

Adams County

Coordinated Public Transit-Human Services Transportation Plan

2018-2021

Adams Brown Counties Economic Opportunities, Inc. (aka) ABCAP

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Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Adams County, Ohio. The plan was initially developed in 2007-2008 and updated in 2017. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America's Surface Transportation (FAST) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. According to requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies new programs and rules for all Fiscal Year 2016 funds and authorizes transit programs for five (5) years.

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

1.) Identify all community resources including:

- Current primary and secondary transportation providers.
- Primary stakeholders and decision makers involved in transportation systems, including human services personnel.
- Available transportation equipment (Vehicle Inventory), including wheelchair accessible equipment.
- Available transportation training programs.
- Transportation related technology currently in use.
- Current transportation expenses, revenues and funding sources.
- Served and underserved populations; gaps and needs.
- Demographic and geographic characteristics of the population being served.

2.) Identify and Prioritize community transportation needs

Based upon roundtable discussions among stakeholders, sixteen (16) high priority transportation needs were identified within Adams County. Stakeholders were provided a list of the sixteen issues and asked to rank them from one to sixteen, with one being the highest

priority and sixteen being the lowest priority. Their rankings were then totaled to determine a prioritized list with the lowest totals reflecting the highest priorities.

The demographic analysis supports the ranking of needs, particularly in regard to Health Outcomes, and a need for equipment to serve an increasingly aging population. The demographic data for Adams County indicates that a little more than one-fifth (22.7%) of the population is 60 years of age or older. Population projections by the Ohio Development Services Agency indicate this number will continue to rise as much as 10.9% through 2025, and will maintain a 9% growth through 2030. (<https://develop.ohio.gov/files/research/P6002.pdf>, Adams County.)

The demographics also indicate that Adams County ranks in the top eight counties in the State of Ohio for poorest health in eight of thirteen health indicators (See Analysis of Demographic Data). More than one fifth (20.4%) of the population identifies as having a disability, with much higher percentages reported in the senior adult population, particularly as they increase in age. Again, this supports the rankings which suggest equipment will have to be replaced and maintained in order to meet the need, and that handicap accessible equipment, both side-loading and rear-loading, will be essential. It also implies the demand on existing resources will be stretched even further, and the need for aides to assist with mobility issues will increase even more.

While the need for public transportation, (such as buses, vans, taxis and/or passenger train), did not rank as high as many of the other identified needs, the committee agreed public transportation would help to address at least ten of the sixteen identified needs: 1.) health outcomes, 2.) healthy food options, 3.) over consumption of available resources for high-priority needs such as medical appointments, 4.) transportation of court-ordered counseling related to addiction, 5.) limited mobility due to lack of personal vehicles, 6.) employment and childcare, 7.) personal and business needs, 8.) transportation for the homeless and financially disadvantaged, 9.) opportunity for social interaction, and 10.) alternative transportation options for underserved populations. In order to be effective, public transportation would require some sort of token system to address the issues of poverty, but could potentially reduce stress on the transportation system, while improving quality of life for county residents.

The top sixteen community transportation needs, in priority order, are:

- **Health Outcomes** - Transportation is a major determinant in overall health outcomes due to primary care providers and specialists being located miles from residents' homes. While transport to local and regional hospitals generally can be accommodated, the time involved to transport outside of the county often affects other services, and transport to healthcare providers, such as Cleveland Clinic, cannot be accommodated at all. Adams County ranks 87 of 88 Ohio Counties in overall health outcomes.
- **Underserved Populations** - Certain populations, such as the age 50-60 age group, persons who do not meet eligibility requirements and person with temporary situations, such as a health crisis, often have limited options for transportation.

- **Personal and Business Needs, including Pharmaceuticals** - Clients need access to services such as HEAP, pharmacies, Social Security and other government agencies. Overtaxed transportation resources and scheduling sometimes make this difficult to accommodate.
- **Funding and Expenses** - Dry runs and short runs result in no funding or insufficient funding to cover costs. This is exacerbated by court ordered unfunded or underfunded transportation runs and poverty levels.
- **Aging Equipment and Wheelchair Accessible Equipment** – The rural environment and geographic layout of the county results in added mileage and increased expense for transport vehicles. Due to the demographics of the area, unloaded miles often exceed loaded miles. Aging vehicles reflect increased maintenance costs, and often result in vehicles being taken out of service. This also affects the availability of already limited wheelchair accessible transport vehicles.
- **Employment and Childcare** – Availability of transportation to child daycare services creates employment issues for parents. Jobs within the county are limited, and often low-paying, and due to the demographics of the region, may not be within safe walking distance. In addition, car seats often take extra space on transport vehicles. High-paying jobs sufficient to support a family are limited in Adams County, and commute times for higher-paying jobs outside of the county are significant.
- **Transportation Aides for Elderly / Disabled are Needed** – While transportation can be provided, clients often need assistance with basic tasks such as lifting, carrying groceries or getting in and out of homes or other facilities. Drivers are limited in what they are allowed to assist with, which creates safety and liability issues.
- **Homeless and Financially Disadvantaged** - The inability to arrange transport for the financially disadvantaged often results in unclaimed services, such as arranged housing for the homeless.
- **Safety Equipment and Space Issues** - Passengers with behavioral disorders often sit in close proximity to drivers and other clients, which presents safety and liability concerns. Vehicles lack technology such as cameras, and are often in geographic areas that do not support GPS.
- **Groceries/Healthy Food Options** - Due to the lack of transportation and limited grocery stores within the county, citizens cannot easily access healthy food options, leading to high overweight/obesity rates. This results in higher than average obesity related conditions such as heart disease, lung disease, Type 2 Diabetes, cancer and other causes of preventable death. The Adams County Community Health Assessment 2017 lists obesity, nutrition and physical inactivity

as some of the most serious health problems, and states that improved access to transportation would make Adams County a healthier and happier place to live.

- **Addiction/Opioid Crisis** - Court ordered counseling and rehab for addiction is over-taxing limited transportation resources and creating safety issues for drivers and consumers. Typically, this population of riders falls within a younger age group. In addition, overdoses en route, and physical proximity to drivers and other passengers, presents safety concerns. Adams County ranks 4th in Ohio in per capita drug overdoses related directly to Opioid use. In addition to transportation, medical and legal repercussions, the addiction crisis is also affecting foster care and child-related services.
- **Consumption of Available Resources for High Priority Demands** - Medical needs, as well as court-order counseling and rehabilitation for addiction, consumes available transportation resources, resulting in underserved populations of persons with non-medical needs.
- **Coordination of Services** – Geographic proximity between resources makes coordination of services and collaboration between providers more difficult.
- **Need for Public Transportation/Lack of Personal Vehicles** – 7.8% of the population in Adams County does not have a personal vehicle. Poverty levels indicate that even for citizens who own a vehicle, insurance and fuel expense can be problematic. Public transportation is extremely limited within Adams County, which leaves citizens with very few alternatives related to transportation needs. Taxi services, if available, are located in adjoining Highland, Mason or Brown counties.
- **Education** – The public is often undereducated as to which services are available. Also, problems with dry runs and lack of preparation for appointments increase transport provider costs and also indicate a need for education (i.e. consumers do not have all necessary documents for appointments).
- **Social/Recreation Transportation** – Social and recreation- based transportation needs are outranked by more pressing, life-safety issues. Socially isolated populations and high suicide rates indicate transport to social events would benefit Adams County citizens if more transportation resources were available. According to OhioLifeExpectancy (www.worldlifeexpectancy.com), Adams County ranks first in the State of Ohio in completed suicides.

3.) Establish a clear plan for achieving shared goals

The sixteen needs identified above can generally be grouped into three main categories:

1. Improve service and availability through alternative options for transportation (e.g. public transportation.)
 - a. Addresses the need for public transportation for persons who lack personal vehicles or who are restricted based on age, health or finances, or who do not meet eligibility requirements for current services.
 - b. Addresses issues with access to groceries and healthy food options that affect health outcomes, and provides citizens with opportunity to address personal business needs, or attend social and recreational events to reduce isolation.
 - c. Reduces the demand on current transportation service providers by offering flexible, alternative transportation options.
 - d. Improves access to employment and childcare services, which translates to better employment options for citizens.
2. Improve safety and reduce liability in current systems by utilizing technology, training and necessary personnel.
 - a. Addresses issues with elderly and disabled consumers who often need help with carrying or lifting items and with basic mobility.
 - b. Addresses identified training needs, particularly those related to the drug crisis.
 - c. Addresses equipment needs, including rear-loading wheelchair accessible vehicles and maintenance or replacement of aging equipment, as well as space issues that present safety concerns.
 - d. Addresses opportunities to utilize cameras and other technology to reduce risk and improve current systems.
3. Utilization of equipment, technology and funding to maximize coordination of services, improve services or reduce cost.
 - a. Addresses maintenance or replacement of aging equipment.
 - b. Addresses the need for rear-loading and other wheelchair accessible equipment.
 - c. Addresses coordination of services and improved efficiencies through evaluation and possible implementation of scheduling software, or callback/confirmation systems.
 - d. Addresses the opportunity to evaluate and pursue funding to improve or expand services.

Goals and strategies will be defined based on these identified areas of need. Emphasis will be placed on implementing strategies that have the greatest impact on the

population served. Goals will be defined with the intent of addressing as many of the identified needs as possible, while reducing or improving gaps in service for the consumer, and efficiency and utilization of resources for the provider.

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

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

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

- Stakeholders participated in roundtable discussions to identify and prioritize needs, and define goals and strategies to meet those needs.
- Stakeholders provided necessary information for required tables.
- Stakeholders distributed and collected surveys through various channels for senior citizens, the public and the disabled.
- Stakeholders organized and participated in community outreach activities, including public meetings.
- Stakeholders assisted in identifying both committee and non-committee resources whose involvement was important to the planning process.

This plan was developed and adopted by the Adams County Locally Developed Coordinated Planning Committee. More information about the planning committee can be found in Appendix A.

I. Geographic Area

Adams County is a rural county in Southern Ohio, overseen by a three member Board of Commissioners. Based on the 2016 census, Adams County provides services to more than 27,907 residents, with 2020 census projections estimating growth to 28,380 residents. Adams County is located on the western fringe of the Appalachian Corridor, and is NOT considered part of the Metropolitan Service Area. Adams County is bordered by the Ohio River to the south, Brown County to the west, Scioto County to the east, and Highland and Pike Counties on its northern edge. West Union is the County Seat, and the largest village, with a population of 3,241 residents. The remaining county population resides in the villages of Manchester, Peebles, Rome, Seaman, Winchester and various townships. West Union, Manchester and Peebles represent the largest populations (Data USA).

Adams County covers 586 square miles; 584 square miles of land and 2.4 square miles of water. Nearly 60% of its land area is forest, 21.42% is pasture and hay, 8% is crops and 5% is shrub and grasslands.

Information from the Ohio Department of Transportation (ODOT) indicates there are ten state highways and one United States (US) route in Adams County. One state highway, State Route 32, the James A. Rhodes Appalachian Highway, is a four-lane divided highway, 182.7 miles long. Of the ten state highways, three begin and end within the county, those being SR 137, SR 770 and SR 781. Three of the state highways originate within the county and end outside the county: SR 136, SR 247 and SR 348. Four state highways and the U.S. route originate and end outside the county and pass through Adams County: SR 32, SR 41, SR 73, SR 125 and US 52. SR 32 is a primary route, connecting Pike County on the eastern border to Brown County on the western border. It is heavily used by trucks and travelers as it connects Athens to the east and Cincinnati to the west. Villages in Adams County along this route include Peebles, Seaman and Winchester. Greyhound bus services provide stops in Peebles and Seaman. Adams County Regional Medical Center, Adams County Cancer Center, and Kidney Dialysis Center, Inc., as well as a business park, are located along this route. On the southern border along the Ohio River, U.S. 52 stretches west to east for 29.31 miles, serving the villages of Rome and Manchester. U.S. 52 provides access to the Ohio River, and the state boundary of Kentucky. Secondary state highways serving Adams County North/South are SR 136 (serving Winchester, Cherry Fork, Bentonville and Manchester), SR 137 (serving Cherry Fork), SR 247 (serving Seaman and West Union and terminating at the Ohio River), and SR 770 (serving Seaman and terminating at the Highland County line). West/East corridors are SR 348 (serving Wamsley and Cedar Mills) and SR 781 (connecting SR 348 and SR 41). The four-lane west/east SR 32 corridor serves most traffic. Adams County's closest access to the interstate highway system is to I-275 at Eastgate Mall via SR 32, 40 miles west of the village of Winchester. The nearest access to a south/north US highway is via SR 32 to US 23 in Pike County, about 24 miles from the village of Peebles. (Adams County Land Use Plan, April 2011). In addition to roadways, the county is traversed by the Norfolk Southern Railway, which is primarily used for freight, although the Adams

County Land Use Plan of 2011 states that future economic growth could make rail service more feasible for county residents travelling to larger metropolitan areas for work. Adams County also hosts the Alexander Salamon Airport, as well as many waterways and state, county, township and private roads. According to the 2011 Land Use Plan, there are no designated bikeways within the county. Cyclists and pedestrians utilize public roadways. Adams County also serves an Amish population, whose transportation needs are somewhat unique to the general population.

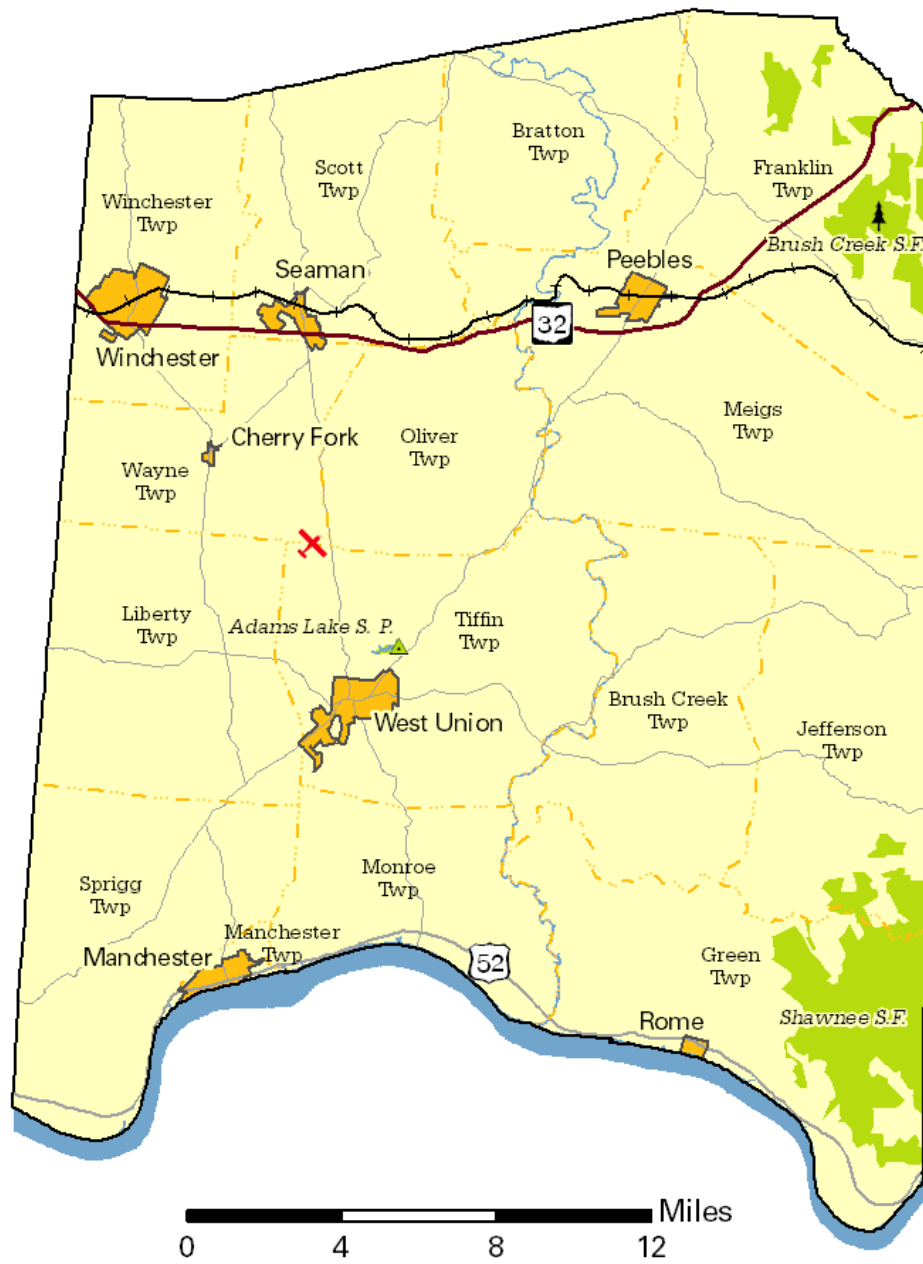
The closest retail chain, Walmart, is located in West Union. While small groceries, such as IGA, are scattered throughout some of the communities, larger groceries such as Kroger are located in adjacent Brown County in Mt. Orab, in Hillsboro, Highland County, or in Maysville in Mason County, Kentucky. Like many rural communities, Adams County has limited public transportation. Taxi services, if available, are located in adjoining Highland, Mason or Brown counties. 7.8% of Adams County's population also does not own a vehicle, which contributes to the demand for transportation, as well as issues with isolation, employment and health outcomes.

The largest employer in Adams County is Dayton Power and Light (DP&L), although this will likely change with the scheduled close of the Killen and J.M. Stuart Plants in June, 2018, resulting in the loss of 182 jobs. The next largest employer is the Adams County/Ohio Valley schools. The school's district is made up of three (3) attendance districts; North Adams (Seaman), Peebles, and West Union. Ohio Valley Career and Technical Center is also part of this district. Manchester Local School District also serves the community. These schools transport approximately 2,830 pupils per day. Adams County also has one small private school, Adams County Christian School.

To better assess demand for transit service(s) in Adams County, specific characteristics of transportation-disadvantaged populations have been examined through demographic and geographic data in order to identify areas with the greatest transportation needs and service gaps. Analysis of these demographic characteristics should help Adams County to investigate ways to eliminate the provision of high-cost, duplicated and fragmented services, while improving existing services and identifying new areas of need. As of the census of 2016, there were 27,907 people residing in Adams County. According to census numbers, this represents 12,848 housing units, and 10,858 households (US Census Quick Facts). 97.4% of the population is Caucasian, with all other races (other than mixed race) reported as less than one percent (1%). From this population, 16% are 65 years of age or over, 20.4% report a disability, and 18.8% (1,398 of 7,441 families) are living below poverty level. Individuals with incomes below the federal poverty level are as high as 21.3% (U.S. Census, Quick Facts, Adams County.)

In summary, as a rural Appalachian County, Adams County has a good quality of life. It is noted for its beauty and its abundant natural resources, including farmland, forests, wildlife and limestone deposits. Located an hour from Cincinnati, and less than two hours from Columbus, Ohio, Dayton, Ohio, Lexington, Kentucky and Huntington, West Virginia, Adams County has access to resources of larger cities, while still maintaining a tranquil lifestyle. Adams County is recognized for its proud Appalachian heritage, natural beauty, citizens who are innovative and demonstrate a strong work ethic and supportive local government. Additions and improvements to the transportation infrastructure will enhance the social and economic growth in the area, while improving the lives of the citizens, particularly the elderly, low-income and disabled.

