended service hours to include weekends, provide on-demand service, expand service for medical appointments, prescriptions refills, employment, job interviews, food banks, and grocery stores

Strategy 1.1:

Apply for funding to increase fleet & staff

Strategy 1.2:

Provide fixed route service

Strategy 1.3:

More weekend trips to adjust the Shopper Shuttle to the weekends

Timeline for Implementation: This strategy will begin after approval of the plan and will be ongoing until it is updated.

Action Steps: Identify routes, document vehicles and staff required, meet with ODOT

Parties Responsible for Leading Implementation: Harrison County Public Transit, OMEGA

Parties Responsible for Supporting Implementation: ODOT, OMEGA, Harrison County Public Transit, Mobility Manager

Resources Needed: Origin_Destination Data Analysis, Meeting Locations

Potential Cost Range: \$1,000-\$2,000 annually (materials, travel, refreshments)

Potential Funding Sources: Transportation Provider Budget, ODOT 5310 & 5311

Performance Measures:

1. Measure – Quarterly Meetings with ODOT & OMEGA representatives and the Mobility Manager
2. Measure – Origin_Destination Service Analysis
3. Measure – Subcommittee supplemental meetings with other Transportation Service Providers

PRIORITY POINTS – 100

Goal #2:

Inter-County Cooperative Transportation Service Partnerships

Need(s) Being Addressed: Fixed Route Transit Van with Bus Shelters and Daily Schedules, Apartment Complex Connector Routes, Funding is biggest need, Jefferson/Adjacent County Partnership

Strategy 2.1:

Meetings with: Harrison County Public Transit, Mobility Manager, Commissioners, transportation service providers and lead agencies from Jefferson and/or Belmont County

Strategy 2.2:

Refer to Regional Coordination for possible sub-region

Strategy 2.3:

Service expansion to accommodate changes in population

Timeline for Implementation: After approval of this plan and ongoing until the next update

Action Steps: Analyze Origin_Destination Data, meet with transportation service agencies, possible sub-region developments

Parties Responsible for Leading Implementation: Harrison County Public Transit, Transportation Service Providers in adjacent counties

Parties Responsible for Supporting Implementation: Mobility Managers in possible both sub-regions, Lead Agencies in Harrison, Jefferson, and Belmont Counties, Commissioners

Resources Needed: Letters of Intent, central meeting location, transportation service for all parties

Potential Cost Range: \$1,000-\$5,000 depending on frequency of meetings

Potential Funding Sources: All participating Transportation Service Provider budgets, 5311 Funding

Performance Measures/Targets:

1. Measure – Amount of participating members from adjacent counties
2. Target – Initial meeting before the end of the year
3. Measure – Draft agreement to create a partnership with participating agency(ies)
4. Target – Compare/Contrast Origin_Destination Trip Data

PRIORITY POINTS – 90

Goal #3:

Provide More Transportation Service Outreach

Need(s) Being Addressed: Transportation for Food Banks & Grocery Stores, Increase service for first weekend of the month, weekend trips, bus shelters with daily schedules, transportation service for veterans

Strategy 3.1:

Apply for funding for implementation

Strategy 3.2:

Multicultural and bilingual education

Strategy 3.3:

Increase marketing and scheduling

Timeline for Implementation: After approval of plan and ongoing until updates and through the regional coordination

Action Steps: Identify major commercial trip generators, select vehicles and routes for specific trips, hire a bilingual advocate

Parties Responsible for Leading Implementation: Mobility Manager and Harrison County Public Transit

Parties Responsible for Supporting Implementation: ODOT, OMEGA, Commissioners

Resources Needed: Office space, mobility management, marketing materials

Potential Cost Range: \$5,000 annually for marketing materials, \$40,000 for bilingual advocate (or can be done by volunteering)

Potential Funding Sources: 5311 Funding, Transportation Provider Budgets

Performance Measures:

1. Measure – Marketing Materials created and distributed
2. Measure – Brochure that explains all services available
3. Target – Limited English Population reached as increased ridership

PRIORITY POINTS – 70

Goal #4:

Increase Transportation Service for Employment Opportunities

Need(s) Being Addressed: Transportation for employment and job interviews, partnerships with adjacent counties, on-demand need, funding is biggest need

Strategy 4.1:

Locate hiring employers from major trips generators

Strategy 4.2:

Direct outreach services towards unemployed and working age population in school and colleges

