



REGIONAL MOBILITY PLAN

2026 - 2030 Regional Mobility Plan

Adopted x 2026

Table of Contents

Executive Summary.....	4
Introduction.....	6
Transportation Funding.....	10
Assessment of Available Services.....	13
Vehicles.....	14
Safety.....	15
Assessment of Community Support for Transit.....	16
Tools for Regional Awareness: Gohio Mobility and Gohio Commute.....	17
Data & Map Review: Transit Service and Demographics.....	18
Regional Assessment of Transportation Coordination Challenges and Needs.....	33
Regional Goals and Strategies.....	34
County Studies.....	40
Delaware County.....	41
Delaware County Survey Findings.....	45
Fairfield County.....	51
Fairfield County Survey Findings.....	55
Fayette County.....	61
Fayette County Survey Findings.....	65
Franklin County.....	71
Franklin County Survey Findings.....	75
Licking County.....	81
Licking County Survey Findings.....	85
Logan County.....	91
Logan County Survey Findings.....	95
Madison County.....	101
Madison County Survey Findings.....	105
Pickaway County.....	111
Pickaway County Survey Findings.....	115
Union County.....	121
Union County Survey Findings.....	125
Public and Stakeholder Involvement.....	131
Regional Leaders Listen Survey Summary.....	133
Plan Adoption.....	139
Resolutions.....	140
Appendix A: Transportation Provider Inventory	
Appendix B: List of Participatory Stakeholders	
Appendix C: List of Annual Reviews and Plan Amendments	

This document was prepared by the Mid-Ohio Regional Planning Commission (MORPC) in cooperation with the U.S. Department of Transportation's (U.S. DOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Ohio Department of Transportation (ODOT) Human Services Transportation Coordination (HSTC) Region 6. The contents of this document reflect the views of the counties included in ODOT HSTC Region 6, which are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the views of the U.S. DOT and ODOT. This document does not constitute a standard, specification, or regulation.

In accordance with requirements of the U.S. DOT, MORPC does not discriminate on the basis of age, race, color, national origin, gender, sexual orientation, familial status, ancestry, military status, religion or disability in programs, services or in employment. Information on non-discrimination and related MORPC policies and procedures is available at www.morpc.org under Title VI.



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Executive Summary

The Regional Mobility Plan (RMP) is a nine-county Public Transit-Human Services Coordinated Transportation Plan for the Ohio Department of Transportation (ODOT) Human Services Transportation Coordination (HSTC) Region 6 for Delaware, Fairfield, Fayette, Franklin, Licking, Logan, Madison, Pickaway, and Union counties for 2026-2030. The RMP will serve as the update to existing county Coordinated Plans and as the ODOT HSTC Region 6 Coordinated Plan. 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 to new programs and rules for all Fiscal Year 2016 funds and authorizes transit programs for five (5) years.

INTENTIONS OF THE REGIONAL MOBILITY PLAN

- Identify community resources for transportation and mobility
- Understand the gaps and unmet needs within those resources
- Determine the approach to addressing those gaps and needs

The RMP was administered by the Mid-Ohio Regional Planning Commission (MORPC) with the support of transit agencies, transportation providers, transportation planners, human service organizations, transportation users, and other community partners in ODOT HSTC Region 6. The following regional goals are not ranked in priority. A major focus of this plan is to ensure disadvantaged populations are supported in their access to and awareness of mobility options. For the purpose of this plan, disadvantaged populations are those who may experience exclusion from or less access to economic opportunity or community resources as a result of sex, location, poverty, disability, ethnicity, language, migration, displacement or other characteristics.

REGIONAL GOALS

Goals related to improving access and awareness to mobility options are outlined for ODOT HSTC Region 6 and each county within its boundary. All goals were developed through the data and mapping analysis of the region, stakeholder and public engagement, and public input obtained through the Leaders Listen survey. Strategies for these goals are described later in the document.

GOAL 1: MAINTAIN AND IMPROVE LEVEL OF SERVICE

GOAL 2: ENCOURAGE STAKEHOLDER AND PUBLIC SUPPORT FOR TRANSIT

GOAL 3: IMPROVE AWARENESS OF TRANSPORTATION OPTIONS

Table 1. Summary of County Goals

COUNTY	GOALS
Delaware	Goal 1: Expand services for disadvantaged populations
	Goal 2: Encourage flexible policies to improve transit accessibility
	Goal 3: Increase awareness of programs and services
Fairfield	Goal 1: Increase awareness of county-wide transportation programs, services, and information
	Goal 2: Plan the coordination and expansion of transportation services
	Goal 3: Better utilize existing funding and seek new funding sources
	Goal 4: Improve/Create access to workforce transportation services
Fayette	Goal 1: Increase participation by people aged 60 and over and/or individuals with disabilities in the Transit Advisory Committee (TAC) meetings.
	Goal 2: Expand transportation options
	Goal 3: Expand regional transportation within Fayette County and to surrounding areas.
	Goal 4: Ensure local agencies are aware of the availability and requirements of the 5310 Program.
Franklin	Goal 1: Improve awareness and access to transportation options
	Goal 2: Strengthen partnerships to expand mobility services
	Goal 3: Advance accessible and connected regional transportation
Licking	Goal 1: Deploy and advance the Venture Local mobility app
	Goal 2: Expand mobility options for seniors and individuals with developmental disabilities
	Goal 3: Expand services and modernize the transportation system
	Goal 4: Strengthen regional planning and provider partnerships
	Goal 5: Ensure sustainable funding and expand community engagement
Logan	Goal 1: Collaborate for service delivery
	Goal 2: Pursue efficient use of funding
	Goal 3: Improve access to identified Logan County transportation needs
	Goal 4: Improve public awareness of mobility options
Madison	Goal 1: Provide safe and reliable transportation for older adults and people with disabilities
	Goal 2: Improve awareness and access to mobility options
	Goal 3: Increase affordable and accessible transportation options
Pickaway	Goal 1: Expand availability of affordable transit to the general public, older adults, and people with disabilities on nights and weekends
	Goal 2: Increase public awareness in Pickaway County
	Goal 3: Establish collaborative efforts of transportation providers throughout a multi-county region
	Goal 4: Incorporate new technology and capital to improve existing mobility options
	Goal 5: Increase funding for public and coordinated transportation
Union	Goal 1: Provide safe and reliable transportation for older adults and people with disabilities
	Goal 2: Increase in flexible and accessible transportation options
	Goal 3: Improve access to workforce transportation
	Goal 4: Collaborate for service delivery and efficiency
	Goal 5: Provide transportation at an affordable cost

Introduction

WHY DEVELOP A REGIONAL MOBILITY PLAN?

The impetus for developing the Regional Mobility Plan (RMP) follows The Ohio Department of Transportation's (ODOT) Human Service Transportation Coordination (HSTC) Region 6 goals. Additionally, the RMP is required to receive FTA Section 5310 funding, and other FTA discretionary and formula funding, to enhance transportation for older adults and people with disabilities. ODOT's Office of Transit has determined the need to develop a regional structure for human services transportation at a larger scale to overcome local level limitations.

The purpose of a locally developed, coordinated public transit-human services transportation plan is to identify community resources for transportation and mobility, understand the gaps and unmet needs within those resources, and to determine the approach to addressing those gaps and needs. The RMP is a planning tool to support and prioritize federal, state and local funding needs and requests. Additionally, existing human service transportation in the Central Ohio region has largely consisted of fragmented systems operated by individual counties or other local groups. ODOT's HSTC has defined boundaries for the Central Ohio region as noted in Figure 1, designated as ODOT's HSTC Region 6.

HSTC Region 6 includes nine counties with some overlapping planning organizations:

Mid-Ohio Regional Planning Commission (MORPC)	ODOT HSTC Region 6
Central Ohio Rural Planning Organization (CORPO)	
Licking County Area Transportation Study (LCATS)	
Logan-Union-Champaign Regional Planning Commission (LUC)	
Ohio Valley Regional Development Commission (OVRDC)	
Buckeye Hills Regional Council	MORPC Mobility Management Area of Interest

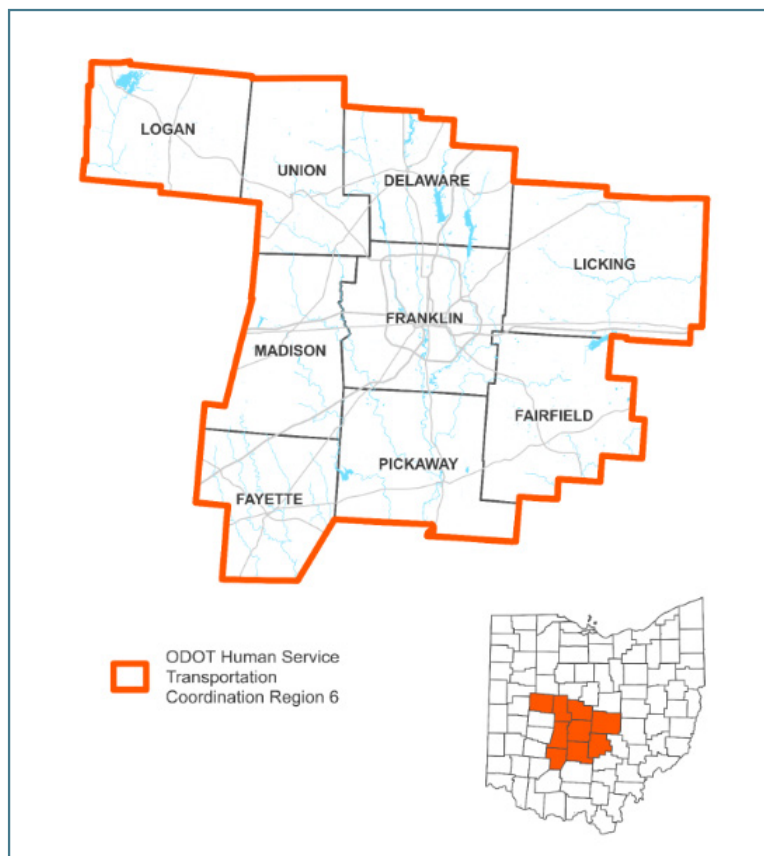
NEXT STEPS FOR HSTC REGION 6

The RMP serves as a guide to encourage the continuation of regional transit coordination. MORPC will continue to serve HSTC Region 6 by continuing regional level coordination meetings, supporting county RMP and other mobility goals, collaborating with other planning organizations and state partners, connecting RMP goals with other existing and future regional transit initiatives, and the development of annual updates and benchmarking. It is critical that this work continues beyond the development of the RMP to make lasting improvements in access and awareness of transportation services and resources.

REASONING BEHIND HUMAN SERVICE TRANSPORTATION COORDINATION REGIONS

In 2018, ODOT established 10 HSTC Regions in the state of Ohio based on the analysis of travel movement, local demographic, and socio-economic data, and existing regional boundaries for various state programs. The ODOT Office of Transit recognized that to address the unmet transportation needs and duplications of service occurring across Ohio, something more than the existing single county, fragmented approach to coordinated transportation and mobility management had to be implemented. And, while ODOT also recognized that human service and planning resources were being applied to some extent at a regional level, regional boundaries were divided based on the missions of those departments and offices and not on transportation patterns or trip generators – employers, medical facilities, social service agencies, shopping areas, senior and low income housing, etc. – again, resulting in both duplications and gaps in the transportation resources used to serve residents. After significant research and in-depth study, ODOT recommends establishing 10 HSTC regions which take into consideration not only the demographics of and traffic flow in and among the regions, but also the coordination and flow of information and resources and economic development.

Figure 1. ODOT Human Service Transportation Coordination Region 6



TIMELINE AND GOALS

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

- Identify all community resources
- Identify and prioritize community transportation needs
- Establish a clear plan for achieving shared goals

Fundamental to the RMP 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:

- Older adults
- People with disabilities
- People with lower incomes
- Public, private, and non-profit transportation providers
- Land-use and transportation planning partners
State, county, and municipal agencies
- Medical and education centers
- Human service providers

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

- Regional Mobility Plan Steering Committee (1)
- Central Ohio Mobility Manager Working Group (3)
- Regional Mobility Workshops (9 workshops; one per Region 6 county)
- County Mobility Discussions (at least 2 county-level Transportation Advisory Committee meetings in each Region 6 county)
- CORPO County Sub-Committee Meetings (4; Fairfield, Madison, Pickaway, and Union Counties)
- Regional Transportation Survey: Leaders Listen Series (1,900+ Region 6 respondents)
- Public website
- Social media

Additional public and stakeholder outreach activities are described on page 131. Lists of organizations and representatives of the above groups are described in Appendix B.

This plan was collaboratively developed by the Regional Mobility Coordinator, county-level Mobility Managers, MORPC staff, and other transportation providers. The plan was adopted by county commissioners from Fairfield, Fayette, Logan, Madison, Pickaway, Union counties and by the Licking County Area Transportation Study (representing Licking County), and the Mid-Ohio Regional Planning Commission (representing Delaware and Franklin counties).

THE REGIONAL MOBILITY PLAN AND MOBILITY MANAGEMENT

The RMP seeks to leverage and guide county mobility management programs in ODOT HSTC Region 6. Mobility management projects, according to the ODOT Office of Transit, are capital projects that increase access to mobility for Ohioans by increasing understanding and awareness of transportation needs, promote coordination of transportation options to meet needs, and build sustainable and healthy communities by integrating transportation into planning and programs. Each of the nine counties in ODOT Region 6 currently have Mobility Managers to assist in building support for transit services, implementing education and outreach initiatives for available transportation services, and representing their county for projects related to increasing access and connectivity of transportation services. This document was developed with ODOT HSTC Region 6 Mobility Managers to best support local and regional mobility goals.

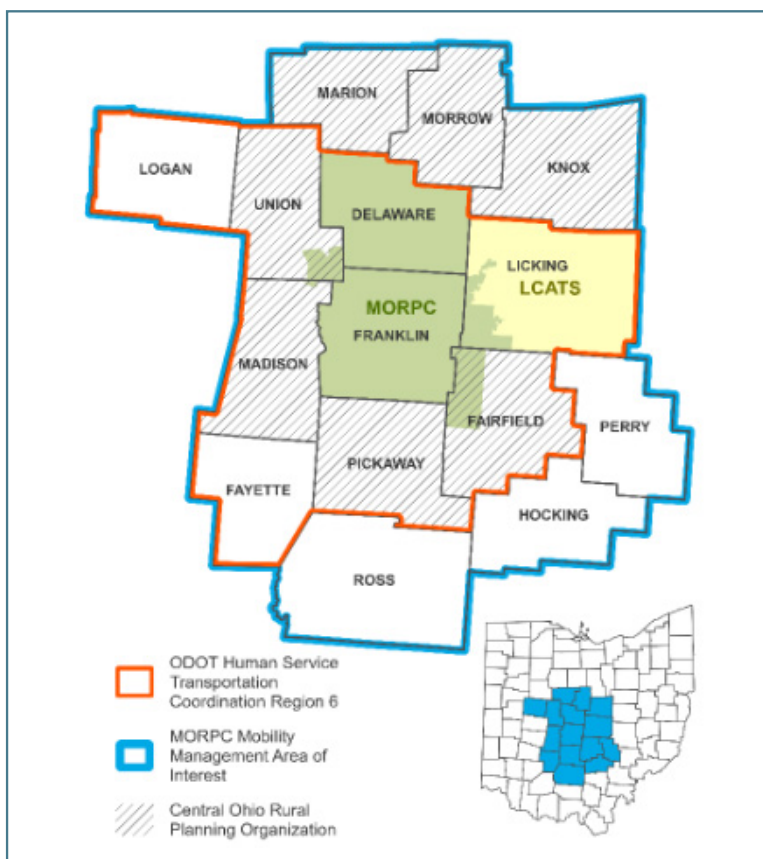
Mobility Management Program Goals of the ODOT Office of Transit:

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

Table 2. ODOT HSTC Region 6 Mobility Manager Status

County	Mobility Manager Status (As of March 2026)
Delaware	EXISTING
Fairfield	EXISTING
Fayette	EXISTING
Franklin	EXISTING
Licking	EXISTING
Logan	EXISTING
Madison	EXISTING
Pickaway	EXISTING
Union	EXISTING

Figure 2. MORPC’s area of interest for mobility management, transit, and transportation demand management



As shown in Figure 2, ODOT HSTC Region 6 includes the geography for two MPOs and three RTPOs (noted in Table 3). Another ongoing relationship is with the Central Ohio Transit Authority’s (COTA) County Connections for better communication, technology collaboration, and shelter/stop improvements at connection points with areas outside the COTA service area. The funding for County Connections is from ODOT’s Ohio Transit Partnership Program (OTP2).

Table 3. Planning Organization and Public Transit Agencies by Region 6 County

COUNTY	PREVIOUS PLAN	PLANNING ORGANIZATION	TRANSIT AGENCY
Delaware	2021-2026 RMP	MORPC	Delaware County Transit
Fairfield	2021-2026 RMP	CORPO/MORPC	Lancaster-Fairfield Public Transit
Fayette	2021-2026 RMP	OVRDC	Fayette-Madison Transit
Franklin	2021-2026 RMP	MORPC	Central Ohio Transit Authority
Licking	2021-2026 RMP	LCATS/MORPC	Licking County Transit
Logan	2021-2026 RMP	LUC/MORPC	Logan County is completing a Transit Development Plan with the ODOT Office of Transit to develop and launch new transit service
Madison	2021-2026 RMP	CORPO/MORPC	Fayette-Madison Transit
Pickaway	2021-2026 RMP	CORPO	Pickaway County Community Action (PICCA) Transit
Union	2021-2026 RMP	CORPO/MORPC	Union County Agency Transportation Service

Transportation Funding

RURAL TRANSPORTATION

ODOT provides federal and state funding for operating, planning, and capital expenses. According to the Ohio Constitution, no state gasoline tax revenues can go to public transportation. Therefore, all state funding for transit is drawn from the General Revenue Fund. Rural transit system funding is generally funded through an application process requiring local match with the ODOT Office of Transit awarding funds to a rural transit system, area mobility manager, or other public transportation provider.

The Federal Transit Administration (FTA) administers the following rural transit funding programs:

Rural Transit Program (RTP) Section 5311 – Rural and Small Urban Systems

These funds are used to assist with operating and capital expenses in the provision of public transportation services in rural and small urban areas. Regional recipients:

- Delaware County Transit
- Fayette-Madison Transit
- Lancaster-Fairfield Public Transit
- PICCA Transit

Rural Intercity Bus Section 5311 (ff) – Rural Systems

This funding is designed to address the intercity bus transportation needs of the entire state by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Funds are used to supplement support to transit operators.

GoBus serves as Ohio's 5311 (f) rural intercity bus service. GoBus first began service in 2010 and launched new routes in March 2026 to increase connections to destinations in north and northwest Ohio. Six GoBus routes travel through ODOT HSTC Region 6 including Fairfield, Franklin, Licking, Logan, and Union counties with connections to major airports, other intercity bus stations (i.e., Greyhound), higher education, and local urban and rural transit stations (Figure 6).

Specialized Transportation Program Section 5310 – Rural and Small Urban Systems

This funding is intended to enhance mobility for older adults and people with disabilities beyond traditional public transportation. Capital and operating projects are eligible. Projects may include operating, mobility management, or maintenance funding for existing 5310 vehicles. In general, recipients are public transit providers, private non-profit human service agencies, and county health, senior or developmental disability departments. ODOT Office of Transit administers small urban and rural 5310 applications and awards.

Ohio Mobility Management Program Section 5310 or 5311 – Rural Systems

Mobility management funds support the understanding and awareness of transportation needs, promote coordination of transportation options to meet needs, and build sustainable and healthy communities by integrating transportation into planning and programs. Mobility management activities are eligible for funding through both Section 5310 and 5311. Subrecipients must be an eligible 5310 or 5311 entity, which includes private non-profit organizations and state or local government authorities approved to coordinate mobility services for older adults and individuals with disabilities.

Bus and Bus Facilities Section 5339

Provides federal funds to assist with the purchase of capital assets for public transit systems in rural portions of the state to help meet the program goals. Funding includes replacing, rehabilitating, and purchasing buses and bus-related equipment, renovating and constructing bus-related facilities.

STATE FUNDING

Elderly and Disabled Transit Fare Assistance Program (E&D)

Elderly and Disabled (E&D) funds can be used to reimburse eligible public transportation systems who offer reduced fares to older adults and people with disabilities. These funds offset the farebox loss incurred by each eligible transportation system as a result of offering this reduced fare. Rural and small urban transit system reimbursements are calculated first. Remaining funds are then calculated for all but the four largest urban transit systems. If funds remain, the large urban system amounts are calculated.

Ohio Transit Partnership Program (OTP2)

ODOT instituted the Ohio Transit Partnership Program (OTP2) to provide state funds to rural and urban transit systems in Ohio beginning in state fiscal year 2020. OTP2 is a discretionary program, and projects are selected on a competitive basis within two tiers of projects. ODOT allocates a minimum of 60% of OTP2 funding to Tier I projects, which emphasizes preservation of transit assets to maintain, sustain, or keep in a good sound state the transit systems in Ohio. Tier II projects receive a maximum of 40% of OTP2 funds and are focused on construction of new multimodal facilities, vehicle expansion, new technology, planning efforts, and initiatives to increase ridership and transit access.

Ohio Workforce Mobility Partnership Program (OWMP)

The Ohio Workforce Mobility Partnership Program was first established in Section 755.20 of House Bill 23. \$15 million was made available each State Fiscal Year for 2024-2025 to support projects in the rural and urban areas of Ohio that easily and efficiently transport resident workforce members to economically significant employment centers or to places of employment outside of their resident community. OWMP funds were reestablished in Section 620.10 of Ohio House Bill 54. \$13.5 million is available each State Fiscal Year for 2026-2027.

Older Americans Act (OAA) - Title III. Grants for State and Community Programs on Aging

The Older Americans Act (OAA) supports a wide range of health and health-related social services programs for older individuals defined as aged 60 years or older. Title III of the OAA authorizes grants to states and local entities for supportive and nutrition services, family caregiver support, and disease prevention programs. Title III authorizes grants to State and Territorial Units on Aging (SUAs), which in turn provide federal funding to Area Agencies on Aging (AAAs). The Central Ohio Area Agency on Aging (COAAA) receives Title III funding through the OAA to support community organizations that provide services like transportation for older adults in Region 6.

URBAN TRANSIT FUNDING

Urban Transit Program (UTP)

The Urban Transit Program (UTP) encompasses funding administered by the ODOT Office of Transit for transit service in Ohio's urbanized areas with populations of 50,000 or greater. The program goal is to facilitate the most efficient and effective use of state funds in the provision of transportation services. There are 26 urban transit agencies in Ohio.

MPO Funds

A portion of federal transportation funding is allocated at MORPC's discretion for the MPO area, following an application and selection process. MORPC works closely with local agencies to prioritize the use of these funds to meet their needs and those of the entire region. They can be used for roads and bridges, public transit, bikeways, sidewalks, and a variety of other activities. The funds come from three federal programs: the Surface Transportation Block Grant Program (STBG), the Congestion Mitigation & Air Quality Improvement Program (CMAQ) and the Transportation Alternatives Program (TAP).

LinkUS Transit Supportive Infrastructure Funds (TSI)

LinkUS TSI funds were established in 2024 following the approval of the Central Ohio Transit Authority's (COTA) sales tax increase. 27.5% of the 0.5% sales tax increase in COTA's service area is dedicated to build sidewalks, trails, and bikeways that better connect residents to transit. MORPC administers the funding program for COTA in partnership with local jurisdictions who collaborate on developing the TSI Capital Improvement Budget/Program in a non-competitive process. COTA's most recently adopted Short Range Transit Plan is the basis for determining the proximity or nexus to fixed-route transit service for potential TSI projects.

FTA Formula Funds

Transit funding for Central Ohio's two urbanized areas – Newark and Columbus – generally work through the MPO planning process in coordination with the transit entities, ODOT, and FTA. The Central Ohio Transit Authority (COTA) and the Delaware County Transit Board (DCT) are in the Columbus urbanized area and work with MORPC as the MPO. The Licking County Transit Board is in the Newark urbanized area and work with LCATS as the MPO. All three are designated recipients to receive FTA Section 5307 and 5339 urban area formula funds. Formula funds are apportioned to the urbanized area using data from National Transit Database along with the most current U.S. Census data. This funding requires local match and is primarily for capital expenditures. Operating costs are almost always locally funded.

FTA Discretionary Funds

An established designated recipient of FTA Section 5307 and 5339 funds is eligible to apply for different FTA discretionary funds.

Specialized Transportation Program Section 5310 – Urban Systems

This funding is intended to enhance mobility for older adults and people with disabilities beyond traditional public transportation. Capital and operating projects are eligible. Projects may include operating, mobility management or maintenance funding for existing 5310 vehicles. In general, recipients are public transit providers, private non-profit human service agencies, and county health, senior or development disability departments. MORPC is the designated recipient of Section 5310 funds in the Columbus Urbanized Area (UZA) and administers them for Franklin and Delaware counties.

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 each ODOT HSTC Region 6 county and across county lines.

MORPC identified stakeholders to participate in the assessment of available services. These stakeholders included those who were represented the county mobility discussions and RMP steering committee. When applicable, information reported in the previous coordinated plans of ODOT HSTC Region 6 counties was used to supplement information gathered during this planning effort.

INVENTORY OF TRANSPORTATION PROVIDERS

A list of all transportation providers in ODOT HSTC Region 6 can be found at the end of this document. Included in this inventory are descriptions of transportation providers and contact information. This inventory is necessary for the submission of this document to ODOT and is helpful for the regional strategy that includes the use of the statewide specialized transportation search tool, Gohio Mobility.

Vehicles

MORPC conducted a Transportation Provider Survey with Region 6 transportation providers to better understand existing vehicle fleets. Survey/Interview participants listed a combined total of 639 vehicles. Approximately 91% of the vehicles are wheelchair accessible. This percentage represents an estimate of accessible vehicle availability in Region 6 as not every transportation provider completed the survey.

All of the transportation providers provide at least some wheelchair accessible vehicles, while some organizations have an entire fleet of wheelchair accessible vehicles. Accessible vehicles are in high demand, especially for non-emergency medical transportation providers and other specialized 5310 providers. As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness and accessibility of the transportation services provided.

Transportation plays a key role in the local and regional safety and security plans for Region 6. A list of each Region 6 counties' Emergency Management Agency (EMA) along with their contact information can be found in Table 4. Information on each Region 6 counties' emergency preparedness plans, including mitigation plans and emergency operations plan, can be found through these links.

Table 4. ODOT HSTC Region 6 Emergency Management Agencies (EMAs)

COUNTY	ADDRESS	PHONE	LINK
Delaware	10 Court Street Delaware, OH 43015	740-833-2180	https://ema.co.delaware.oh.us/
Fairfield	240 Baldwin Drive Lancaster, OH 43130	740-654-4357	https://www.fairfieldema.com/office.html
Fayette	133 South Main Street Suite L15 Washington Court House, OH 43160	740-335-8264	https://www.fayette-co-oh.com/313/Emergency-Management-Agency
Franklin	5300 Strawberry Farms Blvd. Columbus, OH 43230	614-794-0213	https://www.franklincountyohio.gov/Agency-Directory/Emergency-Management-and-Homeland-Security
Licking	783 Irving Wick Drive West Heath, OH 43056	740-522-9031	https://lickingcounty.gov/depts/ema/
Logan	1855 State Route 47 West Bellefontaine, OH 43311	937-593-5743	https://www.logancountyohio.gov/emergency-management-agency.html
Madison	271 Elm Street London, OH 43140	740-852-4200	https://co.madison.oh.us/departments/emergency_management_agency/index.php
Pickaway	139 West Franklin Street Circleville, OH 43113	740-420-5480	https://pickawayema.org/
Union	233 West 6th Street Marysville, OH 43040	937-645-3174	https://www.unioncountyohio.gov/EMA

Assessment of Community Support for Transit

A qualitative assessment of community support for transit conducted at the regional mobility workshops and local mobility discussions emphasize varying levels of support for transit throughout Region 6 and between different audiences.

Rural transportation providers throughout Region 6 noted high demand for county-wide demand response trips and specialized NEMT trips. Older adults, individuals with disabilities, and other residents in need of transit may experience issues scheduling trips, especially when requesting same-day service. While riders, social service providers, hospitals, and other community leaders express support for transit, stakeholders noted in the local mobility discussions the need to build awareness for transit with residents, employers, and elected officials.

Urban transportation providers shared similar sentiments regarding increasing ridership and high demand for NEMT trips. Higher level of availability of fixed route and demand response services in urban areas may impact community support for transit as it considered more visible than rural transit systems. Most notably, Franklin County residents emphasize strong community support for transit following the passage of a COTA sales tax increase in November 2024 to fund the LinkUS program. While voters, riders, social service providers, hospitals, and other community leaders express support for transit, stakeholders noted in the local mobility discussions a similar need to build awareness for transit with residents, employers, and elected officials in urban areas.

Specific county discussions and needs are captured within the County Studies section.

Tools for Regional Awareness: Gohio Mobility and Gohio Commute

GOHIO MOBILITY

Gohio Mobility is intended to support mobility management programs in Ohio. Mobility management programs are intended to provide transportation options at the county and regional level to support quality of life through improvement of mobility access and awareness. Gohio Mobility uses transportation options, at both the systemic and system-to-customer levels, to improve the reach, efficiency, and affordability of public transportation services.

Gohio Mobility is a mobility search tool to help individuals, caregivers, mobility managers and social service agencies in urban and rural areas find transportation services. This tool assists in coordinating transportation for medical, work, and social trips. The Gohio Mobility search tool hosts transportation provider data that can be identified based on specific search criteria. This has been designed for use by older adults, people with disabilities, or other non-drivers.

Gohio Mobility is designed with the following search functions:

- Provide search based on specific transportation related needs
- Customized search results based on accessibility accommodations, service types, geography, and funding needs.
- Statewide provider search pool capabilities to allow cross-county and cross-region search results.

GOHIO COMMUTE

Access to commuter, traveler and mobility resources in Ohio are used to promote mode shift to decrease the use of single occupant vehicle (SOV) travel to reduce congestion and improve air quality via free carpool and vanpool matching services to the public promoting ridesharing. The system also provides information to commuters who might be interested in other modes such as walking, biking, or taking transit. Commuting options can help companies realize and deploy mobility as a benefit and create solutions for workforce mobility. Visit gohiocommute.com for more information. Both mobility resources are being made available statewide by the ODOT Office of Transit and the Ohio Association of Regional Councils.

Data & Map Review: Transit Service and Demographics

The following section highlights demographic data and current transit services that were reviewed in identifying local and regional transportation needs. The following descriptions of both tasks seek to summarize findings used in the development of the RMP.

SERVICE AREA STUDY

Evaluation of existing transit service areas highlighted the need to expand intra-county connectivity, with GoBus service being the most significant resource between counties. These connectivity improvements may benefit employment opportunities that are scattered in the region's rural counties. This evaluation encouraged workforce transportation as a consideration at both the local and regional levels. Inter-county transportation also proved to be a topic of focus with connection to community points of interest in review of the Points of Interest map (Figure 7) that highlights the dispersed availability of community resources in Franklin County and the more clustered location of these resources in the region's rural counties. This need for intra-and-inter-county connection improvements in our rural counties is also recognized in local mobility discussions and identified needs.

In addition to the expansion of GoBus, ODOT HSTC Region 6 counties are continuing to pursue other cross-county trip solutions. Mobility hubs that border county lines serve as another opportunity to facilitate much needed connections between rural and urban areas. COTA opened the Mobility Center at Rickenbacker in January 2026, which serves more than 38,000 workers in the Rickenbacker area with COTA fixed route service. Surrounding counties, including Pickaway County, are encouraged to use this center as a connection point for affordable cross-county transfers. Additional mobility hubs serving Licking, Franklin, and Delaware Counties are also under initial feasibility study through multiple workforce transportation studies in the region.

COTA's LinkUS program also serves as an opportunity to expand transit service within Franklin County and near surrounding counties. The West Broad BRT corridor's western end of line station is at Rockbrook Crossing in Prairie Township, which is roughly seven miles from the Madison County border. Madison County stakeholders recognized this as an opportunity in the local mobility discussions and hope to develop a solution to connect residents to the BRT station. The East Main BRT corridor will extend into Licking County, allowing for easier connections between COTA and Licking County Transit service. The Northwest BRT corridor's third segment will also facilitate new cross-county connections as it is expected to extend into Union County near Dublin's Ohio University campus.

DEMOGRAPHIC STUDY

The RMP is intended to improve access and awareness of transportation services for the region's most disadvantaged populations. The other maps reviewed for this purpose included in this section take into consideration communities with dense neighborhoods of lack of personal vehicle access, lower incomes, older adults, people with disabilities, and limited English proficiency. This activity highlighted that there are many communities throughout the region that may have limitations to their independence and quality of life based on their lack of access to transit services or inability to use what is available. The findings from the data and map review were evaluated and reacted to with the understanding that all populations may benefit from the identified goals and strategies described later in this document.

Figure 3. Total Population Current and Projected for Five Years

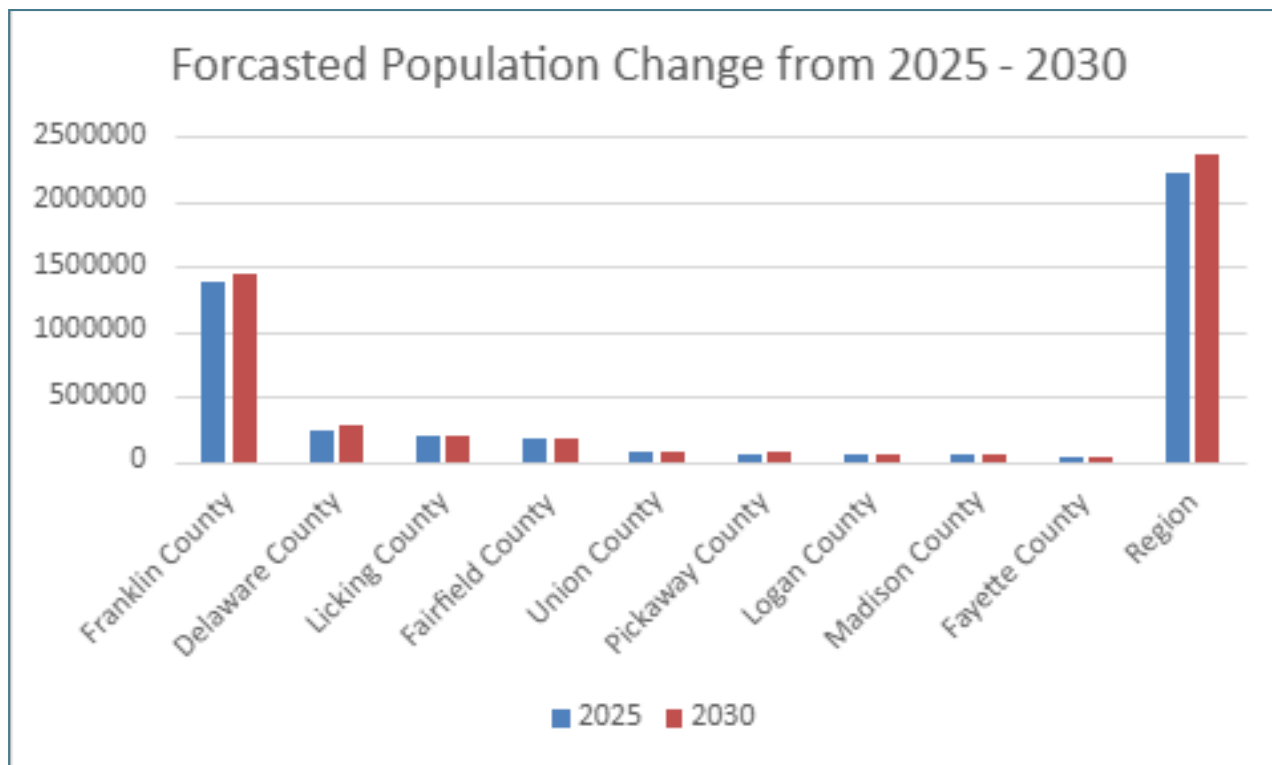


Figure 4. HSTC Region 6 Total Population by Age Group

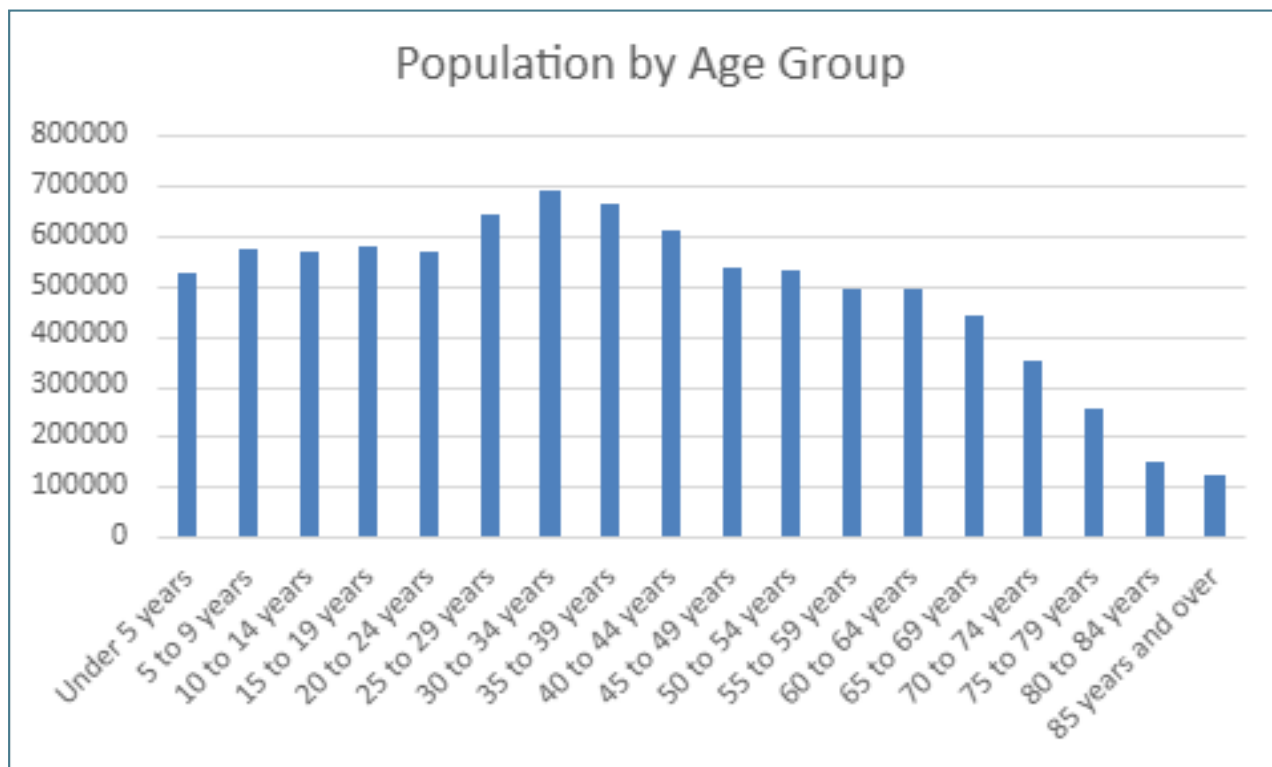


Figure 5. Total Population by Race

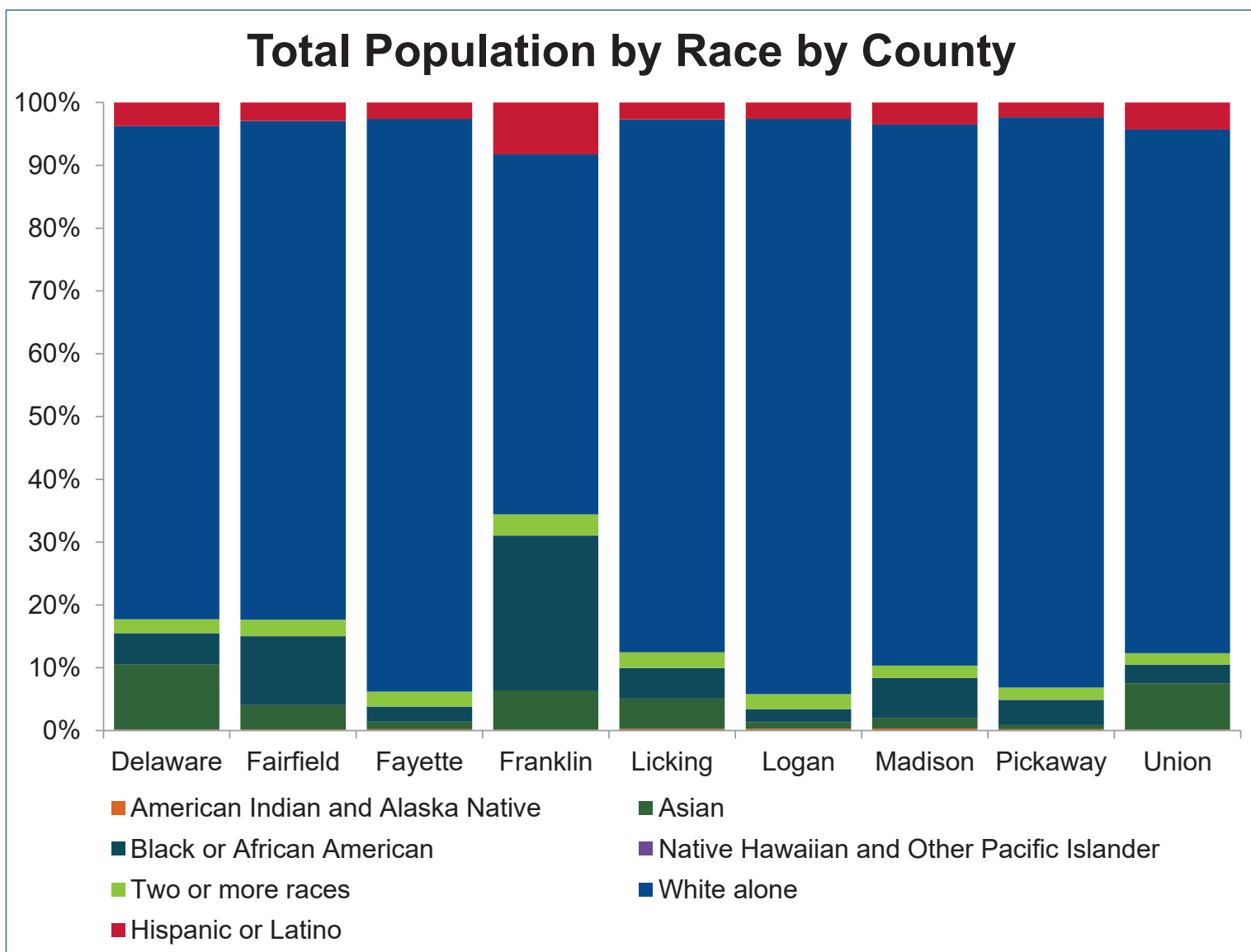
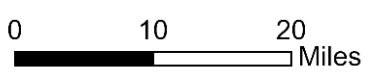
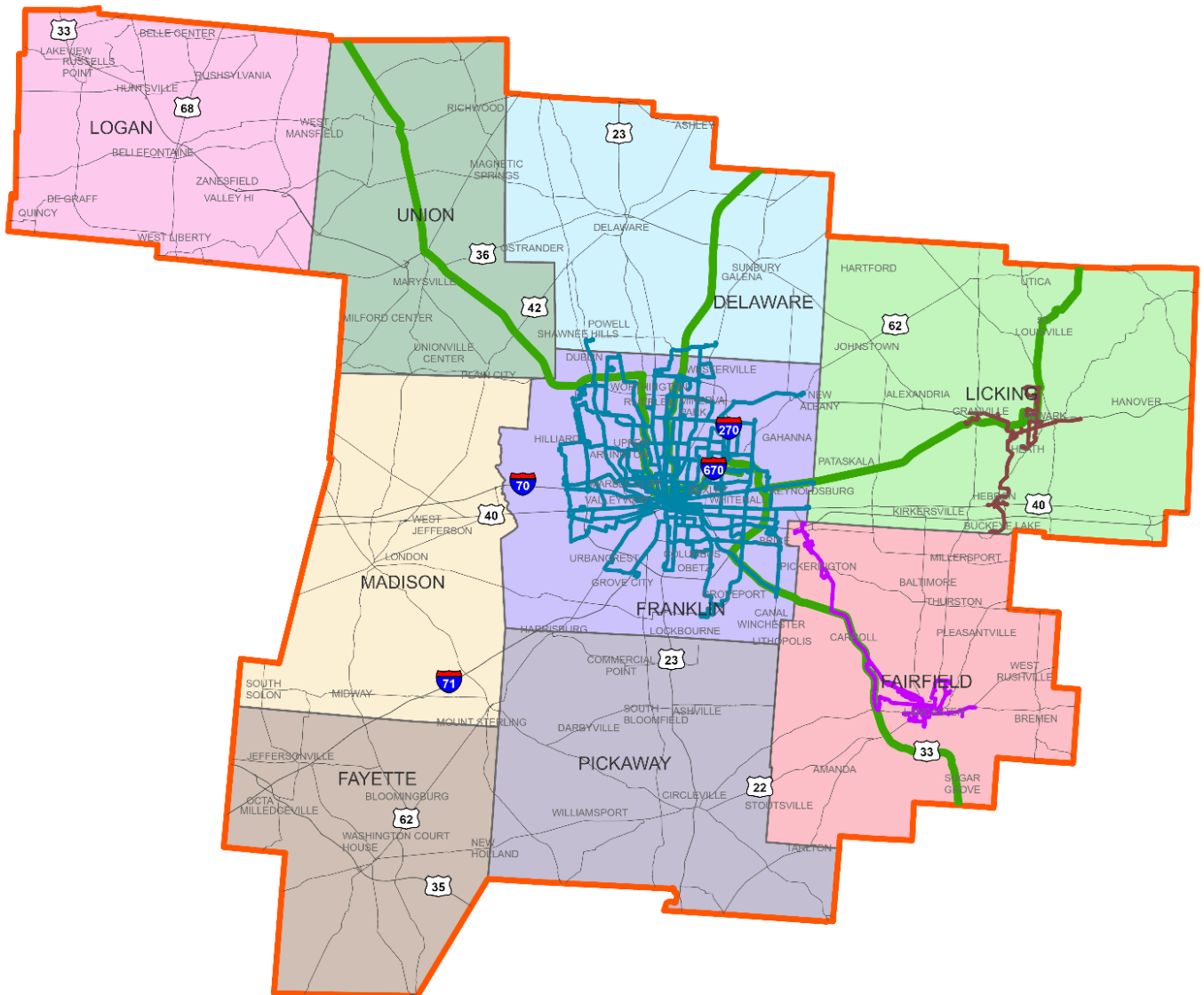


Figure 6. ODOT HSTC Region 6 Current Transit Systems

Mid Ohio Regional Planning Commission

Current Transit Systems
ODOT HSTC
Region 6



- Licking County Transit Route
- Lancaster Transit Route
- COTA Route
- GoBus Route
- HSTC Region 6

- Transit Service Areas
- Delaware County Transit Board
 - Lancaster-Fairfield Public Transit
 - Central Ohio Transit Authority
 - Licking County Transit Board
 - Madison County Ride
 - Pickaway Area Rural Transit
 - Union County Agency Transportation Service
 - Logan County Transportation
 - Fayette County Transit Program



MORPC

The information shown on this map is compiled from various sources available to us which we believe to be reliable.
N:\ArcGIS\CORE\Mobility\Regional Mobility Plan\2026\Regional Mobility Plan 2026.aprx

Figure 7. ODOT HSTC Region 6 Points of Interest

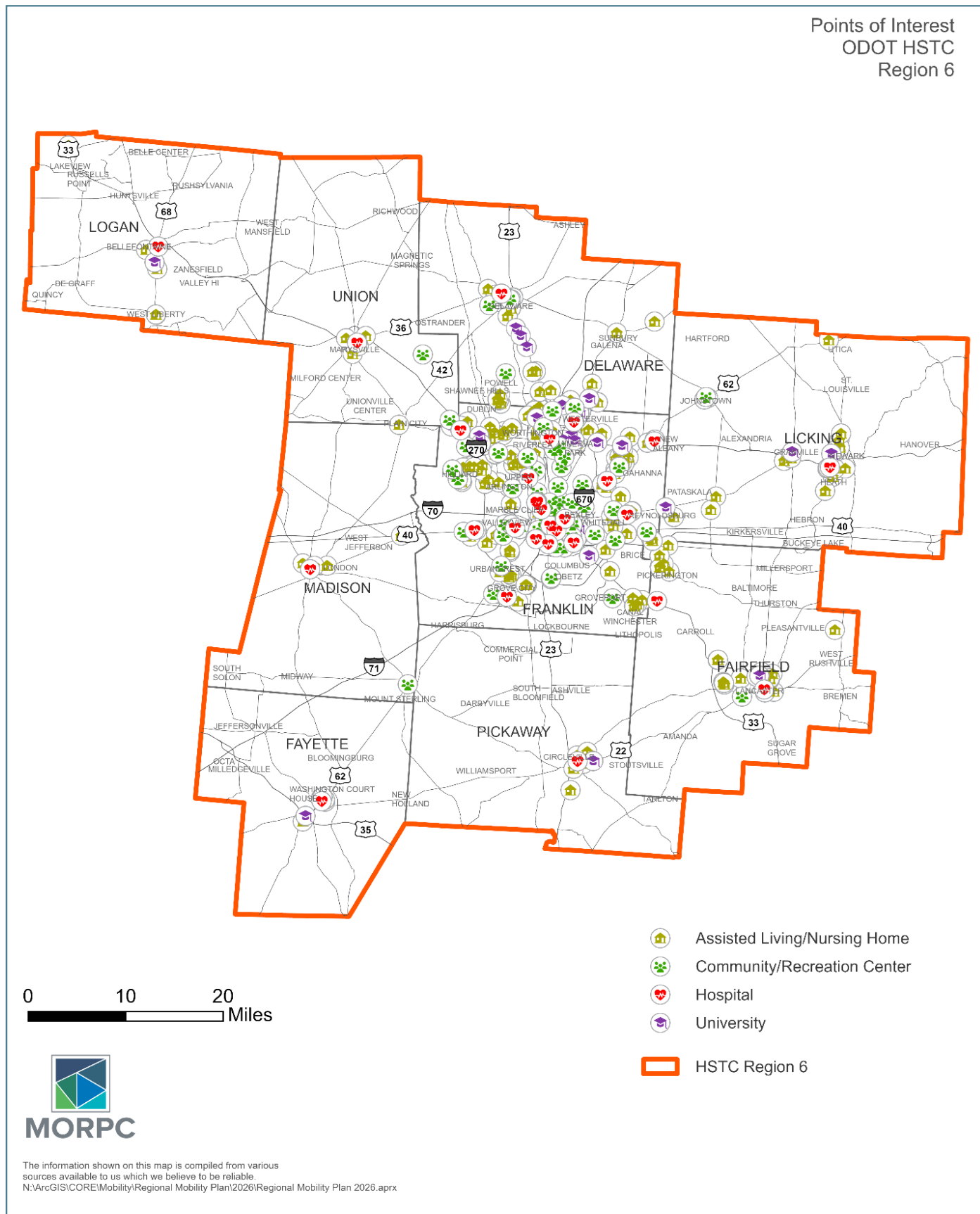


Figure 8. ODOT HSTC Region 6 Zero Car Households

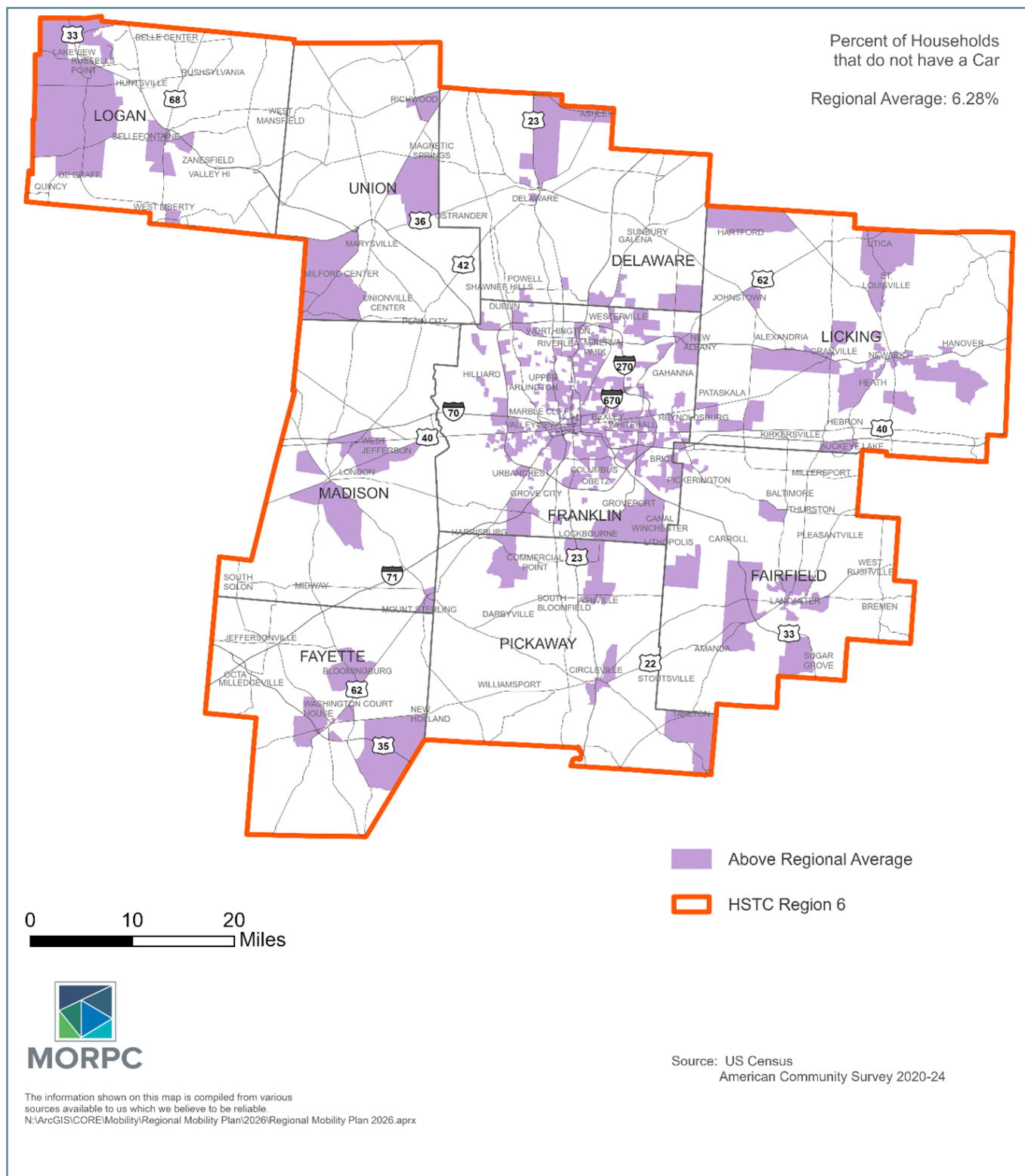


Figure 9. ODOT HSTC Region 6 Workforce Trip Generators

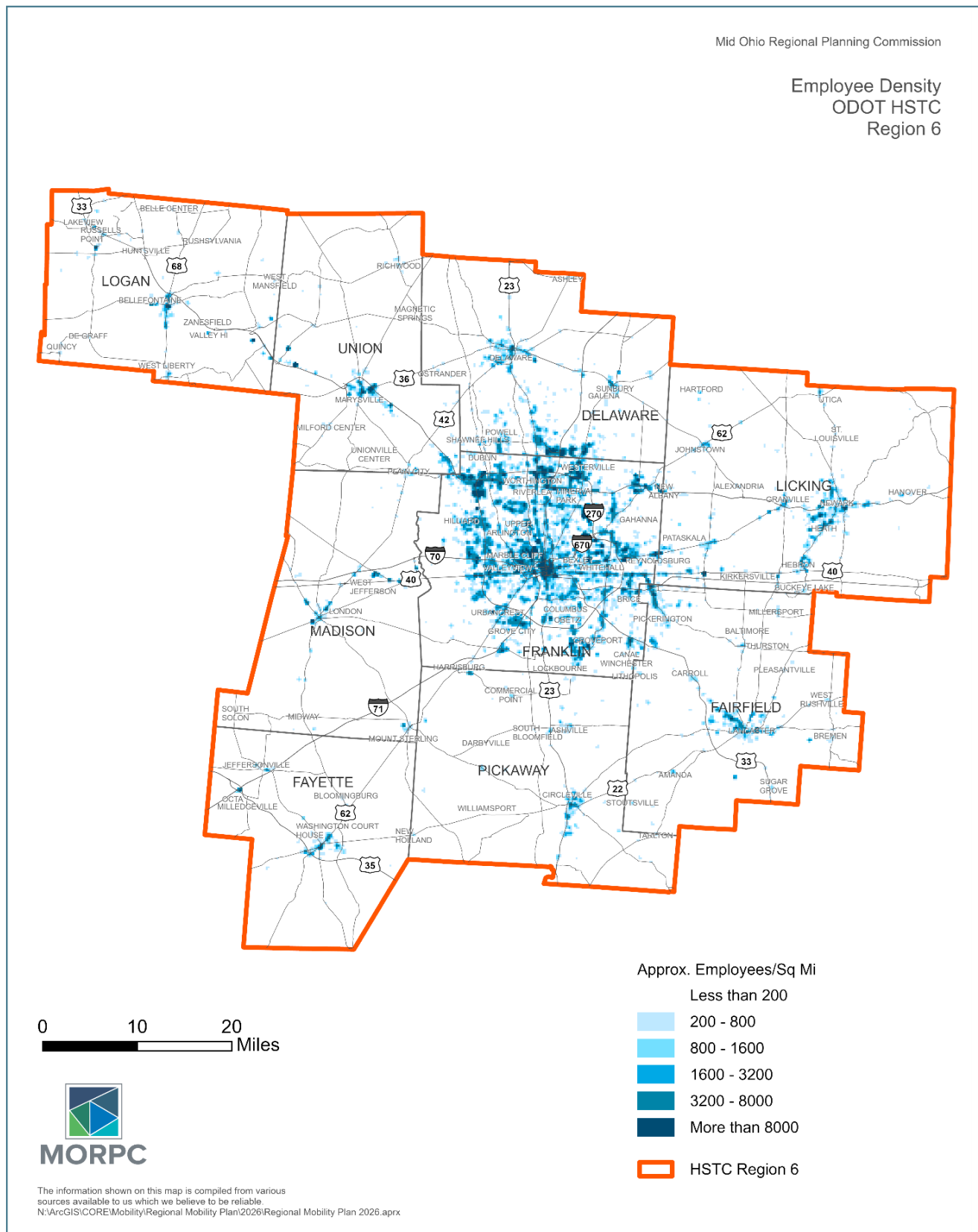


Figure 10. ODOT HSTC Region 6 Populations with Lower Incomes

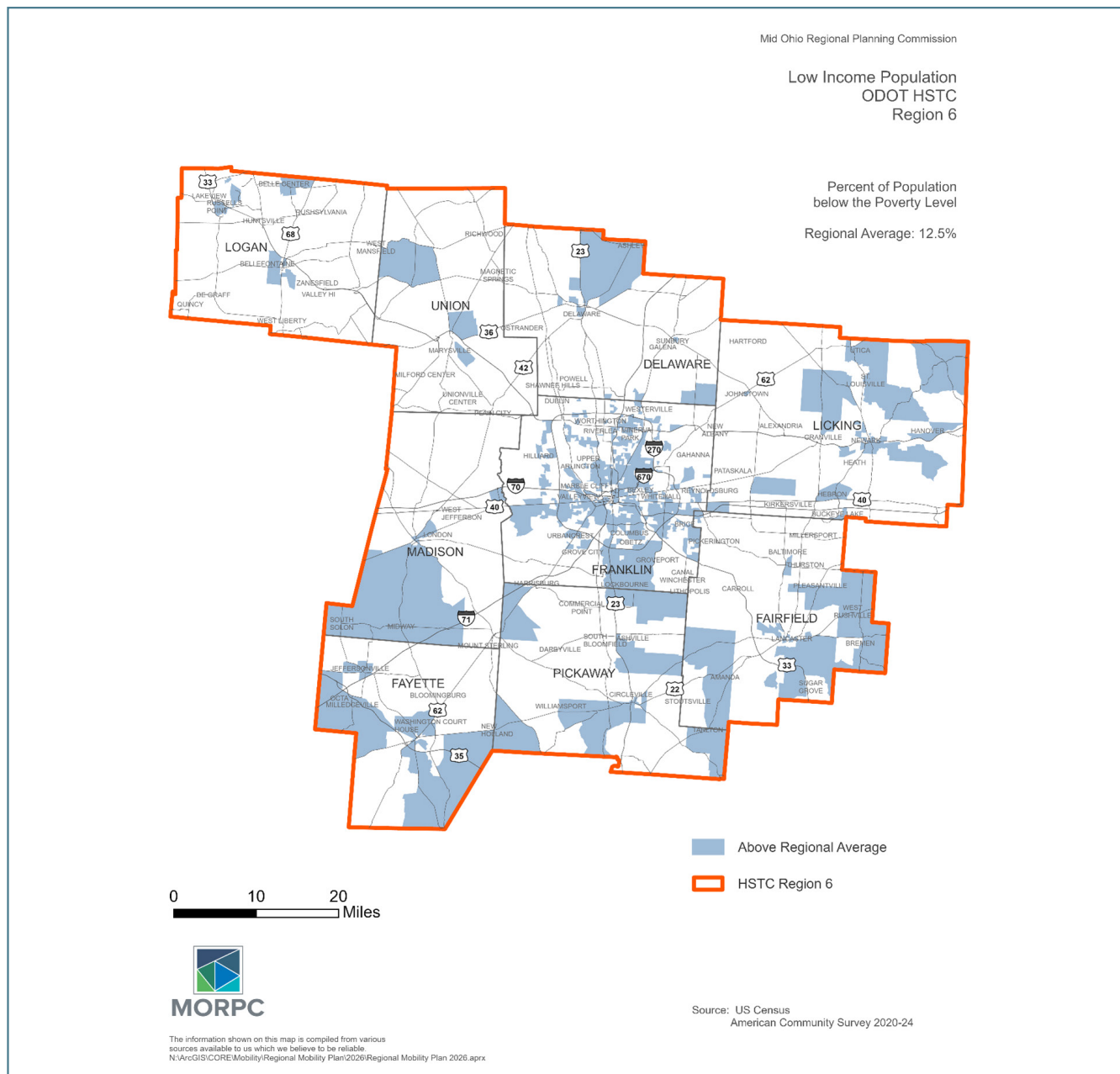


Table 5. ODOT HSTC Region 6 Low Income Population Data

	Number	Percentage
Low Income Households	45,554	8.6%
Low Income Individuals	255,504	12.2%

