

Coordinated Transportation Plan of Morgan County 2021-2024

*Plan developed by the Morgan County Mobility Office.
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TABLE OF CONTENTS

<i>Executive Summary</i>	<i>Page 1-3</i>
<i>Geographic Area</i>	<i>Page 4-5</i>
<i>Trip Generators</i>	<i>Page 6-10</i>
<i>Population Demographics</i>	<i>Page 10-15</i>
<i>Local Demographics-Social Economic Data</i>	<i>Page 16-17</i>
<i>Assessment of Available Services</i>	<i>Page 18-26</i>
<i>Assessment of Community Support for Transit</i>	<i>Page 27</i>
<i>Safety</i>	<i>Page 28</i>
<i>Vehicles</i>	<i>Page 29-31</i>
<i>Assessment of Transportation Needs and Gaps</i>	<i>Page 32</i>
<i>General Public and Shareholder Meeting/Focus Groups</i>	<i>Page 33</i>
<i>Surveys</i>	<i>Page 34-41</i>
<i>Challenges to the Coordinated Transportation Plan</i>	<i>Page 42</i>
<i>Summary of Unmet Mobility Needs</i>	<i>Page 43</i>
<i>Goals and Strategies</i>	<i>Page 44-54</i>
<i>Plan Adoption</i>	<i>Page 54</i>
<i>List of Planning Committee Participants</i>	<i>Page 55</i>
<i>List of Annual Reviews and Plan Amendment's</i>	<i>Page 56</i>
<i>Definitions</i>	<i>Page 57-58</i>

Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Morgan County, Ohio. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America's Surface Transportation (FAST) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020.

According to requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies new programs and rules for all Fiscal Year 2016 funds and authorizes transit programs for five (5) years.

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

1. Identify all community resources including:

- Morgan County Public Transit
- Morgan County Office on Aging
- Morgan County Veteran Service Commission
- Morgan County Jobs and Family Services
- Morgan Board of Developmental Disabilities
- Morgan Metropolitan Housing Authority
- Washington/Morgan County Community Action
- Buckeyes Hills Regional Council
- Muskingum Valley Health Center
- Morgan Local Schools
- Highland Oaks
- Riverside Landing
- McConnell Manor
- Senior Meals on Wheels

2. Identify and Prioritize community transportation needs.

- Promotion of existing transit services
- Coordinating services
- Funding for expanding services for the county
- Extended services for weekends and night hours
- Adding additional reliable transportation for medical appointments, work, etc.

3. Establish a clear plan for achieving shared goals.

Morgan County will continue to coordinate efforts with all transportation providers and funds to achieve goals and needs throughout the county that are listed in the plan. We will also be persistent in reaching our goals. We will partner with the county, villages, residents, businesses, transportation providers, and social services agencies. We will work together towards achieving our goals in this transportation plan.

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

- Seniors
- Individuals with disabilities
- People with low incomes
- Public, private and non-profit transportation providers
- Human services providers, and
- The general public.

TAC Committee Agency Representation

Name	Agency
Bobby White	Morgan County Mobility Management Office
Shannon Wells	Morgan County Development Office
John Sampson	Morgan County Public Transit
Linda Sheets	Morgan County Office of Aging
Wendy Gorrell	Morgan County Developmental Disabilities
Adam Triplet/Doug Altherr	Morgan County Veterans Commission
Russ Clifton	Morgan Local School Bus garage
Jenna Jenkins	Morgan Metropolitan Housing Authority
Kristen Miller	Ohio Department of Jobs and Family Services
Kim Foreman	Ohio Department of Workforce Development
Wendy Armstrong	Muskingum Valley Health Center
Jeff Michaels/Kerri Beam	Morgan County Health Department
Jan Slowter	General Public Rider

Kristi Vincent	Washington/Morgan Community Action
Meranda Bell	Allwell Behavioral Health Services
Tanica Conaway	Two Bridges
Mark Hann	Highland Oaks
Mike Patton	Riverside Landing
Shyla Rake	Riverside Landing
Stephanie Thompson	United Ministries
Brandi Hesson	Buckeye Hills Regional Council
	McConnel Manor Rider

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

The plan was developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers, and participation by the public. Participation by all of these sectors has been solicited, in several ways and in several venues, including the following:

- Completion of surveys by clients and the public with surveys on Facebook and hard copies handed out to the public and all of the stakeholders, including surveying of riders using Morgan County Public Transit.

Interviews during the fall of 2020 with a number of key informants who are considered stakeholders in the County's transportation system (and including key providers of transportation). Also, physical copies of surveys were distributed amongst these stakeholders:

- Morgan County Public Transit
- Morgan County Office on Aging
- Morgan County Veteran Service Commission
- Morgan County Jobs and Family Services
- Morgan Board of Developmental Disabilities
- Morgan Metropolitan Housing Authority
- Washington/Morgan County Community Action
- Buckeyes Hills Regional Council
- Muskingum Valley Health Center
- Morgan Local Schools
- Highland Oaks
- Riverside Landing
- McConnell Manor
- Transit Rider
- General public
- Morgan county Development office
- Transportation survey

Geographic Area



Morgan County is located in southeast Ohio, south of Zanesville, and north of Marietta, and is located along the Muskingum River. The County’s population peaked in 1860 at 22,119, and then slowly receded until it reached 12,241 people in 1970. It has since grown again, slightly, to 14,241 in 1980, diminished to 14,194 in 1990, 14,897 in 2000 and then added people again to 15,054 in 2010. The population is estimated to decrease slightly to 14,508 in 2020 and increase to 14,618 in 2030, according to the Ohio Department of Development’s Office of Strategic Research.

There are four villages identified:

- McConnellsville
- Malta
- Chesterhill
- Stockport

There are fourteen townships identified:

- *Bloom*
- *Bristol*
- *Center*
- *Deerfield*
- *Homer*
- *Malta*
- *Manchester*
- *Marion*
- *Meigsville*
- *Morgan*
- *Penn*
- *Union*
- *Windsor*
- *York*

There are twenty unincorporated communities:

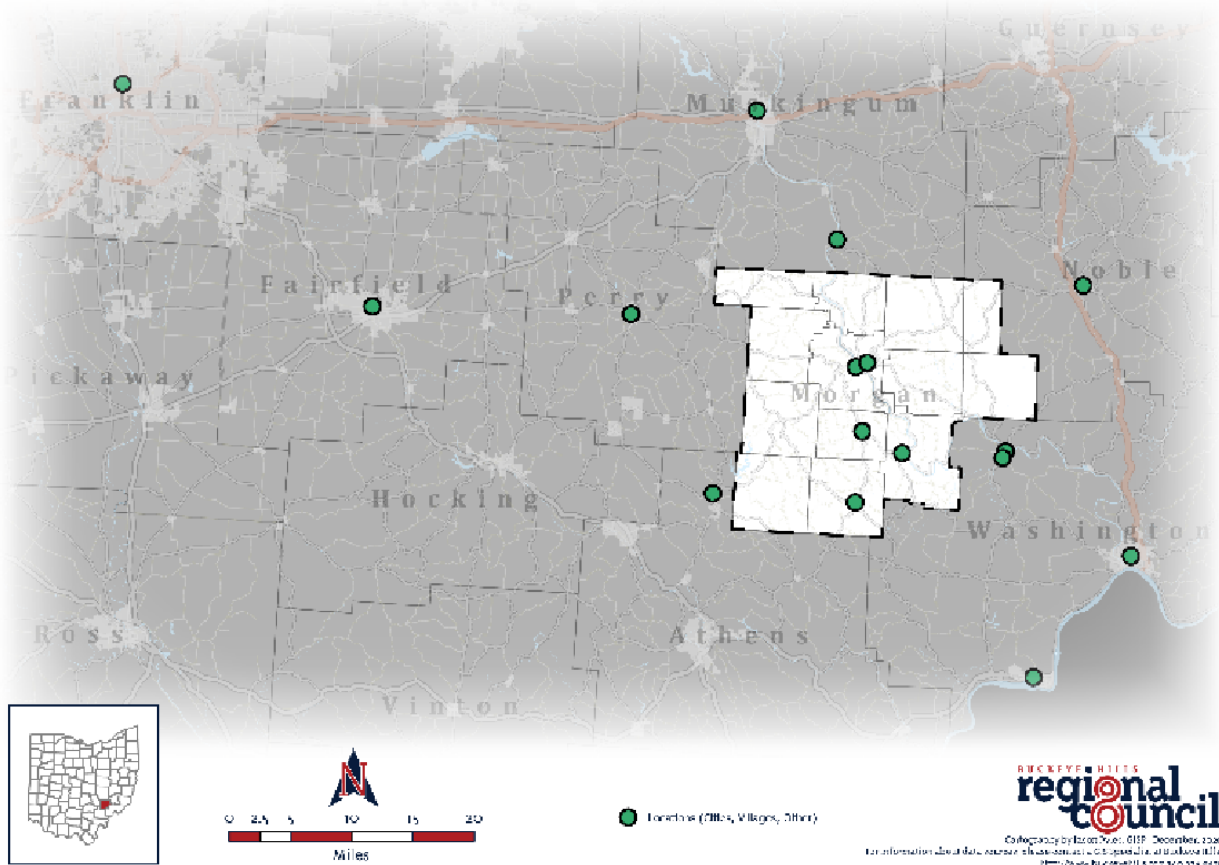
- *Bishopville*
- *Bristol*
- *Deavertown*
- *Eagleport*
- *Hooksburg*
- *Joy*
- *Meigs*
- *Morganville*
- *Moscow Hills*
- *Neelyville*
- *Pennsville*
- *Plantsville*
- *Reinersville*
- *Ringold*
- *Rokeby Lock*
- *Rosseau*
- *Roxbury*
- *Todds*
- *Triadelphia*
- *Unionville*

There is one census-designated place identified:

- *Rose Farm*

Trip Generators

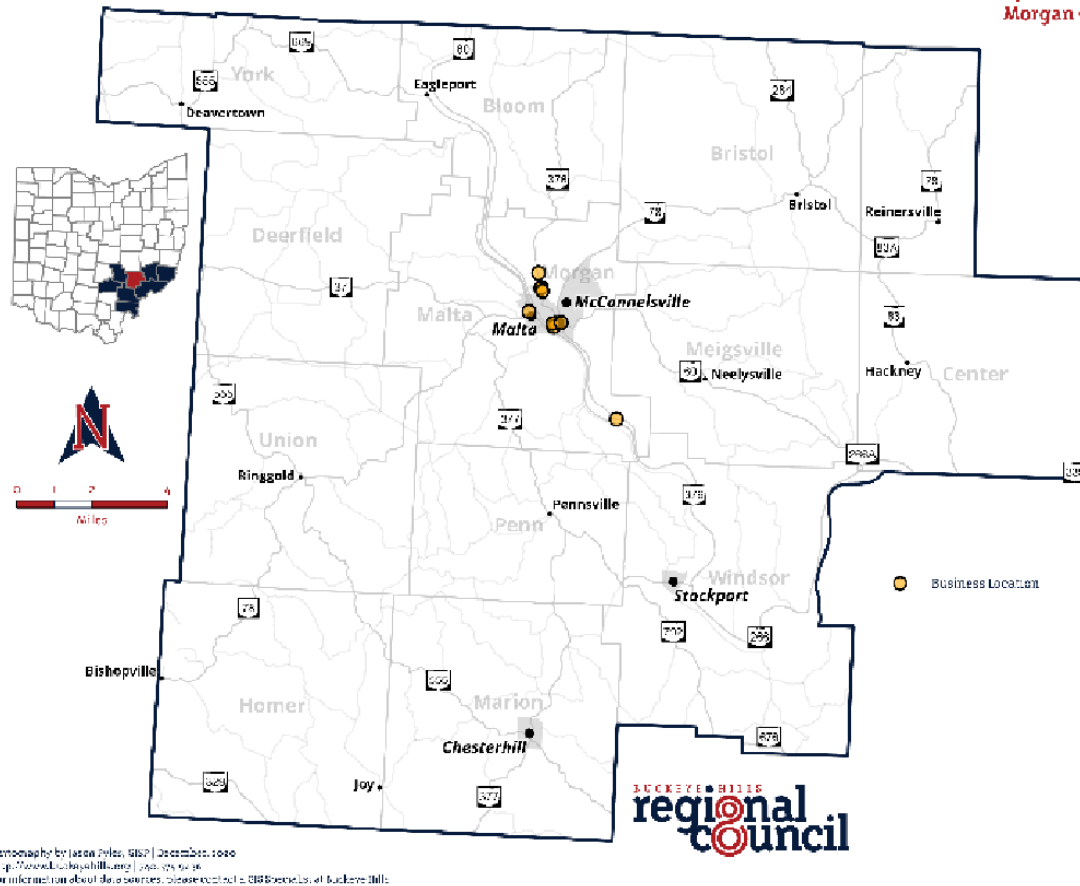
Locations with 50 or More Trips From Morgan County, Ohio