Strategy 4.3:

Create routes oriented for employers and potential employees

Timeline for Implementation: After approval of plan and ongoing until updates and through the regional coordination

Action Steps: Identify major businesses and small businesses from local employers, establish routes to these employers for school programs

Parties Responsible for Leading Implementation: Harrison County Public Transit, OMEGA

Parties Responsible for Supporting Implementation: Mobility Manager, Belmont-Harrison Career Center

Resources Needed: Inventory of Employers, Major Trips Generator, Inventory of Job Applicants

Potential Cost Range:

Potential Funding Sources: ODOT 5311, Transportation Provider and Career Center Budgets

Performance Measures/Targets:

1. Measure – Number of hiring employers listed in an inventory
2. Measure – Number of job applicants looking for work
3. Target – More than 50% hiring rate from this implementation

PRIORITY POINTS - 85

VI. Plan Adoption

The Harrison County Coordinated Public Transit – Human Services Transportation Plan planning process:

- The Coordinated Transportation Plan was developed with inclusion from older adults, individuals with a disability, members of the general public, and representatives from the public transit and human services providers
- The initial stakeholders' meeting was scheduled for February in 2018 and included agencies and stakeholders that serve the population above and established the Harrison County Planning Team
- Harrison County Planning Team will meet to discuss necessary changes to the coordinated plan
- Stakeholder meetings were scheduled by the Transit Planner and the Lead Agency
- Public Workshops were scheduled by the Transit Planner, Lead Agency, and hosted by the local hospital
- Public Surveys were distributed at the public meetings and an online link was provided
- Surveys were sent to all stakeholders present at the meetings and emailed to all who were unable to attend
- Changes and Goals were discussed and established, respectively, during the final stakeholders meeting
- The coordinated plan, survey, and survey results were posted on OMEGA's website on the appropriate county transit page
- There were two months from the last public meeting to provide comments and there was a 10 day period from the last stakeholder meeting for final comments to be submitted from the stakeholders.
- After the last stakeholder meeting, the plan will be finalized and sent as a draft to the commissioners on August 20th, 2018.
- The commissioners will be given a one month review period for their final approval on *September, 18, 2018*

Appendix A.

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 by contacting

Agency Representation

Name	Agency
Karen Couch	Harrison County Public Transit
Maggie White	Harrison County Public Transit
Lisa Tuchek	Veteran Services
Don Jochims	Hopedale Council
Larry Ward	Hopedale Council
Ken Zitko	Cadiz Mayor
Brent Ripley	Harrison Hills City School District
Don Bethel	Harrison County Commission
Joe Petro	New Athens Mayor
Deb Knight	Harrison County Jobs & Family Services
Dana Snider	Harrison Hills City School District – Superintendent
Doug Bachman	Harrison County Engineers Office
Ed Banks	Harrison County Home
Lauren Healy	SBGTV
Jody Hennis	CIC Harrison County
Mary Ellen Haney	CIC Harrison County
Shannon Hursey	Tusc Transit/Horizons
Nikki Richardson	Jefferson CESC
Becky Branden	HARCATUS
Sean Sammon	OMEGA
Lisa Duvall	OMEGA
Kevin Buettner	OMEGA
Chris Wilkins	OMEGA
Kevin Case	Administrator Gable Care & Carriage Inn of Cadiz
Chad Giauque	Administrator Sunnyslope Nursing Home

In addition to participants listed above, the planning committee also included representation of older adults, people with disabilities, and members of the general public. In addition to hosting a planning committee, Harrison County Public Transit and other planning committee members also conducted a wide variety of activities designed to increase involvement of community stakeholders in identifying community resources, addressing community needs, and setting goals and priorities. More information about the efforts that occurred is available upon request. To request additional information contact:

Sean Sammon

OMEGA

740-439-4471 ext. 212

ssammon@omegadistrict.org

Appendix B.