Map 1: Basic map of the geographic area covered by the plan



Map 2: Major trip generators in the geographic area

Major & Notable Employers

Adams County Government	Serv
Adams County Reg. Med. Center	Serv
Adams Co/Ohio Valley Local Schools	Govt
AES Corp/Dayton Power & Light	Utility
Eagle Creek Nursing Center	Serv
General Electric Co	R&D
Maca Plastics Inc	Mfg
Wal-Mart Stores Inc	Trade

https://development.ohio.gov/reports/reports_countytrends_map.htm

Other frequently visited destinations include:

West Union, OH	Seaman, OH	Portsmouth, OH	Maysville, OH	Hillsboro, OH	Cincinnati, OH
SOMC	DCI	The Counseling Center	Dr. Adams	HealthSource of Ohio	UC Hospital
AC Manor	AC Regional Medical Ctr.	Dr. Greiner	Dr. Prater	Leo Dermatology	Children's Hospital
Dr. Parrett	HealthSource of Ohio	Dr. Saab	KY Eye Institute	Scioto Paint Mental Health	Holmes Hospital
Walmart	Dr. Campbell	Portsmouth Vision Center	Dr. Dennison	Langston Dentistry	Christ Hospital
Opticare	AC Cancer Center	SOMC OB/GYN	Dr. Gallenstein	Dr. Jolitz	Christ Outpatient-Redbank
Sav-a-Lot	Health Source Pharmacy	SOMC Occupational Medicine	Davita (Kidney Dialysis)	Dr. Ropar	Tri Health Orthopedics
Adult Day Care	Pearon's Law Firm	Portsmouth Footcare	Dr. Owens	Highland District Hospital	UC Barrett Center
Dr. Hablitzel		Dr. Zayneh	Meadowview Hospital	Dr. Shivani	Bethesda North
NBAC	Peebles, OH	Southern Ohio Medical Center	Dr. Pawsat	Dr. Kanabar	Mercy Health West
Cashland		Dr. Lucas	Primary Plus	Clark Dentistry	UC Hoxworth Bldg.
Dr. Horn	Dr. Qarashi	SOMC Braunlin Bldg.	Dr. Shotwell	Physicians for Women	Children's Pediatrics
The Counseling Center	Dr. Aina	Portsmouth Cancer Care	Advanced Pain & Spine	Dr. Giesy	Hoxworth Academics Center
Blake's Pharmacy	Dr. Franklin	Dr. Duncan	KY Health One	Premiere Plastics	Drake Center
Holly's Hair	Dr. Greene	SOMC Life	Ohio Valley Heart	Dr. McKown	Children's Oak Campus
WalMart Eye Center	Southern Ohio Sports Medicine	SOMC Waller Bldg.	Dr. Barrett	Dr. Nebill	UC Orthopedics
Beltone	Hedrick's	Eye Care Specialist of	Dr. Weller	Eastgate, OH	Christ Medical Arts

		Ohio			Bldg.
Travco	Peebles Library	Valley View Health	Meadowview Cancer Center	Dr. Nassiff	Dr. Ronk
Tru Value		Solace of Portsmouth	Dr. Blanford	Proscan	UC Medical Arts Bldg.
Smiles by Design	Manchester, OH	Social Security Office	Meadowview Orthopaedics	Children's Outpatient	O & P Options-Montgomery
IGA		Dr. Schmidt	Genesis	Eastgate Medical Office Bldg.	Riverhills Neurology
FRS Counseling	Dr. Nayak	SOMC Wound Center	Heart Smart	Sleep Management Institution	UC Physicians Bldg.
ACSC Senior Center	Manchester Library	SOMC Rarden Bldg.		Eastern Hills Chiropractic	Mercy Health Physicians
BMV	Community Care Center	Babcock Eye Care	Anderson, OH	Open MRI of Eastgate	Dr. Niederhelman
AC Fairgrounds	HUD Office	SOMC Fulton Bldg.	Anderson Medical Arts. Bldg.	Sears Dental	TriHealth Kenwood
Eagle Creek Nursing Home	Valley View Health	Kings Daughters Medical Center	Anderson Mercy	Hearing, Speech & Deaf Center	Mayfield Brain & Spine
AC Courthouse	Barber Shop		Mercy Health Heart	Comprehensive Pain Solutions	Dr. Gordan
AC Human Society	Community Building	Batavia, OH	Dr. Hiltz	Wellington Orthopedics	Dr. Poole
Venture Productions		Clermont Mercy Hospital	Cincinnati Eye Institute	Neurology Group	Dr. Saranbach
JFS		Clermont Physicians Pavilion	Dr. Kim	Dr. Koethele	Group Health Mason
Shawnee Family Health	Winchester, OH	Clermont Recovery Center	Anderson health Plaza	Mercy Health Surgery	
West Union Library	Dr. Shukla	Klermont 4 Kids	Anderson Ambulatory Surgery Center	Midwest Eye Care	Wheelersburg, OH
Mt. Orab, OH	ABCAP	Center for Physical Therapy	Group Health	Cincinnati Neurology	
	Winchester Family Medical	Cincinnati Associates for the Blind		Norwood, OH	Dr. Kataria
Foot & Ankle Care			Chillicothe, OH	Mercy Health	Dr. Hochstetler
Active Living	Georgetown, OH	Blue Ash, OH		Kidney & Hypertension Unit	Mahajan Therapeutics
Kroger's		Cincinnati Eye Institute		Proscan	
HealthSource of Ohio	ABCAP	Allergy Clinic	Dr. Bullard	Dr. Bayer	Liberty Township, OH
Dr. McKinley	Veterans Clinic	Sardinia, OH	Adena Endocrine Center	Edgewood, KY	Children's Hospital
Talbert House	Dr. Thompson	Sardinia Medical Clinic	Adena Bone & Joint	Cincinnati eye Institute	
All About Kids Pediatrics	Georgetown Veterans Home	Columbus, OH	Adena Rheumatology	St. Elizabeth Hospital	Greenfield, OH
Child Focus	Dr. Ghafemzadeh	Ohio State University	Adena Medical Center	Wilmington, OH	Greenfield Medical Service
Summit Physical Therapy	Brown Co. Family Physicians	James Cancer Center	Mid Ohio Psychology	Wilmington Allergy & Asthma Center	

Beechmont, OH	Brown Co. Women's Health	Milford, OH		Montgomery ENT	Waverly, OH
Tri Health Anderson	Howard Eye Center	Fixler Dermatology	Crestview Hills, KY	Ashland, KY	Dr. Manavin
UC Sports Medicine	Georgetown Health Source	Northland Treatment Center	Children's Outpatient	Dr. Lance	
Christ Outpatient	TriHealth Georgetown	Williamsburg, OH	Mayfield Clinic	Kings Daughter Hospital	Washington Courthouse, OH
	Genesis		Ripley, OH		Oral & Max Surgery
Amelia, OH	West Chester, OH	Premier Pain	Ohio Valley Manor		Dr. Hughes
Lifepoint	UC Health				
	Cincinnati Urology				

II. Population Demographics

The 2016 Census for Adams County indicates a population of 27,907 residents with projections estimating an increase to 28,380 by 2020. This population represents 12,848 housing units and 10,858 households. 7.8% of these households have no motor vehicle.

A little more than one-fifth (22.7%) of the population is 60 years of age or older. Sixteen percent (16%) identify as 65 years of age or more. In 2015, persons age 60 or over was 6,420. By 2030, projections indicate this number will increase by 10.7%, up to 7,110. The median age in the county is 41.0, with females slightly outnumbering males.

The population has very low diversity with 97.4% reporting as white. Only 3.3% of Adams County residents represent minority population(s). 99.69% speaks English very well.

18.8% of families have incomes below poverty level (1,398 of 7,441) and 24.6% of individuals have incomes below poverty level. 14.2% of individuals 65 years of age or older live in poverty, and 16.5% 60 years of age or older live in poverty. The median household income is \$35,560.

20.4% of the population reports a non-institutionalized disability. 36.2% of the disabled population falls between 65-74 years of age and 55.6% are 75 or older.

Adams County

Chart 1: Total Population Current and Projected for Five Years



DEVELOPMENT SERVICES AGENCY POPULATION PROJECTIONS: County Totals

County Name	2010 Census	2015 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2040 Projection
Ohio	11,536,504	11,549,120	11,574,870	11,598,670	11,615,100	11,635,110	11,679,010
Adams	28,550	28,410	28,380	28,210	28,100	27,780	27,520
Allen	106,331	104,790	103,560	102,420	101,450	100,850	100,650
Ashland	53,139	53,620	53,980	54,870	55,790	57,010	57,920
Ashtabula	101,497	101,430	101,230	100,880	100,130	99,290	98,610
Athens	64,757	64,180	64,700	64,500	63,960	63,100	61,960
Auglaize	45,949	45,780	45,590	45,150	44,690	44,270	44,430
Belmont	70,400	69,760	68,880	68,270	67,330	66,530	66,140
Brown	44,846	45,480	45,850	45,930	45,630	44,970	44,090
Butler	368,130	378,370	390,110	399,880	410,960	419,900	430,360

<https://development.ohio.gov/files/research/p6090.pdf>, Adams County

**DEVELOPMENT SERVICES AGENCY
POPULATION PROJECTIONS: County Totals**

County Name	2010 Census	2015 Projection	2020 Projection	2025 Projection	2030 Projection	2035 Projection	2040 Projection
Ohio	11,536,504	11,549,120	11,574,870	11,598,670	11,615,100	11,635,110	11,679,010
Adams	28,550	28,410	28,380	28,210	28,100	27,780	27,520
Allen	106,331	104,790	103,560	102,420	101,450	100,850	100,650
Ashland	53,139	53,620	53,980	54,870	55,790	57,010	57,920
Ashtabula	101,497	101,430	101,230	100,880	100,130	99,290	98,610
Athens	64,757	64,180	64,700	64,500	63,960	63,100	61,960
Auglaize	45,949	45,780	45,590	45,150	44,690	44,270	44,430
Belmont	70,400	69,760	68,880	68,270	67,330	66,530	66,140
Brown	44,846	45,480	45,850	45,930	45,630	44,970	44,090
Butler	368,130	378,370	390,110	399,880	410,960	419,900	430,360
Carroll	28,836	28,810	28,770	28,750	28,720	28,790	29,040
Champaign	40,097	39,880	39,690	39,250	38,690	38,000	37,400
Clark	138,333	135,490	133,240	131,390	129,900	128,840	128,580
Clermont	197,363	203,650	208,330	212,110	214,090	215,560	216,190
Clinton	42,040	42,160	42,100	42,060	41,590	41,150	40,380
Columbiana	107,841	106,660	105,380	104,370	103,870	103,890	104,710
Coshocton	36,901	36,650	36,190	35,660	34,790	34,070	33,390
Crawford	43,784	42,300	40,890	39,500	38,150	36,840	35,530
Cuyahoga	1,280,122	1,242,380	1,209,550	1,179,030	1,154,210	1,131,380	1,113,950
Darke	52,959	52,190	51,270	49,670	48,280	46,890	46,280
Defiance	39,037	38,590	38,090	37,200	36,490	36,060	35,890
Delaware	174,214	192,990	210,630	227,930	246,000	264,100	282,160
Erie	77,079	75,070	72,900	70,350	67,740	64,910	62,300
Fairfield	146,156	156,220	165,850	176,850	187,820	199,450	210,910
Fayette	29,030	28,880	28,860	28,780	28,750	28,740	28,880
Franklin	1,163,414	1,198,370	1,237,960	1,272,320	1,302,110	1,332,360	1,366,200
Fulton	42,698	42,350	42,200	41,500	40,740	40,290	40,310
Gallia	30,934	30,860	30,600	30,520	30,250	30,210	30,280
Geauga	93,389	93,650	93,510	94,270	94,930	95,400	94,710
Greene	161,573	163,500	164,940	165,950	165,780	164,830	163,300
Guernsey	40,087	39,480	38,750	38,000	37,310	36,680	36,390
Hamilton	802,374	793,980	790,600	788,420	785,900	784,560	786,090
Hancock	74,782	75,130	75,330	75,620	75,140	74,670	73,500
Hardin	32,058	31,850	31,740	31,490	31,360	31,140	31,110
Harrison	15,864	15,660	15,300	15,210	15,100	15,050	15,100
Henry	28,215	27,690	27,230	26,760	26,360	26,010	25,810
Highland	43,589	44,040	44,320	44,700	44,720	44,480	44,030
Hooking	29,380	29,540	29,480	29,150	28,620	28,220	27,870
Holmes	42,366	43,610	44,620	45,230	45,700	45,620	45,280
Huron	59,626	59,360	58,740	57,860	56,950	56,090	55,500
Jackson	33,225	33,380	33,630	33,820	34,010	34,050	34,200
Jefferson	69,709	67,780	66,540	65,580	65,330	65,820	67,410
Knox	60,921	63,030	64,960	67,420	69,810	72,350	74,850
Lake	230,041	229,530	228,600	228,320	228,380	228,550	228,060
Lawrence	62,450	62,330	62,390	62,230	62,390	62,280	62,680
Licking	166,492	173,520	180,860	188,810	196,570	204,220	212,370
Logan	45,858	45,810	45,600	45,210	44,590	43,930	43,590
Lorain	301,356	306,400	310,230	315,760	320,430	325,550	328,190
Lucas	441,815	435,300	430,450	425,620	420,080	414,630	410,570
Madison	43,435	44,510	45,670	46,510	47,420	48,000	48,700
Mahoning	238,823	231,210	224,680	218,320	212,240	206,740	202,630
Marion	66,501	66,860	67,130	67,250	67,170	67,190	67,500
Medina	172,332	179,200	184,670	190,430	194,510	198,220	199,890
Meigs	23,770	23,610	23,630	23,300	23,170	22,670	22,340
Mercer	40,814	40,960	41,040	41,240	41,230	41,130	40,960
Miami	102,506	102,700	102,590	103,160	103,500	103,930	103,990

¹ <https://development.ohio.gov/files/research/P6090.pdf>, Adams county



DEVELOPMENT SERVICES AGENCY
POPULATION PROJECTIONS BY AGE AND SEX

COUNTY: **Adams**

AGE COHORTS	2015			2020			2025		
	TOTAL POP	MALE POP	FEMALE POP	TOTAL POP	MALE POP	FEMALE POP	TOTAL POP	MALE POP	FEMALE POP
0-4	1,850	900	950	1,960	950	1,010	2,050	1,000	1,060
5-9	1,940	1,010	930	1,850	900	950	1,980	960	1,010
10-14	1,950	1,010	930	1,950	1,020	930	1,790	870	920
15-19	1,860	870	990	1,920	1,000	920	1,810	930	880
20-24	1,900	950	960	1,790	820	960	1,840	940	900
25-29	1,530	750	780	1,860	910	950	1,790	820	960
30-34	1,500	720	780	1,530	750	780	1,850	910	940
35-39	1,610	780	830	1,460	690	770	1,490	730	760
40-44	1,840	930	910	1,590	770	810	1,440	690	760
45-49	1,910	960	950	1,790	890	900	1,550	740	800
50-54	2,040	990	1,040	1,860	930	930	1,740	870	870
55-59	2,060	1,020	1,030	1,940	940	1,000	1,760	880	880
60-64	1,810	900	910	1,880	920	970	1,780	850	930
65-69	1,530	760	770	1,620	770	840	1,690	790	900
70-74	1,230	570	660	1,310	620	690	1,410	650	760
75-79	820	380	440	960	420	540	1,040	460	580
80-84	540	220	320	600	260	340	660	270	400
85+	490	190	300	510	200	310	540	220	320
TOTAL	28,410	13,900	14,510	28,380	13,780	14,600	28,210	13,570	14,640

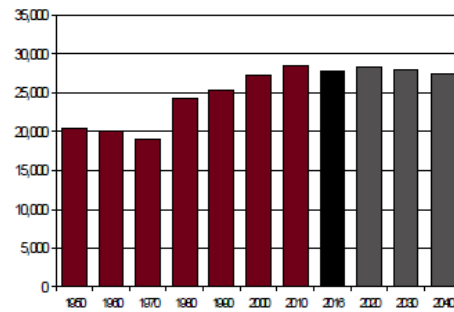
AGE COHORTS	2030			2035			2040		
	TOTAL POP	MALE POP	FEMALE POP	TOTAL POP	MALE POP	FEMALE POP	TOTAL POP	MALE POP	FEMALE POP
0-4	2,070	1,010	1,070	2,060	1,000	1,060	2,030	990	1,050
5-9	2,050	1,000	1,060	2,100	1,020	1,080	2,060	1,000	1,060
10-14	1,990	970	1,020	1,980	960	1,020	2,120	1,030	1,090
15-19	1,740	850	900	1,820	870	950	1,910	930	980
20-24	1,700	870	830	1,660	780	870	1,680	780	890
25-29	1,790	900	890	1,700	860	840	1,590	730	860
30-34	1,790	820	970	1,780	890	880	1,710	870	840
35-39	1,810	880	930	1,750	800	950	1,730	870	870
40-44	1,470	720	750	1,780	870	910	1,720	790	930
45-49	1,400	660	740	1,430	690	740	1,730	840	900
50-54	1,510	730	780	1,370	650	720	1,400	680	720
55-59	1,660	830	830	1,430	690	740	1,310	620	690
60-64	1,610	790	820	1,520	740	780	1,300	610	680
65-69	1,590	730	860	1,450	680	760	1,360	640	720
70-74	1,460	650	800	1,390	610	780	1,250	560	680
75-79	1,110	480	630	1,150	490	670	1,100	460	650
80-84	750	320	440	760	300	460	840	330	510
85+	590	230	360	660	260	390	680	260	420
TOTAL	28,100	13,430	14,670	27,780	13,180	14,600	27,520	12,990	14,530

Population Projection Age 60 and Older

Change in Population Age 60 or Older from 2015	2015	2020	2025	2030	2035	2040
	6,420	6,880	7,120	7,110	6,930	6,530
		7.165%	10.9%	10.7%	7.9%	1.7%

Total Population

Census				Estimated	
1800	3,432	1910	24,755	2011	28,522
1810	9,434	1920	22,403	2012	28,358
1820	10,406	1930	20,381	2013	28,140
1830	12,281	1940	21,705	2014	28,135
1840	13,183	1950	20,499	2015	28,016
1850	18,883	1960	19,982	2016	27,907
1860	20,309	1970	18,957	Projected	
1870	20,750	1980	24,328	2020	28,380
1880	24,005	1990	25,371	2030	28,100
1890	26,093	2000	27,330	2040	27,520
1900	26,328	2010	28,550		



Adams County

Chart 2: Total Population by Age Group

Population by Age	Number	Percent
ACS Total Population	28,229	100.0%
Under 5 years	1,766	6.3%
5 to 17 years	5,190	18.4%
18 to 24 years	2,157	7.6%
25 to 44 years	6,691	23.7%
45 to 64 years	7,915	28.0%
65 years and more	4,510	16.0%
Median Age	41.0	

https://development.ohio.gov/reports/reports_countytrends_map.htm

Subject	Adams County, Ohio					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total population	28,229	*****	13,957	+/-83	14,272	+/-83
AGE						
Under 5 years	6.3%	+/-0.2	6.5%	+/-0.4	6.0%	+/-0.2
5 to 9 years	7.2%	+/-0.8	8.0%	+/-1.1	6.5%	+/-0.9
10 to 14 years	7.0%	+/-0.7	6.7%	+/-1.1	7.3%	+/-0.9
15 to 19 years	6.3%	+/-0.2	6.4%	+/-0.3	6.3%	+/-0.2
20 to 24 years	5.5%	+/-0.2	5.5%	+/-0.3	5.4%	+/-0.1
25 to 29 years	5.4%	+/-0.2	5.1%	+/-0.1	5.6%	+/-0.4
30 to 34 years	5.4%	+/-0.1	5.4%	+/-0.1	5.5%	+/-0.1
35 to 39 years	5.5%	+/-0.7	6.2%	+/-1.2	4.8%	+/-1.0
40 to 44 years	7.4%	+/-0.7	6.8%	+/-1.1	8.0%	+/-1.0
45 to 49 years	6.8%	+/-0.2	7.0%	+/-0.2	6.7%	+/-0.2
50 to 54 years	7.4%	+/-0.1	7.1%	+/-0.1	7.7%	+/-0.3
55 to 59 years	7.1%	+/-0.8	7.4%	+/-1.0	6.8%	+/-0.9
60 to 64 years	6.7%	+/-0.7	6.8%	+/-0.9	6.6%	+/-0.8
65 to 69 years	5.9%	+/-0.5	5.9%	+/-0.6	5.9%	+/-0.7
70 to 74 years	3.5%	+/-0.5	3.4%	+/-0.6	3.7%	+/-0.7
75 to 79 years	2.5%	+/-0.4	2.2%	+/-0.6	2.8%	+/-0.6
80 to 84 years	2.3%	+/-0.5	2.5%	+/-0.6	2.2%	+/-0.6
85 years and over	1.8%	+/-0.4	1.2%	+/-0.4	2.4%	+/-0.6
SELECTED AGE CATEGORIES						
5 to 14 years	14.3%	+/-0.2	14.7%	+/-0.3	13.9%	+/-0.2
15 to 17 years	4.1%	+/-0.1	4.0%	+/-0.1	4.3%	+/-0.2
18 to 24 years	7.6%	+/-0.2	7.9%	+/-0.4	7.3%	+/-0.1
15 to 44 years	35.5%	+/-0.3	35.5%	+/-0.4	35.5%	+/-0.5
16 years and over	78.0%	+/-0.5	77.0%	+/-0.8	79.0%	+/-0.6
18 years and over	75.4%	+/-0.2	74.8%	+/-0.4	75.9%	+/-0.3
60 years and over	22.7%	+/-0.8	21.8%	+/-1.0	23.5%	+/-0.9
62 years and over	20.1%	+/-0.6	19.1%	+/-0.9	21.1%	+/-0.7
65 years and over	16.0%	+/-0.2	15.0%	+/-0.2	16.9%	+/-0.2
75 years and over	6.6%	+/-0.1	5.8%	+/-0.2	7.4%	+/-0.1

Subject	Adams County, Ohio					
	Total		Male		Female	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
SUMMARY INDICATORS						
Median age (years)	41.0	+/-0.6	40.2	+/-1.1	41.5	+/-0.7
Sex ratio (males per 100 females)	97.8	+/-1.1	(X)	(X)	(X)	(X)
Age dependency ratio	68.4	+/-0.8	(X)	(X)	(X)	(X)
Old-age dependency ratio	26.9	+/-0.4	(X)	(X)	(X)	(X)
Child dependency ratio	41.5	+/-0.6	(X)	(X)	(X)	(X)
PERCENT IMPUTED						
Sex	0.1%	(X)	(X)	(X)	(X)	(X)
Age	2.2%	(X)	(X)	(X)	(X)	(X)

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

<https://factfinder.census.gov>, S0101

Adams County

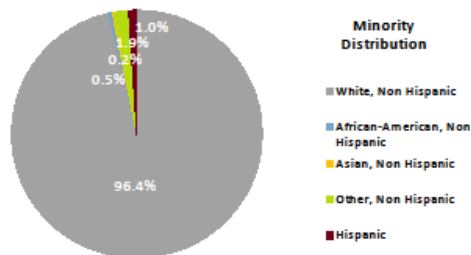
Chart 3: Total Population by Race

Population by Race	Number	Percent
ACS Total Population	28,229	100.0%
White	27,503	97.4%
African-American	108	0.4%
Native American	64	0.2%
Asian	31	0.1%
Pacific Islander	0	0.0%
Other	26	0.1%
Two or More Races	497	1.8%
Hispanic (may be of any race)	247	0.9%
Total Minority	930	3.3%

https://development.ohio.gov/reports/reports_countytrends_map.htm

Adams County
Population Estimates by Age, Sex, Race, and Hispanic Origin
2016

Age	Total	Male	Female	Age	Total	White	African-American	Asian	Other	Two / More Races	Hispanic	Minority
Total	27,907	13,881	14,026	Total	27,907	27,166	131	68	151	391	288	3.6%
0 to 4	1,631	843	788	0 to 4	1,631	1,564	10	2	6	49	42	6.3%
5 to 9	1,871	976	895	5 to 24	7,124	6,927	37	7	32	121	98	4.0%
10 to 14	1,995	1,028	967	25 to 44	6,461	6,295	34	29	31	72	77	3.6%
15 to 19	1,806	893	913	45 to 64	7,872	7,673	33	24	54	88	47	3.0%
20 to 24	1,452	731	721	65 to 84	4,302	4,199	17	4	28	54	19	2.8%
25 to 29	1,601	794	807	85+	517	508	0	2	0	7	5	2.7%
30 to 34	1,455	726	729									
35 to 39	1,626	800	826									
40 to 44	1,779	874	905									
45 to 49	1,888	966	922									
50 to 54	1,966	959	1,007									
55 to 59	2,061	1,012	1,049									
60 to 64	1,957	987	970									
65 to 69	1,641	838	803									
70 to 74	1,182	574	608									
75 to 79	894	434	460									
80 to 84	585	245	340									
85+	517	201	316									
Median Age	41.6	41.0	42.0									

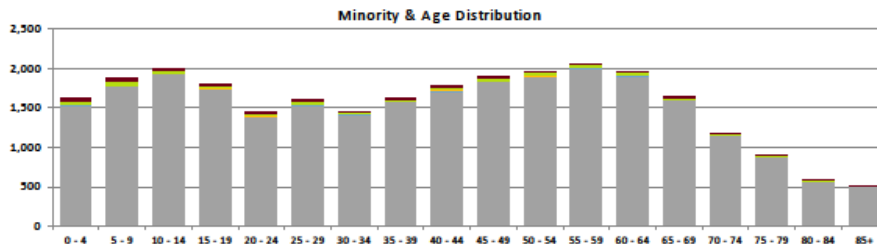


Notes: Hispanic origin is considered an ethnicity, not a race. Hispanics may be of any race.

