

Belmont County Coordinated Public Transit/Human Services Transportation Plan

2018-2021

National Church Residences

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Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Belmont County. This plan was initially developed in 2009 and updated in 2018. 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 Belmont County. Transportation provides access to jobs, education, health care, human services and allows all community members, including older adults and people with disabilities, to live independently and engage in community life. It is the purpose of this plan for local stakeholders to work collaboratively to do the activities outlined in this plan:

1. AVAILABLE COMMUNITY RESOURCES FOR TRANSPORTATION

Several organizations provide transportation services in Belmont County to persons with a disability, senior citizens, Medicare- or Medicaid-eligible individuals, veterans, and others. These organizations include:

- **National Church Residences** is a not-for-profit organization that offers affordable housing, service coordination, and transportation to residents of the community including individuals with disabilities, older adults, low-income, and underinsured. They have a fleet of seven vehicles, three of which are wheelchair accessible, and are the only service provider in the county that operates 24 hours a day/7 days a week.
- **Senior Services of Belmont County (SSOBC)** is a nonprofit public entity providing home bound and congregate nutrition services, homemaking and personal care services, and non-emergency medical transportation (NEMT) services. SSOBC operates 10 senior centers in Belmont County. They have a high demand for wheelchair-accessible vehicles and have a fleet of 25 vehicles, 14 of which are specifically for NEMT; the other 11 are for seniors only during the weekdays.
- **Eastern Ohio Regional Transit Authority (EORTA)** works cooperatively with **Ohio Valley Regional Transit Authority (OVRTA)** under a Memorandum of Understanding (MOU) to provide transit service on both sides of the river in the Wheeling area. All vehicles in their fleet are wheelchair accessible. They have a fleet of 34 vehicles all for public use running six days a week from 6 a.m.-6:30 p.m.
- **Neffs Fire Department** provides a wheelchair van and courtesy van service for patients in nursing homes and residents of Belmont County through Job and Family Services (JFS). They have a total of nine vehicles in their fleet running on a varying schedule, no set program, and provide transportation only within Belmont County.
- **Martins Ferry EMS** is a Fire Department based Emergency Medical Service to provide emergency medical care to patients suffering illness or injury as well as NEMT for patients to and from their medical appointments in Martins Ferry and surrounding communities. Wheelchair access is in high demand, often exceeding the service

provided by Martins Ferry EMS. The fleet is six vehicles in total serving Belmont County only, all are under the JFS program and three are for medical trips. Five vehicles are available 60 hours per week and one vehicle is available only 10 hours per week.

- **Belmont County Veteran Services** provides services to all honorably discharged veterans who have served in the Armed Forces of the United States of America from all service periods. They currently have four county veterans service officers working in their offices, along with two full-time van drivers, two back-up drivers, an administrative assistant and an outreach coordinator.

2. COMMUNITY TRANSPORTATION NEEDS

Several unmet transportation needs have been identified by the Belmont County Transportation Planning Committee and the general public. These needs include:

- Expansion of geographic service areas and extended hours
- Decrease in the advanced notification requirements from 10 days to 48 hours for transportation to medical appointments
- Since 16% of the county's population is disabled, more transportation options for this cohort are needed. Of this 16%, 3,028 persons or 4.3% of the population have physical disabilities with limited mobility resulting in the need for more handicapped-accessible transportation vehicles for wheelchairs and power scooters
- Affordable or discount fares for low-income and disabled individuals
- Circular scheduled trips in rural areas of the county for shopping, pharmacy, banks, and other daily living activities
- Growing elderly population, over 13,000 residents (19 %) are 65 and older and require more transit options to include daily living activities
- More local options for drug rehabilitation are needed to minimize the number and frequency of out-of-county trips for opioid addiction services.
- More transportation service to dialysis centers and cancer screenings
- More handicapped-accessible vehicles for both medical and non-medical trips
- More frequent Veteran transportation services
- Transportation for employment opportunities for special needs students
- Transportation for post-secondary education and transportation for secondary students from the career center to employment
- Transit options in western Belmont County especially for developmental disability and mental health treatment
- Access to food pantry service
- Assistance for bariatric patients
- More and newer vans
- More non-medical trips

3. PLAN FOR ACHIEVING SHARED GOALS

Five goals were established to guide the Belmont Coordinated Plan and to help in the identification of strategies that can be used to achieve the Plan goals. These are the five goals developed by the Planning Committee:

1. *Enhance coordination and provide transportation services in a more effective and cost-efficient manner to increase mobility.*
2. *Increase transportation access, including transportation stops, to higher education facilities.*
3. *Increase access to employment and employment training programs for low-income population and special needs students.*
4. *Increase transportation services for dialysis patients, opioid rehabilitation, and cancer screenings for patients who have medical needs.*
5. *Market all county transportation options more frequently and efficiently.*

The following strategies were identified to achieve the goals of this Plan:

1. *Establish a monthly coordinated transportation service providers meeting for Belmont County at local nursing homes to market services and approach target groups.*
2. *Create an Education Transportation sub-committee from the monthly coordinated transportation service provider meeting. Hold meeting[s] with colleges, board of education, and county commissioners for feasibility.*
3. *Create an Employment Transportation sub-committee from the monthly coordinated transportation service provider meeting. Hold meeting[s] with Belmont County DD, career center, JFS and county commissioners for feasibility.*
4. *Pursue grant funding for increased NEMT service through ODOT grants to purchase or supplement new or used vehicles to support these specific trips in and out of Belmont County.*
5. *Hire a Mobility Manager for Belmont County to enhance public outreach and awareness of the services available to them as well as increasing the marketing of the available services.*

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 nonprofit transportation providers
- People who do not own a personal vehicle
- Human services providers
- The general public

To ensure participation from the above groups the following stakeholder involvement activities were performed in 2018:

- Belmont County Coordinated Transit Plan Online Workshop – January 19
- Belmont County Coordinated Plan Stakeholder’s Meeting 2 – January 23

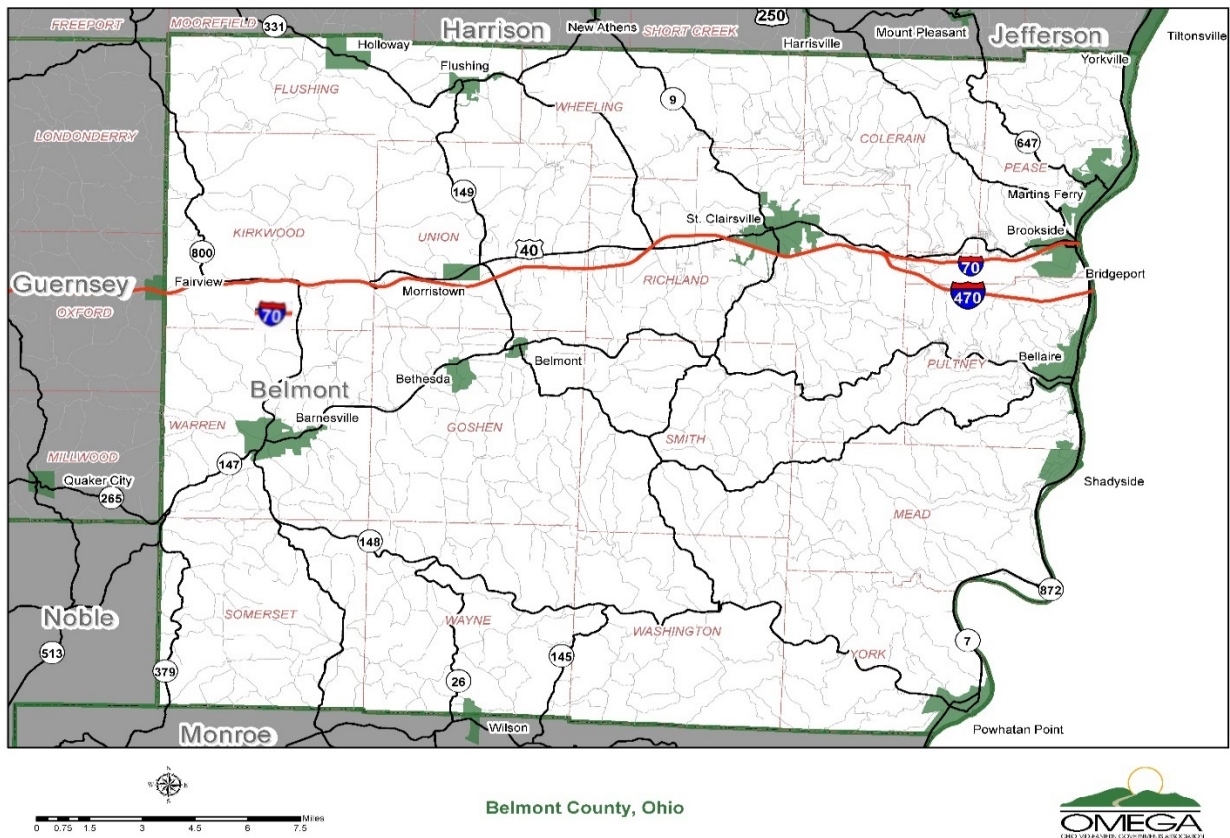
- Transportation Services Update submittal – February 2
- Public Meetings
 - April 26
 - May 1
 - May 2
- Final Stakeholders’ Meeting – June 14

This plan was developed and adopted by the Belmont County Commissioners on August 8th, 2018. More information about the planning committee can be found in Appendix A.

