LOGAN COUNTY

Coordinated Public Transit – Human Services Transit Plan

2018 - 2021

RTC Industries, Inc.
For more information about this plan please contact Tonya Reed, Executive Director at 937-592-0534 or treed@rtcindustries.org
# TABLE OF CONTENTS

## Contents

Executive Summary .................................................................................................................. 3  
I. Geographic Area ............................................................................................................... 5  
II. Population Demographics .............................................................................................. 8  
III. Assessment of Available Services ................................................................................ 12  
   - Inventory of Transportation Providers ........................................................................ 13  
   - Existing Transportation Services ............................................................................... 14  
   - Vehicles ..................................................................................................................... 27  
   - Summary of Existing Resources ............................................................................... 0  
IV. Assessment of Transportation Needs and Gaps ............................................................ 1  
   - Local Demographic and Socio-Economic Data ...................................................... 2  
   - Analysis of Demographic Data ............................................................................. 5  
   - General Public and Stakeholder Meetings/Focus Groups .................................. 6  
   - Surveys .................................................................................................................. 6  
   - Challenges to Coordinated Transportation ......................................................... 10  
   - Summary of Unmet Mobility Needs .................................................................... 11  
V. Goals and Strategies ...................................................................................................... 12  
   - Developing Strategies to Address Gaps and Needs ............................................. 12  
     - Goal #1: ............................................................................................................. 13  
VI. Plan Adoption ................................................................................................................ 24  
Appendix A: List of Planning Committee Participants ....................................................... 24  
   - Agency Representation ......................................................................................... 24  
Appendix B: List of Annual Reviews and Plan Amendments ............................................ 26  
Appendix C: Definitions .................................................................................................... 28
Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Logan County, Ohio. The plan was initially developed in 2012 and updated in 2014. 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 Logan 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. Identify all community resources including Transportation for Logan County, which is the public transit agency. Superior Transportation and Friendly Transport are the two private providers in the county. There is also a limited Lyft presence. RTC Industries along with L & L Transport provide employment transportation for people with disabilities. Veteran’s Services, Logan Acres, and Green Hills Community operate their own vans and/or buses for their clients and residents. In addition, 5 schools and several churches operate buses.

2. Identify and Prioritize community transportation needs including:
   1. Public education of transportation options
   2. Additional resources like drivers, training, vehicles
   3. Funding and affordability
   4. Expansion of service hours
   5. Focus on elderly transportation
   6. Employment transportation

3. Establish a clear plan for achieving shared goals such as coordination of resources between transportation providers, developing and distributing a shared trip denial form that would help to identify the areas and hours of need, and a marketing strategy to ensure that all county residents are aware of the transportation resources available to them.
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;
- Public, private and non-profit transportation providers;
- Human services providers, and;
- The general public.

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

Focus groups to ensure inclusion with older adults were held at the following: Indian Lake Rehab, Logan Acres, Green Hills Community, Shawnee Springs Retirement Center, and the Indian Lake Villa. Focus groups to ensure inclusion for people with disabilities were held at: RTC Industries, The Studio at Union Station, and Possibilities at RTC Employment Services.

A rural transportation survey was made available online on SurveyMonkey and distributed to all social service agencies, doctor’s offices, and businesses. The survey was also advertised for one month on the websites of WPKO/WBLL Radio, the Bellefontaine Examiner, Transportation for Logan County, and RTC Industries. Surveys that targeted older adults were distributed at Senior Citizen Day at the Logan County Fair and various senior living facilities. Surveys that targeted persons with disabilities were distributed at RTC Employment Services and RTC Industries.

2 public meetings were held in order to provide an opportunity for the public to share transportation needs and ideas for their communities.

Provider questionnaires were sent to over 30 various government agencies, health care providers, social service agencies, businesses, transportation providers, and senior living facilities.

This plan was developed and adopted by the Logan County Transit Advisory Board Planning Committee. More information about the planning committee can be found in Appendix A.
I. Geographic Area

Logan County is a predominantly rural county located in west-central Ohio that was established in March of 1818. It covers approximately 467 square miles with over 83% of that area consisting of croplands and forest. The county is bordered by the counties of; Hardin, Auglaize, Shelby, Champaign, and Union. Logan County belongs to the Logan, Union, Champaign Regional Planning Commission. There are several major cities that are within an hour’s drive from Logan County including Columbus, Dayton, and Lima. There are two major transportation routes that provide access to these cities:

- **US Route 33** – provides access to Marysville and Columbus to the east and Interstate 75 and Lima to the west.
- **State Route 68** – providing access to Kenton and Findlay to the north and Urbana, Springfield, and Interstate 70 to the south.

The population of Logan County in 2016 was approximately 45,165 and is estimated to increase slightly to 45,600 by 2020. The largest town, Bellefontaine, is the county seat and is home to approximately 13,172 residents. There are 15 additional villages interspersed throughout the county.

Map 1: Basic map of the geographic area covered by the plan
Map 2: Major trip generators in the geographic area
II. Population Demographics

Logan County, Ohio is a rural county that is 60 miles northwest of Columbus and in 2016 home to 45,165 people. That number is down from 45,858 which was reported in the 2010 census. As projected by the Ohio Office of Research, that number will increase slightly by 2020 to 45,600 and then decrease again by 2030 to 44,590. The largest town, Bellefontaine, is also the county seat with 13,172 residents. The county covers 467 square miles with a population density of 96.7 persons per square mile. The townships of Stokes, Washington, and Jefferson are the most populous areas outside of Bellefontaine. The median household income is $49,690 compared to Ohio’s median income of $51,086. Logan County’s percentage of individuals living under the federal poverty level is approximately 11% and is lower than the statewide level of 14.8%. In 2016, the largest age group in Logan County was between the ages of 45 and 64 years (28.8%), with the second largest between the ages of 25 and 44 years (23.2%). 16.1% of the population is 65 years and older. With the largest portion of the Logan County population at ages 45 to 64 and the largest portion of the disabled population being ages 18 to 64, transportation services for older adults and people with disabilities will continue to be in high demand as needs for service to health care centers, social service agencies, and shopping locations continue.

* Source – US Census Bureau
Ohio Department of Job & Family Services

Chart 1: Total Population Current and Projected for Five Years

*Source – US Census Bureau
Ohio Department of Job & Family Services
### Chart 2: Total Population by Age Group

<table>
<thead>
<tr>
<th>Population by Age</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>45,484</td>
<td>100%</td>
</tr>
<tr>
<td>Under 5 years</td>
<td>2,806</td>
<td>6.2%</td>
</tr>
<tr>
<td>5 to 17 years</td>
<td>8,265</td>
<td>18.2%</td>
</tr>
<tr>
<td>18 to 24 years</td>
<td>3,457</td>
<td>7.6%</td>
</tr>
<tr>
<td>25 to 44 years</td>
<td>10,547</td>
<td>23.2%</td>
</tr>
<tr>
<td>45 to 64 years</td>
<td>13,093</td>
<td>28.8%</td>
</tr>
<tr>
<td>65 years and more</td>
<td>7,316</td>
<td>16.1%</td>
</tr>
<tr>
<td><strong>Median Age</strong></td>
<td></td>
<td>40.7</td>
</tr>
</tbody>
</table>

*Source – US Census Bureau  
Ohio Department of Job & Family Services

### Chart 3: Total Population by Race

<table>
<thead>
<tr>
<th>Population by Race</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>45,484</td>
<td>100%</td>
</tr>
<tr>
<td>White</td>
<td>43,267</td>
<td>95.1%</td>
</tr>
<tr>
<td>African-American</td>
<td>893</td>
<td>2.0%</td>
</tr>
<tr>
<td>Native American</td>
<td>81</td>
<td>0.2%</td>
</tr>
<tr>
<td>Asian</td>
<td>338</td>
<td>0.7%</td>
</tr>
<tr>
<td>Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>123</td>
<td>0.3%</td>
</tr>
<tr>
<td>Two or More Races</td>
<td>782</td>
<td>1.7%</td>
</tr>
<tr>
<td>Hispanic (may be of any race)</td>
<td>612</td>
<td>1.3%</td>
</tr>
<tr>
<td><strong>Total Minority</strong></td>
<td>2,691</td>
<td>5.9%</td>
</tr>
</tbody>
</table>

*Source – US Census Bureau  
Ohio Department of Job & Family Services
Chart 4: Number and percentage of people with disabilities

**Logan County Disabled Population**

<table>
<thead>
<tr>
<th>Age</th>
<th>Number</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-17 years</td>
<td>528</td>
<td>1.2%</td>
</tr>
<tr>
<td>18 – 64 years</td>
<td>3,314</td>
<td>7.3%</td>
</tr>
<tr>
<td>65 and Over</td>
<td>2,715</td>
<td>5.9%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>6,557</strong></td>
<td><strong>14.4%</strong></td>
</tr>
</tbody>
</table>

* Source – US Census Bureau
  Ohio Department of Job & Family Services

Chart 5: Number and percentage of households with incomes below the federal poverty level