For the purpose of this report, Minority is the difference of Total Population minus Non Hispanic Whites.

Other category includes American Indian, Alaska Native, Native Hawaiian, and Other Pacific Islanders.

Source: U.S. Census Bureau.



<https://development.ohio.gov/files/research/P5020.pdf>, Adams County

	Adams County, Ohio	
	Estimate	Margin of Error
Total:	28,229	*****
Not Hispanic or Latino:	27,982	*****
White alone	27,299	+/-6
Black or African American alone	108	+/-67
American Indian and Alaska Native alone	64	+/-49
Asian alone	31	+/-31
Native Hawaiian and Other Pacific Islander alone	0	+/-20
Some other race alone	3	+/-6
Two or more races:	477	+/-90
Two races including Some other race	0	+/-20
Two races excluding Some other race, and three or more races	477	+/-90
Hispanic or Latino:	247	*****
White alone	204	+/-36
Black or African American alone	0	+/-20
American Indian and Alaska Native alone	0	+/-20
Asian alone	0	+/-20
Native Hawaiian and Other Pacific Islander alone	0	+/-20
Some other race alone	23	+/-22
Two or more races:	20	+/-23
Two races including Some other race	12	+/-19
Two races excluding Some other race, and three or more races	8	+/-13

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

<https://factfinder.census.gov>, B03002

Adams County

Chart 4: Number and percentage of people with disabilities

Subject	Adams County, Ohio					
	Total		With a disability		Percent with a disability	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total civilian non-institutionalized population	27,966	+/-89	5,692	+/-454	20.4%	+/-1.6
SEX						
Male	13,854	+/-87	3,113	+/-319	22.5%	+/-2.3
Female	14,112	+/-114	2,579	+/-268	18.3%	+/-1.9
RACE AND HISPANIC OR LATINO ORIGIN						
White alone	27,267	+/-97	5,556	+/-439	20.4%	+/-1.6
Black or African American alone	92	+/-66	18	+/-19	19.6%	+/-23.8
American Indian and Alaska Native alone	64	+/-49	15	+/-17	23.4%	+/-22.2
Asian alone	31	+/-31	0	+/-20	0.0%	+/-49.0
Native Hawaiian and Other Pacific Islander alone	0	+/-20	0	+/-20	-	**
Some other race alone	15	+/-18	10	+/-13	66.7%	+/-43.9
Two or more races	497	+/-91	93	+/-45	18.7%	+/-9.9
White alone, not Hispanic or Latino	27,063	+/-88	5,505	+/-432	20.3%	+/-1.6
Hispanic or Latino (of any race)	236	+/-18	66	+/-50	28.0%	+/-21.1
AGE						
Under 5 years	1,766	+/-65	38	+/-45	2.2%	+/-2.6
5 to 17 years	5,190	+/-42	373	+/-136	7.2%	+/-2.6
18 to 34 years	5,155	+/-80	522	+/-144	10.1%	+/-2.8
35 to 64 years	11,512	+/-74	2,848	+/-293	24.7%	+/-2.5
65 to 74 years	2,603	+/-60	943	+/-153	36.2%	+/-5.6
75 years and over	1,740	+/-56	968	+/-120	55.6%	+/-6.5
DISABILITY TYPE BY DETAILED AGE						
With a hearing difficulty	(X)	(X)	2,012	+/-364	7.2%	+/-1.3
Population under 18 years	6,956	+/-70	117	+/-95	1.7%	+/-1.4
Population under 5 years	1,766	+/-65	38	+/-45	2.2%	+/-2.6
Population 5 to 17 years	5,190	+/-42	79	+/-73	1.5%	+/-1.4
Population 18 to 64 years	16,667	+/-95	932	+/-245	5.6%	+/-1.5
Population 18 to 34 years	5,155	+/-80	91	+/-54	1.8%	+/-1.1

Subject	Adams County, Ohio					
	Total		With a disability		Percent with a disability	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 35 to 64 years	11,512	+/-74	841	+/-232	7.3%	+/-2.0
Population 65 years and over	4,343	+/-73	963	+/-162	22.2%	+/-3.7
Population 65 to 74 years	2,603	+/-60	377	+/-111	14.5%	+/-4.2
Population 75 years and over	1,740	+/-56	586	+/-116	33.7%	+/-6.6
With a vision difficulty	(X)	(X)	1,093	+/-223	3.9%	+/-0.8
Population under 18 years	6,956	+/-70	78	+/-69	1.1%	+/-1.0
Population under 5 years	1,766	+/-65	0	+/-20	0.0%	+/-1.5
Population 5 to 17 years	5,190	+/-42	78	+/-69	1.5%	+/-1.3
Population 18 to 64 years	16,667	+/-95	632	+/-188	3.8%	+/-1.1
Population 18 to 34 years	5,155	+/-80	87	+/-55	1.7%	+/-1.1
Population 35 to 64 years	11,512	+/-74	545	+/-166	4.7%	+/-1.4
Population 65 years and over	4,343	+/-73	383	+/-98	8.8%	+/-2.3
Population 65 to 74 years	2,603	+/-60	186	+/-69	7.1%	+/-2.6
Population 75 years and over	1,740	+/-56	197	+/-73	11.3%	+/-4.2
With a cognitive difficulty	(X)	(X)	2,474	+/-307	9.4%	+/-1.2
Population under 18 years	5,190	+/-42	309	+/-133	6.0%	+/-2.5
Population 18 to 64 years	16,667	+/-95	1,562	+/-250	9.4%	+/-1.5
Population 18 to 34 years	5,155	+/-80	381	+/-135	7.4%	+/-2.6
Population 35 to 64 years	11,512	+/-74	1,181	+/-209	10.3%	+/-1.8
Population 65 years and over	4,343	+/-73	603	+/-133	13.9%	+/-3.1
Population 65 to 74 years	2,603	+/-60	252	+/-73	9.7%	+/-2.8
Population 75 years and over	1,740	+/-56	351	+/-111	20.2%	+/-6.4
With an ambulatory difficulty	(X)	(X)	2,929	+/-299	11.2%	+/-1.1
Population under 18 years	5,190	+/-42	43	+/-47	0.8%	+/-0.9
Population 18 to 64 years	16,667	+/-95	1,679	+/-240	10.1%	+/-1.4
Population 18 to 34 years	5,155	+/-80	136	+/-69	2.6%	+/-1.3
Population 35 to 64 years	11,512	+/-74	1,543	+/-215	13.4%	+/-1.9
Population 65 years and over	4,343	+/-73	1,207	+/-162	27.8%	+/-3.7
Population 65 to 74 years	2,603	+/-60	649	+/-122	24.9%	+/-4.6
Population 75 years and over	1,740	+/-56	558	+/-100	32.1%	+/-5.7
With a self-care difficulty	(X)	(X)	1,193	+/-218	4.6%	+/-0.8
Population under 18 years	5,190	+/-42	4	+/-5	0.1%	+/-0.1

Subject	Adams County, Ohio					
	Total		With a disability		Percent with a disability	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 18 to 64 years	16,667	+/-95	682	+/-160	4.1%	+/-1.0
Population 18 to 34 years	5,155	+/-80	67	+/-45	1.3%	+/-0.9
Population 35 to 64 years	11,512	+/-74	615	+/-157	5.3%	+/-1.4
Population 65 years and over	4,343	+/-73	507	+/-117	11.7%	+/-2.7
Population 65 to 74 years	2,603	+/-60	204	+/-71	7.8%	+/-2.7
Population 75 years and over	1,740	+/-56	303	+/-92	17.4%	+/-5.3
With an independent living difficulty	(X)	(X)	2,085	+/-273	9.9%	+/-1.3
Population 18 to 64 years	16,667	+/-95	1,263	+/-232	7.6%	+/-1.4
Population 18 to 34 years	5,155	+/-80	185	+/-76	3.6%	+/-1.5
Population 35 to 64 years	11,512	+/-74	1,078	+/-200	9.4%	+/-1.7
Population 65 years and over	4,343	+/-73	822	+/-124	18.9%	+/-2.9
Population 65 to 74 years	2,603	+/-60	307	+/-81	11.8%	+/-3.1
Population 75 years and over	1,740	+/-56	515	+/-96	29.6%	+/-5.6

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

<https://factfinder.census.gov>, S1810

Adams County

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

Poverty Status of Families By Family Type by Presence Of Related Children

	Number	Percent
Total Families	7,441	100.0%
Family income above poverty level	6,043	81.2%
Family income below poverty level	1,398	18.8%
Married couple, with related children	371	5.0%
Male householder, no wife present, with related children	93	1.2%
Female householder, no husband present, with related children	490	6.6%
Families with no related children	444	6.0%

Household Income

	Number	Percent
Total Households	10,858	100.0%
Less than \$10,000	1,522	14.0%
\$10,000 to \$19,999	1,906	17.6%
\$20,000 to \$29,999	1,285	11.8%
\$30,000 to \$39,999	1,181	10.9%
\$40,000 to \$49,999	1,097	10.1%
\$50,000 to \$59,999	904	8.3%
\$60,000 to \$74,999	819	7.5%
\$75,000 to \$99,999	1,068	9.8%
\$100,000 to \$149,999	805	7.4%
\$150,000 to \$199,999	195	1.8%
\$200,000 or more	76	0.7%

Median household income \$35,560

Percentages may not sum to 100% due to rounding.

Ratio of Income To Poverty Level

	Number	Percent
Population for whom poverty status is determined	27,750	100.0%
Below 50% of poverty level	2,867	10.3%
50% to 99% of poverty level	3,965	14.3%
100% to 124% of poverty level	1,959	7.1%
125% to 149% of poverty level	1,865	6.7%
150% to 184% of poverty level	2,382	8.6%
185% to 199% of poverty level	940	3.4%
200% of poverty level or more	13,772	49.6%

https://development.ohio.gov/reports/reports_countytrends_map.htm

Adams County

Chart 6: Number and percentage of individuals with incomes below the federal poverty level

Subject	Adams County, Ohio					
	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population for whom poverty status is determined	27,750	+/-145	6,832	+/-813	24.6%	+/-2.9
AGE						
Under 18 years	6,740	+/-145	2,115	+/-407	31.4%	+/-5.9
Under 5 years	1,699	+/-92	645	+/-184	38.0%	+/-10.8
5 to 17 years	5,041	+/-98	1,470	+/-317	29.2%	+/-6.2
Related children of householder under 18 years	6,693	+/-151	2,068	+/-412	30.9%	+/-6.0
18 to 64 years	16,667	+/-95	4,099	+/-457	24.6%	+/-2.7
18 to 34 years	5,155	+/-80	1,483	+/-214	28.8%	+/-4.2
35 to 64 years	11,512	+/-74	2,616	+/-363	22.7%	+/-3.1
60 years and over	6,229	+/-220	1,013	+/-178	16.3%	+/-2.7
65 years and over	4,343	+/-73	618	+/-140	14.2%	+/-3.2
SEX						
Male	13,740	+/-111	2,970	+/-421	21.6%	+/-3.1
Female	14,010	+/-135	3,862	+/-466	27.6%	+/-3.3
RACE AND HISPANIC OR LATINO ORIGIN						

Subject	Adams County, Ohio					
	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
White alone	27,055	+/-150	6,499	+/-800	24.0%	+/-3.0
Black or African American alone	92	+/-66	47	+/-44	51.1%	+/-40.7
American Indian and Alaska Native alone	64	+/-49	12	+/-19	18.8%	+/-27.9
Asian alone	31	+/-31	0	+/-20	0.0%	+/-49.0
Native Hawaiian and Other Pacific Islander alone	0	+/-20	0	+/-20	-	**
Some other race alone	15	+/-18	12	+/-17	80.0%	+/-39.1
Two or more races	493	+/-93	262	+/-113	53.1%	+/-21.4
Hispanic or Latino origin (of any race)	236	+/-18	79	+/-56	33.5%	+/-23.3
White alone, not Hispanic or Latino	26,851	+/-144	6,452	+/-791	24.0%	+/-2.9
EDUCATIONAL ATTAINMENT						
Population 25 years and over	18,883	+/-104	4,039	+/-449	21.4%	+/-2.4
Less than high school graduate	4,122	+/-430	1,485	+/-274	36.0%	+/-5.6
High school graduate (includes equivalency)	8,236	+/-439	1,714	+/-295	20.8%	+/-3.5
Some college, associate's degree	4,538	+/-380	607	+/-140	13.4%	+/-2.9
Bachelor's degree or higher	1,987	+/-247	233	+/-110	11.7%	+/-5.4
EMPLOYMENT STATUS						
Civilian labor force 16 years and over	11,699	+/-468	1,517	+/-262	13.0%	+/-2.3
Employed	10,135	+/-486	970	+/-222	9.6%	+/-2.2
Male	5,294	+/-326	403	+/-157	7.6%	+/-2.9
Female	4,841	+/-309	567	+/-142	11.7%	+/-2.8
Unemployed	1,564	+/-257	547	+/-143	35.0%	+/-7.8
Male	911	+/-172	270	+/-92	29.6%	+/-9.0
Female	653	+/-153	277	+/-97	42.4%	+/-11.3
WORK EXPERIENCE						
Population 16 years and over	21,762	+/-158	4,918	+/-547	22.6%	+/-2.5
Worked full-time, year-round in the past 12 months	7,023	+/-466	343	+/-114	4.9%	+/-1.7
Worked part-time or part-year in the past 12 months	4,469	+/-412	993	+/-237	22.2%	+/-4.5
Did not work	10,270	+/-514	3,582	+/-466	34.9%	+/-3.6
ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS						

Subject	Adams County, Ohio					
	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
50 percent of poverty level	2,867	+/-592	(X)	(X)	(X)	(X)
125 percent of poverty level	8,791	+/-895	(X)	(X)	(X)	(X)
150 percent of poverty level	10,656	+/-989	(X)	(X)	(X)	(X)
185 percent of poverty level	13,038	+/-996	(X)	(X)	(X)	(X)
200 percent of poverty level	13,978	+/-943	(X)	(X)	(X)	(X)
300 percent of poverty level	19,027	+/-873	(X)	(X)	(X)	(X)
400 percent of poverty level	21,911	+/-757	(X)	(X)	(X)	(X)
500 percent of poverty level	24,726	+/-495	(X)	(X)	(X)	(X)
UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED	4,842	+/-467	2,051	+/-292	42.4%	+/-4.3
Male	2,349	+/-287	854	+/-212	36.4%	+/-7.4
Female	2,493	+/-313	1,197	+/-216	48.0%	+/-6.4
15 years	5	+/-9	5	+/-9	100.0%	+/-100.0
16 to 17 years	42	+/-47	42	+/-47	100.0%	+/-42.1
18 to 24 years	463	+/-245	223	+/-93	48.2%	+/-15.3
25 to 34 years	433	+/-149	220	+/-125	50.8%	+/-23.0
35 to 44 years	599	+/-145	377	+/-115	62.9%	+/-12.8
45 to 54 years	962	+/-167	368	+/-118	38.3%	+/-9.9
55 to 64 years	890	+/-182	455	+/-140	51.1%	+/-9.7
65 to 74 years	735	+/-160	208	+/-74	28.3%	+/-10.0
75 years and over	713	+/-133	153	+/-57	21.5%	+/-7.3
Mean income deficit for unrelated individuals (dollars)	5,733	+/-653	(X)	(X)	(X)	(X)
Worked full-time, year-round in the past 12 months	1,259	+/-303	148	+/-92	11.8%	+/-5.7
Worked less than full-time, year-round in the past 12 months	831	+/-237	345	+/-141	41.5%	+/-10.6
Did not work	2,752	+/-286	1,558	+/-252	56.6%	+/-6.1

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

<https://factfinder.census.gov>, S1701

Chart 7: Percent of population that speak English “Less than very well”

	Adams County, Ohio	
	Estimate	Margin of Error
Total:	26,463	+/-65
Speak only English	26,020	+/-172
Spanish or Spanish Creole:		
Speak English less than "very well"	33	+/-22
Italian		
Speak English less than "very well"	2	+/-3
German		
Speak English less than "very well"	31	+/-52
Other West Germanic languages		
Speak English less than "very well"	3	+/-8
Greek		
Speak English less than "very well"	12	+/-20
Korean		
Speak English less than "very well"	3	+/-4
Total: Speaks English less than “very well”	84	
Percentage that Speaks English less than “very well”	0.31%	

<https://factfinder.census.gov>, B16001

III. Assessment of Available Services

Conducting an evaluation of service provider capabilities and analyzing the existing gaps and duplications of services for transportation resources in each community, provides transportation planners with the information needed to implement changes that will improve the network of transportation resources and services in Adams County and across county lines.

The lead agency identified stakeholders to participate in the assessment of available services. These stakeholders included those who were represented in the current or past planning committees, as well as others who the planning committee identified as being appropriate stakeholders.

Interviews were conducted with each of the identified stakeholders.

The purpose of the interview was to offer the stakeholders an opportunity to discuss the specific transportation services, gaps, needs, and priorities for their respective service areas or communities.

When applicable, information reported in the previous coordinated plan was used to supplement information gathered during this planning effort.

Inventory of Transportation Providers

This section includes transportation providers that subsidize transportation at the local level, administer transportation or mobility programs, directly operate vehicles, and/or arrange transportation on behalf of an individual.

There are four primary transportation providers within Adams County. They are: Adams County Senior Citizen's Council, Adams County FRS Transportation, Adams Brown Counties Economic Opportunities, Inc. (aka ABCAP) and Venture Productions, Inc. Jobs and Family Services contract with Adams County Senior Citizens, FRS and ABCAP for their transportation needs.

These providers serve seniors 60+ for medical appointments, Medicaid recipients for medical appointments, persons with physical and mental disabilities, person getting WIC and Medicaid predeterminations, and job and education program participants. Destinations include in-county requests, Clermont County, Hamilton County, Brown County, Highland County, Scioto County, Pike County, Clinton County, Franklin County, Fayette County, Ross County, Boyd County, KY, Mason County, KY and Northern Kentucky.

○ **ADAMS COUNTY JOB AND FAMILY SERVICES**

Adams County Department of Job and Family Services can help families with cash assistance, subsidized child care, child support, food assistance, Medicaid and transportation. Other supportive services available are: work related services through Prevention, Retention and Contingency (PRC), referrals to job training, and information and referrals to other community services. The agency contracts for Medicaid, Title XX, and work related (TANF) consumer

transportation services through Adams County Senior Citizens, FRS and ABCAP. The agency also issues gas vouchers for medical appointments and work related transportation to those who have their own vehicle.

○ **ADAMS COUNTY SENIOR CITIZENS COUNCIL, INC.**

Adams County Senior Citizens Council, Inc. provides services to elderly, disabled, low-income individuals and children. In addition to being a major provider of transportation to a number of medical, counseling and shopping destinations, both within and outside of Adams County, the Council offers recreation, social, independent living and referral services.

Transportation

Adams County Senior Citizens Council provides transportation to clients using agency-owned vehicles. The Council offers both regularly scheduled and by-reservation service (three days in advance for in-county trips, five for out-of-county trips) to medical, employment and personal economic destinations. Each month, vehicles in the Council's fleet make numerous trips to hospitals and treatment/counseling centers; personal/social destinations and income maintenance locations. In addition to providing transportation within Adams County, the agency also provides rides out-of-county to destinations such as Maysville and Ashland, KY, Cincinnati, Hillsboro, Portsmouth, West Chester, Ripley, Batavia, Wilmington, and Georgetown, OH. The agency operates Monday through Friday, 8:00 a.m. through 4:30 p.m.

○ **FRS TRANSPORTATION**

FRS Transportation provides services to elderly, low-income and disabled clients using a fleet of agency-owned vehicles. In addition to transporting to destinations within Adams County, the agency also transports clients out-of-county to destinations in Hillsboro, Georgetown, Portsmouth and Clermont County, OH.

○ **VENTURE PRODUCTION, INC. DD**

Venture Productions, Inc. provides employment and alternative services to eligible individuals age 16 and older. These individuals have one or more disabilities and are eligible for service through the Adams County Board of DD. Other program services include:

- Early Intervention – A mandated program for children birth to three years old. This program seeks to identify and treat disabilities, as well as provide support and coordination of service for the family.
- Venture Productions, Inc. – An adult services sheltered workshop that provides alternative services to individuals sixteen and older.

The Adams County Board of DD has a fleet of buses, all equipped with wheelchair lifts, radios, seat belts, harness restraints and air conditioning.

- **ADAMS-BROWN COUNTIES ECONOMIC OPPORTUNITIES, INC. (aka ABCAP)** - Home Care, Senior Nutrition, OhioMeansJobs, Housing and Head Start

The principal mission of the Adams Brown Counties Economic Opportunities, Inc. (ABCEOI) is “to work towards the elimination of poverty, to help people and families achieve self-sufficiency, and to meet the needs of the community.” The agency offers numerous programs that offer transportation services.

ABCAP -- GOLDEN YEARS Activity Center

Golden Years Activity Center is an adult activity center located in Georgetown. The center provides entertainment, exercise, socialization activities and personal care services for senior citizens. Transportation is available to and from the center. Occasionally, the center transports PASSPORT recipients to medical appointments during the day. The center also provides a limited number of field trips. The center serves up to ten individuals each day, and is open to Adams County and Brown County residents. The center has a small fleet of vehicles, some wheelchair accessible, which it uses to transport seniors to the center and to medical appointments. Transportation services are funded through PASSPORT and private pay. The center is reimbursed on a per-bid basis.

ABCAP -- HEAD START

ABCEOI administers HEAD START, a federally-funded preschool program serving children three to school age. Head Start provides educational, social, medical, dental, nutrition, family engagement and mental health services to participants. Ninety percent of the program participants must meet income eligibility guidelines. Thirty-five percent of funded enrollment can be between 101% and 130% of poverty. Ten percent of funded enrollment can be above 130% of poverty. At least 10% of the total funded enrollment is for children with a diagnosed disability/IEP.

