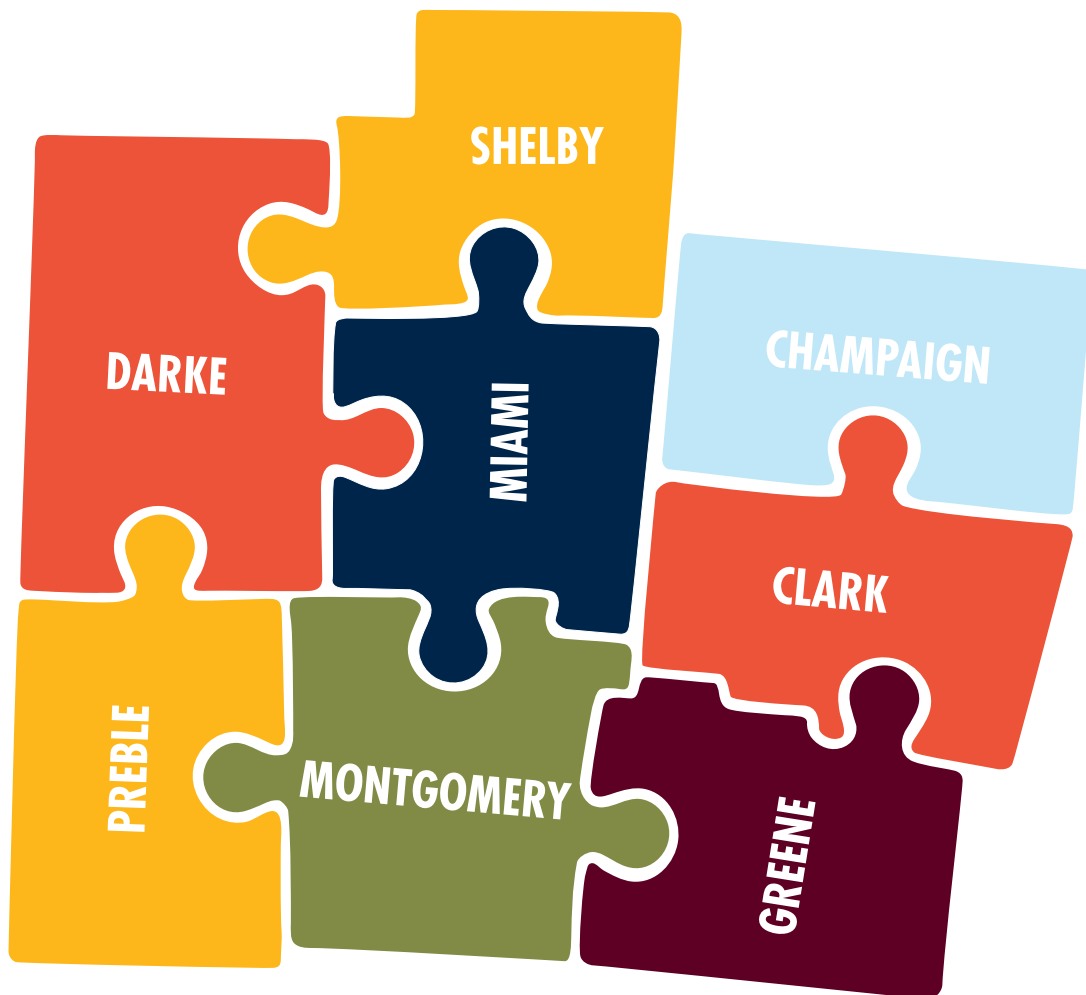


GREATER REGION MOBILITY INITIATIVE

Transportation Coordination Plan Update

2024-2028





OHIO REGION 2:

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

This document is the product of a study financed by the United States Department of Transportation (U.S. DOT), Ohio Department of Transportation (ODOT), and the Miami Valley Regional Planning Commission.

The contents of this document reflect the views of the Miami Valley Regional Planning Commission, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the views of the U.S. DOT or ODOT. This document does not constitute a standard, specification, or regulation.

Greater Region Mobility Initiative Transportation Coordination Plan Update 2024-2028

Final Report
November 1, 2024

Miami Valley Regional Planning Commission

Established in 1964, the Miami Valley Regional Planning Commission promotes collaboration among communities, stakeholders, and residents to advance regional priorities. MVRPC is a forum and resource where the Board of Directors identifies priorities and develops public policy and collaborative strategies to improve the quality of life throughout the Miami Valley Region.

MVRPC performs planning and research functions for our Region that ensure livable and equitable communities; clean air and water; robust roadway, transit, and active transportation options; and strategic community plans that chart the course for member communities and partners. MVRPC's geographic area includes Darke, Greene, Miami, Montgomery, Preble, Shelby, and northern Warren counties in Southwest Ohio. Learn more at mvrpc.org/our-region.



Acknowledgements

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

- Staff at ODOT Office of Transit
- Mobility Managers within the Region
- Transit Providers within the Region
- Health and Human Services Agencies in the Region
- The Greater Region Mobility Initiative Advisory Committee
- The Greater Region Mobility Initiative Members
- RAMA and Futurety Consulting

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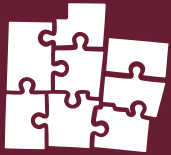
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BACKGROUND

Transportation Coordination Plan Update

Introduction

The [Greater Region Mobility Initiative](#) (GRMI) is an effort led by the Miami Valley Regional Planning Commission (MVRPC) in cooperation with the Ohio Department of Transportation (ODOT) Office of Transit.¹ The GRMI was established in 2018 as one of two pilot regions across the state to bring together rural and urban communities to improve transportation coordination, reduce duplication and gaps in services, and eliminate transportation barriers. This plan was developed with GRMI partners using grassroots community input, surveys, focus groups, and data analysis. The purpose is to identify unmet needs for transportation services, establish local and regional goals and strategies for meeting needs, and prioritize projects for funding and implementation.

Why does coordination matter? Mobility options for those who do not drive are complex and fragmented. Coordination helps alleviate barriers to non-driving populations by making it more accessible and streamlined.

The transportation network is complex. Public transportation is a critical need for residents, providing access to jobs, education, healthcare, and human services and allowing community members to live independently and engage in community life. However, due to stagnant funding levels, transit services are limited in hours, geography, and coverage. While public transit is a key component to meeting transportation needs, there are many other ways needs are met. Some gaps in services are met by human services transportation providers. However, similar to public transit, services are limited due to funding constraints. Knowing what services are available and what to use is complex and confusing.

Transportation services are fragmented. [Mobility Ohio](#) recognizes that Ohio’s fragmented public transit and human service transportation network is managed by 88 counties, through 14 state and 12 federal agencies.² The complexity of these programs has created a fragmented system with inconsistencies in how services are provided and managed from county to county.

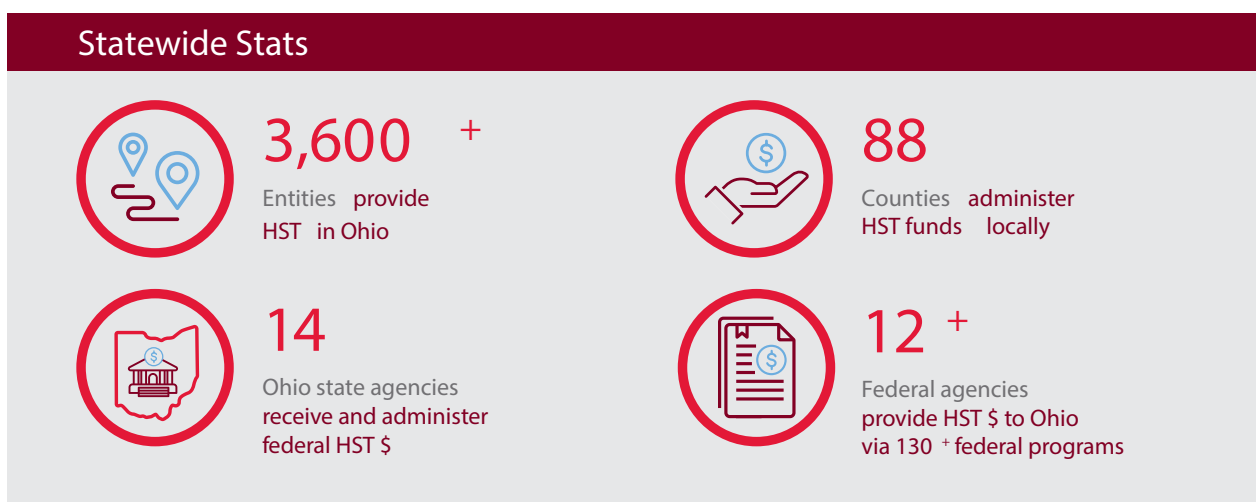


Figure A: Mobility Ohio Factsheet

Source: [Ohio Department of Transportation \(ODOT\), Office of Transit](#)

Mission

The Greater Region Mobility Initiative aims to improve transportation services and reduce transportation barriers through expanded outreach, resource sharing, and streamlined and coordinated services in an 8-county region known as the Greater Region.

Vision

The Greater Region Mobility Initiative promotes regional mobility by identifying and addressing transportation barriers.

Alliance

The Greater Region Mobility Alliance is a group of public, private, and not-for-profit transportation, human service providers, and transportation users that advance the mission and vision of the Greater Region Mobility Initiative.



Image Credit: [Shared Mobility Principals](#)

Goals & Strategies

Goal 1: Increase public awareness of services

- Strategy 1.1 Maintain and expand Mobility Management
- Strategy 1.2 Expand advocacy and outreach
- Strategy 1.3 Expand education on transportation services

Goal 2: Maintain, improve, and expand services

- Strategy 2.1 Provide data and technical support to transportation providers
- Strategy 2.2 Maintain transportation services
- Strategy 2.3 Expand transportation services
- Strategy 2.4 Increase accessibility of services

Goal 3: Enhance coordination of services

- Strategy 3.1 Expand partnerships to improve employment and medical transportation services
- Strategy 3.2 Improve coordination of county-line transfers
- Strategy 3.3 Expand partnerships to share and refer transportation resources
- Strategy 3.4 Create driver training and preventative maintenance resources

Goal 4: Seek additional funding opportunities

- Strategy 4.1 Apply for funding for joint or regional project
- Strategy 4.2 Expand partnerships to improve fiscal responsibility

Federal & State Requirements



MVRPC is the regional coordinating agency responsible for establishing, reviewing, and implementing components of this plan. The establishment of this plan allows agencies to apply for projects under The Federal Transit Administration’s Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Program ([FTA Circular 9070.1G](#)), which funds projects that meet the needs of older adults and people with disabilities when the transportation services are unavailable, insufficient, or inappropriate to meeting needs.³

- FTA requires all projects selected must be included in a locally developed, coordinated public transit-human services transportation plan (i.e. aligns with [Chapter 5: Goals and Strategies](#)). The coordinated plan must be developed and approved through a process that includes participation by older adults, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public.
- ODOT requires active participation in quarterly meetings to request and potentially receive Section 5310 funding (review [Chapter 4: Recommendations, Roles, & Responsibilities](#)).

Section 5310

Section 5310 funds many projects to improve mobility, including wheelchair-accessible buses and minivans, technology and equipment, operations and preventative maintenance, mobility management, travel training, volunteer driver training, and more.

Transportation providers in the Greater Region have leveraged \$5.3 million in Section 5310 funds since 2020, providing 3.4 million miles of transportation services to non-driving populations that may otherwise not have access to transportation services.

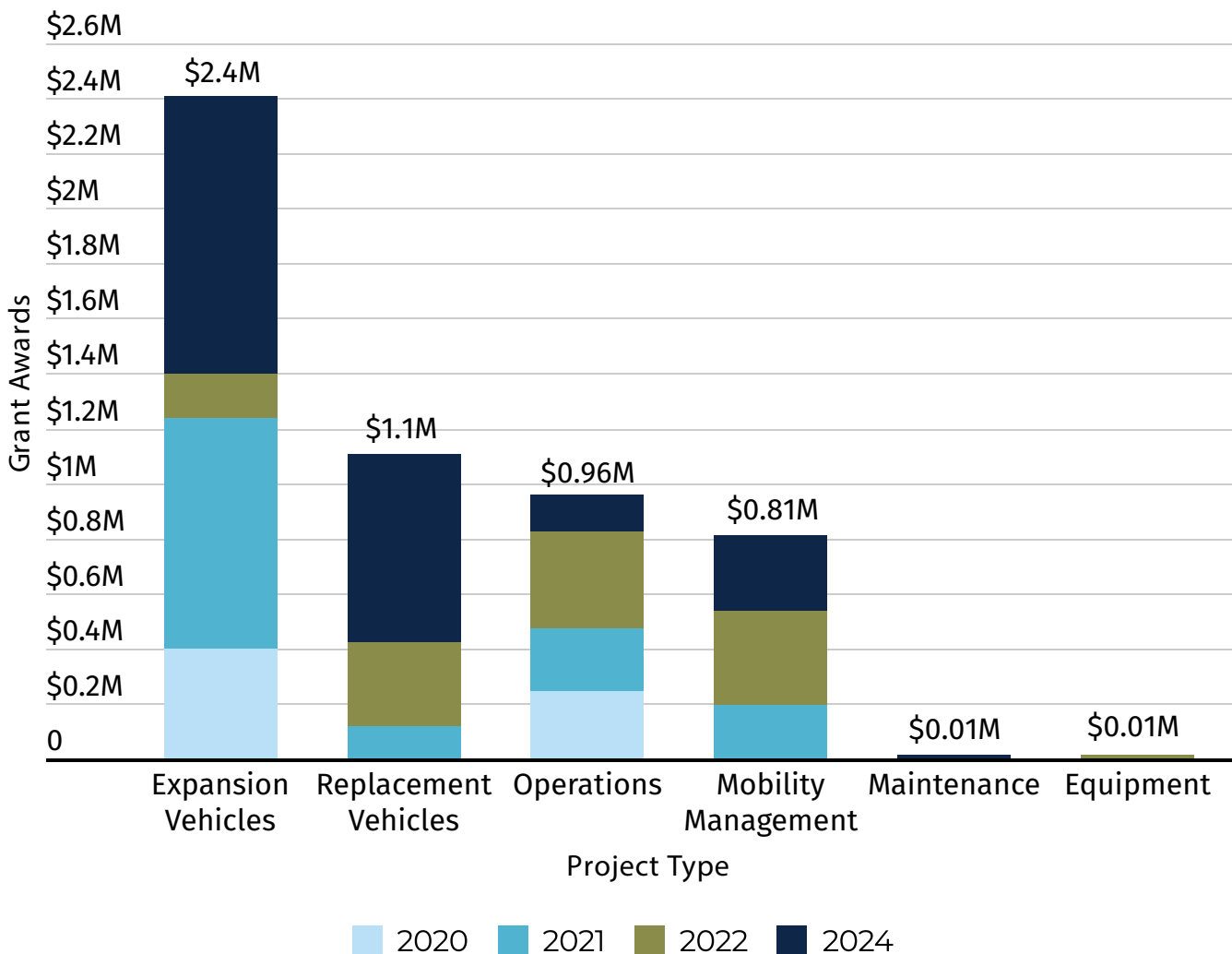


Figure B: Section 5310 Funding Awards

Source: [Ohio Department of Transportation, Office of Transit](#)

The Greater Region, Region 2

This plan covers a geographic area in west-central Ohio known as Region 2 or the Greater Region, consisting of Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby counties. It includes a mix of urban, suburban, and rural populations. As of 2020, the Greater Region’s population was approximately 1.1 million people, which is close to the population of Rhode Island, and the land encompasses a total of approximately 3,500 square miles or approximately three times the size of Rhode Island. There are a total of 30 cities, 73 villages, 101 townships, and 12 unincorporated communities in the 8-county region.

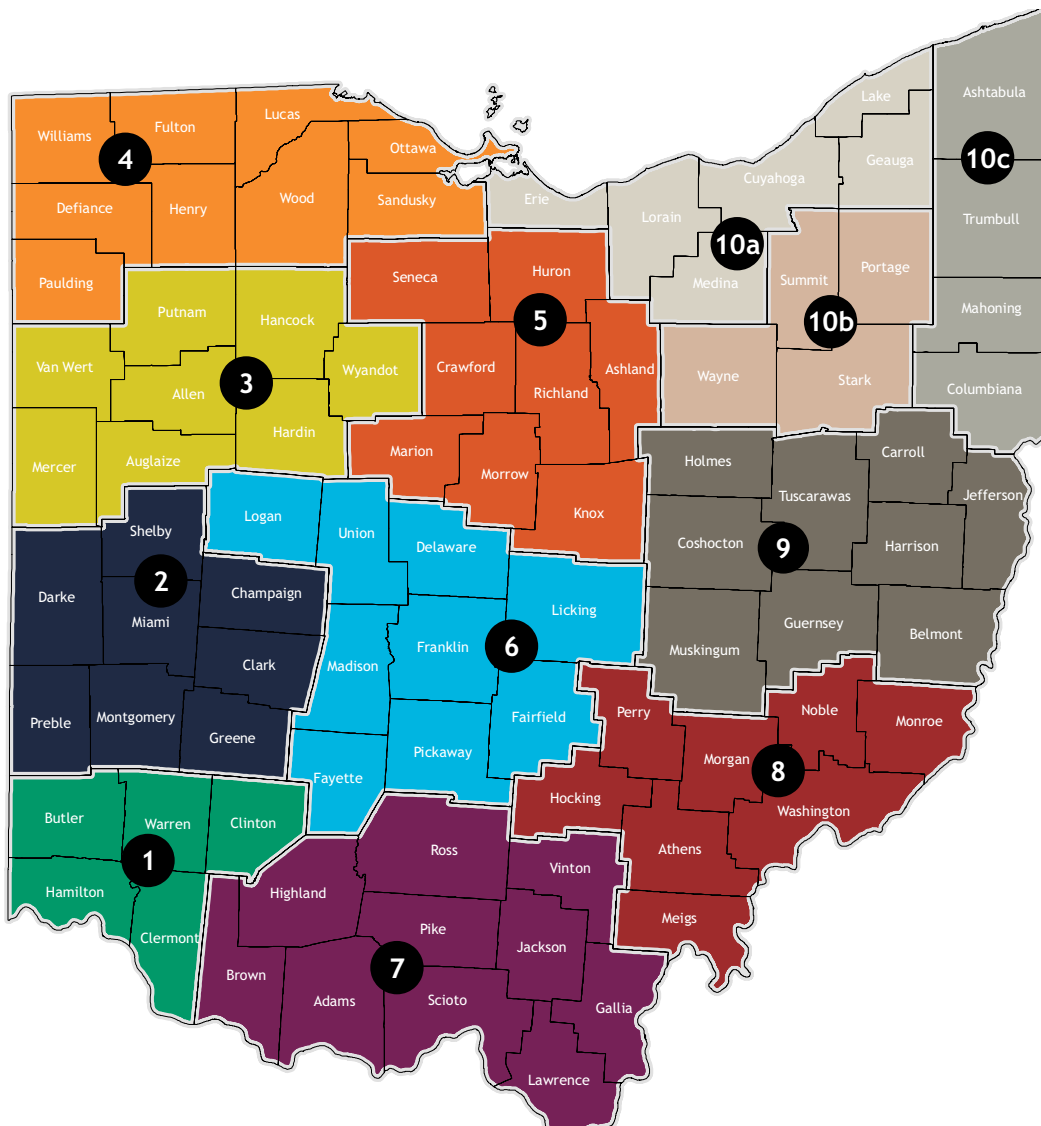
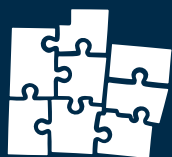


Figure C: Human Services Transportation Coordination Regions Map

Source: [Ohio Department of Transportation, Office of Transit](#)

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CHAPTER 1:

Characteristics Of The Greater Region



Travel Patterns

Long driving distances are one of the most significant barriers to transportation, especially in rural communities. Based on the 2022 Ohio Department of Transportation Daily Vehicle Miles Traveled data, a total of approximately eight million miles are traveled on rural roadways daily in the region. The counties with the largest amount of rural traffic are Clark, Preble, and Shelby, each with over a million miles traveled daily. Low population in rural communities and sprawling development in urban communities have led to a car-dependent transportation-limited region.

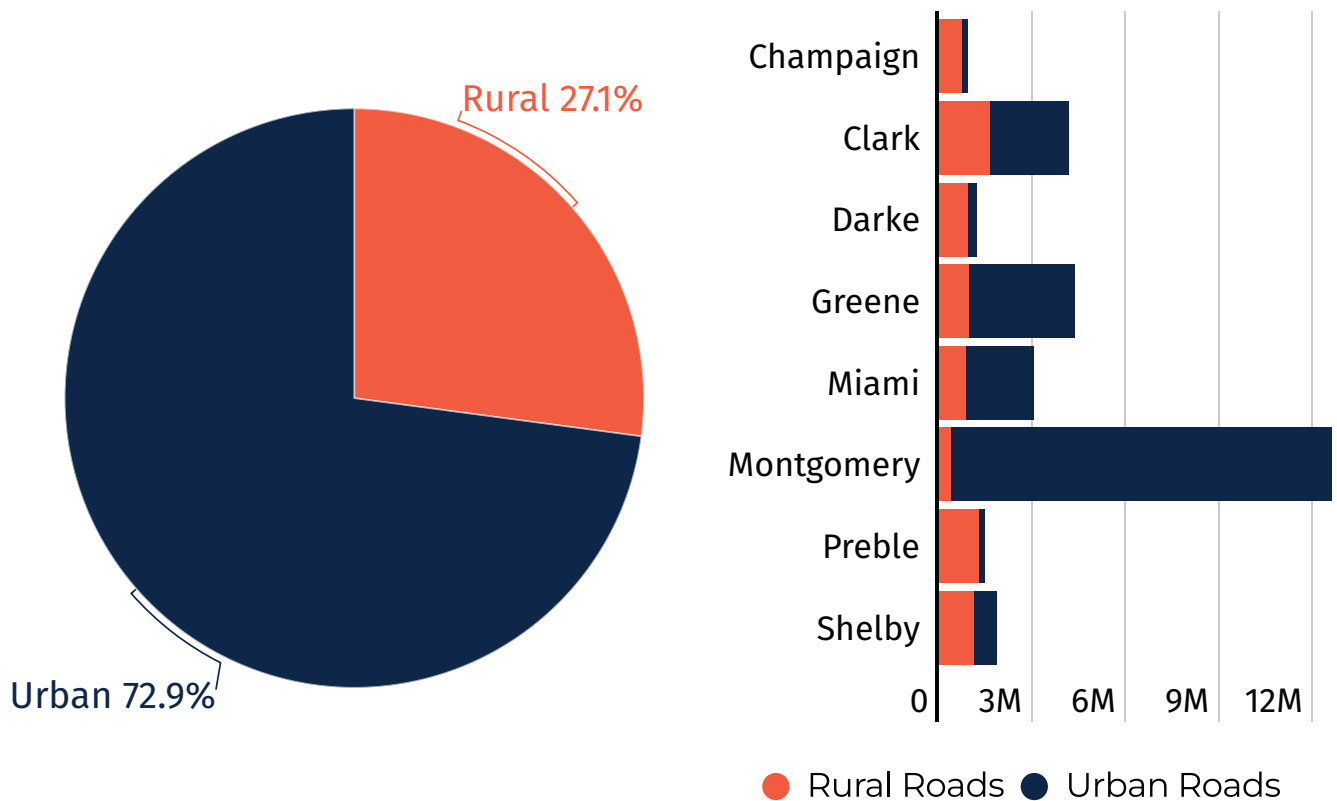


Figure D: Daily Vehicle Miles Traveled by Road Type, 2022

Source: [ODOT Office of Statewide Planning and Research](#)

Travel patterns were analyzed in a 2022 study titled Roadmap to One-Call/One-Ride Center in the Miami Valley, which used Streetlight Data gathered by smartphones to see how many cars travel inside county boundaries versus outside. While most residents traveled within the boundaries of the county in which they live, 17% traveled to neighboring counties, meaning 1 in 5 trips are expected to cross county boundaries. Clark, Greene, Miami, and Preble counties take the most trips into Montgomery County. Each of these counties borders Montgomery County which provides a substantial amount of access to important services.

Though the data is very valuable in analyzing existing travel patterns, it does not capture where people need to go but cannot. For many non-driving populations, transit systems are only available within the county and sometimes city boundaries of the community, meaning major limitations for out-of-county and at times, out-of-city transportation options. Non-driving populations must rely on other sources of transportation to meet their needs through caregivers, friends, family, community services, ridesharing, taxi services, or other private paid options.

County	In-County Trips	%	Out-of-County Trips	%
Champ.	59,791	67%	29,574	33%
Clark	294,482	74%	104,439	26%
Darke	102,089	76%	33,046	24%
Greene	359,610	55%	291,492	45%
Miami	242,695	65%	130,099	35%
Mont.	1,318,322	93%	92,775	7%
Preble	70,346	70%	30,524	30%
Shelby	107,085	77%	31,717	23%
Total	2,554,420	83%	521,833	17%

Figure E: County Travel Patterns, 2022

Source: [Appendix E: Regional Transportation Study](#)

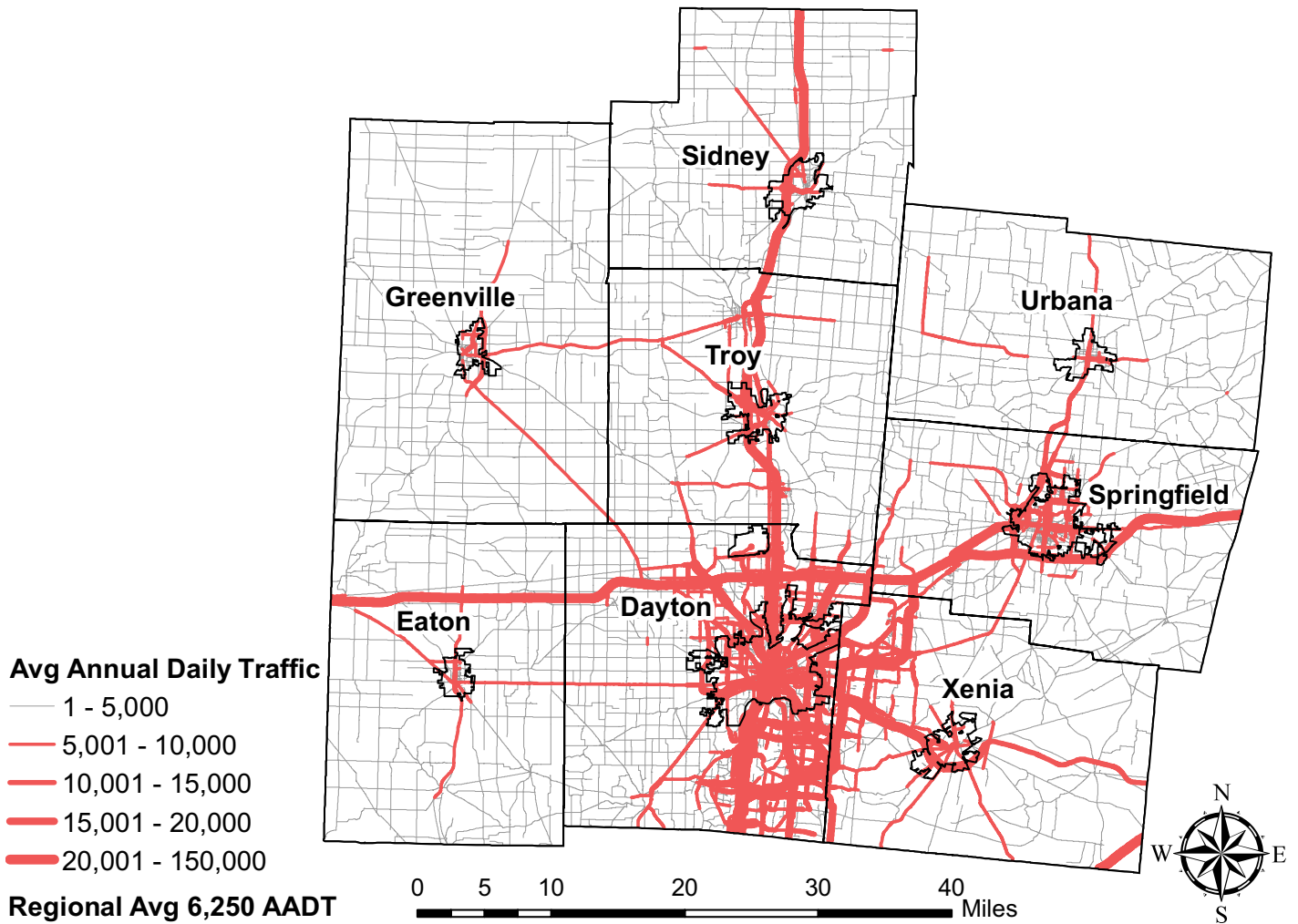


Figure F: Average Annual Daily Travel, 2022

Source: [ODOT Transportation Information Mapping System](#)

Trip Generators

Trip origins indicate where people are coming from (often their residence) and trip destinations are the final location of travel, together this information provides trip generators. For this plan, the following origins and destinations were mapped out to better understand medical and employment travel demands:

- Affordable and public housing
- Nursing homes
- Medical facilities
- Major employers

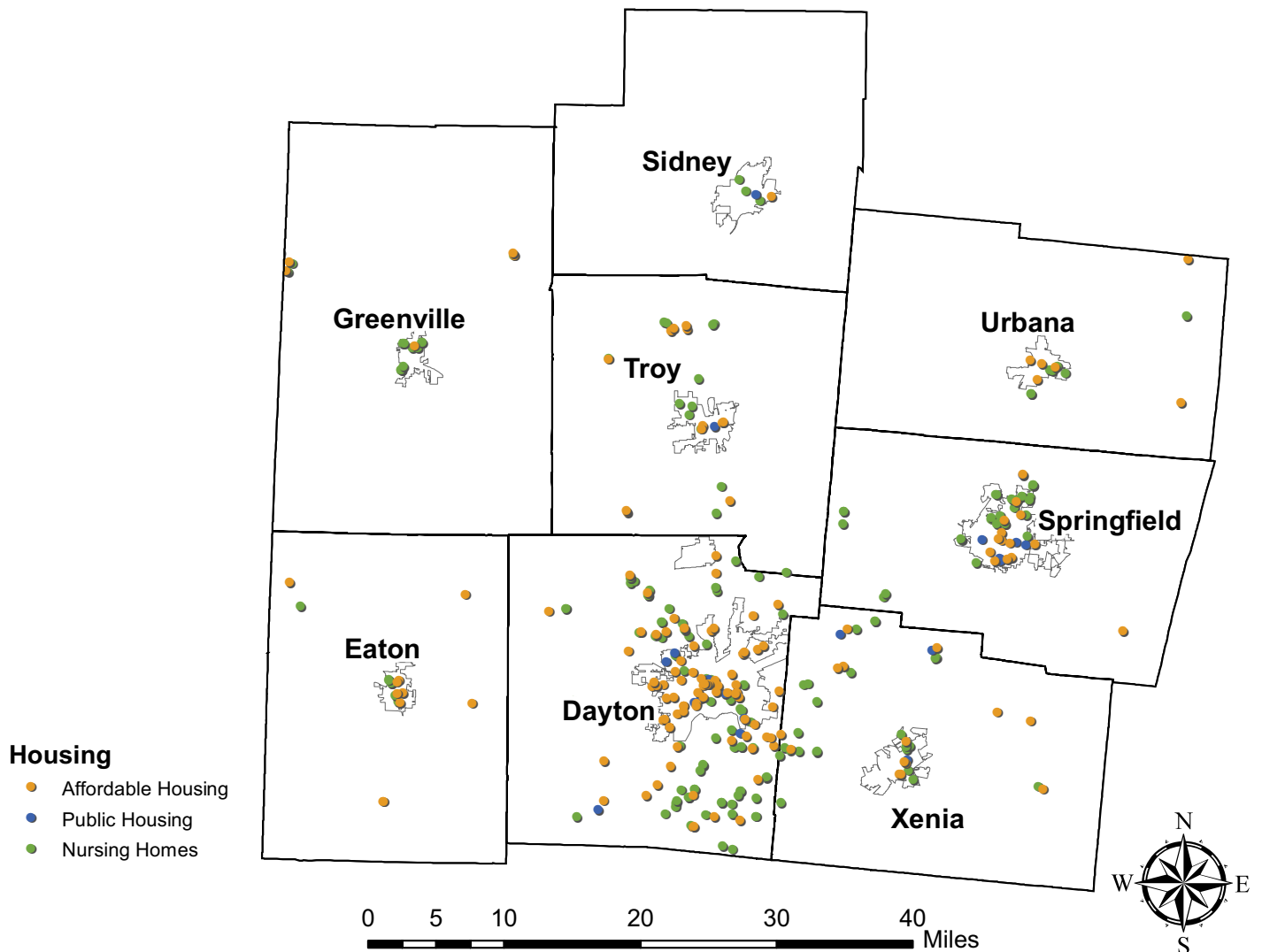


Figure G: Trip Origins Housing

Source: MVRPC

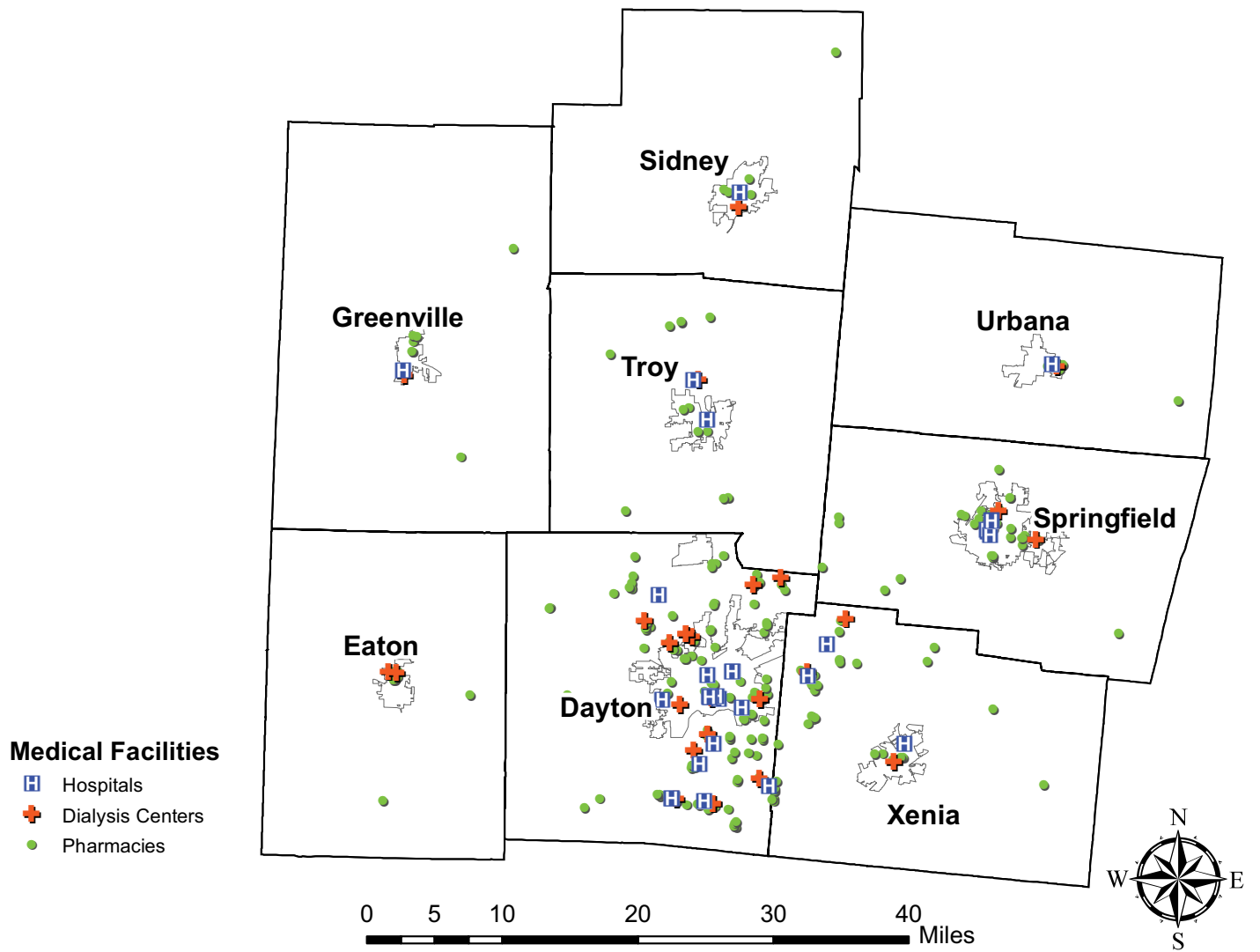


Figure H: Trip Destinations Medical Facilities

Source: MVRP

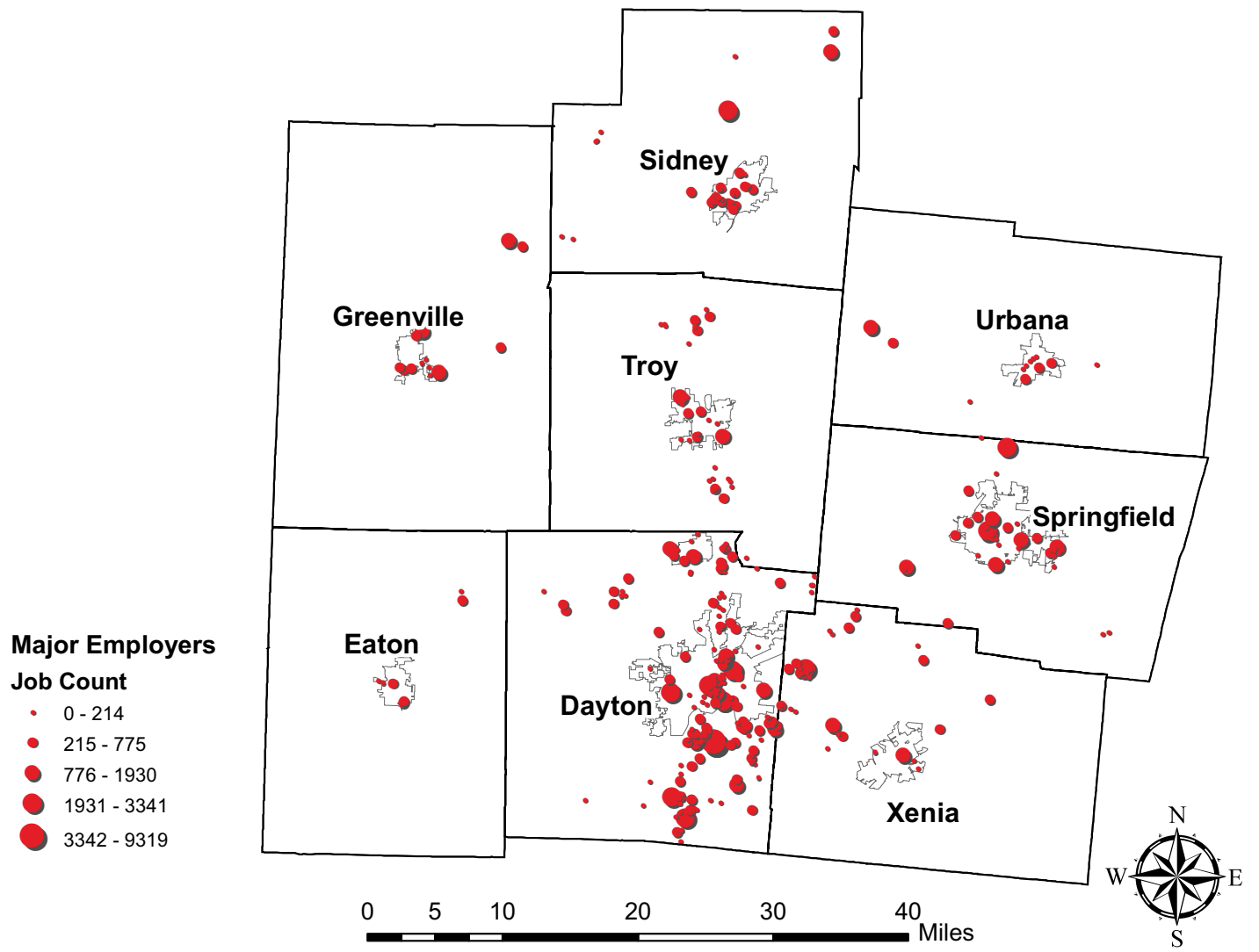


Figure I: Trip Destinations Major Employers

Source: MVRPC

Demographics

The focus of this plan is to understand the needs of non-driving populations with unique experiences and needs, specifically targeting older adults, individuals with disabilities, low-income populations, and limited English proficiency households. Additionally, the plan identifies areas of population growth, to better understand where there may be a growing need for additional transportation services. Analysis of population trends allows for improved allocation of targeted investments to meet growing needs.

Population Change 2020-2050

According to the Ohio Development Services Agency, over the next 30 years, the population is expected to decline by about 2.5% every decade. By 2050, the population of the region is expected to remain just above one million. The exception is Greene and Miami Counties, which are projected to experience about a 1% and 7% increase over the next 30 years. Many of the rural communities will experience the most significant decline, with Preble County expected to lose 19% of its population by 2050.

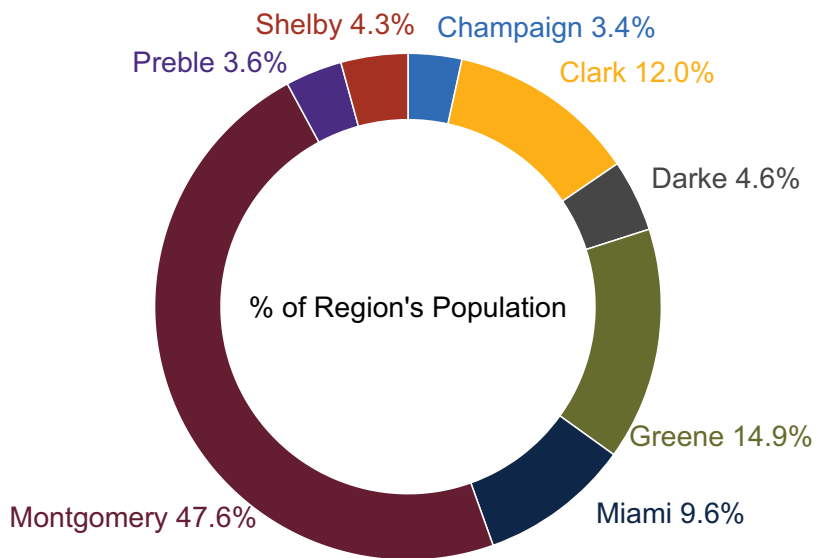


Figure J: Percent of Region's Population by County

Source: [Ohio Development Services Agency, Population Characteristics and Projections](#)

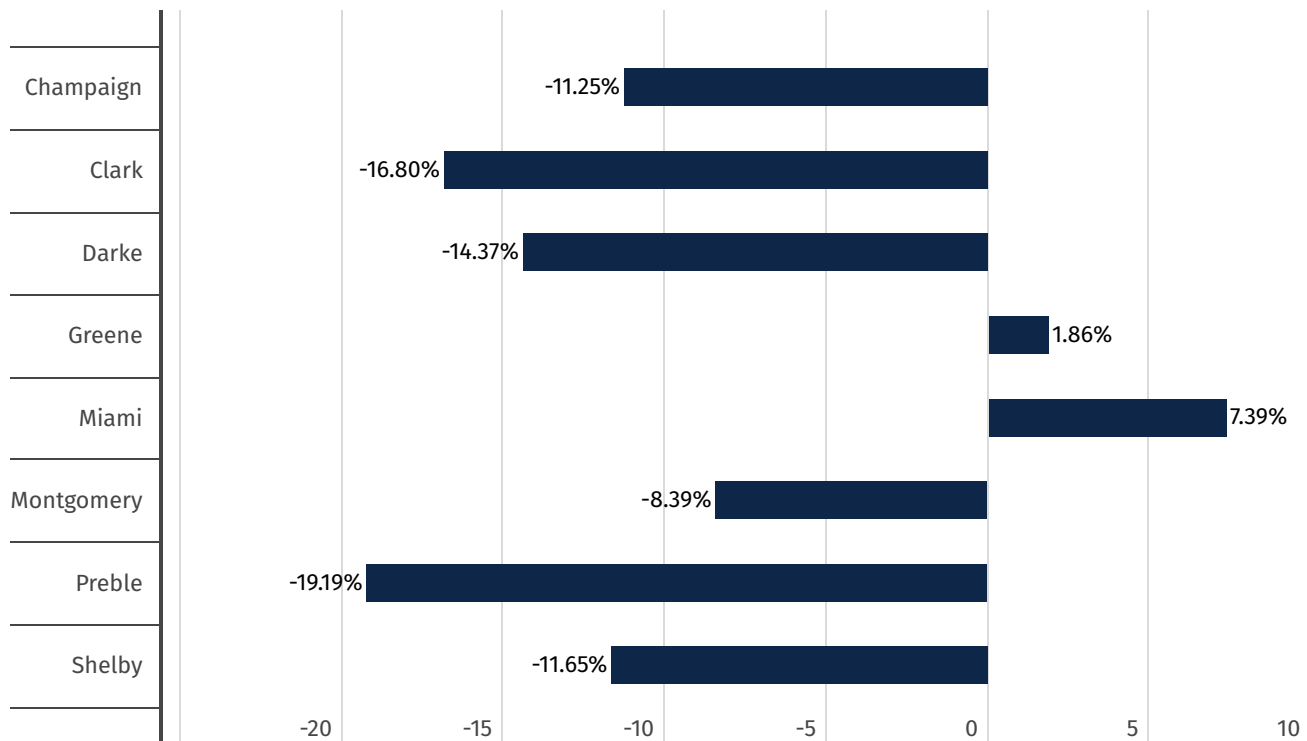


Figure K: Projected Percent Change in Population by County

Source: [Ohio Development Services Agency, Population Characteristics and Projections](#)

Population decline is anticipated to occur most with older and younger populations. Older populations are anticipated to continue to rapidly increase over the next decade, followed by a sharp decline, while younger populations will steadily decline over the next three decades.

People are living much longer than they were in the past and that is expected to continue in future generations. By 2050, the world’s population of people aged 60 years and older will double according to the [World Health Organization](#).⁴ In the region, the most rapid growth in any population will occur with those 85 years and older. According to the [American Automobile Association](#), many older adults will outlive their ability to drive safely by an average of 7-10 years. Because we are a rapidly aging world that is living longer, we need to plan for our “driving retirement” just as we plan for our financial retirement.⁵ This plan is designed to understand the transportation needs of both current and future non-driving populations, which includes rapidly aging demographics.

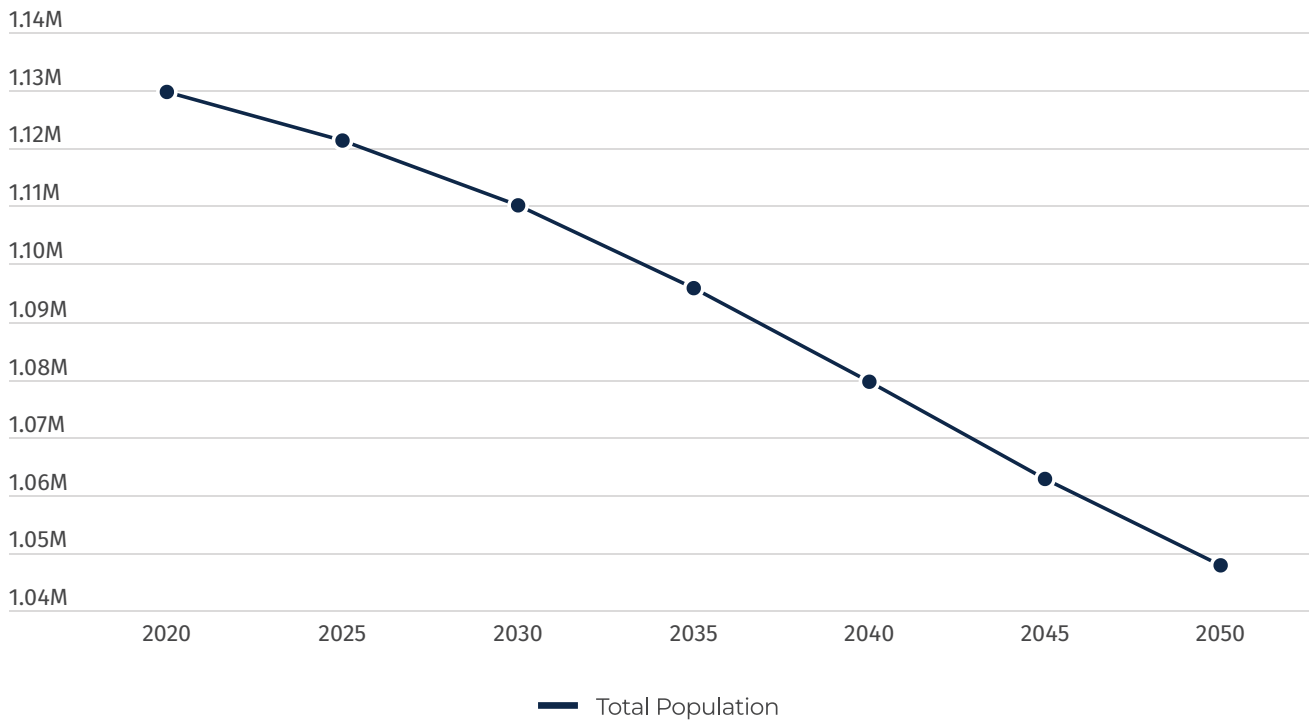


Figure L: Projected Population

Source: [Ohio Development Services Agency, Population Characteristics and Projections](#)

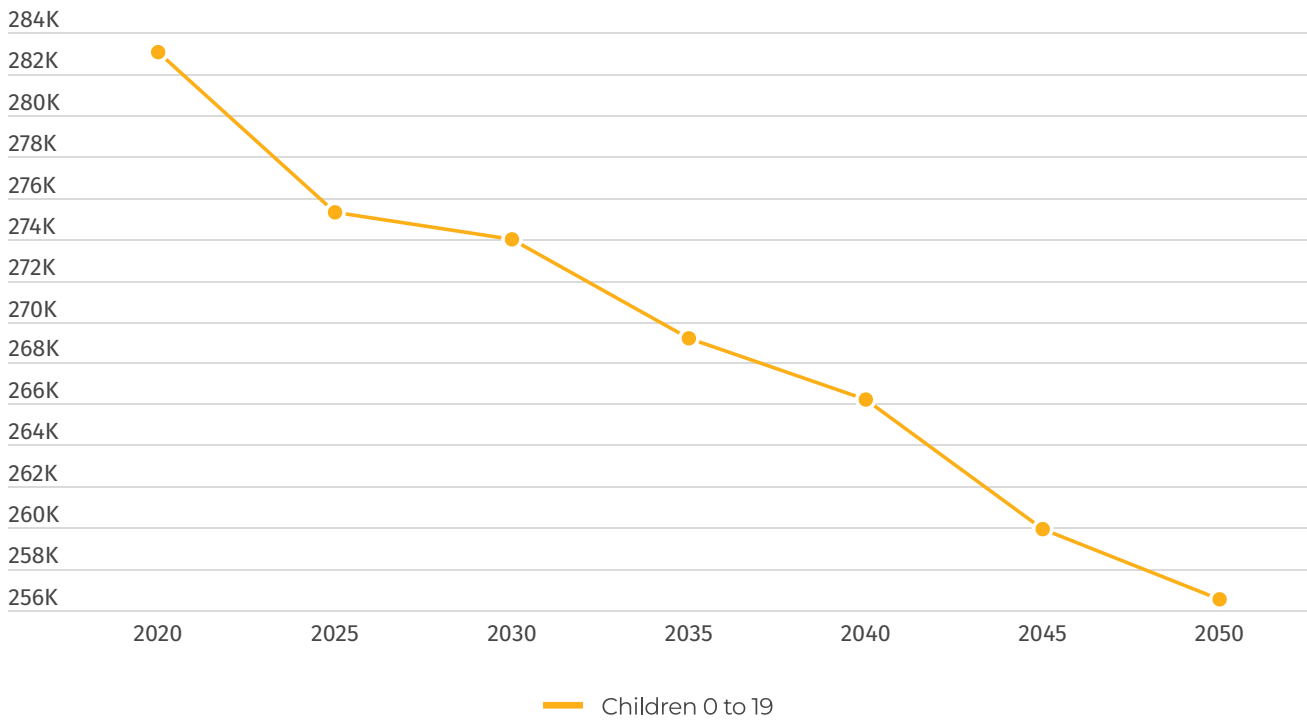


Figure M: Projected Population Children 0 to 19

Source: [Ohio Development Services Agency, Population Characteristics and Projections](#)

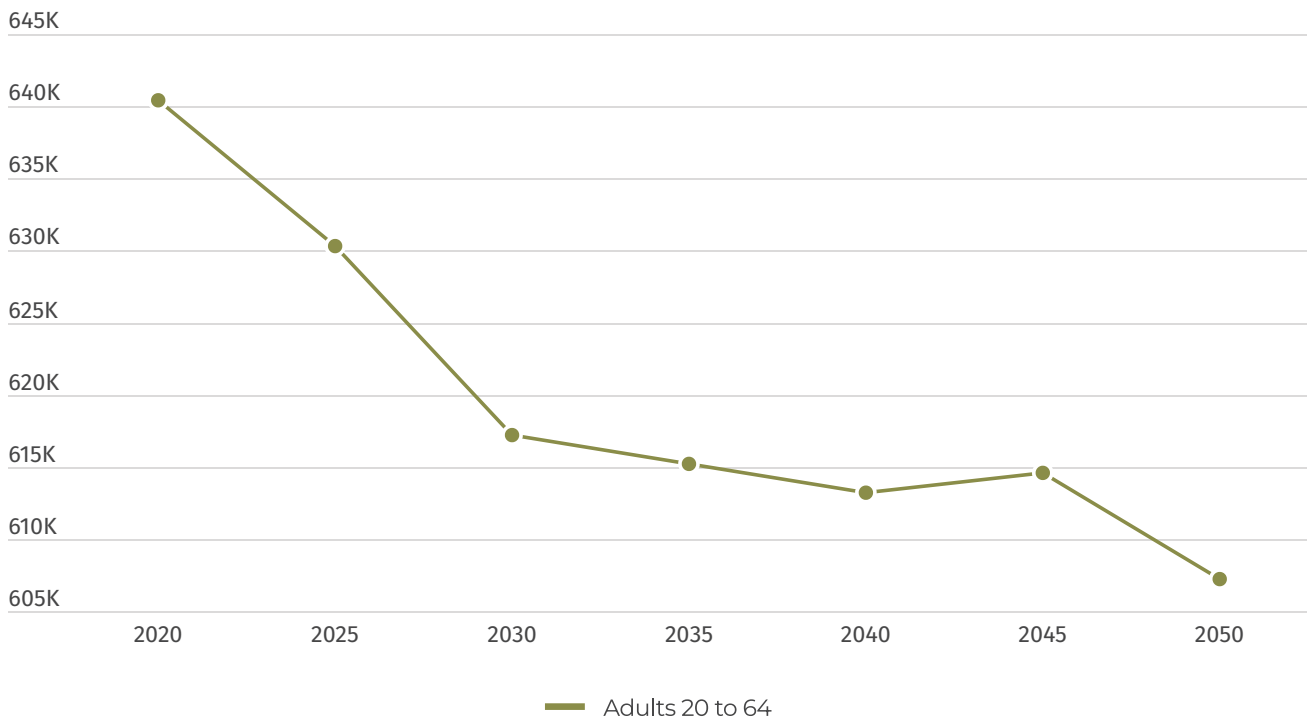


Figure N: Projected Population Adults 20 to 64

Source: [Ohio Development Services Agency, Population Characteristics and Projections](#)

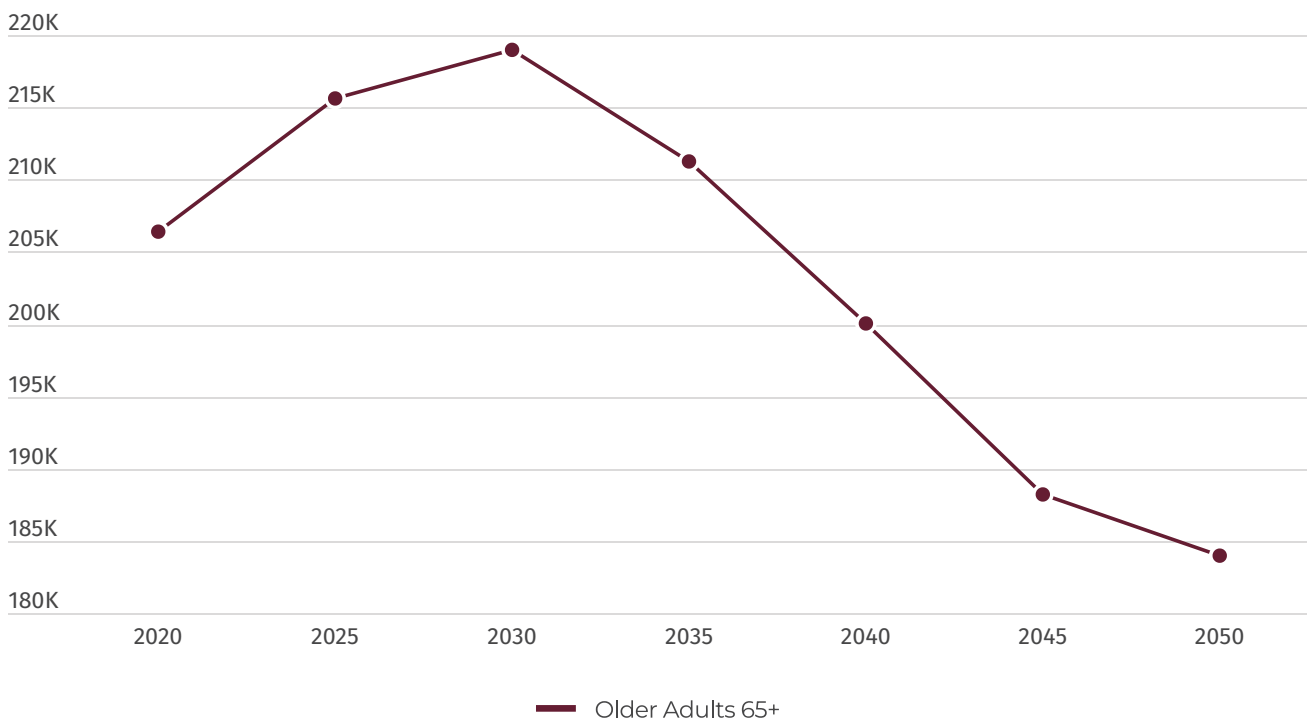


Figure O: Projected Population Older Adults 65 and Above

Source: [Ohio Development Services Agency, Population Characteristics and Projections](#)

Older Adults

The regional average of the population aged 65 years and older is 18%. [Figure P: Map of Population Age 65 and Above](#) illustrates where there are densities of older adult residents throughout the region. Many areas with high densities of older adults are located at the edges of the counties, reflecting a need for transportation services connecting older adults living in rural settings to services in city centers.

