

Gallia County

Coordinated Transportation Plan

2022-2026

Gallia County Commission

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Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Gallia County. This plan was initially developed in 2021. Coordinated Public Transit-Human Services Transportation Plans are federally mandated and largely focus on the transportation needs of seniors and individuals with disabilities. Projects that are selected for funding under the Federal Transit Administration's Enhanced Mobility for Seniors and Individuals with Disabilities, Section 5310 program (FTA Circular 9070.1G) are required to be included in a Coordinated Plan. By law, Coordinated plans must be "developed and approved through a process that includes participation by seniors, individuals with disabilities and representatives of public, private and non-profit transportation."

Transportation is a critical component of the communities in Gallia County. Transportation provides access to jobs, education, health care, 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 transportation providers
 - Primary stakeholders and decision makers involved in transportation services
 - Available transportation equipment, including wheelchair accessible equipment
 - 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 surveys data from stakeholders and a community meeting, 5 priorities were identified. Stakeholders were asked to list their priorities. During the community meeting, attendees were asked to identify any additional priorities not suggested in the stakeholder surveys. Afterwards, the attendees were asked to rank those priorities.

The demographic analysis supports the ranking of needs, including the need to increase providers and vehicles to serve an aging population. The demographic data for Gallia County indicates that almost 26% of the population is 60 years old or older and that the proportion is expected to grow over the next five years. Additionally, Gallia County has a higher percentage of individuals with disabilities, lower incomes, and zero vehicles that suggests a need for transportation beyond non-emergency transport.

The identified priorities in order are as follows:

1. Increasing the number of transportation providers

Gallia County has a limited number of transportation providers in the county. Therefore, the most important priority identified by the community was to increase the number of providers and, in do so, increase the number of wheelchair accessible vehicles. This is further supported by the growing aging population in the county that will increase the

need for more non-emergency medical transport. Likewise, transportation providers indicated that a lack of wheelchair accessible vehicles has led them to turn away individuals that need rides.

2. Collaboration to expand services

There is a need to expand services beyond non-medical emergency transport in Gallia County. Very few providers offer services beyond non-emergency medical. However, there is a need in Gallia County for transport to employment, grocery stores, retail, and other major trip generators in the county. There needs to be a collaborative effort with the county and transportation providers to expand offered services from non-emergency medical to meet the other needs of the community, such as those with disabilities that prevent the individual from driving, as well as low-income and zero-vehicle households that have transportation needs beyond non-emergency medical transport. This is further supported by the higher proportion of individuals with disabilities, low-incomes, and zero vehicles in Gallia County than in the state. Additionally, conversations with the stakeholders and community members suggests needs for affordable transportation beyond non-emergency medical transport.

3. Full county public transit system

Reliable transportation is difficult to provide, especially in rural communities. However, such transportation is identified as a need for Gallia County. A fixed route public transportation service may not be feasible for Gallia County. However, other rural counties have developed an on-demand public transit service. Gallia County can look to these counties as a model to develop a similar fee-for-service on-demand public transit system and to determine if a similar transit system would be feasible for Gallia County.

4. Funding

There is a need to identify and secure funding to support transportation in Gallia County.

5. “Transportation Hub”

A centralized “transportation hub” that brings passengers together with transportation providers could be beneficial. Passengers would be able to contact one place that would then be able to connect them with transportation provider that meets their needs. This would ease access as passengers would not need to contact each provider and the “hub” would be better equipped to disseminate information about transportation options and assist individuals seeking transportation. Additionally, the use of scheduling and dispatching software at such a hub could help providers reduce waste of time and resources by decreasing the number of dry runs and unproductive runs.

3. Establish a clear plan for achieving shared goals

The needs identified above can be grouped into two main categories.

1. Improving service and availability through expansion of existing alternative options for transportation
 - a. Addresses the need for the attraction of additional transportation providers
 - b. Addresses the need for the creation of public transit system
 - c. Addresses the needs of individuals that do not currently qualify for transportation
 - d. Addresses the need of transportation services beyond non-emergency medical transportation
 - e. Reduces demand on current transportation services by increasing options and available vehicles
 - f. Improves access to employment, which translates to better employment options for citizens and broadening the potential labor force
2. Utilization of equipment, technology, and funding to maximize coordination of services, improve services, or reduce costs
 - a. Addresses coordination of services and improved efficiencies through evaluation and possible implementation of scheduling software, or callback/confirmation systems.
 - b. Addresses the opportunity to evaluate and pursue funding to improve or expand services.
 - c. Addresses the need for wheelchair accessible vehicles

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, while reducing or improving gaps in service for the consumer and increasing efficiency for the providers.

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

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

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

Stakeholder Surveys

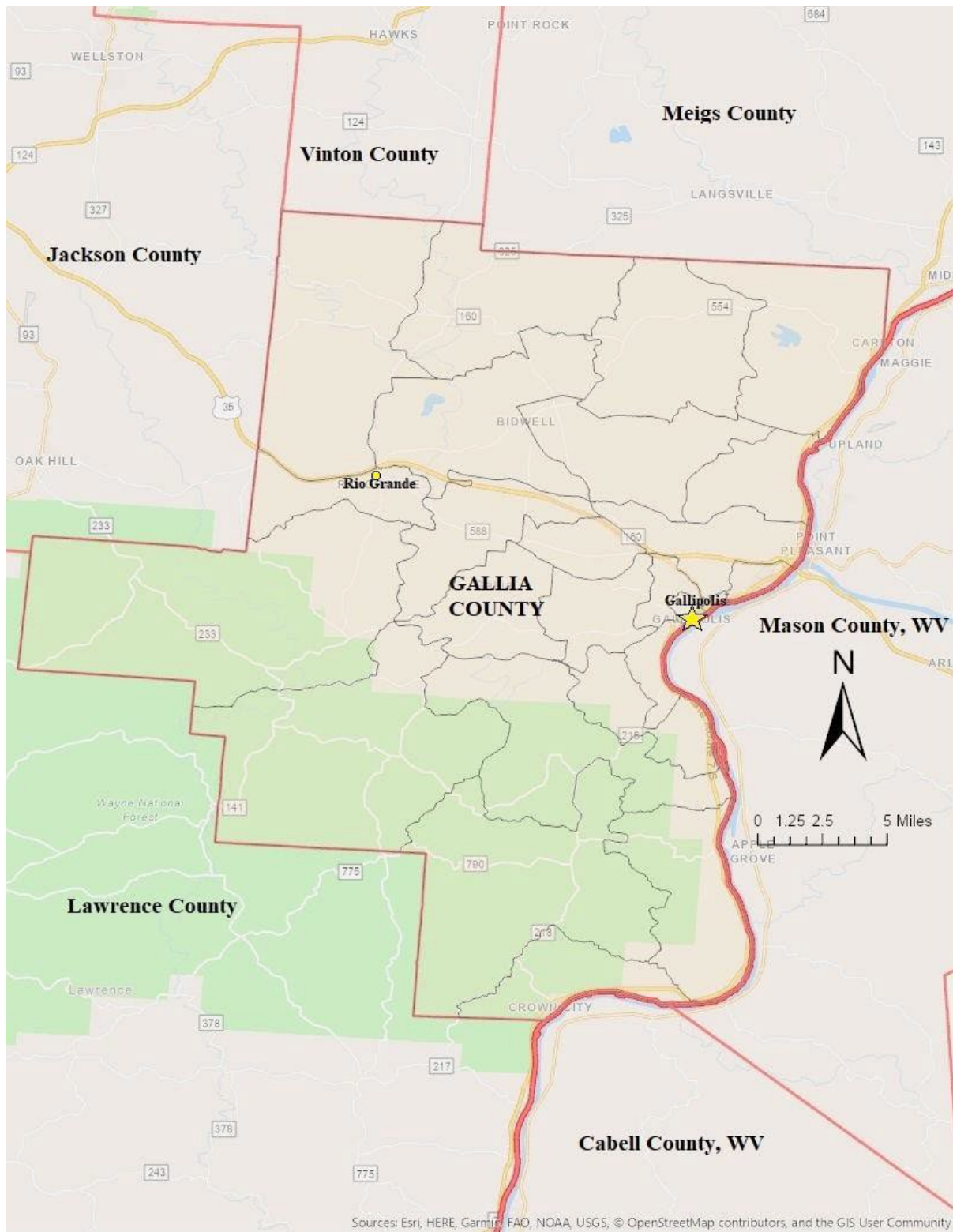
A Community Meeting

This plan was developed and adopted by a planning committee. More information about the planning committee can be found in Appendix A.