Towns that we travel to at least 50 or more trips in a year:

- Belpre
- Beverly
- Blue Rock
- Caldwell
- Chesterhill
- Columbus
- Glouster
- Lancaster
- Malta
- McConnellsville
- Marietta
- New Lexington
- Pennsville
- Stockport
- Waterford
- Zanesville

Business Trip Generators Morgan County, Ohio



Most major trip generators in the county are located in the Village of McConnelsville. This is a map of the major trip generators in Morgan County including governmental offices, major shopping areas, and doctors' offices. Identification of these facilities is listed below. Major healthcare facilities including doctors' offices, mental health facilities, and urgent care included:

- Muskingum Valley Health Center Urgent Care
- Muskingum Valley Health Center
- MedMoco
- Eye Care Associates
- Genesis Hospital in Zanesville
- Marietta Memorial Hospital
- Selby Hospital

Major Senior centers, Nursing homes and Apartment complexes:

- Highland Oaks
- Riverside Landing

- Morgan Senior center
- McConnell Manor
- Morgan Metropolitan Housing Authority

Shopping and Grocery:

- Sav-A-Lot
- Kroger
- Meyers Specialty Market
- Family Dollar
- Dollar General
- Downtown McConnelsville
- Morris Hardware
- Elliott Lumber
- Morgan Hardware

Major Social Services agencies:

- Morgan County Children services
- Morgan County Health Dept.
- Morgan County Courthouse
- Morgan County Department of Job and Family Services
- Morgan County Veteran’s Service commission
- Morgan/Washington Community Action

Major Education facilities

- Morgan Local School District
- The Learning Center with Washington State college
- Morgan/Washington Play & Learn pre-school

Other influences in Trip generators

- ***Population Centers***

Morgan County can be classified as very rural, with few population centers of any size. As noted previously in this planning report, the largest center in the County, McConnelsville, has a population of 1,749, and adding neighboring Malta’s 640, the County’s largest center, by far, has just 2,389 people. The two villages at the southern end of the county are Chesterhill, with 275 residents, and Stockport, with 483. Eleven townships have populations that are larger than Stockport’s. Thus, aside from McConnelsville/Malta, there are no significant population

clusters in the County, and the Morgan County Public Transit system has to be designed for notably decentralized service.

- ***Housing and Special Populations***

There are two nursing and rehab centers in the County, and both are located in the McConnelsville area. Their residents are served by public transit, as well as by vehicles owned and operated by the homes themselves. These centers are Highland Oaks Health Center, located at 4114 State Route 376 in McConnelsville, and Riverside Country Care Center, located at 856 S. Riverside Drive in McConnelsville, on the south side of town. The two centers do not generate significant demand for the transit system, although Highland Oaks draws other elderly and disabled county residents because of its rehab center.

The county has a limited number of housing developments that also generate customers. These include the McConnel Manor assisted housing facility, centrally located at 9th Street and Main Street in McConnelsville, Windsor Village apartments, located at 1208 Main Street in Stockport, and Morgan Metropolitan Housing Authority 4580 N. St. Rt. 376 NW in McConnelsville. An analysis of manifests found that a percentage of trips were generated by residents of these concentrated apartment complexes. However, the existence of special needs or subsidized housing of significant size in Morgan County is limited to nonexistent, and transit demand is more decentralized than in urban areas where there are concentrations of such housing.

- ***Shopping***

McConnelsville is the retail center for Morgan County, although it would appear that significant “leakage” of retail activity occurs with county residents shopping in adjacent communities such as Zanesville, Athens, and Marietta. A very small number of rides were attributed to shopping as a trip purpose, and a seasonal shuttle service to Zanesville did not draw the number of passengers that were projected, but will be revisited in the future. Since subsidized rides cannot generally cross county boundaries (aside from special projects such as the shuttle service) unless they serve a medical need, there are very few riders interested in shopping in a nearby center such as Zanesville and other surrounding cities.

- ***Medical Facilities***

Morgan County has a limited number of medical facilities. It was noted from manuscripts that transit services were used to reach virtually all of them. Physician's offices include:

- Morgan County Family Practice, 4279 N SR 376, McConnelsville
- MedMoco 155 E. Main St. (Riecker Bldg.) Rm. 135, McConnelsville
- Muskingum Valley Health Center, 859 N. Main St., Malta Ohio

Primary care physicians commonly refer specific problems to specialists in other counties; such specialists are listed in the Morgan County directory in communities including Zanesville, New Lexington, Glouster, Marietta, Nelsonville, Lancaster, Newark and Athens. Morgan County Public Transit constantly faces the challenge of grouping rides for system efficiency.

Virtually all the in-county medically related destinations were in McConnelsville, but the riders were coming from a variety of areas within the County. Rides were greatly dispersed, geographically and over time, making it difficult to strategically combine rides and routes. Further, as noted previously, there is no hospital in Morgan County, and residents have a variety of preferences regarding their hospital of choice, (and doctors refer patients to a variety of hospitals, depending upon the area of specialization needed, and the orientation of the resident toward outside cities).

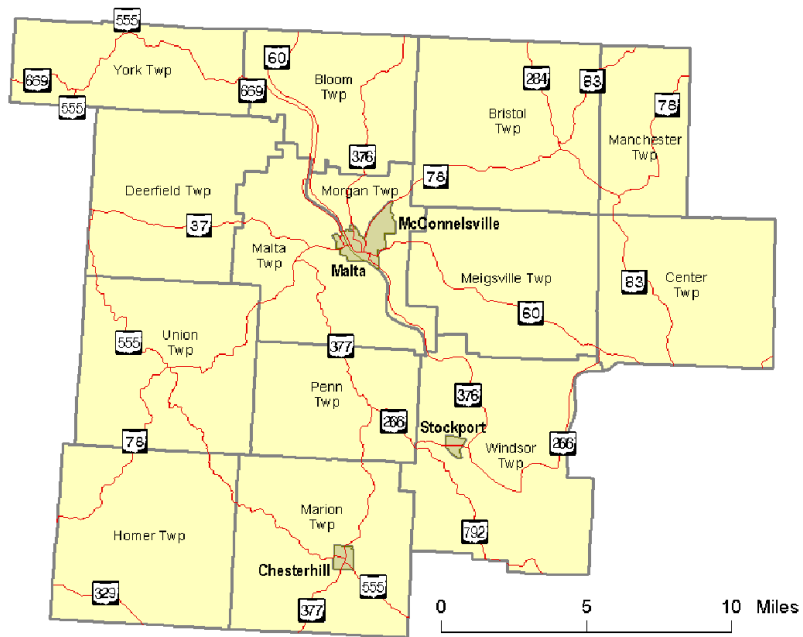
- ***Places of Employment***

The Morgan County Public Transit system is used fairly extensively by people on DJFS-sponsored employment programs. Those people are typically assigned to a job site owned and operated by a public entity, but only one or two employees are typically working in any one place. Thus, the need to provide individual rides to unique destinations, without the ability to effectively combine riders in one efficient ride, is again nonexistent. In general, such employment is largely concentrated in the McConnelsville area, with the Riecker Building, Senior Center, fairgrounds, and other public facilities available. Subsidized employees have also historically worked at the Community Action office in Malta and other locations in the county. In terms of concentrations of private sector employment within the County, there are a number of manufacturers along State Route 60 north of McConnelsville that Morgan County Public Transit does provide rides to and from work.

Population Demographics

Morgan County is located in southeast Ohio, south of Zanesville and north of Marietta, and is located along the Muskingum River. The County's population peaked in 1860 at 22,119, and then slowly receded until it reached 12,241 people in 1970. It has since grown again, slightly, to 14,241 in 1980, diminished to 14,194 in 1990, 14,897 in 2000 and then added people again to 15,054 in 2010. The population decreased slightly to 14,508 in 2020 and projected to increase again to 14,618 in 2030, according to the Ohio Department's Office of Strategic Research.

Morgan County is one of Ohio's most sparsely populated counties, with 14,058 people estimated from American Community Survey in 2019. Further, its population is dispersed throughout the County, with few true significant population centers. Of the ten most populous jurisdictions in the county, nine are townships. The county's villages include the county seat and largest municipality, McConnelsville, with 1,749 people. The other villages include Malta (which is adjacent to and west of McConnelsville, just across the Muskingum River), with 640 people; Chesterhill (in the south-central portion of the county), with 275 people; and Stockport (to the southeast), with 483. Larger population centers also include a number of townships, including Windsor Township (surrounding Stockport) with 1,493 people, Malta Township (surrounding Malta and McConnelsville) with 1,130, Bloom Township (north of McConnelsville/Malta) with 1,002, and Marion Township (surrounding Chesterhill), with 990.



Historic and Projected Population change

Year	Population	Change
1900	17,905	
1920	14,555	-3,350 -18.7%
1940	14,227	-328 - 2.3%
1950	12,836	-1,391 - 9.8%
1960	12,747	-89 - 0.7%
1970	12,375	-372 - 2.9%
1980	14,241	1,866 +15.1%
1990	14,194	-47 - 0.3%
2000	14,897	703 + 5.0%
2002	14,837	-60 - 0.4%
2004	14,941	104 + 0.7%
2010	15,054	113 + 0.7%
2020 proj.	14,508	546 - 3.6%
2030 proj.	14,618	+0.75%

Five additional townships (Homer, York, Meigsville, Deerfield, and Morgan) had populations exceeding 800 people. It is clear that the county’s population is indeed spread throughout the geography of the county, with only McConnelsville appearing to be a true regional center. There is thus a great need to be receptive to transportation needs and demands throughout the county, throughout its four incorporated municipalities, several other unincorporated communities, and fourteen townships.

Morgan County Jurisdictions and their 2019 Population Estimates

Morgan County		Townships	
County	14,508	Bloom	1002
Municipalities		Bristol	186
Chesterhill	275	Center	709
Malta	640	Deerfield	889
McConnelsville	1,749	Homer	1023
Stockport	483	Malta (unincorporated)	1770
		Manchester	155
		Marion (unincorporated)	1265
		Meigsville	860
		Morgan (Unincorporated)	2500
		Penn	688
		Union	600
		Windsor (unincorporated)	1976
		York	885

This table shows a number of relatively high-population areas throughout the county, although the Malta-McConnelsville area, including Malta and Morgan Townships, is a clear population center, with a combined population of 6,659, or 45.8 percent of the county’s total population. While Malta/McConnelsville is in the northern portion of the county, several areas in the south also have populations of over 1,000, such as Windsor Twp./Stockport and Marion Twp./ Chesterhill. Even Homer Twp. in the extreme southwest, has over 1,000 people.