Because many older adults are not geographically centralized, the risk of social isolation is a major concern. According to a study by the [American Association of Retired Persons \(AARP\)](#), 77% of adults over 50 would prefer to age in their own homes.⁶ However, there is a rising increase of older adults living in poverty and facing many challenges relative to staying in their homes, including accessing safe, reliable, and affordable transportation services.⁷

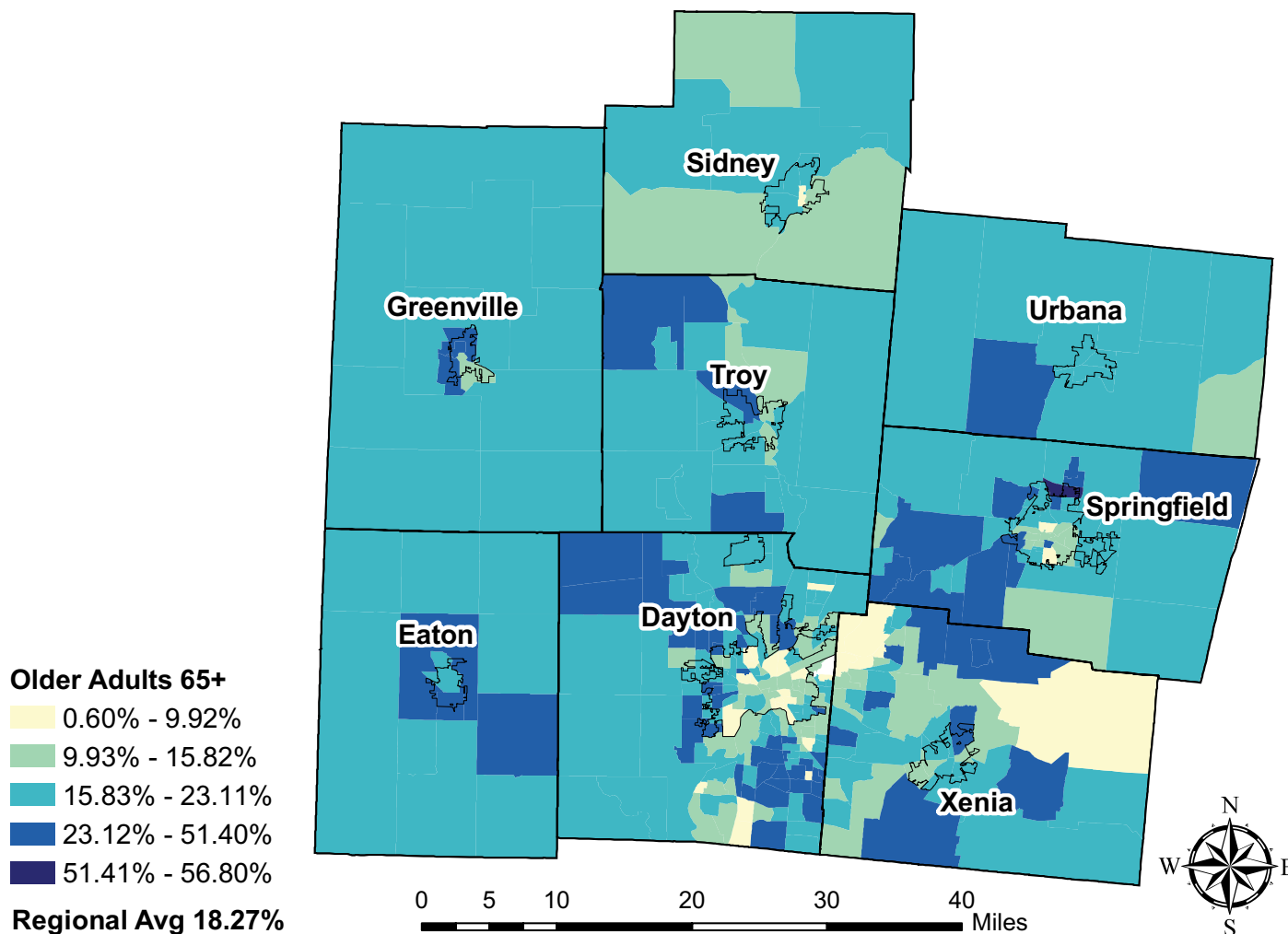


Figure P: Map of Population Age 65 and Above

Source: [U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates](#)

Individuals with Disabilities

The regional average of populations living with a disability is 14% or 1 out of 7 adults. Older Adults living in the region are 2.5 times more likely to be living with a disability. Approximately 33% of all adults 65 years and older are currently living with a disability, which equates to 1 out of 3 older adults. Clark County contains the highest densities of populations living with disabilities, primarily located in the City of Springfield. There are also high densities of populations living with disabilities throughout the City of Dayton, along the west and east sides of the city, and in Greene County in the City of Xenia.

Transportation is consistently cited as a top unmet need for Ohioans with disabilities. Transportation was reported as the primary barrier to community integration for Ohioans with disabilities in the [2012 Ohio Mobility Improvement Study](#).⁸ Meeting the transportation needs of individuals with disabilities depends upon the functional difficulty type of each individual. For instance, a person with vision impairment will need different solutions than a person with cognitive challenges. The U.S. Census Bureau gathers data from populations experiencing various types of disabilities to better target solutions:

- Mobility: Serious difficulty walking or climbing stairs
- Cognition: Serious difficulty concentrating, remembering, or making decisions
- Independent living: Serious difficulty doing errands alone, such as visiting a doctor's office
- Hearing: Deafness or serious difficulty hearing
- Vision: Blind or serious difficulty seeing, even when wearing glasses
- Self-care: Difficulty dressing or bathing

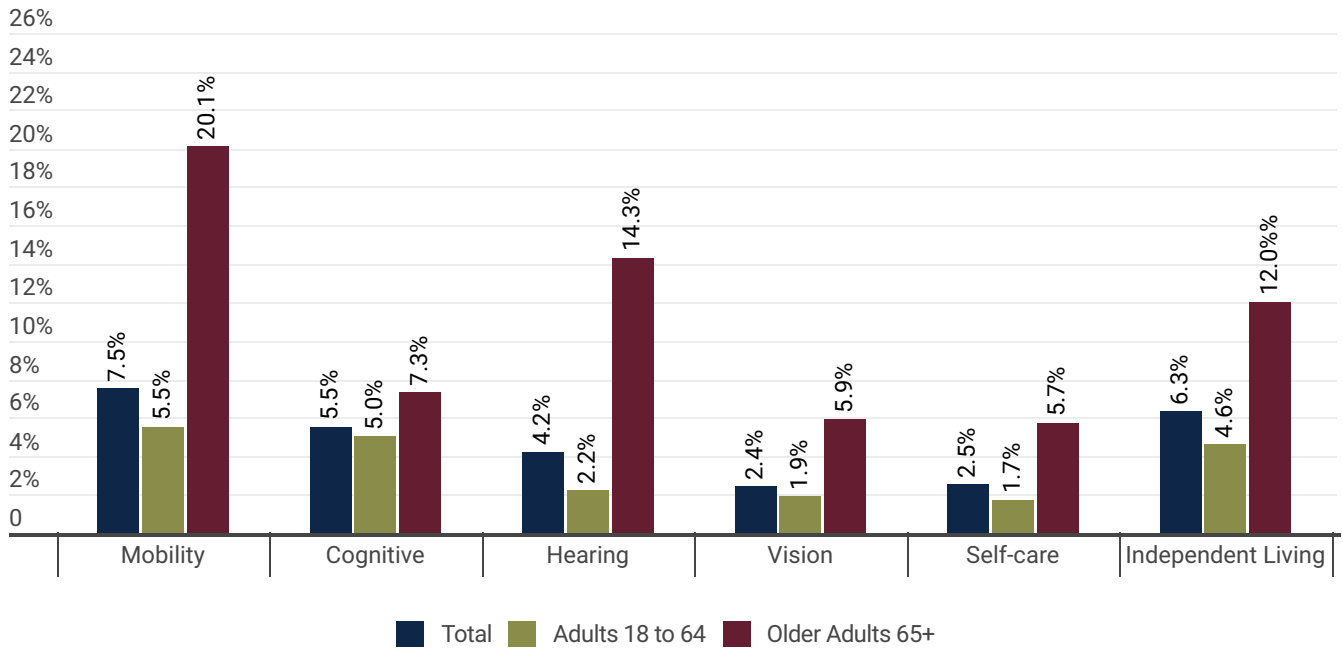


Figure Q: Percent of Population Living with a Disability by Age

Source: [U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates](#)

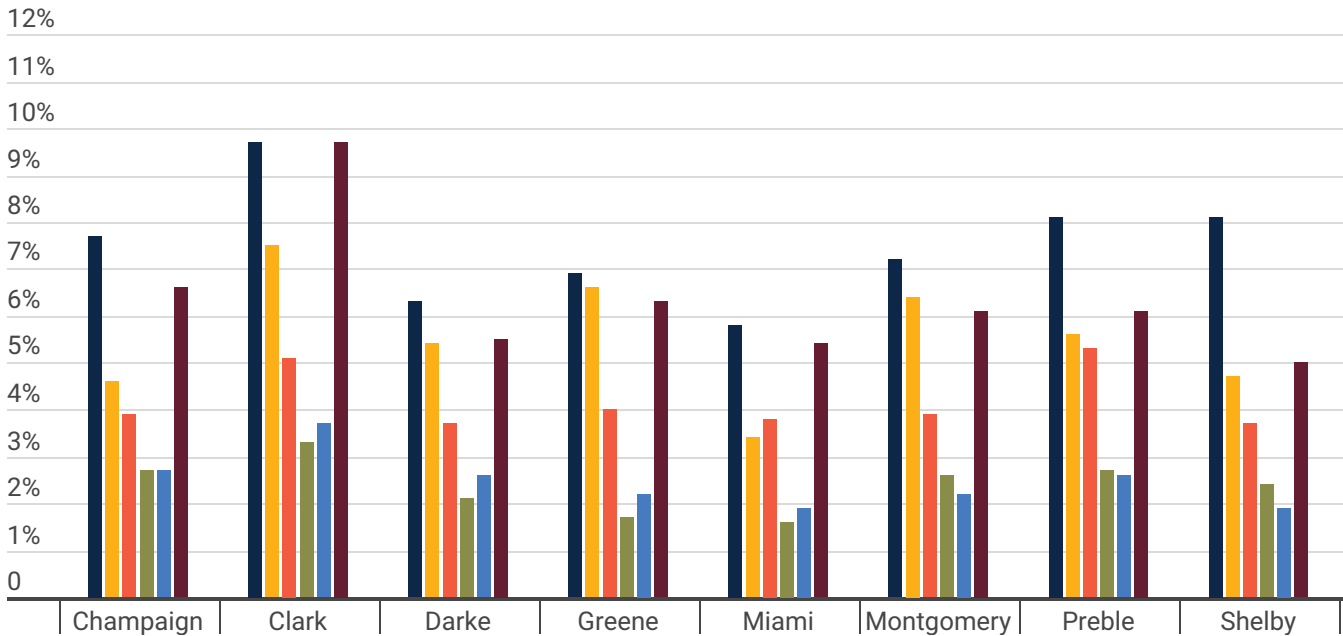


Figure R: Percent of Population Living with a Disability by Type

Source: [U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates](#)

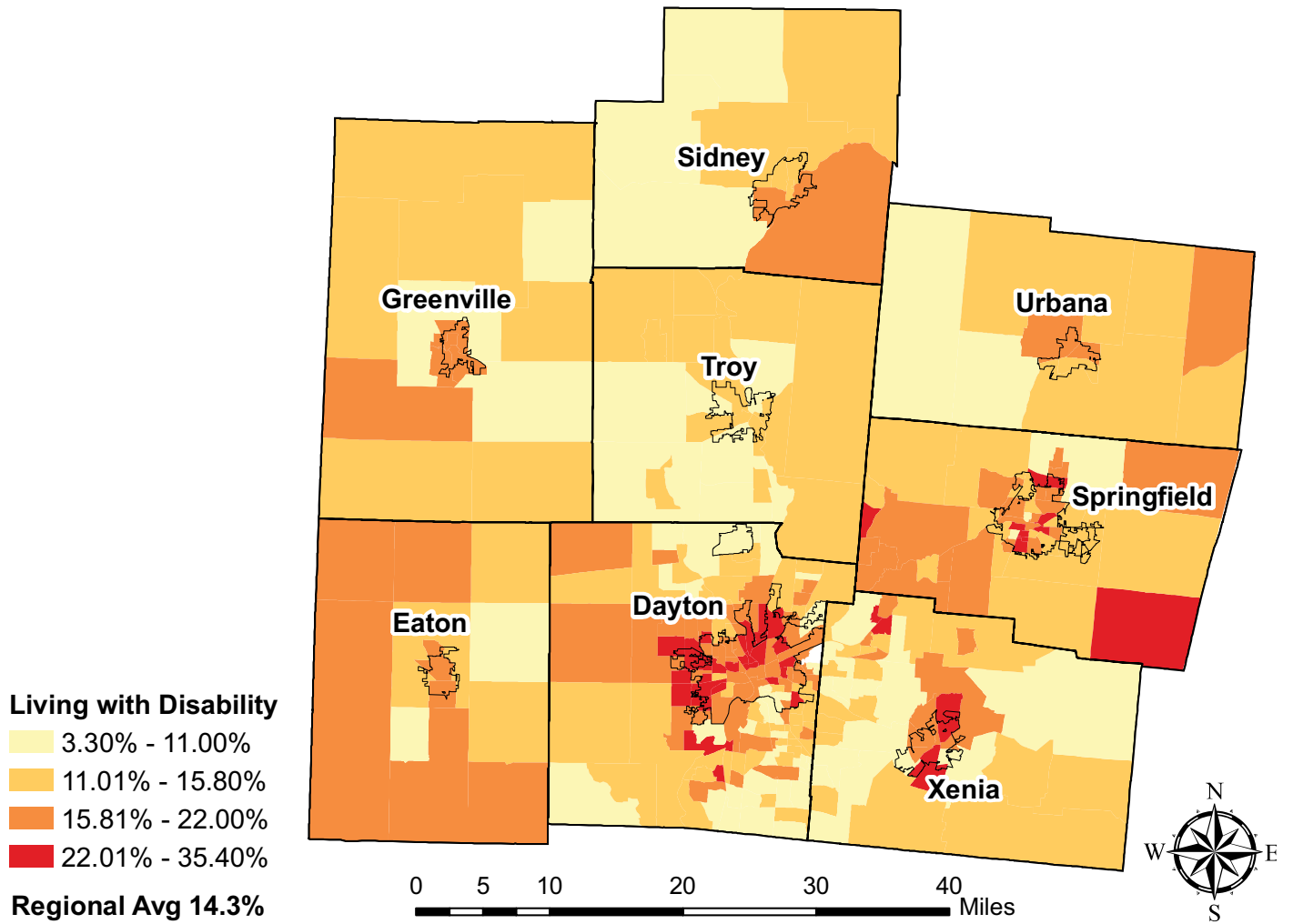


Figure S: Map of Population Living with a Disability

Source: [U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates](#)

Population by Race and Ethnicity

The racial makeup of the region is primarily Caucasian, with the second most prevalent being Black or African American. Montgomery County is the most racially diverse county while Darke is the least. Hispanic populations account for 2.5% of the total population, with Clark County having the highest densities of Hispanic populations. While current Hispanic populations are low in the region, the Hispanic population is rapidly growing throughout the nation. According to the [U.S. Census Bureau](#), the Hispanic populations are expected to grow to 26% of the US population by 2050.⁹

Race and ethnicity are an important consideration in transit planning as it opens the door to reviewing past policies and practices which have led to unintended disparities within communities. The equity landscape should be considered, especially when meeting the needs of underserved populations. It is recommended transit and human service providers should encourage participation from different races and ethnicities when making future decisions on transportation investments to avoid further unintended disparities.

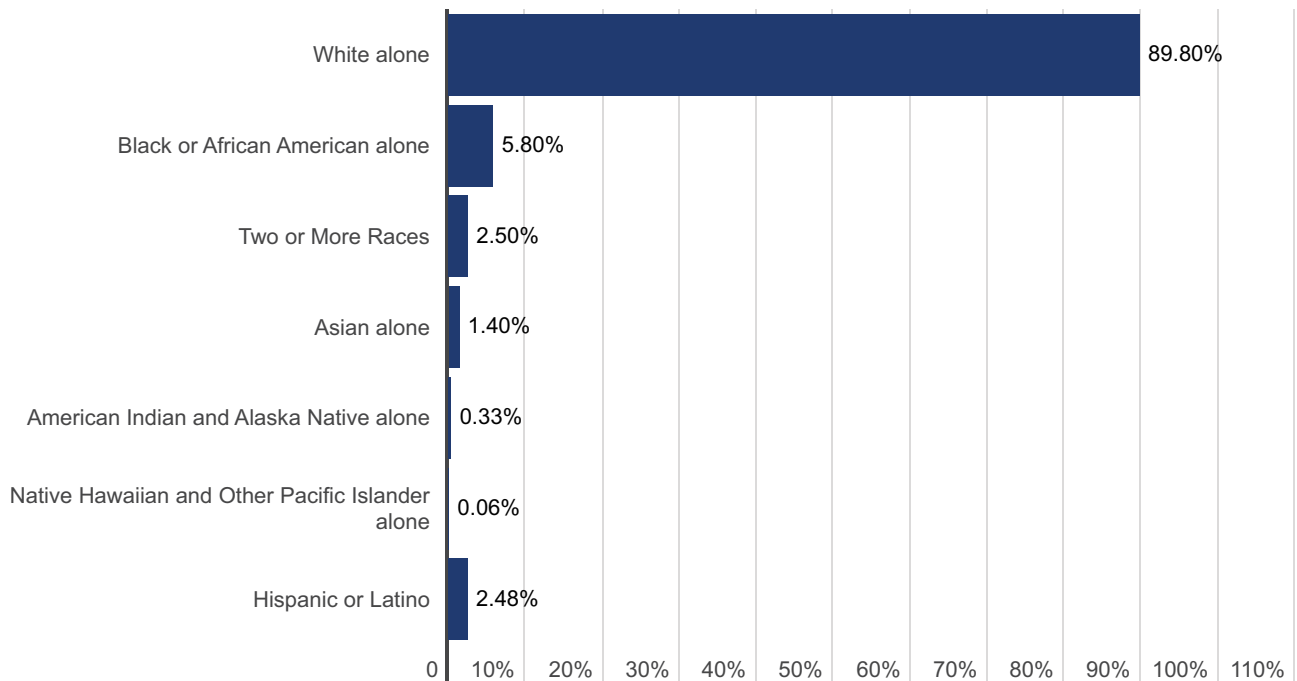
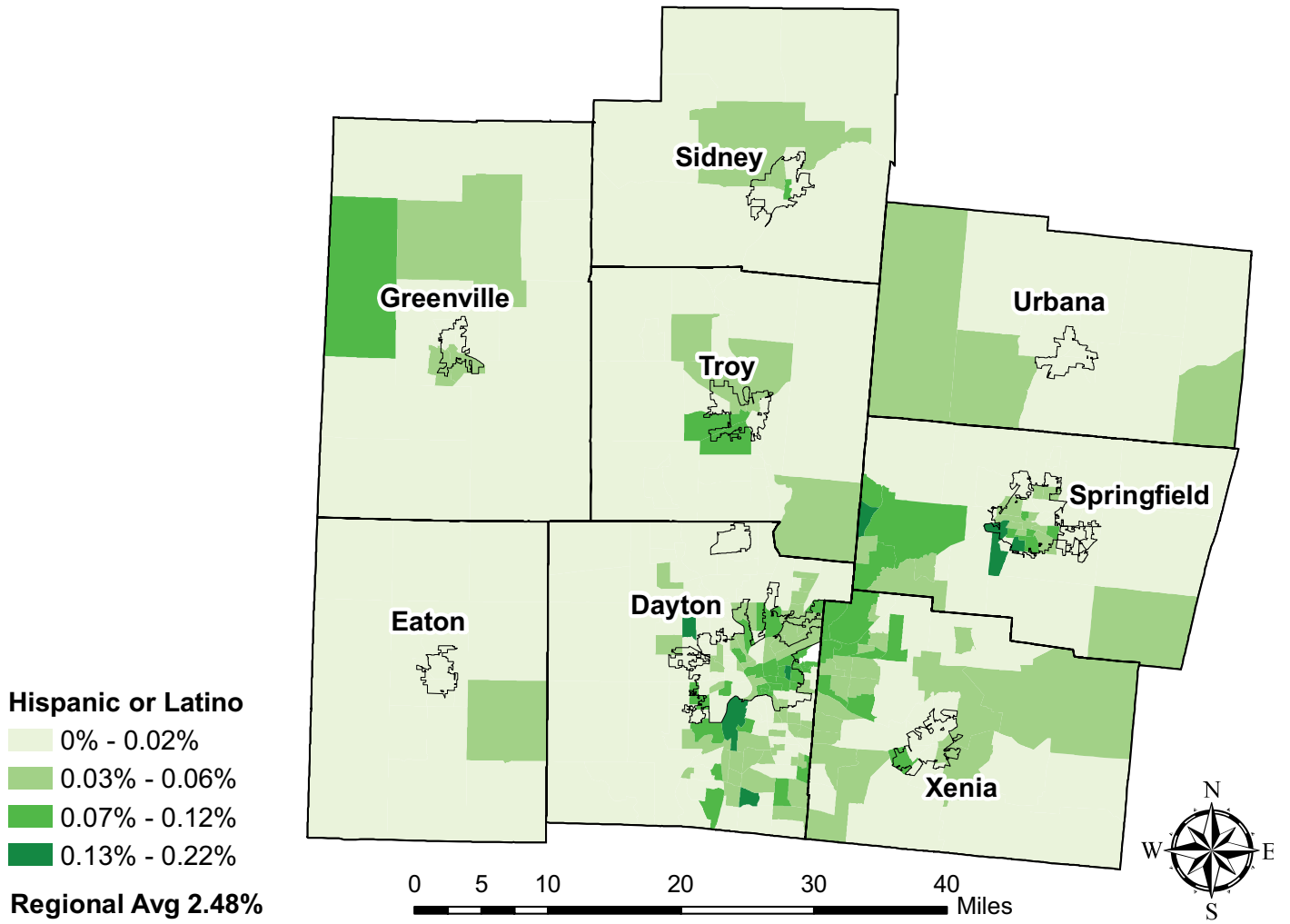


Figure T: Percent of Population by Race & Ethnicity

Source: [U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates](#)



Map of Population Hispanic or Latino Origin of Ethnicity

Source: [U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates](#)

Limited English Proficiency

The region has 4,400 households who speak English “less than very well.” This equates to 1% of the population or 1 out of 100 households. According to the US Census Bureau, a “limited English household” means all members 14 years old and over have at least some difficulty with English. Montgomery County has the highest number of households that speak English “less than very well”, accounting for over 3,000 Limited English-speaking households in the region.

Because the region is largely English-speaking, resources are often not made available in different languages or marketed to a multicultural audience, creating major language barriers to new Americans accessing transportation services in the region.

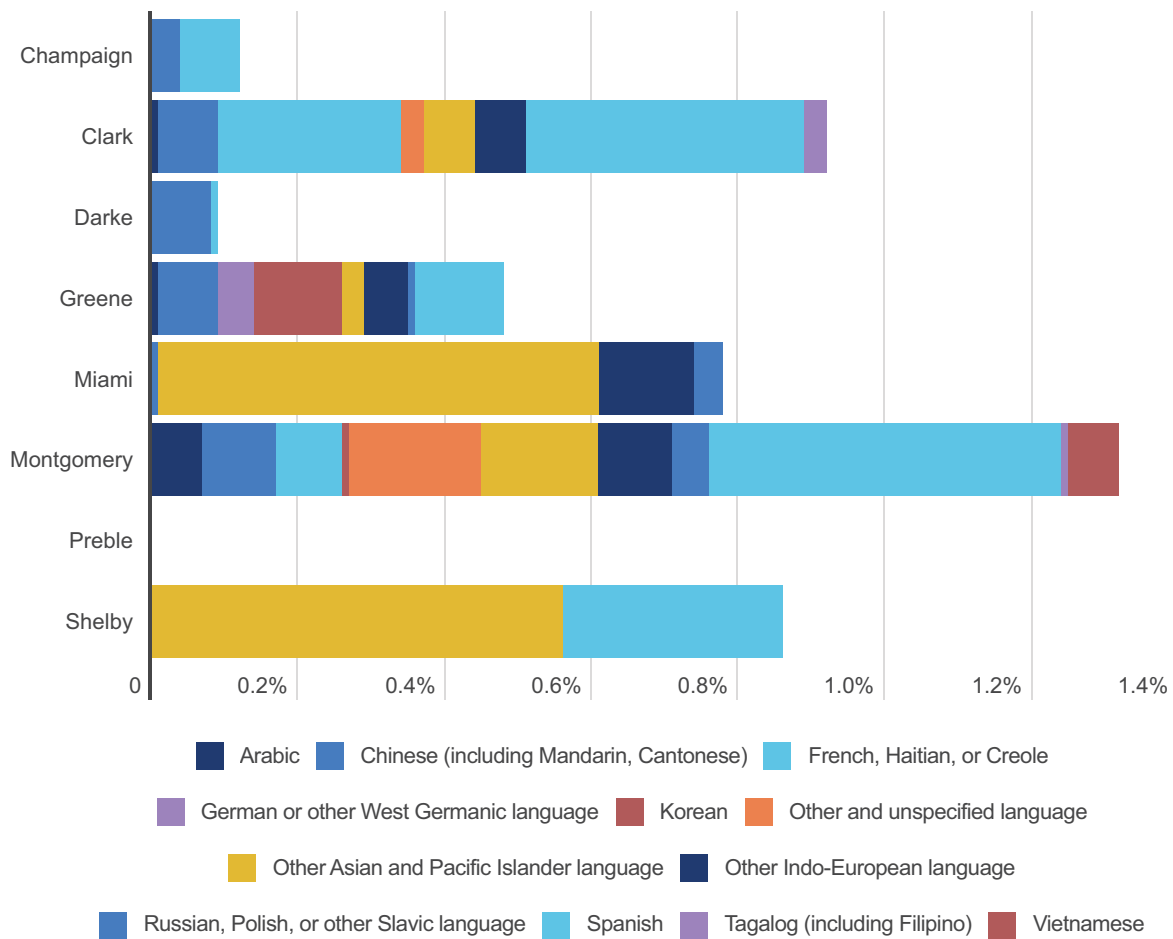


Figure U: Percent of Population that Speaks English Less than Very Well

Source: [U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates](#)

Populations Living Below Poverty

The region has 12% of its population living below the Federal Poverty Line, with the highest concentrations located in the City of Dayton and City of Springfield, where there are pockets of concentrated poverty of up to 40-50%. The Federal Poverty Level is a measure of income used by the government to determine eligibility for subsidies, programs, and benefits. The [Department of Health and Human Services](#) updates the poverty guidelines every year and issues poverty guidelines for each household size.¹⁰

Financial experts recommend that no more than 50% of a household's annual income go toward basic needs including housing, groceries, utilities, healthcare, and transportation. In the region, housing and transportation costs are far exceeding recommended budget thresholds, ranging from 51% to 59% of household income according to the [Center for Neighborhood Technology: Housing and Transportation Index](#).¹¹ Many households living in poverty are forced to decide between paying for one basic need over the other. Therefore, many of those living in poverty could forgo driving because of the inability to afford a personal vehicle.

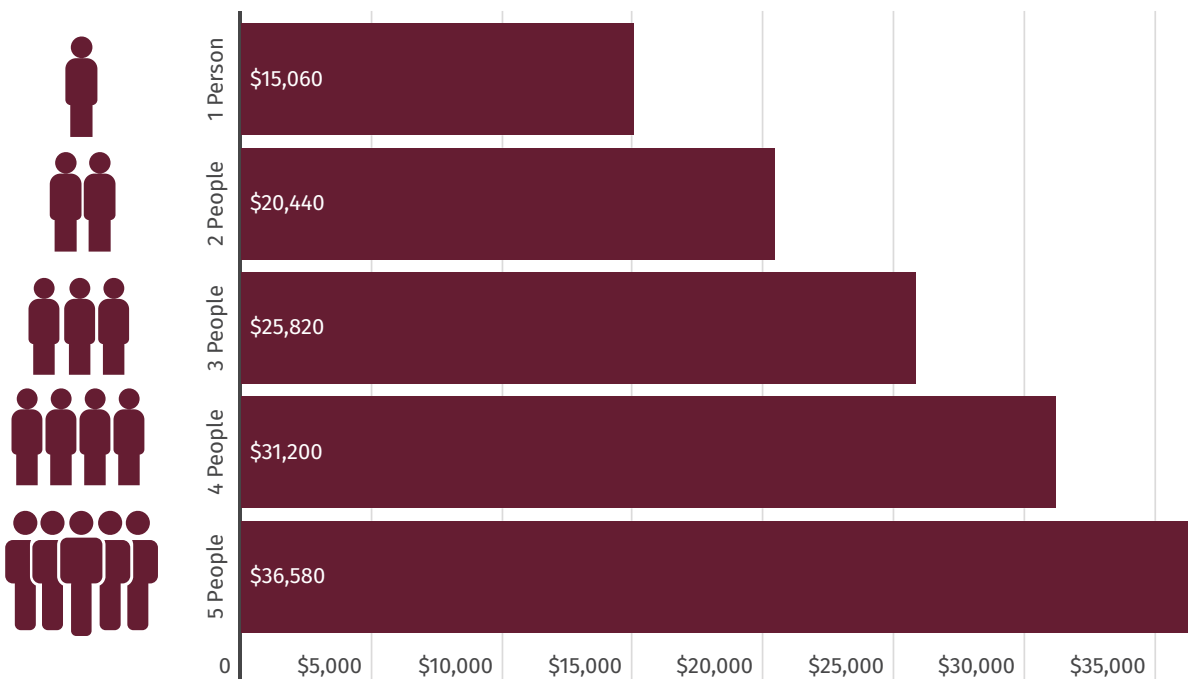


Figure V: 2024 Federal Poverty Line

Source: [Department of Health and Human Services Poverty Guidelines, 2024](#)

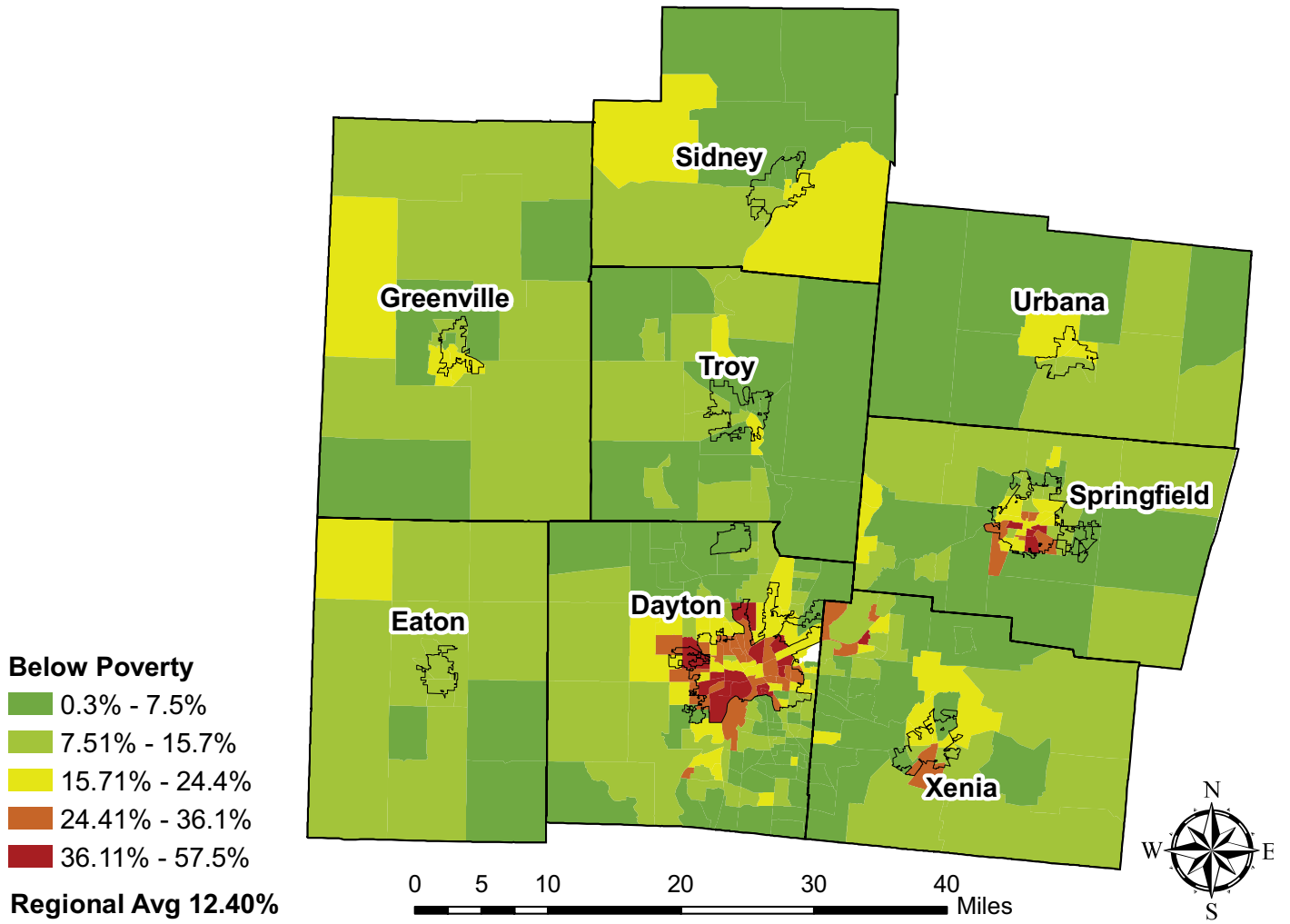


Figure W: Map of Population Below Poverty

Source: [U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates](#)

Zero Car Households

Currently, the regional average of households that do not have access to a personal vehicle is 5.4%. According to the [Center for Neighborhood Technology: Housing and Transportation Index](#), individuals in the region with access to a personal vehicle spend an average of 25% of their annual income on transportation, or around \$16,700 a year. Costs above 15% are considered not affordable.

In rural communities where there are fewer public transportation options and longer driving distances, transportation costs account for the highest percentages of personal income. For instance, owning a vehicle in Darke County costs 29% of personal income versus in Greene County where it costs 19%. Rural communities also experience more significant job limitations because residents are often required to travel outside of the county for employment and owning a personal vehicle is very costly. In urban communities, transportation costs tend to be a much lower percentage of personal income due to shorter driving commutes and more transportation options. Individuals may also choose to forgo owning a personal vehicle in urban communities for other reasons, such as a preference for alternative modes of transportation such as walking, biking, and transit. Therefore, access to a variety of transportation options is an important aspect of the economic vitality of a community.

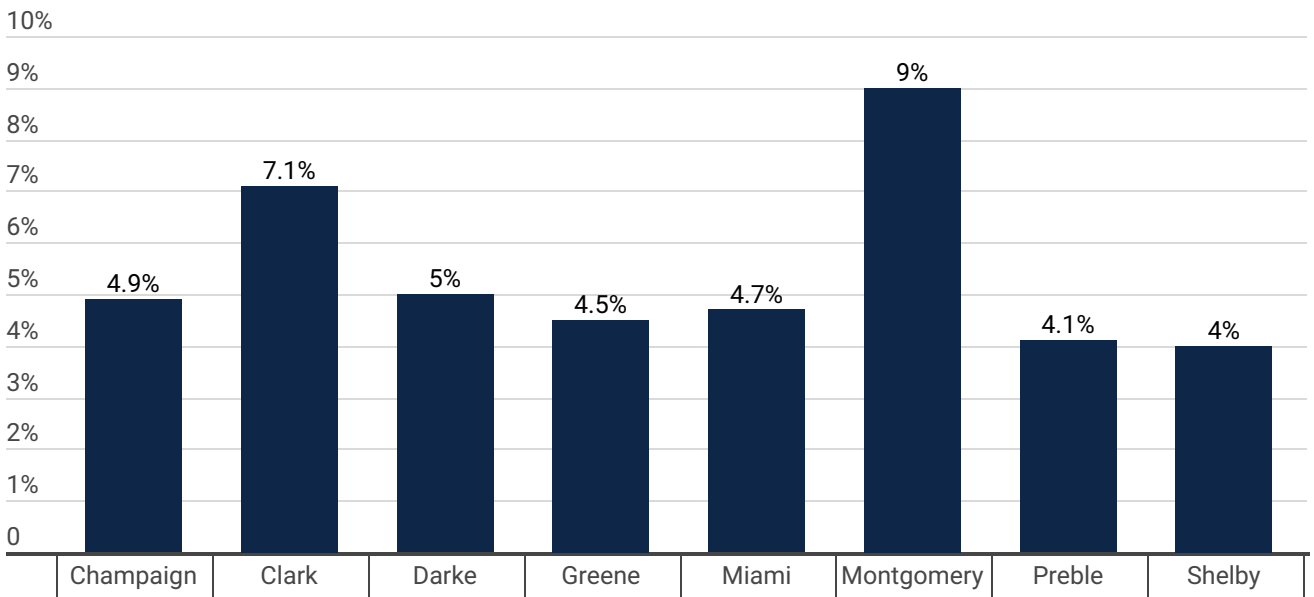


Figure X: Percent of Zero Car Households

Source: [U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates](#)

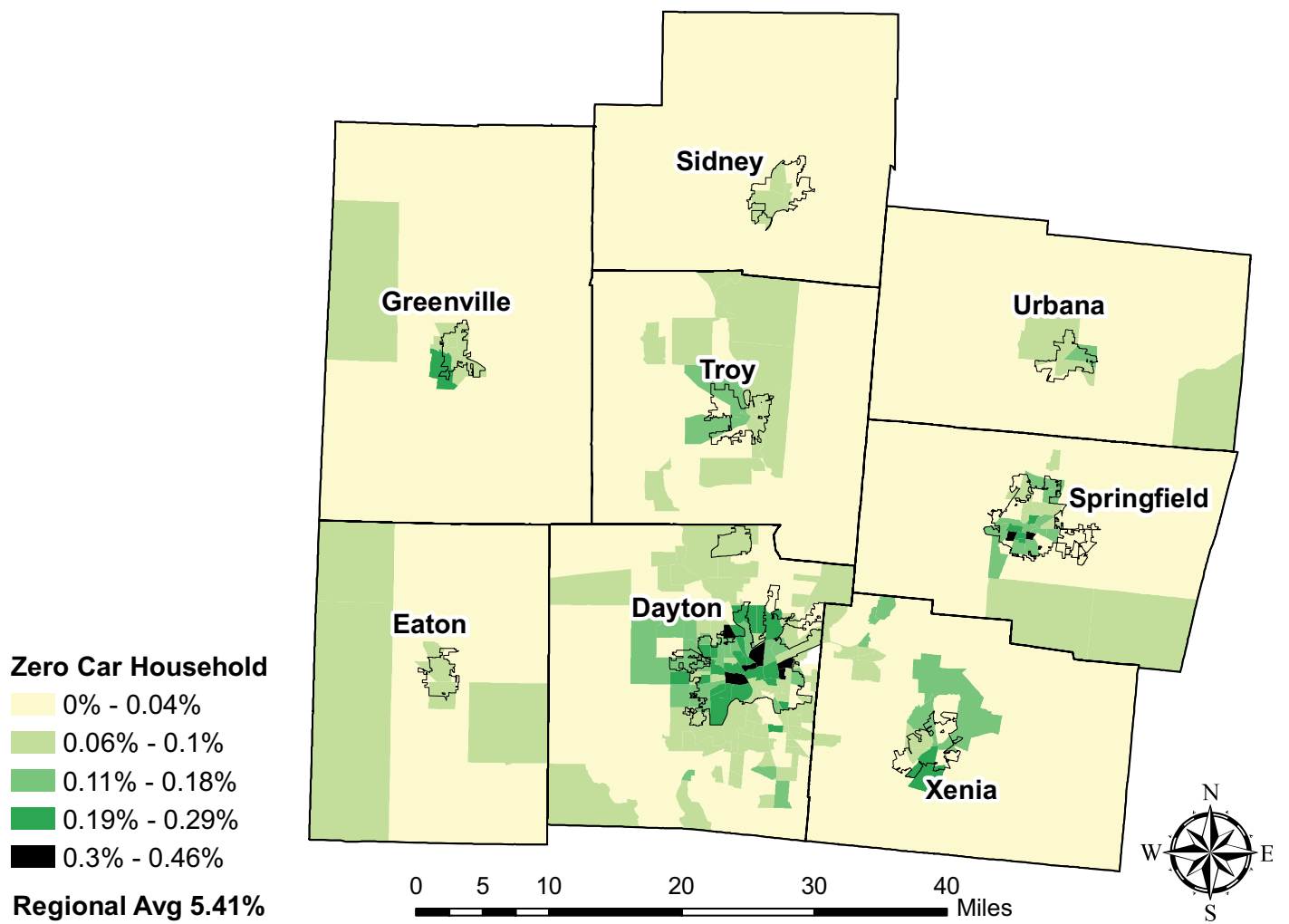
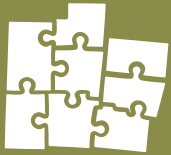


Figure Y: Map of Zero Car Households

Source: [U.S. Census Bureau, 2017-2022 American Community Survey 5-Year Estimates](#)

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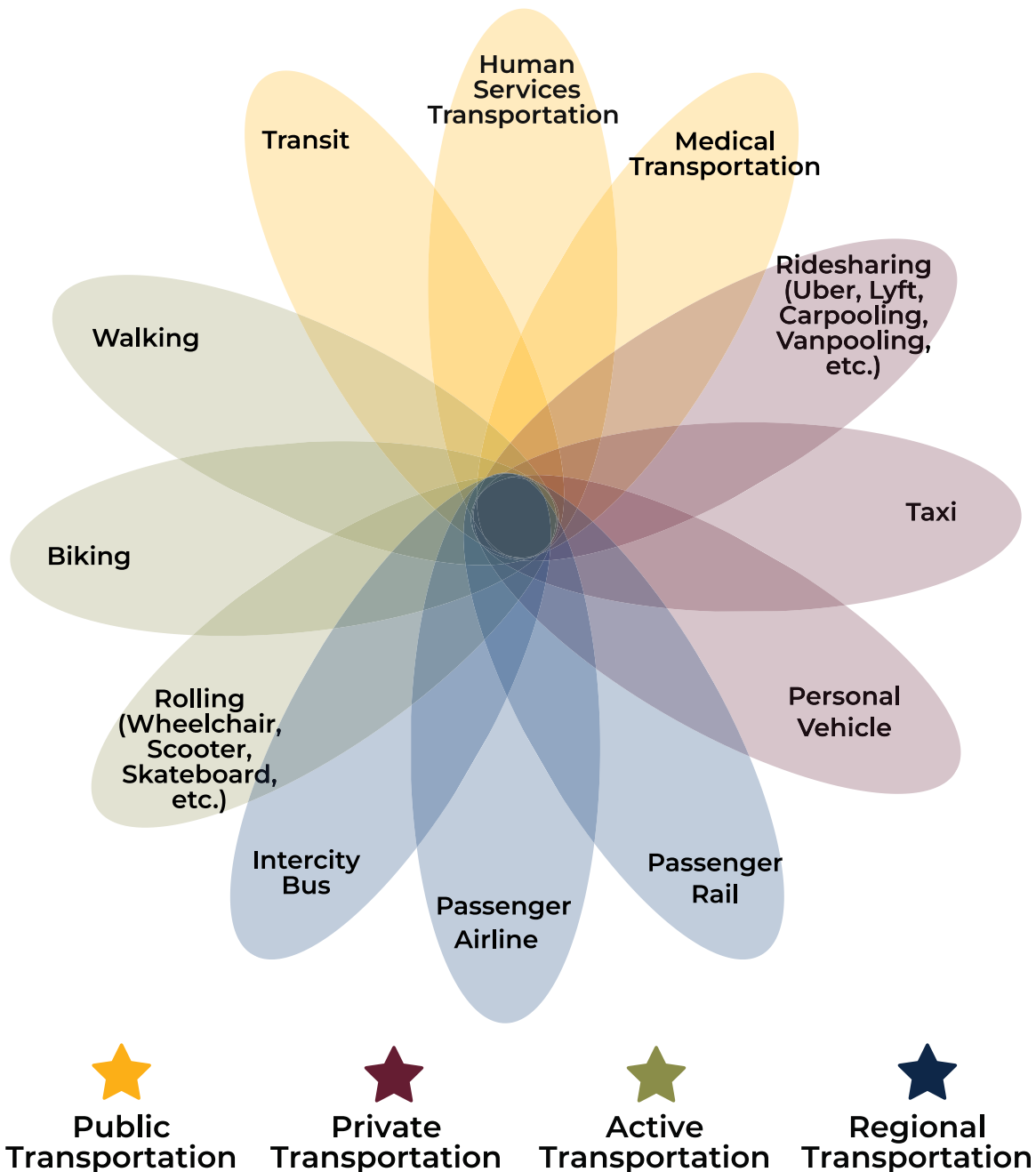
CHAPTER 2:

Overview of Available Services



Overview of Transportation Network

The regional transportation network is complex, involving a variety of private, public, and active transportation systems. All forms of transportation are vital to regional mobility. Though this plan reviews each category of the transportation system, it does not cover each mode in-depth and may be missing some culturally specific forms of transportation such as horse and buggy. The focus of this plan is to better understand modes of transportation that impact non-driving populations.



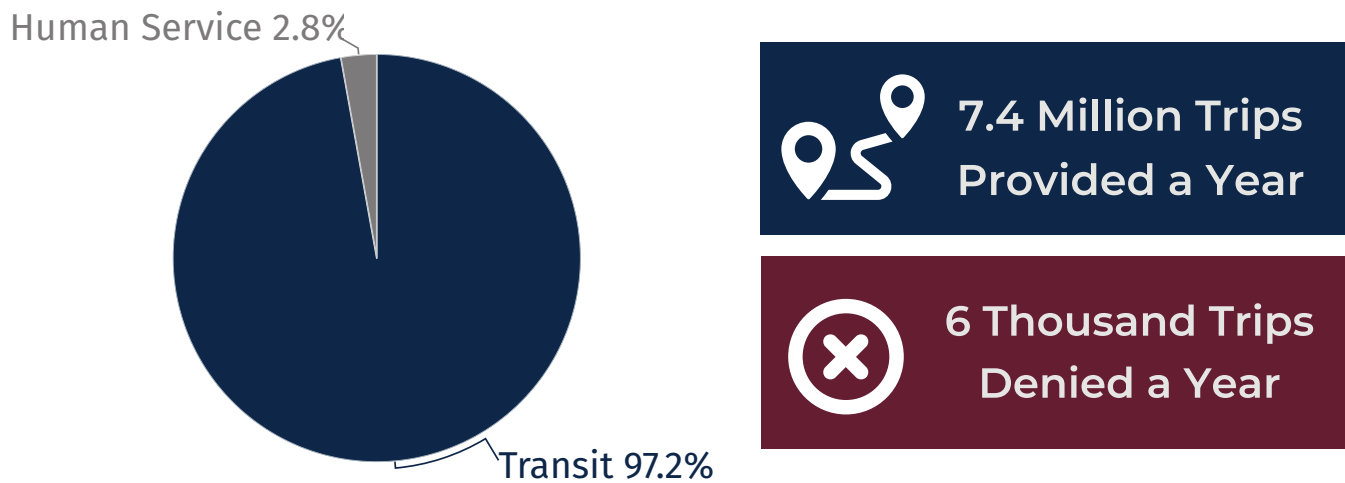


Figure Z: Annual Provider Trips

Source: MVRPC

A provider survey was conducted in April 2024 to highlight the level of services offered across the region. The survey gathered information from key transit and human service transportation providers, generating a clearer picture of the types of services offered and the challenges faced. Providers in the region offer a wide variety of types of transportation services and passenger assistance. Each service varies significantly based on the needs of the community served.

Transportation agencies also vary in size and capacity. While smaller human service agencies typically provide hundreds of trips annually, the largest public transit service provides annual trips in the millions. Agencies, regardless of the size, may have to deny trips as they do not have the resources, funding, vehicles, or drivers to meet the demand, which requires passengers to utilize a wide variety of services to meet their needs.

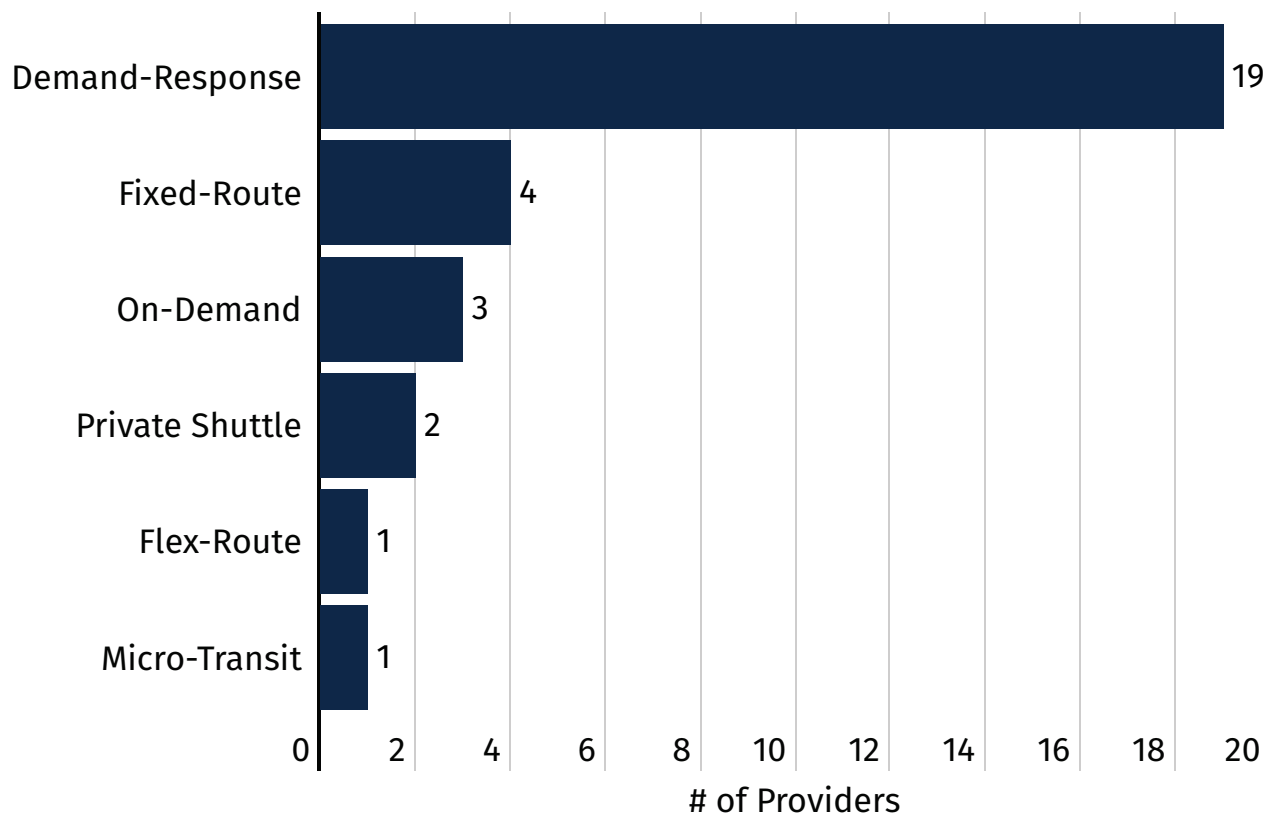


Figure AA: Types of Transportation Services

Source: MVRPC

- **Demand-response:** transportation system that is not on a fixed route and requires advanced scheduling.
- **Fixed-route:** transportation system that is operated along a prescribed route according to a fixed schedule, with designated stops and requiring no advanced scheduling.
- **On-demand:** transportation system that requires no advance notice.
- **Private shuttle:** corporate, regional, and local shuttles that make limited stops, often only picking up specified riders.
- **Flex-route or deviated-route:** transportation system which is operated on a fixed path with scheduled time points at key locations, but no designated stops and can deviate within a prescribed distance (e.g. ½ mile) of the route and flag down the bus when safe enough to do so.
- **Micro-transit:** a technology-enabled transportation system that provides on-demand services with dynamically generated routing, traditionally providing service in designated service areas or within a specific zone or geography. Service models include first-and-last-mile connections to fixed-route services; hub-to-hub zone-based services; and point-to-point services within a specified zone or geography.¹²

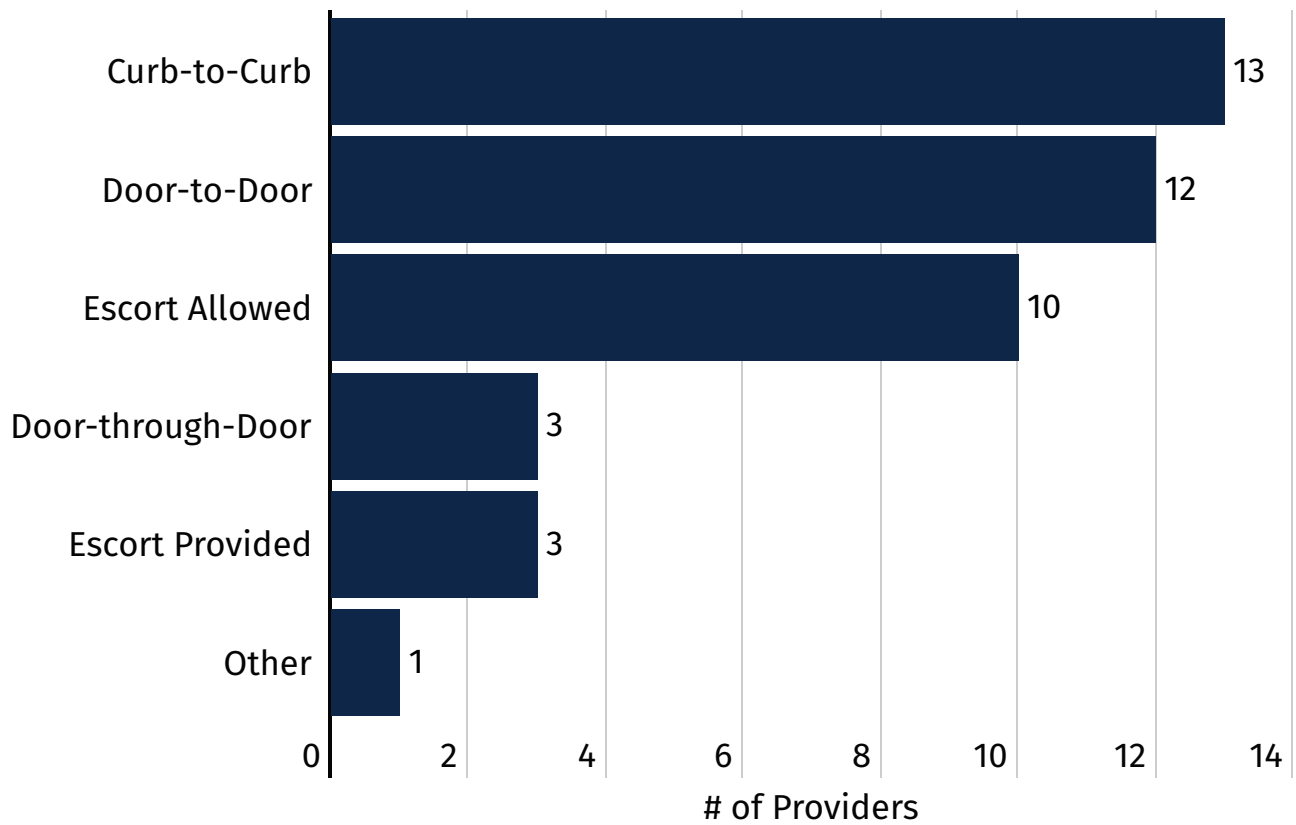


Figure AB: Level of Passenger Assistance

Source: MVRPC

- **Curb-to-curb:** drop off and pick up at the curb or driveway, driver does not assist the passenger to the door of the home or destination.
- **Door-to-door:** The driver assists the passenger out of the vehicle and to the door of the home or destination.
- **Door-through-door:** assists passenger out of the vehicle and enters home or destination
- **Escort Allowed:** passengers are permitted to travel with their personal care attendant or escort.
- **Escort Provided:** personal care attendants or escorts provided, as needed.