Center-based programs -- ABCEOI operates five Head Start centers (6 classrooms) in Brown County and two (4 classrooms) in Adams County. Head Start has ten (10) bus routes serving all classrooms. The Head Start Program provides transportation to and from the centers using a fleet of buses. The agency has three (3) back-up buses, if one is needed. One of the back-up buses is equipped with a lift in case of need.

Home-based programs – ABCEOI operates three (3) home-based units in Brown County (36 families) and in Adams County (24 families). These home-based children and their parents are also transported on the buses for monthly socialization experiences. These socializations are held on Mondays at one center in each county when buses are not needed for center transportation.

The Head Start staff uses mini-vans to transport children with their parents to and from medical and dental appointments and meetings, if necessary. The program’s annual budget

for replacement buses, gas and maintenance is funded by the U.S. Department of Health and Human Services.

ABCAP -- NATIONAL SENIOR SERVICE CORPS PROGRAMS

Volunteers in the Senior Companion Program (SCP) provide assistance to senior adults who need extra help to live independently. Typical services provided by the Senior Companions include: providing companionship and friendship to isolated and frail seniors, assisting with simple chores, and providing transportation, among others. Senior Companions serve frail older adults and their caregiver(s), adults with disabilities, and the terminally ill. Senior Companions must be 60 years old and have income at or below 125 percent of the poverty level. Participants are required to volunteer four hours a day, Monday through Friday. The SCP volunteers receive no pay for their work, but are given a modest allowance and reimbursement for transportation, meals and on-duty insurance. The program does not have a vehicle. However, the program administrator occasionally borrows vehicles from local agencies in order to take volunteers on group trips. The program reimburses the loaning agency on a per-mile basis using Community Services Block Grant funding. The Senior Corps programs are funded through the Federal Corporation for National Service, the State of Ohio and local contributions. Mileage reimbursement is handled by the program grantee, through the Council for Ohio Appalachian Development in Athens.

ABCAP -- PASSPORT

ABCEOI provides services to in-house senior citizens that are at risk of nursing home placement. The agency provides home-delivered meals, homemaker/custodial respite care, personal care/respite care, and transportation for PASSPORT customers. The Ohio Department of Aging Planning Service Area 7 in Rio Grande contracts with ABCEOI to provide some PASSPORT medical transportation. The service is primarily available Monday through Friday between 8:00 a.m. and 4:30 p.m. The PASSPORT case manager schedules the trips in advance on behalf of the client. The agency provides PASSPORT transportation using a fleet of vans, some of which are wheelchair accessible. The PASSPORT agency reimburses ABCEOI per round trip for transportation.

ABCAP -- SENIOR NUTRITION PROGRAM

The ABCAP Senior Nutrition Program is the sole provider of hot ready-to-eat, home delivered meals in Adams County. This vital community service allows seniors to live independently in their home. The menus are approved by a registered dietician. Meals are prepared locally and delivered Monday, Tuesday, Thursday and Friday. As a secondary benefit to a hot meal delivery, we are able to provide wellness checks each day as the food is delivered. This is a vital service to our homebound seniors as it provides a powerful socialization opportunity for seniors to help combat loneliness and isolation. By providing hot, ready-to-eat, nutritious meals to seniors in our community, we are able to help them avoid premature or unnecessary institutionalization. The ***Meals on Wheels*** program is a vital link to many residents in the area that are no longer able to cook or shop for themselves.

ABCAP -- OHIOMEANSJOBS ADAMS BROWN COUNTIES – Workforce Innovation and Opportunity Act (WIOA)

ABCEOI administers the U.S. Department of Labor Workforce Innovation and Opportunity Act (WIOA) employment and training program for the residents of Adams and Brown County through the OhioMeansJobs Adams Brown Counties. The WIOA program provides educational and training services for eligible adults, dislocated workers and youth to improve their skills and move them to self-sufficiency. As the area does not have a public transportation system, the program requires potential participants to have personal transportation to assist in their success during training and in securing employment after training. OhioMeansJobs Adams Brown Counties provides travel assistance to participants traveling to educational and training sites throughout the region. The travel assistance is done on a reimbursement basis. The program does not provide direct transportation. The OhioMeansJobs Adams Brown Counties program has vehicles available to the staff Monday through Friday to provide limited transportation to prepare a participant for training (i.e. purchase supplies for training or emergency transportation to class, etc.) The vehicles are not wheelchair accessible. OhioMeansJobs Adams Brown Counties is funded through the U.S. Department of Labor.

There are several additional Transportation Assets and Service Providers within Adams County who subsidize, administer, directly operate or arrange transportation on behalf of a client.

They include:

- **Adams County Family and Children First**

Adams County Family and Children First is primarily a referral, information and service coordination agency that serves low income and disabled children and adults in Adams County. The agency operates during regular business hours, Monday through Friday. While the agency does not directly provide transportation to its clients, it does provide service coordination and refers clients needing transportation services to FRS Transportation and/or Adams County Senior Citizens Council. The agency has no vehicles of its own.

- **Ohio Rehabilitation Services Commission/Bureau of Vocational Rehabilitation**

The Ohio Rehabilitation Services Commission/Bureau of Vocational Rehabilitation is a state agency that aims to help disabled workers re-enter employment. It does not run any regular transportation services and it does not own any vehicles. Clients are usually required to have their own transportation, but arrangements may be made on a case-by-case basis.

- **Shawnee Mental Health, Inc.**

Shawnee Mental Health, Inc. offers the following services: Community Support, Psychiatric Medical Services, Deaf and Hearing Impaired Accessibility, Housing Assistance, Therapeutic Foster Care, Respite Services, Parent Education and Support, Diagnostic Assessment Services, Problem-Focused Counseling, Consultation and Education Services, Crisis Intervention, Crisis

Stabilization Unit, and Vocational Services. As for transportation, company vehicles are available for staff only to transport clients of Shawnee Mental Health, Inc. Destinations outside of the county are included for disabled clients and scheduled appointments. Vocational Services are also provided outside of the county with use of a company vehicle or personal vehicle.

- **Adams County Shelter for the Homeless**
- **Adams County Children's Services**
- **Adams County Veterans' Services**
- **Area Agency on Aging District 7**
- **Adams County Board of Health**
- **Adams County Regional Medical Center**

Adams County Regional Medical Center provides health care and rehabilitation services to the residents of Adams County and surrounding communities. Elderly persons, low income individuals and those with physical and/or mental disabilities each make up about one third of the Center's clientele. Approximately 10% are self-pay or uninsured.

- **Oak View Retirement Home**
- **Eagle Creek Nursing Home**
- **Church Organizations**

Various church organizations, particularly those included in the Ministerial Association, provide transportation for their congregation, typically in relation to church activities. Insurance issues and liability are a discouragement to having those vehicles incorporated into any level of community transport.

- **Emergency Services**

East Ambulance/Life Squad provides emergency, ambulance transportation to residents of Adams County.

- **Managed Care Plans (MCP)** (require 48 hours notice)
 - Amerigroup Ohio provides transportation to health appointments and Medicaid redetermination appointments.
 - CareSource is capable of providing transportation to medical appointments if needed.
 - Molina provides transportation for medically necessary Medicaid covered service appointments, if needed. Molina is able to provide transportation if a client must

travel 30 miles or more to receive covered health care services. Molina also provides transportation to any health care, WIC or CDJFS redetermination.

- **Appalachian Hope Van**

- **Adams County Schools (Ohio Valley Local and Manchester Local)**

Enrollment in the Ohio Valley and Manchester Local School Districts totals approximately 4,837 students, based on Fall Enrollment 2017 Head Counts published by the Ohio Department of Education. The districts transport approximately 2,830 students. The two districts operate 59 buses. The Ohio Department of Education (ODE) reimburses the district(s) for the provision of pupil transportation, with an additional nominal reimbursement for the transportation of students with disabilities. ODE also provides a small amount of money to each district to assist in the purchase of new buses. Transportation totals for the school districts are as follows:

	<i>Ohio Valley Local</i>	<i>Manchester Local</i>
Fall enrollment 2017 Head Count Report (ODE)		
http://education.ohio.gov/getattachment/Topics/Data/Frequently-Requested-Data/Enrollment-Data/oct_hdcnt_fy17.xls.aspx		
Head Count, Oct 2016	3,902	935
Economically Disadvantage	2,380	539
Disability	648	178
ODE Office of Budget & School Funding Pupil Transport Cost/Reimbursement Analysis (FY2016)		
http://webapp2.ode.state.oh.us/school_finance/transportation/cost_analysis/f2016_cost_analysis.asp		
Total Pupils Transported	2,418	412
Assigned Vehicles	50	09
Spare Buses	23	07
Total Annual Miles	612,540	141,300
Avg. Daily Miles/Assigned Bus	68.06	87.22
Avg. Annual Miles/ Assigned Bus	12,250.80	15,699.60
Avg. # of Pupils / Assigned Bus	48	45
Square Miles	487	115
Total Cost	1,982,340.00	499,212.00
Cost / Assigned Vehicle	69,646.80	55,468.00

Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of 9 organizations provided information about their services.

List of Transportation Service Providers

Agency Name: Adams County Senior Citizens Council, Inc.

Transportation Service Type: Medical and Non-Medical Transportation

Other Services Provided: Homecare

Contact Information: Mary Stout

Hours: Office Hours Monday through Friday 7:30 – 4:00 (Transportation hours M-F open to most times)

Service Area: Service Only to Adams County residents but can transport to most destinations in 100 mile radius

Eligibility Requirements: No requirements

Web-site:

Agency Name: FRS Transportation, Inc. – Adams County

Transportation Service Type: Demand Response

Other Services Provided: Transportation only

Contact Information: (937) 779-3212

Hours: Dispatch Office is open 8:30 am to 4 pm Mon-Fri. Transportation is provided 24/7 as long as scheduled during office hours.

Service Area: Adams County and within the defined area of ACDJFS (Adams, Brown, Highland, Scioto, Clermont, Mason & other areas as approved by ACDJFS per contract.)

Eligibility Requirements: Must be an eligible NET, PRS or Title XX client for ACDJFS. Any person may arrange a trip at our CPM (cost per mile) rate to any basic life need.

Web-site: frstransportation.org

Agency Name: ABCAP Home Care (ABCEOI)
Transportation Service Type: Non-emergency Medical Transportation, Recreational Transportation, Shopping Transportation
Other Services Provided: Homemaker/Custodial Respite Care, Personal care/Respite Care, Home Delivered Meals
Contact Information: Teresa Jones
Hours: 8:00 – 5:00
Service Area: Adams County, Brown County
Eligibility Requirements:
Web-site: abcap.net

Agency Name: OhioMeansJobs (ABCEOI)
Transportation Service Type: Personal Transportation is required
Other Services Provided: Travel assistance to participants traveling to educational and training sites
Contact Information: Susan Huff
Hours:
Service Area: Adams County, Brown County
Eligibility Requirements:
Web-site: abcap.net

Agency Name: Head Start/ Early Head Start (ABCEOI)
Transportation Service Type: Pre-School Fixed Route Transportation
Other Services Provided: Educational, social, medical, dental, nutrition, family engagement and mental health services
Contact Information: Bonita Haas
Hours: 7:00 – 3:00, M-F, 36 weeks/yr
Service Area: Adams County, Brown County
Eligibility Requirements: 90% - Income eligibility; at least 10% of funded enrollment are children with a diagnosed disability/IEP.
Web-site: abcap.net

Agency Name: Meals On Wheels (ABCEOI)
Transportation Service Type: Meal Delivery for Homebound Senior Adults
Other Services Provided: Wellness Checks
Contact Information: Elaine Cady, ecady@abcap.net
Hours: Mon, Tue, Thurs, Fri
Service Area: Adams County, Brown County
Eligibility Requirements: Varies by program
Web-site: abcap.net

Agency Name: Adams County Jobs & Family Services
Transportation Service Type: Contracts through FRS for transportation services
Other Services Provided:
Contact Information: Brenda Calvert, Brenda.calvert@jfs.ohio.gov
Hours:
Service Area: Adams County
Eligibility Requirements:
Web-site:

Agency Name: Adams County Board of DD (Venture Productions, Inc.)
Transportation Service Type: Transport Individuals with Disabilities
Other Services Provided: None
Contact Information: ACBDD
Hours: 9 am to 3 pm
Service Area: Adams County
Eligibility Requirements:
Web-site:

The table below provides a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

Table I: Organizational Characteristics

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)	Number of Annual One-Way Passenger Trips	Average Number Trip Denials per Week	Are Vehicles Only Available for Human Service Agency Clients (Y/N)*
Appalachian Hope Van	Yes					No
Adams County Senior Citizens Council	Yes	No	Private Non-Profit	5629	10	No
Meals On Wheels (ABCEOI)	No	No	Private Non-Profit	N/A	N/A	Yes
FRS Transportation, Inc. – Adams Co. Office	Yes	No (Contracted by AC DJFS)	Non-Profit	11,770	2	No
ABCAP Home Care Transportation (ABCEOI)	Yes	No	Private Non-Profit	8264	12	No
ABCAP OhioMeansJobs (ABCEOI)	No	No	Private Non-Profit		No	Yes
ABCAP Head Start/Early Head Start (ABCEOI)	Yes	No	Private Non-Profit		N/A	No

Adams County Jobs & Family Services	No	Yes FRS	Public County Office	* Trips Counted by contracted provider	* Counted by contracted provider	Yes
AC Board of DD (Venture Productions, Inc.)	Yes	No	Non-Profit	2 trips per day	N/A	N/A

* Answering “Yes” indicates that your agency is closed door. Your agency is considered closed door if you ONLY provide transportation to your facility as a courtesy or if you ONLY serve a particular clientele that are enrolled in your agency programs (i.e. members of a sheltered workshop, or residents in a nursing home). Answering “No” indicates that your agency is open door. This means the service is open to the public or a segment of the general public defined by age, disability, or low income. For example, if an agency provides general transportation for anyone in the community who is over the age of 60, they are considered “open door”. For example, an individual who is 60 or over can request transportation to a doctor’s appointment or the grocery store regardless of their affiliation with your agency.

The participating organizations provide a wide range of transportation including FIXED ROUTE, ADA PARATRANSIT, DEMAND RESPONSE, ON-DEMAND, AND HUMAN SERVICE AGENCY FIXED ROUTES. Five (5) of the participating organizations provide services on weekdays. Two (2) operate transportation on Saturdays and two (2) on Sundays. Evening services after 5:00 p.m. are operated by two (2) organizations. The following table depicts the transportation service characteristics by agency.

Table II: Transportation Service Characteristics

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
Appalachian Hope Van	Scheduled Stops (medical care)	1 st Tuesday/Mo, 9:00 – 12:45 2 nd Tuesday/ Mo., 9:00 – 11:00 3 rd Tuesday	Yes	N/A	

		/Mo., 9:00 – 12:00 4 th Tuesday/Mo. 9:00 – 11:00 1 st Thursday/Mo, 9:300 – 11:00			
Adams County Senior Citizens Council	Demand Response	Mon – Fri All Hours	Yes	Door to Door	Yes
FRS Transportation, Inc. – Adams Co. Office	Demand Response Transportation	24/7 as long as scheduled during the Dispatch Office hours of 8:30am – 4pm Mon-Fri	Yes	Door to Door for Passengers with a disability or requiring assistance and Curb to Curb for ambulatory Passengers	Lift Operations & Wheelchair Passenger Securement & Assistance Techniques, Defensive Driving Course, CPR/First Aid/AED, Drug Free Workplace Training, Bloodborne Pathogens, Cultural Diversity, Customer Relations, Dual Relationships
Meals on Wheels (ABCEOI)	Meal Delivery to Homebound Seniors	Mon, Tue, Thu, Fri	Yes, but other criteria for eligibility applies	N/A	Sensitivity to Aging Code of Ethics HIPAA
OhioMeansJobs (ABCEOI)	Staff only			N/A	
Head Start/Early Head Start (ABCEOI)	Fixed Bus Routes	Mon-Fri 7:00 – 3:00	Yes	Door to Door	CDL Bloodborne Pathogens First Aid & CPR Car Seat Training, Drug and Alcohol Screen

AC Board of DD (Venture Productions, Inc.)	Van	Mon - Fri 9:00 – 3:00	Yes	Wheelchair	Yes
ABCAP Home Care Transportation (ABCEOI)	Demand Response	8:00 – 5:00 7 days if needed	Yes	Full Assist, if needed	First Aid & CPR Defensive Drive Training Bloodborne Pathogens Driving Older Adults; includes Passenger Assist Training Car Seat Training Sensitivity to Aging
Adams County Jobs & Family Services	Contracted thru FRS	Contracted thru FRS			

Transportation-related expenses and revenues also differ by organization. Passport, NET, PRS, TANF, Private Pay, Medicaid, Title XX, Grant Funding (Title IIIB), HHS (Head Start), Levies, Section 5310 Funds (vehicles only, at this time), and Local Match funds [state and local appropriations, private donations and revenues from human service contracts) are common revenue sources for transportation operators in Adams County, Ohio. It is important, though, to recognize the limitations of these resources. Passport is a last resort payer, and Title XX, Private Pay and Private Donations are very limited. Medicaid pays for only 15 rides. TANF, NET, PRS and Human Service contracts are all provided through JFS. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.

Table III: Transportation-Related Expenses and Revenues

Agency Name	Fare Structure	Donations Accepted (Y/N)	Number of Full-Time & Part-Time Drivers	Number of Full-Time & Part-Time Schedulers/ Dispatchers	Revenue Sources (most recent Fiscal Year)	Total Annual Transportation Expenses
Adams County Senior	Loaded	Y (For T-3	3 FT and 5 PT	1 FT	PASSPORT, NET,	\$275,152.00

Citizens Council, Inc.	mile and flat rate	Services)			PRS, T20, TANF, Title III B & Priv. Pay	
FRS Transportation, Inc. – Adams County Office	HARTS CPM	N	17 PT Drivers in Adams County Dispatch Office	1 FT Scheduler/Transportation Coordinator 1 FT Dispatcher/Billing Assistant	ACDJFS NET Medicaid, ACDJFS Title XX	\$525,919
Meals on Wheels (ABCEOI)	N/A	Y (For T-3 Services)	5 PT, 1 Sub	N/A	Passport, Title IIIC, Private Pay	
OhioMeansJobs (ABCEOI)	N/A	N	N/A	N/A		
Head Start/Early Head Start (ABCEOI)	None	N	10 Drivers, 13 Subs		HHS	
ABCAP Home Care Transportation (ABCEOI)	None	Y	5FT, 1PT, 4 Backup	1 Scheduler	Adams Net, Brown Net, Passport, Private Pay	
Adams County Jobs & Family Services	N/A Contracted		Transportation is contracted	Transportation is contracted		N/A
AC Board of DD (Venture Productions, Inc.)		Y	6 FT and 4 sub drivers as needed	N/A	Levy, TXX	\$147,000.00

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

Table IV: Alternative/ Active Transportation Options

Transportation Option	Availability	Cost	Usage	Service Area
Non-Medical Transportation	Upon request	Flat Rate Fee	Grocery, hair, bank, Social Security, etc.	Within county and surrounding areas
Greyhound Bus				Pickups in Peebles & Seaman (SR 32 Corridor)
Rideshare				Winchester

The following table provides basic information about local travel training program options.

Table V: Transportation Resources

Transportation Resource	Availability	Cost	Usage	Service Area
Drive Training	1 per Year	50.00	Yearly	Adams County
Defensive Driving	As Needed	30.00	As Needed	Adams County
Bloodborne Pathogen	As Needed	15.00	As Needed	Adams County
CPR/First Aide	As Needed	50.00	As Needed	Adams County
Driving Older Adults				Adams County
Passenger Assistance				Adams County
Physicals			Varies as mandated	Adams County
Brochures, Website & through Dispatchers	Dispatch Office & Drivers by Request	No Cost	Dispatchers will assist new passengers with information on how to schedule their appointments & what information is needed and how to contact the different	Adams County

			<p>transportation providers, how to avoid a No Show/No Go, how to cancel an appointment & what is needed to schedule a ride to an appointment. Dispatchers will review the ridership policies and procedures with new riders.</p>	
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The following table illustrates the technology used by each transportation provider for scheduling, dispatching, and/or GPS tracking vehicles.

Table VI: Technology

Agency Name	Name of Scheduling Software	Do you have an App for Transportation (Y/N)?	Name of Dispatching Software	AVL System/ GPS (Y/N)
Adams County Senior Citizens Council	None	No	None	No
FRS Transportation, Inc. – Adams County	ECOLANE – Note: Our new scheduling software will be implemented in March, 2018	No	ECOLANE – Note: Our new dispatching software will be implemented in March, 2018	Yes/Both
ABCAP Home Care Transportation (ABCEOI)	None	No	N/A	N/A
OhioMeansJobs (ABCEOI)	None	No	N/A	N/A

Head Start/Early Head Start (ABCEOI)	None	No	N/A	N/A
Meals On Wheels (ABCEOI)	None	No	N/A	N/A
Adams County Jobs & Family Services	Transportation is Contracted	No	N/A	N/A
Adams County Board of DD (Venture Productions, Inc.)				

Assessment of Community Support for Transit

In the Adams and Brown counties Transit Survey, participants were asked “Do you think there is community support for a transportation service?” 94 or 56.29% of 167 Adams County respondents replied ‘Yes’, 40 or 23.95% replied ‘No’, and 43 or 25.75% did not respond to the question.

When asked, “Would you support an increase in sales or property taxes to support a coordinated transportation system in the area?” 71 or 42.51% of 167 respondents replied ‘Yes’, 40 or 23.95% replied ‘No’, and 46 or 27.54% failed to respond.

The open comments on the surveys, (both the Adams County and Brown County Transit Survey and the Senior Needs Assessment) reveal that residents understand the impact of a good transportation system on both the quality of life of the residents within the county, and the economy as a whole. They also understand there is a cost to providing these services, which many of them cannot afford.

Some of the comments were:

“I believe there are many needs that can be met if transportation was not an issue.”

“Our community needs it!”

“All agencies realize how important this is!”

“A lot of people in our area would benefit from this [public transportation].”

“There are not enough local options.....for those in need.”

“It would help boost the economy...”