Elderly Population

Following national trends, Morgan County has a large cohort of “baby boomers”, with 967 people aged 45 to 54 and another 2,275 between 55 and 64 and 1,013 between 65 and 69. The total population of the county is broken down by age in the following table.

Populations by Age 2018 Census est. of Population

Age	Total
Under 5	748
5-19 years	2,626
20-24 years	747
25-44 years	3,940

45-64 years	4,955
65 years and more	3,119

The county’s population aged 65 and over totals 2,463, accounting for 21.5 percent of the total population. There are 521 family households with householders aged 65 to 74, 252 with householders aged 75 to 84, and 27 with a householder aged 85 or over. For non-family households (largely, people living alone), there are 310 with a householder aged 65 to 74, 315 aged 75 to 84, and 110 aged 85 and over.

An important population group for public transportation is the elderly population. Among the 2,463 Morgan County residents aged 65 or over, 157 are in group quarters, 185 are males living alone, and 520 are females living alone. Six in ten of these elderlies, or 1,411, are in family households.

Just over half of the county’s elderly (51.7 percent, or 1,203) are located in the four more populous areas of Malta/Malta Twp., McConnelsville/Morgan Twp., Stockport/Windsor Twp., and Chesterhill/Marion Twp. The elderly population is well dispersed throughout the county, requiring significant travel to serve them. A significant number reside in the more rural areas, and their continued independence and ability to maintain their residence may depend upon outside transportation providers.

Disabilities

The 2018 Census tallied 5,672 disabilities among the Morgan County population for persons aged 65 years and over. The disabilities were classified as sensory, physical, mental, and self-care. All have some bearing upon demand for public or outside transportation. The table below classifies disabilities by type and by age group. Note that some individuals may have more than one disability, so this table is not a count of the number of disabled people, but rather the number of disabilities.

Disabilities and Elderly Morgan County, 2018 Census of Population

Disability/Elderly	Age 65 and over
Elderly	3,177
Disabled	2,495
Total	5,672

Persons with low income

Morgan County is home to a disproportionately high number of people with low incomes. There were, for example, 639 households (or 10.4%) with incomes under \$10,000 reported in the 2018 Census, 968 households at \$10,000 to \$19,999, and 767 at \$20,000-\$29,999.

Of these totals, the number of low-income elderlies includes the following:

- Less than \$10,000: 131 with a householder aged 65 to 74; 151 with householder aged 75 or more.
- \$10,000-\$14,999: 100 aged 65-74; 116 aged 75 and over.
- \$15,000-\$19,999: 126 aged 65-74; 124 aged 75 and over.
- \$20,000-\$24,999: 74 aged 65-74; 64 aged 75 and over.

The 2018 American Community Survey counted 16.5 percent of all families and 2,851 individuals (19.5 percent of all individuals) with income under poverty level. Of those 2,851 people in poverty, 809 were under 18 years old, 1,727 were aged 18 to 64, and 315 were aged 65 or older. Families had a 16.5 percent poverty rate; 25.9 percent of those with children under 18 and 33.3 percent of those with children under five years old were in poverty. Families headed by a female, with no husband present, had a 54.3 percent.

Another income measure is the incidence of low- and moderate-income households, which are defined as households with incomes less than eighty percent of the median for all area households of their size. Data generated from the 2014 Census indicate that the County as a whole has a low-moderate income proportion of 46.21 percent. The highest concentrations among local jurisdictions include Bristol Twp., at 74.07 percent, Penn Twp. with 66.2%, the Village of Stockport at 58.82%, the Village of McConnelsville at 57.42%, the Village of Malta at 65.9%, Bloom Twp. at 57.06%, and Bristol Twp. at 60.6%.

Demographic Factors by Community

Low poverty level Income Data by Community

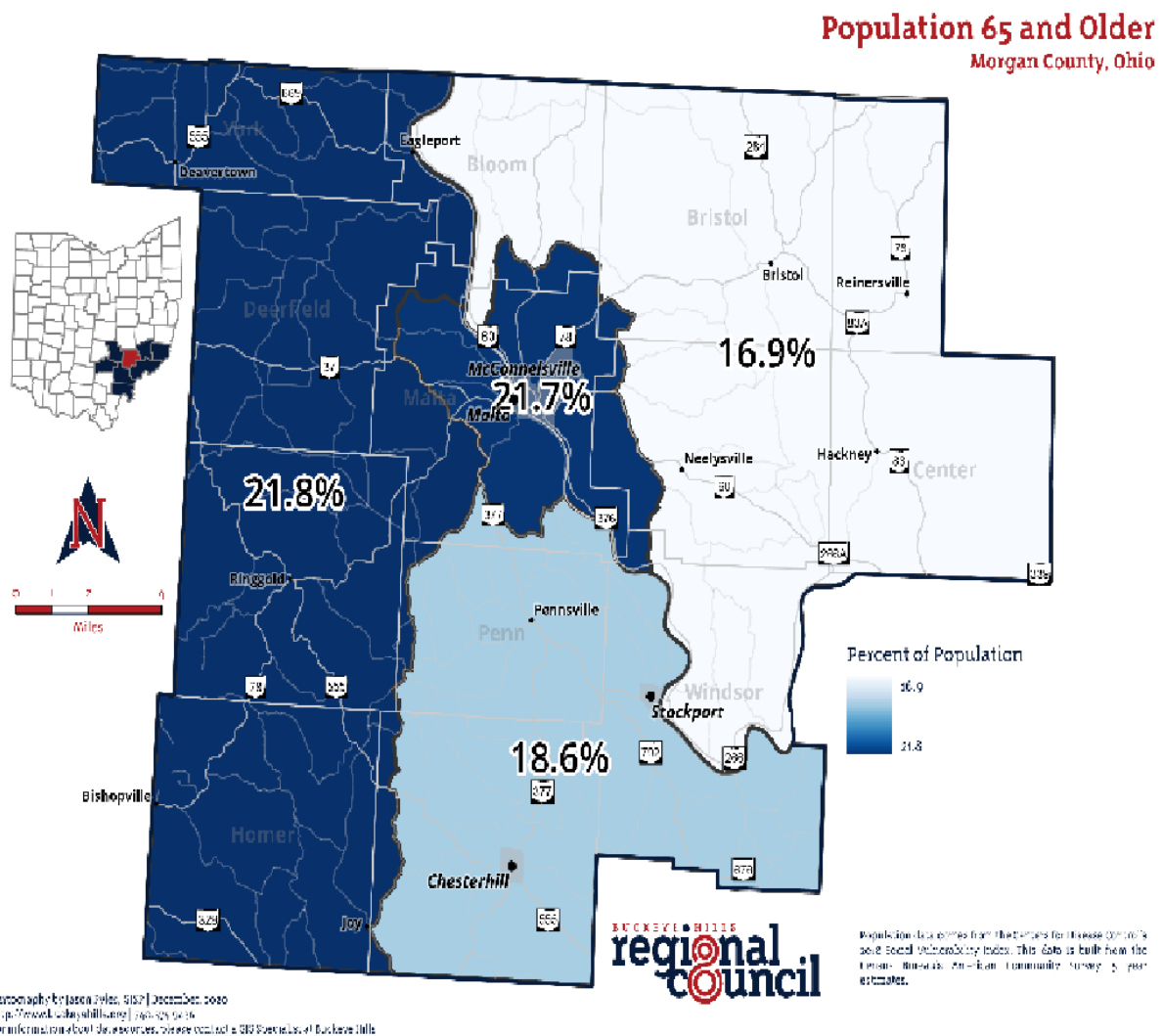
	County	Chesterhill /Marion Twp.	Malta/ Malta Twp.	McConnelsville/ Morgan Twp.	Stockport/ Windsor Twp.
Age 65+	2,327	181	295	430	297
Disability Status					
Mean Travel Time to work	36.2 min.	48.8 min.	30.7 min.	24.0 min.	39.0 min.
Median HHD Income	\$28,868	\$27,500	\$26,384	\$25,938	\$26,818
Families below poverty (%)	658 (15.7%)	59 (15.3%)	99 (17.6%)	94 (14.1%)	81 (15.6%)
Individuals below poverty (%)	2,691 (18.4%)	214 (16.9%)	422 (21.8%)	422 (17.4%)	415 (20.9%)
Low-Moderate Income (%)	7,683 (52.2%)	651 (52.0%)	1,098 (69.3%)	1,218 (50.0%)	1,071 (53.9%)

For purposes of transportation planning, it is important to know where the “market” exists, geographically, within the county. The information on the previous page presents data on elderly, disabled, and low-income populations, and their extent, throughout the county. As the county’s largest population and business center, McConnelsville and Morgan Township combined also have the highest number of elderlies, disabled, and lower-income individuals. However, concentrations can also be found especially in the Malta and Stockport areas. These population centers are significant enough to warrant consideration when planning essential services such as transportation.

Local Demographic and Socio-Economic Data

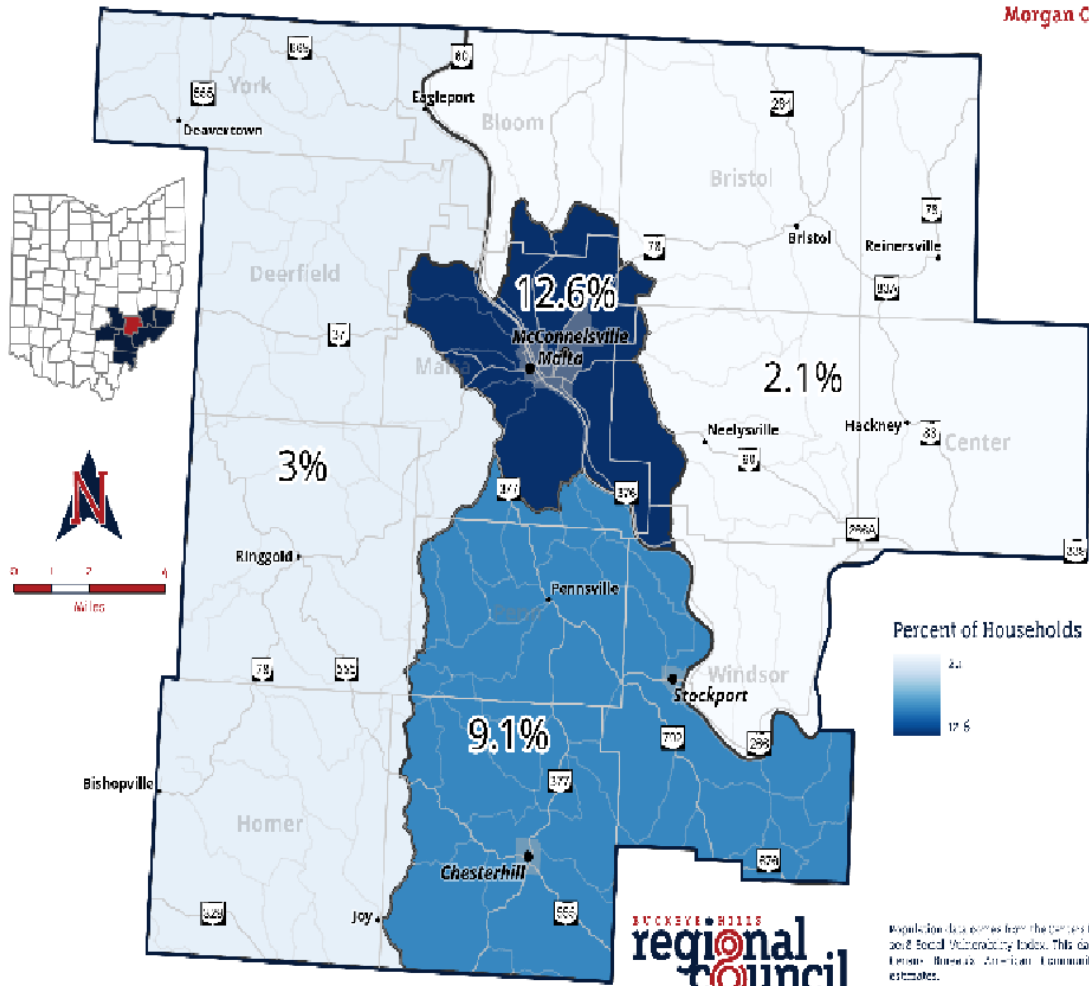
Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because a comparison of where the highest and lowest densities individuals who are most likely to need transportation live. This information can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

Map of Population Density of Individuals Age 65 and Older



The exhibit below indicates the areas where the number of zero vehicle households is above the Ohio average. The absence of a vehicle in the household is often an indication of the need for transportation services.