Public Transit

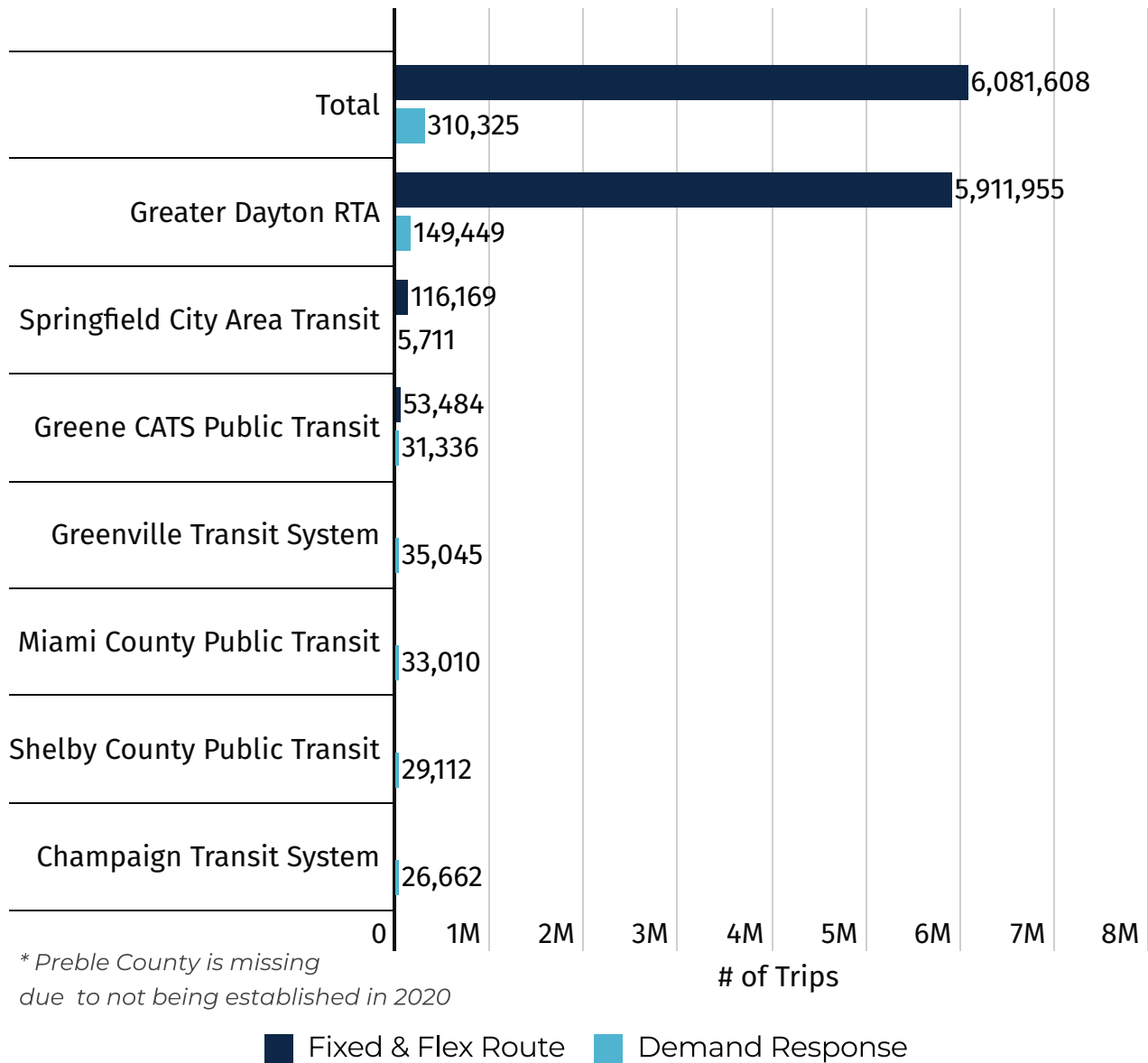


Figure AC: Total Passenger Trips, Status of Public Transit Published with 2020 Data

Source: [Ohio Department of Transportation, Office of Transit](#)

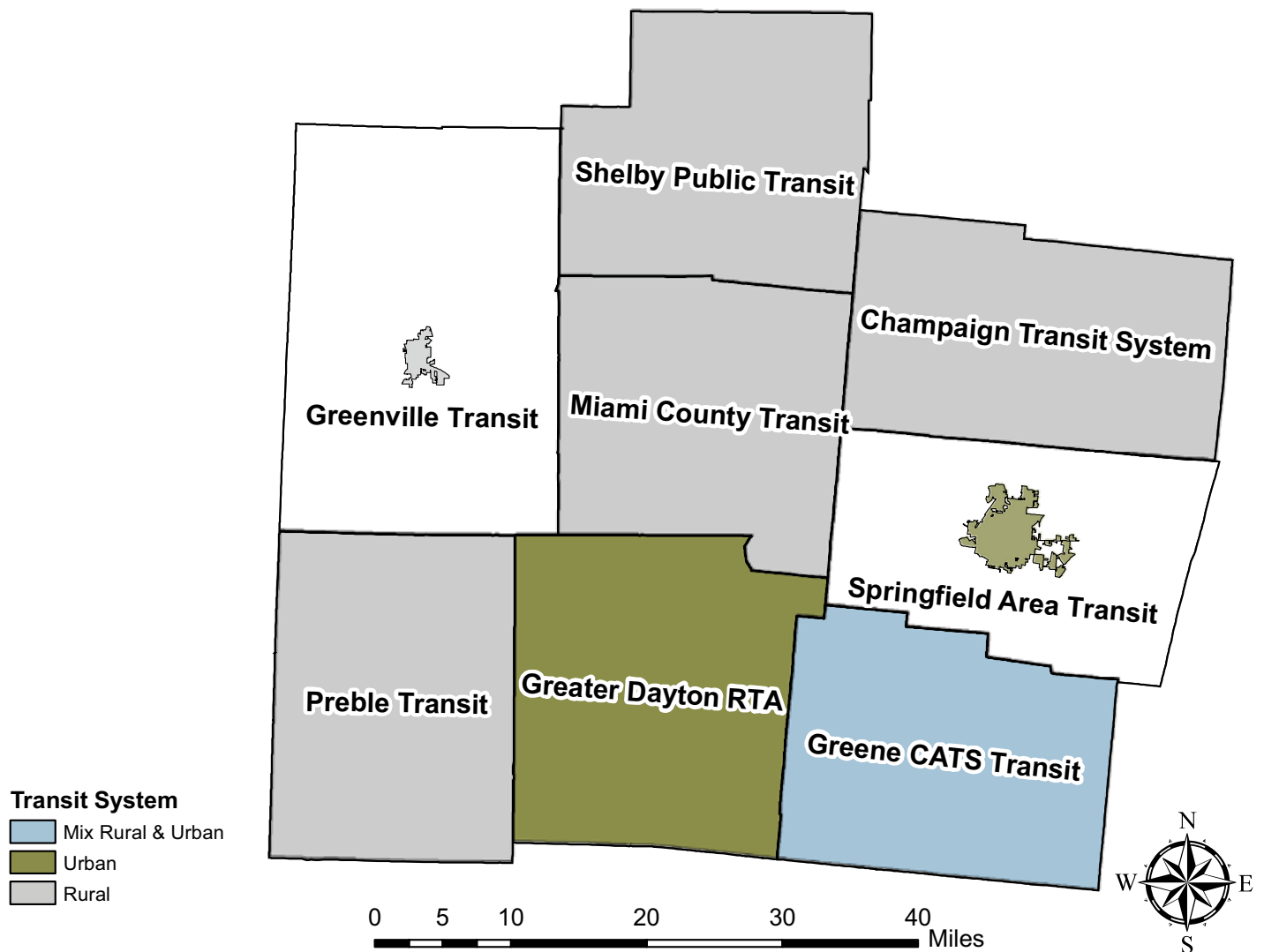


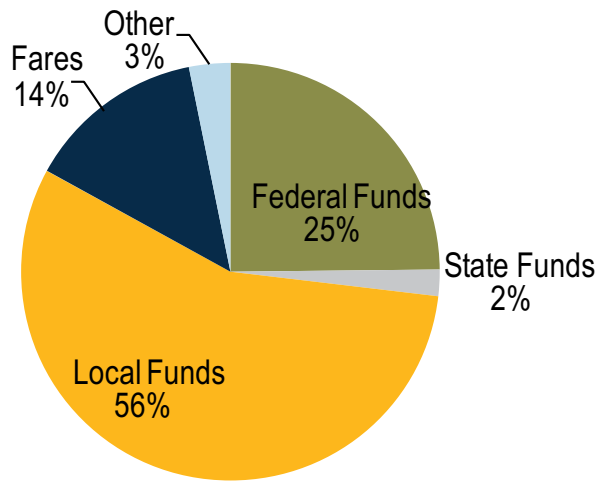
Figure AD: Public Transit Services

Source: MVRPC

Public transit options are limited in size and scope across the region, with some offering county-wide and others city-wide services. There are eight transit systems in the region with the newest being established in Preble County. Five of the eight transit systems are undergoing major changes:

- **Clark (Springfield City Area Transit)** is undergoing a major overhaul from a fixed route system in Springfield to a county-wide micro transit.
- **Darke County (Greenville Transit System):** is piloting county-wide services.
- **Miami County Public Transit** is switching from an urban to a rural transit system.
- **Greene County (Greene CATS Public Transit)** is now both a small urban and rural transit system.
- **Preble County Public Transit** is establishing a brand-new transit system.

Funding Urban Transit Systems



Funding Rural Transit Systems

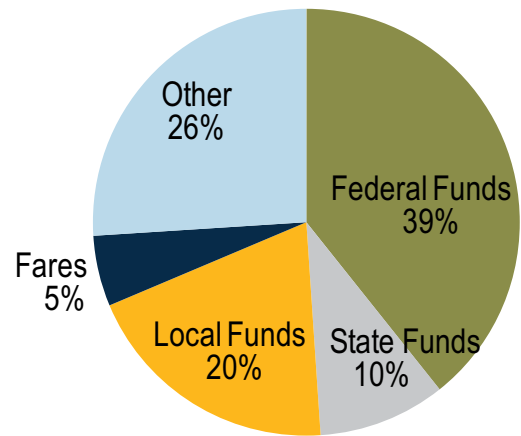


Figure AE: Ohio Statewide Transit Needs Study, 2015

Source: [Ohio Department of Transportation, Office of Transit](#)

Funding for transit consists of a mix of federal, state, and local funds, transit fares, and other funding sources. Urban transit systems tend to invest a higher percentage of local funds, while rural systems tend to be funded primarily through federal and state grants. Federal funding for transit is typically provided through two grant programs: the Urbanized Area Formula Grant ([Section 5307](#)) and the Rural Area Formula Grant ([Section 5311](#)).¹³

According to the [2015 Ohio Statewide Transit Needs Study](#), the State is projected to need \$1,842 million in federal, state, and local funding by the year 2025 to meet transportation needs. In fiscal year 2025, \$270 million in federal funding was awarded to transit agencies across the State. According to the study, the amount needed was closer to \$497 million. According to the study, the amount needed was closer to \$497 million. Ohio currently spends \$6 per capita on public transit, while the national average of public transit funding is around \$60 per capita.¹⁴ Significant shortfalls in transit investment, across the State and in the region, continue to be a challenge and limit transit's ability to meet the need for services.



Human Service Transportation

The [Federal Transit Administration](#) defines Human Services Transportation (HST) as a broad range of transportation services designed to meet the needs of transportation-disadvantaged populations. Individuals may require different solutions depending on their needs, the size of the community they live in, and the options available.¹⁵

Human service agencies that provide transportation often have unique missions and, therefore, unique requirements for use, often only serving certain segments of the population, geography, and/or types of trips to meet specific needs. One agency may provide employment services, while another may focus on the delivery of health care as their primary mission. Funding for HST varies from agency to agency and is offered through a variety of public and private agencies including, but not limited to:

- Social service agencies
- Community centers
- Aging and disability organizations
- Public health departments
- Behavioral, mental health, or recovery treatment centers
- Criminal justice programs
- Veteran's transportation programs
- Vocational rehabilitation programs
- Schools
- Advocacy groups
- Faith-based communities and more

HST services include, but are not limited to:

- Dial-a-ride (i.e., responding to individual door-to-door requests)
- Non-Emergency Medical Transportation or non-medical transportation funded by Medicaid in combination with other funding sources
- Transportation vouchers (e.g., transit passes, taxis, etc.)
- Volunteer transportation services or mileage reimbursements
- Contracted services through Uber or Lyft
- Escorted (i.e., door-through-door or hand-to-hand) transportation services and more

Below are detailed descriptions of HST providers in the region.



Senior & Recreation Center

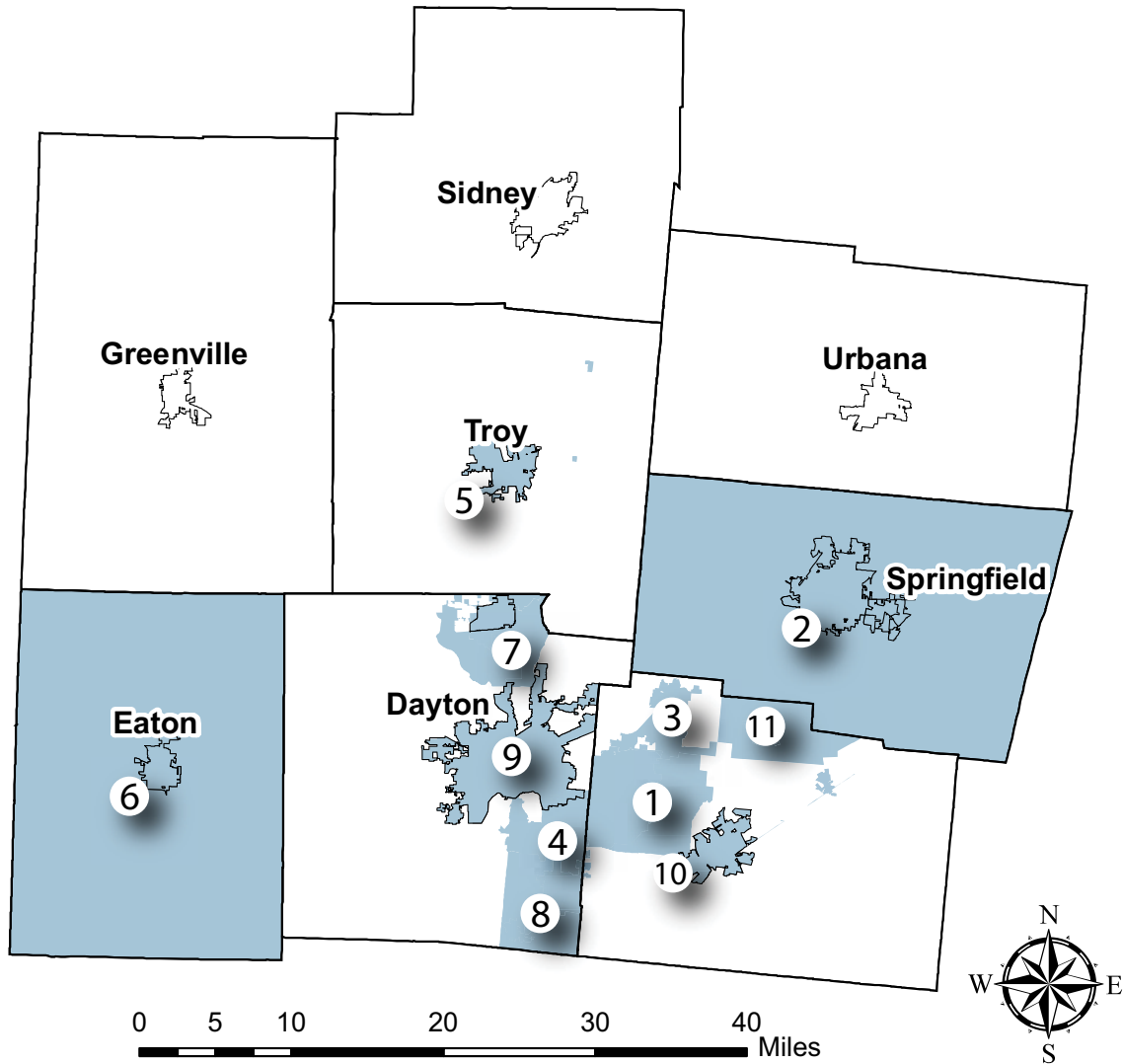


Figure AF: Senior & Recreation Centers with Transportation Services

Source: MVRPC

Many local senior and adult recreation centers provide transportation services to older adults living in their community. Most utilize [Section 5310](#) funding to purchase vehicles and fund operations through levy dollars, grants, contracts, fares, and other funding sources.¹⁶



1. [Beavercreek Senior Center](#) Beavercreek residents 55 and over
2. [Elderly United of Springfield and Clark County \(United Senior Services\)](#) Clark County residents 55 and over
3. [Fairborn Senior Center](#) Fairborn residents 50 and over
4. [Kettering Charles I. Lathrem Senior Center](#) Kettering residents 60 and over
5. [Partners in Hope](#) Troy, Casstown, and Fletcher residents 62 and over
6. [Preble County Council on Aging](#) Preble County residents 60 years and over
7. [Vandalia Senior Center](#) Vandalia and Butler Township residents 60 years and over
8. [Washington Township RecPlex](#) Centerville and Washington Township residents 60 years and over
9. [Wesley Community Center](#) Montgomery County Residents 60 years and over
10. [Xenia Adult Recreation and Services Center](#) Greene County residents 50 years and over
11. [Yellow Springs Senior Center](#) Yellow Springs, Miami Township, Clifton, and Cedarville residents 60 years and over



Non-Profit Agencies

Many local non-profit organizations provide transportation to support specific community needs, such as access to employment, healthcare, and other community or social services.

1. [Community Rides](#)

Community Rides provides transportation for individuals to and from work in the City of Troy and some surrounding communities and is designed to be a temporary solution for those having difficulties getting to work.

2. [Catholic Social Services RideConnect](#)

RideConnect is a volunteer driver program covering 11 counties: Auglaize, Champaign, Clark, Darke, Greene, Logan, Mercer, Miami, Montgomery, Preble, and Shelby counties, and is designed to fill in gaps in services when there are no other options available.

3. [Disabled Area Veterans \(DAV\)](#)

The DAV provides transportation for Veterans to and from the Dayton VA.

4. [Gala of Hope Foundation](#)

Gala of Hope Foundation provides financial resources for cancer patients, by supporting cancer treatment and local cancer research, and by providing gas cards and other transportation funds to partners who support cancer patients.

5. [Jewish Family Services of Greater Dayton](#)

Jewish Family Services provides transportation services to clientele through case management.

6. [Pink Ribbon Good](#)

Pink Ribbon Good provides up to 30 round-trip rides to medical appointments for breast and gynecological cancer patients.

7. [American Cancer Society Road to Recovery](#)

American Cancer Society Road to Recovery is a volunteer-based transportation program providing trips for cancer-related medical appointments.



County Veterans Service Commission



Figure AG: County Veterans Service Commissions

Source: MVRPC



The [County Veterans Service Commission](#) is funded through county property tax. Each local CVSC is required to establish transportation for veterans to and from veteran's administration medical centers through arrangements determined to be most cost-effective.¹⁷

1. [Champaign County](#) contracts with Champaign Transit System
2. [Clark County](#) contract with Veterans of Foreign Wars (VFW) Post 1031
3. [Darke County](#) provides services through county resources
4. [Greene County](#) provides services and contracts with Greene CATS Public Transit
5. [Miami County](#) provides service and contracts with Miami County Transit
6. [Montgomery County](#) provides transportation through local services
7. [Preble County](#) contracts with Miami Valley Community Action Partnership
8. [Shelby County](#) provides service through county resources



Dayton VA Medical Center



The [Veterans Transportation Service](#) is a U.S. Department of Veterans Affairs (VA) funded program designed to help Veterans with disabilities who live in remote and rural locations access transportation to and from VA health care appointments.¹⁸ The VTS program provides shuttle and wheelchair-accessible transportation to and from the Dayton VA Medical Center.

In addition to providing transportation services, the VA offers [travel pay reimbursement](#) for Veterans and their caregivers for mileage and other travel expenses to and from approved healthcare appointments.¹⁹



Medicare Advantage



Medicare Advantage health plans (sometimes called Medicare Part C) combine the benefits from Medicare Part A and B into a simple all-in-one plan. Medicare Part B covers non-emergency ambulance services to the nearest medical facility, if you have a written order from your doctor saying that it is medically necessary. Medicare Part A covers emergency transportation. In addition to covering everything from Part A and B, Medicare Advantage provides additional transportation benefits such as transportation to dialysis treatment.²⁰



Non-Emergency Medical Transportation

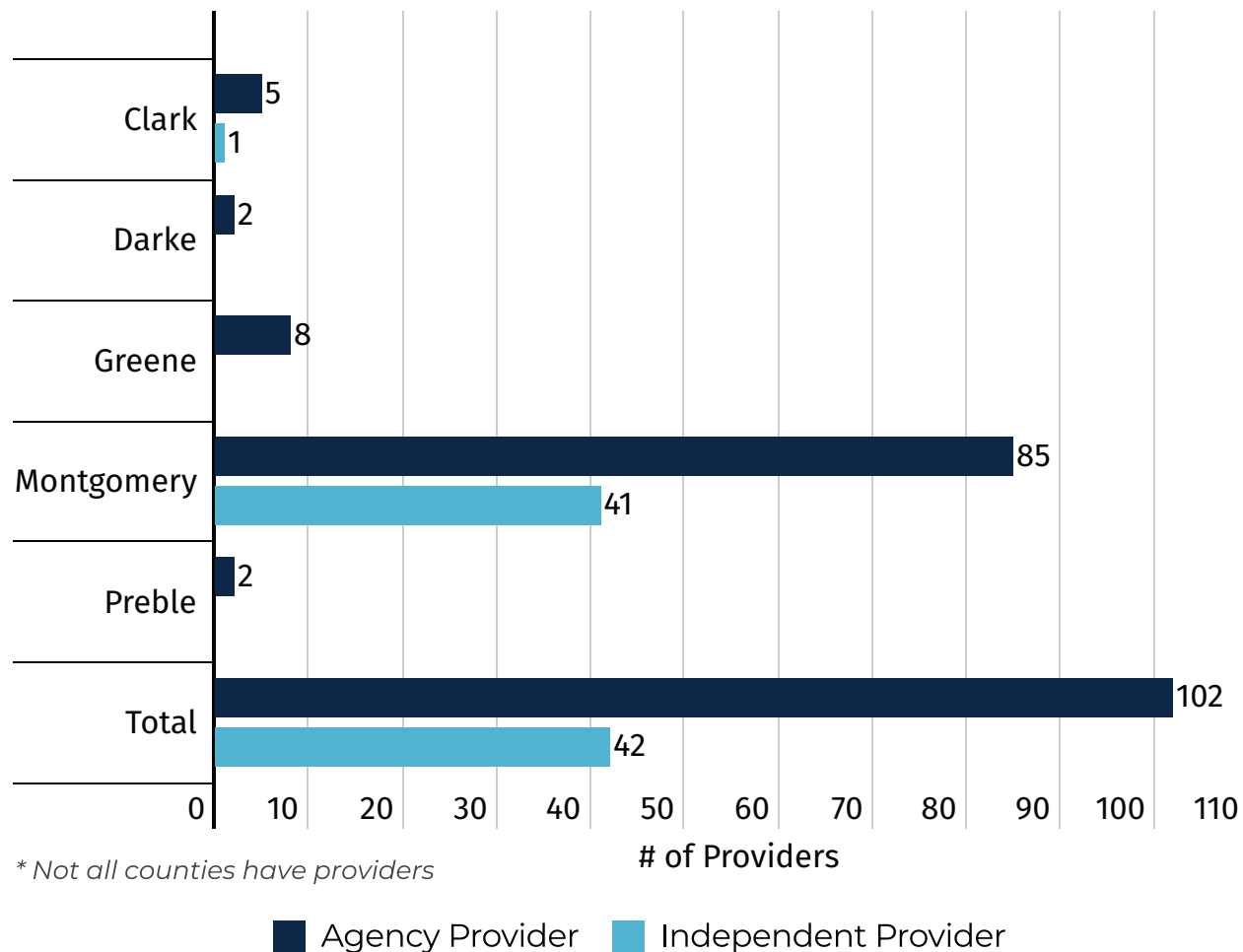


Figure AH: Non-Emergency Medical Transportation Providers

Source: [National Identifier Database Registry](#)

Non-Emergency Medical Transportation (NEMT) is provided through managed care plans (i.e. Medicaid Insurance). Medicaid provides transportation for qualified medical trips over 30 miles. Coverage for NEMT rides differs depending on the individual's situation and need. Each managed care organization manages its NEMT program differently, but follows similar guidelines established by the [Ohio Department of Medicaid](#).²¹ Providers change frequently, therefore the number of providers depicted in [Figure AH: Non-Emergency Medical Transportation Providers](#) is a snapshot in time.



Non-Emergency Transportation

Medicaid establishes agreements with each County Department of Job and Family Services (CDJFS) to provide [Non-Emergency Transportation](#) (NET) for individuals who qualify for NEMT, but are not on a managed care plan or are traveling less than 30 miles. For each individual, the CDJFS is expected to select the type of assistance that enables timely access, and that is most cost-effective and suitable to meet the individual's needs and circumstances. Therefore, each NET program functions differently from community to community.

[Ohio Administration Code rule 5160-15-10](#), paragraph (D)(2) states:

“The types of non-emergency transportation assistance offered by a JFS generally reflect the resources available within its community service area. In a large metropolitan area with an extensive public transit system and numerous taxicab and transportation network companies, for example, the JFS may choose to offer rides rather than payment of vehicle costs; in a very rural area with no public transit and few options, the JFS may choose to offer fuel subsidy as its main form of assistance. Every JFS, however, regardless of community service area, is expected to develop a process for identifying transportation sources and to make a good-faith effort to secure rides for individuals who need actual transportation.”²²

1. [Champaign County](#) contracts with Champaign Transit System, and Quality Care Transport and provides mileage reimbursement
2. [Clark County](#) contracts with TAC Industries, provides fuel cards, and bus passes, and provides mileage reimbursement
3. [Darke County](#) contracts with Spirit Medical Transport and provides mileage reimbursement
4. [Greene County](#) contracts with Greene CATS Public Transit, Xenia Adult Recreation and Services Center and provides mileage reimbursement
5. [Miami County](#) contracts with Miami County Public Transit and provides mileage reimbursement
6. [Montgomery County](#) contracts with Valley Transport, provides bus passes, and provides mileage reimbursement
7. [Preble County](#) contracts with the Preble County Council on Aging and provides mileage reimbursement
8. [Shelby County](#) contracts with Shelby Public Transit and provides fuel cards



Non-Medical Transportation

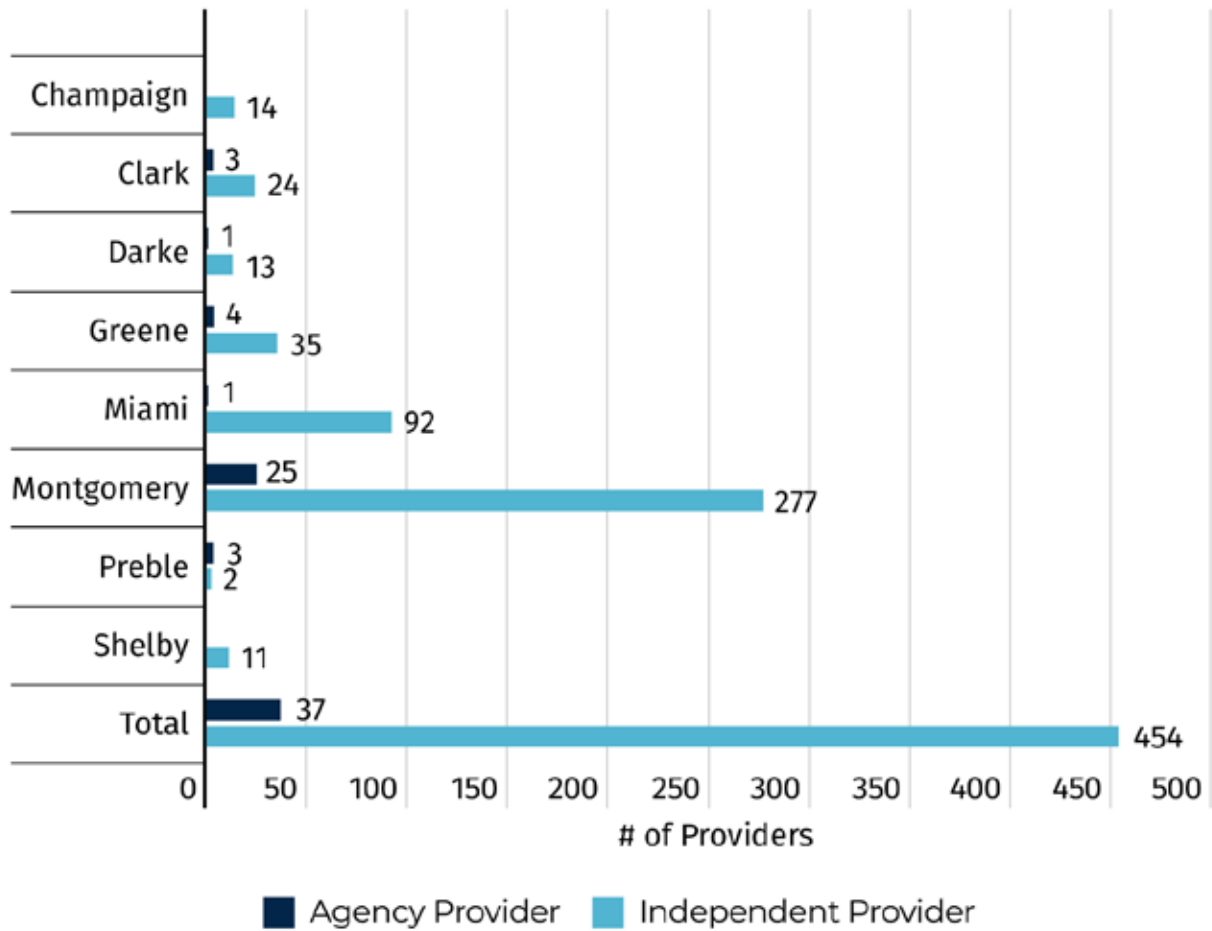


Figure AI: Non-Medical Transportation Providers

Source: [Ohio Department of Developmental Disabilities Provider Search](#)

Non-Medical Transportation (NMT) is a Medicaid covered service which help individuals with developmental disabilities gain independence. NMT is managed through County Boards of Developmental Disabilities. NMT includes transportation to, from, between, or among:

- A place of employment
- A location where adult day support, career planning, group employment support, individual employment support, or vocational rehabilitation
- A volunteer activity
- A post-secondary educational program
- An internship or practicum



Agency and independent providers with a Medicaid provider agreement and that are Department of Developmental Disability (DODD)-certified, can provide this service. All services must be delivered as specified in the individual service plan (ISP) and authorized in Payment Authorization for Waiver Services. Non-medical transportation can be provided as one-on-one or as a group service. There are three modes of non-medical transportation:²³

- Per trip
- Per mile
- Commercial vehicles at the usual and customary fare

There are hundreds of private agencies and independent providers who are NMT providers in the region. Many utilize [Section 5310](#) funding to purchase vehicles and fund operations through Medicaid waivers, grants, and other funding sources.²⁴ Providers change frequently, therefore the number of providers depicted in [Figure AI: Non-Medical Transportation Providers](#) is a snapshot in time.



PASSPORT & COMCARE



The Medicaid [Passport Program](#) helps older adults gain independence, by providing home- and community-based services. Passport is offered by both the [Area Agency on Aging](#) and [Catholic Social Services of the Miami Valley](#) in the region. Catholic Social Services serves the rural counties of Champaign, Darke, Logan, Miami, Preble and Shelby, while the Area Agency on Aging serves the urban counties of Clark, Greene and Montgomery.²⁵

In addition to Passport, the Comcare Program provides additional home- and community-based services to Montgomery County residents. Comcare is funded through the [Montgomery County Human Services Levy](#). Transportation services are offered to Passport and Comcare clientele through case management.



Ridesharing



Ridesharing is another way to reduce gaps in transportation services. Private paid services such as taxi, Uber and Lyft are vital services for those left without transportation options or need services on-demand. There is a higher demand for these services in the urban communities, making it more affordable for the passenger and profitable for the provider. However, in rural areas these services are often not an option due to it being both unaffordable or unavailable in certain communities.

The [MVRPC Rideshare Program](#) is a free service available to anyone who lives, works or attends college in Montgomery, Greene, Miami, Preble, Darke and Clinton counties.²⁶ The Rideshare Program is designed to match interested users with others who are traveling the same commute to form or join a carpool, vanpool or bikepool to share their commute. MVRPC's Rideshare Program is part of a statewide platform to provide these services called [Gohio Commute](#).²⁷



Active Transportation



Walking, biking or rolling on a scooter, skateboard, or wheelchair serves as an important step in first-and-last-mile connections to transit. Chapter 5 of the [Miami Valley Regional Active Transportation Plan](#) reviewed pedestrian access to fixed route transit systems in Greene and Montgomery counties.²⁸ Pedestrian accessibility was not reviewed for demand-response transit systems due to these services being typically door-to-door and not requiring walking, biking or rolling to a bus stop. The plan found that just over 83 percent of Greater Dayton RTA bus stops are served by sidewalks and that most of Greene CATS Public Transit flex routes, where people are able to flag down the bus, also have sidewalk access. The plan did identify areas of significant length along both fixed and flex routes which do not have sidewalk access. These areas could be considered for future investment to improve first and last mile connections to fixed and flex route transit services.



Intercity Bus

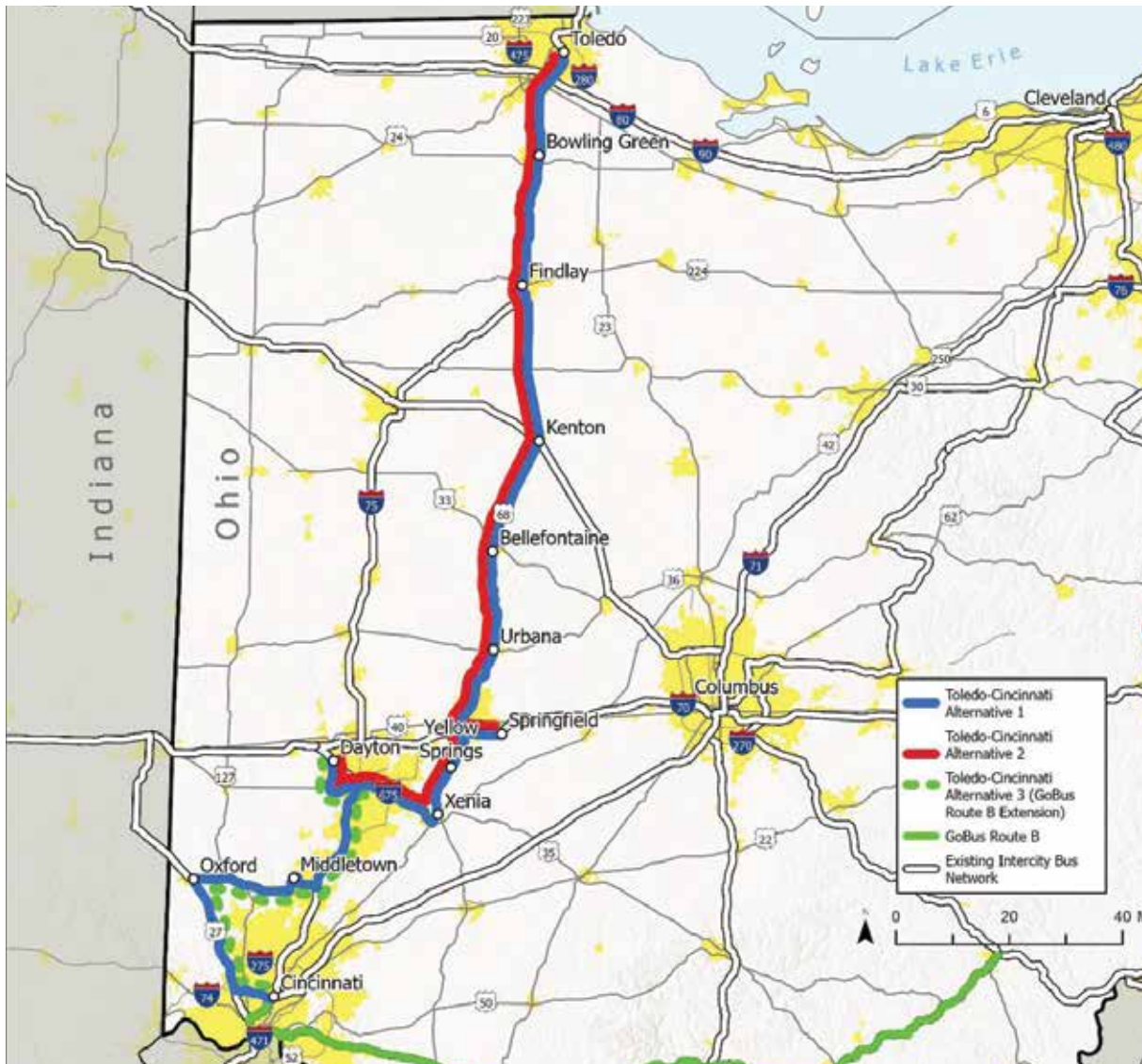


Figure AJ: Intercity Needs Bus Assessment, Toledo-Cleveland Proposed Route

Source: [Appendix F: Intercity Bus Study](#)

Since the summer of 2023, the Ohio Department of Transportation (ODOT), Office of Transit has been undergoing an assessment of the Ohio Intercity Bus network named [GoBus](#).²⁹ The study is designed to identify opportunities to expand and improve the system in future years, and has highlighted several routes for future expansion, including a proposed Toledo-Cleveland route. If implemented, the Toledo-Cleveland alternative would pass through Champaign, Clark, Greene and Montgomery counties.



Passenger Airline

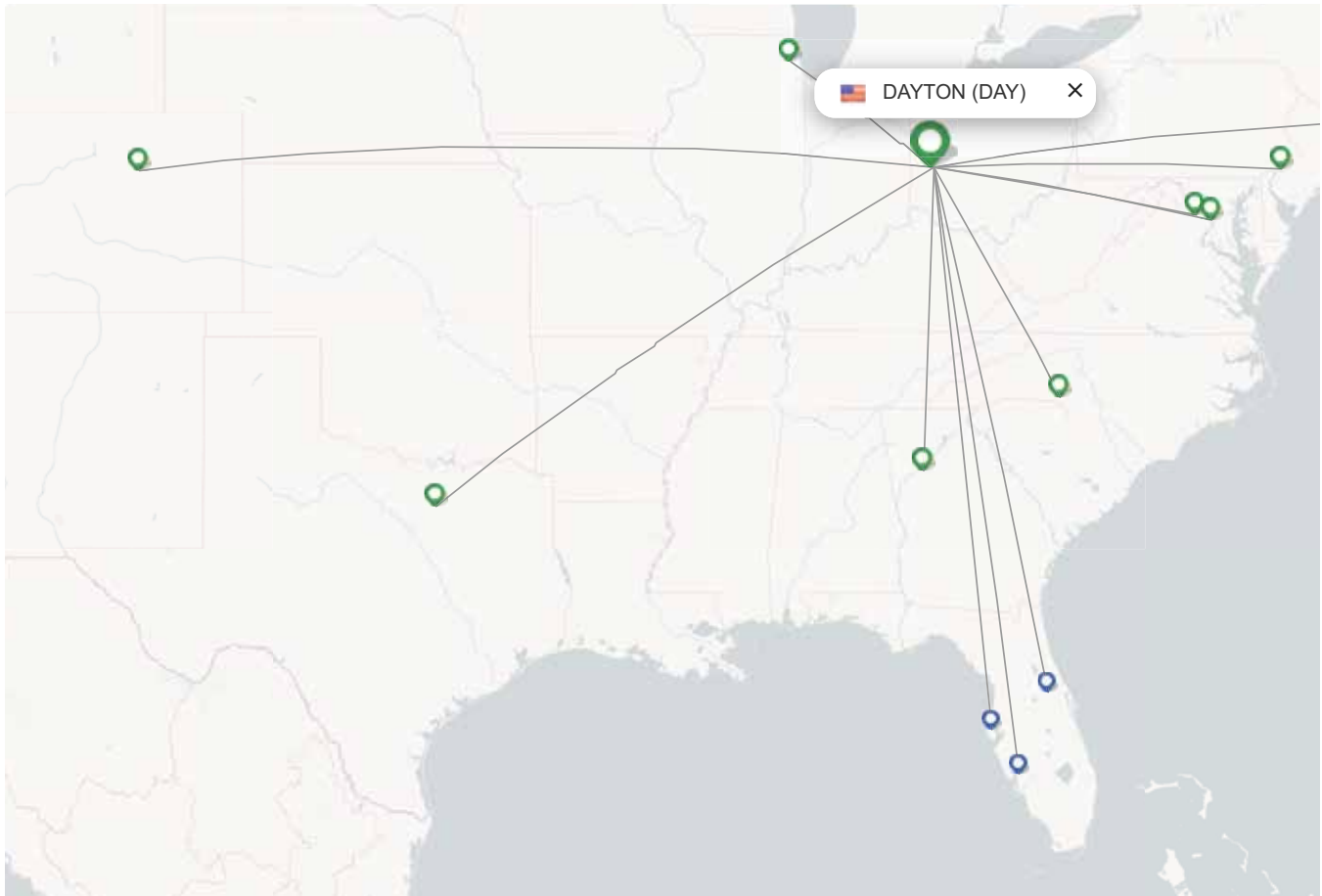


Figure AK: Dayton International Airport, Map of Direct Flights

Source: [FlightsFrom.com](https://www.flightsfrom.com)

The Dayton International Airport located in the City of Vandalia provides around 250,000 flights annually, offering 12 direct flights primarily to southern and eastern states.³⁰ There are four airlines that fly out of Dayton: American, Delta, United and Allegiant. Though Dayton is an international airport, Columbus and Cincinnati airports have significantly more airlines and flights. Therefore, many people living in Dayton may be traveling to Columbus and Cincinnati to access more affordable and direct flights.



Passenger Rail

In the winter of 2023, the Federal Railroad Administration (FRA) approved a planning grant to assess the viability of expanding intercity passenger rail services in Ohio. The rail corridors receiving the planning grants include the following corridors:

- Cleveland-Columbus-Dayton-Cincinnati (3C+D)
- Cleveland-Toledo-Detroit
- Chicago-Fort Wayne-Lima-Columbus-Pittsburgh (Midwest Connect Corridor)

The study is a multi-phased effort to determine viability of adding passenger rail services to Ohio's largest cities, which have not been connected to passenger rail since 1967 including Cleveland, Columbus, Cincinnati and Dayton.³¹

EXISTING AND DISCONTINUED LONG-DISTANCE ROUTES



Figure AL: 3C + D Corridor Project Economic Impact Study

Source: [All Aboard Ohio](#)

Mobility Management

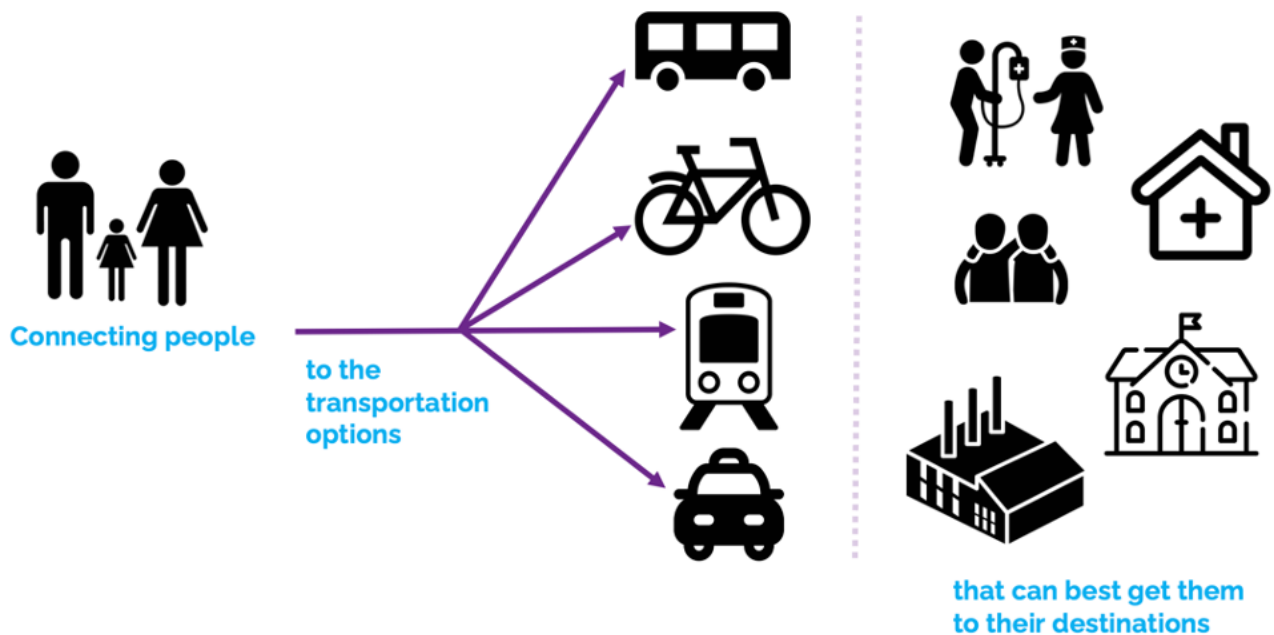


Figure AM: What is Mobility Management?

Source: [National Center for Mobility Management](#)

According to the [Federal Transit Administration](#), mobility management is an innovative approach to managing and delivering coordinated transportation services to customers, including transportation-disadvantaged populations. Mobility management focuses on meeting individual customer needs through a wide range of transportation options and service providers, and on coordinating services and providers to achieve a more efficient transportation service delivery system. They serve as conveners, policy coordinators, operation service brokers, and customer travel navigators.³²

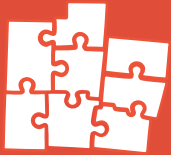


Figure AN: Mobility Managers in Ohio

Source: [Ohio Department of Transportation \(ODOT\), Office of Transit](#)

The region has three ODOT funded mobility managers covering five counties: Champaign, Darke, Greene, Preble and Shelby. Though ODOT does not currently fund mobility managers in Clark, Miami and Montgomery counties, many agencies fill the role of mobility management through other means. Additionally, the Dayton VA has a mobility manager serving the Veteran population in the region.

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CHAPTER 3:

Assessment of Transportation Needs



Stakeholder & Public Engagement Process

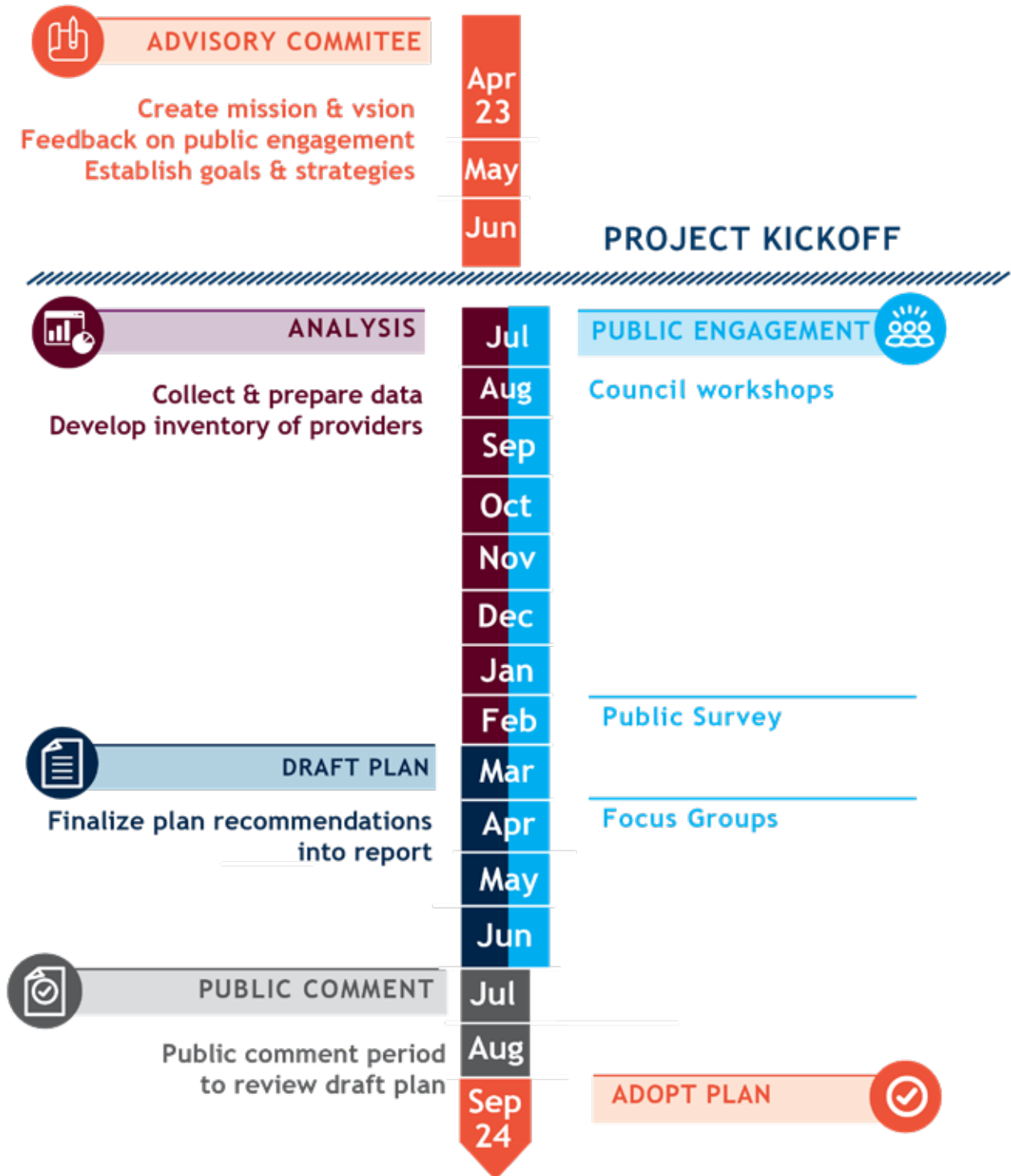


Figure AO: Plan Timeline

Source: MVRPC

The Miami Valley Regional Planning Commission undertook a comprehensive effort to gather public feedback for the Greater Region Mobility Initiative Transportation Coordination Plan Update. This process involved a multi-step approach to stakeholder and community engagement. Below is a summary of the five-step process used to identify and evaluate top unmet needs for transportation services in the Greater Region.

1. Stakeholder Meetings

Unmet needs were reviewed by key community stakeholders in 2022. In total, 45 representatives of local non-profit, government, and transit agencies identified unmet needs for each community.

	1.	2.	3.	4.	5.
Champaign	Out of county travel	Coordination between counties	Early, evening, weekend & same-day		
Clark	After-hour & weekend transportation	Expand public information using different methods	Expand funding to include non-traditional sources	County-wide & cross-county transportation	Collaborative sub-committee
Darke	County-wide transportation	Early morning & evening	County-to-county transportation	Transportation for those who don't have funding	
Greene	Access to healthcare, treatment, and recovery	Capacity & information sharing	Employment related transportation	Driver shortages	
Preble	Transportation for new entry-level employees	Funding for populations not served	Explore options to expand services	Improve public knowledge of available options	Cooperation among stakeholders
Shelby	Early mornings, evenings & holidays for medical trips	Employment & non-medical trips	Educating residents on transportation options	Driver shortages	Affordable out of county service
Miami	Employment related transportation	Access to healthcare	Capacity & information sharing	Marketing & outreach of existing services	Increased expenses: fuel, labor, etc.
Montgomery	Access to healthcare, treatment, and recovery	Capacity & information sharing	Employment related transportation	Driver shortages	



Local meetings were held by local Human Services Transportation Council in each county. Around 45 individuals representing local area non-profits, government agencies, transit agencies and county boards evaluated local unmet needs on behalf of the clients they serve. These agencies provide various services for older adults, individuals with disabilities and low income individuals across the Greater Region. Unmet needs were prioritized for the region by identifying the top unmet needs by total count.

Figure AP: Chart of Unmet Needs

Source: [MVRPC, Greater Region Transportation Profile](#)

2. Strengths Weakness Opportunities & Threat (SWOT) Analysis

Upon completion of the local review of unmet needs, regional stakeholders performed a SWOT analysis of the entire region. The SWOT Analysis provided further understanding of progress made in 2022 and identified areas of growing need:



Figure AQ: SWOT Analysis

Source: [MVRPC](#)

3. Public Survey



In the summer and early fall of 2023, several workshops were held to garner feedback from key stakeholders on the development of a broad engagement and outreach strategy. Stakeholders shared recommendations for targeting key non-driving populations to include, but not limited to:

- Older adults
- Individuals with disabilities
- Low-income populations
- Unhoused populations
- Non-English speaking and minority populations
- Teens and youth
- Caregivers
- General public

Stakeholders also provided feedback on recommended questions and the method of outreach to include, but not limited to:

- In-person events
- Print
- Social media outreach
- Flyers with QR codes

Based on feedback gathered, a survey was launched in early 2024 to help obtain a broader representation of the experiences and needs of non-driving populations. The survey was designed to review the unmet needs in more depth, foster broader public feedback, and gather additional data to help move towards developing plan goals and strategies. The information feedback gathered during the workshops guided the development of the survey.