<table>
<thead>
<tr>
<th></th>
<th>All Families</th>
<th>Married Couple Families</th>
<th>Female householder no husband present</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Poverty level</td>
<td>12,733</td>
<td>9,477</td>
<td>2,275</td>
</tr>
<tr>
<td>% below Poverty level</td>
<td>10.8%</td>
<td>4.9%</td>
<td>36.4%</td>
</tr>
</tbody>
</table>

* Source – US Census Bureau
  Ohio Department of Job & Family Services
Chart 6: Number and percentage of individuals with incomes below the federal poverty level

<table>
<thead>
<tr>
<th>Subject</th>
<th>Total</th>
<th>Below Poverty Level</th>
<th>Percent below Poverty level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>44,856</td>
<td>6,487</td>
<td>14.5%</td>
</tr>
<tr>
<td>Under 18 yrs.</td>
<td>10,686</td>
<td>2,323</td>
<td>21.7%</td>
</tr>
<tr>
<td>Under 5 yrs.</td>
<td>2,775</td>
<td>880</td>
<td>31.7%</td>
</tr>
<tr>
<td>5 – 17 yrs.</td>
<td>7,911</td>
<td>1,433</td>
<td>18.2%</td>
</tr>
<tr>
<td>18 – 64 yrs.</td>
<td>27,067</td>
<td>3,657</td>
<td>13.5%</td>
</tr>
<tr>
<td>18 – 34 yrs.</td>
<td>8,482</td>
<td>1,884</td>
<td>22.2%</td>
</tr>
<tr>
<td>35 – 64 yrs.</td>
<td>18,585</td>
<td>1,773</td>
<td>9.5%</td>
</tr>
<tr>
<td>65 years and over</td>
<td>7,103</td>
<td>507</td>
<td>7.1%</td>
</tr>
</tbody>
</table>

* Source – US Census Bureau
Chart 7: Percent of population that speak English “Less than very well”

*Note – The blue circle represents the percentage of Logan County residents that speak another language in the home.

- 19% Speak English less than well
- 29% Speak English less than well
- 8% Speak English less than well
- 22% Speak English less than well
- 1% Spanish
- 1.9% Indo-European
- .7% Asian
- .1% Other
II. 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 Logan County and across county lines.

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 stakeholders.

Interviews were conducted with each of the identified stakeholders.

Mental Health, Drug and Alcohol Services
Logan County Health District
Logan County United Way
Shawnee Springs Retirement Community
Ohio Means Jobs
Lutheran Community Services
City of Bellefontaine
Transportation for Logan County
Friendly Transport
Superior Delivery & Transport
RTC Community Employment Transportation
Green Hills Community
Logan County Board of DD
Robinaugh EMS
Community Health & Wellness Partners of Logan County
Consolidated Care, Inc.
Logan County Department of Job & Family Services
Heartland of Bellefontaine
Logan Acres Senior Community
Bridges Community Action Partnership
Logan County Veterans Services Commission
Linda Phelps Transportation

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 Provided:

- Transportation for Logan County
- Friendly Transport
- Superior Delivery & Transport
- RTC Community Employment Transportation
- Green Hills Community
- Logan County Board of DD
- Robinaugh EMS
- Community Health & Wellness Partners of Logan County
- Consolidated Care, Inc.
- Logan County Department of Job & Family Services
- Heartland of Bellefontaine
- Logan Acres Senior Community
- Bridges Community Action Partnership
- Logan County Veterans Services Commission
- Linda Phelps Transportation
Existing Transportation Services
The following information is based on tabulations from the survey and interview results. A total of [15] organizations provided information about their services.

List of Transportation Service Providers
Agency Name: Transportation for Logan County
Transportation Service Type: Public Transportation
Other Services Provided: TLC is an approved provider of PASSPORT transportation services
Contact Information: Russ Foust (Supervisor) 937-593-0039
Hours: M-F 7:30am – 5:00pm
Service Area: Logan County and 100-mile radius
Eligibility Requirements: No eligibility requirements
Web-site: www.tlcrtc.org

Agency Name: Friendly Transport
Transportation Service Type: Public Transportation
Other Services Provided: N/A
Contact Information: Mandy Alexander (owner/operator) 937-407-4524
Hours: 24 hours a day, 7 days a week
Service Area: Logan County and Ohio
Eligibility Requirements: No eligibility requirements
Web-site: N/A

Agency Name: RTC Community Employment Transportation
Transportation Service Type: Employment transportation for persons with disabilities
Other Services Provided: Employment services, day habilitation programs for persons with disabilities
Contact Information: Katja Walker (Transportation Director) 937-539-2069
Hours: Monday – Friday, 7:00am – 10:00pm
Service Area: Logan County
Eligibility Requirements: Documented disability
Web-site: www.rtcservices.org
Agency Name: Green Hills Community
Transportation Service Type: Senior transportation services
Other Service Provided: Provides transportation to seniors who are served by their Adult Day program. Green Hills is an approved provider of PASSPORT transportation services.
Contact Information: Kelli Fritz (Director of Support Services) 937-650-7115
Hours: M-F 9:00am – 5:00pm
Service Area: Logan and Champaign Counties
Eligibility Requirements: Must live on the Green Hills campus or be served by one of their programs
Web-site: www.greenhillscommunity.org

Agency Name: Logan County Board of DD
Transportation Service Type: Transportation for individuals with developmental disabilities
Other Services Provided: SSA Coordination for individuals with developmental disabilities, family support, supported living, Early Intervention, Preschool Program
Contact Information: Saul Bauer (Superintendent) 937-292-3009
Hours: M-F 8:00am – 4:00pm
Service Area: Logan County
Eligibility Requirements: Client must be receiving services from LCBDD
Web-site: www.logancbdd.org

Agency Name: Robinaugh EMS, LLC
Transportation Service Type: Emergency and Non-emergency medical transportation
Other Services Provided:
Contact Information: Darin Robinaugh 937-599-2340
Hours: 24 hours for Ambulance, 8:00am – 5:00pm for Ambulette service
Service Area: Logan, Union, and Champaign Counties
Eligibility Requirements: Ambulette is only covered thru Medicaid
Web-site: www.robinacgheems.com
Agency Name: Community Health & Wellness Partners of Logan County
Transportation Service Type: Transportation for clients
Other Services Provided: Primary Health Care
Contact Information: 937-599-1411
Hours: M-F 8:00am – 6:30pm, Saturday 8:00am – Noon
Service Area: Logan and surrounding counties
Eligibility Requirements: Must be a patient at the health center
Web-site: www.chwplc.org

Agency Name: Consolidated Care, Inc.
Transportation Service Type: Transportation for clients
Other Services Provided: Mental Health and Addiction Counseling and Prevention
Contact Information: 937-599-1975
Hours: Mondays 8:00am-7:00pm, Tuesday-Friday 8:00am-5:00pm
Service Area: Logan and Champaign counties
Eligibility Requirements: Must be a client
Web-site: www.ccibhp.com

Agency Name: Logan County Department of Job & Family Services
Transportation Service Type: Transportation for clients
Other Services Provided: A full range of supportive services for families that address basic needs, solve problems, and break down barriers in order to equip families to achieve self-sufficient lives.
Contact Information: 937-599-5165
Hours: M-F 8am-4:30pm
Service Area: Logan County
Eligibility Requirements: Supportive Service through PRC for Work required individuals receiving Food Assistance and/or Cash Assistance
Web-site: www.loganjfs.org
Agency Name: Heartland of Bellefontaine
Transportation Service Type: Transportation for clients
Other Service Provided: Skilled nursing and rehabilitation & long-term care
Contact Information: Kristin Powell (LNHA) 937-599-5123
Hours: 24/7
Service Area: Logan County and Central Ohio
Eligibility Requirements: Must be a resident
Web-site: www.heartland.com/bellefontaine

Agency Name: Logan Acres Senior Community
Transportation Service Type: Transportation for clients
Other Service Provided: Nursing and assisted living
Contact Information: Lorraine Fischio (Administrator) 937-599-7060
Hours: 24/7
Service Area: Logan County and surround counties
Eligibility Requirements: Must be a resident
Web-site: www.loganacres.com

Name of Agency: Bridges Community Action Partnership
Transportation Service Type: Transportation for clients
Other Service Provided: Utility assistance, work-related programs, medical assistance
Contact Information: Shelley Harmon – sharmon@bridgescap.org
Hours: M-F 8:00am – 4:30 pm
Service Area: Logan County
Eligibility Requirements: To be eligible for gas cards, must be at 125% of federal poverty level & proof of job or medical appointment
Website/A
Name of Agency: Logan County Veterans Services Commission
Transportation Service Type: Transportation for clients
Other Service Provided: Emergency financial aid, filing and processing claims through the VA, explanation of benefits
Contact Information: 937-599-4221
Hours: M-F 8:30am – 4:30pm, office is closed from 11:00am – 12:00pm for lunch
Service Area: Logan County
Eligibility Requirements: Any veteran with a DD-214 who resides within Logan County
Web-site: www.co.logan.oh.us