Households with No Vehicle Available Morgan County, Ohio



Cartography by Jason Pyles, GIS | Dec 2016
<http://www.buckeyehills.org> | 614.275.9136
 For information about data sources, please contact a GIS Specialist at Buckeye Hills.



Population data comes from the Census for these counties' 2012 Social Vulnerability Index. This data is built from the Census Bureau's 2010 American Community Survey 5-year estimates.

Assessment of Available Services

Conducting an evaluation of service provider capabilities and analyzing the existing gaps and duplications of services for transportation resources in each community provides transportation planners with the information needed to implement changes that will improve the network of transportation resources and services in Morgan County and across county lines. The Morgan County Mobility office lead agency identified stakeholders to participate in the assessment of available services. These stakeholders included those who were represented in the current or past planning committees, as well as others who the planning committee identified as being appropriate stakeholders.

Interviews were conducted with each of the identified stakeholders. Opportunities to comment and participate in the planning process were given to each of the identified stakeholders. The purpose of the interview was to offer the stakeholders an opportunity to discuss the specific transportation services, gaps, needs, and priorities for their respective service areas or communities. When applicable, information reported in the previous coordinated plan was used to supplement information gathered during this planning effort.

Inventory of Transportation Providers

- Morgan County Public Transit
- Morgan County Jobs and Family Services
- Morgan County Senior Center
- Highland Oaks
- Riverside Landing
- Morgan County Veterans Commission
- Muskingum Valley Health Center
- Morgan County Board of Developmental Disabilities
- Morgan Local School System

Morgan County Public Transit

The primary source of public and contracted transportation in Morgan County is Morgan County Public Transit, which operates out of its offices at 37 South 5th Street in McConnelsville. Office hours are 8:00 a.m. to 4:00 p.m., and they can be reached at (740)962-9125, or through Ohio Relay Service at 1-800-750-0750. Web-site: www.mocopublictransit.com

Normal hours of operation are Monday through Friday from 7:00 a.m. until 5:00 p.m., although the service can operate later into the evening if needed. As with most rural demand public transit systems, a 24-hour advance reservation is required, and same-day reservations are considered only when space is available and it is possible to fit the ride in the day's schedule. Efforts are made, however, to accommodate same-day service when possible.

Morgan County Public Transit passenger policies include the following:

Children under 13 must be accompanied by an adult. Personal care attendants (those who are designated or employed to assist a passenger) can ride free, but the scheduler/dispatcher should be advised if an attendant will be riding, when the ride is scheduled. Drivers can, upon request, provide door-to-door assistance from the main door of origin to the main door of destination, but drivers cannot provide assistance if there is more than one step to be maneuvered. Further, drivers are prohibited from entering the passenger's home or any private residence.

A cancellation can be made at least two hours before the scheduled pick up. A no-show occurs when a passenger does not cancel and does not appear within five minutes of the vehicle's scheduled arrival at the point of pickup- during the "on-time" service window of 15 minutes before to 15 minutes after the scheduled pick-up time. No-shows are charged the amount of the trip, and three no-shows within a 30-day period and failure to pay for those no-show trips results in a 30-day denial of service.

Morgan County Public Transit operates on a combination of fare box revenues, contract revenues from local entities for which it provides rides, and state and federal operating funds. Capital needs such as new vehicles are included in a capital plan, and funded in part by federal or state grants.

Morgan County Senior Center (Office on Aging)

The Morgan County Office on Aging has its office and congregate center at 10 West Main Street, centrally located in downtown McConnelsville. The agency provides transportation to any senior age 60 or older, and although they cannot charge for their transportation services, they accept donations from riders. Seniors call the center directly to schedule a ride, and any senior requesting a ride that they cannot provide, and who cannot be rescheduled for another day, is given the contact information for Morgan County Public Transit.

The Office on Aging provides transportation services between 8:00 a.m. and 4:00 p.m., Monday through Friday. Seniors can usually call the center by 10:00 a.m. to schedule a ride for that day, but it is recommended that they call the day before. The Center primarily operates with two vans and car; the newer van (2017) has a lift and can seat up to 5 passengers. Service can be door to door, as needed. It is estimated that the Office provides 250 to 300 trips every month.

Because of the limited fleet, the Office on Aging strives to operate efficiently, by driving to Stockport and Chesterhill, for example, on a designated day (currently Mondays). A Center official stated that ride purposes are quite varied, including medical needs, shopping (commonly pharmacy and groceries), hair appointments, the library, nursing homes, and transportation to and from congregate meals at the Center. Medical appointments are scheduled at any time, while shopping and other purposes are planned for specified days. Regularly scheduled out-of-county trips are made to destinations including Columbus, New Lexington, Athens, Beverly, and Zanesville, based on expressed need.

The Office on Aging has benefited from out-of-county doctors working with them to coordinate appointments to keep travel schedules as efficient as possible. The Center can be reached at 740/962-5600. Website: www.morgancounty-oh.gov/seniorcenter

Most rides are arranged one day in advance. Transit expenses for those under age 60 are \$25 hourly for out-of-town trips (Free during Covid restrictions). The Office has four staff members trained to drive. Officials project an increase in demand for transportation among seniors, and are witnessing an increase in “younger elderly” requesting services. Increases may come as people work later in life, and with more interest in recreational trips.

Morgan County Developmental Disabilities Board

The DD offices are located at 900 S. Riverside, on South State Route 376 adjacent to the Morgan High School, in McConnelsville. Transportation was provided by this facility until 2015 for some forty mentally and developmentally disabled persons. Transportation is no longer provided by MCBDD, and they contract with Morgan County Public Transit. Billing is typically directly from Medicaid with matching funds provided by the DD Board. Morgan County Public Transit and private non-medical transportation providers ensure that all individuals served are transported to employment and day habilitation (“dayhab”) facilities throughout the county.

Typical services covered on behalf of the DD Board include transportation to dayhab services, and transportation to places of employment for disabled individuals. Morgan County Public Transit can operate as late as 5 p.m. in cases where employees need to be picked up. Also, it has been noted that demand is increasing for the younger, 0-22 age cohort.

Website: www.morgandd.org

Skilled Nursing Centers in Morgan County

Morgan County has two skilled nursing homes, Riverside Landing, located south of McConnelsville at 856 S. Riverside Drive, and Highland Oaks Health Center, located at 4114 S.R. 376 in McConnelsville.

Riverside Landing provides transportation services to its residents, and they typically schedule appointments on weekdays between 8:00 a.m. and 5:00 p.m. They share a bus and a van with

their sister facility in Washington County, and when this transportation cannot meet the needs of both facilities, they call Public Transit or an ambulance service. The most common rides they provide involve trips from the nursing home to doctors' offices in Zanesville or right within McConnelsville.

The Riverside Landing vehicle is also used for resident outings to various destinations, such as to restaurants or parks. It is estimated that some 1,000 trips are made annually. Riverside Landing coordinates with Morgan County Transit. The corporation pays all associated costs, and pays an estimated \$10,000 annually for Public Transit, ambulance and stretcher services. Website: <https://continuinghc.com/skilled-nursing-rehabilitation-facilities/riverside>

Highland Oaks Health Center also operates their own van to help transport residents to medical appointments and other outings. Highland Oaks also provides rehabilitation services on site and their facility is a destination for a number of County residents with appointments for rehabilitative services. Morgan County Public Transit has provided transportation services for a number of these residents. Website: https://www.trilogyhs.com/senior-living/oh/mcconnelsville/highland-oaks//?utm_source=GMB&utm_medium=organic

Morgan County Department of Job and Family Services (DJFS)

The Morgan County DJFS is not a direct ride provider, but is involved as a partner in supporting transportation services for income eligible residents with a need for such services. The DJFS office is located in the Riecker Building at 155 E. Main Street in McConnelsville, and they can be reached at 740-962-4616. Website: www.dcfoffices.org

Morgan County DJFS helps fill clients' transportation gaps in two important ways. First, the office provides gas vouchers to eligible persons with a license and insurance, who need help in paying for fuel for their own vehicles. In 2019, the County DJFS office provided vouchers to 2,759 clients, representing an expenditure of \$45,315 on trips to medical appointments. Second, DJFS contracts with Morgan County Transit (currently at \$3 per mile) to provide rides to program-eligible clients. These beneficiary clients are largely Medicaid-eligible recipients, although they may need rides relating to work activities, and may be Food Stamps or Ohio Works First eligible.

Morgan County Veterans Services Commission

The Morgan County Veterans Services Commission is located at 135 S. Kennebec Avenue in McConnellsville, and can be reached at 740-962-4181. This agency provides rides for military veterans living within Morgan County, and has two vehicles. They offer scheduled rides to Veterans' Services medical facilities in Columbus and Chillicothe, with rides predominantly to the Chalmers P. Wylie VA Clinic in Columbus. The greatest challenge for this office is that drivers, who are largely volunteers, must pass the DOD physical, and not just the ODOT driver's test.

Vehicles operated by the Commission include a 2012, 15-passenger Ford Econoline and a 2013 Ford Explorer with three-row seating. The office can also provide fuel cards for medical appointments as appropriate.

Ridership statistics are down as of Covid-19 hit in 2020 and they did not have any drivers. The office notes that a large portion of their clientele consists of Korean War veterans, but an increase in demand for services is projected with the growth of Vietnam veterans. www.morgancounty-oh.gov/veterans

Washington Morgan Community Action Commission

This two-county agency operates in Morgan County from its offices located at 50 West Third Street in Malta. The CAC administers a number of programs that provide direct services to the disadvantaged throughout the county. Services include Head Start, employment and training services, health services, family support for kinship caregivers, the Home Energy Assistance Program, and Weatherization services, among others.

Some CAC clients cannot travel to their office because they do not have a functioning vehicle, or caregivers cannot travel to the person for whom they provide assistance. The CAC coordinates with Morgan County Public Transit and Department of Job and Family Services on a regular basis, and referrals are routinely made between the agencies.

Website: <http://www.wmcap.org>

Organizational Characteristics

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority	Number of Annual One-Way Passenger Trips	Average Number of Trips	Are Vehicles Only Avail. for Human Service Clients
Morgan county Public Transit	Yes	no	Public non-profit	0	0	Yes
Morgan Senior Center	Yes	no	Public non-Profit	0	0	No
Morgan County Veteran's Office	YES	no	Public non-Profit	0	0	no
Muskingum Valley Health	Yes	no	Public non-profit	0	0	no
Riverside Landing	Yes	no	Private for-profit	0	0	no
Highland Oaks	Yes	no	Private for-profit	0	0	no
Wash/Morgan Community Action	no	YES	Public Non-Profit	0	0	no

The participating organizations provide a wide range of transportation including 7 of the participating organizations provide services on weekdays. 0 operate transportation on Saturdays and on Sundays. Evening services after 5 o'clock are operated by 0 organizations. The following table depicts the transportation service characteristics by agency.

