

Jefferson County Coordinated Public Transit/Human Services Transportation Plan

2018-2021

Brooke Hancock Jefferson – Metropolitan Planning Commission (BHJ-MPC)

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Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Jefferson County. This plan was initially developed in 2007 and updated in 2018. 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 Jefferson 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 activities:

1. AVAILABLE COMMUNITY RESOURCES FOR TRANSPORTATION

Several organizations provide transportation services in Jefferson County to persons with a disability, senior citizens, veterans, Medicaid-eligible individuals, and other members of the public. These organizations include:

PRIMARY TRANSPORTATION PROVIDERS

- **Prime Time Office on Aging** provides coverage for both the senior population and people with disabilities, however, you must be 60 years of age or over to be eligible to use their services. They operate 5am – 3pm Mondays, Wednesdays, and Fridays, and 7am – 3pm Tuesdays and Thursdays. They currently have a fleet of 10 vehicles, half of which are wheelchair accessible, however, of those five, three of those vehicles are in poor condition.
- **TranSmart USA LLC** is a non-emergency medical transport provider, area and local courier services, and airport transportation. They have 13 vehicles in their fleet, all in good condition, and only two are wheelchair accessible. They operate Monday through Friday, 5am – 7pm, and on Saturday and Sunday on an as needed basis.
- **Checker Transportation and Ambulance Services, Inc.** is a non-emergency medical transport, courier services, and airport transportation provider. They have 26 Checker vehicles included in this report, all in good condition, and only one wheelchair accessible. Checker Transportation, along with Ambulance Service Inc., has 59 vehicles in their fleet with a total of 10 wheelchair accessible. They are the only provider in Jefferson County that operates all day, every day, all year long. Checker Transportation needs to be pre-scheduled. Same day is offered based on availability.
- **Steel Valley Regional Transit Authority (SVRTA)** is the primary public transportation authority in Jefferson County. They serve the local area of Steubenville, Wintersville, and Mingo Junction only. They operate Monday through Friday from 6:30 am – 6:15 pm and on Saturday from 9 am – 5 pm As of this year, they had 25 vehicles in their fleet, one being a maintenance vehicle for all their transportation service vehicles. A handful of their vehicles are either being disposed or ready for replacement. Currently, only

eight vehicles are in good condition. Of their entire fleet, including the maintenance vehicle, 22 vehicles have the capacity for two wheelchairs, and three vehicles have the capacity for one wheelchair.

- **Jeffco Services, Inc.** is a non-medical transportation (NMT) service and provides Medicaid eligible trips. They operate in two shifts, the first from 5:45am – 9am and from 2pm – 5:30pm every day. They have 10 vehicles in their fleet and more than half are in good or excellent condition. Five vehicles have the capacity for two wheelchairs, three vehicles have the capacity for one wheelchair, and two vehicles do not have wheelchair access.

CONTRACTED AGENCIES

- **Jefferson County Board of Developmental Disabilities (JCBDD)** is an agency to establish quality support focused on the individual which will provide opportunities for informed choices and achievements of the choices. These choices will provide an opportunity for individuals to plan their futures in where they live, work, learn and develop social relationships. Transportation services are handled by JCBDD for all school age youth. For all adults that use their services, all transportation is contracted with Jeffco Services Inc.
- **Jefferson County Department of Jobs and Family Services (JCDJFS)** is an agency that enhances the quality of life for the residents of Jefferson County, by supporting the delivery of health and human services. JCDJFS contracts with Checker Transportation for the majority of their transportation services. They also may use SVRTA, gas vouchers, and one self-employed private driver when necessary.

2. COMMUNITY TRANSPORTATION NEEDS AND CHALLENGES

Several challenges to coordinated transportation and unmet transportation needs have been identified by the Jefferson County Transportation Planning Committee and the general public. These challenges and unmet transportation needs include:

CHALLENGES TO COORDINATED TRANSPORTATION

- Very limited options outside Steubenville
- No connections between cities and towns
- Few vehicles accommodate elderly & disabled
 - Easier access entering & exiting buses/vans
- Gap between Prime Time & Medicaid Patients
- Not Sufficient Weekend Service
- Transportation for Veterans
- Affordability – Sliding Scale
- Efficient Medical Transportation
 - On-Time Appointments
- Number of Vehicles and low frequency of trips of the transit and other transportation providers

UNMET TRANSPORTATION NEEDS

- Expanded geographic coverage area in the county (Amsterdam, Bergholz, Springfield, Richmond, Toronto, Brilliant, etc.)
- Transit service from Toronto to Steubenville – once or twice a week
- Transportation service provider outreach in areas without internet/wireless coverage and expansion in local communities
- More transportation service for Veterans
- Rider assistance (either a volunteer or paid position) for groceries, medical appointments, recreation
- More transportation options for education and employment for population with disabilities, especially those who are blind or visually impaired
- Expanded service hours for transportation
- Transit option to connect younger populations to employment opportunities
- Shopper shuttle for the county
- More medical trips outside the county/state
- Vouchers, sliding scale for payment from population in poverty
- More services for commercial, recreational purposes
- More out-of-state trips
- Consumer education/marketing/senior advocacy & outreach
- More weekend service

3. PLAN FOR ACHIEVING SHARED GOALS

Five goals were established to guide the Jefferson County Coordinated Transportation Plan and to identify strategies that can be used to achieve the Coordinated Transportation Plan goals. These are the five goals developed by the Planning Committee:

1. *Enhance coordination and provide transportation services in a more efficient and cost-effective manner to increase mobility.*
2. *Build upon existing public/private partnerships for Jefferson County Transportation Service Providers as needed.*
3. *Improve access and services for veterans, elderly, and persons with disabilities.*
4. *More available employment transportation for persons with disabilities.*
5. *Improve and enhance marketing for all transportation services and providers.*

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

1. *Explore the Opportunities for bridging the gap between public and private transportation service providers and expanding services.*
2. *Research and adopt best practices from other states using the “Best Practices in Rural Regional Mobility” Report*
3. *Establish bi-monthly transportation providers and stakeholders’ meetings*
4. *Assess a uniform scheduling software for all transportation service providers*
5. *Handicap Accessible Van for Veterans (DAV)*

6. *Provide travel training for veterans, elderly, and persons with disabilities [Agencies to be determined]*
7. *Conduct Employer Survey for transportation service needs*
8. *Conduct Employee Survey for transportation service needs*
9. *Sub-committee to target connections between employers, transportation service providers, and persons with disabilities*
10. *Involve transportation service providers and stakeholders to assist with marketing*
11. *Work with public and private transportation providers to seek funding opportunities*

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 that do not own vehicles
- People in areas with no transportation to connect them to services
- Students and students with disabilities with transportation challenges
- Public, private and non-profit transportation providers
- Human services providers
- The general public

In order to ensure participation from the above groups the following stakeholder involvement activities were performed in 2018:

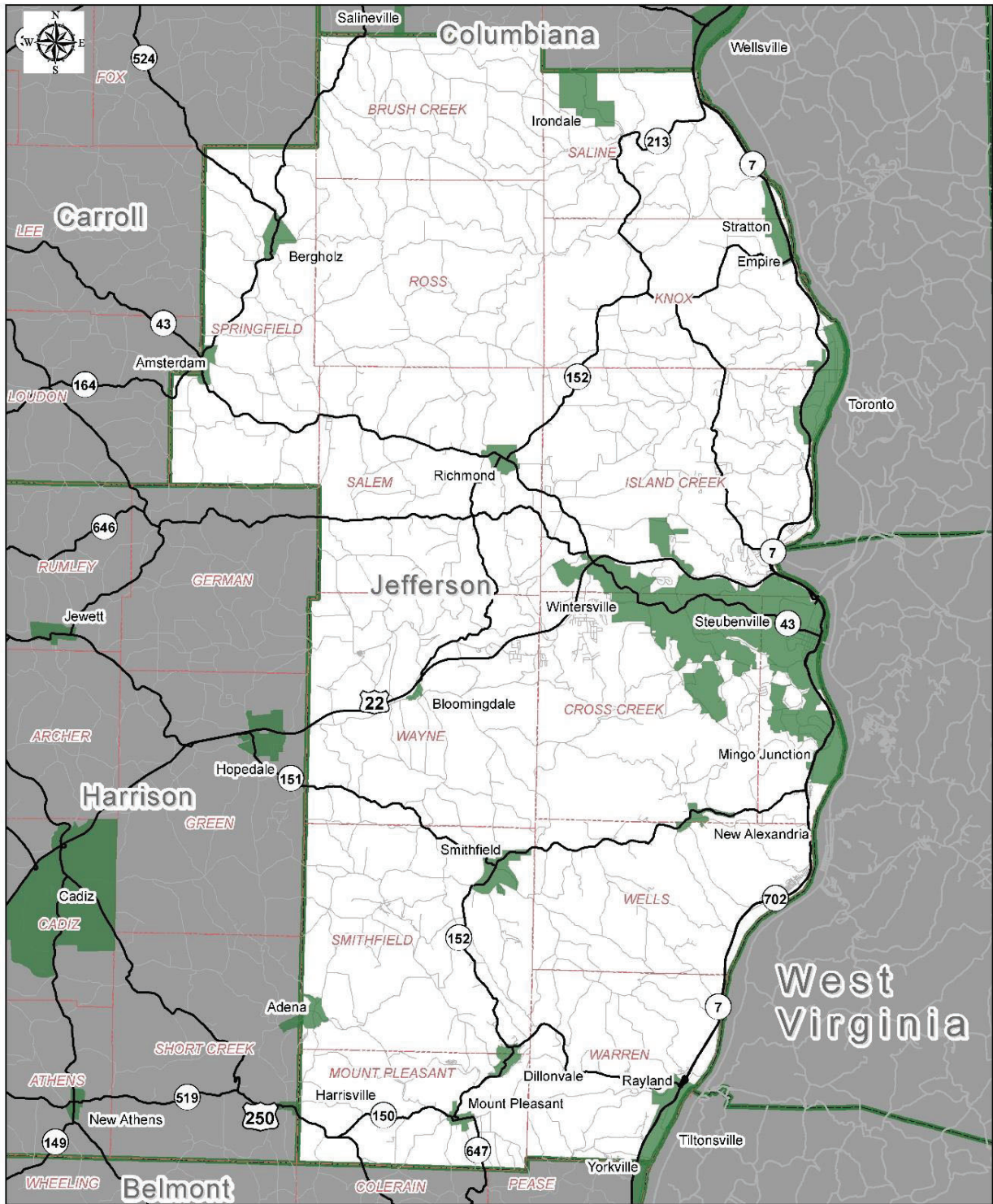
- Jefferson County Coordinated Plan – Initial Planning Meeting – May 15th
- Jefferson County Coordinated Plan – Initial Stakeholders Meeting – June 28th
- Jefferson County Coordinated Plan – Public Workshops Planning Conference Call – July 16th
- Jefferson County Coordinated Plan – Transportation Provider Information Due – July 31st
- Jefferson County Coordinated Plan – Public Workshops
 - August 8th, Morning – Bergholz, OH
 - August 8th, Afternoon – Steubenville, OH
 - August 23rd, Morning – Toronto, OH
 - August 23rd, Afternoon – Brilliant, OH
- Jefferson County Coordinated Plan – Final Stakeholders Meeting – September 6th
- Jefferson County Coordinated Plan – Public Survey Closed – September 7th
- Jefferson County Coordinated Plan – Presentation to Commissioners – October 18th

This plan was developed and approved by a planning committee and adopted by the Jefferson County Commissioners on *February XX, 2019*. More information about the planning committee can be found in Appendix A.

I. Geographic Area

Jefferson County was established by proclamation in 1797 was named in honor of the third president of the United States, Thomas Jefferson. The county seat of Jefferson County is Steubenville which has an estimated population of 18,072 (2016). The total population for the entire county in 2016 was estimated at 67,607 residents. Jefferson County is approximately 409.6 square miles in area and is located 46 miles west of Pittsburgh, PA, 132 miles southeast of Cleveland, OH, and 136 miles east of Columbus, OH.

As shown in Map 1, Jefferson County is in eastern Ohio and 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. Jefferson County shares borders with Columbiana County to the north, Carroll County to the northwest, Harrison County to the west, Belmont County to the south, and to the east are Brooke and Hancock Counties in northern West Virginia. OMEGA is assisting Brooke Hancock Jefferson – Metropolitan Planning Commission (BHJ-MPC), lead agency for Jefferson County’s coordinated planning process, with the development of the Coordinated Transportation Plan for Jefferson County.



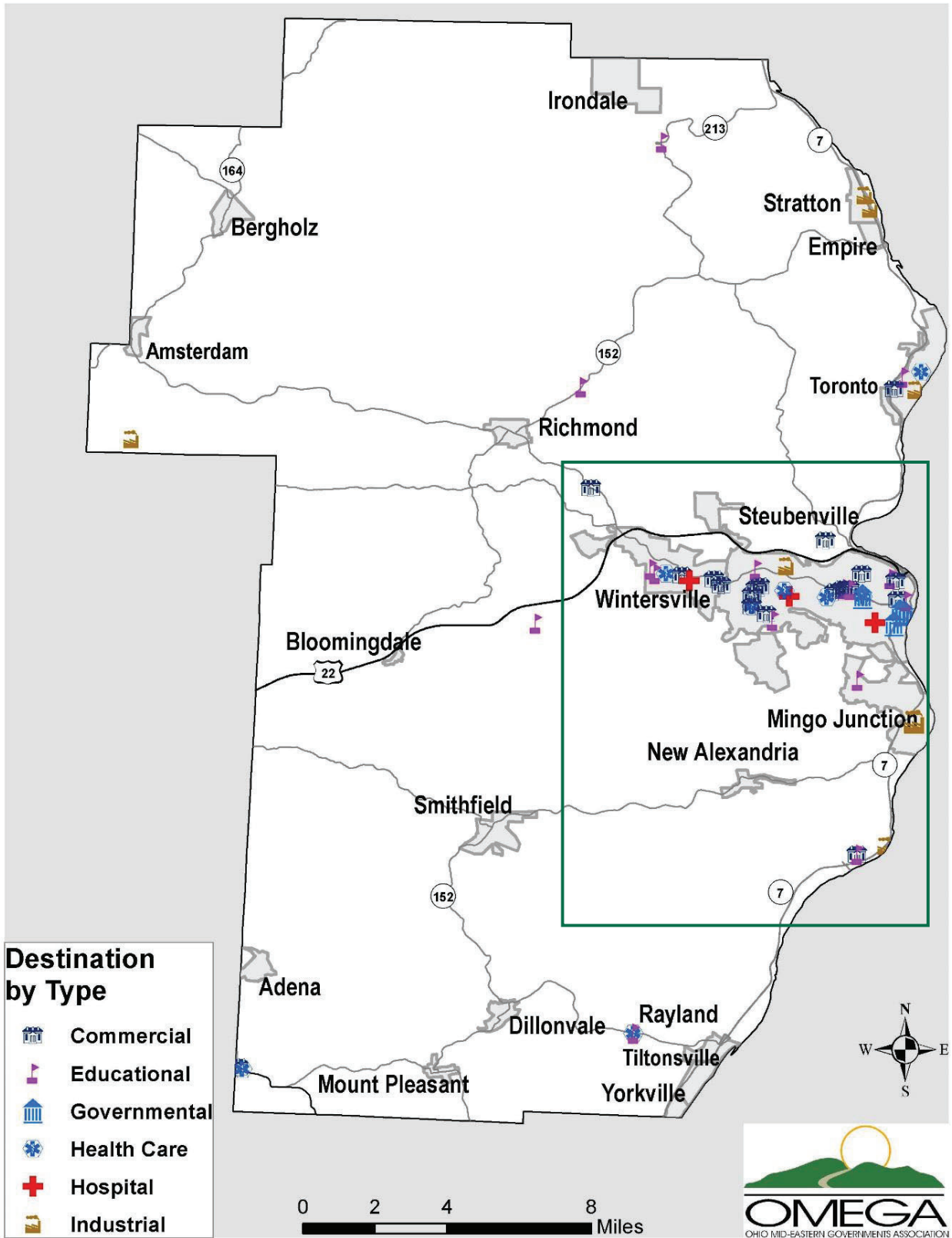
0 1.25 2.5 5 Miles

Jefferson County, Ohio



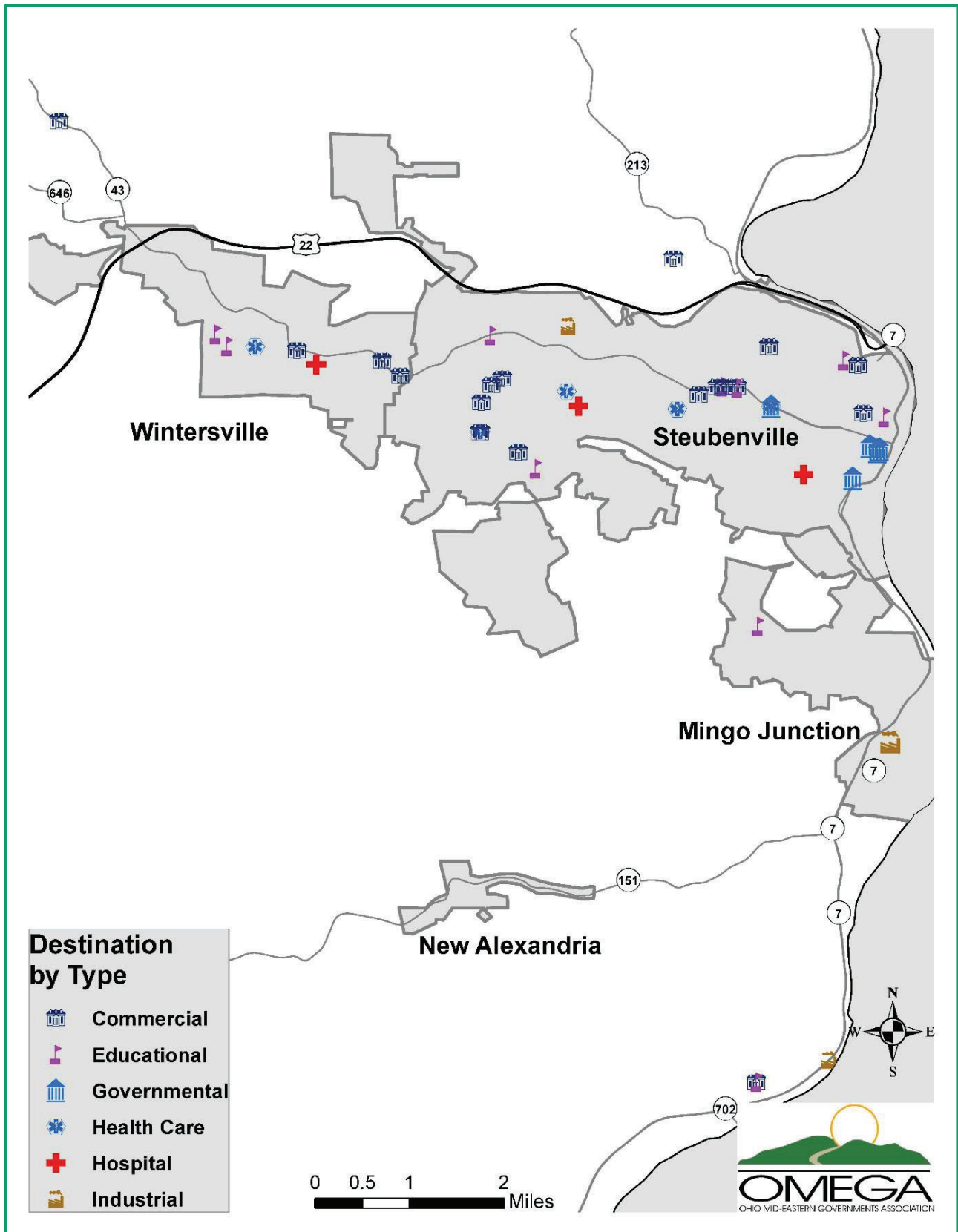
MAP 1: BASIC MAP OF THE GEOGRAPHIC AREA COVERED BY THE PLAN

The location of major trip generators within Jefferson County is vital to understanding the transportation needs and services in the area. The major trip generators used in this analysis include hospitals, nursing homes, all levels of educational institutions, industrial complexes, governmental facilities, major businesses, restaurants, and commercial areas such as restaurants, retail, media, and auto sales centers. As shown in Map 2, the highest concentration of trip generators is in Steubenville as it is the county seat and has the largest population. The City of Toronto has the second highest number of major trip generators followed by Stratton/Empire, Mingo Junction, Wintersville and then the rest of the Ohio River communities. The number of trip generators decreases east to west through the county, primarily due to the more rural nature of the county, away from the Ohio River. Currently within the civilian labor force, 36% of all employees leave Jefferson County regularly for work in adjacent counties, West Virginia, or southwestern Pennsylvania. The major access routes are either through Steubenville on the Market Street Bridge to State Route (SR) 2 in West Virginia or US 22/Veterans Memorial Bridge.



MAP 2: MAJOR TRIP GENERATORS IN THE GEOGRAPHIC AREA

Map 2B, on the next page, is an inset of Map 2 to provide a closer look at the highest concentration of major trip generators in Steubenville, Wintersville, and Mingo Junction. SR 43 moving east to west represents a good mix of trip generators from governmental facilities, commercial centers, hospitals, educational institutions, and an industrial complex. The area along SR 7 and where it merges with US 22 also has a mix of governmental facilities, educational institutions and commercial centers.



MAP 2b: MAJOR TRIP GENERATORS IN THE GEOGRAPHIC AREA IN THE CONCENTRATED AREA OF STEUBENVILLE

II. Population Demographics

In Jefferson County, there are several cities, villages, and townships of varying and significant population. These include the largest city, Steubenville (2016 population: 18,072), which is the county seat; Island Creek Township (2016 population: 6,477); Cross Creek Township (2016 population: 5,214); city of Toronto (2016 population: 5,091); the village of Wintersville (2016 population: 3,924); and the village of Mingo Junction (2016 population: 3,454).

Population Trend and Projection for Every Five Years Until 2040

As shown in Chart 1, the population of Jefferson County is predicted to decline by a modest 3.3% between now and 2040; Jefferson County is decreasing in population at 0.6% every five years. However, the impact from the shale oil and gas development on population projections throughout the region is not currently known. Population within the Ohio Valley Region may increase with the resurgence of the steel mill in Mingo Junction and the proposed ethane cracker plant in adjacent Belmont County.