Name of Agency: Linda Phelps Transportation
Transportation Service Type: Employment and “Day hab” transportation for persons with disabilities
Other Service Provided: N/A
Contact Information: Linda Phelps (937) 935-3226
Hours: As needed
Service Area: Bellefontaine
Eligibility Requirements: Must qualify for services through LCBDD and have an Individual Service Plan (ISP)
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

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Directly Operates Transportation (Yes/No)</th>
<th>Purchases Transportation from Another Agency (if Yes, Who?)</th>
<th>Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)</th>
<th>Number of Annual One-Way Passenger Trips</th>
<th>Average Number Trip Denials per Week</th>
<th>Are Vehicles Only Available for Human Service Agency Clients (Y/N)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation for Logan County</td>
<td>Yes</td>
<td>No</td>
<td>Private Non-profit</td>
<td>23,000</td>
<td>10</td>
<td>No</td>
</tr>
<tr>
<td>Friendly Transport</td>
<td>Yes</td>
<td>No</td>
<td>Private-for-profit</td>
<td>2,100</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>Superior Delivery &amp; Transportation</td>
<td>Yes</td>
<td>No</td>
<td>Private-for-Profit</td>
<td>5,400</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>RTC Community Employment Transportation</td>
<td>Yes</td>
<td>No</td>
<td>Private Non-profit</td>
<td>28,785</td>
<td>0</td>
<td>No</td>
</tr>
<tr>
<td>Green Hills Community</td>
<td>Yes</td>
<td>Yes</td>
<td>Private Non-profit</td>
<td>2,148</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Logan County Board of DD</td>
<td>No</td>
<td>Yes</td>
<td>Public Non-profit</td>
<td>2,000</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Robinaugh EMS</td>
<td>Yes</td>
<td>No</td>
<td>Private-for-profit</td>
<td>2,800</td>
<td>3-5</td>
<td>No</td>
</tr>
<tr>
<td>Community Health &amp; Wellness Partners</td>
<td>No</td>
<td>Yes</td>
<td>Private Non-profit</td>
<td>750</td>
<td>7</td>
<td>Yes</td>
</tr>
<tr>
<td>Agency</td>
<td>Open Door</td>
<td>Closed Door</td>
<td>Type</td>
<td>Public Non-profit</td>
<td>Consol.</td>
<td>Non-Profit</td>
</tr>
<tr>
<td>------------------------------</td>
<td>-----------</td>
<td>-------------</td>
<td>------------------</td>
<td>-------------------</td>
<td>---------</td>
<td>------------</td>
</tr>
<tr>
<td>Consolidated Care</td>
<td>No</td>
<td>Yes</td>
<td>Public Non-profit</td>
<td>720</td>
<td>1</td>
<td>Yes</td>
</tr>
<tr>
<td>Logan County J&amp;FS</td>
<td>No</td>
<td>Yes</td>
<td>Public Non-profit</td>
<td>1,042</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Heartland of Bellefontaine</td>
<td>No</td>
<td>Yes</td>
<td>Private-for-profit</td>
<td>400</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Logan Acres</td>
<td>Yes</td>
<td>Yes</td>
<td>Private Non-profit</td>
<td>156</td>
<td>2</td>
<td>Yes</td>
</tr>
<tr>
<td>Bridges CAC</td>
<td>No</td>
<td>Yes</td>
<td>Public Non-profit</td>
<td>N/A</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Logan County Veterans Services</td>
<td>Yes</td>
<td>Yes</td>
<td>Public Non-profit</td>
<td>441</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Linda Phelps</td>
<td>Yes</td>
<td>No</td>
<td>Private-for-profit</td>
<td>N/A</td>
<td>N/A</td>
<td>No</td>
</tr>
</tbody>
</table>

* 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, DEMAND RESPONSE, ON-DEMAND, AND HUMAN SERVICE AGENCY FIXED ROUTES]. [14] of the participating organizations provide services on weekdays. [3] operate transportation on Saturdays and [3] on Sundays. Evening services after [5pm] are operated by [4] organizations. The following table depicts the transportation service characteristics by agency.

**Table #2: Transportation Service Characteristics**
<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Mode of Service</th>
<th>Days &amp; Hours of Operation</th>
<th>Provides Medicaid-Eligible Trips (Y/N)</th>
<th>Level of Passenger Assistance Provided</th>
<th>Training Courses Required for Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation for Logan County</td>
<td>ADA Paratransit, Demand Response, On-Demand</td>
<td>M-F 7:30am – 5pm</td>
<td>No</td>
<td>Door-to-Door Passengers are permitted to travel with their own attendant</td>
<td>Defensive Driving, CPR/First Aid, Passenger Assistance, Drug and Alcohol</td>
</tr>
<tr>
<td>Friendly Transport</td>
<td>On-Demand</td>
<td>24/7</td>
<td>Yes</td>
<td>Curb-to-curb</td>
<td>N/A</td>
</tr>
<tr>
<td>Superior Delivery &amp; Transportation</td>
<td>On-Demand, Demand Response</td>
<td>M-F 7:00am – 7:00pm</td>
<td>Yes</td>
<td>Curb-to-curb, Door-to-Door, Passengers are permitted to travel with their own attendant</td>
<td>N/A</td>
</tr>
<tr>
<td>RTC Community Employment</td>
<td>Demand Response</td>
<td>Monday – Friday, 7:00am- 10:00pm</td>
<td>Yes</td>
<td>Curb-to-curb, passengers are permitted to travel with their own attendant</td>
<td>CPR/First Aid, Developmental Disabilities</td>
</tr>
<tr>
<td>Transportation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Hills Community</td>
<td>On-Demand</td>
<td>M-F 9:00am – 5:00pm</td>
<td>Yes</td>
<td>Curb-to-curb, Door-to-door, door-thru-door, we provide personal escorts as needed, passengers are permitted to travel with their own attendant</td>
<td>Defensive Driving</td>
</tr>
<tr>
<td>Logan County Board of DD</td>
<td>Human Services Fixed Routes</td>
<td>M-F 8:00am – 4:00pm</td>
<td>Yes</td>
<td>Curb-to-curb, Door-to-door, Door-thru-door, we provide personal escorts, as needed</td>
<td>N/A</td>
</tr>
<tr>
<td>Robinaugh EMS</td>
<td>ADA Paratransit, Demand Response, On-Demand</td>
<td>M-F 8:00am – 5:00pm</td>
<td>Yes</td>
<td>Door-to-door, Door-thru-door, passengers are permitted to travel with their own attendant</td>
<td>DRIVE, Defensive Driving, CPR/First Aid, HIPAA</td>
</tr>
<tr>
<td>Service Provider</td>
<td>Service Type</td>
<td>Operating Hours</td>
<td>On-Demand</td>
<td>Transfer Options</td>
<td>Accessibility</td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td>-------------------------------------</td>
<td>------------------------------------------------------</td>
<td>------------</td>
<td>----------------------------------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Community Health &amp; Wellness Partners</td>
<td>On-Demand</td>
<td>M-F 8:00am – 6:30pm</td>
<td>Yes</td>
<td>Curb-to-curb, Door-to-door</td>
<td>N/A</td>
</tr>
<tr>
<td>Consolidate Care</td>
<td>On-Demand</td>
<td>Monday 8am-7pm, Tuesday thru Friday 8am-5pm</td>
<td>Yes</td>
<td>Door-to-door</td>
<td>N/A</td>
</tr>
<tr>
<td>Logan County J&amp;FS</td>
<td>Demand Response</td>
<td>M-F 7:30am-5:00pm</td>
<td>Yes</td>
<td>Door-to-door</td>
<td>N/A</td>
</tr>
<tr>
<td>Heartland of Bellefontaine</td>
<td>Demand Response</td>
<td>24/7</td>
<td>Yes</td>
<td>Door-to-door, passengers are permitted to travel with their own attendant</td>
<td>N/A</td>
</tr>
<tr>
<td>Logan Acres</td>
<td>Fixed Route, On Demand Response</td>
<td>M-F 8:00am – 4:00pm</td>
<td>No</td>
<td>Door-to-door, we provide medical escorts as necessary</td>
<td>N/A</td>
</tr>
<tr>
<td>Logan County Veterans Services</td>
<td>Fixed Route</td>
<td>M-F 8:30am – 4:30pm</td>
<td>No</td>
<td>Door-to-door, passengers are permitted to travel with their own attendant</td>
<td>Yes</td>
</tr>
<tr>
<td>Linda Phelps Transportation</td>
<td>Demand Response</td>
<td>M-F 7:30am – 4:40pm</td>
<td>Yes</td>
<td>Door-to-door</td>
<td>No</td>
</tr>
</tbody>
</table>
Transportation-related expenses and revenues also differ by organization. [Medicaid, ODOT, grants, and local tax dollars] are common revenue sources for transportation operators in [Logan County]. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.