Figure 11. ODOT HSTC Region 6 Older Adult Population

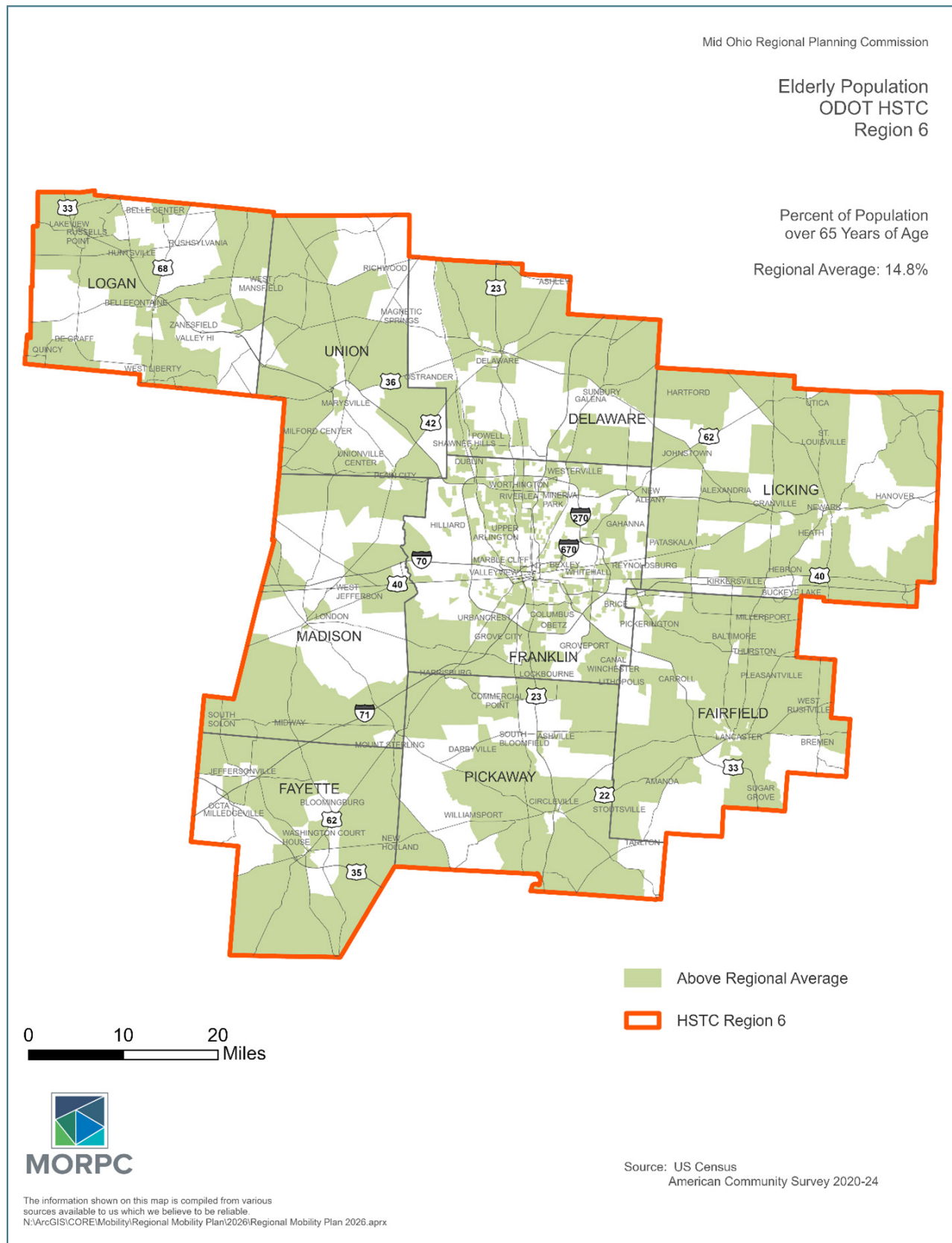


Figure 12. ODOT HSTC Region 6 Population of Individuals with Disabilities

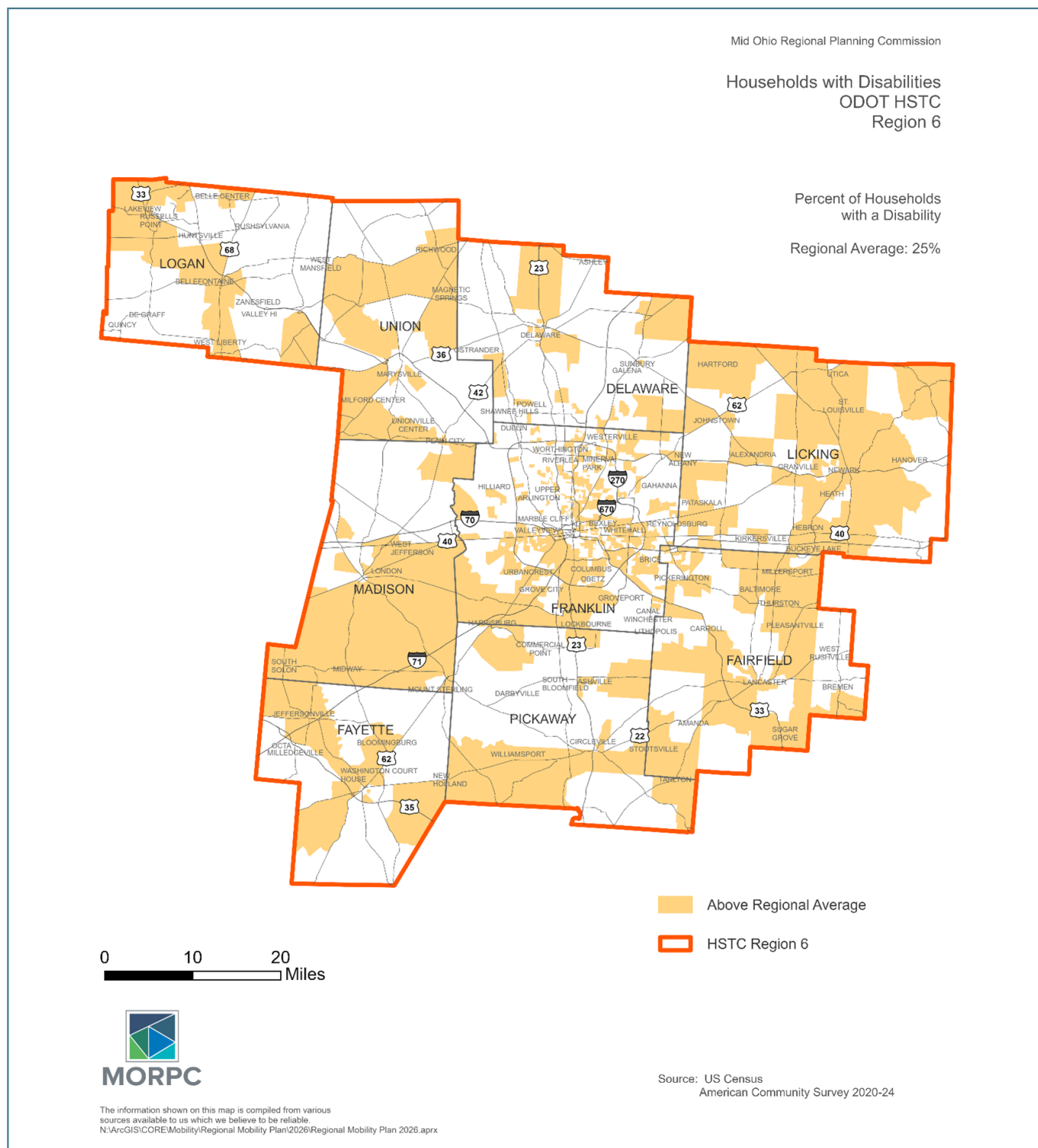


Table 6. ODOT HSTC Region 6 Individuals with Disabilities Population Data

	Number	Percentage
Individuals with Disabilities	258,763	12.2%

Figure 13. ODOT HSTC Region 6 Population of Individuals with Limited English Proficiency

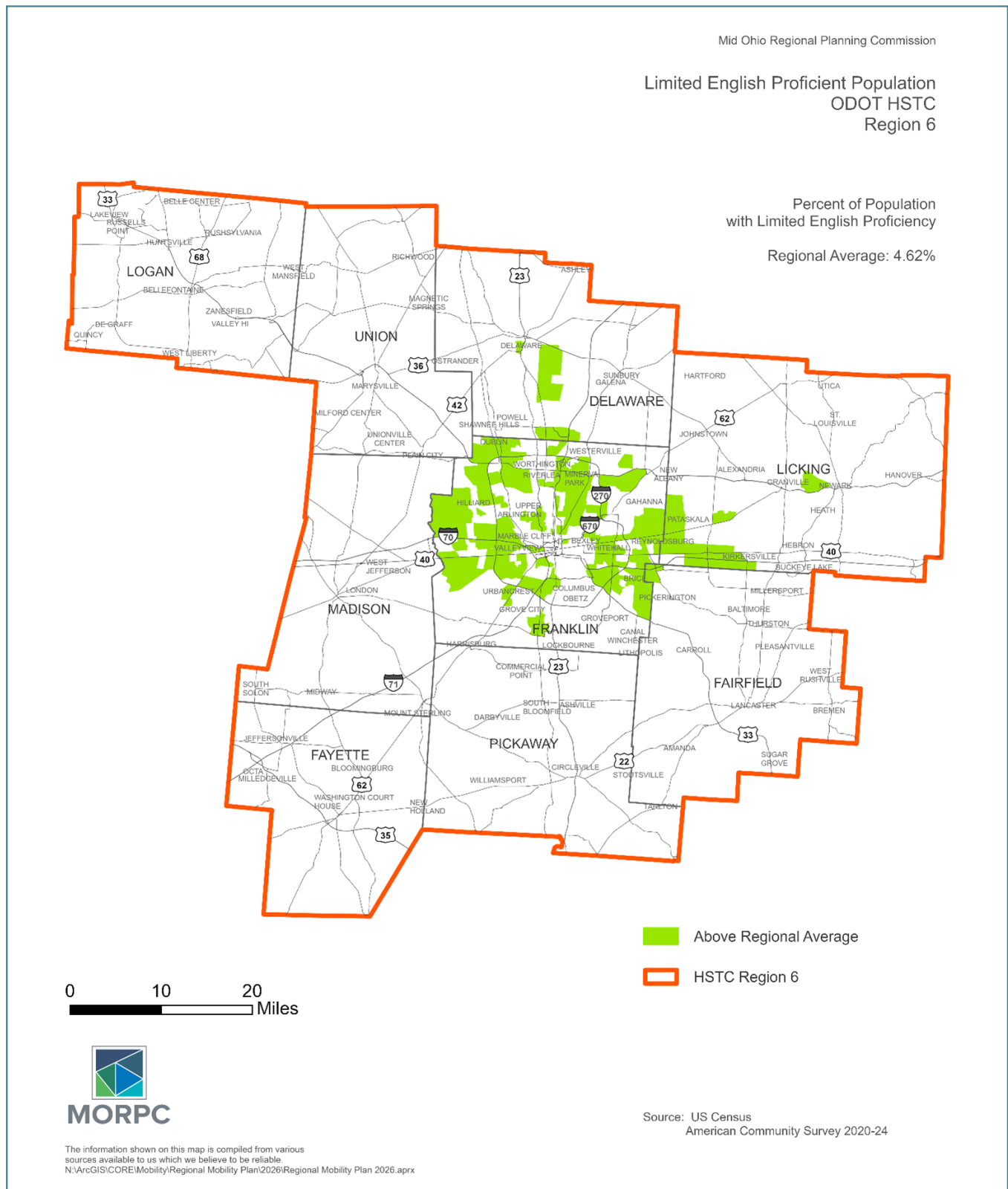


Table 7. ODOT HSTC Region 6 Limited English Proficiency Population Data

	Percentage
Population that speaks little English	10.4%

Figure 14. ODOT HSTC Region 6 Minority Population

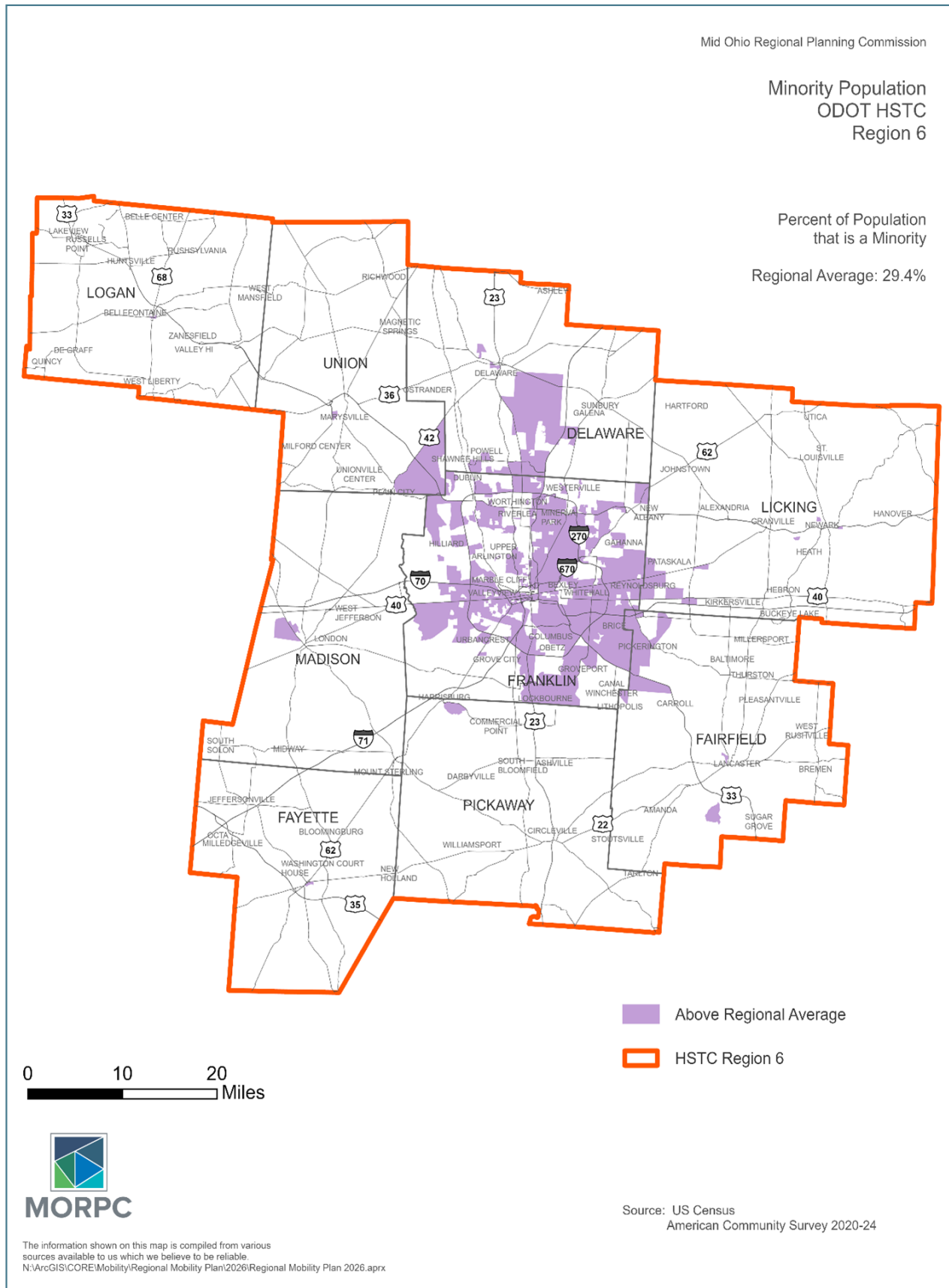
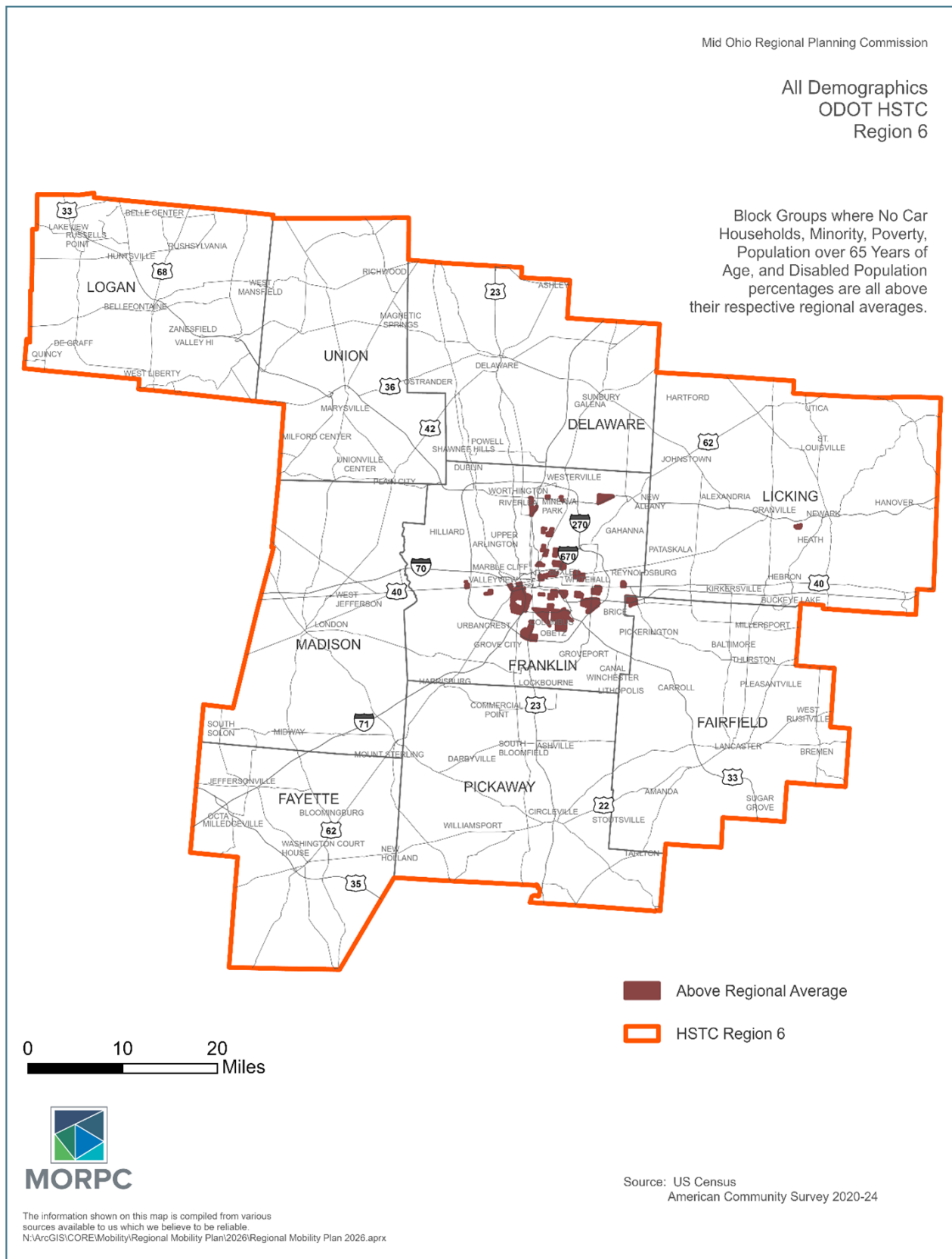


Figure 15. ODOT HSTC Region 6 Areas with all Demographics Considered



SANKEY DIAGRAMS

Sankey diagrams are included for regional travel trend evaluations. This exercise supported a better understanding of how programs and investments in regional connectivity and workforce transportation may most beneficially impact job access and economic development. The following pages include the Sankey diagrams created for this exercise. Sankey diagrams can be read by transportation users coming from, or living in, the highlighted county on the left and going to, or working in, the highlighted counties on the right. The Sankey diagram labeled “Regional Commute Trends from 2023 Longitudinal Employer-Household Dynamics (LEHD)” shows specific work to home and back travel trends in 2023. The Sankey diagram labeled “Regional Transportation Trends from 2024 Streetlight Data” has been developed in reference to streetlight data which shows the origin to destination and trip patterns in Region 6 based on estimated travel volumes.

Figure 16. Regional Commute Trends from 2023 Longitudinal Employer-Household Dynamics (LEHD)

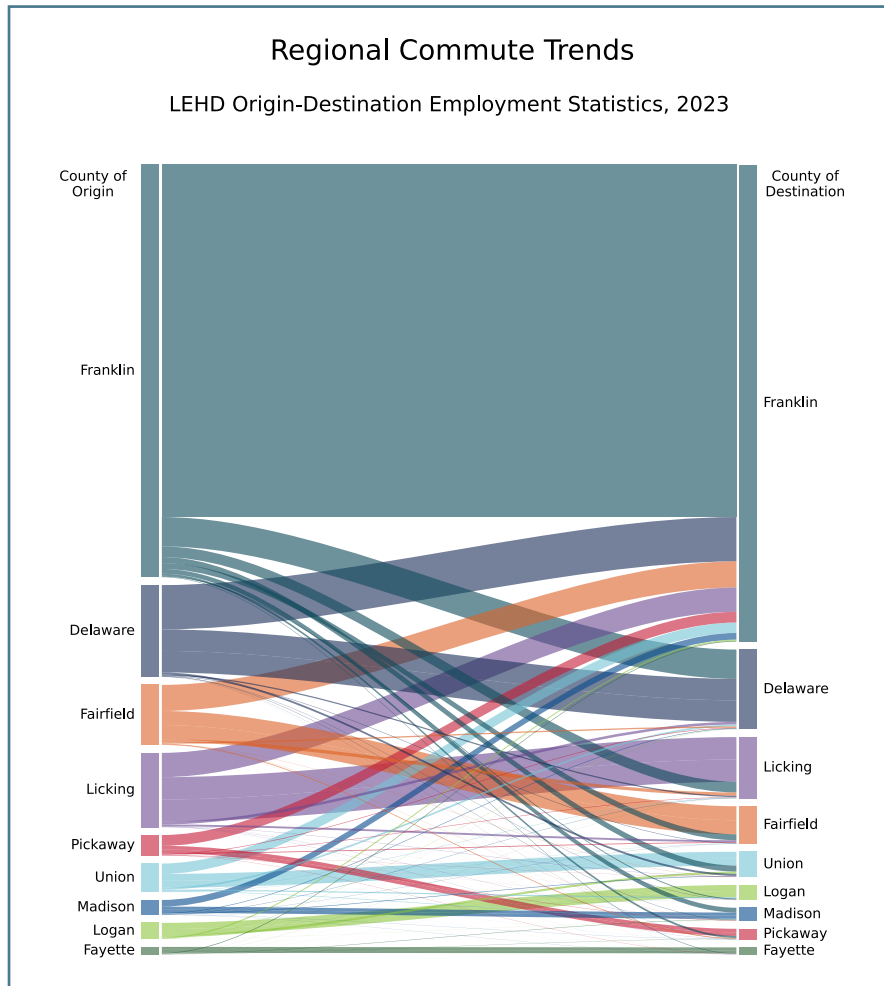
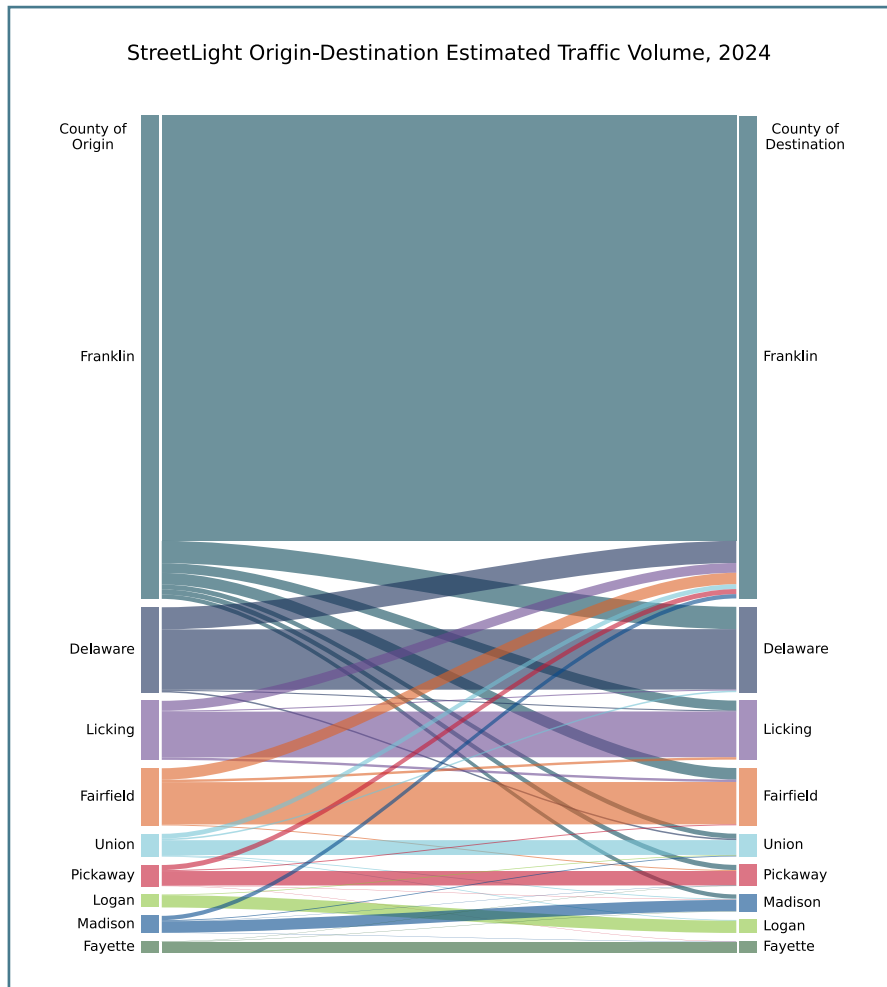


Figure 17. Regional Transportation Trends from 2024 Streetlight Data



Regional Assessment of Transportation Coordination Challenges and Needs

CHALLENGES TO REGIONAL COORDINATION

To better understand transportation needs on ODOT HSTC Region 6, MORPC examined barriers to coordination in the region. The table below is provided as an overview of challenges to regionally coordinated innovation and improvement based upon the perspective of transportation providers, human service representatives, and community stakeholders represented in the county level mobility discussions, the Central Ohio Mobility Manager Working Group, and the RMP steering committee.

CHALLENGES TO REGIONAL COORDINATION
Siloed pursuit of transportation grants and funding
Varying levels of transit service
Lack of consistent and strong support for transit and mobility
Varying viability of transit
Varying levels of stakeholder and public outreach and education
Inconsistency in technology used for payment and routing processes
Lack of operators for transit and other transit providers
Limited affordable cross-county connection opportunities

REGIONAL TRANSPORTATION NEEDS

To better understand transportation needs on ODOT HSTC Region 6, MORPC examined needs and gaps in transportation programming and services that impact transportation users throughout the region. The Table below is provided as an overview of transportation needs from the review of the regional survey and the perspective of transportation providers, human service representatives, and community stakeholders represented in the county level mobility discussions, the Central Ohio Mobility Manager Working Group, and the RMP steering committee.

REGIONAL TRANSPORTATION NEEDS
Lack of public awareness of available transportation services
Lack of awareness of fare assistance and specialized transportation for eligible users
Lack of regular updates to and usage of Gohio Mobility
Inability to cross county lines with available services
Limitations in service availability based on day of week and time of service
Varying numbers of service availability
Inconsistency in safe and accessible multimodal connections to transit services

Regional Goals and Strategies

Strategies for improving transportation for the ODOT HSTC Region 6 should address the service gaps and user needs identified in this plan. 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 regional survey.

Based on information gathered throughout the planning process, MORPC developed the following strategies to address the gaps and unmet transportation needs. 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. The three regional goal areas are listed below and the following sections describe their strategies, action steps, and timeline. The goals and strategies are intended to address each of the identified unmet transportation needs and coordination challenge with a regional perspective. Regional goals have been ordered by priority to first maintain and improve level of public transportation services, encourage necessary community support for the vitality of connected mobility options, and then improve awareness for the public.

GOAL 1: MAINTAIN AND IMPROVE LEVEL OF SERVICE

GOAL 2: ENCOURAGE STAKEHOLDER AND PUBLIC SUPPORT FOR TRANSIT

GOAL 3: IMPROVE AWARENESS OF TRANSPORTATION OPTIONS

Goal 1: Maintain and Improve Level and Service

Need(s) being addressed: Lack of coordination of available state and regional resources. Coordination of transit services and funding opportunities will support improved access and connectivity throughout the region.

Strategy 1.1: Maintain current level of public transportation service at the county and regional levels. Identify and pursue opportunities for improvement.

Timeline for Implementation: Ongoing

- Action Step 1.1.1: Increase efficiency and connectivity of services through improvements in operations and technologies used for routing and dispatching.
 - Measures:
 - Inventory of meetings (groups, description, frequency)
 - Evaluation report of improved coordination of services and technologies
 - Partnerships created and maintained at various levels
 - Document changes in agency operations and results in service delivery at the local level
- Action Step 1.1.2: Maintain county level Transportation Advisory Committee (TAC) meetings to continue conversations to improve mobility at the local level. Coordinate local level challenges and needs with the Central Ohio Mobility Manager Working Group (COMMWG). Share county-level mobility initiatives with the COMMWG to encourage coordination and reduce project duplication.
 - Measures:
 - Meeting attendance and frequency
 - Recorded connection to regional work for each local level discussion
 - Progress report of each local level group based on regional and county goals

- Action Step 1.1.3: Identify regional opportunities for multimodal safety and transit connectivity improvements by prioritizing this topic in COMMWG and Regional Transit Coordination (RTC) meetings as well as transit partners conversations, referencing MORPC active transportation plans and policies, and participating in regional active transportation initiatives.
 - Measures:
 - Applications pursued related to improving safety of services and active transportation connectivity to transit
- Action Step 1.1.4: Maintain status of vehicles, technologies, operators, and other resources or equipment necessary for maintaining current levels of transit service. Invest in resources necessary by priority.
 - Measures:
 - Documentation of operational resources and equipment
 - Documentation of resource and equipment need based on current level of service and future service goals
 - Prioritize investments to prevent future maintenance and threats to level of service for future funding opportunities

Strategy 1.2: Research, pursue, and support applying for state and federal funding opportunities as a region

Timeline for Implementation: Ongoing

- Action Step 1.2.1: Identify and share local, state, and federal grants and other funding opportunities in a centralized location for partners that may be considered for mobility innovation and service improvements and the local and regional levels.
 - Measures:
 - Report on methodologies used to share funding opportunities and necessary regional support and the frequency of when they are shared
- Action Step 1.2.2: Support the pursuit of grants and federal funding through letters of support and development of applications as a region. Coordinate purposes for funding pursuits.
 - Measures:
 - Funding applications pursued with regional support
- Action Step 1.2.3: Explore funding opportunities through the Central Ohio Advance Fund to mitigate cash flow challenges faced by local jurisdictions that have been awarded grants on a reimbursement basis.
 - Measures:
 - Establishment of Central Ohio Advance Fund
 - Identify relevant project types
 - Funding support provided through Central Ohio Advance Fund

Strategy 1.3: Coordinate and maintain quarterly Regional Transit Coordination meetings to prioritize coordination and identify opportunities for cross-county connections and share services between transportation providers.

Timeline for Implementation: Ongoing

- Action Step 1.3.1: Implement outreach to public, private, non-profit, volunteer, and other transportation providers within all 9 counties of Region 6 with the intention of creating a group to coordinate and identify opportunities for cross-county connections and share services. Ensure involvement from transit agencies, transportation providers, human service organizations, higher education institutions, medical organizations, and state and local transportation planning authorities.
 - Measures:
 - Documentation of outreach used for each county and the results.
 - Development of cross-county connection solutions.
 - Report on attendance and meeting frequency
- Action Step 1.3.2: Review existing non-emergency medical transportation programs and providers. Collect information of processes and technologies used to share best practices with providers, human service organizations, and other interested parties.
 - Measures:
 - Report on best practices shared by category, specifically non-emergency medical transportation
- Action Step 1.3.3: Identify strategies to support the acquisition of more drivers and operators for transit agencies and other interested transportation providers. Share with all partners.
 - Measures:
 - Report on strategies identified
 - Evaluate change in driver acquisition and impact of identified strategies

Parties Responsible for Leading and Supporting Implementation: Mid-Ohio Regional Planning Commission (MORPC), ODOT HSTC Region 6 Mobility Managers

Resources Needed: Staffing, volunteers, drivers, vehicles, maintenance, transportation software, funding

Potential Cost Range: Current funding levels should be maintained (estimated a minimum of \$42 million regionally of state and federal investment based on 5307, 5310, 5311, 5339, OTP2, and OWMP funds) to continue current level of service and opportunities to obtain additional funding should be pursued to support the improvement of services.

Potential Funding Sources: Section 5310 funding, Section 5311 funding, Section 5339 funding, Section 5307 funding, ODOT Office of Transit OTP2 and Workforce Mobility Partnership funding

Goal 2: Encourage Stakeholder and Public Support for Transit

Need(s) Being Addressed: Lack of strong support for transit in all ODOT HSTC Region 6 counties. Lack of support is connected to the varying levels of service. Lack of support also presents risk to future coordination efforts, funding opportunities, and viability of local mobility innovation.

Strategy 2.1: Coordinate initiatives to build strong stakeholder support for transit.

Timeline for Implementation: Ongoing

- Action Step 2.1.1: Plan and implement outreach programs to encourage participation from elected officials and their staff, economic development organizations, major employers, hospitals and healthcare institutions, educational institutions, social service agencies, and other trusted community groups. Maintain these relationships for long-term participation from major stakeholders in the county.
 - Measures:

Strategy 2.2: Work with each Region 6 mobility managers to establish, coordinate, and maintain county level employer working groups.

Timeline for Implementation: Ongoing

- Action Step 2.2.1: Implement outreach to major employers and higher education institutions in each ODOT HSTC Region 6 county. Use these county-level groups to identify opportunities to identify the transportation service needed, education, and programming to encourage workforce and education transportation access and awareness.
 - Measures:
 - Documentation of stakeholders, outreach methods, and results
- Action Step 2.2.2: Invite representatives of major employers and higher education institutions to join the regional transportation coordination group that meets quarterly. This group will use challenges identified through county-level discussions to identify regionally coordinated solutions to workforce and education transportation access and awareness.
 - Measures:
 - Documentation of stakeholder attendance in regional meetings
- Action Step 2.2.3: Identify goals and track progress of the employer working group(s) based on to be determined barriers and challenges of workforce and education transportation. Identify regional goals that arise from the county level employer working groups.
 - Measures:
 - Report on goals identified, timeline, and progress of this collaboration

Strategy 2.3: Educate stakeholders involved in policy, funding, and planning decisions on transit needs .

Timeline for Implementation: Ongoing

- Action Step 2.3.1: Coordinate consistent communication between the COMMWG and the ODOT HSTC Region 6 counties between the Ohio Department of Transportation, Ohio Public Transit Association, and the County Commissioners Association of Ohio to ensure awareness of transit needs and encourage support for mobility innovation.
 - Measures:
 - Report on groups engaged and frequency of communication

Parties Responsible for Leading and Supporting Implementation: Mid-Ohio Regional Planning Commission (MORPC), ODOT HSTC Region 6 Mobility Managers

Resources Needed: Staffing, volunteers, communications and marketing materials, media coverage, building space for events and workshops

Potential Cost Range: \$700k - \$1M annually to account for estimated Regional Mobility Coordinator and Mobility Manager funding and additional funds for marketing/communication materials for educational campaigns

Potential Funding Sources: Section 5310 funding, ODOT Office of Transit Mobility Management funding, other federal, state, and local funding sources

Goal 3: Improve Awareness of Transportation Options

Need(s) Being Addressed: Levels of outreach, capacity for innovative programming, and types of programming needed for education and awareness vary among ODOT HSTC Region 6 counties. Consistency of using Gohio Mobility and understanding each counties needs will assist in improving regional awareness and use of transportation services to improve independence and quality of life for residents.

Strategy 3.1: Increase usage and awareness of the Gohio Mobility platform as a regional resource

Timeline for Implementation: April 2026 – Spring 2030

- Action Step 3.1.1: Train mobility managers on the latest updates to Gohio Mobility by attending annual Gohio software training sessions. Mobility managers should understand how to input and update transportation provider information, including service availability, eligibility requirements, trip booking procedures, and payment options. Information should be entered quarterly or as needed. Mobility managers are required to complete an annual review of transportation providers within their service area.
 - Measures:
 - Analyze the Gohio Mobility administrative platform to track “last updated” and “created” dates for transportation provider records using available reporting functionality.
 - Confirm annually that mobility managers’ transit and transportation provider information in the Gohio Mobility inventory is accurate.
- Action Step 3.1.2: Increase awareness of Gohio Mobility among professionals who regularly assist individuals experiencing transportation barriers by encouraging consistent use of the platform and by integrating Gohio Mobility into partner workflows, such as intake processes, discharge planning, and employment placement. Mobility managers should identify target audiences and develop a targeted outreach list that may include:
 - **Human Services and Case Management:** County Jobs and Family Services, Boards of Developmental Disabilities, Area Agencies on Aging, homeless service providers, and disability service agencies.
 - **Healthcare:** Hospitals, outpatient clinics, dialysis centers, behavioral health providers, social workers, and discharge planners.
 - **Employer and Workforce Programs:** Workforce development boards, vocational rehabilitation agencies, job placement programs, and re-entry programs.
 - Measures:
 - Track the number of professional organizations using Gohio Mobility.
 - Track the number of transportation service providers listed on the platform by region.\
- Action Step 3.1.3: Provide outreach to targeted audiences to increase awareness and usage of Gohio Mobility that may include:
 - **Direct Outreach and Presentations:** Deliver 15–20 minute virtual or in-person demonstrations at case management meetings, healthcare lunch-and-learns, and community partner events. Sessions should include a live walkthrough of the Gohio Mobility platform and available resources.
 - **Partner Resources:** Provide flyers, posters, and postcards to encourage use of the platform. Utilize these materials to engage targeted audiences at tabling and outreach events.
 - Measures:
 - Track the number of professional organizations using Gohio Mobility.
 - Track the number of transportation service providers listed on the platform by region.

Strategy 3.2: Evaluate and improve Gohio Mobility as a regional resource

Timeline for Implementation: Ongoing

- Action Step 3.2.1: Continually engage Ohio mobility managers to evaluate the effectiveness of Gohio Mobility as a tool for improving awareness of transportation services. Collect feedback on mobility managers' experiences with the platform through an annual survey and identify service gaps and opportunities for improvement in coordination with the Ohio Association of Regional Councils.
 - Measures:
 - Report on updates and improvements made to the Gohio Mobility platform in response to feedback gathered through the annual Ohio mobility manager survey.

Strategy 3.3: Develop regional outreach programming and best practices

Timeline for Implementation: Ongoing

- Action Step 3.3.1: Identify opportunities for regional outreach programming related to available transportation options and funding eligibility for transportation users to support access to services. This action step will support counties with limited capacity for outreach programming independently to their county. Use the COMMWG and RTC meetings to identify and share best practices for outreach programming, including travel training, marketing initiatives, and other methods supporting education and outreach. Document examples and share with mobility managers, transit agencies, and other partners in ODOT HSTC Region 6.
 - Measures:
 - Documentation of outreach implemented
 - Evaluation of rides served

Parties Responsible for Leading and Supporting Implementation: Mid-Ohio Regional Planning Commission (MORPC), ODOT HSTC Region 6 Mobility Managers

Resources Needed: Staffing, technology/software, marketing and communications materials

Potential Cost Range: \$200,000-\$300,000 estimated for annual Gohio Mobility software costs, staff time, and marketing and communications materials

Potential Funding Sources: Section 5310 funding, state and local funding

County Studies

The following sections outline the identified goals and strategies for each county in ODOT HSTC Region 6 based on conversations from the county mobility discussions, the Central Ohio Mobility Manager Working Group, the RMP Steering Committee, and findings from the regional survey. Graphics representing county survey responses created from home zip codes in each county are included. The goals and strategies have been updated from each county's previously documented goals and strategies in the 2021-2026 RMP to best meet new and existing coordination challenges and transportation needs.

Representatives who collaborated on these goals and strategies are described in the Public and Stakeholder Involvement section. A list of participatory stakeholders are included in Appendix A.

SANKEY DIAGRAMS – TRANSPORTATION TRENDS

Sankey diagrams are included for each county to show transportation trends and commute patterns. This exercise supported a better understanding of how programs and investments in regional connectivity and workforce transportation may most beneficially impact job access and economic development. The following pages include the Sankey diagrams created for this exercise. Sankey diagrams can be read by transportation users coming from, or living in, the highlighted county on the left and going to, or working in, the highlighted counties on the right. The sankey diagrams labeled "County Commute Trends from 2023 Longitudinal Employer-Household Dynamics (LEHD)" show specific work to home and back travel trends in 2023. The sankey diagrams labeled "County Transportation Trends from 2024 Streetlight Data" have been developed in reference to streetlight data from 2024.

Delaware County

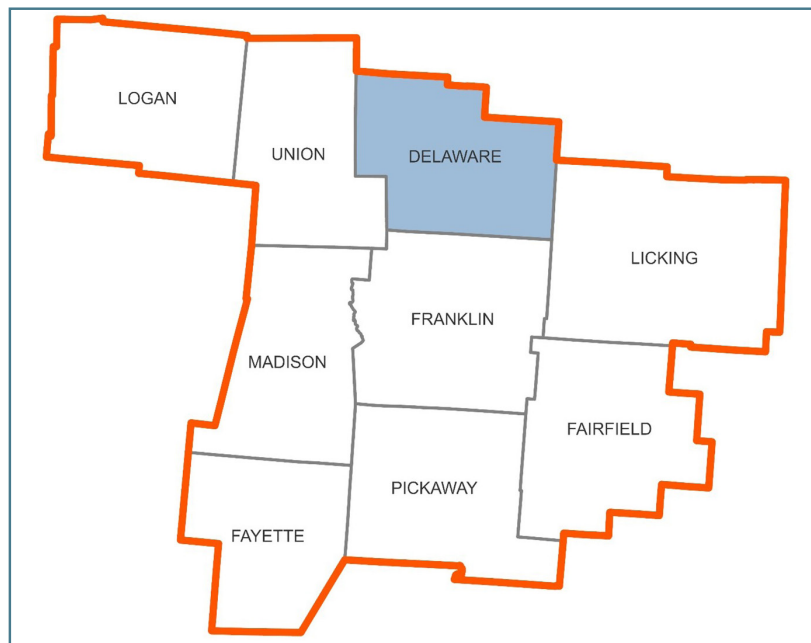
REGIONAL CONTEXT: DELAWARE COUNTY

Delaware County is one of Central Ohio’s fastest-growing counties, with a majority of development taking place in the southern portion of the county near Franklin County. The northern area of the county is predominantly rural with the exception of the City of Delaware. As projected by MORPC, Delaware County is experiencing the most significant amount of growth of Ohio counties with an estimated population of more than 397,000 residents by 2050. The goals and strategies outlined for Delaware County were created with future growth, existing public transit services, survey input, and evaluation of mobility needs described by local partners in mind.

DELAWARE COUNTY TRANSIT SERVICE

Delaware County Transit (DCT) provides public transit without demographic exclusions with two services: FLEX on-demand microtransit service and county-wide demand response. DCT operates two FLEX zones within the City of Delaware and the City of Sunbury and is planning a third microtransit zone in the southern portion of the county near Orange Township. The demand response service operates county-wide with out-of-county trips available. Fare discounts are available for older adults and individuals with disabilities on all of DCT’s services.

In addition to DCT, there are multiple specialized transportation providers that serve older adults, individuals with disabilities, veterans, and Medicaid users, among others. A list of these transportation providers is located in Appendix A. Trips from these providers may be scheduled with the help of Delaware County Mobility Management or using Gohio Mobility.



TRANSPORTATION TRENDS

Both Delaware county sankey diagrams highlight transportation to other parts of the county and Franklin county as the most significant destinations. Licking and Union county are also highlighted as destinations for both workforce transportation and general travel trends from Delaware county.

Figure 18. Delaware County Commute Trends from 2023 Longitudinal Employer-Household Dynamics (LEHD)

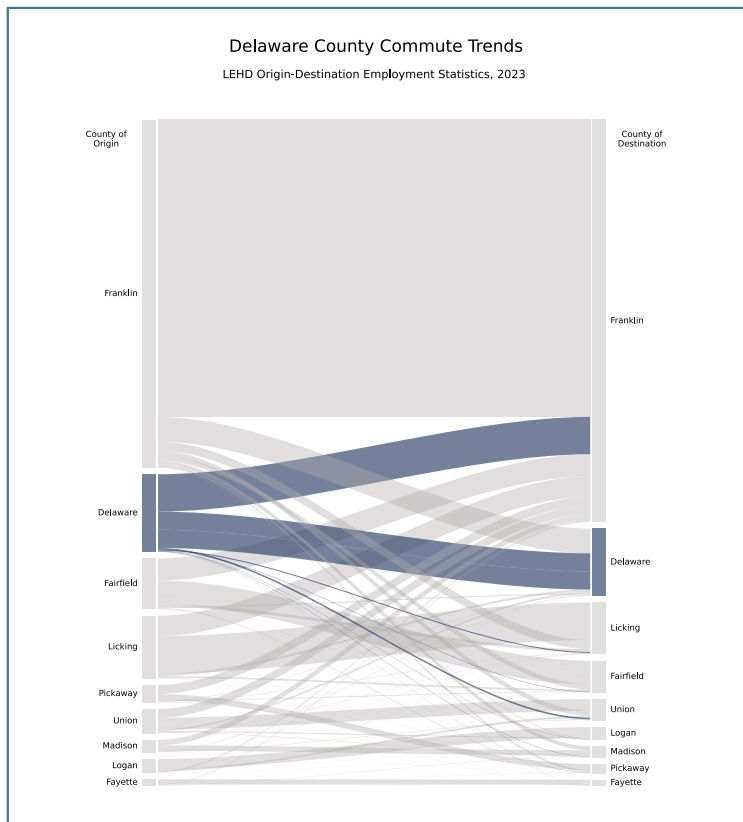
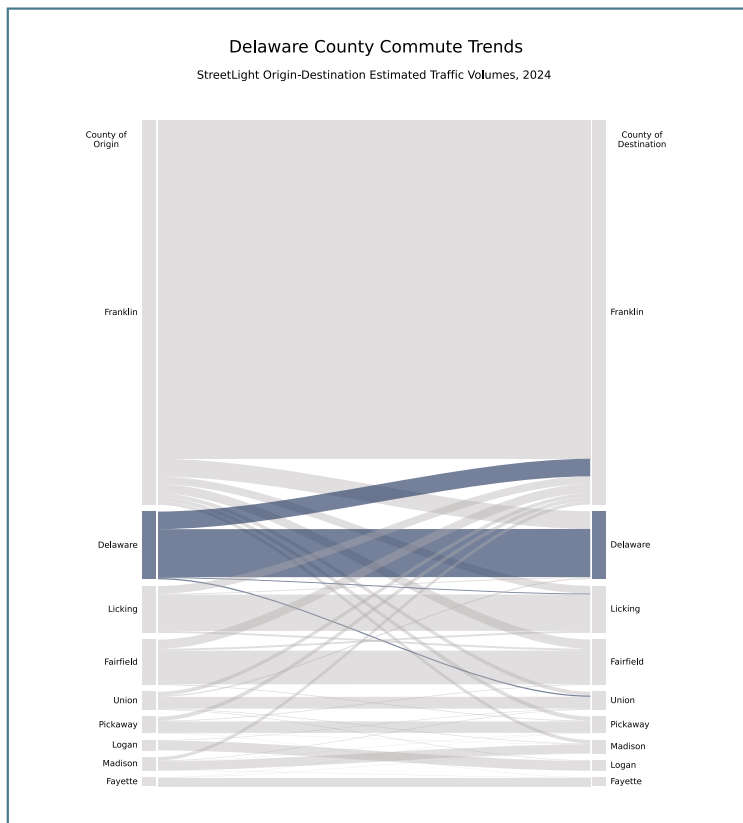


Figure 19. Delaware County Transportation Trends from 2024 Streetlight Data



EVALUATION OF MOBILITY NEEDS: DELAWARE COUNTY

MOBILITY NEEDS

In the local level mobility discussions, participants were asked their reactions to the regional mobility goals and strategies identified in the previous RMP published in 2022 as well as what they want Central Ohio to accomplish to improve transit and mobility options in five years. Participants discussed the regional strengths and weaknesses in meeting the mobility needs of older adults, individuals with disabilities, and individuals with lower incomes. The activity highlighted the following needs/goals relevant to Delaware County:

- Creating affordable and readily available cross-county connections
- Building awareness of transit services with residents and community leaders
- Promoting transit among choice-riders as an affordable, seamless option
- Developing technology to promote trip coordination among specialized providers and improve the rider experience
- Discuss long-term funding strategies for public transit
- Improving multi-modal connectivity and safety

The mobility manager highlighted the following unmet needs relevant to Delaware County

UNMET NEEDS

- Cross-county transportation
- Affordable transportation for rural residents
- Longer hours and weekend services
- Outreach and awareness of transportation services

Delaware County Goals and Strategies

Goal 1: Expand Services for Disadvantaged Populations

Strategy 1.1: Pursue and utilize Section 5310 and 5307 funding to support service expansion.