List of Annual Reviews and Plan Amendments

It is required that this plan be reviewed by the planning committee annually. For more information on when the next annual review will occur, how to be involved in the annual review process or to request information on how to make changes or corrections to this plan between annual reviews, please contact:

Sean Sammon

OMEGA

740.439.4471 ext. 212

ssammon@omegadistrict.org

Annual Review – August 2018

This is the very first version of the Harrison County Coordinated Human Services Transportation and Public Transit Plan. The first annual review will occur August of 2019. Following the plan approval, the process for reviewing the coordinated plan annually will occur as follows:

- Update all demographic and statistical information to the present year
- Update all maps to match the present demographic data
- Update all transportation service provider information
 - The inventory
 - Existing Transportation Services
 - Organizational Characteristics
 - Service Characteristics
 - Expenses and Revenues
 - Active Transportation Options
 - Resources
 - Technology
 - Vehicle Utilization Table
- Reassess all transportation needs and gaps
- Host at least two stakeholder meeting and one public workshop
- Update the survey on existing transportation services and redistribute to the public
- Determine any new unmet mobility needs
 - Assess if past unmet needs have been met
 - Reprioritize unmet needs based on follow-through from original plan
- Reevaluate the goals and strategies from the general public and the transportation service providers

Amendment - TBD

This is the first version of the Harrison County Coordinated Human Services Transportation and Public Transit Plan. If the plan is amended, the information and process on how it was amended will be included here.

Appendix C.

Definitions

There are several terms used throughout the plan that may be unique to transportation providers or human service agencies. The terms are defined here for reference.

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

FAST Act – Congress established the funding for Federal Transit Administration programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020.

Gaps in Service – A break 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 – The organization 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.

NEMT – Non-Emergency Medical Transportation, any transportation service for medical reasons that do not include emergency purposes.

OWF – Ohio Works First, work eligibility activity in Ohio

Planning Committee – (indicate if the planning committee has another formal name) The Planning Committee is composed of key community stakeholders. The Planning Committee members agree to actively participate in the planning process and act as the plan advisory and adopting entity.

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 and Individuals with Disabilities (49 U.S.C. 5310) provides federal formula funding to assist 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 fewer 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. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

Section 5307 Program – The Urbanized Area Formula Grants program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in

urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.

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 D.
Ride Along Surveys – Drivers & Riders

Harrison County Ride Along Survey - DRIVER

Agency: Harrison County Rural Transit Date: 2/13/18

Basic driver survey questions. All answers will be left anonymous since this is a voluntary survey.

- 1. How long have you been a driver with HCRT service?

- 2. What do you enjoy most about it? What could you do without?

- 3. What are the usual challenges you face daily?
 - a. Time
 - b. Roads/Drivability
 - c. Signage/Lighting
 - d. Weather
 - e. Access to fuel
 - f. Picking up clients
 - g. Other: _____

- 4. What are your needs or challenges you face when driving for the transit service?
 - a. _____

- 5. What will help you for the future to improve your services? Any suggestions?
 - a. _____

Harrison County Ride Along Survey

Agency: *Harrison County Rural Transit*

Date: 2/13/18

Basic ridership survey questions. All answers will be left anonymous since this is a voluntary survey.

1. How often do you use HCRT service?

- a. Daily
- b. Weekly
- c. Monthly

2. What is the primary purpose you use HCRT?

- a. Job/Employment
- b. Medical Appt/Hospital Visit
- c. Education
- d. Basic Needs (Groceries, Recreation, Visit, Errands)
- e. Other

3. Own a vehicle?

- a. Yes
- b. No

4. What are your needs or challenges you face when using the transit service?

- a. _____

5. What would you like to see for the future to improve the services? Any suggestions?

- a. _____

Appendix E.
Letters of Understanding

FROM: Ed Banks, Harrison County Home

DATE: June 4th, 2018

TO: Sean Sammon

RE: Transportation Service Provider Information

Hi Sean,

As we talked about on Friday, please review the attached information and let me know ow if you have any additional needs.

Thanks Ed

LETTERS OF UNDERSTANDING REGARDING EMERGENCY TRANSPORTATION FOR THE HARRISON COUNTY HOME

41500 Cadiz-Dennison Road Cadiz, Ohio 43907 Phone: (740) 942-3573 FAX: (740) 942-3663
cohome1@frontier.com

The Harrison County Home is located along state route 250, about 1 ½ miles north and in the city of Cadiz, Ohio. The facility currently provides assistive living accommodations for a minimum of 20 elderly residents on a 24 hour-a-day basis. The current resident population is at an average age of 88-years. Twelve of the current residents use wheelchairs for ambulation purposes, while the balance of the population uses assistive devices, such as walkers, on a limited amount of time.

The Harrison County Home is not currently equipped with a transportation vehicle that is designed to transport individuals that use wheelchairs or walkers. The transportation needs of our population are provided by family, friends, or the Harrison County Public Transportation service provider.