GREATER REGION MOBILITY INITIATIVE

Age ▾

County ▾

Race/Ethnicity ▾

Users of Mobility Devices

Users on Medicaid

Users of Public Transit

Users of NEMT

English Second Language

Hispanic or Latino Users

SURVEY TRAFFIC & SOURCES

SURVEY STARTS
2,101

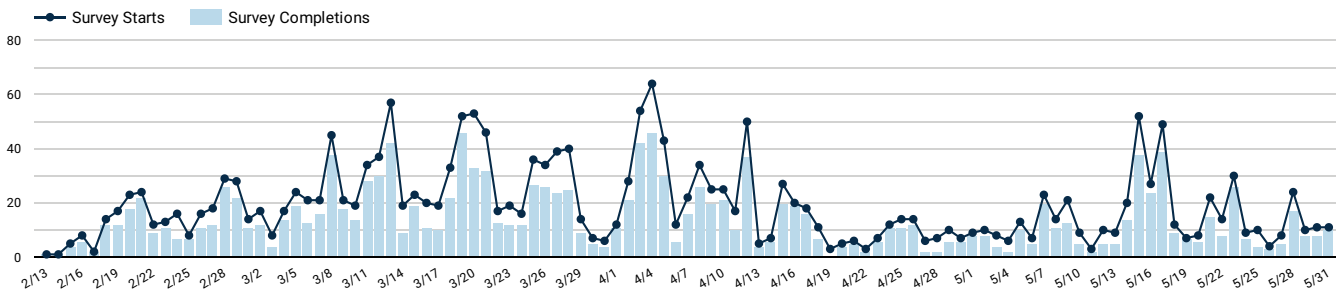
SURVEY COMPLETIONS
1,552

COMPLETION RATE
73.9%

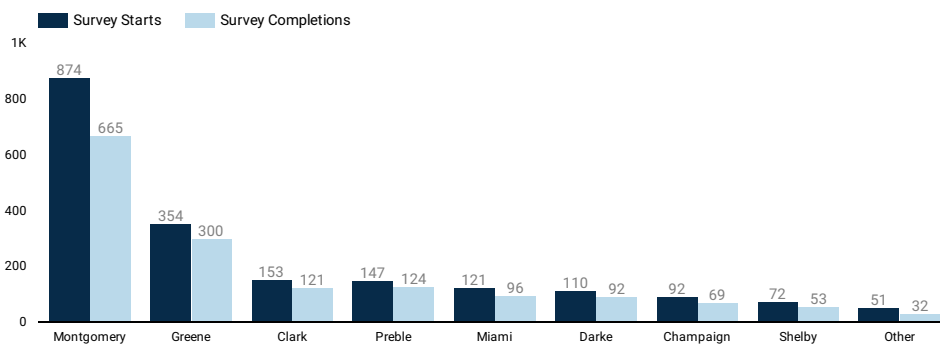
NON-AD STARTS
1,102

AD STARTS
999

SURVEY STARTS & COMPLETIONS OVER TIME



RESPONDENTS BY COUNTY



"OTHER" COUNTIES

County	Survey Starts ▾	Completions
Warren	14	11
Hamilton	8	6
Outside Ohio	8	6
Butler	5	2
Logan	1	1
Portage	1	0
Wayne	1	0
Kent	1	1
Franklin	1	1

Grand total 40 28

Figure AR: GRMI Survey Dashboard

Source: [Appendix C: Public Survey Dashboard](#)

Survey Dashboard

Before the launch, the survey questions and dashboard were tested and reviewed by two key groups consisting of older adults and individuals with developmental disabilities, to ensure the survey is accessible and understandable. Based on feedback, questions were edited to be written in plain language and adapted to include a paper version to ensure internet access was not a barrier. After initial survey distribution, additional feedback from partners serving immigrant populations identified language translation as another potential barrier and the survey was translated into twelve key languages.

The interactive survey dashboard was created to provide real-time insights into the progress of the survey. The survey was promoted and distributed through a comprehensive social media strategy and community distribution effort, targeting specific non-driving populations. In total, the survey had a 79% completion rate, meaning 4 out of every 5 people who started the survey completed it. This rate is much higher than the industry average of 34%, according to [Survey Sparrow](#) (the platform used to collect the data). The below sections provide a more in-depth description of the different types of outreach used to promote the survey.

County	% Total	% Completion	Total Starts	Total Submissions	Total Pop.
Miami	0.09%	79.3%	121	96	108,774
Clark	0.09%	79.1%	153	121	136,001
Shelby	0.11%	73.6%	72	53	48,230
Mont.	0.12%	76.1%	874	665	537,309
Darke	0.18%	83.6%	110	92	51,881
Cham.	0.18%	75.0%	92	69	38,714
Greene	0.18%	84.7%	354	300	167,966
Preble	0.30%	84.4%	147	124	40,999
Region	0.11%	79.0%	1,923	1,520	830,314

Figure AS: Survey Completions

Source: MVRPC

Digital Promotions

Social media advertisements were developed and deployed through Meta (Facebook and Instagram) and Google. These ads used images of actual providers and riders from the region and simple messaging to ensure familiarity and comfort when clicking on the link. Incoming survey metrics, such as county locations and demographics, were continuously monitored to refine and adjust the social media strategy.

Though the Meta ads reached more individuals, Google ads resulted in more completed surveys. This is likely because Google ads are more targeted to keyword searches, so users who saw the ad were already seeking information about transportation services.

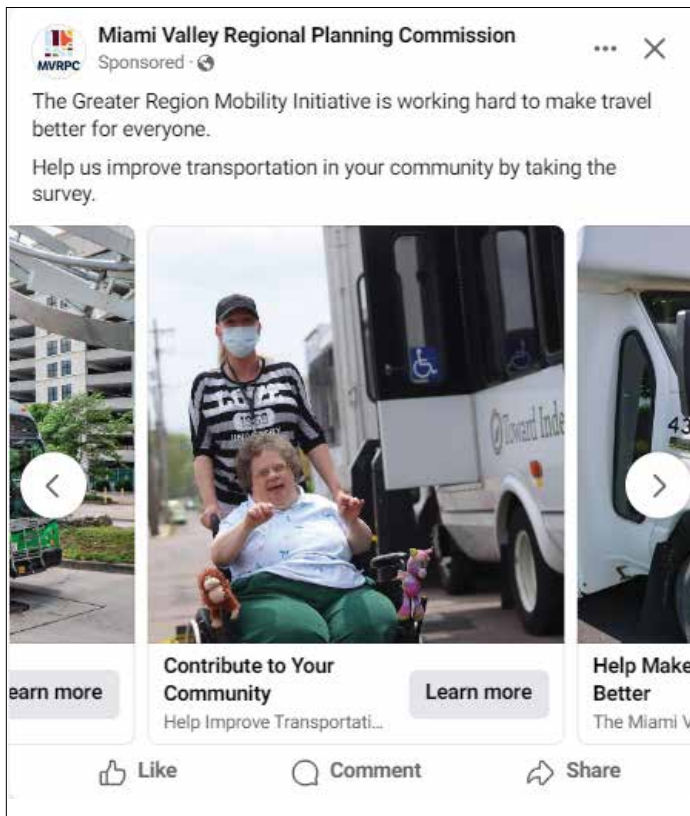


Figure AT: Survey Digital Advertisement Meta

Source: [Futurity Digital](#)

Community Promotions

Grassroots promotion efforts in the community were a critical support to the digital engagement strategy and, ultimately, drove 43% of all survey completions. To promote the survey, multiple versions of the flyers were created, including Spanish and Haitian Creole-translated flyers. A promotional toolkit was distributed to local organizations serving the target populations. Toolkits included a flyer, a sample social media post, and a newsletter text. Each toolkit and flyer were assigned a QR code indicating the type of agency or targeted population. The use of multiple QR codes allowed us to track where promotions yielded the best results.

Digital promotions and community promotions were fairly even in their ability to garner survey starts. This data reveals that the region benefits from a strong network, built on relationships and support. The reach of the MVRPC QR code, which accounted for 61% of community-promoted surveys and nearly a third of all completed surveys, indicates that requests coming directly from MVRPC are highly effective. The MVRPC QR code was distributed through MVRPC communication channels which include the Executive Directors Update newsletter, GRMI meeting invitations, and the MVRPC website.

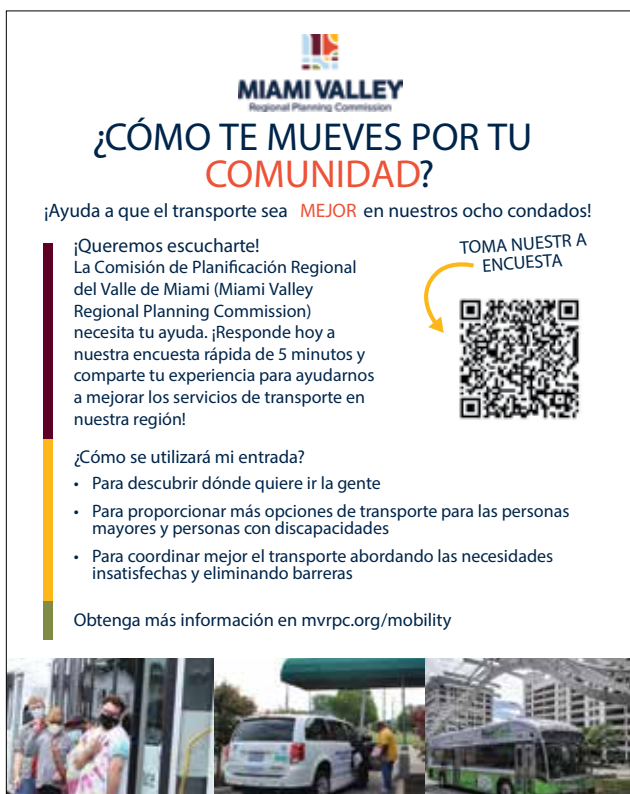


Figure AU: Survey Promotion Flyer Spanish Translation

Source: [RAMA Consulting](#)

4. Focus Groups

Focus groups were organized to explore unmet needs more deeply and to gather direct testimonies about personal challenges. Each session was designed to learn more about specific needs or challenges.

- Two focus groups were conducted in collaboration with the Community Action Partnership of Miami Valley; one in Preble and Darke county. These locations were identified due to their heavily rural populations which were underrepresented in the survey data. These focus groups were held in person, with eight total participants.
- Two virtual focus groups were held with individuals who were Medicaid recipients. These individuals had completed the survey and indicated that they would be willing to participate in a focus group. The nine individuals who participated were targeted to better understand the unique challenges associated with non-emergency medical transportation.
- The focus group team was invited to attend and conduct a small discussion during a Gala of Hope Foundation event. The Gala of Hope Foundation supports cancer patients, cancer treatment, and local cancer research in the Dayton region. Eight-five participants, representing patients, caregivers, and medical professionals, shared their experiences with medical transportation services, as well as recommendations for system improvements.



Figure AV: Cancer Care Support Summit

Source: [Gala of Hope](#)

5. Provider Survey

A transportation provider survey was launched in April 2024, gathering information from 28 key transit and human service transportation providers and generating a clearer picture of services offered and the challenges faced.

As a result of the survey, it is clear that transportation providers are experiencing major resource challenges and are either operating at a lesser capacity or operating at a larger capacity with fewer resources. Since COVID, the cost to maintain has gone up in every aspect. Providers struggle to replace aging fleets and the cost to maintain vehicles and to hire and retain staff is increasing. Many providers have been forced to cut back or deny services to sustain services and now demands are returning and providers are struggling to get back to where they were before COVID.

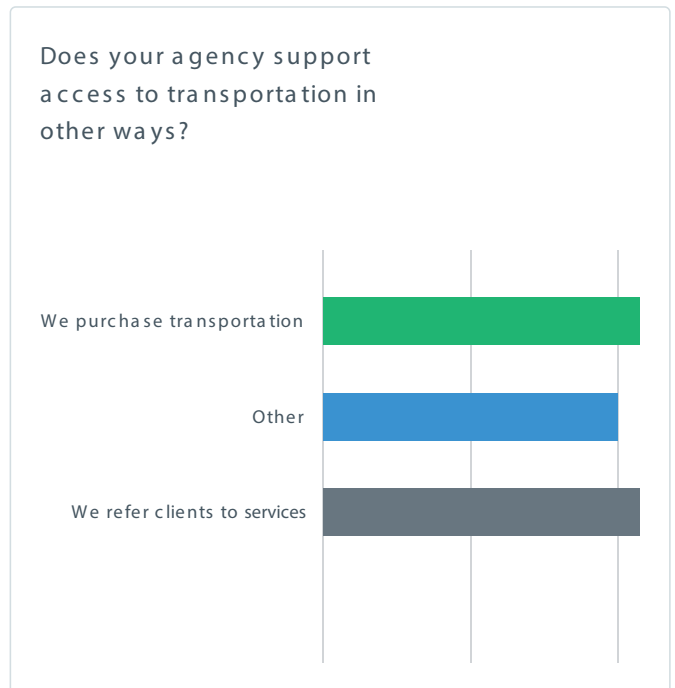
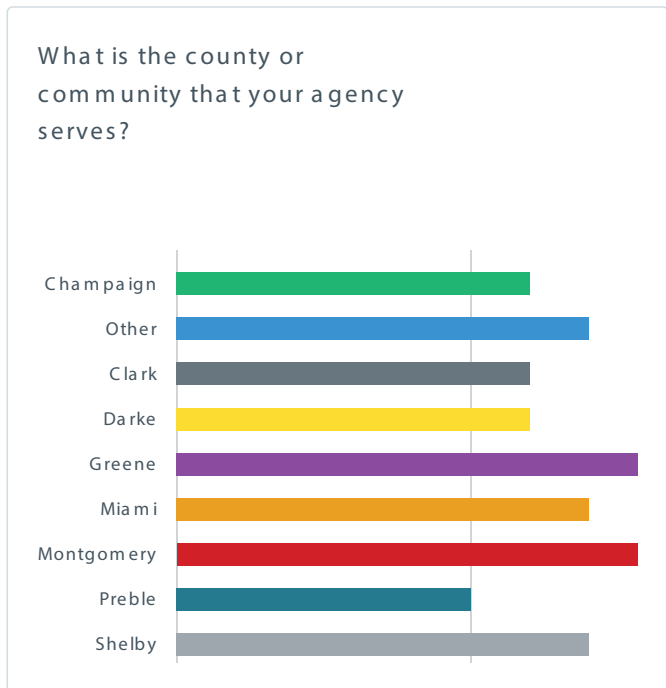


Figure AW: Provider Survey

Source: [Appendix D: Provider Survey Dashboard](#)

Public Engagement Results

Surveys and focus groups provided additional data and insights into the unmet needs identified in 2022. The survey collected over 1,000 comments of personal challenges and recommendations for transportation improvements which were further analyzed and sorted into key themes to better understand the current state of transportation in the region as well as opportunities for improvement. For a deeper understanding of the survey results, view [Appendix B: GRMI Survey & Focus Group Report](#).



Employment & Medical Trips

Access to transportation for jobs or medical services is critical for ensuring self-sufficiency and healthy outcomes for all individuals, particularly older adults, and low-income populations. The survey data confirms that this is a pressing need for individuals in the region. Work or employment was the second most frequent location traveled, followed by medical centers and pharmacies. Lack of reliable transportation has caused individuals to be unable to find or keep a job, according to 15% of working-age adults (ages 19-64). Additionally, 20% of survey respondents indicated they have missed doctor's appointments because of unreliable transportation.

A local employer states: "one of the biggest barriers to employment at our stores is transportation."

Local Law Office shares: "Part of our business is serving Social Security/Disability Clients. For these clients, transportation is proven to continue to be a problem that prevents them from working. A lot of the disability clients couldn't get to their hearings and struggle to get to doctor's appointments, forcing them to be non-compliant for not attending medical appointments."

After further analysis, three specific challenges were identified as impacting people's ability to access these critical needs:

1) Limited Operating Hours: 31% of respondents expressed frustration with the limited hours of operation. For example, many transit services often stop running early in the evening and do not run at all on weekends, this can make employment particularly challenging as it significantly limits the worker's availability and these hours do not align with many entry-level or shift-work jobs.

Written comments also indicated that the availability and reach of transit routes created additional barriers for workers – this was most prevalent in rural counties but was frequently cited in the urban centers as well.

"Bus 11 in Montgomery County was discontinued. I can no longer take the bus to and from my job at TJ MAXX in Kettering."

2) Advanced Scheduling Requirements: Participants noted that they often need to schedule transportation services well in advance, sometimes as much as two days ahead. This creates a significant barrier for those needing last-minute or urgent rides and limits the flexibility of the region's workforce. The inability to schedule rides "on demand" was the fourth most frequently cited challenge with current transportation services and was noted as an issue by 22% of working-age adults.

3) Reliability and Follow-up: There were several comments about the unreliability of medical transport services. Respondents mentioned that medical transport often does not return to pick them up after appointments, leaving them stranded. Some focus group participants indicated they have switched to using ride-sharing services like Uber and Lyft due to the inadequacies of Non-Emergency Medical Transportation (NEMT) services.

Across our five focus group sessions, there were countless stories of individual challenges with getting to or returning home from medical appointments. Often, the problem does not exist with getting to appointments, but rather it is getting home from appointments that causes the greatest difficulty. Patients have waited hours for rides home from appointments, and some reported giving up and calling family members instead. During one focus group session, a participant said that her sister is currently leaving work to go pick up her mother from an appointment. People with a disability have heightened difficulties, such as wheelchair users or those who require stretchers for transportation. Often, transit providers struggle to care for these specialized needs, possibly due to liability concerns.

“If my family can’t take me, I just cancel and don’t go to medical appointments.”

“Many times I needed to go to the hospital by ambulance in the late afternoon or evening only to find I had no way back home when discharged. The Uber, Lyft, and taxi services don’t run late either. I am new to Ohio and haven’t made friends yet and have no family with transportation. So I quit going to the hospital and take my chances at living or dying.”

Social Worker at a local health facility states: “ I am grasping at straws for our Medicaid patients. We have had several patients not making appointments because their Medicaid transportation cancels the same day hours before their appointments. We now have physicians dismissing patients from their practice due to missed appointments.”

County-wide & Cross-country trips

The Greater Region includes large rural areas that are often disconnected, serviced by transit providers with limited resources that make inter-county travel difficult. For instance in Preble County, transportation resources are limited and there is frequent need for travel across county or state boundaries. 56.3% of survey respondents said they must travel outside their county to meet their needs. Even when isolating the data to users of public transit (i.e. buses), 45.6% of users indicated they needed to travel to other counties to meet their needs.

“[We need] service to take people outside our county for specialized medical care.”



Early mornings, nights & weekends

The survey asked respondents to indicate what times of day they typically traveled. Responses from all surveys skewed heavily towards mornings and afternoons. However, because transit services are operating within these hours, this data is likely reflecting current travel instead of what is desirable or needed.

However, when isolating the data to working-age adults (ages 19-64), the needs change. Afternoon hours remain the top need, but evening hours emerge as the second largest travel time. Working-age adults also represent the largest group traveling during early mornings, nights, and late evenings. This indicates that transit hours of operation most significantly impact individuals who travel for employment.



Awareness & Outreach

Awareness of both available transit services and how to use them was identified as a significant unmet need. Among the 42.5% of survey respondents who indicated they had challenges using transit services in their community, being unaware of options was the second most frequently cited challenge and the top challenge for survey respondents over the age of 65. In addition, many of the comments on transportation improvements from survey participants included many comments related to misinformation including comments indicating that there are no transit services in communities that do currently have transit services.

“Living in Greene County without a license means either an expensive Uber or not going anywhere.”

“I don’t think there is a bus service in Miami County.”

During focus groups, technology emerged as a significant barrier to awareness and accessing services. In rural areas, this was attributed to a lack of reliable access to internet service. Older adults also noted more issues with using technology to access information or schedule rides. This lack of access or comfort with technology may also be a barrier to effective promotional efforts by service providers and transportation councils. Ultimately, written comments from the survey and focus group participants, across all counties, called for more education and communication about transportation services, schedules, and payment methods. Varied communication channels, with an emphasis on community-based networks, should be included in awareness-building efforts.



Driver Shortages

GRMI providers noted that they struggle to maintain an adequate pool of drivers, which impedes their ability to deliver services and meet needs. Though the survey did not ask about workforce challenges specifically, challenges attributed to this issue were prevalent. Despite not being asked explicitly about driver shortages, transit users were very tuned in to this issue and raised it several times in their open-ended written responses:

“Used to use NEMT until Uber and Lyft became the main options because of driver shortages.”

“Public transport and Paratransit often drop in quality due to driver shortages.”

“Sometimes just want to take a ride and don’t need it, but the driver shortage makes it impossible.”

These references indicate that driver shortages are a notable and visible concern affecting the reliability and availability of transportation services in the region.



Funds: affordability

Analysis of survey respondent challenges and focus group responses highlighted cost as an additional significant challenge. 20% of survey respondents who indicated they had challenges with using transportation services identified cost as a significant challenge. This issue was reinforced during focus groups, with many participants mentioning that the cost of transportation services is prohibitive, especially for those with limited income. Several survey respondents also noted that the high cost of transportation limits their ability to participate in community activities, access medical services, and attend events, thereby reducing their overall quality of life. Reducing transportation costs was a recurring theme across multiple counties, indicating a widespread need for more affordable transportation options.

“If my family can’t take me, I just cancel and don’t go to medical appointments because I can’t afford the cost.”

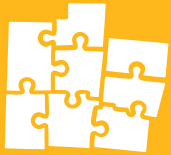
Most survey and focus group participants emphasized the importance of making medical transportation more affordable, particularly for those who need regular medical care. Some felt that medical transportation, as an essential service, should have reduced rates or be subsidized.

“Low-cost transportation for medical and other essential services is needed to support our community.”

Several participants also recommended making public transportation more affordable overall, ensuring that low-income individuals can access necessary services without financial strain. Participants from rural counties particularly stressed the need for affordable transportation solutions, as current options are either too expensive or nonexistent.



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CHAPTER 4:

Recommendations, Roles, & Responsibilities

Recommendations

This plan is a strategic document with a simple mission and vision to improve transportation services by addressing transportation barriers through established goals and strategies (review Chapter 5: Goals & Strategies). The plan was established in cooperation with the Ohio Department of Transportation (ODOT) Office of Transit and in partnership with health and human service providers, public transit agencies, mobility managers, community stakeholders, and leaders who identified unmet needs and established the goals and strategies of this plan. The plan was developed using grassroots community input, surveys, and focus groups, ensuring broad representation and feedback in the planning process.

The goals and strategies of this plan directly respond to identified transportation needs (review [Chapter 3: Assessment of Transportation Needs](#)). Each strategy provides steps toward meeting plan goals, identifies the responsible parties for leading the project, and a timeline for implementation. Each goal is designed to be actionable and measurable toward meeting the plan's mission and vision.

Many of the action items in the plan categorize projects that could be funded through Section 5310. To qualify for funding under the Section 5310 program ([FTA Circular 9070.1G](#)), all projects must meet the needs of older adults and people with disabilities when transportation services are unavailable, insufficient, or inappropriate to meet needs.³³ There are two main prerequisites for applying for Section 5310 funding:

- [FTA requires](#) all Section 5310 to be included in a locally developed, coordinated public transit-human services transportation plan (i.e. aligns with [Chapter 5: Goals and Strategies](#)).
- [ODOT requires](#) active participation in quarterly meetings to request and potentially receive Section 5310 funding (Review [Participation](#) below).

In addition to the Section 5310 program, ODOT provides transportation funding for operations and capital expenses through various state and federal programs. To learn more about transportation funding, including Section 5310, visit the Ohio Department of Transportation Transit Funding.

Not all action items listed in the goals and strategies are Section 5310 funding-specific. Much of this plan identifies strategic opportunities to improve transportation services through enhanced coordination. These projects are categorized as strategic, technical, or communication and outreach.

Participation

To be eligible for Section 5310 funding, agencies must certify how they participated in the coordinated planning process when applying for funding. At the minimum, agencies must meet the following criteria:

1. Attendance by an agency representative to at least 50% (2 out of 4 meetings annually) of the quarterly regional or local coordination meetings, or have made alternative arrangements with MVRPC to participate in coordination through other means;
 - agencies that are applying for funding for projects for multiple counties must attend the regional meetings;
 - agencies that are applying for funding for projects for a single county may count attendance of a local meeting, if applicable;
 - To review agencies who were involved in the development of this plan (coordinated planning efforts), view [Appendix A: Stakeholder Participation Lists](#).
2. The project must align with one or several goals or strategies identified in [Chapter 5: Goals and Strategies](#);
 - all projects must identify how their project aligns with the plan goals and strategies when writing their grant application.
3. The agency must actively participate in stakeholder activities such as completing surveys, providing data, and providing information about programs, services, or inventory when requested.
4. Once applications are submitted for review, MVRPC validates participation in coordination by:
 - determining if the agency participated in coordinated planning meetings;
 - confirming provider information was updated and submitted for plan revisions;
5. Once applications are submitted for review, MVRPC confirms whether or not projects align with [Chapter 5: Goals and Strategies](#).

Roles & Responsibilities



This plan was developed in partnership with health and human service providers, public transit agencies, mobility managers, community stakeholders, and leaders who identified unmet needs and established the goals and strategies of this plan. In addition to implementation of the goals and strategies, MVRPC and key stakeholders have the following roles and responsibilities:

1. Greater Region Mobility Alliance

- The alliance is a group of public, private, not-for-profit transportation, human service providers, and transportation users that advance the mission and vision of the Greater Region Mobility Initiative.
- The alliance meets quarterly to discuss transportation issues, work to develop projects or programs to implement the plan goals and strategies and provide

feedback on the annual update of the plan.

2. Advisory Committee

- The advisory committee is the decision-making body responsible for guiding plan revisions, updates, and amendments.
- Members of the advisory committee equally represent the eight counties of the GRMI and include diverse representation from organizations that align with the vision and mission of the plan.
- The advisory committee provides feedback on coordinated meeting format, regional initiatives, best practices, and performance standards.
- The advisory committee updates local transportation councils and other relevant groups when

3. MVRPC

- MVRPC leads the establishment of the coordinated plan and is responsible for plan revisions, updates, and amendments.
- MVRPC convenes and facilitates regional coordination meetings to include, but is not limited to: alliance meetings, advisory committee meetings, and other coordination meetings when necessary.
- MVRPC reviews grant applications and organizes a regional review committee to make funding recommendations to ODOT annually; however, ODOT makes the final decision on project awards.

4. ODOT Office of Transit

- ODOT provides oversight and direction on regional coordination and reviews plan revisions, updates, and amendments for final approval.
- ODOT administers grant solicitation, reviews projects to determine applicant eligibility and priority, and manages grant distribution and oversight.
- ODOT submits grants, reports, and manages compliance expectations on behalf of the FTA.

5. Ohio Public Transit Association

- OPTA is the primary advocate for public transportation in Ohio.
- OPTA advocates for increased funding for public transportation at the federal, state, and local levels.
- OPTA governmental affairs program influences public policy, legislation, and regulation at the local, state, and federal levels.

Plan Revision

ODOT requires the plan to be revised every four years, with the next revision targeted in 2028. Revisions include, but are not limited to:

- Demographic data analysis
- Overview of available services and provider inventories
- Public engagement involving surveys and focus groups
- Prioritization of unmet needs
- A SWOT analysis
- An update to the plan goals and strategies
- A formal [public participation](#) and plan adoption³⁴

Plan Updates

ODOT requires the plan to be reviewed and updated once every year. Plan updates include, but are not limited to:

- Review of unmet needs
- A SWOT analysis
- Review the goals and strategies to confirm they are still relevant

The process will be clearly outlined in the plan document at the end of the report and submitted to ODOT for final review. The plan may require an amendment if updates are significant enough to impact funding determinations. The following updates will not require an amendment:

- Updates to geographic data
- Adding additional providers or services
- Adjustments to descriptions of services
- Minor changes such as edits to spelling or grammar

The following updates will require an amendment:

- Updates to the identified needs
- Change in prioritization of needs
- Changes to the goals or strategies
- Changes in prioritization of goals or strategies

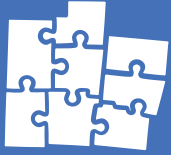
Plan Amendments



The amendment process must include input from plan participants but does not require formal public involvement or adoption. Should an amendment be required, the following process should occur:

1. MVRPC will provide a summary of the proposed amendment to the advisory committee. The summary will include:
 - A summary of the changes requested
 - Rationale of why the changes are needed
 - Potential impact of the changes
2. MVRPC will allow 30 days for comments from the advisory committee and will ensure that all comments received are shared with other members of the committee.
3. MVRPC will organize a vote for approval or rejection of the plan amendment by the advisory committee. Should the advisory committee consist of more than one individual from the same agency, each agency will get a single vote for a plan amendment. If a majority of the responses are to approve the amendment, then the amendment is approved.
4. Once the amendment is approved, MVRPC will add the following to the plan:
 - A summary of the amendment process
 - Rationale for why the amendment was needed
 - Potential impact of the amendment
 - Date amendment was adopted and the plan was updated

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CHAPTER 5:

Goals & Strategies

Goal 1: Increase public awareness of services

Strategy 1.1: Maintain and expand Mobility Management Programming

Action Steps:

1. Continued investment in Mobility Management
 - Type of project: Local
 - Category of project: Mobility Management
 - 5310 project: Yes (review [Section 5310](#) program requirements)
 - Timeline: Apply Annually
 - Responsible parties: Mobility Management sponsor agency
 - Unmet need addressed: Awareness and outreach
 - Possible outcomes: Mobility Management Programs maintained

2. Research need and opportunity to expand Mobility Management into new communities
 - Type of project: Local or regional
 - Category of project: Strategic
 - 5310 project: Yes (review [Section 5310](#) program requirements)
 - Timeline: 2026 - 2027
 - Responsible parties: MVRPC
 - Unmet need addressed: Awareness and outreach
 - Possible outcomes: Mobility Management established in new communities

Strategy 1.2: Expand advocacy for transportation services

Action Steps:

1. Analyze findings and create fact sheets for each community
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2025
 - Responsible parties: MVRPC
 - Unmet need addressed: Awareness and outreach
 - Possible outcomes: Fact sheets created for each county/community

2. Present findings to community leaders and elected officials, educating the importance of transportation investment
 - Type of project: Regional
 - Category of project: Outreach and Communication
 - 5310 project: No
 - Timeline: 2026-2027
 - Responsible parties: MVRPC and Mobility Managers
 - Unmet need addressed: Awareness and outreach
 - Possible outcomes: Findings presented to key partners

3. Attend OPTA's legislation reception during the Ohio Loves Transit event annually, encouraging stakeholders to meet with legislators to educate the importance of transportation investment
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2026-2028
 - Responsible parties: MVRPC and Mobility Managers
 - Unmet need addressed: Awareness and outreach
 - Possible outcomes: Findings shared during Ohio Loves Transit event

Strategy 1.3: Expand outreach to transportation users

Action Steps:

1. Organize deep-dive learning sessions with targeted populations to learn more about specific challenges and needs
 - Type of project: Local
 - Category of project: Outreach and Communication
 - 5310 project: No
 - Timeline: 2026
 - Responsible parties: MVRPC and Mobility Managers
 - Unmet need addressed: Awareness and outreach
 - Possible outcomes: 2-3 learning sessions completed

2. Information gathered to support the implementation of Strategy 1.4 (expand education)
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2027-2028
 - Responsible parties: MVRPC
 - Unmet need addressed: Awareness and outreach
 - Possible outcomes: Regional marketing strategy established

Strategy 1.4: Expand education on transportation services

Action Steps:

1. Create and implement a regional marketing strategy to promote resources
 - Type of project: Regional
 - Category of project: Outreach and Communication
 - 5310 project: Yes, if tied to Mobility Management (review [Section 5310](#) program requirements)
 - Timeline: 2027-2028
 - Responsible parties: MVRPC and Mobility Managers
 - Unmet need addressed: Awareness and outreach
 - Possible outcomes: Regional marketing strategy established

2. Include in step 1: process for maintaining mobility information tools Miami Valley Ride Finder and Gohio Mobility
 - Type of project: Regional
 - Category of project: Outreach and Communication
 - 5310 project: Yes, if tied to Mobility Management (review [Section 5310](#) program requirements)
 - Timeline: 2027-2028
 - Responsible parties: MVRPC and Mobility Managers
 - Unmet need addressed: Awareness and outreach
 - Possible outcomes: Validate and update tools

3. Include in step 1: identify opportunities to develop printed resources, professional videos and/or photography, and targeted media strategies
 - Type of project: Regional
 - Category of project: Outreach and Communication
 - 5310 project: Yes, if tied to Mobility Management (review [Section 5310](#) program requirements)
 - Timeline: 2027-2028
 - Responsible parties: MVRPC and Mobility Managers
 - Unmet need addressed: Awareness and outreach
 - Possible outcomes: Create printed resources and targeted media

Goal 2: Maintain, improve, & expand services

Strategy 2.1: Provide data and technical support to transportation providers

Action Steps:

1. Enhanced grant writing support, training opportunities, and one-on-one coaching
 - Type of project: Local
 - Category of project: Technical
 - 5310 project: No
 - Timeline: Annually
 - Responsible parties: MVRPC
 - Unmet need addressed: Capacity and information sharing
 - Possible outcomes: Training and technical support provided
2. Additional technical support is provided through access to gathered data, dashboards, and other resources
 - Type of project: Local or regional
 - Category of project: Technical
 - 5310 project: No
 - Timeline: 2025-2026
 - Responsible parties: MVRPC
 - Unmet need addressed: Capacity and information sharing
 - Possible outcomes: Tools and resources shared
3. Gather and assess vehicle inventories to prioritize vehicle replacements that are beyond useful life, tied to Strategy 2.2
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2025
 - Responsible parties: MVRPC
 - Unmet need addressed: Capacity and information sharing
 - Possible outcomes: Vehicle inventory and assessment developed

Strategy 2.2: Maintain transportation services

Action Steps:

1. Apply for priority replacement vehicles beyond useful life identified in Strategy 2.1 (Vehicle replacement schedule)
 - Type of project: Local
 - Category of project: Vehicles
 - 5310 project: Yes (review [Section 5310](#) program requirements)
 - Timeline: Apply Annually
 - Responsible parties: Section 5310 Grantees
 - Unmet need addressed: Multiple
 - Possible outcomes: Services saved from being eliminated
2. Apply for priority preventative maintenance projects identified in Strategy 3.4
 - Type of project: Local
 - Category of project: Preventative maintenance
 - 5310 project: Yes (review [Section 5310](#) program requirements)
 - Timeline: Apply Annually
 - Responsible parties: Section 5310 Grantees
 - Unmet need addressed: Multiple
 - Possible outcomes: Aging vehicles kept on the road
3. Apply for operating assistance to maintain regional projects (volunteer driver and regional medical shuttle)
 - Type of project: Regional
 - Category of project: Operating Assistance
 - 5310 project: Yes (review [Section 5310](#) program requirements)
 - Timeline: Apply Annually
 - Responsible parties: Section 5310 Grantees
 - Unmet need addressed: Multiple
 - Possible outcomes: Services saved from being eliminated

Strategy 2.3: Expand transportation services

Action Steps:

1. Review scoring criteria to identify priority needs for expanding services
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2025
 - Responsible parties: MVRPC
 - Unmet need addressed: Multiple
 - Possible outcomes: Identify priority projects for grant awards
2. Apply for new vehicles to grow priority transportation services
 - Type of project: Local or regional
 - Category of project: Vehicles
 - 5310 project: Yes (review [Section 5310](#) program requirements)
 - Timeline: Apply Annually
 - Responsible parties: Section 5310 Grantees
 - Unmet need addressed: Multiple
 - Possible outcomes: Services expanded

3. Apply for operating assistance to grow priority transportation services
 - Type of project: Local or regional
 - Category of project: Operating assistance
 - 5310 project: Yes (review [Section 5310](#) program requirements)
 - Timeline: Apply Annually
 - Responsible parties: Section 5310 Grantees
 - Unmet need addressed: Multiple
 - Possible outcomes: Services expanded

4. Grow regional projects by applying for funding and building new partnerships
 - Type of project: Regional
 - Category of project: Operating assistance
 - 5310 project: Yes (review [Section 5310](#) program requirements)
 - Timeline: Apply Annually
 - Responsible parties: Section 5310 Grantees
 - Unmet need addressed: Multiple
 - Possible outcomes: Services expanded

Strategy 2.4: Increase accessibility of transportation services

Action Steps:

1. Accessibility projects designed to improve access to fixed route bus stops, transfer points, and/or flex route timepoints
 - Type of project: Local or regional
 - Category of project: Infrastructure
 - 5310 project: Yes (review [Section 5310](#) program requirements)
 - Timeline: To Be Determined
 - Responsible parties: Transit
 - Unmet need addressed: Multiple
 - Possible outcomes: Increased accessibility of fixed and flex route services
2. Purchase equipment or software to improve scheduling and/or dispatching of services, tied to Strategy 3.2 and 3.3
 - Type of project: Local or regional
 - Category of project: Software or Equipment
 - 5310 project: Yes (review [Section 5310](#) program requirements)
 - Timeline: To Be Determined
 - Responsible parties: Transit or Human Service Transportation Providers
 - Unmet need addressed: Multiple
 - Possible outcomes: Increased access through improved scheduling and dispatching
3. Provide translation or interpretation services, tied to Strategy 1.2
 - Type of project: Local or regional
 - Category of project: Outreach and Communication
 - 5310 project: No
 - Timeline: To Be Determined
 - Responsible parties: Transit or Human Service Transportation Providers
 - Unmet need addressed: Multiple
 - Possible outcomes: Expanded outreach to non-English speaking population

Goal 3: Enhance coordination of services

Strategy 3.1: Build partnerships to improve employment & medical services

Action Steps:

1. Collaborate with the **Miami Valley Rideshare Program**, targeting transportation disadvantaged populations
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2025-2026
 - Responsible parties: MVRPC
 - Unmet need addressed: Employment and Medical
 - Possible outcomes: Improved access to employment opportunities
2. Collaborate with medical stakeholders to strategize opportunities to improve medical transportation
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2025-2026
 - Responsible parties: MVRPC and Mobility Managers
 - Unmet need addressed: Employment and Medical
 - Possible outcomes: Improved access to medical services
3. Prioritize joint or regional project to pilot improvements, tied to Strategy 4.1 (implementation of joint or regional project)
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2026
 - Responsible parties: MVRPC and Mobility Managers
 - Unmet need addressed: Employment and Medical
 - Possible outcomes: Improved access to medical services

Strategy 3.2: Improve coordination of county-line transfers

Action Steps:

1. Identify and review transfer points
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2025-2026
 - Responsible parties: MVRPC and Transit
 - Unmet need addressed: County and Cross-County Services
 - Possible outcomes: Data gathered and analyzed
2. Track and assess cross-county travel demands and trip refusals
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2025-2026
 - Responsible parties: MVRPC and Transit
 - Unmet need addressed: County and Cross-County Services
 - Possible outcomes: Data gathered and analyzed

3. Identify opportunities for improvements at county line transfer points
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2026-2027
 - Responsible parties: MVRPC and Transit
 - Unmet need addressed: County and cross-county services
 - Possible outcomes: New transfer point(s) identified
4. Create new cross-county routes, reducing the number of transfers required for passengers
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2026-2027
 - Responsible parties: MVRPC and Transit
 - Unmet need addressed: County and cross-county services
 - Possible outcomes: New transfer point(s) created

Strategy 3.3: Expand partnerships to share and refer resources

Action Steps:

1. Create a resource-sharing database for retired equipment and vehicles
 - Type of project: Regional
 - Category of project: Technical
 - 5310 project: No
 - Timeline: 2025
 - Responsible parties: MVRPC
 - Unmet need addressed: Capacity and information sharing
 - Possible outcomes: Database created
2. Track and assess trip denials
 - Type of project: Regional
 - Category of project: Technical
 - 5310 project: No
 - Timeline: 2025-2026
 - Responsible parties: MVRPC and Transit
 - Unmet need addressed: Capacity and information sharing
 - Possible outcomes: Data gathered and analyzed
3. Analyze current technology solutions for scheduling
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2026-2027
 - Responsible parties: MVRPC and Transit
 - Unmet need addressed: Capacity and information sharing
 - Possible outcomes: Data gathered and analyzed

4. Establish new trip referral opportunities between providers

- Type of project: Regional
- Category of project: Strategic
- 5310 project: No
- Timeline: To Be Determined
- Responsible parties: MVRPC and Transit
- Unmet need addressed: Capacity and information sharing
- Possible outcomes: New partnerships established

5. Explore technology solutions that will allow schedule sharing between providers

- Type of project: Regional
- Category of project: Strategic
- 5310 project: No
- Timeline: To Be Determined
- Responsible parties: MVRPC and Transit
- Unmet need addressed: Capacity and information sharing
- Possible outcomes: New partnerships established

Strategy 3.4: Create driver training and preventative maintenance resources

Action Steps:

1. Evaluate driver training and preventative maintenance priorities, tied to Strategy 2.2
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: 2025
 - Responsible parties: MVRPC
 - Unmet need addressed: Driver shortages
 - Possible outcomes: Training priorities established
2. Create resource database: driver training and preventative maintenance
 - Type of project: Regional
 - Category of project: Technical
 - 5310 project: No
 - Timeline: 2025
 - Responsible parties: MVRPC
 - Unmet need addressed: Driver shortages
 - Possible outcomes: Database created

3. Improve and expand training programs such as DRIVE, Defensive Driving, CARFIT, etc.
 - Type of project: Local or regional
 - Category of project: Mobility Management
 - 5310 project: Yes, if tied to Mobility Management (review [Section 5310](#) program requirements)
 - Timeline: 2026-2027
 - Responsible parties: Mobility Managers
 - Unmet need addressed: Driver shortages
 - Possible outcomes: Training programs implemented
4. Re-evaluate and re-establish a regional driver training program
 - Type of project: Local or regional
 - Category of project: Mobility Management
 - 5310 project: Yes, if tied to Mobility Management (review [Section 5310](#) program requirements)
 - Timeline: 2026-2027
 - Responsible parties: MVRPC and Mobility Managers
 - Unmet need addressed: Driver shortages
 - Possible outcomes: Training program re-established

Goal 4: Seek additional funding opportunities

Strategy 4.1: Apply for funding for joint or regional project

Action Steps:

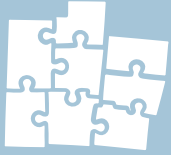
1. Develop a joint project to improve medical transportation
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: Possibly (review [Section 5310](#) program requirements)
 - Timeline: 2026-2027
 - Responsible parties: Multiple
 - Unmet need addressed: Employment and medical
 - Possible outcomes: Project scope developed
2. Secure funding for implementation; to be included in the 2028 plan update
 - Type of project: Regional
 - Category of project: Strategic
 - 5310 project: Possibly (review [Section 5310](#) program requirements)
 - Timeline: 2028
 - Responsible parties: Multiple
 - Unmet need addressed: Employment and medical
 - Possible outcomes: Funding secured

Strategy 4.2: Expand partnerships to improve fiscal responsibility

Action Steps:

1. Establish new business partnerships, contracts, and other funding mechanisms
 - Type of project: Local or regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: To Be Determined
 - Responsible parties: Multiple
 - Unmet need addressed: Capacity and information sharing
 - Possible outcomes: New partnerships established
2. Identify joint procurement opportunities
 - Type of project: Local or regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: To Be Determined
 - Responsible parties: Multiple
 - Unmet need addressed: Capacity and information sharing
 - Possible outcomes: Joint procurements established
3. Identify funding sources to encourage crossing county boundaries
 - Type of project: Local or regional
 - Category of project: Strategic
 - 5310 project: No
 - Timeline: To Be Determined
 - Responsible parties: Multiple
 - Unmet need addressed: Capacity and information sharing
 - Possible outcomes: Joint funding secured

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CHAPTER 6:

Plan Adoption

Public Engagement

[Chapter 3: Assessment of Transportation Needs](#) provides a deeper understanding of the engagement process used to identify the top unmet needs of the Greater Region. [Chapter 5: Goals and Strategies](#) directly respond to unmet transportation needs, and therefore having a deep understanding of those needs was necessary at the onset.

The plan was established in cooperation with the Ohio Department of Transportation (ODOT) Office of Transit and numerous health and human service providers, public transit agencies, mobility managers, community stakeholders, and leaders. It was developed using grassroots community input, surveys, and focus groups, ensuring broad representation and feedback in the planning process.

Below are the steps used to identify the unmet needs of the Greater Region:

1. Stakeholder Meetings: local Human Service Transportation Council meetings were held in the rural counties of Champaign, Clark, Darke, Preble, and Shelby to review needs. An email was sent to steering committee members representing the urbanized communities to garner local feedback for the counties of Greene, Miami, and Montgomery. The urbanized counties do not currently have separate councils to review local needs because these communities either lack a mobility manager or are historically apart of a broader regional council.
2. Strengths Weaknesses Opportunities & Threats (SWOT) Analysis: a meeting with regional partners was held to garner regional feedback on Strengths, Weaknesses, Opportunities, and Threats for transportation services in the Greater Region.
3. Public Survey: review the full report in [Appendix B: GRMI Survey & Focus Group Report](#)
4. Focus Groups: review the full report in [Appendix B: GRMI Survey & Focus Group Report](#)
5. Provider Survey: a provider survey was sent out to key transportation providers in the Greater Region ranging from transit agencies to human service transportation providers such as non-profit agencies, senior centers, county boards of developmental disabilities, and veteran's commissions to gather feedback on operation challenges. Though the survey did not gather feedback from every transportation provider in the Greater Region, it is a good representation of the different types of transportation services offered.

Public Engagement Outreach

County	Stakeholder Meetings	SWOT Analysis	Public Survey	Focus Group	Provider Survey
Champ.	4 Agencies	1 Agency	92 Started 69 Completed		1 Transit 1 Human Service
Clark	11 Agencies 1 Advocate	1 Agency	153 Started 121 Completed		1 Transit 2 Human Services
Darke	8 Agencies	1 Agency	110 Started 92 Completed	4 Participants	1 Transit 1 Human Service
Greene	1 Agency	2 Agencies	354 Started 300 Completed	3 Participants	1 Transit 3 Human Services
Miami	1 Agency	1 Agency	121 Started 96 Completed		1 Transit 3 Human Services
Mont.	2 Agencies	3 Agencies	874 Started 665 Completed	6 Participants	1 Transit 7 Human Services
Preble	11 Agencies 2 Advocates	2 Agencies	147 Started 124 Completed	4 Participants	1 Human Service
Shelby	7 Agencies		72 Started 53 Completed		1 Transit 1 Human Service
Region		2 Agency		85 Participants	2 Human Services
Total	45 Agencies 3 Advocates	13 Agencies	1923 Started 1520 Completed	102 Participants	7 Transits 21 Human Service

Public Engagement Outreach by Agency or Population

County	Older Adults (65+)	Individuals With Disabilities	Low-Income Populations	Public Transit Agencies	Government/Elected Official	Human Service Agencies
Champ.	10	7	20	1	1	2
Clark	45	38	50	1	2	8
Darke	28	20	32	1	1	6
Greene	97	47	78	1		3
Miami	31	25	38	1		3
Mont.	217	206	249	1		7
Preble	73	29	20		3	10
Shelby	13	10	19	1	2	4
Total	514	382	506	7	9	43

Public Participation

MVRPC uses an adopted [Public Participation Policy](#) to guide public involvement in the planning and decision-making process for key regional projects such as the Greater Region Mobility Initiative Transportation Coordination Plan. This process involves a multi-step effort to gather feedback from the public on a draft plan before adoption. The full public participation report is available to be reviewed in the [Appendix G: Summary of Participation Activities](#). MVRPC emphasizes the following essential components of the public participation process:

- Enable early and continuing participation by the public in the development of the plan.
- Provide adequate and timely access to information about public participation opportunities and key decisions throughout the planning process.
- Involve a broad cross-section of key stakeholders, including affected individuals and public agencies.
- Foster transparency by providing full public access to complete and easily readable information in sufficient time so that all may consider the information and provide feedback.
- Demonstrate consideration of comments received.
- Seek innovative ways to inform and engage the public and use the appropriate combination of techniques to obtain the most meaningful input possible.
- Make special efforts to secure participation and input from traditionally underserved, low-income, minority, older adults, individuals with disabilities, and Limited English proficiency in compliance with Environmental Justice and Title VI of the Civil Rights Act of 1964 laws.

Press Release

A press release was sent out via email blast to 2,406 recipients including television, radio, newspaper, MVRPC Board of Directors, Technical Advisory Committee, Regional Transportation Planning Organization, Regional Equity Initiative, Institute Steering Committee, Greater Region Mobility Initiative Stakeholders, radio and newspaper outlets in the MVRPC area.

Letters to Interested Parties

A letter was sent out to a list of 414 potentially interested individuals and organizations who do not have email addresses on file to encourage feedback.

Public Meetings

A virtual meeting was held via Zoom and three in-person open houses were held in targeted rural or remote communities to allow individuals who do not have access to the Internet to review the final draft and provide comments. Though open houses occurred only in select communities, the virtual meeting was available to all communities and participation was encouraged through targeted outreach, notices in local newspapers, and social media (see table below).

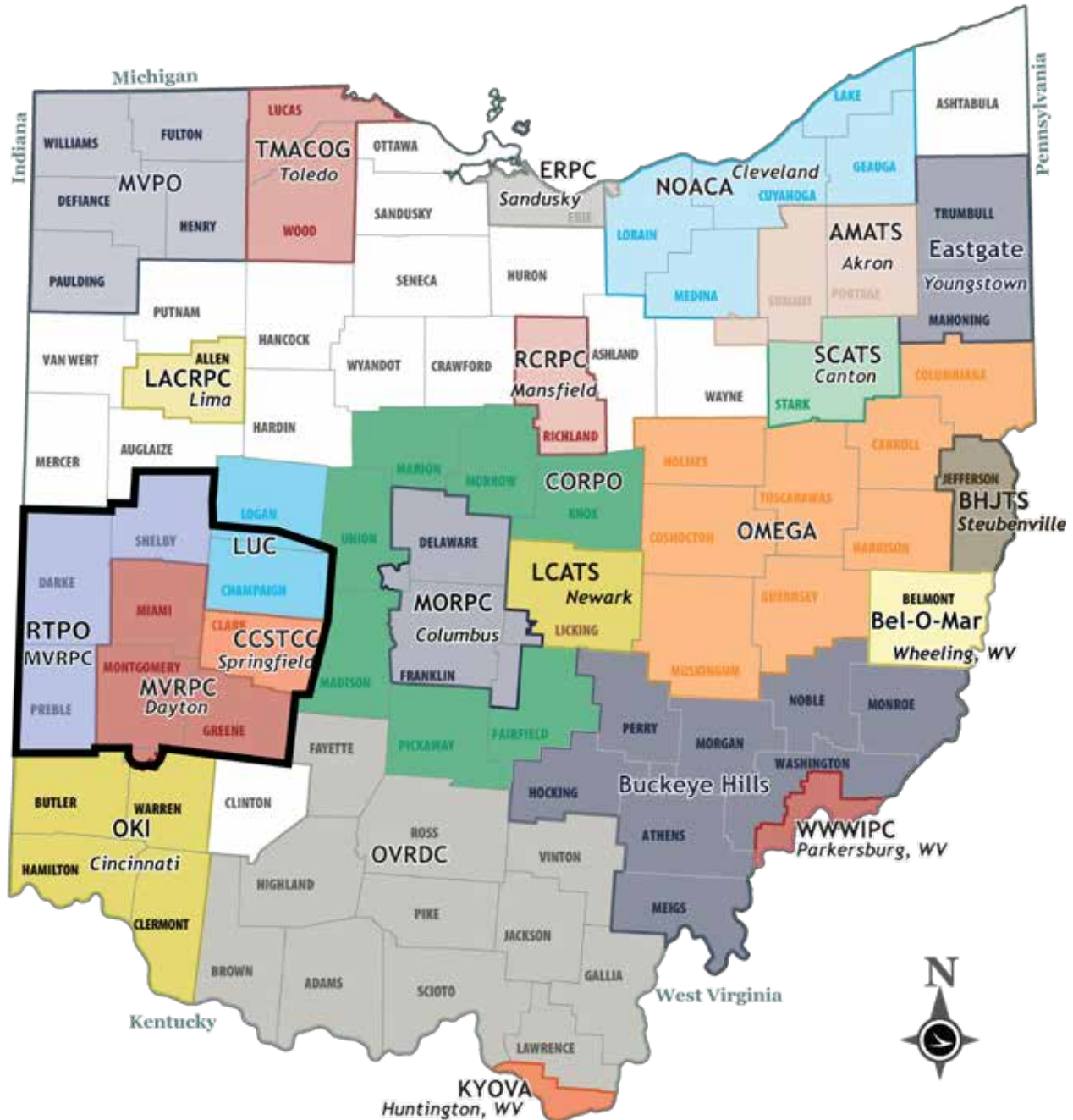
Public Participation Outreach

County	Targeted Outreach	Notices in Newspapers	Paid Media	Public Meetings	Comment Period	Adopting Agency
Champ.	La Mega Nota & Libraries	Urbana Daily Citizen	Facebook Posts (English & Spanish)	Virtual & Open House	30 Days	LUC Region Planning Commission
Clark	La Mega Nota & Libraries	Springfield News-Sun	Facebook Posts (English & Spanish)	Virtual & Open House	30 Days	Clark County Springfield TCC
Darke	La Mega Nota & Libraries	Early Bird Greenville	Facebook Posts (English & Spanish)	Virtual & Open House	30 Days	MVRPC
Greene	La Mega Nota & Libraries	Dayton Daily News & Dayton Weekly	Facebook Posts (English & Spanish)	Virtual	30 Days	MVRPC
Miami	La Mega Nota & Libraries	Dayton Daily News & Dayton Weekly	Facebook Posts (English & Spanish)	Virtual	30 Days	MVRPC
Mont.	La Mega Nota, Libraries, GDRTA Hub	Dayton Daily News & Dayton Weekly	Facebook Posts (English & Spanish)	Virtual	30 Days	MVRPC
Preble	La Mega Nota & Libraries	Eaton Herald	Facebook Posts (English & Spanish)	Virtual	30 Days	MVRPC
Shelby	La Mega Nota & Libraries	Sidney Daily News	Facebook Posts (English & Spanish)	Virtual	30 Days	MVRPC

Plan Adoption

The Greater Region, otherwise known as Region 2, crosses into multiple planning jurisdictions including two Metropolitan Planning Organizations (MPOs) and two Regional Transportation Planning Organizations (RTPOs). To adopt the plan consistently, providing equal representation of the counties represented in the plan, the plan was adopted by the following MPO and RTPO:

- Miami Valley Regional Planning Commission (MPO & RTPO)
- Clark County Springfield Transportation Coordination Committee (MPO)
- Logan-Union-Champaign Regional Planning Commission (RTPO)



Miami Valley Regional Planning Commission Resolution



Regional Planning Commission

10 North Ludlow St., Suite 700
Dayton, Ohio 45402

t: 937.223.6323
f: 937.223.9750
TTY/TDD: 800.750.0750
mvrpc.org

**RESOLUTION 24-024
RESOLUTION TO ADOPT THE GREATER REGION MOBILITY INITIATIVE
TRANSPORTATION COORDINATION PLAN UPDATE 2024-2028**

WHEREAS, the Miami Valley Regional Planning Commission (MVRPC) is the designated regional coordinating agency by the Ohio Department of Transportation to establish the regional Coordinated Public Transit-Human Services Transportation Plan called the Greater Region Mobility Initiative Transportation Coordination Plan in cooperation with locally elected officials for Champaign, Clark, Darke, Greene, Miami, Montgomery, and Preble Counties; and

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

WHEREAS, The Infrastructure Investment and Jobs Act (IIJA) regulations require that each area receiving FTA Section 5310 funding create a locally developed Coordinated Public Transit-Human Services Transportation Plan and update that plan regularly before the award of Section 5310 funds; and

WHEREAS, that MVRPC is responsible for working with the Ohio Department of Transportation, Office of Transit, to certify all projects awarded under Section 5310 funds align with the goals and strategies of the plan; and

WHEREAS, MVRPC followed the Public Participation Plan in the update of the plan;

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

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

Brian O. Martin, AICP
Executive Director

9/15/2024
Date

Sara Lommatzsch, Chairperson
Board of Directors of the
Miami Valley Regional Planning Commission

Larry Holmes, Third Vice-Chairperson
Board of Directors of the Miami Valley
Regional Planning Commission

Celebrating 60 Years | 1964-2024

Shaping Our Region's Future Together

Clark County Springfield Transportation Coordination Committee Resolution

Resolution 2024-M

OF THE CLARK COUNTY-SPRINGFIELD TRANSPORTATION COORDINATING COMMITTEE TO ADOPT THE GREATER REGION MOBILITY INITIATIVE TRANSPORTATION COORDINATION PLAN

WHEREAS, the Clark County-Springfield Transportation Coordinating Committee (CCSTCC) is designated the Metropolitan Planning Organization (MPO) for the Springfield urbanized area in Clark County by the Governor of the State of Ohio, acting through the Ohio Department of Transportation (ODOT), and in cooperation with locally elected officials in the area pursuant to Agreement of Cooperation #38483 between ODOT and the Board of Commissioners of Clark County, Ohio; and

WHEREAS, the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Senior and Individuals with Disabilities Program provides funding to transit, non-profit agencies, and qualifying local bodies to provide specialized transportation services to seniors and people with disabilities; and

WHEREAS, The Infrastructure Investment and Jobs Act (IIJA) regulations require that each area receiving FTA Section 5310 funding create a locally developed Coordinated Public Transit-Human Services Transportation Plan and update that plan regularly before the award of Section 5310 funds; and

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

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

WHEREAS, CCSTCC has coordinated with MVRPC, the MPO serving the Dayton area, to advance the GRMI plan and will work together to implement its findings; and

BE IT THEREFORE RESOLVED

That the members of the Clark County- Springfield Transportation Coordinating Committee hereby adopts the GRMI Transportation Coordination Plan and its recommendations.