Strategy 1.2: Expand service hours to include evenings and weekends; evaluate sustainability and potential for further expansion.

Status: Evening and Saturday service implemented; additional expansion under review as funding permits

Strategy 1.3: Conduct a study to improve economic accessibility of transit services.

Status: Workforce transportation study nearing completion; paratransit service no longer in operation. Results of Survey will be used for guidance for future service expansions

Strategy 1.4: Strengthen regional connectivity through cross-county coordination.

Status: strong connection points—able to assist with connecting to COTA Fixed Routes, Mainstream, and COTA Plus. Continue to seek solutions for other county borders

Goal 2: Encourage Flexible Policies to Improve Transit Accessibility

Strategy 2.1: Coordinate the development of a mobility group for Delaware County using the Delaware Age Friendly Group and Delaware County Advisory Board as a starting point. Prioritize involvement from human service organizations and expand funding considerations. Currently in place

Strategy 2.2: Promote integration of transportation considerations into land use planning, zoning, and development processes

Goal 3: Increase Awareness of Programs and Services

Strategy 3.1: Expand awareness of available transportation services and travel opportunities.

Strategy 3.2: Promote use of Gohio Mobility as a centralized, multi-county transportation resource.

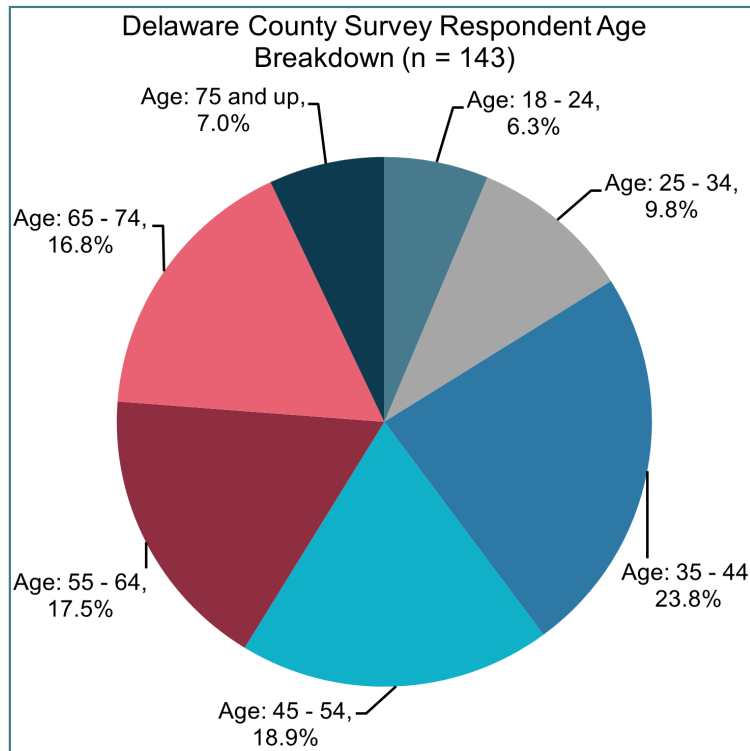
Strategy 3.3: Strengthen outreach through partnerships with healthcare providers, social service agencies, preservation parks, and community organizations.
Status: Active and ongoing.

Delaware County Survey Findings

Age

Most respondents were age 45 or older (60.1%) while the single largest response cohort (23.8%) were age 35-44 years old.

Figure 20. Delaware County Survey Respondent Age



Race or Ethnicity

Respondents were primarily White-Caucasian (88.5%) while Black or African American identified were the second single largest response cohort (3.8%).

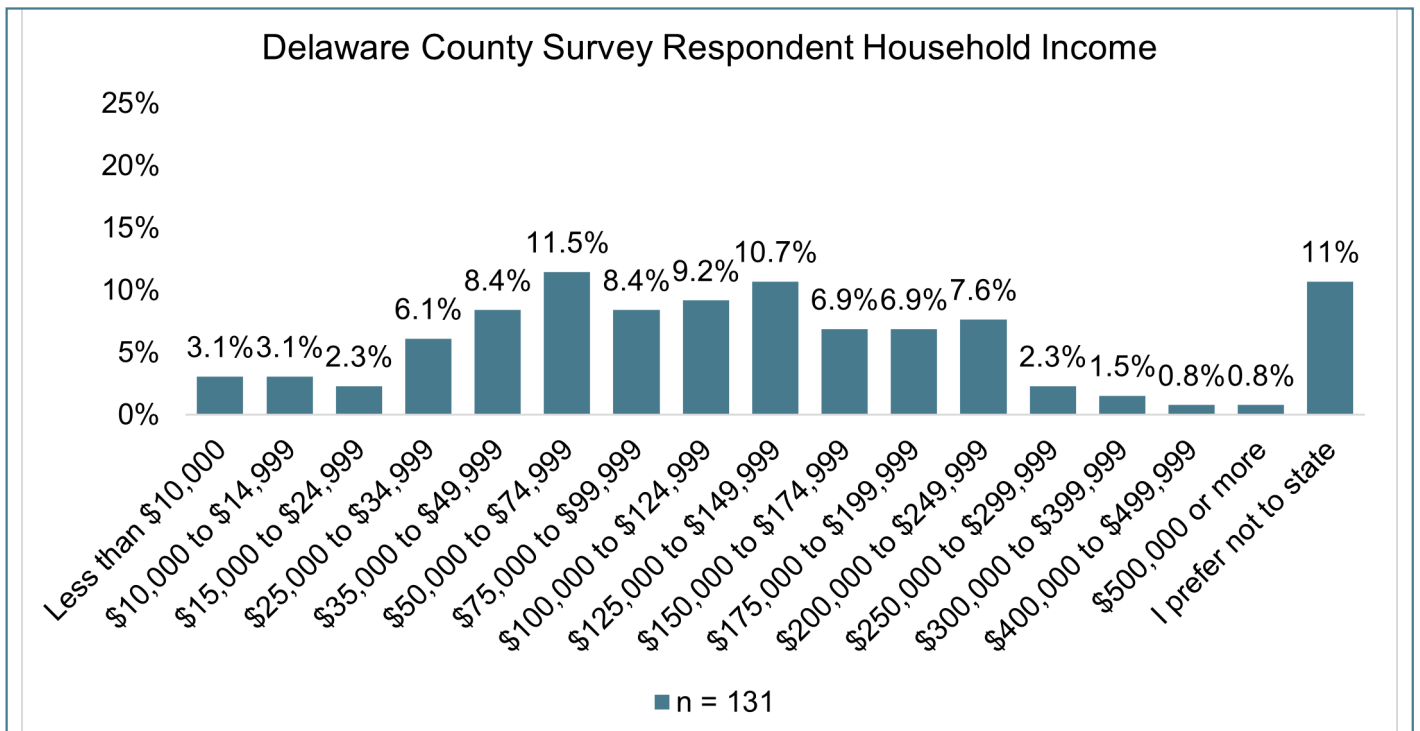
Table 8. Delaware County Survey Respondent Race

Race or Ethnicity	Count	Percent
Black or African American	5	3.8%
Multi-Racial	3	2.3%
Another Race / Ethnicity	7	5.3%
White or Caucasian	115	88.5%

Household Income

The single largest household income cohort shown is the \$50,000-\$74,999 group with 11.5% of respondents saying this income range. Just under 1/4th of respondents (23.0%) have a household income that is below \$50,000.

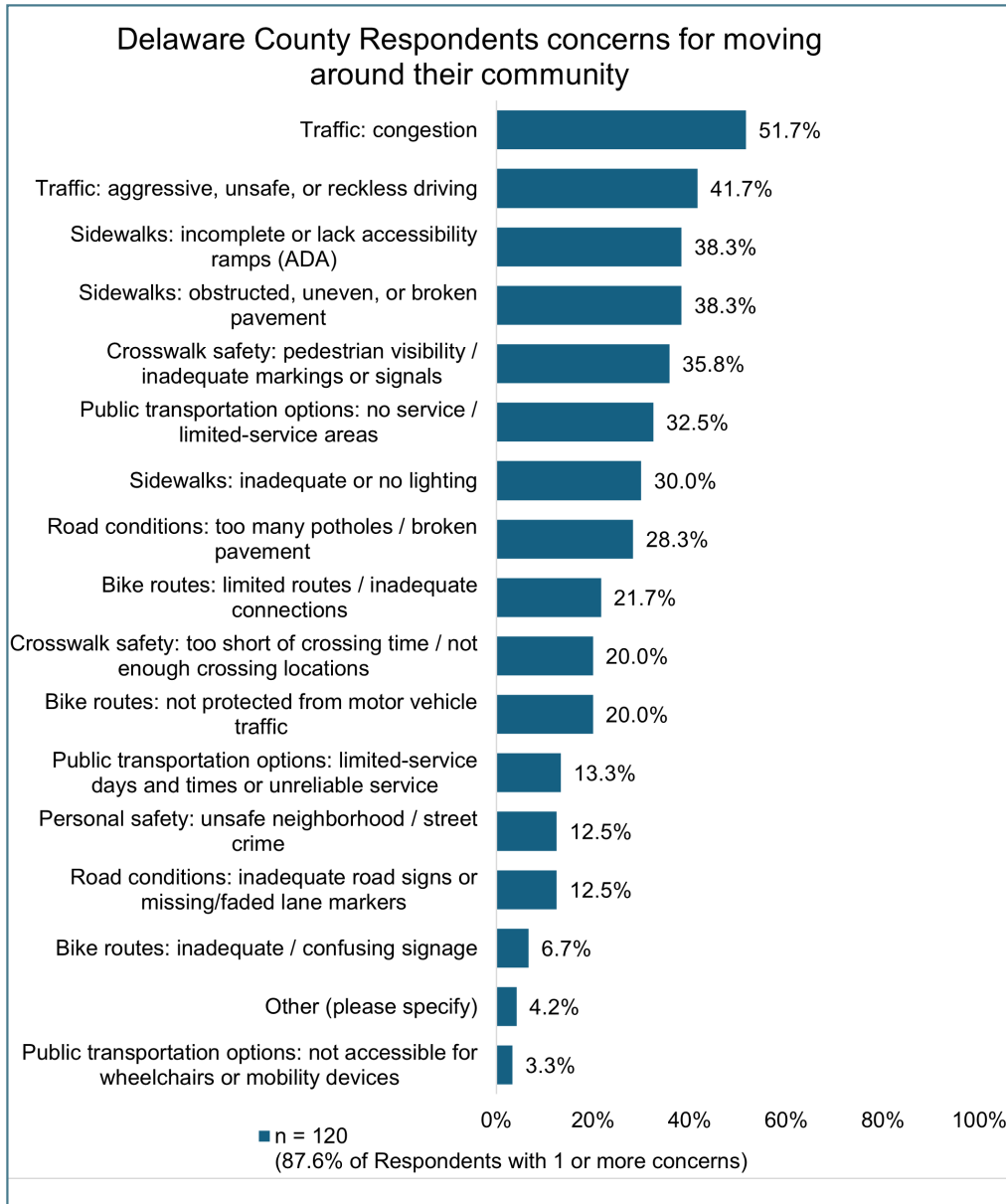
Figure 21. Delaware County Survey Respondent Household Income



Community Transportation Concerns

In the county, the top 5 transportation concerns for respondents moving about their community focus on Traffic: congestion (51.7%) and aggressive, unsafe, or reckless driving (41.7%), Sidewalks: incomplete or lack accessibility ramps (ADA) and obstructed, uneven, or broken pavement both (38.3%), and Crosswalk safety: pedestrian visibility / inadequate markings or signals (32.5%).

Figure 22. Delaware County Community Transportation Concerns



Mode of Transportation (4 or more days per week) by Disability Type and Status in Household

Households across the county that are identified as having one-or-more people with a disability living in them are less likely to regularly use personal transportation (77.8%) than those who did not identify as a household with disabilities (82.7%). While households identified with a disability use other forms of transportation more often such as using the bus, friends or family members, walking, and carpooling.

Table 9. Delaware County Mode of Transportation by Disability Type and Status

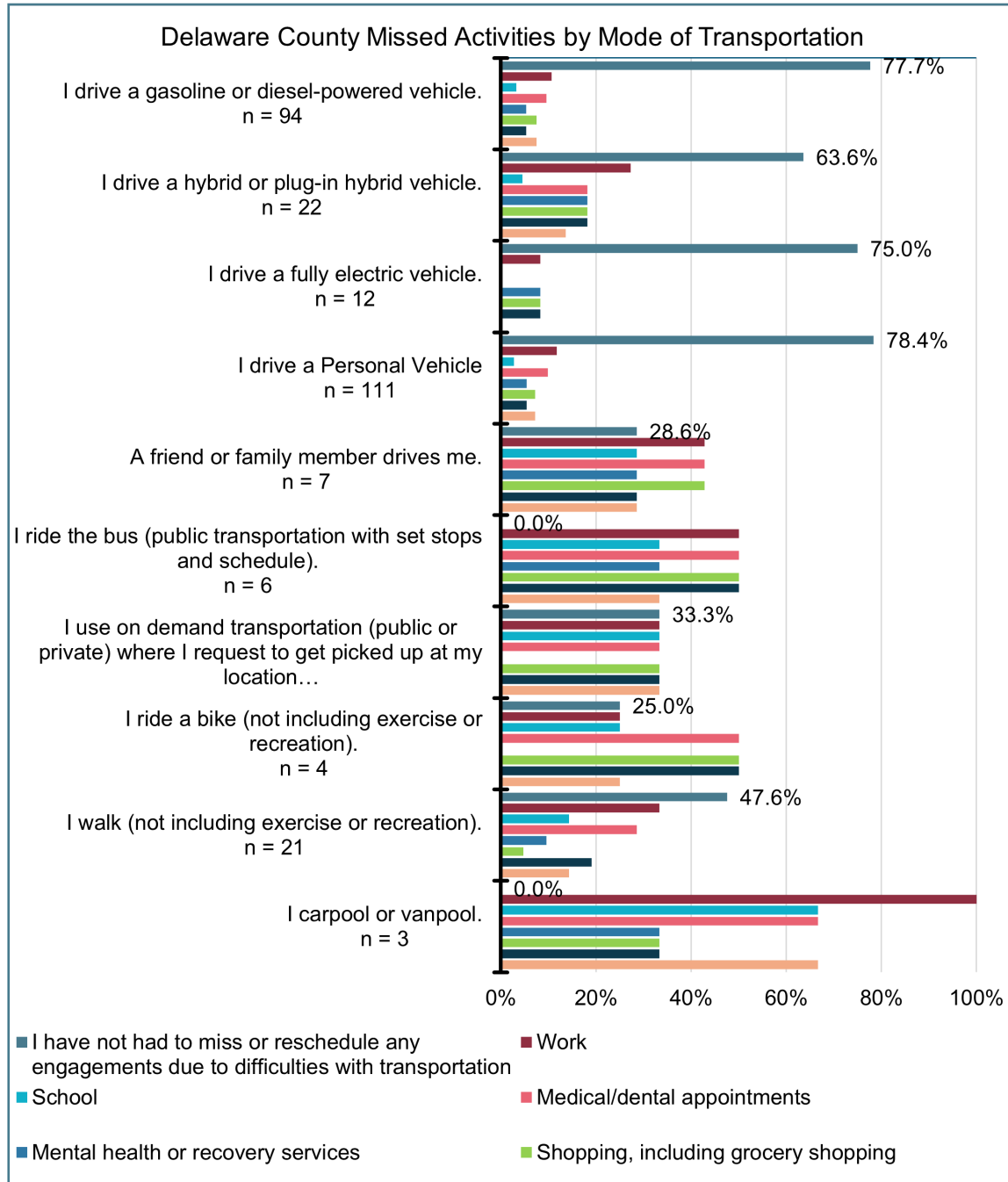
Delaware County, Ohio	Deaf or serious difficulty hearing	Blind or serious difficulty seeing	Over age 5 with a physical, mental, or emotional condition resulting in serious difficulty concentrating, remembering, or making decisions	Over age 5 with serious difficulty walking or climbing stairs	Over age 5 and has difficulty dressing or bathing	Over age 15 with a physical, mental, or emotional condition resulting in serious difficulty doing errands alone	None of these currently describe me or anyone in my household	Any Disability
Count Disability	8	4	10	12	‡	9	98	27
I drive a Personal Vehicle	62.5%	50.0%	80.0%	75.0%	‡	77.8%	82.7%	77.8%
A friend or family member drives me.	0.0%	25.0%	20.0%	25.0%	‡	11.1%	4.1%	11.1%
I ride the bus (public transportation with set stops and schedule).	0.0%	25.0%	20.0%	33.3%	‡	22.2%	2.0%	14.8%
I use on demand transportation (public or private) where I request to get picked up at my location	0.0%	0.0%	0.0%	8.3%	‡	11.1%	2.0%	3.7%
I ride a bike (not including exercise or recreation).	0.0%	0.0%	0.0%	8.3%	‡	11.1%	2.0%	3.7%
I walk (not including exercise or recreation).	12.5%	50.0%	30.0%	25.0%	‡	44.4%	13.3%	25.9%
I carpool or vanpool.	0.0%	25.0%	10.0%	16.7%	‡	11.1%	1.0%	7.4%

‡ Values too small to meaningfully represent

Missed or rescheduled activities by mode of transportation

In the county, those who are least likely to miss or reschedule activities use a personal vehicle for their travel needs (78.4%) while those who use other options have a much higher miss or reschedule rates.

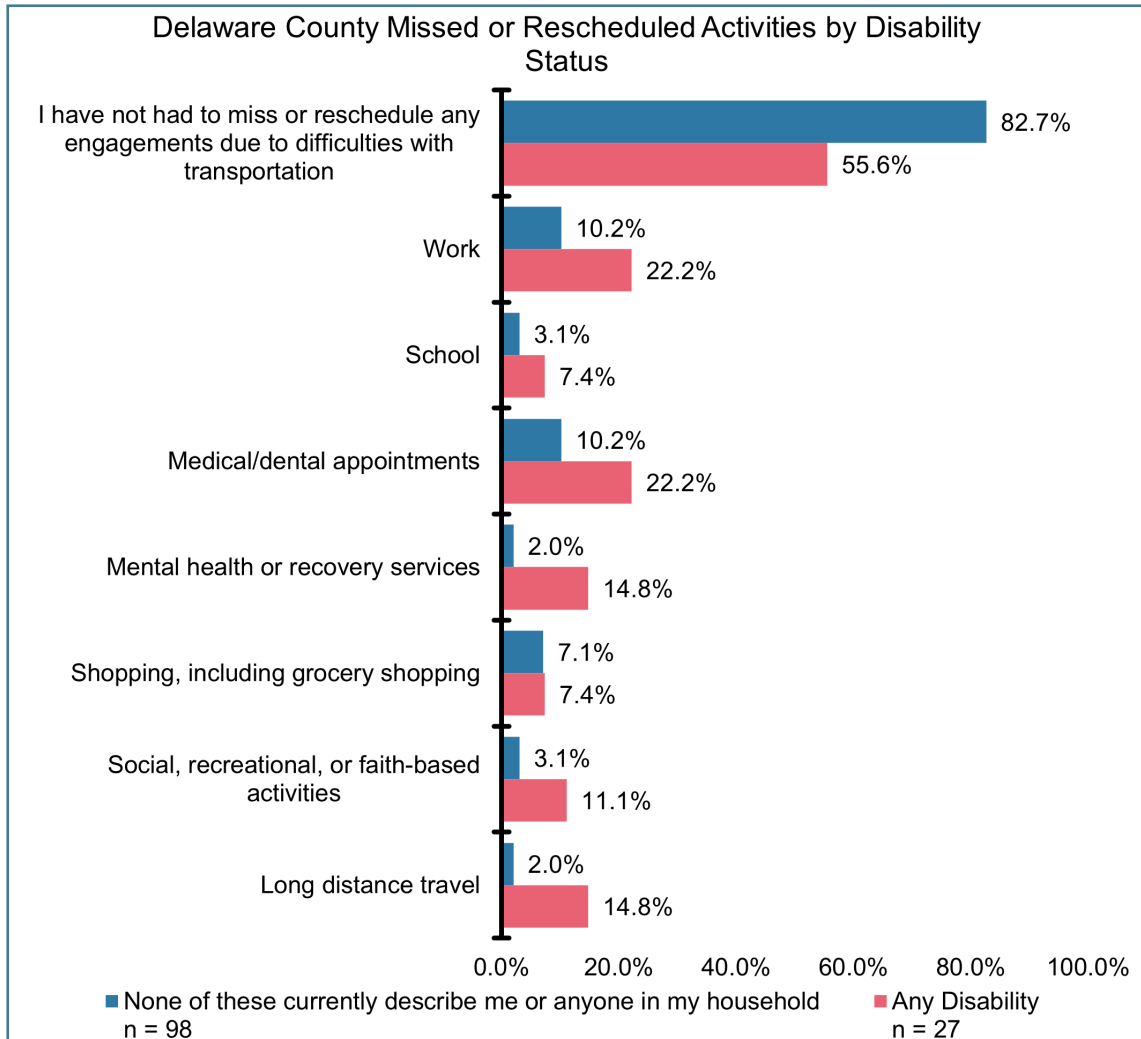
Figure 23. Delaware County Missed Activities by Mode of Transportation



Missed or rescheduled activities by Presence of Any or No Disability

Respondents that are least likely to miss or reschedule activities do not identify as having an individual in the house with a disability (82.7%) while over four-in-ten (44.4%) of those who do identify as a household with a disability have had to miss or reschedule one or more activities in the last 12-months. The most commonly missed or rescheduled activities named are for work and medical/dental appointments (both 22.2% for households identified with 1-or-more disabilities).

Figure 24. Delaware County Missed or Rescheduled Activities by Disability Status



Fairfield County

REGIONAL CONTEXT: FAIRFIELD COUNTY

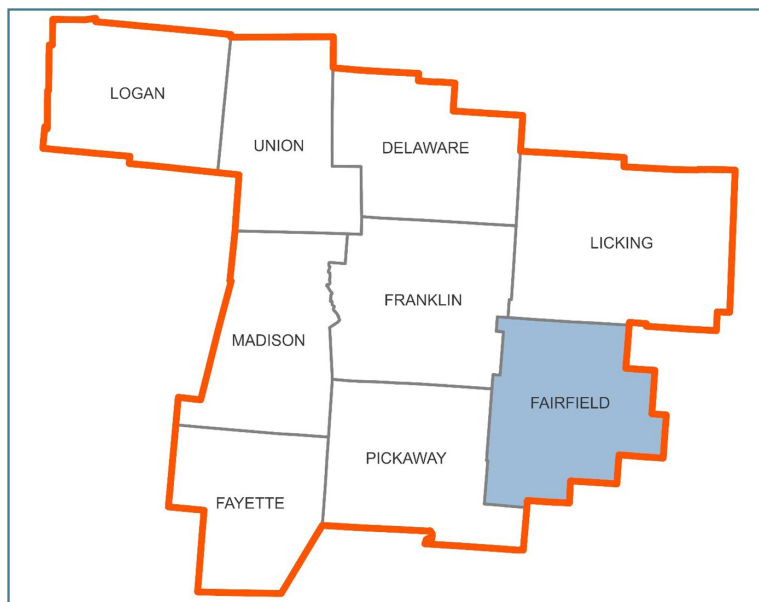
Fairfield County is primarily rural and is comprised of four cities (Lancaster, Pickerington, Reynoldsburg, and Canal Winchester) and multiple villages and townships. Fairfield is among other Central Ohio Counties growing in population with an estimated 214,900 residents by 2050, as projected by MORPC. Data identified in other MORPC studies highlight Lancaster and Pickerington as cities with the highest demand for transit. The goals and strategies outlined for Fairfield County were created with future growth, existing public transit services, survey input, and evaluation of mobility needs described by local partners in mind.

FAIRFIELD COUNTY TRANSIT SERVICE

Fairfield County Transit, or The Link, provides both fixed-route and curb-to-curb demand response service throughout Fairfield County. Five deviated-fixed routes are available 7AM to 9PM Monday through Friday in the City of Lancaster, and a similar deviated-fixed route service in Pickerington is available 9AM-5PM Monday through Friday with an interchange in Carroll and at Diley Ridge Medical Center at 8 AM, 12PM, 1PM, and 5PM to facilitate connections to the other fixed routes serving the Lancaster area. Deviations up to ¾ mile from the posted fixed-route require advanced scheduling of at least 24 hours and may not be accepted.

Demand-response transit service is available to all county residents available 6AM-6PM Monday through Friday and 7AM-4PM on Saturday. Advanced scheduling is recommended, though same-day service may be available. Demand response service does not exceed \$5 if service remains in Fairfield County. Fares for demand response service outside of Fairfield County are calculated by mileage. Discounts are provided for children and eligible members of the Mobility Program (older adults and individuals with disabilities).

In addition to Fairfield County Transit, there are multiple specialized transportation providers that serve older adults, individuals with disabilities, veterans, and Medicaid users, among others. A list of these transportation providers is located in Appendix A. Trips from these providers may be scheduled with the help of Fairfield County Mobility Management or using Gohio Mobility.



TRANSPORTATION TRENDS

Both Fairfield county sankey diagrams highlight transportation to other parts of the county and Franklin county as the most significant destinations. Delaware, Licking, and Pickaway county are also highlighted as destinations for both work-force transportation and general travel trends from Fairfield county.

Figure 25. Fairfield County Commute Trends from 2023 Longitudinal Employer-Household Dynamics (LEHD)

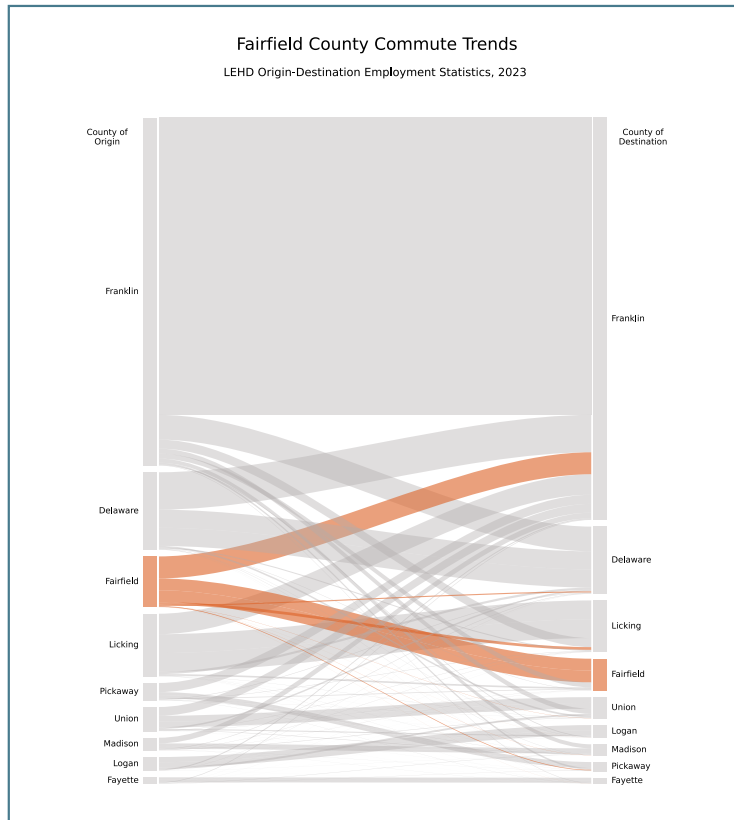
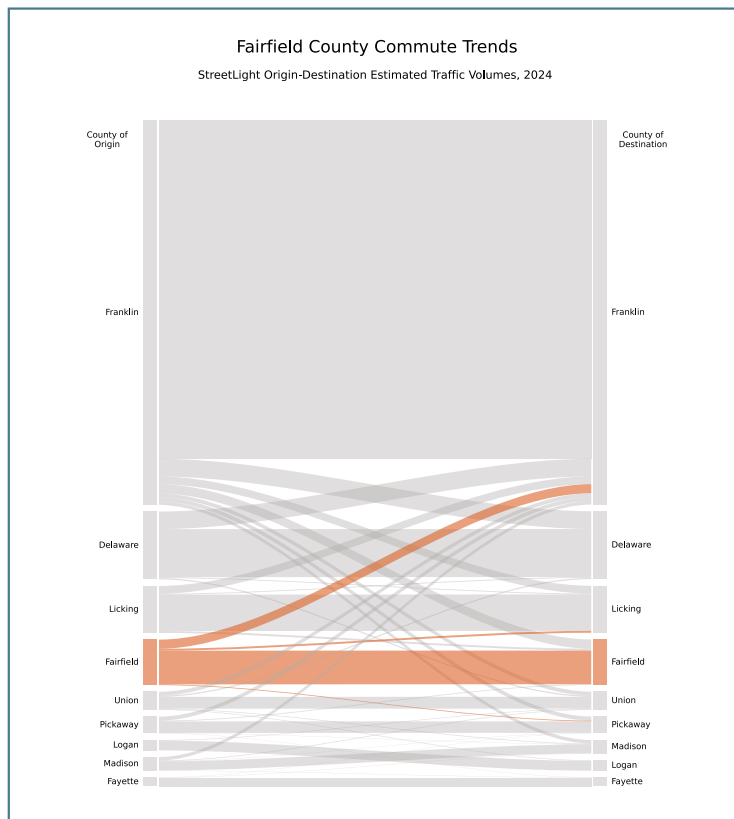


Figure 26. Fairfield County Transportation Trends from 2024 Streetlight Data



EVALUATION OF MOBILITY NEEDS: FAIRFIELD COUNTY

MOBILITY NEEDS

In the local level mobility discussions, participants were asked their reactions to the regional mobility goals and strategies identified in the previous RMP published in 2022 as well as what they want Central Ohio to accomplish to improve transit and mobility options in five years. Participants discussed the regional strengths and weaknesses in meeting the mobility needs of older adults, individuals with disabilities, and individuals with lower incomes. The activity highlighted the following needs/goals as relevant to Fairfield County:

- Increased level of service through expanded hours and weekend/holiday service
- Coordination and expansion of cross-county trips, highlighting the Mobility Center at Rickenbacker as a hub
- Identify and secure new and sustainable funding sources
- Develop and launch new technology to support trip coordination and improve the rider experience
- Coordinate workforce transportation options with employers
- Improve multi-modal connections and bus shelter infrastructure to ensure riders can safely walk to access transit

The mobility manager highlighted the following unmet needs relevant to Fairfield County

UNMET NEEDS

- Vehicle operators
- Expanded service hours and days of transit operation
- Medical trips for older adults
- Mental health and recovery transportation
- Workforce transportation

Fairfield County Goals and Strategies

Goal 1: Increase Awareness of County-Wide Transportation Programs, Services, and Information

Strategy 1.1: Support the Fairfield County Transportation Advisory Council (TAC) for coordination efforts.

Strategy 1.2: Develop an outreach plan for local government officials and major employers to build support for accessible transportation and public transit in the county.

Strategy 1.3: Provide transportation information to the Fairfield County Older Adult Network.

Strategy 1.4: Develop a joint marketing plan to support coordinated marketing efforts for the public among providers and a driver campaign that will educate the public about those that are unable to drive and those that have impediments to driving. Plan for future marketing efforts in a formal plan and evaluate success for future reference.

Strategy 1.5: Encourage use of Gohio Mobility to aid transportation related calls to the 2-1-1 county call center and as a one stop multi-county transportation search tool.

Goal 2: Plan the Coordination and Expansion of Transportation Services

Strategy 2.1: Maintain an updated inventory of existing providers and their vehicles and technology used for transportation services in the County.

Goal 2: Plan the Coordination and Expansion of Transportation Services (cont.)

Strategy 2.2: Update local transit coordination goals with the TAC and support Fairfield County in regional mobility work.

Strategy 2.3: Monitor the successful completion of strategies and report it to community leaders and regional partners to support coordination and sharing of best practices.

Strategy 2.4: Develop outreach plan for transportation providers to encourage coordination of services. A piece of this outreach plan will include using memorandums or contracts with providers to share service and improve accessibility and connectivity of services

Strategy 2.5: Work with COTA to explore opportunities for connections with COTA services. Plan and implement pilot and long-term cross-county connections. Focus on access to job opportunities to support economic development and access to medical centers to support quality of life

Strategy 2.6: Work with other regional transportation providers to provide out-of-country and out of state transportation services for Fairfield County residents.

Strategy 2.7: Coordinate technology used for dispatching and scheduling services among county transportation providers to improve connectivity.

Goal 3: Better Utilize Existing Funding and Seek New Funding Sources

Strategy 3.1: Research and pursue innovative grant and funding opportunities as a collaborative effort through Fairfield County Transit, “The Link”, and the TAC. Seek opportunities for regional coordination in this area.

Strategy 3.2: Determine permanent source of local funds for capital and operating resources from federal Section 5311 and ODOT operating funds to support Fairfield County Transit. Also seek and use federal section 5310 funding towards these goals and strategies.

Strategy 3.3: Initiate a public outreach plan to determine most needed transportation changes, expansions, and education programs for the county to support accessibility of services.

Goal 4: Improve/Create Access to Workforce Transportation Services

Strategy 4.1: Implement study to understand needs of county employers.

Strategy 4.2: Provide service within Fairfield County with existing human services agency resources. Look to expand service hours and days that might accommodate 2nd and 3rd shift work force.

Strategy 4.3: Pursue partnerships with major employers in coordination with regional goals of providing various transportation options.

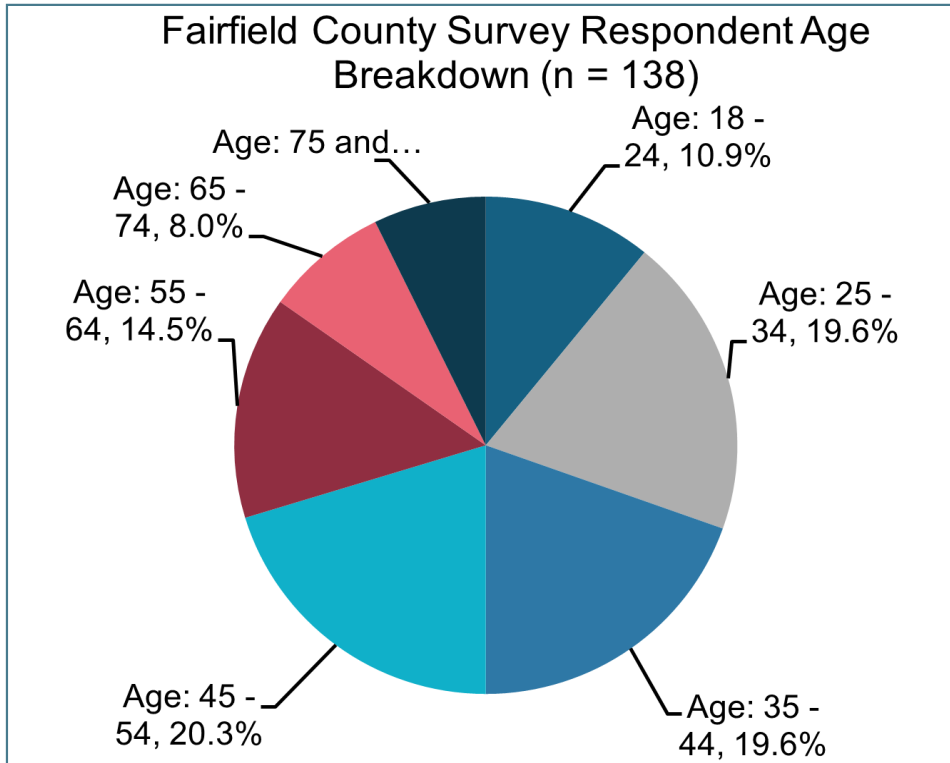
Strategy 4.4: Search out vanpooling options and research other transportation opportunities for workforce mobility.

Fairfield County Survey Findings

Age

Most respondents were age 45 or under (50.1%) while the biggest response cohort (20.3%) were age 45-54 years old.

Figure 27. Fairfield County Survey Respondent Age



Race or Ethnicity

Respondents were primarily White-Caucasian (88.6%) while Black or African American identified were the second largest response cohort (8.3%).

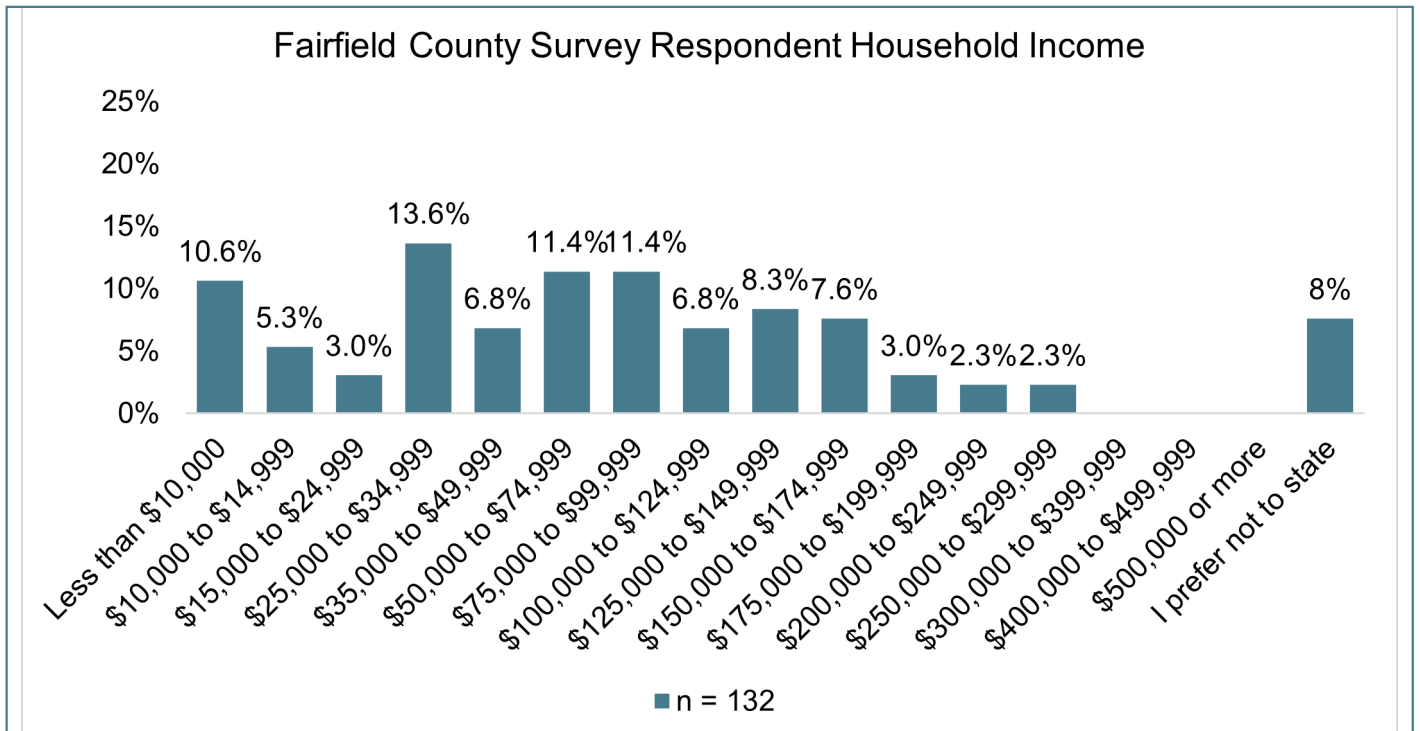
Table 10. Fairfield County Survey Respondent Race

Race or Ethnicity	Count	Percent
Black or African American	11	8.3%
Another Race / Ethnicity	4	3.0%
White or Caucasian	117	88.6%

Household Income

The single largest household income cohort shown is the \$25,000-\$34,999 group with 13.6% of respondents saying this income range. Nearly a quarter of respondents (22.8%) have a household income that is between \$50,000 and \$99,999.

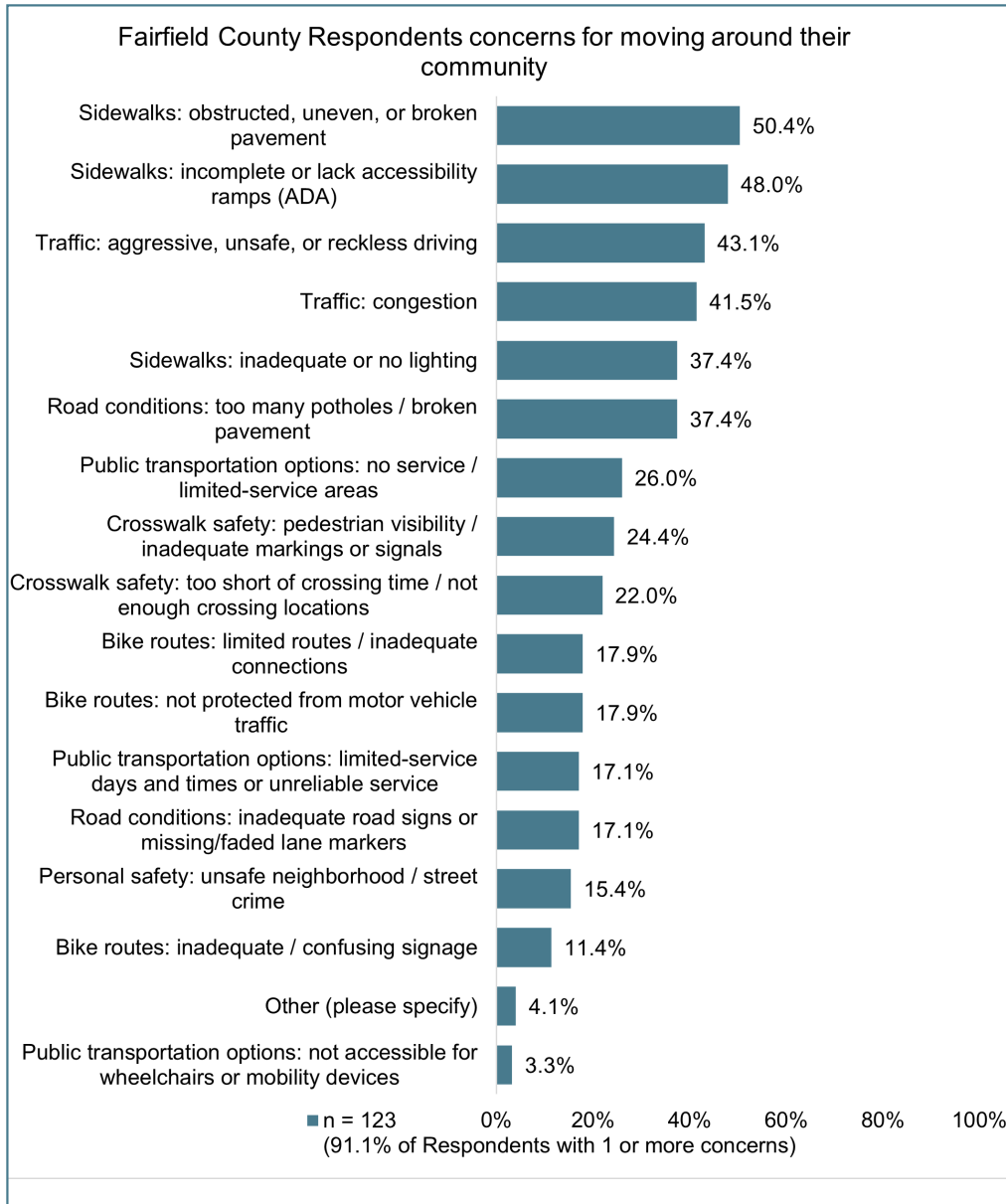
Figure 28. Fairfield County Survey Respondent Household Income



Community Transportation Concerns

In the county, the top 5 transportation concerns for respondents moving about their community focus on Sidewalks: obstructed, uneven, or broken pavement (50.4%); sidewalks: incomplete or lack accessibility ramps (ADA) (48.0%); and inadequate or no lighting (37.4%), along with Traffic: aggressive, unsafe, or reckless driving (43.1%), and congestion (41.5%).

Figure 29. Fairfield County Community Transportation Concerns



Mode of Transportation (4 or more days per week) by Disability Type and Status in Household

Households across the county that are identified as having one-or-more people with a disability living in them are about as likely to regularly use personal transportation (69.8%) as those who did not identify as a household with disabilities (70.2%). While households identified with a disability use other forms of transportation more often such as using the bus, friends or family members, and carpooling.

Table 11. Fairfield County Mode of Transportation by Disability Type and Status

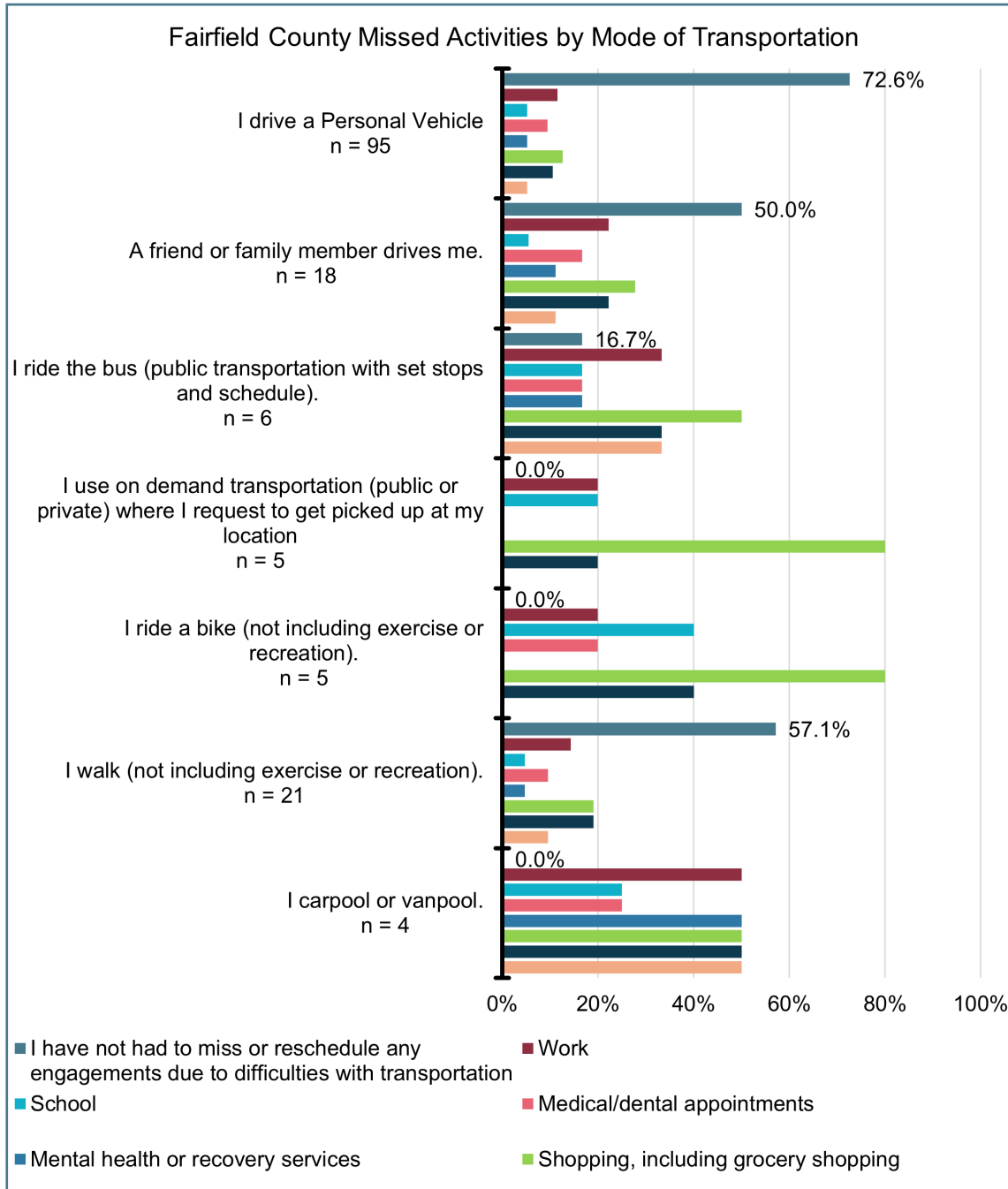
Fairfield County, Ohio	Deaf or serious difficulty hearing	Blind or serious difficulty seeing	Over age 5 with a physical, mental, or emotional condition resulting in serious difficulty concentrating, remembering, or making decisions	Over age 5 with serious difficulty walking or climbing stairs	Over age 5 and has difficulty dressing or bathing	Over age 15 with a physical, mental, or emotional condition resulting in serious difficulty doing errands alone	None of these currently describe me or anyone in my household	Any Disability
Count Disability	10	‡	18	20	‡	17	84	43
I drive a Personal Vehicle	50.0%	‡	72.2%	60.0%	‡	70.6%	70.2%	69.8%
A friend or family member drives me.	10.0%	‡	16.7%	25.0%	‡	23.5%	9.5%	18.6%
I ride the bus (public transportation with set stops and schedule).	10.0%	‡	11.1%	10.0%	‡	5.9%	3.6%	7.0%
I use on demand transportation (public or private) where I request to get picked up at my location	0.0%	‡	5.6%	5.0%	‡	0.0%	2.4%	4.7%
I ride a bike (not including exercise or recreation).	0.0%	‡	0.0%	5.0%	‡	0.0%	3.6%	2.3%
I walk (not including exercise or recreation).	10.0%	‡	5.6%	15.0%	‡	17.6%	15.5%	16.3%
I carpool or vanpool.	10.0%	‡	11.1%	15.0%	‡	11.8%	0.0%	9.3%

‡ Values too small to meaningfully represent

Missed or rescheduled activities by mode of transportation

In the county, those who are least likely to miss or reschedule activities use a personal vehicle for their travel needs (72.6%) while those who use other options have a much higher miss or reschedule rates.

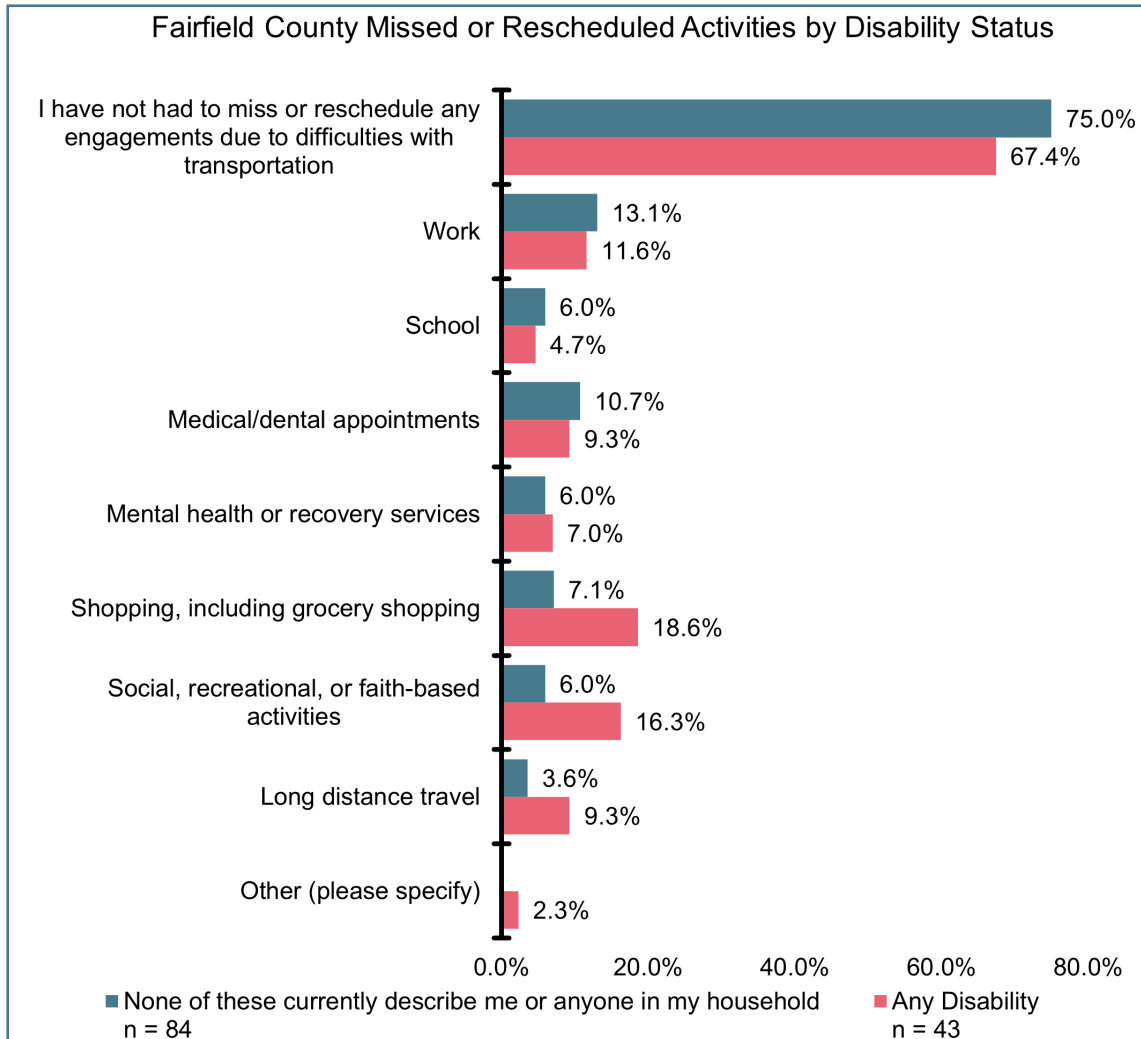
Figure 30. Fairfield County Missed Activities by Mode of Transportation



Missed or rescheduled activities by Presence of Any or No Disability

Respondents that are least likely to miss or reschedule activities do not identify as having an individual in the house with a disability (75.0%), while 32.6% of those who do identify as a household with one-or-more members with a disability have had to miss or reschedule one or more activities in the last 12-months. The most commonly missed or rescheduled activity named is for shopping, including groceries (18.6% for households identified with 1-or-more disabilities).