Transportation Service Characteristics

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
Morgan County Public Transit	Public Transit On-demand	8am-5pm	no	Curb to Curb, wheelchair accessible	Drug and Alcohol test Defensive Driving, First-aid, CPR, Wheelchair Securement
Morgan County Veterans office	Public Transit On-demand	8:30-4:30pm	yes	Wheel Chair Accessible	Drug and Alcohol test Defensive Driving, First-aid, CPR, Wheelchair Securement
Morgan County Senior Center	Public Transit On-demand	8am-4 pm	yes	Wheel chair accessible	Drug and Alcohol test Defensive Driving, First-aid, CPR, Wheelchair Securement

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

Morgan County Transit Revenues and Expenses, comparison 2016 vs. 2020 Budget

Item	2016	2020
Passenger Fares	25,000	7,552
Contract Revenues	360,500	142,717
Federal Operating Funds	367,698	777,317
State Operating Funds	10,000	
Other – contributed services	CM 42,235	4,279
Total Revenues	805,433	931,934
Salaries	410,083	497,934
Fringes	153,000	239,032
Contract Maintenance	36,735	3,269
Other Services	22,500	13,995
Fuels/Lubricants	113,015	61,294
Tires and Tubes	12,500	12,478
Other Materials	13,000	4,217
Utilities	12,000	21,741
Casualty/Liability Insurance	25,000	28,757
Travel and Meetings	1,000	1,116
Advertising and Promotional Media	2,500	2,629
Other Misc.	100	4,008
Interest Expense	4,000	2,895
Vehicle Material & supplies	0	30,024
Indirect cost	0	14,369
Motor Fuel Tax	0	11,552
General Administrative Facility Rent	0	5,579
Total Expenses	805,433	931,865

Transportation-Related Expenses and Revenues

Agency Name	Fare Structure	Donations Accepted (Y/N)	Full-Time & Part-Time Drivers	Full-Time & Part-Time Schedulers/ Dispatchers	Revenue Sources	Total Annual Transportation Expenses
Morgan County Public Transit	\$1 per trip in county	no	7 full time 18 Part time	2 fulltime 1 part time	ODOT Contracts	\$931,865

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

Technology

Agency Name	Name of Scheduling Software	Do you have an App for Transportation (Y/N)?	Name of Dispatching Software	AVL System/ GPS (Y/N)
Morgan County Public Transit	CTS	no	CTS	Yes
Morgan County office on Aging	none	no	none	no
Morgan County Veterans Commission	none	no	none	no

Assessment of Community Support for Transit

Lack of transportation has been, and continues to be, a very significant problem for people living in poverty, particularly for people in rural areas such as Morgan County where there are limited public transportation options. Morgan County has long recognized the need for transportation services in the region and has long history of overall support for transportation initiatives.

Recognizing the need for the growth of transportation in the community, Morgan County partnered with Ohio Department of Transportation (ODOT) and to facilitate the Morgan County Mobility Management program in October of 2020. Morgan County Mobility Manager is a position dedicated to:

- Increasing understanding and awareness of community transportation needs
- Increasing awareness of current community transportation options and programs
- Increasing transportation services
- Assisting individuals with accessing all community transportation options.
- Engage more partnerships with local transportation agencies, veteran services and hospitals

With the support of the county and TAC Committee to set in motion a plan to achieve the goals of the transportation plan in Morgan County. With a long history of collective understanding for the need for transportation services in Morgan County and the partnerships that have been formed throughout the years, transportation initiatives continue to see wide-spread positive support.

Safety

Morgan County Public Transit

- Yearly County Safety Training for employees
- Safety Sensitive Position Training
- Distracted/ Defensive Driving Training
- Weather Safety Training
- Blood Borne Pathogens Training
- Drug & Alcohol screenings
- Wheel Chair Securement
- MUI and UI
- Covid-19 CDC Requirement
- Human Trafficking
- ADA Requirements
- CPR – First Aid
- Daily Vehicle Inspection

Morgan County Senior Center

- Drug & Alcohol
- Blood Borne Pathogens
- CORSA
- NIMS
- Confidentiality
- CPR & First Aid

Morgan County Veterans Services

- Drug & Alcohol
- Blood Borne Pathogens
- First Aid Kits
- Safety Equipment

Vehicles

Survey/Interview participants listed a combined total of 33 vehicles. Approximately 67% of the vehicles are wheelchair accessible. A vehicle utilization table is provided. All the transportation providers provide at least twenty-one wheelchair accessible vehicles, while some organizations have an entire fleet of wheelchair accessible vehicles. Wheelchair accessible vehicles are used daily by all of the transportation providers described in this plan. It is believed that this will continue for the foreseeable future, and purchases of wheelchair accessible vehicles over vehicles that are not wheelchair accessible reflect that.

CABL experiences high demand for paratransit service during the school year. All CABL vehicles are accessible. However, only one route is dedicated to complimentary paratransit. Another challenge is when vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided, and is a consideration from every stakeholder.

Agency	Total Vehicles	Wheelchair Accessible Vehicles	Percent of Operation Fleet Wheelchair Accessible
Morgan County Public Transit	21	21	100%
Allwell Behavioral Health	2	0	0%
Morgan County Office on Aging	3	1	33%
Morgan County Veterans Commission	2	0	0%
Muskingum Valley Health Center	4	4	100%
Total	31	26	84%

Vehicle Utilization Table

Ve h #	Mak e	Mod el	Ye ar	Vin #	Capa city	W C C a p	Da ys	Serv ice Hou rs	Vehic le Condi tion	Progra m	Service Area
Enter Agency Name: Morgan County Public Transit											
36	Dod ge	Cara van	20 14	2C7WDGB9ER 31958	6	1	M-F	8-5	Good	MCPT	Morgan
38	Ford	E-350	20 14	1FDEE3FSXED A94630	14	2	M-F	8-5	Poor	MCPT	Morgan
39	Dod ge	Caravan	20 15	2C7WDGBGG4 FR6343	5	1	M-F	8-5	Poor	MCPT	Morgan
40	Ford	E-350	20 15	1FDEE3FSXGD C03025	14	2	M-F	8-5	Fair	MCPT	Morgan
41	Ford	E-350	20 15	1FDEE3FS3GD C02993	14	2	M-F	8-5	Fair	MCPT	Morgan
42	Ford	E-450	20 16	1FDDE4FS8HD C13788	14	2	M-F	8-5	Good	MCPT	Morgan
43	Ford	E-450	20 16	1FDDE4FSXHD C13789	14	2	M-F	8-5	Good	MCPT	Morgan
44	Dod ge	Cara van	20 16	2C7WDGG5H R56286	5	1	M-F	8-5	Poor	MCPT	Morgan
45	Dod ge	Cara van	20 16	2C7DGBG 5HR56287	5	1	M-F	8-5	Fair	MCPT	Morgan
46	Dod ge	Cara van	20 17	2C7WDGX HR76747	5	1	M-F	8-5	Fair	MCPT	Morgan
47	Dod ge	Cara van	20 17	2C7WDGBG5 HR75620	5	1	M-F	8-5	Fair	MCPT	Morgan
48	Dod ge	Cara van	20 17	2C7WDGBGO HR76749	5	1	M-F	8-5	Fair	MCPT	Morgan
49	Dod ge	Cara van	20 18	2C7WDGBG0J R243769	5	1	M-F	8-5	Good	MCPT	Morgan
50	Dod ge	Cara van	20 18	2C7WDGB0JR 243786	5	1	M-F	8-5	Good	MCPT	Morgan
51	Dod ge	Cara van	20 19	2C7WDGB3KR 53861	5	1	M-F	8-5	Ex.	MCPT	Morgan
52	Dod ge	Cara van	20 19	2C7WDGBG4 KR53861	5	1	M-F	8-5	Ex.	MCPT	Morgan
53	Dod ge	Caravan	20 19	2C7WSGBG6K R53862	5	1	M-F	8-5	Ex.	MCPT	Morgan
54	Dod ge	Caravan	20 19	2C7WDGBG8K R5382	5	1	M-F	8-5	Ex.	MCPT	Morgan

55	Dodge	Caravan	2019	2C7WDGGBGXK R53862	5	1	M-F	8-5	Ex.	MCPT	Morgan
56	Dodge	Caravan	2019	2C4RDGBG5KR 5571751	5	1	M-F	8-5	Ex.	MCPT	Morgan
57	Dodge	Caravan	2019	2C4RDGBG4KR 571756	5	1	M-F	8-5	Ex.	MCPT	Morgan
Morgan county office on Aging											
1	Ford	E-350	2011	1FBAE3BL1BD A94518	12	0	M-F	8-4	Good	M CSC	Morgan
2	Ford	Fusion	2016	1FA6P0H79G5 133334	5	0	M-F	8-4	Good	MCSC	Morgan
3	Dodge	Caravan	2017	2C7WDGGBG3H R793090	7	1	M-F	8-4	Good	MCSC	Morgan
Morgan County Veterans Commission											
1	Ford	Econoline	2009	1FBHES1L59D A61	7	0	M-F	8:30 - 4:30	FAIR	Vet erans	Morgan
2	Ford	Explorer	2013	1FM5KBB8XD GA51290	3	0	M-F	8:30 - 4:30	Fair	Vetera ns	Morgan
Highland Oaks											
1	Ford	Bus	2008	1FD3E35S78D B59656	12	3	M-S	8-4	GOOD	Patient s	Morgan
Muskingum Valley Health center											
8207	Ford	Bus	2019	1FMZK1CM4 KKA08207	3	1	M-F	8- 430 PM	GOOD	Patient s	MVHC
8195	Ford	Bus	2019	1FMZK1CM1 KKA08195	3	1	M-F	8- 430 PM	GOOD	Patient s	MVHC
7143	Ford	Bus	2019	1FDZX2CM0K KB87143	5	1	M-F	8- 430 PM	GOOD	Patient s	MVHC
8197	Ford	Bus	2019	1FMZK1CM5 KKA08197	3	1	M-F	8- 430 PM	GOOD	Patient s	MVHC

Assessment of Transportation Needs and Gaps

In an effort to better understand the needs of Morgan County, the planning committee examined research and data, as well as solicited input from the community in an effort to gather information about needs and gaps in transportation services. The demographic and socio-economic conditions of the study area are discussed in the Demographics Chapter of this plan. The following overview is an evaluation of the gaps in service based upon geographic data as well as from the perspective of the targeted populations, transportation providers, and the general public.

The TAC Committee contacted a variety of stakeholders in the area in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. More information on how the Morgan County Mobility Management Office engaged stakeholders and the general public is available upon request.

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

- Assessment of data and demographics
- Virtual Public Meetings to solicit input
- Surveys of older adults, individuals with disabilities, and the general public

General Public and Stakeholder Meetings/Focus Groups

Morgan County Mobility Office hosted and facilitated local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. 12 people participated in the meetings. During the meeting, the Morgan County Mobility Management office presented highlights of historical coordinated transportation in the Morgan County and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area.

Following the initial presentation, the stakeholders were asked to review the gaps in transportation services and needs from the previous plan/or update and identify any gaps that were no longer valid and any new needs/gaps, which the facilitator deleted/added to/from a list. The focus of the discussion was transportation for older adults, individuals with disabilities, and people with low incomes. However, several topics discussed also impact mobility options for the general public.

After the changes to the needs/gaps list were completed and new needs/gaps were added, each participant was asked to rank the needs/gaps using colored dots representing a high, medium, or low priority or that the remaining gap/need should be deleted. Participants discussed all mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meeting. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications.

Surveys

The following survey summary includes the information gained from the surveys that were performed. 1 survey from the general public on Facebook surveys, plus hard copies that the Mobility Manager hand distributed.

9.8% of individuals with disabilities completed the survey; 17.4% of older adults completed the survey with a total of 138 surveys that were completed.

<https://survey.app.do/transportation-3038117>

Surveys for the 2021 Plan

In an effort to obtain local input from the public and selected transportation passengers, surveys were given to members of the public in two settings. Passengers were given a survey when they got on the Bus/Van. Transit staff collected the surveys after the passenger were finished filling out the survey. A total of twenty-six surveys were collected from these passengers.