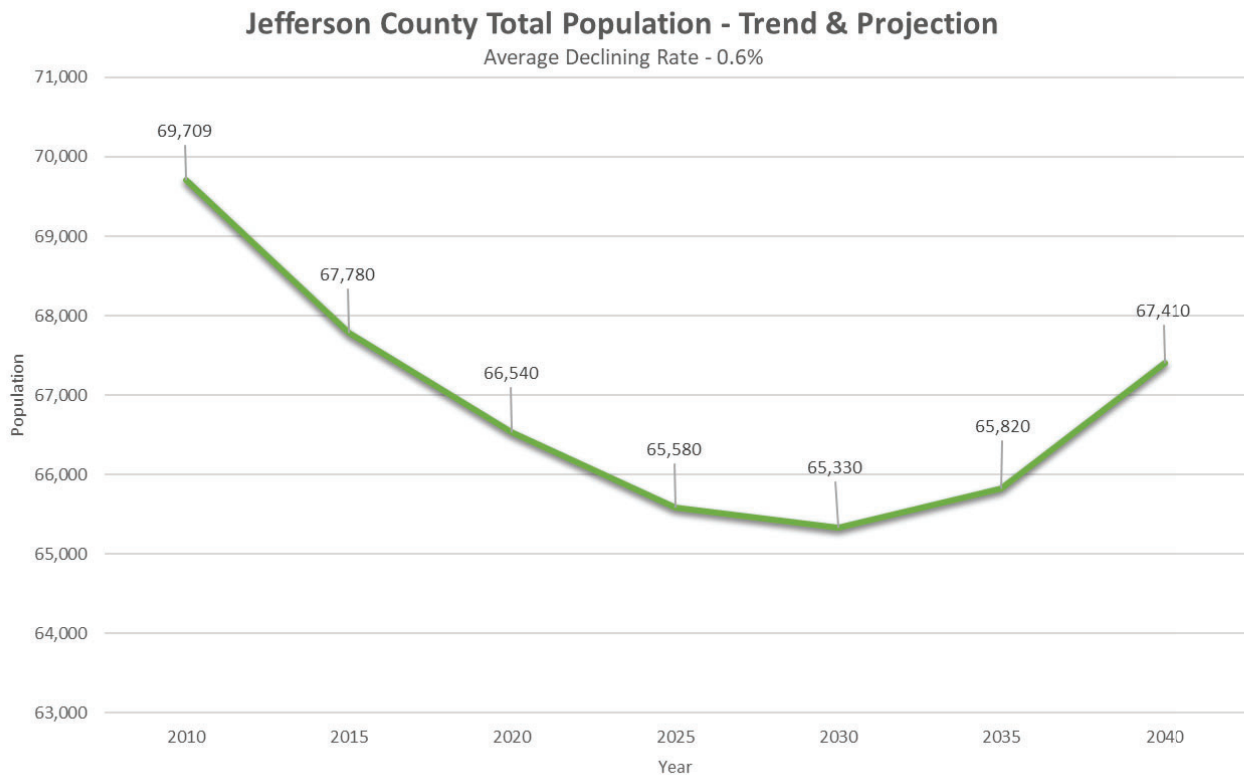


CHART 1: TOTAL POPULATION CURRENT AND PROJECTED FOR FIVE YEARS

Source: Ohio Department of Development, Office of Strategic Research – April 2018

Total Population by Age Group

The largest segment of the county's population, 20%, is 65 or older and half the population is older than 45. This is important to consider for transportation services since in the next 10-20 years, the senior population will be one of the larger age groups requiring more senior services. The third largest age group, the 0-14-year olds at 16%, is also a fastest-growing age group which is a positive indicator on the future of Jefferson County. This age group can offset the growing elderly population provided that the youth remain in the county. A further analysis of age group projection is provided in Chart 2B.

Jefferson County Population by Age

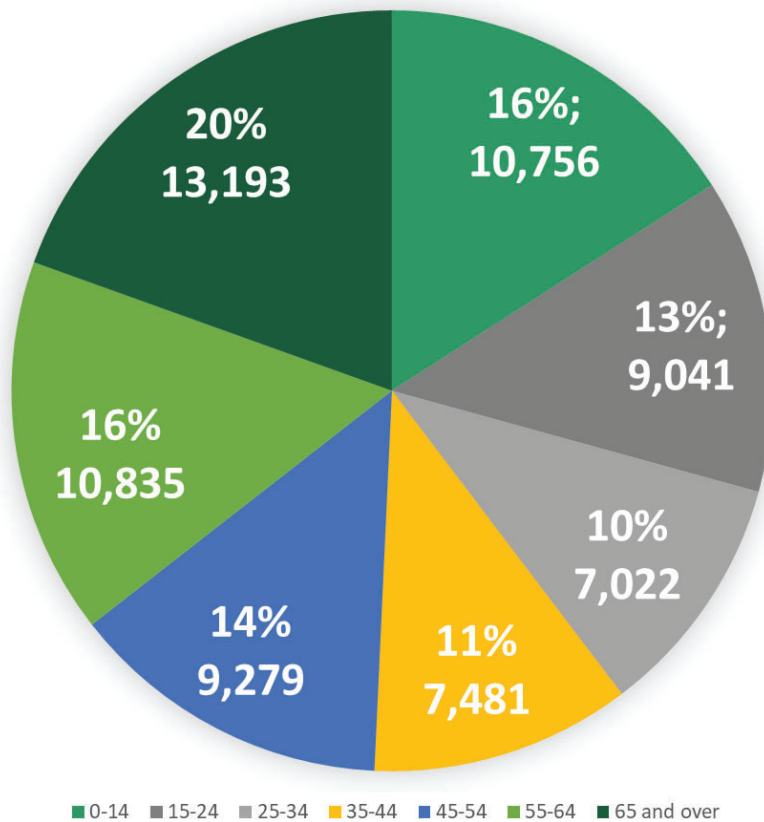


CHART 2: TOTAL POPULATION BY AGE GROUP

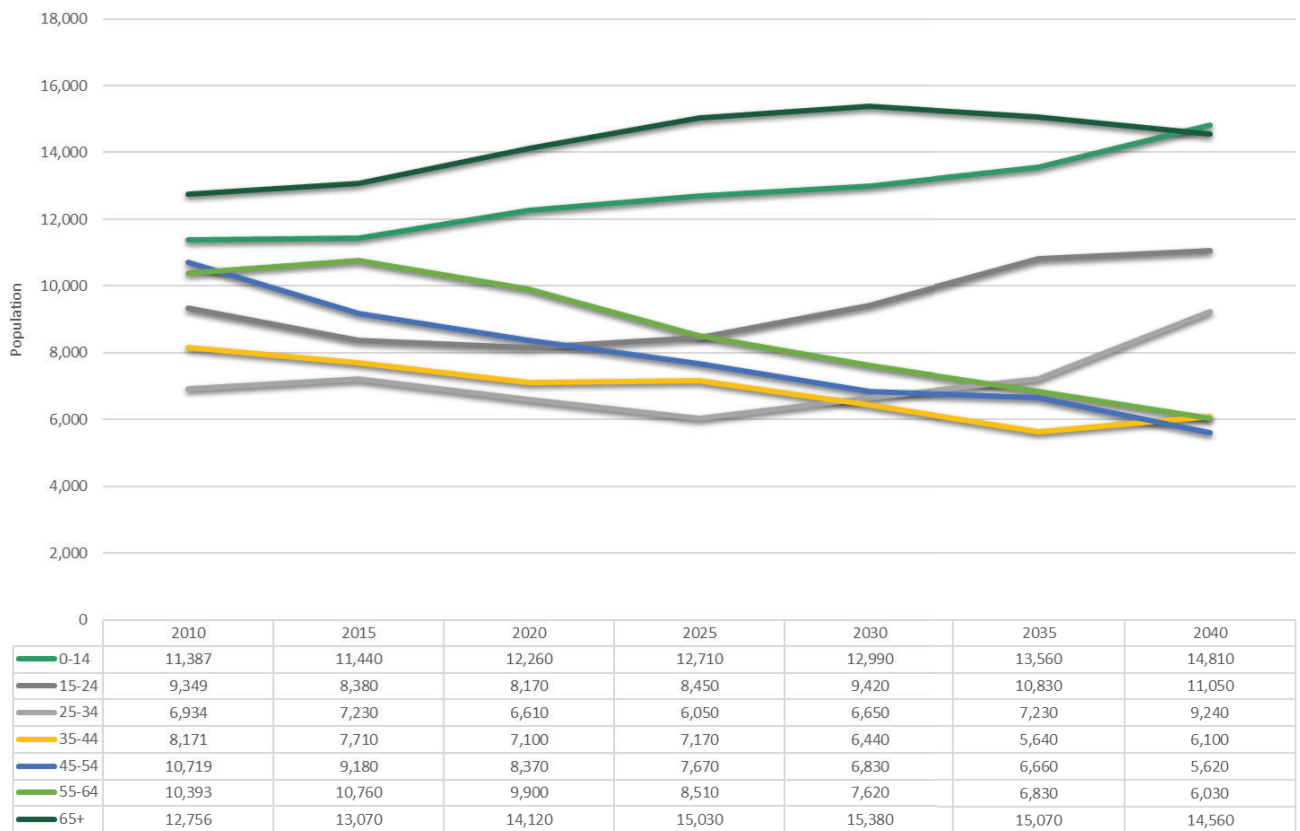
Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Total Population Projection by Age Group

As shown in Chart 2B, in the next 10-20 years, the largest age group in population will become the 0-14-year olds, bypassing the senior population by 2040. The seniors age 65 and older will be the second largest age group primarily since half the population as it currently stands in 2018 is 45 and older. The only other age groups that show potential to grow by 2040 are the 15-24-year olds and the 25-34-year olds. This projection may be attributed to a growth in young families. All the other age groups are currently projected to decrease over time.

Jefferson County will continue to benefit by keeping strong employment centers, quality care, and basic human services to provide an overall quality of life for families to continue to thrive and grow.

Jefferson County Population Projection by Age Group



Data Table: Age Group Population by Year

CHART 2B - AGE GROUP POPULATION PROJECTION

Source: Office of Research, Population Projections by Age 2015-2040 – April 2018

Total Population by Race

When compared with the rest of the region, Jefferson County is one of the more racially diverse counties in the OMEGA Region by population. Over 90.1% of the county's population is White, 6.8% is Black/African American, 1.3% is Hispanic/Latino, and 1.8% are other races.

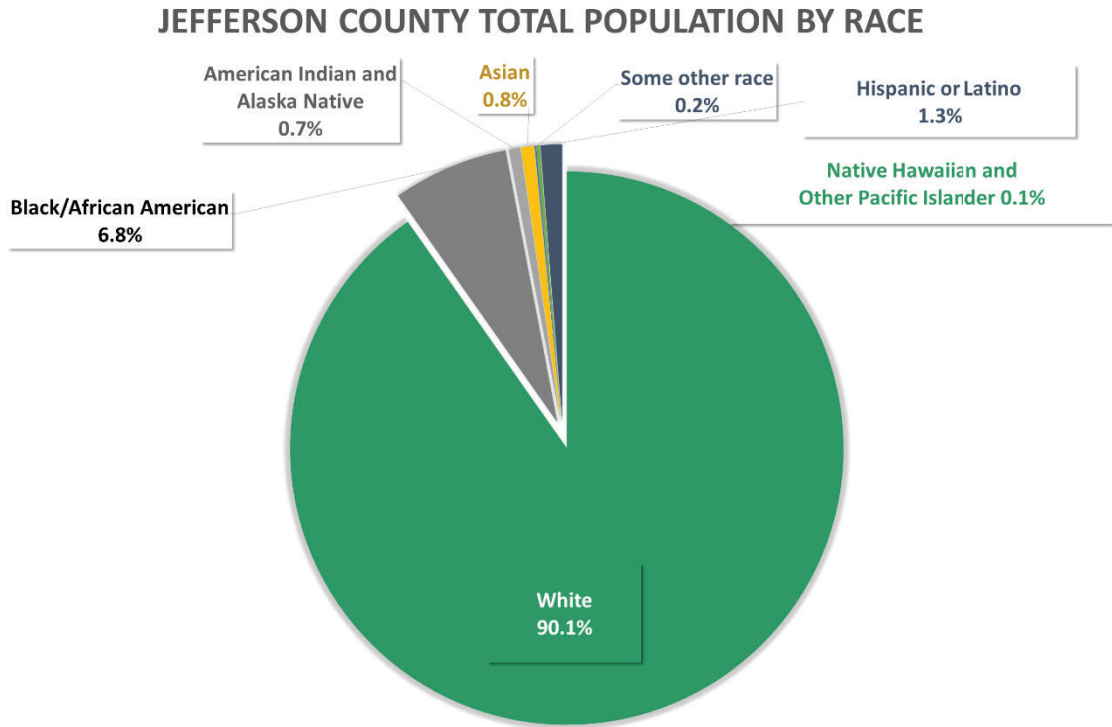
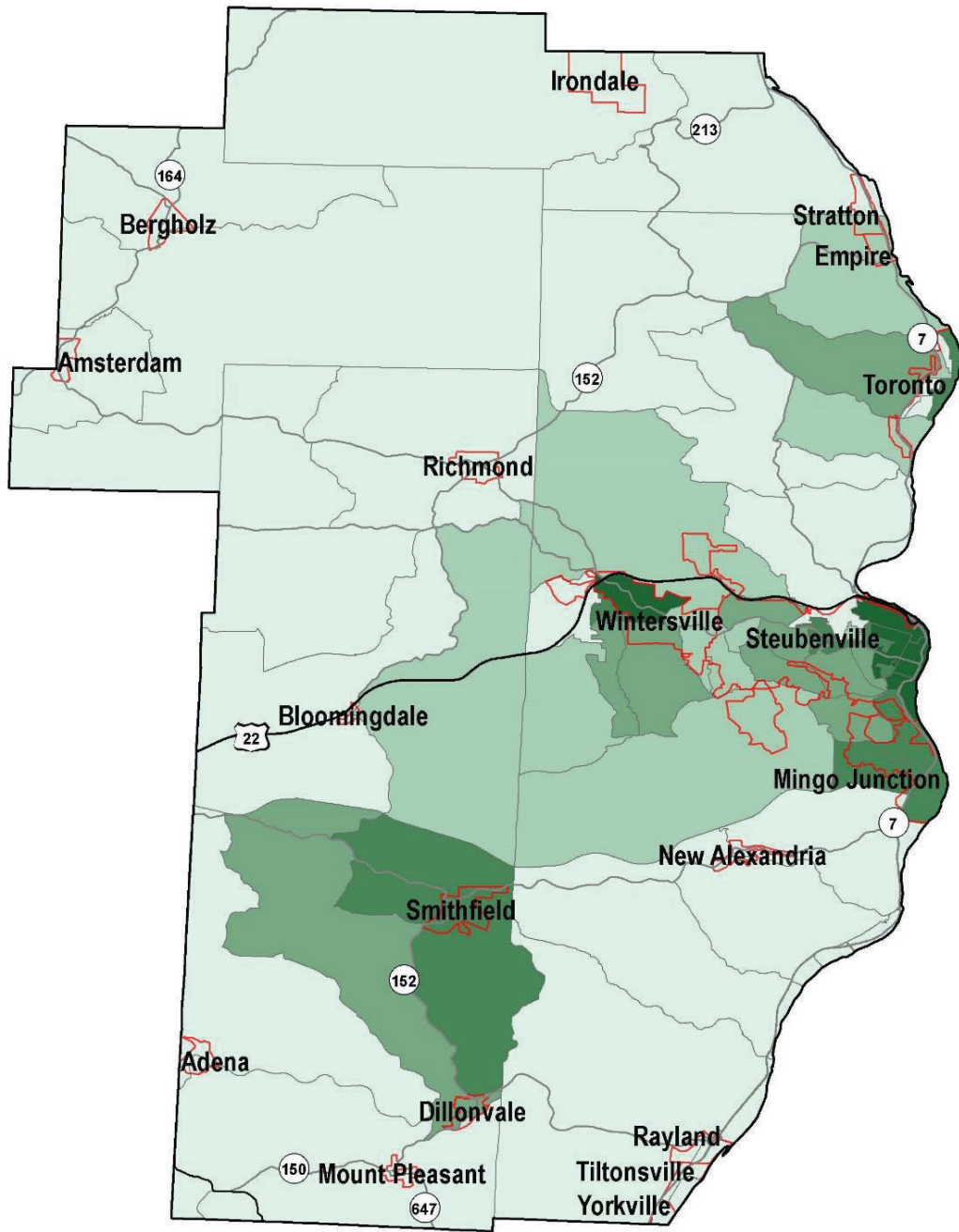


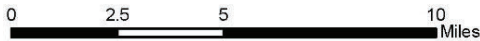
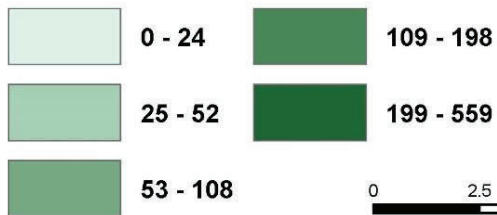
CHART 3: TOTAL POPULATION BY RACE

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

Map 3 represents the locations in Jefferson County of the concentration of minority populations. According to Map 3, the areas that have the highest concentrations of minority population in east Steubenville and in Mingo Junction, south of US 22 and along SR 7. Also, Wintersville has a large minority population primarily south of US 22. The next area with a large minority population is in and around Smithfield, all along SR 152 as far south as Dillonvale. The other areas that has a relatively large minority population in Jefferson County is Toronto.



Minority Population



MAP 3: JEFFERSON COUNTY MINORITY POPULATION MAP

Number and Percentage of People with Disabilities

The disability rate is an important characteristic relating to transit use and human services transportation. Many persons with a disability may have limited transportation options available to them and often rely on transportation services that offer handicap assistance or are dependent upon others for transportation. The present rate of disability in the state of Ohio is 13.9% of the total population. Currently, the disability rate in Jefferson County is 18.4% of the overall population, equating to 12,310 people. Persons with disabilities may require assistance with transportation on a regular basis for daily activities and services.

Jefferson County Population with Any Disability - Percentage & Number

State of Ohio Disability Rate - 13.9%

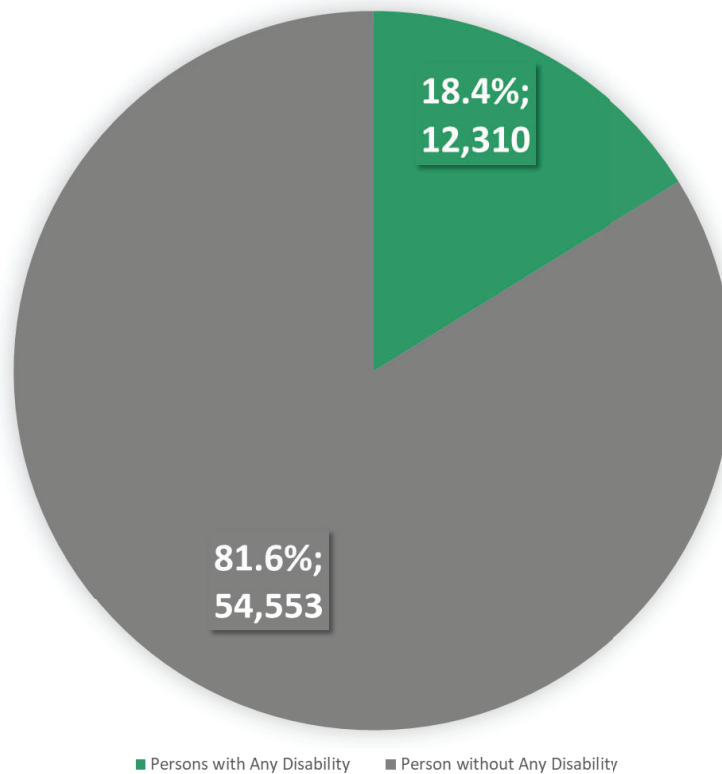
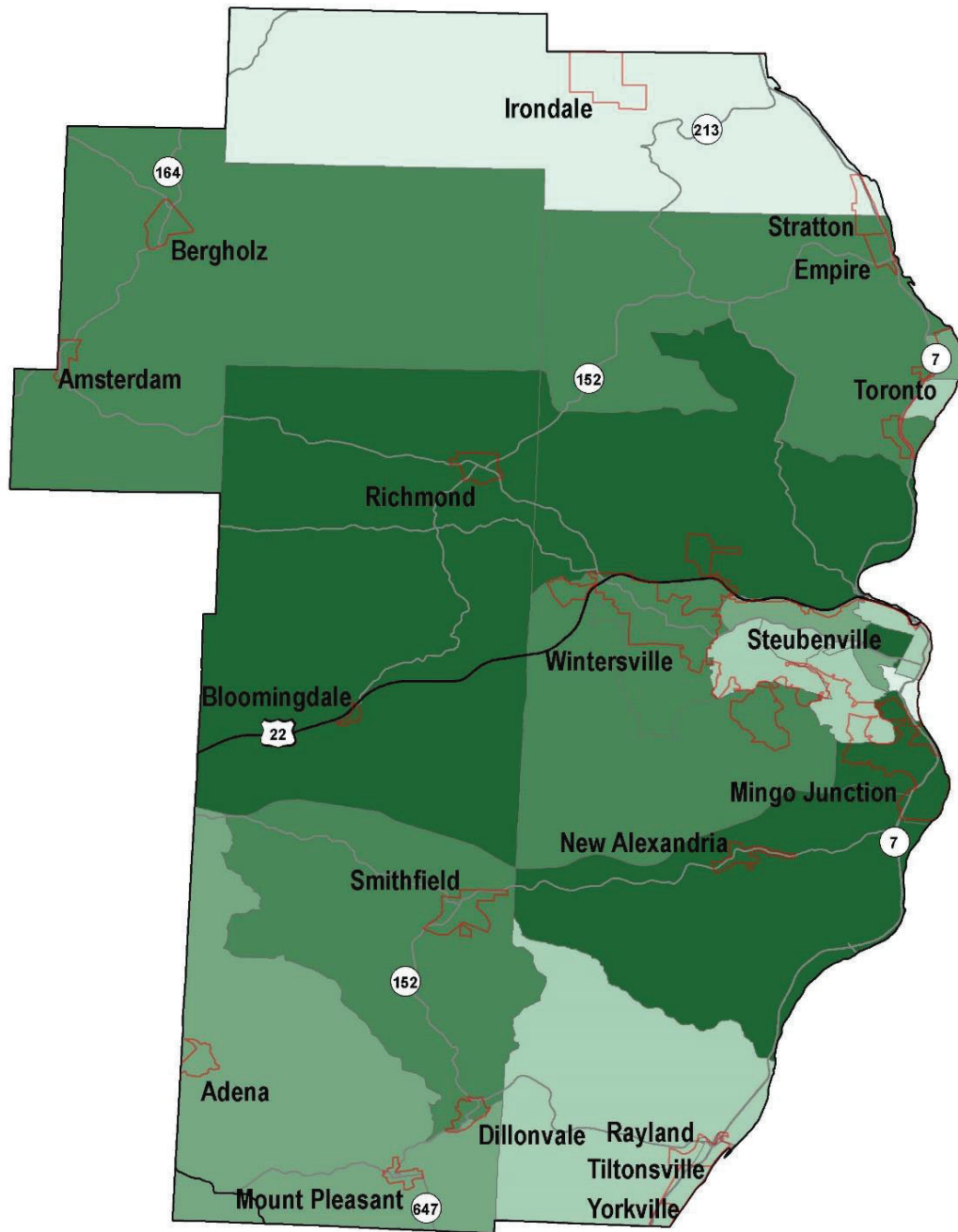


CHART 4: NUMBER AND PERCENTAGE OF PEOPLE WITH DISABILITIES

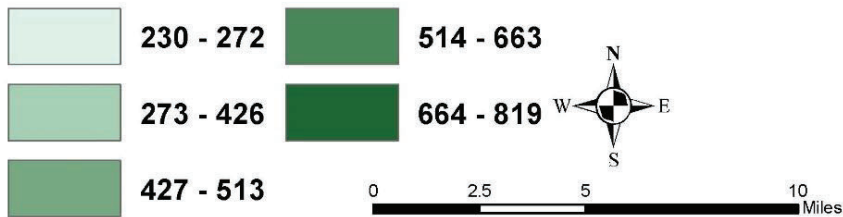
Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Map 3 shows the population with disabilities by census tract located within Jefferson County. The highest concentration of this population is located south of Steubenville in the Mingo Junction and New Alexandria area surrounding SR 7. The other high concentration of persons with any disability is to the north and west of Steubenville and Wintersville surrounding the areas of Richmond and Bloomingdale along SR 43, SR 213, SR 152, and SR 646 as well as US 22.