Figure 31. Fairfield County Missed or Rescheduled Activities by Disability Status



Fayette County

REGIONAL CONTEXT: FAYETTE COUNTY

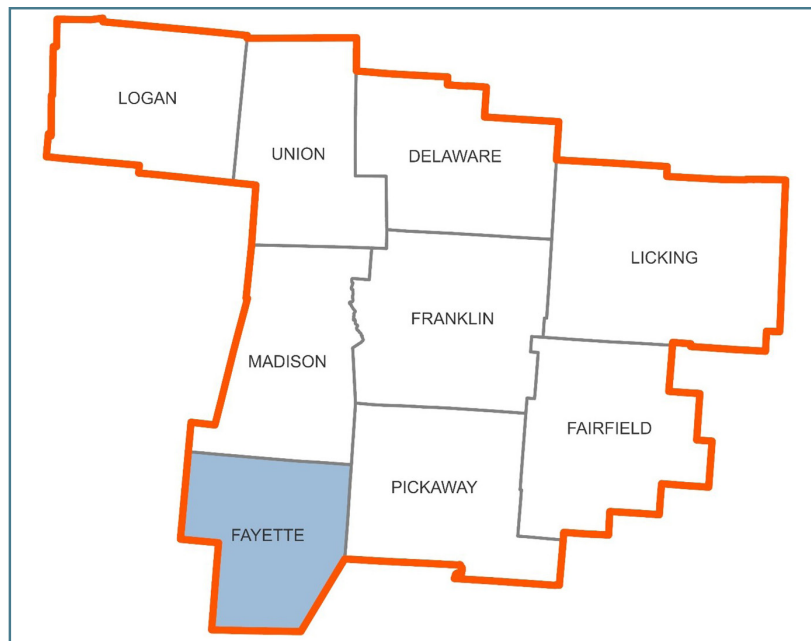
Fayette County is predominately rural with the small urban area of Washington Court House. Fayette County has a population of 28,951 residents, according to the 2020 census, and is projected to have 32,400 residents by 2050. The goals and strategies outlined for Fayette County were created with the rural context, existing public transit services, survey input, and evaluation of mobility needs described by local partners in mind.

FAYETTE COUNTY TRANSIT SERVICE

Fayette Madison Transit provides public transit services for the county through the Community Action Commission of Fayette County. Services provided include a point deviated route available in Washington Court House between 10:00 AM – 5:00 PM Monday through Friday with 50 cent fares charged per stop per person. Half fares are available to older adults and individuals with disabilities with prior approval.

Fayette Madison Transit provides demand response trips within Fayette County between 5:00 AM – 12:00 AM Monday through Sunday. Advanced scheduling of trips is preferred, though same day service may be available. Demand response service fares within Fayette County range between \$1.00 and \$1.50 depending on the trip origin and destination. Fares for trips outside of Fayette County are calculated based on mileage.

There are other private, public, and non-profit specialized transportation providers that serve older adults, individuals with disabilities, veterans, and Medicaid users, among others. A list of these transportation providers is located in Appendix A. Trips from these providers may be scheduled with the help of Fayette County Mobility Management or using Gohio Mobility.



TRANSPORTATION TRENDS

Both Fayette county sankey diagrams highlight transportation to other parts of the county as the most significant destinations for both workforce transportation and general travel trends.

Figure 32. Fayette County Commute Trends from 2023 Longitudinal Employer-Household Dynamics (LEHD)

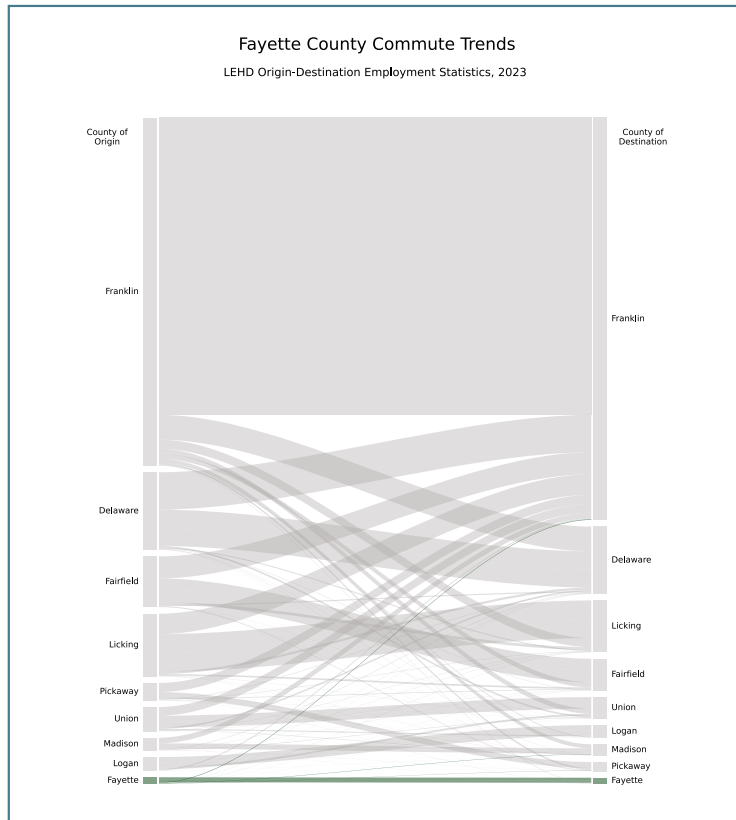
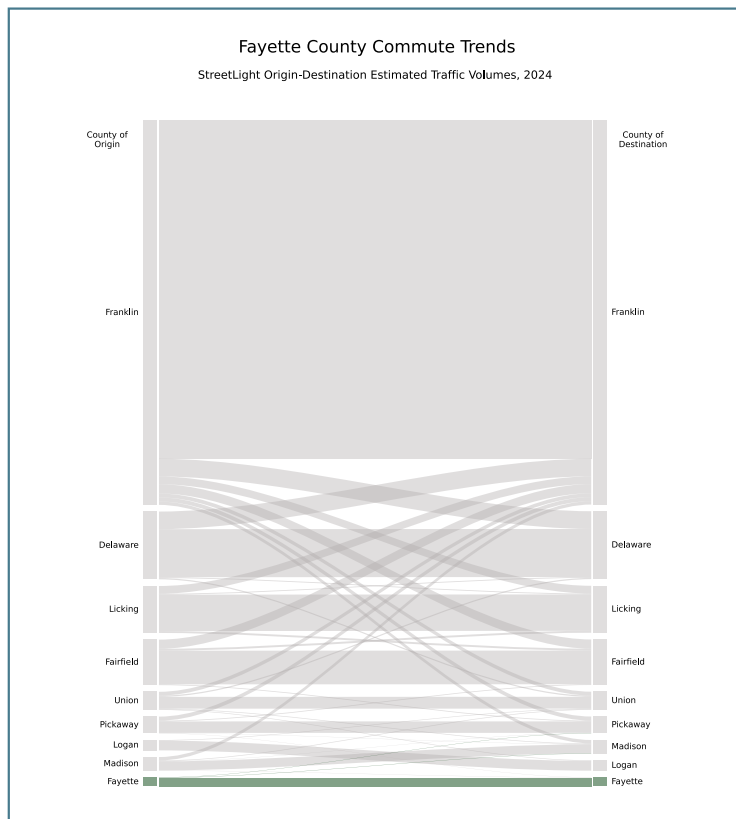


Figure 33. Fayette County Transportation Trends from 2024 Streetlight Data



EVALUATION OF MOBILITY NEEDS: FAYETTE COUNTY

MOBILITY NEEDS

In the local level mobility discussions, participants were asked their reactions to the regional mobility goals and strategies identified in the previous RMP published in 2022 as well as what they want Central Ohio to accomplish to improve transit and mobility options in five years. Participants discussed the regional strengths and weaknesses in meeting the mobility needs of older adults, individuals with disabilities, and individuals with lower incomes. The activity highlighted the following needs/goals as still being still relevant to Fayette County:

- Creating affordable and readily available cross-county connections
- Determining sustainable funding strategies for transportation
- Improving transportation safety and accessibility
- Build awareness and educate residents of transportation options within the county

The mobility manager highlighted the following unmet needs relevant to Fayette County

UNMET NEEDS

- Lack of direct public transportation options to urban centers
- Need for financial support from municipalities
- Increased congestion and traffic around Honda plant

Fayette County Goals and Strategies

Goal 1: Increase participation by people aged 60 and over and/or individuals with disabilities in the Transit Advisory Committee (TAC) meetings.

Strategy 1.1: Pursue changes to TAC meeting locations to include sites where target populations live, receive services, or regularly congregate. For example, hold meetings at the Commission on Aging, Board of Developmental Disabilities, Village Apartments, Washington School Apartments, Heritage Greene, and Seton Hall.

Goal 2: Expand transportation options.

Strategy 2.1: Research and apply for grants and other non-federal funding sources to support both operating and capital needs.

Strategy 2.2: Expand advertising on transit vehicles and actively solicit advertising partnerships with businesses located outside of Fayette County.

Strategy 2.3: Increase service contracts with local partners.

Strategy 2.4: Expand the availability of point-deviated routes.

Strategy 2.5: Expanding on-demand service options.

Goal 3: Expand regional transportation within Fayette County and to surrounding areas.

Strategy 3.1: Participate in cross-county discussions aimed at identifying opportunities for regional connectivity, with particular emphasis on connections to major employment hubs.

Goal 4: Ensure local agencies are aware of the availability and requirements of the 5310 Program.

Strategy 4.1: The Mobility Manager will meet with directors of agencies serving individuals age 60 and older and/or individuals with disabilities to provide education and guidance regarding the 5310 Program.

Strategy 4.2: Assist agencies that lack the capacity or experience to apply for Ohio Department of Transportation (ODOT) funding.

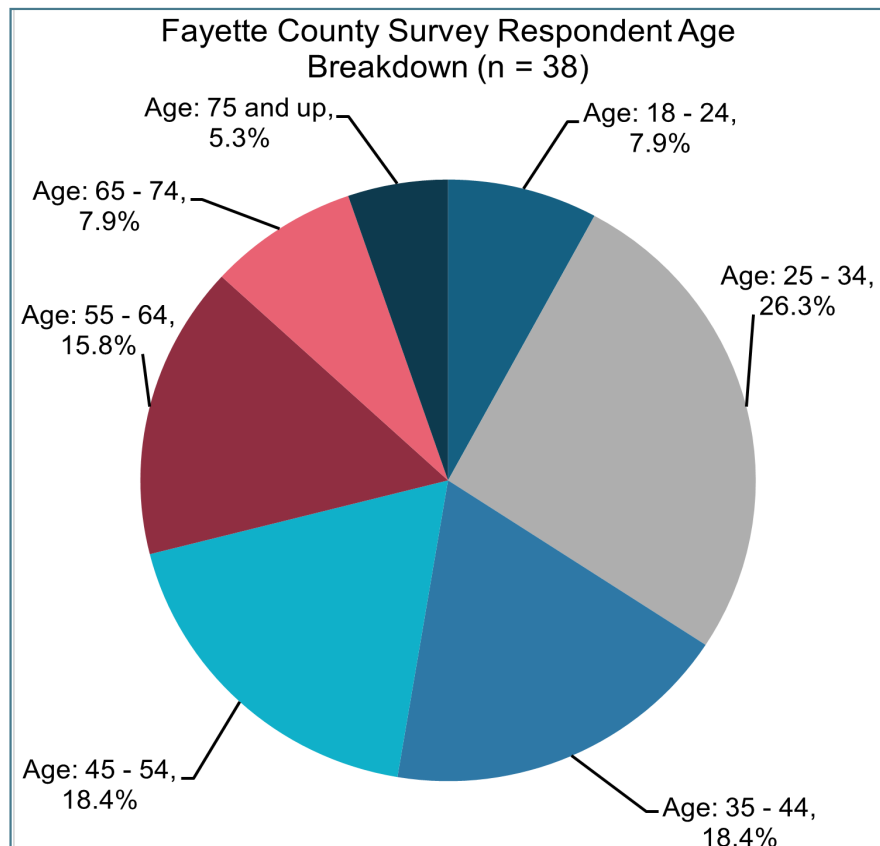
Strategy 4.3: Include current and potential 5310 providers in TAC meetings.

Fayette County Survey Findings

Age

Most respondents were age 45 or under (52.6%) with the biggest response cohort (26.3%) being age 25-34 years old.

Figure 34. Fayette County Survey Respondent Age Breakdown



Race or Ethnicity

Respondents were primarily White-Caucasian (94.3%).

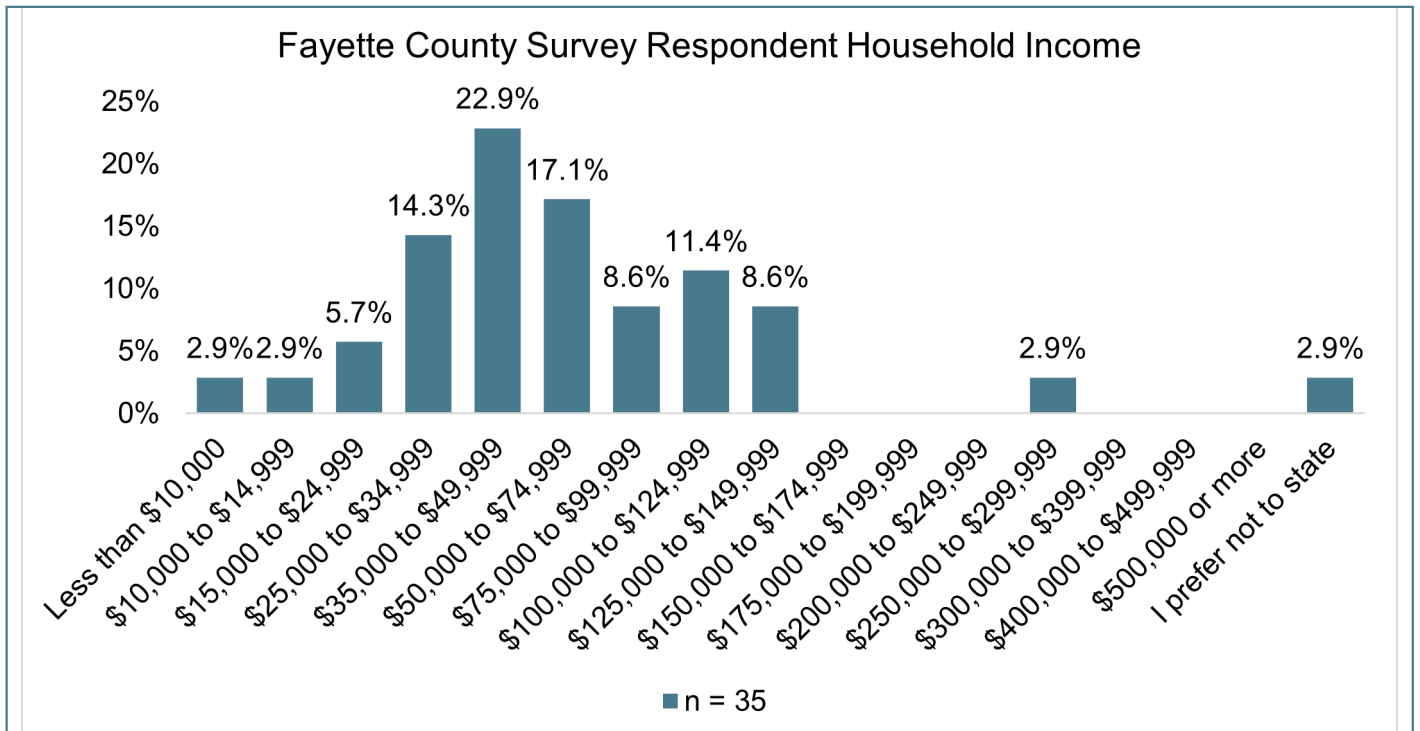
Table 12. Fayette County Survey Respondent Age

Race or Ethnicity	Count	Percent
Another Race / Ethnicity	2	5.7%
White or Caucasian	33	94.3%

Household Income

The single largest household income cohort shown is the \$35,000-\$49,999 group with almost 23% of respondents saying this income range. Just over a quarter of respondents (25.8%) have a household income that is below \$35,000.

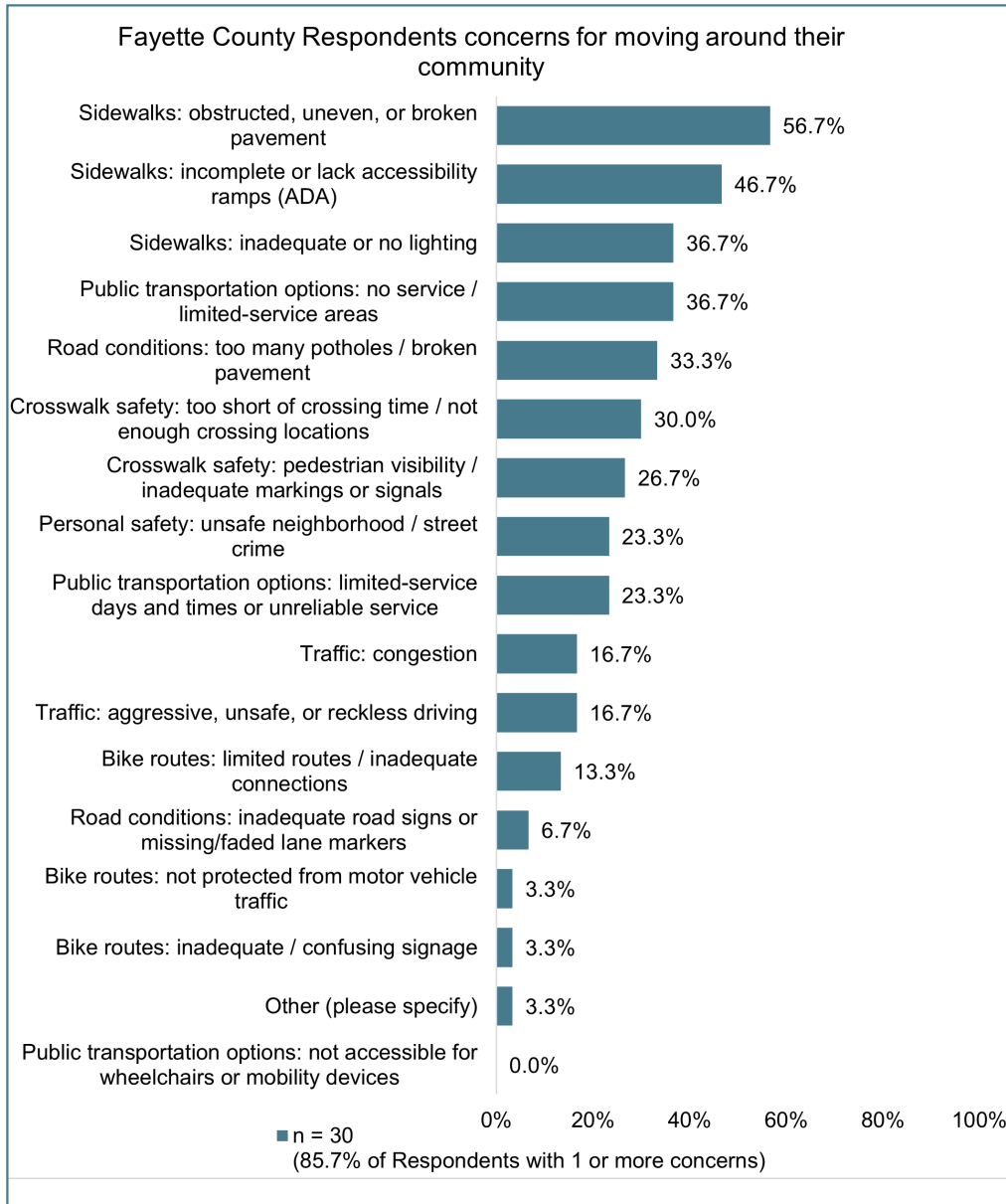
Figure 35. Fayette County Survey Respondent Household Income



Community Transportation Concerns

In the county, the top 5 transportation concerns for respondents moving about their community focus on Sidewalks: obstructed, uneven, or broken pavement (56.7%); sidewalks: incomplete or lack accessibility ramps (ADA) (46.7%); inadequate or no lighting (36.7%), Public transportation options: no service / limited -service areas (36.7%), and Road conditions: too many potholes / broken pavement (33.3%).

Figure 36. Fayette County Community Transportation Concerns



Mode of Transportation (4 or more days per week) by Disability Type and Status in Household

Households across the county that are identified as having one-or-more people with a disability living in them are less likely to regularly use personal transportation (66.7%)

Table 13. Fayette County Mode of Transportation by Disability Type and Status

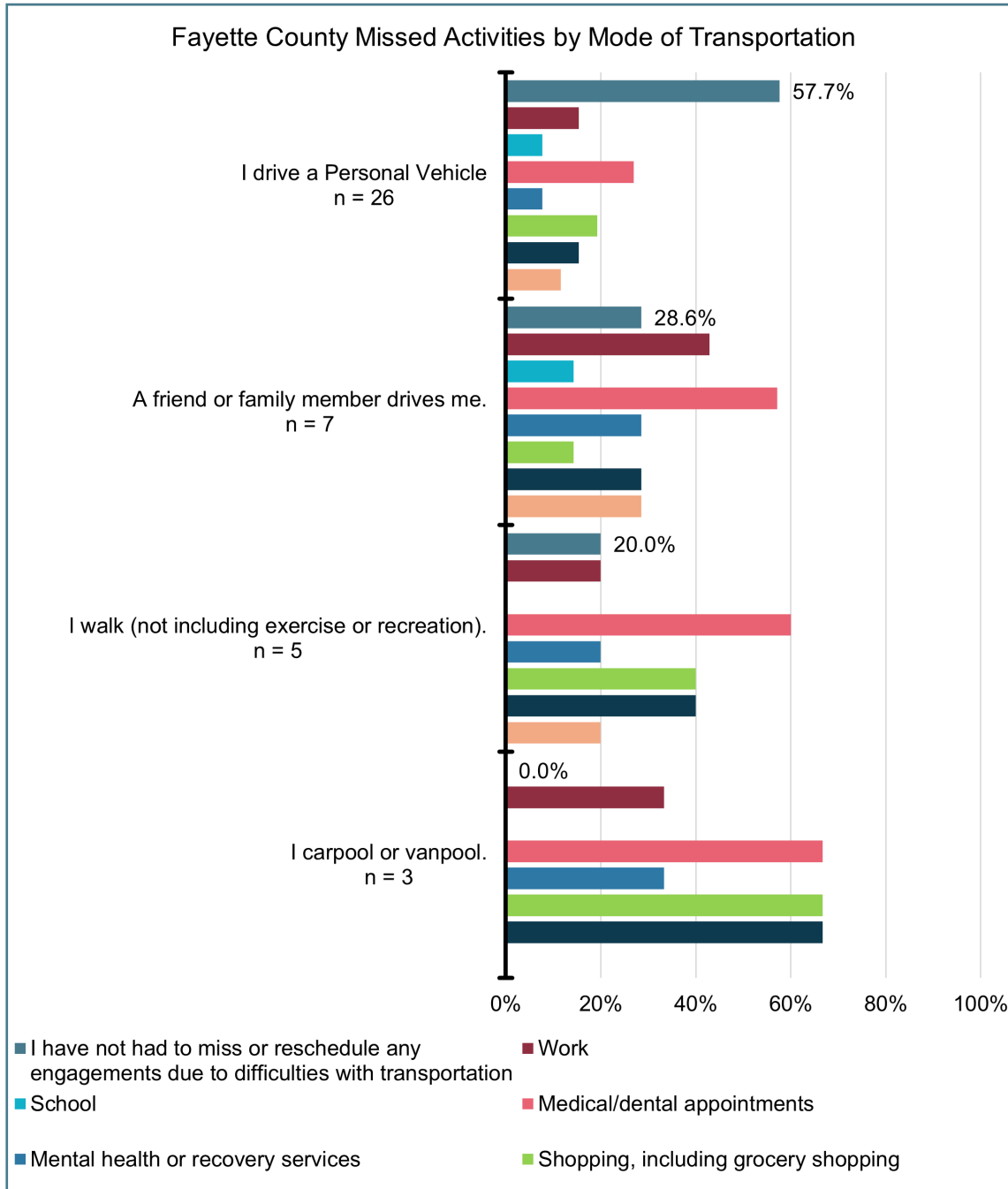
Fayette County, Ohio	Deaf or serious difficulty hearing	Blind or serious difficulty seeing	Over age 5 with a physical, mental, or emotional condition resulting in serious difficulty concentrating, remembering, or making decisions	Over age 5 with serious difficulty walking or climbing stairs	Over age 5 and has difficulty dressing or bathing	Over age 15 with a physical, mental, or emotional condition resulting in serious difficulty doing errands alone	None of these currently describe me or anyone in my household	Any Disability
Count Disability	‡	‡	5	‡	‡	19	12	43
I drive a Personal Vehicle	‡	‡	80.0%	‡	‡	89.5%	66.7%	69.8%
A friend or family member drives me.	‡	‡	0.0%	‡	‡	21.1%	8.3%	18.6%
I ride the bus (public transportation with set stops and schedule).	‡	‡	0.0%	‡	‡	0.0%	0.0%	7.0%
I use on demand transportation (public or private) where I request to get picked up at my location	‡	‡	20.0%	‡	‡	0.0%	8.3%	4.7%
I ride a bike (not including exercise or recreation).	‡	‡	20.0%	‡	‡	0.0%	16.7%	2.3%
I walk (not including exercise or recreation).	‡	‡	40.0%	‡	‡	10.5%	25.0%	16.3%
I carpool or vanpool.	‡	‡	40.0%	‡	‡	0.0%	25.0%	9.3%

‡ Values too small to meaningfully represent

Missed or rescheduled activities by mode of transportation

In the county, those who are least likely to miss or reschedule activities use a personal vehicle for their travel needs (57.7%) while those who use other options have much higher miss or rescheduling rates.

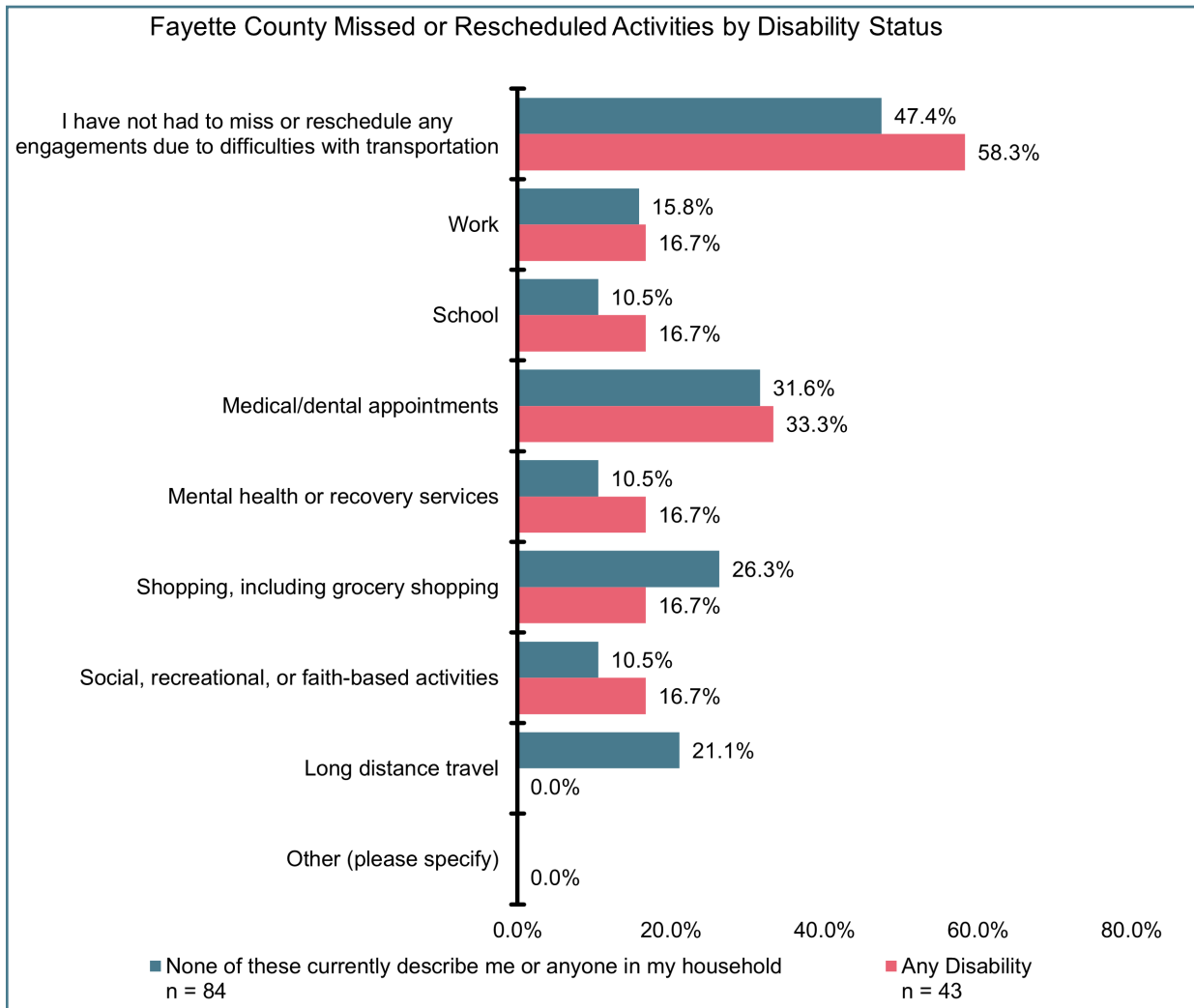
Figure 37. Fayette County Missed Activities by Mode of Transportation



Missed or rescheduled activities by Presence of Any or No Disability

Respondents that are least likely to miss or reschedule activities are identified as having an individual in the house with a disability (58.3%) while more than half (52.6%) of those who do not identify as a household with one-or-more members with a disability have had to miss or reschedule one or more activities in the last 12-months. The most commonly missed or rescheduled activity named is for medical/dental appointments (33.3% for households identified with 1-or-more disabilities).

Figure 31. Fayette County Missed or Rescheduled Activities by Disability Status



Franklin County

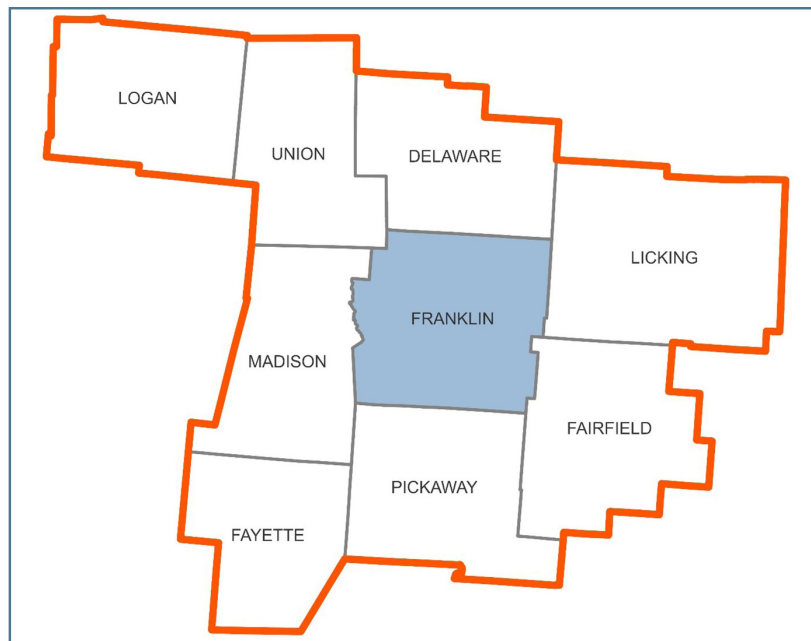
REGIONAL CONTEXT: FRANKLIN COUNTY

Franklin County is expecting to grow from 1,376,697 residents to 1.7 million by 2050, as projected by MORPC. The county acts as a major hub of transportation with major trip generators for workforce, education, and medical services in Downtown Columbus and its other 16 cities. The goals and strategies outlined for Franklin County were created with future growth, existing public transit services, survey input, and evaluation of mobility needs described by local partners in mind.

FRANKLIN COUNTY TRANSIT SERVICES

The Central Ohio Transit Authority (COTA) serves as the public transit agency for Franklin County. COTA's services include 38 fixed route lines, a rapid fixed route service from Downtown Columbus to the Polaris area (CMAX), on-demand service in three central Ohio zones (COTA//Plus), traditional paratransit (Mainstream), and on-demand paratransit (Mainstream On-Demand). In 2024, Central Ohio voters approved a 0.5% sales tax increase for COTA, which will fund increased fixed route service, up to eight new COTA//Plus zones, five new bus rapid transit corridors, and 500+ miles of transit-supportive infrastructure. Increased sales tax collections began in April 2025, allowing COTA to further design and implementation of these transit improvements.

In addition to Lancaster-Fairfield Public Transit, there are multiple specialized transportation providers that serve older adults, individuals with disabilities, veterans, and Medicaid users, among others. A list of these transportation providers is located in Appendix A. Trips from these providers may be scheduled with the help of Franklin County Mobility Management or using Gohio Mobility.



TRANSPORTATION TRENDS

Both Franklin county sankey diagrams highlight transportation to other parts of the county and Delaware county as the most significant destinations. The remaining Region 6 counties are also highlighted as destinations for both workforce transportation and general travel trends from Franklin county.

Figure 39. Franklin County Commute Trends from 2023 Longitudinal Employer-Household Dynamics (LEHD)

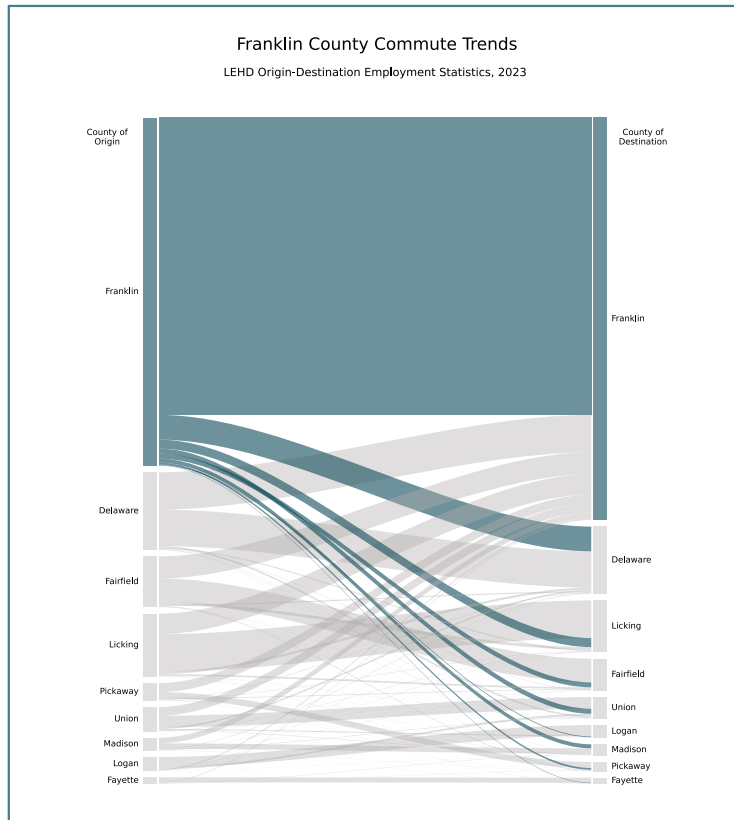
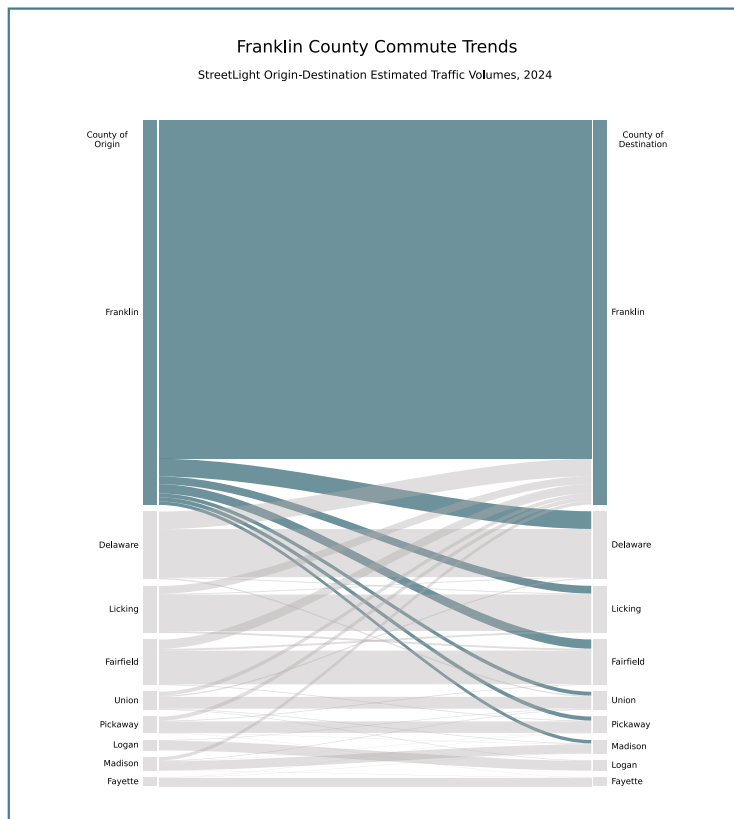


Figure 40. Franklin County Transportation Trends from 2024 Streetlight Data



EVALUATION OF MOBILITY NEEDS: FRANKLIN COUNTY

MOBILITY NEEDS

In the local level mobility discussions, participants were asked their reactions to the regional mobility goals and strategies identified in the previous RMP published in 2022 as well as what they want Central Ohio to accomplish to improve transit and mobility options in five years. Participants discussed the regional strengths and weaknesses in meeting the mobility needs of older adults, individuals with disabilities, and individuals with lower incomes. The activity highlighted the following needs/goals as relevant to Franklin County:

- Coordinate and integrate transit service providers to facilitate cross-county connections
- Building awareness of transportation options with case managers and other organizations who serve older adults and individuals with disabilities
- Discuss long-term funding strategies for public transit
- Ensuring riders have access to new technology and are educated on how to access digital transportation resources
- Improve first-last mile connections to existing transit by supporting multi-modal connectivity and safety initiatives
- Exploring transit service enhancements to meet community need, including the introduction of more demand response service
- Supporting the planning and implementation of passenger rail in Central Ohio

The mobility manager highlighted the following unmet needs relevant to Franklin County

UNMET NEEDS

- Cross jurisdictional travel – including across municipal lines in addition to county lines
- Effective awareness and outreach campaigns
- Affordable options outside of public transit

Franklin County Goals and Strategies

Goal 1: Improve Awareness and Access to Transportation Options

Strategy 1.1: Meet riders where they are through educational presentations, community events, and participation in relevant working groups, using accessible materials and language.

Strategy 1.2: Promote Gohio Mobility as a statewide resource for specialized transportation options.

Strategy 1.3: Maintain an inventory in Gohio Mobility of all public-accessible transportation providers in Franklin County.

Strategy 1.4: Connect with local medical offices, hospitals, human services organizations, and other community partners to increase awareness of mobility services.

Goal 2: Strengthen Partnerships to Expand Mobility Services

Strategy 2.1: Promote MORPC’s 5310 funding program to support this goal.

Strategy 2.2: Expand the Franklin County Mobility Advisory Committee, using it as a platform to convene transportation providers, 5130 funding subrecipients, employers, and other mobility stakeholders.

Strategy 2.3: Advocate for expanded and affordable public transit solutions, including COTA fixed-route services, Mainstream and Mainstream On-Demand, and COTA//PLUS through partnerships, participation in relevant working groups, and elevating rider perspectives and needs.

Goal 3: Advance Accessible and Connected Regional Transportation

Strategy 3.1: Support the implementation of accessible mobility considerations in regional and local initiatives and plans, including active transportation plans, the Metropolitan Transportation Plan, LinkUS (including transit-supportive infrastructure), and others.

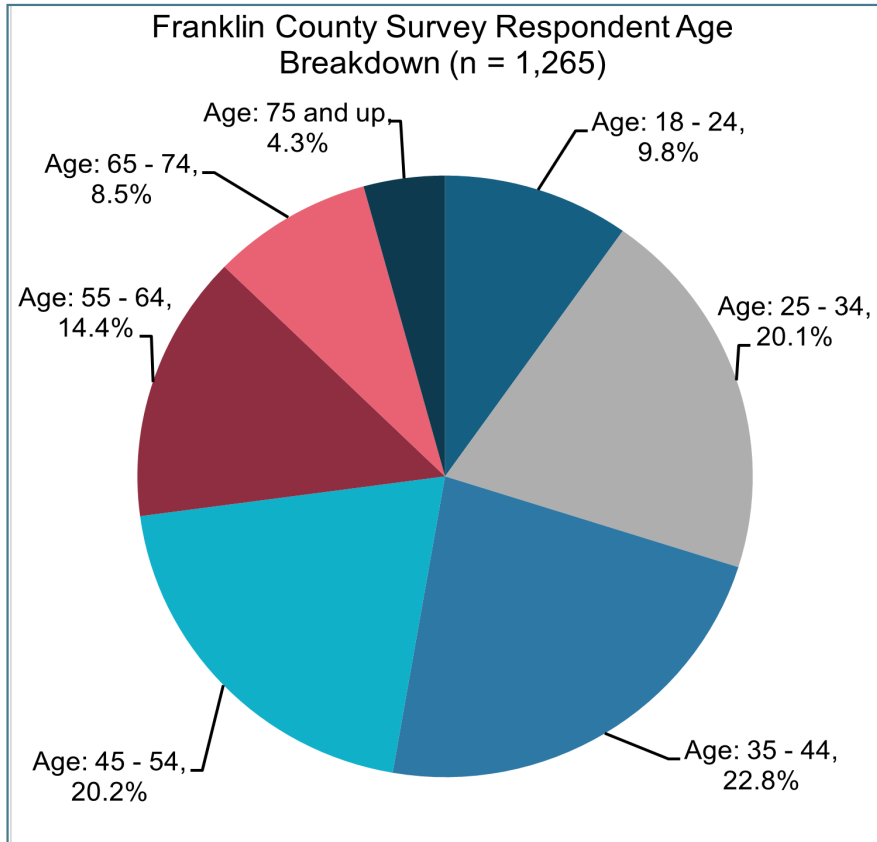
Strategy 3.2: Identify and pursue regional connectivity, especially through identifying and cultivating “anchor points” where cross-system transfers are or may be possible.

Franklin County Survey Findings

Age

Most respondents were age 45 or under (52.7%) with the biggest response cohort (22.8%) being age 35-44 years.

Figure 41. Franklin County Survey Respondent Age



Race or Ethnicity

Respondents were primarily White-Caucasian (70.9%) while Black or African American identified were the second largest response cohort (20.1%).

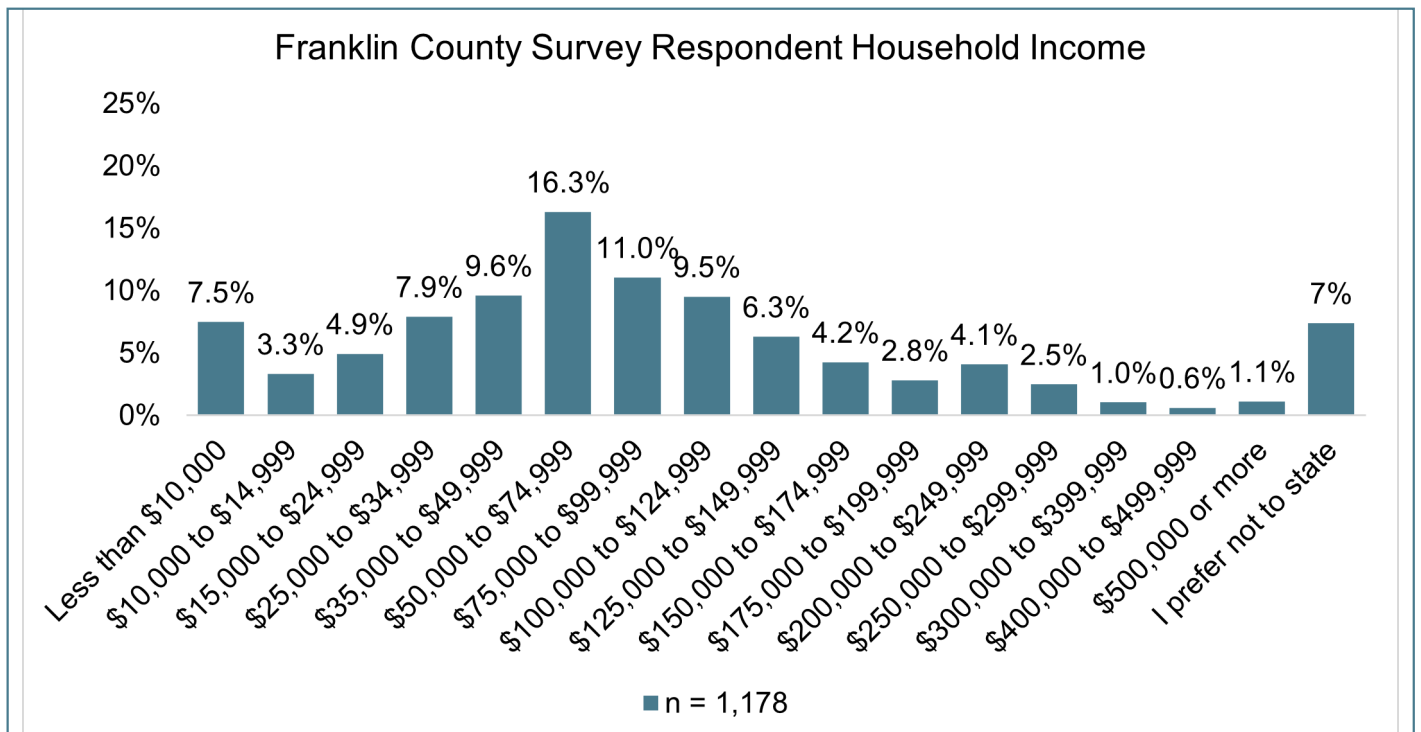
Table 14. Franklin County Survey Respondent Race

Race or Ethnicity	Count	Percent
American Indian or Alaskan Native	9	0.8%
Asian	21	1.8%
Black or African American	229	20.1%
Hispanic or Latino(a/x) Identified Alone	15	1.3%
Multi-Racial	50	4.4%
Another Race / Ethnicity	7	0.6%
White or Caucasian	807	70.9%

Household Income

The single largest household income cohort shown is the \$50,000-\$74,999 group with just over 16% of respondents saying this income range. About 1/3rd of respondents (33.2%) have a household income that is below \$50,000.

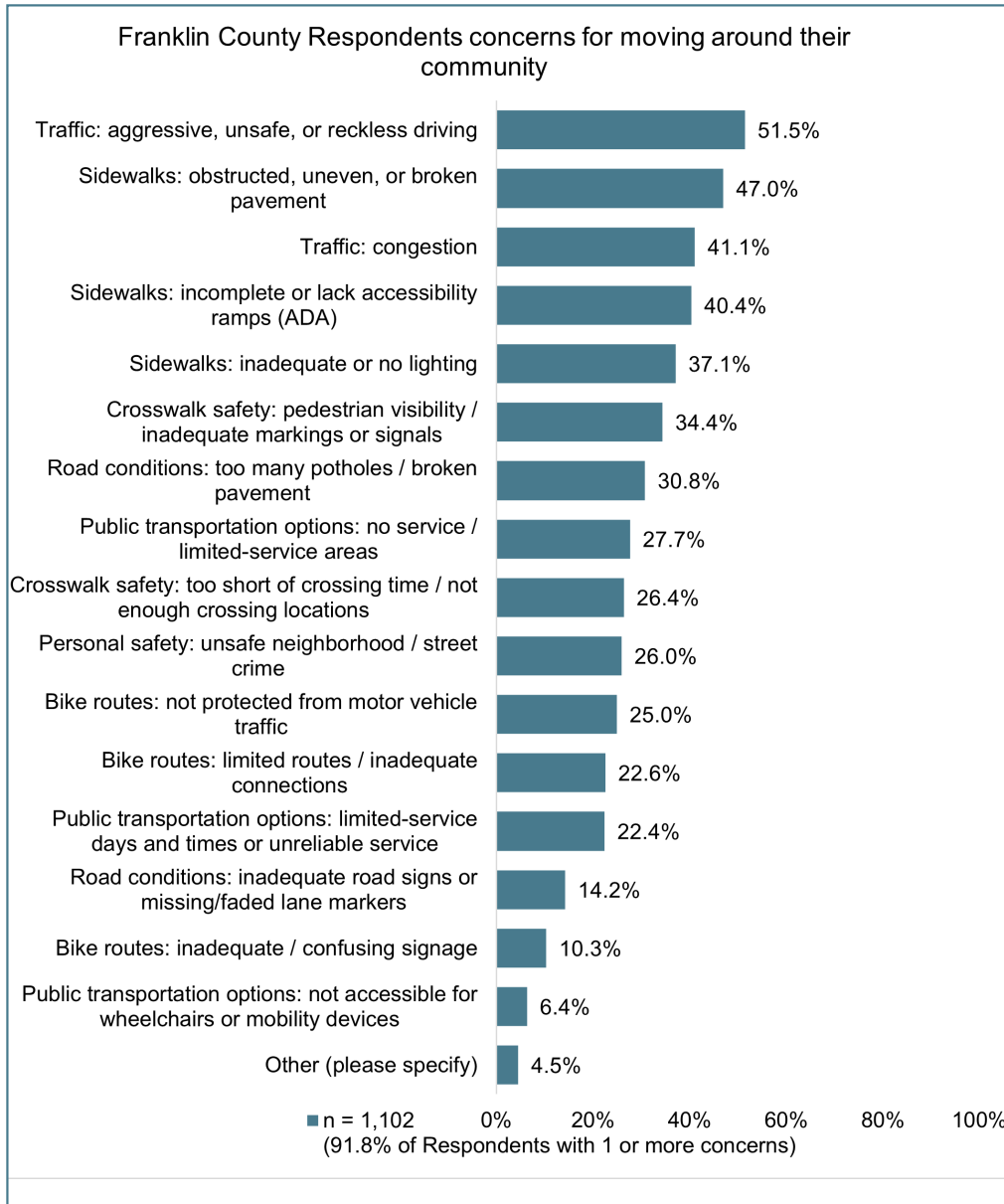
Figure 42. Franklin County Survey Respondent Household Income



Community Transportation Concerns

In the county, the top 5 transportation concerns for respondents moving about their community focus on Traffic: aggressive, unsafe, or reckless driving (51.5%); congestion (41.1%), and Sidewalks: obstructed, uneven, or broken pavement (47.0%); incomplete or lack accessibility ramps (ADA) (40.4%); inadequate or no lighting (37.1%).

Figure 42. Franklin County Community Transportation Concerns



Mode of Transportation (4 or more days per week) by Disability Type and Status in Household

Households across the county that are identified as having one-or-more people with a disability living in them are less likely to regularly use personal transportation (63.4%) than those who did not identify as a household with disabilities (72.7%). Households identified with a disability do use other forms of transportation more often such as relying on a friend or family member, riding the bus, carpooling, and walking.

Table 15. Franklin County Mode of Transportation by Disability Type and Status

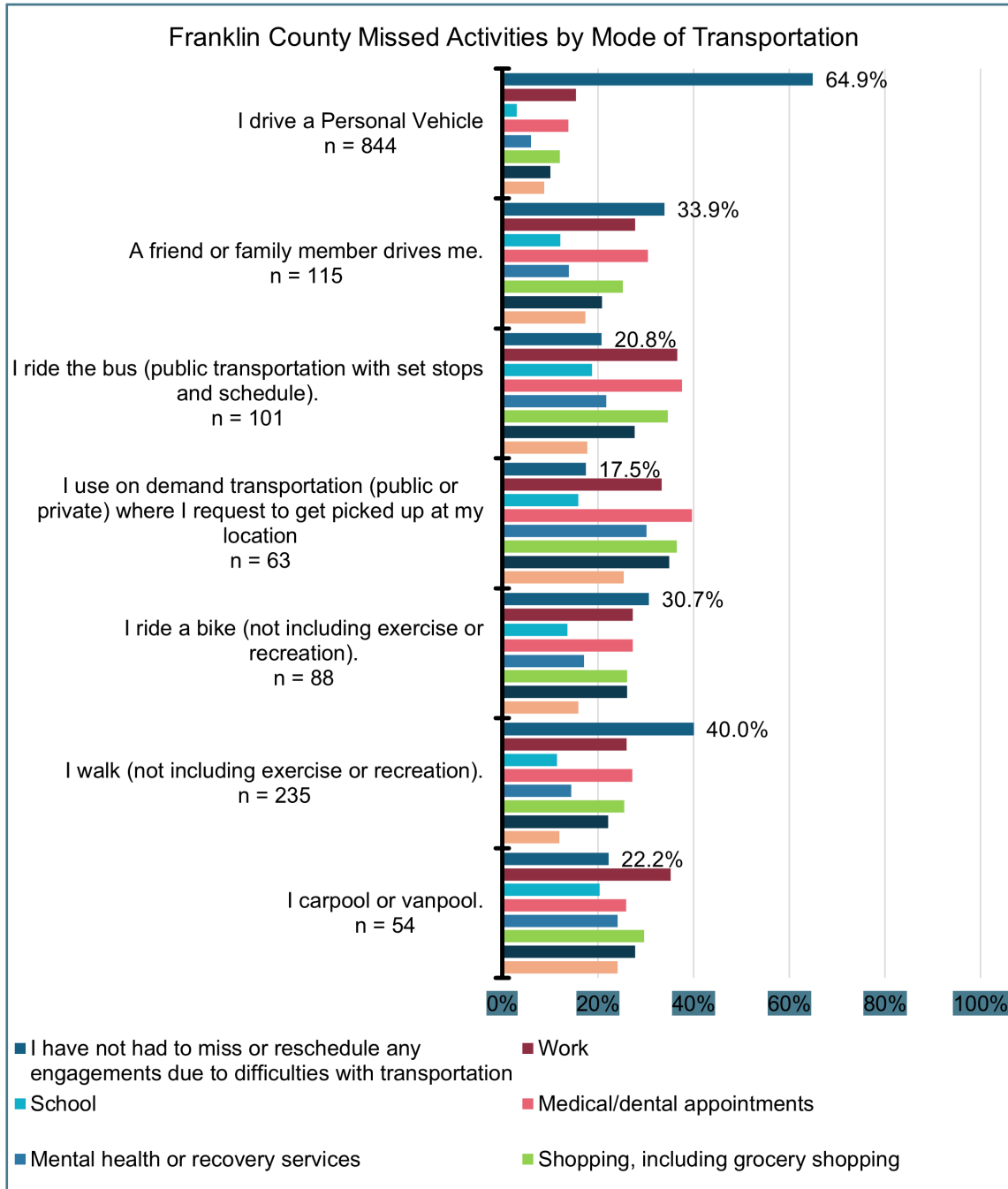
Franklin County, Ohio	Deaf or serious difficulty hearing	Blind or serious difficulty seeing	Over age 5 with a physical, mental, or emotional condition resulting in serious difficulty concentrating, remembering, or making decisions	Over age 5 with serious difficulty walking or climbing stairs	Over age 5 and has difficulty dressing or bathing	Over age 15 with a physical, mental, or emotional condition resulting in serious difficulty doing errands alone	None of these currently describe me or anyone in my household	Any Disability
Count Disability	65	40	115	79	38	101	863	262
I drive a Personal Vehicle	69.2%	62.5%	67.0%	46.8%	50.0%	51.5%	72.7%	63.4%
A friend or family member drives me.	16.9%	22.5%	15.7%	11.4%	13.2%	13.9%	8.1%	13.0%
I ride the bus (public transportation with set stops and schedule).	9.2%	17.5%	14.8%	8.9%	21.1%	15.8%	6.7%	13.4%
I use on demand transportation (public or private) where I request to get picked up at my location	10.8%	17.5%	8.7%	6.3%	10.5%	6.9%	3.9%	8.0%
I ride a bike (not including exercise or recreation).	10.8%	22.5%	7.8%	7.6%	7.9%	5.9%	6.5%	8.8%
I walk (not including exercise or recreation).	24.6%	52.5%	23.5%	21.5%	34.2%	24.8%	16.7%	26.3%
I carpool or vanpool.	10.8%	22.5%	6.1%	6.3%	13.2%	5.0%	2.9%	8.4%

‡ Values too small to meaningfully represent

Missed or rescheduled activities by mode of transportation

In the county, those who are least likely to miss or reschedule activities use a personal vehicle for their travel needs (64.9%) while those who use other options have a much higher miss or reschedule rates.