I. GEOGRAPHIC AREA

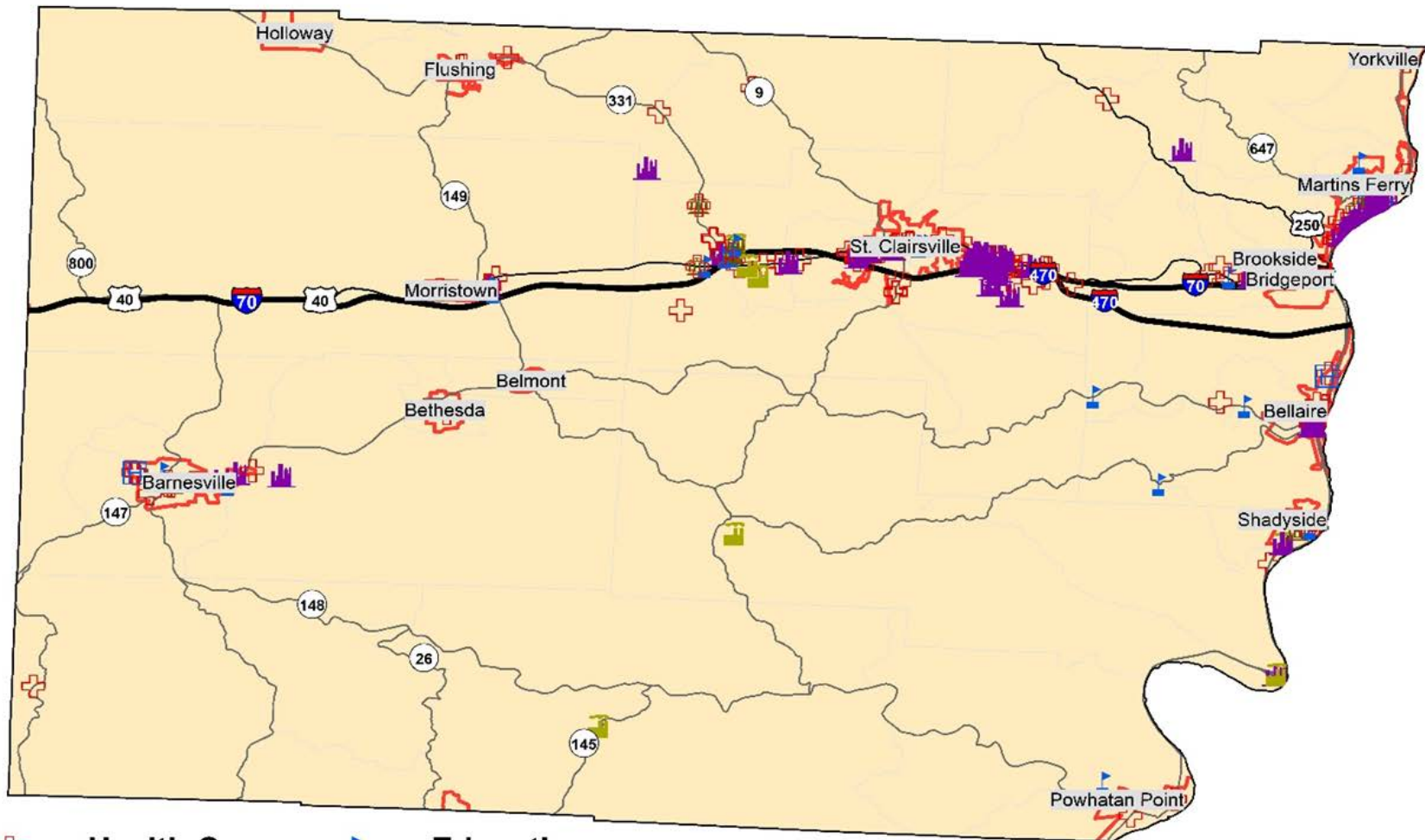
Belmont County, established in 1801, is in Eastern Ohio along the Ohio River and is considered the gateway to the Upper Ohio Valley. The county is approximately 65 miles west of Pittsburgh, Pennsylvania, and 120 miles east of Columbus, Ohio. It is 537.35 square miles in area. As of 2016, the population is approximately 68,673 residents.

As shown on Map 1, the county is bordered on the north by Harrison and Jefferson counties, on the west by Guernsey and Noble counties, on the south by Monroe County, and on the east by the Ohio River. Belmont County is part of the BELOMAR Metropolitan Planning Organization (MPO) and is also located within the boundaries of the Ohio Mid-Eastern Governments Association (OMEGA), a Local Development District designated by the Appalachian Regional Commission. OMEGA was designated by the Governor of Ohio as a Regional Transportation Planning Organization in 2016 and selected by the Ohio Department of Transportation (ODOT) as the rural region for the Regional Coordinated Human Services Transportation Pilot Program in 2017. OMEGA is assisting National Church Residences, lead agency for Belmont County’s coordinated planning process, with the development of the Coordinated Transportation Plan for Belmont County.



MAP 1: BASIC MAP OF THE GEOGRAPHIC AREA COVERED BY THE PLAN

The location of major trip generators within the county is a critical component in understanding the transportation needs of the area. Major trip generators include hospitals, senior centers, nursing homes, schools, major businesses, industrial complexes, commercial areas such as malls and shopping centers, and government facilities. As shown in Map 2, major trip generators are primarily concentrated in Martins Ferry, St. Clairsville, Barnesville and other communities along the river and along the I-70 corridor. Outside of these areas, Belmont County is mostly undeveloped. Residents outside of the municipalities face additional challenges to access the services and businesses. Trip generators are also located outside of the county. Residents within Belmont County often travel north into Jefferson County to access services in Steubenville. Additional medical services are located further north in Youngstown. A sizable percentage of trips, 30.1%, also leave the state, with destinations in the Wheeling, WV and Pittsburgh, PA areas. Wheeling, WV is considered a major trip generator as it is the major urban area for the region that provides goods and services for the population that lives along the Ohio River, and is connected to those cities with the major corridor, Interstate 70.



- | | | | |
|---|--------------------|---|-------------------|
|  | Health Care |  | Education |
|  | Hospital |  | Government |
|  | Commercial |  | Industrial |



MAP 2: MAJOR TRIP GENERATORS IN THE GEOGRAPHIC AREA

II. POPULATION DEMOGRAPHICS

In Belmont County, there are several cities and villages of significant population size. These include the largest city, Martins Ferry (2016 population: 6,756); the county seat, St. Clairsville (2016 population: 5,109); the village of Bellaire (2016 population: 4,170); the village of Barnesville (2016 population: 4,111); and the village of Shadyside (2016 population: 3,662).

Population Trend and Projection for Every Five Years Until 2040

As shown in Chart 1, the population of Belmont County is expected to decline by 6% between now and 2040; Belmont County is decreasing in population at 1.0% every five years. However, the impact of the shale oil and gas development on population projections throughout the region is not currently known. Should the proposed ethane cracker near Shadyside be developed, population within the Ohio Valley and Belmont County may increase.