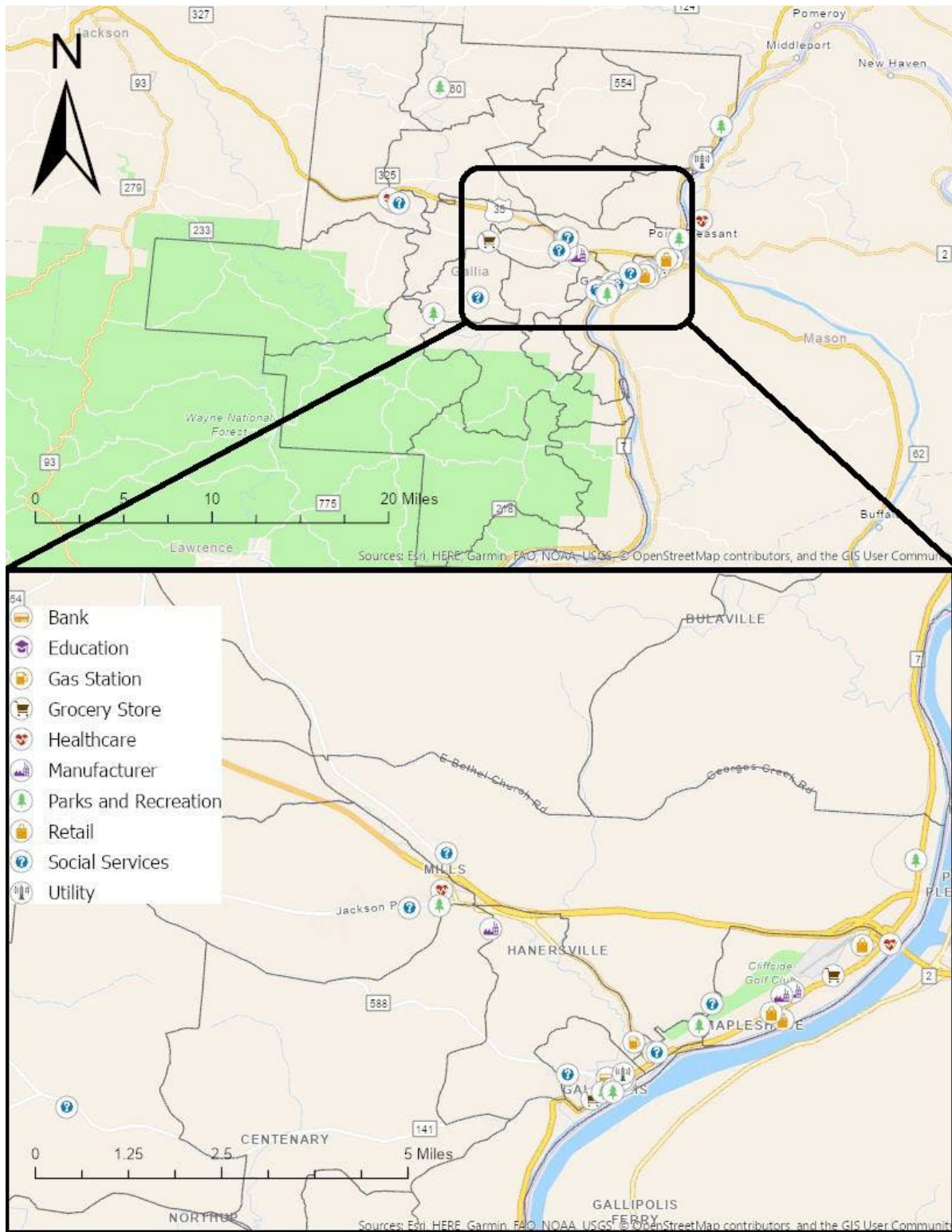
I. Geographic Area

Gallia County is an Appalachian County located in the southeastern portion of Ohio. Gallia County covers 471 square miles of which 467 square miles are land and 4.7 square miles are water. Gallia County is bordered by Lawrence County to the southwest, Jackson County to the west, and Vinton and Meigs Counties to the North. Furthermore, Gallia County is bordered by the Ohio River to the east and southeast, which forms the state border with West Virginia. Additionally, Gallia County is bisected by US HWY 35 running east to west through the county. Likewise, SR 7 runs north to south in the county, following alongside the Ohio River. Also located along the Ohio River, Gallipolis is the county seat and the largest village in the county with an estimated population of 3,348 in 2023. Approximately, 12% of Gallia County live in Gallipolis. The next largest village, Rio Grande had a population of 701 in 2023 and is home to the University of Rio Grande, which enrolls approximately 1,850 students. The southern and southwestern portions of the county are located within the Wayne National Forest. Map 1 offers a view of Gallia County with the surrounding state and county borders. Map 2 shows the major trip generators for Gallia County at the county-wide level and a close up around Gallipolis. This map demonstrates that while most of the trip generators are located in Gallipolis, there are trip generators located throughout the county.

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



Map 2: Major trip generators in the geographic area



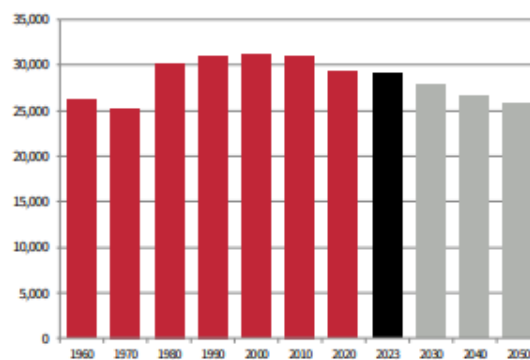
II. Population Demographics

Based on the 2020 census estimates, Gallia County provides services to more than 29,000 residents. The following charts show the targeted demographic information for Gallia County. Chart 1 shows that the overall population for Gallia County is projected to decrease over the next five years. Graph 1 breaks this change down into selected age groups, highlighting two key findings. First, while ages 0-19, 20-44, and 45-64 have all declined, those aged 20-44 have had the largest decrease since 2010. Secondly, the amount of people aged 65 and older in the county has actually increased and is projected to increase more. Chart 2 gives a further breakdown of the current population into more age groups. Chart 3 shows that 92.9% of the population identifies as white, and 1.8% of the population identifies as black or African American. The remaining 7.4% identify a different race. Chart 4 shows that almost 20% of the population of Gallia County has a disability while only 14% of state has a disability. Likewise, Charts 5 and 6 shows that 11.4% of households and 17.2% of individuals in Gallia County live below the federal poverty line, as compared to 9.9% and 14.0% of the state, respectively. Finally, Chart 7 shows that a smaller proportion of the population of Gallia County, 1.05%, speaks English less than well as compared to the state, 2.7%.

Chart 1: Total Population Current and Projected for Ten Years¹

Total Population

Census			
1800		1910	25,745
1810	4,181	1920	23,311
1820	7,098	1930	23,050
1830	9,733	1940	24,930
1840	13,444	1950	24,910
1850	17,063	1960	26,120
1860	22,043	1970	25,239
1870	25,545	1980	30,098
1880	28,124	1990	30,954
1890	27,005	2000	31,069
1900	27,918	2010	30,934
		2020	29,220
		Estimate	
		2023	28,986
		Projection	
		2030	27,834
		2040	26,596
		2050	25,693



¹ Source: <https://dam.assets.ohio.gov/image/upload/development.ohio.gov/research/county trends/2024/gallia.pdf>

Chart 2: Total Population by Age Group²

Population by Age	Number	Percent
ACS Total Population	29,276	100.0%
Under 5 years	1,845	6.3%
5 to 17 years	4,983	17.0%
18 to 24 years	2,462	8.4%
25 to 44 years	6,762	23.1%
45 to 64 years	7,614	26.0%
65 years and more	5,610	19.2%
Median Age	40.2	

Chart 3: Total Population by Race³

Population by Race	Number	Percent
ACS Total Population	29,276	100.0%
White	27,210	92.9%
African-American	539	1.8%
Native American	21	0.1%
Asian	246	0.8%
Pacific Islander	0	0.0%
Other	172	0.6%
Two or More Races	1,088	3.7%
Hispanic (may be of any race)	429	1.5%
Total Minority	2,165	7.4%

² Source: <https://dam.assets.ohio.gov/image/upload/development.ohio.gov/research/countytrends/2024/gallia.pdf>

³ Source: <https://dam.assets.ohio.gov/image/upload/development.ohio.gov/research/countytrends/2024/gallia.pdf>

Chart 4: Number and percentage of people with disabilities⁴

2022	Gallia County		Ohio	
Population with a Disability	5,260	19.80%	1,605,634	14.0%
Population Without a Disability	23,960	80.20%	9,876,885	86.0%
Total Population	29,220		11,482,519	

Chart 5: Number and percentage of households with incomes below the federal poverty level⁵

2024	Gallia County		Ohio	
Households Below the Poverty Line	870	11.4%	292,365	9.9%
Households Above the Poverty Line	6,743	88.6%	2,660,815	90.1%
Total Households	7,613		2,953,180	

Chart 6: Number and percentage of individuals with incomes below the federal poverty level⁶

Ratio of Income To Poverty Level

	Number	Percent
Population for whom poverty status is determined	28,640	100.0%
Below 50% of poverty level	1,799	6.3%
50% to 99% of poverty level	3,117	10.9%
100% to 124% of poverty level	1,440	5.0%
125% to 149% of poverty level	1,821	6.4%
150% to 184% of poverty level	1,592	5.6%
185% to 199% of poverty level	725	2.5%
200% of poverty level or more	18,146	63.4%

Chart 7: Percent of population that speak English “Less than very well”⁸

2024	Gallia County		Ohio	
Speak English Less Than "Very Well"	116	0.4%	336,018	3.0%
Fluent English	27,127	99.6%	10,795,234	97.0%
Population 5 Years and Older	27,243		11,131,252	

⁴ Source: Gallia County 2022 Community Health Assessment⁵ Source: U.S. Census, American Community Survey 5-Year Estimates, 2024⁶ Source: <https://dam.assets.ohio.gov/image/upload/development.ohio.gov/research/countytrends/2024/gallia.pdf>⁷ Source: U.S. Census, American Community Survey 5-Year Estimates, 2024

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 Gallia 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

Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of 4 organizations provided information about their services.