Jonathan Burr
Chairman

September 13, 2024

Logan-Union-Champaign Regional Planning Commission Resolution



Logan-Union-Champaign regional planning commission

A RESOLUTION
OF THE LOGAN-UNION-CHAMPAIGN-REGIONAL PLANNING COMMISSION ADOPTING
THE GREATER REGION TRANSPORTATION COORDINATION PLAN

WHEREAS, the Miami Valley Regional Planning Commission (MVRPC) is the designated regional coordinating agency by the Ohio Department of Transportation to establish the regional Coordinated Public Transit-Human Services Transportation Plan called the Greater Region Mobility Initiative Transportation Coordination Plan in cooperation with locally elected officials for Champaign, Clark, Darke, Greene, Miami, Montgomery, and Preble Counties; and

WHEREAS, the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Senior and Individuals with Disabilities Program provides funding to transit, non-profit agencies, and qualifying local bodies to provide specialized transportation services to seniors and people with disabilities; and

WHEREAS, The Infrastructure Investment and Jobs Act (IIJA) regulations require that each area receiving FTA Section 5310 funding create a locally developed Coordinated Public Transit-Human Services Transportation Plan and update that plan regularly before the award of Section 5310 funds; and
WHEREAS, the Ohio Department of Transportation, Office of Transit, is working to regionalize this process across the state and needs to work with a partner in delivering effective coordination of transportation and transit services; and

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

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

BE IT THEREFORE RESOLVED:

That the members of the LUC Executive Committee hereby adopts the above-referenced Greater Region Mobility Initiative Transportation Coordination Plan and its recommendations.

BY ACTION OF THE LUC EXECUTIVE COMMITTEE

Steve Robinson
President, LUC Executive Committee

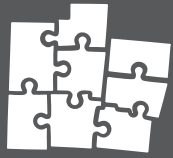
Bradley Bodenmiller
Secretary, LUC Executive Committee

09-12-2024
Date

10820 SR 347, PO Box 219
East Liberty, Ohio 43319
• Phone: 937-666-3431

• Email: luc-rpc@lucplanning.com • Web: www.lucplanning.com

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APPENDIX A:

Stakeholder Participation Lists

Champaign County Committee Participants

Agency	Name
Catholic Social Services of Miami Valley	Michelle Caserta-Bixler
Champaign County Board of Developmental Disabilities	Jeff Coaty
Champaign County Family Court	Meghan Scott
Champaign Economic Partnership	Beth McCain
Champaign Economic Partnership	Richard Ebert
Champaign Transit System	Brandy Koons
Champaign Transit System	Gary Ledford
City of Urbana	Doug Crabill
Clark County TCC	Glen Massie
Mental Health, Drug & Alcohol Services Board of Logan & Champaign Counties	Cecilia Yelton
Mental Health, Drug & Alcohol Services Board of Logan & Champaign Counties	Sarah Ferguson
Mercy Health	Carolyn Young
Mercy Health	Cheryl Wear
Mercy Health	Kristin West
Union County Health Department	Jenni Fauber
Village of North Lewisburg	Todd Freyhof

Clark County Committee Participants

Agency	Name
Catholic Social Services of Miami Valley	Michelle Caserta-Bixler
City of Springfield	James Via
Clark County Combined Health District	Vince Carter
Clark County Combined Health District	Ashley Seibert
Clark County Combined Health District	Dirk Lackovich
Clark County Department of Reentry	Brooke Wagner
Clark County TCC	Glen Massie
Clark State College	Tracy Yates
Concerned Citizen	Harold Frost
Department of Job and Family Services	James Williams
Greene CAT Public Transit	Shannon Webster
Mental Health Services of Clark and Madison Counties	Lynn Coressel
Mercy Health	Brian Miller
Mercy Health	Carolyn Young
NAMI Clark, Greene & Madison Counties	Ashley Karsten
NAMI Clark, Greene & Madison Counties	Amanda Weikert
NAMI Clark, Greene & Madison Counties	Erica Picklesimon
Rocking Horse Community Health Center	Stacy Lee
Springfield City Area Transit	Kevin Snyder
TAC Industries	Eric Shafor
TAC Industries	Sharon Devore
TAC Industries	Kevin Spriggs
United Senior Services	Lisa McDonough

Darke County Committee Participants

Agency	Name
Brethren Retirement Communities	Jan Teaford
Catholic Social Services of Miami Valley	Heather Robison
Catholic Social Services of Miami Valley	Michelle Caserta-Bixler
City of Greenville	Jeff Whitaker
City of Greenville	Ryan Delk
City of Greenville	Steve Willman
Council on Rural Services	Jeff Vaughn
Darke County Board of Developmental Disabilities	Joseph Badell
Darke County Commissioner	Larry Holmes
Darke County Economic Development	Mike Bowers
Darke County Educational Service Center	Roxann Bickel
Darke County Emergency Management Association	Ken Johnson
Darke County Job and Family Services	Julie Roessner
Family Health Services of Darke County	Scott Warren
Greenville Transit System	Chris Kenworthy
Greenville Transit System	Erin Kies
Greenville Transit System	Katie Benge
Miami Valley Community Action Partnership	Julie Lecklider
Preble County Council on Aging	Robert Wood
Safehaven	Amanda Green
Safehaven	Rachel Lavins
Safehaven	Susan Henry
Shelby Public Transit	Ron Schalow
Toward Independence	Joseph Harmon
Toward Independence	Mark Schlater
Versailles Rehabilitation and Healthcare Center	Jackie McEldowney
Village of Versailles	Mike Busse

Preble County Committee Participants

Agency	Name
Miami Valley Community Action Partnership	Janelle Caron
Preble County Council on Aging	Robert Wood
Preble County Council on Aging	Shelley Ratliff
Preble County Emergency Management Agency	Suzy Cottingim
Preble County Mental Health and Recovery Board	Autumn Green
Village of Lewisburg	Jeff Sewart

Shelby County Committee Participants

Agency	Name
Area Agency on Aging PSA 3	LeAnn Unverferth
Area Agency on Aging PSA 3	Stefanie Motter
Bridges Community Action Partnership	Jennifer Rugg
Bridges Community Action Partnership	Brooke Vanover
Bridges Community Action Partnership	Wanetta Radcliff
Bridges Community Action Partnership	Andrew Binegar
Catholic Social Services of Miami Valley	Heather Robison
Catholic Social Services of Miami Valley	Kathy Sell
Catholic Social Services of Miami Valley	Erin Meyer
Catholic Social Services of Miami Valley	Michelle Caserta-Bixler
City of Sidney	Jon Crusey
Fair Haven	Beth Fueling
Family Resource Center of Northwest Ohio	Drallene Fuller
Grace Mobility	Evelyn Smith
S+H Products	Betty Murphy
Safehaven	Ron Cooper
Safehaven	Amanda Green
Safehaven	Rachel Lavins
Senior Center of Sidney	Rachel Hale
Shelby County Board of Developmental Disabilities	Jeff Coaty
Shelby County Commissioner	Robert Guillozet
Shelby County Job and Family Services	Tina Hooks
Shelby County United Way	Scott Barr
Shelby County United Way	Karla Young
Shelby Public Transit	Ron Schalow
Tri-County Board of Recovery and Mental Health Services	Steve McEldowney

GRMI Participants

Agency	Name
Access Center for Independent Living	Allison Boot
Access Center for Independent Living	Melody Burba
Area Agency on Aging PSA 2	LeRae Burroughs
Area Agency on Aging PSA 2	Nicole Khaner
Beavercreek Senior Center	Tyler Barlage
Buckeye Health Plan	Lauren Woode
Buckeye Health Plan	Rhiana Rew-Coleman
Caterpillars to Butterflies	Kecia Williams
Catholic Social Services of Miami Valley	Heather Robison
Catholic Social Services of Miami Valley	Michelle Caserta-Bixler
Champaign & Shelby County Board of Developmental Disabilities	Jeff Coaty
Champaign Transit System	Gary Ledford
Choices in Community Living	Amy Fansher
Choices in Community Living	Trent Grooms
City of Miamisburg	Shelby Spurlock
Concerned Citizen	Jason Riley
Community Rides to Work	Beth Taylor
Darke County Economic Development	Mike Bowers
Edison State College	Nada Elakad
Franklin Township	Darryl Cordrey
Friends of the Castle	Lisa Hansford
Goodwill Easter Seals	Bruce Williams
Grace Mobility	Evelyn Deitz-Smith
Grace Mobility	William Savage
Greater Dayton RTA	Michelle Garrett
Greater Dayton RTA	Sally Brown
Greene CATS Public Transit	Shannon Webster
Greene County Board of Developmental Disabilities	Delana Zapata
Greenville Transit System	Erin Kies
Kettering Health	Denise Berthold
Kettering Health	Tonya Chambers
Kettering Senior Center	Jennifer Geissler
Miami County Public Transit	Jade Downey
Miami County Public Transit	Sarah Baker
Miami Valley Community Action Partnership	Kevin Reeves

GRMI Participants

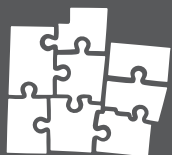
Agency	Name
Montgomery County Board of Development Disability Services	Michelle Garrett
Montgomery County Veterans Commission	Loren Scott
Montgomery County Veterans Commission	Stacy Schulte
Mt. Enon Missionary Baptist Church	Daryl Adkins
Ohio Department of Developmental Disabilities	Anne Tapia
Opportunities for Ohioans with Disabilities	Jean Lehmann
Preble County Commissioner	David Haber
Preble County Council on Aging	Robert Wood
Preble County Council on Aging	Shelley Ratliff
Premier Community Health	Alyssa Morningstar
Rachel & Friends	John Goris
RT Industries	Chandra Thompson
RT Industries	Chelsea Mumford
RT Industries	Stefanie Sowry
Safehaven	Ron Cooper
Shelby County Job and Family Services	Jill Thompson
Shelby Public Transit	Ron Schalow
St. Vincent De Paul Society	David Johnston
St. Vincent De Paul Society	Tom Boland
TAC Industries	Kevin Spriggs
Toward Independence	Sarah Gerber
Washington Township RecPlex	Uriah Anderson
Xenia Adult Recreation & Services, Golden Age Senior Citizens	Judy Baker
Yellow Springs Senior Center	Robert Libecap

GRMI Advisory Committee

County Represented	Agency	Name
Champaign, Darke & Shelby	Catholic Social Services of Miami Valley	Michelle Caserta-Bixler
Champaign	City of Urbana	Doug Crabill
Champaign	Champaign County Board of Developmental Disabilities	Jeff Coaty
Clark	TAC Industries	Kevin Spriggs
Clark	Clark County TCC	Glen Massie
Darke	Greenville Transit System	Katie Benge
Greene	Greene County Board of Developmental Disabilities	Delana Zapata
Greene	Greene CATS Public Transit	Shannon Webster
Miami	Miami County Public Transit	Sarah Baker
Montgomery	Greater Dayton RTA	Michelle Garrett
Montgomery	Greater Dayton RTA	Sally Brown
Shelby	Shelby County Public Transit	Ron Schalow
Preble	Preble County Council on Aging	Robert Wood
Preble	Preble County Council on Aging	Shelley Ratliff

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APPENDIX B:

GRMI Survey & Focus Group Report



MIAMI VALLEY

Regional Planning Commission

Shaping Our Region's Future Together

Greater Region Mobility Initiative Survey & Focus Group Report

July 2024



INTRODUCTION

The Miami Valley Regional Planning Commission undertook a comprehensive effort to gather public feedback for the update of the Greater Region Mobility Initiative Plan. This process involved a multi-faceted approach to stakeholder engagement to ensure broad community input.

The primary goal of conducting the community survey and focus groups was to validate or invalidate the unmet needs identified in the 2022 GRMI Plan Update. Unmet needs were reviewed by various community stakeholders. In total, 45 individuals representing local non-profit, government, and transit agencies evaluated local unmet needs. Through those conversations, the following unmet needs were identified: employment and medical trips, county-wide and cross-county trips, capacity and information sharing, limited funding resources, early mornings, nights and weekend services, awareness and outreach and driver shortages.

In addition to exploring unmet needs in more depth, this study also identified methods to undertake broader public engagement and additional data and metrics to help move towards achieving goals and strategies.

Ultimately, the survey and focus groups validated the identified unmet needs, with key themes sharing community concerns regarding:

1.	Employment & medical trips
2.	County-wide & cross-county trips
3.	Capacity & information sharing
4.	Funding resources
5.	Early mornings, nights & weekends
6.	Awareness & outreach
7.	Driver shortages

- ⇒ Limited operating hours of transit services, especially impacting employment and medical trips.
- ⇒ Advanced scheduling requirements and the lack of on-demand transportation options.
- ⇒ Reliability issues, particularly with non-emergency medical transportation (NEMT) services.
- ⇒ High transportation costs, which pose a significant barrier for low-income individuals and those requiring frequent medical visits.
- ⇒ Geographical disparities for rural areas, including higher costs and limited service availability.

Additionally, grassroots promotions proved to be the most effective method for engaging respondents, accounting for 53% of survey starts and achieving the highest completion rate of 80%. This underscores the importance of community-based engagement and the strong network of relationships within the Greater Region. Digital promotions reached a larger audience, with Google ads resulting in a higher number of completed surveys, highlighting the importance of targeted digital advertising for obtaining actionable data.

This report details the methodology used and the key insights obtained from quantitative and qualitative analysis.

METHODOLOGY

The unmet needs previously identified guided the development of survey questions, to obtain a broader representation of the experiences and needs of non-driving populations. The survey was conducted electronically and tested and reviewed by two groups consisting of older adults and individuals with developmental disabilities prior to the survey launch. Upon further feedback from the community, the survey was adapted to paper to ensure internet access was not a barrier to participation (119 respondents selected this option) and was translated into twelve languages.

- Spanish
- Myanmar (Burmese)
- Arabic
- French
- Tigrinya
- Swahili
- Pashto
- Russian
- Kinyarwanda
- Dari
- Turkish
- Creole

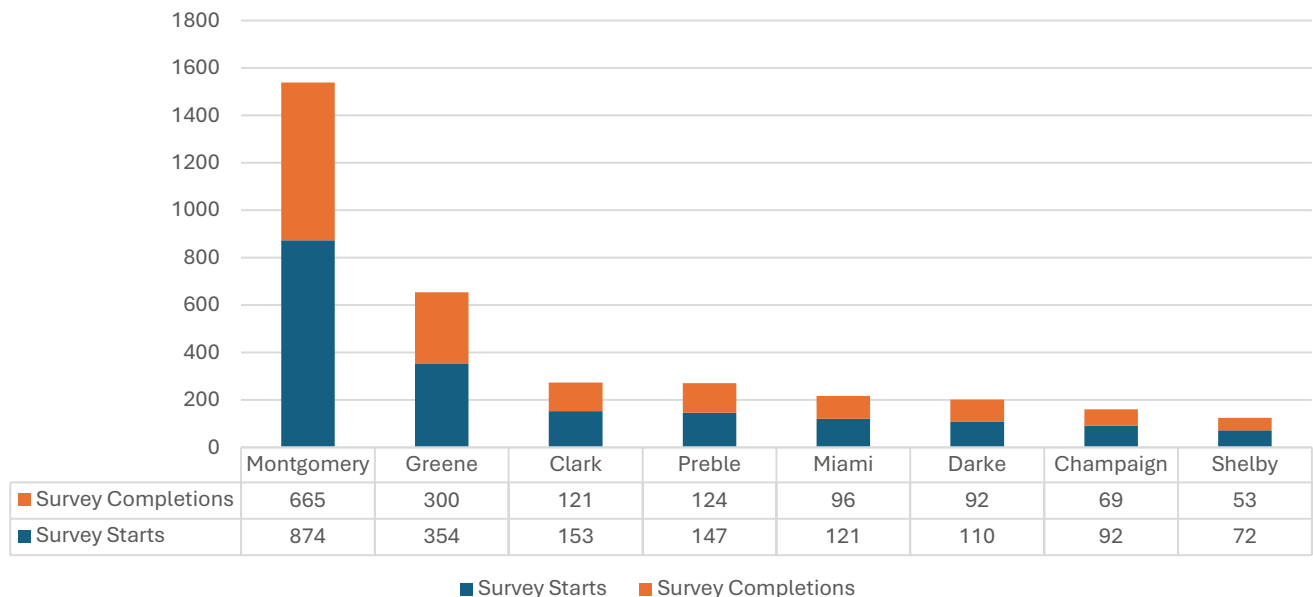
The survey was promoted and distributed through a comprehensive social media strategy and a community effort. In total, there was a 73% completion rate.

An interactive survey dashboard was created to provide real-time insights, which were reviewed by the project team weekly. Metrics that were monitored included:

Survey question “drop offs” (i.e. respondents that chose to leave the survey without completing) were analyzed over the first few weeks. This allowed the team to quickly implement survey improvements, such as adjusting wording to be clearer or the order of questions to ensure the most critical information is obtained.

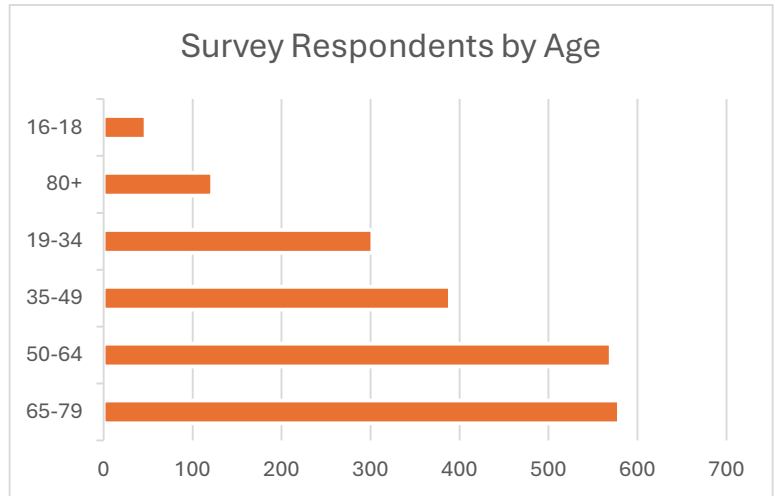
Survey respondent location informed adjustments to promotional tactics, so counties that were underrepresented received increased advertising and more concerted community outreach. The real time monitoring of this information allowed a fluid and responsive promotional campaign.

Survey Respondents by County



Survey respondent demographics informed adjustments to community outreach, so underrepresented demographics (age, race, etc.) received more targeted outreach.

Race/Ethnicity	Respondents
White	1514
Black or African American	241
Two or More Races	66
Other	38
American Indian or Alaska Native	23
Asian	22
Native Hawaiian or Pacific Islander	6



Additional survey demographics can be viewed using the interactive dashboard, which will be added to the MVRPC website for continued use and insights into community planning.

Digital Promotions

Social media advertisements were developed and deployed through Meta (Facebook and Instagram) and Google. These ads used images of actual providers and riders from the Greater Region, and simple messaging. The survey dashboard (see above) was continuously monitored to refine and adjust the social media strategy.

Though the Meta ads reached more individuals (724,351 impressions on Meta versus 302,634 impressions on Google), the Google ads resulted in more completed surveys (427 surveys from Google versus 248 surveys from Meta). This is likely because Google ads are more targeted to keyword searches, so users who saw the ad were already seeking information about transportation services.

Grassroots Promotions

Grassroots promotion efforts in the community were a critical component to the digital engagement strategy, and ultimately drove 53% of all surveys initiated. A total of 115 organizations and community groups were engaged during this effort to promote the survey. This chart notes the different types of organizations engaged, categorized by primary function or targeted population served.

A promotional toolkit was distributed to all organizations. These toolkits included a flyer, a sample social media post, and newsletter language. Multiple flyers were created and were offered in Spanish and Haitian Creole.

Each toolkit was assigned a QR code indicating the type of agency or targeted population. The use of multiple QR codes provided the ability to track where promotions yielded the best results. The QR codes below were utilized, with the number of people starting the survey indicated for each description:

Community (161 survey starts): Used for agencies providing a variety of services for general populations, such as Catholic Social Services and Miami County Job & Family Services.

Individuals with Disabilities (34 survey starts): Used for agencies who specifically provide services to individuals with physical or developmental disabilities.

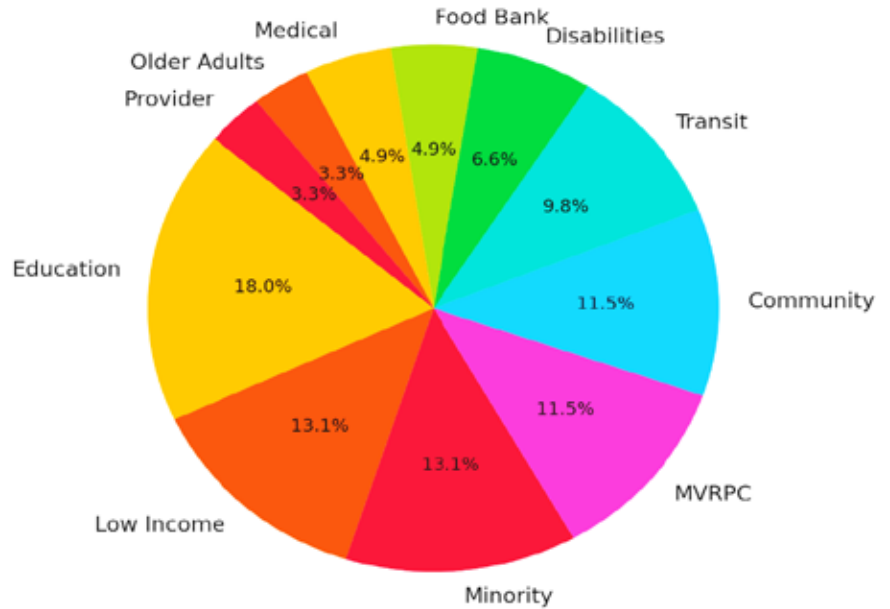
Education (1 survey start): Used for higher education institutions or agencies serving youth. While this effort did not yield results, it should be noted that outreach to higher education institutions occurred later in the process, and therefore did not have as much time for distribution.

Food Pantry (12 survey starts): 1,000 flyers were distributed to two food pantries, which included the flyer in meal boxes being distributed.

Library (6 survey starts): Flyers were distributed to multiple libraries in all eight counties and posted on community bulletin boards.

Medical (6 survey starts): Used for agencies providing medical services, such as Kettering Health Network.

Grassroots Survey Promotions



Minority Organizations (12 survey starts): Used for agencies that served specific racial or ethnic populations, such as the Hispanic Chamber of Commerce or the Asian-American Council of Dayton.

MVRPC (678 survey starts): Used for agencies with a direct relationship with MVRPC and county transportation councils.

Older Adults (9 survey starts): Used for organizations such as senior centers and area agencies on aging. Note that this number does not include paper surveys that were submitted, as they were not attached to a specific QR code. However, most of these surveys were generated by older adult-serving agencies and agencies serving unhoused individuals or individuals in recovery.

Transit Riders (52 survey starts): Flyers were distributed to multiple transit agencies. These flyers were placed in the transit vehicles as well as at transit hubs.

Digital promotions and community promotions were fairly even in their ability to garner survey starts (48% and 52%), though grassroots promotions were slightly more effective at generating completed surveys.

	Survey Starts	Completions	Completion Rate (%)
Google	607	427	70.3
Meta	392	248	63.3
Grassroots Promotions	1102	877	79.6

This data reveals that the Greater Region benefits from a strong network, built on relationships and support. The reach of the MVRPC QR code, which accounted for 61% of community-promoted surveys and nearly a third of all completed surveys, indicates that requests coming directly from MVRPC staff were more likely to be distributed and gain traction in the community. By focusing on these channels moving forward, MVRPC can maximize public engagement and cost-efficiency in gaining feedback for how to better serve the community's transportation needs.

Focus Groups

Following initial analysis of the survey data, five focus groups were conducted to gather additional information and build a more comprehensive understanding of transportation barriers. Focus group participants were put into a drawing to potentially win a gift card to a local vendor (donated to MVRPC).

- Two focus groups were conducted, one in Preble County and one in Darke County, in collaboration with the Community Action Partnership of Miami Valley. These locations were identified due to their heavily rural populations, which were underrepresented in the survey data. These focus groups were held in person, with eight total participants.
- Two virtual focus groups were held with individuals who were Medicaid recipients. These individuals had completed the survey and indicated that they would be willing to participate in a focus group. The nine individuals that participated were targeted to better understand the unique challenges associated with non-emergency medical transportation.
- The focus group team was invited to attend and conduct a small discussion during a Gala of Hope Foundation event. The Gala of Hope Foundation supports cancer patients, cancer treatment and local cancer research in the Dayton region. 85 participants, representing patients, caregivers, and medical professionals, shared their experiences with medical transportation services, as well as recommendations for system improvements.

Standard qualitative thematic analysis was used to aggregate responses gathered via focus groups and written survey responses for each county and then themes were compared for similarities and differences to better understand the current state of our transportation in the region, as well as opportunities for improvement.

ANALYSIS

Surveys and focus groups provided additional data and insights into the unmet needs identified previously identified.

Employment & Medical Trips

Access to transportation for jobs or medical services is critical for ensuring self-sufficiency and healthy outcomes for all individuals, but particularly seniors and low-income populations. Survey data confirms that this is a pressing need for individuals in the Greater Region, work/employment was the second most frequent location traveled (58% of all respondents), followed by Medical Centers & Pharmacies (55% of all responses). Lack of reliable transportation has caused individuals to be unable to find or keep a job, according to 15% of working age adults (ages 19-64). Additionally, 20% of survey respondents indicated they have missed doctor's appointments because of unreliable transportation.

After further analysis, three specific challenges were identified impacting people's ability to access critical needs:

1) Limited Operating Hours: 31% of respondents expressed frustration with the limited hours of operation. For example, many transit services stop running early in the evening around 4 or 5 PM and do not run at all on weekends. This can make employment particularly challenging, as it significantly limits the worker's availability and hours do not align with many entry-level or shift-work jobs.

Written comments also indicated that the availability and reach of transit routes created additional barriers for workers, this was most prevalent in the rural counties but also frequently cited in the urban communities.

"Bus 11 in Montgomery County was discontinued. I can no longer take the bus to and from my job at TJ MAXX in Kettering."

2) Advanced Scheduling Requirements: Participants noted often needing to schedule transportation services well in advance, sometimes as much as two days ahead. This creates a significant barrier for those needing last-minute or urgent rides and limits the flexibility of the workforce. The inability to schedule rides "on demand" was the fourth most frequently cited challenge with current transportation services and noted as an issue by 22% of working age adults.

3) Reliability and Follow-up: There were several comments about the unreliability of medical transport services. Respondents mentioned that medical transport often does not return to pick them up after appointments, leaving them stranded. Some focus group participants indicated they have switched to using ride-sharing services like Uber and Lyft due to the inadequacies of Non-Emergency Medical Transportation (NEMT) services.

If my family can't take me, I just cancel and don't go to medical appointments."

Across five focus group sessions, there were countless stories of individual challenges with getting to or returning home from medical appointments. Often, the largest problem is getting home from appointments. Patients have waited hours for rides home from appointments, and some reported giving up and calling family members instead. During one focus group session,

a participant said that her sister is currently leaving work to go pick up her mother from an appointment. People with disability have heightened difficulties, such as wheelchair-users who those who require stretchers for transportation. Often, transit providers struggle to care for these specialized needs, possibly due to liability concerns.

County-wide & Cross-county trips

The Greater Region includes large rural areas that are often disconnected, serviced by transit providers that have limited resources and other restrictions making inter-county travel difficult. However, some counties, such as Preble, do not have certain healthcare services offered within the county, necessitating travel across county or state borders. 57% of survey respondents said they must travel outside their county to meet their needs. Even when there are available options, many respondents representing rural areas reported higher costs as a significant barrier.

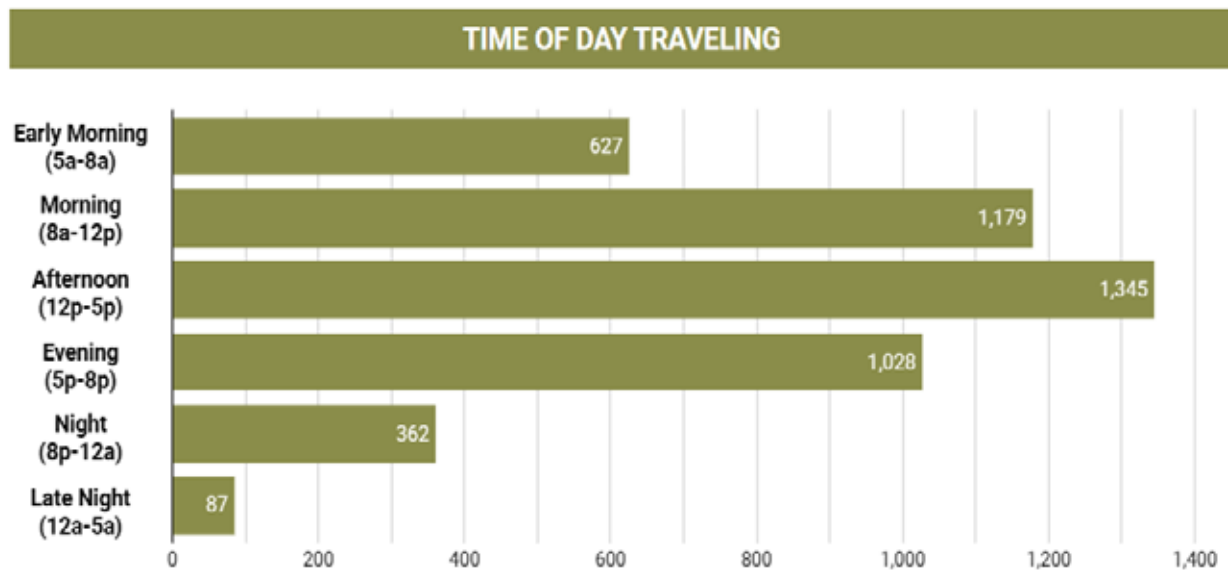
"Difficult to visit friends and attend community events due to the lack of transportation in rural areas."

"[We need] on-demand service to take people outside our county for specialized medical care."

Early mornings, nights & weekends

Survey respondents were asked to indicate what times of day they typically traveled. Responses from all survey respondents skewed heavily towards mornings and afternoons. However, because transit services are operating within these hours, this data is likely representing current travel instead of what is desired or needed.

However, when isolating the data to working age adults (ages 19-64), the needs change. Afternoon hours remain the top need, but evening hours emerge as the second biggest travel time. Working age adults also represent the largest proportion of individuals needing to travel during early mornings, nights, or late nights. This indicates that hours of operation most significantly impact individuals using transit services for employment.



Awareness & Outreach

Awareness of both available transit services and how to use them was identified as a significant unmet need. Among the 43% of survey respondents who indicated they had challenges using transit services in their community, being unaware of options was the second most frequently cited challenge, and the number one challenge for survey respondents over the age of 65.

During focus groups, technology emerged as a significant barrier for awareness and accessing services. In rural areas, this was attributed to a lack of reliable access to internet service. Older adults also noted more issues with using technology to access information or schedule rides. This lack of access or comfort with technology may also be a barrier for effective promotional efforts by service providers and transportation councils. Ultimately, written comments from the survey and focus groups participants across all counties called for more education and communication about transportation services, schedules, and payment methods. Varied communication channels, with an emphasis on community-based networks, should be included in awareness-building efforts.

One provider established a dashboard for coordinating medical appointment rides through rideshare programs, at no extra burden to the person utilizing the service. For people who do not know how to navigate rideshare apps, all they need to do is text or call the provider’s phone number, and they will arrange a ride on behalf of the individual. The most significant benefit of this strategy is that drivers can come immediately when a ride is requested. While rideshare platforms are not available in all parts of the Greater Region, this strategy overcomes technology barriers that prohibit access to services, even when a variety of options are available.

Driver Shortages

GRMI providers noted that they struggle to maintain an adequate pool of drivers, which impedes their ability to deliver services and meet needs. Though the survey did not ask about workforce challenges specifically, challenges attributed to this issue were prevalent:

- 552 survey respondents indicated they were unable to reach their destination on time several times a year or more, with 150 respondents stating this happens at least once a week.
- Only 16% of public transit users stated that services always got them to their destination on time, and 20% said “half the time” or “never”.
- NEMT users reported slightly better experiences, with 60% indicating services got them to their destination on time “most of the time” or “every time”.

Despite not being asked explicitly about driver shortages, transit users were very tuned in to this issue and raised it several times in their open-ended written responses:

“Used to use NEMT until Uber and Lyft became the main options because of driver shortages.”

“Multi-hour waits for transit – they bring drivers in from out of town.”

“Public transport and Paratransit often drop in quality due to driver shortages.”

“Sometimes just want to take a ride and really don’t need it, but the driver shortage makes it impossible.”

These references indicate that driver shortages are a notable and visible concern affecting the reliability and availability of transportation services in the region.

Affordability

Analysis of survey respondent challenges and focus group responses highlighted cost as an additional significant challenge. 20% of survey respondents who indicated they had challenges with using transportation services identified cost as a significant challenge. This issue was reinforced during focus groups, with many participants mentioning that the cost of transportation services is prohibitive, especially for those with limited income. Survey respondents also noted that the high cost of transportation limits their ability to participate in community activities, access medical services, and attend events, thereby reducing their overall quality of life. Reducing transportation costs was a recurring theme across multiple counties, indicating a widespread need for more affordable transportation options.

Most survey and focus group participants emphasized the importance of making medical transportation more affordable, particularly for those who need regular medical care. Some felt that medical transportation, as an essential service, should have reduced rates or be subsidized.

"Low-cost transportation for medical and other essential services is needed to support our community."

Several participants also recommended making public transportation more affordable overall, ensuring that low-income individuals can access necessary services without financial strain. Participants from rural counties particularly stressed the need for affordable transportation solutions, as current options are either too expensive or nonexistent.

Personal Impacts

In the online transportation survey, respondents were asked how transportation issues cause difficulties in their daily lives. For the 440 respondents that identified being unable to fully participate in society, a follow-up question was asked to elaborate further. Below is a summary of key themes and trends from the response data.

Hesitation to Ask for Help. Many respondents feel uncomfortable asking for help with transportation. This hesitation often leads to isolation and an inability to meet basic needs.

"I hesitate to ask for help for things like hair or nail appointments; try only to ask for help for church or difficult medical appointments."

Community Event Participation. A significant number of individuals mentioned their inability to attend community events. This exclusion from community gatherings results in social isolation and a lack of community integration.

"The difficulty comes in when there are events happening that are out of the realm of the bus schedule. They may not have a route going that way or the route has been cancelled."

Social Interaction. Difficulty in visiting friends and attending social gatherings was a common theme. Transportation barriers prevent individuals from maintaining social connections, leading to feelings of loneliness and isolation.

"I feel very isolated and alone. I hate not having access to transportation any time day or night."

Access to Cultural and Educational Resources. Respondents expressed a desire to visit libraries, cultural sites, and other educational resources but are unable to do so due to lack of reliable transportation. This limits their ability to engage in lifelong learning and cultural enrichment activities.

Employment Opportunities. Although not explicitly stated in every response, the underlying issue of accessing employment opportunities is implied. The inability to find reliable transportation hinders job searches, commuting to work, and attending job interviews, affecting economic stability.

"I had a patient who couldn't get seizure medication because he had to be at the hospital for it and couldn't get there."

Medical Appointments. Some responses highlighted challenges in accessing medical appointments, which can have severe implications for health and well-being. Missing medical appointments due to transportation issues can lead to worsening health conditions and increased healthcare costs.

During a virtual focus group for Medicaid recipients, we heard the story of Jack, who is the caretaker for his 20-year-old son.

Jack's son is a bright student at the University of Dayton, but he has a disability that severely jeopardizes his vision. Being a commuter student, Jack must drive his son to class and all other activities or obligations. Jack's son is receiving specialized treatment at Ohio State University, but this requires Jack to drive him to Columbus routinely.

Despite being a nurse with four college degrees, Jack asserts that his family lives below the poverty level due to his inability to work full-time while caring for his son. Jack relies on a 24-year-old personal vehicle to transport himself and his son, and he worries about potential financial or transportation-related turmoil if this vehicle ever breaks down or requires extensive repair work.

Jack's son possesses a free lifetime pass for Montgomery County's RTA public bus system, but his disability causes him difficulty in reading bus route numbers—this serves as a massive deterrent for his willingness and comfort with utilizing public transportation.

SUGGESTED SOLUTIONS

While most themes were common across the region, there are unique challenges and opportunities for improvement in each county. This summary captures the key recommendations for improvements in transportation services, from both survey respondents and focus group participants, for each county reflecting their unique needs and priorities.

Champaign County

Respondents in Champaign County suggested that there should be more availability of transportation services and improved service schedules to better meet their needs. These suggestions highlight a desire for more reliable and accessible transportation options in the area.

Clark County

Clark County respondents emphasized the need for more bus stops and adaptations to the city's changing transportation needs. These suggestions indicate that current transportation options are insufficient and need to be expanded and updated to accommodate growing demand and shifting demographics.

Darke County

Darke County respondents called for comprehensive transportation services that cover all areas of the county, including low-cost public transportation and more options beyond Greenville. These suggestions reflect the challenges faced by residents in accessing reliable transportation, particularly in more remote areas.

Greene County

Greene County respondents focused on easier navigation of services, including improved websites, and continued public education about available transportation options. Residents also called for better signage and reduced costs for transportation, especially for medical purposes. These improvements aim to make transportation more user-friendly and affordable.

Miami County

Miami County respondents recommended that bus routes and schedules be improved to better connect people throughout the county and increase the schedule to operate later in the day. These suggestions point to a need for more convenient and efficient transportation options that better serve the working and healthcare needs of the community.

Montgomery County

Montgomery County respondents highlighted the need for better access to transportation in rural areas of the county, increased public transportation options, and affordable services for essential activities like medical appointments. These suggestions underscore the importance of expanding and improving transportation to meet the diverse needs of county residents.

Preble County

Preble County respondents called for the establishment of reliable services within the county, on-call availability, and extended hours. Additionally, they emphasized the need for more connectivity in rural areas. These improvements aim to enhance the reliability, and accessibility of transportation for all residents.

Shelby County

Shelby County respondent suggestions included extending the hours of transportation services, providing on-call availability for transportation needs, and improving services for medical appointments. These recommendations highlight the necessity for more flexible and reliable transportation options to support residents' health and well-being.

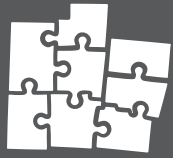
CONCLUSION

The Miami Valley Regional Planning Commission's comprehensive survey and focus group initiative provided invaluable insights into the transportation needs and challenges faced by the communities in the Greater Region. The diverse and extensive data collected through these efforts have highlighted several key unmet needs and barriers, including limited operating hours, advanced scheduling requirements, reliability issues, and prohibitive costs.

The findings from this comprehensive effort validate the critical transportation needs in the Greater Region and provide a roadmap for future improvements. By focusing on the identified challenges and implementing the recommended solutions, the GRMI can make significant strides towards improving transportation accessibility and quality for all residents. The data-driven approach ensures that the voices of the community are heard and integrated into the planning process, ultimately leading to a more inclusive and effective transportation system.

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APPENDIX C:

Public Survey Dashboard



GREATER REGION MOBILITY INITIATIVE

Age ▾

County ▾

Race/Ethnicity ▾

Users of Mobility Devices

Users on Medicaid

Users of Public Transit

Users of NEMT

English Second Language

Hispanic or Latino Users

SURVEY TRAFFIC & SOURCES

SURVEY STARTS

2,101

SURVEY COMPLETIONS

1,552

COMPLETION RATE

73.9%

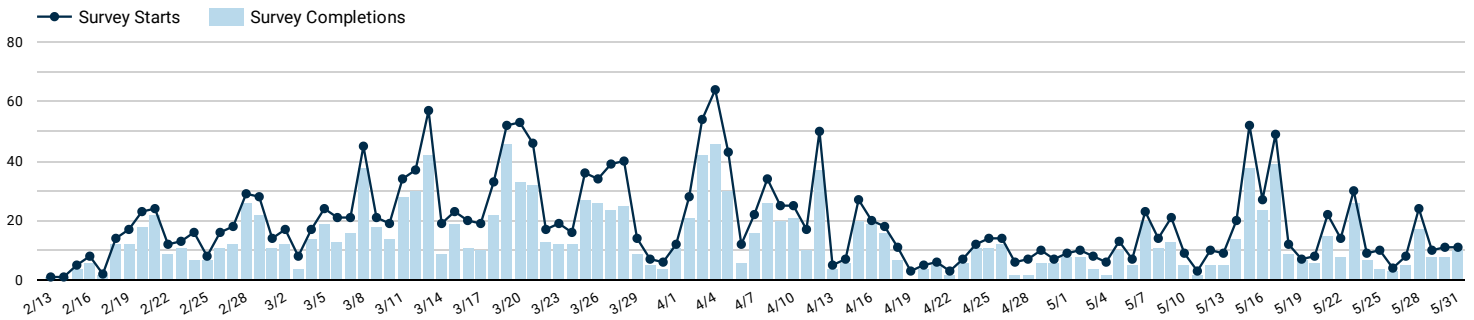
NON-AD STARTS

1,102

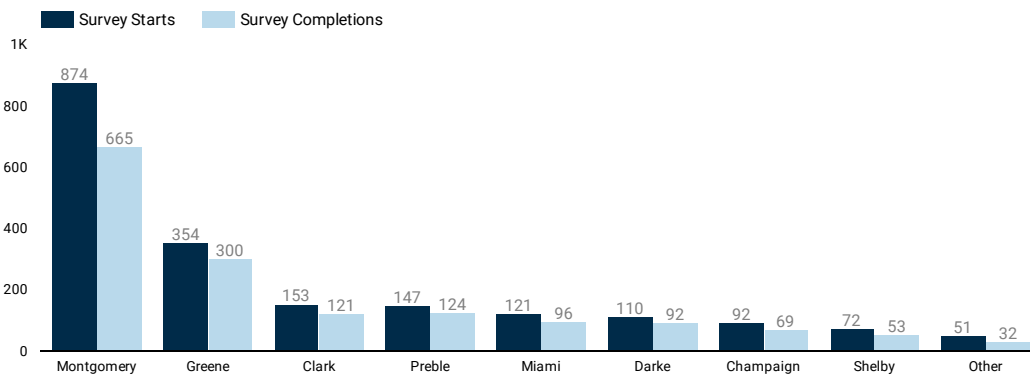
AD STARTS

999

SURVEY STARTS & COMPLETIONS OVER TIME



RESPONDENTS BY COUNTY



"OTHER" COUNTIES

County	Survey Starts ▾	Completions
Warren	14	11
Hamilton	8	6
Outside Ohio	8	6
Butler	5	2
Logan	1	1
Portage	1	0
Wayne	1	0
Kent	1	1
Franklin	1	1
Grand total	40	28



GREATER REGION MOBILITY INITIATIVE

Age

County

Race/Ethnicity

Users of Mobility Devices

Users on Medicaid

Users of Public Transit

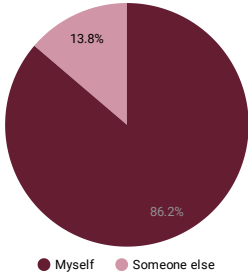
Users of NEMT

English Second Language

Hispanic or Latino Users

RESPONDENT DEMOGRAPHICS

SURVEY STARTS FOR SELF VS OTHERS



SURVEY STARTS FOR SOMEONE ELSE

Survey Taker Relationship	Survey Starts	Survey Completions
I am a family member or friend	182	122
I am a service provider	51	34
I am a community partner	40	26

Grand total

273

AGE DISTRIBUTION

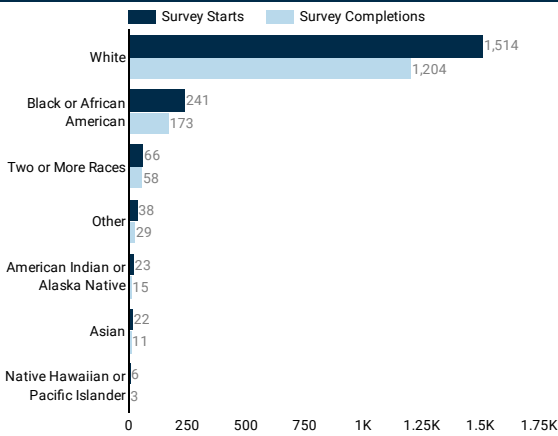
Age Range	Survey Starts	Survey Completions
65-79	579	440
50-64	570	444
35-49	389	310
19-34	302	239
80+	122	74
16-18	47	26

Grand total

2,009

1,533

RACE/ETHNICITY

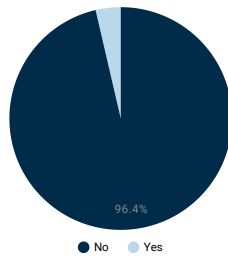


"OTHER" RACE/ETHNICITY

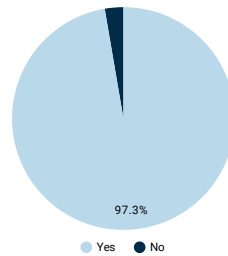
"Other" Race/Ethnicity	Survey Starts	Survey Completions
Hispanic	7	7
Panamanian	2	1
Irish American	1	1
Brown	1	0
MENA	1	1
Grand total	18	16

1 - 11 / 11

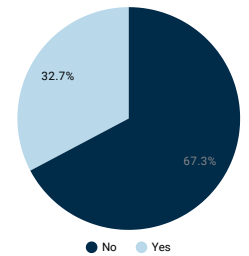
HISPANIC OR LATINO



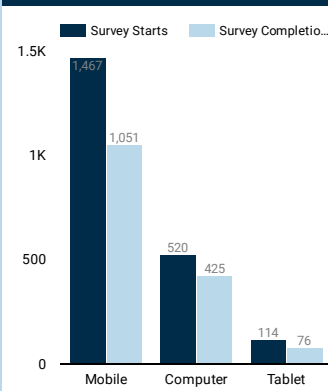
ENGLISH FIRST LANGUAGE



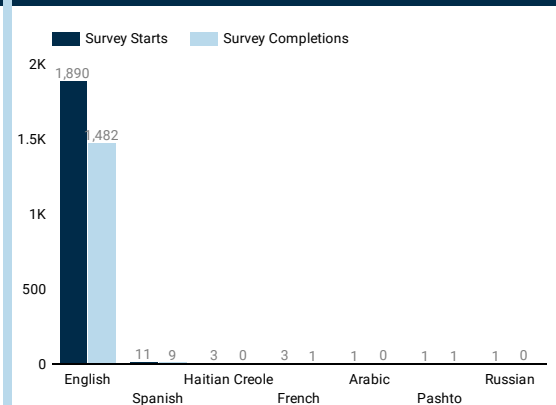
RESPONDENTS ON MEDICAID



SURVEY DEVICE



SURVEY LANGUAGE



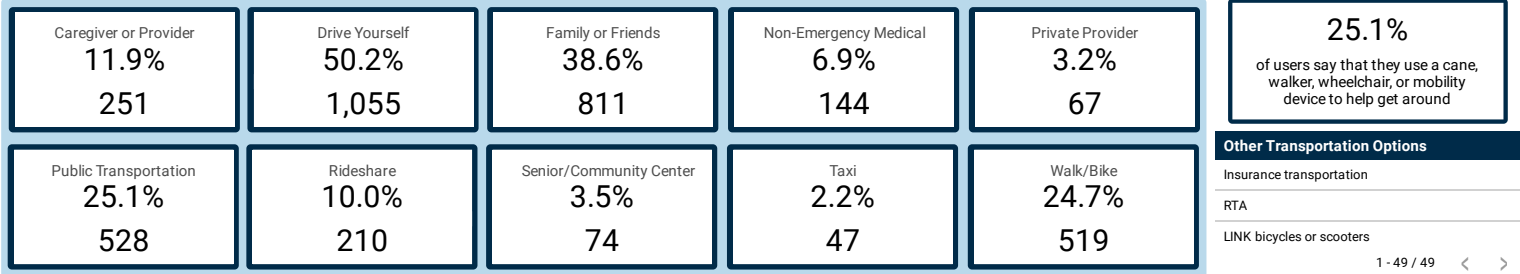


GREATER REGION MOBILITY INITIATIVE

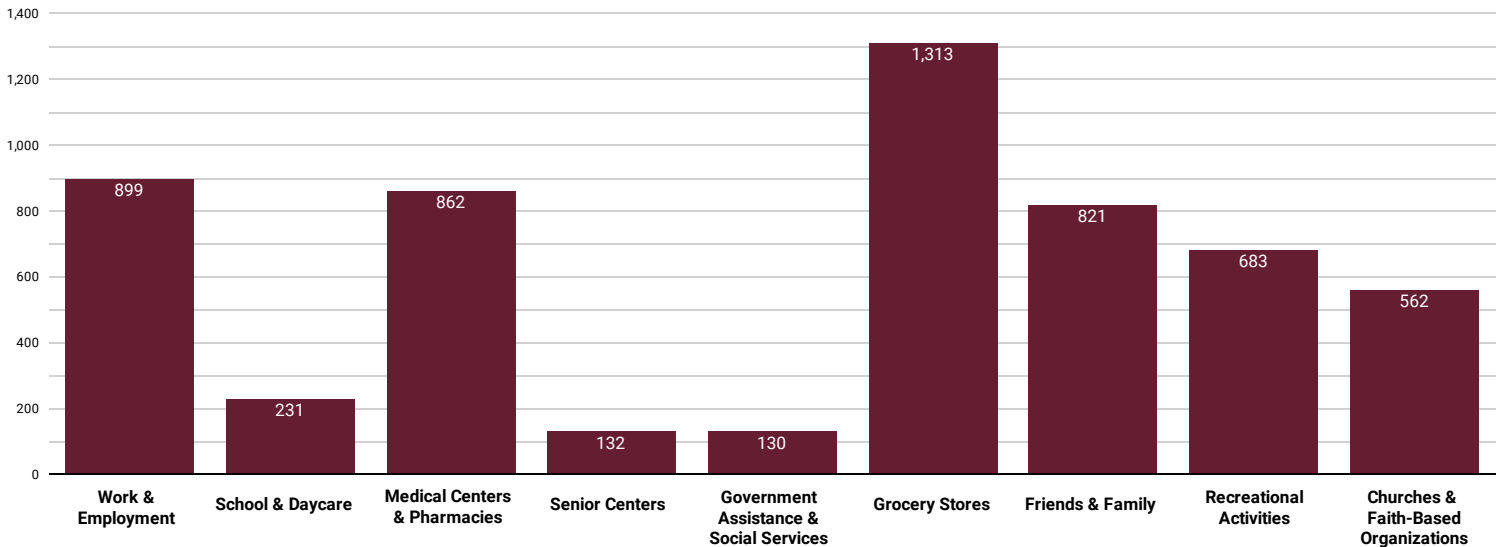
Age ▾	County ▾	Race/Ethnicity ▾	Users of Mobility Devices	Users on Medicaid
			Users of Public Transit	Users of NEMT
			English Second Language	Hispanic or Latino Users

SERVICE UTILIZATION

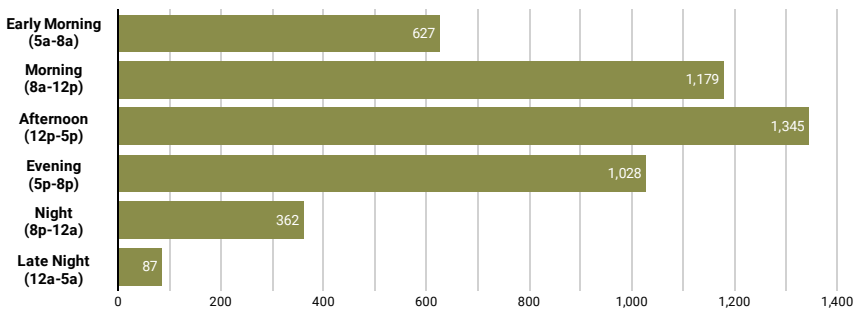
TRANSPORTATION OPTIONS USAGE



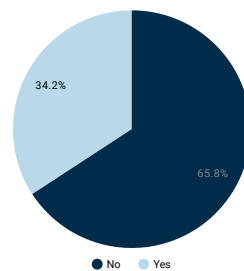
DESTINATIONS TRAVELED TO (MONTHLY)



TIME OF DAY TRAVELING



USE PUBLIC TRANSPORTATION



55.7%

of respondents report being able to drive or having a valid driver's license

561

respondents reported being on Medicaid

41.0%

of respondents on Medicaid say that they use Non-Emergency Medical Transportation

Age ▼

County ▼

Race/Ethnicity ▼

Users of Mobility Devices

Users on Medicaid

Users of Public Transit

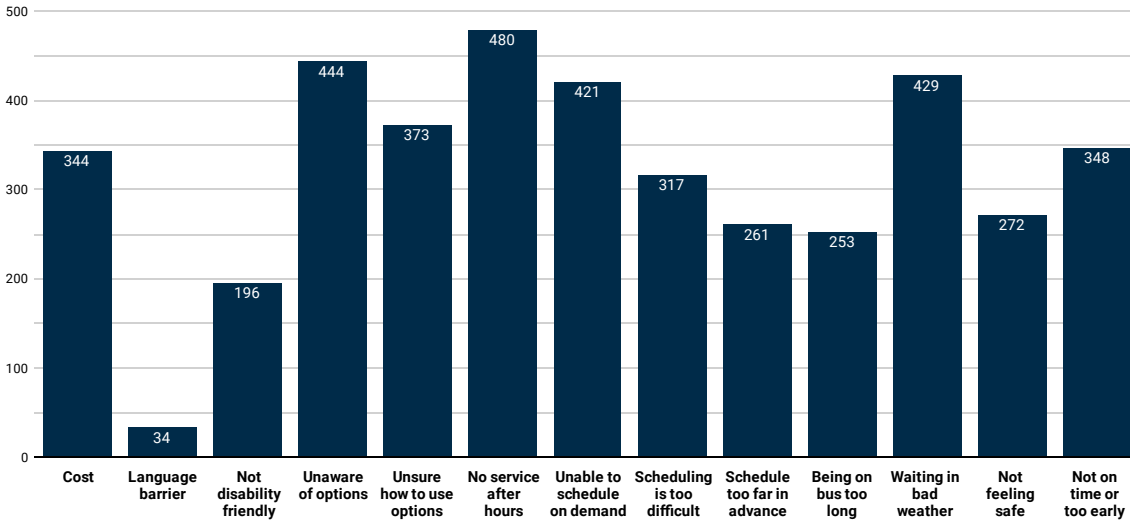
Users of NEMT

English Second Language

Hispanic or Latino Users

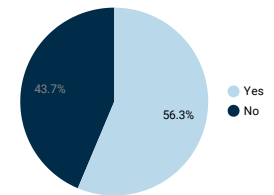
SERVICE CHALLENGES

TRANSPORTATION SERVICE CHALLENGES

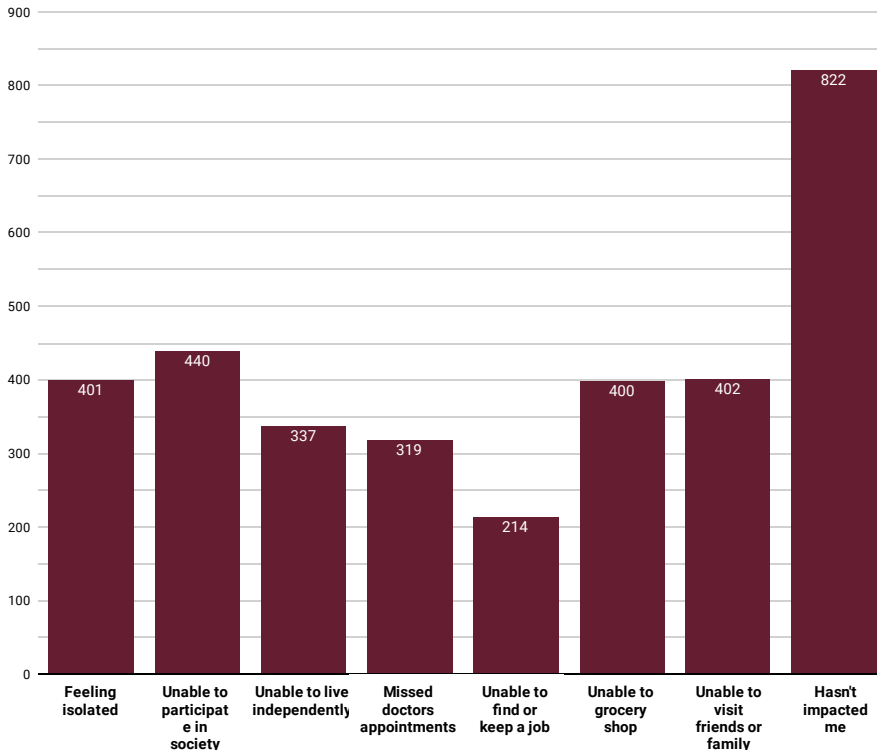


41.5%
of respondents say that they have challenges using transportation services in their community

RESPONDENTS WHO MUST TRAVEL OUTSIDE OF THEIR COUNTY



SITUATIONS CAUSED BY LACK OF RELIABLE TRANSPORTATION

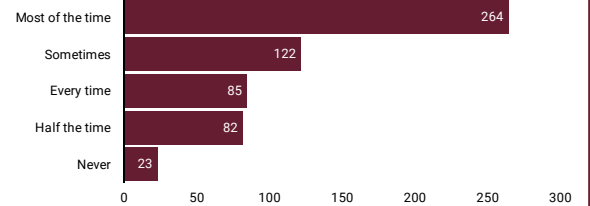


35.0%
of users who do not use public transportation say that they would if it were more affordable or convenient

Respondents who chose "Hasn't impacted me" as their only response are represented in this count

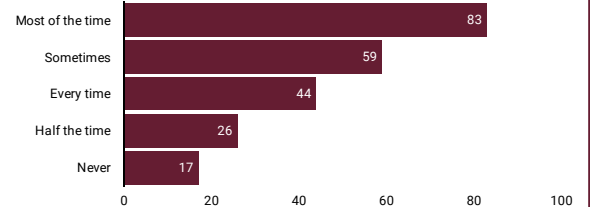
HOW OFTEN PUBLIC TRANSPORT DELIVERS USERS ON TIME

Respondents who chose "Yes" to "Do you currently use public transportation?" were shown this question

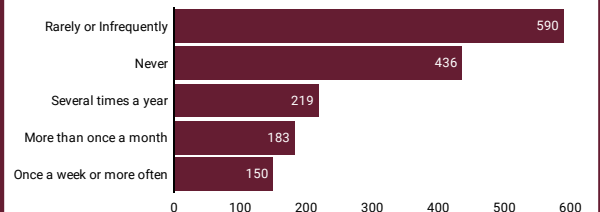


HOW OFTEN NEMT DELIVERS USERS ON TIME

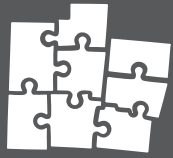
Respondents who chose "Yes" to being on Medicaid and using NEMT were shown this question



HOW OFTEN USERS ARE UNABLE TO REACH DESTINATION



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APPENDIX D:

Provider Survey Dashboard

6,351

How many passengers are served by your transportation program per year?