The survey was also listed on the Morgan County Mobility Facebook Page. One hundred and two people completed the survey on Facebook. There were ten surveys also completed by residents of the Morgan Manor rental housing complex for seniors in McConnelville.

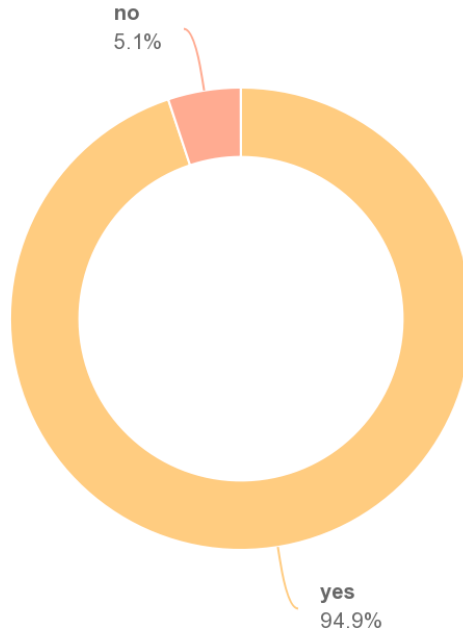
The following is a summary of results from the transportation survey. One hundred and thirty-eight completed surveys were received by staff members of Morgan County Public Transit, McConnel Manor and the Morgan County Mobility Manger. As with most surveys, not every respondent replied to every question, so totals do not always total 138.

Clients tend to live in rural areas of the county where few affordable transportation options are offered. Many are unaware of the services available or how to utilize them. Due to the lack of affordable transportation options to rural areas of the County, it greatly affects individuals' access to jobs, medical appointments and shopping. Many clients cannot utilize public transportation because the hours of services do not run late enough, early enough, or on the weekends to be used for community or job access. This is especially true for second shift employees. These clients stated that they would be willing to pay more per trip for such improvements to the public transportation.

Respondents require transportation to medical appointments often, at times outside of the county. There are few transportation options located inside Morgan County that individuals can afford to provide them with transportation outside of the county. Due to this, many respondents have communicated that they have missed medical appointments as a result of a lack of transportation.

Information on respondents

Are you aware that public transportation is available in Morgan County?



94.9% of Morgan County is aware of Morgan County Public Transit and only 5.1% isn't aware of public transportation. Once we make a Facebook page, new web page and more brochure's we will be able to reach the population that doesn't know about Public Transit in Morgan County, in an effort to serve all of the population.

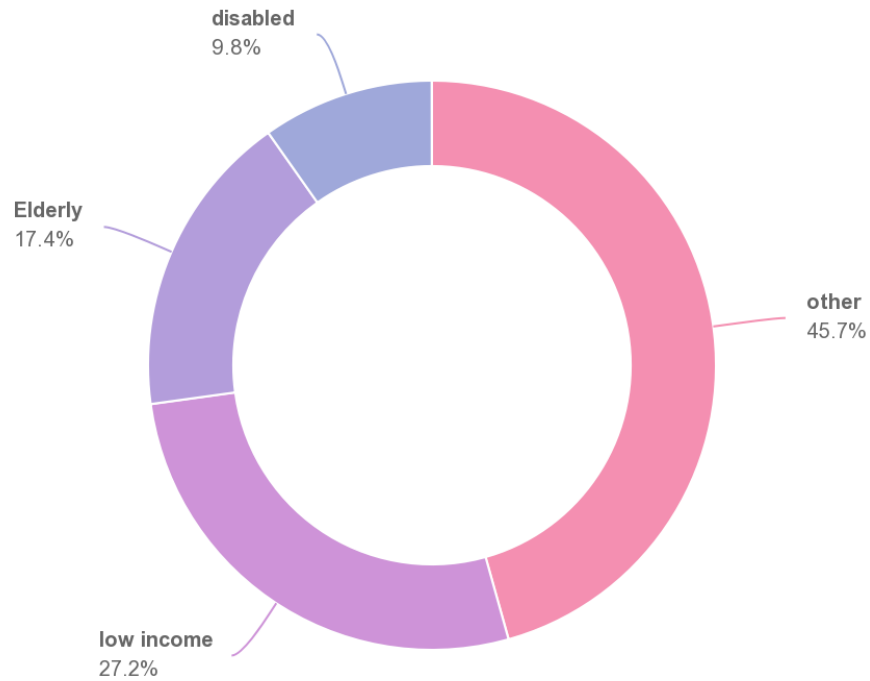
Out of the 138 respondents from the Survey, 24 people were age 19-30, 68 people were 31 to 64, and 46 were age 65 or higher. 114 were older than 31 years of age. The average age was 51.5 years old.

When asked where they live, respondents indicated representation from all over the county. 29 were from McConnelsville, 21 from Malta, 24 from the Stockport area, and 3 from Chesterhill. Other areas of residence indicated were Bloom, Pennsville, Morgan, Manchester, Deerfield, Meigs, Union, Center Townships.

62% of Morgan county residents who participated in the survey stated there has not been a time when they could not get a ride from public transit.

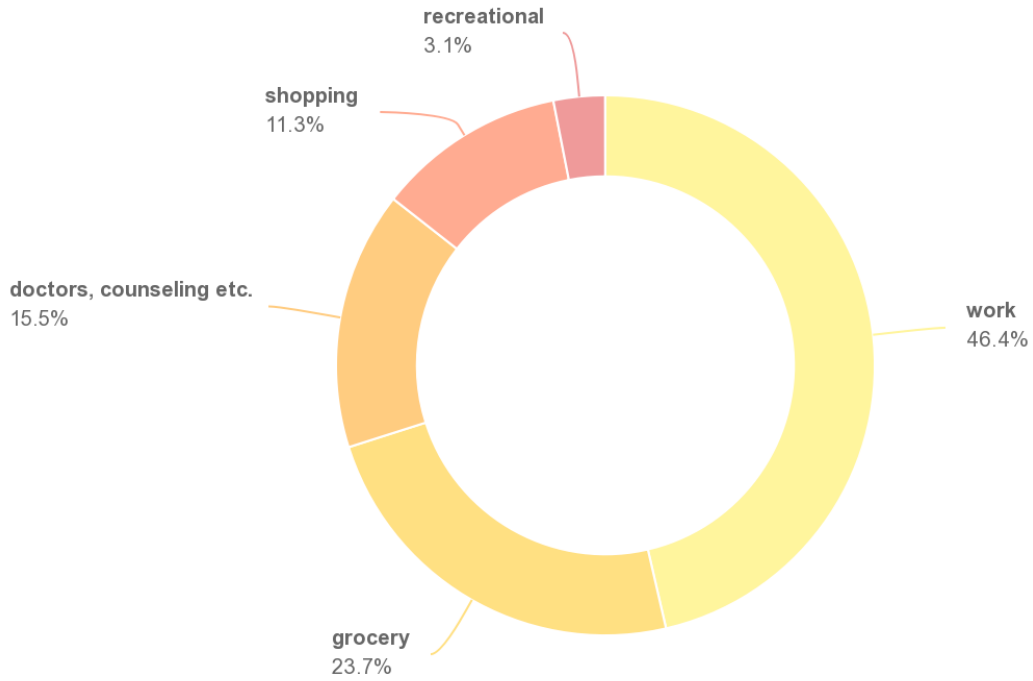
Morgan county residents who participated in the survey consider their income as disabled 9.8%, Elderly 17.4%, Low Income 27.2%. The Disabled, Elderly and the low-income families are the people that we are targeting to be educated and promoted for transportation. We need to set up a system that everyone has access to transportation. They covered 54.4 % of the people who filled out the survey.

I consider myself (check all that apply).



Destinations & Needs of riders

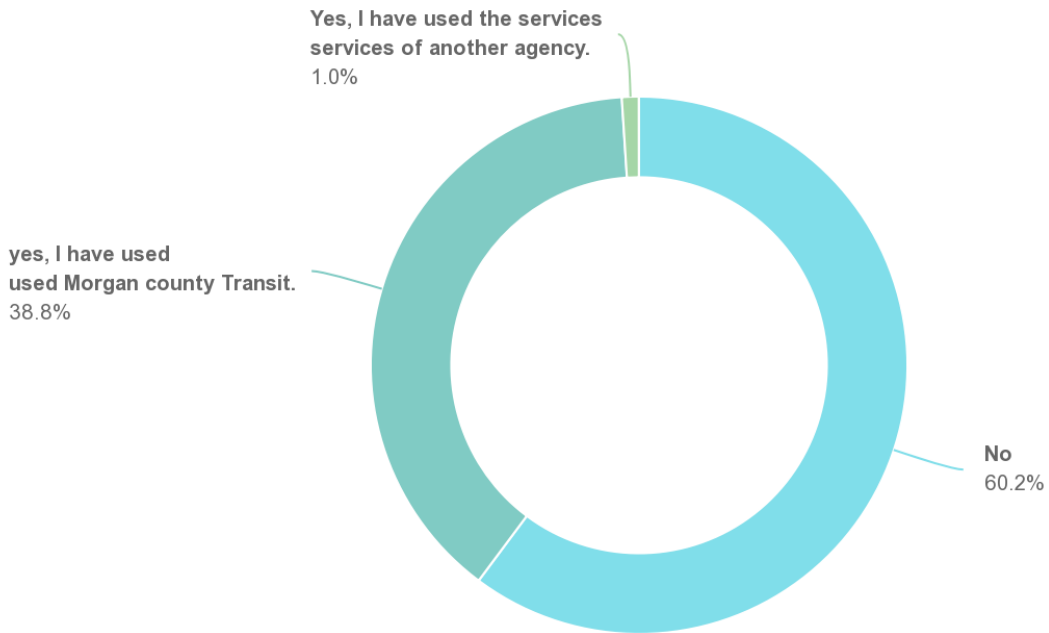
Describe your most common destinations from home?



Morgan county residents who participated in the survey described the most common destination from home to be work at 46.4%, grocery at 23.7%, doctor and counseling appointments 15.5%, shopping 11.3% and recreational 3.1%.

Frequency of use

have you used public transportation?



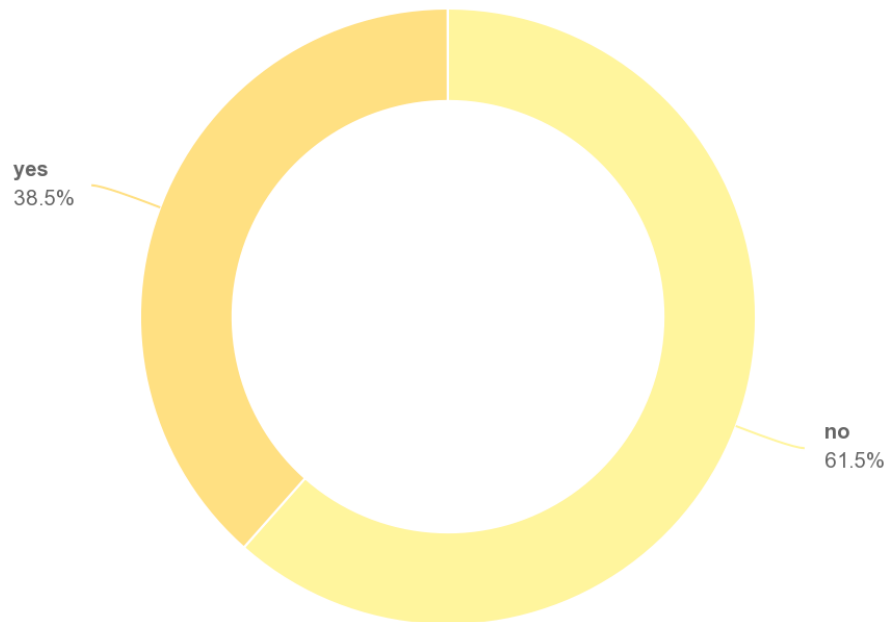
60.2% have never used public transportation while 38.8% have and 1% have used another service. We need to educate and reach the other 61% of the people that have never used public transportation. If we educate the public more, and add new bus stops throughout the county, we will be able to reach the 60.2% of the population that has never used public transportation.