List of Transportation Service Providers

Agency Name: On the Go Transportation

Transportation Service Type: Non-emergency medical transport, would be interested in expansion

Other Services Provided: N/A

Contact Information: (740) 645-2268

Hours: M-F 8AM-4pm; Can schedule outside of office hours

Service Area: Main area: Gallia, Meigs, Jackson, Ross, and Vinton Counties in Ohio and Mason and Cabell Counties in West Virginia

Eligibility Requirements: Gallia & Meigs County residents who are eligible for services funded through the Gallia & Meigs Jobs and Family Services Centers; contracts with Provide-A-Ride, Abbyshire for dialysis and GoT&T Transportation for Workers Compensation; rides require approval from insurance

Web-site: <https://www.facebook.com/On-The-Go-Transportation-782580685135939/>

Agency Name: Gallia County Senior Center

Transportation Service Type: Non-emergency medical, groceries, adult day program, food pantries, hair/nail salon, social service agencies, shopping, banking, wellness center/gym

Other Services Provided: Home Delivered Meals, Home Care Services, Adult Day Services, Congregate Meals, Health Screening, Socialization Activities, Golden Buckeye Card, Educational Seminars, Legal Assistance, Information and Referral, Emergency Food & Shelter, Warming and Cooling Center

Contact Information: (740) 446-7000

Hours: M-F 8am-4pm

Service Area: Gallia County

Eligibility Requirements: 60 or older, individuals with Disabilities

Web-site: <https://galliaseniorcenter.com>

Agency Name: R&T Need a Lift

Transportation Service Type: non-emergency medical, fee for service

Other Services Provided: N/A **Contact Information:** (740) 709-0177 **Hours:** anytime

Service Area: non-emergency medical: within Gallia and Meigs Counties; fee for service: anywhere **Eligibility Requirements:** live in Gallia or Meigs County, and Medicaid for non-emergency medical **Website:** N/A

Agency Name: Gallia County Veterans Service Agency

Transportation Service Type: Provides rides to Veteran Medical Center in Huntington & Chillicothe

Other Services Provided: Veteran Services

Contact Information: (740) 446-2005

Hours: M-F 8-4 with at least 48 hour notice (can schedule outside office hours)

Service Area: Gallia County to Huntington or Chillicothe and back; will also travel out of service area if referral is given

Eligibility Requirements: Open to veterans in Gallia County

Web-site: N/A

Agency Name: Gallia County Department of Job and Family Services

Transportation Service Type: Non-Emergency Transportation

Other Services Provided:

Contact Information: (740) 578-3375

Hours: M-Th 7-5

Service Area: Gallia County

Eligibility Requirements: Medicaid Eligible

Web-site: N/A

Agency Name: Jackson Transportation

Transportation Service Type: Demand, Curb to Curb, Some passenger assist.

Other Services Provided: NET, Managed Care, BODD

Contact Information: 740-288-2091

Hours: T

Service Area: Gallia, Jackson, Vinton, Hocking Ross, Pickway, and Franklin Counties

Eligibility Requirements: Medicaid Eligible

Web-site: transportation.jvcai.org

Agency Name: Green Cab

Transportation Service Type: Demand, Non-Emergency Transportation, Private Pay

Other Services Provided: NET, Taxi, Airport Shuttle

Contact Information: (740) 200-3500

Hours: 8 -5

Service Area: Gallia, Athens, and Vinton Counties

Eligibility Requirements: Medicaid Eligible, Private Pay

Web-site: FB-AthensGreenCab

Table 2: 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
On The Go Transportation	On demand	M-F, 8am-4pm Will schedule on-demand outside of these hours	Y	Door-to-door, as needed	First Aid, CPR, Defensive Driving, and on the job training (Peer training)
Gallia County Senior Center	On demand, fixed route	M-F, 8am-4pm	Y	Door-to-door	Drive Training
R&T Need A Lift	On demand	Anytime	Y	No hands on assistance	CPR, First Aid, PASS, and Defensive Driving
Gallia County Veterans Service Agency	Fixed Route, Limited on-demand for referrals	8am on Wednesdays	N	Meet at Veterans Services Agency	-
Gallia County Council on Aging	On demand	-	Y	-	CPR, First Aid
Jackson Transportation	On demand	-	Y	-	CPR, First Aid
GreenCab	On demand		Y		

Summary of Existing Resources

There are currently six primary transportation providers in Gallia County:

- On the Go Transportation
- R & T Need a Lift
- Job and Family Services
- Gallia County Senior Center
- Jackson Transportation
- GreenCab

There are other transportation providers such as the Gallia County Veteran Services Agency, health centers, and nursing home/assisted living communities that provide and arrange transportation for the clients or residents under their direct care.

The above providers have 83 vehicles of which 29% are wheelchair accessible.

IV. Assessment of Transportation Needs and Gaps

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

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

The Center for Economic Development and Community Resilience engaged with 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.

Due to restrictions regarding the Covid-19 pandemic, all meetings, surveys and interviews had to be conducted virtually. Because of this, response rates and turnout rates were less than ideal and less than expected. This is particularly true given our targeted demographics coupled with the lack of broadband infrastructure throughout the Appalachian Ohio region. However, we are confident that while the direct response of the community was lower than would have been preferred, we were able to gather the needs and priorities of the community effectively through the engagement we did have and the planning committee.

More information on how the lead agency engaged stakeholder and the general public is available upon request.

The following methods were used to assess transportation needs and gaps

- Assessment of data and demographics
- Stakeholder Survey
- Public Meeting

Safety

Many of the transportation providers required their drivers to participate in training programs that increases driver knowledge and skills such as:

Defensive Driving, DRIVE (Driving older adults and individuals with disabilities), First Aid, CPR, Passenger Assistance Techniques, and Fire extinguisher.

Those with ODOT 5309, 5310 and 5311 vehicles adhere to the preventative maintenance program and keep their vehicles adequately serviced.

Local Demographic and Socio-Economic Data

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

Exhibit 1 illustrates the number of older adults (age 65 and older) in each census tract in Gallia County. The darker color signifies census tracts with more older adults.

Exhibit 2 illustrates the areas where the number of older adults is at or above the Gallia County average. The darker color signifies census tracts with an above average percentage of older adults. This indicates a higher need for transportation services in the darker colored census tracts.

Exhibit 3 illustrates the number of households with zero vehicles in each census tract in Gallia County. The darker color signifies census tracts with more households with zero vehicles.

Exhibit 4 illustrates the areas where the number of zero vehicle households is above the Gallia County average. The darker color signifies census tracts with a higher percentage of households with zero vehicles. The absence of a vehicle in the household is often an indication of the need for transportation services. This indicates a higher need for transportation services in the darker colored census tracts.

Exhibit 5 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. This map indicated that most of trip generators are located along SR-7 and US Route 35. This indicates the need for travel along those routes. This also shows the need for travel into the central and east-central regions of the county from the northern, southern and western regions of the county for employment, grocery and retail shopping, and social/recreational attractions.