### Table #3: Transportation-Related Expenses and Revenues

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Fare Structure</th>
<th>Donations Accepted (Y/N)</th>
<th>Number of Full-Time &amp; Part-Time Drivers</th>
<th>Number of Full-Time &amp; Part-Time Schedulers/Dispatchers</th>
<th>Revenue Sources (most recent Fiscal Year)</th>
<th>Total Annual Transportation Expenses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation for Logan County</td>
<td>General Public $5 same day, $4 advance, $1/mile out of county</td>
<td>Yes</td>
<td>3 Full-Time 14 Part-Time</td>
<td>3 Full-Time</td>
<td>ODOT, Local match, contracts</td>
<td>$650,000</td>
</tr>
<tr>
<td>Friendly Transport</td>
<td>Varies</td>
<td>Yes</td>
<td>3 Full-Time</td>
<td>1 Full-Time</td>
<td>General Public</td>
<td></td>
</tr>
<tr>
<td>Superior Delivery &amp; Transport</td>
<td>Varies</td>
<td>No</td>
<td>8 Part-Time</td>
<td>2 Part-Time</td>
<td>Medicaid, General Public</td>
<td>$62,000</td>
</tr>
<tr>
<td>RTC Community Employment Transportation</td>
<td>$2/trip if no other funding source</td>
<td>Yes</td>
<td>3 Full-Time 9 Part-Time</td>
<td>1 Full-Time</td>
<td>ODOT, Logan County Board of Developmental Disabilities, Medicaid</td>
<td>$508,000</td>
</tr>
</tbody>
</table>
The following table provides basic information about transportation options other than the traditional public and human services transportation. Transportation options might include bike share, ride share, intercity, or taxi services, and more.

Table #4: Alternative/ Active Transportation Options

<table>
<thead>
<tr>
<th>Transportation Option</th>
<th>Availability</th>
<th>Cost</th>
<th>Usage</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Cancer Society Ride to Recovery</td>
<td>On Demand</td>
<td>No cost</td>
<td></td>
<td>Logan County cancer patients needing transportation to Columbus, Lima, Springfield for treatments.</td>
</tr>
<tr>
<td>Simon Kenton Bike Path</td>
<td>24/7</td>
<td>No cost</td>
<td></td>
<td>Runs from Bellefontaine to Urbana and beyond</td>
</tr>
<tr>
<td>Lyft</td>
<td>On Demand</td>
<td></td>
<td></td>
<td>Logan County</td>
</tr>
</tbody>
</table>
The following table provides basic information about local travel training program options.

### Table #5: Transportation Resources

<table>
<thead>
<tr>
<th>Transportation Resource</th>
<th>Availability</th>
<th>Cost</th>
<th>Usage</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Logan County Mobility Manager</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>Logan County</td>
</tr>
<tr>
<td>Logan County 211</td>
<td>24/7</td>
<td>N/A</td>
<td></td>
<td>Logan County</td>
</tr>
</tbody>
</table>

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

### Table #6: Technology

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Name of Scheduling Software</th>
<th>Do you have an App for Transportation (Y/N)?</th>
<th>Name of Dispatching Software</th>
<th>AVL System/ GPS (Y/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation for Logan County</td>
<td>Routematch</td>
<td>No</td>
<td>Routematch</td>
<td>No</td>
</tr>
<tr>
<td>Friendly Transport</td>
<td>N/A</td>
<td>No</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Superior Delivery &amp; Transportation</td>
<td>N/A</td>
<td>No</td>
<td>N/A</td>
<td>Yes</td>
</tr>
<tr>
<td>Organization</td>
<td>BID</td>
<td>BID Requested</td>
<td>BID Related</td>
<td>BID Authorization</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>-----------</td>
<td>---------------</td>
<td>-------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>RTC Community Employment Transportation</td>
<td>N/A</td>
<td>No</td>
<td>N/A</td>
<td>No</td>
</tr>
<tr>
<td>Green Hills Community</td>
<td>N/A</td>
<td>No</td>
<td>N/A</td>
<td>No</td>
</tr>
<tr>
<td>Logan County Board Of DD</td>
<td>N/A</td>
<td>No</td>
<td>N/A</td>
<td>No</td>
</tr>
<tr>
<td>Robinaugh EMS</td>
<td>Tritech CAD</td>
<td>No</td>
<td>Tritech</td>
<td>No</td>
</tr>
<tr>
<td>Community Health &amp; Wellness Partners</td>
<td>N/A</td>
<td>No</td>
<td>N/A</td>
<td>No</td>
</tr>
<tr>
<td>Logan Acres</td>
<td>N/A</td>
<td>No</td>
<td>N/A</td>
<td>No</td>
</tr>
<tr>
<td>Logan County Veterans Services</td>
<td>Virtual Veterans</td>
<td>No</td>
<td>Virtual Veterans</td>
<td>Yes</td>
</tr>
<tr>
<td>Linda Phelps Transportation</td>
<td>N/A</td>
<td>No</td>
<td>N/A</td>
<td>No</td>
</tr>
</tbody>
</table>
Vehicles

Survey/Interview participants listed a combined total of 38 vehicles. Approximately 66% of the vehicles are wheelchair accessible. A vehicle utilization table is provided at the end of this chapter (Table 6).

All but two of the transportation providers provide at least 1 wheelchair accessible vehicle, while some organizations have an entire fleet of wheelchair accessible vehicles. RTC Employment Services and Transportation for Logan County have the highest percentage of wheelchair accessible vehicles and transport the most clients needing wheelchairs. This is due to the fact that RTC Employment Services works only with persons with disabilities and Transportation for Logan County transports a significantly high percentage of elderly clients depending on wheelchairs. However, the number of accessible vehicles that can accommodate very large wheelchairs for the obese is insufficient to meet the demand and places a burden on the transportation providers. 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.
## Table [7]: Vehicle Utilization Table

<table>
<thead>
<tr>
<th>Veh #</th>
<th>Make</th>
<th>Model</th>
<th>Year</th>
<th>Vin #</th>
<th>Capacity</th>
<th>WC Capacity</th>
<th>Days of the Week Vehicle is in Service</th>
<th>Service Hours</th>
<th>Vehicle Condition</th>
<th>Program Vehicle is Assigned (if applicable)</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transportation for Logan County</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Dodge</td>
<td>Van</td>
<td>1</td>
<td>1D4GP24R428246</td>
<td>5</td>
<td>0</td>
<td>M-F</td>
<td>7:30-5pm</td>
<td>Fair</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>21</td>
<td>Ford</td>
<td>Bus</td>
<td>1</td>
<td>1FDWE35L26HA20353</td>
<td>13</td>
<td>2</td>
<td>M-F</td>
<td>&quot;</td>
<td>Fair</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>8</td>
<td>Ford</td>
<td>Bus</td>
<td>1</td>
<td>1FDW35L66DA78831</td>
<td>12</td>
<td>1</td>
<td>M-F</td>
<td>&quot;</td>
<td>Fair</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>6</td>
<td>Ford</td>
<td>Bus</td>
<td>1</td>
<td>1FD3E35L68DA05769</td>
<td>12</td>
<td>2</td>
<td>M-F</td>
<td>&quot;</td>
<td>Fair</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>5</td>
<td>Ford</td>
<td>Bus</td>
<td>1</td>
<td>1FD3E35L48DA05768</td>
<td>12</td>
<td>1</td>
<td>M-F</td>
<td>&quot;</td>
<td>Fair</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>3</td>
<td>Chrysler</td>
<td>Minivan</td>
<td>1</td>
<td>1GBV13W88D165506</td>
<td>4</td>
<td>1</td>
<td>M-F</td>
<td>&quot;</td>
<td>Fair</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>25</td>
<td>Dodge</td>
<td>MMV</td>
<td>2</td>
<td>2D4RN4DE7AR165415</td>
<td>5</td>
<td>1</td>
<td>M-F</td>
<td>&quot;</td>
<td>Fair</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>24</td>
<td>Dodge</td>
<td>MMV</td>
<td>2</td>
<td>2D4RN4DE3AR120570</td>
<td>5</td>
<td>1</td>
<td>M-F</td>
<td>&quot;</td>
<td>Fair</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>27</td>
<td>Dodge</td>
<td>MMV</td>
<td>2</td>
<td>2D4RN4DE4AR165419</td>
<td>5</td>
<td>1</td>
<td>M-F</td>
<td>&quot;</td>
<td>Fair</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>26</td>
<td>Dodge</td>
<td>MMV</td>
<td>2</td>
<td>2D4RN4DEXAR120548</td>
<td>5</td>
<td>1</td>
<td>M-F</td>
<td>&quot;</td>
<td>Fair</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>23</td>
<td>Dodge</td>
<td>MMV</td>
<td>2</td>
<td>2D4RN4DE9AR155288</td>
<td>5</td>
<td>1</td>
<td>M-F</td>
<td>&quot;</td>
<td>Fair</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>2</td>
<td>Ford</td>
<td>Bus</td>
<td>1</td>
<td>1FDEC3S4FD635039</td>
<td>13</td>
<td>2</td>
<td>M-F</td>
<td>&quot;</td>
<td>New</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>28</td>
<td>Dodge</td>
<td>MMV</td>
<td>2</td>
<td>2C7WDGBG6GR372477</td>
<td>5</td>
<td>1</td>
<td>M-F</td>
<td>&quot;</td>
<td>New</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td><strong>Superior Delivery and Transportation</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Chrysler</td>
<td>Minivan</td>
<td>1</td>
<td>Would not release</td>
<td>0</td>
<td>M-F</td>
<td>7am-7pm</td>
<td></td>
<td></td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>2</td>
<td>Chrysler</td>
<td>Minivan</td>
<td>1</td>
<td>Would not release</td>
<td>0</td>
<td>M-F</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>3</td>
<td>Dodge</td>
<td>Minivan</td>
<td>1</td>
<td>Would not release</td>
<td>0</td>
<td>M-F</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>4</td>
<td>Dodge</td>
<td>Minivan</td>
<td>1</td>
<td>Would not release</td>
<td>0</td>
<td>M-F</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>5</td>
<td>Honda</td>
<td>Sedan</td>
<td>1</td>
<td>Would not release</td>
<td>0</td>
<td>M-F</td>
<td>&quot;</td>
<td></td>
<td></td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>Veh #</td>
<td>Make</td>
<td>Model</td>
<td>Year</td>
<td>Vin #</td>
<td>Capacity</td>
<td>WC Capacity</td>
<td>Days of the Week Vehicle is in Service</td>
<td>Service Hours</td>
<td>Vehicle Condition</td>
<td>Program Vehicle is Assigned (if applicable)</td>
<td>Service Area</td>
</tr>
<tr>
<td>-------</td>
<td>---------</td>
<td>-------------</td>
<td>------</td>
<td>--------------------</td>
<td>----------</td>
<td>-------------</td>
<td>----------------------------------------</td>
<td>---------------</td>
<td>------------------</td>
<td>---------------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>6</td>
<td>Honda</td>
<td>Sedan</td>
<td>2013</td>
<td>Would not release</td>
<td>0</td>
<td>M-F</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
<td>All</td>
</tr>
</tbody>
</table>