The next highest areas with a large population of persons with disabilities are in the areas around Smithfield, Amsterdam, and Bergholz along SR 151 & SR 152 as well as SR 43, SR 164, and SR 524. As mentioned by a veteran's service representative at a stakeholder meeting, these areas have a number of veterans dealing with disabilities that need more transportation services to assist with their daily activities.



Population with Any Disability



MAP 4: PERSONS WITH ANY DISABILITIES IN JEFFERSON COUNTY

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 Ohio, 17.6% of the total households in the state are below the federal poverty level. In Jefferson County, 35.5% (9,920 households) are below the federal poverty level. More and available access to affordable transportation may be beneficial to households with incomes below the federal poverty level.

Jefferson County Households Below Poverty

State of Ohio - Households Below Poverty Line - 17.6%

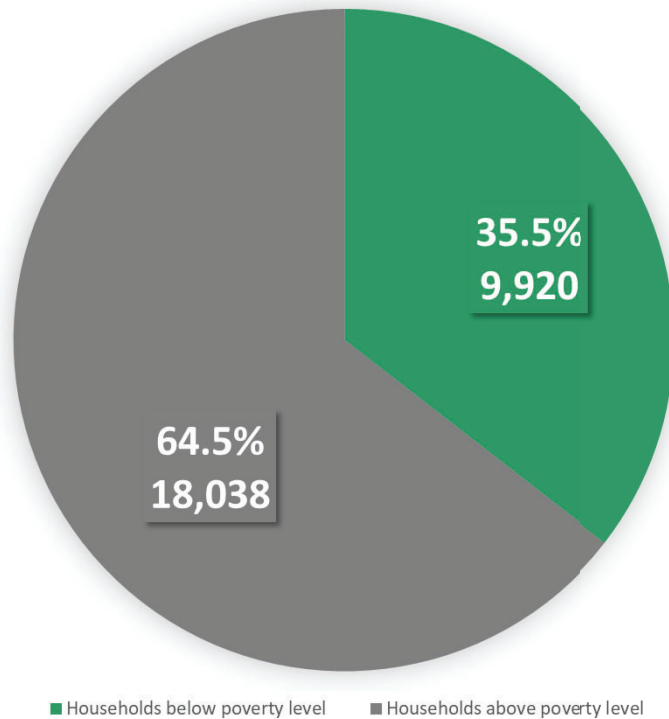
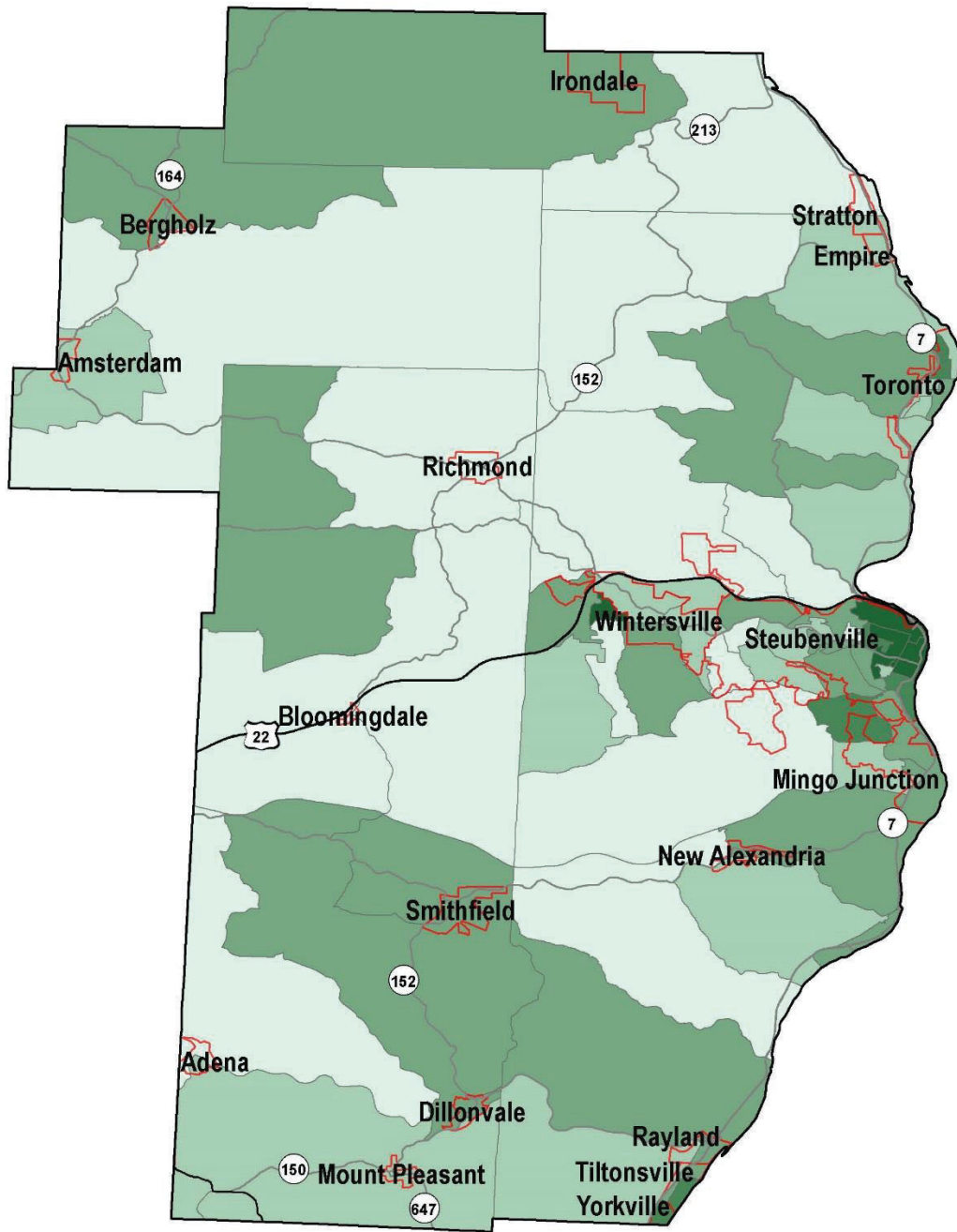


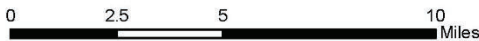
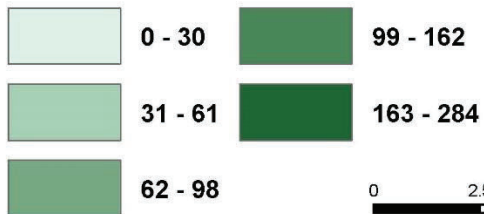
CHART 5: NUMBER AND PERCENTAGE OF HOUSEHOLDS WITH INCOMES BELOW THE FEDERAL POVERTY LEVEL

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

Map 5 represents the households below poverty by block group in Jefferson County. The areas that have the highest concentration of households that are below poverty are east Steubenville along the river, north of Mingo Junction specifically west of SR 7, and in Wintersville south of US 22. Other areas that have households below poverty are all along the river and SR 7 from Stratton to Yorkville. Throughout the rest of the county, in and around Smithfield, north of US 22 and west of Richmond, and then the communities that border Carroll and Columbiana Counties such as Irondale, Bergholz, and Amsterdam. These areas may benefit from more transit and transportation services available to connect them to services they may need.



Households Below Poverty Level



MAP 5: JEFFERSON COUNTY HOUSEHOLDS BELOW POVERTY

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

Individuals who live below the poverty level generally can't afford many basic human services. They may not own a personal vehicle which presents challenges to meeting daily transportation needs. In the state of Ohio, 15.4% of the total population is below the federal poverty level. In Jefferson County, 11,208 individuals are below the poverty level, accounting for 17.2% of the population. Connecting these individuals to employment opportunities with more transportation options will help strengthen the local economy.

Jefferson County Population Poverty Level

State of Ohio - Population Below Poverty Level - 15.4%

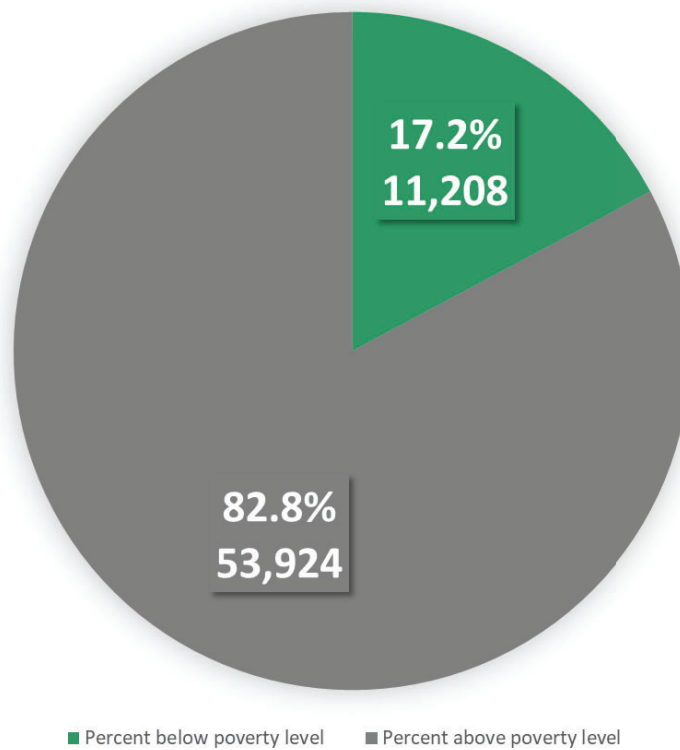


CHART 6: NUMBER AND PERCENTAGE OF INDIVIDUALS WITH INCOMES BELOW THE FEDERAL POVERTY LEVEL

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

Percent of Population with Limited English Proficiency

According to the 2012-2016 American Community Survey, only 0.8% (527 people) of the population aged five years or older in Jefferson County speak English “less than very well”.

Vehicles Available per Owner Occupied House

Jefferson County has a total of 27,776 occupied housing units; of this total, 19,339 are owner-occupied. There are only 5%, or 967 owner-occupied housing units, that currently do not own a personal vehicle. Most of the owner-occupied homes, 42%, have at least two vehicles available. The 967 owner-occupied housing units that don't own a personal vehicle would benefit from more readily available transit and human services transportation options.

Vehicles Available - Owner Occupied

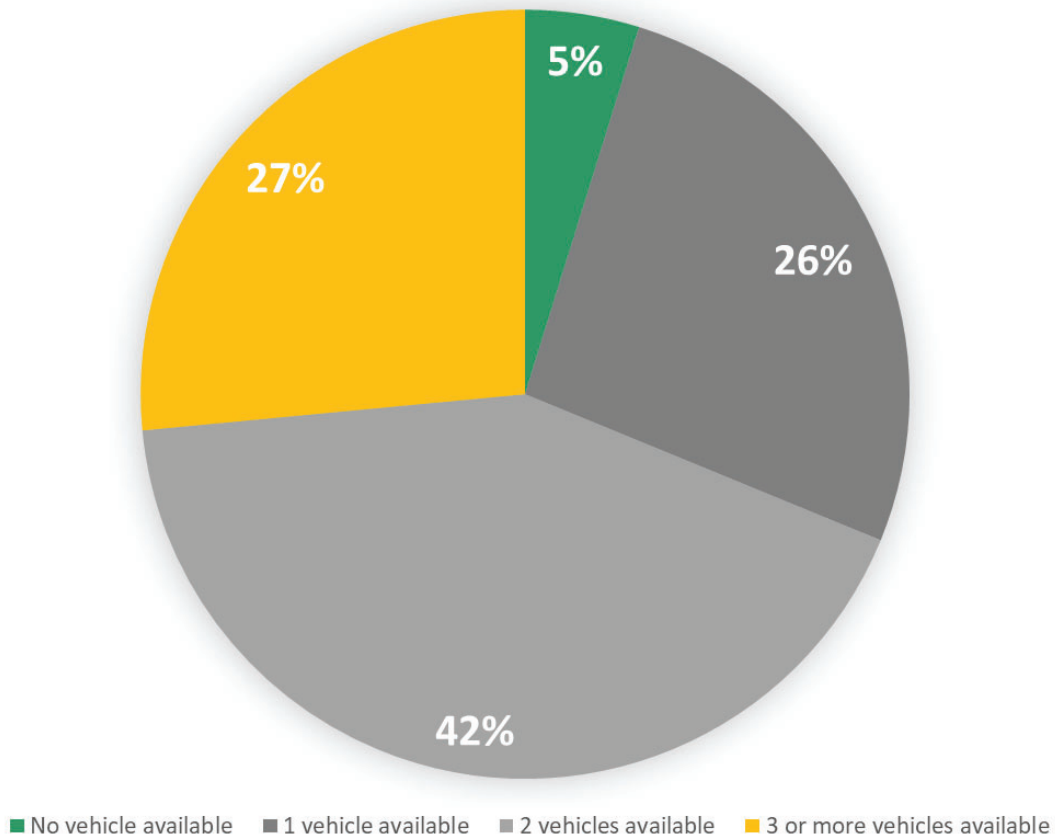


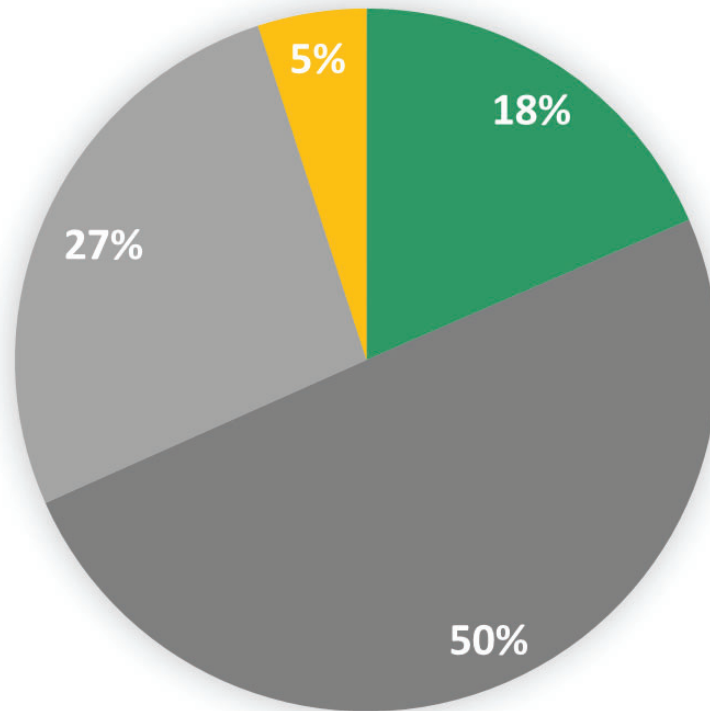
CHART 7 - VEHICLES AVAILABLE PER OWNER OCCUPIED HOUSEHOLD

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

Vehicles Available per Rental Occupied House

There are 8,437 renter occupied housing units in Jefferson County. Of the renter-occupied housing units, 18%, or 1,519 renter-occupied housing units do not own a personal vehicle. This population of renters will benefit from more availability of transit or human services transportation options.

Vehicles Available - Renter Occupied

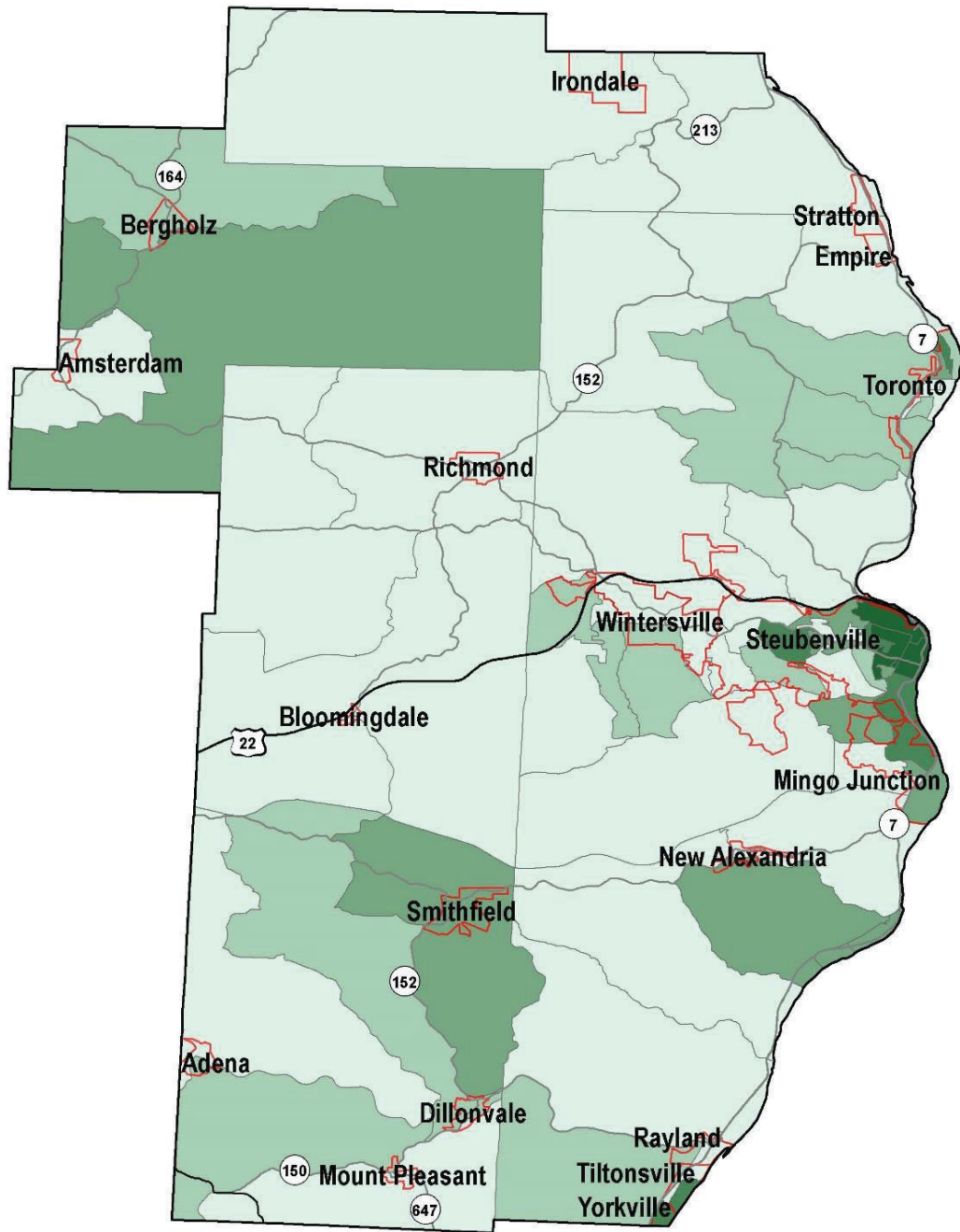


■ No vehicle available ■ 1 vehicle available ■ 2 vehicles available ■ 3 or more vehicles available

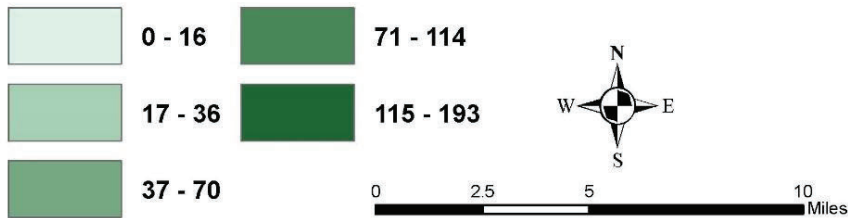
CHART 8 - VEHICLES AVAILABLE PER RENTER OCCUPIED HOUSEHOLD

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

According to Map 4, the locations in Jefferson County that have a high concentration of households without a personal vehicle are in east Steubenville and Mingo Junction adjacent to the Ohio River. Other areas are located south and to the east of Bergholz and Amsterdam along SR 164 and SR 524, south and east of New Alexandria surrounding SR 151 as well as around Smithfield surrounding SR 151 and SR 152. Lastly, another area of concern is in the southeast area of the county in the vicinity of Yorkville, Tiltonsville, and Rayland at the intersection of SR 7 and SR 150.