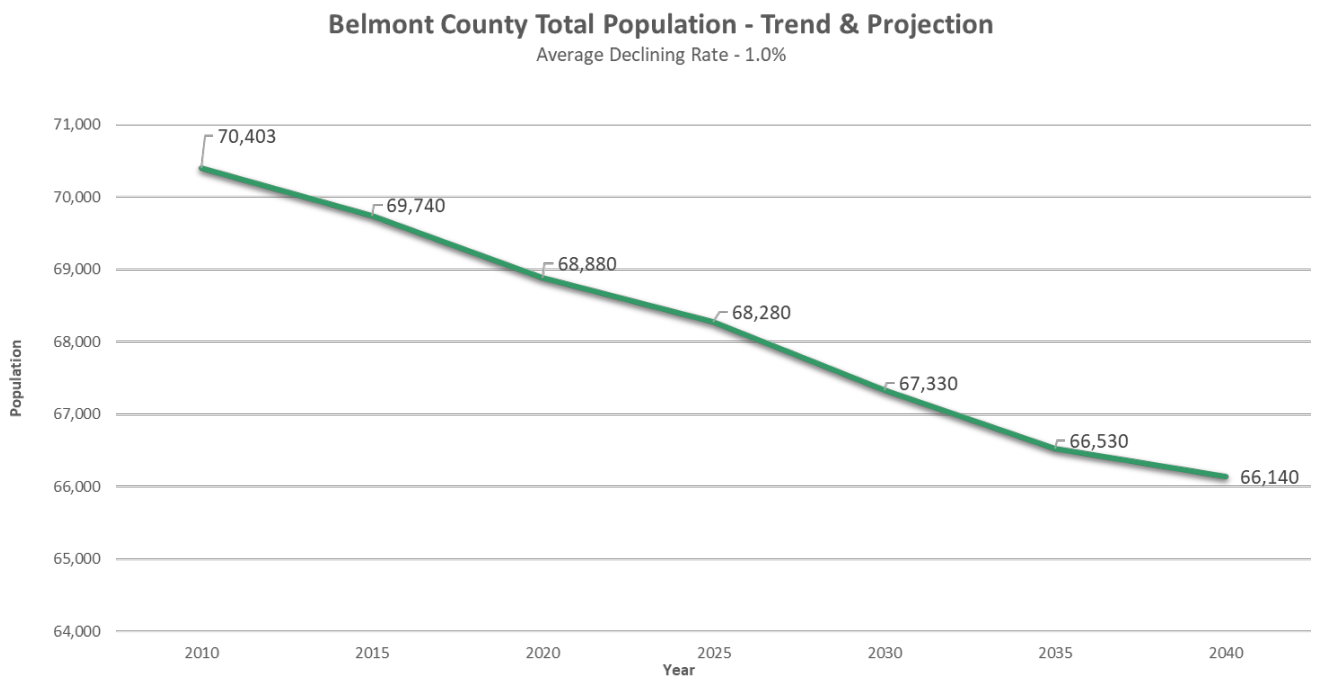


CHART 1 TOTAL POPULATION TREND

Source: Ohio Department of Development, Office of Strategic Research

Total Population by Age Group

The largest segment of the county's population, 19%, is age 65 or older, one-third of the population is 55 or older, and 49% is age 45 or older. This means in the next 10-20 years the senior population will remain a majority of the population, requiring more senior services. However, it is a positive indicator that the 0-14-year-olds age group (16%) is the third-largest population because that will provide a growing younger population to offset the growing elderly population for the future.

Belmont County Population by Age

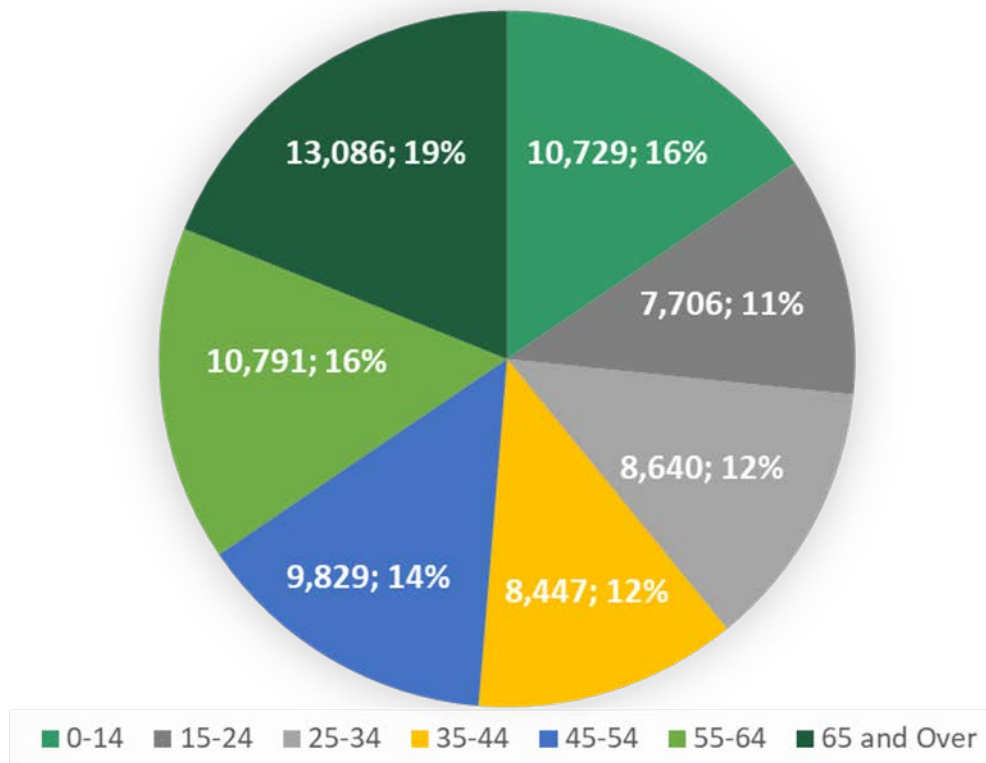


CHART 2A - TOTAL POPULATION BY AGE

Source: 2016 American Community Survey, US Census Bureau

Total Population Projection by Age Group

As shown in Chart 2B, in the next 10-20 years, the largest age group in population will remain seniors age 65 and older. By 2040, nearly one-third of the population will be at least 55 years old and over. After 2030 there will be a gradual decline of senior population. This represents a major concern and a need for more quality senior services as this population approaches this age cohort within the next decade.

All the other age groups younger than age 65 have their own projection. The only age groups that either are increasing incrementally or are projected to increase after a gradual decline are 0-14 years old and 15-24 years old and 35-44 years old, respectively. Those in the age groups between 44-65 years old are the only ages that show a decrease over time. It is important to note that the only steady growth shown is in the 0-14 years old and 35-44 years old age groups, which can be very beneficial for the county since this can indicate growth in families in the future as they bring in more youth. What will be important is to keep a steady population growth and standard for quality care, basic human services, growth in employment opportunities, and an overall quality of life for families to continue living and thriving.

Belmont County - Population Projection 2015 - 2040 (by Age Cohorts)

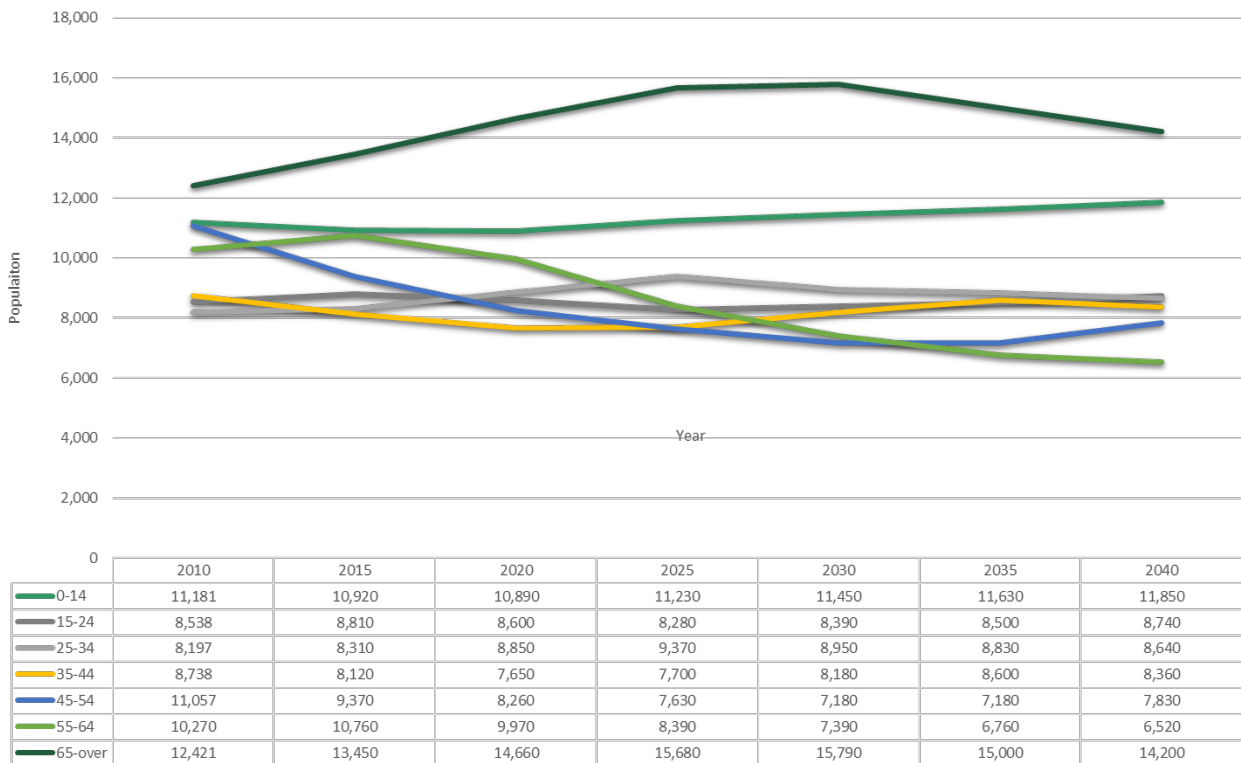


CHART 2B – AGE GROUP POPULATION PROJECTION

Source: Source: 2016 American Community Survey, US Census Bureau

Total Population by Race

Over 94% of the population of Belmont County is white (non-Hispanic), 4% of the population is black/African-American and 1% is either Hispanic/Latin, Asian, or Native American.