RTC Community Employment Services

<table>
<thead>
<tr>
<th>Veh #</th>
<th>Make</th>
<th>Model</th>
<th>Year</th>
<th>Vin #</th>
<th>Capacity</th>
<th>WC Capacity</th>
<th>Days of the Week Vehicle is in Service</th>
<th>Service Hours</th>
<th>Vehicle Condition</th>
<th>Program Vehicle is Assigned (if applicable)</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>GMC</td>
<td>Savannah</td>
<td>2013</td>
<td>1GSW7PFA5D1169458</td>
<td>12</td>
<td>0</td>
<td>5 days</td>
<td>12 hrs</td>
<td>Fair</td>
<td>&quot;</td>
<td>Logan County</td>
</tr>
<tr>
<td>3</td>
<td>GMC</td>
<td>Savannah</td>
<td>2013</td>
<td>1GJW7PFA4D1168215</td>
<td>12</td>
<td>0</td>
<td>5 days</td>
<td>12 hrs</td>
<td>Fair</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Dodge</td>
<td>Grand Caravan</td>
<td>2015</td>
<td>2C7WDDBG5FR541970</td>
<td>6</td>
<td>1</td>
<td>5 days</td>
<td>6 hrs</td>
<td>Fair</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>GMC</td>
<td>Express 2500</td>
<td>2016</td>
<td>1GAWGEFF1G1229377</td>
<td>12</td>
<td>0</td>
<td>6 days</td>
<td>12 hrs</td>
<td>Good</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Chev</td>
<td>Express 3500</td>
<td>2014</td>
<td>1GAZGZFA9E1208217</td>
<td>12</td>
<td>0</td>
<td>7 days</td>
<td>12 hrs</td>
<td>Fair</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Ford</td>
<td>LTV</td>
<td>2017</td>
<td>1FDEE3FS9HDC14423</td>
<td>7</td>
<td>4</td>
<td>5 days</td>
<td>12 hrs</td>
<td>Excellent</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Ford</td>
<td>LTV</td>
<td>2010</td>
<td>1FDEE3FS1ADB02348</td>
<td>15</td>
<td>2</td>
<td>7 days</td>
<td>10 hrs</td>
<td>Poor</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Ford</td>
<td>LTV</td>
<td>2013</td>
<td>1FDEE3FS6DB36628</td>
<td>12</td>
<td>2</td>
<td>5 days</td>
<td>12 hrs</td>
<td>Fair</td>
<td>&quot;</td>
<td></td>
</tr>
<tr>
<td>Veh #</td>
<td>Make</td>
<td>Model</td>
<td>Year</td>
<td>Vin #</td>
<td>Capacity</td>
<td>WC Capacity</td>
<td>Days of the Week Vehicle is in Service</td>
<td>Service Hours</td>
<td>Vehicle Condition</td>
<td>Program Vehicle is Assigned (if applicable)</td>
<td>Service Area</td>
</tr>
<tr>
<td>-------</td>
<td>--------</td>
<td>--------</td>
<td>------</td>
<td>-----------</td>
<td>----------</td>
<td>-------------</td>
<td>--------------------------------------</td>
<td>---------------</td>
<td>------------------</td>
<td>---------------------------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Hills Community</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Ford</td>
<td>E-450</td>
<td>2006</td>
<td>Would not release</td>
<td>15</td>
<td>2</td>
<td></td>
<td></td>
<td>Fair</td>
<td></td>
<td>West Liberty</td>
</tr>
<tr>
<td>2</td>
<td>Dodge</td>
<td>Caravan</td>
<td>2010</td>
<td>Would not release</td>
<td>6</td>
<td>2</td>
<td></td>
<td></td>
<td>Good</td>
<td></td>
<td>West Liberty</td>
</tr>
<tr>
<td>3</td>
<td>Ford</td>
<td>E-350</td>
<td>2012</td>
<td>Would not release</td>
<td>15</td>
<td>2</td>
<td></td>
<td></td>
<td>Good</td>
<td></td>
<td>West Liberty</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Robinaugh EMS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Ford</td>
<td>E-250</td>
<td>2008</td>
<td>Would not release</td>
<td>4</td>
<td>2</td>
<td>7</td>
<td></td>
<td>Good</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>2</td>
<td>Ford</td>
<td>Transit</td>
<td>2012</td>
<td>Would not release</td>
<td>4</td>
<td>1</td>
<td>7</td>
<td></td>
<td>Good</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>3</td>
<td>Ford</td>
<td>E-150</td>
<td>2013</td>
<td>Would not release</td>
<td>4</td>
<td>2</td>
<td>7</td>
<td></td>
<td>Good</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>4</td>
<td>Caravan</td>
<td>Caravan</td>
<td>2017</td>
<td>Would not release</td>
<td>3</td>
<td>2</td>
<td>7</td>
<td></td>
<td>New</td>
<td></td>
<td>All</td>
</tr>
<tr>
<td>Veh #</td>
<td>Make</td>
<td>Model</td>
<td>Year</td>
<td>Vin #</td>
<td>Capacity</td>
<td>WC Capacity</td>
<td>Days of the Week Vehicle is in Service</td>
<td>Service Hours</td>
<td>Vehicle Condition</td>
<td>Program Vehicle is Assigned (if applicable)</td>
<td>Service Area</td>
</tr>
<tr>
<td>-------</td>
<td>-----------</td>
<td>-------</td>
<td>------</td>
<td>------------------------</td>
<td>----------</td>
<td>-------------</td>
<td>----------------------------------------</td>
<td>---------------</td>
<td>------------------</td>
<td>--------------------------------------------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>1</td>
<td>Chevy</td>
<td>Express</td>
<td>2016</td>
<td>1GAWGEFF4G1196665</td>
<td>9</td>
<td>0</td>
<td></td>
<td></td>
<td>Good</td>
<td></td>
<td>Dayton VAMC</td>
</tr>
<tr>
<td>2</td>
<td>Chevy</td>
<td>Express</td>
<td>2016</td>
<td>1GAWGEFF1G1322075</td>
<td>9</td>
<td>0</td>
<td></td>
<td></td>
<td>Good</td>
<td></td>
<td>Columbus VAMC</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Ford</td>
<td>E450</td>
<td>2004</td>
<td>1FDXE45904MB49948</td>
<td>10</td>
<td>3</td>
<td>M-F</td>
<td>8am-6pm</td>
<td>Good</td>
<td></td>
<td>Logan, Shelby, Union, Franklin, Hardin</td>
</tr>
<tr>
<td>2</td>
<td>Ford</td>
<td>E350</td>
<td>2010</td>
<td>1FBNE3BL2ADA66872</td>
<td>4</td>
<td>1</td>
<td>M-F</td>
<td>8am-6pm</td>
<td>Good</td>
<td></td>
<td>Logan, Allen, Hardin, Union</td>
</tr>
</tbody>
</table>
Summary of Existing Resources

Transportation providers in Logan County vary in both service type and clients. The general public has access to Logan County and beyond through Transportation for Logan County, Friendly Transport, Superior Transportation, and Lyft. If funding is no deterrent, these providers, in conjunction, can provide service 24/7.