Should a medical emergency arise, the residents are transported by emergency vehicles from the Harrison Community Hospital (Cadiz), or the Cadiz Volunteer Fire Department's ambulance service.

In the event an evacuation of the Harrison County Home becomes necessary, the Harrison County Home currently has Memos of Understanding (MOU) with the following agencies:

The Gable Care Center - January 1st, 2018

Harrison Public Transportation - January 31st, 2018

Harrison Hills City School District - February 1st, 2018

Carriage Inn of Cadiz - December 13th, 2017

From: Lisa Tucheck
To: [Sean Sammon](#)
Subject: Transportation
Date: Friday, June 1, 2018 3:07:21 PM

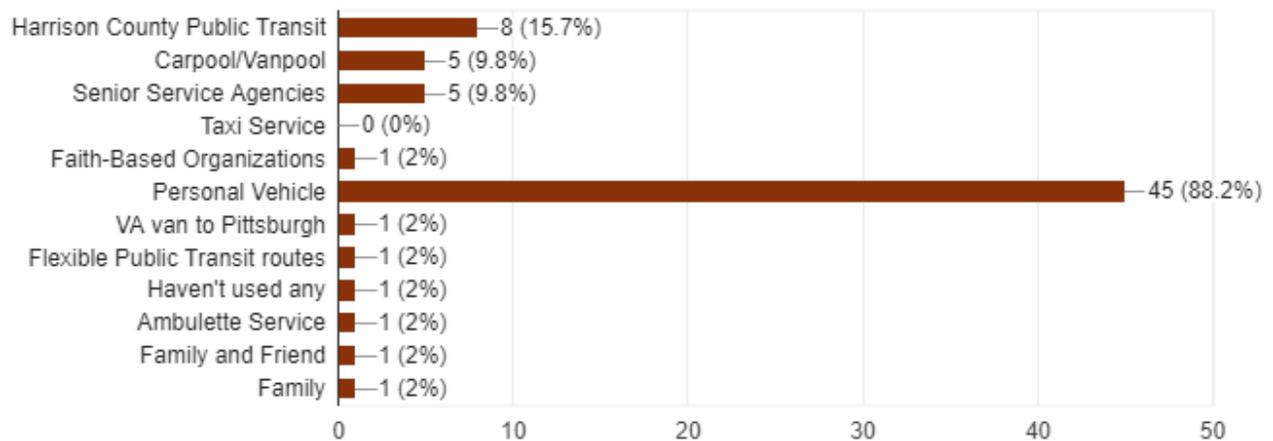
After consideration by our Board, we have decided not to pursue getting another van. Right now, our vans, all maintenance, insurance and gas is covered by the DAV. The Board is afraid that we if we went with another van and then the tax base went down, thus our budget went down, we would be unable to afford to run a fourth van. Thank you for your consideration.

Lisa Tucheck
Office Manager
Veteran's Service Office
100 W. Market Street
Cadiz, Ohio 43907
740-942-8441 Office
740-942-8415 Fax
ltucheck@harrisoncountyohio.org
www.harrisoncountyohio.org

Appendix F.
Survey Results - Graphics

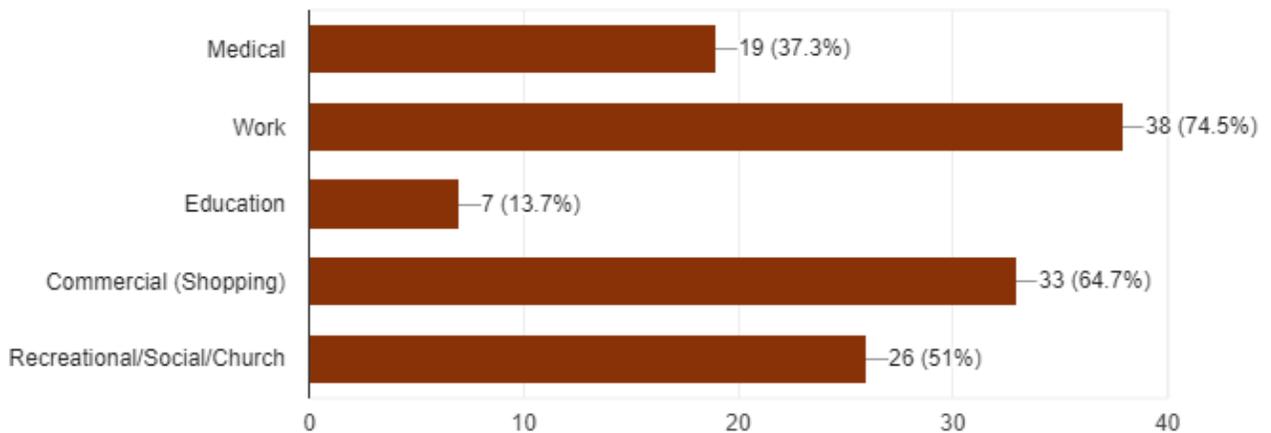
What transportation options have you or your family used in the last year? (Check all that apply)