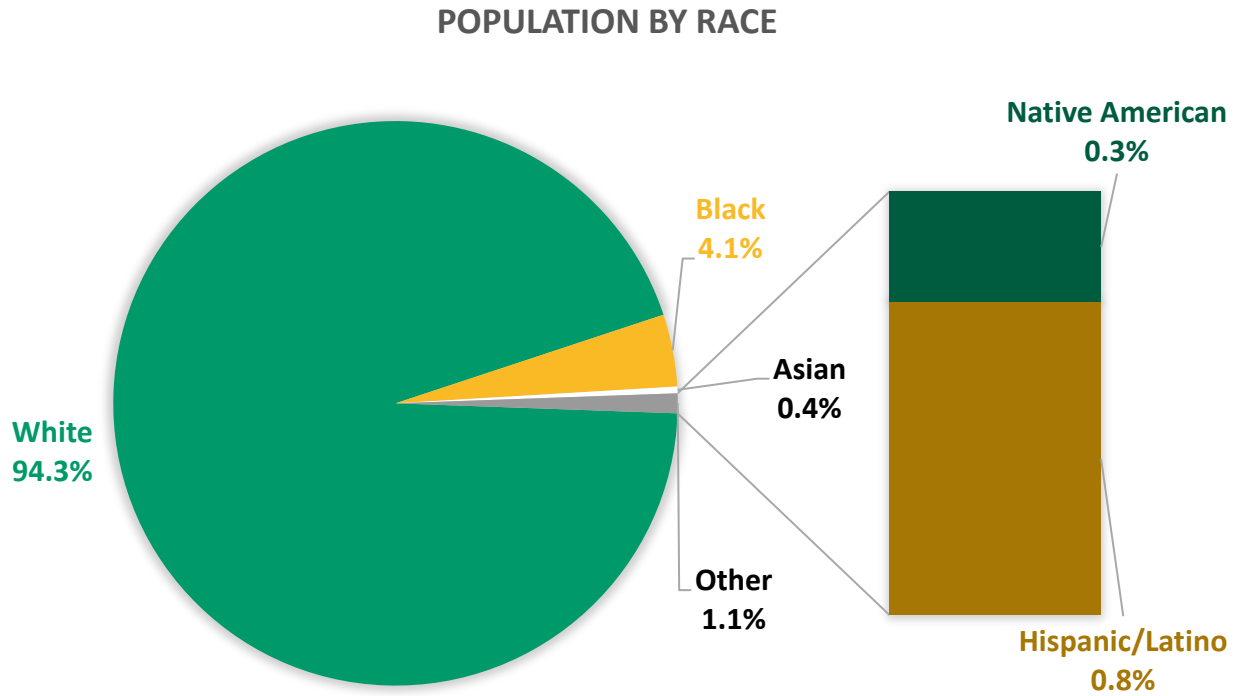


CHART 3 – POPULATION BY RACE

Source: 2016 American Community Survey, US Census Bureau

Number and percentage of people with disabilities

The disability rate is an important aspect relating to transit use. Since most people who are disabled lack mobility to transport themselves, they end up relying on other modes of transportation. This can either be their family, friends and neighbors, or other public transit options. The disability rate in Belmont County is currently 15.6% of the population, meaning 10,984 people in Belmont County may require assistance with their transportation needs for daily activities. Of those disabled, 27.6% have a physical disability and of the entire Belmont County population, 4.3% have a physical disability that requires assistance.

DISABILITY RATE

■ Persons without Disabilities ■ Persons with Disabilities

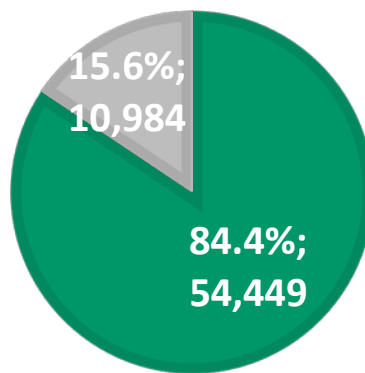


CHART 4A – DISABILITY RATE

SOURCE: *DISABLED-WORLD.COM*

Chart 4B illustrates what is projected for the disabled population growth through the next 12 years for Belmont County. This data is taken for all disabilities, both moderate and severe, for mental illnesses, intellectual, cognitive, and physical disabilities. There is a positive indicator for most of the age groups that there will be a gradual decline over the next few years; however, what must be considered is the rapid increase of the growth of the disabled senior population. This increase compounds the growth for all ages by an increase of 11.2% for all disabilities in the population. The disabled senior population is expected to grow by 51% by 2030. There is a vital need that more seniors will require quality medical care for the disabilities they have or will have by then. This need can be addressed by having more efficient transportation systems to assist this population and connect them to the healthcare service they choose. This growth correlates with the age group population growth shown in Chart 2B and by 2030, one in every four residents aged 65 and over will potentially have a disability requiring more assistance with daily activities to include transportation. By 2030, seniors will make up half of the disabled population in Belmont County, demonstrating a major need for more compliant senior and disabled transportation services.

Projection of All Disabilities 2010 - 2030

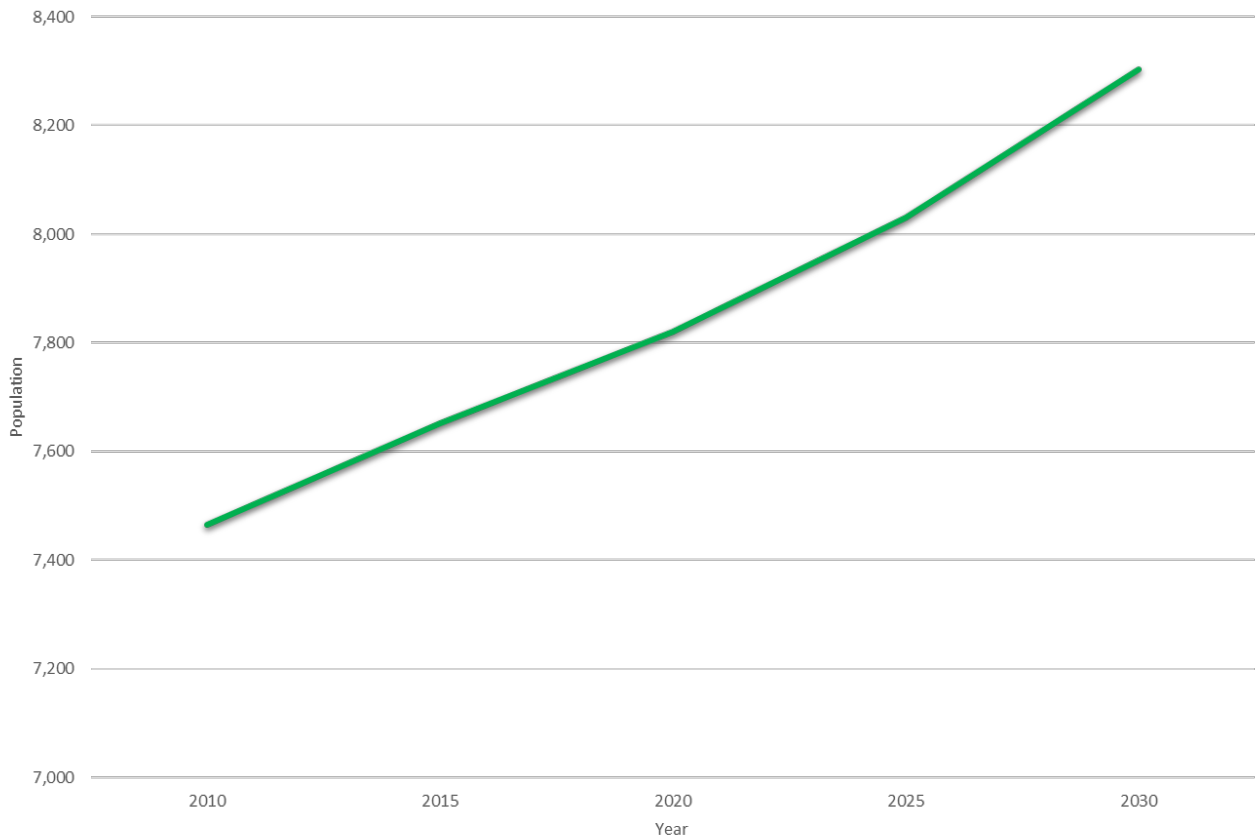
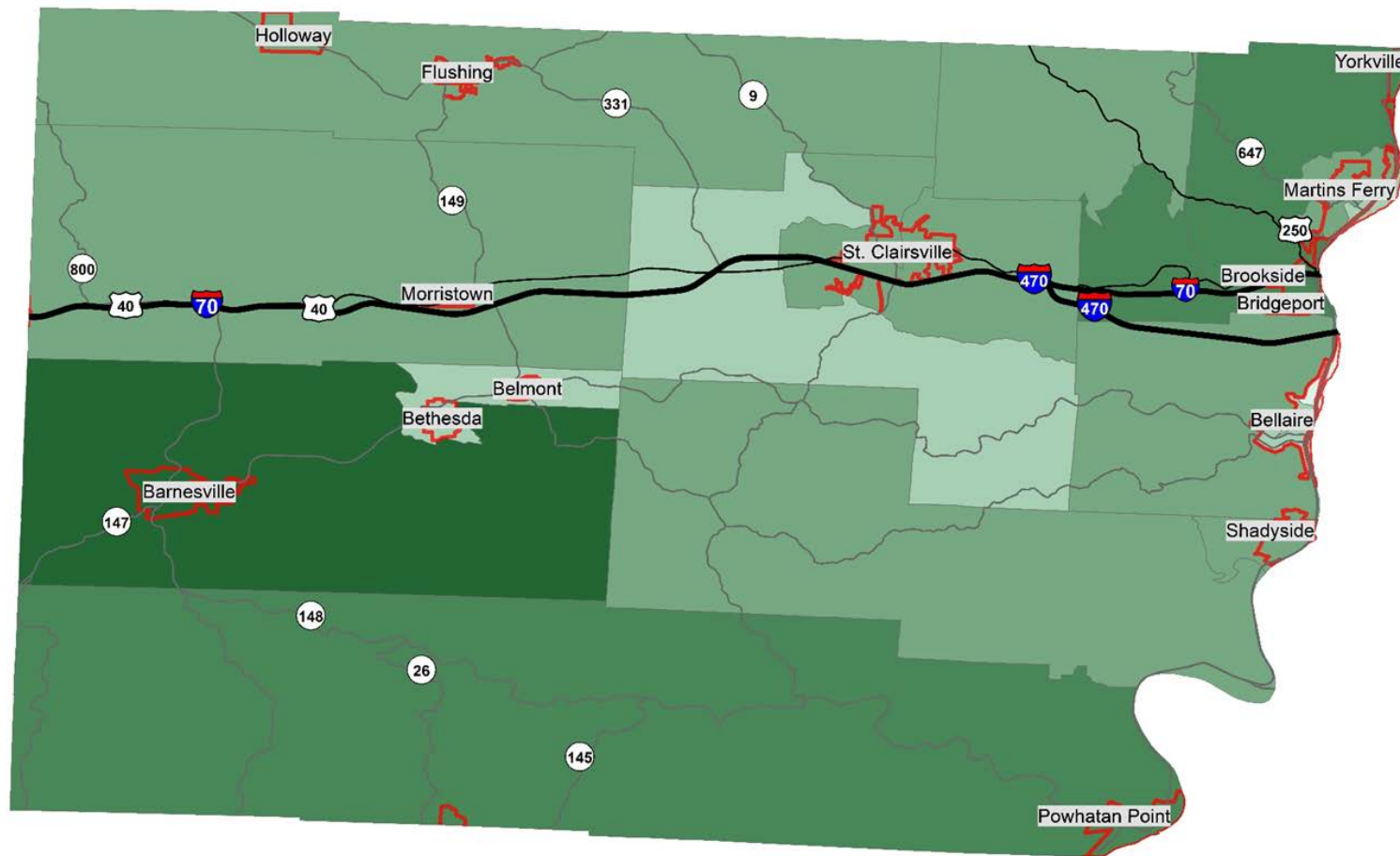