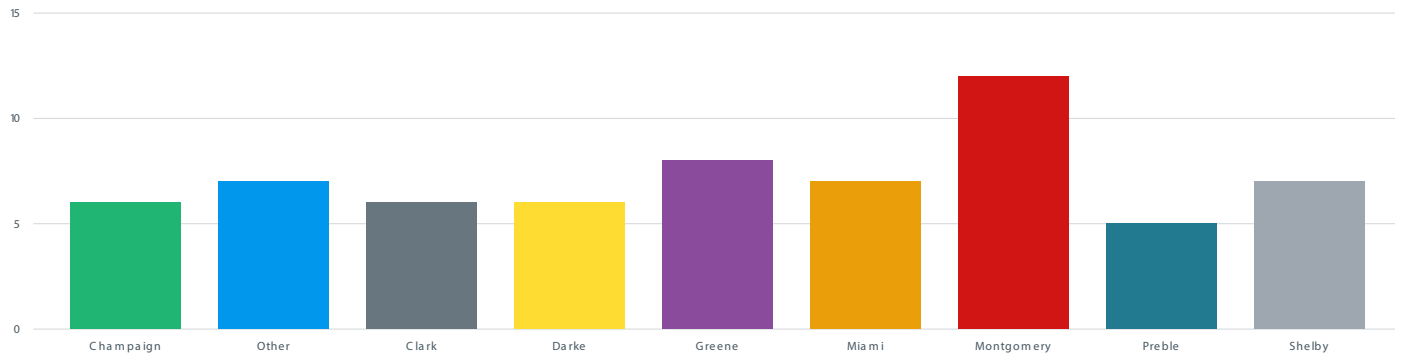
487

What are the average trip denials per month?

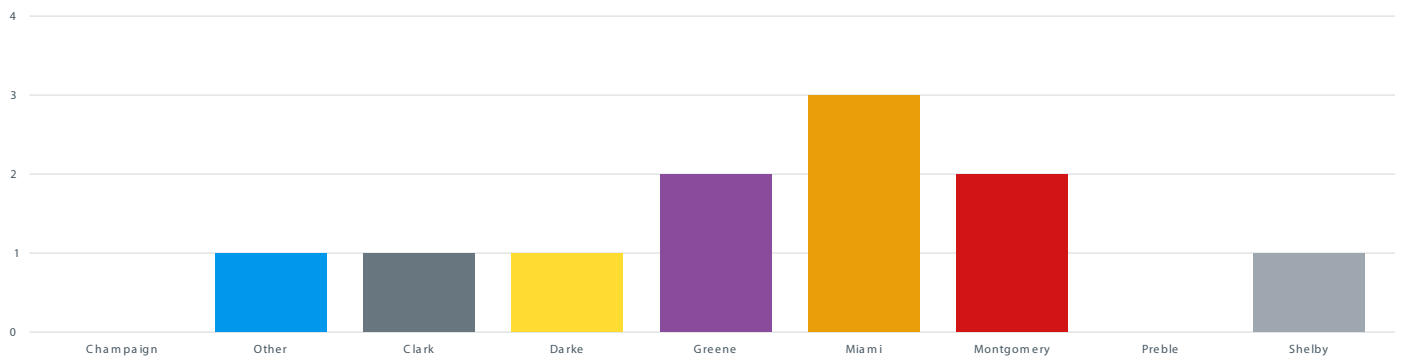
7,349,687

How many average one-way trips do you provide per year?

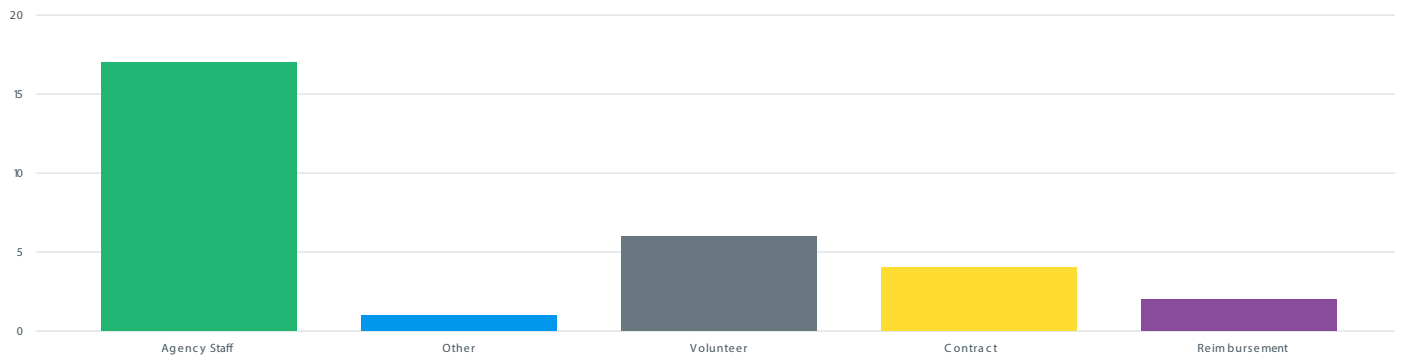
What is the county or community that your agency serves?



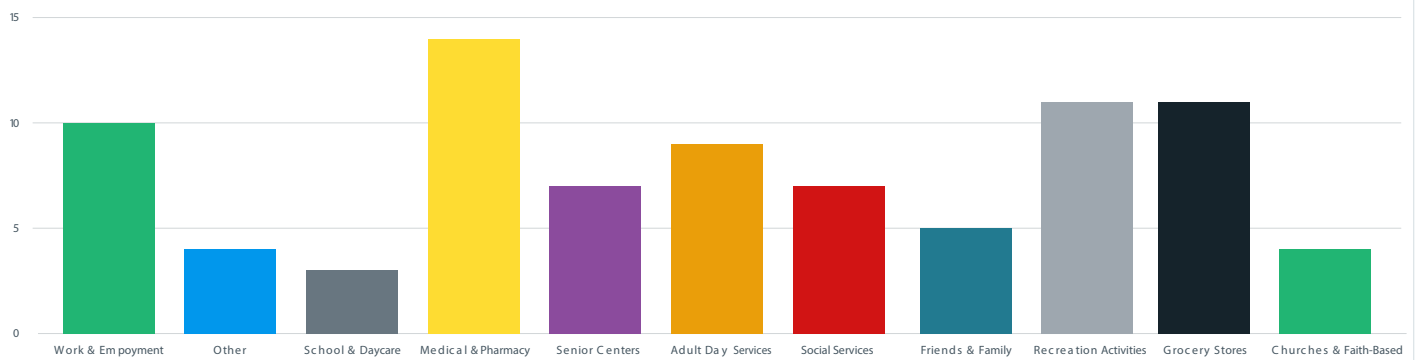
Please select the counties you provide connections to:



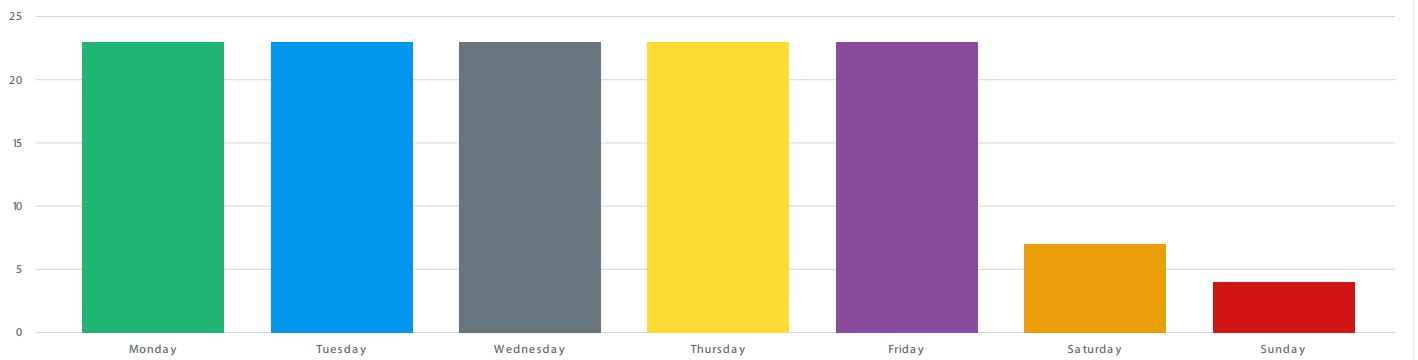
Describe how you operate your transportation services (i.e. who drives your vehicles or how do you provide your services)



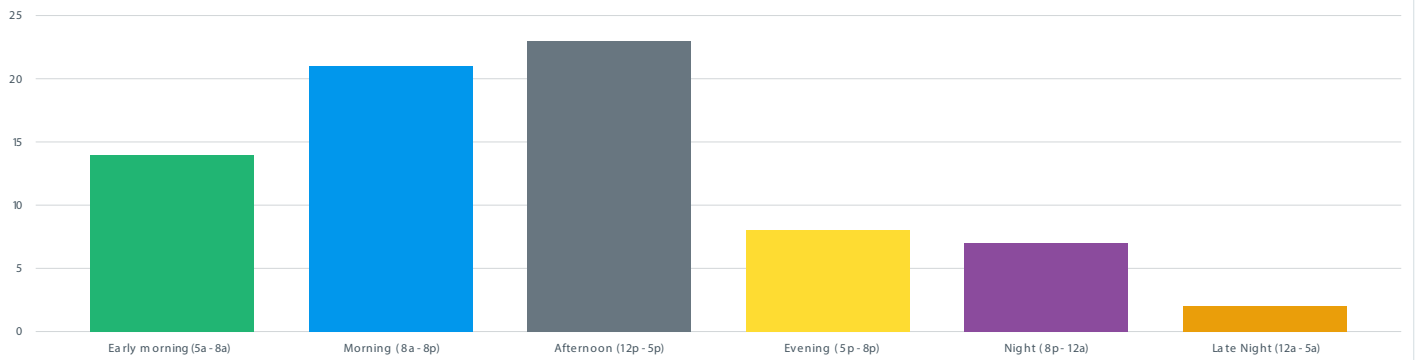
Describe the type or purpose of trips offered through your transportation services



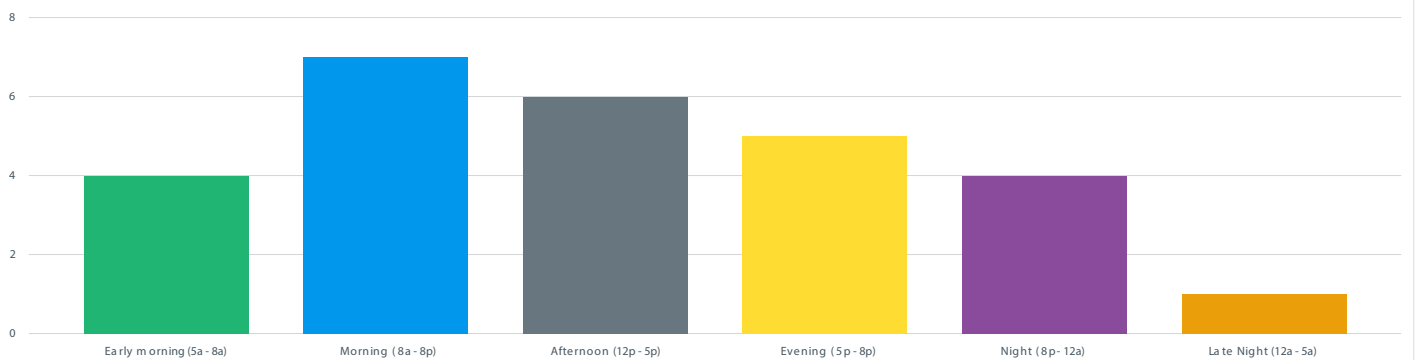
What are your days of operation for your transportation services?



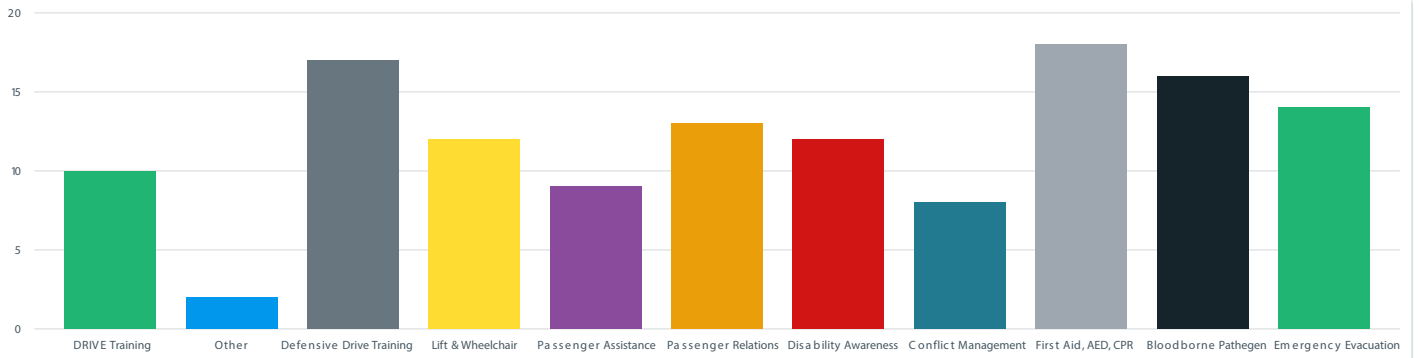
What are your typical hours of operation during the weekdays? (Monday - Friday)



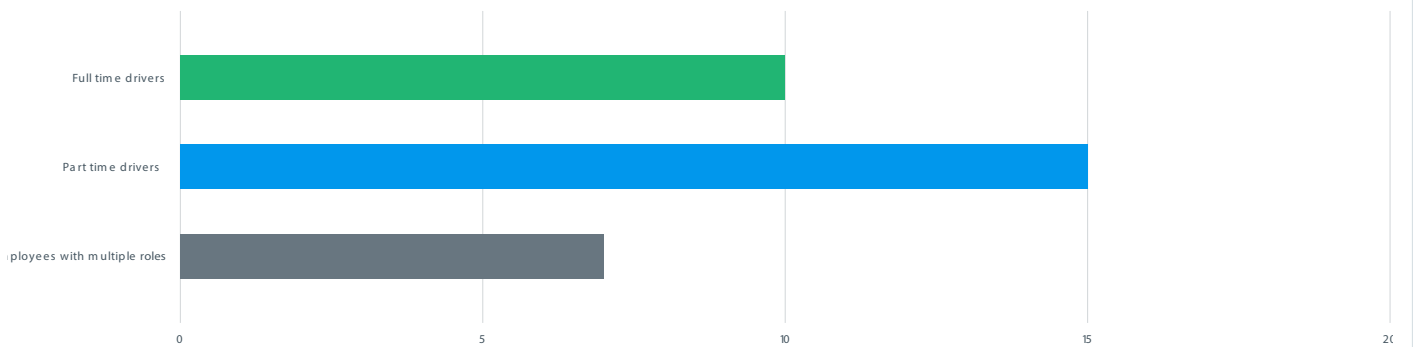
What are your typical hours of operation during the weekend? (Saturday - Sunday)



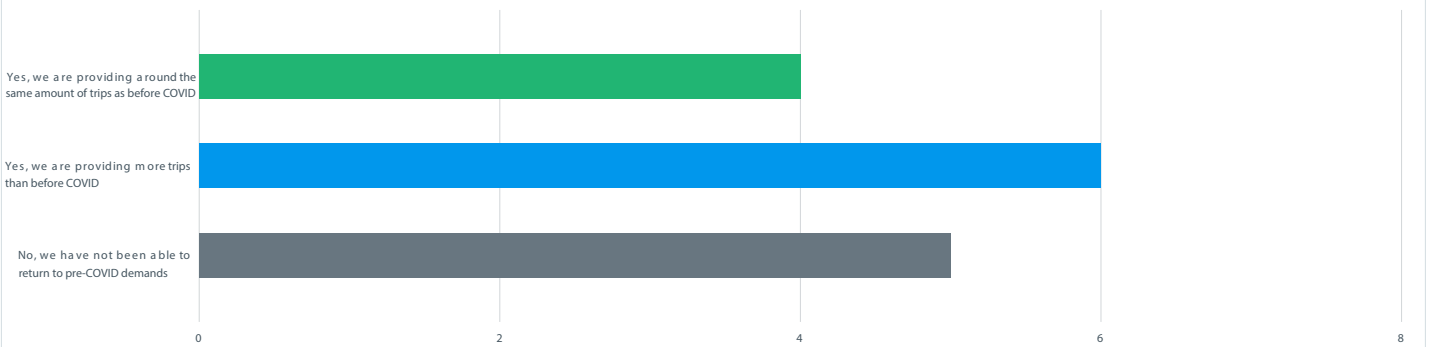
What training courses/topics are required for your drivers?



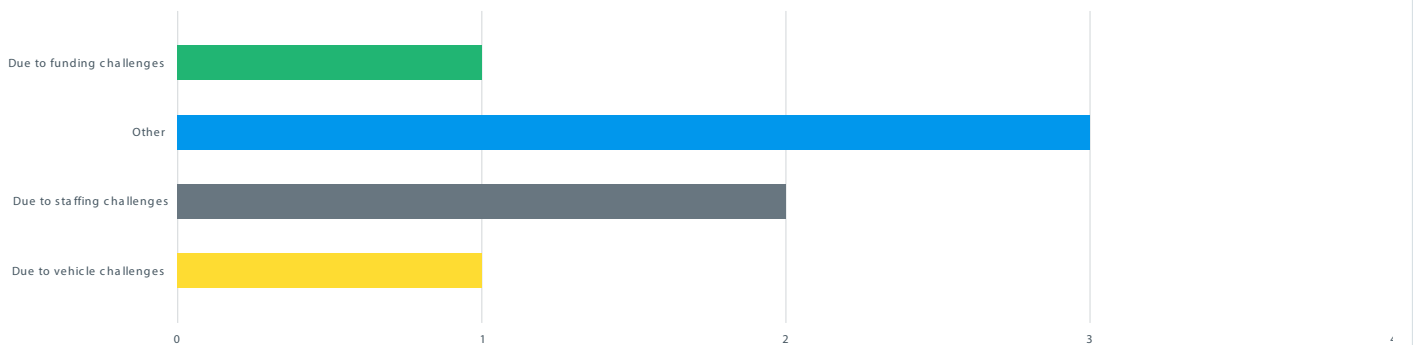
Please identify if you hire full time drivers, part time drivers or have staff who manage multiple roles and duties



Has your agency returned to pre- COVID demand in trips?

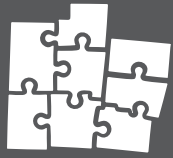


Why have you not been able to return to pre- COVID demands?



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APPENDIX E:

Regional Transportation Study

JULY 2022

GREATER REGIONAL MOBILITY INITIATIVE
REGIONAL TRANSPORTATION STUDY
ROADMAP TO A ONE-CALL/ONE-RIDE CENTER IN THE MIAMI VALLEY REGION

STANTEC CONSULTING SERVICES INC.
350 N. Orleans Street
Suite 1301
Chicago, IL 60654

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1. Introduction

The Regional Transportation Study is building off past planning studies completed through the Greater Region Mobility Initiative (GRMI) by the Miami Valley Regional Planning Commission. These studies indicated a need to better coordinate scheduling between the numerous providers in the eight country region.

The eight counties include Champaign, Clark, Darke, Greene, Miami, Montgomery, Shelby, and Preble Counties.

The goals of the study were to understand the existing condition of transportation services, set a vision for better coordination, and outline a roadmap with intermediate milestones. The ultimate vision set by the region is an opportunity to share resources and improve customer service and awareness through a centralized one-call/one-ride center.

2. Review of Past Planning Documents

Miami Valley Coordinated Public Transit-Human Services Transportation Coordination Plan (HSTC)

In 2008 the Miami Valley Regional Planning Commission developed the Public Transit-Human Services Transportation Coordination Plan (HSTC), to serve and support its vision to create a transparent and customer friendly regional transportation system that matches a particular trip need with the lowest cost, most appropriate transportation option. The plan has been routinely updated to ensure transportation needs are being addressed sufficiently. Future plans include, increasing coordination work among existing providers, expanding services, expanding resources and improving public awareness of transportation options and impact.

Key Facts about the Target Populations

The MVRPC HSTC summarized the region demographics in the infographic shown in Figure 1.

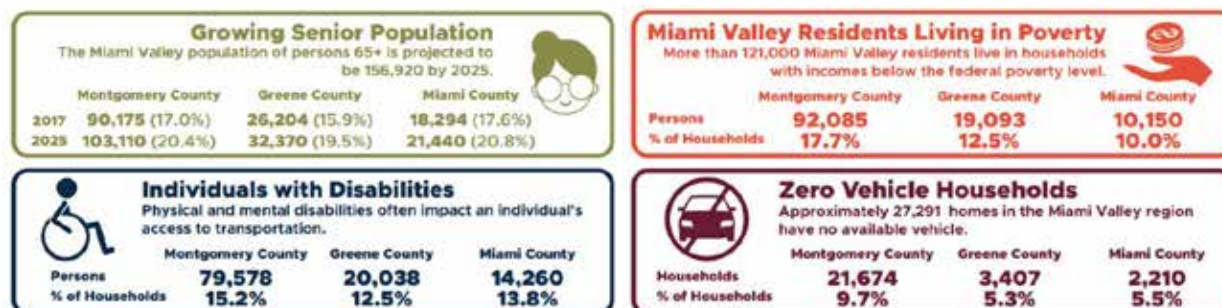


Figure 1: MVRPC Demographic Summary (Source: MVRPC HSTC)

Transportation Needs within the Miami Valley

Geographic areas with the highest likelihood for transportation needs are scattered throughout the Region, with the highest concentrations in Dayton, Trotwood, Xenia, Troy, Piqua, Kettering, and

Springboro. Public, private, and agency transportation service is available in these areas, but some needs remain unmet, and providers will continue to focus on coordinating to meet those needs. Figure 2 shows the trip propensity for the Miami Valley region. Trip propensity is a measure of how many people in an area are likely to need or use transit.

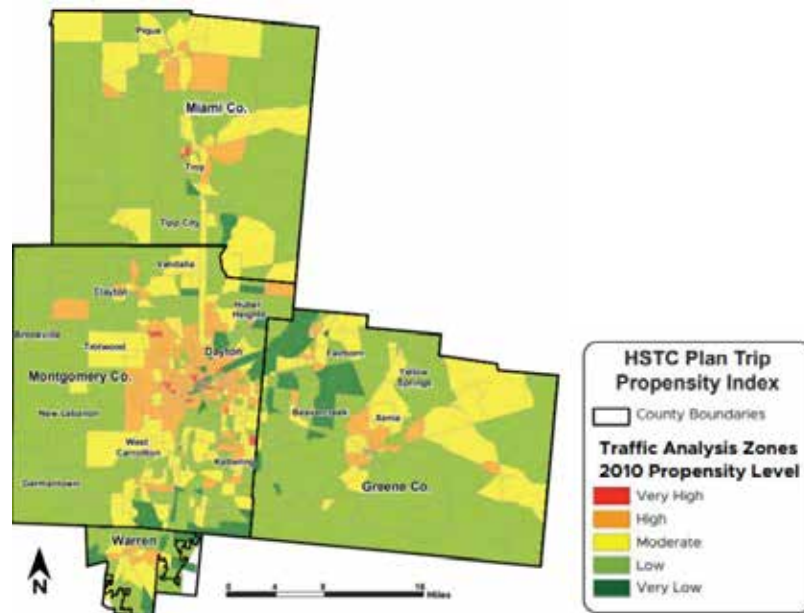


Figure 2: MVRPC Region Trip Propensity (Source: MVRPC HSTC)

Inter-County Commute Patterns

Figure 3 demonstrates the quantity of commuters that routinely cross county lines to reach employment. More affordable and practical commuter options would promote ride sharing which would result in fewer cars on the road and reduced annual household expenses for transportation so that people have an opportunity to achieve a more sustainable personal budget.

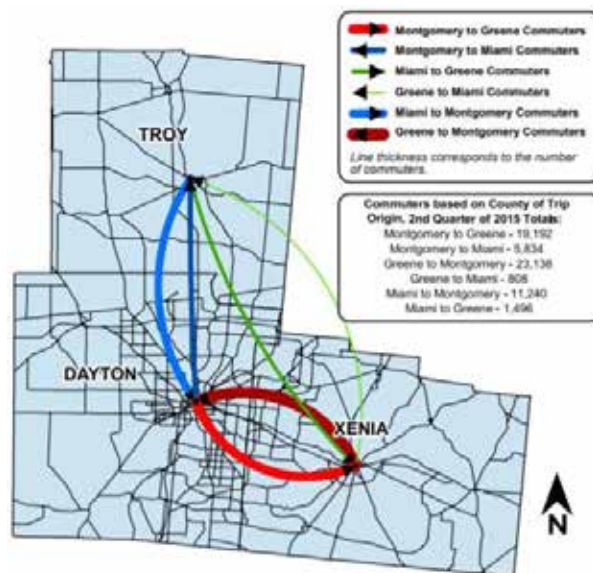


Figure 3: Inter-County Commute Patterns (Source: MVRPC HSTC)

Relevance to Current Study

Strategy 1.4A *Use technology for real-time sharing of ride schedules among transportation providers in order to expand interprovider referrals* was identified as a subsection of the goal to develop affordable first mile/last mile services, including those that cross county lines, for anyone. The Regional Transportation One-Click/One-Ride Roadmap identifies the steps necessary to make a centralized scheduling center possible.

Greater Region Transportation Coordination Plan

In 2020 the Miami Valley Regional Planning Commission (MVRPC) drafted the Greater Region Transportation Coordination Plan as a part of the Greater Region Mobility Initiative (GRMI). The GRMI's purpose is to improve public transportation options throughout the eight-county Miami Valley Region. The plan focuses on population demographics, existing travel patterns, and existing services provided. Recommendations and strategies were developed to meet 2 goals:

- Enhance regional coordination
- Increase awareness/knowledge of available transportation options.

Travel Patterns

The results of the travel patterns generally indicated that most of the transportation activity is around the Dayton area. Within each county, the county seat generates a fair amount of activity as well. Figure 4 shows a map of major trip generators in the region.

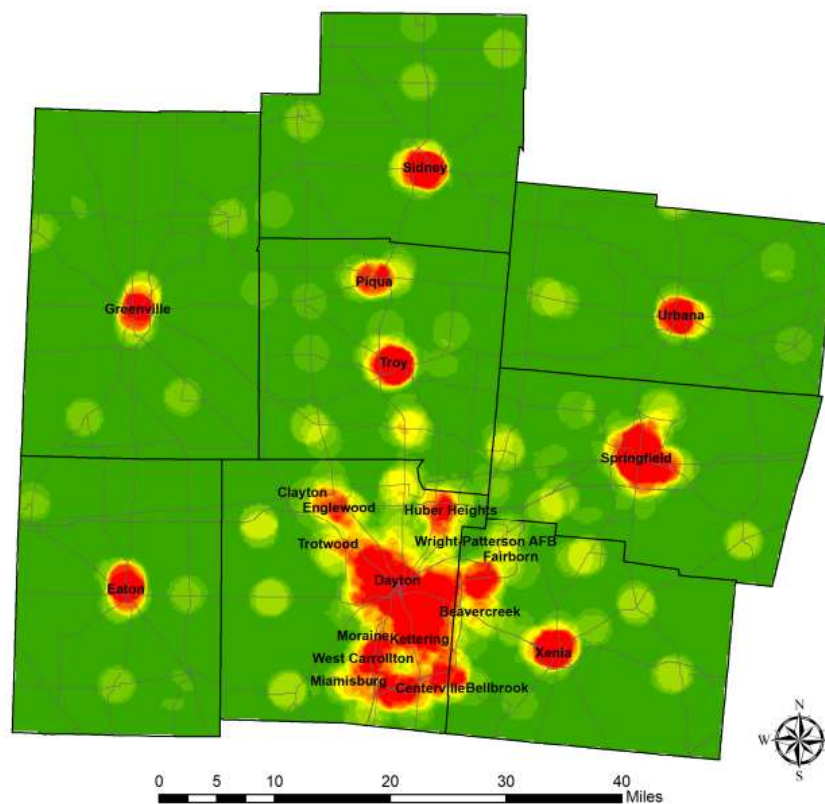


Figure 4: Major Trip Generators (Source: GRMI TCP)

Service Providers

The plan reviewed all the service providers in the area and presented statistics about the types of service provided. Figure 5 is an infographic from the GRMI TCP summarizing the available transportation provider services.



Figure 5: Transit Service Provider Summary (Source: GRMI TCP)

Relevance to Current Study

To address the goal for improved coordination, *Strategy 1.2 Explore technology opportunities that will allow for scheduling of shared rides between transportation providers* was identified as a top priority. The Regional Transportation One-Click/One-Ride Roadmap identifies the steps necessary to make a centralized scheduling center possible.

3. Discussions with Mobility Managers

There are five mobility representatives in the region.

Clark, Champaign, Darke and Shelby Counties

Michelle Castera-Bixler from the Catholic Social Services of the Miami Valley (CSSMV) is the mobility manager for the four counties of Clark, Champaign, Darke, and Shelby. She is employed by a not-for-profit human services organization.

CSSMV provides hands on assistance to scheduling rides throughout the four counties, and when feasible, beyond these jurisdictional borders. All the CSSMV drivers are volunteers. If the customer is looking for rides during the weekday business hours, Champaign County, Darke County, and Shelby County Transit Systems can provide door to door service. Although the Darke County Transit System can become price prohibitive if outside the City of Greenville. Other options available to customers in the four county region are limited to specific circumstances such as veteran status, income eligibility, or disability status.

CSSMV manages the RideLink service for the four counties. This service provides information to customers online or by the phone. The call center can provide contact information for appropriate services or help customers contact applicable transportation services if necessary.

Greene County

Shannon Webster at Greene CATS is the mobility manager for Greene County. Shannon maintains the Miami Valley Ride Finder which provides information on transportation providers in the region. The website provides service summaries and contact information for Clark, Greene, Miami and Montgomery Counties. Maintaining up to date information on the Miami Valley Ride Finder can be difficult due to provider staff turnover, understaffed providers, and the always changing transportation landscape. The Ride Finder provides contact information; however, customers would be responsible for contacting individual providers to schedule rides. This can result in a customer making several calls to identify the best fit for transportation services.

Greene CATS Public Transit has flex routes that will deviate up to ½ mile off the defined route. Riders need to call ahead of time to schedule a deviation. The flex routes have defined routes with scheduled time points that circulate and link Greene County communities of Beavercreek, Fairborn, Xenia, and Yellow Springs. A flex express route connects Xenia to Downtown Dayton is available as well. The Blue, Green, and Orange, and Yellow Flex Routes run from 7:00 a.m. to 5:00 p.m. on weekdays and the Red Line (Dayton Connector) runs from 6:00 a.m. to 6:00 p.m. with a four hour break in the afternoon.

Greene CATS also provides demand responsive scheduled rides within Greene County and limited service to/from neighboring counties. This service is available from 6:00 a.m. to 10:00 p.m. on weekdays. Based on availability, a same day or spontaneous trip may be able to be accommodated. Riders can request rides online or by phone.

Miami County

Sarah Baker coordinates mobility services in Miami County. Miami County Transit provides demand responsive county-wide service seven days a week. Hours are long (5:00 am – 6:00 pm) Monday through Friday and shortened (8:00 am – 2:00 pm) on Saturday with no Sunday service.

If trips are within the county, Miami County transit is generally able to provide the transportation service. Challenges arise for trips that need to go into adjacent counties. There are pick up points at the Shelby and Darke County borders, but riders would have to schedule rides with both providers and allow for pick-up and drop-off windows of up to a half hour for each segment of the trip.

Montgomery County

Public transportation in Montgomery County is provided through the Greater Dayton RTA (GDRTA). The GDRTA has fixed route services near the urbanized core. For zones outside of the urbanized core, GDRTA contracts with Transportation Network Companies (TNC) Uber and Lyft to provide connections to the fixed route service. If the trip starts or ends within one of the five on-demand zones, then the ride is provided free of charge to the customer.

Access to destinations across the county borders are limited. If a customer is able to reach the county border, there is either fixed route or Connect On-Demand services available. However, the customer would have to arrange for transportation beyond the Montgomery County borders and arrival windows and wait times cannot be guaranteed by the Connect On-Demand service since it is subject to driver availability.

Preble County

Curt McNew is the Mobility Manager for Preble County. Preble County does not currently have public transportation services, but Mr. McNew is working towards installing a demand responsive service throughout the county. The vision for the service will provide rides to customers within Preble County

including those that need transportation beyond the county lines. The goal is to be able to provide transportation as far as the Indianapolis hospitals.

A study is currently underway to determine the best structure for the Preble County transit system.

4. Regional Demographics

A regional demographics study was completed to understand the population characteristics of the eight-county area. Figure 6 to Figure 14 display various demographics including:

- Population Density
- Median Age
- Senior Population 65+
- Median Household Income
- Percentage of Low-Income Households
- Average Household Size
- Hispanic Population
- Workers 16+ That Commute Using Public Transportation
- Renter and Owner Households with No Vehicle

Larger versions of the maps are available in Appendix A

Population Density

Source

2021 Population Density Per Square Mile (ESRI)

Key Takeaways

- Dayton and the surrounding regions are the densest.
- Springfield is the second largest and densest region.
- There are pockets of density in each county's county seat that are all quite similar in density, excluding Dayton and Springfield.

Figure 6 shows the map for population density in the region. A larger version is available in Appendix A.

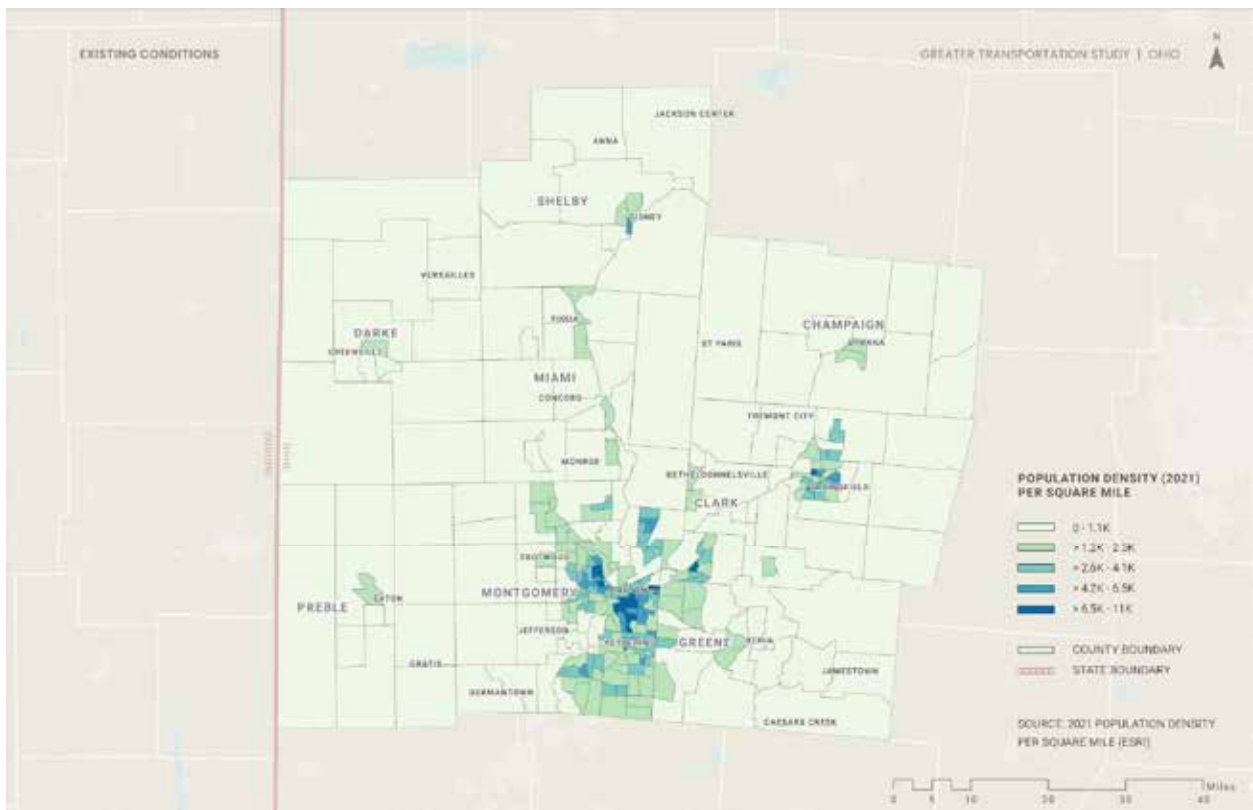


Figure 6: Population Density

Median Age

Source

2021 Median Age (ESRI)

Key Takeaways

- The Dayton area is younger than the rest of the region. The University of Dayton, Wright State University and Kettering College likely skew this region younger.
- The northeast corner of Greene County contains Cedarville University whose enrollment of more than 4,000 students skews the surrounding rural area much younger.
- Clark and Champaign County are a little older than the rest of the rural areas.
- The urban cores of each county are younger than average while the surround regions are older than average.

Figure 7 shows the map for median age in the region. A larger version is available in Appendix A.

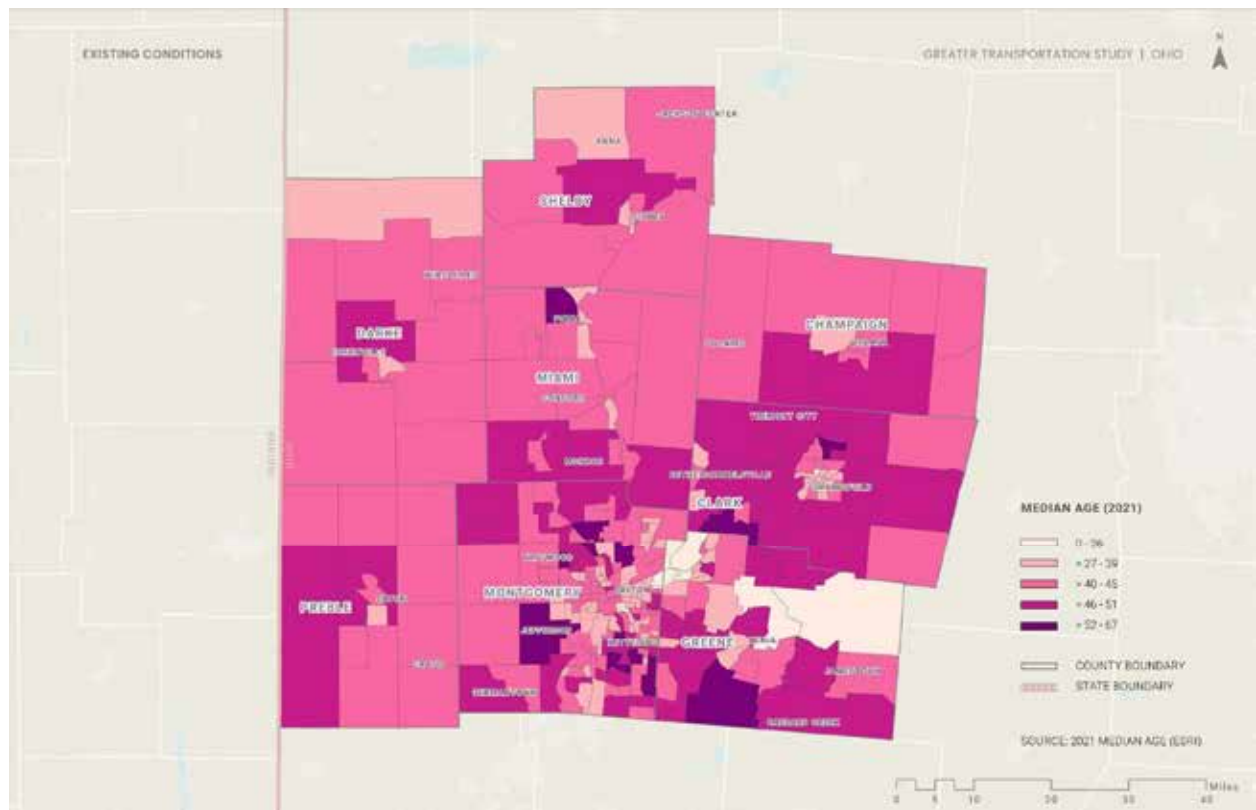


Figure 7: Median Age

Senior Population 65+

Source

2021 Senior Population Age 65+ (ESRI)

Key Takeaways

- Preble County has a larger senior population than other rural areas.
- The areas surrounding Dayton have the highest concentration of seniors.

Figure 8 shows the map for median age in the region. A larger version is available in Appendix A.

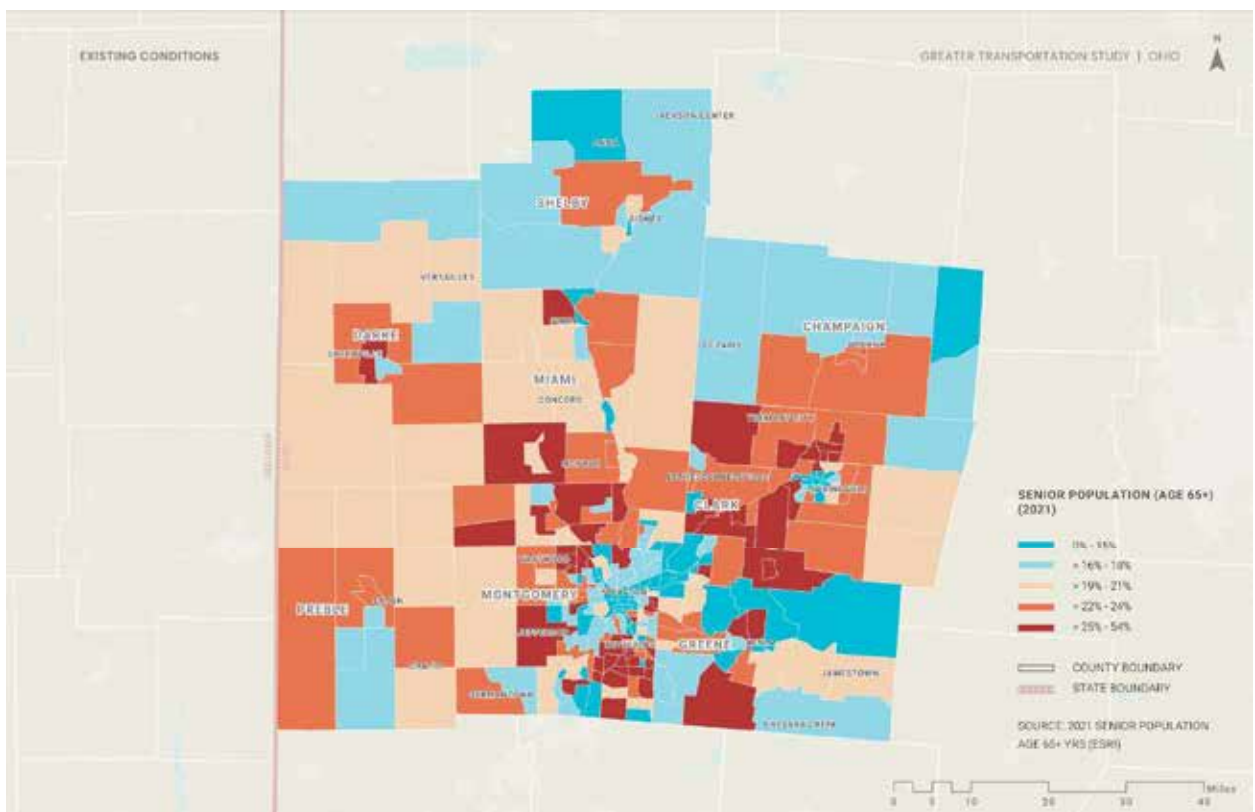


Figure 8: Senior Population

Median Household Income

Data Source

FY 2021 HUD Area's Median Family Income (Census Data and ACS)

Key Takeaways

- Areas surrounding Dayton have the highest household incomes, while areas closer to downtown Dayton have the lowest household incomes. The areas outside the urbanized area are in the middle.
- Shelby County has the highest household incomes.

Figure 9 shows the map for median household income in the region. A larger version is available in Appendix A.

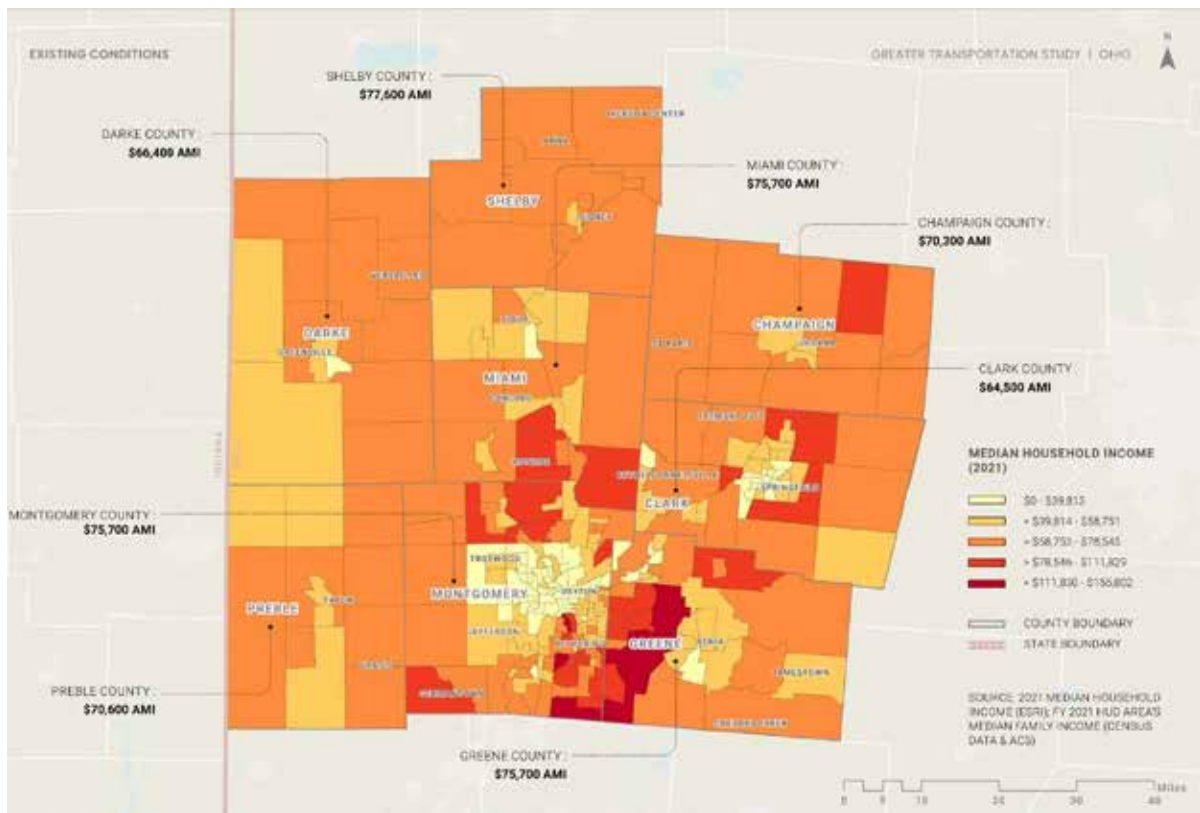


Figure 9: Median Family Income

Percentage of Low-Income Households

Source

2021 Median Household Income (ESRI); FY 2021 HUD Area's Median Family Income (Census Data ACS)

Key Takeaways

- The areas closest to downtown Dayton have the highest concentration of low-income households.
- The City of Springfield has a pocket of low-income households.

Figure 10 shows the map for low-income households in the region. A larger version is available in Appendix A.

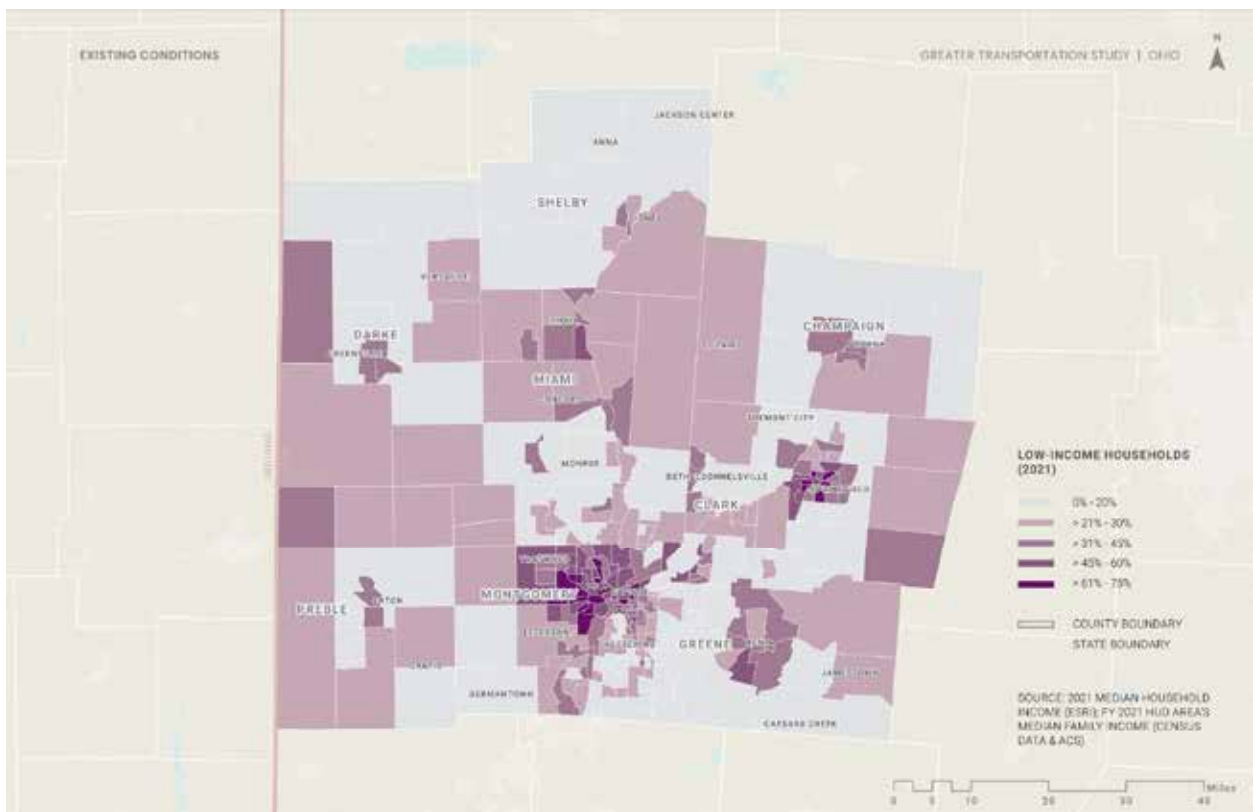


Figure 10: Percentage of Low-Income Households

Average Household Size

Source

2021 Average Household Size (ESRI)

Key Takeaways

- The larger households are outside the urbanized areas.

Figure 11 shows the map for average household size in the region. A larger version is available in Appendix A.

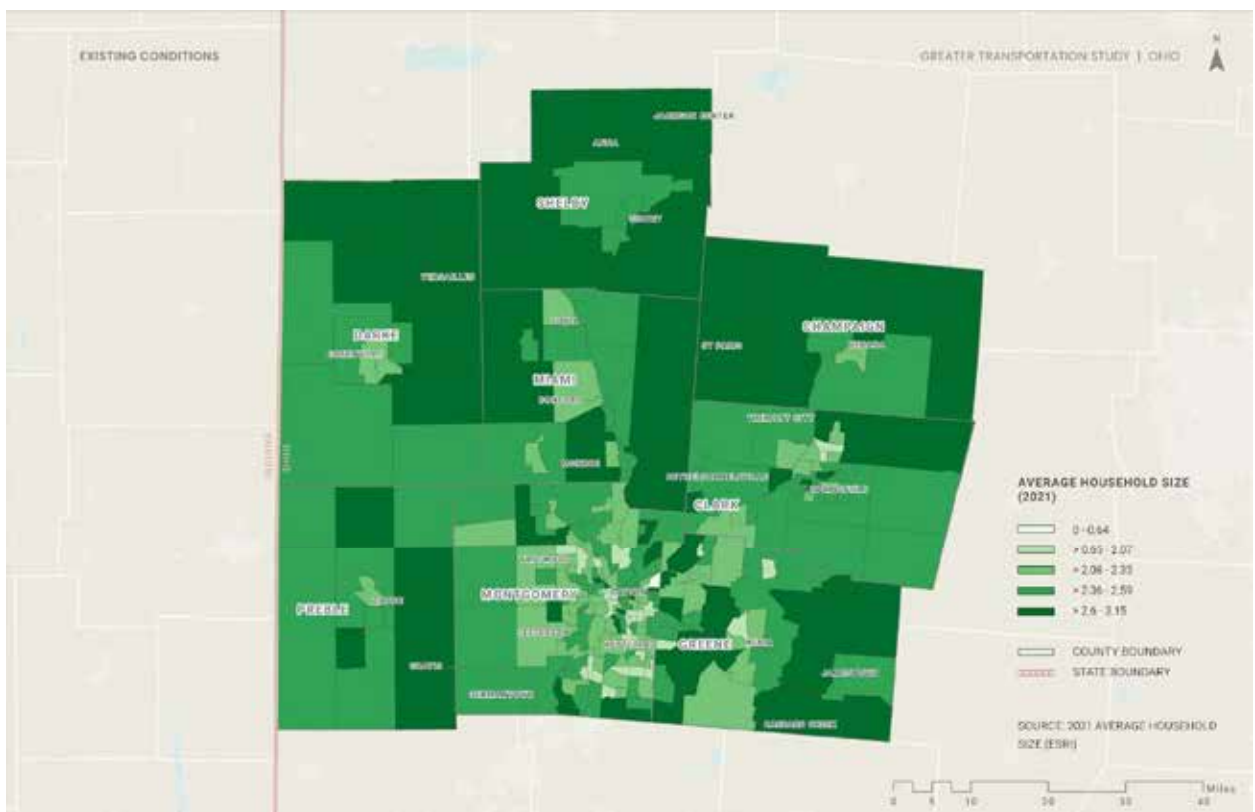


Figure 11: Average Household Size

Hispanic Population

Source

2021 Hispanic Population (ESRI)

Key Takeaways

- The Hispanic population is largest between Dayton and Clark County following the Mad River and subsequent farming.