Households With Zero Vehicles



MAP 6: JEFFERSON COUNTY ZERO VEHICLE HOUSEHOLDS

Jefferson County Commuting to Work

How the civilian labor force in the county commutes to their place of employment matters when it relates to transit issues because these trips make up a majority of trips in the week. There are currently 30,082 individuals who are in the civilian labor force in Jefferson County and 27,591 are employed. Of those employed, the majority of the working commuters, 83.5% (23,039 people), drive alone for employment. The next largest cohort for Jefferson County workers are the 8.1% that carpool. This is a total of 2,235 employees that ride in a carpool with others. The third largest group of commuters are those who walk to work, 3.8% or a total 1,049 employees. Only 3%, or 828 employees, work from home, 1% use taxis or other means and 0.6% use public transportation. Average commute time for all employees is nearly 25 minutes in Jefferson County.

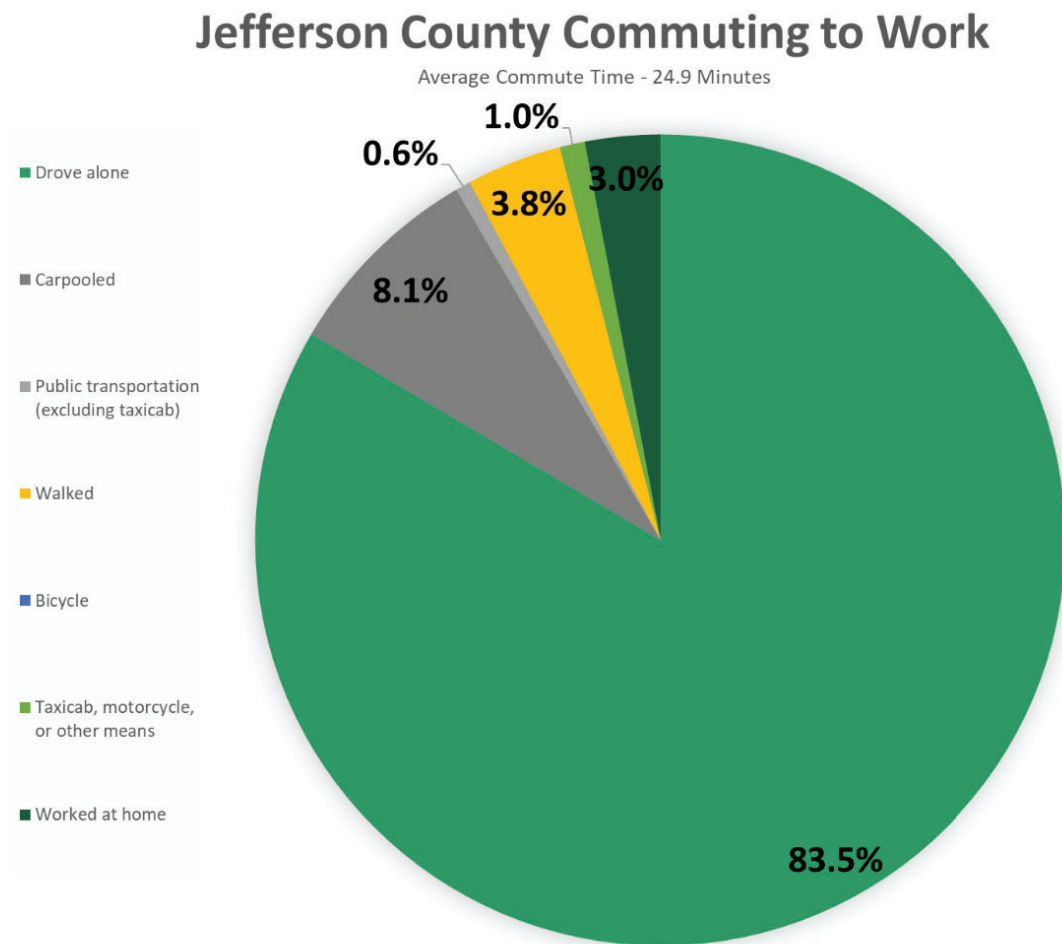


CHART 9 - COMMUTING TO WORK (TOTAL CIVILIAN LABOR FORCE = 27,591)

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

Place of Work

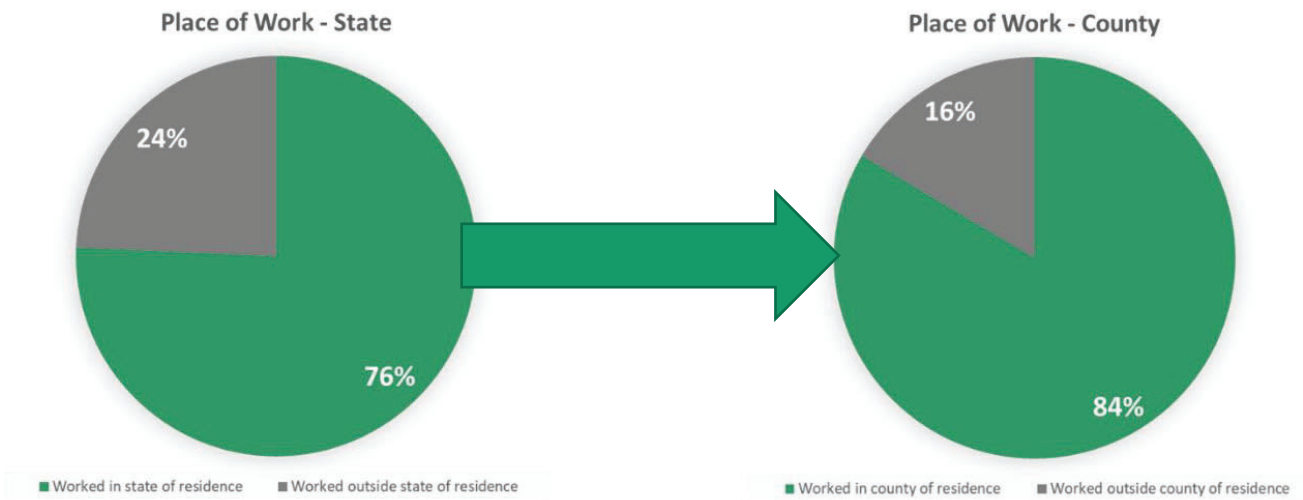


CHART 10 - JEFFERSON COUNTY EMPLOYEES' PLACE OF WORK

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

The employed civilian labor force is currently 27,591 persons, and approximately one-quarter, 6,622 individuals, leave the state on a regular basis to work in either West Virginia or Southwest Pennsylvania. For those who work in the state, 16% of the labor force or 3,355 leave Jefferson County to work in adjacent counties. A total of 9,977 (36%) of Jefferson County's civilian labor force leaves Jefferson County on a regular basis for work elsewhere.

Employment Status

In Jefferson County, the total population 16 years old and over is 55,998 individuals; 53.7% are currently in the labor force. Jefferson County currently has a 6.6% unemployment rate equating to 3.5% of the total working age population. There are currently 1,935 individuals considered unemployed and actively seeking employment. More transit and human services transportation options available will help them connect to actively seeking employers. The employed population in the civilian labor force is currently at 50.2% or 28,097 employees in Jefferson County. The remainder, 46.3% are not in the labor force and may be either retired, in school and have not begun to work, disabled, or are not actively seeking employment.

JEFFERSON COUNTY EMPLOYMENT STATUS

UNEMPLOYMENT RATE (FROM CIVILIAN LABOR FORCE) - 6.6%

■ Employed ■ Unemployed ■ Not in labor force

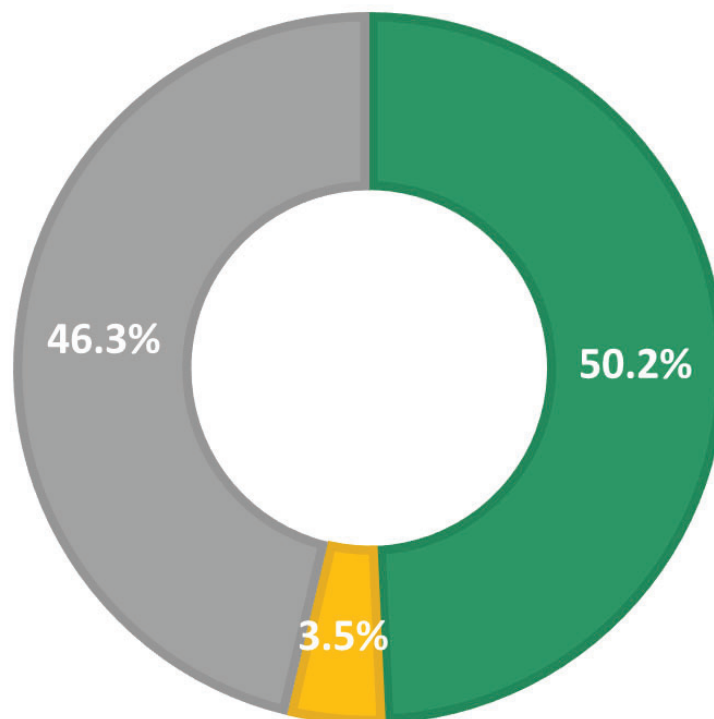


CHART 11 - EMPLOYMENT STATUS IN JEFFERSON COUNTY

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

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 Jefferson county and across county lines.

Brooke Hancock Jefferson – Metropolitan Planning Commission (BHJ-MPC), the lead agency, identified stakeholders to participate in the assessment of available services. These stakeholders included 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

Primary Transportation Providers

- Prime Time Office on Aging
- TranSmart USA, LLC
- Checker Transportation
 - Ambulance Service, Inc.
- Steel Valley Regional Transit Authority
- Jeffco Services, Inc.

Contracted Agencies

- Jefferson County Board of Developmental Disabilities (JCBDD)
- Jefferson County Department of Jobs and Family Services (JCDJFS)

Existing Transportation Services

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

List of Transportation Service Providers

Agency Name: Prime Time Office on Aging

Transportation Service Type: Handicap accessible and regular transportation vans

Other Services Provided: Health and wellness; recreational; arts programs; educational, volunteer, community action opportunities; information and assistance; intergenerational programs; support groups; and special services for local needs

Contact Information: Judy Owings, 300 Lovers Lane, Steubenville, Ohio 43953; 740.314.5197, jowings@trinityhealth.com

Hours: Monday, Wednesday, Friday: 5 am – 3 pm; Tuesday, Thursday 7 am – 3 pm

Service Area: Jefferson County

Eligibility Requirements: 60 years old, Jefferson County resident, not income based

Web-site: <http://www.primetimejeffersoncounty.com/>

Agency Name: TranSmart USA

Transportation Service Type: Non-Emergency Medical Transport provider, Area and Local Courier Services, Airport Transportation.

Other Services Provided: Courier Service

Contact Information: Jeannine Sawon, 1-866-693-6900, jeannine@transmartusallc.com

Hours: Monday – Friday, 5am – 7pm; Saturday – Sunday, as needed

Service Area: Tri-State Jefferson, Brook Co, WV, Hancock, Co, WV, parts of Harrison

Eligibility Requirements: None

Web-site: <http://transmartusallc.com/>

Agency Name: Checker Transportation/Ambulance Services, Inc.

Transportation Service Type: Non-Emergency Medical Transport, Courier Services, Airport Transportation provider.

Other Services Provided: Van/Wheelchair accessible/Ambulance Service

Contact Information: Karen D’Anniballe, (740) 283-3681, kmd@danniballecg.com

Hours: 24/7/365 Pre-scheduled trips, Same Day if available

Service Area: Eastern Ohio, Northern West Virginia, and Western Pennsylvania

Eligibility Requirements: No restrictions

Web-site: N/A

Agency Name: Steel Valley Regional Transit Authority

Transportation Service Type: Public Transportation

Other Services Provided: None

Contact Information: Frank Bovina/Tim Turner, 740-282-6145, fbovina@svrta.com / contact@svrta.com

Hours: 6:30 am – 6:15 pm M-F, 9 am – 5 pm Sat

Service Area: Steubenville, Mingo Junction, Wintersville OH

Eligibility Requirements: Designated recipient – 5307, Steubenville/Weirton Urban Area

Web-site: www.svrta.com

Agency Name: Jeffco Services, Inc.

Transportation Service Type: Non -Medical Transportation –Medicaid (NMT)

Other Services Provided: None

Contact Information: Tracey Thomas CEO Jeffco Services, Inc. 740-266-6167 ext. # 2121,
tthomas@jeffco-services.com

Hours: NMT 5:45 am to 9 am and 2 to 5:30 pm

Service Area: Jefferson County

Eligibility Requirements: Developmental Disability over 21

Web-site: N/A

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)*
Prime Time	Yes	No	Non-Profit	19,719	10/week	No
TranSmart USA	Yes	No	Private for profit	N/A	0	No
Checker Transportation	Yes	No	Private	N/A	N/A	No
Ambulance Service, Inc.	Yes	No	Private	N/A	N/A	No
SVRTA	Yes	No	Local government (Transit Authority)	81,371	0	No
Jeffco Services, Inc.	Yes	No	Private Non Profit	30,032	N/A	No

* 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 that are 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, and on-demand. Four of the participating organizations provide services on weekdays. Four provide transportation services on Saturdays and three on Sundays. Evening services after 5 pm are provided by four organizations. Table 2 depicts 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
Prime Time	Handicap accessible and regular transportation vans	M-W-F 5A/3P T-Th-7a/3	No	Wheel Chair Door to Door	Defensive Driving
TranSmart USA	On demand	M-F, 5a-7pm; Sun – Sat as needed	Yes	As needed	Yes
Checker Transportation	Van/Wheelchair	24/7/365 Pre-scheduled; Same day based on availability	Yes	Van is Curb-to-Curb and Door-to-Door	Yes
Ambulance Service, Inc.	Ambulance/Wheelchair	24/7/365	Yes	ALS*/BLS**/Wheelchair	Yes
SVRTA	Fixed Route / Paratransit	6:30 a – 6:15p M-F, 9 am – 5 pm Sat	No	Wheelchair lifts	CDL – Pass Endorsement
Jeffco Services, Inc.	Passenger Vans	NMT is a split shift 5:45 am-9 am 2 pm-5:30 pm	Yes	Secure rider in wheelchair	Lift training first aid/CPR 8 hours Ohio Department of Developmental Disabilities required, annual orientation, CDL-passenger endorsement

ALS* = Advanced Life Support; BLS** = Basic Life Support

Transportation-related expenses and revenues also differ by organization. Levy funds, AAA-9, Section 5307, Ohio Transit Preservation Partnership Program (OTPPP), Urban Transit Program (UTP), fares, and Medicaid are common revenue sources for transportation operators in Jefferson County. Table 3 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
Prime Time	Free	Yes	2 FT/14 PT	1FT/1 PT	AAA-9/Levy	\$133,000
TranSmart USA	Varies	No	16	3	N/A	N/A
Checker Transportation	Varies	No	N/A	N/A	N/A	N/A
Ambulance Service Inc.	Varies	No	N/A	N/A	N/A	N/A
SVRTA	\$0.50-Adult \$0.25 Senior \$30.00 annual pass	No	9	1	Federal 5307 OTPPP-Ohio UTP- Ohio Local Levy – 1.5 mls Fares	2017 - \$1,389,574.45
Jeffco Services, Inc.	N/A	No	1 FT / 5 PT	Shared between 2FT	State Medicaid	\$150,000

Table 4 provides basic information about transportation options other than the traditional public and human services transportation. Transportation options might include bike share, ride share, intercity, or taxi services, and more.

Table 4: Alternative/ Active Transportation Options

Transportation Option	Availability	Cost	Usage	Service Area
Self-pay: SVRTA Physician approved	Limited	\$1-\$2	Seldom	Steubenville-Wintersville
TranSmart USA: Ride Share	Sat-Sun	N/A	Daily	Tri-State Area
Checker Transportation: Pre-Scheduled Non-Medical	24/7/365	N/A	Daily	Tri-State Area
Checker Transportation: Pre-Scheduled Event	24/7/365	N/A	N/A	Tri-State Area
Checker Transportation: Airport	24/7/365	N/A	Daily	Tri-State Area
Checker Transportation: Courier	24/7/365	N/A	Daily	Tri-State Area
Ambulance Service Inc.: Ambulance & Wheelchair	24/7/365	N/A	Daily	Point of Origin – Steubenville & East Liverpool
SVRTA: Not applicable	N/A	N/A	N/A	Steubenville, Mingo Junction, Wintersville, OH
Jeffco Services, Inc.: Not applicable	NA	NA	NA	Jefferson County

Table 5 provides basic information about local travel training program options.

Table 5: Transportation Resources

Transportation Resource	Availability	Cost	Usage	Service Area
Prime Time: N/A	N/A	N/A	N/A	N/A
TranSmart USA: N/A	N/A	N/A	N/A	Tri-State Area
Checker Transportation:	N/A	N/A	N/A	Tri-State Area
SVRTA: N/A	N/A	N/A	N/A	Steubenville, Mingo Junction, Wintersville, OH
Jeffco Services , Inc.: N/A	N/A	N/A	N/A	N/A

Table 6 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)
Prime Time	N/A	No	N/A	No
TranSmart USA	N/A use microsoft office	No	N/A use Microsoft office	Yes, GPS
Checker Transportation	Zoll	N/A	Zoll	Yes
Ambulance Service, Inc.	Zoll	N/A	Zoll	Yes
SVRTA	Transview	No	Transview	No
Jeffco Services, Inc.	N/A	N/A	N/A	N/A

Assessment of Community Support for Transit

According to the Assessment of Available Service in Jefferson County, the primary transit provider is only Steel Valley Regional Transit Authority. Their service area is only in Steubenville, Mingo Junction, and Winterville, Ohio. There is a growing need to connect the surrounding communities to Steubenville since according to Map 2 and Map 2B, majority of the trip generators are in Steubenville, Mingo Junction, and Winterville. This area of the county provides the most services for the public, however, connections from other areas of the county to these areas are needed. The only other options to those who live outside of Steubenville, Mingo Junction, and Winterville are Prime Time if 60 years-old or older, taxi services if affordable, or family and friends. All transportation providers operate independently of one another. The only agencies that are contracted with transportation providers are JCBDD contracted with Jeffco Services Inc. for adults that need transportation and JCDJFS contracted with Checker Transportation for majority of their transportation services. JCDJFS also may use SVRTA, gas vouchers, and one self-employed private driver when necessary.

Safety

All transportation service providers in Jefferson County provide driver training courses for their drivers. Defensive driving, Commercial Driver's License – Passenger Endorsement, lift training, first aid, CPR, annual orientation are some examples of the courses that are required for the drivers. All transportation service providers provide passenger assistance and most have wheelchair assistance. Prime Time and Checker Transportation provide Door-to-Door assistance, and Checker also provides Curb-to-Curb for their vans. Of all the providers, only TranSmart USA, Checker Transportation, Ambulance Service Inc., and Jeffco Services Inc. provide Medicaid Eligible Trips to their passengers who qualify. Overall, the safety training provided by the transportation service providers in Jefferson County is adequate, but additional safety programs may be beneficial.

Vehicles

Survey/Interview participants listed a combined total of 86 vehicles. Approximately 48% of the vehicles are wheelchair accessible. A vehicle utilization table is provided in Table 7.

All the transportation providers provide at least 41 wheelchair accessible vehicles, while some organizations have an entire fleet of wheelchair accessible vehicles. There appears to be enough vehicles that provide wheelchair accessible vehicles primarily in the Steubenville area which is covered with fixed route transit. However, outside of Steubenville and Mingo Junction, there is a growing need to provide more wheelchair service in areas such as Bergholz, Toronto, Amsterdam, Richmond, Bloomingdale, and Smithfield. These areas have a high concentration of people with disabilities and may benefit from more wheelchair accessible vehicles.

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.

Prime Time Office on Aging

- The need for wheelchair vans is growing, especially with the clients receiving dialysis
- Only five of 10 transportation vehicles are wheelchair accessible
- One of the wheelchair vans has more than 250,000 miles/Two of the wheelchair vans have over 100,000 miles, and one wheelchair van has almost 200,000 miles
- High mileage vehicles make scheduling difficult
- There are two vans with wheelchair ramps and three vans with wheelchair lifts
- Need to replace three wheelchair accessible vans due to age and high repair costs.

Three new vans were leased and do not have wheelchair access. Prime Time is concerned that leasing vehicles is not sustainable. The need to provide transportation is great and the resources are very limited.

Steel Valley Regional Transit Authority

All SVRTA Transit vehicles are wheelchair accessible, excluding the maintenance truck.