“To increase the mobility of the elderly and the possibilities for the unemployed and underemployed would be worth it.”

“I think a public transportation system would be very beneficial, especially for the more vulnerable populations. It would certainly help people be able to more readily access healthcare appointments. With the increase in the number of people needing addiction treatment and counseling, transportation is a huge barrier to getting/accessing services. If a reliable transportation system were in place, I think more people could access needed services.”

“Transportation is desperately needed.”

“Our community has a couple of populations (elderly and underemployed) who often need non-emergency transportation (shopping, job interviews, doctor’ appointments.) If they have no friends available, these trips, necessary, but not emergency, just don’t happen.”

Safety

The transit committee identified the following safety concerns:

- Transportation vehicle drivers need appropriate training on how to handle Opioid addicts, particularly in responding to overdoses en route.
- Rural conditions and the general demographics of the county result in transport vehicles entering isolated areas, often with an inability to utilize GPS. Narrow and sometimes poorly maintained roadways increase risk.
- Transportation vehicles are not equipped with cameras and other technology that could reduce risk and liability.
- Elderly and disabled clients have difficulty lifting objects, carrying packages, entering/exiting homes and offices, etc., which increases risk for falls and other injury. Having an assistant available could benefit both the driver and the passenger.
- Space restrictions on transportation vehicles place drivers in close proximity to passengers with behavior disorders.
- Due to travel distance, wait times for passengers at sites can be extensive.
- Occasionally, passengers are dropped off but not picked up.
- Winter weather and road conditions increase risk.

Vehicles

Survey/Interview participants listed a combined total of 64 vehicles, 7 of which are not intended for client transportation (2 OhioMeansJob and 5 Meals on Wheels are service vehicles). Of the 58 client transportation vehicles, approximately 25% of the vehicles are wheelchair accessible. A vehicle utilization table is provided at the end of this chapter (Table VII).

All of the transportation providers provide at least 2 wheelchair accessible vehicles, while some organizations have an entire fleet of wheelchair accessible vehicles.

As the population of Adams County grows older, (projections indicate elderly >65 will reach 19% by 2040), we are seeing an increase in the number of trip requests for handicap accessible vehicles. These consumers may not be permanently handicapped, it may be temporary due to an injury or health issue, but the need for handicap equipped vehicles is increasing. We are also seeing a need for handicap vehicles that load from the rear. We have consumers we are unable to serve because their wheelchairs are too large to load from the side. When we are unable to provide a service to a consumer because our equipment cannot meet their needs, the consumer has to use an alternative transportation provider that charges higher rates to provide the same service that we could provide at a lower rate. No one benefits from paying a higher cost for the same service.

As vehicles age, they require additional maintenance, may break down more often, and become more costly to operate. This is particularly important for wheelchair accessible vehicles, which are already limited in number. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.

As it stands, all of the Senior Citizen Council's fleet of handicap vehicles have high mileage and need more costly repairs that leave them out of service for longer periods of time. This means fewer consumers can be served when these vehicles are down. The addition of new handicap equipped vehicles would allow us to serve more consumers on a daily basis.

ABCEIO (aka ABCAP) faces similar challenges. With only four vehicles in their Home Care fleet that can accommodate wheelchairs (with a total wheelchair capacity of 5) it is vitally important the vehicles be dependable. With two of the four vehicles having mileage nearing or exceeding 300,000 miles, the threat of mechanical failure is high. When a vehicle is serving consumers seven days a week, and already has in excess of 320,000 miles, it is realistic to assume the mileage, in combination with routine wear and tear, will result in vehicle downtime. This is the situation with many of the wheelchair accessible vehicles in the county.

ABCAP also provides Head Start services to young children, and has recently agreed to be a backup provider for handicapped/special needs students in the Adams County Ohio Valley School District. Again, this indicates an expanding field of service, as well as a need for reliable vehicles.

Like the other providers in the county, ABCAP has also recognized the need for rear-loading wheelchair accessible vehicles to accommodate larger wheelchairs, thus providing the ability to provide service to

more clients. It is also important to recognize there are three (3) types of wheelchairs: standard, power/motorized and motorized carts/scooters. A standard wheelchair is 30 inches wide and 48 inches in length. Side loading vans are equipped to handle the standard size wheelchairs; most will not handle an oversized wheelchair. Rear loading vans are equipped to handle the larger wheelchairs, and also make it easier to load the power/motorized wheelchairs, and motorized carts/scooters. It is imperative that providers have a rear loading van to accommodate the oversized wheelchairs, and to ensure safety for the consumer. As the population continues to grow, we are finding more and more clients that are in oversized wheelchairs or on motorized carts/scooters.

ABCAP currently has one rear loading van that was purchased in 2009. That van currently has 318,015 miles. The floorboard on the ramp has rusted through, and it is currently in the repair shop waiting to have new metal welded onto the floor. Obviously, this is a necessary repair, but only a temporary solution.

Specific to FRS Transportation, we are working towards getting our Adams County office to the 50% required level of wheelchair accessible vehicles by ODOT. Roughly about 22% of our passengers are in wheelchairs or use some type of assistive device, or have an illness/disability that requires some assistance from the driver. These clients may need a lift van as they are not able to climb into a minivan or even walk up the ramp on the modified minivans. Our driver will lower the lift and assist the passenger to stand on the lift and hold onto the rails for the ride up into the van, enabling the passenger to walk into the van and not have to worry about going up steps or stepping up into the vehicle. FRS has four modified minivans that are wheelchair accessible at the Adams County location, with one wheelchair accessible lift van borrowed from the Hillsboro office for those who are in extra-large wheelchairs or power chairs, and those clients who are unable to step up into a minivan. This means FRS currently has five wheelchair accessible vehicles to six non-accessible vehicles, but we are hoping to get the total fleet of vehicles up to twelve in order to meet the increase in volume of trips and to be able to have backup vehicles for when vehicles go in for preventative maintenance and repairs. FRS hopes to put in an order for a new Ford Transit vehicle with a 1000 pound lift for the Adams County FRS Transportation location with the next CY2019- 5310 Specialized Transportation Vehicle application. FRS has just ordered another modified minivan through Braun which is being purchased by the company and not through the 5310 program. This will give FRS six accessible vehicles with the borrowed one from the Hillsboro office, which will meet The Ohio Department of Transportation's (ODOT) 50% accessible requirement.

In summary, we are utilizing the wheelchair accessible vehicles we have as efficiently as possible. Due to the high number of seniors and disabled residents within our county, there is a high demand that is continuing to increase in volume. One of the primary issues is not just the number of accessible vehicles we have available, but also the age, mileage and condition of those vehicles. Also, as demonstrated above, we have an increasingly critical need for rear-loading vehicles to accommodate larger wheelchair sizes, and lifts to accommodate the disabled and elderly.

Table VII: Vehicle Utilization Table

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition/ Mileage	Program to which Vehicle is Assigned (if applicable)	Service Area
Enter Agency Name: Adams County Senior Citizen's Council, Inc.											
1	Dodge	Grand Caravan	2016	2C4RDGBG0GR325312	7	0	5	1664	Excellent	All	100 Mile Radius; AC Residents
2	Dodge	Grand Caravan	2016	2C4RDGBG7GR325310	7	0	5	1664	Excellent	All	100 Mile Radius; AC Residents
3	Dodge	Grand Caravan	2016	2C4RDGBG9GR325308	7	0	5	2340	Excellent	All	100 Mile Radius; AC Residents
4	Dodge	Grand Caravan	2010	2D4RN4DE2AR412632	6	1	5	2080	Fair	All	100 Mile Radius; AC Residents
5	Dodge	Grand Caravan	2010	2D4RN4DE0AR412645	6	1	5	2600	Fair	All	100 Mile Radius; AC Residents
6	Ford	E-350 Super Duty	2011	1FTDS3EL4BDA22854	10	2	1	208	Good	All	100 Mile Radius: AC Residents

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition/ Mileage	Program to which Vehicle is Assigned (if applicable)	Service Area
7	Dodge	Grand Caravan	2012	2C4RDGBG3CR180695	7	1	5	2080	Fair	All	100 Mile Radius: AC Residents
8	Dodge	Grand Caravan	2012	2V4RDGBG5CR180696	7	1	5	2600	Fair		100 Mile Radius: AC Residents
Enter Agency Name: Meals on Wheels											
	Chevy	Colorado	2007	1GCCS14E878185722		0	M, T, Th, F		Poor	Meals on Wheels	Adams
2	Chevy	Colorado	2008	1GCCS14E788178701		0	M, T, Th, F		Poor	Meals on Wheels	Adams
3	Chevy	Colorado	2007	1GCCS14E378139960		0	M, T, Th, F		Poor	Meals on Wheels	Adams
4	Dodge	Dakota	2011	1D7RE2BK9BS541404		0	M, T, Th, F		Poor	Meals on Wheels	Adams
5	Chevy	Silverado	2013	1GCNCPEX8DZ150953		0	M, Tu, Th, F		Fair	Meals on Wheels	Adams
Enter Agency Name: FRS											
1	KIA	Sedona	2012	KNDMG4C7XC6430360	6	0	5-7	24/7	1-5 scale with 5 best & 1 worst 3	All Programs	All listed
2	KIA	Sedona	2011	KNDMG4C75B6366713	6	0	5-7	24/7	3	All Programs	All listed
3	Dodge	Caravan	2011	2D4RN5DG8BR707307	6	0	5-7	24/7	2	All Programs	All listed
4	Chevrolet	G3500 12	2004	1GAHG35U841102425	12	0	5-7	24/7	2	All Programs	All listed

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition/ Mileage	Program to which Vehicle is Assigned (if applicable)	Service Area
		psgr									
5	Ford	E350	2006	1FTSS34L86DA25271	5	2	5-7	24/7	2	All Programs	All listed
6	Dodge	Caravan	2015	2C4RDGBG7FR6599495	6	0	5-7	24/7	5	All Programs	All listed
7	Dodge	Caravan	2015	2C4RDGBG4FR650642	6	0	5-7	24/7	5	All Programs	All listed
8	Dodge	Caravan	2016	2C7WDGBG0GR378288	5	2	5-7	24/7	5	All Programs	All listed
9	Dodge	Caravan	2016	2C7WDGBG3GR388653	5	2	5-7	24/7	5	All Programs	All listed
10	Dodge	Caravan – MMV	2017	2C4RDGBG4HR637537	5	2	5-7	24/7	5	All Programs	All listed
11	Dodge	Caravan - MMV	2017	2C4RDGBG6HR637538	5	2	5-7	24/7	5	All Programs	All listed
Enter Agency Name: OhioMeansJobs (ABCEOI)											
1		Van	2016								Adams Brown
2	Chevy	Traverse	2017								Adams Brown
Enter Agency Name: ABCAP Home Care Transportation (ABCEOI)											
1	Chevrolet	Prism	2000	1Y1SK5283YZ400852	4	0	N/A	8AM – 5PM	POOR 195,967	Home Care	Adams Brown Highland
2	Dodge	Modified Grand Caravan	2005	1D4GP24R65B194028	6	2	7 Days, If Needed	8AM-5PM*	POOR 320,086	Home Care	Adams Brown Highland
3	Chrysler	Town & Country	2008	2A8HR54P68R610170	6	0	7 Days if Needed	8AM – 5PM	Fair 218,103	Home Care	Adams Brown Highland
4	Chrysler	Modified	2008	2A8HR44H68R708215	5	1	7 Days, If	8AM –	Poor	Home Care	Adams

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition/ Mileage	Program to which Vehicle is Assigned (if applicable)	Service Area
		Town & County					Needed	5PM	271,212		Brown Highland
5	Chrysler	Town & Country	2008	2A8HR54P38R823951	6	0	7 Days if Needed	8AM – 5PM	Good 336,153	Home Care	Adams Brown Highland
6	Dodge	Grand Caravan	2012	2C4RDGBG7CR110696	6	0	7 Days, If Needed	8AM – 5PM	Good/ 176,821	Home Care	Adams Brown Highland
7	Dodge	Grand Caravan	2012	2C4RDGBG1CR238058	6	0	7 Days if Needed	8AM – 5PM	Good 217,693	Home Care	Adams Brown Highland
8	Dodge	Modified Caravan	2015	2C7WDGBG8FR634272	5	1	7 Days, If Needed	8AM - 5PM	Excellent 99,214	Home Care	Adams Brown Highland
9	Dodge	Modified Caravan	2015	2CYWDGBG8FR634286	5	1	7 Days if Needed	8AM - 5PM	Excellent 104,781	Home Care	Adams Brown Highland
Enter Agency Name: Head Start/Early Head Start (ABCEOI)											
1	Chevrolet	Bus 501	1998	1293	23	0	Mon-Fri	7:00 - 3:00	Fair 143,626	Head Start	Spare
2	Chevrolet	Bus 502	1998	2162	23	0	Mon-Fri	7:00 - 3:00	Fair 166,846	Head Start	Spare
3	Chevrolet	Bus 510	1998	1740	23	0	Mon-Fri	7:00 - 3:00	Fair 160,048	Head Start	Spare
4	Chevrolet	Bus 517	1995	4043	17	1	Mon-Fri	7:00 - 3:00	Fair 44,272	Head Start	Spare

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition/ Mileage	Program to which Vehicle is Assigned (if applicable)	Service Area
5	Dodge	Ram 3500 Wagon Van(White) (HS-1)	1997	3846	15	0	Mon-Fri	7:00 - 3:00	Fair	Head Start	Brown
6	Chevrolet	Bus 511	1998	9047	23	0	Mon-Fri	7:00 - 3:00	Fair 117,380	Head Start	Adams
7	Chevrolet	Bus 509	1998	9987	23	0	Mon-Fri	7:00 - 3:00	Fair 132,341	Head Start	Spare
8	Chevrolet	Bus 516	2000	0381	23	0	Mon-Fri	7:00 - 3:00	Fair 124,784	Head Start	Brown
9	Chevrolet	Venture Van EHS-1	2002	8762	7	0	Mon-Fri	7:00 - 3:00	Fair	Early Head Start	Brown
10	Chevrolet	Venture Van-(GEO) EHS-2	2002	7785	7	0	Mon-Fri	7:00 - 3:00	Fair	Early Head Start	Brown
11	Chevrolet	Mid-Bus 522	2001	4084	24	0	Mon-Fri	7:00 - 3:00	Fair 134,615	Head Start	Spare
12	Chevrolet	29 Passenger Bus 512	2003	9455	29	0	Mon-Fri	7:00 - 3:00	Good 115,785	Head Start	Brown
13	Chevrolet	29 Passenger Bus 513	2003	9912	29	0	Mon-Fri	7:00 - 3:00	Good 80,921	Head Start	Adams
14	Chevrolet	Traverse Wagon SUV EHS-4	2010	3496	8	0	Mon-Fri	7:00 - 3:00	Good	Early Head Start	Brown
15	Ford	Club Van HS-2	1995	3368	15	0	Mon-Fri	7:00 - 3:00	Fair	Head Start	Brown
16	Dodge	Caravan Mini-Van	2011	2436	7	0	Mon-Fri	7:00 - 3:00	Good	Early Head Start	Brown

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition/ Mileage	Program to which Vehicle is Assigned (if applicable)	Service Area
		(GEO) EHS-3									
17	Chevrolet	Express Bus 523	2007	6453	23	1	Mon-Fri	7:00 - 3:00	Very Good 81,928	Head Start	Brown
18	Thomas	School Bus 524	2017	4042	24	0	Mon-Fri	7:00 - 3:00	Excellent 5,893	Head Start	Brown
19	Thomas	School Bus 525	2016	7339	30	0	Mon-Fri	7:00 - 3:00	Excellent 9,983	Head Start	Adams
20	Thomas	School Bus 526	2018	6397	23	0	Mon-Fri	7:00 - 3:00	New 511	Head Start	Brown
21	Midbus	Bus	2010	7210	24	0	Mon-Fri	7:00 - 3:00	Good 51,859	Head Start	Adams
Enter Agency Name: Adams County Board of DD (Venture Productions, Inc.)											
1	Chevy	CT4	2011	1GB6G5BL5B1117472			5	9:00 - 3:00	Good	Transportation	Adams
2	Chevy	CT4	2013	1GB6G5BL5D1109679			5	9:00 - 3:00	Good	Transportation	Adams
3	Chevy	CT4	2014	1GB6G6BL5E1109608			5	9:00- 3:00	Good	Transportation	Adams
4	Chevy	CT4	2015	1GB6G6BL9F1180151			5	9:00- 3:00	Good	Transportation	Adams
5	Chevy	CT4	2016	1GB6GVBL9G1232454			5	9:00- 3:00	Good	Transportation	Adams
6	Chevy	G4500	2015	1GB6G5BL5F1167844			5	9:00- 3:00	Good	Transportation	Adams
7	Chevy	G4500	2015	1GB6G5BL9F1167037			5	9:00- 3:00	Good	Transportation	Adams

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition/ Mileage	Program to which Vehicle is Assigned (if applicable)	Service Area
8	Chevy	G4500	2015	1GB6G5BL7F1168509			5	9:00-3:00	Good	Transportation	Adams

Summary of Existing Resources

In developing this plan, the committee first gathered vital information from transportation providers and key human service providers of the county to get an idea of what Adams County's transportation resources and system looked like.

There are currently four primary transportation providers in Adams County, all of which are not-for-profit-organizations. They are:

- Adams County Senior Citizen's Council
- FRS Transportation (Adams County Transportation)
- Venture Productions, Inc.
- Adams Brown Counties Economic Development, Inc. (aka ABCAP)

There are other transportation providers such as Shawnee Mental Health, Inc., Children's Services, Rehab Services, Veteran's Services, Shelter for the Homeless, Jobs and Family Services, schools, nursing homes, and churches that provide or arrange transportation for students, clients or residents under their direct care.

Secondary providers within the county include services such as the Sheriff's office, the County Engineer, Solid Waste, Emergency Medical Systems, Municipal Systems, Court Systems, Soil and Water, etc. These services utilize transportation vehicles for the purpose of conducting county business, maintaining roadways and ensuring a safe and sanitary environment for residents.

All function together to meet the needs of Adams County.

IV. Assessment of Transportation Needs and Gaps

In an effort to better understand the Adams County Transportation/Human Services needs, the planning committee examined research and data, as well as solicited input from the community in an effort to gather information about needs and gaps in transportation services.

The demographic and socio-economic conditions of the study area are discussed in the Demographics Chapter of this plan. The following overview is an evaluation of the gaps in service based upon geographic data as well as from the perspective of the targeted populations, transportation providers, and the general public.

Adams Brown Counties Economic Opportunities, Inc. (ABCEOI), (aka) ABCAP, gathered information from a variety of stakeholders in the area in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. More information on how the lead agency engaged stakeholders and the general public is available upon request.

The following methods were used to assess transportation needs and gaps

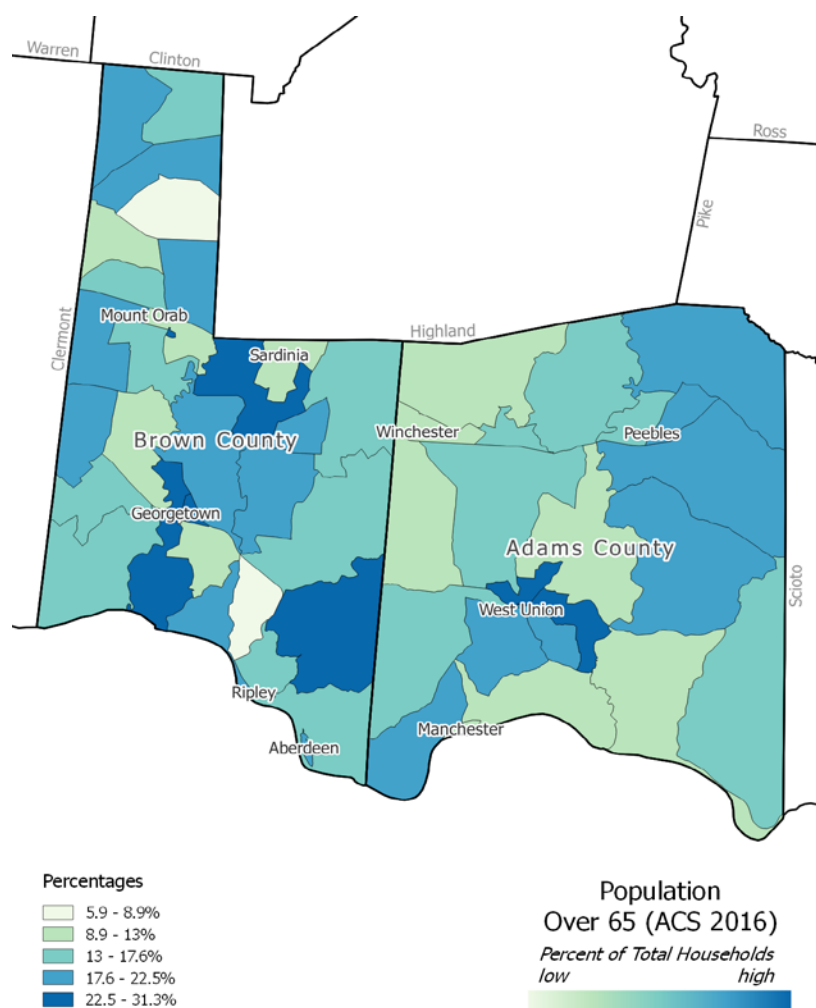
- Assessment of data and demographics (required)
- Surveys of affected populations (e.g. Senior Citizens, Individuals with Disabilities, General Public)
- Roundtable discussions with stakeholders
- Community Meetings
- Ranking systems to clarify understanding of need
- Review of the 2007-2008 Coordinated Public Transit– Human Services Transportation Plan to assess progress in addressing identified needs.
- Interviews with individual stakeholders and transportation providers.