51 responses



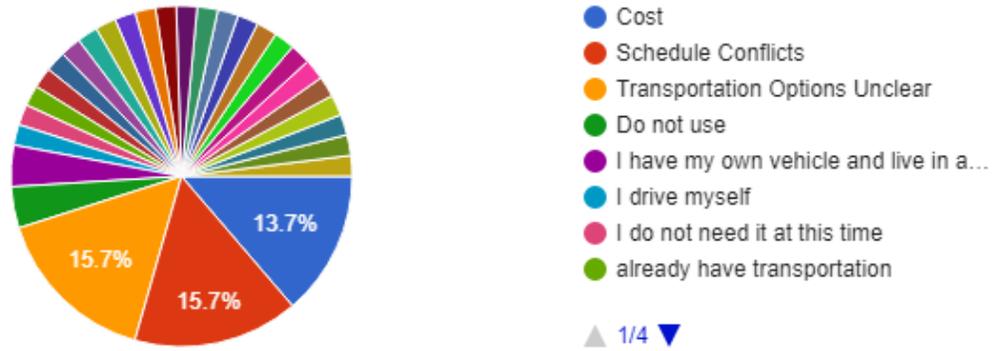
What types of trips do you take regularly throughout your week? (Check all that apply)

51 responses



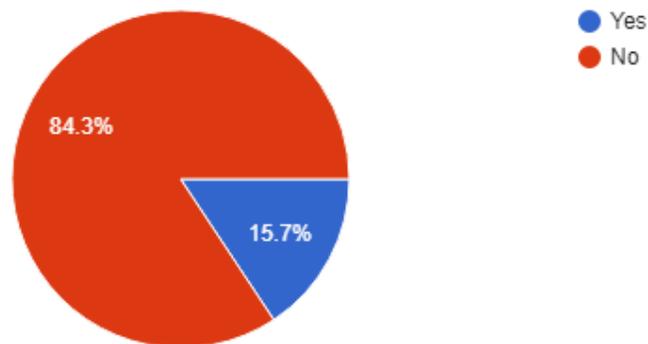
What prevents you from using transportation services on a regular basis?

51 responses



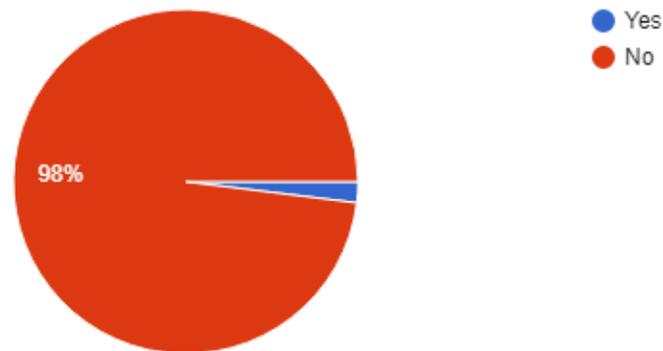
Do you have a disability that requires you to use a cane, walker, wheelchair, and/or another device to help you get around?

51 responses



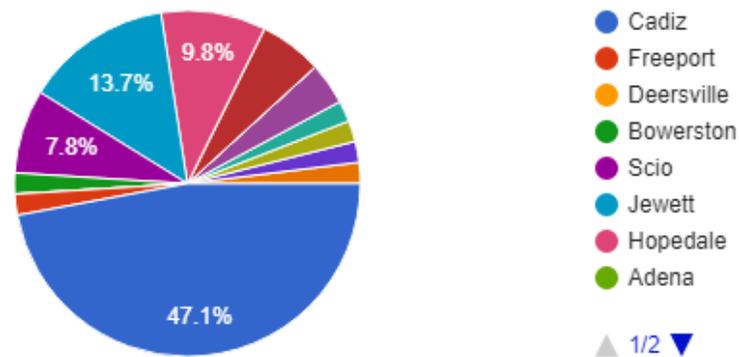
Are you or a family member currently using any transportation services that are available to you through the Medicaid Program?