Table 7: Vehicle Utilization Table

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days in Service	Service Hours	Vehicle Condition	Program Vehicle is Assigned	Service Area
Prime Time Office on Aging											
13	Ford	Bus	2011	1FDEE3FL5BDA29902	10	Y	5	6-8	Poor	N/A	Jeff Co
11	Ford	Bus	2009	1FDEE35L19DA44084	10	Y	5	6-8	Poor	N/A	Jeff Co
14	Dodge	Van	2010	2D4RN4DE1AR412637	4	Y	5	6-8	Poor	N/A	Jeff Co
16	Ford	MVP	2014	57WMD1A6EM10014	2-3	Y	5	6-8	Fair	N/A	Jeff Co
17	Ford	Bus	2014	1FDEE3FL1EDA72086	3	Y	5	6-8	Fair	N/A	Jeff Co
18	Ford	Transit	2014	MNOGS9F741153576	4	N	5	6-8	Fair	N/A	Jeff Co
19	Ford	Transit	2015	1FBZX2ZMXFKA20326	4	N	5	6-8	Fair	N/A	Jeff Co
1	Dodge	Grand Caravan	2018	2C4RDGBG7JR151021	6	N	5	6-8	New	N/A	Jeff Co
2	Dodge	Grand Caravan	2018	2C4RDGBG7JR1510198	6	N	5	6-8	New	N/A	Jeff Co
3	Dodge	Grand Caravan	2018	2C4RDGBG7JR151019	6	N	5	6-8	New	N/A	Jeff Co
TranSmart USA											
TS101	Chevy	Express	2003	1GNFG15T131177970	3		Sat-Sun	As Needed	Good		Tri-State
TS102	Kia	Sedona	2006	KNDMB233366089730	6		Sat-Sun	As Needed	Good		Tri-State
TS103	Ford	Econoline	2011	1FTDS3EL1BDA32077	6	2	Sat-Sun	As Needed	Good	WC	Tri-State
TS104	Dodge	Caravan	2016	2C4RDGBG4GR336099	6		Sat-Sun	As Needed	Good		Tri-State
TS105	Kia	Sedona	2011	KNDMH4C72B6386186	6		Sat-Sun	As Needed	Good		Tri-State
TS106	Chrysler	Town & Country	2010	2A4RR5D10AR271252	6		Sat-Sun	As Needed	Good		Tri-State
TS107	Hyundai	Entourage	2008	JBDNC233386055626	6		Sat-Sun	As Needed	Good		Tri-State
TS108	Kia	Soul	2016	KNDJN2A23G7847081	4		Sat-Sun	As Needed	Good		Tri-State
TS109	Kia	Sedona	2012	KNDMG4C77C6439727	6		Sat-Sun	As Needed	Good		Tri-State
TS110	Dodge	Grand Caravan	2014	2C4RDGBG9ER404832	6		Sat-Sun	As Needed	Good		Tri-State
TS111	Dodge	Grand Caravan 5XT	2014	2C4RDGCG9ER182814	6	1	Sat-Sun	As Needed	Good	WC	Tri-State
TS112	Kia	Soul	2011	KNDJT2A27B7709025	4		Sat-Sun	As Needed	Good		Tri-State
TS113	Dodge	Grand Caravan	2010	2D4RN4DE4AR114566	6		Sat-Sun	As Needed	Good		Tri-State

(*) Ready for Contingency / Replace with 2018/19 Life-time Value (LTV) Models

Steel Valley Regional Transit Authority											
10	Dodge	Ram	1998	1B7HC16Y8WS567874	6	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Maintenance	N/A	Steubenville/Mingo Junction/Wintersville
17	Chance	Trolley	1987	1C9CS2DW7HW077369	20	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Disposed	N/A	Steubenville/Mingo Junction/Wintersville
0323	Ford	E350	2004	1FDXE45F83HB65445	2	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Disposed	N/A	Steubenville/Mingo Junction/Wintersville
0324	Ford	E350	2004	1FDXE45F23HB65442	2	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Disposed	N/A	Steubenville/Mingo Junction/Wintersville
0325	Ford	E350	2004	1FDXE45F83HB82651	2	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Disposed	N/A	Steubenville/Mingo Junction/Wintersville
0426	Ford	E450	2004	1FDXE45P14HB49971	20	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Contingency/ read for Disposal	N/A	Steubenville/Mingo Junction/Wintersville
0427	Ford	E450	2004	1FDXE45PX4HB49970	22	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	transferred to Brightway Center 12/2016	N/A	Steubenville/Mingo Junction/Wintersville
0628	Ford	E450	2006	1FDXE45P36DA92215	16	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Contingency/ read for Disposal	N/A	Steubenville/Mingo Junction/Wintersville
0629	Ford	E450	2006	1FDXE45P56DA92216	2	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Disposed	N/A	Steubenville/Mingo Junction/Wintersville
0730	Ford	E450	2007	1FDXE45P97DB05728	21	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Contingency	N/A	Steubenville/Mingo Junction/Wintersville
0831	Ford	E450	2008	1FD4E45P48DB59426	21	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Contingency	N/A	Steubenville/Mingo Junction/Wintersville
0932	Ford	E450	2009	1FD4E45P99DA26526	21	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Contingency/ read for Disposal	N/A	Steubenville/Mingo Junction/Wintersville
0933	Ford	E450	2009	1FD4E45P39DA41975	21	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Spare	N/A	Steubenville/Mingo Junction/Wintersville
0934	Ford	E450	2009	1FD4E45P59DA41976	21	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Spare/Ready for disposal	N/A	Steubenville/Mingo Junction/Wintersville
104	Eldorado	Transmark	1997	1N9TDAC63SC084145	5	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Disposed	N/A	Steubenville/Mingo Junction/Wintersville
1335*	Ford	E450	2013	1FD4E45F99DA26652	16	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Ready for Replacement	Fixed Route/PT	Steubenville/Mingo Junction/Wintersville
1336	Ford	E450	2013	1FD4E45F2DDA53045	16	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Good	Fixed Route/PT	Steubenville/Mingo Junction/Wintersville
1337*	Ford	E450	2013	1FD4E45F4DDA53046	16	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Ready for Replacement	Fixed Route/PT	Steubenville/Mingo Junction/Wintersville
1538	Ford	E450	2015	1FD4E45F6FDA12033	21	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Good	Fixed Route/PT	Steubenville/Mingo Junction/Wintersville

(*) Ready for Contingency / Replace with 2018/19 Life-time Value (LTV) Models

1539	Ford	E450	2015	1FD4E4FS8FDA12034	21	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Good	Fixed Route/PT	Steubenville/Mingo Junction/Wintersville
1540	Ford	E450	2016	1FD4E4FS9GDC05715	21	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Good	Fixed Route/PT	Steubenville/Mingo Junction/Wintersville
1541	Ford	E450	2016	1FD4E4FS4GDC05718	21	2	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Good	Fixed Route/PT	Steubenville/Mingo Junction/Wintersville
16-1	Tesco	MV-1 DX	2016	57WMD2C63GM100111	4	1	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Good	N/A	Steubenville/Mingo Junction/Wintersville
16-2	Tesco	MV-1 DX	2016	57WMD2C60GM100356	4	1	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Good	N/A	Steubenville/Mingo Junction/Wintersville
16-3	Tesco	MV-1 DX	2016	57WMD2C68GM100363	4	1	M-F Sat	6:30a – 6:15p 9:00a – 5:00p	Good	N/A	Steubenville/Mingo Junction/Wintersville

Jeffco Services, Inc.

1	Ford	Lift Van #1	2010	1FTDS3EL8ADA10981	8	1	M – F	5:45a-9a; 2p-5:30p	Fair	N/A	Jeff Co
2	Ford	Lift Van #2	2010	1FTDS3ELXADA10982	8	1	M – F	5:45a-9a; 2p-5:30p	Fair	N/A	Jeff Co
3	Ford	Lift Van	2011	1FTDS3EL3BDA22859	8	1	M – F	5:45a-9a; 2p-5:30p	Fair	N/A	Jeff Co
4	Ford	Mustard Van	2014	NM0GE9G78E1140948	7	0	M – F	5:45a-9a; 2p-5:30p	Good	N/A	Jeff Co
5	Ford	Transit Van - White	2016	1FDEE3FS7GDC16203	12	2	M – F	5:45a-9a; 2p-5:30p	Fair	N/A	Jeff Co
6	Ford	Transit Van - Gray	2016	1FMZK1CGXGKA73130	9	0	M – F	5:45a-9a; 2p-5:30p	Good	N/A	Jeff Co
7	Ford	El Dorado Transit Van	2017	1FDEE3FSXHDC64053	12	2	M – F	5:45a-9a; 2p-5:30p	Excellent	N/A	Jeff Co
8	Ford	El Dorado Transit Van	2017	1FDEE3FS8HDC64052	12	2	M – F	5:45a-9a; 2p-5:30p	Excellent	N/A	Jeff Co
9	Ford	El Dorado Transit Van	2017	1FD4E4FS0HDC50706	16	2	M – F	5:45a-9a; 2p-5:30p	Excellent	N/A	Jeff Co
10	Ford	El Dorado Transit Van	2017	1FD4E4FS2HDC50707	16	2	M – F	5:45a-9a; 2p-5:30p	Excellent	N/A	Jeff Co

(*) Ready for Contingency / Replace with 2018/19 Life-time Value (LTV) Models

Checker Transportation/Ambulance Service Inc. – N/A											
C4	Dodge	Caravan	2010	2D4RN4DE2AR112296	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C6	Dodge	Caravan	2016	2C4RDGBG1GR109792	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C7	Dodge	Caravan	2016	2C4RDGCG3GR309703	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C9	Dodge	Caravan	2010	2D4RN4DE4AR144652	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C12	Dodge	Caravan	2016	2C4RDGCG6GR328066	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C14	Dodge	Caravan	2016	2C4RDGCGXGR317734	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C16	Dodge	Caravan	2016	2C4RDGCGXGR317734	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C17	Dodge	Caravan	2016	2C4RDGCG6GR323658	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C18	Dodge	Caravan	2013	2C4RDGCG6GR323658	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C24	Dodge	Caravan	2016	2C4RDGCG2GR351828	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C27	CHRY	T&C	2010	2A4RR4DE3AR192526	7	Y	Mon-Sun	As Needed	Good	N/A	Tri-State
C30	Dodge	Caravan	2010	2D4RN4DE2AR153950	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C31	Dodge	Caravan	2016	2C4RDGCG7GR178808	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C34	CHRY	T&C	2011	2A4RR5DG9BR701849	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C35	CHRY	T&C	2011	2A4RR5DG9BR694451	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C36	Dodge	Caravan	2013	2C4RDGCG5DR575297	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C37	Dodge	Caravan	2014	2C4RDGBG1ER350524	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C38	Dodge	Caravan	2012	2C4RDGBGXCR402701	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C39	Dodge	Caravan	2014	2C4RDGBG5ER384708	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C40	Dodge	Caravan	2014	2C4RDGCG7ER273799	7		Mon-Sun	As Needed	Good	N/A	Tri-State

(*) Ready for Contingency / Replace with 2018/19 Life-time Value (LTV) Models

C41	Dodge	Caravan	2014	2C4RDGCG1ER347332	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C43	Dodge	Caravan	2014	2C4RDGCG2ER390903	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C44	Dodge	Caravan	2016	2C4RDGCG8GR384624	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C45	Dodge	Caravan	2016	2C4RDGCG2GR371187	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C46	Dodge	Caravan	2017	2C4RDGCG2HR554249	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C47	Ford	Transit	2017	NM0GE9F7XH1295832	7		Mon-Sun	As Needed	Good	N/A	Tri-State
C48	Ford	Transit	2017	1FBZX2ZM4HKA05193	12		Mon-Sun	As Needed	Good	N/A	Tri-State

Summary of Existing Resources

Table 7 describes in detail the 86 different vehicles used by the transportation service providers in Jefferson County.

Prime Time Office on Aging provides enough coverage for both the senior population and people with disabilities, however, you must be 60 years of over to be eligible to use their services. They operate 5am – 3pm Mondays, Wednesdays, and Fridays, and 7am – 3pm Tuesdays and Thursdays. They currently have a fleet of 10 vehicles, half of which are wheelchair accessible, however, of those five, three vehicles are in poor condition.

TranSmart USA LLC is a non-emergency medical transport provider, also provides area and local courier service, and airport transportation. They have 13 vehicles in their fleet, all in good condition; however only two are wheelchair accessible. They operate on Monday through Friday from 5am – 7pm and Saturday and Sunday on an as needed basis.

Checker Transportation is a non-emergency medical transport, courier service, and airport transportation provider that offers van, and wheelchair access service. They are the only provider in Jefferson County that operates all day, every day, all year long. Checker Transportation needs to be pre-scheduled. Same day service is offered based on availability.

Ambulance Services, Inc. is a medical transportation provider that offers wheelchair access, and ambulance service. They operate 24/7/365. They elected not to provide any vehicle information since they do not require funding assistance for vehicle upgrades.

Steel Valley Regional Transit Authority is the primary public transportation authority in Jefferson County. In Ohio, they only serve the local area of Steubenville, Wintersville, and Mingo Junction. They operate Monday through Friday from 6:30 am – 6:15 pm and on Saturday from 9 am – 5 pm. As of this year, they had 25 vehicles in their fleet, one being a maintenance vehicle for all their transportation service vehicles. A handful of their vehicles are either being disposed or ready for replacement. Currently, only eight vehicles are in good condition. Of their entire fleet, including the maintenance vehicle, 22 vehicles have a wheelchair capacity of two, and three vehicles have a wheelchair capacity of only one.

Jeffco Services, Inc. is a non-medical transportation (NMT) service and provides Medicaid eligible trips. They operate in two shifts, the first from 5:45 am – 9 am and from 2 pm – 5:30 pm every day. They have 10 vehicles in their fleet and more than half are in good or excellent condition. Five vehicles have a capacity for two wheelchairs, three have a capacity for one wheelchair, and two vehicles do not provide wheelchair access.

The only agencies that are contracted with transportation providers are JCBDD contracted with Jeffco Services Inc. for adults that need transportation and JCDJFS contracted with Checker Transportation for majority of their transportation services. JCDJFS also may use SVRTA, gas vouchers, and one self-employed private driver when necessary.

IV. Assessment of Transportation Needs and Gaps

In an effort to better understand the Jefferson County's needs, the planning committee examined research and data, as well as solicited input from the community in an effort 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.

BHJ-MPC 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 stakeholder and the general public is available upon request.

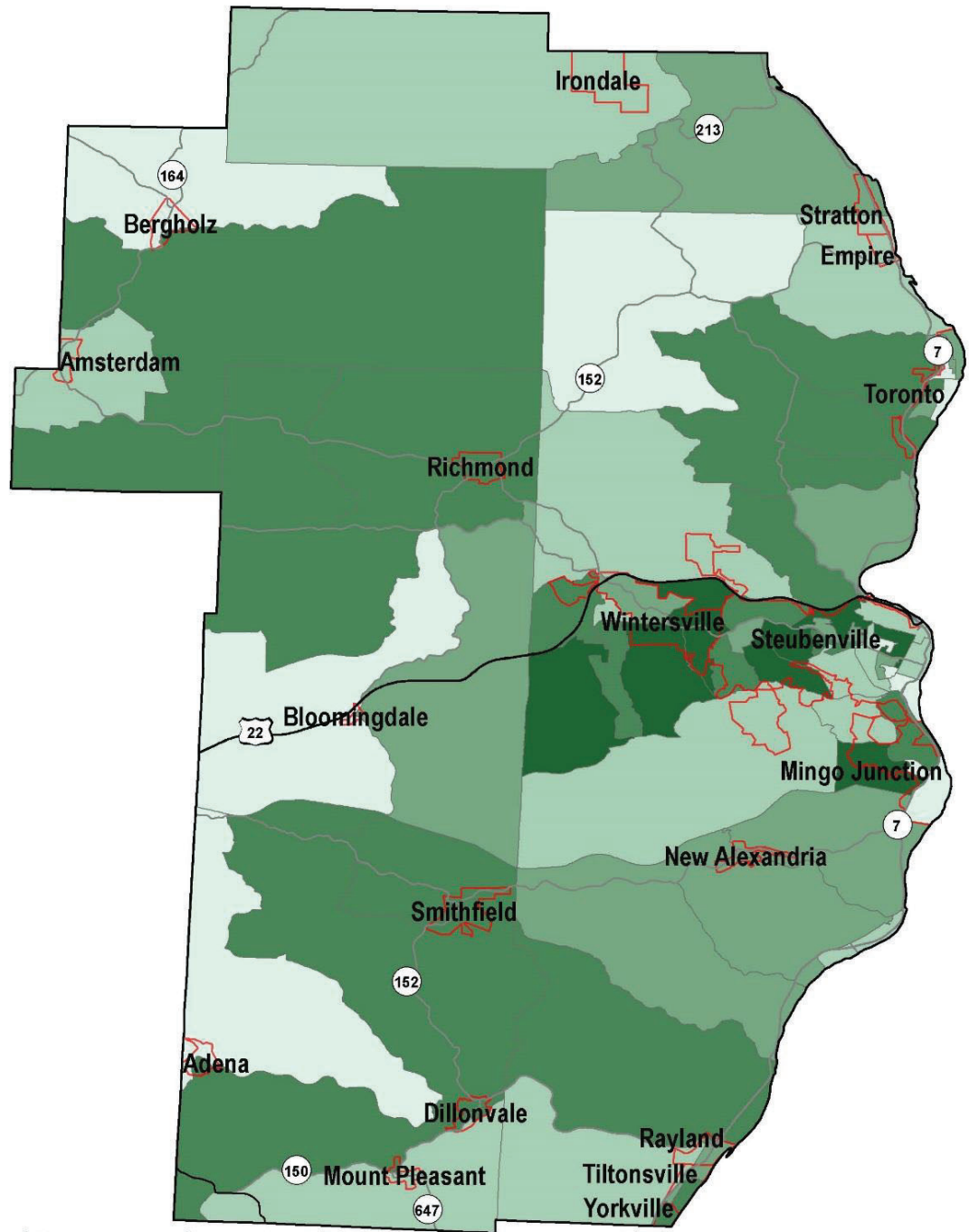
The following methods were used to assess transportation needs and gaps:

- Assessment of data and demographics
- Planning Committee Meetings with stakeholders
- Public workshops
- Public surveys

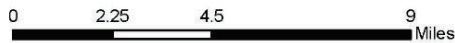
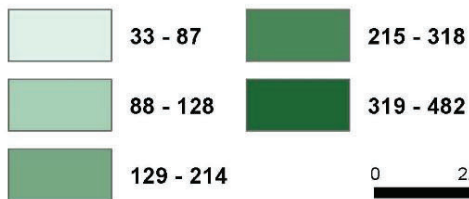
Local Demographic and Socio-Economic Data

Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable to show 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 7 illustrates the population densities where the number of older adults (age 65 and older) is in Jefferson County. There are currently 13,193 individuals in Jefferson County who are age 65 or older. Map 7 shows that the areas around Wintersville, Steubenville, and Mingo Junction, south of US 22 and west of SR 7 have the highest concentration of senior population where there are at most 482 seniors per block group. Areas with the next highest density of senior population, where at most there are 318 seniors per block group, are mainly south, west, and east of Smithfield along SR 151 and SR 152, in between Adena and Mount Pleasant north of SR 150, around Toronto to the west of SR 7, and in the northwest area of the county in between Amsterdam, Richmond and Bergholz surrounding SR 43, SR 152, SR 646, and SR 164. Half of the population in Jefferson County is 45 years old or older and as this population continues to age, they will require more senior services.



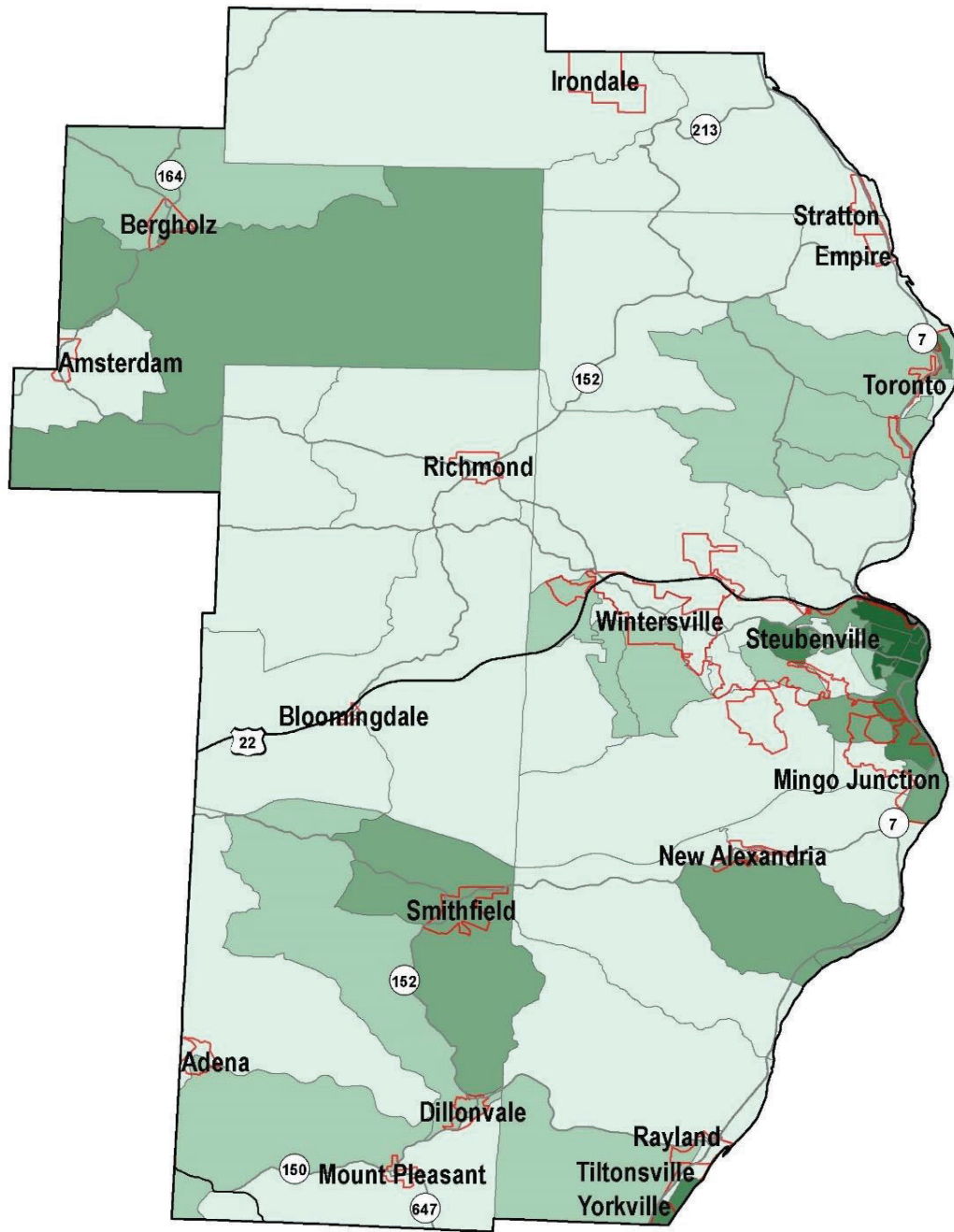
Population 65 years and over



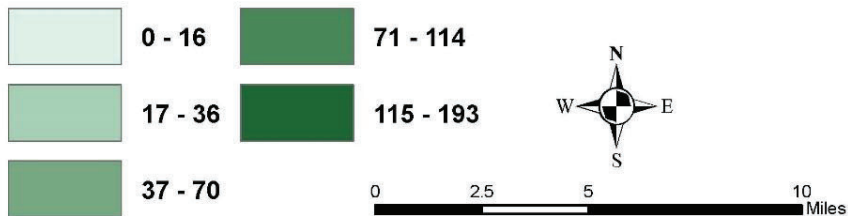
MAP 7: MAP OF POPULATION DENSITY OF INDIVIDUALS AGE 65 AND OLDER

Map 8 indicates the areas where the number of zero-vehicle households are located in Jefferson County. The absence of a vehicle in the household is often an indication of the need for transportation services.

As mentioned earlier in the plan, the locations in Jefferson County that have a high concentration of households without a personal vehicle are in east Steubenville and Mingo Junction adjacent to the Ohio River. Other areas are located south and to the east of Bergholz and Amsterdam along SR 164 and SR 524, south and east of New Alexandria surrounding SR 151 as well as around Smithfield surrounding SR 151 and SR 152. Lastly, another area of concern is in the southeast area of the county in Yorkville, Tiltonsville, and Rayland at the intersection of SR 7 and SR 150.