Figure 12 shows the map for Hispanic population in the region. A larger version is available in Appendix A.

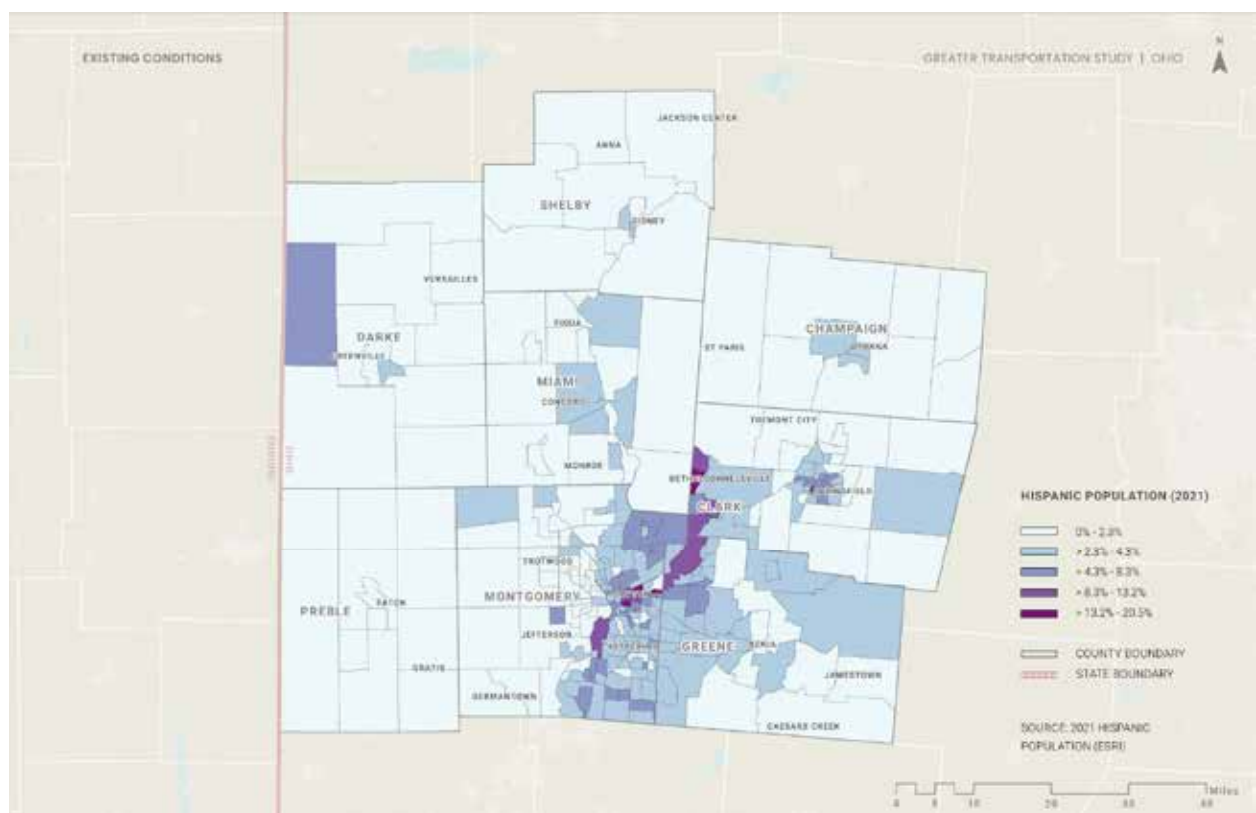


Figure 12: Hispanic Population

Workers 16+ That Commute Using Public Transportation

Source

2019 Workers 16+ Public Transportation (ACS 5-YRS) (%)

Key Takeaways

- The largest populations of workers that commute using public transportation are in Dayton followed closely by Springfield. These are the two areas with fixed route transit service.
- Rural Miami County has the highest concentration of workers using public transportation outside of the urbanized areas.

Figure 13 shows the map for workers that commute using public transportation in the region. A larger version is available in Appendix A.

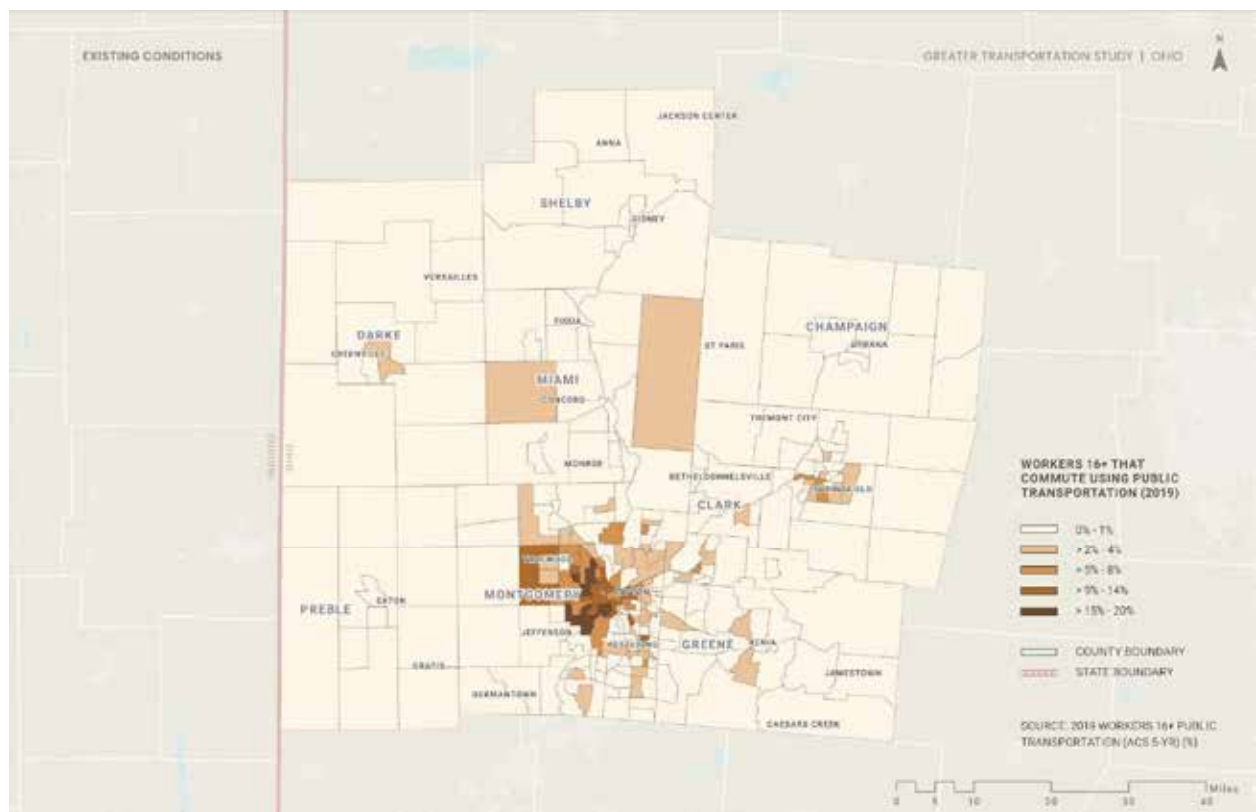


Figure 13: Workers 16+ That Commute Using Public Transportation

Renter and Owner Households with No Vehicles

Source

2019 Households With No Vehicles (ACS 5-YRS); 2019 Renter Households With No Vehicles (ACS 5-YR) By Census Tracts

Key Takeaways

- The highest concentration of households with no vehicles are in the Dayton area and follow I-75 north through Miami and Shelby County.
- Most of the rural households with no vehicles are property owners, except for southwest Preble County. Preble County has more renters without vehicles than owners.

Figure 14 shows the map for renter and owner households with no vehicles in the region. A larger version is available in Appendix A.



Figure 14: Renter and Owner Households with No Vehicle

5. Travel Patterns

The Ohio Department of Transportation’s Streetlight Data license was used to analyze the travel patterns throughout the region. The eight counties were sectioned by the US Postal Service Zip Codes. The data set contains vehicle trips from Monday through Sunday and all hours. The total trips were calibrated to ODOT maintained AADT data. Figure 15 below shows the average daily trips within and between zip codes. A larger version of the map is available in Appendix B.

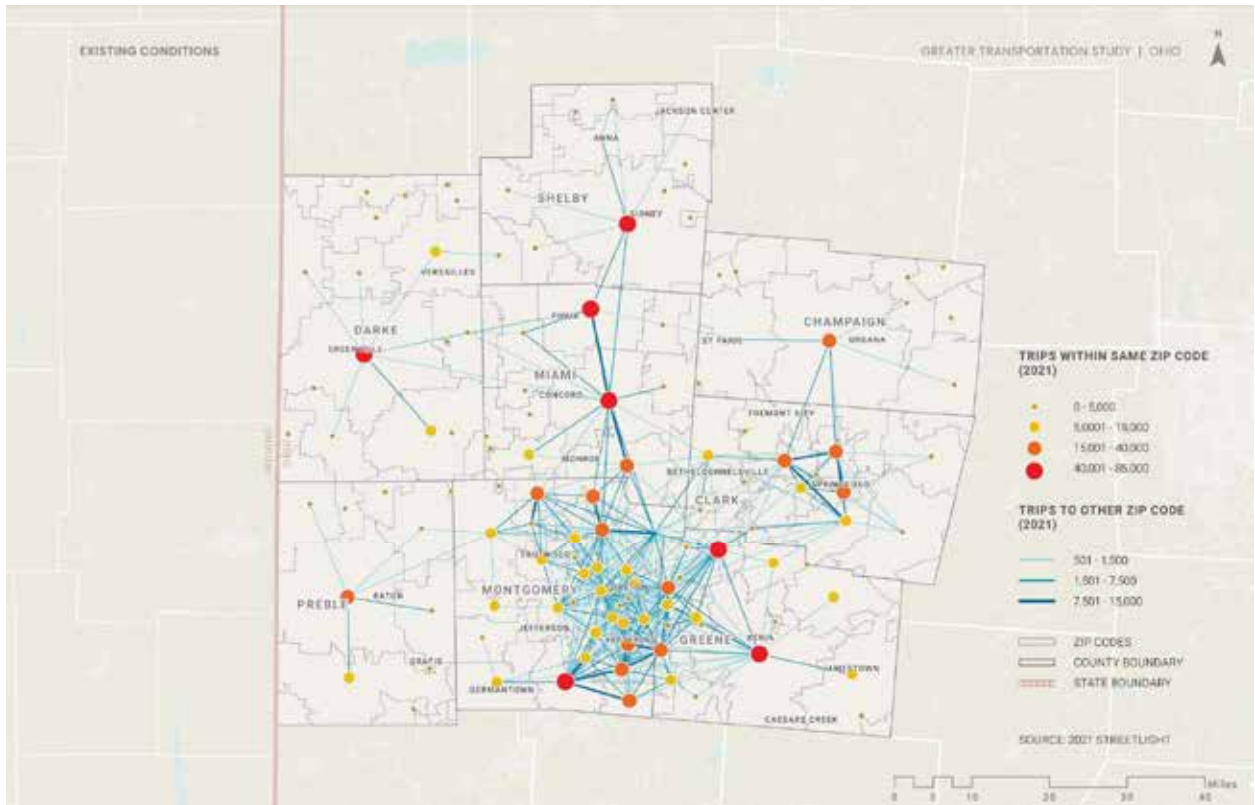


Figure 15: Daily Traffic Patterns

Figure 16 below zooms in to Montgomery County for more detail on the Dayton region. Larger versions of Figure 16 and detailed maps for each county are in Appendix B.

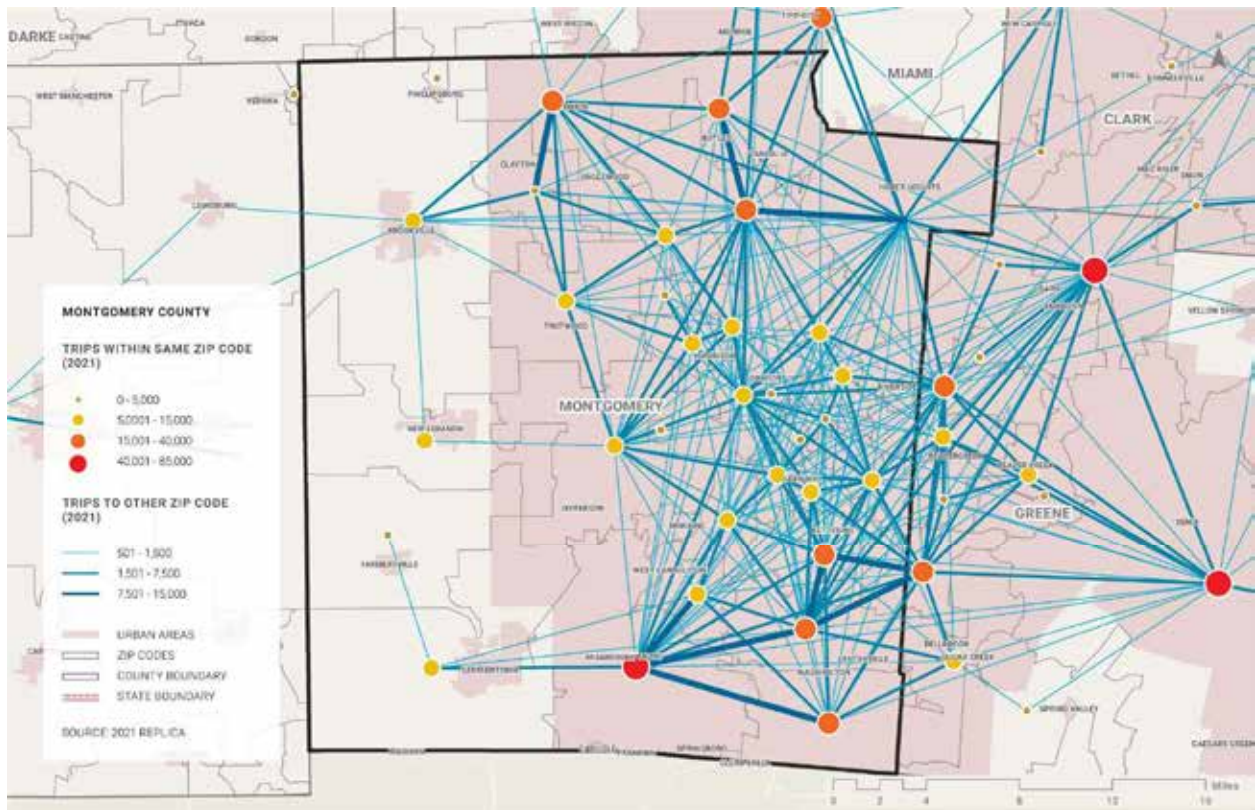


Figure 16: Daily Travel Patterns - Montgomery County

Table 1 below shows the number of intra-county trips, those which stay within the same county, compared to non-intra-county trips which cross a county border. The majority of trips in all counties stay within the county boundaries. If transit services could only remain within county borders, 83% of trips would be able to be served.

Table 1: Intra-County Trip Percentages

	Intra-County		Non-Intra County	
	Total Trips	(Percentage)	Total Trips	(Percentage)
All Counties	2,554,420	(83%)	521,833	(17%)
Champaign County	59,791	(67%)	29,574	(33%)
Clark County	294,482	(74%)	104,439	(26%)
Darke County	102,089	(76%)	33,046	(24%)
Greene County	359,610	(55%)	291,492	(45%)
Miami County	242,695	(65%)	130,099	(35%)
Montgomery County	1,318,322	(93%)	92,775	(7%)
Preble County	70,346	(70%)	30,524	(30%)
Shelby County	107,085	(77%)	31,717	(23%)

The border between Montgomery County and Greene County contains the highest frequency of vehicle trips crossing a county border. However, the majority of those trips have an origin or destination located near the border, so cross border trips would not need to travel long distances beyond the borders.

6. Current Transit Services

Six of the eight counties have public transit agencies which provides transportation throughout the county during open hours. Clark County has a fixed route transit service in Springfield, but there is no publicly owned transportation outside of the city. Preble County's transit agency is currently in development and transit services are being determined.

There are many different providers in the region that provide specialized trips for subsets of the population. These providers each have unique hours, geographic limits, and eligibility requirements. The providers are all summarized in the GRMI TCP.

Weekdays, Business Hours



Figure 17: Service Map (Weekdays, Business Hours)

- Champaign Co.** – Service available
- Clark Co.** – Fixed route in Springfield only
- Darke Co.** - Service is per mile outside of Greenville.
- Greene Co.** – Service available
- Miami Co.** – Service available
- Montgomery Co.** – Fixed route in Dayton metro and free on-demand service provided by TNCs in remaining zones
- Shelby Co.** – Service available
- Preble Co.**– No public transit (in development)

Weekdays, Extended Hours



Figure 18: Service Map (Weekdays, Extended Hours)

- Champaign Co.** – No extended hours. Service runs from 8:00 am – 4:30 pm
- Clark Co.** – n/a
- Darke Co.** – 6:00 am – 7:00 pm, service is per mile outside of Greenville.
- Greene Co.** – 6:00 am – 9:00 pm
- Miami Co.** – 5:00 am – 8:00 pm
- Montgomery Co.** – 4:00 am – 2:00 am for fixed route, 24 hours for TNC
- Shelby Co.** – No extended hours. Service runs from 8:00am-4:00pm
- Preble Co.** – To be determined

Weekends, Business Hours



Figure 19: Service Map (Weekends, Business Hours)

Champaign Co. – No weekend service
Clark Co. – n/a
Darke Co. – Service ends early on Sundays. Service is per mile outside of Greenville.
Greene Co. – Service available
Miami Co. – Service ends early on Sundays.
Montgomery Co. – Service available
Shelby Co. – No weekend service
Preble Co. – To be determined

Weekends, Extended Hours



Figure 20: Service Map (Weekends, Extended Hours)

Champaign Co. – n/a
Clark Co. – n/a
Darke Co. – Service ends at 1:00 pm on Sundays. Service is per mile outside of Greenville.
Greene Co. – Service available
Miami Co. – Service ends at 2:00 pm on Sundays.
Montgomery Co. – Service available
Shelby Co. – n/a
Preble Co. – To be determined

There are options available for transportation within counties, especially during business hours on weekdays. The larger challenge is for customers who need rides across county lines.

Cross County Services

The figure below demonstrates the counties which provide cross border services for the general public. As shown, there is no service that provides non-limited rides outside the county. In special circumstances, including veteran status, medical trips, or disability status, customers may have cross county options available.



Figure 21: Service Map (Cross County Borders)

Champaign Co. – will travel within 50 miles of Urbana for medical appointments only.

Clark Co. – n/a

Darke Co. – Drop off point at Miami County border. Service is per mile outside of Greenville costing approximately \$30 each way.

Greene Co. – Cross county service is limited by distance and situation.

Miami Co. – Cross county service is limited by distance and situation.

Montgomery Co. – Some fixed routes provide service into western Greene County

Shelby Co. – Drop off point at Miami County

Preble Co. – To be determined

7. Regional Visioning Session

A regional visioning session was completed with the mobility managers of the various counties. The goal of the visioning session was to identify what were the motivation and priorities for setting up a one-call/one-ride system.

Agenda

The following agenda was used for the visioning session:

- Group Introductions – 1:00
- Existing Conditions Presentation – 1:10
 - Data Review (20 Mins)
- Ideation – Ideal Customer Experience – 1:30
 - Small Group Break Out (World Café, 15 Min/Table)
 - Big Group Collaborative Discussion (15 Min)
- Concurrence – Regional Objectives – 2:30
 - Big Group Collaborative Discussion (20 Mins)
 - Dot-mocracy (3 Mins)
 - Engagement Plan (2 Mins)
- Conclusion – Next Steps (5 Mins)

Existing Conditions Presentation

The existing conditions presentation went through the data and maps presented in Section 3 and Section 5 Travel Patterns.

Ideation – The Ideal Customer Experience

For the Ideation portion, the participants were asked to describe the ideal customer experience for three example scenarios based upon the Clark-County Springfield Region. For each scenario, the following questions were asked:

- What are the customer's current options? How would he/she arrange his/her transportation?
- How would we like the customer's experience to be different?
- What are the biggest barriers to the customer's transportation?

The three scenarios included the fictional characters of Jack, Nicole, and Beth. The responses for the existing and ideal customer experience helped indicate the vision and challenges for the Clark-County Springfield Region.

Jack

Customer Profile: Jack, a 47-year-old man, is new to the region and needs a ride from his home in Greenville to medical appointment at the Miami Valley Hospital in Dayton.

What are the customer's current options? How would he/she arrange his/her transportation?

There are no current public transportation options for Jack. If he is a veteran and needs transportation to a Veterans Affairs (VA) appointment, there may be options available. Other opportunities include reaching out to friends, churches, or other volunteer organizations.

How would we like the customer's experience to be different? Ideally, a single ride would be available for Jack. Although on-demand is better, if Jack can schedule the ride with 48 hours' notice, it would be deemed an acceptable and high-quality service.

What are the biggest barriers to the customer's transportation? Jack's biggest barriers are his need to cross county lines, his age not meeting the cut off for senior services, and it would be difficult to identify available services and their contact information.

Nicole

Customer Profile: Nicole, a mother who lives in Piqua, is having car trouble and needs a ride to the grocery store while her only vehicle is in the shop.

What are the customer's current options? How would he/she arrange his/her transportation?

Nicole is able to schedule her trip with Miami County Public Transit (MCPT). She will have to schedule both her drop off and return trip with 24 hours advance notice. If she qualifies as low income, she may be able to schedule a ride through Job and Family Services (JFS).

How would we like the customer's experience to be different? Currently a ride is able to be provided, however, on-demand service would make her trip more convenient. Vehicles available should be equipped with necessary safety equipment for children and disabled customers.

What are the biggest barriers to the customer's transportation? Typical carry-on limits will make it difficult for Nicole to shop for all of her family's needs using the MCPT ride service. If her income is above the low-income threshold, JFS options will be unavailable.

Beth

Customer Profile: Beth is a low-income employee that needs a ride to work everyday from Xenia to Springfield. She also occasionally needs a ride to medical appointments in town.

What are the customer's current options? How would he/she arrange his/her transportation? Beth would be able to call Greene CATS for rides within town. She would have to schedule each ride no earlier than two weeks before the trip. If she qualifies as low income, she may be able to schedule a ride through Job and Family Services (JFS).

How would we like the customer's experience to be different? Ride sharing and carpooling options could be feasible for Beth's trip to work. Ideally a trip could be provided even if her hours fall outside of the typical 8 am to 5 pm schedule. Her medical appointments should be able to be scheduled through a county provided service.

What are the biggest barriers to the customer's transportation? Long windows for scheduled rides can be unreliable possibly effecting work performance. The current available hours of service may be an issue if Beth works alternative shifts.

Concurrence – Regional Objectives

Following the discussion from the ideation session, the participants were asked to answer the following questions:

- What tasks of transportation scheduling can be improved in the region?
- Identify 3 ways the region can collaborate to improve the customer experience?
- Rank the priorities of the region.

To rank the priorities, the participants used dot stickers to cast a vote. Each participant was allowed three dots. The goals with the most votes during the dot-mocracy activity resulted in the agreed upon priorities which included:

- A common intake form which asked all the necessary questions to determine if the customer is eligible for services throughout the region.
- A single phone number to call for the eligibility screen that can provide referrals to appropriate providers.
- A single "Contact Us" form online which can assist in communicating with customers that may have difficulty using the phone or calling during open hours.

Additional goals that received some votes during the dot-mocracy exercise included:

- Integration of scheduling software between providers (to see other providers availability without being able to edit or schedule rides)
- A review to understand and standardize operations nuances, such as pick up procedures.

8. One-Call/One-Ride Roadmap

This roadmap outlines the major milestones for the region to build and operate an effective one-call/one-ride call center with a centralized mobility management system. A one-call/one-ride call center will provide superior service to customers in the region and will create resource efficiencies for mobility managers and service providers across the region. It will allow for centralized vehicle dispatching, fleet management, coordinated and centralized call centers, in addition to shared fare systems for multiple provider types. Understanding the challenges across the region there are 4 key phases to the roadmap: developing coordinated communication plan, standardizing processes, building partnerships, and implementing infrastructure systems.

Developing Coordinated Communication Plan

Communication plans will outline the network of stakeholders and define how information should flow to plan and implement the one-call/one-ride call center. Two types of communication plans will be needed: one focused on the providers and the second focused on customers.

Standardizing Processes

To manage all the regions providers, the one-call/one-ride call center must get all the participating providers adhering to standardized processes. This includes data collection and communication processes. The roadmap outlines distinct steps to be taken to meet this goal.

Building Partnerships

To effectively implement the one-call/one-ride call center, the region will have to formally establish work relationships between providers.

Implementing Infrastructure

Following the Communication, Standardizing Processes, and Building Relationships stages of the roadmap is the Implementing Infrastructure stage.

Roadmap Steps

The follow section and Figure 22 and Figure 23 show the steps to reach the ultimate goal of a one-call/one-ride center. There are two major milestones to reach while developing the center. A full version of the roadmap is available in Appendix C.

The first milestone is an expanded RideLink to cover the entirety of the region. The expanded RideLink will have a comprehensive website outlining all services in the region. Customers will be able to communicate with providers through a contact us form if they are unable to call during business hours. The standardized eligibility form will determine all the services a customer is eligible for in the region during one information gathering session.

The second milestone is a resource sharing center. The infrastructure and coordination channels will be in place so that providers may share resources to better serve the community. This will require a regional mobility manager and memorandums of understanding between the providers. A piloting process has been outlined to gradually add providers into the resource sharing center.

The third milestone is the fully operational one-call/one-ride center where trips are scheduled and dispatched from a single location. Providers will need to collect and manage data in a standardized format as well as outline cost and revenue allocation framework.

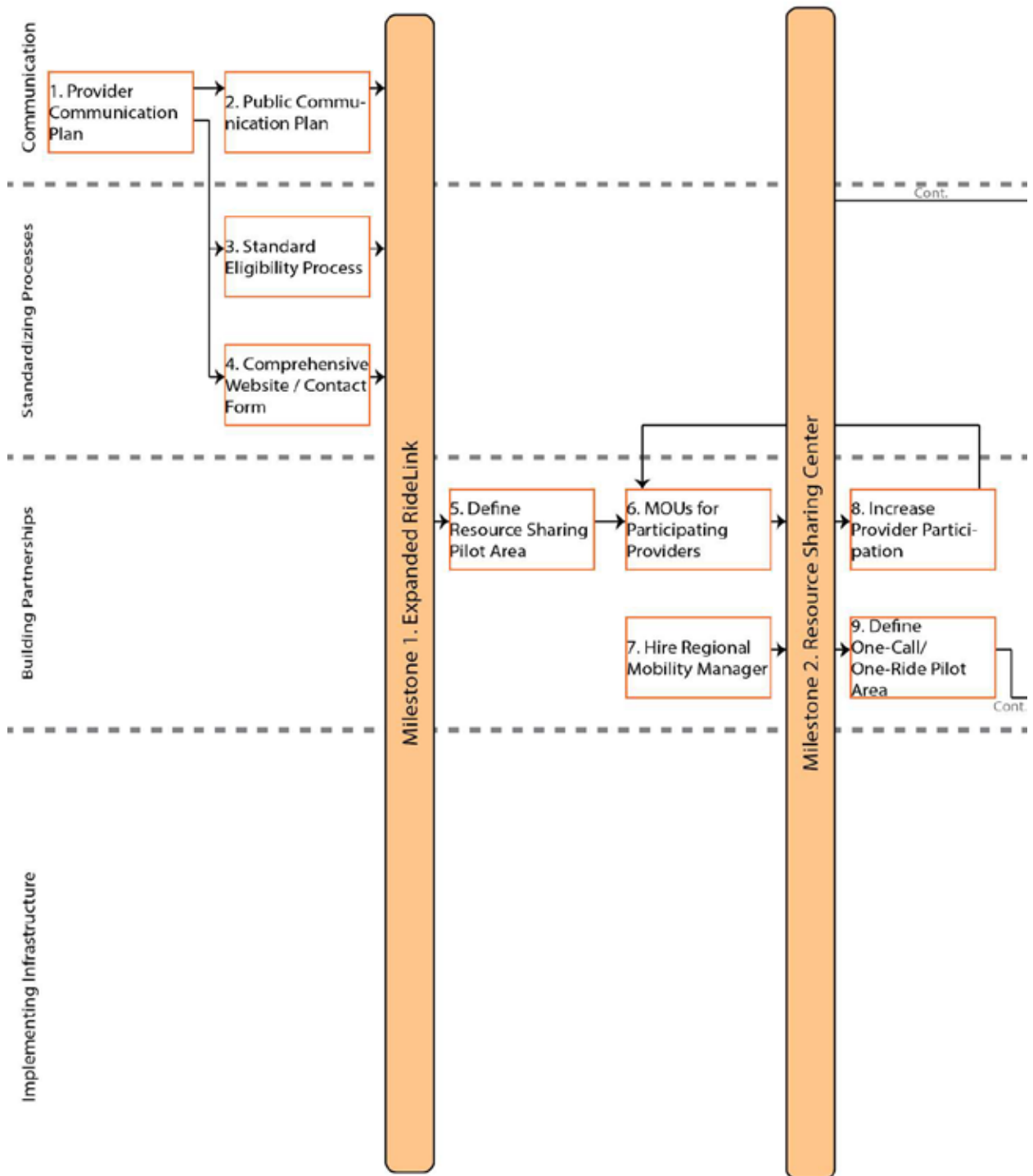


Figure 22: Roadmap

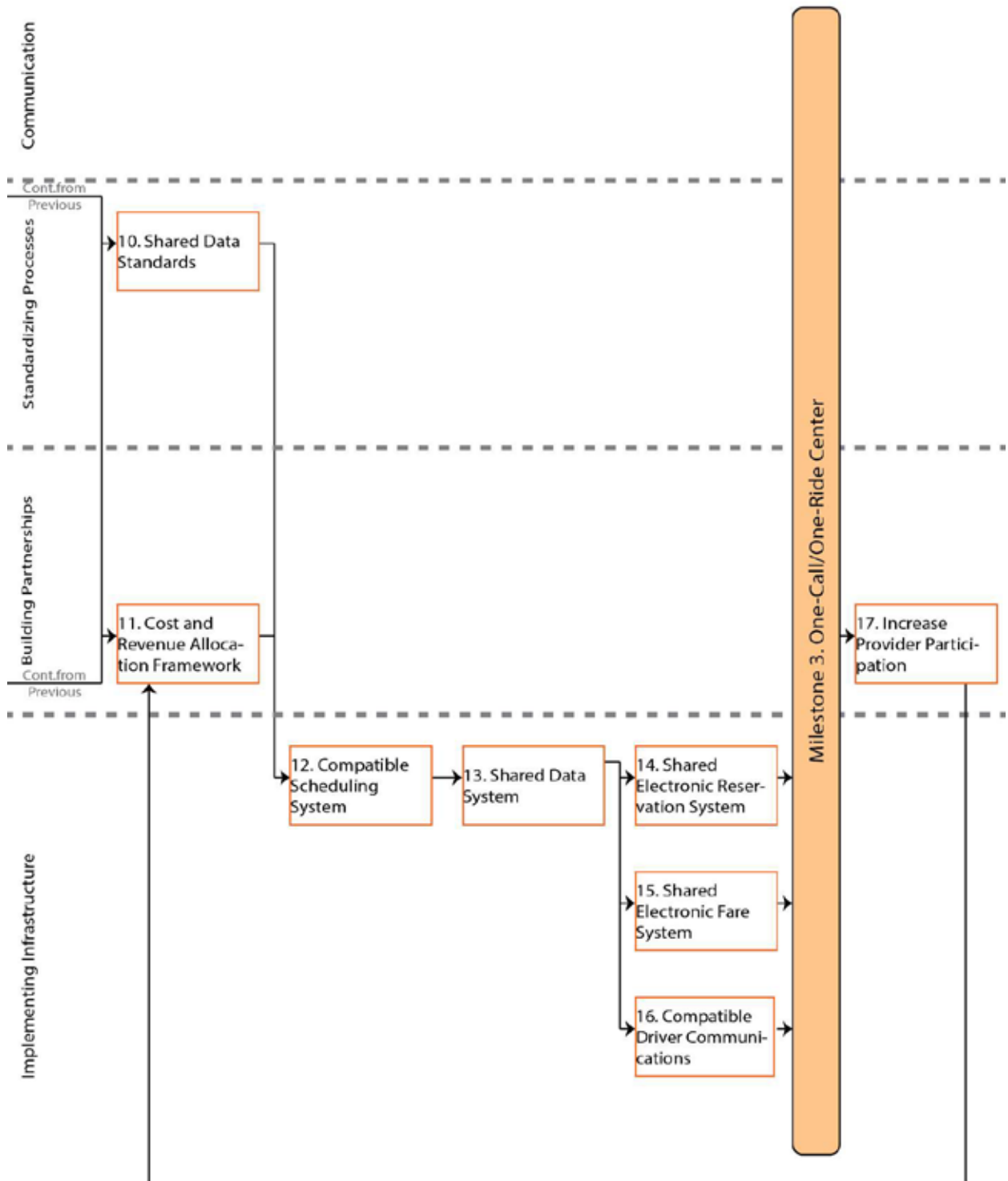


Figure 23: Roadmap (Cont.)

1. Provider Communication Plan

Description: Existing providers are funded and operated through a variety of mechanisms. Although there will be substantial benefits to the region for the one-call/one-ride center, the individual providers will have to opt-in to participate.

The communication plan for providers will need to address:

- Roles and Responsibilities
- Decision Making Processes
- Advantages of Being a Participating Provider
- Expectations of Participating Providers

The one-call/one-ride system will allow the region's providers to provide more comprehensive and responsive transportation options to customers. Once the centralized system is up and running, the resource sharing capabilities and increased exposure will allow for more efficient operations and increased customer demand. There will be some upfront capital costs to standardize the communication systems and set up the administrative systems for the centralized call center. Providers should be provided with necessary information regarding these expenses and financing support options.

2. Public Communication Plan

Description: The public communication plan should focus on providing information on the value of a regional call center for consumers, locations for where to get information, and updating the public on the evolving collaborative services being provided.

An umbrella branding strategy is recommended to allow individual providers to maintain existing brand recognition while creating a cohesive public image and demonstrated commitment to collaboration.

Prerequisite: 1. Provider Communication Plan

3. Standard Eligibility Process

Description: Providers throughout the region have different eligibility requirements for access to the transportation services. A standardized intake questionnaire will allow providers to recommend services that are applicable to the individual's needs. The data collected can be shared with collaborating providers to avoid repetitive questions for the customers.

Example questions that may be included on the intake form include, but are not limited to:

- Age
- Medicare Eligibility
- Veteran Status
- Low Income Qualifications
- Disability Status

As the region progresses towards a one-call/one-ride system, consistent data collection formats will be required for seamless coordination.

Prerequisites: 1. Provider Communication Plan

4. Comprehensive Website/Contact Form

Description: A single website for customers to identify all the available providers in the region that may be able to provide the necessary transportation. The RideLink website and call center maintained by the Catholic Social Services of the Miami Valley is a starting point. A customer may call the service and speak to a representative who will recommend appropriate service options. However, available services are not included to review on the RideLink website and the limited open hours may be difficult for customers who work during the day. Miami Valley Ride Finder provides information for providers in the region, however, the user interface and listing of providers can be a daunting list for customers to navigate. The Comprehensive Website and Contact Form should be an extension of both of the services to combine the information available on the Miami Valley Ride Finder and the live support of RideLink.

Customers prefer to gather information through different channels and the website should provide the available information in more than one way. Simplifying information for customers by providing maps of coverage areas would support easier access for the public to navigate providers. The ultimate goal is a centralized communication system that will connect customers directly with rides. In the interim, the website should include the following features:

- Scope of Services for Available Providers
- Contact information for Providers
- Contact Us Form

The “Contact Us” form will ask minimal eligibility screening questions, but most importantly will identify the customer’s preferred communication method. When the “Contact Us” form is received, the information will be sent to the most appropriate provider to reach out to the customer.

Intermediate Service: This task is an optional intermediate step and is not necessary for the success of following tasks. However, it is a valuable intermediate step to provide a helpful service for the customers and providers. Once the one-call/one-ride center is fully operational, the contact information will be a singular number and therefore a need for a database of phone numbers will be phased out.

Prerequisites: 1. Provider Communication Plan

Milestone 1 – Expanded RideLink

Description: The expanded RideLink services will pull together a collaborative public communication plan, standard eligibility screens, and updates to the RideLink and Miami Valley Ride Finder websites and services. The Expanded RideLink will allow customers to view available resources and call to receive personalized help in scheduling rides through various providers.

Prerequisites: 1. Provider Communication Plan, 2. Public Communication Plan, 3. Standard Eligibility Process, 4. Comprehensive Website/Contact Form

5. Define Resource Sharing Pilot Area

Description: With dozens of providers in the region, rolling out resource sharing center could be done in stages between specific providers or geographic areas. This will allow the region to do a slow roll out and build on lessons learned as additional providers are added to the system. Once the initial focus area is defined the remaining steps of the roadmap can be followed and repeated as new providers are added.

Prerequisites: Milestone 1. Expanded RideLink

6. Memorandums of Understanding for Participating Providers

Description: Memorandums of Understanding (MOUs) define a working relationship between two or more organizations. As an intermediate solution, before the full communications center is set up, MOUs can be used to begin some ride sharing between organizations that have similar existing service processes.

As the communication center develops, MOUs should be drafted to solidify commitment to the overall vision. A standardized MOU can be circulated among the providers which outlines the intent to create a one-call/one-ride center, what level of commitment would be needed from each provider, and which agencies are responsible for communication and implementation.

Prerequisites: Milestone 1. Expanded RideLink, 5. Define Resource Sharing Pilot Area

7. Hire Regional Mobility Manager

Description: a regional mobility manager will be responsible for overseeing the operations of the one-call/one-ride center. The regional mobility manager will be a neutral party that can balance the needs of the rural and urban counties along with the participation of the many providers.

Prerequisites: None – there are no defined prerequisites for hiring a mobility manager, however, the role may not be necessary until Milestone 2 is near completion.

Milestone 2 – Resource Sharing Center

Description: The resource sharing center would allow a customer to call the expanded RideLink number or other participating service providers and have the service fulfilled through any of the participating providers. For example, if an individual does not meet the specific eligibility criteria for a specific provider, the call handler could communicate behind the scenes with an appropriate provider using something as simple as email / phone call or as sophisticated as an integrated system.

As an intermediate milestone, this can highlight existing challenges and develop workable solutions on a smaller scale than the full region-wide communication center. Eventually, the resource sharing center will be transitioned in to the integrated one-call/one-ride center where the resource pool will be further integrated to allow for more efficient dispatching.

Prerequisites: Milestone 1. Expanded RideLink, 5. Define Resource Sharing Pilot Area, 6. MOUs for Participating Providers, 7. Hire Regional Mobility Manager

8. Increase Provider Participation

Description: Once the Resource Sharing Center is established and operational, additional providers can be provided using the same process as the providers included in the pilot area.

Prerequisites: Milestone 1. Expanded RideLink, Milestone 2. Resource Sharing Center

9. Define One-Call/One-Ride Pilot Area

Description: Transition from the Resource Sharing Center to the One-Call/One-Ride Call Center will require a pilot phase. Transportation providers will need to update data collection standard, agree to cost and revenue sharing processes, and implement infrastructure to support the center dispatching ride

directly. The pilot area will define which providers that are part of the resource sharing center should be first included in the One-Call/One-Ride pilot.

Prerequisites: Milestone 1. Expanded RideLink, Milestone 2. Resource Sharing Center

10. Shared Standards for Data and Ride Documentation

Description: A centralized communication center will require data and documentation to be standardized across all participating providers. Standardized data should include standard formatting, naming conventions, and processing.

The mobility managers in the region have identified necessary step, the data collected will need to include, but may not be limited to:

- Name
- Address
- Eligibility Status
- Pick-up/drop-off times
- Trip Purpose
- Unique Identifier

Prerequisites: Milestone 1. Expanded RideLink, Milestone 2. Resource Sharing Center, 9. Define One-Call/One-Ride Pilot Area

11. Cost and Revenue Allocation Framework

Description: A one-call/one-ride communication center with the ability to share rides and resources will require a cost and revenue allocation framework.

The service providers in the region all have different eligibility requirements, funding sources, and revenue policies. Since the ultimate goal is to improve the overall public transportation efficiency in the region through coordination and resource sharing, agreements will need to be in place so that resources purchased using constrained funding sources can be appropriately leased to accommodate partner rides.

Classifying Rides by Type and Funding Source

Classifying each ride type and funding source will tag the ride to the appropriate service provider. The defined tags should use the information from the standardized eligibility criteria to classify the rides into groups based on the funding that can be used to provide the ride. Defining the rides will make sure that the region is in compliance with the funding sources.

For example, if Ride A is eligible for Service A, but the most efficient trip could be provided by the resources of Service B, then the ride would still be classified as a Service A ride, and the cost of the borrowed resources would be charged back to Service A at the agreed upon rate.

Invoicing Rides

The framework will define how providers invoice one another for resources used while providing rides for another. The invoicing process will apply the cost associated with labor and vehicles so that the correct funding sources are paying for the appropriate rides throughout the region.

Administration Cost Proportioning

There are administrative (admin) costs associated with operating the one-call/one-ride center. The division of the admin costs should be allocated to the providers based on a prorated schedule. The larger providers who use more of the service should cover a larger proportion of the admin costs. There are several methods for proportion sharing and the region should consider how each option would affect the large and small service providers. The three most common models for sharing the admin costs would be proportional based on either time, miles, or number of rides. A comparative analysis should be completed to evaluate which methodology would result in the fairest distribution of the administrative burden.

Prerequisites: Milestone 1. Expanded RideLink, Milestone 2. Resource Sharing Center, 9. Define One-Call/One-Ride Pilot Area

12. Compatible Scheduling Systems

Description: For a one-call/one-ride system to function, the service providers will need to operate on a compatible scheduling system. The call center will need to have the ability to view all the existing scheduled rides and reserve rides on other systems.

In the short term, the region should plan for inoperability of systems and set standards for proposed systems. It is recommended that the region select programs and software designed to function within a designated application programming interface (API) so that no provider is locked into a proprietary program.

Prerequisites: Milestone 1. Expanded RideLink, Milestone 2. Resource Sharing Center, 9. Define One-Call/One-Ride Pilot Area, 10. Shared data Standards, 11. Cost and Revenue Allocation Framework

13. Shared Data System

Description: The shared data system will collect and collate data generated by all the participating providers in the region. Planning for the shared data system will need to address the following topics in a way that is feasible and acceptable for participating providers.

- Accessibility – Who is allowed to upload, update, and view the data?
- Security – What are the security protocols for keeping the provider and customer data safe?
- Storage – Where is the data physically stored?

Prerequisites: Milestone 1. Expanded RideLink, Milestone 2. Resource Sharing Center, 9. Define One-Call/One-Ride Pilot Area, 10. Shared data Standards, 11. Cost and Revenue Allocation Framework, 12. Compatible Scheduling System

14. Shared Electronic Reservation System

Description: The shared electronic reservation system will allow the centralized scheduling and dispatching center to schedule and update rides to be completed by participating providers. The shared electronic reservation system will allow for immediate ride confirmation for customers who schedule rides through the one-call/one-ride center. Providers will maintain the option to dispatch rides or may select to schedule all rides through the one-call/one-ride system. However, all participating providers must allow access to the centralized scheduling center to meet the customer service goal of the one-call/one-ride center.

Prerequisites: Milestone 1. Expanded RideLink, Milestone 2. Resource Sharing Center, 9. Define One-Call/One-Ride Pilot Area, 10. Shared data Standards, 11. Cost and Revenue Allocation Framework, 12. Compatible Scheduling System, 13. Shared Data System

15. Shared Electronic Fare System

Description: A regional account-based payment system will make payments more convenient for customers and make managing cost and revenue dispersions simpler. The account-based payment center should be consistent across participating providers and be capable of accepting bank cards and cash.

Account based systems where all rides are attributed to an individual user allow for the implementation of more equitable policies as well. Under- or unbanked riders can load their account with cash in the vehicles or at designated locations reducing a barrier for transportation access. Many transit agencies in Ohio and nationwide are implementing maximum monthly fees or loyalty discounts. In an account-based system, the loyalty benefits can be provided to riders who may not have the available, upfront capital to purchase a monthly subscription.

Prerequisites: Milestone 1. Expanded RideLink, Milestone 2. Resource Sharing Center, 9. Define One-Call/One-Ride Pilot Area, 10. Shared data Standards, 11. Cost and Revenue Allocation Framework, 12. Compatible Scheduling System, 13. Shared Data System

16. Compatible Driver Communication

Description: The centralized dispatch center will be able to communicate directly and in real time with all participating drivers through the compatible driver communication system. Route optimizations will be able to be more efficient. Additionally, this may allow customers to schedule rides on short notice based on the availability of resources.

Prerequisites: Milestone 1. Expanded RideLink, Milestone 2. Resource Sharing Center, 9. Define One-Call/One-Ride Pilot Area, 10. Shared data Standards, 11. Cost and Revenue Allocation Framework, 12. Compatible Scheduling System, 13. Shared Data System

Milestone 3 – One-Call/One-Ride Center

Description: The one-call/one-ride center will be a fully integrated scheduling and dispatching service that will make public transportation more accessible and efficient in the region. The one-call/one-ride center will take calls from customers and will be able to dispatch the most efficient resources from participating providers to provide the ride.

17. Increase Provider Participation

Description: Increase the provider participation in the one-call/one-ride centralized call center by introducing each provider to the process at Step 11. Cost and Revenue Allocation Framework. Update the cost and revenue allocation framework to include the additional providers, assist the providers with implementing the scheduling, data, reservation, fare collection, driver communication systems.

Prerequisites: Milestone 1. Expanded RideLink, Milestone 2. Resource Sharing Center, Milestone 3. One-Call/One-Ride Center

9. Recommended Public Engagement

A public survey was developed to gather data on when potential customers would be interested in using public transportation, as well as, how they would prefer to gather information and schedule rides. The survey is designed to be quick, easy to follow, and informative for regional mobility staff.

The survey questions included:

Question 1: Which County do you live in?

- Clark
- Preble
- Greene
- Montgomery
- Darke
- Champaign
- Miami
- Shelby
- Other: _____

Question 2: Which County do you work in?

- Clark
- Preble
- Greene
- Montgomery
- Darke
- Champaign
- Miami
- Shelby
- Other: _____

Question 3: Are you familiar with the public transportation options available to you?

- Yes, and I use them
- Yes, but I do not use any public transportation
- No, but I know who to call to learn more
- No, I do not know the public transportation options available to me

Question 4: If you needed a ride from a public transportation service, how would you prefer to schedule a ride?

- Call a designated phone number
- Email or text with a representative
- Submit ride request online

Question 5: How would you like to find information about public transportation services in your area?

- Call and speak to a representative
- Email or a representative
- Review information online
- Have information sent to my home

Question 6: Check all that apply:

- I have internet access at home.
- I have a personal computer
- I have a cell phone with reliable access to wifi at home.
- I have a cell phone and use my data plan at home.
- I need to use public computers to get online
- I have reliable phone access to make and receive calls

The results of the public survey will better inform how the one-call/one-ride system should be structured. Specifically the importance of an online presence and cross county border operations.

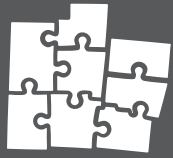
10. Conclusion and Next Steps

A one-call/one-ride center for the eight county region will improve several transportation challenges identified through past planning efforts, population demographic analysis, and existing trip patterns. Since the majority of the trips are intra-county, changing operational limits may be less important than collaborating on services and resources.

Customers will greatly benefit from a single phone number that can inform and schedule rides on any available service throughout the region.

To continue working towards the goal of a one-call/one-ride center, the GRMI stakeholders should focus on the tasks outlined to meet Milestone 1 – and Expanded Ride Link. Meeting this milestone will improve customer awareness of services and prepare providers to move towards a resource sharing center and ultimately the complete one-call/one-ride center.

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APPENDIX F:

Intercity Bus Study



Ohio Intercity Bus Service Alternatives Workshop

Study Technical Advisory Committee
April 24, 2024





Today's Agenda



- Introductions
- Where we are in the process
- RFP for GoBus under current program levels—limited additional funding
- Potential Expansion Routes/Scoring
- Feedback
- Next Steps



Study Purpose



- ODOT Project Needs
 - Evaluate changes in statewide intercity bus services
 - Route specific analysis of existing GoBus services with recommendations for any needed service changes
 - Develop and assess potential for new/additional routes
 - Evaluate intercity bus stops, identify capital/program needs
 - Recommendations for future program direction
- Meet FTA requirements
 - Consultation process (every four years)
 - Public participation



Where We Are



Task 1 – Project
Initiation,
Consultation,
Management

Task 2 – Policy
Overview

Task 3 – Assess
Existing Conditions

Task 4 – Bus Stop
Condition
Assessment

Task 5 – Needs
Assessment: Data
Collection and
Analysis

Task 6 –
Consultation
Process:
Stakeholder
Outreach

Task 7 – Priority
Areas for Future
Growth and Demand
Analysis

Task 8 – Evaluation
of Existing and
Proposed Services

Task 9 – Capital
Improvements

Task 10 – Financial
Partnership Models

Task 11 – Draft and
Final Reports



Section 5311(f) and Ohio



- What is Section 5311(f)? –the Federal Transit Administration (FTA) Rural Intercity Bus Program:
 - Section 5311 is Federal formula funding for transit in rural (non-urbanized areas) – every state receives this annually
 - Section 5311(f) is the portion of this funding for intercity bus service in rural areas
 - 15% of each state’s annual apportionment is to be used for rural intercity bus projects
- In FY 2024 Ohio will receive \$5,185,092
- Ohio uses this funding for GoBus operations and administration—as a grant to HAPCAP who contracts with intercity bus firms to operate the buses using an RFP for services.
- Greyhound supplies the necessary match as in-kind based on the value of connecting unsubsidized intercity bus service they operate—there is no Ohio state funding for this program at this time.



Preliminary Plan Recommendations



- Maintain all existing services—RFP Under Development to be issued shortly.
- Includes all existing services but replaces Route D rural with a new Akron-Columbus route serving all existing stops, but scheduled southbound to Columbus in the morning, and outbound to Akron late afternoon.
- Start an expansion route in 2026.
- Limited Capital investment:
 - Address highest priority identified facility issues with shelters/lighting or other improvements
 - Trailblazer signage program-statewide.



Expansion Route Options



- Potential routes developed based on analysis of existing routes, input from this group, surveys and interviews:
 - Toledo-Cleveland
 - Toledo-Columbus
 - Columbus-Portsmouth
 - Cincinnati-Toledo
 - Columbus-Steubenville
 - Cleveland-Ashtabula
- Prioritization analysis conducted on all expansion routes-scored 1-5 based on:
 - New population served
 - Number of new key destinations served
 - Number of high transit dependent Census Block Groups served
 - Estimated demand/ridership
 - Farebox recovery
 - Subsidy per passenger
 - Network improvements (reduced transfers, more direct service, etc.)
- Final decision on a new route will depend on funding availability, cost of operations, local partnerships.



Expansion Route Options

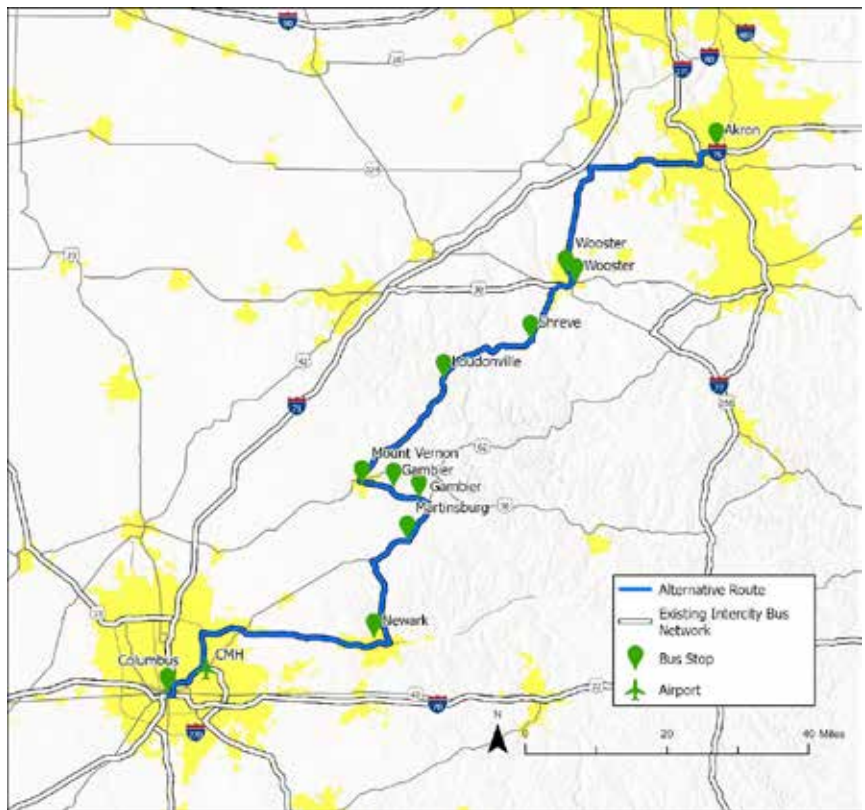


Existing Routes: New Rural D Routing



Columbus-Wooster-Akron Local		
Category	Value	Score
New population coverage	246,564	5
Additional key destinations (trip generators)	9	5
High TDI blocks served	22	5
Demand/Ridership	6300	2
Farebox Recovery	16%	2
Subsidy per passenger trip	\$70.52	2
Network Improvement	Endpoints served and adds new intermediate stops	4
Total Score		25

Alternative route extends GoBus Route D-rural to Akron, making round trips possible and has more meaningful connections.





Toledo-Cleveland



Toledo-Cleveland Local		
Category	Value	Score
New population coverage	136,633	4
Additional key destinations (trip generators)	3	3
High TDI blocks served	9	4
Demand/Ridership	6,000	2
Farebox Recovery	17%	2
Subsidy per passenger trip	\$69.23	2
Network Improvement	Endpoints served and adds new intermediate stops	4
Total Score		21





Toledo-Columbus



Toledo-Columbus via US-23		
Category	Value	Score
New population coverage	200,731	5
Additional key destinations (trip generators)	3	3
High TDI blocks served	16	5
Demand/Ridership	5,700	2
Farebox Recovery	15%	2
Subsidy per passenger trip	\$73.06	2
Network Improvement	Endpoints served and adds new intermediate stops	4
Total Score		23

Alternative route establishes new bus stop in Findlay, currently unserved.