Local Demographic and Socio-Economic Data

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

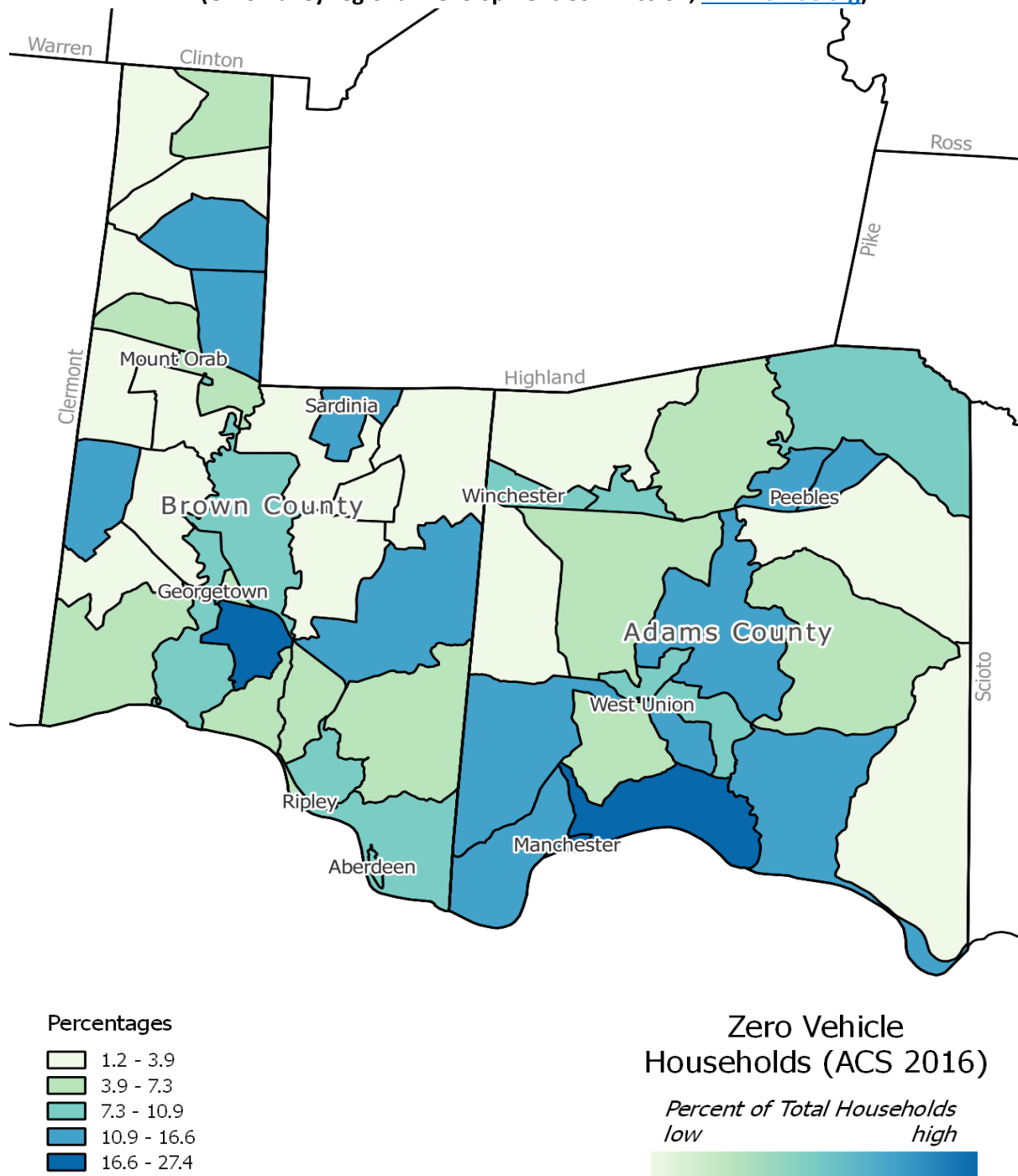
The following exhibit [I] illustrates the areas where the number of older adults (age 65 and older) is at or above the Adams County average.

Exhibit I: Map of Population Density of Individuals Age 65 and Older
(Ohio Valley Regional Development Commission, www.ovrdc.org)



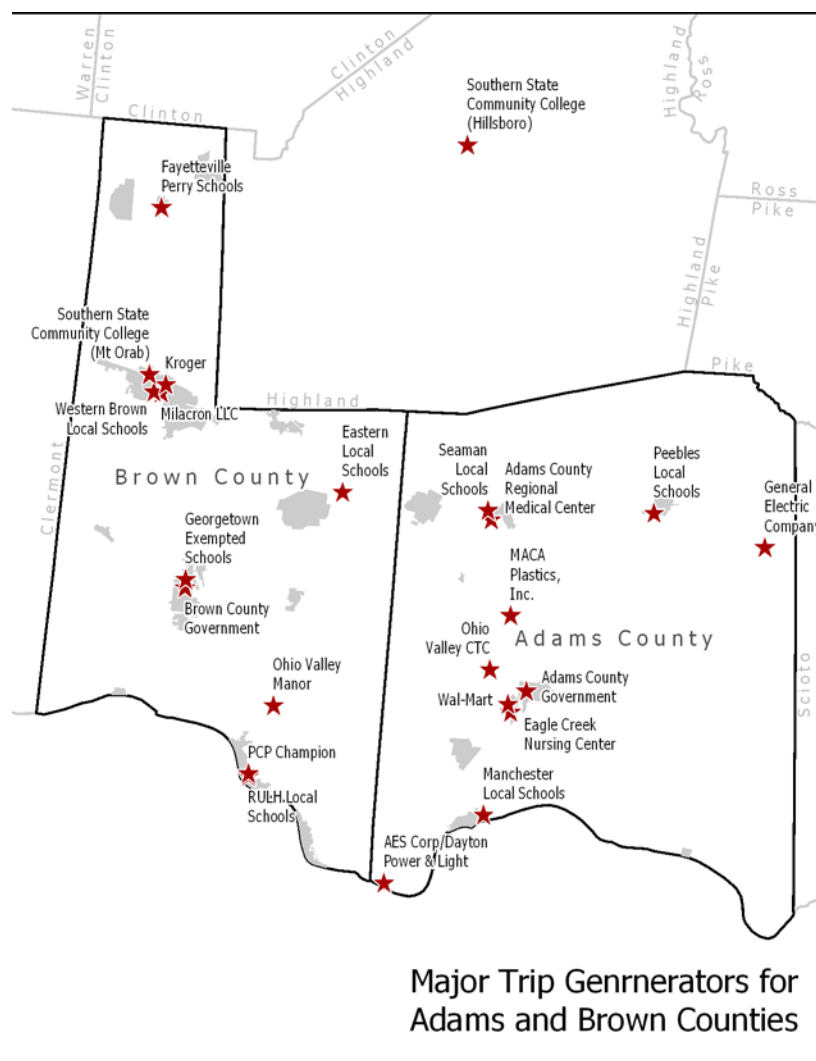
The exhibit below [II] indicates the areas where the number of zero vehicle households is above the Adams County average. The absence of a vehicle in the household is often an indication of the need for transportation services.

Exhibit II: Map of Density of Zero Vehicle Households
(Ohio Valley regional Development Commission, www.ovrdc.org)



The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle. The Major and Notable employers in Adams County based on County Trends, <https://development.ohio.gov>, are Adams County Government, Adams County Regional Medical Center, Adams County Ohio Valley Local Schools, AES Corp./Dayton Power & Light, Eagle Creek Nursing Center, General Electric Company, Maca Plastics, Inc., and Walmart Stores, Inc.

Exhibit III: Map of Major Trip Generators
Ohio Valley Regional Development Commission , www.ovrdc.org)



Analysis of Demographic Data

Analysis of the demographic data for Adams County indicates that a little more than one-fifth (22.7%) of the population is 60 years of age or older. The population is primarily White Caucasian, with the 3.3 minority population being distributed across multiple races. The majority of residents are English speaking, with only 84 of 26,463 residents claiming to speak English “less than very well.”

Census projections indicate the population for the county is steadily declining. One explanation for this trend could be that while the general population continues to age, younger people, especially those with education, are leaving the county to seek better employment opportunities than are currently available within the county. Dayton Power & Light (DP&L), who is currently the number one employer in the county, has announced its intention to close both its Killen Plant and Stuart Plant by June 2018, eliminating roughly 182 jobs. This is extremely detrimental to Adams County, who according to the February 2017 Ohio Poverty Report already ranks in the top five poorest counties in the state of Ohio (Ohio Developmental Services Agency: The Ohio Poverty Report, February, 2017). With the elimination of DP&L jobs, Ohio Valley Schools will become the largest employer in the county, emphasizing the lack of industry and jobs with incomes sufficient to support a family.

The county primarily has a commuter workforce, with the average commute time at 33.1 minutes. 9.8% of the population has super-commutes in excess of 90 minutes. The normal U.S. worker commute is only 24.8 minutes, again representing a stress on families. The lack of employment opportunity is reflected in the poverty levels reported within the county. Almost nineteen percent (18.8%) of families and 24.6% of individuals report incomes below poverty level. 7.8% of families report no motor vehicle, while some residents lack the income to purchase fuel and insurance, or maintain vehicles. This is of major significance when you consider there is almost no public transportation available. It is further complicated by the demographics in the county, which is primarily rural, and very hilly. Distances between sites, and roadways without sidewalks, make walking and riding bikes difficult, and sometimes dangerous. Citizens who lack eligibility for public services rely heavily on friends, neighbors and family members for transportation. Limited access to grocery stores affects healthy food choices, which in turn has an impact on obesity rates and other health outcomes within the county. According to “Life Expectancy News, A Global Health Perspective”, Adams County ranks in the top eight counties in the state of Ohio for poorest health in eight of thirteen health indicators. (1st in Cancer, 1st in Suicide, 1st in Accidents, 1st in Flu/Pneumonia, 3rd in Lung Disease, 3rd in Liver Disease, 5th in Blood Poisoning, and 7th in Strokes.)

A little more than twenty percent (20.4%) of the population identifies as having a disability. In the senior population, 36.2% of persons 65-74 years of age report a disability, and 55.6% of persons 75 years and over report a disability. This is significant in that it indicates a possible increase in need for assistance and transportation services as the population continues to age. The majority of requests for service within the current transportation system are for medical care. Trips to doctor appointments, hospitals, physical therapy, kidney dialysis, cancer care centers and heart health centers account for the majority of trips. Another health issue that has increasingly become a problem is the issue of addiction.

Courts are mandating counseling and rehabilitation in an effort to address the drug crisis, which is impacting transportation services. These services, which are largely unfunded, consume travel time, add wear-and-tear to vehicles, take up space for other passengers, and add pressure to an already over-stressed transportation system. The final issue, which is not clearly reflected in the demographics but which is of concern, is the general isolation of residents who lack easy access to social and recreational events. Isolation impacts health and wellness, and leads to higher than average suicide rates. Adams County ranks number one in the state of Ohio with a suicide rate of 20.37 per 100,000 residents. This compares to Ohio's suicide rate of 12.55 per 100,000 and the U.S. rate of 12.97 per 100,000. This is especially true for residents who do not qualify for services based on age, income or health. Below is a table summarizing the demographics presented (Life Expectancy News, A Global Health Perspective, www.worldlifeexpectancy.com).

Population based on the 2016 census	27,907	
Population based on ACS data	28,229	
Population by Gender	Male	13,957
	Female	14,272
Race		
Caucasian	27,503 of 28,229	97.4%
Minority	930 of 28,229	3.3%
Age:		
60 Years of Age or Older		22.7%
65 Years of age or Older	4,510 of 28,229	16.0%
75 Years of Age or Older		6.6%
Median Age	41.0	
Population reporting a disability (non-institutionalized)	5,692 of 27,966	20.4%

Males reporting a disability	3,113 of 13,854	22.5%
Females reporting a disability	2,579 of 14,112	18.3%
65 to 74 Years Old reporting a disability	943 of 2,603	36.2%
75 years and over reporting a disability	968 of 1,740	55.6%
Population reporting specific Disabilities:	Total	65 and Over
Hearing	2,012	963
Vision	1,093	383
Cognitive	2,474	603
Ambulatory Difficulty	2,929	1,207
Self-Care Difficulty	1,193	507
Independent Living Difficulty	2,085	822
Family Income below poverty level	1,398 of 7,441	18.8%
Individuals with incomes below poverty level	6,832 of 27,750	24.6%
65 years and over with incomes below poverty level	618 of 4,343	14.2%
Population with no motor vehicle		7.8%
Percent of population that speaks English "less than very well"	84 of 26,463	0.31%
Average time to work	33.1 minutes (2015 data USA) compared to National Average of 24.8 minutes.	9.8% have super commutes in excess of 90 minutes.
Major Employer	DP&L until June, 2018 (Closing of the Killen and	2 nd Largest Employer is Ohio Valley Schools

Stuart facilities will eliminate 182 jobs)
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General Public and Stakeholder Meetings/Focus Groups

Adams Brown Counties Economic Opportunities, Inc. (aka) ABCAP hosted and facilitated four (4) local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. Twenty-one (21) people participated in the meetings. Of those, four (4) self-identified as older adults and two (2) self-identified as being a person with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

During the meeting, Denise Neu, Planner, Adams Brown Counties Economic Opportunities, Inc. (aka) ABCAP, presented highlights of historical coordinated transportation in the Adams County region, and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area.

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

After the changes to the needs/gaps list were completed and new needs/gaps were added, each participant was asked to rank the unmet needs/gaps by identifying a high, medium, or low priority, or that the remaining gap/need should be deleted.

Participants discussed more than eleven (11) mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meetings. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at the end of this section provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

Surveys

The following survey summary includes the information gained from the following surveys that were performed:

- An Adams County and Brown County Transit Survey
- A Senior Transportation Needs Assessment.

For the Adams/Brown Counties Transit Survey, 338 surveys from the general public in Adams and Brown Counties were collected: 219 individuals with disabilities (64.8%) completed the survey. 93 or 27.51% identified themselves as being age 60 or over. 167 or 49.41% of the respondents identified as a resident

of Adams County, and 108 or 64.67% of the Adams County data population identified as having a disability. 45 or 26.95% identified as age 60 or over.

Of the 167 Adams County residents who responded to the survey, 96 or 57.49 % claimed to use their personal automobile as a primary means of transportation. 66 or 39.52% claimed to use volunteer drivers, 41 or 24.55% use Medicaid transportation, 32 or 19.16 % rely on friends, relatives or neighbors for transportation, and 23 or 13.77% use the “RTC van, bus or Senior Center Van for transportation. What is not clear is whether the personal automobile is driven by the respondent, or by the friend, relative, neighbor or volunteer who transports them.

In response to the question, “If you don’t drive a car, why not?” of the 112 persons who answered, 45 or 40.18% claimed they could not drive due to a medical/physical condition, and 48 or 42.85% identified they could not afford a car, or could not afford gas and insurance to operate a vehicle. This is consistent with the demographics in the county, which identify higher than average poverty levels.

When asked about the kind of assistance needed when travelling, of the 131 persons who responded to this question, 44 or 33.6% replied they would like to have an escort to accompany them, 25 or 19% responded they needed assistance getting into and out of the vehicle, and 21 or 16% responded they needed help loading and unloading packages. This is consistent with information supplied by the transportation providers who also identified ‘the need for assistants to help the elderly and disabled’ as a gap in service.

Of the eleven (11) characteristics identified as important to using a transportation service, those that scored highest (based on a 25% or higher response to “very important”) were: flexibility (26.95% very important), easy to arrange (29.94% very important), same day scheduling (25.15% very important) and a guaranteed ride home (37.13% very important). Ironically, wheelchair accessibility was rated lowest with 59 or 35.33% of respondents ranking it as ‘Not Important’. It is reasonable to remember, though, that while 64.67% of the surveyed population identified themselves as being disabled, they did not identify themselves as being wheelchair dependent. 121 or almost 73% of the 166 respondents (who gave their age) were under age 60, which could also be a factor in identifying this as ‘not important’.

As for public transportation, 94 or 56.29% of respondents stated there is community support for transportation services. However, only 71 or 42.51% responded they would support an increase in taxes to cover the cost of public transportation. This could be a reflection of the lower-than-average income levels within Adams County.

Senior Transportation Needs Assessment

For the Senior Transportation Needs Assessment, 374 residents of Adams and Brown Counties completed the survey: 342 of 355 respondents who gave their age or 96.34% identified as Age 60 or older. Of the older adults who completed the survey, 176 or 47.06% identified as being from Adams County.

Of the 176 Adams County residents who responded, 104 or 59.09% identified as being ‘currently unable to drive. Of those who do drive, the primary destinations are shopping, grocery stores or banks

(40.34%), medical and dental appointments (27.27%) and pharmacies (28.41%). The circumstances in which the majority preferred not to drive are at night (35.23%), and on high-speed highways or freeways (27.84%).

When asked to which destinations they were unable to travel to within the past three months because they did not have access to transportation, 45 or 25.57% of respondents identified shopping, grocery stores and banks, 40 or 22.73% identified medical/dental appointments, 27 or 15.34% identified social outings and 24 or 13.64% identified religious services. 105 respondents did not reply to the question, which indicates it may not be as significant a problem as it initially appears, or respondents did not understand the question,

When asked 'Over the next 1-3 years, to which destinations do you anticipate needing transportation because you will be unable to drive?', the responses were consistent. 114 or 64.77% identified medical/dental appointments, 78 or 44.32% identified shopping and grocery stores, 38 or 21.59% identified social outings, and 34 or 19.32% identified religious services. This is consistent with identified needs for access to groceries and healthy food options, medical appointments and social and recreational outings.

When asked which factors prevented respondents from taking trips outside of their home in the past three months, 55 or 31.25% responded they are not comfortable driving, or cannot drive. 32 or 18.18% responded they do not have a reliable vehicle, 33 or 18.75% responded they do not have someone to drive them, and 42 or 23.86% responded they do not have bus services in their area. Thirty-two (32) or 18.18% do not have a reliable vehicle and 25 or 14.20% cannot afford gas, parking or insurance.

When asked over the past three months, how much did you rely on others for transportation, 90 or 51.14% of respondents replied 'for all my trips.' Only 30 or 17.05% replied 'for none of my trips'.

When asked who they depended on for transportation, 78 or 44.32% responded 'children/other relatives', and 36 or 20.45% responded 'friends and neighbors'. 50 or 28.41% responded 'Public Services (bus, Medicaid-paid)'.

When asked about local public transportation systems, 50 or 58.82% of the 85 persons who responded to the question said they would use public transportation if Adams County had it. Ninety-one respondents did not answer the question. When asked why they would not use public transportation services, 71 or 40.34% responded that 'service is not provided where I live', 51 or 28.98% said 'I do not wish to', 35 or 19.89% stated 'I cannot walk to the closest bus stop', and 34 or 19.32% stated 'I cannot afford to pay for public transportation'.

When asked if respondents would use taxi or private services if they were available, 47 or 26.70% stated 'I am not familiar with who provides these services', 36 or 20.45% stated 'these services are not provided where I live' and 26 or 14.77% responded 'these services are too expensive'. These responses reflect the lack of public transportation in the county, and the high cost of taxi services whose home base(s) are in adjacent counties.

In summary, the survey results seem to be fairly consistent across both survey instruments. Universally, both groups acknowledge a need for public transportation to meet underserved needs. Both groups also were quick to acknowledge their gratitude for and satisfaction with the transportation providers and transportation services that are currently available in Adams County.

Senior Needs Assessment

	Overall: Adams and Brown Combined	374 100%	Adams County	176 47.06%	Brown County	185 49.47%	No County Identified	13 3.48%
	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents
Are you answering the survey for someone who is unable to complete the survey for themselves?								
Yes	57	15.24%	32	18.18%	25	13.51%	0	0.00%
No	241	64.44%	109	61.93%	125	67.57%	7	53.85%
No response	76	20.32%	35	19.89%	35	18.92%	6	46.15%
What is your gender?								
Female	245	65.51%	119	67.61%	125	67.57%	1	7.69%
Male	116	31.02%	55	31.25%	60	32.43%	1	7.69%
No response	13	2.00%	2	1.14%	0	0.00%	11	84.62%
What is your age?								
<60	13	3.48%	12	6.82%	1	0.54%	0	0.00%
60-64	39	10.41%	17	9.66%	21	11.35%	1	7.69%
65-74	109	29.14%	50	28.41%	59	31.89%	0	0.00%

	Overall: Adams and Brown Combined	374 100%	Adams County	176 47.06%	Brown County	185 49.47%	No County Identified	13 3.48%
	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents
75-84	125	33.42%	58	32.95%	66	35.68%	1	7.69%
85-94	64	17.11%	31	17.61%	33	17.84%	0	0.00%
95-100+	5	1.34%	1	0.57%	4	2.16%	0	0.00%
No response	19	5.08%	7	3.98%	1	0.54%	11	84.62%

1. Are you currently able to drive?								
No	188	50.27%	104	59.09%	78	42.16%	6	46.15%
Yes	179	47.86%	70	39.77%	105	56.76%	4	30.77%
No response	7	1.87%	2	1.14%	2	1.08%	3	23.08%

2. If you drive, to which of the following local destinations do you drive?								
Shopping, grocery store, bank	177	47.33%	71	40.34%	101	54.59%	5	38.46%
Medical/dental appointments	141	37.70%	48	27.27%	88	47.57%	5	38.46%

Pharmacy	147	39.30%	50	28.41%	92	49.73%	5	38.46%
Social Outings	106	28.34%	32	18.18%	71	38.38%	3	23.08%
Religious Services	102	27.27%	33	18.75%	64	34.59%	5	38.46%
School	16	4.28%	2	1.14%	13	7.03%	1	7.69%
Work	19	5.08%	4	2.27%	15	8.11%	0	0.00%
I don't drive to any destinations	140	37.43%	83	47.16%	54	29.19%	3	23.08%
No response	52	13.90%	20	11.36%	28	15.14%	4	30.77%

3. Are there any circumstances under which you would prefer not to drive? (check all that apply)								
At nighttime	141	37.70%	62	35.23%	73	39.46%	6	46.15%
To a destination more than 3 miles away	43	11.50%	21	11.93%	22	11.89%	0	0.00%
To a medical appointment when I am not feeling well	98	26.20%	42	23.86%	53	28.65%	3	23.08%
On high-speed highways or freeways	106	28.34%	49	27.84%	53	28.65%	4	30.77%
To an area of town that I do not know very well	100	26.74%	39	22.16%	58	31.35%	3	23.08%
I don't drive to any destinations	158	42.25%	91	51.70%	64	34.59%	3	23.08%
No response	60	16.04%	19	10.80%	37	20.00%	4	30.77%