Do you have an accessible vehicle?



Morgan County respondents were asked if they have an accessible vehicle of their own, and 65.3 % said yes while 34.7% said no.

have there been times when you could not get a ride from public transportation?



Finally, respondents were asked to provide any **suggestions or comments** about the transportation service and how it could possibly be improved. The following comments were received:

- Weekend Service
- Fixed Routes
- Doing a great job
- Extended Hours, Longer hours for evenings excellent service
- Have more bus stops in the county
- Advertise more

- Cheaper for out of county trips
- excellent service
- Designated driver service on the weekends
- Extracurricular/Activity for special events that are scheduled
- Excellent service to Morgan County

Challenges to Coordinated Transportation

In addition to identifying needs, the planning committee gathered information from stakeholders and used their own professional experience to identify challenges to providing coordinated transportation services. Coordinating communication and participation of the agencies and businesses finding the Needs and closing the gaps in between the organizations.

1. Lack of evening and weekend transportation options
2. Transportation for employment for 2nd and 3rd shifts is not available
3. Fixed routes
4. No Transportation Website
5. Bus stops and shelters
6. Marketing and education regarding transportation options.
7. Access to safe active transportation routes.
8. Decrease cost to the public
9. Funding for Transit
10. Sustaining the Mobility Manager
11. Reliable transportation for elderly
12. Reliable transportation for the disabled
13. Lack of bike paths and walking trails
14. Improved new sidewalks
15. More river access on the Muskingum River
16. Ambulette services in the county
17. New Ambulances for the Local Fire Department

Summary of Unmet Mobility Needs

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

Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Funding for Public Transit	Surveys, Interviews and stakeholders
2	Sustaining a Mobility Manager	Surveys, Interviews and stakeholders
3	Creating a Website for Morgan County Mobility Management	Surveys, Interviews and stakeholders
4	Fixed Public Transit Routes	Surveys, Interviews and stakeholders
5	Improving Public Transit Bus stops	Surveys, Interviews and stakeholders
6	Widening State Routes for Bike Paths, Walking Trails along roadways	Surveys, Interviews and stakeholders
7	Ambulette services in the county	Surveys, interviews and stakeholders
8	New Ambulances	Surveys, interviews and stakeholders
9	Community Access for the Elderly and Disabled people	Surveys, Interviews and stakeholders
10	Develop River Access up St. Rt. 60 North and promote Muskingum River Water Trail	Surveys, Interviews and stakeholders
11	Improving and creating sidewalks in Villages and communities in Morgan County.	Surveys, Interviews and stakeholders
12	Create more Muskingum River and waterway activity	Surveys, Interviews and stakeholders

Goals and Strategies

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

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

Goal #1:

Goal: Continue 5311 & 5339 funding for Morgan County Public Transit

Needs Being Addressed: Affordable, county-wide, door-to-door transportation services for seniors and individuals with disabilities and all citizens of Morgan County.

Strategy

Continued and increased funding of the Morgan County Public Transit system through the 5311 & 5339 ODOT programs.

Timeline for Implementation: Present to January 2025

Action Steps:

1. Collect data and financial histories.
2. Request and advocate for an increase of 5311 & 5339 funding and a decrease for local and contract match needed.
3. Apply for increased funding for the Morgan County Public Transit program.

Parties Responsible for Leading Implementation: Morgan County Development Office, Morgan County Mobility Management Office, Ohio Department of Transportation

Parties Responsible for Supporting Implementation: Ohio Department of Transportation, Federal Transit Administration, Morgan County Board of Developmentally Disabilities, Morgan County Department of Aging and Morgan County Veterans Office.

Resources Needed: Funding, staff time, contract services, building space, vehicles, publications or printing, local cash, technology, capital needs and funds.

Potential Cost Range: \$700,000

Potential Funding Sources: 5311 & 5339 programs

Performance Measures/Targets:

1. Increase of funds allowable
2. Application of funds allowable
3. Acceptance of application for funds requested

Goal #2:

Goal: Sustaining Mobility Management Program for coordination of services throughout Morgan County.

Needs being addressed:

1. Morgan County has a large number of out of county trips which takes vehicles out of use for hours resulting in a limited number of trips that can be performed.
2. Continued education regarding transportation options in Morgan County is needed.
3. Elimination of duplicated trips will save agencies money and could lead to better hours of operation for the public.

Strategy

The Mobility Management Project includes the Mobility Manager seeking to identify transportation needs and work to achieve the outcomes of the Coordinated Plan. The Mobility Manager is responsible for coordinating with all of Morgan Counties' agencies and businesses in order to help reduce duplication of trips, out of county trips and educate the public on transportation options throughout Morgan County. The Mobility Management Project does include media outreach, trainings and technology.

Timeline for Implementation: January 2021 to December 2024 (Depending on available funding to be continued in 2021).

Action Steps:

1. Continue to employ a Mobility Manager.
2. The Mobility Manager will continue to work with agencies in Morgan County with hosting regular meetings, offer trainings and distribute outreach materials.
3. Continue the work of updating the coordinated plan to help identify any new unmet needs and develop goals to overcome those needs.
4. Educate the population of Morgan County about their transportation options.
5. Attend trainings, develop outreach materials and continue to develop a communication process to achieve coordinated transportation.
6. Make transportation easier and safer for all.

Parties Responsible for Leading Implementation: Morgan County Development Office

Parties Responsible for Supporting Implementation: All Agencies that provide or create transportation in Morgan County.

Resources Needed: ODOT, FTA and County Partners

Potential Cost Range: \$60,000-\$120,000 dependent on funding available for the Morgan Mobility Management Program, including salary for Mobility Manager

Potential Funding Sources: 5310 Grant

Performance Measures/Targets:

1. Organize multiple schedules and riders to eliminate duplication and reduce the number of out of county trips.
2. Work with other transit focused organizations to secure funding to expand transportation.
3. Improve how to reach customers utilizing advanced technology to minimize duplications. Track what outreach option works best to reach the citizens of Morgan County.

Goal #3:

Goal: Expansion of fixed transit routes with schedules throughout the county.

Needs Being Addressed: Unavailability of affordable public transportation services connecting residents to job access, health care, social events, social service agencies, and educational opportunities.

Strategy

Implement an expansion of fixed-route services to connect rural areas of the county to resources in the business centers

Timeline for Implementation: Present to December of 2024

Action Steps:

1. Identify and document need for expansion of services. Include project in the local Coordinated Transportation Plan.
2. Continued outreach of expansion of services with local governments, businesses, individuals and organizations.
3. Create a pilot project based on data and public input.
4. Identify funding sources.

Parties Responsible for Leading Implementation: Morgan County Public Transit

Parties Responsible for Supporting Implementation: Ohio Department of Transportation, Federal Transit Administration

Resources Needed: Funding, staff time, contract services, customers, building space, vehicles, maintenance, publications or printing, local cash, technology, capital needs

Potential Cost Range: \$30,000, Dependent on routes and frequency of services

Potential Funding Sources: Federal 5311 & 5339 programs, State of Ohio general fund. Morgan County Job and Family Services, local fare reimbursements, local service contracts.

Performance Measures/Targets:

1. A completed pilot budget of the project
2. Application of funding sources completed
3. Expansion of services

Goal #4:

Goal: Improving Bus Stops

The need to enhance passenger awareness and confidence in public transportation assets can only be improved by making changes to public transportation infrastructure in order to enhance the image of the system and improve the experience. The goal is to attract people to use the public transportation service and give them relief to the weather elements by creating optimized and user-friendly infrastructure, including bus stop shelters, a maintenance regime with hotline for reporting faults and damage, more bike parking and more readily available transit/transportation public information.

Strategy

In order to improve Morgan County Bus stops, partners would need to conduct outreach to the Public, stakeholders and local officials, Morgan County Public Transit and transportation providers to determine the need for public transportation infrastructure improvements like bus shelters/stops.

Timeline for Implementation: January 2021 to December of 2024

Action Steps:

1. Document need for public transportation infrastructure
2. Continued outreach and support for improving Morgan County bus stops
3. Coordinate with local governmental offices to explore the feasibility of bus stops in the Villages of McConnelsville, Malta, Chesterhill, Stockport or Village in Morgan County
4. Identify potential funding sources

Parties Responsible for Leading Implementation: Morgan County Mobility Management office, Morgan County Public Transit. Morgan County Development Office

Parties Responsible for Supporting Implementation: Morgan County Local transportation provider and funding sources, all Villages in Morgan County.

Resources Needed: Funding, staff time, contract services, bus shelters, publication and printing, local cash, technology, capital needs

Potential Cost Range: Dependent on how many Bus stops that are installed. \$45,000

Potential Funding Sources: Contract revenues, ODOT 5310 & 5311, Morgan County Board of Developmental Disabilities, Morgan County Department of Job and Family Services

Performance Measures/Targets:

1. Completion of needs study
2. Completion of budget model and analysis of funding needed
3. Application and awarding of funding
4. Implement a pilot deployment or demonstration project
5. Completion of additional public transportation infrastructure enhancements

Goal #5:

Goal: Work with the Ohio Department of Transportation to widen State Routes 60/37/78/376 within Morgan County to include bicycle lanes, which is possible during the repaving of the state routes in or after 2021-2025

Needs being addressed:

1. Increase availability of active transportation for Morgan County commuters challenged by a disability.
2. Reduce health disparities within Morgan County's lower socioeconomic population by providing safe bicycling routes for access to employment and health care.
3. Improve overall health outcomes for Morgan County residents by providing safe routes for biking.

Strategy

Work with the Ohio Department of Transportation prior to resurfacing projects to discuss the feasibility of/availability of funding to widen State Routes 60/78/37/376 to include bicycle lanes.

Timeline for Implementation: January 2021 to December 2024

Action Steps:

1. Morgan Mobility Management office schedule meetings with ODOT officials.
2. Determine resurfacing schedules.
3. Discuss feasibility of availability of funding to complete the widening of State Routes St Rt. 60/78/37/376 within Morgan County.

Parties Responsible for Leading Implementation: Morgan County Mobility Manager, Morgan County Development Office, Morgan County Tourism office

Parties Responsible for Supporting Implementation: Morgan County Mobility Office. Morgan County Development office

Resources Needed: ODOT and partner participation

Potential Cost Range: To Be Determined based on the availability of funding.

Performance Measures/Targets:

1. Measured by the number of meetings held between responsible parties.
2. Measured by the completion of feasibility study of the project.
3. Measured by the number of miles of State Highway widened for active transportation.
4. Measured by the dates for completion of project.

Goal #6:

Goal: Provide a wide variety of transportation options that promote community access for people who are elderly and people with disabilities.

Needs being addressed:

1. Promote access which will allow for full integration into the community.
2. With access to the community a person is able to tap into local opportunities and build new relationships.
3. Access to the community through walking paths and/or sidewalks and the expanded availability of various modes of transportation, (cars, vans, bicycles, wheel chairs, motor driven wheelchairs, golf carts, etc.)

Strategy

We will work with local authorities to assess current opportunities for access to the community as well as existing or potential barriers to access. We will also identify the number of people that will be impacted by the achievement of this goal. We will then begin a strategic planning process to determine the steps needed to attain the goal. The final step will include the implementation of the plan.

Timeline for Implementation: January 2021 to December 2024

Action Steps:

1. Identify stakeholders who will participate in the assessment and planning process.
2. Assess current situation
3. Work with stakeholders to begin planning process and identify and prioritize areas of need.
4. Develop and implementation plan and identify the various funders who will be involved.
5. Implement plan.