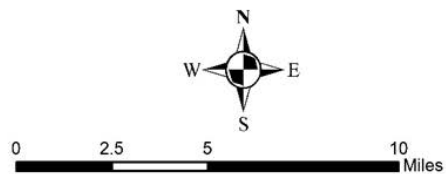
CHART 4B – BELMONT COUNTY PROJECTION OF POPULATION WITH DISABILITIES

Source: Mehdizadeh, S. Kunkel, S. (2014). Projections of Ohio's Population with Physical and/or Cognitive Disability by County, 2010-2030. Scripps Gerontology Center, Miami University, Oxford, OH. <www.ohio-population.org>

Map 3 represents the locations of the population by census tract in Belmont county with any disability, whether physical, cognitive, intellectual, developmental, or mental illness. A disability rate of more than 15% throughout Belmont County has an even spread of disabled population and has very few pockets of population without any disability. The higher concentrations in the county are in the south and southwest areas of the county, around the greater Barnesville area and all the way east to Powhatan Point. The other high concentration of disabled population is in the northeast of the county from Bridgeport all the way north to Yorkville. This population needs to be connected to health centers that can assist them with their daily needs. It is vital to provide the most efficient transportation service to this population every day.



Disabled Population



MAP 3 BELMONT COUNTY DISABLED POPULATION – CENSUS TRACT

Number and Percentage of Households with Incomes Below the Federal Poverty Level

The federal poverty level is defined as a four-member household with a combined income below \$30,750. There are currently 9,528 households (34%) below the federal poverty level in Belmont County. Access to affordable transportation may be beneficial to households with incomes below the federal poverty level.

HOUSEHOLDS BELOW POVERTY*

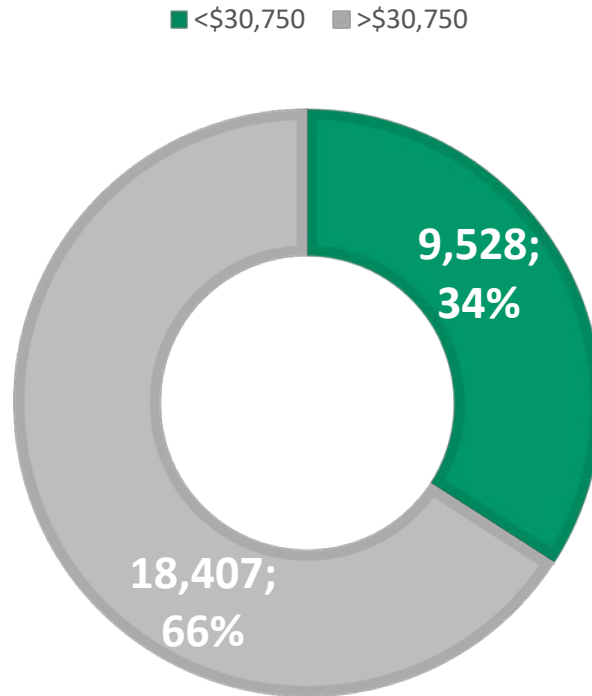


CHART 5 – BELMONT COUNTY HOUSEHOLDS BELOW POVERTY

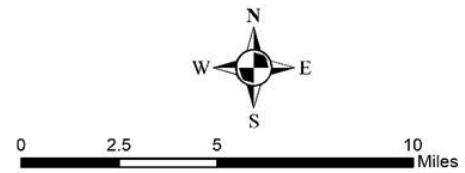
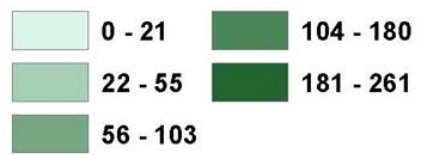
**BASED ON A HOUSEHOLD WITH FOUR OCCUPANTS.*

SOURCE: OHIO COUNTY PROFILES, OHIO DEVELOPMENT SERVICES AGENCY

Map 4 represents the household population below the poverty line in Belmont County. The highest number of households below the federal poverty level appear to be in the southern middle area of the county along state routes 145 and 148. Other concentrated areas of poverty appear to be south of Barnesville, northeast of Morristown and along the river communities of Shadyside, Barnesville, and north to Martins Ferry. This disadvantaged population may benefit from more efficient transportation service options since many may not own vehicles.



Poverty Level Population



MAP 4 BELMONT COUNTY POVERTY LEVEL BY HOUSEHOLD

Number and Percentage of Individuals with Incomes Below the Federal Poverty Level

Individuals who live below the poverty level generally can't afford many services and many of these people may not own their own vehicles, which presents challenges for meeting daily transportation needs. In Belmont County, there are 9,553 individuals who live below poverty, accounting for 15% of the population. Connecting them to employment opportunities with more transit options will empower them and strengthen the local economy.

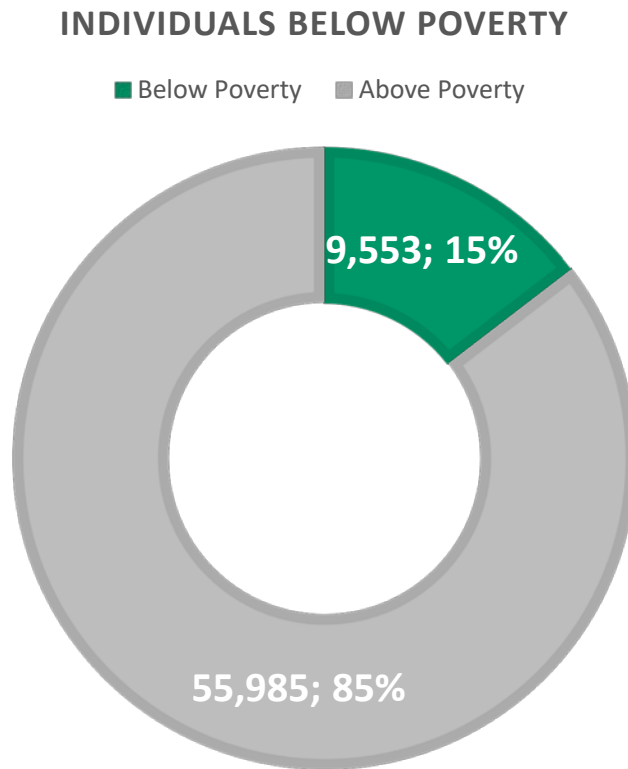


CHART 6 – BELMONT COUNTY INDIVIDUALS BELOW THE FEDERAL POVERTY LINE

Source: Ohio County Profiles, Ohio Development Services Agency

Percent of Population with Limited English Proficiency

Only 2% of Belmont County's population aged 5 years and older, roughly 1,283 individuals, are not proficient in English. Map 5 displays the locations in Belmont County where the population older than 5 years speak English less than very well. A few isolated pockets in the southwest portion of the county and along the I-70 corridor near St. Clairsville have the highest number of individuals (20-25 per block group) who speak English less than well.