Households With Zero Vehicles

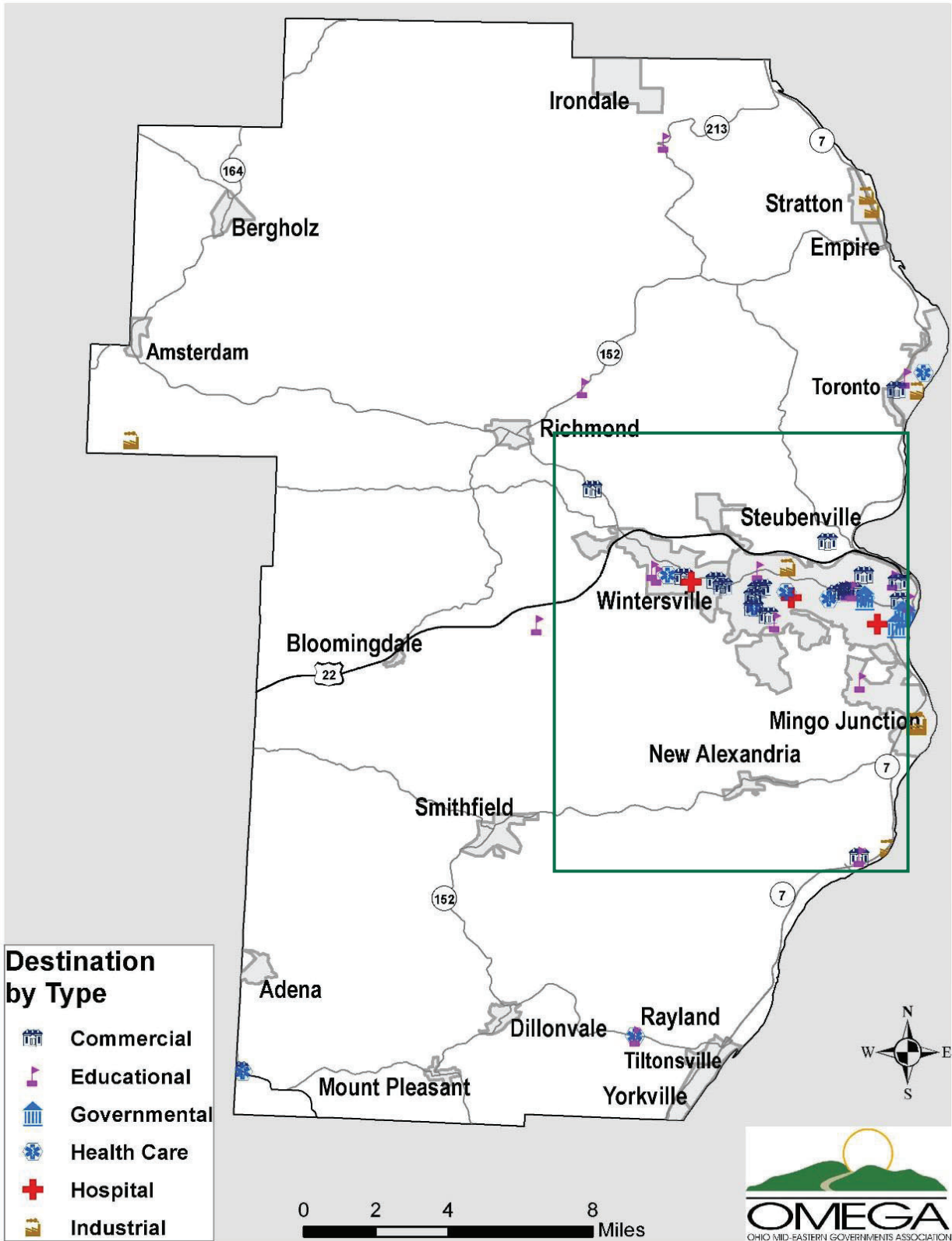


MAP 8: MAP OF DENSITY OF ZERO VEHICLE HOUSEHOLDS

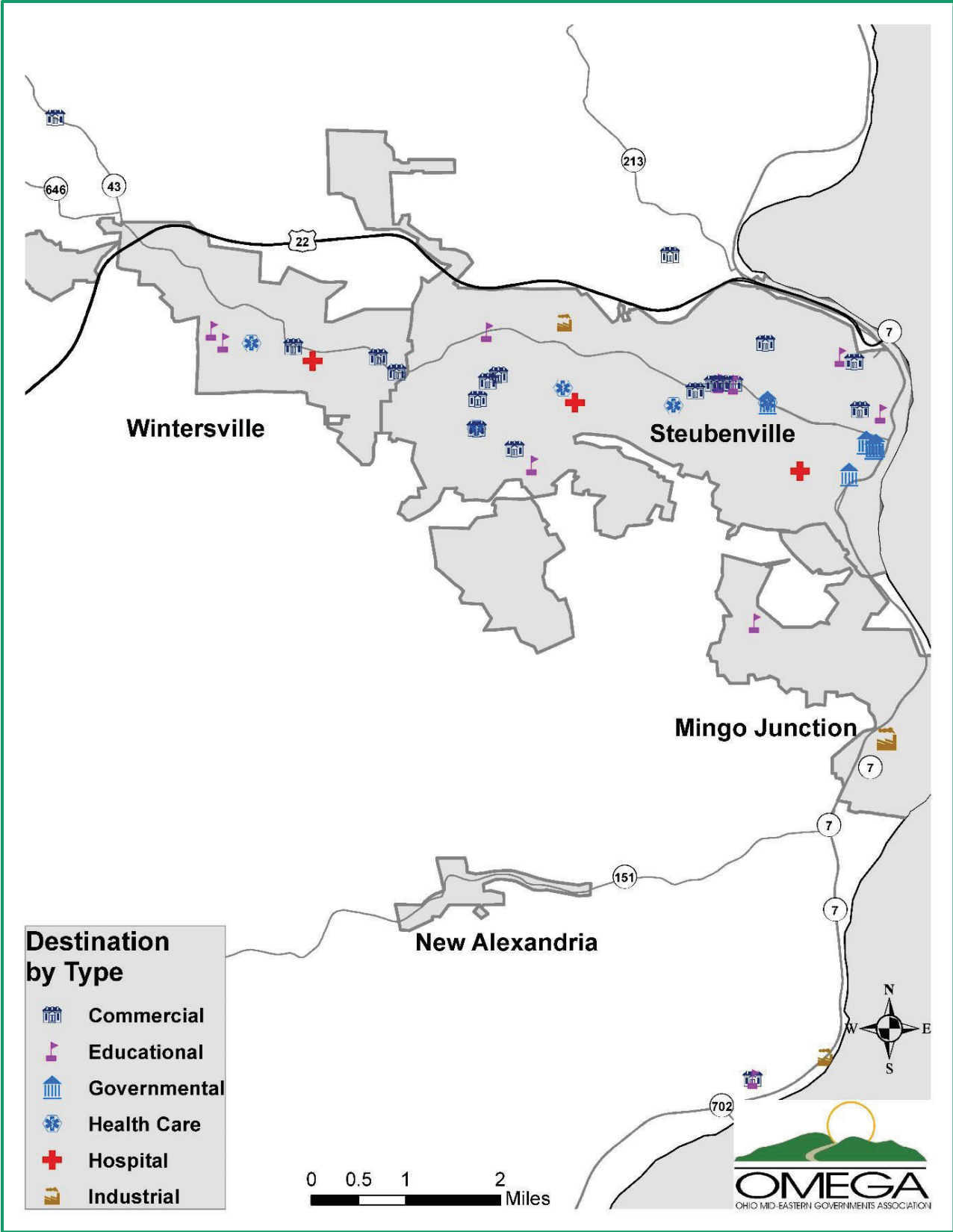
Maps 9A and 9B are major trip generators for anyone in Jefferson County and the greater Steubenville area, respectively.

The major trip generators used in this analysis, include hospitals, nursing homes, all levels of educational institutions, industrial complexes, governmental facilities, major businesses, and commercial areas such as restaurants, retail, media, and auto sales centers. As shown in Map 9A, the highest concentration of trip generators is in the county seat of Steubenville. Other major trip generators are located in the city of Toronto, Stratton/Empire, Mingo Junction and other communities along the Ohio River. The number of trip generators decreases from east to west through the county possibly due to a lower concentration of population. Currently, within the civilian labor force, 36% of all employees leave Jefferson County regularly for places of employment, medical facilities, and educational facilities in either adjacent counties, or West Virginia and Southwest Pennsylvania.

Map 9B is an inset of Map 9A to provide a closer look at the highest concentration of major trip generators in Steubenville and Wintersville, especially along SR 43. The SR 43 corridor includes governmental facilities, commercial centers, hospitals, educational institutions, and an industrial complex. SR 7 and where it merges with US 22 also has a beneficial mix of governmental facilities, educational institutions and commercial centers.



MAP 9A: MAP OF MAJOR TRIP GENERATORS



MAP 9B - INSET OF MAJOR TRIP GENERATORS

Analysis of Demographic Data

Jefferson County is one of the largest and most diverse counties in the OMEGA region. Just like the region, half of the population is 45 years old or older and has a growing senior population. Even though half the population continues to age, the fastest growing population age group is the 0-14 year olds which can help offset an aging population. There is potential that both the 0-14 and 15-24 year olds will grow and be the top two of the top three age groups in population by 2040. Overall, 90% of the population is white, however, compared to the rest of the region, it has the largest minority population percentage in the county compared to the rest of the region. The minority population lives primarily in Steubenville, Mingo Junction, Wintersville, Smithfield, and Toronto.

Jefferson County has a higher disability rate when compared to the rest of the state of Ohio. The state of Ohio currently has a 13.9% disability rate of the entire population whereas Jefferson County has a disability rate of 18.4% accounting for 12,310 persons. SVRTA provides service in Steubenville, Wintersville, and Mingo Junction. People with any disability may benefit from a broader transit coverage area as well as more human service transportation. In Jefferson County, the areas that have higher number of people with disabilities are located throughout the greater county area in and around Richmond, Bloomingdale, Bergholz, Amsterdam; south and west of Stratton and Empire; and south and east of Mingo Junction and New Alexandria.

Household and individual poverty is a major issue when it comes to transportation as there are more challenges for people who live below the federal poverty level. The state of Ohio has a household poverty rate of 17.6% for all the households in the state. In Jefferson County 35.5% of the households live below the federal poverty level. This is more than double the state of Ohio's average and equates to 9,920 total households. For population alone, the state of Ohio has a 15.4% poverty rate of the entire population. In Jefferson County, 17.2% of the entire population is considered to be living below poverty equating to 11,208 individuals. The concentration of this population in Jefferson County is located in the north and west around Bergholz and Irondale, north of US 22 and west of Richmond, all around Smithfield in the southern area of the county, east and all along the river and SR 7, and north and west of Toronto.

Zero-vehicle households are another important issue relating to transportation services. In Jefferson County, there are a total of 27,776 occupied households, both renter and owner occupied. Of these households only 8.9%, or 2,486 total households, do not own a personal vehicle. These households are located in east Steubenville and Mingo Junction adjacent to the Ohio River. Other areas are located south and to the east of Bergholz and Amsterdam, south and east of New Alexandria and around Smithfield. Lastly, another area without vehicle ownership is in the southeast area of the county in the vicinity of Yorkville, Tiltonsville, and Rayland at the intersection of SR 7 and SR 150.

There are a total of 27,591 individuals that are currently in the civilian labor force and are employed in Jefferson County. Of these employees, 83.5% drive themselves to work every day and 8.1% carpool. The rest either work from home, walk, or use some other transportation service. Only 0.6% use any public transportation to get to work which is 166 employees. Where these employees are working is also very important to understand for transportation services. Overall, 36% of Jefferson County's employment force leaves Jefferson County on a regular basis for work elsewhere. A total of 9,977 employees are leaving Jefferson County to either an adjacent county or another state, either West Virginia or Southwest Pennsylvania, on a regular basis for reasons of employment.

Transportation services play a critical role with the available labor force as access to reliable transportation is needed for employment. The current unemployment rate in Jefferson County is 6.6% from those unemployed in the labor force, equating to 3.5% of the total working age population. There are currently 1,935 individuals considered unemployed and actively seeking employment. More transit and human services transportation options available may help them connect to employment.

General Public and Stakeholder Meetings/Focus Groups

Prime Time Office on Aging and BHJMPC hosted and facilitated four local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. A total of 50 people participated in the meetings. Of those, 30 self-identified as older adults and 10 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 meetings, OMEGA presented highlights of historical coordinated transportation in Jefferson 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 from the previous plan/or update and identify any gaps that were no longer valid and any new needs/gaps, which the facilitator deleted/added to/from a list. 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 and new needs/gaps were added, each participant was asked to rank the needs/gaps using colored dots representing a high, medium, or low priority or that the remaining gap/need should be deleted.

Participants discussed more than 15 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. Table 8 provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

Surveys

This section summarizes the results from the surveys that were completed. A total of **444** surveys were received from the general public: **36.5%** of which were individuals with disabilities completed the survey; **57.7%** of which were completed by older adults. The percentages calculated from the responses are a representative of the 444 individuals that responded to each question in the survey and not Jefferson County at large.

The first question asked what transportation options have the respondent or their family used in the last year, selecting all that applied. Most of the respondents, 57.7%, answered they use their personal vehicle. The second most responses were that they use Senior Service Agencies, at 20.3%, and the third most responses were for Steel Valley RTA, or the local transit authority, at 12.6%.

The second question asked what makes transportation service/public transit appealing to the respondent. Majority of the responses, 54.1% indicated that it is low cost and saves money. Next at 34.7% responded that it provides handicap assistance and 26.8% responded that personal mobility was the third most appealing reason to use transportation services.

The third question asked what types of trips the respondent takes regularly throughout the week, selecting all that applied. The number one response was commercial/shopping at 72.5%. The next highest trips were for medical reasons at 66.4%. Lastly, the third most trips taken were for recreation/social/church at 53.2%.

The fourth question asked outside of Jefferson County, what destination does the respondent frequent the most. The most frequented destination for the respondents is West Virginia, right across the river, at 48.4%. The second most frequented destination is Pittsburgh/Southwest Pennsylvania at 41.7% and the third most frequented destination outside of Jefferson County are the adjacent counties in Ohio at 40.5%.

The fifth question asked which changes the respondent suggests to improve transportation services in Jefferson County. This was a short answer question and the responses were included in the Challenges to Coordinated Transportation section below as well as the unmet needs.

Question six asked the respondent what prevents them from using transportation services on a regular basis. Most respondents, 25.5%, answered that it is not applicable to them. The next most responses, 17.6%, mentioned that the transportation options are unclear to them and the third most responses, 15.3%, mentioned that they have schedule conflicts to use the services. Other responses were written in such as 11.5% mentioned there were no services available to them and 10.4% either drive themselves or a family member drives them.

The seventh question asked the respondent have transportation services improved, declined, or stayed the same. Most responses, 69.6%, was that it was not applicable, did not know, or not enough information to respond. Of those who responded, 15.8% stated that it has declined, 9.5% stated that it has improved, and 5.2% mentioned it has remained the same.

According to question eight, 36.5% of the respondents have a disability that requires the use of a cane, walker, wheelchair, or any other type of device that helps them move.

According to question nine, only 18.7% of the respondents either uses or has a family member who uses transportation services through the Medicaid Program.

Regarding Question 10, all 444 individuals that responded to this question represented many different towns and villages in Jefferson County. In order to provide a thorough analysis and present the data efficiently, towns that had 5 or less responses were grouped into "Other" which is represented in Appendix E. According to Question 10 most of the respondents, 32.9%, were from Steubenville. The rest of the respondents were from all over Jefferson County, 25.2% from Toronto, 9.9% from Wintersville, 5.6% from Mingo Junction, 5.4% from Bergholz, 3.8% from Brilliant, and the rest from all the other townships.

Finally, according to Question 11, most of the respondents, 57.7%, were seniors age 65 and older, 23% were age 55-64 years-old, 7.7% were 45-54 years old, and the rest were younger than 45 years old.

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:

- Very limited options outside Steubenville
- No connections between cities and towns
- Few vehicles accommodate elderly & disabled
 - Easier access entering & exiting buses/vans
- Gap between PrimeTime & Medicaid Patients
- Not Sufficient Weekend Service
- Transportation for Veterans
- Affordability – Sliding Scale
- Efficient Medical Transportation
 - On-Time Appointments
- Number of Vehicles and low frequency of trips of the transit and other transportation providers

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	Expanded geographic coverage area in the county (Amsterdam, Bergholz, Springfield, Richmond, Toronto, Brilliant, etc.)	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
2	Transit service from Toronto to Steubenville – once or twice a week	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
3	Transportation service provider outreach in areas without internet/wireless coverage and expansion in local communities	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
4	More transportation service for Veterans	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
5	Rider assistance (either a volunteer or paid position) for groceries, medical appointments, recreation	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
6	More transportation options for education and employment for population with disabilities, especially those who are blind or visually impaired	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
7	Expanded service hours for transportation	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
8	Transit Option to connect Younger Populations to Employment Opportunities	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
9	Shopper Shuttle for the county	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
10	More Medical trips outside the county/state	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
11	Vouchers, sliding scale for payment from population in poverty	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
12	More services for commercial, recreational purposes	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
13	More out-of-state trips	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
14	Consumer Education/Marketing/Senior Advocacy & Outreach – Mobility Management	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>
15	More Weekend Service	<i>Stakeholder Meetings, Public Workshops, Public Surveys</i>

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

Strategies for improving transportation for Jefferson County 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, BHJMPC and OMEGA 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 16 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:

Enhance coordination and provide transportation services in a more efficient and cost-effective manner to increase mobility.

Need(s) Being Addressed: More out-of-state trips; expanded geographic coverage; expanded service hours; Veteran trips; transit options to connect to employment; more medical trips outside the county/state; transit option to connect younger populations to employment opportunities; shopper shuttle for the county; more weekend service.

Strategy 1.1:

Explore the Opportunities for bridging the gap between public and private transportation service providers and expanding services.

Strategy 1.2:

Research and adopt best practices from other states using the “Best Practices in Rural Regional Mobility” Report

Strategy 1.3:

Establish bi-monthly transportation providers and stakeholders’ meetings

Strategy 1.4:

Assess a uniform scheduling software for all transportation service providers

Timeline for Implementation: Continuous through the duration of implementation from the plan.

Action Steps:

1. Schedule bi-monthly meetings throughout the year and decide on a common central location
2. Share “Best Practices in Rural Regional Mobility” Report with all participating transportation service providers and stakeholders
3. Assess feasibility of utilizing a common scheduling software across all the providers

Parties Responsible for Leading Implementation: BHJMPC, transportation service providers, stakeholders, commissioners

Parties Responsible for Supporting Implementation: OMEGA, ODOT

Resources Needed: Best Practices Report, Meeting Space for Coordinated Meetings, Scheduling Software

Potential Cost Range:

Cost Estimate: One time Set up fees- (Software base, Integrated Mapping Module, Automated Scheduling) \$ 14,000 + (Training) \$7000 = \$21,000 Total. Seat License (up to 6x Users): \$500 Each

Recurring Charges: Software Base: \$ 500 Per month / Fleet Fee: \$10 Per vehicle per month

Potential Funding Sources: Section 5310

Performance Measures/Targets:

1. Measure – Assess opportunities for improving mobility management
 - a. Target – Assessment completed by 3rd quarter 2019
2. Measure – Bi-monthly meetings with all Jefferson County Transportation Service Providers and stakeholders
 - a. Target – Six meetings every year
 - b. Target – Minimum of five representatives for all the participating Transportation Service Providers
 - c. Target – Minimum of one representative for the Lead Agency BHJMPC
 - d. Target – Complete assessment of scheduling software with potential purchase within 24 months

PRIORITY POINTS: 100

Goal #2:

Build upon existing public/private partnerships for Jefferson County Transportation Service Providers as needed.

Need(s) Being Addressed: Expanded geographic coverage, more services for commercial and recreational purposes, more out-of-state trips, more weekend service, vouchers, more medical trips outside the county/state, transit service from Toronto to Steubenville, more transportation service for Veterans, expanded service hours for transportation, transit options to connect younger populations to employment opportunities

Strategy 2.1:

Establish sub-committee from the coordinated providers

Strategy 2.2:

Restructure Funding Silos

Strategy 2.3:

Expand existing ride share (ex. CommuteInfo.org) and assess/attract other services such as Uber/Lyft or other type of chauffeur service for Steubenville and the surrounding communities

Timeline for Implementation: By the end of the 1st quarter of 2020.

Action Steps:

1. Determine the sub-committee to follow the initial coordinated providers meeting
2. Establish partnerships between a public and a private agency(ies) as needed
3. Explore the opportunities for inviting and establishing a rideshare service such as Uber/Lyft
4. Explore opportunities for app-based services

Parties Responsible for Leading Implementation: BHJMPC, transportation service providers, stakeholders, commissioners, coordinated providers committee

Parties Responsible for Supporting Implementation: OMEGA, ODOT

Resources Needed: meeting location and space

Potential Cost Range: TBD

Potential Funding Sources: Section 5310, Shared Revenue

Performance Measures/Targets:

1. Measure – Create sub-committee
 - a. Target – Six meetings per year
2. Measure – Explore opportunities for a chauffeur service
 - a. Target – Permit at least one rideshare service such as Uber/Lyft

PRIORITY POINTS: 95

Goal #3:

Improve access and services for veterans, elderly, and persons with disabilities.

Need(s) Being Addressed: More out-of-state trips; expanded geographic coverage; expanded service hours; Veteran trips; more medical trips outside the county/state

Strategy 3.1:

Handicap Accessible Van for Veterans (DAV)

Strategy 3.2:

Explore opportunities to provide travel training for veterans, elderly, and persons with disabilities

Timeline for Implementation: Immediately upon approval of the plan and ongoing throughout the duration of the plan.

Action Steps:

1. Purchase and acquire handicap accessible van(s)
2. Sub-committee from the coordinated transportation providers to focus on veterans, elderly, and persons with disabilities
3. Map locations of communities that have high concentrations of veterans, elderly, and persons with disabilities
4. Organize trips from these communities to places of interest or locations with services for these populations

Parties Responsible for Leading Implementation: BHJMPC, Coordinated Transportation Committee, Veteran Services, BODD, Prime Time Office on Aging

Parties Responsible for Supporting Implementation: OMEGA, Commissioners

Resources Needed: Funding, Maps for each demographic, Marketing Tools

Potential Cost Range: \$42,000 per vehicle, \$1,000 Marketing Materials

Potential Funding Sources: Section 5310

Performance Measures/Targets:

1. Measure – Create sub-committee to focus on specific demographics
 - a. Target – Meet six times a year, in between each committee meeting
2. Measure – Draft Maps for specific demographics of populations to connect to services needed
 - a. Target – Annual Origin-Destination Map
3. Measure – Strategic replacement of high-mileage vehicles that are nearing end of useful life with wheelchair access vehicles
 - a. Target – Purchase at least one van for 2020, and another by 2nd quarter 2021

PRIORITY POINTS: 90

Goal #4:

More available employment transportation for persons with disabilities.