Exhibit 1: Map of the Number of Individuals Age 65 and Older

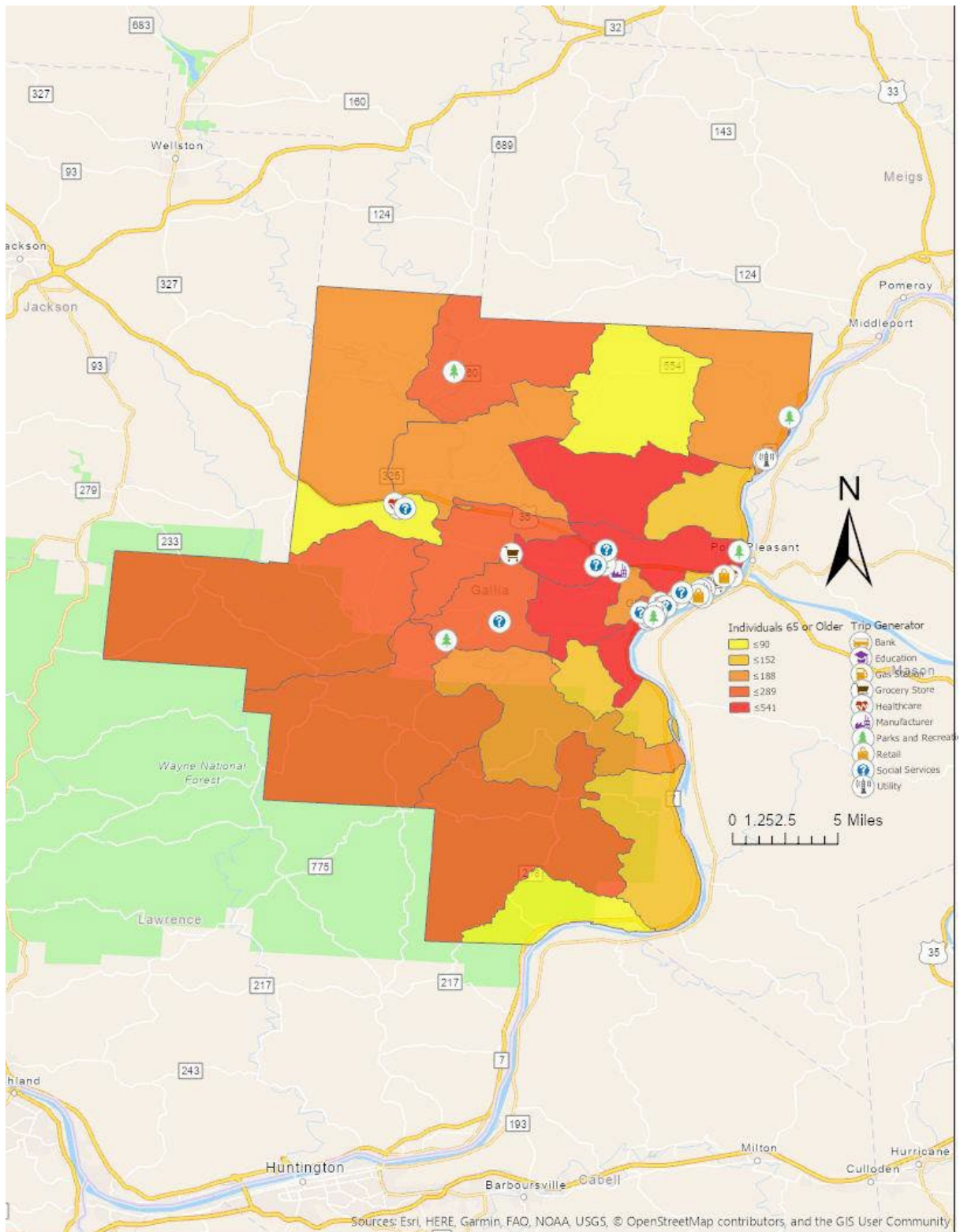


Exhibit 2: Map of Population Density of Individuals Age 65 and Older

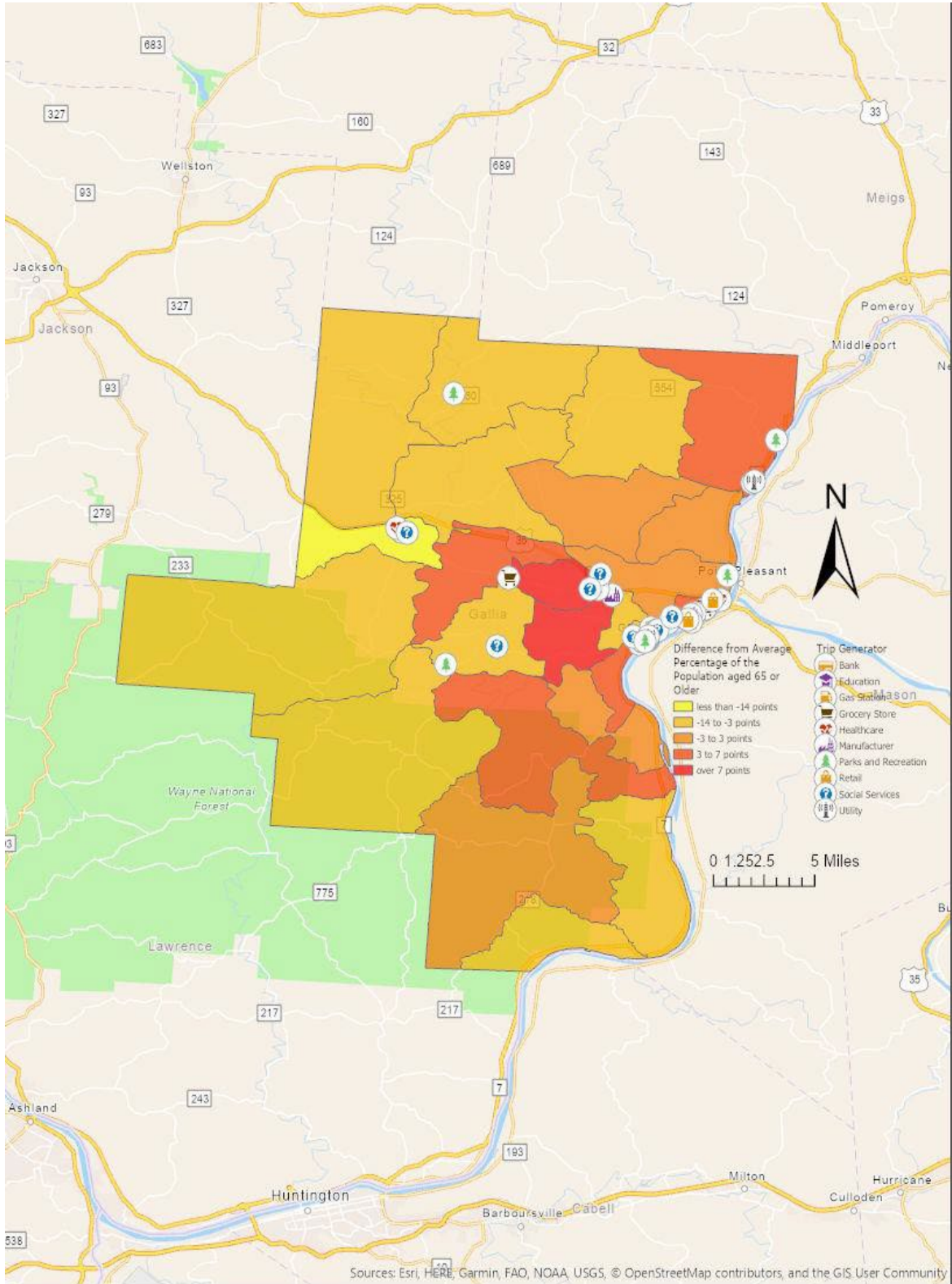


Exhibit 3: Map of the Number of Zero Vehicle Households

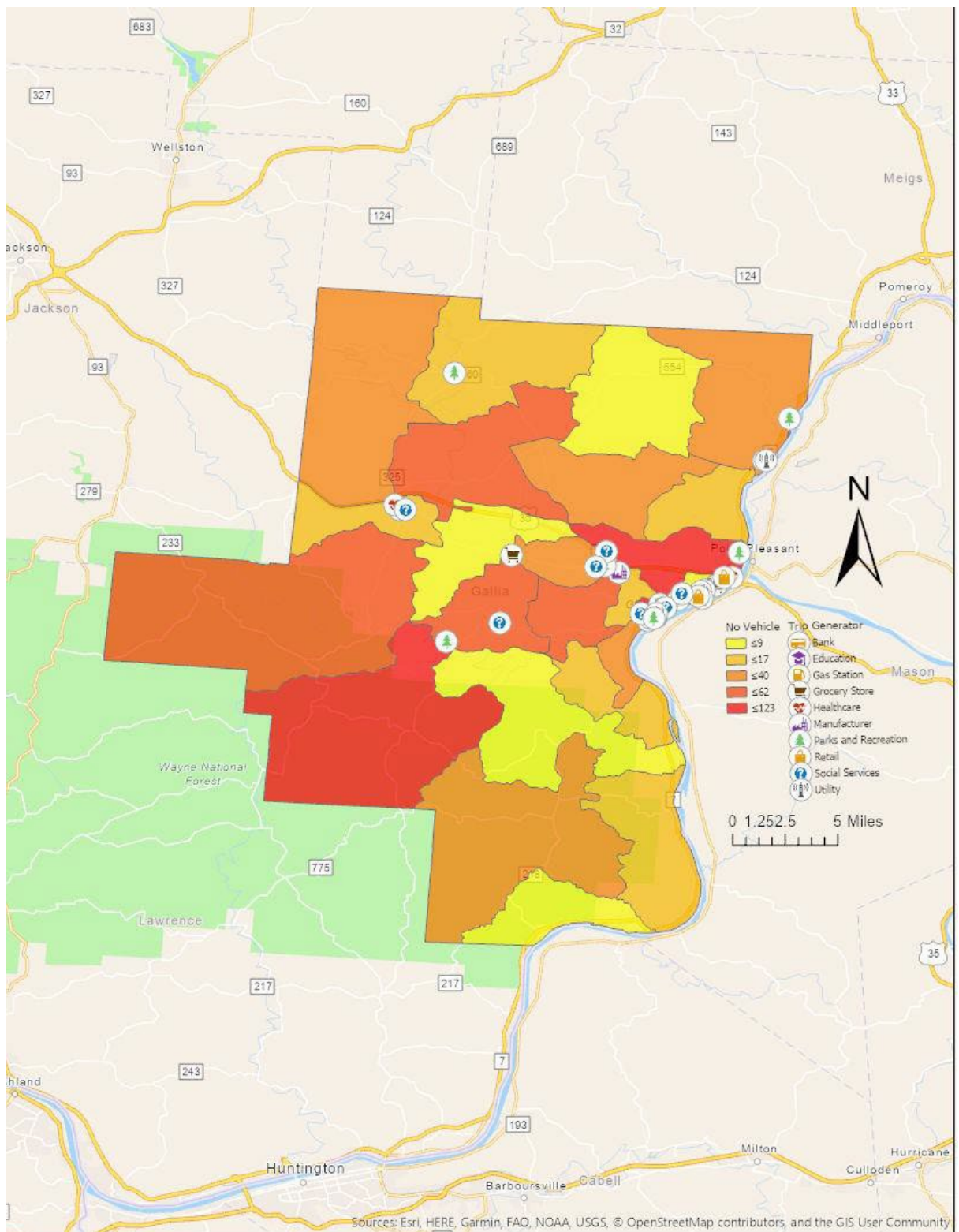


Exhibit 4: Map of Density of Zero Vehicle Households

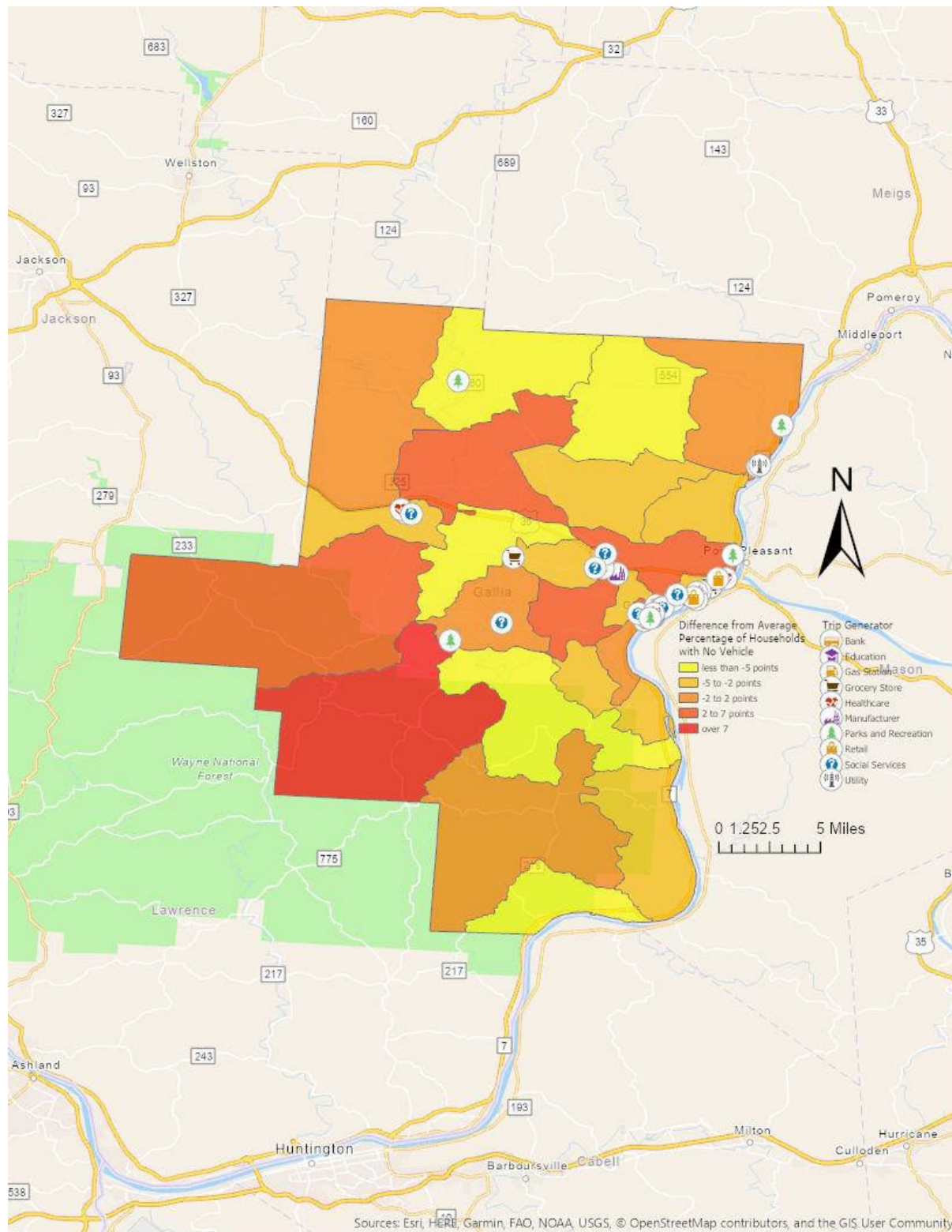
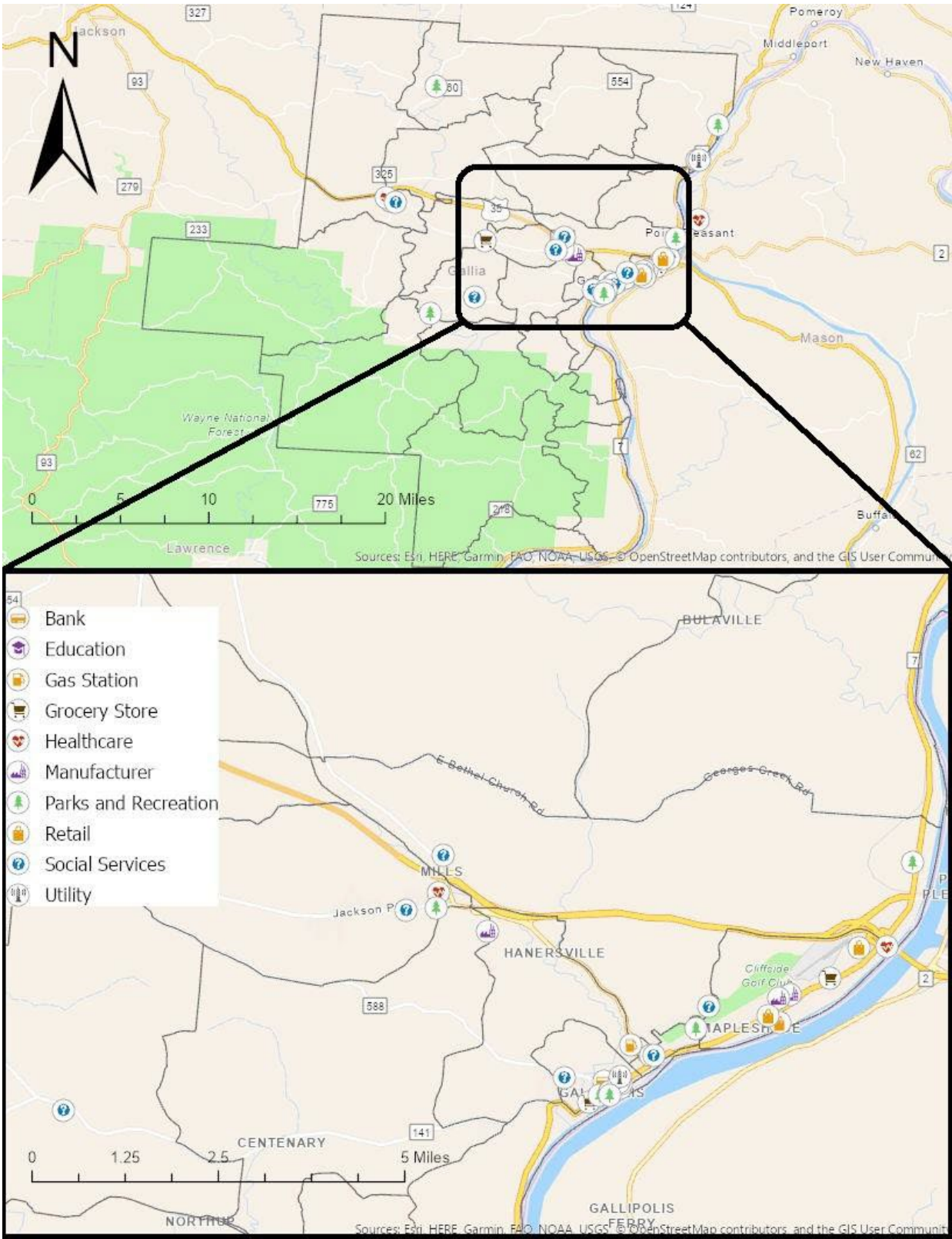


Exhibit 5: Map of Major Trip Generators



Analysis of Demographic Data

Analysis of the demographic data shows that over 26% of the population of Gallia County is over 60 years old. The majority of the population primarily identifies as white/Caucasian (93.8%). Additionally, 97.3% of the population speak English very well. While, the overall population is expected to decrease over the next five years, the number of older adults is expected to increase. This will likely increase the demand on transportation needed in the county, especially non-emergency medical transport.