4. During the past 3 months, were you unable to travel to any of the following destinations because you did not have access to transportation (either your own car or a ride)?								
Shopping, grocery store, bank	109	27.54%	45	25.57%	56	30.27%	2	15.38%
Medical/dental appointments	85	22.73%	40	22.73%	45	24.32%	0	0.00%
Social Outings	68	18.18%	27	15.34%	41	22.16%	0	0.00%
Religious Services	57	15.24%	24	13.64%	33	17.84%	0	0.00%
School	16	4.28%	9	5.11%	7	3.78%	0	0.00%
Work	18	4.81%	10	5.68%	8	4.32%	0	0.00%
No response	229	61.23%	105	59.66%	113	61.08%	11	84.62%

5. During the past 3 months, which of the following factors prevented you from taking trips outside your home (check all that apply)?								
Not comfortable driving/cannot drive	109	29.14%	55	31.25%	53	28.65%	1	7.69%
Do not have a reliable vehicle	68	18.18%	32	18.18%	35	18.92%	1	7.69%
Cannot afford gas, parking or insurance	51	13.64%	25	14.20%	25	13.51%	1	7.69%
Cannot afford taxi/private transportation	80	21.39%	27	15.34%	51	27.57%	2	15.38%
Do not have someone to drive me	75	20.05%	33	18.75%	40	21.62%	2	15.38%

Do not have bus services in my area	100	26.74%	42	23.86%	57	30.81%	1	7.69%
Cannot afford to take the bus	42	11.23%	23	13.07%	18	9.73%	1	7.69%
Not familiar with transportation options in my area	41	10.96%	20	11.36%	21	11.35%	0	0.00%
Do not feel safe when traveling outside my home	38	10.16%	17	9.66%	21	11.35%	0	0.00%
Do not know who to call for help	43	11.50%	17	9.66%	26	14.05%	0	0.00%
Other	53	14.17%	23	13.07%	29	15.68%	1	7.69%
No response	142	37.97%	63	35.80%	68	36.76%	11	84.62%

6. Over the past 3 months, how much did you rely on others for transportation?								
For all of my trips	162	43.32%	90	51.14%	71	38.38%	1	7.69%
For about 75% of my trips	34	9.09%	15	8.52%	19	10.27%	0	0.00%
For about 50% of my trips	24	6.42%	7	3.98%	17	9.19%	0	0.00%
For about 25% of my trips	25	6.68%	14	7.95%	10	5.41%	1	7.69%
For none of my trips	84	22.46%	30	17.05%	53	28.65%	1	7.69%
No response	51	13.64%	21	11.93%	20	10.81%	10	76.92%

7. If you depend on others for any of your trips, who do you depend on? (check all that apply)								
Spouse	38	10.16%	14	7.95%	24	12.97%	0	0.00%
Children/Other relatives	166	44.39%	78	44.32%	85	45.95%	3	23.08%
Friends/Neighbors	84	22.46%	36	20.45%	48	25.95%	0	0.00%
Private services, such as taxis	9	2.41%	2	1.14%	7	3.78%	0	0.00%
Public services (bus, Medicaid-paid)	79	21.12%	50	28.41%	29	15.68%	0	0.00%
Volunteers	18	4.81%	2	1.14%	16	8.65%	0	0.00%
Other	40	10.70%	19	10.80%	21	11.35%	0	0.00%
No response	82	21.93%	26	14.77%	46	24.86%	10	76.92%

8. Which of the following statements about your local public transportation system are true for you? (check all that apply)								
I would use Public Transportation if we had it	105	28.07%	50	28.41%	55	29.73%	0	0.00%
I would not use Public Transportation if we had it	86	22.99%	35	19.89%	50	27.03%	1	7.69%

I would not use public transportation services/the public transportation system because:								
They do not feel safe	15	4.01%	9	5.11%	6	3.24%	0	0.00%
I cannot afford to pay for them	71	18.98%	34	19.32%	36	19.46%	1	7.69%

Service is not offered to destinations I want to visit	39	10.43%	18	10.23%	20	10.81%	1	7.69%
They do not operate at times when I need to travel	30	8.02%	10	5.68%	20	10.81%	0	0.00%
I do not have enough information to use them	38	10.16%	14	7.95%	24	12.97%	0	0.00%
It takes too long to get to destinations	17	4.55%	7	3.98%	10	5.41%	0	0.00%
Service is not reliable	23	6.15%	10	5.68%	13	7.03%	0	0.00%
I do not wish to	101	27.01%	51	28.98%	48	25.95%	2	15.38%
I cannot walk to the closest bus stop	73	19.52%	35	19.89%	37	20.00%	1	7.69%
Service is not provided where I live	142	37.97%	71	40.34%	71	38.38%	0	0.00%
The service cannot accommodate my wheelchair	18	4.81%	4	2.27%	14	7.57%	0	0.00%
The service cannot accommodate my other needs	20	5.35%	7	3.98%	13	7.03%	0	0.00%
Other Needs	11	2.94%	2	1.14%	9	4.86%	0	0.00%
No response	89	23.80%	41	23.30%	37	20.00%	11	84.62%

9. If you have taxi or private services available in your community, please indicate which of the following statements are true for you (check all that apply):								
I am not familiar with who provides these services	103	27.54%	47	26.70%	56	30.27%	0	0.00%
These services do not feel safe	20	5.35%	8	4.55%	12	6.49%	0	0.00%
These services are too expensive	72	19.25%	26	14.77%	46	24.85%	0	0.00%
These services are not provided where I live	62	16.58%	36	20.45%	26	14.05%	0	0.00%
Services do not operate at times when I need to travel	21	5.61%	7	3.98%	14	7.57%	0	0.00%
Health reasons (e.g. I am not physically able to ride in a taxi.)	27	7.22%	8	4.55%	19	10.27%	0	0.00%
These services are not reliable.	21	5.61%	12	6.82%	9	4.86%	0	0.00%
No response	170	45.45%	77	43.75%	80	43.24%	13	100.00%

10. Over the next 1-3 years, to which of these destinations do you anticipate needing transportation because you will be unable to drive there?								
Shopping, grocery store, bank	160	42.78%	78	44.32%	82	44.32%	0	0.00%
Medical/dental appointments	211	56.42%	114	64.77%	97	52.43%	0	0.00%
Social Outings (friend or relative's home, restaurant, golf, etc.)	94	25.13%	38	21.59%	56	30.27%	0	0.00%

Religious services	84	22.46%	34	19.32%	50	27.03%	0	0.00%
School	7	1.87%	5	2.84%	2	1.08%	0	0.00%
Work	8	2.14%	5	2.84%	3	1.62%	0	0.00%
No response	142	37.97%	54	30.68%	75	40.54%	13	100.00%

Adams/Brown Counties Transit Survey

	Overall: Adams and Brown Combined	338 100%	Adams County	167 49.41%	Brown County	160 47.34%	Other or No Response	11 3.25%
	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents
1. Are you answering the survey for someone who is unable to complete the survey for themselves?								
Yes	33	9.76%	20	11.98%	13	8.13%	0	0.00%
No	249	73.67%	122	73.05%	119	74.38%	8	72.73%
No response	56	16.57%	25	14.97%	28	17.50%	3	27.27%
2. How old are you?								
0-17	1	0.30%	0	0.00%	1	0.63%	0	0.00%
18-35	92	27.22%	40	23.95%	51	31.88%	1	9.09%
36-59	151	44.67%	81	48.50%	62	38.75%	8	72.73%
60-69	53	15.68%	24	14.37%	28	17.50%	1	9.09%
70-79	26	7.69%	15	8.98%	10	6.25%	1	9.09%
More than 80	9	2.66%	4	2.40%	5	3.13%	0	0.00%

	Overall: Adams and Brown Combined	338 100%	Adams County	167 49.41%	Brown County	160 47.34%	Other or No Response	11 3.25%
	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents	Number of Respondents	Percent of Respondents
No response	5	1.48%	2	1.20%	3	1.88%	0	0.00%

How old are the other members of your household?								
0-17	225	66.57%	94	56.29%	126	78.75%	5	45.45%
18-35	83	24.56%	35	20.96%	46	28.75%	2	18.18%
36-59	129	38.17%	66	39.52%	56	35.00%	7	63.64%
60-69	47	13.91%	25	14.97%	21	13.13%	1	9.09%
70-79	13	3.85%	8	4.79%	4	2.50%	1	9.09%
More than 80	6	1.78%	1	0.60%	4	2.50%	1	9.09%
No response	61	18.05%	33	19.76%	28	17.50%	0	0.00%

3. Are you a caregiver for a person over age 60 or with a disability?								
Yes	22	6.51%	10	5.99%	12	7.50%	0	0.00%
No	162	47.93%	96	57.49%	65	40.63%	1	9.09%
No response	18	5.33%	9	5.39%	6	3.75%	3	27.27%

4. Do you have a disability or other health concern that prevents you from driving?								
Yes	219	64.79%	108	64.67%	103	64.38%	8	72.73%
No	102	30.18%	51	30.54%	51	31.88%	0	0.00%
No response	11	3.25%	3	1.80%	7	4.38%	1	9.09%

5. What is your primary means of transportation?								
Personal Automobile	236	69.82%	96	57.49%	130	81.25%	10	90.91%
Friend, Relative or Neighbor	52	15.38%	32	19.16%	20	12.50%	0	0.00%
Volunteer Driver	157	46.45%	66	39.52%	81	50.63%	10	90.91%
“RTC” Van, Bus Service/Senior Center Van	45	13.31%	23	13.77%	21	13.13%	1	9.09%
Private Van Service	2	0.59%	2	1.20%	0	0.00%	0	0.00%
Medicaid Transportation	50	14.79%	41	24.55%	9	5.63%	0	0.00%
Other	11	3.25%	9	5.39%	2	1.25%	0	0.00%

No response	10	2.96%	4	2.40%	6	3.75%	0	0.00%
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6. If you don't drive a car, why not?								
Cannot drive due to a medical/physical condition	62	18.34%	45	26.95%	17	10.63%	0	0.00%
Cannot afford a car	38	11.24%	25	14.97%	13	8.13%	0	0.00%
Cannot afford gas/insurance	34	10.06%	23	13.77%	10	6.25%	1	9.09%
Lost driver's license	20	5.92%	7	4.19%	13	8.13%	0	0.00%
No need, everything I need I can access without a car	10	2.96%	5	2.99%	5	3.13%	0	0.00%
Other	10	2.96%	7	4.19%	3	1.88%	0	0.00%
No response	43	12.72%	1	0.60%	42	26.25%	0	0.00%

7. What times would you MOST want to use a transportation service (such as a cab or bus)?								
6 am to 9 am	189	55.92%	89	53.29%	90	56.25%	10	90.91%
9 am to 12 noon	88	26.04%	59	35.33%	29	18.13%	0	0.00%
12 noon to 4 pm	113	33.43%	70	41.92%	42	26.25%	1	9.09%
4 pm to 7 pm	97	28.70%	49	29.34%	44	27.50%	4	36.36%
7 pm to 10 pm	70	20.71%	26	15.57%	41	25.63%	3	27.27%

10 pm to 6 am	49	14.50%	18	10.78%	27	16.88%	4	36.36%
No response	53	15.68%	20	11.98%	32	20.00%	1	9.09%

8. What days of the week would you be most likely to travel locally using a transportation service (such as a cab or bus)?								
Monday	94	27.81%	59	35.33%	34	21.25%	1	9.09%
Tuesday	152	44.97%	90	53.89%	60	37.50%	2	18.18%
Wednesday	160	47.34%	87	52.10%	67	41.88%	6	54.55%
Thursday	147	43.49%	82	49.10%	59	36.88%	6	54.55%
Friday	150	44.38%	79	47.31%	65	40.63%	6	54.55%
Saturday	102	30.18%	50	29.94%	46	28.75%	6	54.55%
Sunday	96	28.40%	48	28.74%	43	26.88%	5	45.45%
No response	87	25.74%	37	22.16%	47	29.38%	3	27.27%

9. Do you need any of the following kinds of assistance when you travel locally?								
Assistance getting into and out of a vehicle	48	14.20%	25	14.97%	21	13.13%	2	18.18%
Escort to accompany you	88	26.04%	44	26.35%	42	26.25%	2	18.18%
Help loading and unloading packages	39	11.54%	21	12.57%	18	11.25%	0	0.00%

Door-to-door Service	33	9.76%	18	10.78%	15	9.38%	0	0.00%
Wheelchair, lift or ramp	25	7.40%	11	6.59%	12	7.50%	2	18.18%
Space for a fold-up wheelchair	9	2.66%	5	2.99%	4	2.50%	0	0.00%
Other	12	3.55%	7	4.19%	5	3.13%	0	0.00%
No response	95	28.11%	57	34.13%	38	23.75%	0	0.00%

10. In an average week, how many vehicle trips (include a round trip as two trips) do you take?								
None	15	4.44%	3	1.80%	11	6.88%	1	9.09%
1-5	240	71.01%	120	71.86%	112	70.00%	8	72.73%
6-10	30	8.88%	13	7.78%	17	10.63%	0	0.00%
11-15	47	13.91%	15	8.98%	31	19.38%	1	9.09%
16-20	50	14.79%	24	14.37%	21	13.13%	5	45.45%
More than 20	39	11.54%	21	12.57%	17	10.63%	1	9.09%
No response	31	9.17%	17	10.18%	13	8.13%	1	9.09%

11. If you had additional transportation options (such as a cab or bus), how many MORE trips would you take per week? (Please check one that most applies.)								
None	85	25.15%	36	21.56%	46	28.75%	3	27.27%
1-5	74	21.89%	46	27.54%	28	17.50%	0	0.00%

6-10	99	29.29%	45	26.95%	49	30.63%	5	45.45%
11-15	42	12.43%	16	9.58%	23	14.38%	3	27.27%
16-20	11	3.25%	5	2.99%	6	3.75%	0	0.00%
More than 20	6	1.78%	3	1.80%	1	0.63%	2	18.18%
No response	30	8.88%	19	11.38%	11	6.88%	0	0.00%

12. How important would each of the following characteristics be in your decision to use a transportation service (such as a cab or bus)?								
Service from Home to Work								
1 – Not Important	51	15.09%	27	16.17%	24	15.00%	0	0.00%
2 – Somewhat Important	47	13.91%	22	13.17%	24	15.00%	1	9.09%
3 – Important	62	18.34%	28	16.77%	32	20.00%	2	18.18%
4 – Very Important	58	17.16%	34	20.36%	24	15.00%	0	0.00%
No response	72	21.30%	32	19.16%	36	22.50%	4	36.36%
Flexibility								
1 – Not Important	64	18.93%	28	16.77%	33	20.63%	3	27.27%
2 – Somewhat Important	49	14.50%	26	15.57%	21	13.13%	2	18.18%
3 – Important	69	20.41%	32	19.16%	36	22.50%	1	9.09%
4 – Very Important	73	21.60%	45	26.95%	27	16.88%	1	9.09%

No response	78	23.08%	34	20.36%	41	25.63%	3	27.27%
Evening Service								
1 – Not Important	74	21.89%	32	19.16%	39	24.38%	3	27.27%
2 – Somewhat Important	65	19.23%	37	22.16%	25	15.63%	3	27.27%
3 – Important	77	22.78%	33	19.76%	43	26.88%	1	9.09%
4 – Very Important	63	18.64%	33	19.76%	28	17.50%	2	18.18%
No response	73	21.60%	34	20.36%	37	23.13%	2	18.18%
Late Night Service								
1 – Not Important	83	24.56%	40	23.95%	40	25.00%	3	27.27%
2 – Somewhat Important	67	19.82%	37	22.16%	27	16.88%	3	27.27%
3 – Important	76	22.49%	35	20.96%	39	24.38%	2	18.18%
4 – Very Important	44	13.02%	24	14.37%	19	11.88%	1	9.09%
No response	77	22.78%	35	20.96%	39	24.38%	3	27.27%
Weekend Service								
1 – Not Important	50	14.79%	24	14.37%	24	15.00%	2	18.18%
2 – Somewhat Important	63	18.64%	32	19.16%	28	17.50%	3	27.27%
3 – Important	78	23.08%	39	23.35%	37	23.13%	2	18.18%
4 – Very Important	60	17.75%	34	20.36%	24	15.00%	2	18.18%

No response	74	21.89%	35	20.96%	37	23.13%	2	18.18%
Guaranteed Ride Home								
1 – Not Important	46	13.61%	15	8.98%	28	17.50%	3	27.27%
2 – Somewhat Important	50	14.79%	28	16.77%	20	12.50%	2	18.18%
3 – Important	49	14.50%	20	11.98%	29	18.13%	0	0.00%
4 – Very Important	104	30.77%	62	37.13%	40	25.00%	2	18.18%
No response	69	20.41%	31	18.56%	34	21.25%	4	36.36%
Very Few Stops								
1 – Not Important	83	24.56%	37	22.16%	43	26.88%	3	27.27%
2 – Somewhat Important	61	18.05%	39	23.35%	20	12.50%	2	18.18%
3 – Important	71	21.01%	31	18.56%	40	25.00%	0	0.00%
4 – Very Important	66	19.53%	31	18.56%	33	20.63%	2	18.18%
No response	80	23.67%	39	23.35%	37	23.13%	4	36.36%
Clear Fare Structure								
1 – Not Important	51	15.09%	22	13.17%	28	17.50%	1	9.09%
2 – Somewhat Important	67	19.82%	37	22.16%	26	16.25%	4	36.36%
3 – Important	66	19.53%	29	17.37%	36	22.50%	1	9.09%
4 – Very Important	56	16.57%	34	20.36%	21	13.13%	1	9.09%

No response	87	25.74%	38	22.75%	46	28.75%	3	27.27%
Easy to Arrange								
1 – Not Important	56	16.57%	25	14.97%	29	18.13%	2	18.18%
2 – Somewhat Important	50	14.79%	26	15.57%	20	12.50%	4	36.36%
3 - Important	61	18.05%	29	17.37%	31	19.38%	1	9.09%
4 – Very Important	88	26.04%	50	29.94%	37	23.13%	1	9.09%
No response	76	22.49%	37	22.16%	36	22.50%	3	27.27%
Same Day Scheduling								
1 – Not Important	70	20.71%	29	17.37%	39	24.38%	2	18.18%
2 – Somewhat Important	50	14.79%	27	16.17%	19	11.88%	4	36.36%
3 – Important	65	19.23%	31	18.56%	34	21.25%	0	0.00%
4 – Very Important	72	21.30%	42	25.15%	28	17.50%	2	18.18%
No response	83	24.56%	36	21.56%	45	28.13%	2	18.18%
Wheelchair Accessible								
1 – Not Important	110	32.54	59	35.33	47	29.38	4	36.36%
2 – Somewhat Important	45	13.31	24	14.37	18	11.25%	3	27.27%
3 – Important	74	21.89%	29	17.37	43	26.88%	2	18.18%
4 – Very Important	48	14.20	27	16.17	20	12.50	1	9.09%

No Response	73	21.60	38	22.75	34	21.25%	1	9.09%
Other								
	22	6.51	9	5.39%	13	8.13%	0	0.00%

13. How much would you pay a transportation service (such as a cab or bus) each way?								
Less than \$3.00	115	34.02%	64	38.32	44	27.50%	7	63.64%
\$3.01 - \$5.00	39	11.54%	20	11.9%	19	11.88%	0	0.00%
\$5.01 - \$7.00	78	23.08%	28	16.77	48	30.00%	2	18.18%
More than \$7.01	47	13.91%	18	10.78%	24	15.00%	5	45.45%
Other	34	10.06%	23	13.77%	10	6.25%	1	9.09%
No response	39	11.54%	22	13.17%	15	9.38%	2	18.18%

14. If you had access to a transportation service (such as a cab or bus), which of the following would be most accurate? (Please check one that applies most.)								
I would make more trips	64	18.93%	40	23.95%	23	14.38%	1	9.09%
I would make fewer trips	63	18.64%	32	19.16%	31	19.38%	0	0.00%
I would make the same number of trips	106	31.36%	52	31.14%	51	31.88%	3	27.27%
No response	44	13.02%	21	12.57%	21	13.13%	2	18.18%

15. Do you think there is community support for a transportation service? Please explain.								
Yes	185	54.73%	94	56.29%	86	53.75%	5	45.45%
No	78	23.08%	40	23.95%	37	23.13%	1	9.09%
No response	81	23.96%	43	25.75%	37	23.13%	1	9.09%

16. Would you support an increase in sales or property taxes to support a coordinated transportation system in the area?								
Yes	137	40.53%	71	42.51%	64	40.00%	2	18.18%
No	83	24.56%	40	23.95%	42	26.25%	1	9.09%
No response	100	29.59%	46	27.54%	49	30.63%	5	45.45%

Challenges to Coordinated Transportation

In addition to identifying needs, the planning committee gathered information from stakeholders and used their own professional experience to identify challenges to providing coordinated transportation services. These challenges include the following:

- Geographic proximity between resources limits collaboration and coordination of services, particularly across county lines.
- The time involved to transport outside of the county, increases the cost of transportation, the time to transport, mileage and wear and tear on vehicles, and reduces availability for other services.
- While wheelchair accessible vehicles are available, rear-loading wheelchair accessible vehicles to accommodate larger wheelchair sizes would improve flexibility and scheduling.
- Securing more funding, especially to cover unfunded and underfunded services, would support the county's current coordination efforts.
- Physicians and other providers within the delivery area do not schedule patients to accommodate coordinated services.
- Technology, such as scheduling software and call-back systems, would improve efficiency and coordination of services, if available.
- Rising costs of vehicle maintenance for older vehicles provides challenges in both cost and the availability of vehicles.
- The public is often unaware of the availability of services, do not qualify for services, or request transportation services that cannot be met.
- Due to the large number of dialysis, cancer, cardiac rehabilitation and physical therapy patients (and other medical needs), it is very difficult to meet all transportation requests with the current resources.
- Organizational buy-in for coordination, sharing of costs, etc.
- Policies that prohibit or restrict current services, including coordination of services.