Need(s) Being Addressed: More out-of-state trips for employment; expanded geographic coverage; expanded service hours; transit options to connect to employment; option to connect younger populations to employment opportunities

Strategy 4.1:

Employer Survey for transportation service needs

Strategy 4.2:

Employee Survey for transportation service needs

Strategy 4.3:

Sub-committee to target connections between employers, transportation service providers, and students with disabilities

Timeline for Implementation: Begin by 2nd quarter of 2019 and continue through the duration of the plan.

Action Steps:

1. Draft transportation service surveys for employees and employers
2. Distribute to JCBDD, Career Centers, Schools, and Employers
3. Committee decides the most efficient means to begin connecting students to employers

Parties Responsible for Leading Implementation: BHJMPC, JCBDD, Local Schools, Local employers

Parties Responsible for Supporting Implementation: OMEGA, Commissioners

Resources Needed: Paper surveys, internet access for online surveys

Potential Cost Range: Composed and completed all on-line

Potential Funding Sources: N/A

Performance Measures/Targets:

1. Measure – Draft Employer Surveys
 - a. Target – 50 surveys for possible hiring employers
2. Measure – Draft Employee Surveys specifically for students and students with disabilities
 - a. Target – 5,000 surveys for student population looking for employment
3. Measure – Create a pipeline for students to hiring employers
 - a. Target – Partner with a minimum 10 employers
 - b. Target – Involve at least 100 students with disabilities to be able to work

PRIORITY POINTS: 90

Goal #5:

Improve and enhance marketing for all transportation services and providers.

Need(s) Being Addressed: Marketing, Transportation service provider outreach in areas without internet/wireless coverage and expansion in local communities

Strategy 5.1:

Explore opportunities for marketing

Strategy 5.2:

Involve transportation service providers and stakeholders to assist with marketing

Strategy 5.3:

Work with public and private transportation providers to seek funding opportunities

Timeline for Implementation: Immediate upon approval of plan

Action Steps:

1. Involve a local commitment from transportation service providers, public agencies, stakeholders and local businesses to allow space and ability for marketing of transportation services
2. Connect transportation service providers to areas without internet access

Parties Responsible for Leading Implementation: BHJMPC, Coordinated Transportation Committee

Parties Responsible for Supporting Implementation: OMEGA, Commissioners

Resources Needed: Marketing Materials, county-wide plan, local commitment, commissioner buy-in

Potential Cost Range: \$1,000-\$5,000 for marketing materials and advertisements

Potential Funding Sources: Section 5310

Performance Measures/Targets:

1. Measure – Explore Marketing Opportunities
 - a. Target – Transportation providers develop marketing strategy
2. Measure – Involve local businesses to provide space for marketing and advertising
 - a. Target – At minimum involve 10 local businesses throughout the entire county
3. Measure – Explore expansion of local transportation services
 - a. Target – Increase ridership
 - b. Target – Connect to areas without internet in Jefferson County by 2020 with the primary goal to support transportation services

PRIORITY POINTS: 85

VI. Plan Adoption

The Jefferson County Coordinated Public Transit-Human Services Plan planning process:

- The Coordinated Plan was developed with inclusion from older adults, individuals with a disability, veterans, members of the general public, and representatives from public and nonprofit transportation and human services providers.
- The Coordinated Plan will be distributed to the planning committee following the last stakeholders meeting
- Jefferson County Planning Committee will meet to discuss necessary changes to the coordinated plan
- Stakeholder meetings were scheduled by the Transit Planner and the Lead Agency
- Public Meetings were scheduled by the Transit Planner, Lead Agency, and hosted by the Prime Time Office on Aging
- 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 couldn't attend
- Changes were discussed during the last stakeholder meeting
- The plan, survey, and survey results were posted to OMEGA's website on the appropriate county transit page
- There was one month from the last public meeting to provide comments and there was a 10-day period for the final comments to be submitted from stakeholders
- After the last stakeholder meeting, the plan will be finalized and sent to the commissioners for their approval and adoption

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 OMEGA.

Agency Representation

Name	Agency
Mike Paprocki	BHJ-MPC
Reid Powers	BHJ-MPC
Mark Henne	BHJ-MPC
Kevin Buettner	OMEGA
Sean Sammon	OMEGA
Lisa Duvall	OMEGA
Jeannette Wierzbicki	OMEGA
Ken Nice	Jefferson County Veteran Services
Karen D'Anniballe	Checker Transportation/Ambulance Service Inc.
Bob Herceg	Checker Transportation/Ambulance Service Inc.
Jeannine Sautor	Transmart USA LLC
Judy Owings	Prime Time Office on Aging (Trinity Health)
Daniel Obertance	Jefferson County Prevention & Recovery Board
Diane Phillips	Area Agency on Aging Region 9
Gary Griffith	Bergholz Community Foundation
Amy Richards	Bergholz Community Foundation
Frank Bovina	Steel Valley Regional Transit Authority
Tim Turner	Steel Valley Regional Transit Authority
Debra L. Klink	Trinity Health
Bill Isaac	Member of the Public
Patti Morgan	Member of the Public
Phillip Melton	Member of the Public
Roberta Bernstein	Member of the Public
Donna Baxley	Member of the Public
Brenda Russell	Member of the Public
Evelyn Leas	Member of the Public
Alex West	Jefferson Co. Board of Developmental Disabilities
Jeff Stone	Member of the Public
Dennis Danko	Member of the Public
Cathy Call	Member of the Public
Cherry Brewer	Member of the Public
Frances Gardner	Member of the Public
Pat Alloway	Member of the Public
Roy Alby	Member of the Public
Janet Brown	Member of the Public
Gloria McConnell	Member of the Public
Delores Gatschall	Member of the Public
Betty Little	Member of the Public
Stella Heflind	Member of the Public

Dorothy Kula	Member of the Public
Stella Kula	Member of the Public
Norma Moore	Member of the Public
Cassie Hutchinson	Member of the Public
Donald Brown	Member of the Public
Carol Baker	Area Agency on Aging Region 9
Brian Riffie	Bob Evans
Linda Bish	Coleman Services
Elmer Till	PrimeTime Office on Aging
Beth Rupert Warren	Coleman Services
Christina Henderson	Jefferson County JVS
Renee Pastrri	Jefferson Co. Board of Developmental Disabilities
Angela Goodrich	Jefferson Co. Board of Developmental Disabilities
Dave Maple	Jefferson County Commissioner
Mary Beth Coleman	Parent of a Child with Disabilities
Caroline Harris	Jefferson County Dept of Jobs & Family Services
Mark Henne	BHJ-MPC

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, BHJMPC, OMEGA, 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 please 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 – February 2020

This is the first update to the Jefferson County Coordinated Human Services Transportation and Public Transit Plan since 2007. No annual reviews have occurred since then. Following the plan approval, the process for reviewing the 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 meetings and one public meeting
- Survey the public on existing transportation services
- Determine any new unmet mobility needs
 - Also assess if any in the past have been met or the status
- Reevaluate the goals and strategies from the general public and the transportation service providers

Amendment - TBD

This is the first update to the Belmont County Coordinated Transportation Plan since 2007. If the plan is amended, the information on how it has been 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.

Mobility Management – Defined under the Ohio Mobility Management Program. The Ohio Mobility Management Program increases access to mobility for Ohioans by increasing understanding and awareness of transportation needs, coordination of transportation options to meet needs, and building sustainable and healthy communities by integrating transportation into planning and programs. For detailed information on the program, see *Appendix F*.

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

NMT – Non-Medical Transportation; Non-medical transportation is transportation that is used by waiver enrollees solely to access adult day support, vocational habilitation, supported employment enclave, and/or supported employment community services, as specified by their individual service plans (ISP).
5123:2-9-18 (B)(9)

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 & Individuals with Disabilities (49 U.S.C. 5310) provides Federal formula funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.

Section 5311 Program – The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. 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:
Letters of Support

September 26, 2018

Sean Sammon
Transit Planner
Ohio Mid-Eastern Governments Association
326 Highland Avenue, Suite B
Cambridge, OH 43725

Re: Jefferson County Coordinated Plan Update

Dear Mr. Sammon:

The Brooke, Hancock, Jefferson Metropolitan Planning Commission is pleased to have assisted with the plan update.

The 444 public surveys submitted by Jefferson County citizens is a strong indication of the need for more coordination and support among all providers to serve those in need.

On behalf of the Brooke, Hancock, Jefferson Metropolitan Planning Commission, I support the approval and implementation of the plan.

Sincerely,



Michael J. Paprocki



JEFFERSON COUNTY PREVENTION AND RECOVERY BOARD

The County Board that Develops, Coordinates, Funds and Monitors Mental Health and Chemical Dependency Services

524 Madison Avenue, Steubenville, Ohio 43952 • (740) 282-1300 - Fax: (740) 282-6353

September 21, 2018

Sean Sammon, Transit Planner
Ohio Mid-Eastern Governments Association
326 Highland Avenue, Suite B
Cambridge, OH 43725

Dear Sean:

I am writing this letter of support for Jefferson County Coordinated Plan Update on behalf of my office and as a participant in the process. The Jefferson County Prevention and Recovery Board fully supports the approval and implementation of the plan. As you know, we primarily serve the indigent population of the county who often use some type of public transportation to get to needed services and appointments.

With the exception of the Cities of Steubenville and Toronto, Jefferson County is primarily rural and very spread out. Studies show that many of the low-income population live in the smaller villages and rural areas of Jefferson County where there are no public transportation options available.

I understand there are 444 public surveys that present a strong message to support this plan, which includes a variety of options and scenarios including public and private partnerships to help leverage any public dollars that may be available. Augmenting and improving public transportation will not only help the people who need it, this will also bring jobs into the community as drivers, mechanics, and schedulers. Also, employers considering our area will be further enticed by a robust and diverse transportation system for employees to use.

Any community that wants to grow and create jobs needs transportation options. It's time to get serious about this in Jefferson County.

Thank you.

Most Sincerely,

A handwritten signature in blue ink, appearing to read "Daniel P. Obertance".

Daniel P. Obertance, MA, LPCC
Associate Director



- 300 Lovers Lane
- Steubenville, Ohio 43953
- Phone (740) 314-5197
- Fax (740) 314-5772

October 7, 2018

Sean Sammon, Transit Planner
Ohio Mid-Eastern Governments Association
326 Highland Avenue, Suite B
Cambridge, Oh 43725

Dear Sean:

As a participant in the updated Jefferson County Coordinated Transportation Plan I am writing this letter of support for implementation of this comprehensive service. Prime Time Office on Aging serves the seniors of Jefferson County age 60 and above. Improvement in the coordination of these services to better accommodate veterans and those in rural areas will increase the quality of life for those over 60.

There appears to be increased interest of the various agencies to work together. This comprehensive plan will be vital in helping the agencies move forward to meet the needs of the citizens of Jefferson County.

Sincerely,

A handwritten signature in cursive script that reads 'Judy Owings'.

Judy Owings, RN,MSN

Director of Prime Time Office on Aging



JEFFERSON COUNTY BOARD OF DEVELOPMENTAL DISABILITIES

256 John Scott Highway
Steubenville, OH 43952
www.jcbdd.com

Hello OMEGA,

Hello, my name is Alex “Cookie” West and I am the Employment Navigator/Community Facilitator for Jefferson County Board of Developmental Disabilities. The mission of the Jefferson County Board of Developmental Disabilities is to establish quality supports that are focused on the individual, providing opportunities for informed choices and achievement of desired choices. Individuals with disabilities should have an opportunity to make informed choices about employment and explore the many benefits of not only working in the community, but having full access to the community. These choices provide an opportunity for individuals to plan their futures in where they live, work, and learn. The doors that are open for will help empower them to create an active social life and rewarding livelihood.

In my dual position I service adults and transition youth, youth transitioning from school into adulthood. In Jefferson County we service 7 local school districts, 5 out of the 7 school districts are considered rural communities, therefore making transportation non-existent, because we only have one transit bus line that only services one local area, Steubenville, OH. The transit bus line does service Winterville, Oh, but it is very limited. This has been a very discouraging time for the individuals we service, because of this transportation barrier. It’s very heartbreaking to build up men and women to explore the community in various capacities only to have their dreams shattered because viable transportation is unavailable.

Nowhere is it more important to take a smarter and more strategic approach to transportation than in rural and small town communities. Rural communities face a number of challenges in providing accessible and reliable transportation connections between the community and its potential patrons. The current system falls short of meeting the need for access within small cities and towns when it comes to employment, education, and healthcare services. Jefferson County resident face significant transportation barriers, it has paralyzed our county’s economic and social growth, but I am confident that all interested parties will understand our desperation and our county needs. This letter may have my name on it, but the voices of the thousand individuals this organization services are woven through each word written. Our need is significant and WE NEED YOUR HELP!!!

2550 Cherry Ave
Steubenville, OH 43952

Jefferson County

PHONE 740-266-4291 ext. 2118

FAX 740-266-4293

EMAIL awest@jcbdd.com

WEB SITE www.jcbdd.com

Creating Opportunities & Raising Expectations



Box 201 • Bergholz, Ohio 43908

October 15, 2018

OMEGA

Attn: Sean Sammon

326 Highland Ave, Suite B

Cambridge, Ohio 43725

Dear Sean,

Thank you for attending our meeting to explain what you are doing to improve public transportation in Jefferson County. Bergholz, Ohio and the entire Northern part of Jefferson County is greatly underserved in this area. Currently the only form of public transportation we have available is Prime Time, and that is limited to senior citizens. Other residents, that do not have transportation of their own or cannot drive for one reason or another, have to rely on friends or family to take them places. I believe there is one private car service that will serve our area, but that can be expensive, and most people cannot afford that. The Bergholz Community Foundation is always looking for new projects to fund that will serve Bergholz and it's surrounding areas. After your transit plan is approved, we would be willing to talk with you in more detail about how we can possibly help fund public transit that will serve the Bergholz area.

Yours Truly,

Amy Richards, BCF President



OHIO DEPARTMENT OF TRANSPORTATION
John R. Kasich, Governor
Jerry Wray, Director

1980 W. Broad Street, Columbus, OH 43223
614-466-7170
transportation.ohio.gov

November 14, 2018

Jefferson County Commissioners
301 Market Street
Steubenville, Ohio 43952

RE: Jefferson County Coordinated Plan

Dear Jefferson County Commissioners,

We understand that you have been considering creating a coordinated plan for your county and I wanted to commend you on this consideration. At ODOT we have seen many positive outcomes and enhanced coordination following the coordinated planning process. We hope that this will be a positive experience for Jefferson County and we look forward to learning more about how we can help. This letter is to explain the benefits of the locally developed coordinated public human services transportation plan and help you decide if a plan is right for your county.

A locally developed coordinated human service transportation plan (Coordinated Plan) is a powerful tool in a county. It is created by bringing the community together to assess available services and to understand the transportation needs. The coordinated plan also serves as a document acceptable to the Federal Transportation Administration so that service providers can be eligible to apply/receive specialized transportation funds whereas they would not be eligible for applying for funding without a plan. The purpose of these plans is to identify community resources for transportation, understand the gaps and unmet needs within those resources, and to determine the approach to addressing those gaps and unmet needs. Coordination of health and human services and public transit has been demonstrated to reduce costs and increase access to services for older adults, people with disabilities and other transportation disadvantaged populations. Additionally, the coordinated plan is a requirement for Specialized Transportation (Section 5310) funding.

ODOT has developed a collection of resources to assist lead agencies in the development of the plans that can be found on the Office of Transit Website.

<http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/LocallyDevelopedCoordinatedPlans.aspx>

It is the desire of the Ohio Department of Transportation to cooperate with you help establish a coordinated plan for Jefferson County. We look forward to receiving your completed coordinated plan. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "Olivia Hook".

Olivia Hook
Statewide Mobility Coordinator
ODOT Office of Transit
Olivia.hook@dot.ohio.gov
614-466-8957

Excellence in Government

ODOT is an Equal Opportunity Employer and Provider of Services



11/27/2018

National Church Residences
EXCELLENCE THAT TRANSFORMS LIVES

The Jefferson County Commission
301 Market St #104
Steubenville, OH 43952

Dear Commissioners,

National Church Residences Transportation of Belmont County would like to offer this letter in of support of the Coordinated Public Transit/ Human Services Transportation Plan. With OMEGA's Leadership, Belmont County recently updated its coordinated plan which has been beneficial for transportation providers, county agencies, higher educational institutions, as well as individuals and organizations in need of transportation.

In Order to develop this plan a series of stakeholder meetings were held. These meetings brought together representatives from the local transit authority, The Department of Job and Family Services, Department of DODD, NEMT transportation providers, schools, employers, health care organizations and others to discuss challenges to transportation in our county.

Stakeholders felt that the meetings were helpful enough that we have continued to hold monthly meetings after the Plan was developed, to exchange information, learn together, and begin addressing goals set within the Plan. One of the major needs the plan identified was the lack of transportation options available in the western portion of Belmont County where there is currently no public transit service available. Highlighting the need in less populated areas of the county presented a call to action to agencies such as my own to collaborate and create efficient transportation solutions. For instance, to meet the growing need in our area for transportation to Kidney dialysis, our organization and Senior Services of Belmont County have begun working together, referring patients to providers based on eligible pay sources, treatment times have been coordinated with the dialysis center to increase the number of patients transported and reduce delays in patient pick-ups.

The Coordinated Plan offers benefits to all sectors of a county; however it is extremely beneficial for agencies and organizations who serve some of the most vulnerable populations, such as seniors, people with disabilities, low income and zero vehicle families. Involvement in the County Coordinated plan is also a requirement for agencies in order to receive FTA Section 5310 Grant funding. These grants allow agencies to purchase handicap accessible vehicles at an 80% discount to increase mobility options for seniors and people with disabilities. These grants reduce the county's burden to provide similar resources and increase the capacity of transportation providers. Through the continued stakeholder meetings our organization has been able to assist two other agencies in our county in applying for FTA grant funding.

National Church Residences Transportation of Barnesville applauds OMEGA's commitment and ability to bring diverse organizations together to accomplish a shared goal, and supports their goal of developing a coordinated plan in Jefferson County.

Sincerely,

Isaac Terrett
National Church Residences Transportation
Transportation Manager



December 10, 2018

Jefferson County Commissioners
301 Market Street
Steubenville, Ohio 43952

RE: 2018 Jefferson County Coordinated Plan

Dear Jefferson County Commissioners,

To clarify any confusion from the public meeting held November 29, 2018, ODOT wanted to follow up with all parties involved. The local planning committee for the Jefferson County Coordinated Plan made the decision to require approval and adoption by Jefferson County Commissioners prior to submitting the approved plan to ODOT. ODOT supports the decision made by the Jefferson County coordinated planning committee to include Jefferson Commissioner approval and adoption.

According to the ODOT coordinated plan guidance, The Fast Act requires that the plan development process must include older adults, individuals with disabilities, members of the general public, and representatives from public, private and non-profit transportation and human services providers but does not mandate the body or organization that must adopt the plan. However, the Section 5310 program specifies that individuals who adopt the plan must include individuals who were involved in the planning process.

ODOT approves coordinated plans based on the State and Federal requirements. It is ODOT's understanding, that if there are recommended changes to the goals section of the Jefferson County coordinated plan, that these changes should be taken into consideration by the coordinated planning committee as the process must include the individuals listed in the Federal Coordinated Plan Circular.

If you have any questions, please feel free to contact me at Olivia.Hook@dot.ohio.gov or by phone at 614-466-8957.

Sincerely,

A handwritten signature in blue ink that reads "Olivia Hook".

Olivia Hook
Statewide Mobility Coordinator
Ohio Department of Transportation

Appendix E:
Public Survey Results

Jefferson County Public Survey Results – Summary & Disclaimer

The Jefferson County Coordinated Public Transit – Human Services Transportation Plan Public Survey was live from June through September 2018. Paper forms were distributed to each participating stakeholder and transportation service provider to be distributed to their clients. Public Survey paper forms and the online link were also distributed to each public library in Jefferson County. Both the paper forms and the online link were distributed at each public workshop on Wednesday, August 8 and Thursday, August 23, 2018.

Within this timeframe, a total of 444 individuals submitted responses to all the questions on the surveys. The percentages calculated from the responses are representative of the 444 individuals that responded to each question in the survey and not Jefferson County at large.

Regarding Question 10, all 444 individuals that responded to this question represented many different towns and villages in Jefferson County. In order to provide a thorough analysis and present the data efficiently, towns that had 5 or less responses were grouped into “Other”, which is represented in the charts on the following pages.

Q1: What transportation options have you or your family used in the last year? (Check all that apply)

Personal Vehicle (57.7%)

Senior Service Agencies (20.3%)

Steel Valley RTA (12.6%)

Q2: What makes transportation service/public transit appealing to you? (Check all that apply)

Low Cost/Saves Money (54.1%)

Handicap Assistance (35.7%)

Limited Personal Mobility Options (26.8%)

Q3: What types of trips do you take regularly throughout your week? (Check all that apply)

Commercial/Shopping (72.5%)

Medical (66.4%)

Recreational/Social/Church (53.2%)

Q4: Outside of Jefferson County, what destination do you frequent most?