Additionally, 11.6% of households and 20.7% of individuals are living below the poverty line. Furthermore, 955 households in Gallia County have zero vehicles. These facts are of particular significance when considering the lack of public transportation and transportation providers other than non-emergency transport. This lack of transport options can limit access to employment, grocery stores, retail shopping, etc. and have a significant impact on employment status and the health of these individuals.

Furthermore, almost twenty percent (19.8%) of individuals in Gallia County identify as having a disability. This is significant as it suggests a need for transportation services for those who cannot drive themselves and/or may need more frequent trips to doctor appointment and medical treatments.

General Public and Stakeholder Meetings/Focus Groups

The Center of Economic Development and Community Resilience hosted and facilitated 1 local meeting to discuss the unmet transportation needs and gaps in mobility and transportation. 4 people participated in the meetings. More information about what meetings were held and attendance at those meetings is available upon request.

During the meeting, Clara Bone presented highlights of historical coordinated transportation in the Gallia County and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area.

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

After the changes to the needs/gaps list were completed and new needs/gaps were added, each participant was asked to rank the needs/gaps using a straw poll.

Participants discussed more than 10 mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meeting. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. 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:

4 surveys from the general public. (2021)

1. What services are you aware of:
 - Non-emergency medical transportation
 - Services for Medicaid
 - Need a Lift
 - On The Go
 - Client transportation services
 - Senior citizen options
 - Gallia Senior Center
 - JFS employment transportation
2. Availability of Transportation Options in Gallia County (rated 1-5):
 - Average of 1.75
3. Quality of Transportation Options in Gallia County (rated 1-5):
 - Average of 3.25
4. Existing Gaps
 - Very little transportation for low income for vocational and/or educational needs
 - No public transportation (especially in rural areas)
 - Only serve low income and non-emergency medical
 - No options for employment, shopping, or other activities
5. Biggest Challenge
 - Funding
 - Rural setting does not support set routes
 - Individuals who can't access resources and services
6. Potential Opportunities
 - More providers for non-medical transportation
 - Rural Transit System (Look to Perry County)
7. Priorities Moving Forward
 - Collaborative effort to expand services

A 2023 Gallia County Public Transportation Survey

Transportation information was collected by conducting surveys with the general public. The survey data will be used to gain insights on the public's knowledge on current transportation options available and what are the unmet transportation needs of the citizens of the county.

Surveys were solicited from individuals that were at least 18 years of age and older and a current resident of Gallia County. The surveys were dispensed/collected at the following events/locations:

- Gallia County Junior Fair
- Healthy Kickstart Event at the Gallia County Health Department
- Annual Emancipation Day Celebration at The University of Rio Grande
- Gallia County Department of Job and Family Services

A total of 234 surveys were collected from the general public. 51 individuals or 21.8% of the respondents identified themselves as being age 60 or over. 28 of the 234 individuals report being disabled and 93 individuals identified as low income, which makes up 40.26% of the respondents.

Exhibit 1: Age Demographics

The chart below demonstrates age categories of individuals that completed the transportation survey. According to the surveys, the largest age group was 40-59, constituting 39.89% of the survey’s population. The second largest group was between the ages of 26-39, consisting of 30.34% of the survey’s population. Approximately 21.8% of the survey’s population was age 60 and older.

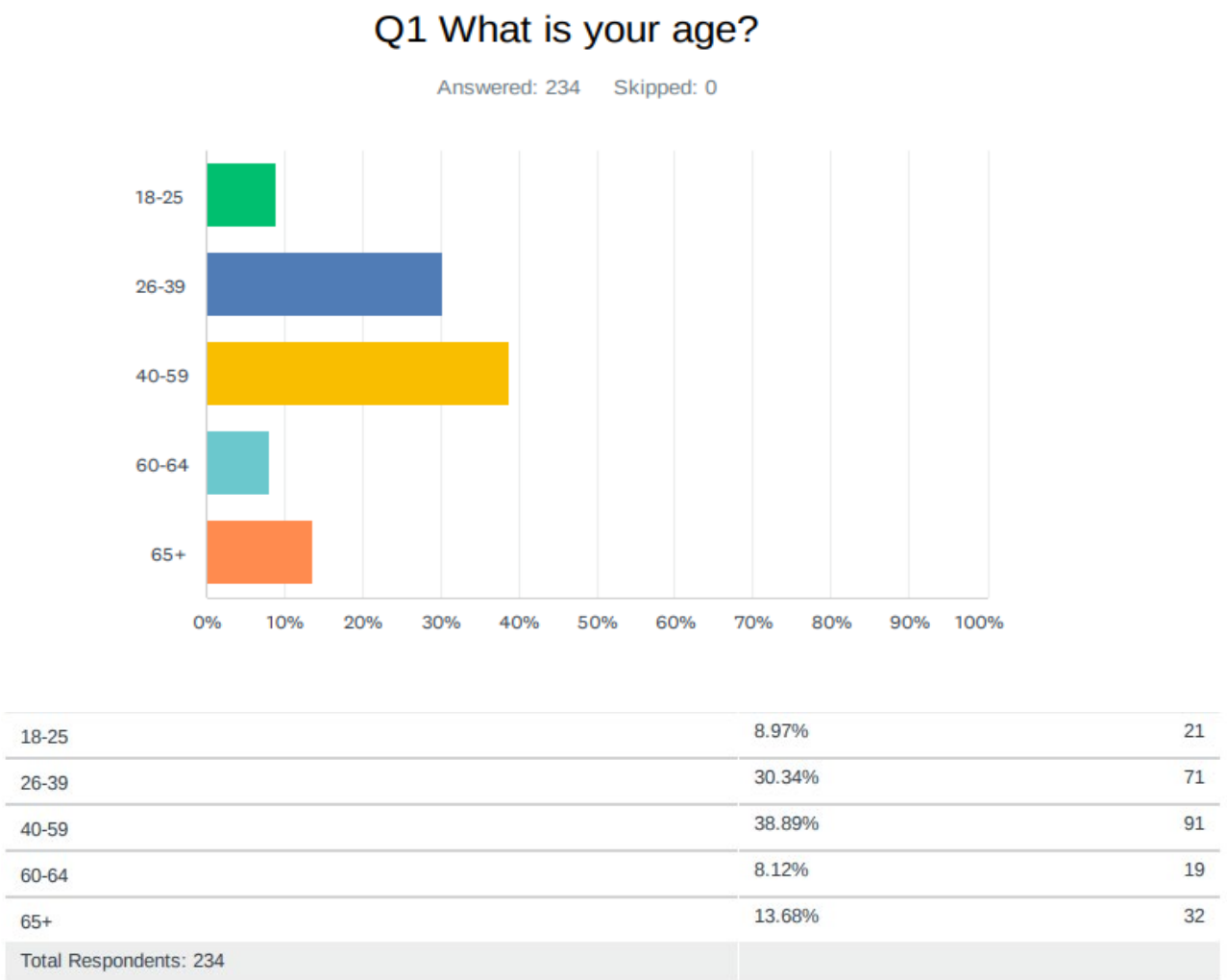
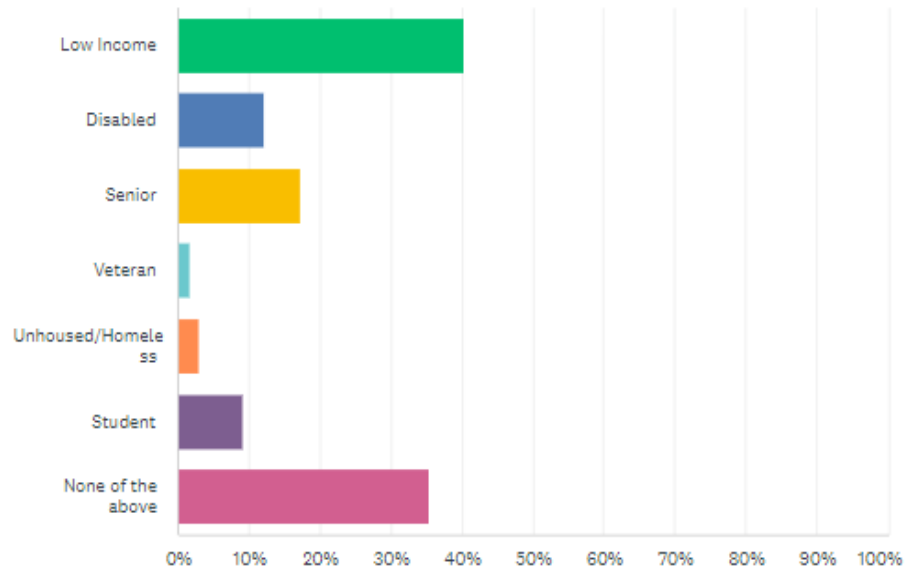