51 responses



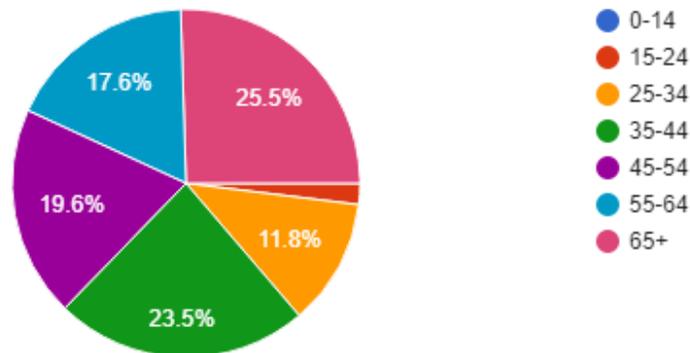
What is your town/village of residence?

51 responses



What is your age group?

51 responses



What makes transportation service/public transit appealing to you?

Low cost/saves money (58%)

Handicap assistance (44%)

Limited personal mobility options available (20%)

What prevents you from using transportation services on a regular basis?

Personal Vehicle/Not needed
(42%)

Schedule Conflict/Transportation
Options Unclear (16%)

Cost (14%)

What changes do you suggest to improve transportation services in Harrison County?

More availability & frequency
(14%)

More flexible scheduling &
evening hours (12%)

Interconnected routes(6%)

Outside of Harrison County, what destination do you frequent most?

**TOP 3
DESTINATIONS**

*(for Medical,
Employment,
Recreation,
Shopping, &
Nutrition)*

- Adjacent Counties
- West Virginia
- Pittsburgh (SW PA)

Appendix G.

Resolution – Signature Page

Harrison County Planning Team

RESOLUTION

A RESOLUTION SUPPORTING THE HARRISON COUNTY PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION COORDINATION PLAN TO BE SUBMITTED TO THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION.

WHEREAS, people with specialized transportation needs have rights to mobility. Older adults, individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services which are provided by public and private transportation systems and human service agency programs are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities; and

WHEREAS, under the FAST Act, projects funded by Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities and Section 5311 Formula Grants for Rural Areas program must be included in a locally developed, coordinated public transit-human services transportation plan; and

WHEREAS, the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program and Section 5311 Formula Grants for Rural Areas program provides operating and capital assistance funding to provide transit and purchase of services to private nonprofit agencies, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to people with disabilities; and

WHEREAS, a local committee with participation by seniors, individuals with disabilities, representatives of public transit, private, and non-profit transportation and human services providers and participation by other members of the public met on June 6, 2018; and

Appendix H.

Harrison County Commissioners Meeting Minutes:
September 19, 2018



HARRISON COUNTY COMMISSIONERS

100 W. Market Street - Cadiz OH 43907

Phone: 740-942-4623 / Fax: 740-942-4090

commissioners@harrisoncountyohio.org

www.harrisoncountyohio.org

Dale Norris • Paul Coffland • Don Bethel

September 19, 2018

Commissioners Attendees: Paul Coffland, Dale Norris and Don Bethel

Other Attendees: Leanna Mikesell; Joyce Klingler; Ed Banks; Ruth Ann Nabb; JD Long; Deb Knight; Doug Crabtree

Meeting: Commissioner Coffland called the meeting to order

Minutes: Minutes from September 12, 2018 were reviewed. Commissioner Norris motioned to approved, seconded by Commissioner Coffland. Motion carried with Norris and Coffland both voting yes. Commissioner Bethel abstained from voting because he was absent during the September 12, 2018 meeting.

Judge Puskarich:

Judge Puskarich presented IV-D contract that is being entered into with Harrison County CSEA and Harrison County Juvenile Courts for Magistrate Clerking services and the Magistrate services for the period of 10-1-18 through 9-30-19. Judge Puskarich also presented IV-D contract that is being entered into with Harrison County CSEA and Harrison County Juvenile Court for a period of 10-1-18 through 9-30-19. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Karen Couch-Public Hearing:

Public Transit is applying to Ohio Department of Transportation and to Ohio Public Transportation Grant Program for an operating grant. The operating grant has not been announced as of yet, but it will provide financial assistance for public transportation service for the residents of Harrison County CY 2019. Harrison County Public Transit is also applying for two replacement vehicles. Public Transit will hold another public hearing in 30day to for comment.