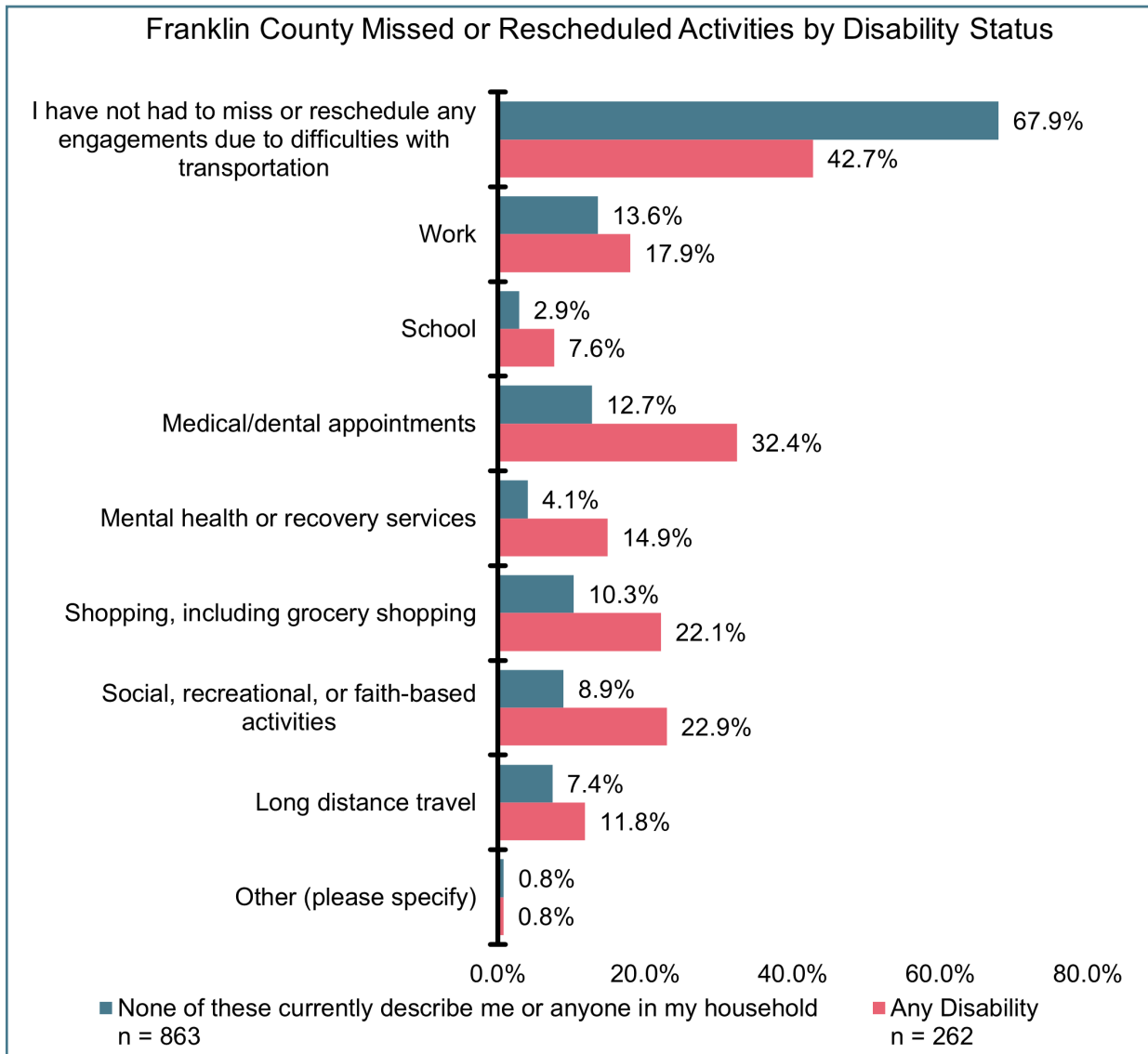
Figure 43. Franklin County Missed Activities by Mode of Transportation



Missed or rescheduled activities by Presence of Any or No Disability

Respondents that are least likely to miss or reschedule activities do not identify as having an individual in the house with a disability (67.9%), while more than half (57.3%) of those who do identify as a household with one-or-more members with a disability have had to miss or reschedule one or more activities in the last 12-months. The most commonly missed or rescheduled activity named is for medical/dental appointments (32.4% for households identified with 1-or-more disabilities).

Figure 44. Franklin County Missed or Rescheduled Activities by Disability Status



Licking County

REGIONAL CONTEXT: LICKING COUNTY

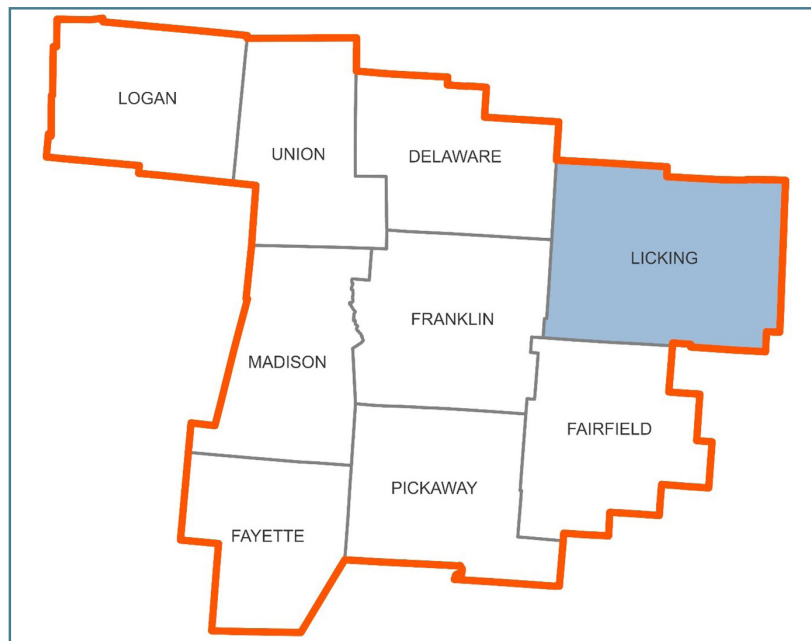
Licking County has a population of 188,306 residents and includes 6 cities, 10 villages, and 25 townships. The population is expected to grow to 236,200 residents by 2050, according to MORPC projections. Geography is Licking County is mainly rural, though Newark is designated as an urbanized area. Transit is in most demand in Newark, along with service to Heath, Hebron, Buckeye Lake, and Granville. Licking County is also exploring solutions to meet transit demand near major workforce centers on the western edge of the county. The goals and strategies outlined for Licking County were created with future growth, existing public transit services, survey input, and evaluation of mobility needs described by local partners in mind.

LICKING COUNTY TRANSIT SERVICES

Licking County Transit (LCT) provides deviated fixed route service and curb-to-curb demand response public transit service throughout the county. Four fixed route lines serve the Newark, Heath, and Granville areas from 5:00 AM – 7:00 PM Monday through Friday. Two additional fixed route lines serve the Buckeye Lake and Hebron areas with both express and local service at varying frequency between 5:00 AM – 6:30 PM. LCT fixed route service is free for all riders.

LCT demand response service operates Monday through Friday 5:00 AM – 8:00 PM and Saturday 6:00 AM – 6:00 PM. Trips should be scheduled at least 24 hours in advance. General public fare is \$4.00, though reduced and free fare is available for older adults and individuals with disabilities.

There are other specialized transportation providers, including the Licking County Aging Partners and Catholic Social Services, that serve older adults, individuals with disabilities, veterans, and Medicaid users, among others. A list of these transportation providers is located in Appendix A. Trips from these providers may be scheduled with the help of Licking County Mobility Management or using Gohio Mobility.



TRANSPORTATION TRENDS

Both Licking county sankey diagrams highlight transportation to other parts of the county and Franklin county as the most significant destinations. Delaware and Fairfield county are also highlighted as destinations for both workforce transportation and general travel trends from Licking county.

Figure 45. Licking County Commute Trends from 2023 Longitudinal Employer-Household Dynamics (LEHD)

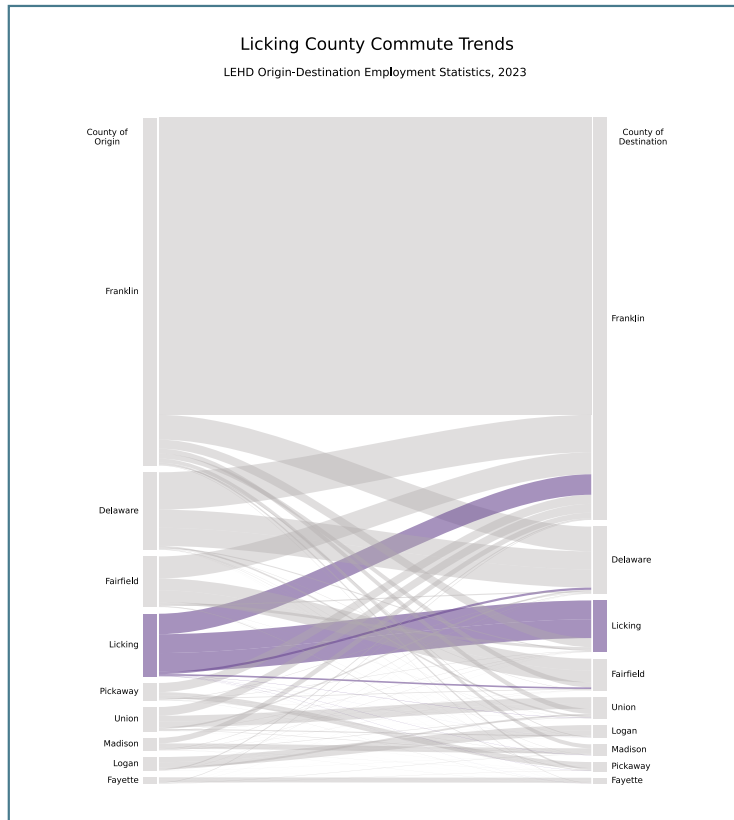
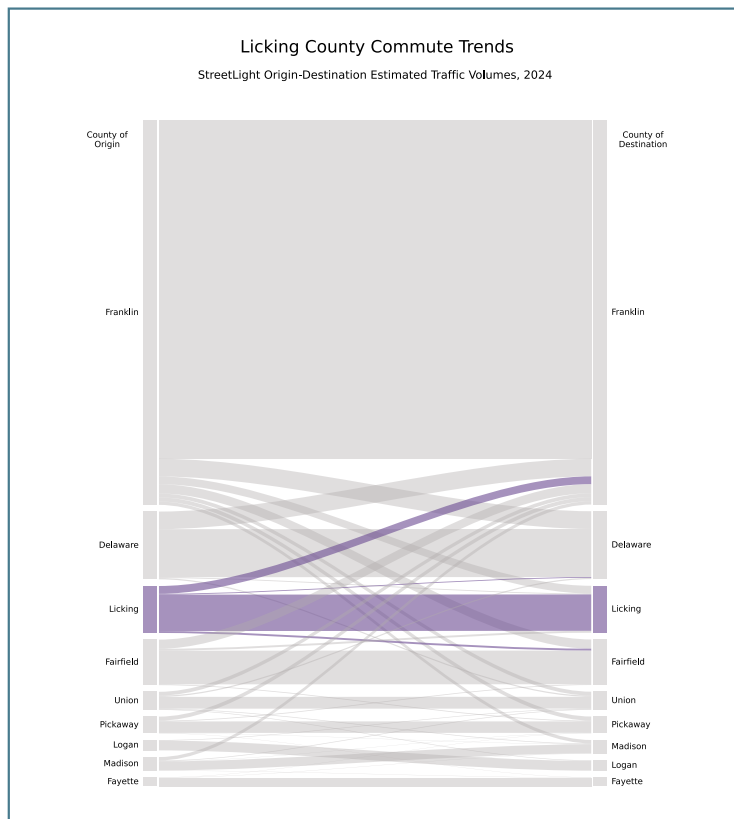


Figure 46. Licking County Transportation Trends from 2024 Streetlight Data



EVALUATION OF MOBILITY NEEDS: LICKING COUNTY

MOBILITY NEEDS

In the local level mobility discussions, participants were asked their reactions to the regional mobility goals and strategies identified in the previous RMP published in 2022 as well as what they want Central Ohio to accomplish to improve transit and mobility options in five years. Participants discussed the regional strengths and weaknesses in meeting the mobility needs of older adults, individuals with disabilities, and individuals with lower incomes. The activity highlighted the following needs/goals as relevant to Licking County:

- Discuss long-term funding strategies for public transit
- Improve LCT's level of service, including weekend service and late-night service
- Improving availability of demand response service to meet demand for last-minute medical trips, social outings, and grocery trips
- Continue to promote regional collaboration between urban and rural areas of Central Ohio
- Develop seamless cross-county connections, including exploring mobility hubs along county borders as a possible solution
- Improve existing bus shelters and build new amenities to support the rider experience
- Develop coordinated trip software to support both transportation providers and riders

The mobility manager highlighted the following unmet needs relevant to Licking County

UNMET NEEDS

- Weekend service, specifically Sunday
- Workforce transportation
- Same-day trip availability

Licking County Goals and Strategies

Goal 1: Deploy and advance the Venture Local mobility app

Strategy 1.1: Establish Venture Local as the central platform for countywide mobility by onboarding providers (LCT, LCAP, CSS, and future partners), enabling real-time tracking and trip booking, implementing eligibility-based routing and data-driven scheduling, integrating tools that improve call handling and customer service, conducting ongoing field testing and refinement, and planning long-term expansion to additional mobility providers and community partners.

Goal 2: Expand mobility options for seniors and individuals with developmental disabilities

Strategy 2.1: Improve access, reliability, and coordination for riders with the highest mobility needs by increasing demand-response capacity, implementing caregiver-friendly communication tools, strengthening partnerships with senior centers, DD providers, medical facilities, and aging-services organizations, offering travel training and clear eligibility guidance, enhancing driver training including dementia-friendly and age-friendly practices, adding ADA visual and auditory enhancements to vehicles, coordinating with volunteer and community-based assistance programs, and supporting seniors as funding landscapes shift.

Goal 3: Expand services and modernize the transportation system

Strategy 3.1: Build a modern, connected transportation network by adding new corridors, weekend service, and extended hours as resources allow; strengthening connections between Newark, Granville, Heath, Hebron, and Buckeye Lake; expanding into Pataskala, Etna, New Albany, and Johnstown with a focus on workforce mobility; upgrading the fleet with ADA-compliant and safety-enhanced vehicles; improving stops with shelters, benches, lighting, and safety features; developing a Bus Stop Design Guide; expanding facilities to support long-term growth; and incorporating community-identified stop needs and accessibility improvements.

Goal 4: Strengthen regional planning and provider partnerships

Strategy 4.1: Align long-term mobility planning across agencies by coordinating with LCATS and the Regional Mobility Plan, conducting joint planning with LCT, LCAP, CSS, and other partners, sharing data to identify service gaps and growth areas, participating in regional events and mobility exchanges, clarifying agency roles to reduce duplication of services, and improving public-facing communication to explain how agencies coordinate and complement one another.

Goal 5: Ensure sustainable funding and expand community engagement

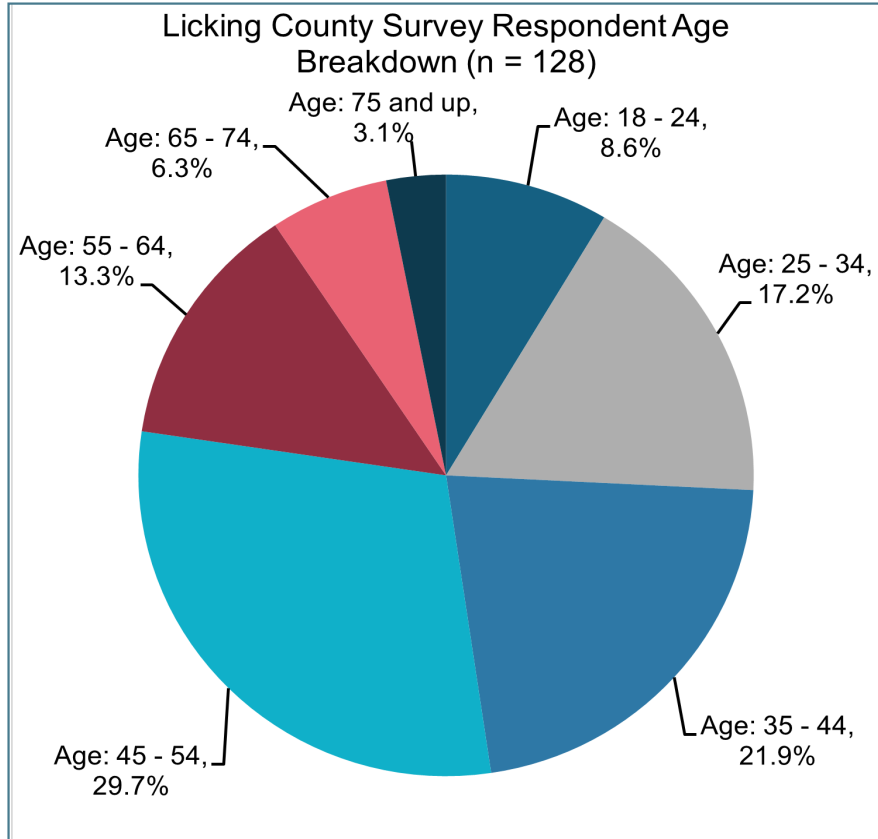
Strategy 5.1: Support long-term financial stability and public understanding of mobility services by developing a long-term funding strategy, conducting rider surveys and community feedback initiatives, hosting outreach events and mobility education programs, clearly communicating available services and Venture Local app features, marketing local transportation options, building partnerships with businesses, nonprofits, and community organizations, and collaborating with aging-services partners on safety programs such as CarFit.

Licking County Survey Findings

Age

Most respondents were age 45 or older (52.3%) with the largest response cohort (29.7%) being age 45-54 years.

Figure 47. Licking County Survey Respondent Age



Race or Ethnicity

Respondents were primarily White-Caucasian (89.5%) while those identified as multi-racial were the second largest response cohort (4.0%).

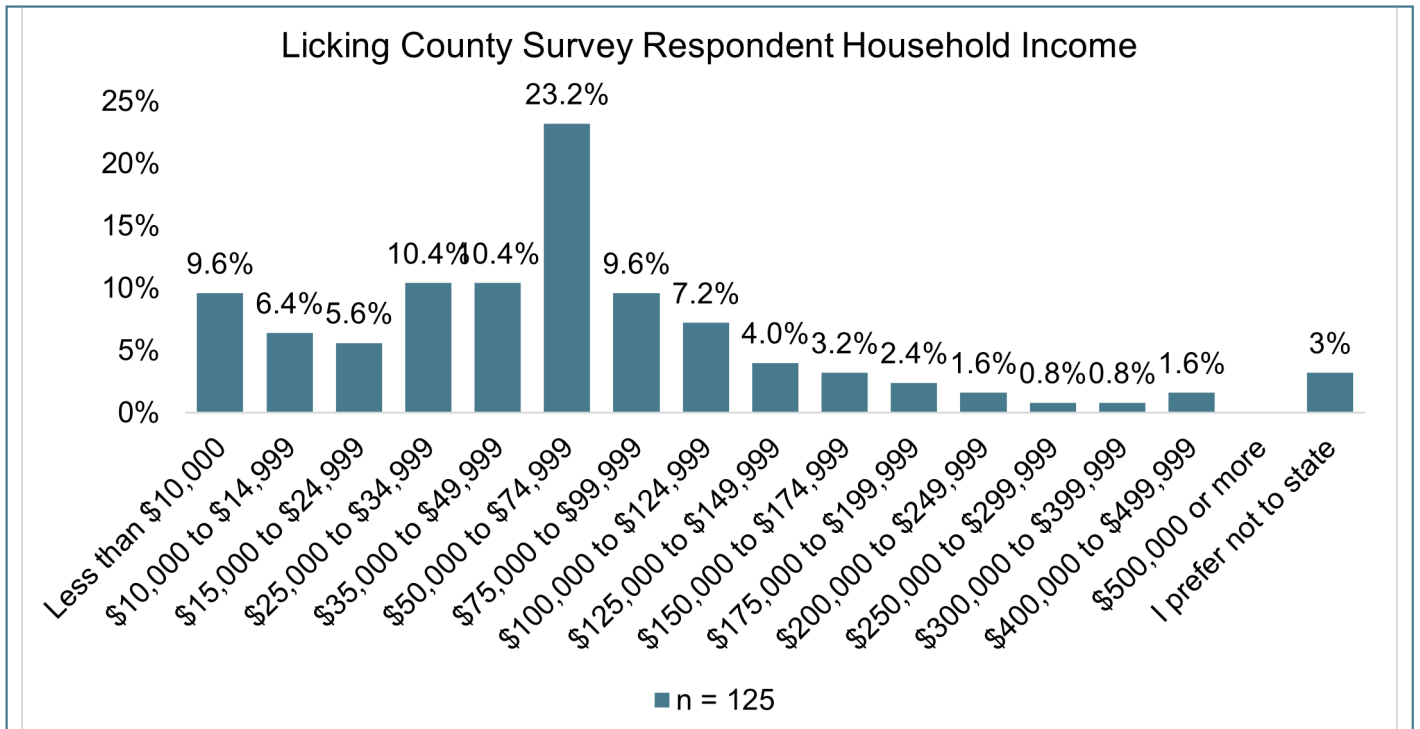
Table 16. Licking County Survey Respondent Race

Race or Ethnicity	Count	Percent
Black or African American	4	3.2%
Multi-Racial	5	4.0%
Another Race / Ethnicity	4	3.2%
White or Caucasian	111	89.5%

Household Income

The single largest household income cohort shown is the \$50,000-\$74,999 group with just over 23% of respondents saying this income range. Just over 42% of respondents have a household income that is below \$50,000.

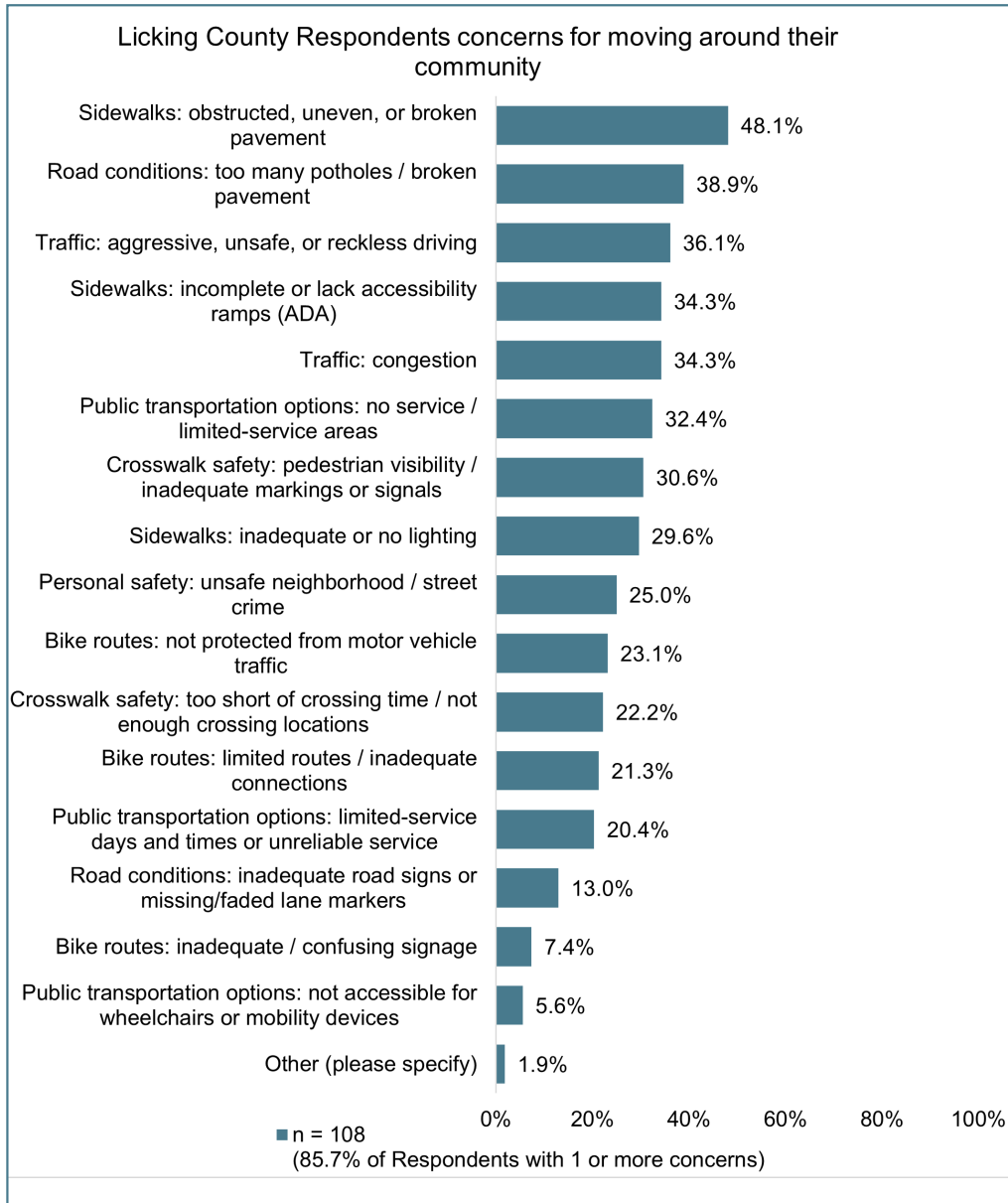
Figure 48. Licking County Survey Respondent Household Income



Community Transportation Concerns

In the county, the top 5 transportation concerns for respondents moving about their community focus on Sidewalks: obstructed, uneven, or broken pavement (48.1%); incomplete or lack accessibility ramps (ADA) (34.3%), Road conditions: too many potholes / broken pavement (38.9%), and Traffic: aggressive, unsafe, or reckless driving (36.1%); congestion (34.3%).

Figure 49. Licking County Community Transportation Concerns



Mode of Transportation (4 or more days per week) by Disability Type and Status in Household

Households across the county that identified as having one-or-more people with a disability living in them are more likely to regularly use personal transportation (84.8%) than those who did not identify as a household with disabilities' use of a personal vehicle (72.2%). Households identified with a disability do use other forms of transportation similarly or less often than non-identified households. However, those identified with a disability do ride the bus more often.

Table 17. Licking County Mode of Transportation by Disability Type and Status

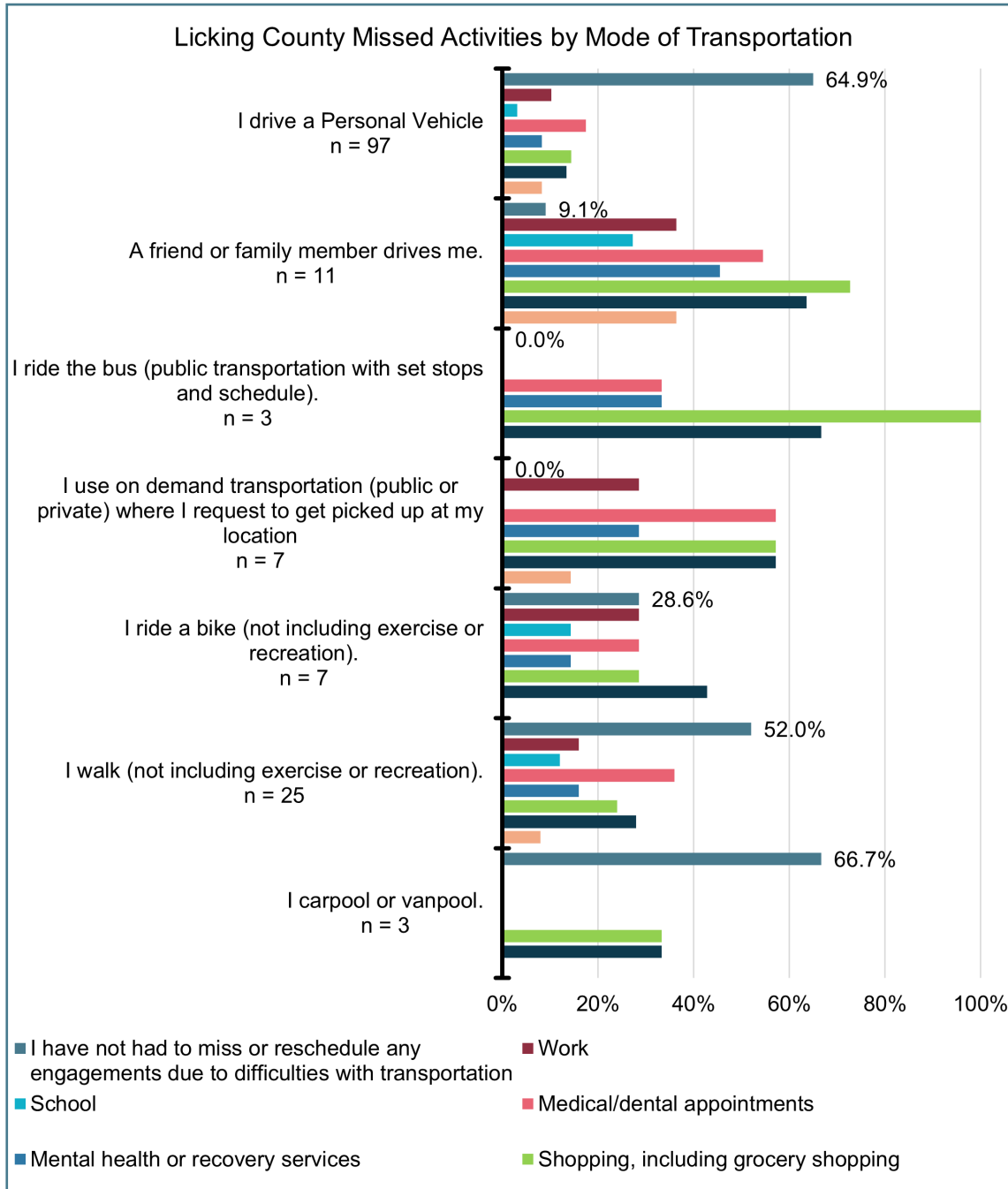
Licking County, Ohio	Deaf or serious difficulty hearing	Blind or serious difficulty seeing	Over age 5 with a physical, mental, or emotional condition resulting in serious difficulty concentrating, remembering, or making decisions	Over age 5 with serious difficulty walking or climbing stairs	Over age 5 and has difficulty dressing or bathing	Over age 15 with a physical, mental, or emotional condition resulting in serious difficulty doing errands alone	None of these currently describe me or anyone in my household	Any Disability
Count Disability	11	4	15	13	‡	15	79	33
I drive a Personal Vehicle	63.6%	50.0%	93.3%	84.6%	‡	86.7%	72.2%	84.8%
A friend or family member drives me.	9.1%	25.0%	13.3%	0.0%	‡	20.0%	10.1%	9.1%
I ride the bus (public transportation with set stops and schedule).	9.1%	25.0%	13.3%	0.0%	‡	13.3%	1.3%	6.1%
I use on demand transportation (public or private) where I request to get picked up at my location	9.1%	25.0%	13.3%	0.0%	‡	13.3%	6.3%	6.1%
I ride a bike (not including exercise or recreation).	0.0%	0.0%	6.7%	0.0%	‡	6.7%	6.3%	3.0%
I walk (not including exercise or recreation).	18.2%	50.0%	26.7%	7.7%	‡	40.0%	20.3%	21.2%
I carpool or vanpool.	9.1%	25.0%	0.0%	0.0%	‡	6.7%	2.5%	3.0%

‡ Values too small to meaningfully represent

Missed or rescheduled activities by mode of transportation

In the county, those who are least likely to miss or reschedule activities use carpool options (66.7%, n = 3) and drive a personal vehicle (64.9%) for their travel needs. Those who use other options have a much higher miss or reschedule rates.

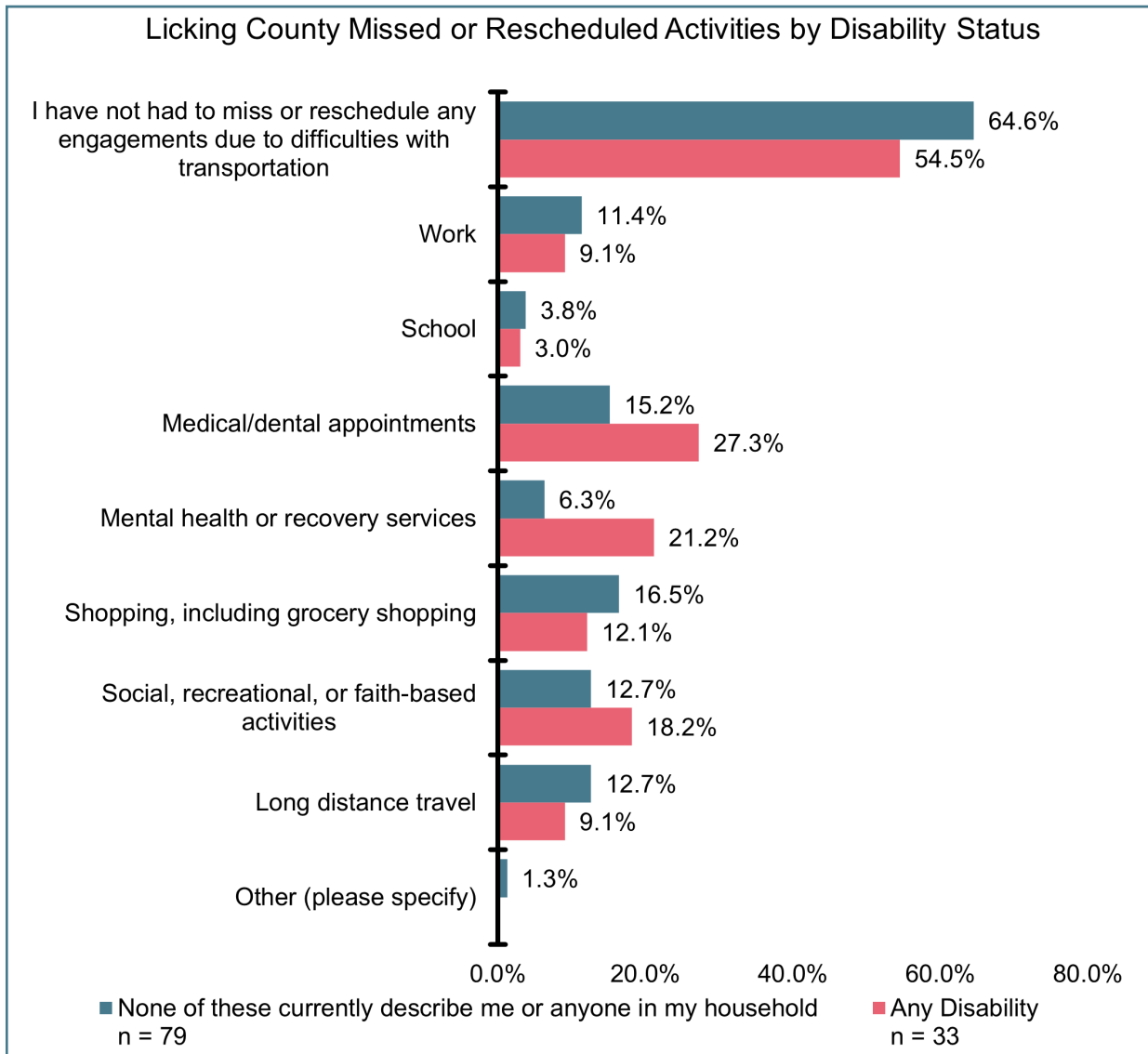
Figure 50. Licking County Missed Activities by Mode of Transportation



Missed or rescheduled activities by Presence of Any or No Disability

Respondents that are least likely to miss or reschedule activities do not identify as having an individual in the house with a disability (64.6%), while 45.5% of those who do identify as a household with one-or-more members with a disability have had to miss or reschedule one or more activities in the last 12-months. The most commonly missed or rescheduled activity named is for medical/dental appointments (27.3% for households identified with 1-or-more disabilities).

Figure 51. Licking County Missed or Rescheduled Activities by Disability Status



Logan County

REGIONAL CONTEXT: LOGAN COUNTY

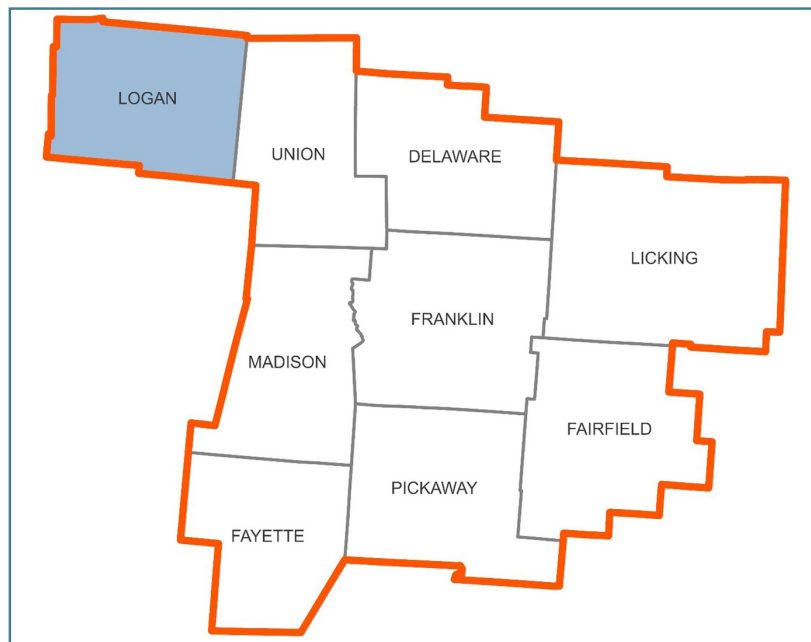
Logan County has a population of 46,082 and, as a rural area, is only forecasted to marginally grow to 47,600 residents by 2050. The goals and strategies outlined for Logan County were created with future and existing public transit services, survey input, and evaluation of mobility needs described by local partners in mind.

LOGAN COUNTY TRANSIT SERVICES

There is no public transit provider in Logan County as of April 2026 in crafting the 2026-2030 RMP. ODOT and Bridges Community Action Partnership are evaluating the need for additional public transportation through the creation of a Transit Development Plan (TDP). The TDP – anticipated for adoption in Q3 or Q4 of 2026 – will develop a community-informed vision for transit services to guide transit planning, funding, and decision making. One deliverable of the TDP includes creating a transit service plan to outline how Logan County may reintroduce public transit.

While there is no public transit provider in Logan County, there are multiple specialized transportation providers. This includes two shuttles in Bellefontaine and Indian Lake providing free service for adults age 50+ to visit grocery stores, food pantries, and social service providers. Service hours and frequency vary based on the route.

There are other specialized transportation providers that serve older adults, individuals with disabilities, veterans, and Medicaid users, among others. A list of these transportation providers is located in Appendix A. Trips from these providers may be scheduled with the help of Logan County Mobility Management or using Gohio Mobility.



TRANSPORTATION TRENDS

Both Logan county sankey diagrams highlight transportation to other parts of the county as the most significant destination. Franklin and Union county are also highlighted as significant destinations for workforce transportation from Logan county. Union county is also highlighted as a significant destination for general travel trends from Logan county.

Figure 52. Logan County Commute Trends from 2023 Longitudinal Employer-Household Dynamics (LEHD)

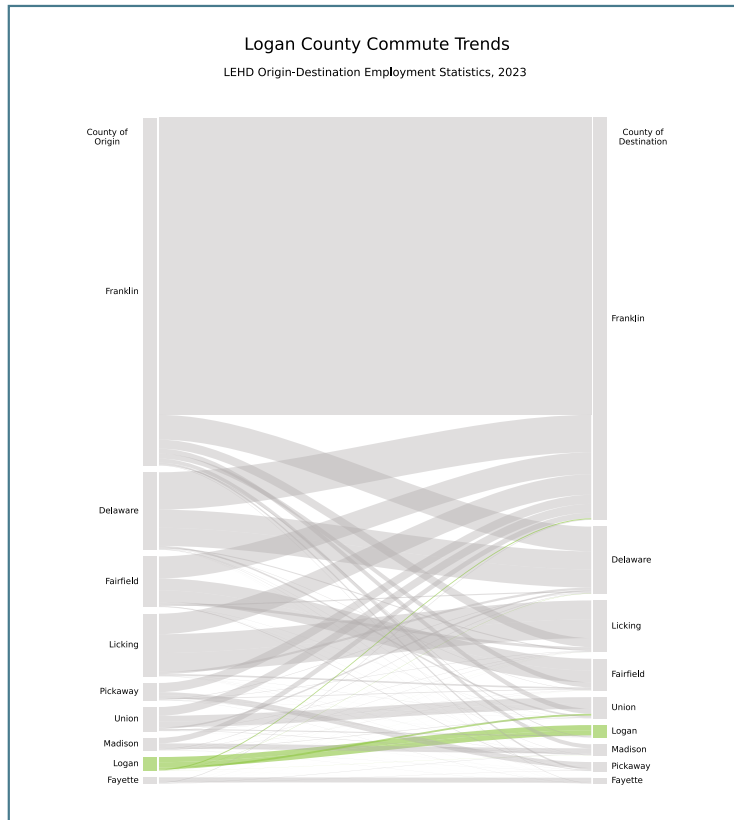
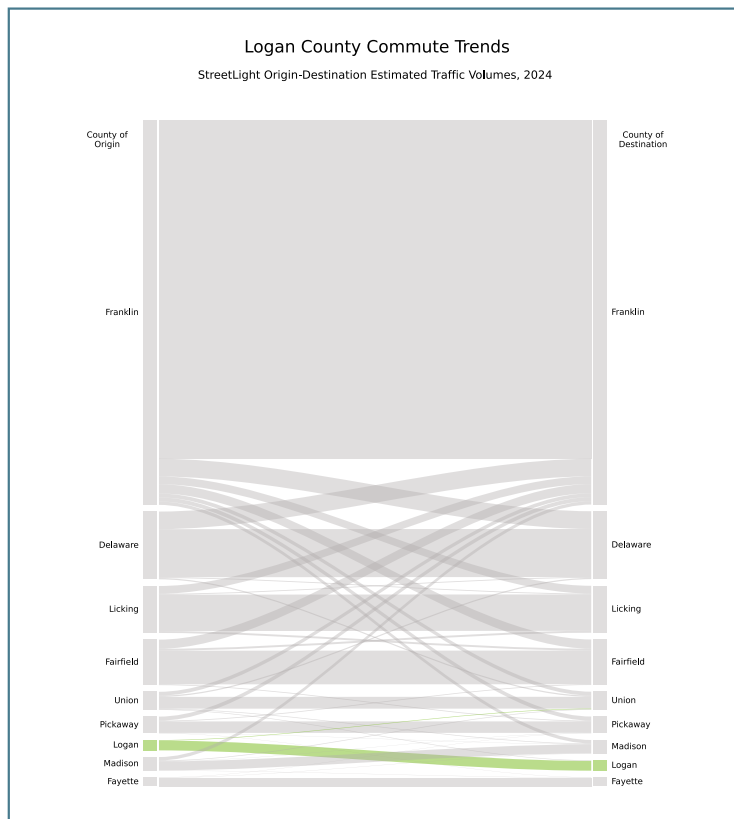


Figure 53. Logan County Transportation Trends from 2024 Streetlight Data



EVALUATION OF MOBILITY NEEDS: LOGAN COUNTY

MOBILITY NEEDS

In the local level mobility discussions, participants were asked their reactions to the regional mobility goals and strategies identified in the previous RMP published in 2022 as well as what they want Central Ohio to accomplish to improve transit and mobility options in five years. Participants discussed the regional strengths and weaknesses in meeting the mobility needs of older adults, individuals with disabilities, and individuals with lower incomes. The activity highlighted the following needs/goals as relevant to Logan County:

- Reintroducing public transit service in Logan County
- Developing a sustainable funding strategy for current and future transit service
- Creating affordable and seamless cross-county connections, with a focus on connections to Columbus and Dayton
- Building upon local and regional collaboration to build awareness of the
- Improve multi-modal connections, including trail infrastructure, to ensure riders can safely walk or bike to access transit

The mobility manager highlighted the following unmet needs relevant to Logan County

UNMET NEEDS

- Out-of-county medical trips
- Older adult specific transportation
- Workforce transportation

Logan County Goals and Strategies

Goal 1: Collaborate for Service Delivery

Strategy 1.1: Coordinate and build support with neighboring counties through mobility management efforts

Strategy 1.2: Initiate collaboration between county social service agencies and mobility management to coordinate service and outreach.

Goal 2: Pursue Efficient Use of Funding

Strategy 2.1: Engage with providers on service updates and program requirements for future funding opportunities through the Transit Advisory Committee.

Strategy 2.2: Research and share information to aid in pursuit of grant and federal funding opportunities.

Goal 3: Improve Access to Identified Logan County Transportation Needs

Strategy 3.1: Implement outreach to identify most needed transportation initiatives to support access to employment opportunities.

Strategy 3.2: Implement outreach to identify most needed transportation initiatives to support access to medical care.

Strategy 3.3: Identify unmet needs for older adults and people with disabilities through planned outreach.

Goal 4: Improve Public Awareness of Mobility Options

Strategy 4.1: Support mobility options with outreach through coordination of services available.

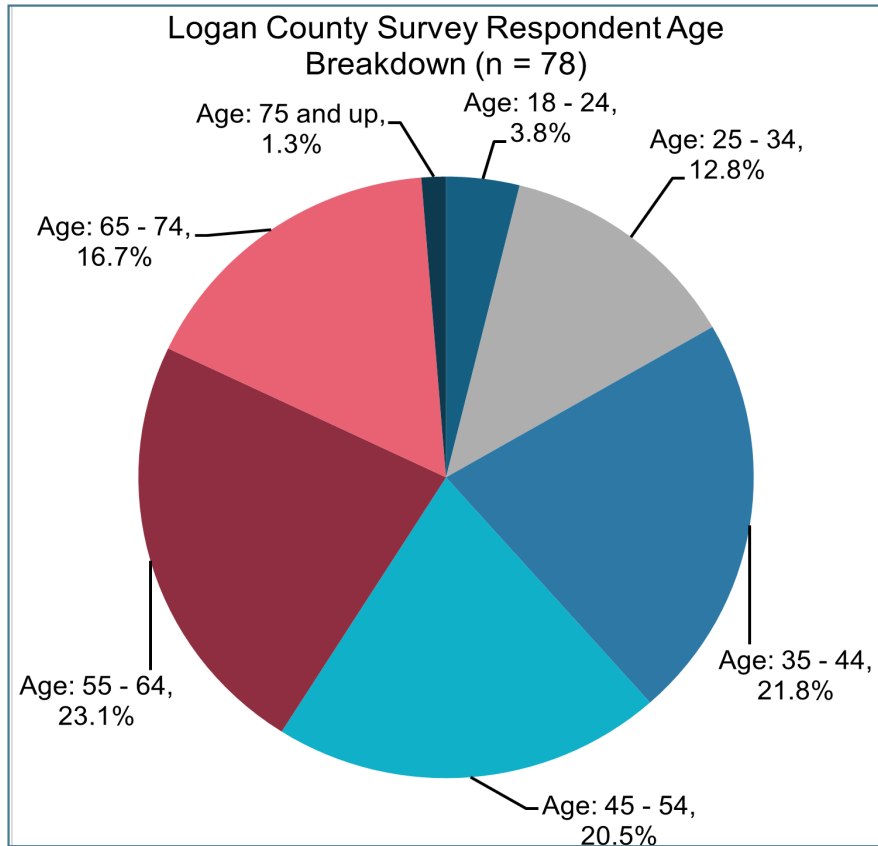
Strategy 4.2: With a focus on public access and information sharing, the mobility manager will have an outreach plan each year to include newsletter, website, and various outreach activities.

Logan County Survey Findings

Age

Most respondents were age 45 or older (61.6%) with the largest response cohort (23.1%) were age 55-64 years old.

Figure 54. Logan County Survey Respondent Age



Race or Ethnicity

Respondents were primarily White-Caucasian (95.3%).

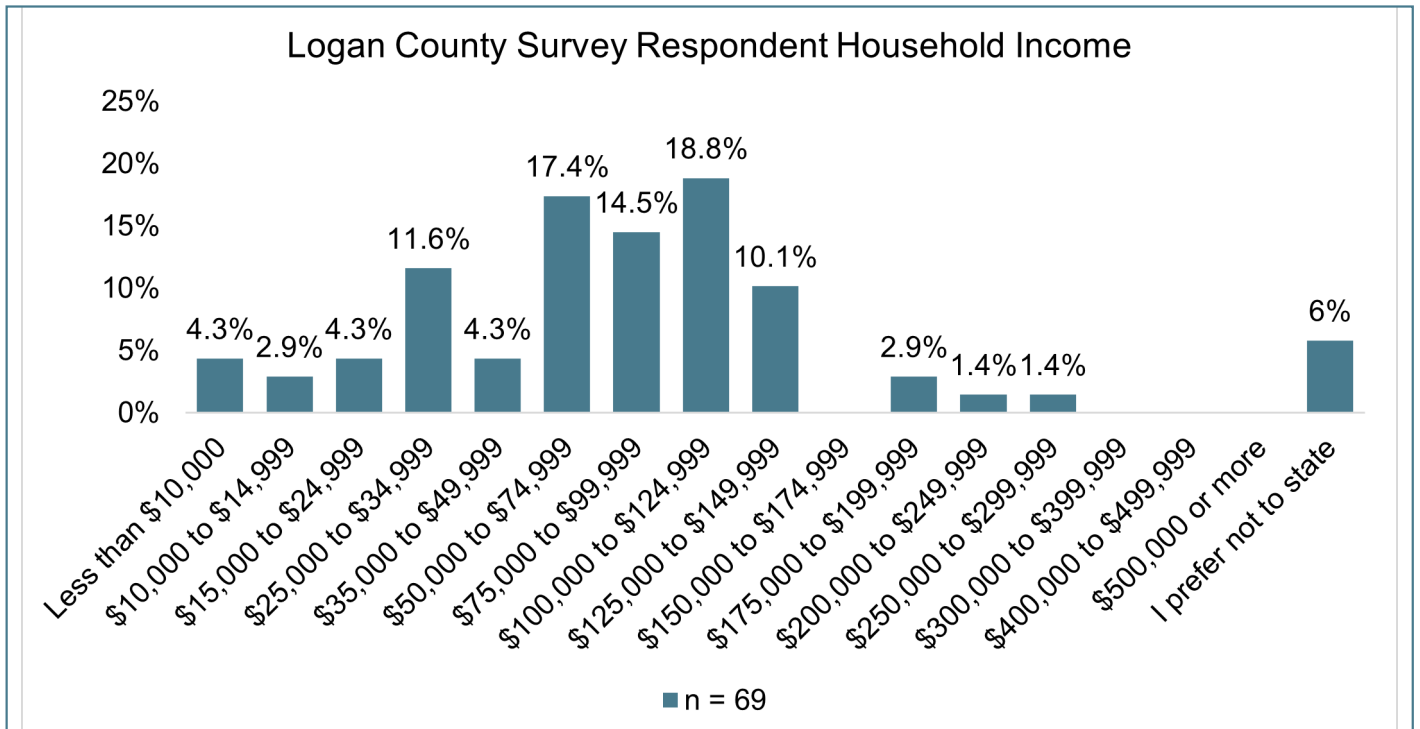
Table 18. Logan County Survey Respondent Race

Race or Ethnicity	Count	Percent
Another Race / Ethnicity	3	4.7%
White or Caucasian	61	95.3%

Household Income

The single largest household income cohort shown is the \$100,000-\$124,999 group with almost 19% of respondents in this income range. While nearly 16% of respondents have a household income that is \$125,000 or more.

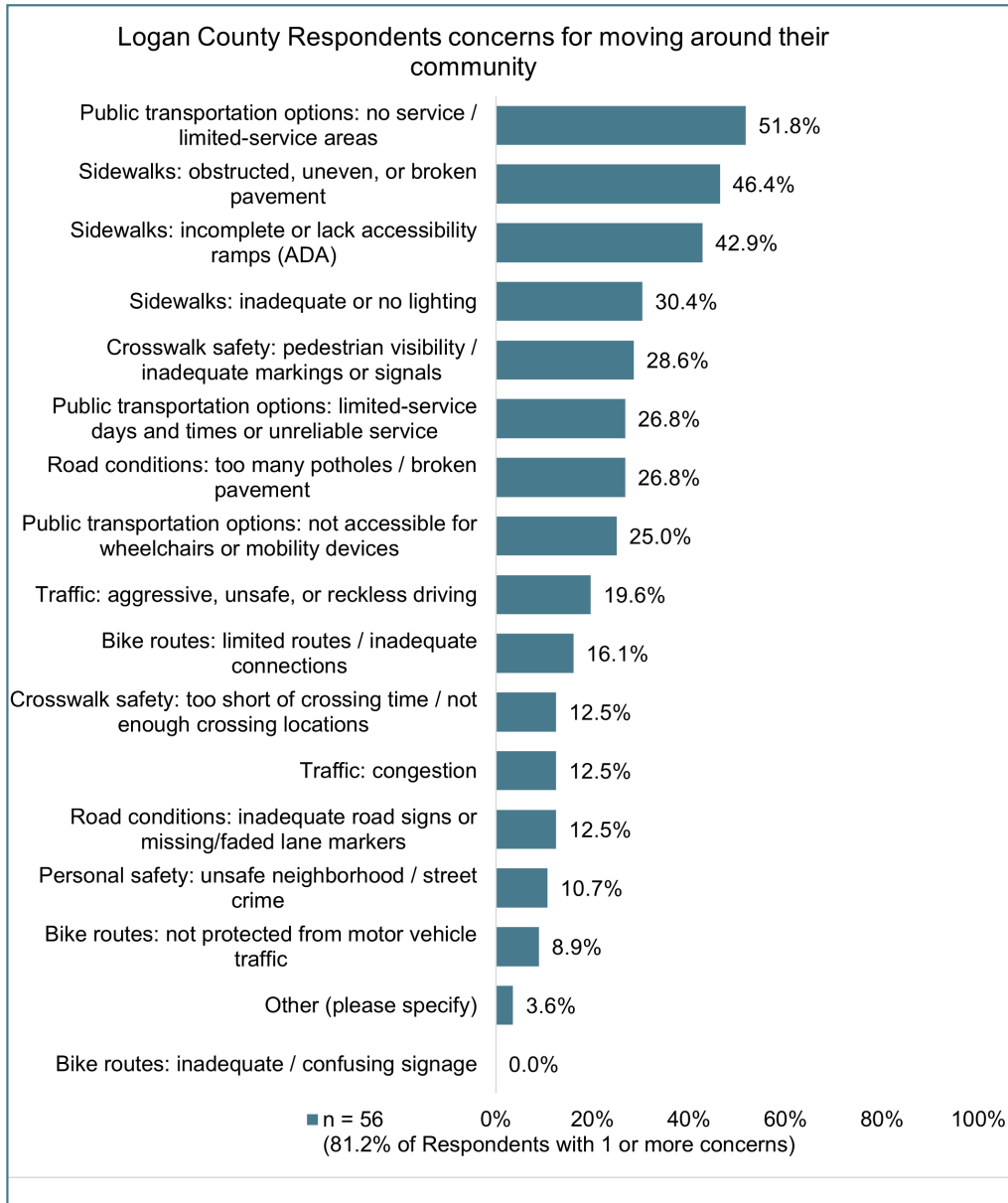
Figure 55. Logan County Survey Respondent Household Income



Community Transportation Concerns

In the county, the top 5 transportation concerns for respondents moving about their community focus on Public transportation options: no service / limited-service areas (51.8%), Sidewalks: obstructed, uneven, or broken pavement (46.4%); incomplete or lack accessibility ramps (ADA) (42.9%); inadequate or no lighting (30.4%), and Crosswalk safety: pedestrian visibility / inadequate markings or signals (28.6%).