If supplemental funding sources are needed for low-income residents, Transportation for Logan County contracts with Job & Family Services to provide Medicaid recipients with transportation to medical appointments in and out of the county M-F, 7:30am-5pm. Superior Transportation is also a Medicaid provider and operates 7am-7pm, 7 days a week. However, Superior Transportation has no wheelchair accessible vehicles.

Persons with disabilities rely on RTC Employment Transportation for work transportation in and out of the county 24/7. 4 of their vehicles are wheelchair accessible. Transportation for Logan County offers 12 wheelchair accessible vehicles M-F, 7:30am-5pm.

Older adults can use Transportation for Logan County for transportation at no cost through the supplemental funding sources of TIII (Area Agency on Aging) and United Way grants. This includes medical and necessary shopping trips.

In conclusion, geographically, county residents are well served in where the county providers are willing to transport them. Out of state is not out of the question. If funding is not a problem, there are providers willing to take you 24/7. Older adults and persons with disabilities also have many options. The main gaps are: people needing wheelchair accessible transport in evenings and on weekends and low-income individuals requiring discounted transport in evenings and on weekends.
III. Assessment of Transportation Needs and Gaps

In an effort to better understand LOGAN COUNTY 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.

RTC Industries brought together a variety of stakeholders in the area in an attempt to solicit input and request 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.

2018 Logan County Community Health Risk and Needs Assessment – in overall responses, 19.5% of respondents considered daytime public transportation a big problem while 31.9% considered it a medium problem. 34% of respondents feel evening/weekend public transportation is a big problem and 29.9% feel it is a medium problem. The need that respondents felt was the most important was public transportation.

The following methods were used to assess transportation needs and gaps

- Assessment of data and demographics
- Focus groups
- Public meetings
- Surveys
Local Demographic and Socio-Economic Data

Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because a comparison of where the highest and lowest densities 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.

The following exhibit #1 illustrates the areas where the number of older adults (age 65 and older) is at or above the Logan County average.

Exhibit #1: Map of Population Density of Individuals Age 65 and Older
The exhibit below indicates the areas where the number of zero vehicle households is above the Logan County average. The absence of a vehicle in the household is often an indication of the need for transportation services.

Exhibit #2: Map of Density of Zero Vehicle Households
The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle.

Exhibit #3: Map of Major Trip Generators

Logan County
Major Trip Generators
Analysis of Demographic Data

Exhibit #1 shows the density of the older adult population by Census block group as a population per square mile. The block groups with the highest density of people age 65 and older were located north-east of Lakeview and in Bellefontaine. Areas of moderate density were found north of Russell’s Point and the block group between Huntsville and Bellefontaine.

Exhibit #2 is a map that displays the distribution of zero vehicle households in Logan County (which can be an indication of poverty). The highest densities of zero vehicle households are located in Bellefontaine and the areas with moderate densities can be found in the block group north of DeGraff and Quincy.

When comparing the map of major trip generators in Logan County, exhibit #3, to the map of density of people age 65 and older and the map of distribution of zero vehicle households it is obvious to see that the destinations that are most important (shopping, medical, employment) are not easily reached by the county residents who may not be able to drive any longer or who do not have any mode of transportation. Income, lack of vehicles availability, and age will continue to play a role in the need for transportation in Logan County.
General Public and Stakeholder Meetings/Focus Groups

RTC INDUSTRIES hosted and facilitated 10 local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. 66 of people participated in the meetings. Of those, 30 self-identified as older adults and 49 self-identified as being a person with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

During the meeting, the mobility manager presented highlights of historical coordinated transportation in Logan 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 [6] mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meeting[s]. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at the end of this section provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

Surveys
The following survey summary includes the information gained from the following surveys that were performed. 36 surveys were from the general-public: 14% of individuals with disabilities completed the survey; 15% of older adults completed the survey.

Of the survey’s respondents, all have stated that English is their first language. Age was represented across the board on the Rural Transportation Survey with 7.7% of respondents aged 15-24 yrs., 23% were 25-34 yrs., 13% were 35-44 yrs., 41% were 45-59 yrs., and 60 years and older came in at just over 15%. A better representation of older adults can be found in the senior focus groups and surveys.

Most of the respondents (75%) were employed outside the home, while 10% were retired and 5% unemployed. 86 – 90% of the replies stated that they had no disability and were not using any transportation services that were made available through Medicaid.
The following charts and graphs represent why Logan County residents are using transportation, where they are going and what gaps and services they feel need to be addressed.

Any Type of Transportation Used in Last 12 Months

- Demand/Response: 25%
- Uber/Lyft: 9%
- Car/Vanpool: 12%
- Bicycle/Walk: 4%
- Volunteer Transport: 7%
- Personal Vehicle: 43%

Why would we use transportation?

- Save Money: 60%
- No other option: 55%
- Helps environment: 27%
- Use already: 18%
- Other: 11%
What changes could be made to make local transportation options more appealing?

1. Operate on Saturdays 57%
2. Lower the cost 48%
3. Operate on Sundays 46%
4. End later at night 43%
5. Operate a fixed route with scheduled stops 40%
6. Ability to ride out of county and other parts of state 40%
7. Start earlier in morning 29%
8. More reliable/on-time for picking up/dropping off 23%
9. No shared rides with others 11%
10. Larger vehicles 8%
11. Smaller vehicles 6%
12. Wheelchair accessible vehicles 3%
Times are ranked from most needed to least needed.

<table>
<thead>
<tr>
<th>Time</th>
<th>Medical</th>
<th>Shopping/Grocery</th>
<th>Employment</th>
<th>Social</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. 9pm – 12am</td>
<td>0%</td>
<td>0%</td>
<td>25%</td>
<td>62%</td>
<td>12%</td>
</tr>
<tr>
<td>2. 12am – 6am</td>
<td>17%</td>
<td>17%</td>
<td>33%</td>
<td>16%</td>
<td>16%</td>
</tr>
<tr>
<td>3. 6pm – 9pm</td>
<td>13%</td>
<td>33%</td>
<td>13%</td>
<td>40%</td>
<td>0%</td>
</tr>
<tr>
<td>4. 6am – 8am</td>
<td>22%</td>
<td>0%</td>
<td>67%</td>
<td>0%</td>
<td>17%</td>
</tr>
<tr>
<td>5. 3pm – 6pm</td>
<td>14%</td>
<td>19%</td>
<td>53%</td>
<td>9%</td>
<td>5%</td>
</tr>
<tr>
<td>6. 8am – 12pm</td>
<td>32%</td>
<td>41%</td>
<td>18%</td>
<td>5%</td>
<td>4%</td>
</tr>
<tr>
<td>7. 12pm – 3pm</td>
<td>54%</td>
<td>15%</td>
<td>23%</td>
<td>0%</td>
<td>8%</td>
</tr>
</tbody>
</table>
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:

- **Coordinated training for all transportation provider drivers**
- **Coordinated trip denial plan for providers**
- **Insurance agencies have policies regarding vehicle and driver sharing that hinder coordination**
- **Hesitancy of agencies to coordinate resources and assets**
- **Resource dollars for private companies to provide transportation**
- **Confusing eligibility for services**
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.

**Exhibit #4: Prioritized Unmet Mobility Needs**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Unmet Need Description</th>
<th>Method Used to Identify and Rank Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Additional Resources (vehicles, trainings, etc.)</td>
<td>Planning Committee discussions, focus groups, surveys</td>
</tr>
<tr>
<td>2</td>
<td>Transportation Funding/Affordability</td>
<td>Planning Committee discussions, focus groups, surveys</td>
</tr>
<tr>
<td>3</td>
<td>Lack of Suitable Employment Transportation</td>
<td>Planning Committee discussions, focus groups, surveys</td>
</tr>
<tr>
<td>4</td>
<td>Public Information of options</td>
<td>Planning Committee discussions, focus groups, surveys</td>
</tr>
<tr>
<td>5</td>
<td>Lack of appropriate hours</td>
<td>Planning Committee discussions, focus groups, surveys</td>
</tr>
<tr>
<td>6</td>
<td>Elderly Transportation</td>
<td>Planning Committee discussions, focus groups, surveys</td>
</tr>
</tbody>
</table>
V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

Strategies for improving transportation for the LOGAN 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, RTC INDUSTRIES, INC 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 [6] 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: Coordinated Shared Resources

Need(s) Being Addressed: Additional Resources (vehicles, training, etc.)

Strategy 1.1: Shared driver training for all providers.