Vehicles Available per Owner Occupied House

Belmont County has 20,520 owner-occupied housing units, and only 4% do not have an available vehicle for use by the owner. Most of these owner-occupied homes have at least 2 vehicles available. The 821 owner-occupied housing units that do not own a vehicle may benefit from more readily available transit options.

Belmont County Vehicles Available per Owner Occupied House

Owner Occupied Housing Units - 20,520

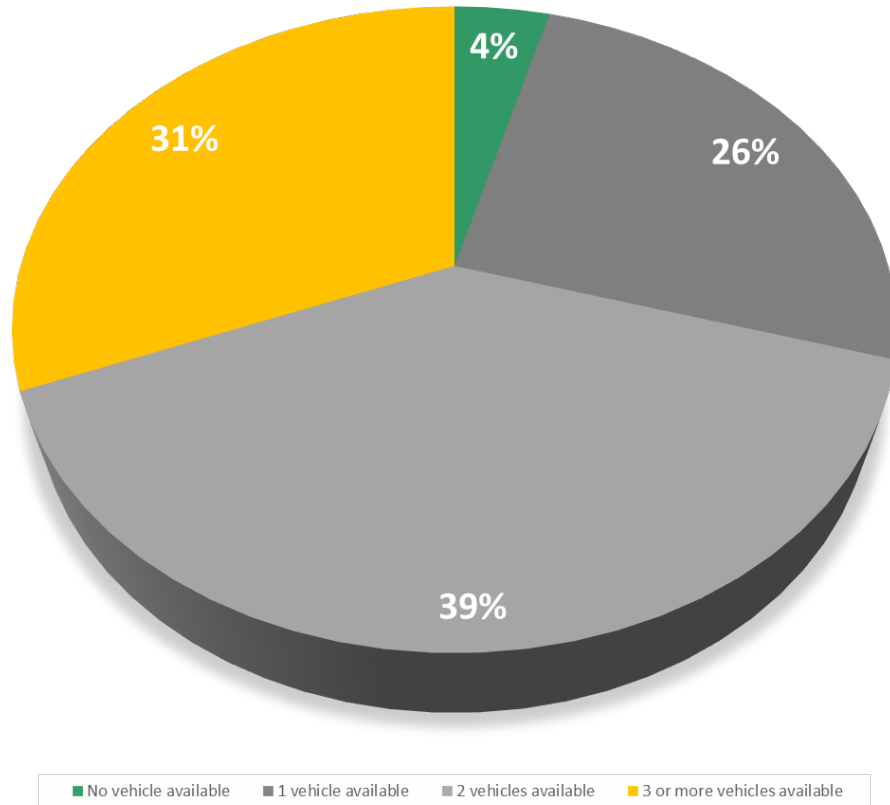


CHART 7A – VEHICLES AVAILABLE PER OWNER OCCUPIED HOUSEHOLD

Source: 2016 American Community Survey, US Census Bureau

Vehicles Available per Renter Occupied House

The narrative shifts when analyzing renter-occupied housing units. In Belmont County, there are 7,212 renter-occupied housing units, 20% of which do not own a vehicle. Half of all renter-occupied houses have one vehicle available. The 1,442 renter-occupied housing units in Belmont County that do not have a vehicle available will benefit if there are other transit or transportation options available to them.

Belmont County Vehicles Available per Renter Occupied House

Renter Occupied Housing Units - 7,212

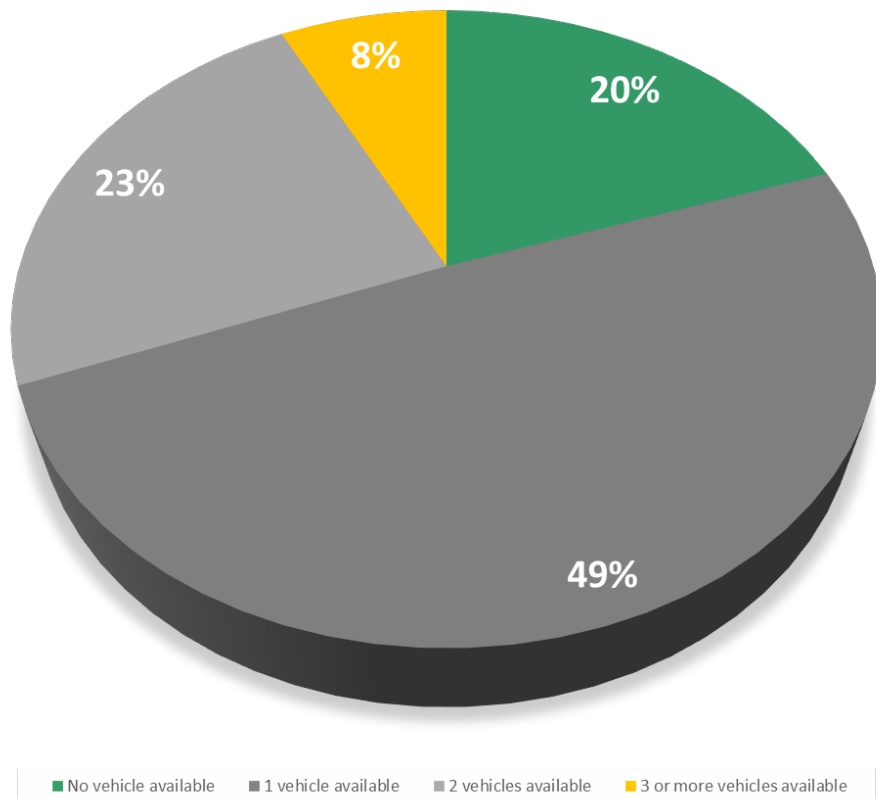


CHART 7B – VEHICLES AVAILABLE PER RENTER OCCUPIED HOUSEHOLD

Source: 2016 American Community Survey, US Census Bureau

Belmont County Commuting to Work

How residents get to their places of employment matters when it relates to transit issues because these trips make up many trips every week. There are currently 29,044 active workers aged 16 years and over from Belmont County. An overwhelming majority, 86.5%, drive themselves to their places of employment, which equals a little more than 25,000 workers. The next largest cohort for Belmont County workers is the 7.3% who carpool. This equates to 2,120 carpoolers, proving an efficient means of travel since it trims car trips in half. The next largest mode of commuters is the 2.7%, or 784 workers, who walk to their place of employment. Surprisingly, only 0.5%, or 145 workers, use any public transportation options in Belmont County. Workers who work from home make up nearly 2% of the workers, or 580, from Belmont and only 1.1% use other means. It may be beneficial to survey residents to gauge their interest in transit options. For example, if public transportation were to expand to offer more rides, destinations, and frequencies, how many working commuters will be more interested in using other transit options if 86.5% drive themselves? Will they be more inclined to choose other options if they are more readily available?

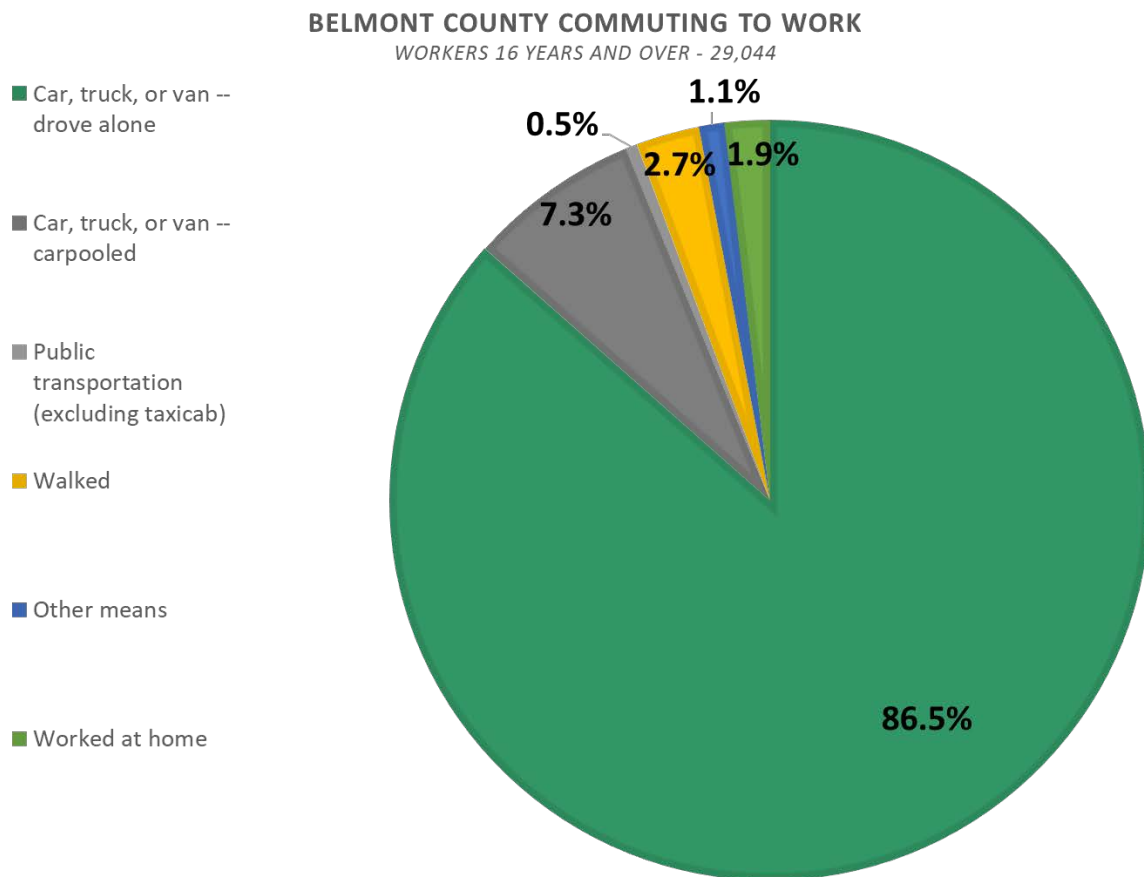


CHART 8 – COMMUTING TO WORK (AVERAGE COMMUTE TIME = 23 MINUTES)