Figure 56. Logan County Community Transportation Concerns



Mode of Transportation (4 or more days per week) by Disability Type and Status in Household

Households across the county that are identified as having one-or-more people with a disability living in them are less likely to regularly use personal transportation (71.4%) than those who did not identify as a household with disabilities (86.3%). While households identified with a disability rely on a friend or family member to get around more often.

Table 19. Logan County Mode of Transportation by Disability Type and Status in Household

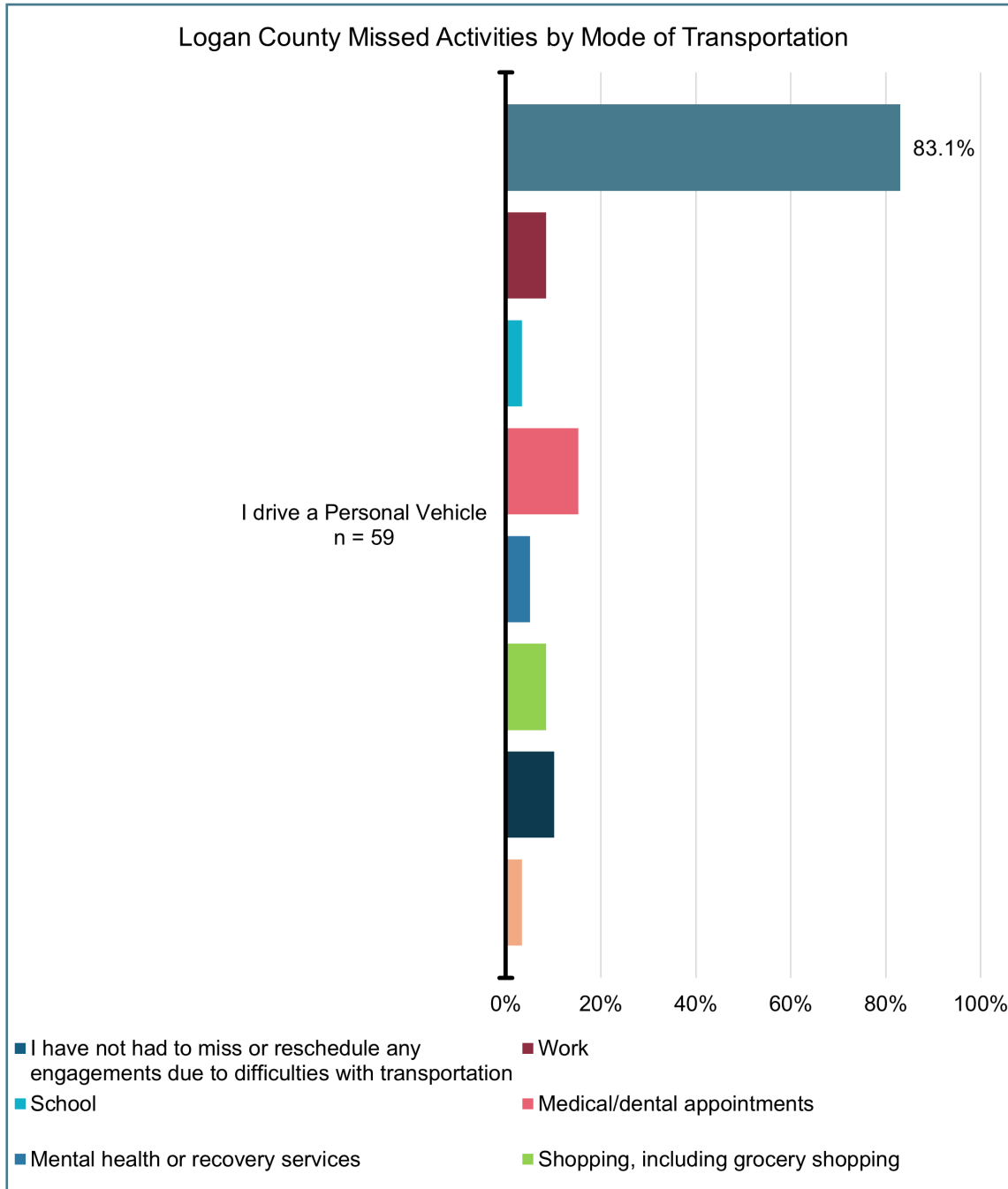
Logan County, Ohio	Deaf or serious difficulty hearing	Blind or serious difficulty seeing	Over age 5 with a physical, mental, or emotional condition resulting in serious difficulty concentrating, remembering, or making decisions	Over age 5 with serious difficulty walking or climbing stairs	Over age 5 and has difficulty dressing or bathing	Over age 15 with a physical, mental, or emotional condition resulting in serious difficulty doing errands alone	None of these currently describe me or anyone in my household	Any Disability
Count Disability	7	‡	‡	‡	5	51	14	33
I drive a Personal Vehicle	71.4%	‡	‡	‡	60.0%	86.3%	71.4%	84.8%
A friend or family member drives me.	14.3%	‡	‡	‡	0.0%	2.0%	7.1%	9.1%
I ride the bus (public transportation with set stops and schedule).	0.0%	‡	‡	‡	0.0%	2.0%	0.0%	6.1%
I use on demand transportation (public or private) where I request to get picked up at my location	0.0%	‡	‡	‡	0.0%	0.0%	0.0%	6.1%
I ride a bike (not including exercise or recreation).	0.0%	‡	‡	‡	0.0%	3.9%	0.0%	3.0%
I walk (not including exercise or recreation).	0.0%	‡	‡	‡	0.0%	13.7%	0.0%	21.2%
I carpool or vanpool.	0.0%	‡	‡	‡	0.0%	0.0%	0.0%	3.0%

‡ Values too small to meaningfully represent

Missed or rescheduled activities by mode of transportation

In the county, those who are least likely to miss or reschedule activities use a personal vehicle for their travel needs (83.1%).

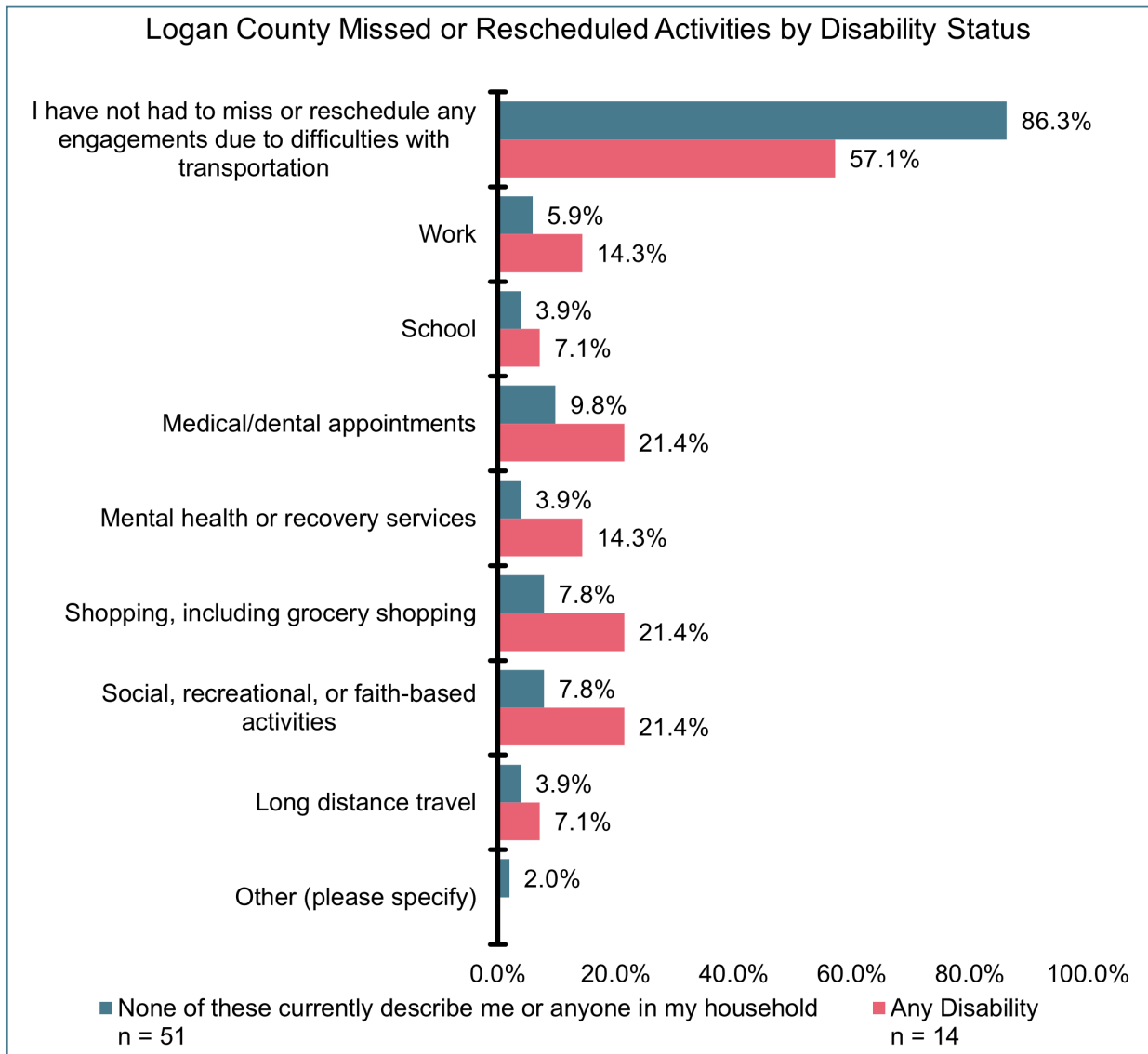
Figure 57. Logan County Missed Activities by Mode of Transportation



Missed or rescheduled activities by Presence of Any or No Disability

Respondents that are least likely to miss or reschedule activities do not identify as having an individual in the house with a disability (86.3%) while 42.9% of those who do identify as a household with one-or-more members with a disability have had to miss or reschedule one or more activities in the last 12-months. The most commonly missed or rescheduled activities named are for medical/dental appointments, shopping – including groceries, and social/recreational/ or faith-based activities (each 21.4% for households identified with 1-or-more disabilities).

Figure 58. Logan County Missed or Rescheduled Activities by Disability Status



Madison County

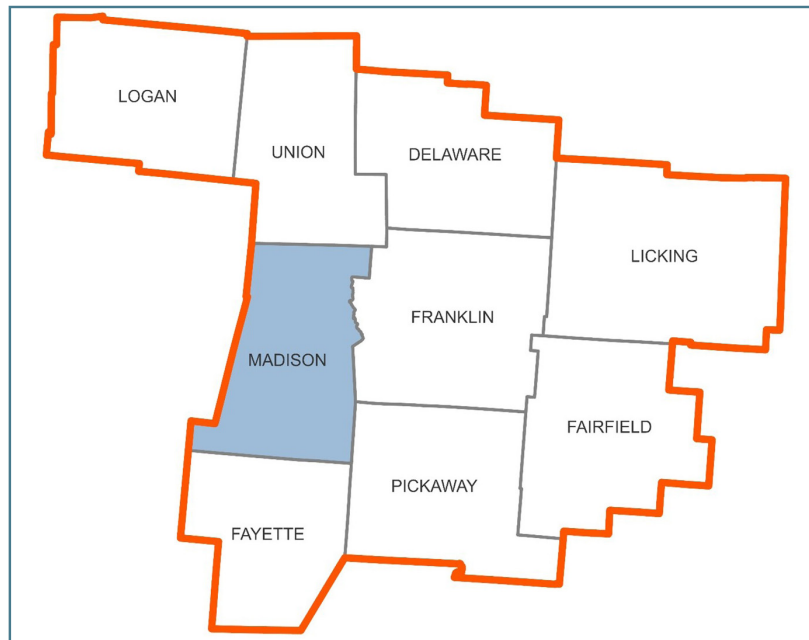
REGIONAL CONTEXT: MADISON COUNTY

Madison County has a population of 46,082 residents and is expected to grow to more than 58,000 by 2050, according to MORPC projections. Madison County is mainly rural but has experienced growth in warehouse employment opportunities, specifically in the village of West Jefferson. Madison County has also experienced growth in the Village of Plain City, which joined the MORPC MPO boundary. The goals and strategies outlined for Madison County were created with future growth, existing public transit services, survey input, and evaluation of mobility needs described by local partners in mind.

MADISON COUNTY TRANSIT SERVICES

Fayette Madison Transit provides public transit services for Madison County through the Community Action Commission of Fayette County. Services provided include demand response service available between 7:00 AM – 5:00 PM Monday through Friday. Advanced scheduling of trips is preferred, though same day service may be available. Demand response service fares within Madison County range between \$2.00 and \$2.50 depending on the trip origin and destination. Fares for trips outside of Madison County are calculated based on \$3.00 per mile traveled outside of the county. Half fares are available to older adults and individuals with disabilities with prior approval.

In addition to Fayette Madison Transit, there are other specialized transportation providers that serve older adults, individuals with disabilities, veterans, and Medicaid users, among others. A list of these transportation providers is located in Appendix A. Trips from these providers may be scheduled with the help of Madison County Mobility Management or using Gohio Mobility.



TRANSPORTATION TRENDS

Both Madison County sankey diagrams highlight transportation to other parts of the county and Franklin County as the most significant destinations. Delaware, Licking, Fairfield, and Union County are also highlighted as significant destinations for workforce transportation. Union and Pickaway County are also highlighted as significant destinations for general travel trends from Madison County.

Figure 59: Madison County Commute Trends from 2023 Longitudinal Employer-Household Dynamics (LEHD)

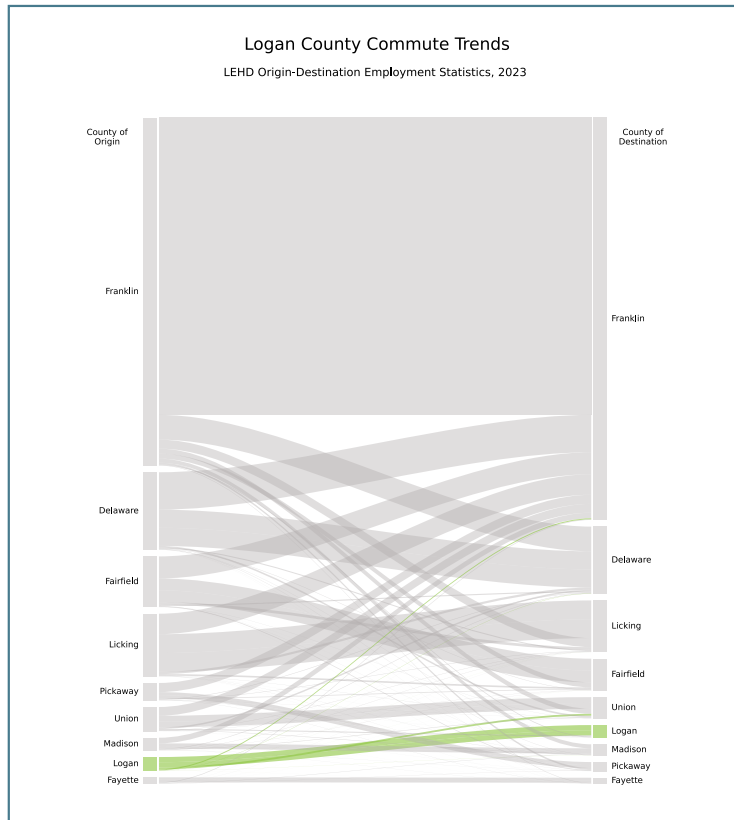
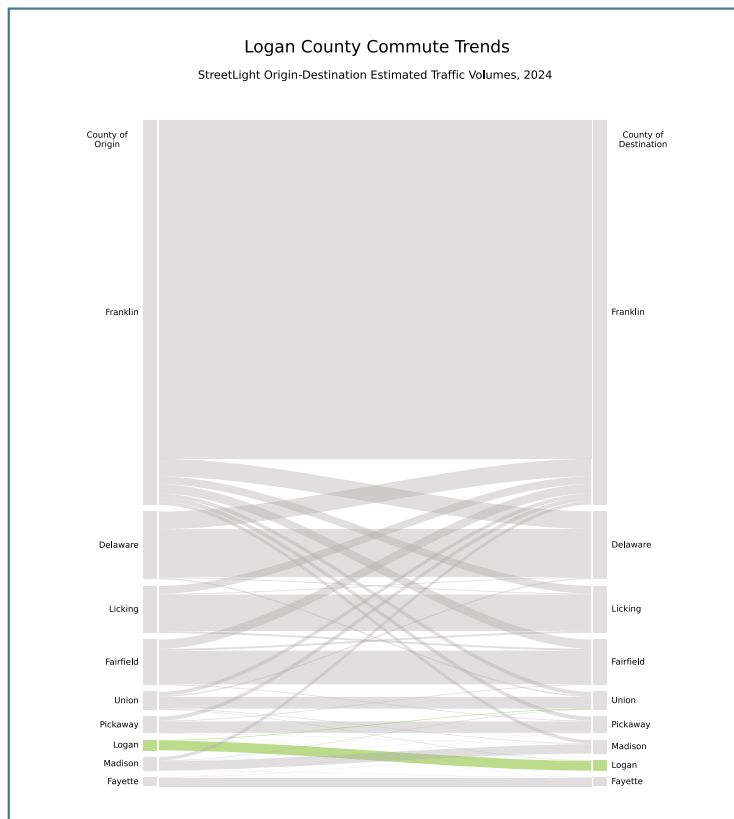


Figure 60: Madison County Transportation Trends from 2024 Streetlight Data



EVALUATION OF MOBILITY NEEDS: MADISON COUNTY

MOBILITY NEEDS

In the local level mobility discussions, participants were asked their reactions to the regional mobility goals and strategies identified in the previous RMP published in 2022 as well as what they want Central Ohio to accomplish to improve transit and mobility options in five years. Participants discussed the regional strengths and weaknesses in meeting the mobility needs of older adults, individuals with disabilities, and individuals with lower incomes. The activity highlighted the following needs/goals as relevant to Madison County:

- Identify and secure new and sustainable transit funding sources
- Improve Fayette Madison Transit service hours within Madison County
- Create affordable and seamless cross-county connections, especially to Franklin County
- Coordinate service with COTA, including connections between West Jefferson and the West Broad bus rapid transit corridor
- Develop partnerships with employers and prospective employers to promote workforce transportation options
- Improve awareness of transit service through improved communication and engagement with riders and community stakeholders

The mobility manager highlighted the following unmet needs relevant to Madison County

UNMET NEEDS

- More Volunteer Drivers
- Affordable cross-county connections
- After-hours transit service
- Rideshare options
- Awareness and outreach around transportation options

Madison County Goals and Strategies

Goal 1: Provide Safe and Reliable Transportation for Older Adults and People with Disabilities

Strategy 1.1: Seek to expand and enhance transportation options for older adults and people with disabilities.

Strategy 1.2: Coordinate transportation with local partners.

Goal 2: Improve Awareness and Access to Mobility Options

Strategy 2.1: Utilize Gohio Mobility as a one stop multi-county transportation search tool in coordination with paratransit and other transportation services in the county. Share the tool as a resource with community partners and the general public.

Strategy 2.2: Enhance awareness of county transportation services through information sharing via print, digital, and in-person outreach.

Strategy 2.3: Engage residents and stakeholders in identifying transportation needs and solutions through surveys, forums, and feedback channels to better align services with community priorities.

Goal 3: Increase Affordable and Accessible Transportation Options

Strategy 3.1: Coordinate with neighboring county transportation providers to expand out of county transportation options.

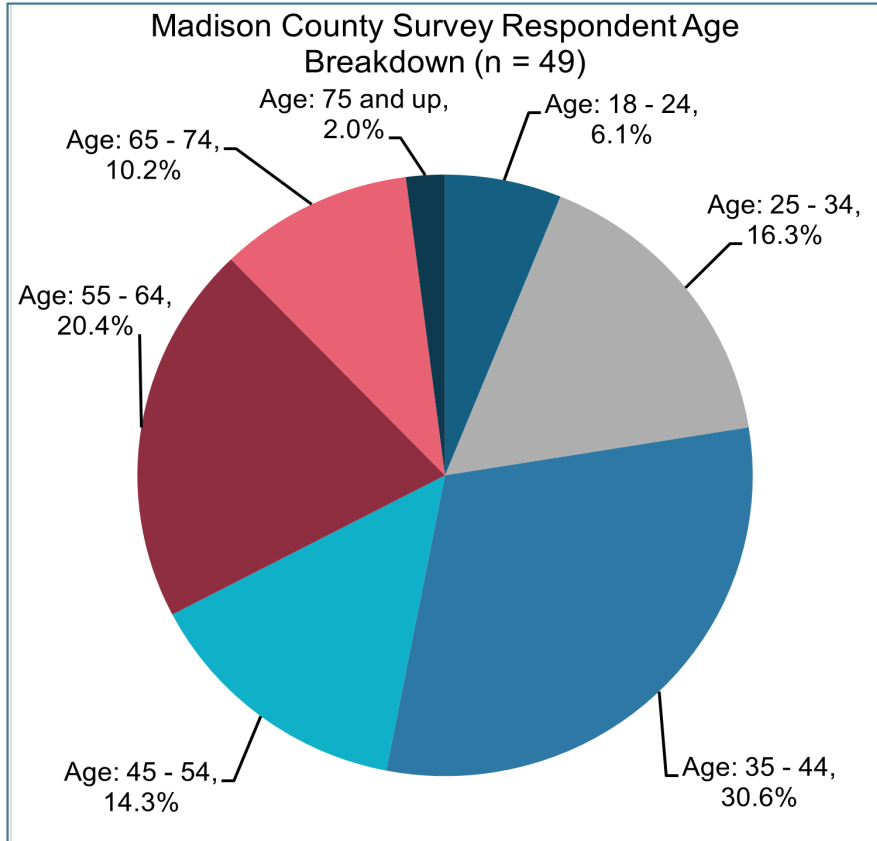
Strategy 3.2: Identify additional opportunities to reduce cost of transportation for users, including possible support through local financial support, identifying new transportation providers and pursuing federal funding and grants.

Madison County Survey Findings

Age

Most respondents were under age 45 (53.0%) with the largest response cohort (30.6%) were age 35-44 years old.

Figure 61. Madison County Survey Respondent Age



Race or Ethnicity

Respondents were primarily White-Caucasian (86.4%) while Black or African American and Multi-Racial identified were the second largest response cohort (each 6.5%).

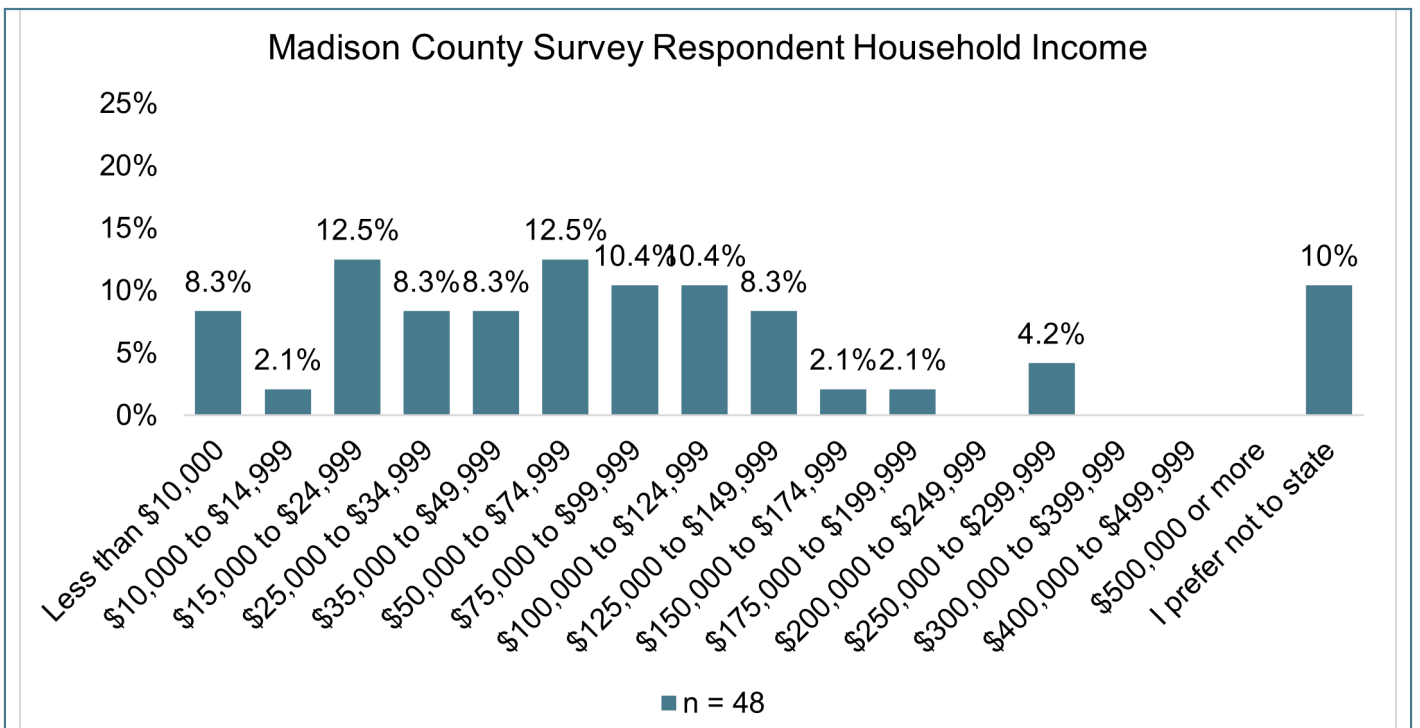
Table 20. Madison County Survey Respondent Race

Race or Ethnicity	Count	Percent
Black or African American	3	6.5%
Multi-Racial	3	6.5%
Another Race / Ethnicity	2	4.4%
White or Caucasian	35	86.4%

Household Income

The largest household income cohorts shown are the \$15,000-\$24,999 and \$50,000-\$74,999 group with 12.5% of respondents saying either of these income range. Nearly 40% of respondents have a household income that is below \$50,000.

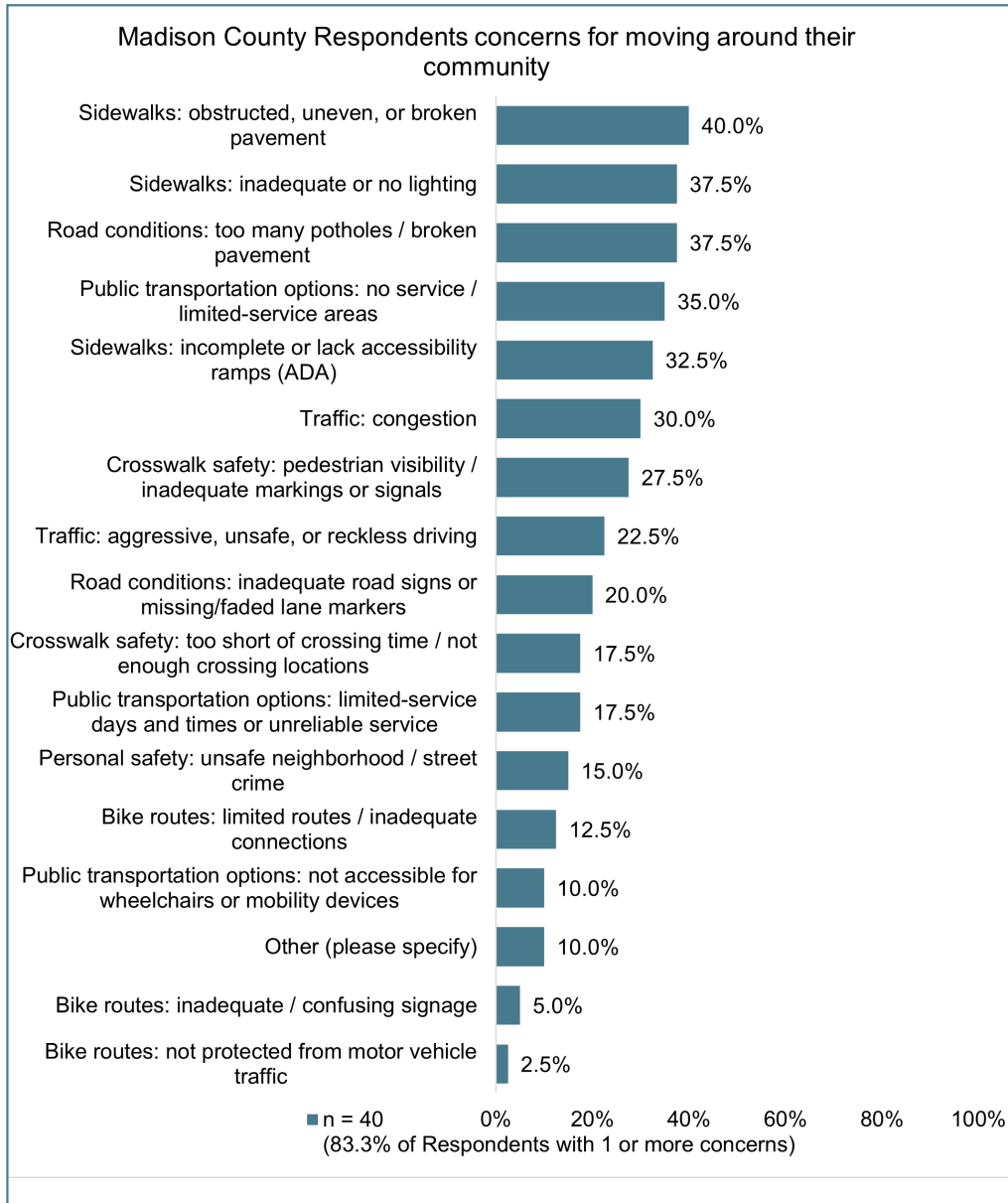
Figure 62. Madison County Survey Respondent Household Income



Community Transportation Concerns

In the county, the top 5 transportation concerns for respondents moving about their community focus on Sidewalks: obstructed, uneven, or broken pavement (40.0%); inadequate or no lighting (37.5%); incomplete or lack accessibility ramps (ADA) (32.5%), Road conditions: too many potholes / broken pavement (37.5%), and Public transportation options: no service / limited-service areas (35.0%).

Figure 64. Madison County Community Transportation Concerns



Mode of Transportation (4 or more days per week) by Disability Type and Status in Household

Households across the county that are identified as having one-or-more people with a disability living in them are less likely to regularly use personal transportation (75.0%) than those who did not identify as a household with disabilities (90.6%). Households identified with a disability do use other forms of transportation more often such using on demand transportation, riding a bike, walking, and carpooling.

Table 21. Madison County Mode of Transportation by Disability Type and Status in Household

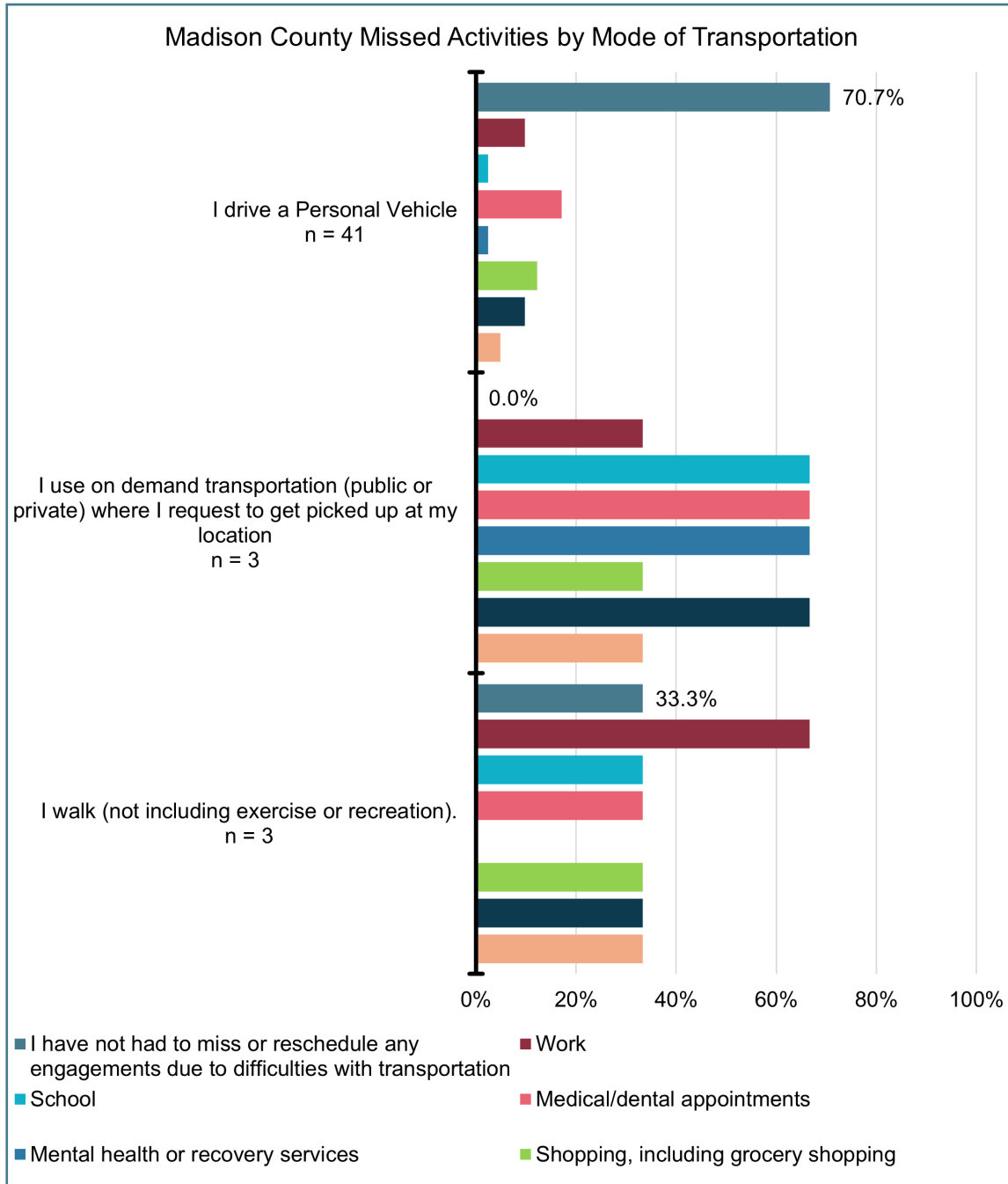
Madison County, Ohio	Deaf or serious difficulty hearing	Blind or serious difficulty seeing	Over age 5 with a physical, mental, or emotional condition resulting in serious difficulty concentrating, remembering, or making decisions	Over age 5 with serious difficulty walking or climbing stairs	Over age 5 and has difficulty dressing or bathing	Over age 15 with a physical, mental, or emotional condition resulting in serious difficulty doing errands alone	None of these currently describe me or anyone in my household	Any Disability
Count Disability	‡	‡	5	‡	4	6	32	12
I drive a Personal Vehicle	‡	‡	100.0%	‡	100.0%	66.7%	90.6%	75.0%
A friend or family member drives me.	‡	‡	0.0%	‡	0.0%	0.0%	3.1%	0.0%
I ride the bus (public transportation with set stops and schedule).	‡	‡	0.0%	‡	0.0%	0.0%	0.0%	0.0%
I use on demand transportation (public or private) where I request to get picked up at my location	‡	‡	20.0%	‡	25.0%	16.7%	3.1%	16.7%
I ride a bike (not including exercise or recreation).	‡	‡	20.0%	‡	25.0%	0.0%	0.0%	16.7%
I walk (not including exercise or recreation).	‡	‡	20.0%	‡	0.0%	16.7%	3.1%	16.7%
I carpool or vanpool.	‡	‡	20.0%	‡	0.0%	16.7%	0.0%	8.3%

‡ Values too small to meaningfully represent

Missed or rescheduled activities by mode of transportation

In the county, those who are least likely to miss or reschedule activities use a personal vehicle for their travel needs (70.1%).

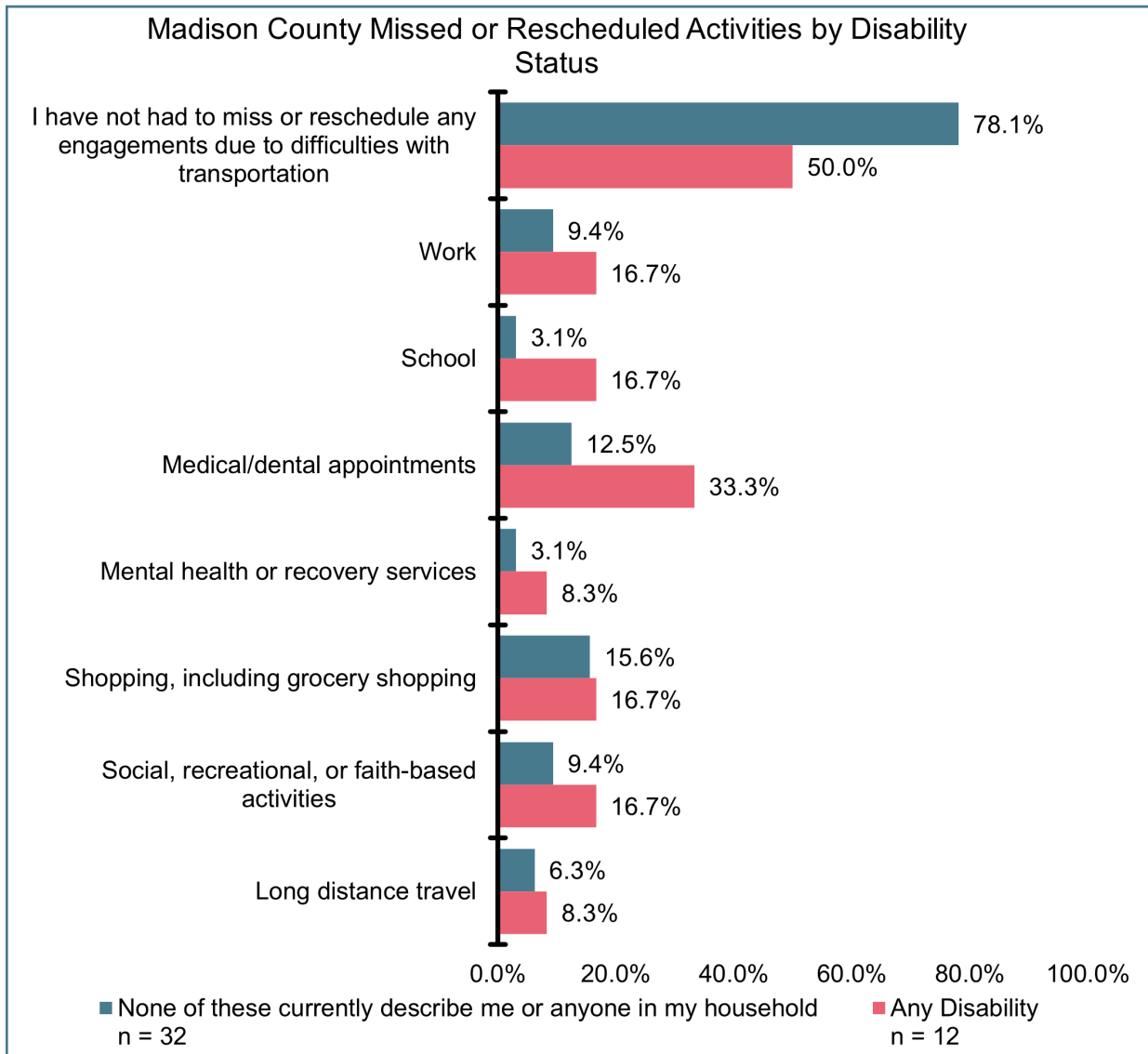
Figure 65. Madison County Missed Activities by Mode of Transportation



Missed or rescheduled activities by Presence of Any or No Disability

Respondents that are least likely to miss or reschedule activities do not identify as having an individual in the house with a disability (78.1%), while half (50.0%) of those who do identify as a household with one-or-more members with a disability have had to miss or reschedule one or more activities in the last 12-months. The most commonly missed or rescheduled activity named is for medical/dental appointments (33.3% for households identified with 1-or-more disabilities).

Figure 66. Madison County Missed or Rescheduled Activities by Disability Status



Pickaway County

REGIONAL CONTEXT: PICKAWAY COUNTY

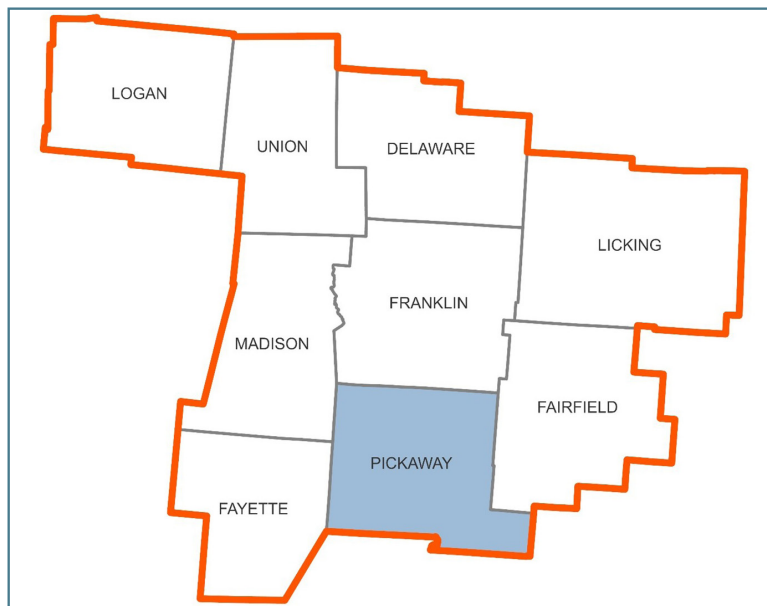
Pickaway County has a current population of 62,528 residents and is expected to grow to 79,900 by 2050, according to MORPC population forecasts. The county includes the City of Circleville, 10 villages, and 15 townships. The majority of land use is considered rural, but Pickaway County includes a major trip generator near the northern end of the county at the Rickenbacker International Airport and surrounding area. Pickaway County has also experienced major growth in the supply chain industry with multiple employers near Ashville and South Bloomfield. The goals and strategies outlines for Pickaway County were created with future growth, existing public transit services, survey input, and evaluation of mobility needs described by local partners in mind.

PICKAWAY COUNTY TRANSIT SERVICES

Pickaway County Community Action Agency Transit (PICCA Transit) serves Pickaway County with fixed route and county-wide demand response service. The Rickenbacker Shuttle runs from 5:45 AM – 5:00 PM Monday through Friday and offers a connection to COTA service. PICCA Transit’s other fixed route service – the Flex Bus – serves the City of Circleville between 8:00 AM – 5:00 PM Monday through Friday. Both fixed route services are free for all riders.

PICCA Transit also offers county-wide demand response service between 7:00 AM – 4:00 PM Monday through Friday. Advanced scheduling is preferred, though trips may be accommodated within a one-hour notice. Demand response rates range between \$1-\$3, depending on the trip’s origin and destination and if the trip is requested with advance notice. Reduced fares are available for older adults and individuals with disabilities registered with PICCA Transit’s elderly/disabled program and request trips within the City of Circleville.

There are other specialized transportation providers that serve older adults, individuals with disabilities, veterans, and Medicaid users in Pickaway County. A list of these transportation providers is located in Appendix A. Trips from these providers may be scheduled with the help of Pickaway County Mobility Management or using Gohio Mobility.



TRANSPORTATION TRENDS

Both Pickaway county sankey diagrams highlight transportation to other parts of the county and Franklin county as the most significant destinations. Delaware, Licking, and Fairfield county are also highlighted as significant destinations for workforce transportation. Fairfield county is also highlighted as significant destination for general travel trends from Pickaway county.

Figure 67: Pickaway County Commute Trends from 2023 Longitudinal Employer-Household Dynamics (LEHD)

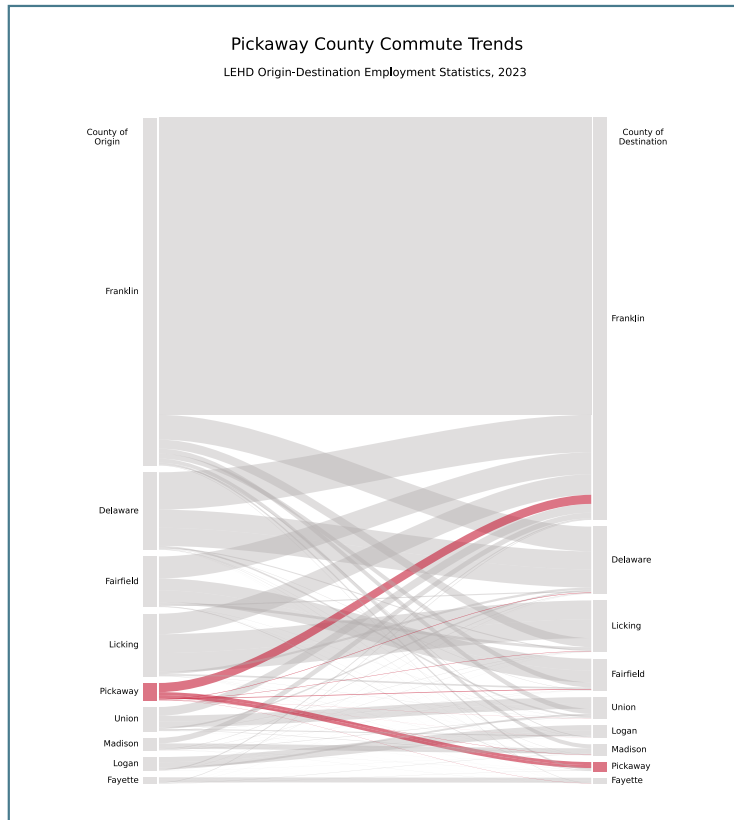
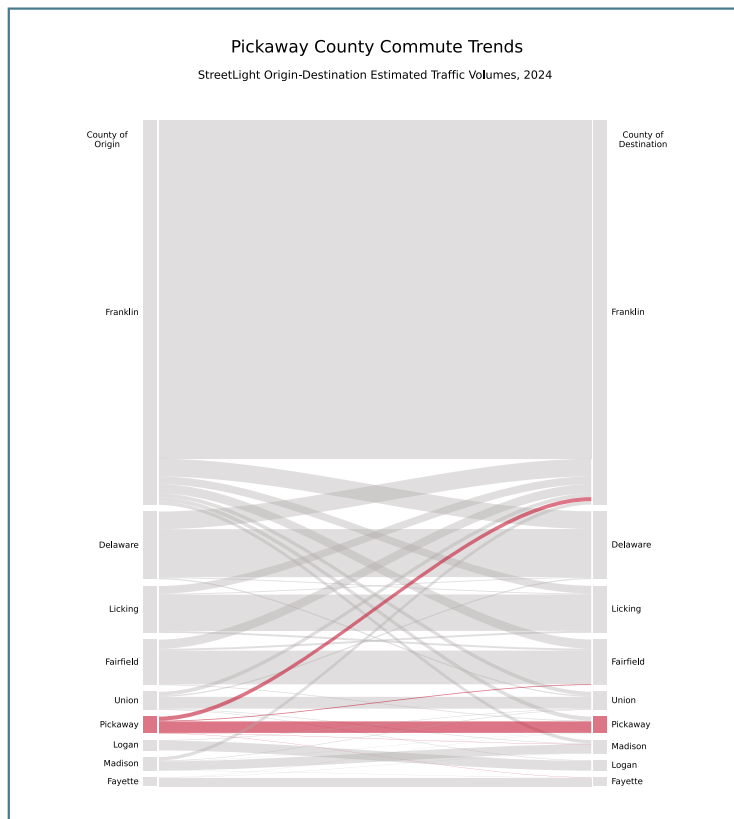


Figure 68: Pickaway County Transportation Trends from 2024 Streetlight Data



EVALUATION OF MOBILITY NEEDS: PICKAWAY COUNTY

MOBILITY NEEDS

In the local level mobility discussions, participants were asked their reactions to the regional mobility goals and strategies identified in the previous RMP published in 2022 as well as what they want Central Ohio to accomplish to improve transit and mobility options in five years. Participants discussed the regional strengths and weaknesses in meeting the mobility needs of older adults, individuals with disabilities, and individuals with lower incomes. The activity highlighted the following needs/goals as relevant to Madison County:

- Pursue long-term, sustainable funding for all forms of transportation
- Create seamless cross-county connections for work and medical trips, with special focus on access between Franklin and Ross Counties
- Continue to build relationships with employers in the Rickenbacker Area to promote workforce transportation, including the PICCA Transit Rickenbacker Shuttle
- Develop a strategy to hire and retain drivers
- Build awareness of the need for transit with residents and community leaders
- Prepare for growth and anticipated demand for transit
- Educate residents about Medicaid programs to promote affordable NEMT trips
- Maintain and increase PICCA Transit's level of service in Circleville and throughout the county

The mobility manager highlighted the following unmet needs relevant to Pickaway County

UNMET NEEDS

- Affordable, accessible county wide transportation & transportation that crosses county lines.
- Awareness of transportation options.
- Coordination among transportation providers offering direct & indirect services.
- Funding (state & local) to increase public transit routes & options.

Pickaway County Goals and Strategies

Goal 1: Expand Availability of Affordable Transit to the General Public, Older Adults, and People with Disabilities on Nights and Weekends

Strategy 1.1: Implement a public outreach plan to identify how transportation services might better support transportation needs in Pickaway County.

Strategy 1.2: Identify findings from Strategy 1.1 and plan implementation based on prioritization of need and resources available.

Goal 2: Increase Public Awareness in Pickaway County

Strategy 2.1: Utilize and market Gohio Mobility as a one stop multi-county transportation search tool in coordination with Pickaway County mobility management, Pickaway County Community Action (PICCA) and Pickaway Area Rural Transit (PART)

Strategy 2.2: Research innovative opportunities for transportation outreach services. Explore supporting 2-1-1 with Gohio Mobility as a resource, implementing a separate call center, and other possible routes. Work with regional and local partners to initiate and document this work

Strategy 2.3: Participate in regional sharing of best practices to identify innovative education and outreach strategies for during and post the COVID-19 pandemic. Evaluate success with

Goal 3: Establish Collaborative Efforts of Transportation Providers Throughout a Multi-county Region

Strategy 3.1: Identify and pursue regional connectivity through cross-county coordination with a focus on major trip generators such as medical centers and major employers

Goal 4: Incorporate New Technology and Capital to Improve Existing Mobility Options

Strategy 4.1: Identify and share grant/federal funding opportunities with all transportation providers in Pickaway County so that cost of accessible vehicles becomes less of a challenge in providing service and providing low cost for ridership

Strategy 4.2: Maintain and up to date inventory of accessible transportation providers in Pickaway County. Assist active organizations who lack accessible vehicles for services currently provided

Strategy 4.3: Maintain current technology and capital update processes for Pickaway Area Rural Transit (PART) and improve as needed

Goal 5: Increase Funding for Public and Coordinated Transportation

Strategy 5.1: Encourage human service agencies and other organizations that require transportation services for their consumers to contract with Pickaway Area Rural Transit when possible. Agencies and organizations may realize a savings by purchasing services rather than providing them in-house

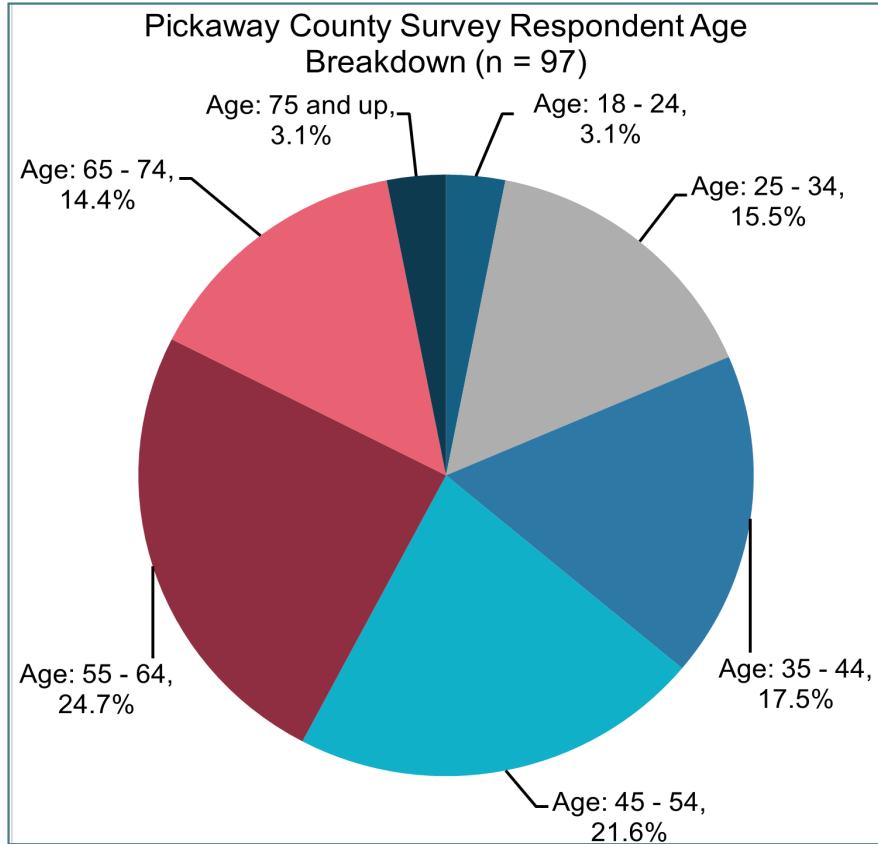
Strategy 5.2: Build local support for public transit and transportation access by engaging elected officials, government agencies, and major employers

Pickaway County Survey Findings

Age

Most respondents were age 45 or older (63.9%) with the largest response cohort (24.7%) were age 55-64 years old.

Figure 69. Pickaway County Survey Respondent Age



Race or Ethnicity

Respondents were primarily White-Caucasian (93.2%).