**TOP 3
DESTINATIONS**

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

- West Virginia (48.4%)
- Pittsburgh/SW PA (41.7%)
- Adjacent Counties (40.5%)

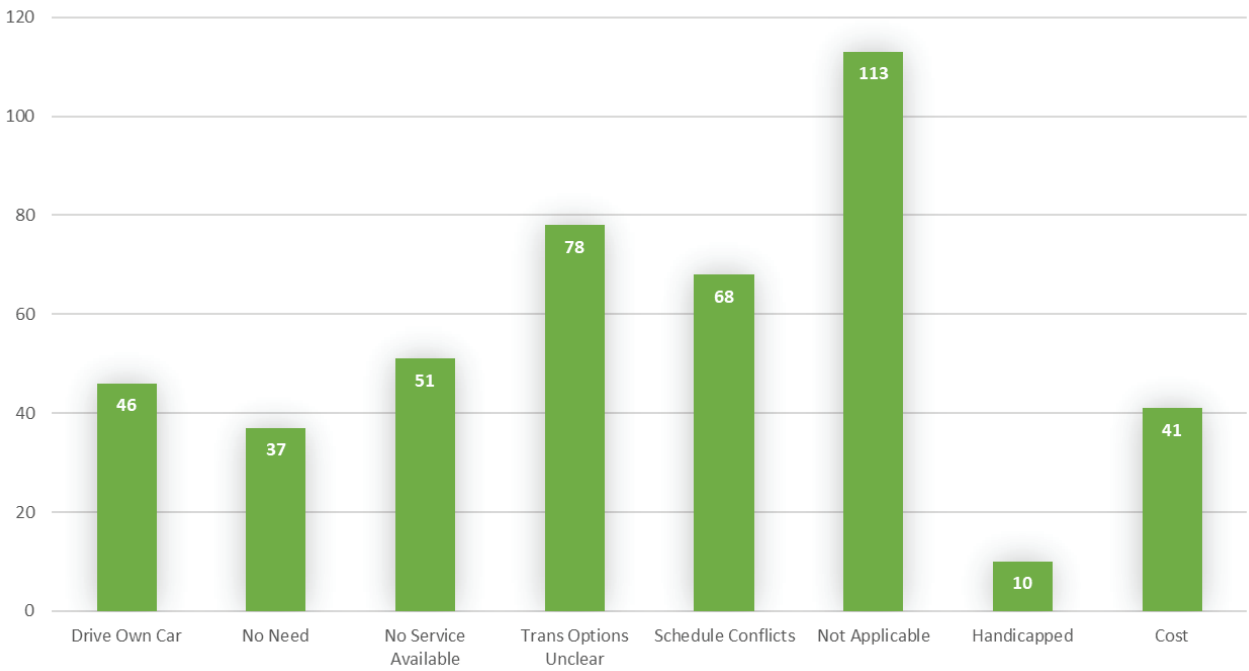
Q5: What prevents you from using transportation services on a regular basis?

Not Applicable (23.2%)

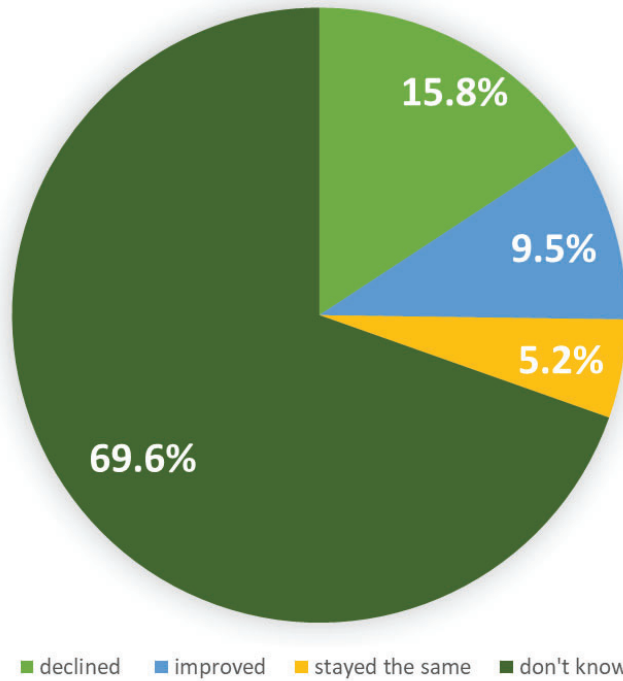
Transportation Options Unclear (17.1%)

Schedule Conflicts (15.1%)

Question 6: What prevents you from using transportation services on a regular basis?

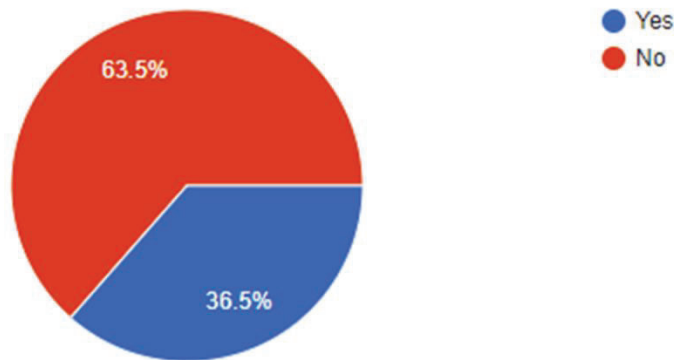


Question 7: Have transportation services improved, declined, or stayed the same in Jefferson County?



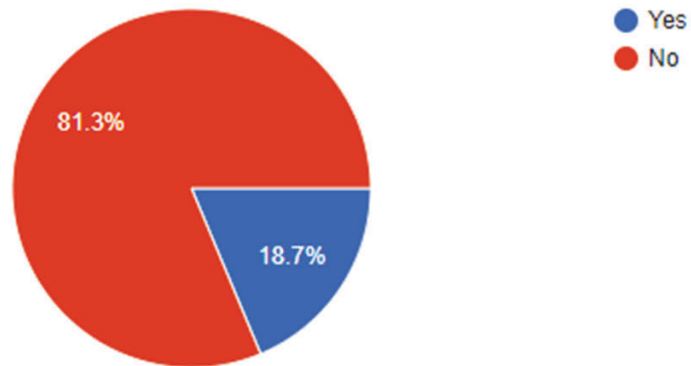
Do you have a disability that requires you to use a cane, walker, wheelchair, and/or another device to help you get around?

444 responses



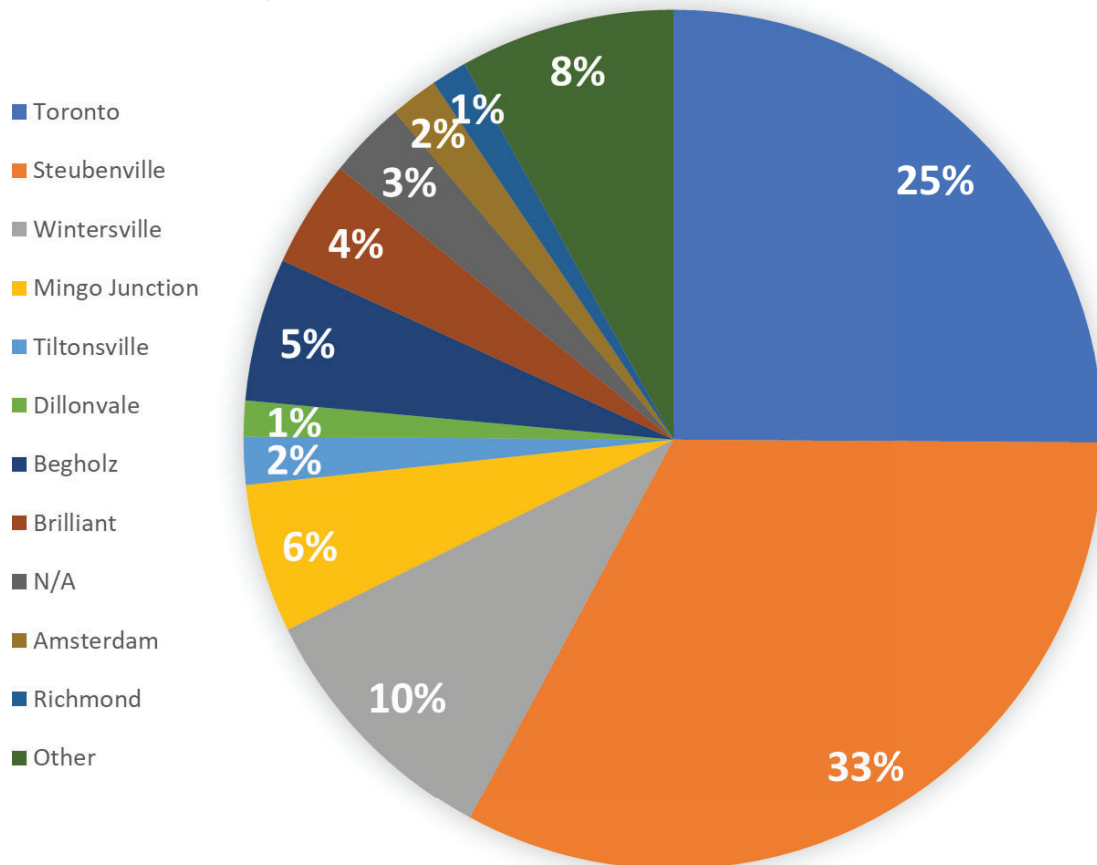
Are you or a family member currently using any transportation services that are available to you through the Medicaid Program?

444 responses



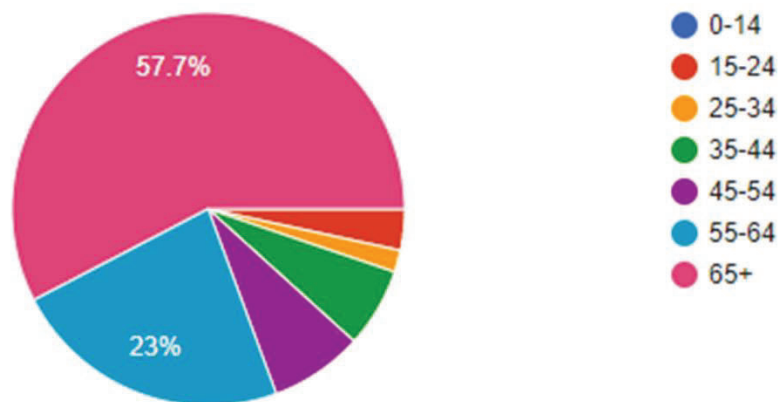
What is your city or village of residence?

444 responses



What is your age group?

444 responses



Appendix F:
Ohio Mobility Management Program Guide

Ohio Mobility Management Program Guide

For projects starting January 1, 2020

Program Purpose

The Ohio Mobility Management Program increases access to mobility for Ohioans by increasing understanding and awareness of transportation needs, coordination of transportation options to meet needs, and building sustainable and healthy communities by integrating transportation into planning and programs.

Program Goals

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

Funding Cycle

Mobility Management projects are awarded based on calendar year. The funding cycle for the 2020 calendar year is as follows.

Activity	Date
Letter of Intent Released	September 1, 2018
Letter of Intent Due	October 1, 2018
Training on Mobility Management Program and Application	TBA
Application Released	January 2, 2019
Application Due	March 1, 2019
Notice of Funding Awards	May 15, 2019
Funding Period	January 1 – December 31, 2020

Funded organizations will submit quarterly invoices for payment. Only expenses incurred during the program year are eligible for payment.

Funding Award Amounts

The Ohio Mobility Management Program provides 80% of the total cost of eligible expenses; the remaining 20% must be provided locally.

There is no limit on the total cost of the project. However, Ohio Mobility Management Program funds are limited. Not all projects may be selected for funding, and selected projects may not be awarded the full amount requested.

In the past, a typical mobility management project has had a total cost of \$80,000.

Eligibility

All sub recipients must be 5310 eligible entities

All Ohio Mobility Management Projects are funded by the Specialized Transportation (Section 5310) Program. All sub recipients must be 5310 eligible entities. Eligible entities include

- Private Non-Profit Organizations
- State or Local Government authorities that
 - Are approved by state to coordinate services for older adults and individuals with disabilities
 - Certifies that there are no nonprofit organizations readily available in the area to provide the services

To learn more about eligibility and program guidelines for 5310 program funds, please see the 5310 program guide

(<https://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Specialized/5310ProgramGuidanceApplicationInstructions.pdf>)

Eligible Entities must be located in small urbanized or rural areas.

Entities located in areas not considered small urbanized or rural will need to contact the 5310 administering agency for that area to learn more about how to apply for mobility management funding.

The following is a list of counties that are NOT considered small urban or rural areas, along with the 5310 administering agency for the area. All other areas may apply to ODOT for Ohio Mobility Management Program funding.

Butler County – OKI Regional Council of Governments – www.oki.org
Clermont County – OKI Regional Council of Governments – www.oki.org
Cuyahoga County – Northeast Ohio Coordinating Agency - <http://www.noaca.org/>
Delaware – Mid-Ohio Regional Planning Commission - <https://www.morpc.org/>
Franklin – Mid-Ohio Regional Planning Commission - <https://www.morpc.org/>
Greene – Miami Valley Regional Planning Commission - <http://www.mvrpc.org/>
Hamilton – OKI Regional Council of Governments – www.oki.org
Lake – Northeast Ohio Coordinating Agency - <http://www.noaca.org/>
Lawrence – Tri-State Transit Authority - <http://www.tta-wv.com/>
Lucas – Toledo Area Regional Transit Authority - <http://tarta.com/>
Mahoning – Western Reserve Transit Authority - <http://www.wртаonline.com/>
Medina – Northeast Ohio Coordinating Agency - <http://www.noaca.org/>
Miami – Miami Valley Regional Planning Commission - <http://www.mvrpc.org/>
Portage – Portage Area Regional Transportation Authority - <http://www.partaonline.org/>
Stark – Stark Area Regional Transit Authority – www.sartaonline.com/
Summit – METRO – <http://www.akronmetro.org>
Trumbull – Trumbull County Transportation Board - (330) 369-2600
Warren – OKI Regional Council of Governments – www.oki.org

Eligible Projects

In addition to requirements to be eligible to be a sub-recipient of Section 5310 program funds, these provisions have been prepared by the Ohio Department of Transportation, Office of Transit.

Eligible applicants should review this section carefully to assure program compliance

1. Mobility Management projects must be listed in the locally developed, coordinated public transit - health and human services transportation plan (“Coordinated Plan”).
 - a. For more information on coordinated transportation plans please visit <http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/LocallyDevelopedCoordinatedPlans.aspx>
2. The sub-recipient must not have a conflict of interest, or an appearance of a conflict of interest with any specific transportation provider, including a public transportation provider
 - a. If a sub-recipient is a transportation provider the sub recipient must demonstrate that there is a clear separation between the mobility management project and the transportation projects. Transportation projects include projects that are public transportation, volunteer programs, or privately operated projects. This includes
 - i. Demonstrating that staff who are paid with mobility management funds are also not paid with public transportation funds.
 - ii. Demonstrating that the work that the staff paid with mobility management funds do not only benefit a single program or entity.
 - iii. Demonstrating that any materials, supplies or other purchases are specifically for the mobility management project, and not general purchases for the entity
3. The sub-recipient is expected to track data based on performance measures and submit quarterly reports
4. The sub-recipient must promote coordinated efforts to provide transportation services
5. The sub-recipient must engage in required training activities as required by the Ohio Department of Transportation

Allowable and Unallowable Activities and Costs

Allowable Activities

All activities must advance the identified goals of mobility management listed above. Sub-recipients are permitted and encouraged to identify additional best practice activities that advance one or more of the program goals listed.

While not a comprehensive list, the activities below are allowable activities for mobility management projects.

- Establishing and continuing consumer advisory groups
- Attending community meetings to discuss transportation options
- Meeting with decision makers to educate and inform about transportation needs and resources
- Establishing and/or participating in data collection activities to understand transportation needs/ resources/ impact of transportation
- Use technology to create tools where individuals can easily access information about options
- Producing publications about all of the available transportation options in the community
- Leading the coordinated transportation plan process
- Participating in the coordinated transportation plan process

- Participating in other planning efforts (for example: workforce development, health needs, education, etc.)
- Establish formal partnerships and contracts for ride sharing
- Short range planning for new transportation services, including gathering stakeholders, securing funding, and developing timelines for implementation
- Creating training curriculums for transportation providers
- Assisting with person centered transportation planning
- Serving as a broker for individual rides
- Providing training for individual consumers on transportation options

Other Related Allowable Activities

- Participation in mobility management roundtables
- Participation in training events or conferences focused on mobility management

Unallowable Activities

Certain activities are not allowable, even if they advance one of the stated goals of mobility management.

Specifically, **sub recipients are not allowed to use mobility management project funds to operate transportation services**. Sub recipients must also avoid any conflict of interest with transportation providers and must not provide preference to any one transportation provider.

Unallowable activities include the following as well as any additional activities identified by the Ohio Department of Transportation, Office of Transit.

- Provision of direct transportation services including but not limited to providing rides to passengers
- Dispatching services or scheduling rides for a specific transportation provider
- Activities related to maintenance of vehicles – including managing vehicle inventory stock, arranging for vehicles to be repaired
- Managing, recruitment, scheduling and directly training drivers, including volunteer drivers
- Fund-raising and development activities
- Managing and/ or leading procurement activities
- Marketing activities for one entity – including purchase of materials and supplies that are general for the agency and not specific for mobility management projects

Reporting and Monitoring

Mobility Management sub-recipients are required to maintain appropriate programmatic and financial records. Sub recipients are required to submit a quarterly report and a quarterly invoice. The invoice is due on the 15th of the month following the quarter, and the report is due the 30th of the month following the quarter.

Upon request, sub recipient organizations must allow authorized representatives from the Office of Transit to examine documents and records associated with the mobility management projects.

The following list are examples of the types of information that will be included in quarterly reports. What information is collected depends on the type of project and what funded activities the sub-recipient is stating that they will be using grant funds for.

- Number of people who participate in coordination meetings (people with disabilities, older adults)
- Number of coordination council meetings held
- Number of meetings with decision makers
- Data collection activities and participation in activities
- Number of publications distributed
- Number of hits on web-site, app downloads
- Number of meetings attended
- Number of people in audience at trainings or presentations
- Lead agency of the coordinated plan
- Number of other planning efforts that include transportation
- Number of formal agreements established
- Number of new stakeholder workgroups established
- Number of curriculums created
- Number of rides provided/ or able to be provided
- Number of individuals served (including special populations)

Mobility Management projects can also expect to have at least one annual visit from Office of Transit staff.

[Program Contact](#)

For more information on Mobility Management in Ohio, please contact:

Olivia Hook
Statewide Mobility Coordinator
614-466-8957
Olivia.Hook@dot.ohio.gov

Appendix G:
Resolution - Jefferson County Commissioners

BOARD OF COUNTY COMMISSIONERS

JEFFERSON COUNTY
301 MARKET STREET
STEUBENVILLE, OHIO 43952
TELEPHONE (740) 283-8500
FAX NUMBER (740) 283-8599

Commissioners

THOMAS G. GENTILE
DR. THOMAS E. GRAHAM
DAVID C. MAPLE, JR.

Clerk of the Board

STACY J. WILLIAMS

February 15, 2019

BHJ Metropolitan Planning Commission
Mr. Mike Paprocki, Ex. Director
124 North 4th Street
Steubenville, Ohio 43952

Dear Mr. Paprocki:

During the meeting of the Board of Commissioners held on February 14, 2019, Mr. Maple moved,

"The Board of Commissioners, County of Jefferson, State of Ohio, Adopt the RESOLUTION APPROVING THE JEFFERSON COUNTY COORDINATED PUBLIC SERVICES TRANSIT/HUMAN SERVICES TRANSPORTATION PLAN.

"Dr. Graham seconded.

Roll call - Dr. Graham, Yes; Mr. Maple, Yes; Mr. Gentile, Yes.

Sincerely,

BOARD OF COUNTY COMMISSIONERS


Stacy Williams, Clerk

Attachment

cc-OMEGA, Ms Lisa Duvall

BOARD OF COUNTY COMMISSIONERS

JEFFERSON COUNTY
301 MARKET STREET
STEUBENVILLE, OHIO 43952
TELEPHONE (740) 283-8500
FAX NUMBER (740) 283-8599

Commissioners

THOMAS G. GENTILE
DR. THOMAS E. GRAHAM
DAVID C. MAPLE, JR.

Clerk of the Board

STACY J. WILLIAMS

RESOLUTION

A RESOLUTION APPROVING THE JEFFERSON COUNTY COORDINATED PUBLIC SERVICES TRANSIT/HUMAN SERVICES TRANSPORTATION PLAN

WHEREAS, The Board of Jefferson County Commissioners have received from the Ohio Mid-Eastern Governments Association (OMEGA), and in conjunction with the Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ), as the lead agency, a Jefferson County Coordinated Public Services Transit/Human Services Transportation Plan (Plan); and

WHEREAS, The purpose of this Plan is to identify community resources for transportation and mobility, to understand the gaps, unmet needs and to determine the approach to address these gaps; and

WHEREAS, In accordance with the federal law, this Plan was developed and approved by the Jefferson County Planning Team that requires participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public; and

WHEREAS, The Board of Jefferson County Commissioners have reviewed this Plan; and

WHEREAS, The Ohio Department of Transportation will use this Plan to ensure that the projects selected for funding through the Specialized (Section 5310) Transportation Program are addressing the gaps and unmet transportation needs of Jefferson County; and

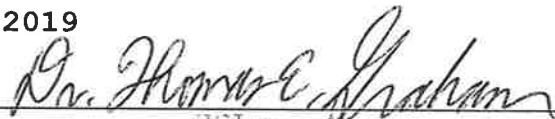
WHEREAS, The Jefferson County Planning Team has approved this Plan February 7, 2019; and

WHEREAS, There will be no liability and no funding obligation from the Board of Jefferson County Commissioners;

NOW THEREFORE, BE IT RESOLVED, The Board of Commissioners, County of Jefferson, State of Ohio, hereby approves and signs the Jefferson County Coordinated Public Services Transit/Human Services Transportation Plan on this 14th Day of February, 2019 as evidenced by the authorizing signatures below.

ADOPTED THIS 14TH DAY OF FEBRUARY, 2019




DR. THOMAS E. GRAHAM


DAVID C. MAPLE, JR.


THOMAS G. GENTILE

Appendix H:
Stakeholder Approval

Jefferson County Coordinated Public Transit/Human Services Transportation Plan -
Checked Transportation Stakeholders Approval

Robert Herceg, Vice President 2/7/19
NAME AND TITLE Date

Caroline Adams Sr. Sr. Admin. JOCKES 2/7/19
NAME AND TITLE Date

Tom Turner INTERIM TRANSIT MANAGER 2/7/19
NAME AND TITLE Date

Judy Owens Director Prime Time Office 2/7/19
NAME AND TITLE ON AGING Date

Shyda Jefferson County Board of Developmental Disabilities 2/7/19
NAME AND TITLE Employment/Community Navigator Date

Angela Smith Jeff. Co. Board of Developmental Disabilities/Community Employment Support Specialist 02/07/2019
NAME AND TITLE Date

[Signature] Transit Planner OMEGA 2/7/2019
NAME AND TITLE Date

NAME AND TITLE Date

NAME AND TITLE Date

NAME AND TITLE Date

NAME AND TITLE Date

NAME AND TITLE Date

NAME AND TITLE Date

NAME AND TITLE Date

NAME AND TITLE Date

NAME AND TITLE Date