Source: 2016 American Community Survey, US Census Bureau

Place of Work

Reviewing where employees work may be useful in assessing transportation alternatives and expanded services. As shown in Chart 9, 30.1% of the Belmont County workforce works outside of Ohio. Based upon the location of Belmont County, these workers are most likely either going into the neighboring states of West Virginia or Pennsylvania to work. Almost one-third, a substantial portion of the Belmont County workforce, leave the state every day to go to work. Of the 69.9%, or 20,331 employed who remain in the state of Ohio to work, 85.8%, or 17,443 employees, remain in Belmont County to work. The rest of the workers from the county, 2,887 or 14.2%, work outside of Belmont County. There are 11,600 people, or 40% of the workforce, who work outside the county.

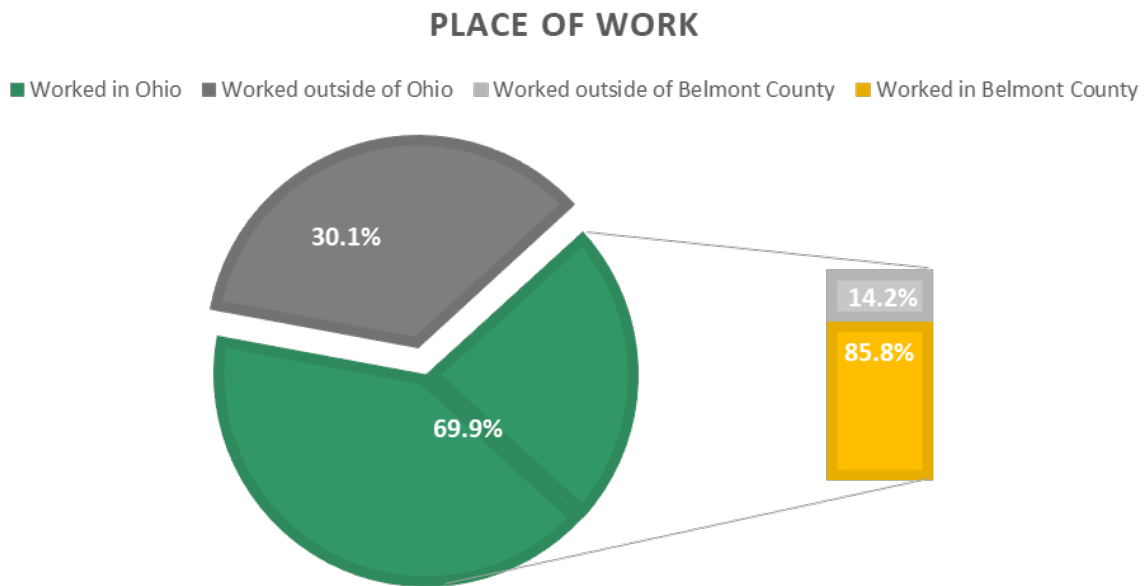


CHART 9 – PLACE OF EMPLOYMENT

Source: 2016 American Community Survey, US Census Bureau

Employment Status

In Belmont County, the total population 16 years old and over is 57,701 individuals; 56% are individuals currently employed and the remaining individuals are either unemployed, retired, in school, or are not presently searching. The civilian labor force, individuals eligible to work and who are currently employed, is 32,248 individuals or 47% of the total population. The population not in the labor force are individuals who are eligible to work but not actively seeking employment because they are either retired, disabled, or in school and have not begun to work. A total of 25,453 individuals are not included in the labor force equating to 44% of the eligible working-age population. The unemployment rate, the percent of the civilian labor force that is currently unemployed and actively seeking employment, is 4.8% in Belmont county.

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 to improve the network of transportation resources and services in Belmont County and across county lines.

National Church Residences, 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

The following six transportation providers have participated in sharing the information of their transportation service organization. These are the main transportation service providers for Belmont County:

- **National Church Residences** – National Church Residences is a not-for-profit organization that offers affordable housing, service coordination and transportation to residents of Barnesville and Bridgeport Manors, in addition to the residents of the community which includes individuals with disabilities, older adults, low-income and underinsured.
- **Senior Services of Belmont County** – The Belmont County Board of Commissioners dba Senior Services of Belmont County, is a nonprofit public entity funded mainly through Belmont County levy funds. Senior Services of Belmont County provides home bound and congregate nutrition services, homemaking and personal care services, Non-Emergency Medical Transportation (NEMT) services and operates 10 senior centers throughout Belmont County.
- **Belmont County Department of Job and Family Services** – Currently, Belmont County JFS has four providers that transport Medicaid eligible individuals on their behalf. All the providers are under contract with their department. They do not transport any of their clients in-house. The four providers include:
 - Barnesville Taxi - \$400,000 contract; Aaron Wildman
 - Martins Ferry EMS - \$400,000 contract; Brian Cooper
 - National Church Residences - \$350,000 contract; Peggy Hickenbottom
 - Neffs EMS - \$450,000 contract; Fire Chief Mike Knowlton
- **Eastern Ohio Regional Transit Authority (EORTA)** – EORTA works cooperatively with **Ohio Valley Regional Transit Authority (OVRTA)** under a Memorandum of Understanding (MOU) to provide transportation service and options on both sides of the river in the Wheeling Area.
- **Neffs Fire Department** – Neffs Fire Department's primary job is to provide fire and EMS services to the residents of their coverage area. Neffs then initiated the wheelchair van and courtesy van

service. This part of Neffs FD provides wheelchair and courtesy vans for patients in nursing homes as well as for Belmont County residents through Job and Family Services.

- **Martins Ferry EMS** – Martins Ferry EMS is a Fire Department based Emergency Medical Service providing emergency medical care to patients suffering illness or injury within the city of Martins Ferry and its surrounding mutual-aid communities. Martins Ferry EMS also provides non-emergency medical transportation for clients and/or patients to and from scheduled doctor appointments, health care testing and other medical needs.

Existing Transportation Services

The following pages of information is based on tabulations from the survey and interview results. A total of six organizations provided information about their services. The table below provides a summary of the organizational characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

List of Transportation Service Providers

Agency Name: National Church Residences

Transportation Service Type: Public Not-for-profit/On Demand

Other Services Provided: Affordable Housing, Service Coordination, and Transportation

Contact Information: Peggy Hickenbottom, Director of Community and Housing-Based Transportation, 740.425.9001, phickenbottom@nationalchurchresidences.org

Hours: 24/7

Service Area: Belmont County

Eligibility Requirements: None

Web-site: www.nationalchurchresidences.org

Agency Name: Senior Services of Belmont County (SSOBC)

Transportation Service Type: Public Nonprofit/On Demand

Other Services Provided: Home bound and congregate nutrition services, homemaking, personal care, Non-Emergency Medical Transportation, and senior centers

Contact Information: Michael McBride, Center Director, 740.695.4142, Michael.mcbride@ssobc.com

Hours: Monday – Friday 7 a.m. to 3 p.m.

Service Area: Belmont County

Eligibility Requirements: 60 years old and a resident of Belmont County

Web-site: www.ssobc.com

Agency Name: Belmont County Department of Job and Family Services (BCDJFS)

Transportation Service Type: Contract with Transportation Service Providers (Barnesville Taxi, Martins Ferry EMS, National Church Residences, Neffs Fire Department)

Other Services Provided: Jobs and Family Services, Gas Vouchers, Bus Tokens, Gas Cards

Contact Information: Vince Gianangeli, Director, 740.695.1074, vince.gianangeli@jfs.ohio.gov

Hours: 8:30am – 4:30pm

Service Area: Belmont (Primary)

Eligibility Requirements: Medicaid Eligible

Web-site: www.jfs.ohio.gov

Agency Name: Eastern Ohio Regional Transit Authority (EORTA)/Ohio Valley Regional Transit Authority (OVRTA)

Transportation Service Type: Transportation Service and Options/Buses/Fixed Routes

Other Services Provided: None

Contact Information: Tom Hvizdos, Director, 304.232.2190, hvizdos@ovrta.org

Hours: Monday – Saturday 6 a.m. to 6:30 p.m.