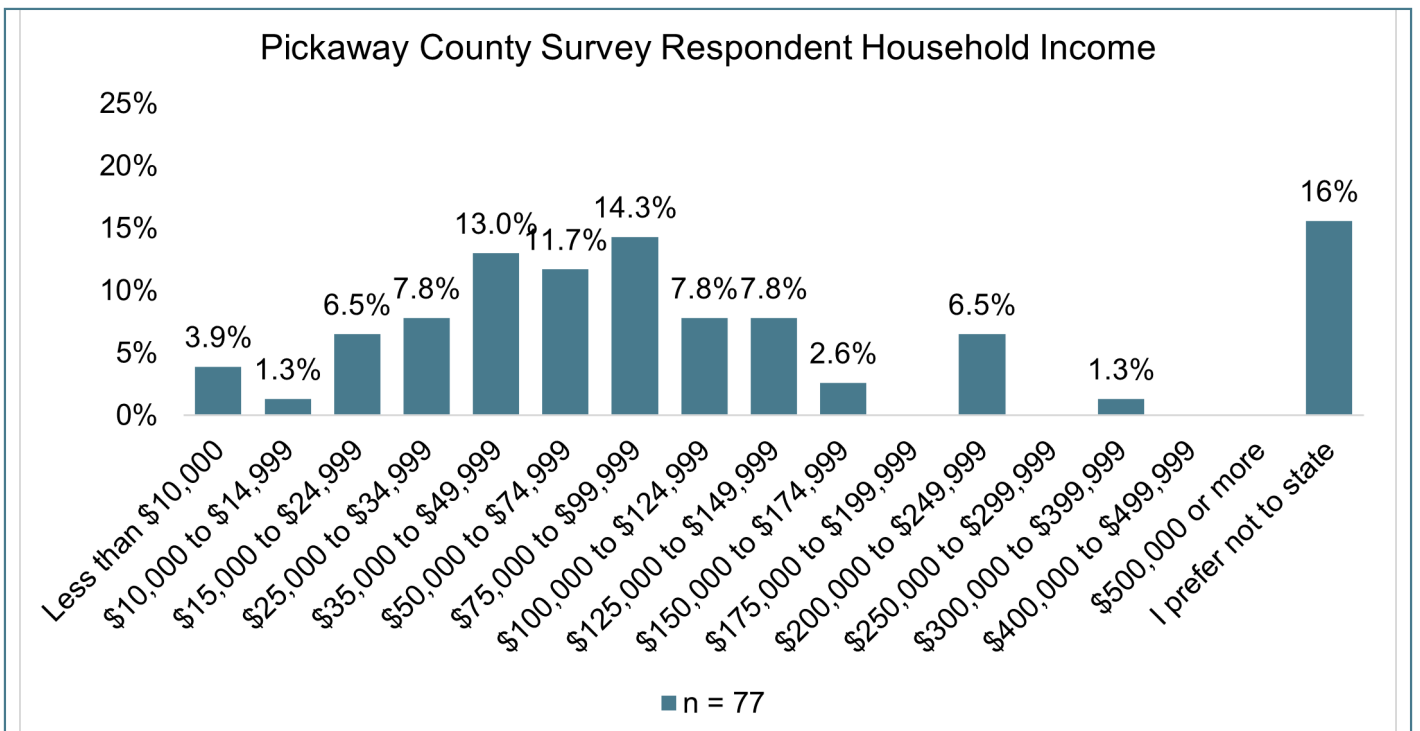
Table 22. Pickaway County Survey Respondent Race

Race or Ethnicity	Count	Percent
Another Race / Ethnicity	5	6.8%
White or Caucasian	68	93.2%

Household Income

The single largest household income cohort shown is the \$75,000-\$99,999 group with just over 14% of respondents saying this income range. Just over 44% of respondents have a household income that is below \$75,000. Note: 16% of respondents preferred not to provide their household income.

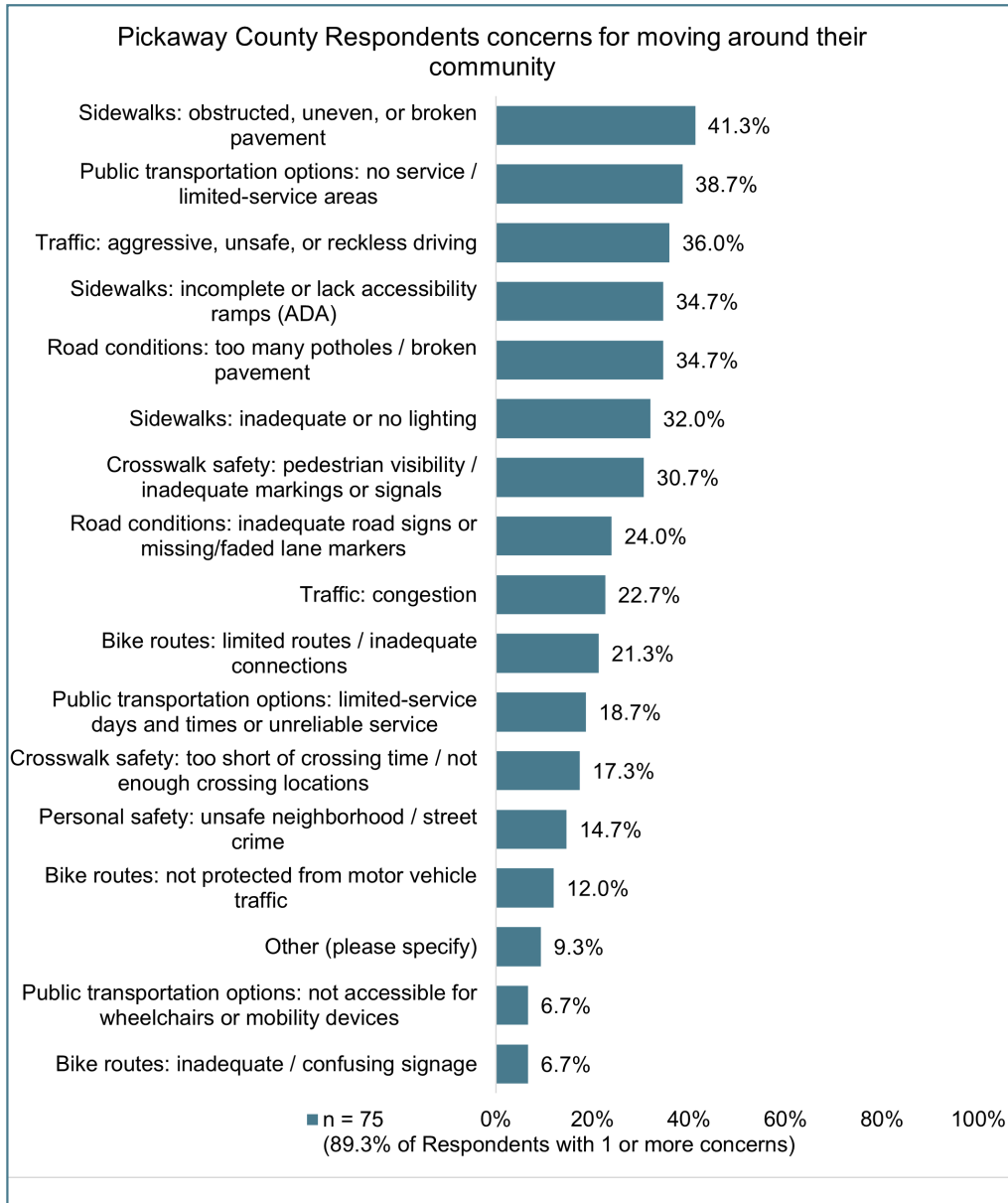
Figure 70. Pickaway County Survey Respondent Household Income



Community Transportation Concerns

In the county, the top 5 transportation concerns for respondents moving about their community focus on Sidewalks: obstructed, uneven, or broken pavement (41.3%); incomplete or lack accessibility ramps (ADA) (34.7%), Public transportation options: no service / limited-service areas (38.7%), Traffic: aggressive, unsafe, or reckless driving (36.0%), and Road conditions: too many potholes / broken pavement (34.7%).

Figure 71. Pickaway County Community Transportation Concerns



Mode of Transportation (4 or more days per week) by Disability Type and Status in Household

Households across the county that are identified as having one-or-more people with a disability living in them are less likely to regularly use personal transportation (56.5%) than those who did not identify as a household with disabilities (82.7%). Households identified with a disability do use other forms of transportation more often such as riding the bus, on demand transportation, and carpooling.

Table 23. Pickaway County Mode of Transportation by Disability Type and Status

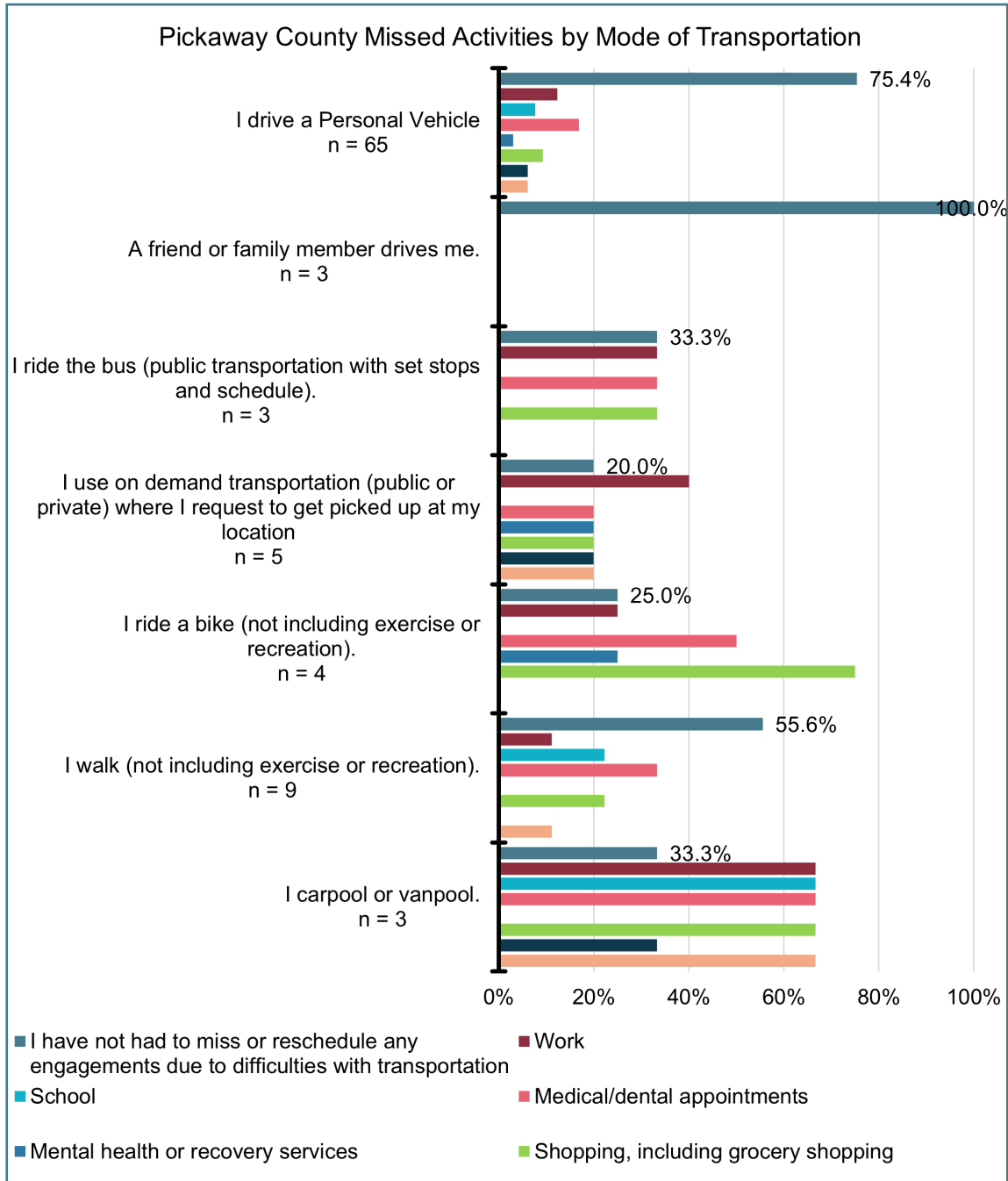
Pickaway County, Ohio	Deaf or serious difficulty hearing	Blind or serious difficulty seeing	Over age 5 with a physical, mental, or emotional condition resulting in serious difficulty concentrating, remembering, or making decisions	Over age 5 with serious difficulty walking or climbing stairs	Over age 5 and has difficulty dressing or bathing	Over age 15 with a physical, mental, or emotional condition resulting in serious difficulty doing errands alone	None of these currently describe me or anyone in my household	Any Disability
Count Disability	4	5	11	7	4	12	52	23
I drive a Personal Vehicle	75.0%	80.0%	72.7%	57.1%	75.0%	58.3%	82.7%	56.5%
A friend or family member drives me.	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%
I ride the bus (public transportation with set stops and schedule).	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	1.9%	4.3%
I use on demand transportation (public or private) where I request to get picked up at my location	0.0%	0.0%	0.0%	14.3%	0.0%	16.7%	1.9%	13.0%
I ride a bike (not including exercise or recreation).	0.0%	0.0%	9.1%	0.0%	0.0%	8.3%	3.8%	4.3%
I walk (not including exercise or recreation).	0.0%	20.0%	9.1%	14.3%	0.0%	16.7%	7.7%	8.7%
I carpool or vanpool.	25.0%	20.0%	0.0%	0.0%	0.0%	16.7%	0.0%	8.7%

‡ Values too small to meaningfully represent

Missed or rescheduled activities by mode of transportation

In the county, those who are least likely to miss or reschedule activities use a personal vehicle for their travel needs (75.4%) while those who use other options have a much higher miss or rescheduling rates.

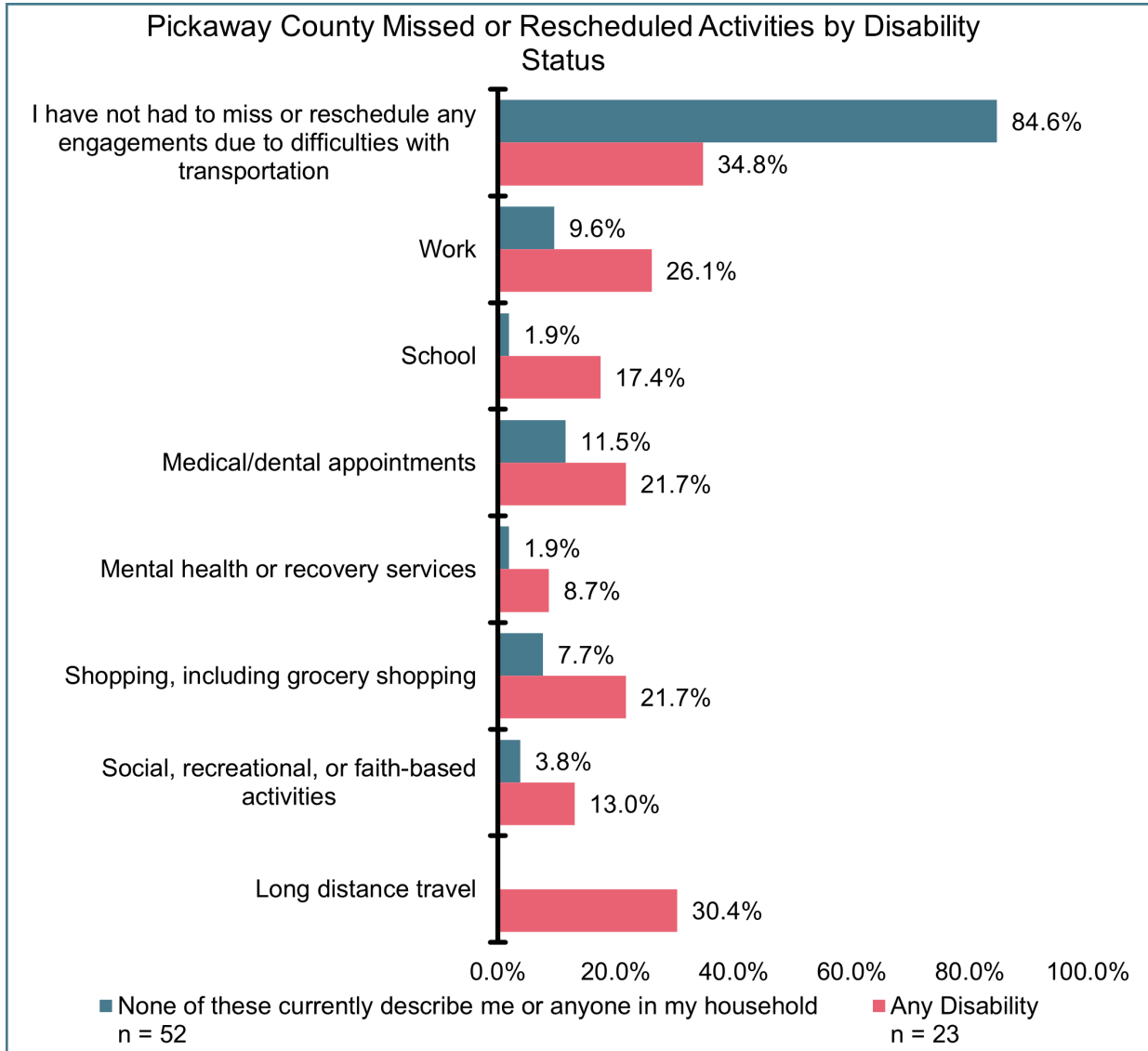
Figure 72. Pickaway County Missed Activities by Mode of Transportation



Missed or rescheduled activities by Presence of Any or No Disability

Respondents that are least likely to miss or reschedule activities do not identify as having an individual in the house with a disability (84.6%), while nearly two-thirds (65.2%) of those who do identify as a household with one-or-more members with a disability have had to miss or reschedule one or more activities in the last 12-months. The most commonly missed or rescheduled activity named is for long-distance travel (30.4% for households identified with 1-or-more disabilities).

Figure 73. Pickaway County Missed or Reschedule Activities by Disability Status



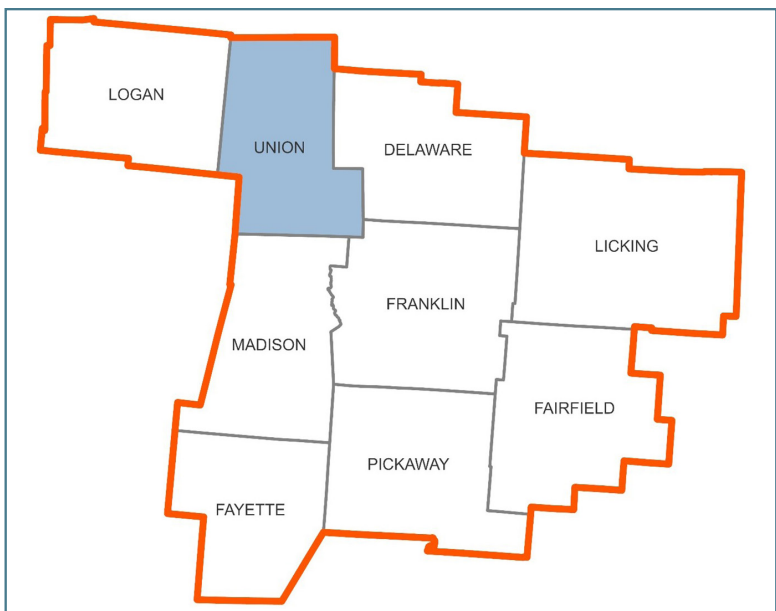
Union County

REGIONAL CONTEXT: UNION COUNTY

Union County has a current population of about 69,773 and is expected to grow to 96,700 residents by 2050, according to MORPC forecasts. Union County is home to Honda and ScottsMiracle-Gro and countless other automotive and agriculture companies, which serve as major trip generators. The northern area of the county includes rural and farmland land uses. The goals and strategies outlined for Union County were created with future growth, workforce transportation, mobility of residents in rural areas of the county, survey input, and evaluation of mobility needs described by local partners in mind.

UNION COUNTY TRANSIT SERVICES

Transportation services in Union County consist of specialized services for older adults and individuals with disabilities. Union County Agency Transportation Services (UCATS) provides demand response service to all Union County residents age 60 and over who live independently and those who meet specific eligibility requirements and obtain a referral from Union County Department of Job and Family Services and Senior Services. UCATS receives 5310 funds to support their services for older adults and individuals with disabilities. Non-profit organizations and other agencies supplement UCATS services with specialized transportation services, including the Mary-Go-Round, which offers free weekly shuttle services to grocery stores and social service agencies for adults over 50.



TRANSPORTATION TRENDS

Both Union county sankey diagrams highlight transportation to other parts of the county and Franklin county as the most significant destinations. Delaware and Logan county are also highlighted as significant destinations for workforce transportation. Delaware County is also highlighted as a significant destination for general travel trends from Union county.

Figure 74: Union County Commute Trends from 2023 Longitudinal Employer-Household Dynamics (LEHD)

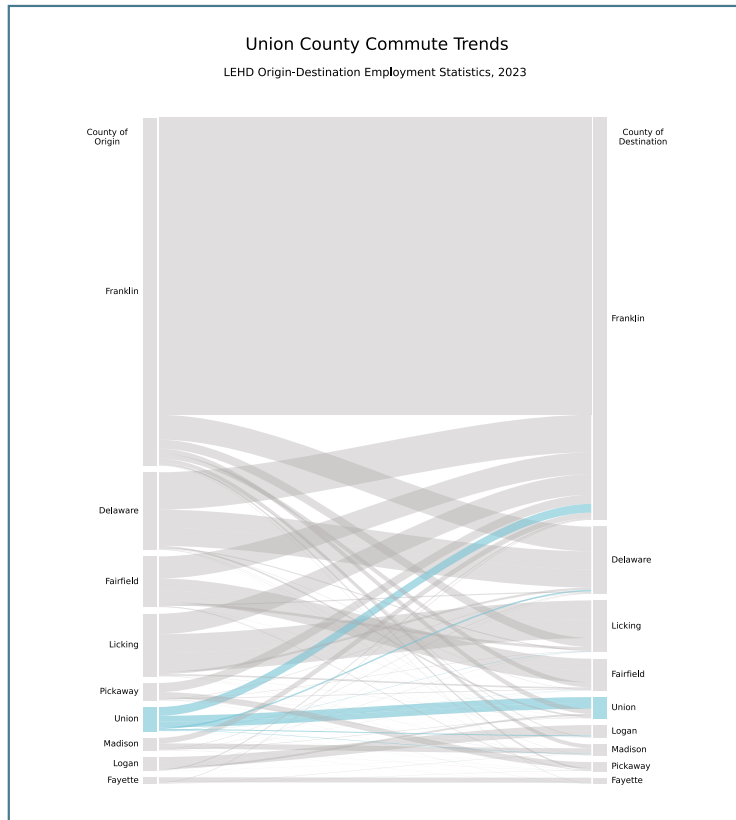
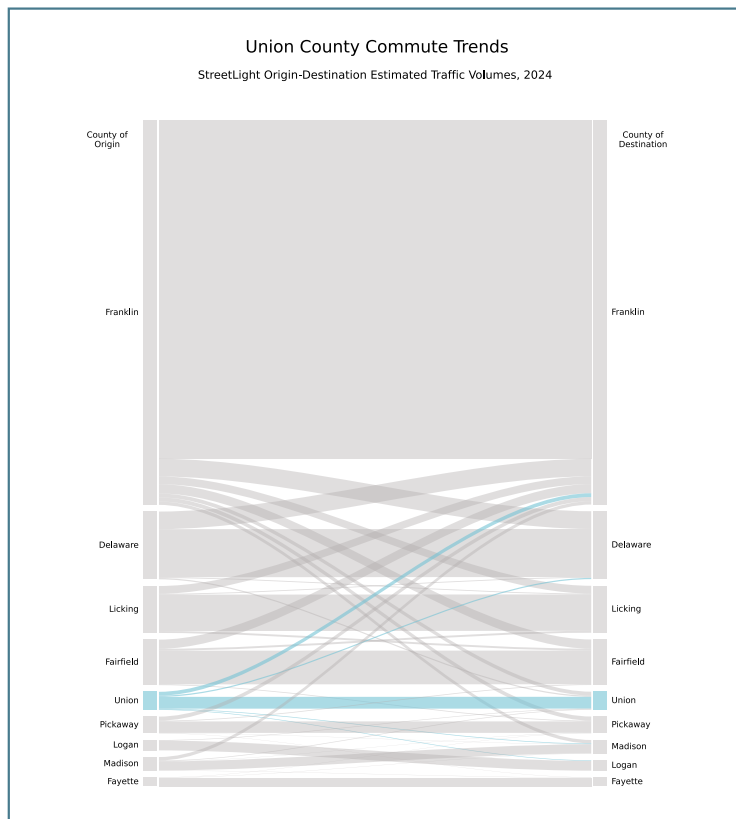


Figure 75: Union County Transportation Trends from 2024 Streetlight Data



EVALUATION OF MOBILITY NEEDS: UNION COUNTY

MOBILITY NEEDS

In the local level mobility discussions, participants were asked their reactions to the regional mobility goals and strategies identified in the previous RMP published in 2022 as well as what they want Central Ohio to accomplish to improve transit and mobility options in five years. Participants discussed the regional strengths and weaknesses in meeting the mobility needs of older adults, individuals with disabilities, and individuals with lower incomes. The activity highlighted the following needs/goals as relevant to Union County:

- Increase transportation providers and service eligibility to grow ridership base
- Develop seamless cross-county connections to ensure Union County residents can access future COTA service at the northwestern corner of Dublin
- Improve existing service within Union County to help rural residents easily access centralized services in Marysville
- Engage with the Logan County Transit Development Plan to develop cross-county solutions
- Identify workforce transportation solutions
- Build awareness of current successes and the impact of transportation with residents and community leaders
- Decrease current trip denials caused by high demand for NEMT trips
- Improve affordability of trips across Union County transportation providers

The mobility manager highlighted the following unmet needs relevant to Union County

UNMET NEEDS

- Transit Drivers
- Expanded service hours and days
- Workforce transportation
- Quality of life transportation for aging adults
- Cross-county transportation
- Funding for seniors for medical appointments
- Need for public transportation
- Same-day availability

Union County Goals and Strategies

Goal 1: Provide safe and reliable transportation for older adults and people with disabilities.

Strategy 1.1: Evaluate the needs for improvement of current services to include improvement of current vehicle replacement programming and encouragement of the expansion of available transportation options and services.

Strategy 1.2: Assess additional opportunities to provide services to people with disabilities who are not currently served through existing programs.

Goal 2: Increase in flexible and accessible transportation options

Strategy 2.1: Initiate planned public outreach to determine the most needed transportation education programs for the county.

Goal 3: Improve access to workforce transportation

Strategy 3.1: Implement outreach to identify the most needed transportation initiatives to support workforce transportation.

Strategy 3.2: Pursue vanpooling and research other transportation resources for workforce mobility.

Strategy 3.3: Pursue partnerships with major employers in coordination with regional goals to support workforce transportation.

Goal 4: Collaborate for service delivery and efficiency

Strategy 4.1: Build local awareness for existing mobility initiatives through mobility management work.

Strategy 4.2: Initiate conversations to assess the possibility of developing cooperative agreements and public-private partnerships to increase efficiency and improve service delivery.

Strategy 4.3: Utilize and market the statewide transportation search tool, Gohio Commute, in coordination with Union County mobility management and UCATS.

Strategy 4.4: Create a data system that will close referral loops, increase multi-agency collaboration, increase client satisfaction, and quantify success and areas of improvement within the Union County transportation landscape.

Goal 5: Provide transportation at an affordable cost

Strategy 5.1: Research the potential ability to decrease the current per-trip cost to individuals, reduce cost per passenger mile, and cost per hour by supporting county coordination of existing transportation services and an analysis of UCATS operations and maintenance for potential cost efficiencies.

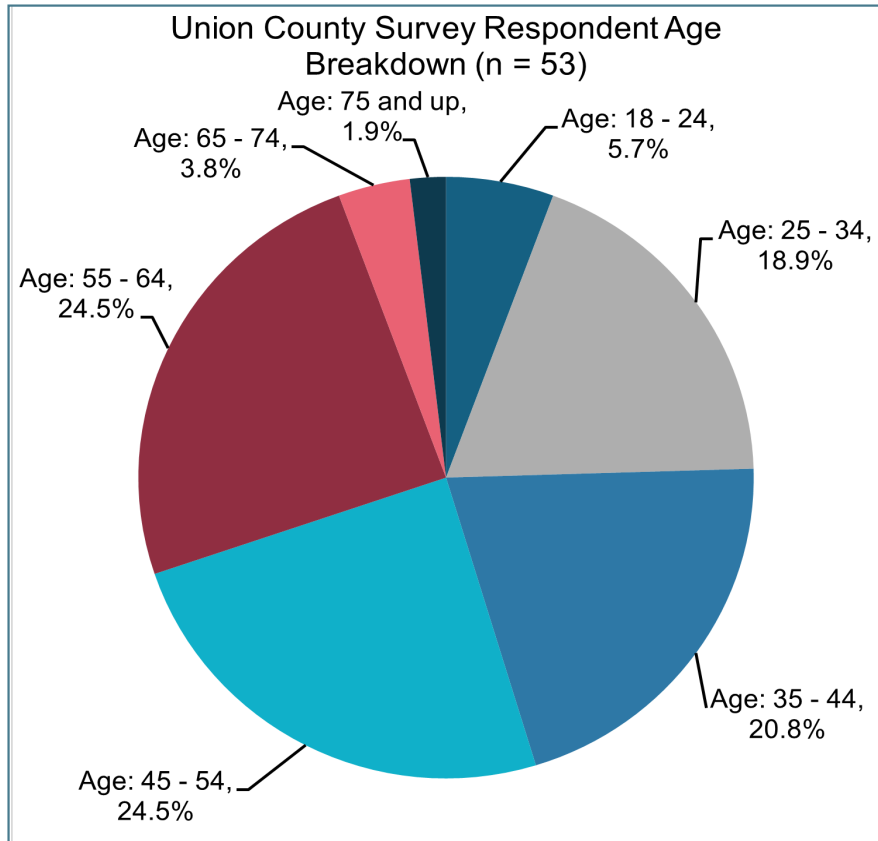
Strategy 5.2: Increase ridership through targeted marketing and the pursuit of supportive funding opportunities for existing transportation programs.

Union County Survey Findings

Age

Most respondents were 45 or older (54.6%) with the largest two response cohorts (both 24.5%) were age 45-54 years old and 55-64 years old.

Figure 76. Union County Survey Respondent Age



Race or Ethnicity

Respondents were primarily White-Caucasian (93.5%).

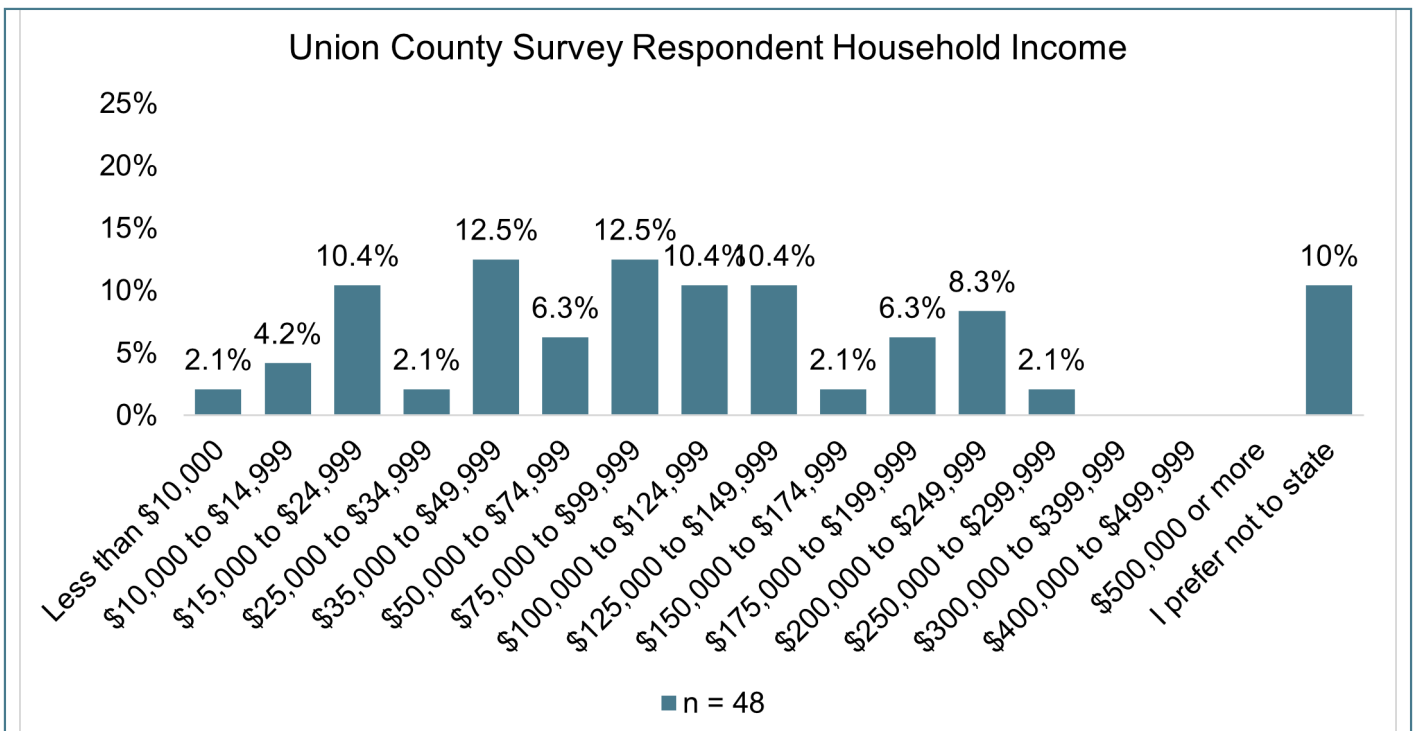
Table 24. Union County Survey Respondent Race

Race or Ethnicity	Count	Percent
Another Race / Ethnicity	3	6.5%
White or Caucasian	43	93.5%

Household Income

The two largest household income cohorts shown are the \$35,000-\$49,999 and \$75,000-\$99,999 group with both having 12.5% of respondents saying these income range. With nearly 38% of respondents having a household income that is below \$75,000.

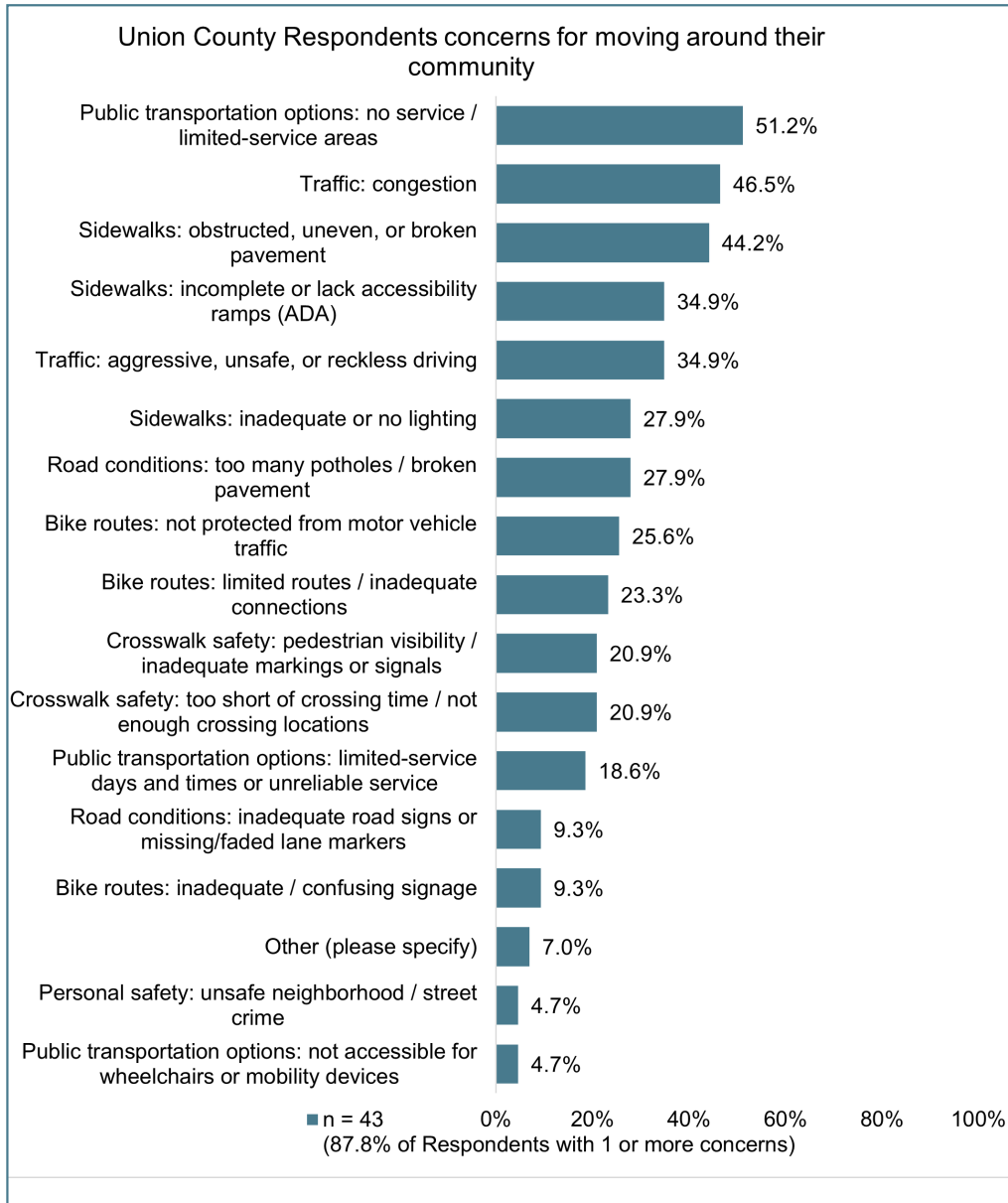
Figure 78. Union County Survey Respondent Household Income



Community Transportation Concerns

In the county, the top 5 transportation concerns for respondents moving about their community focus on Public transportation options: no service / limited-service areas (51.2%), Traffic: congestion (46.5%); aggressive, unsafe, or reckless driving (34.9%), and Sidewalks: obstructed, uneven, or broken pavement (44.2%); incomplete or lack accessibility ramps (ADA) (34.9%).

Figure 79. Union County Community Transportation Concerns



Mode of Transportation (4 or more days per week) by Disability Type and Status in Household

Households across the county that are identified as having one-or-more people with a disability living in them are less likely to regularly use personal transportation (55.6%) than those who did not identify as a household with disabilities (91.9%). Households identified with a disability do use other forms of transportation more often such as relying on a friend or family member, on demand transportation, walking, and carpooling.

Table 25. Union County Mode of Transportation by Disability Type and Status

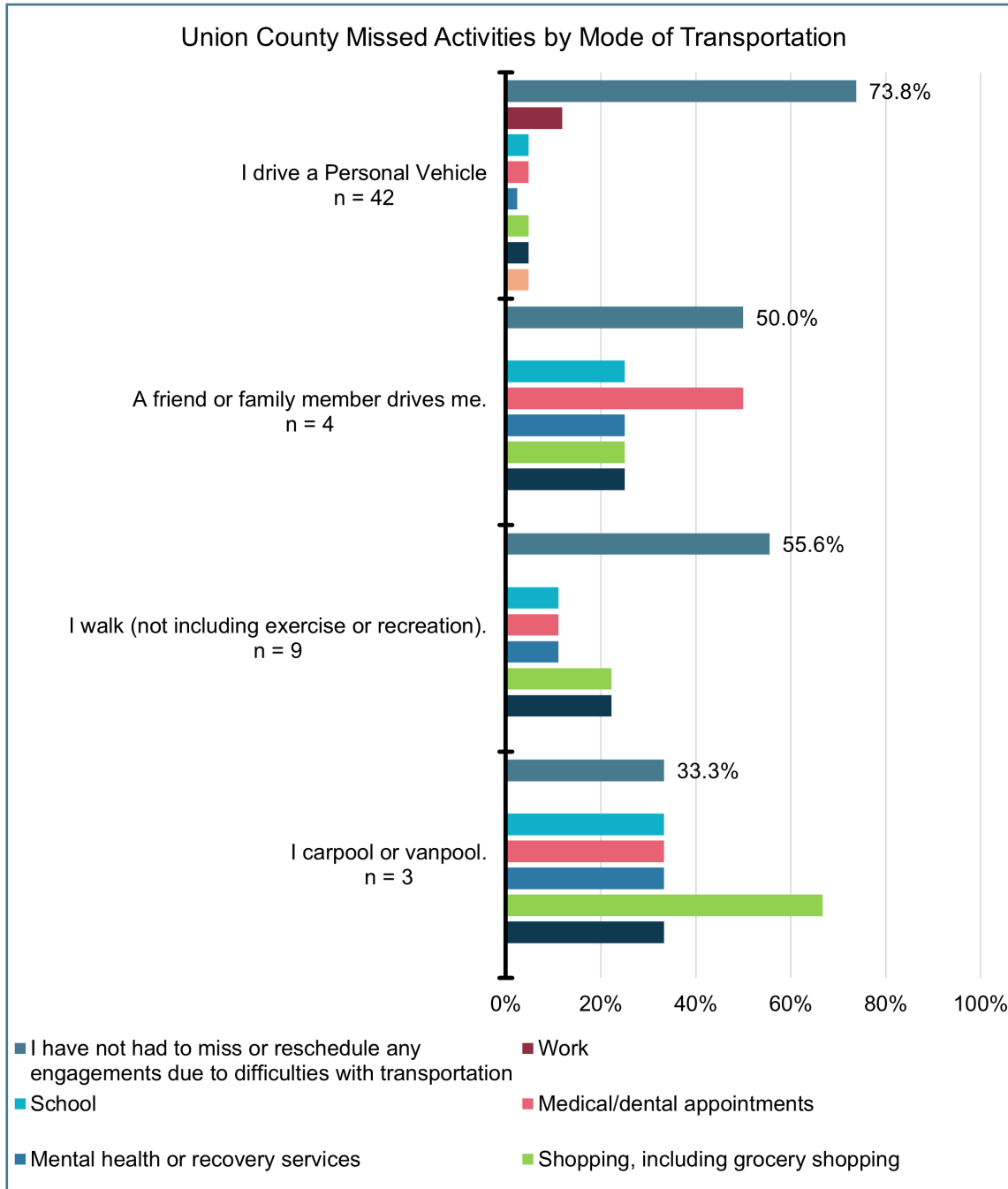
Union County, Ohio	Deaf or serious difficulty hearing	Blind or serious difficulty seeing	Over age 5 with a physical, mental, or emotional condition resulting in serious difficulty concentrating, remembering, or making decisions	Over age 5 with serious difficulty walking or climbing stairs	Over age 5 and has difficulty dressing or bathing	Over age 15 with a physical, mental, or emotional condition resulting in serious difficulty doing errands alone	None of these currently describe me or anyone in my household	Any Disability
Count Disability	‡	‡	5	4	‡	5	37	9
I drive a Personal Vehicle	‡	‡	60.0%	25.0%	‡	40.0%	91.9%	55.6%
A friend or family member drives me.	‡	‡	0.0%	25.0%	‡	20.0%	8.1%	11.1%
I ride the bus (public transportation with set stops and schedule).	‡	‡	0.0%	0.0%	‡	0.0%	2.7%	0.0%
I use on demand transportation (public or private) where I request to get picked up at my location	‡	‡	0.0%	25.0%	‡	20.0%	2.7%	11.1%
I ride a bike (not including exercise or recreation).	‡	‡	0.0%	0.0%	‡	0.0%	2.7%	0.0%
I walk (not including exercise or recreation).	‡	‡	40.0%	25.0%	‡	60.0%	13.5%	33.3%
I carpool or vanpool.	‡	‡	0.0%	25.0%	‡	0.0%	5.4%	11.1%

‡ Values too small to meaningfully represent

Missed or rescheduled activities by mode of transportation

In the county, those who are least likely to miss or reschedule activities use a personal vehicle for their travel needs (73.8%) while those who use other options have much higher miss or rescheduling rates.

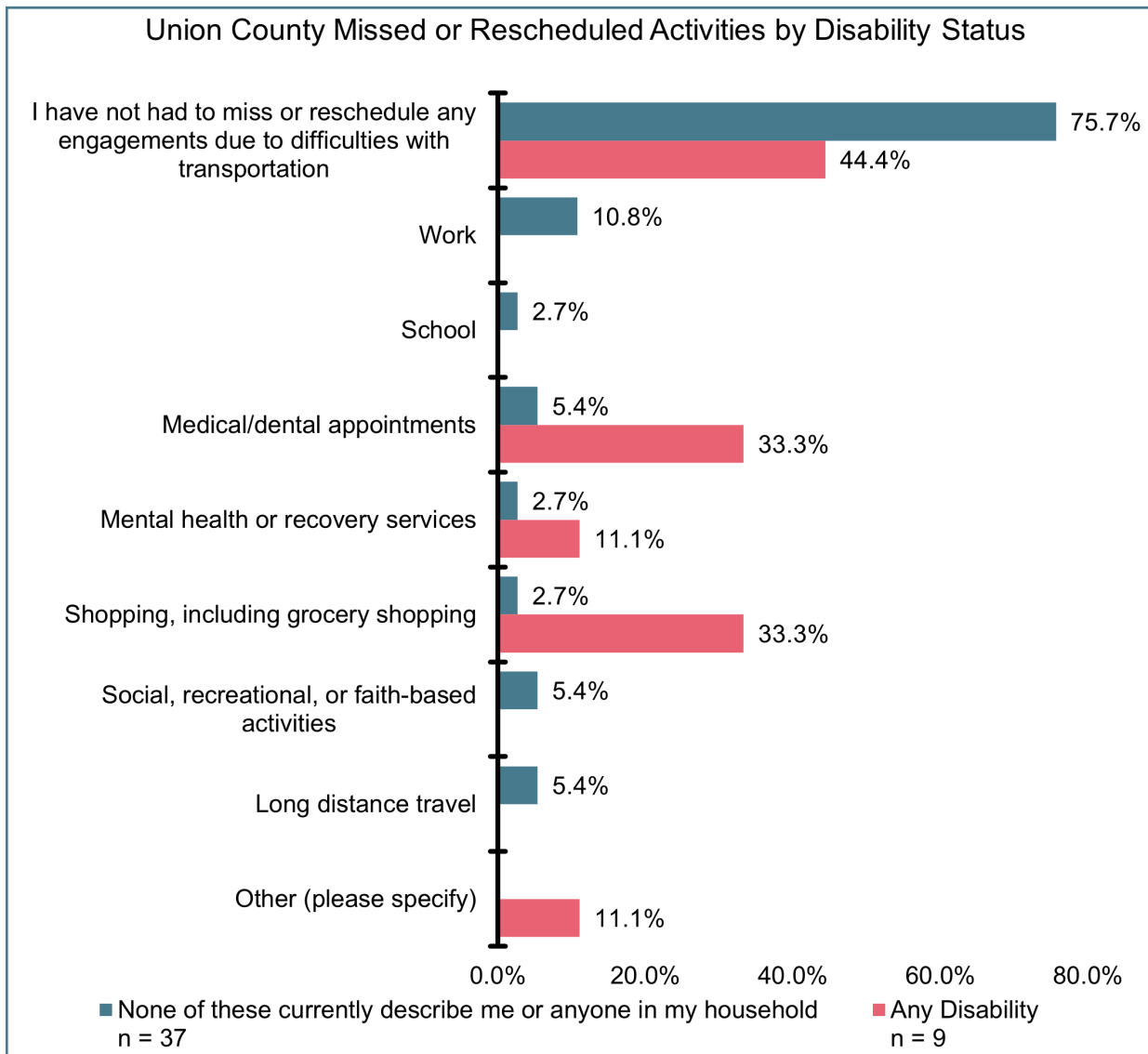
Figure 80. Union County Missed Activities by Mode of Transportation



Missed or rescheduled activities by Presence of Any or No Disability

Respondents that are least likely to miss or reschedule activities do not identify as having an individual in the house with a disability (75.7%) while more than half (55.6%) of those who do identify as a household with one-or-more members with a disability have had to miss or reschedule one or more activities in the last 12-months. The most commonly missed or rescheduled activities named are for medical/dental appointments and shopping – including groceries (33.3% for households identified with 1-or-more disabilities).

Figure 81. Union County Missed or Rescheduled Activities by Disability Status



Public and Stakeholder Involvement

Fundamental to the Regional Mobility 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:

- Older adults;
- Individuals with disabilities;
- Individuals with lower incomes;
- Public, private, and non-profit transportation providers;
- Human services representatives;
- Workforce and education related representatives, and;
- General public.

In order to ensure participation from the above groups, representatives from each of the nine ODOT HSTC Region 6 counties were included in local-level mobility discussions at county transportation advisory committee meetings, as well as the Central Ohio Mobility Manager Working Group, the Regional Mobility Plan Steering Committee, and the regional leaders listen survey.

REGIONAL MOBILITY WORKSHOPS

MORPC facilitated nine workshops to provide an overview of the RMP, identify regional mobility goal, and discuss unmet transportation needs at each Region 6 county Transportation Advisory Committee (TAC), or similar body.

During each regional mobility workshop, MORPC staff presented on the need for a Coordinated Public Transit Human Services Transportation Plan, reviewed regional goals included in the 2021-2026 RMP, and discussed activities completed since the last rewrite of the RMP.

The stakeholders were asked to review the gaps in transportation services and needs from the previous plan and identify any gaps that were no longer valid and any new needs/gaps, which MORPC staff took note of. 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 workforce transportation, higher education students, and the general public.

Each of the nine workshops consisted of unique discussions related to each stakeholder's perspective of regional transit needs and goals, though the following needs emerged across all Region 6 counties:

- Develop affordable and efficient cross-county connections
- Prioritize sustainable and long-term funding strategies
- Explore technology to support regional trip coordination
- Continue to build awareness of the need for transit and strengthen partnerships with residents, social service providers, community leaders, and elected officials

Participants at the regional workshops agreed that the regional goals included in the 2021-2026 RMP were still relevant and a high priority for the 2026-2030 timeframe, though the strategies to achieve these goals required updates to reflect current progress and needs. MORPC staff compiled feedback from all nine regional workshops to synthesize feedback and update the regional strategies and action steps. MORPC staff returned to each county's TAC (or similar body) to present the regional goals and strategies and received confirmation that the objectives presented in this plan reflect Region 6's shared vision to improve transit and mobility.

More information about what meetings were held and attendance at those meetings is available in Appendix B.

COUNTY LEVEL MOBILITY DISCUSSIONS

MORPC staff worked with each county's Mobility Manager to determine the process for drafting and reviewing county-level goals and strategies. Mobility Managers were empowered to lead this process with their local TAC (or similar body) while collaborating with MORPC staff for facilitation support and to provide a regional lens to local discussions.

Each Mobility Manager discussed rewrites to their local goals with local transit agencies, transportation providers, social service providers, senior living community leaders, economic development professionals, community leaders/elected officials, and riders. The local goals in this RMP reflect a collaborative approach within each Region 6 county to harness existing strengths while addressing current gaps with coordinated solutions.

More information about county level mobility meetings and attendance at those meetings is available in Appendix B.

CENTRAL OHIO MOBILITY MANAGER WORKING GROUP

MORPC hosted the Central Ohio Mobility Manager Working Group which consists of mobility managers from each county included in ODOT HSTC Region 6 and any stakeholders who may be relevant to the topics discussed. The Central Ohio Mobility Manager Working Group served as an opportunity to share the progress of plan development, next steps, drafted items at the regional and county levels, survey updates, and outreach best practices. Additionally, time was designated for regional innovative projects and programs related to transportation access and awareness and opportunity for feedback.

REGIONAL MOBILITY PLAN STEERING COMMITTEE

MORPC hosted the Regional Mobility Plan Steering Committee which consists of representatives from each county included in ODOT HSTC Region 6. Stakeholders involved represented transportation agencies, public transit agencies, human service organizations, higher education institutions, employers, non-profits, local governments, and the general public. The Regional Mobility Plan Steering Committee served as the voting body that approves all updates and rewrites to the Regional Mobility Plan.

CORPO COUNTY SUB-COMMITTEE MEETINGS

MORPC presented at four of the Central Ohio Rural Planning Organization (CORPO) county sub-committee meetings. The seven counties that make up CORPO are Fairfield, Knox, Madison, Marion, Morrow, Pickaway, and Union. These counties are located in the nonmetropolitan areas of central Ohio and are partnered with MORPC to provide transportation planning products and services within CORPO. CORPO is staffed by MORPC and guided by the CORPO committee and county-level subcommittees. The four CORPO county sub-committee meetings MORPC presented at were for Fairfield, Madison, Pickaway, and Union counties. These presentations focused on the progress of plan development, how the plan impacts each county, and how CORPO can get involved in the plan development and implementation.

Regional Leaders Listen Survey Summary

The Leaders Listen Survey Series is a set of short surveys produced by MORPC that periodically invites community members within the Central Ohio region to share their input. Each year, the Leaders Listen Survey focuses on one of four topics areas. These areas are transportation, sustainability, housing, and economic development. This offers the opportunity for Central Ohio residents to share their insights for public transit, bike & pedestrian infrastructure, conserving and protecting our environment, addressing housing affordability and availability, opinions on the topics of jobs, cost of living, childcare, built infrastructure and utilities in those surveys. This survey is distributed to residents within MORPC's 15-county area of interest which includes the nine counties in HSTC Region 6.

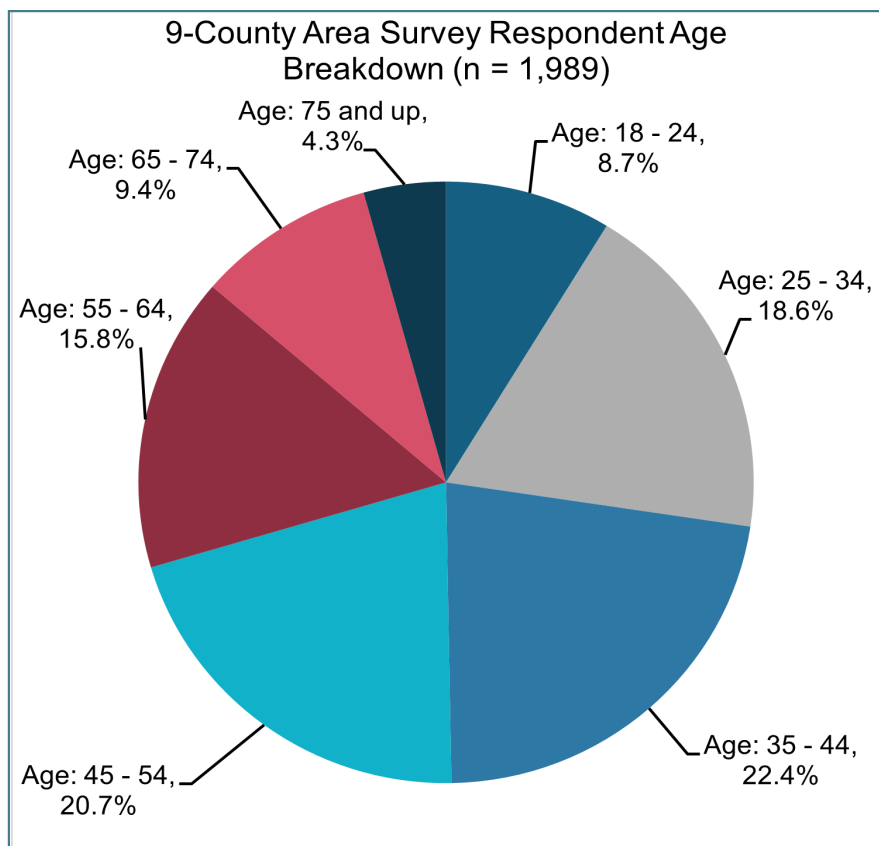
REGIONAL SURVEY SUMMARY

The following summary includes the information gained from the 2025 Leaders Listen: Sustainability survey that was conducted between September 30, 2025, and October 31, 2025. Though this survey had a focus on sustainability, it also included a set of mobility related questions. The graphics provided highlight major findings around residents' experiences in using transportation options, their awareness of available services, and desired changes for improved efficiency, accessibility, and reliability.

AGE

Most respondents were age 45 or older (50.3%) while the single largest response cohort (22.4%) were age 35-44 years old.

Figure 82. ODOT HSTC Region 6 Survey Respondent Age



Race or Ethnicity

Respondents were primarily White-Caucasian (77.9%) while Black or African American identified were the second largest response cohort (14.3%).