Sean Sammon (OMEGA):

Sean was here today to present the final plan for Harrison County Coordinated Public Transit/Human Services Transportation Plan. The goals of the plan are to provide efficient and cost effective transportation services, inter-county cooperative transportation service partnerships, provide more transportation outreach and increase transportation service for employment opportunities. The needs of the program are expansion of geographic service area and extend hours, fixed route transit van, elderly and disabled fixed routes, more trips for medical appointments and prescription refills, transportation for employment and job interviews, more on demand services and apartment complex/nursing home connector routes. The benefit of the plan is to improve efficiency, mobility, and access to transportation for senior citizens, people with disabilities, impoverished, unemployed and other.

Resolution: 22-18

A resolution supporting the Harrison County Public Transit-Human Services Transportation Coordination Plan to be submitted to the State of Ohio Department of Transportation. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Deb Knight (DJFS):

Deb was in today to discuss a resolution for worker appreciation day for their Children Services staff.

Resolution: 23-18

National Child Welfare Workforce institute is sponsoring a Worker Recognition Day on September 20, 2018 to recognize the hard work and dedication of these workers. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Doug Crabtree (Engineers):

Purchase orders and vouchers presented totaling \$21,121.12. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Permission to bid the slip repair project for CR 2., bids will be opened on October 10, 2018 at 10:00am in the Commissioners Office. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Doug presented copies of two maps which outlined the proposed haul routes for Shell Pipeline. RUMAS had been presented to the Commissioner during their September 12, 2018 which were tabled because they wanted the outlined routes, which has now been received and reviewed.

Agreement 41-18:

Agreement between Harrison County and Shell Pipeline Co., requesting the use of 1.58 miles of CR 2 (Deersville Ridge Rd.)

Agreement 42-18:

Agreement between Harrison County and Shell Pipeline Co., requesting the use of .59 miles of CR 3 (Barricklow Rd.)

Agreement 43-18:

Agreement between Harrison County and Shell Pipeline Co., requesting the use of 4.57 miles of CR 17 (Hanover Ridge Rd.)

Agreement 44-18:

Agreement between Harrison County and Shell Pipeline Co., requesting the use of 1.82 miles of CR 22 (Lower Clear Fork Rd.)

Agreement 45-18:

Agreement between Harrison County and Shell Pipeline Co., requesting the use of .23 miles of CR 29 (Industrial Park Rd.)

Agreement 46-18:

Agreement between Harrison County and Shell Pipeline Co., requesting the use of 1.80 miles of CR 43 (Bower Rd.)

Agreement 47-18:

Agreement between Harrison County and Shell Pipeline Co., requesting the use of 1.37 miles of CR 44 (Gundy Ridge Rd.)

Agreement 48-18:

Agreement between Harrison County and Shell Pipeline Co., requesting the use of .49 miles of CR 45 (Dodson Rd.)

Agreement 49-18:

Agreement between Harrison County and Shell Pipeline Co., requesting the use of 2.84 miles of CR 49 (Bargar Rd.)

Agreement 50-18:

Agreement between Harrison County and Shell Pipeline Co., requesting the use of .43 miles of CR 80 (Leffler Rd. North)

Commissioner Norris motioned to approve Agreements 41-18 through 50-18, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes. Doug also wanted to recognize the passing of Mr. Fox, he had been a long time member of the EMS Association and a staple in the community.

Joyce Klingler (Citizen):

Mrs. Klingler was here today asking the Commissioners to donate money to Lakeland Academy so they can purchase playground equipment. The Commissioners had several questions regarding the equipment, which she was unable to provide answers too. Joyce is suppose to talk with Scott Bardall (Superintendent of Lakeland) and will provide the information to the Commissioners.

John Kerr (Veterans Board President):

The Harrison County Veteran's Service Board has voted to increase their compensation by \$50.00, which will increase them to \$275.00. They are requesting the Commissioners approve the increase. These increased will not be in effect until the beginning of their new terms. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Mr. Kerr also mentioned their board had voted on moving the Veteran's Office to the old Westgate Elementary School. Commissioners advised Mr. Kerr to speak with the Village of Cadiz concerning this issue.