Exhibit 2: Target Demographics

I consider myself? (Check all that apply)

Answered: 231 Skipped: 3

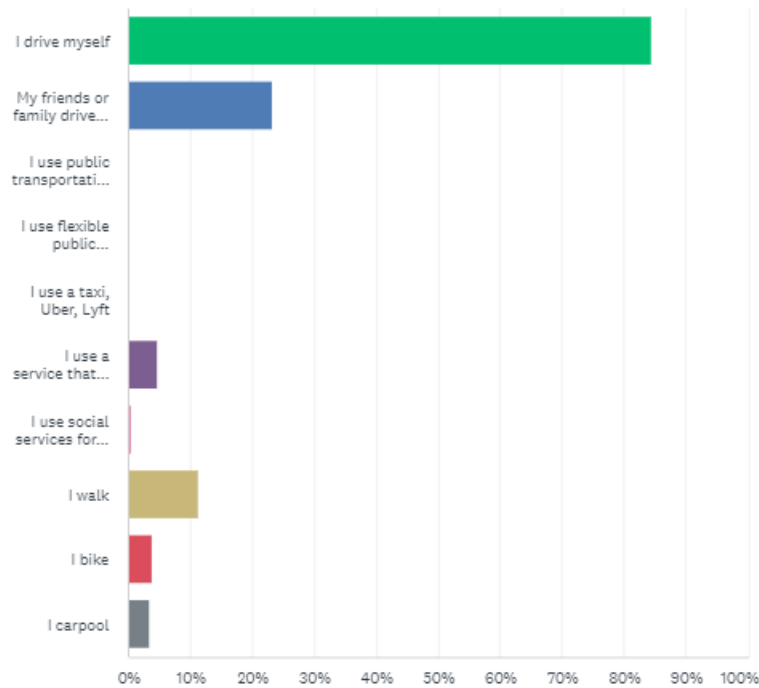


ANSWER CHOICES	RESPONSES
▼ Low Income	40.26% 93
▼ Disabled	12.12% 28
▼ Senior	17.32% 40
▼ Veteran	1.73% 4
▼ Unhoused/Homeless	3.03% 7
▼ Student	9.09% 21
▼ None of the above	35.50% 82
Total Respondents: 231	

Exhibit 3: Means of Transportation

What is your usual way of getting where you want and need to go? (Check all that apply)

Answered: 232 Skipped: 2

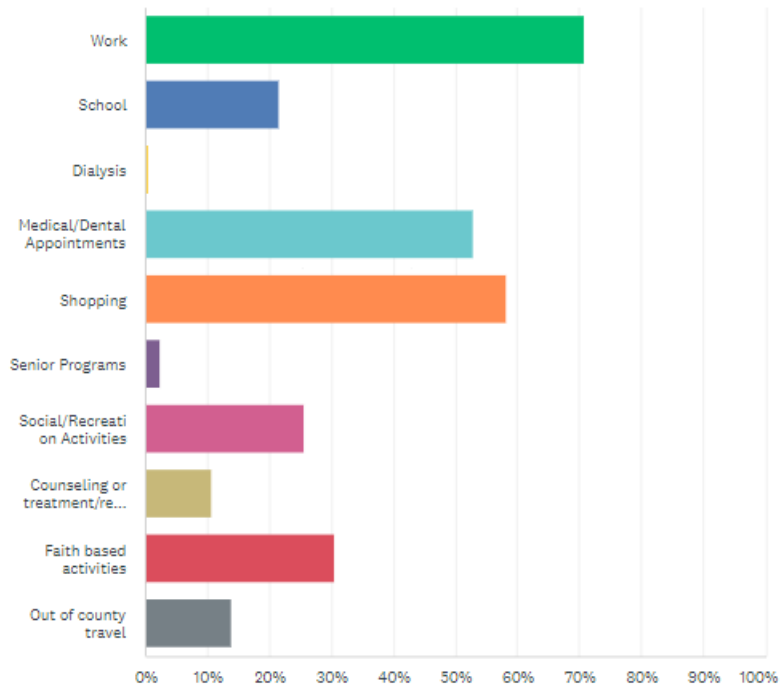


ANSWER CHOICES	RESPONSES	
▼ I drive myself	84.48%	196
▼ My friends or family drive me to where I need to go	23.28%	54
▼ I use public transportation with set stops and schedule	0.00%	0
▼ I use flexible public transportation with a set schedule/flexible route	0.00%	0
▼ I use a taxi, Uber, Lyft	0.00%	0
▼ I use a service that picks me up at my location and requires me to schedule in advance	4.74%	11
▼ I use social services for transportation (Veteran's Affairs, senior services)	0.43%	1
▼ I walk	11.21%	26
▼ I bike	3.88%	9
▼ I carpool	3.45%	8
Total Respondents: 232		

Exhibit 4: Travel Destinations

Where do you most often travel? (Check all that apply)

Answered: 223 Skipped: 11

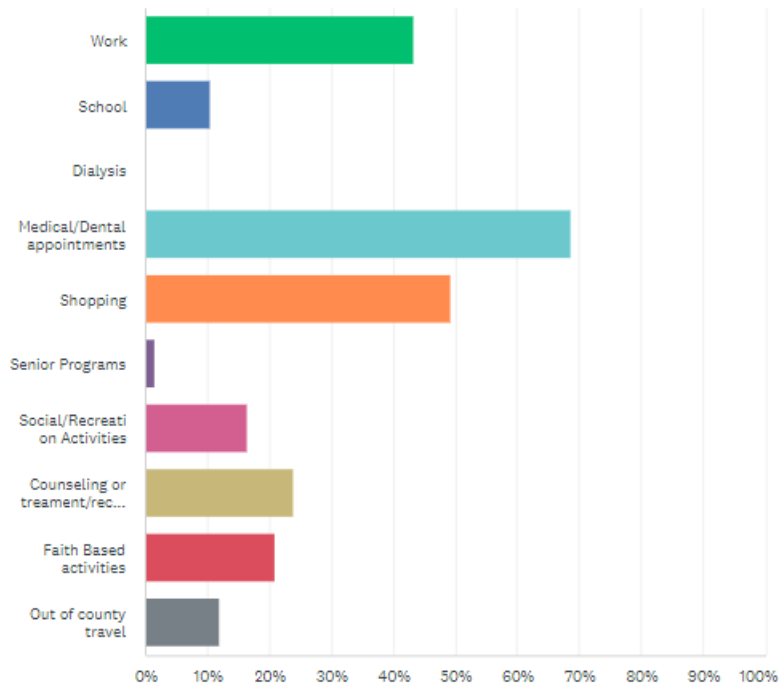


ANSWER CHOICES	RESPONSES	
Work	70.85%	158
School	21.52%	48
Dialysis	0.45%	1
Medical/Dental Appointments	52.91%	118
Shopping	58.30%	130
Senior Programs	2.24%	5
Social/Recreation Activities	25.56%	57
Counseling or treatment/recovery appointments	10.76%	24
Faith based activities	30.49%	68
Out of county travel	13.90%	31
Total Respondents: 223		

Exhibit 5: Destinations Unable to Travel To Due to Lack of Transportation

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)

Answered: 67 Skipped: 167

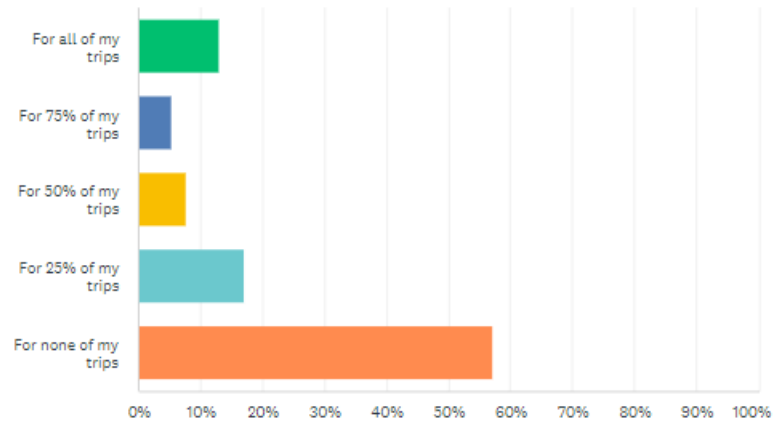


ANSWER CHOICES	RESPONSES	
Work	43.28%	29
School	10.45%	7
Dialysis	0.00%	0
Medical/Dental appointments	68.66%	46
Shopping	49.25%	33
Senior Programs	1.49%	1
Social/Recreation Activities	16.42%	11
Counseling or treatment/recovery appointments	23.88%	16
Faith Based activities	20.90%	14
Out of county travel	11.94%	8
Total Respondents: 67		

Exhibit 6: Rely on Others for Transportation Needs

Over the last 3 months, how much did you rely on others for transportation?