Summary of Unmet Mobility Needs

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

Exhibit 4: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
High	Underserved populations such as the 50-60 age group, persons who are barely above poverty level and persons not meeting eligibility requirements.	Stakeholder Roundtable Discussions, Public and Senior Surveys.
High	DD clients who want to work in the community.	2009 Coordinated Public Transit/Human Services Transportation Plan for Brown County
High	The ability to accommodate over-sized wheelchairs through rear-loading wheelchair accessible vehicles.	Stakeholder Roundtable Discussions.
High	Assistants for persons w/ mobility issues who need help lifting/carrying objects, walking, etc. (e.g. senior citizens and the disabled)	Stakeholder Roundtable Discussions; community meetings, surveys
High	Sustainable Funding to maintain and improve current services.	2007-2008 Coordinated Transit Plan Adams
High	Persons needing transportation to and from places of employment, especially outside of the county, or on weekends and evenings.	Stakeholder Roundtable Discussion, Community Meetings, 2007-2008 Coordinated Transit Plan Adams
High	Families of the elderly who need help with transportation for their parents	2009 Coordinated Public Transit/Human Services Transportation Plan for Brown County
Medium	Persons needing transportation to arranged housing, particularly the Homeless and Income Disadvantaged.	Stakeholder Roundtable discussions; community meetings
Medium	Persons needing transportation outside of a specified geographic radius. (e.g. Wright Patterson Air Force Base, Columbus Medical Center, Cleveland Clinic and Chillicothe Clinic.)	County Veterans Services – Unsupported destinations; Stakeholder Roundtable Discussions

Medium	People Unaware of Services, which indicates a need for outreach and education	Stakeholder Roundtable Discussions, Surveys; 2007-2008 Coordinated Public Transportation/Human Services Plan
Medium	Short term disability populations (medical crisis, etc.)	Stakeholder Roundtable Discussions
Low	Transportation to social and recreational events such as the grocery, visits with family, community events, etc., that would reduce isolation and improve quality of life	Stakeholder Roundtable Discussions, Public and Senior Surveys, 2017 county Health Plan, Health Indicators for Adams County.

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

Strategies for improving transportation for the ADAMS COUNTY REGION should address the service gaps and user needs identified in this plan, if they are to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public survey.

Based on information gathered throughout the planning process, Adams Brown Counties Economic Opportunities, Inc. (aka) ABCAP, in coordination with the Adams County Local Coordinated Planning Committee, developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to at least nine (9) of the identified primary gaps and needs.

Below is an outline describing the prioritized strategies to address each of the identified unmet needs and gaps in transportation service(s).

Goal #1: Purchase and Replace Equipment (Including Wheelchair Accessible, Rear Loading Wheelchair Accessible and Camera Equipped Vehicles)

[DESCRIBE GOAL] To maintain current services and provide expanded services; to expand the capability to accommodate large wheelchairs through rear entry vehicles; to enhance safety through appropriate lift equipment and camera equipped vehicles.

Need(s) Being Addressed: The need to accommodate larger wheelchairs and to address safety issues by equipping vehicles with chair lifts, cameras and other necessary safety devices.

Strategy 1.1:

1. Apply for Section 5310 funding to replace or purchase equipment.
2. Research and pursue funding through all available sources.

Timeline for Implementation: FY2018

Action Steps: Apply for 5310 Specialized Transportation, FY2019

Parties Responsible for Leading Implementation: Adams County Senior Citizens Council, FRS, and ABCAP (Eligible Non-Profits)

Parties Responsible for Supporting Implementation: Adams County Senior Citizens Council, FRS, ABCAP

Resources Needed: ODOT 5310 funds and local match

Potential Cost Range: Dependent on Vehicle(s); will use the ODOT Vehicle Catalog and Selection Guide.

Potential Funding Sources: ODOT 5310 Funding, Local Match

Performance Measures/Targets: Replacement of older vehicles, Upgrading/Increasing Specialized Vehicle Fleet, Increase in number and types of handicapped vehicles.

Goal #2: Utilize Technology to Improve Services (Scheduling Software, Callback Systems, Camera Equipped Vehicles)

[DESCRIBE GOAL] Improve scheduling and coordination of services and eliminate waste due to dry runs, etc. Promote safety by equipping vehicles with cameras, GPS, radios or other technology.

Need(s) Being Addressed: To improve coordination and efficiencies in scheduling, dispatching, billing, tracking of vehicles and improved record keeping. Call back systems will improve communication with clients which will reduce waste and eliminate unnecessary expenses. Camera equipped vehicles and GPS will promote safety for drivers and passengers.

Strategy 2.1:

Evaluate Ecolane Software being implemented at FRS in March, 2018. Research other ODOT approved vendors. Begin the process of requesting information and pricing.

Timeline for Implementation: Beginning in March, 2018 (FRS only)

Action Steps:

1. Evaluate ECOLANE, which is being implemented at FRS in March, 2018.
2. Evaluate opportunities to centralize coordinated scheduling systems among all providers.
3. Evaluate staffing; if needed, hire scheduler/transportation coordinator.
4. Secure funding to support technology improvements.
5. Implement call back systems to improve communication with clients and reduce dry runs and unproductive runs.
6. Implement camera equipped vehicles to improve safety and reduce liability.

Parties Responsible for Leading Implementation: Transportation Providers in Adams County

Parties Responsible for Supporting Implementation: Transportation Providers and County Leadership

Resources Needed: Hardware, Software, Mobile Devices, Training, Funding

Potential Cost Range: Will depend on vendor selection and equipment to support the project.

Potential Funding Sources: ODOT 5310 Specialized Transportation funds.

Performance Measures/Targets: Evidence of meeting(s) to evaluate ODOT vendors; Formal RFI and RFQ obtained.

Goal #3: Seek Funding for Operating Assistance

[DESCRIBE GOAL]: Solicit funding that will allow providers to improve service for seniors and individuals with disabilities by providing transportation aides to assist with lifting objects, carrying objects, navigating and/or entering and exiting facilities and vehicles, establishing volunteer driver and aide programs, and/or coordinating services to support alternative transportation options.

Need(s) Being Addressed: The safety and liability associated with elderly and disabled consumers who need assistance with basic tasks such as carrying groceries, lifting objects, navigating and/or entering and exiting facilities and vehicles. It has been identified as a safety concern by multiple providers that the current transit system does not provide this level of assistance, and an increasing senior population indicates it will be an on-going concern.

Strategy 3.1:

Apply for 5310 Funding to provide Operating Assistance for the Elderly and Disabled. (50/50 local match)

Timeline for Implementation: FY2018

Action Steps:

1. Solicit funding for voucher programs that would support alternative transportation services for consumers.
2. Fund volunteer driver and aide programs.
 - a. Support costs associated with administering and managing driver recruitment.
 - b. Support costs associated with safety, background checks, scheduling, coordination with passengers, mileage reimbursement, insurance and other related support functions.
 - c. Support costs associated with expanding volunteer driver and aide programs.
 - d. Cover general operating expenses.

3. Seek additional revenues for local match funds (state or local appropriations, non-DOT Federal Funds, tax revenues, private donations, revenue from human service contracts, income generated from advertising and allowable non-cash local match allowances.)

Parties Responsible for Leading Implementation: Senior Citizens Council, FRS, ABCAP, Veterans Services

Parties Responsible for Supporting Implementation: Senior Citizens Council, FRS, ABCAP, Veterans Services

Resources Needed: 50/50 Match in Funds, Staff to apply for, manage and administer the program, Volunteers and Aides to assist passengers, insurance and appropriate training.

Potential Cost Range: To be determined.

Potential Funding Sources: 5310 Funds supplemented by state and local appropriations, non-DOT Federal Funds, tax revenues, private donations, revenue from human service contracts, income generated from advertising, and allowable non-cash local matches.

Performance Measures/Targets: Documentation of volunteers and or hired assistants, Satisfaction surveys from consumers utilizing aide services, Evidence of voucher programs being utilized

Goal #4: Seek Funding for Capitalized Maintenance

[DESCRIBE GOAL]: Solicit funding that will allow providers to cover the expense of capitalized maintenance.

Need(s) Being Addressed: Will allow equipment to remain in operation; will extend the life expectancy of existing equipment; will provide continuity of service to consumers

Strategy 4.1:

Apply for all available funding to support capitalized maintenance.

Timeline for Implementation: FY2018

Action Steps:

1. Submit required letters of intent by appropriate deadlines.
2. Apply for funding.

Parties Responsible for Leading Implementation: Senior Citizens Council, FRS, ABCAP, Veterans Services

Parties Responsible for Supporting Implementation: Senior Citizens Council, FRS, ABCAP, Veterans Services

Resources Needed: Staff to submit letters of intent and applications

Potential Cost Range: Salaries; matching funds

Potential Funding Sources: 5310 Funds supplemented by state and local appropriations, non-DOT Federal Funds, tax revenues, private donations, revenue from human service contracts, income generated from advertising and allowable non-cash local matches.

Performance Measures/Targets: Evidence of capital maintenance on multiple vehicles.

Goal #5: Hire a Mobility Manager

[DESCRIBE GOAL]: The need for a mobility management project is clear as a lack of reliable transportation continues to be a major problem for the low-to-moderate income sectors in both Adams and Brown Counties. Currently, there is not a mobility management program in the two-county service area. There are no public transit services and just a limited number of transportation service providers that not all low-to-moderate residents can utilize. Both Adams County and Brown County Job and Family Services contract providers for: Non-Emergency Transportation (NET); Pregnancy Related Services Transportation (PRT); Title XX Transportation and TANF Related Transportation. There is limited Medicaid funding for Passport consumers; however, Passport funding is considered to be the last resort funding for Passport consumers. Additionally, there are some for profit transportation providers in the county. Furthermore, the elderly population (>65) is projected to be almost 1/5 (19%) of Adam's County's population by 2040. Brown County's senior population is projected to be almost 1/4th (24.31%) of the total population by 2040 (Ohio Development Services Agency). Transportation will continue to be a major barrier in the region and the Mobility Management Program will help address these critical needs.

Need(s) Being Addressed: The Mobility Management project will address identified community needs by building upon Adams County and Brown County Coordinated Public Transit-Human Services Plan(s) (expected completion date, December 2017) to increase access to mobility for residents of Adams and Brown counties. This will be accomplished by increasing understanding and awareness of community transportation needs, informing the community of current transportation options and programs, assisting individuals with accessing all community transportation options and promoting transportation needs in local and regional planning activities. The Mobility Manager will assume the leadership role for the Transportation Needs Coalition and build upon their work, which has already identified an unutilized transportation provider in Brown County. The coalition's survey indicates that survey participants depend on friends, volunteer drivers, senior center vans and private van services as their primary means of transportation.

Strategy 5.1:

Mobility Management Grant was written for Adams and Brown counties.

Timeline for Implementation: The Mobility Manager position should begin in January 2018.

Action Steps:

1. Develop an Adams/Brown mobility management website.
2. Develop a Transportation Guide, which will be both published and accessible through the Mobility Management website.
3. Develop a Coordinated Plan committee, utilizing members of the Transportation Coalition and new members.
4. Conduct Outreach and Education.
5. Conduct meetings throughout Adams and Brown counties to both educate and obtain information for the purpose of completing an annual review and updating the Adams and Brown Counties Coordinated Plan.
6. Submit the updated Adams and Brown Counties Coordinated Plan to ODOT by December 2017, with annual reviews and revisions thereafter.
7. Post the position and initiate the hiring process. Solicit any funding available and necessary to support the position.

Parties Responsible for Leading Implementation: Adams Brown Counties Economic Opportunities, Inc.

Parties Responsible for Supporting Implementation: Adams Brown Counties Economic Opportunities, Inc. and Transportation Providers.

Resources Needed: Salary, office space and equipment; necessary supplies

Potential Cost Range: Dependent upon experience

Potential Funding Sources: ODOT 5310 funds

Performance Measures/Targets: Mobility Manager hired, website developed, Resource guide published, Update(s) to Coordinated Plan

Goal #6: Expand Public Outreach and Education

[DESCRIBE GOAL]: To improve communication with consumers and the public about available services; to reduce waste resulting from dry runs, lack of preparation by current consumers or lack of communication with current consumers.

Need(s) Being Addressed: Create awareness of available services in the public; reduce financial losses and time wasted from dry runs and other transportation runs where lack of preparation on the part of the customer results in appointments being canceled, etc.

Strategy 6.1:

Pursue multiple avenues for educating the public on transportation resources that are available; educate consumers on how to eliminate waste associated with dry runs, and improve efficiency through better preparation and communication.

Timeline for Implementation: FY2018

Action Steps:

1. Develop the Adams/Brown mobility management website.
2. Develop a transportation guide to be both published and added to a mobility management website.
3. Replace negative stigmas of public transportation with positive perceptions.
4. Enhance advertisement of services currently available:
 - a. Place Ads in the newspaper "Senior Article"
 - b. Place Ads on local radio stations
 - c. Distribute Newsletter(s)
5. Tailor outreach messages for hard to reach residents:
 - a. Distribute educational materials through Meals on Wheels
 - b. Make phone calls to shut-ins
 - c. Use churches as networks
6. Establish a hot line for transportation requests.
7. Distribute educational brochures and contact information for cancelling service requests.

Parties Responsible for Leading Implementation: Adams Brown Counties Economic Opportunities

Parties Responsible for Supporting Implementation: Mobility Manager and Transportation Providers

Resources Needed: Personnel to develop training materials, newspaper and other broadcast materials.

Potential Cost Range: Will vary with resources used.

Potential Funding Sources: 5310 Mobility Management

Performance Measures/Targets: Evidence of Newspaper Ads, Distribution of Brochures and Development of the Transportation Website and Transportation Guide.

Goal #7: Obtain Sustainable Funding through Section 5310, Section 5311, Grants and other available funding sources.

[DESCRIBE GOAL]: To pursue funding from all available sources with the intent to improve or expand services, meet identified needs and reduce gaps in service.

Need(s) Being Addressed: Applying for grants and other funding sources will allow providers to maintain, improve or expand services.

Strategy 7.1:

Submit a letter of intent by the appropriate deadline for each of the funding sources; hire or utilize grant writer(s) to pursue other funds that are available.

Timeline for Implementation: FY2018

Action Steps:

1. Increase financial resources and vehicles through coordinated grant writing and application for available funds.
2. Recognize and resolve lack of funding for:
 - a. General public transportation.
 - b. Travel outside the county.
 - c. Transportation to places of employment (inside and outside the county).
 - d. Currently unfunded or underfunded services.
3. Secure organizational funding to employ drivers and/or aides, purchase vehicles and fuel, and perform maintenance.
4. Secure funding to support the county's current coordination efforts.
5. Establish additional grants to increase the percentage of people who use and benefit from transportation services.

Parties Responsible for Leading Implementation: Transportation Providers

Parties Responsible for Supporting Implementation: Administrators of Provider Services

Resources Needed: Education as to requirements, deadlines and available sources of funding

Potential Cost Range: Will vary with efforts.

Potential Funding Sources: Section 5310, Section 5311, grants, private donations, state or local appropriations, non-DOT Federal Funds, tax revenues, revenue from human service contracts, income generated from advertising and allowable non-cash local match allowances.

Performance Measures/Targets: Evidence of funded projects, evidence of submitted grants, tracking of private donations or funding from other sources.

Goal #8: Conduct a Feasibility Study for Expanding Public Transportation Services

[DESCRIBE GOAL]: To determine whether the population within the region would support a public transportation system in both utilization and financial support.

Need(s) Being Addressed: Providing access to public transportation would address the majority of the identified needs within the county. 1.) It would improve access to grocery stores and healthy food options, which would have a positive impact on health outcomes. 2.) It would reduce the demand on current transportation providers, making them accessible to assist more clients, including underserved populations. 3.) It has the potential to reduce expenses for current providers by eliminating short runs and reducing mileage. 4.) It would provide alternative transportation options for court-ordered counseling and rehab, as well as senior citizens, the financially disadvantaged, the disabled and the general public. 5.) It would give citizens access to a wider selection of employers, supported by better access to childcare. 6.) County residents would have transportation to address their personal, business, social and recreational needs, ultimately improving their quality of life. 7.) It could potentially provide access to facilities and services currently outside of the transportation providers' geographic radius, or provide flexibility in meeting physician schedules, late shift and weekend work schedules, etc.

Strategy 8.1:

Work with local officials, villages and transportation providers to conduct the study and develop a plan of action.

Timeline for Implementation: Long term goal

Action Steps: Network with other rural counties who have successfully implemented public transportation.

- Visit Pike County Transit.
- Visit Athens County.
- Network with Highland County.

Parties Responsible for Leading Implementation: Adams and Brown Counties Mobility Manager

Parties Responsible for Supporting Implementation: Transportation Providers

Resources Needed: Personnel to conduct the study

Potential Cost Range: Will depend on resources used to conduct the study.

Potential Funding Sources: ODOT 5311, Transportation Providers

Performance Measures/Targets: Evidence of meetings with Pike County Transit, the Athens County Mobility Manager and persons responsible for the Highland County HARTS System.

VI. Plan Adoption

The Lead Agency, Adams Brown Counties Economic Opportunities, Inc. (ABCEOI, aka ABCAP) will have documentation of any official decisions made by the planning committee in reference to the coordinated plan. Planning members will sign their name (one person per agency) to a resolution supplied by ODOT as part of the planning tool, signifying their acceptance of the final plan.

The Fast Act requires the plan development process must include older adults, individuals with disabilities, members of the general public and representatives from public, private and non-profit transportation and human services providers. It does not, however, mandate the body or organization that must adopt the plan. The Section 5310 program specifies that individuals who adopt the plan must include individuals who were involved in the planning process. Therefore, the local planning committee will accept the responsibility of plan adoption and approving future amendments of the plan.

In order to reach final approval, certain requirements must be met. A copy of the draft plan will be made available to stakeholders and the general public upon request prior to a scheduled community meeting. All stakeholders, as well as the general public, will be notified of and invited to participate in a public comment period. Documentation will be maintained by the Lead Agency and made available upon request.

The Lead Agency will document all comments received, including a summary of any requested changes, and a summary of any actions taken in response to the comments. The Lead Agency will make any changes needed to the draft plan.

The final draft, including documentation of feedback, will be distributed to the planning committee via email, link or paper copy. If the planning committee requests significant edits, the edits will be incorporated and a second opportunity for stakeholder feedback will be repeated.

If there are no significant edits to the plan, the plan adoption meeting will be scheduled and the planning committee will vote to adopt the plan. The plan will be adopted by a majority vote, where each organization on the planning committee will receive one vote.

The Plan Adoption Page will be signed by committee participants and submitted to ODOT, along with a copy of the Final Coordinated Plan. The Lead Agency will provide each member of the planning committee a final copy of the coordinated plan either electronically or via hardcopy.

Appendix A: List of Planning Committee Participants

The planning committee consists of representation from local agencies as well as participation of individuals with disabilities, older adults, and members of the general public. More information about the planning committee is available upon request by contacting Adams Brown Counties Economic Opportunities, Inc. (aka) ABCAP, Denise Neu, ABCAP Planner, at (937) 378-6041, ext. 236 or dneu@abcap.net.

Agency Representation

Name	Agency
Nancy Darby	Adams-Brown Counties Economic Opportunities, Inc.
Sheila Maggard	Adams County Family & Children First
Holly Johnson / Amanda Fraley/Keirstan Hall	Adams County Economic Development Office
Brenda Calvert	Adams County Job and family Services
Mary Stout	Adams County Senior Citizens Council, Inc.
Sharon Harris	Adams County Shelter for the Homeless
Russell Todd	Adams County Veterans Services
Nina Keller	Area Agency on Aging District 7
Julie Cadwallader	Shawnee Mental Health, Inc.
Liz Lafferty	Venture Productions, Inc. DD
Melody G. Elliott	Family Recovery Services
Jacqueline Wilson	Adams County Senior Citizens Council, Inc.
Diane Dryden	Adams County Senior Citizens Council, Inc.
Emily Holbrook	Adams County Senior Citizens Council, Inc.
Angie Richmond, Director	Adams County Job & Family Services
Joe Adray	Family Recovery Services
Chasta Sutterfield	Family Recovery Services
Diana Blanton	Adams County Senior Citizens Council/Saber Health
Bev Mathias/Sharon Ashley	Adams County Health Department
Steve Darby	Senior Citizen Representative
Denise Neu	ABCEOI (aka ABCAP)

In addition to participants listed above, the planning committee also included representation of older adults, people with disabilities, and members of the general public. In addition to hosting a planning committee, Adams Brown Counties Economic Opportunities, Inc. (aka) ABCAP and other planning committee members also conducted a wide variety of activities designed to increase involvement of community stakeholders in identifying community resources, addressing community needs, and setting

goals and priorities. More information about the efforts that occurred is available upon request. To request additional information please contact:

Name: Denise Neu, ABCAP Planner

Agency: Adams Brown Counties Economic Opportunities, Inc. (aka) ABCAP

Phone Number: (937) 378-6041

E-mail Address: dneu@abcap.net

Appendix B: List of Annual Reviews and Plan Amendments

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

Name:	Denise Neu, ABCAP Planner
Agency:	Adams Brown Counties Economic Opportunities, Inc. (aka) ABCAP
Phone Number:	(937) 378-6041
E-mail Address:	dneu@abcap.net

Annual Review: September 27, 2017

The 2007-2008 Adams County Coordinated Public Transit-Human Services Transportation Plan was reviewed on September 27, 2017 as part of the initial planning committee meeting. Emphasis was placed on the identified gaps and needs, as well as the goals and strategies to address those needs. It was determined that due to the age of the 2007-2008 plan, a new plan would be developed, utilizing both stakeholders from the 2007-2008 plan and new stakeholders identified from the committee. The new 2017 plan was developed using resources from the ODOT toolbox, including the provided template. Demographic information was collected, along with input from stakeholders (public, private and non-profit transportation and human services providers), senior citizens, the disabled and the public as required to meet FAST Act and Section 5310 program requirements.

Appendix C: Definitions

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

ABCEOI – Adams Brown Counties Economic Opportunities, Incorporated (aka ABCAP)

ABCAP – Adams Brown Community Action Partnership (aka ABCEOI)

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

CPM – Cost per mile

CVSO – County Veterans Services Organization

DD – Developmentally disabled

DRY RUN – A scheduled pickup whereupon after responding to the pickup, it is found the service is no longer needed, the person is not home, or more than one provider has responded to the same call.

EMA – Emergency Management Agency

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

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

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

MCH – An ABCAP program specializing in Mother/Child Health

MHAS – Mental Health and Addiction Services

ODA – Ohio Department of Aging

PAA – Passport Administrative Agency

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

PRC – Office of Family Assistance, Prevention, Retention Contingency Center (JFS)

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

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

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

Section 5307 Program – The Urbanized Area Formula Grants program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.

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

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

WIOA – Workforce Investment Opportunity Act