Purchase Orders & Vouchers:

DJFS provided a copy of their Public Assistance Fund, Children Services Fund & WIOA recapitulation of vouchers. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Appropriations:

Public Health is requesting expense appropriations for the following line items:

E000-E01	SALARIES	(-\$3,297.26)
E000-E02	SUPPLIES	\$6,975.13
E000-E03	EQUIPMENT	(-\$3,866.00)
E000-E07	MILEAGE/EXPENSE	\$280.87
E000-E011	WORKERS COMP.	(-\$42.74)
E000-E15	HEALTH INS.	(-\$50.00)

Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Sheriff is requesting appropriation of the following:

X05-X01 DARE FUND \$1,000.00

Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Transfers:

Veteran's Service Commission is requesting the following transfer of funds:

\$1,356.16 FROM: A209-C09 (BWC) TO: A009-CO8 (TRAVEL)

\$5,000.00 FROM: A009-C06 (ASSIST) TO: A009-C07 (EXPENSES)

Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Misc:

DJFS Mandated Share payment for SFY 19, September 1, 2018 in the amount of \$3,810.00. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

The County Home presented their policy and procedure manual requesting for the Commissioners approval. The Commissioners agreed they haven't had enough time to review it. Commissioner Norris motioned to table , seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Claims Docket Report (9/19/18 Batch 3802) received totaling \$82,557.49. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Out of county travel letter received from DJFS for the dates of September 12, 2018-September 26, 2018. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Engineer Rob Sterling discussed the Hopedale Water Tower Project being submitted to the EPA and once it's received back they will then request to bid the job.

Auditor Patrick Moore discussed the need to update the policy for the County's Death Insurance Benefit.

Commissioner Norris asked Auditor Patrick Moore if he's given any more thought to finding dental coverage for county employees, and requested that he please check with some carriers and let the Commissioner's know about the pricing.

Adjourned:

Commissioner Norris motioned to adjourn, seconded by Commissioner Bethel. Motion carried with Norris, Bethel Coffland all voting yes.

Paul Coffland, President

Don Bethel

Dale Norris

Misty Bailie, Administrative Assistant

Purchase Orders & Vouchers:

DJFS provided a copy of their Public Assistance Fund, Children Services Fund & WIOA recapitulation of vouchers. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Appropriations:

Public Health is requesting expense appropriations for the following line items:

E000-E01	SALARIES	(-\$3,297.26)
E000-E02	SUPPLIES	\$6,975.13
E000-E03	EQUIPMENT	(-\$3,866.00)
E000-E07	MILEAGE/EXPENSE	\$280.87
E000-E011	WORKERS COMP.	(-\$42.74)
E000-E15	HEALTH INS.	(-\$50.00)

Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Sheriff is requesting appropriation of the following:

X05-X01 DARE FUND	\$1,000.00
--------------------------	-------------------

Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Transfers:

Veteran’s Service Commission is requesting the following transfer of funds:

\$1,356.16	FROM: A209-C09 (BWC)	TO: A009-CO8 (TRAVEL)
\$5,000.00	FROM: A009-C06 (ASSIST)	TO: A009-C07 (EXPENSES)

Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Misc:

DJFS Mandated Share payment for SFY 19, September 1, 2018 in the amount of \$3,810.00. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

The County Home presented their policy and procedure manual requesting for the Commissioners approval. The Commissioners agreed they haven’t had enough time to review it. Commissioner Norris motioned to table , seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Claims Docket Report (9/19/18 Batch 3802) received totaling \$82,557.49. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Out of county travel letter received from DJFS for the dates of September 12, 2018-September 26, 2018. Commissioner Norris motioned to approve, seconded by Commissioner Bethel. Motion carried with Norris, Bethel and Coffland all voting yes.

Engineer Rob Sterling discussed the Hopedale Water Tower Project being submitted to the EPA and once it’s received back they will then request to bid the job.

Auditor Patrick Moore discussed the need to update the policy for the County’s Death Insurance Benefit.

Commissioner Norris asked Auditor Patrick Moore if he’s given any more thought to finding dental coverage for county employees, and requested that he please check with some carriers and let the Commissioner’s know about the pricing.

Adjourned:

Commissioner Norris motioned to adjourn, seconded by Commissioner Bethel. Motion carried with Norris, Bethel Coffland all voting yes.

Paul Coffland, President

Don Bethel

Dale Norris

Misty Bailie, Administrative Assistant