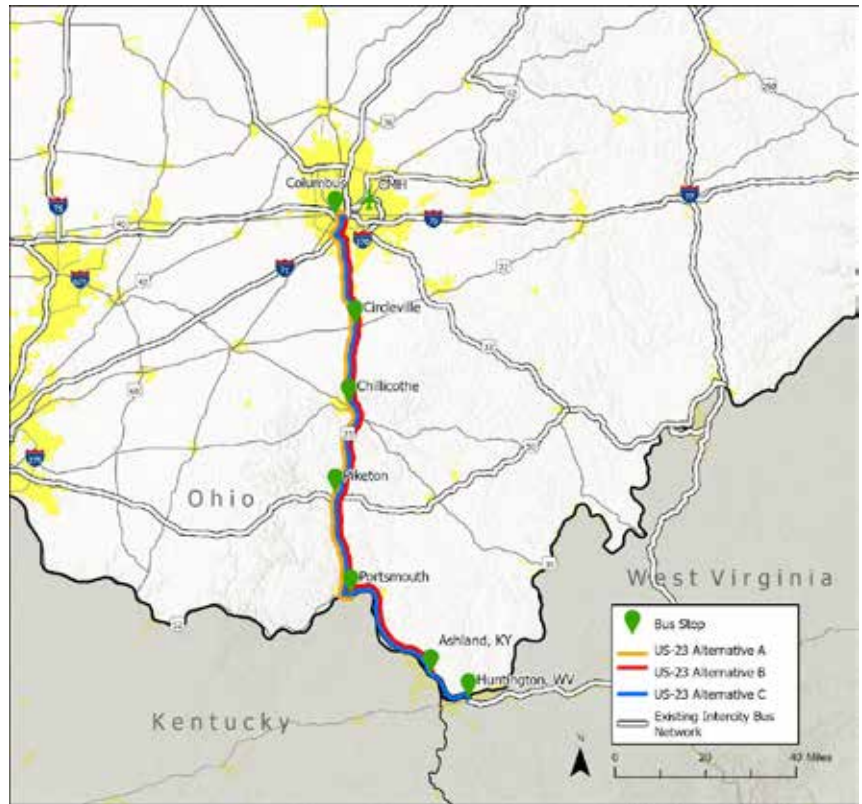




Columbus-Portsmouth



US-23 Columbus-Portsmouth (Alternative A)		
Category	Value	Score
New population coverage	45,953	2
Additional key destinations (trip generators)	0	0
High TDI blocks served	3	3
Demand/Ridership	4,900	2
Farebox Recovery	13%	2
Subsidy per passenger trip	\$55.14	3
Network Improvement	Endpoints served and adds additional frequency	3
Total Score		15

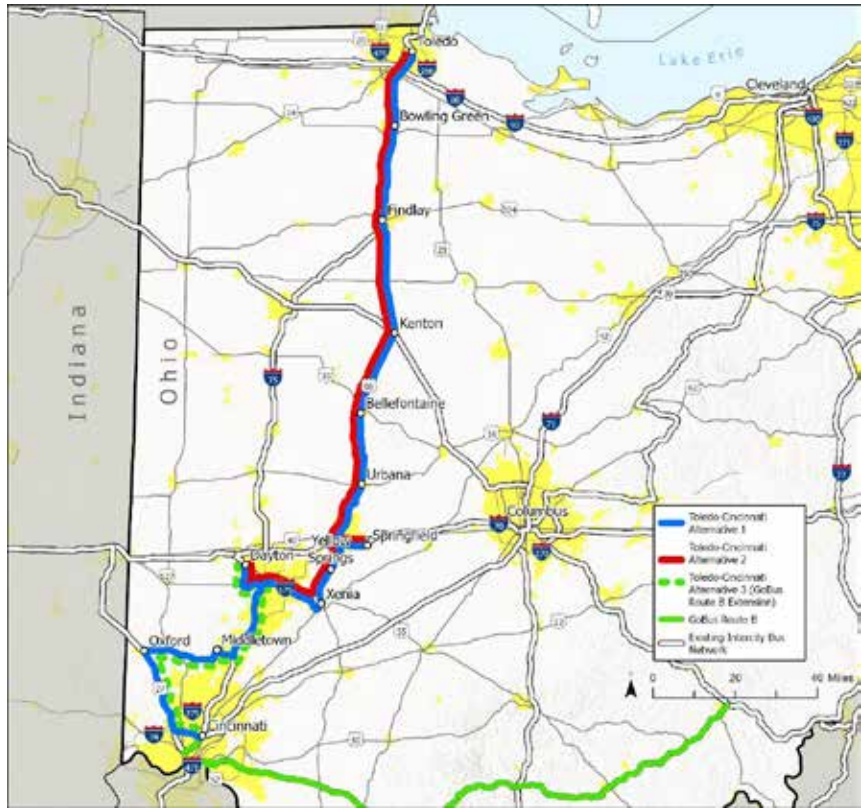




Toledo-Cincinnati



Cincinnati-Toledo Local		
Category	Value	Score
New population coverage	632,212	5
Additional key destinations (trip generators)	6	5
High TDI blocks served	38	5
Demand/Ridership	11,200	3
Farebox Recovery	29%	3
Subsidy per passenger trip	\$55.73	3
Network Improvement	Endpoints served and adds new intermediate stops	4
Total Score		28



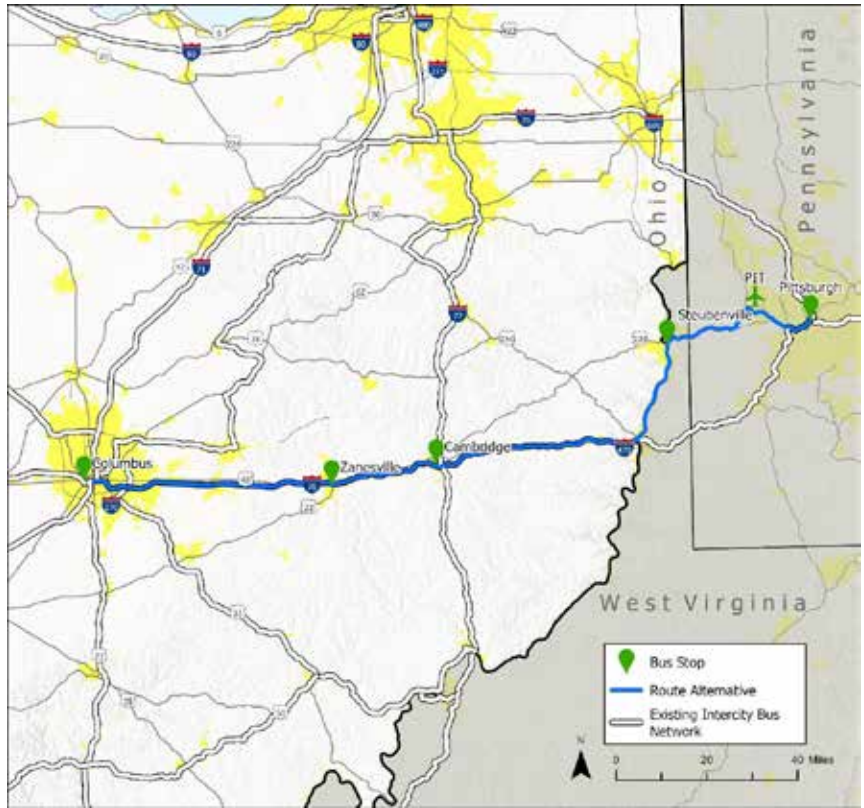


Columbus-Steubenville - Pittsburgh



Columbus-Steubenville-Pittsburgh		
Category	Value	Score
New population coverage	173,535	4
Additional key destinations (trip generators)	9	5
High TDI blocks served	17	5
Demand/Ridership	8,600	2
Farebox Recovery	22%	3
Subsidy per passenger trip	\$60.63	3
Network Improvement	Endpoints not otherwise connected by ICB or transit	5
Total Score		27

Alternative route establishes new bus stop in Steubenville, currently unserved. Also stops at Pittsburgh International Airport.





Cleveland-Ashtabula



Cleveland-Ashtabula		
Category	Value	Score
New population coverage	131,358	4
Additional key destinations (trip generators)	4	3
High TDI blocks served	12	4
Demand/Ridership	4,200	2
Farebox Recovery	11%	2
Subsidy per passenger trip	\$42.86	3
Network Improvement	Endpoints not otherwise connected by ICB or transit	5
Total Score		23

Alternative route establishes new bus stop in Ashtabula, currently unserved.





Your thoughts on this approach:



- Maintain existing service, improve poorest performing route, limited stop improvements
- Expansion depending on available funding, costs, local support. Station/stop improvements?
- Feedback on expansion route alternatives?



Let your voice be heard!



Next Steps:



- We will send PPT slides
- Any final thoughts please e-mail by COB Friday May 3
- RFP is under development, will be issued shortly

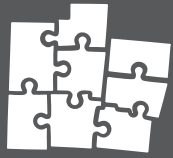


For further information:



- KFH Contacts:
 - Fred Fravel: ffravel@kfhgroup.com
 - Jimmy McGuire: jmcguire@kfhgroup.com
- ODOT Contacts:
 - Sara Walton: Sara.Walton@dot.ohio.gov
 - Alex Ewers: Alexander.Ewers@dot.ohio.gov
- HAPCAP Contact:
 - Claudia Bashaw: claudia.bashaw@hapcap.org

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APPENDIX G:

Summary of Participation Activities

MVRPC

Greater Region Mobility Initiative
Transportation Coordination Plan

Summary of Participation Activities SFY2025



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Greater Region Mobility Initiative Transportation Coordination Plan In Person and Virtual Public Meeting Summary SFY2025

Meeting Dates: Tuesday, August 6, 2024 (virtual meeting via the Zoom Platform)

Wednesday, August 7, 2024 (In person open house at Clark County Public Library Main Branch – Gaier Room 201 S Fountain Ave, Springfield, OH 45506)

Thursday, August 8, 2024 (In person open house at Greenville Public Library – Conference Room 520 Sycamore St, Greenville, OH 45331)

Friday, August 9, 2024 (In person open house at Champaign County Community Center – Conference Room C 1512 US-68, Urbana, OH 43078).

Attendance: 25 total participants across the 4 meetings. (5 MVRPC staff)

Public Notice/Advertisements

The public notice was published in the Dayton Daily News, Dayton Weekly News, the Eaton Herald, Early Bird Greenville, Urbana Daily Citizen, Sidney Daily News, and the Springfield News Sun. Public announcement advertisements were published in Dayton Weekly News and social media posts were posted on the La Mega Nota Facebook page for their radio station.

PROOF OF PUBLICATION

STATE OF OHIO

PUBLIC NOTICE

AUG 05 2024

Before the undersigned authority personally appeared Andrea Carolus, who on oath says that he/she is a Legal Advertising Representative of the Dayton Daily News, a daily newspaper of general circulation in Montgomery, Clark, Warren, Butler, Greene, Preble, Miami, Darke, Mercer, Shelby, and Champaign Counties, and State of Ohio, and he/she further says that the Legal Advertisement, a copy of which is hereunto attached, has been published in the said Dayton Daily News, 94 Lines, 1 Time(s), last day of publication being 07/23/2024, and he/she further says that the bona fide daily paid circulation of the said Dayton Daily News was over 25,000 at the time the said advertisement was published, and that the price charged for same does not exceed the rates charged on annual contract for the like amount of space to other advertisers in the general display advertising columns.

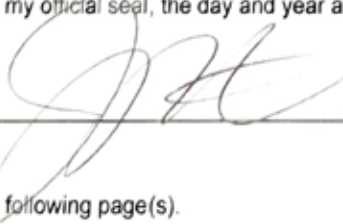
MIAMI VALLEY REGIONAL PLANNING
COMMISSION
10 N LUDLOW ST
STE 700
DAYTON, OH 45402

Invoice/Order Number:	0000839420
Ad Cost:	\$541.44
Paid:	\$0.00
Balance Due:	\$541.44

Signed 

(Legal Advertising Agent)

Sworn or affirmed to, and subscribed before me, this 24th day of July, 2024 in Testimony whereof, I have hereunto set my hand and affixed my official seal, the day and year aforesaid.

Signed 



Please see Ad on following page(s).

PROOF OF PUBLICATION

STATE OF OHIO

AUG 05 2024

PUBLIC NOTICE

Before the undersigned authority personally appeared Andrea Carolus, who on oath says that he/she is a Legal Advertising Representative of the Springfield News-Sun, a daily newspaper of general circulation in Clark and Champaign Counties and Yellow Springs, OH (45387), and State of Ohio, and he/she further says that the Legal Advertisement, a copy of which is hereunto attached, has been published in the said Springfield News-Sun, 117 Lines, 1 Time(s), last day of publication being 07/23/2024, and he/she further says that the bona fide daily paid circulation of the said Springfield News Sun was over 10,000 at the time the said advertisement was published, and that the price charged for same does not exceed the rates charged on annual contract for the like amount of space to other advertisers in the general display advertising columns.

MIAMI VALLEY REGIONAL PLANNING
COMMISSION
10 N LUDLOW ST
STE 700
DAYTON, OH 45402

Invoice/Order Number:	0000839421
Ad Cost:	\$338.10
Paid:	\$0.00
Balance Due:	\$338.10

Signed 
(Legal Advertising Agent)

Sworn or affirmed to, and subscribed before me, this 24th day of July, 2024 in Testimony whereof, I have hereunto set my hand and affixed my official seal, the day and year aforesaid.

Signed 

Please see Ad on following page(s).



AUG 05 2024

AFFP

Affidavit of Publication

STATE OF OHIO) SS
COUNTY OF CHAMPAIGN)

Carol Herring, being duly sworn, says:

That she is Classified Manager of the URBANA DAILY CITIZEN, a daily newspaper of general circulation, printed and published in URBANA, CHAMPAIGN County, OHIO; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

Jul 23, 2024

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Carol Herring

Subscribed to and sworn to me this 23rd day of Jul 2024

Diana Dewese
Diana J. Dewese, CHAMPAIGN County, OHIO

My commission expires: August 20, 2024

\$ 201.35

40000705 90195140 937-531-6542

Miami Valley Regional Plan Com

10 North Ludlow St
Suite 700
Dayton, OH 45402



Virtual Public Meetings and In-Person Meetings to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan

MVRPC will hold a will hold a virtual Public Participation Meeting and three In-Person Public Participation meetings to review the FINAL DRAFT of the Greater Region Mobility Initiative (GRMI) Transportation Coordination Plan (GRMI Plan) Update. The GRMI Plan is a roadmap to regional mobility by identifying and addressing transportation barriers for those living in an eight-county region known as the Greater Region. The plan serves the eight-county area of Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby counties.

The meetings will take place as follows:
 Virtual Public Meeting will take place via Zoom, a video conferencing platform, and will be held on Tuesday, August 6, 2024 – 5:00 p.m. to 8:00 p.m.

Access the meetings via computer, tablet or mobile device using this link: <https://us02web.zoom.us/j/86417048569>
 Meeting ID: 864 1704 8569

Or call in to join the meeting by phone:
 (646) 558-8656 - Meeting ID: 864 1704 8569# US (New York)
 (312) 626-6799 - Meeting ID: 864 1704 8569# US (Chicago)

Participation via computer, tablet or mobile device using the link above is encouraged to take advantage of Zoom on-screen meeting features even if relying on the phone for audio functions. After a brief summary of the FINAL DRAFT GRMI Plan, MVRPC staff will accept comments and answer questions.

Wednesday, August 7, 2024 from 1:00 p.m. to 2:00 p.m.
 Clark County Public Library Main Branch – Gaier Room
 201 S Fountain Ave, Springfield, OH 45508

Thursday, August 8, 2024 from 1:00 p.m. to 2:00 p.m.
 Greenville Public Library – Conference Room
 520 Sycamore St, Greenville, OH 45331

Friday, August 9, 2024 from 1:00 p.m. to 2:00 p.m.
 Champaign County Community Center – Conference Room C
 1512 US-68, Urbana, OH 43078

If you are unable to attend, information will also be available for public review on MVRPC's website at www.mvrpc.org/mobility and at the MVRPC offices, 10 North Ludlow St., Suite 700, Dayton, OH 45402, during regular business hours (8:00 a.m. – 5:00 p.m., Monday through Friday). Written comments regarding the FINAL DRAFT GRMI Plan will be accepted at the above address, web address, or via email at sanders@mvrpc.org until August 14, 2024.

Public participation is solicited without regard to race, color, sex, age, national origin or disability. MVRPC is committed to providing access and inclusion and reasonable accommodation in its services, activities, programs and employment opportunities in accordance with the Americans with Disabilities Act (ADA) and other applicable laws. To request a reasonable accommodation due to a disability, or language interpretation or translation services to participate in this meeting, please contact, Laura Dent, Director of Marketing and Public Outreach, at 937-531-6542, 1-800-750-0750 TTY/TDD, and LDent@mvrpc.org no later than July 30, 2024.

July 23, 2024
 Order# 90195140

Around DAYTON

Miami Valley Weather

5 day Forecast

Saturday Sunday

Sunny
High 86
Low 64



Mostly Cloudy
High 89
Low 71



Monday

Rain
High 85
Low 69



Tuesday

Rain
High 87
Low 70



Wednesday

Rain
High 88
Low 72



GREATER REGION MOBILITY INITIATIVE

VIRTUAL PUBLIC MEETING AND IN-PERSON MEETINGS

MVRPC will hold one virtual public participation meeting and three in-person public participation meetings to review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan (GRMI Plan) update. The GRMI Plan guides regional mobility by identifying and addressing transportation barriers for those living in an eight-county region known as the Greater Region.

The meetings will take place as follows:
Virtual Public Meeting will take place via Zoom, a video conferencing platform, and will be held on:
Tuesday, August 6, 2024 from 5:00 p.m. to 6:00 p.m.
Access on a device using this link:

<https://us02web.zoom.us/j/86417048569>

Or call in to join the meeting by phone:
(646) 558-8656 US (New York)
(312) 626-6799 US (Chicago)

Enter Meeting ID: 864 1704 8569#

Wednesday, August 7, 2024 from 1:00 p.m. to 2:00 p.m.
Clark County Public Library Main Branch – Gaier Room
201 S Fountain Ave, Springfield, OH 45506

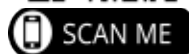
Thursday, August 8, 2024 from 1:00 p.m. to 2:00 p.m.
Greenville Public Library – Conference Room
520 Sycamore St, Greenville, OH 45331

Friday, August 9, 2024 from 1:00 p.m. to 2:00 p.m.
Champaign County Community Center – Conference Room C
1512 US-68, Urbana, OH 43078

If you are unable to attend, information will also be available for public review on the MVRPC website at mvrpc.org/mobility and at the MVRPC office. Written comments will be accepted until August 14, 2024.



For more information, contact
Serena Anderson, Manager, Regional Transit Programs at 937.223.6323 / TTY/TDD
1.800.750.0750 or sanderson@mvrpc.org.



Gold Star Middletown to Give Away 5,000 Coneys in Support of National Night Out 2024

Gold Star Middletown (449 Oxford State Road, Middletown, OH 45044) will give away 5,000 cheese coneys between 5-9 p.m. at Smith Park (500 Tytus Ave., Middletown, OH 45042) Tuesday, July 30 to support the efforts of the Middletown Division of Police as part of the 23rd National Night Out.

Police Officers will be interacting with event attendees while sharing and

enjoying cheese coneys. An annual community-building campaign, National Night Out promotes police-community partnerships and neighborhood camaraderie to make areas safer, more caring places to live while enhancing the relationship between neighbors and law enforcement. The entire event is free to the community. This will be the 11th anniversary that Gold Star Middletown

has supported the event by providing a free meal so officers and residents can unite over a coney.

To learn more about National Night Out, visit <http://www.natw.org/>. For additional event details, check out the Middletown Division of Police's Facebook page. To learn more about Gold Star, visit www.goldstarchili.com.

Greater Dayton Charities Receive \$847,100 in Dayton Foundation Competitive Grant Awards

Eighteen discretionary and Greenlight GrantsSM totaling \$847,100 were awarded by The Dayton Foundation's volunteer Grants Commission and approved by the Foundation's Governing Board to address emerging needs and opportunities in the region. These grants, made possible thanks to individuals who have established unrestricted or lightly restricted charitable funds, promoted efforts in the arts and culture, health, education, human services, philanthropy and other community-building endeavors.

Discretionary grants totaling \$795,000 were awarded to the following organizations and initiatives.

Dayton Performing Arts Alliance (\$30,000) to

establish the Dayton Ballet Studio Company, an apprentice company for dancers who have graduated from high school but are not yet ready for full membership in a professional company.

Dayton Workforce Coalition (\$500,000) to support this new Dayton Foundation leadership initiative that will work to ensure a robust pipeline of human capital for in demand jobs within the region over the next five years. In partnership with Air Camp, Engineering and Science Foundation, Entrepreneurs' Center, General Motors, Learn to Earn Dayton and National Aviation Heritage Alliance, the initiative will prepare 20,000 individuals per year across the region for local jobs.

Hannah's Treasure Chest (\$75,000) to purchase and renovate a permanent facility to provide a safe and efficient home for the organization to carry out its mission, expand its programs and serve more children.

Miami Valley Urban League (\$40,000) to create and release the 2024 State of Black Dayton Report, a tool to help raise awareness and understanding of issues facing Black communities, build coalitions around priorities for collective impact and advance policy changes to achieve equity.

Preble County Youth Foundation (\$75,000) to construct a new gym

Continued on Page 3

AFFP

Affidavit of Publication

STATE OF OHIO } SS
COUNTY OF SHELBY }

AUG 05 2024

Diana Sleppy, being duly sworn, says:

That she is Customer Service/Sales of the SIDNEY DAILY NEWS, a daily newspaper of general circulation, printed and published in SIDNEY, SHELBY County, OHIO; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

Jul 24, 2024

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Subscribed to and sworn to me this 24th day of Jul 2024

Teresa S. Ketring, SHELBY County, OHIO

My commission expires: April 1, 2029

\$ 383.02

50021320 90194669 937-223-6323

MIAMI VALLEY REGIONAL COMMISSION

10 North Ludlow Street
Suite 700
Dayton, OH 454021855

Virtual Public Meetings and In-Person Meetings to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan

MVRPC will hold a virtual Public Participation Meeting and three In-Person Public Participation meetings to review the FINAL DRAFT of the Greater Region Mobility Initiative (GRMI) Transportation Coordination Plan (GRMI Plan) Update. The GRMI Plan is a roadmap to regional mobility by identifying and addressing transportation barriers for those living in an eight-county region known as the Greater Region. The plan serves the eight-county area of Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby counties. The meetings will take place as follows:
Virtual Public Meeting will take place via Zoom, a video conferencing platform, and will be held on **Tuesday, August 6, 2024 – 5:00 p.m. to 6:00 p.m.**

Access the meetings via computer, tablet or mobile device using this link:

<https://us02web.zoom.us/j/86417048569>

Meeting ID: 864 1704 8569

Or call in to join the meeting by phone:

(646) 558-8656 - Meeting ID: 864 1704 8569# US (New York)

(312) 626-6799 - Meeting ID: 864 1704 8569# US (Chicago)

Participation via computer, tablet or mobile device using the link above is encouraged to take advantage of Zoom on-screen meeting features even if relying on the phone for audio functions. After a brief summary of the FINAL DRAFT GRMI Plan, MVRPC staff will accept comments and answer questions.

Wednesday, August 7, 2024 from 1:00 p.m. to 2:00 p.m.

Clark County Public Library Main Branch – Gaier Room
201 S Fountain Ave, Springfield, OH 45506

Thursday, August 8, 2024 from 1:00 p.m. to 2:00 p.m.

Greenville Public Library – Conference Room
520 Sycamore St, Greenville, OH 45331

Friday, August 9, 2024 from 1:00 p.m. to 2:00 p.m.

Champaign County Community Center – Conference Room C
1512 US-68, Urbana, OH 43078

If you are unable to attend, information will also be available for public review on MVRPC's website at www.mvrpc.org/mobility and at the MVRPC offices, 10 North Ludlow St., Suite 700, Dayton, OH, 45402, during regular business hours (8:00 a.m. – 5:00 p.m., Monday through Friday). Written comments regarding the FINAL DRAFT GRMI Plan will be accepted at the above address, web address, or via email at sanderson@mvrpc.org until August 14, 2024.

Public participation is solicited without regard to race, color, sex, age, national origin or disability. MVRPC is committed to providing access and inclusion and reasonable accommodation in its services, activities, programs and employment opportunities in accordance with the Americans with Disabilities Act (ADA) and other applicable laws. To request a reasonable accommodation due to a disability, or language interpretation or translation services to participate in this meeting, please contact, Laura Dent, Director of Marketing and Public Outreach, at 937-531-6542, 1-800-750-0750 TTY/TDD, and LDent@mvrpc.org no later than July 30, 2024.

July 24

90194669 sdn



Teresa S. Ketring
Notary Public - State of Ohio
My Comm. Exp. 4-1-29

Affidavit of Publication

STATE OF OHIO) SS
COUNTY OF DARKE)

AUG 05 2024

Diana Steppy, being duly sworn, says:

That she is Customer Service/Sales of the EARLY BIRD, a weekly newspaper of general circulation, printed and published in GREENVILLE, DARKE County, OHIO; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

Jul 27, 2024

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Subscribed to and sworn to me this 27th day of Jul 2024

Teresa S. Keating, DARKE County, OHIO

My commission expires: April 1, 2029

\$ 138.00



Teresa S. Keating
Notary Public - State of Ohio
My Comm. Exp. 4-1-29

50021320 90194672 937-223-6323

MIAMI VALLEY REGIONAL COMMISSION

10 North Ludlow Street
Suite 700
Dayton, OH 454021855

Virtual Public Meetings and In Person Meetings to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan

MVRPC will hold a will hold a virtual Public Participation Meeting and three In Person Public Participation meetings to review the FINAL DRAFT of the Greater Region Mobility Initiative (GRMI) Transportation Coordination Plan (GRMI Plan) Update. The GRMI Plan is a roadmap to regional mobility by identifying and addressing transportation barriers for those living in an eight county region known as the Greater Region. The plan serves the eight-county area of Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble and Shelby counties.

The meetings will take place as follows:
Virtual Public Meeting will take place via Zoom a video conferencing platform and will be held on **Tuesday, August 5, 2024 - 5:00 p.m. to 6:00 p.m.**

Access the meetings via computer, tablet or mobile device using this link:

<https://us02web.zoom.us/j/86417048589>

Meeting ID: 864 1704 8589

Or call in to join the meeting by phone:

(846) 558 8658 - Meeting ID: 864 1704 8589#

US (New York)

(312) 625-6799 - Meeting ID: 864 1704 8589#

US (Chicago)

Participation via computer, tablet or mobile device using the link above is encouraged to take advantage of Zoom on-screen meeting features even if relying on the phone for audio functions. After a brief summary of the FINAL DRAFT GRMI Plan, MVRPC staff will accept comments and answer questions.

Wednesday, August 7, 2024 from 1:00 p.m. to 2:00 p.m.

Clark County Public Library Main Branch - Great Room

201 S Fountain Ave, Springfield, OH 45506

Thursday, August 8, 2024 from 1:00 p.m. to 2:00 p.m.

Greenville Public Library - Conference Room
520 Sycamore St, Greenville, OH 45331

Friday, August 9, 2024 from 1:00 p.m. to 2:00 p.m.

Champaign County Community Center - Conference Room C

1512 US-88, Urbana, OH 43078

If you are unable to attend, information will also be available for public review on MVRPC's website at www.mvrpc.org/mobility and at the MVRPC offices, 10 North Ludlow St., Suite 700, Dayton, OH 45402, during regular business hours (8:00 a.m. - 5:00 p.m., Monday through Friday). Written comments regarding the FINAL DRAFT GRMI Plan will be accepted at the above address, web address, or via email at gsanders@mvrpc.org until August 14, 2024.

Public participation is solicited without regard to race, color, sex, age, national origin or disability. MVRPC is committed to providing access and inclusion and reasonable accommodation in its services, activities, programs and employment opportunities in accordance with the Americans with Disabilities Act (ADA) and other applicable laws. To request a reasonable accommodation due to a disability, or language interpretation or translation services to participate in this meeting, please contact Laura Dent, Director of Marketing and Public Outreach, at 937-531-6542, 1-800-750-0750 (TTY/TDD), and LDent@mvrpc.org no later than July 30, 2024.

90194672

July 27, geb

AFFP

Affidavit of Publication

STATE OF OHIO } SS
COUNTY OF PREBLE }

AUG 05 2024

Diana Sleppy, being duly sworn, says:

That she is Customer Service/Sales of the EATON REGISTER HERALD, a weekly newspaper of general circulation, printed and published in EATON, PREBLE County, OHIO; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

Jul 24, 2024

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Subscribed to and sworn to me this 24th day of Jul 2024

Teresa S. Ketring, PREBLE County, OHIO

My commission expires: April 1, 2029

\$ 210.18

50021320 90194670 937-223-6323

MIAMI VALLEY REGIONAL COMMISSION

10 North Ludlow Street
Suite 700
Dayton, OH 454021855

Virtual Public Meetings and In-Person Meetings to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan

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Virtual Public Meeting will take place via Zoom, a video conferencing platform, and will be held on **Tuesday, August 6, 2024 – 5:00 p.m. to 6:00 p.m.**

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<https://us02web.zoom.us/j/86417048569>

Meeting ID: 864 1704 8569

Or call in to join the meeting by phone:

(646) 558-8656 - Meeting ID: 864 1704 8569# US (New York)

(312) 826-6799 - Meeting ID: 864 1704 8569# US (Chicago)

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Clark County Public Library Main Branch – Gaier Room

201 S Fountain Ave, Springfield, OH 45506

Thursday, August 8, 2024 from 1:00 p.m. to 2:00 p.m.

Greenville Public Library – Conference Room

520 Sycamore St, Greenville, OH 45331

Friday, August 9, 2024 from 1:00 p.m. to 2:00 p.m.

Champaign County Community Center – Conference Room C

1512 US-68, Urbana, OH 43078

If you are unable to attend, information will also be available for public review on MVRPC's website at www.mvrpc.org/mobility and at the MVRPC offices, 10 North Ludlow St., Suite 700, Dayton, OH, 45402, during regular business hours (8:00 a.m. – 5:00 p.m., Monday through Friday). Written comments regarding the FINAL DRAFT GRMI Plan will be accepted at the above address, web address, or via email at sanderson@mvrpc.org until August 14, 2024.

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July 24
90194670 ern



Teresa S. Ketring
Notary Public - State of Ohio
My Comm. Exp. 4-1-29



GREATER REGION MOBILITY INITIATIVE

VIRTUAL PUBLIC MEETING AND IN-PERSON MEETINGS

MVRPC will hold one virtual public participation meeting and three in-person public participation meetings to review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan (GRMI Plan) update. The GRMI Plan guides regional mobility by identifying and addressing transportation barriers for those living in an eight-county region known as the Greater Region.

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Clark County Public Library Main Branch – Gaier Room
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Thursday, August 8, 2024 from 1:00 p.m. to 2:00 p.m.

Greenville Public Library – Conference Room
520 Sycamore St, Greenville, OH 45331

Friday, August 9, 2024 from 1:00 p.m. to 2:00 p.m.

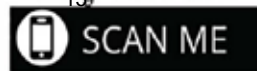
Champaign County Community Center – Conference Room C
1512 US-68, Urbana, OH 43078

If you are unable to attend, information will also be available for public review on the MVRPC website at

mvrpc.org/mobility and at the MVRPC office. Written comments will be accepted until August 14, 2024.



For more information, contact
Serena Anderson, Manager, Regional Transit
Programs at 937.223.6323 / TTY/TDD
1.800.750.0750 or sanderson@mvrpc.org.



La Mega Nota Paid Ad 1:

 **La Mega 97.7 FM Cincinnati** Sponsored ·  

El miércoles 6 de agosto a las 5:00 p. m., MVRPC llevará a cabo una reunión pública virtual para revisar el BORRADOR FINAL del Plan de Coordinación de Transporte de la Iniciativa de Movilidad de la Gran Región.

Los días 7, 8 y 9 de agosto, MVRPC celebrará reuniones en persona en los condados de Clark, Darke y Champaign, respectivamente.

Obtenga más información en <https://www.mvrpc.org/es/plan-de-coordinacion-de-transporte-de-la-gran-region>



GREATER REGION MOBILITY INITIATIVE

mvrpc.org
www.mvrpc.org Learn more

 Like  Comment  Share

La Mega Nota Ad 2:

 **La Mega 97.7 FM Cincinnati** Sponsored · 

El miércoles 6 de agosto a las 5:00 p. m., MVRPC llevará a cabo una reunión pública virtual para revisar el BORRADOR FINAL del Plan de Coordinación de Transporte de la Iniciativa de Movilidad de la Gran Región.

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Obtenga más información en <https://www.mvrpc.org/.../plan-de-coordinacion-de...>

See Translation



GREATER REGION MOBILITY INITIATIVE

Press Release

The press release was sent out via email blast to 2,406 recipients including television, radio, newspaper, MVRPC Board of Directors, Technical Advisory Committee (TAC), Regional Transportation Planning Organization (RTPO), Regional Equity Initiative (REI), Institute Steering Committee (ISC), Greater Region Mobility Initiative (GRMI) Stakeholders, radio and newspaper outlets in the MVRPC area.



NEWS RELEASE

For Immediate Release

Date: July 15, 2024

Contact: Laura Dent
Director of Marketing and Public Outreach
Miami Valley Regional Planning Commission
(937) 223-6323
LDent@mvrpc.org

Subject: Virtual Public Meetings and In-Person Meetings to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan

Dayton, OH – MVRPC will hold a will hold a virtual Public Participation Meeting and three In-Person Public Participation meetings to review the FINAL DRAFT of the Greater Region Mobility Initiative (GRMI) Transportation Coordination Plan (GRMI Plan) Update. The GRMI Plan is a roadmap to regional mobility by identifying and addressing transportation barriers for those living in an eight-county region known as the Greater Region. The plan serves the eight-county area of Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby counties.

The meetings will take place as follows:

Virtual Public Meeting will take place via Zoom, a video conferencing platform, and will be held on **Tuesday, August 6, 2024 – 5:00 p.m. to 6:00 p.m.**

Access the meetings via computer, tablet or mobile device using this link:

<https://us02web.zoom.us/j/86417048569>

Meeting ID: 864 1704 8569

Or call in to join the meeting by phone:

(646) 558-8656 - Meeting ID: 864 1704 8569# US (New York)

(312) 626-6799 - Meeting ID: 864 1704 8569# US (Chicago)

Participation via computer, tablet or mobile device using the link above is encouraged to take advantage of Zoom on-screen meeting features even if relying on the phone for audio functions. After a brief summary of the FINAL DRAFT GRMI Plan, MVRPC staff will accept comments and answer questions.

Wednesday, August 7, 2024 from 1:00 p.m. to 2:00 p.m.

Clark County Public Library Main Branch – Gaier Room
201 S Fountain Ave, Springfield, OH 45506

Thursday, August 8, 2024 from 1:00 p.m. to 2:00 p.m.

Greenville Public Library – Conference Room
520 Sycamore St, Greenville, OH 45331

Friday, August 9, 2024 from 1:00 p.m. to 2:00 p.m.

Champaign County Community Center – Conference Room C
1512 US-68, Urbana, OH 43078

If you are unable to attend, information will also be available for public review on MVRPC's website at www.mvrpc.org/mobility and at the MVRPC offices, 10 North Ludlow St., Suite 700, Dayton, OH, 45402, during regular business hours (8:00 a.m. – 5:00 p.m., Monday through Friday). Written comments regarding the FINAL DRAFT GRMI Plan will be accepted at the above address, web address, or via email at sanderson@mvrpc.org until August 14, 2024.

Public participation is solicited without regard to race, color, sex, age, national origin or disability. MVRPC is committed to providing access and inclusion and reasonable accommodation in its services, activities, programs and employment opportunities in accordance with the Americans with Disabilities Act (ADA) and other applicable laws. To request a reasonable accommodation due to a disability, or language interpretation or translation services to participate in this meeting, please contact, Laura Dent, Director of Marketing and Public Outreach, at 937-531-6542, 1-800-750-0750 TTY/TDD, and LDent@mvrpc.org no later than July 30, 2024.

Established in 1964, the Miami Valley Regional Planning Commission promotes collaboration among communities, stakeholders, and residents to advance regional priorities. MVRPC is a forum and resource where the Board of Directors identifies priorities and develops public policy and collaborative strategies to improve quality of life throughout the Miami Valley Region.

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###

Letter to Interested Parties

MVRPC maintains a database of over 414 potentially interested agencies and organizations who do not have email addresses available for purposes of inviting them to public involvement meetings as well as other functions. The database also includes numerous individuals that have asked to be added to the database in the past. The letter was sent out to this list of addressees and encouraged them to attend the meetings.



Regional Planning Commission

10 North Ludlow St., Suite 700
Dayton, Ohio 45402

t: 937.223.6323
f: 937.223.9750
TTY/TDD: 800.750.0750
www.mvrpc.org

TO: Interested Agencies & Organizations

FROM: Brian O. Martin, AICP, Executive Director

DATE: July 15, 2024

RE: Virtual Public Meetings and In-Person Meetings to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan

Dayton, OH – MVRPC will hold a virtual Public Participation Meeting and three In-Person Public Participation meetings to review the FINAL DRAFT of the Greater Region Mobility Initiative (GRMI) Transportation Coordination Plan (GRMI Plan) Update. The GRMI Plan is a roadmap to regional mobility by identifying and addressing transportation barriers for those living in an eight-county region known as the Greater Region. The plan serves the eight-county area of Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby counties. The meetings will take place as follows:

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<https://us02web.zoom.us/j/86417048569>

Meeting ID: 864 1704 8569

Or call in to join the meeting by phone:

(646) 558-8656 - Meeting ID: 864 1704 8569# US (New York)

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###

Letter to Libraries

Information letters were mailed to all public libraries in the MVRPC area and requested them to display the letter included and an informational poster (poster included later in this document).

July 15, 2024

To Whom It May Concern:

Our agency would like the libraries to make this letter available to citizens who may request it. In addition, please post the enclosed poster in a highly visible area to help advertise the meeting.

MVRPC will hold a virtual Public Participation Meeting and three In-Person Public Participation meetings to review the FINAL DRAFT of the Greater Region Mobility Initiative (GRMI) Transportation Coordination Plan (GRMI Plan) Update. The GRMI Plan is a roadmap to regional mobility by identifying and addressing transportation barriers for those living in an eight-county region known as the Greater Region. The plan serves the eight-county area of Champaign, Clark, Darke, Greene, Miami, Montgomery, Preble, and Shelby counties.

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Thursday, August 8, 2024 from 1:00 p.m. to 2:00 p.m.

Greenville Public Library – Conference Room
520 Sycamore St, Greenville, OH 45331

Friday, August 9, 2024 from 1:00 p.m. to 2:00 p.m.

Champaign County Community Center – Conference Room C
1512 US-68, Urbana, OH 43078

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###

Website and Social Media Promotional Accounts

Information about the virtual public participation meeting appeared on the MVRPC web site (www.mvrpc.org) and social media.

Champaign County Public Meeting Notice (MVRPC Website):



Clark County Meeting Notice (MVRPC Website):

The screenshot displays the Miami Valley Regional Planning Commission website. At the top, there is a navigation menu with links for Dashboard, Contact, Transportation, Structure, Resources, Health, Mobility, Configuration, Reports, and Help. Below this is a secondary menu with News & Events, MVRPC, and Contact. The main header features the Miami Valley logo and navigation tabs for Regional, Regional, Data & Mapping, Our, and Our.

The main content area is titled "EVENT" and includes a "RECENT NEWS" section with three articles:

- Virtual Public Meetings and In-Person Meetings to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan** (July 25, 2024). Details a virtual public participation meeting and three in-person public participation meetings to review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan (GRMIP) Plan Update.
- MVRPC to promote National Air Quality Awareness Week May 8 - 19, 2024** (May 22, 2024).
- MVRPC Honors Local Leaders in the Region at 2024 Annual Spring Dinner** (April 22, 2024).

The central focus is the **In-Person Meeting Clark County to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan**, scheduled for Wednesday, August 7th, 2024, from 1:00 PM to 2:00 PM. The notice states that MVRPC will hold a virtual public participation meeting and three in-person public participation meetings to review the FINAL DRAFT of the Greater Region Mobility Initiative (GRMIP) Transportation Coordination Plan (GRMIP) Plan Update. The GRMIP Plan is a roadmap to regional mobility by identifying and addressing transportation barriers for those living in an eight-county region known as the Greater Region. The plan serves the eight-county area of Champaign, Clark, Saline, Greene, Miami, Montgomery, Warren, and Shelby counties.

Two additional meetings are listed:

- Wednesday, August 7, 2024 from 1:00 pm to 2:00 pm**: Clark County Public Library Main Branch - 221 S. Fourth Ave., Springfield, OH 45502.
- Wednesday, August 7, 2024 from 1:00 pm to 2:00 pm**: Clark County Public Library Main Branch - 221 S. Fourth Ave., Springfield, OH 45502.

Below the meeting notices is a "CALENDAR OF EVENTS" for July 2024, showing dates from 1 to 31. A "UPCOMING EVENTS" section lists:

- Institute Steering Committee Meeting July 2024** (July 25, 2024).
- MVRPC Executive Committee Meeting August 2024** (Thursday, August 1st, 2024).
- MVRPC Board Meeting August 2024** (Thursday, August 1st, 2024).
- Virtual Public Meeting to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan** (Sunday, August 18th, 2024).

The footer of the website provides contact information for the Miami Valley Regional Planning Commission, including the address (1875 Ludlow Street, Dayton, OH 45404), phone numbers (937-233-6321, 937-233-8790, 770-700-6367), and email (info@mvrpc.org). It also lists programs such as Transportation, Regional Planning, and Environment, and includes sections for Data & Mapping, News & Info, and About.

Darke County Meeting Notice (MVRPC Website):

MIAMI VALLEY
Regional Planning Commission

EVENT

RECENT NEWS

Virtual Public Meetings and In-Person Meetings to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan
Date: July 15, 2024

In-Person Meeting Darke County to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan
Thursday, August 08, 2024 1:00 PM to 2:00 PM

UPCOMING EVENTS

Virtual Public Meeting to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan
Date: August 08, 2024

LOCATION
MIAMI VALLEY REGIONAL PLANNING COMMISSION
30 N. LEXINGTON ST. SUITE 200
DAYTON, OH 45402

PROGRAMS
TRANSPORTATION
REGIONAL PLANNING
ENVIRONMENTAL

DATA & MAPPING
GIS & DATA CENTER
GEOGRAPHIC INFORMATION SYSTEMS GIS AT MVRPC
WEBSITE
MVRPC COUNTY WEBSITE
PROJECT EVALUATION SYSTEM
GIS DATA
RECREATIONAL ASSETS MAP
ECONOMIC ANALYSIS
ASSESSMENT

NEWS & INFO
NEWS & EVENTS
LOCAL
STAY CONNECTED WITH MVRPC
ABOUT
POLICES
NON-DISCRIMINATION POLICY
PUBLIC RECORD REQUEST FORM
SPEAK UP!
PROPOSAL FORM
AGENCY BACKGROUND FORM
AGENCY BACKGROUND HISTORY

Virtual Public Meeting Notice (MVRPC Website):

The screenshot shows the Miami Valley Regional Planning Commission website. The main content area features a large heading: "Virtual Public Meeting to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan". The meeting is scheduled for Tuesday, August 6th, 2024, from 6:00 AM to 8:00 PM. The notice includes details about the meeting's purpose, which is to review the final draft of the plan and provide input. It also lists the meeting location as a virtual platform and provides contact information for the Greater Region Mobility Initiative (GRMI) staff. A calendar widget on the right side of the page shows the date August 6, 2024, highlighted in red. Below the main notice, there are several "UPCOMING EVENTS" listed, including Executive Committee Meetings and Board Meetings for August 2024.

The footer of the website contains several sections:

- CONTACT US:** MIAMI VALLEY REGIONAL PLANNING COMMISSION, 1000 WOODROW WILSON BLVD, SUITE 100, DAYTON, OH 45402, TEL: 937-233-1313, FAX: 937-233-7892, EMAIL: INFO@MVRPC.ORG
- PROGRAMS:** TRANSPORTATION, REGIONAL PLANNING, ENVIRONMENT
- DATA & MAPPING:** GIS/IMAGERY CENTER, ECONOMIC DEVELOPMENT, REGIONAL COORDINATION, INFRASTRUCTURE, TRANSPORTATION, PROJECT DEVELOPMENT, PLANNING, GIS/IMAGERY, REGIONAL ASSETS MAP, ECONOMIC BASE, REGIONAL, DATA COMMONS
- NEWS & INFO:** NEWS & EVENTS, CONTACT, STAY CONNECTED WITH MVRPC, AMPLIFY, DONATE, HOW YOU CAN HELP US, PUBLIC RECORD REQUEST FORM, JOB OPPORTUNITIES, JOB OPPORTUNITIES, AGENCY STRUCTURE, CONTACT INFORMATION, PRESS, VISIT OUR BUREAU OF RECORDS

Press Release on MVRPC Website:

The screenshot shows the MVRPC website's news section. The main article is titled "Virtual Public Meetings and In-person Meetings to Review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan". The article text includes:

Greater Region Mobility Initiative

The Greater Region Mobility Initiative (GRMI) is a collaborative effort between Miami Valley Regional Planning Commission (MVRPC) and its member municipalities to address regional transportation needs. The initiative focuses on developing a comprehensive transportation plan that will guide future development and infrastructure investments in the region.

The final draft of the Greater Region Mobility Initiative Transportation Coordination Plan is being reviewed through a series of public meetings. These meetings will provide an opportunity for the public to provide input on the plan's content and priorities. The meetings will be held both virtually and in-person to ensure that all interested parties have the opportunity to participate.

The public meetings will be held on the following dates and times:

- Monday, July 22, 2024, 6:00 PM - 7:30 PM (Virtual Meeting)
- Tuesday, July 23, 2024, 6:00 PM - 7:30 PM (In-person Meeting)

For more information, please contact the Greater Region Mobility Initiative at (937) 233-1234 or visit our website at www.mvrpc.org.

Greater Region Mobility Initiative Webpage:

The screenshot shows the Greater Region Mobility Initiative webpage. The page features a navigation menu at the top with the following items: Home, About, News, Contact Us, and a dropdown menu for "Greater Region Mobility Initiative". The main content area is titled "Greater Region Mobility Initiative" and includes a calendar for July 2024. The calendar shows the following dates in red:

- July 22 (Monday)
- July 23 (Tuesday)
- July 29 (Monday)
- July 30 (Tuesday)

Below the calendar, there is a list of upcoming events:

- Greater Region Mobility Initiative** - Monday, July 22, 2024, 6:00 PM - 7:30 PM (Virtual Meeting)
- Greater Region Mobility Initiative** - Tuesday, July 23, 2024, 6:00 PM - 7:30 PM (In-person Meeting)

The page also includes a "News" section with a list of recent articles and a "Contact Us" section with a form for submitting inquiries.

The screenshot shows the Greater Region Mobility Initiative webpage with a sidebar on the left and a main content area on the right. The sidebar contains the following navigation links:

- Home
- About
- News
- Contact Us
- Greater Region Mobility Initiative

The main content area features a map of the Greater Region and a list of news items:

- Greater Region Mobility Initiative** - Monday, July 22, 2024, 6:00 PM - 7:30 PM (Virtual Meeting)
- Greater Region Mobility Initiative** - Tuesday, July 23, 2024, 6:00 PM - 7:30 PM (In-person Meeting)

The screenshot shows the Greater Region Mobility Initiative webpage with a sidebar on the left and a main content area on the right. The sidebar contains the following navigation links:

- Home
- About
- News
- Contact Us
- Greater Region Mobility Initiative

The main content area features a map of the Greater Region and a list of news items:

- Greater Region Mobility Initiative** - Monday, July 22, 2024, 6:00 PM - 7:30 PM (Virtual Meeting)
- Greater Region Mobility Initiative** - Tuesday, July 23, 2024, 6:00 PM - 7:30 PM (In-person Meeting)

Boosted Post on Facebook (Spanish)

 **Miami Valley Regional Planning Commission**
Sponsored · 🌐

El miércoles 6 de agosto a las 5:00 p. m., MVRPC llevará a cabo una reunión pública virtual para revisar el BORRADOR FINAL del Plan de Coordinación de Transporte de la Iniciativa de Movilidad de la Gran Región. Los días 7, 8 y 9 de agosto, MVRPC celebrará reuniones en persona en los condados de Clark, Darke y Champaign, respectivamente. Obtenga más información en mvrpc.org/es/plan-de-coordinacion-de-transporte-de-la-gran-region





GREATER REGION MOBILITY INITIATIVE

mvrpc.org
www.mvrpc.org [Learn more](#)

Boosted Post on Facebook (English)

Instagram

 **miamivalleyrpc**
Sponsored



GREATER REGION MOBILITY INITIATIVE

[Learn more](#)

♡ 💬 📌

miamivalleyrpc
On Wednesday, August 6, at 5:00 p.m., MVRPC will hold a virtual public meeting to review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan. August 7, 8, and 9, MVRPC will hold in-person meetings in Clark, Darke, and Champaign Counties, respectively. Learn more at <http://mvrpc.org/mobility>.

Boosted Post on Instagram (Spanish)

Instagram

miamivalleyrpc
Sponsored

GREATER REGION MOBILITY INITIATIVE

Learn more >

miavalleyrpc
El miércoles 6 de agosto a las 5:00 p. m., MVRPC llevará a cabo una reunión pública virtual para revisar el BORRADOR FINAL del Plan de Coordinación de Transporte de la Iniciativa de Movilidad de la Gran Región. Los días 7, 8 y 9 de agosto, MVRPC celebrará reuniones en persona en los condados de Clark, Darke y Champaign, respectivamente. Obtenga más información en mvrpc.org/es/plan-de-coordinacion-de-transporte-de-la-gran-region

Boosted Post on Instagram (English)

Miami Valley Regional Planning Commission
Sponsored · MVRPC

On Wednesday, August 6, at 5:00 p.m., MVRPC will hold a virtual public meeting to review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan. August 7,8, and 9, MVRPC will hold in-person meetings in Clark, Darke, and Champaign Counties, respectively. Learn more at <http://mvrpc.org/mobility>.

GREATER REGION MOBILITY INITIATIVE



mvrpc.org
mvrpc.org/mobility Learn more

Like Comment Share


LinkedIn Posts:



Public Meeting Notice 7-23-2024





By Miami Valley Regional Planning Commission Social Media Manager Account • 7/15/2024


 **Miami Valley Regional Planning Commission**
1,146 followers
1mo • 

MVRPC will hold a virtual public meeting and in-person meetings August 6 - 9, 2024 to review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan. Learn more at mvrpc.org/mobility.

 **Greater Region Transportation Coordination Plan**
mvrpc.org

 2  1 repost

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Organic impressions: 134 impressions Preview results 

Promotional Poster

The following poster was provided to libraries in the region. An 8.5x11 version of the poster was also posted in the GDRTA hubs.



**GREATER
REGION
MOBILITY
INITIATIVE**

VIRTUAL PUBLIC MEETING AND IN-PERSON MEETINGS

MVRPC will hold one virtual public participation meeting and three in-person public participation meetings to review the FINAL DRAFT of the Greater Region Mobility Initiative Transportation Coordination Plan (GRMI Plan) update. The GRMI Plan guides regional mobility by identifying and addressing transportation barriers for those living in an eight-county region known as the Greater Region.

The meetings will take place as follows:

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<https://us02web.zoom.us/j/86417048569>

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Champaign County Community Center – Conference Room C
1512 US-68, Urbana, OH 43078



If you are unable to attend, information will also be available for public review on the MVRPC website at mvrpc.org/mobility and at the MVRPC office. Written comments will be accepted until August 14, 2024.



GREATER REGION MOBILITY INITIATIVE

REUNIONES PÚBLICAS VIRTUAL Y REUNIONES EN PERSONA

MVRPC celebrará una reunión virtual de participación pública y tres reuniones de participación pública en persona para revisar el BORRADOR FINAL de la actualización del Plan de Coordinación de Transporte (Plan GRMI) de la Iniciativa de Movilidad de la Gran Región. El Plan GRMI guía la movilidad regional al identificar y abordar las barreras de transporte para quienes viven en una región de ocho condados conocida como la Gran Región.

Las reuniones se desarrollarán de la siguiente manera:

La reunión tendrá lugar a través de Zoom, una plataforma de videoconferencia, y se llevará a cabo de la siguiente manera: **Martes 6 de Agosto de 2024 de 5:00 p.m. a 6:00 p.m.**

Acceda en un dispositivo usando este enlace:

<https://us02web.zoom.us/j/86417048569>

O por teléfono: (646) 558-8656 US (New York)
(312) 626-6799 US (Chicago)

Introduzca No. de reunión: 864 1704 8569#

Miércoles 7 de agosto de 2024 desde 1:00 p.m. a 2:00 p.m.

Clark County Public Library Main Branch – Gaier Room
201 S Fountain Ave, Springfield, OH 45506

Jueves 8 de agosto de 2024 desde 1:00 p.m. a 2:00 p.m.

Greenville Public Library – Conference Room
520 Sycamore St, Greenville, OH 45331

Viernes 9 de agosto de 2024 desde 1:00 p.m. a 2:00 p.m.

Champaign County Community Center – Conference Room C
1512 US-68, Urbana, OH 43078

Si no puede asistir, la información también estará disponible para revisión pública en el sitio web de MVRPC en mvrpc.org/mobility y en la oficina de MVRPC. Se aceptarán comentarios escritos hasta el 14 de agosto de 2024.

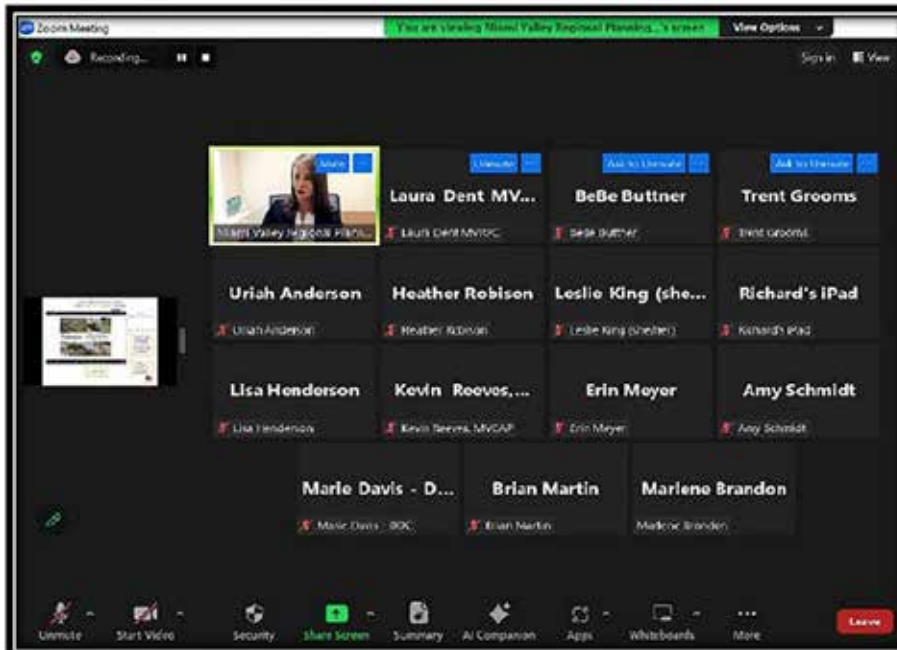


Para más información, contacte a
Serena Anderson, Manager, Regional Transit
Programs en el 937.223.6323 / TTY/TD
1.800.750.0750 o sanderson@mvrpc.org.

Virtual Public Meeting Participants:

Attendance from the Virtual Public Participation Meeting and the in-person Public Participation Meetings.

Virtual Public Meeting Participants:



GRMI Virtual Public Meeting 8-6-2024

Champaign County



Clark County



Darke County



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References

- 1 <https://www.mvrpc.org/transportation/greater-regional-mobility-initiative-grmi/greater-region-transportation-coordination-plan>
- 2 <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/enhanced-mobility-seniors-and-individuals-disabilities>
- 3 <https://www.transportation.ohio.gov/mobility-ohio/mobility-ohio-resources/resources/resource-a-factsheet>
- 4 <https://www.who.int/news-room/fact-sheets/detail/ageing-and-health>
- 5 <https://exchange.aaa.com/safety/senior-driver-safety-mobility/>
- 6 <https://livablecommunities.aarpinternational.org/>
- 7 <https://www.ncoa.org/article/latest-census-bureau-data-shows-americans-65-only-group-to-experience-increase-in-poverty>
- 8 <https://rosap.ntl.bts.gov/view/dot/25477>
- 9 <https://www.census.gov/library/visualizations/2018/comm/hispanic-projected-pop.html>
- 10 <https://aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines>
- 11 <https://htaindex.cnt.org/total-driving-costs/>
- 12 <https://www.transit.dot.gov/ntd/national-transit-database-ntd-glossary>
- 13 https://www.transit.dot.gov/grants?combine=5311&field_grant_type_target_id=All
- 14 https://oaca.org/wp-content/uploads/2023/07/State-of-Poverty-2023-web_FINAL-revision.pdf
- 15 <https://www.transit.dot.gov/what-human-service-transportation>
- 16 <https://www.transportation.ohio.gov/programs/transit/transit-funding-resources/transit-specialized-transportation-program>
- 17 <https://dvs.ohio.gov/what-we-do>
- 18 https://www.va.gov/healthbenefits/vtp/veterans_transportation_service.asp
- 19 <https://www.va.gov/health-care/get-reimbursed-for-travel-pay/>
- 20 <https://www.medicareadvantage.com/benefits/does-medicare-cover-transportation>
- 21 <https://managedcare.medicaid.ohio.gov/managed-care/managed-care-procurement/new-managed-care-provider-agreements>
- 22 <https://codes.ohio.gov/ohio-administrative-code/rule-5160-15-10>
- 23 <https://dodd.ohio.gov/waivers-and-services/services/non-medical-transportation>

- 24 <https://www.transportation.ohio.gov/programs/transit/transit-funding-resources/transit-specialized-transportation-program>
- 25 <https://info4seniors.org/services/home-community-based-services/>
- 26 <https://www.mvrpc.org/transportation/miami-valley-rideshare>
- 27 <https://gohiocommute.com/#/pages/about-mvrpc>
- 28 www.mvrpc.org/atplan
- 29 <https://ridegobus.com/>
- 30 <https://flydayton.com/wp-content/uploads/2024/06/DAYStatsYTD202405.pdf>
- 31 <https://www.allaboardohio.org/corridorid>
- 32 <https://www.transit.dot.gov/ccam/mobility-management>
- 33 <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/enhanced-mobility-seniors-and-individuals-disabilities>
- 34 <https://www.mvrpc.org/about/policies/mvrpc-public-participation-policy>