Parties Responsible for Leading Implementation: Morgan County of Developmental Disabilities, Morgan County Mobility Management office, Morgan County Developmental office

Parties Responsible for Supporting Implementation: Relevant Stakeholders

Resources Needed: ODOT, Local Officials, Private sector

Potential Cost Range: To be determined by size of the project

Potential Funding Sources: Grants, Local development money, private contributions

Performance Measures Targets:

1. Measuring current access to the community rates to new rates after completion of the project.
2. Setting and meeting funding goals.
3. Completion of projects.

Goal #7:

Goal: Provide a wide variety of transportation options that promote community access for the Muskingum River.

Needs being addressed:

1. Promote access which will allow for full integration into the community and tourist.
2. With access to the community a person is able to tap into local opportunities and build new relationships.
3. Gaining Access to the Muskingum River and water sheds through boat ramps, Bike/walking paths and/or sidewalks and Parking lots that expand availability of various modes of transportation, (Boats, Canoes, Kayaks, Paddle boats, Paddle boards, Jet Skis, etc.)

Strategy:

We will work with local authorities to assess current opportunities for access to the community as well as existing or potential barriers to access. We will also identify the number of people that will be impacted by the achievement of this goal. We will then begin a strategic planning process to determine the steps needed to attain the goal. The final step will include the implementation of the plan.

Timeline for Implementation: January 2021 to December 2024

Action Steps:

1. Identify stakeholders who will participate in the assessment and planning process.
2. Assess current situation
3. Work with stakeholders to begin planning process and identify and prioritize areas of need.
4. Develop and implementation plan and identify the various funders who will be involved.
5. Implement plan.

Parties Responsible for Leading Implementation: Ohio Department of Natural Recourse office, Muskingum River Parkway, Morgan County Mobility Management office, Morgan County Developmental office, Villages of McConnelsville and Malta, Ohio

Parties Responsible for Supporting Implementation: Relevant Stakeholders

Resources Needed: ODNR, Local Village and County Officials, Private sector

Potential Cost Range: To be determined by size of the project

Potential Funding Sources: ODNR Grants, Federal grants, Local development money, private contributions

Performance Measures Targets:

1. Measuring current access to the community rates to new rates after completion of the project.

2. Setting and meeting funding goals.
3. Completion of projects.

Goal #8:

Goal: Sidewalks in Morgan County and the four villages (McConnelsville, Malta, Stockport, Chesterhill and unincorporated Pennsville) to improve the safety for active walking and biking commuters.

Needs being addressed:

1. Raise awareness of the new laws involving slow moving vehicles including bicycles, wheelchairs, and pedestrian traffic on the highways.
2. Decrease auto/pedestrian/bicycle crashes throughout Morgan County through education and awareness campaign.
3. Increase the number of communities utilizing the “Your Move Ohio and Walk.Bike.Ohio” Campaign.
4. Increase the number of communities with complete streets and sidewalks projects to improve active commuter’s safety.

Strategy:

Strategy for increasing the number of villages addressing complete streets and sidewalk development includes education to village councils and townships on complete streets and their ability to improve active transportation/commuter safety. Education will include resources on the availability of funding through state and local sources. Utilization of “Your Move Ohio and Walk.Bike.Ohio” materials involves the education and presentation of the “Your Move Ohio and Walk.Bike.Ohio” initiative to five additional entities to garner support and increase the distribution of the campaign materials while providing county wide advertising of the initiative. Additional strategy includes the development of bicycle safety classes to decrease crashes between pedestrians/bicyclists with motorist as this is unaddressed within the county at this time.

Timeline for Implementation: January 2021 to December 2024

Action Steps:

1. Continue to meet with additional village councils to introduce complete street concept and to garner support of the “Your Move Ohio” and “Walk.Bike.Ohio” initiatives.
2. Meet with Morgan County Sheriff’s Office, local Police Departments, Morgan County and Emergency Management Agency, school officials, to introduce ideas of an active transportation safety education campaign.
3. Train police & sheriff officers in bicycle safety to share with families and individuals in Morgan County.

Parties Responsible for Leading Implementation: Morgan County Mobility Management office, Development office and the Villages

Parties Responsible for Supporting Implementation: Morgan County Mobility Management office, Development office and the Villages

Resources Needed: Community support, Your Move materials (ODH), Walk.Bike.Ohio (ODOT), location for campaign material distribution, advertising dollars, training for local law enforcement in bicycle safety

Potential Cost Range: To be determined

Potential Funding Sources: ODOT, Grants and matching funds

Performance Measures/Targets:

1. Measured by the number of villages/communities applying for complete street funding/grants
2. Measured by the number of distribution sites for “Your Move Ohio and Walk.Bike.Ohio” campaign materials
3. Measured by the number of county wide advertising campaigns completed.
4. Measured by the number of law enforcement trained to provide bicycle safety classes
5. Measured by the number of individuals receiving bicycle safety classes.

Goal #9:

Goal: Improve Communication, Create and build a website the serves all transportation needs in Morgan County.

Needs Being Addressed: Providing clear transportation information that details the services available. Research information on how to contact the population of the county quickly: examples, ROBO calls, mass media mailings and the internet.

Strategy 1.1:

Making information available to customers and transportation providers through marketing, website, brochures, PSA’s, billboards, mobility management presentations, etc.

Timeline for Implementation: 1-5 years

Action Steps:

Short-Term Strategies:

1 year - create a web site that clearly defines resources and assets with links to transportation programs that clarify eligibility for providers, agencies and residents with access to the web.

Longer-term Strategies:

3-5 years – Create a website that potential customers could utilize an interactive program that would permit them to search for service areas and service providers.

Parties Responsible for Leading Implementation: Referring organizations, Transportation Providers, Mobility Manager, Morgan County Development office

Parties Responsible for Supporting Implementation: Morgan County Mobility Management, Morgan County Development office and Transportation Partners

Resources Needed: Computer, website domain, mobility manager, funding

Potential Cost Range: \$5000, approximately \$700 per year for website,

Potential Funding Sources: 5310, Match funding

Performance Measures/Targets: 1) Purchase a domain; 2) Seek funding opportunities that matches the goal; 3) Seek website building learning programs; 4) Create the website

Goal #10:

Goal: New Ambulette services for the community and new ambulances for the fire department.

Needs being addressed: Ambulances are needed in Morgan County to transport all patients to Doctors appointments and to the hospital and medical emergencies. To provide an affordable out of county transportation for individuals covered by Medicaid and other insurances and out of pocket pays.

Need being addressed: Getting our population the care and the medical emergency needs in hurry, Elevating missed medical appointments for elderly and/or individuals with disabilities or other mobility problems. Getting to doctors and hospital appointments.

Strategy: finding resources to buy a new ambulance for the local volunteer fire dept. and Researching different companies to attract them to our county. Helping them set up their business to benefit the population of Morgan County. Help with coordinating schedules of a new ambulance services to help all the nursing homes and doctors' offices throughout the county with transportation of these individuals through feeder services that connects them with transportation from Morgan county to appointments outside the county.

Timeline for Implementation: 2021-2024

Action Steps: Research ambulance vendors to get the best price of an emergency ambulance. The Mobility Manager will be responsible for coordinating feeder trips with other out of county transportation entities when funding is not available to pay for transportation. They will also be responsible for researching and finding funding to pay for transportation.

Parties Responsible for Leading Implementation: ODOT, Mobility, Manager, M-M Fire Dept., TAC members and other transportation entities outside Morgan County.

Resources Needed: 5310, Grants, Levy's and other funding sources.

Potential Cost Range: An estimated cost of 250.000

Potential Funding Sources: ODOT,5310, Grants, Tax abatements, Morgan County Development office

Performance Measures/Targets: 1) research Ambulances and their cost, and ambulette services; 2) Seek funding opportunities that matches the goal; 3) Bring a outside company in for the ambulance transportation service.

Plan Adoption

The Mobility Manager will use this plan to enhance relationships with public, private, and non-profits to meet the needs of all Morgan County residents including those that are low-income, elderly or disabled. Public meetings will continue to be held in locations that are easily accessible to all residents and surveys will be collected regularly for data tracking. The Mobility Manager through this plan will continue to work on the following items:

- 1. Expand the existing Planning Committee with addition of representatives from additional agencies and entities that either provide transportation or depend on it for their clients. Additionally, the committee can include local government representatives, as well as riders. This group should meet quarterly to discuss system wide progress, coordination and its effectiveness in reaching those in need, and any recommendations for change.*
- 2. Promote the use of new technology to increase efficiency in operations. Development of an interactive web site where users can schedule, make payments, check opportunities for travel sharing, and gather information about the transportation in Perry County. Integration of a notification system with the current scheduling to notify users in advance for pick up times and return times. This can be accomplished by email, text or voice call notification. The use of GPS tracking to provide effective supervision and guidance of drivers and vehicles. Use of electronic payments methods such as pre-paid debit cards, electronic payments to a web site or tokens or vouchers.*
- 3. Development of new opportunities for special needs population. Interaction with other transit authorities in neighboring counties with the goal to expand mobility to population centers outside of Morgan County.*
- 4. Development of coordinated services or a shared services model to reduce duplicated services with the goal to increase services while reducing the cost for the both the user and other providers.*

- Increase awareness and interaction with residents and groups throughout Morgan County.

List of Planning Committee Participants

The planning committee consists of representation from local agencies as well as participation of individuals with disabilities, older adults, and members of the general public. More information about the planning committee is available upon request by contacting

TAC Committee Agency Representation

Name	Agency
Bobby White	Morgan County Mobility Management Office
Shannon Wells	Morgan County Development Office
John Sampson	Morgan County Public Transit
Linda Sheets	Morgan County Office of Aging
Wendy Gorrell	Morgan County Developmental Disabilities
Adam Triplet/Doug Altherr	Morgan County Veterans Commission
Rus Clifton	Morgan Local School Bus garage
Jenna Jenkins	Morgan Metropolitan Housing Authority
Kristen Miller	ODJFS
Kim Foreman	ODWFD
Wendy Armstrong	Muskingum Valley Health Center
Jeff Michaels/Kerri Beam	Morgan County Health Department
Jan Slowter	General Public Rider
Kristi Vincent	Washington/Morgan Community Action
Miranda Bell	Allwell Behavioral Health Services
Tanica Conaway	Twin Bridges
Mark Hann	Highland Oaks
Mike Patton	Riverside Landing
Shyla Rake	Riverside Landing
Stephanie Thompson	United Ministries

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

Morgan County Mobility Management
Bobby White

1-740-721-8432
bobby.white@morgancounty-oh.gov

List of Annual Reviews and Plan Amendments

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

Bobby White
Morgan County Mobility Manager
1-740-962-1338

List of Annual Reviews and Plan Amendments

Name: Bobby White

Agency: Morgan County Mobility Management Office

Phone Number: (740) 962-1338

E-mail Address: bobby.white@morgancounty-oh.gov

Annual Review January 6, 2022

Amendment February 1, 2022

Definitions

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

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

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

Gaps in Service – A break in the continuity of available transportation resources such as a break between hours of operation or a break between two or more geographic areas.

Lead Agency – The organization responsible for facilitating outreach; composing a plan that meets the requirements of current Federal and State legislation; maintaining documentation from the planning process and making it available upon request; and leading stakeholders through annual reviews, amendments, and updates of the plan. The Lead Agency also is responsible for submitting the adopted Coordinated Plan and all amendments or updates to participating stakeholders and ODOT.

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

Ridership – The total number of passengers who boarded transportation vehicles are counted each time they board a vehicle.

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

Section 5311 Program – The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their- destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

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

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

Transportation – Transportation is broadly defined to include traditional transit, human service agency services, on-demand (taxi-like) services, bicycle and pedestrian programs and amenities.

Unmet Transportation Needs – Transportation that is wanted or desired but is not currently available.