Timeline for Implementation: Near-term

Action Steps:
1. Identify agencies that currently require driver training
   (Logan County Transit Advisory Board, Mobility Manager, Access/Resource Coalition - ARC)
2. Identify the number of overall drivers in the county
   (Logan County Transit Advisory Board, Mobility Manager, ARC, transportation providers)
3. Develop a list of acceptable training topics
   (Logan County Transit Advisory Board, ARC, transportation providers)
4. Develop a training timeline for implementation
   (Logan County Transit Advisory Board, ARC)
5. Research any liability issues (Logan County Transit Advisory Board, ARC)
6. Have Memorandums of Understanding distributed and signed by participating providers (Mobility Manager)

Parties Responsible for Leading Implementation: Mobility Manager

Parties Responsible for Supporting Implementation: Logan County Transit Advisory Board, ARC

Resources Needed: Staff time, funding, trainer’s services, building space, technology

Potential Cost Range: Yet to be determined

Potential Funding Sources: Grants and/or local funds

Performance Measures/Targets:

1. Measure – Total number of providers in county with paid drivers
   Target – Identify 100% of drivers in county
2. Measure – Provider participation with Memorandum of Understanding
   Target – 50% participation of providers
3. Measure – Deliver joint training to providers
   Target – Drivers attend 3 joint training sessions
**Strategy 1.2**  County-wide Trip Denial & Referral Plan

Timeline for implementation: Mid-term

**Action Steps:**

1. Create a Trip Denial & Referral form (Transit Advisory Board, ARC)
2. Identify county providers willing to participate with the form (M. Manager)
3. Distribute form to all participating providers (Mobility Manager)
4. Quarterly form collection & evaluation of data (Mobility Manager, Logan County Transit Advisory Board, ARC)

Parties responsible for Leading Implementation: Mobility Manager

Parties responsible for Supporting Implementation: Participating Transportation Providers, Logan County Transit Advisory Board, ARC

Resources Needed: Staff time

Potential Cost Range: Minimal

Potential Funding Sources: N/A

Performance Measures/Targets:

1. Measure – Number of transportation providers agreeing to participate
   Target – 50% of county transportation providers participating
2. Measure – Amount of data collected
   Target – 100% of data collected is shared
3. Measure – Analysis of data to address needs
   Target – 100% of data analyzed

**Strategy 1.3:** Increase access to out of county medical transportation

Timeline for implementation: Midterm

**Action Steps:**

1. Recruit drivers
2. Train drivers
3. Develop expense reimbursement plan
4. Explore additional funding options

Parties responsible for leading implementation: Mobility Manager, Transit Advisory Board, ARC
Parties responsible for supporting implementation: Local hospital, local health care providers, local senior living facilities

Resources needed: Staff time

Potential cost range: Yet to be determined

Potential Funding Sources: Grants, businesses

Performance measures/targets:

1. Measure – Number of drivers recruited
   Target – 10 drivers recruited
2. Measure – Number of drivers trained
   Target – 100% of drivers trained
3. Measure – Amount of driver expense reimbursed
   Target – 75% of driver expense reimbursed

Goal #2:

Seek Additional Funding Options

Needs being addressed: Affordability and Funding Opportunities for passengers

Strategy 2.1: Purchase vehicles for RTC Industries (Transportation for Logan County & Community Employment Transportation), Green Hills Community, and Superior Transport

Timeline: Immediate and ongoing

Action Steps:

1. Identify number of vehicles & type needed to maintain services (participating transportation providers)
2. Identify number of vehicles & type needed to expand services (participating transportation providers)
3. Identify potential funding sources for vehicles (participating transportation providers)
4. Develop and submit funding applications for vehicles (participating transportation providers)

Parties responsible for leading implementation: Mobility Manager
Parties responsible for supporting implementation: RTC Industries, Green Hills Community, Superior Transportation, Transportation for Logan County, Logan County Transit Advisory Board, ARC

Resources: Staff time

Potential cost: Yet to be determined

Potential funding: 5310 funding, 5311 funding, grants, local funding

Performance measures/targets:

1. Measure - Number of ODOT applications submitted
   Target – Annual applications
2. Measure – Number of alternative grant applications submitted
   Target – 3-4 alternative grant applications
3. Measure – Number of county agencies/businesses approached for match dollars.
   Target – 20% of county agencies/businesses approached

Strategy 2.2: Seek additional funding options for passengers

Timeline: Mid-term

Action Steps:

1. Identify existing passenger funding sources (Mobility Manager)
2. Identify needs through Trip Denial & Referral data (M. Manager, Logan County Transit Advisory Board, ARC)
3. Develop scholarship fund for passengers (M. Manager, Logan County Transit Advisory Board, ARC)
4. Develop scholarship fund criteria (M. Manager, Logan County Transit Advisory Board, ARC)
5. Seek funding start-up & sustainment dollars for scholarship fund (Logan County Transit Advisory Board, M. Manager, ARC)

Parties Responsible for Leading Implementation: Mobility Manager

Parties Responsible for Supporting Implementation: ARC, Logan County Transit Advisory Board
Resources: funding, staff time

Potential Cost: Yet to be determined

Potential Funding: United Way, county agencies and businesses

Performance Measures/Targets:

1. Measure – Number of identified passengers needing funding
   Target – Number of rides given
2. Measure – Decrease in trip denials due to lack of funding
   Target – 50% decrease in trip denials due to lack of funding
3. Measure – Increase in available monies for scholarship fund
   Target – 100% increase in monies for scholarship fund

Goal #3

Transportation for Employment

Needs being addressed: Lack of employment transportation options

Strategy 3.1: Seek transportation alternatives for employees

Timeline: Near-term

Action Steps:

1. Survey local businesses and employment services to determine location and time need. (M. Manager, ARC)
2. Research options for vanpool in the area (Mobility Manager)
3. Research options for Rideshare in the area (Mobility Manager)

Parties responsible for leading implementation: Mobility Manager

Parties responsible for supporting implementation: Mobility Manager, Transit Advisory Board, ARC

Resources needed: staff time

Potential Cost Range: N/A
Potential funding sources: Local businesses and industries

Performance measures/targets:

1. Measure – Number of businesses/industry surveyed
   Target – 50% of businesses responding to survey
2. Measure – Number of vanpool options available to county
   Target – 100% of vanpool options identified
3. Measure – Number of rideshare options available to county
   Target – 100% of rideshare options identified

Strategy 3.2: Seek transportation alternatives for employers

Action Steps:

1. Meet with area businesses/industries to determine transportation needs (M. Manager, ARC)
2. Research employer/employee tax benefits to pay for transportation (Transit Advisory Board, ARC)
3. Assist businesses/industries to coordinate with county transportation providers (Mobility Manager)

Parties responsible for leading implementation: Mobility Manager

Parties responsible for supporting implementation: Mobility Manager, Transit Advisory Board, ARC

Resources needed: Staff time

Potential Cost Range: Yet to be determined

Potential Funding Sources: Grants, tax benefits, industry

Performance measures/targets:

1. Measure – Number of businesses/industry that were met
   Target – 50% of businesses being met
2. Measure – Number of businesses/industry participating in coordination
   Target – 20% of businesses/industry participating
3. Measure – Number of businesses whose employees utilize program
   Target – 20% of businesses/industry employees utilize program
Goal #4

Public Information of county transportation options

Needs being addressed: Lack of public knowledge of transportation options available in county

Strategy 4.1: Develop a website dedicated to Logan County transportation options and providers

Timeline for Implementation: Completed

Action Steps:

1. Research website name and designs (Mobility Manager)
2. Collect county transportation provider information and photos (Mobility Manager)
3. Input provider information into website (Mobility Manager)
4. Develop marketing activities to inform riders and general public about website (M.Mgr.)

Parties responsible for leading implementation: Mobility Manager

Parties responsible for supporting implementation: Mobility Manager

Resources needed: staff time, funding

Potential cost range: $500

Potential funding sources: Mobility Manager grant

Performance measures/targets:

1. Measure – Number of hits on website
   Target – ½ of county adult population visit website
2. Measure – Decrease in trip denials
   Target – 10% decrease in trip denials
3. Measure – Increased number of riders that are older adults/people w/disabilities
   Target – 15% increase in number of riders that are older adults and people with disabilities.
**Strategy 4.2:** - Develop transportation provider promotional piece

**Timeline for implementation:** Completed

**Action Steps:**

1. Collect county transportation provider information (Mobility Manager)
2. Research available printing businesses and costs (Mobility Manager)
3. Develop promotional piece (Mobility Manager)
4. Distribute promotional piece throughout county (Mobility Manager)

**Parties responsible for leading implementation:** Mobility Manager

**Parties responsible for supporting implementation:** Mobility Manager, transportation providers

**Resources needed:** Staff time

**Potential cost range:** $1,000 - $2,000

**Potential funding sources:** Mobility Manager grant

**Performance measures/targets:**

1. Measure - Number of social service agencies provided with promotion  
   Target – 50% of social service agencies provided with promotion
2. Measure – Number of doctor’s offices provided with promotion  
   Target – 50% of doctor’s offices provided with promotion
3. Measure – Number of county businesses provided with promotion  
   Target – 50% of county businesses provided with promotion
4. Measure – Total number of promotions distributed  
   Target – 80% of promotions distributed

**Goal #5**

**Expanded Services**

**Needs Addressed:** Lack of public information of appropriate service hours

**Strategy 5.1** Address public perception of available services

**Timeline:** Immediately
Action Steps:

1. Distribute provider promotional piece to county residents (M. Manager)
2. Advertise/Education residents about transportation website (M. Manager)
3. Analyze data from trip denial plan (M. Manager, Logan County Transit Advisory Board)