Answered: 224 Skipped: 10

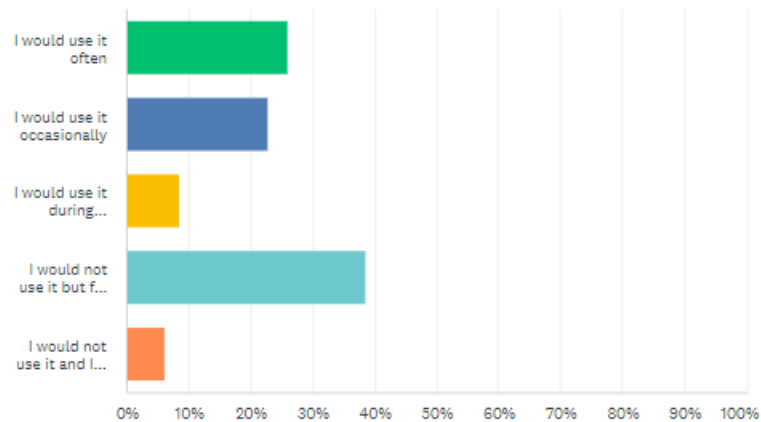


ANSWER CHOICES	RESPONSES	
For all of my trips	12.95%	29
For 75% of my trips	5.36%	12
For 50% of my trips	7.59%	17
For 25% of my trips	16.96%	38
For none of my trips	57.14%	128
Total Respondents: 224		

Exhibit 7: Would You Use Public Transit?

If public transportation was available in your community, would you utilize the service?

Answered: 223 Skipped: 11



ANSWER CHOICES	RESPONSES	
I would use it often	26.01%	58
I would use it occasionally	22.87%	51
I would use it during inclement weather	8.52%	19
I would not use it but feel it is needed in our community	38.57%	86
I would not use it and I do not think it is needed in our community	6.28%	14
Total Respondents: 223		

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 limitations limits coordination of service across the county and the region*
- *Lack of needed wheelchair accessible vehicles*
- *Securing additional funding to support the county's transportation funding*
- *Lack of scheduling, dispatching, and GPS technology used by transportation providers*
- *Lack of public knowledge of existing transportation options*
- *Those who need transport do not meet qualifications of current providers*

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 6: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Lack of Funding	Stakeholder survey, community meeting
2	Transportation to Employment	Stakeholder survey, community meeting, provider interviews
3	Transportation to grocery and retail	Stakeholder survey, community meeting, provider interviews
4	Awareness of Services	Stakeholder survey, community meeting
5	Rural Transportation	Stakeholder survey, community meeting,
6	Lack of Drivers	Stakeholder survey, community meeting
7	Lack of scheduling, dispatching, and GPS software	Provider interviews
8	Transportation to Education (University of Rio Grande)	Stakeholder survey, community meeting
9	Transportation to social/recreational/community events	Stakeholder survey, community meeting

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

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

Based on information gathered throughout the planning process, the Gallia County Commission 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 all of the identified primary gaps and needs.

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

Goal #1: Attend 4 Community Events to Promote Transit

Timeline for Implementation: SFY 2025 -2026

Need(s) Being Addressed: Increasing awareness and educating the public on how to access and utilize services. Provides outreach to a broad range of populations. Helps keep transit visible in the community and allows an opportunity to gather feedback, gather ideas and improve services.

Strategy 1.1:

- Research upcoming events
- Prioritize events with high foot traffic, diverse demographics, and transportation relevance
- Coordinate with chamber of commerce, community organizations and city planners for event calendars

Action Steps:

1. *Participate at the Gallia County Fair in August of 2025 and promote transit services*
2. *Participant at the Healthy Kickstart in August of 2025 and promote transit services*
3. *Participant at the Emancipation in September of 2025 and promote transit services*
4. *Participant in at least one other community event in 2025.*

Parties Responsible for Leading Implementation: Gallia County Mobility Manager

Parties Responsible for Supporting Implementation: Gallia County JFS

Resources Needed: Promotional Items

Potential Cost Range: \$1,200

Potential Funding Sources: ODOT Mobility

Performance Measures/Targets: Log each event: date, attendance estimate, number of interactions, materials handed out

Goal #2: Promote the Expansion and Coordination of Providers in Gallia County

Need(s) Being Addressed: Increasing the overall capacity of providers to increase availability of vehicles and expand services

Strategy 2.1:

- Identify existing transportation providers outside of Gallia County looking to expand into Gallia County and establish relationship with such providers to determine needs for expansion
- Identify existing Gallia County transportation providers looking to expand (in terms of vehicles or services offered) and establish relationships with such providers to determine needs for expansion.

Timeline for Implementation: SFY 2026

Action Steps:

1. *Contact three (3) other counties transits, local providers and determine what will work for Gallia County.*
2. *Meet with JFS on a quarterly basis to address the centralized hub and improve customer access from zero to 50 customers.*
3. *Meet with community stakeholders to increase awareness of transportation needs quarterly.*

Parties Responsible for Leading Implementation: Mobility Manager and JFS

Parties Responsible for Supporting Implementation: ODOT Mobility Management Grant and Local Match

Resources Needed: to be determined

Potential Cost Range: To be determined, dependent on personnel used

Potential Funding Sources: To be determined, dependent on personnel used

Performance Measures/Targets: Meeting transportation providers from other counties, meetings with existing transportation providers, list of barriers to expansion

Goal #3: Establish (along with transit) a centralized hub from feasibility study, or other determined transit need from Transit Development Plan (TDP)

Need(s) Being Addressed: Seamless integration of multiple transportation providers, reduction of redundancy, better coordination, management and maintenance of services, simplifies client access to all transportation providers.

Strategy 3.1:

- Research and evaluate dispatching software
- Build consensus and collaborative partnerships with transportation partners

Action Steps:

1. *Conduct Quarterly TAC meetings. Explain transit and how they can partner to benefit customers.*
2. *Review TDP for opportunities to develop transit*
3. *Include TDP finds and needs in rewrite of coordinated plan and/or update of regional plan*
4. *List and partnering agencies*

Timeline for Implementation: SFY 2026

Parties Responsible for Leading Implementation: Mobility Management and JFS

Parties Responsible for Supporting Implementation: Mobility Management, JFS, and Transportation Providers

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.

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.

VI. Plan Adoption

The Lead Agency, Gallia County Commission, 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.

Agency Representation

Agency	First Name	Last Name
Gallia County Commissioners	Leslie	Henry
Gallia County Commissioners	Jay	Stapleton
Gallia County Commissioner	Jeremy	Kroll
Gallia Meigs Community Action Agency	Lora	Rawson
Gallipolis City	John	Westfall
Gallia County DJFS	Dana	Glassburn
Gallia County Economic Development		
Area Agency on Aging District 7	Jamie	Hermann
Gallia County Council on Aging	Marlene	Stout
Gallia County Board of DD	Melinda	Kingery
GJM BADMHS	Robin	Harris
Gallia Metropolitan Housing Authority - Low Income Housing Development	Andrew	Kott
Gallia County Chamber of Commerce	Bob	Hood
Gallia County Health Department	Jamie	Harrison
Gallia County Family & Children First Council	Thom	Mollohan
Holzer Assisted Living - Independent Living Center	Tammy	McCoy
R&T Need A Lift - Private Transit Operator	Robert	Eddy
On The Go Transportation - Private Transit Operator	Garry	Stover
Hopewell Health Centers -	Kevan	Mock
Gallia County Veterans Service Agency	Jason	Danford

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, Gallia County Commission 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: Robin Payne, Mobility Manager
Agency: Gallia County Job & Family Services
Phone Number: (740)446-6095
E-mail Address: Robin.Payne@jfs.ohio.gov

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: Robin Payne, Mobility Manager
Agency: Gallia County Job & Family Services
Phone Number: (740)446-6095
E-mail Address: Robin.Payne@jfs.ohio.gov

Annual Review

Performed 2/2024
Performed 6/25/2025 Charts and
Next annual review will be in 2026.

Amendment

No amendments made.

Appendix C: Definitions

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

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

FTA Circular 9070.1G – This circular is a reissuance of guidance on the administration of the transit assistance program for seniors and individuals with disabilities under 49 U.S.C. 5310, and guidance for the preparation of grant applications. This circular cancels Federal Transit Administration (FTA) Circular 9070.1F, “Elderly Individuals and Individuals with Disabilities Program Guidance and Application Instructions,” dated May 1, 2007; and FTA Circular 9045.1, “New Freedom Program Guidance and Application Instructions,” dated May 1, 2007.

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

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

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

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

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

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

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

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

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