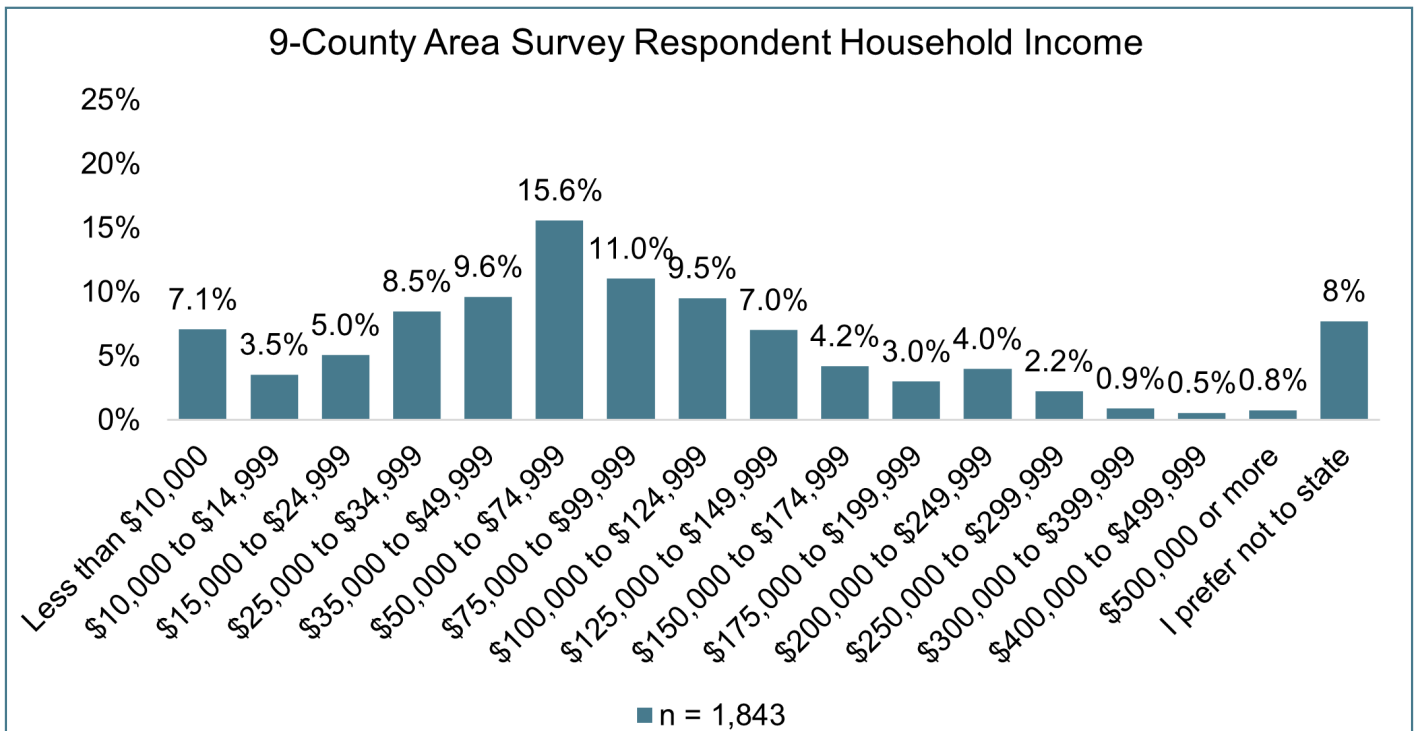
Table 26. ODOT HSTC Region 6 Survey Respondent Race

Race or Ethnicity	Count	Percent
American Indian or Alaskan Native	14	0.8%
Asian	28	1.6%
Black or African American	255	14.3%
Hispanic or Latino(a/x) Identified Alone	22	1.2%
Multi-Racial	67	3.7%
Another Race / Ethnicity	9	0.5%
White or Caucasian	1,393	77.9%

Household Income

The single largest household income cohort shown is the \$50,000-\$74,999 group with almost 16% of respondents indicating this income range. Just over 1/3rd of respondents (33.7%) have a household income that is below \$50,000.

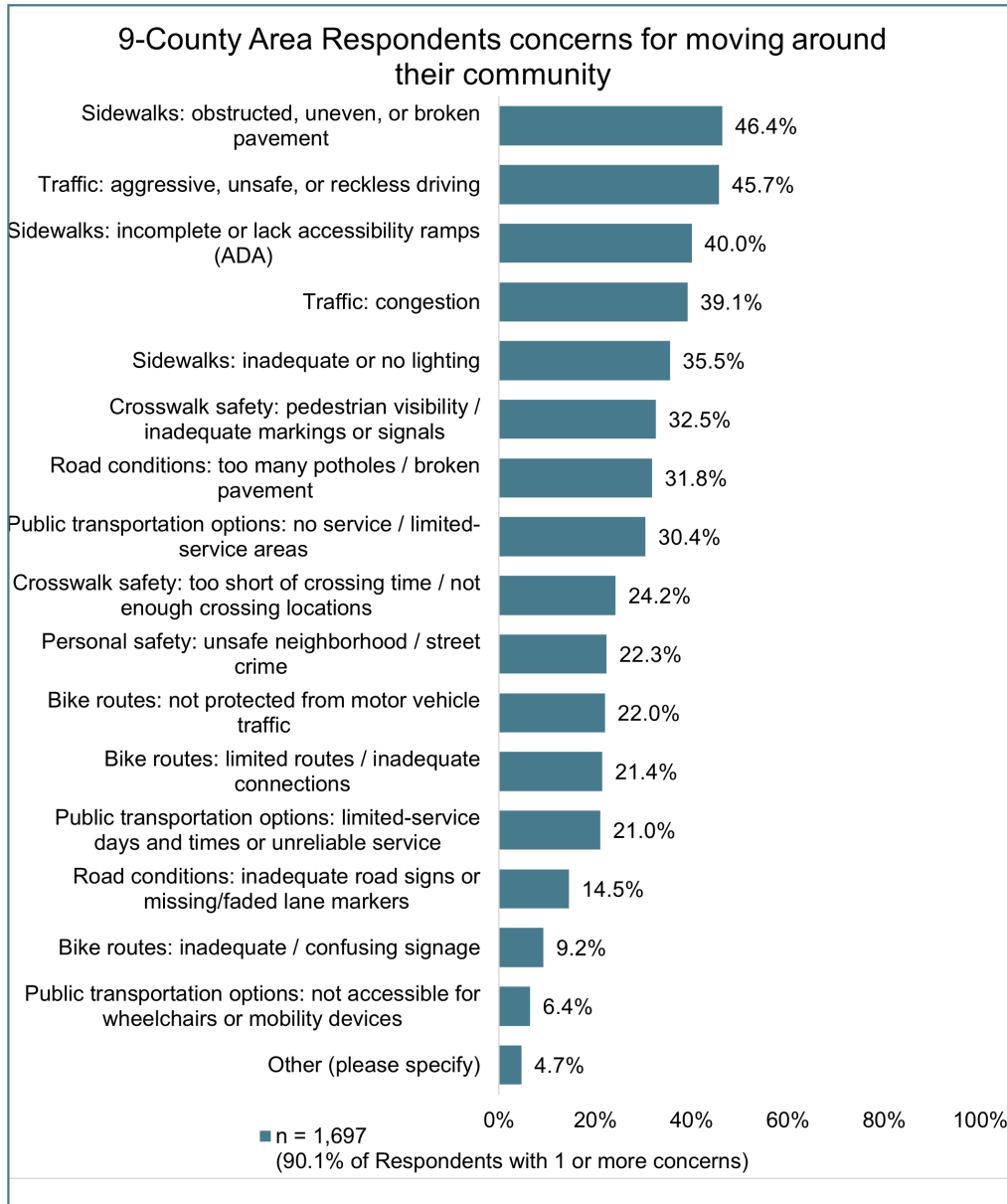
Figure 83. ODOT HSTC Region 6 Survey Respondent Household Income



Community Transportation Concerns

Across the region, the top 5 transportation concerns for moving about their community focus on either Sidewalk Accessibility: obstructed, uneven, or broken pavement (46.4%); incomplete or lack accessibility ramps (ADA) (40.0%); and inadequate or no lighting (35.5%), and Traffic: aggressive, unsafe, or reckless driving (45.7%); congestion (39.1%).

Figure 84. ODOT HSTC Region 6 Community Transportation Concerns



Mode of Transportation (4 or more days per week) by Disability Type and Status in Household

Households across the region that are identified as having one or more people with a disability living in them are less likely to regularly use personal transportation (66.7%) than those who did not identify as a household with a disability (75.4%). Households identified with a disability use other forms of transportation more often such as using the bus, friends or family members, walking, and carpooling.

Table 27. ODOT HSTC Region 6 Mode of Transportation by Disability Type and Status

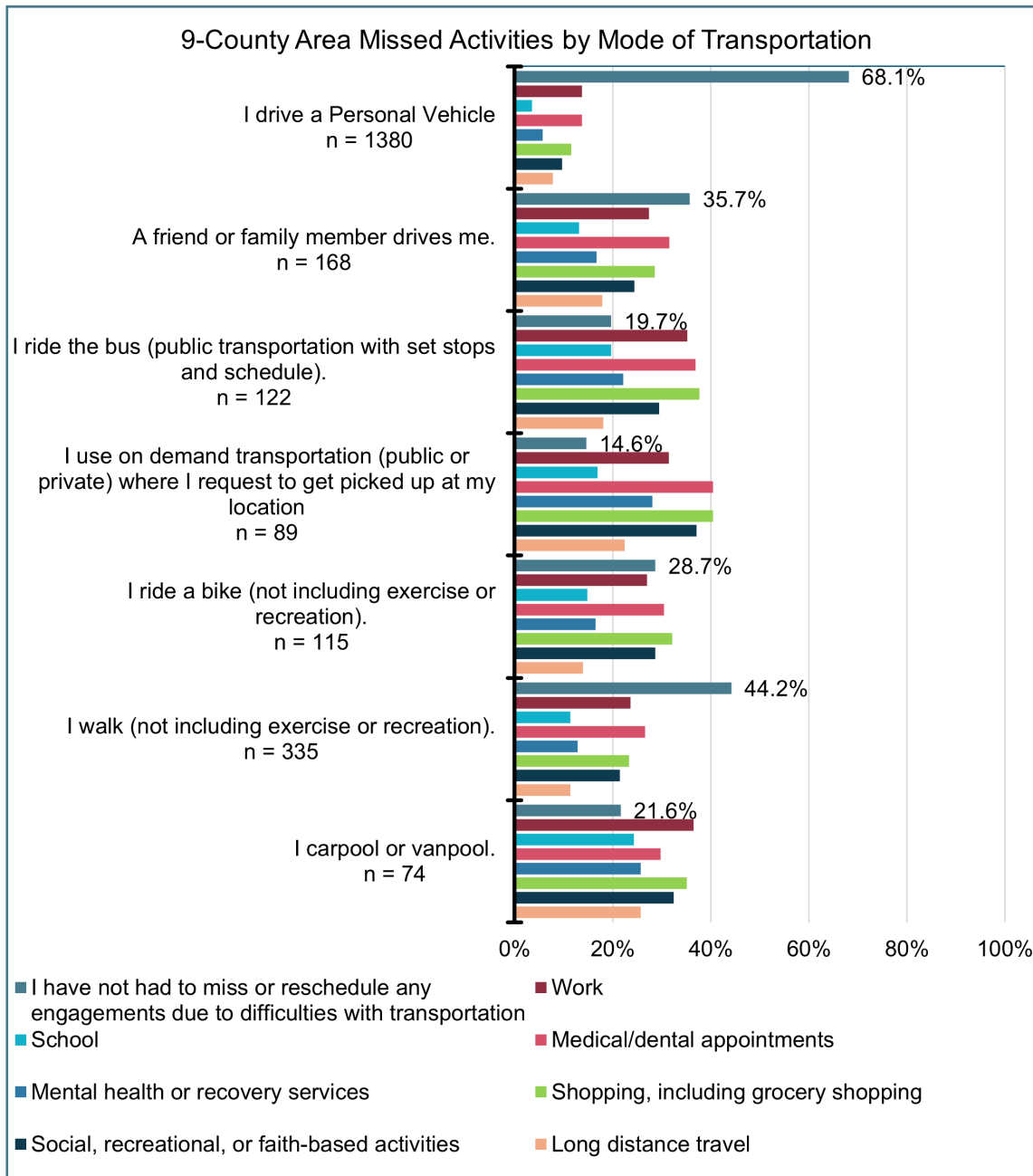
9-County Area	Deaf or serious difficulty hearing	Blind or serious difficulty seeing	Over age 5 with a physical, mental, or emotional condition resulting in serious difficulty concentrating, remembering, or making decisions	Over age 5 with serious difficulty walking or climbing stairs	Over age 5 and has difficulty dressing or bathing	Over age 15 with a physical, mental, or emotional condition resulting in serious difficulty doing errands alone	None of these currently describe me or anyone in my household	Any Disability
Count Disability	114	59	187	143	57	173	1315	435
I drive a Personal Vehicle	67.5%	59.3%	72.2%	55.9%	57.9%	58.4%	75.4%	66.7%
A friend or family member drives me.	12.3%	25.4%	13.4%	12.6%	8.8%	13.3%	7.7%	11.7%
I ride the bus (public transportation with set stops and schedule).	7.0%	15.3%	12.3%	9.8%	15.8%	12.1%	5.1%	10.3%
I use on demand transportation (public or private) where I request to get picked up at my location	7.9%	16.9%	8.0%	7.0%	8.8%	8.1%	3.5%	7.6%
I ride a bike (not including exercise or recreation).	6.1%	16.9%	7.0%	5.6%	7.0%	5.2%	5.4%	7.1%
I walk (not including exercise or recreation).	20.2%	49.2%	21.9%	18.9%	24.6%	25.4%	15.6%	23.0%
I carpool or vanpool.	10.5%	23.7%	7.0%	8.4%	10.5%	6.9%	2.3%	8.3%

‡ Values too small to meaningfully represent

Missed or rescheduled activities by mode of transportation

Across the region, those who are least likely to miss or reschedule activities utilize a personal vehicle for their travel needs (68.1%) whereas those who use on-demand transportation have the lowest rate of not missing or rescheduling activities (14.6%) followed closely by those who take the bus (19.7%).

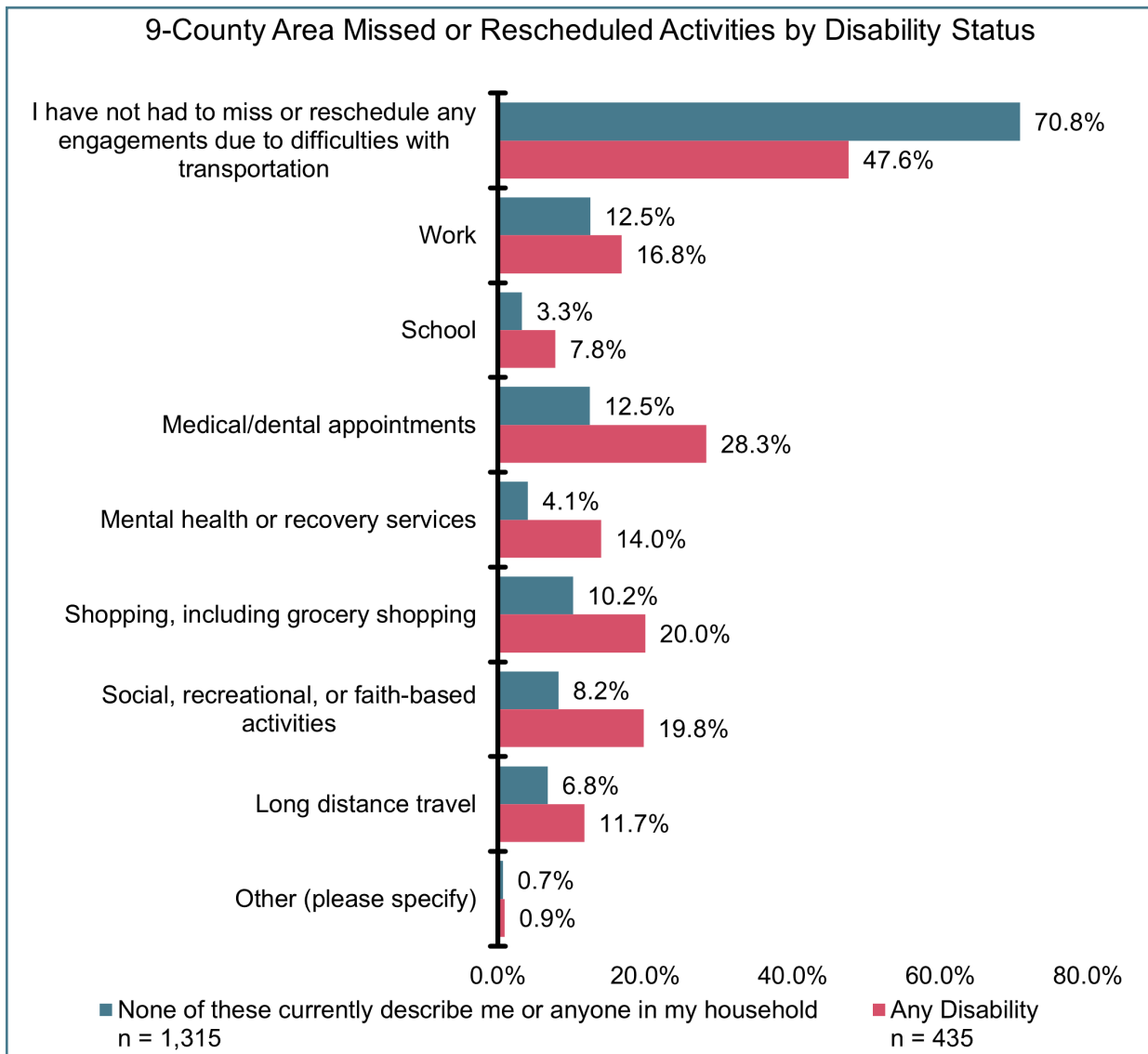
Figure 85. ODOT HSTC Region 6 Missed Activities by Mode of Transportation



Missed or rescheduled activities by Presence of Any or No Disability

Respondents that are least likely to miss or reschedule activities do not identify as having an individual in the house with a disability (70.8%) while more than half (52.4%) of those who do identify as a household with one-or-more members with a disability have had to miss or reschedule one or more activities in the last 12-months. The most commonly missed or rescheduled activity identified is for medical/dental appointments (28.3% for households with 1-or-more disabilities).

Figure 86. ODOT HSTC Region 6 Missed or Rescheduled Activities by Disability Status



Plan Adoption

The Mid-Ohio Regional Planning Commission (representing Delaware and Franklin Counties), Licking County Area Transit Study (representing Licking County), and county commissioners of Fairfield, Fayette, Logan, Madison, Pickaway, and Union Counties were given the opportunity to adopt the Regional Mobility Plan by passing resolutions of approval. Their approved resolutions represent their support for the findings and goals identified at the local and regional levels and the regional coordination efforts necessary for the plan's follow-through. The plan adoption is not a financial commitment, but it does make public transit agencies and human service transportation agencies eligible to receive Section 5310 and 5311 funding in conjunction with the Regional Mobility Plan.

The following pages are the signed resolutions showing support for the adoption of the Regional Mobility Plan as the Human Service Transportation Coordinated Plan for all counties included in the Ohio Department of Transportation Human Service Transportation Coordination Region 6. transportation.

Resolutions

IN PROGRESS

Appendix A: Transportation Provider Inventory

Provider	Type	Other Services Provided	Contact Information	Hours	Counties	Service Area	Eligibility Requirements	Website
A Way Out	Demand Response Non-Emergency Medical Transportation		937-209-0555; penny.wood@awayoutllc.org	Monday-Sunday 8:30 AM - 6:00 PM	Union	Union County		https://awayoutllc.org/transportation-services/
Alpha Group	Demand Response		740-564-2502	Monday-Saturday 6:00 AM - 11:00 PM	Delaware	Trips must originate in Delaware County	Individuals with disabilities Older adults (55+) Other Delaware County Residents	https://alphagroup.net/services/transportation/
American Blue Cab	Demand Response		614-333-3333	24/7	Franklin	Columbus Metropolitan Area		https://americanbluecab.wixsite.com/american-blue-cab
American Cancer Society Road to Recovery	Non-Emergency Medical Transportation (volunteer driver program)		https://www.cancer.org/involved/volunteer/road-to-recovery.html	Determined based on volunteer driver availability	Determined based on volunteer driver availability	Determined based on volunteer driver availability	an appointment required to begin or complete cancer treatment, or to an appointment for complementary therapy during cancer treatment. Transportation cannot be provided for follow-up	https://www.cancer.org/involved/volunteer/road-to-recovery.html
Arrow Express	Demand Response Non-Emergency Medical Transportation		614-428-5555; info@arrowtransport.com	Monday-Saturday 5:00 AM - 9:00 PM	Franklin, Delaware, Licking, Fairfield	Franklin, Delaware, Licking, Fairfield	Medicaid accepted	https://ridearrowexpress.com/home/
Beetrans	Demand Response Non-Emergency Medical Transportation		614-819-5852	Monday-Friday 7:00 AM - 6:00 PM; closed on holidays	Fairfield, Franklin, Licking	Within or nearby Lancaster, Pickerington, Blacklick, Reynoldsburg, Gahanna, Westerville, Pataskala, Canal Winchester, Newark, and Thornville		Website unavailable
Bellefontaine BelleHop	Fixed Route Transit		937-209-0555	Wednesday 10:00 AM - 3:00 PM	Logan	Bellefontaine	Adults age 50+	https://www.logancountyrides.com/bellehop
Best Ride LLC DBA 3C Cab Company	Non-Emergency Medical Transportation	Taxi	Non-Emergency Medical Transportation: 740-572- 7395 Taxi: 740-333-6666	Varies based on scheduling request	Fayette, Madison	Fayette, Madison, other out- of-county trips may be available		https://best-ride.org/
Best Sunshine Transportation	Non-Emergency Medical Transportation		919-641-8289	Monday-Saturday 5:00 AM - 5:00 PM	Delaware, Franklin	Delaware, Franklin	Medicaid-eligible Wheelchair-accessible	No Website Provided
Blendon Senior Center	Demand Response Non-Emergency Medical Transportation		614-882-1260	Monday-Friday 8:30 AM - 4:30 PM	Franklin	Franklin	Adults age 55+; fares vary based on residency	https://www.blendontwp.org/government/departments/senior-services

Appendix A: Transportation Provider Inventory

Bobcat Taxi Cab Service	Demand Response	614-481-0388; bobcattaxi@yahoo.com	24/7	Fairfield, Franklin, Delaware, Pickaway, Madison, Union	Fairfield, Franklin, Delaware, Pickaway, Madison, Union	http://bobcattransportation.com/
Canal Winchester Human Services	Demand Response Non-Emergency Medical Transportation	614-834-4700	Medical trips: Monday-Friday 9:00 AM - 3:00 PM Other trips: Monday-Friday 9:00 AM - 2:00 PM	Fairfield, Franklin	Medical trips: Within Franklin County or ≤20 miles into Fairfield County Personal trips: ≤10 miles from Canal Winchester Human Services	Daily medical or personal transportation trips are available to clients at least 60 years old and a permanent resident of the Canal Winchester School District or the Village of Lithopolis Group transportation trips are available to members of the Canal Winchester Senior Citizen Club https://cwhumanservices.org/senior-transportation
Catholic Social Services, Licking County	Non-Emergency Medical Transportation	740-345-0353	Monday-Friday 6:30 AM - 6:00 PM	Licking	Licking; Out-of-county trips are available	Licking County residents age 60+; Licking County veterans https://www.colsscs.org/senior-support/transportation/
CBUS Transportation	Non-Emergency Medical Transportation	614-892-9777	Varies based on scheduling request	Franklin	Columbus and surrounding areas	https://www.cbustransport.com/
Chrischard Transportation Services	Non-Emergency Medical Transportation Demand Response	614-394-8069; info@chrischardtransports.com	Varies based on scheduling request	Delaware, Fairfield, Franklin, Licking, Madison, Pickaway, Union	Delaware, Fairfield, Franklin, Licking, Madison, Pickaway, Union	https://www.chrischardtransports.com/
Clintonville - Beechwood Community Resource Center (CRC)	Demand Response	614-268-3539	Monday-Friday 9:00 AM - 5:00 PM	Franklin	Clintonville (43202, 43214, 43210, 43224)	Adults age 60+ who live live in ZIP codes 43202, 43214, 43210, 43224 https://www.clintonvillecrc.org/senior-services/
Clymer Medical Transport	Non-Emergency Medical Transportation	419-222-3786	Monday-Friday 8:00 AM - 4:00 PM	Logan	Allen, Auglaize, Hancock, Hardin, Mercer, Putnam, Van Wert, Logan, Shelby, Champaign, Darke, Preble, Clark Counties	https://www.logancountyrides.com/clymer
Comfort Keepers	Demand Response Non-Emergency Medical Transportation	614-263-1998	7 days a week 6:00 AM - 12:00 AM	Franklin County, Delaware County, Union County, Licking County, Fairfield County, Madison County	Franklin County, Delaware County, Union County, Licking County, Fairfield County, Madison County	Older adults; call to register. Does not accept Medicaid, but may accept VA and other long-term care programs. https://www.comfortkeepers.com/offices/ohio/central-ohio/
Community Health and Wellness Partners	Non-Emergency Medical Transportation	937-599-1411	Monday-Thursday: 8:00 AM - 7:00 PM Friday: 8:00 AM - 5:00 PM Saturday: 9:00 AM - 12:00 PM	Logan	Logan and surrounding counties	Must be registered as a Community Health and Wellness Partners client https://www.chwpcare.org/transportation
Compass Patient Transport	Demand Response Non-Emergency Medical Transportation Ambulette Service	614-636-4122	Monday-Friday 7:00 AM - 6:00 PM Saturday 8:00 AM - 3:00 PM	Delaware, Franklin, Fairfield, Licking, and Union Counties	Delaware, Franklin, Fairfield, Licking, and Union Counties	https://compasspatientcare.com/

Appendix A: Transportation Provider Inventory

Concord Counseling Services	Demand Response	Behavioral health services Psychiatric and medical services	614-882-9338	43081, 43082	43081, 43082	Seniors must live in ZIP code 43081 or 43082	https://concordcounseling.org/seniors/
ConnectCare Services LLC	Non-Emergency Medical Transportation Demand Response		614-316-3129	Monday-Friday 9:00 AM - 5:00 PM Franklin	Franklin	Accept Medicaid or waiver programs	https://connectcareservicesllc.com/non-medical-transportation/
Central Ohio Transit Authority (COTA)	Fixed Route		614-228-1776	Hours vary based on route frequency and day of week; Generally COTA has service Monday-Saturday 5:00 AM - 12:00 AM and Sunday 5:00 AM - 10:00 PM Franklin; small portions of Delaware	Franklin		https://www.cota.com/
COTA Mainstream	Paratransit Demand Response		614-272-3033	Monday-Friday 7:00 AM - 6:00 PM Saturday-Sunday 8:00 AM - 6:00 PM Franklin	Within 3/4 mile of a fixed-route line	Must be accepted into the Mainstream program	https://cota.com/services/cota-mainstream/
COTA Mainstream On-Demand	Demand Response		614-344-4488	Monday-Friday 5:30 AM - 8:00 PM Saturday-Sunday 7:30 AM - 7:30 PM Franklin	Outside 3/4 mile of a fixed-route line, or as a premium, on-demand option	Must be accepted into the Mainstream program, Mainstream On-Demand are non-ADA rides	https://cota.com/services/cota-mainstream/
COTA Plus - Grove City	Demand Response		614-308-4400	Monday-Friday 5:30 AM - 8:00 PM Franklin	Grove City		https://www.cota.com/services/cota-plus/
COTA Plus - South Side	Demand Response		614-308-4400	Monday-Sunday 5:30 AM - 8:00 PM Franklin	South Side, including German Village, Brewery District, Nationwide Children's Hospital, Reeb Avenue Center, and more		https://www.cota.com/services/cota-plus/
COTA Plus - Westerville	Demand Response		614-308-4400	Monday-Wednesday 5:30 AM - 8:00 PM Thursday-Friday 5:30 AM - 11:00 PM Franklin, Delaware	City of Westerville; Polaris Fashion Place		https://www.cota.com/services/cota-plus/
Creative Coach - Fun Bus	Demand Response Non-Emergency Medical Transportation	Private charter rentals Airport shuttle	740-653-8294	Monday-Saturday 6:00 AM - 8:00 PM Fairfield	City of Lancaster, Fairfield		https://www.funbus.com/taxi-services
Creative Foundations	Non-Emergency Medical Transportation	Other appointments; transportation only for program participants	877-345-6733	Monday-Sunday All Day Delaware, Franklin, Union	Central Ohio	Must be a client of Creative Foundations	http://www.creativefoundations.org/index.php

Appendix A: Transportation Provider Inventory

Critical Care Transport	Non-Emergency Medical Transportation	Ambulette, ambulance, EMS	614-775-0421	Varies based on scheduling request	Franklin	Central Ohio		https://criticalcaretransport.net/index.html
Delaware County Transit	Demand Response Microtransit		740-363-3355	County-wide demand response: Monday-Friday 8:00 AM - 6:00 PM FLEX Delaware: Monday-Friday 5:00 AM - 9:00 PM; Saturday 8:00 AM - 4:00 PM FLEX Sunbury: Monday-Friday 8:00 AM - 6:00 PM	Delaware	County-wide demand response serves all of Delaware County with limited out-of-county trips to medical facilities only FLEX service is available within the City of Delaware and City of Sunbury		https://www.delcotransit.com/
Delaware County Veterans Service Commission	Non-Emergency Medical Transportation	Free Delaware County Transit FLEX passes for veterans	740-833-2012	Monday-Friday 8:00 AM - 4:00 PM	Delaware	All VA medical facilities within 50 miles of Delaware County All VA referral appointments to physicians outside of VA facilities Veteran medical appointment (non-VA) Life enrichment activities offered by Source Point and other agencies Local Delaware County necessity trips	Veterans of Delaware County	https://veteransservice.co.dela.ware.oh.us/transportation/
Divine Steps Medical Transportation	Non-Emergency Medical Transportation		614-515-1983	Varies based on scheduling request	Franklin	Franklin		https://www.divinestepsmedicaltransportation.com/medical-transportation-services
Dublin Connector	Demand Response		833-742-7333	Monday-Saturday 9:00 AM - 4:00 PM	Franklin, Union	Dublin	Dublin residents age 55+ or Dublin residents with disabilities	https://www.sharemobility.com/dublin
Dublin Connector - Workforce Transportation	Demand Response		833-742-7333	Monday-Saturday 6:00 AM - 7:00 PM	Franklin, Union	Dublin	Workers commuting to/from jobs in Dublin	https://www.sharemobility.com/dublin
Eagle's Wing Transportation, LLC	Non-Emergency Medical Transportation		614-905-6093	Mon-Sat 6am-4:30pm, Sunday by special appointment but otherwise closed	Franklin	Franklin		https://www.eagleswingllc.com/
Express Medical Transportation, Inc.	Non-Emergency Medical Transportation	Demand Response	614-898-7777	Monday-Friday 5:00 AM - 5:00 PM	Franklin	Franklin	Accepts Medicaid, VA payments.	(Website unavailable) https://www.expressmedicaloh.com/
Fairfield Center for Independence	Non-Emergency Medical Transportation		740-653-1186	Varies based on scheduling request	Fairfield	Statewide and in neighboring states depending on availability	Fairfield County residents enrolled in Medicaid, receive assistance Meals on Wheels, or receive support from Fairfield County Board of Developmental Disabilities	https://www.fairfieldci.org/transportation

Appendix A: Transportation Provider Inventory

Fairfield County Transit - The Link	Fixed Route Transit Demand Response	Non-Emergency Medical Transportation	740-681-5086	LINK Direct (County-wide demand response): Monday-Friday 6:00 AM - 6:00 PM; Saturday 7:00 AM - 4:00 PM LINK Lines (Fixed route transit): Varies by line	Fairfield	Fairfield LINK Direct is available outside of Fairfield County schedule permitting	https://www.co.fairfield.oh.us/transit/
Fairfield County Veterans Service Commission	Non-Emergency Medical Transportation		740-6552-7920	Varies based on scheduling request	Fairfield	VA medical facilities	Veterans of Fairfield County enrolled in the VA healthcare system http://www.fcvsc.org
Fayette County Commission on Aging	Demand Response Non-Emergency Medical Transportation		740-335-9628	Varies based on scheduling request	Fayette	Fayette	Fayette County residents age 60+ https://www.fayette-co-oh.com/295/Transportation
Fayette Madison Transit (FMT) - Fayette County	Demand Response Deviated-Fixed Route		740-335-9628	Demand Response Monday-Sunday 5:00 AM - 12:00 AM Deviated Fixed Route Monday-Friday 10:00 AM - 5:00 PM	Fayette	Demand Response trips may be available outside of Fayette County Deviated Fixed Route trips available within Washington Court House	https://www.cacfayettedcounty.org/transportation/
Fayette Madison Transit (FMT) - Madison County	Demand Response		740-335-9628	Monday-Friday 7:00 AM - 9:00 PM	Madison	Trips may be available outside of Madison County	https://www.cacfayettedcounty.org/transportation/
Franklin County Board of Developmental Disabilities	Demand Response		614-475-5910	Varies based on scheduling request	Franklin	Franklin	Franklin County residents enrolled in FCBDD https://cbdd.org/services/transportation/
Franklin County Department of Job and Family Services	Non-Emergency Medical Transportation		614-233-2381	Varies based on scheduling request	Franklin	Franklin	Franklin County residents enrolled in Medicaid https://www.franklincountyohio.gov/Resident-Services/Support-Assistance/Medical-Assistance-and-Support/Medical-Transportation-Services
Franklin County Senior Options (FCSO)	Non-Emergency Medical Transportation		614-525-6200	Monday-Friday 9:00 AM - 4:30 PM	Franklin County	Franklin County	Franklin County residents age 60+ https://officeonaging.org/fcso/
GoBus	Fixed Route Transit Intercity Bus Service		888-954-6287	Monday-Sunday All Day (routes and schedule availability vary)	Fairfield, Franklin, Licking, Logan, Union	Statewide	https://ridegobus.com/
Good Hands	Non-Emergency Medical Transportation Demand Response		614-899-7320	Varies based on scheduling request	Franklin	Franklin	Must be a client of Good Hands Supported Living http://www.ghsloho.org

Appendix A: Transportation Provider Inventory

Groveport Senior Transportation Program	Demand Response Non-Emergency Medical Transportation		614-836-7433; lzurbruggen@groveport.org	Monday-Friday 9:00 AM - 4:30 PM	Franklin	Franklin, limited areas of Fairfield County	City of Groveport resident age 60+	https://www.groveport.org/194/Senior-Transportation
Hilliard Express (Hilliard Phyllis A. Ernst Senior Center)	Demand Response		833-742-7333	7 days a week 9:00 AM - 3:00 PM	Franklin	Hilliard	Hilliard resident age 55+ and Hilliard residents with disabilities	https://hilliardohio.gov/hilliard-express/
Jackson Transportation	Non-Emergency Medical Transportation Demand Response		740-288-2091	Monday-Friday 8:00 AM - 6:00 PM	Fairfield, Fayette, Pickaway	Athens, Fairfield, Fayette, Gallia, Hocking, Jackson, Lawrence, Meigs, Pickaway, Pike, Ross, Vinton, Out-of-county trips may be available		https://jackson-transportationgroup.com/
Just In Time Transportation Services	Non-Emergency Medical Transportation		614-985-3555	Varies based on scheduling request	Franklin	Franklin		https://justintimetransportationservices.com/
Legends Lift and Transport	Non-Emergency Medical Transportation		937-358-2024	Varies based on scheduling request	Union	Union		(Website unavailable) https://www.legendslift.com
Licking County Aging Partners, Inc.	Non-Emergency Medical Transportation	Trips to LCAP congregate meal sites for social lunches	740-345-0821	Monday-Friday 8:00 AM - 5:00 PM	Licking	Licking	Licking County residents age 60+	https://www.lcap.org/
Licking County Transit Services (LCT)	Demand Response Deviated Fixed Route		740-670-5185	Demand Response Monday-Friday 5:00 AM - 8:00 PM, Saturday 6:00 AM - 6:00 PM Fixed Route Monday-Friday 5:00 AM - 7:00 PM	Licking	Licking		https://lickingcounty.gov/depts/public/default.htm
LifeCare Alliance	Demand Response	Limited Non-Emergency Medical Transportation	614-278-3130	Monday-Friday 9:00 AM - 3:00 PM	Franklin	Franklin	Age 60+	https://www.lifecarealliance.org/
Logan County Veterans Services Commission	Non-Emergency Medical Transportation		937-599-4221	Varies based on scheduling request	Logan County	Dayton and Columbus VA Medical Centers and associated community-based outpatient clinics	Veterans of Logan County	https://www.logancountyohio.gov/veterans-services.html
Loop at the Lake	Fixed Route Transit		917-205-0555	Every 1st and 4th Thursday 12:00 PM - 4:00 PM	Logan	Indian Lake	Adults age 50+	https://www.logancountyrides.com/loopatthelake
	Non-Emergency Medical		740-273-6563;					

Appendix A: Transportation Provider Inventory

Madison County Senior Center	Non-Emergency Medical Transportation Demand Response	740-852-3001	Monday-Friday 8:00 AM - 4:00 PM	Madison	Madison; Out-of-County trips may be available	Madison County residents age 60+	http://www.mcseior.org/
Mary-Go-Round	Fixed Route	614-398-8849	Thursdays 10:00 AM - 3:00 PM	Union	Marysville	Adults age 50+	https://csw.osu.edu/blog/2024/05/13/mary-go-round-age-friendly-innovation-center-announces-new-shuttle-service/
Marysville Taxi Service	Taxi	937-642-5225	Monday-Thursday 8:00 AM - 6:00 PM Friday 8:00 AM - 9:00 PM Saturday 10:00 AM - 9:00 PM	Union	Union, Franklin		https://marysvilletaxi.net/
Meals on Wheels Fairfield County	Non-Emergency Medical Transportation Demand Response	740-681-5050	Varies based on scheduling request	Fairfield County	Fairfield County	Must be enrolled in Meals on Wheels/Senior Hub program	https://www.theseniorhubfc.org/services-help-overcome-challenges-aging
Michael's Angels Transportation	Non-Emergency Medical Transportation Demand Response Taxi	614-805-3579; malindawilliams1965@gmail.com	Varies based on scheduling request	Franklin	Franklin		https://michaelsangelstransportation.com/#contact
Obetz Community Center Senior Transportation Program	Demand Response Non-Emergency Medical Transportation	614-496-6119	Tuesday-Wednesday 9:00 AM - 4:00 PM	Franklin	Obetz, Hamilton Township	Obetz residents age 55+ and Obetz residents with disabilities	https://obetz.oh.us/parks-and-recreation/community-center/senior-services/
Open Door	Demand Response	614-641-2900	Monday-Friday 8:00 AM - 3:00 PM	Franklin, Union, Madison, Fairfield, Delaware Counties	Franklin, Union, Madison, Fairfield, Delaware Counties	Adults with disabilities enrolled in Open Door program	https://opendoorcolumbus.org/
PICCA Transit	Demand Response Deviated-Fixed Route	740-474-8835	Demand Response Monday-Friday 7:00 AM - 4:00 PM Flex Bus 9:00 AM - 2:00 PM Rickenbacker Shuttle Monday-Friday 5:45 AM - 5:00 PM	Pickaway	Pickaway		https://www.piccatransit.com/
Pickaway County Veterans Services	Non-Emergency Medical Transportation	740-474-3650	Monday-Friday before 3:00 PM	Pickaway County	Chillicothe VAMC, Columbus VAOPC, Dayton VAMC, Lancaster CBOC, Grove City CBOC, Cincinnati VAMC, Huntington VAMC, Cleveland VAMC, Cleveland Regional office and various	Pickaway County veterans	https://www.pickawayvets.com/transportation-policy
Pickaway Senior Center	Demand Response	740-474-8831	Before 2:00 PM	Pickaway County	Pickaway County	Pickaway County residents age 60+	https://www.pickawayseiors.org/transportation.html

Appendix A: Transportation Provider Inventory

Precise Mobility Solutions, Inc	Non-Emergency Medical Transportation Demand Response	Ambulette	614-987-6737; info@precisemobility.com	Monday-Saturday 5:30 AM - 8:00 PM	Delaware, Fairfield, Franklin	Delaware, Fairfield, Franklin	3240	available to Delaware and Franklin County residents 60 and older. Check eligibility by calling 614-591-3240	http://www.precisemobility.com/
Ram Transportation	Non-Emergency Medical Transportation Demand Response		740-412-0620	Varies based on scheduling request	Ross, Pickaway	Ross, Pickaway			https://www.ramtransportationllc.com/
Reynoldsburg 'Burg Bus	Demand Response		833-742-7333	Monday-Friday 9:00 AM - 4:00 PM	Fairfield, Franklin, Licking	City of Reynoldsburg		Must be a Reynoldsburg resident age 65+ or a Reynoldsburg resident with a disability	https://www.reynoldsburg.gov/455/Burg-Bus-Transportation
Richwood Civic Center	Non-Emergency Medical Transportation Demand Response		740-943-2310	Varies based on scheduling request	Union	Union		Residents 60+	https://www.richwoodciviccenter.org/
Robinaugh EMS	Non-Emergency Medical Transportation	Emergency Ambulance Service	937-599-2340	Ambulette Non-Emergency Medical Transportation Monday-Friday 8:00 AM - 5:00 PM Emergency Ambulance Service available 24/7	Logan, Union	Logan, Union; other service availability varies based on availability			http://www.robinaughems.com
RTC Transportation	Demand Response		937-593-0039; 937-539-2069	Monday-Friday 5:30 AM - 10:00 PM	Logan County	Logan; available outside of Logan County within a 100-mile radius based on vehicle and driver availability			https://rtcservices.org/rtc-transportation/
She Drives	Taxi		614-379-4009; kjackson@shedrivesrideshare.com	Varies based on scheduling request	Franklin	Franklin and surrounding counties			https://www.facebook.com/shedrivesrideshare/
SourcePoint	Non-Emergency Medical Transportation	In-Home Care Nutrition Services Community Programming	mobility@mysourcepoint.org		Delaware County	Delaware County		Eligible SourcePoint in-home care clients	https://mysourcepoint.org/af-transportation/
Spotless Hands Transportation	Non-Emergency Medical Transportation		614-747-6973; spotlesshandstransportation@yahoo.com	Varies based on scheduling request	Franklin	Franklin and surrounding counties			https://www.spotlesshandstransportation.com/
St. Stephen's Community House	Demand Response		614-294-6347 ext. 451	Monday-Friday 9:00 AM - 3:00 PM	Zip codes 43004, 43211, 43219, 43229, 43230, 43231, 43202, 43224, 43081, 43085	Zip codes 43004, 43211, 43219, 43229, 43230, 43231, 43202, 43224, 43081, 43085		St. Stephen's clients age 60+	https://saintstephensch.org/senior-services-program/
The BEAT	Chartered Shuttle Service	Taxi	614-237-4216	24/7 by prior arrangement	Delaware, Franklin	Columbus Metropolitan Area		Prior scheduling required for group trips	https://www.bexleybeat.net/shuttle-services/4488750

Appendix A: Transportation Provider Inventory

The Samaritan Center (Salvation Army)	Demand Response	740-687-1921	Monday-Friday 7:00 AM - 5:00 PM	Fairfield	Fairfield	Transportation provided to The Samaritan Center Adult Day Services Program	https://www.salvationarmyusa.org/oh/lancaster/hubert-avenue-corps/senior-services/
Tipsy Taxi	Taxi	937-210-9346	Varies based on scheduling request	Logan	Logan		https://www.logancountyrides.com/tipsy-taxi
Tristar Transportation Co.	Non-Emergency Medical Transportation	614-430-1688; info@tristarcolumbus.com	Varies based on scheduling request	Franklin	Franklin	Medicare/Medicaid trips available	https://www.tristarcolumbus.com/services#anchors-l8uafyj2
UCATS (Union County Agency Transportation Service)	Demand Response	937-642-5100	Monday-Friday 8:00 AM - 4:30 PM	Union	Union	Union County residents age 60+; Union County Medicaid recipients per approval of Union County Job and Family Services; Union County residents with a disability	https://www.unioncountyohio.gov/ucats
Union County Department of Job and Family Services (UCDJFS)	Non-Emergency Medical Transportation	937-644-1010	Monday-Friday 9:00 AM - 4:00 PM	Union	Union	Union County JFS can determine eligibility for Medicaid transportation and connect eligible residents with contracted transportation service providers	https://www.unioncountyohio.gov/Department-of-Job-Family-Services/
Union County Hospets	Transportation for pets of older adults to veterinarian/groomer appointments	614-266-3267	Varies based on scheduling request	Union	Union	Older adults and hospice patients in Union County with a pet, service transports animal, not resident	https://www.hospets.org/what-we-do.html
Union County Neighbor to Neighbor	Volunteer Driver Demand Response	877-354-8262; ucn2nohio@gmail.com	Varies based on scheduling request	Union	Union	Must be a member of Union County Neighbor to Neighbor, Members must be 18+ and a resident of Union County to provide volunteer services	http://www.ucn2n.org
Union County Veterans Service Commission	Non-Emergency Medical Transportation	937-642-7956	Varies based on scheduling request	Union County	Union; VA hospitals, medical centers, and community-based outpatient clinics	Union County veterans	http://www.co.union.oh.us/veterans
Valley Transport	Non-Emergency Medical Transportation	1800-541-6555; rides@valley-transport.com	Varies based on scheduling request	Delaware, Franklin, Licking, Logan, Madison, Union	Allen, Clark, Clermont, Clinton, Darke, Delaware, Franklin, Hamilton, Licking, Logan, Madison, Miami, Montgomery, Preble, Shelby, Union, Warren		https://www.valley-transport.com/
Village Connections	Demand Response Non-Emergency Medical Transportation	614-226-6567	Varies based on scheduling request	Franklin	Franklin	Must be a member of Village Connections; residents age 50+ who live in German Village, Merion Village, Schumacher Place, Brewery District, and parts of Downtown Columbus may be eligible	

Appendix A: Transportation Provider Inventory

Westerville Senior Center	Non-Emergency Medical Transportation Group trips organized by Westerville Senior Center	614-901-6560	Monday, Wednesday, Friday 8:30 AM - 3:30 PM Tuesday, Thursday 8:30 AM - 1:00 PM	Franklin, Delaware	Westerville	Senior Center Program Pass holders residing in the corporate City limits of Westerville	https://parks.westerville.org/programs/older-adults
Wings - Support and Recovery	Non-Emergency Medical Transportation (volunteer driver program)	937-642-9555	Monday-Friday 8:30 AM - 5:00 PM	Union	Union		https://wingsrecoveryohio.org/
Yellow Cab of Columbus	Taxi	614-444-4444	7 days a week 6:00 AM - 11:00 PM	Franklin	Franklin		https://yellowcabofcolumbus.com/

Appendix B: List of Participatory Stakeholders

County	Position
Delaware	Community Relations Specialist, Delaware County Board of Developmental Disabilities (DCBDD)
Delaware	Community Aging Planner, SourcePoint
Delaware	Transportation Officer, Delaware County Veteran Services
Delaware	Principal Planner, Mid-Ohio Regional Planning Commission (MORPC)
Delaware	Associate Planner, Mid-Ohio Regional Planning Commission (MORPC)
Delaware	Executive Director, People in Need, Inc. of Delaware County Ohio
Delaware	Mobility Coordinator, SourcePoint
Delaware	Associate Planner, Mid-Ohio Regional Planning Commission (MORPC)
Delaware	Madison County Mobility Manager, Bridges Community Action Partnership
Delaware	Delaware County Mobility Manager, Delaware County Transit (DCT)
Delaware	Executive Assistant, Delaware County Transit (DCT)
Fairfield	Volunteer/Transportation Coordinator, Meals on Wheels Fairfield County
Fairfield	Health Educator, Fairfield County Health Department (FCHD)
Fairfield	Executive Director, Fairfield Center for Independence (FCI)
Fairfield	Transit Director, Fairfield County Transit (FCT)
Fairfield	Director, The Salvation Army Samaritan Center for Adult Day Services
Fairfield	Director of Services and Support, Fairfield County Board of Developmental Disabilities (FCBDD)
Fairfield	Director of Economic and Workforce Development, Fairfield County
Fairfield	Director, Canal Winchester Human Services
Fairfield	Operational Manager, Canal Winchester Human Services
Fairfield	City Planner, City of Lancaster
Fairfield	Operations Manager, Fairfield County Transit (FCT)
Fairfield	Planning and Development Director, Lancaster-Fairfield Community Action Agency

Appendix B: List of Participatory Stakeholders

County	Position
Fairfield	Grants Coordinator, Fairfield Count Alcohol, Drug, and Mental Health (ADAMH) Board
Fairfield	Community Engagement Manager, United Way of Fairfield County
Fayette	Transit Director, Fayette Madison Transit
Fayette	President, Fayette County Chamber of Commerce
Fayette	Manager, Fayette County Job and Family Services (JFS)
Fayette	Fayette County Mobility Manager, Fayette County Mobility Manager
Fayette	Passenger, The Village
Fayette	Passenger, The Village
Fayette	Passenger, Community Action of Fayette County
Fayette	Director, The Village
Fayette	Office Manager, The Village
Fayette	Social Service Coordinator, Community Action of Fayette County
Fayette	Executive Director, Community Action of Fayette County
Fayette	Case Manager, Community Action of Fayette County
Franklin	Transportation Director, Mid-Ohio Regional Planning Commission (MORPC)
Franklin	Transportation Improvement Program Manager, Mid-Ohio Regional Planning Commission (MORPC)
Franklin	Senior Water & Natural Resources Program Manager, Mid-Ohio Regional Planning Commission (MORPC)
Franklin	Executive Assistant, Mid-Ohio Regional Planning Commission (MORPC)
Franklin	Public Information Officer, Mid-Ohio Regional Planning Commission (MORPC)
Franklin	Chief Regional Planning Officer, Mid-Ohio Regional Planning Commission (MORPC)
Franklin	Director of Data Analytics & Strategy, Mid-Ohio Regional Planning Commission (MORPC)
Franklin	Chief Mobility & Development Officer, Mid-Ohio Regional Planning Commission (MORPC)
Franklin	Service Planner, Central Ohio Transit Authority (COTA)
Franklin	Senior Lecturer, The Ohio State University

Appendix B: List of Participatory Stakeholders

County	Position
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Community Member, Community Advisory Committee
Franklin	Associate Planner, Mid-Ohio Regional Planning Commission (MORPC)
Franklin	Senior Planner, Mid-Ohio Regional Planning Commission (MORPC)
Franklin	Transportation Demand Management Program Manager, Mid-Ohio Regional Planning Commission (MORPC)
Franklin	Associate Director Transportation Planning, Mid-Ohio Regional Planning Commission (MORPC)
Franklin	Community Member, City of Grove City
Franklin	Director of Business Development, Carpenter Marty Transportation
Franklin	Transportation Engineer, Strand Associates, Inc.
Franklin	Local Public Agency (LPA) Manager District 6, Ohio Department of Transportation (ODOT) Columbus District 6
Franklin	Business Development, DLZ Corporation
Franklin	Principal, American Structurepoint, Inc.
Franklin	Business Development, CESO
Franklin	Urban Planner, Transportation Advisory Committee

Appendix B: List of Participatory Stakeholders

County	Position
Franklin	City Engineer, City of Hilliard
Franklin	Executive Director, Delaware County Regional Planning Commission
Franklin	City Administrator, City of Canal Winchester
Franklin	City Engineer, City of Columbus
Franklin	City Engineer, City of Delaware
Franklin	Grants Coordinator, City of Columbus
Franklin	Pavement Program Manager, City of Columbus
Franklin	Director of Services and Engineering, City of Worthington
Franklin	Chief Deputy of Engineering, Franklin County Engineer Office
Franklin	Planning and Programming Engineer, Franklin County Engineer Office
Franklin	Director, Columbus Region Logistics Council (CRLC)
Franklin	Environmental Specialist, Ohio Environmental Protection Agency (EPA)
Franklin	Regional Planner, Central Ohio Area Agency on Aging (COAAA)
Franklin	Program Planner, Franklin County Safer Communities
Franklin	Statewide Carfit Coordinator, Central Ohio Area Agency on Aging (COAAA)
Franklin	Planner II, City of Dublin
Franklin	Social Services Program Manager, Central Ohio Transit Authority (COTA)
Franklin	Community Engagement Coordinator, Age Friendly Innovation Center (AFIC)
Licking	Age-Friendly Coordinator, Licking County Aging Partners (LCAP)
Licking	Administrative Assistant, Licking County Veteran Services (LCVSC)
Licking	Transportation Coordinator, Catholic Social Services (CSS)
Licking	Transportation Coordinator, Catholic Social Services (CSS)
Licking	Marketing and Communications Manager, Licking County Transit (LCT)

Appendix B: List of Participatory Stakeholders

County	Position
Licking	Provider Support Coordinator, Licking County Board of Developmental Disabilities (LCBDD)
Licking	Executive Director, United Way of Licking County (UWLC)
Licking	Program Director, Disabilities Services, Catholic Social Services (CSS)
Licking	Operations Director, Licking County Aging Partners (LCAP)
Logan	Community Member, Logan County Transportation Advisory Committee
Logan	Executive Director, Bridges Community Action Partnership
Logan	Human Resources Officer, Logan County Job and Family Services
Logan	Director of Community Health, Logan County Health District
Logan	Vice President, Logan County Commissioners Office
Logan	Community Engagement Director, United Way of Logan County
Logan	Provider Relations Administrator, Area Agency on Aging
Madison	Business Development Consultant, Rocking Horse Community Health Center
Madison	Superintendent, Madison County Board of Developmental Disabilities
Madison	Resident Service Coordinator, National Church Residences
Madison	Director, Madison County Job and Family Services
Madison	Logan/Union County Mobility Manager, Bridges Community Action Partnership
Madison	Executive Director, Madison County Senior Center
Madison	Assistant Special Events Manager, Village of West Jefferson
Madison	Prevention Manager, Madison County Public Health
Madison	Prevention Educator, Madison County Public Health
Madison	Community Life Engagement Team Lead, Ohio Department of Developmental Disabilities
Madison	Shuttle Supervisor, Wood County Department of Developmental Disabilities
Madison	Coordinator, Family and Child First Council

Appendix B: List of Participatory Stakeholders

County	Position
Pickaway	Community Resources Director, Pickaway County Community Action Organization (PICCA)
Pickaway	Executive Director, Pickaway County Community Action Organization (PICCA)
Pickaway	Assistant Director, Veteran's Services
Pickaway	Owner, Jackson Transportation
Pickaway	Superintendent, Pickaway County Educational Service Center
Pickaway	Executive Director, Circleville YMCA
Pickaway	Executive Director, Veteran's Services
Pickaway	Mobility Manager, Pickaway County Community Action Organization (PICCA)
Pickaway	Principal, Pickaway County Educational Service Center
Pickaway	Mobility Manager, Fairfield County 211
Pickaway	City Planner, City of Circleville
Pickaway	Case Manager, Pickaway County JFS
Pickaway	FTZ and International Trade Specialist, Columbus Regional Airport Authority
Union	Program Manager, United Way of Union County
Union	Deputy Director, Union County Emergency Management Agency
Union	Driver, Legends Lift
Union	Driver, Legends Lift
Union	Transportation & Mobility Engineer, City of Marysville
Union	Director of Community Services, Bridges Community Action Partnership
Union	CEO, A Way Out
Union	Director, United Way of Union County
Union	Director of Health Promotion & Planning, Union County Health Department
Union	Health Commissioner, Union County Health Department
Union	Planner II, Logan-Union-Champaign Regional Planning Commission

Appendix C: List of Annual Reviews and Plan Amendments

Future annual reviews and plan amendments to the 2026-2030 Regional Mobility Plan will be included here.