Parties responsible for leading implementation: Mobility Manager

Parties responsible for supporting implementation: Mobility Manager, Logan County Transit Advisory Board

Resources needed: Staff time,

Potential cost range: $1,000 - $2,000

Potential funding sources: Mobility Manager grant

Performance measures/targets:

1. Measure - Number of promotional pieces distributed
   Target – 80% of promotional pieces distributed
2. Measure – Number of hits on transportation website
   Target – ½ of county adult population to visit website
3. Measure – decrease in trip denials
   Target – 10% decrease in trip denials

Goal #6

Identify Resources for Elderly and Disabled Services

Strategy 6.1 Identify Unmet Needs for Elderly

Timeline: Mid-term

Action Steps:

1. Work with senior living facilities to identify unmet needs (M. Manager)
2. Engage community leaders in elderly transportation outreach (M. Manager, Logan County Transit Advisory Board, ARC)
3. Engage medical community in elderly transportation outreach (M. Manager, Logan County Transit Advisory Board, ARC)
4. Create turn-down counter sheet for medical & senior living facilities (M. Manager, Participating senior living facilities)
Parties responsible for leading implementation: Mobility Manager

Parties responsible for supporting implementation: Logan County Transit Advisory Board, ARC, M. Manager)

Resources Needed: Staff time

Potential cost range: Undetermined

Potential funding sources: N/A

Performance measures/targets:

1. Measure - Number of medical facilities contacted
   Target – 80% of medical facilities contacted
2. Measure – Number of unmet needs
   Target – Reduce the identified unmet need by 25%
3. Measure - Number of senior facilities contacted
   Target – 90% of senior facilities contacted

Strategy 6.2 Identify unmet needs for persons with disabilities (Promoting Independence)

Timeline for Implementation: Mid-term

Action Steps:

1. Work with disability services agencies to identify unmet needs (M. Manager)

2. Work with employees and employment service agencies to identify unmet transportation needs (Transportation Advisory Board, Mobility Manager, providers)

3. Work with Logan County Board of DD and Logan County providers of disability services to identify unmet recreational transportation needs (Transportation Advisory Board, Mobility Manager, providers)

Parties responsible for leading implementation: Mobility Manager

Parties responsible for supporting implementation: Transportation Advisory Board, providers

Resources needed: staff time

Potential cost range: Undetermined

Potential funding sources: N/A
Performance measures/targets:

1. Measure – Number of employment agencies contacted  
   Target – 80% of employment agencies contacted
2. Measure – Number of unmet needs identified  
   Target – Reduce identified unmet needs by 25%
3. Measure – Number of Logan County providers of disability services contacted  
   Target – 80% of Logan County provider of disability services contacted.

**Strategy 6.3** Seek additional senior and/or county providers of disability services focused grant opportunities

**Timeline for implementation:** Mid-term

**Action Steps:**

1. Identify funding opportunities available (M. Manager, Transit Advisory Board)
2. Apply for funding opportunities (M. Manager, Transit Advisory Board)

**Parties responsible for leading implementation:** Mobility Manager, Transit Advisory Board

**Parties responsible for supporting implementation:** Transit Advisory Board, Access/Resource Coalition

**Resources Needed:** Staff time

**Potential cost range:** N/A

**Potential funding sources:** Local funding, grants

Performance measures/targets:

1. Measure – Number of funding opportunities identified  
   Target – 100% of opportunities identified.
2. Measure – Number of funding opportunities applied  
   Target – 100% of funding opportunities applied
3. Measure – Number of grants received for senior and/or persons with disabilities transportation services  
   Target – 1 grant received for senior and/or persons with disabilities transportation services
VI. Plan Adoption

The 2018-2022 Logan County Coordinated Public Transit-Human Services Transit Plan adoption process was initiated and led by RTC Industries, Inc., which was designated as the lead agency. The plan adoption included input by older adults, people with disabilities, public, private and non-profit transportation and human services providers, and the general public. The draft plan was distributed to county social service agencies and senior living facilities and they were asked to make the plan available to their clients for comment. The draft plan was also distributed to the 15 members of the planning committee for review and comment. The planning committee consisted of public, private and non-profit transportation providers, and other stakeholders. The draft plan was also made available to the general public for comment. The draft plan was then formally adopted by the Logan County Transit Advisory Board Planning Committee on November 13, 2017.

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tonya Reed</td>
<td>RTC Industries</td>
</tr>
<tr>
<td>Tammy Nicholl</td>
<td>Mental Health, Drug and Alcohol Services</td>
</tr>
<tr>
<td>Tracy Davis</td>
<td>Logan County Health District</td>
</tr>
<tr>
<td>Shelley Harmon</td>
<td>Bridges Community Action</td>
</tr>
<tr>
<td>Corrine Riegler</td>
<td>Logan County Health District</td>
</tr>
<tr>
<td>Brittanny Porter</td>
<td>Superior Delivery &amp; Transportation</td>
</tr>
<tr>
<td>Dave Bezusko</td>
<td>Logan County United Way</td>
</tr>
<tr>
<td>Andrew Hershberger</td>
<td>Community Health &amp; Wellness Partners</td>
</tr>
<tr>
<td>Katja Walker</td>
<td>RTC Employment Services</td>
</tr>
<tr>
<td>Barbara Rose</td>
<td>Shawnee Springs</td>
</tr>
<tr>
<td>Saul Bauer</td>
<td>LCBDD</td>
</tr>
<tr>
<td>Lorraine Fischio</td>
<td>Logan Acres</td>
</tr>
<tr>
<td>Mike Ray</td>
<td>Green Hills Community</td>
</tr>
<tr>
<td>Eric Welty</td>
<td>Ohio Means Jobs</td>
</tr>
<tr>
<td>Jeannie Dempster</td>
<td>Consolidated Care</td>
</tr>
<tr>
<td>Ben Stahler</td>
<td>City of Bellefontaine - Mayor</td>
</tr>
<tr>
<td>Russ Foust</td>
<td>Transportation for Logan County</td>
</tr>
<tr>
<td>Mandy Alexander</td>
<td>Friendly Transport</td>
</tr>
<tr>
<td>Kim Collum</td>
<td>Lutheran Community Services</td>
</tr>
<tr>
<td>Cynthia Heffner</td>
<td>Job &amp; Family Services</td>
</tr>
<tr>
<td>Joseph Oakes</td>
<td>Logan County Veteran’s Services</td>
</tr>
</tbody>
</table>
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, RTC Industries 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:

Tonya Reed
RTC Industries, Inc.
937-592-0534
treed@rtcindustries.org
Appendix B: List of Annual Reviews and Plan Amendments

It is required that this plan be reviewed by the planning committee annually.

**Process for amendment:**

This plan may be altered or amended and will be reviewed annually to assure the most recent updates. Changes or additions to this plan may be adopted by a majority vote of the Logan County Transit Advisory Board Planning Committee at any regular or special meeting.

**Logan County Coordinated Transit Plan Annual Review 2018**

At its meeting on September 24, 2018 the Logan County Transportation Advisory Board and Planning Committee reviewed the Coordinated Public Transit-Human Services Transit Plan in its entirety and have approved the following amendments. These revisions were open to comments from the Planning Committee for 30 days. All comments and approvals are on file.

- List of Transportation Service Providers – Pg. 14
  Remove Superior Transportation as a provider in Logan County as they are no longer in business.

- List of Transportation Service Providers – Pg. 15
  List of Transportation Service Characteristics – Pg. 21
  RTC Community Employment Transportation have changed their hours of operation to: Monday – Friday, 7:00am – 10:00pm

- Goals & Strategies – Pg. 18
  Goal #4 (Public Information of county transportation options), Strategies (4.1) website development and (4.2) develop provider promotional piece have both been completed.

- In Goal #1 (Coordinated Shared Resources) a third strategy (1.3) **increase access to out of county medical transportation** has been added.

  The following action steps will be included:
  1. Recruit drivers
  2. Train drivers
  3. Develop expense reimbursement plan
  4. Explore additional funding options
Parties responsible for leading implementation: Mobility Manager, Transit Advisory Board, Access & Resource Coalition

Parties responsible for supporting implementation: Local hospital, local health care providers, local senior living facilities

Resources needed: Staff time

Potential Cost Range: Yet to be determined

Potential Funding Sources: Grants, businesses

Performance measures/targets:

1. Measure – Number of drivers recruited
   Target – 10 drivers recruited

2. Measure – Number of drivers trained
   Target – 100% of recruited drivers trained

3. Measure – Amount of driver expense reimbursed
   Target – 75% of driver expense reimbursed

• Assessment of Transportation Needs and Gaps – Pg. 1
   Add the following:
   2018 Logan County Community Health Risk and Needs Assessment – in overall responses, 19.5% of respondents considered daytime public transportation a big problem while 31.9% considered it a medium problem. 34% of respondents feel evening/weekend public transportation is a big problem and 29.9% feel it is a medium problem. The need that respondents felt was the most important was public transportation.

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:

Tonya Reed
RTC Industries, Inc
937-592-0534
treed@rtcindustries.org
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.

**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.