Service Area: Belmont County and Wheeling, WV area (both sides of the river)

Eligibility Requirements: None

Web-site: <http://www.ovrta.org/>

Agency Name: Neffs Fire Department

Transportation Service Type: Demand response and BCDJFS with wheelchair and courtesy vans

Other Services Provided: Fire Response and EMS Services to residents in their coverage area

Contact Information: Chief Mike Knowlton, 740.676.5563, nsdchief32@gmail.com

Hours: When needed by clients

Service Area: Belmont County

Eligibility Requirements: General public eligible for medical trips and BCDJFS eligible

Web-site: <http://www.neffsfire.org/>

Agency Name: Martins Ferry EMS

Transportation Service Type: Demand response and BCDJFS

Other Services Provided: Emergency medical care to patients suffering illness or injury within the city of Martins Ferry and surrounding communities; also provides Non-Emergency Medical Transportation for clients/patients to and from medical appointments

Contact Information: Chief Mike Cooper, 740.633.0515, chiefcooper@comcast.net

Hours: Monday – Friday 8 am – 5 pm; weekends and after hours by appointment only

Service Area: Martins Ferry and surrounding communities

Eligibility Requirements: Contracts/Medical Necessity

Web-site: N/A

The table below provides a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers (see Table 1).

Table 1: Organizational Characteristics

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Nonprofit, Private For-Profit, Public Nonprofit,)	Number of Annual One-Way Passenger Trips	Average Number Trip Denials per Week	Are Vehicles Only Available for Human Service Agency Clients (Y/N)*
National Church Residences	Yes	No	Public Not-for-profit	6,132	1	No
SSOBC	Yes	No	Public Nonprofit	15,980	0	No
Belmont County JFS	No	Yes (p.11)	Government Entity Public Agency	19,600	0	Yes
EORTA/OVRTA	Yes	No	Public – RTA under the Ohio Revised Code	101,154 total (of this, 41,691 bus trips provided to the elderly or disabled)	0	No
Neffs Fire Department	Yes	No	Private Nonprofit	6,440	None	No
Martins Ferry EMS	Yes	BCDJFS	Public Nonprofit	2,630 (2017)	1-2	No

* 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 is 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, DEMAND RESPONSE, ON-DEMAND. All six of the participating organizations provide services on weekdays. Three provide transportation services on Saturdays and four on Sundays; however, of the four on Sundays, two are on demand or by request only. Evening services after 5 p.m. are operated by four organizations; however, of those four only two are by request. The following table depicts the transportation service characteristics by agency.

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
National Church Residences	On Demand	24/7	Yes	As Needed	Yes
SSOBC	On Demand	M-F 7 a.m.-3 p.m.	No	Door to Door	D.R.I.V.E., Def Driving, CPR, BB Path, First Aid
Belmont County JFS	Ambulette, Taxi, Car	8:30 a.m.-4:30 p.m.	Yes	Curb to Curb/Door to Door	Contracted
EORTA/OVRTA	Transportation services & Options/Buses	M-Sat 6:00a.m.-6:30p.m.	No (does not prevent an agency from purchasing ride tokens or bus passes for these individuals)	Limited Passenger Assistance	Yes, provided by their Training Officer, Jerome Henry
Neffs Fire Department	Demand Response and BCJFS	Whatever is needed by the clients	Yes	Any	Drive Training, CPR and First-Aid
Martins Ferry EMS	Demand Response and BCDJFS	M-F 8a.m.-5p.m. Weekends and After Hours by Appointment Only	Yes	Full Service Assistance Provided as Needed	Yes

Transportation-related expenses and revenues also differ by organization. Donations, Medicaid NET, passenger fares, passes, consumer insurance, and levy funds are common revenue sources for transportation operators in Belmont County. The table below provides a summary of expenses and revenues for public and nonprofit transportation programs.

Table 3: 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
National Church Residences	NET Funding	YES	8	3	\$359,630.43; 80% Medicaid Net funding, Board of Development Disabilities, grants, some private pay, contract with Atlas Healthcare and Provide-A-Ride (CareSource Broker)	\$321,418.59
SSOBC	NONE	YES	33	3	Levy Funds, Passport, Donations, Title 3	\$1,415,289
Belmont CDJFS	\$2.50 or \$3.00 per mile	N/A	N/A	2 FT Schedulers IM Aides	Medicaid NET	\$1.56 Million
EORTA/OVRTA	\$1.30 per one-way trip with no transfers/ The elderly and disabled can ride for 65¢ per trip with an OVRTA/EORTA photo I.D./ Monthly bus passes that allow for unlimited bus trips can be purchased for \$42.00 for a regular pass and \$21.00 for an elderly /disabled special	N/A	OVRTA has 31 full-time drivers providing their service. The EORTA has no employees as all employees are OVRTA	OVRTA has two primary dispatchers/ schedulers, with a morning and afternoon dispatcher. When either of these two are on vacation,	For EORTA in FY2017: Passenger fares - \$64,018.11 Van Fares - \$1,443.00 Bus passes - \$10,277.00 FTA Section 5307 - \$492,955.00 ODOT Urban Formula Program - \$45,599.00	\$1,261,235.93

	monthly pass with the OVRTA/EORTA photo I.D. Individuals who qualify for the complementary ADA-eligible AdVANTage van service can make a reservation for a trip that costs \$2.60 per one-way trip and a Personal Care Attendant, if needed, rides for free.		employees and OVRTA operates the service on EORTA's behalf.	training, or are sick, an extra board driver fills in.	ODOT E&D Fare Assist. - \$26,170.00 State of Ohio Rollbacks/Homestead Exemption - \$72,078.30 Belmont Co. Levy - \$471,051.87 Jefferson Co. levy - \$97,356.46 Interest/Other - \$3097.49 Total - \$1,284,383.17	
Neffs Fire Department	\$3.00 Per Loaded Mile, Donations; \$10.00 Load Fee for Wheelchair	Yes	8	1	Public Donation, Medicaid, Consumer Insurance, BCJFS, Contracts	\$209,622
Martins Ferry EMS	Contracts/Insurances Fare will depend on type of service being provided	Y	6 P/T	1 F/T	BCDJFS (Medicaid), Donations, Medical and Commercial Insurance	\$80,000

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, taxi services, and more.

Table 4: Alternate Transportation Options

Transportation Option	Availability	Cost	Usage	Service Area
(NCR) Private Pay	24/7	\$0.535/mile; \$12/hour; \$10 Load Fee	Any One	Open
SSOBC	N/A	N/A	N/A	N/A
(EORTA/OVRTA)	N/A	N/A	Fixed Bus Route & complementary ADA van service	Belmont/Wheeling
Neffs Fire Department	N/A	N/A	N/A	N/A
Martins Ferry EMS	N/A	N/A	N/A	N/A

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

Table 5: Transportation Resources

Transportation Resource	Availability	Cost	Usage	Service Area
National Church Residences	N/A	N/A	N/A	N/A
EORTA/OVRTA	N/A	N/A	N/A	N/A
Neffs Fire Department	N/A	N/A	N/A	N/A
SSOBC	N/A	N/A	N/A	N/A
Martins Ferry EMS	N/A	N/A	N/A	N/A

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

Table 6: 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)
National Church Residences, Community and Housing Based Transportation	N/A	N/A	N/A	N/A
SSOBC	SERVTRACKER	N/A	N/A	N/A
EORTA/OVRTA	N/A	N/A	N/A	Yes, GPS
Neffs Fire Department	N/A	N/A	N/A	N/A
Martins Ferry EMS	N/A	N	N/A	N

Assessment of Community Support for Transit

Overall, the BCDJFS appears to direct most of the community support for transit with the contracts they have with their service providers. They receive good support from Martins Ferry EMS, Neffs Fire Department, National Church Residences, and Barnesville Taxi to provide transportation service in Belmont County. It will be important to gain more support from other involved stakeholders in the county such as commissioners, hospitals, Department of Developmental Disabilities, Veteran Services and other governing agencies to provide service as necessary.

Safety

The transportation service providers in Belmont County all provide driver training courses for their drivers to provide service to their clients. Driver safety courses, CPR, first aid, defensive driving courses, P.A.S.S., D.R.I.V.E., blood borne pathogen, and wheelchair assistance are all examples of training the drivers receive for these services. Only BCDJFS and their contracted service providers provide Medicaid eligible trips to their passengers who qualify. EORTA/OVRTA has worked with travel trainers in the past from the Seeing Hand Association and the Wheeling Area Training Center for the Handicapped (W.A.T.C.H.). Overall the safety training provided by the transportation service providers in Belmont County is sufficient, but it always can benefit from more safety programs as necessary.

Vehicles

Survey/Interview participants listed a combined total of 70 vehicles. Approximately 52.9% of the vehicles are wheelchair accessible. A vehicle utilization table is provided In Table 7.

All the transportation providers provide at least 37 wheelchair accessible vehicles, while some organizations have an entire fleet of wheelchair accessible vehicles. A brief description from each of the agencies below lists the accessibility and availability of vehicles that provide access to wheelchairs. As vehicles age, they require additional maintenance, may break down more often, and become more costly to operate. Vehicle replacement based on age and condition is vital to the overall cost effectiveness of the transportation services provided.

National Church Residences, Community & Housing Based Transportation

National Church Residences has three wheelchair accessible vehicles, each used approximately five days a week, demand is fairly high, and they would benefit from more vehicles to meet demand.

EORTA/OVRTA

All vehicles have two wheelchair positions other than the one MV-1 van that has a single wheelchair position. The seating capacity of the Champion CTS buses is 24 and for the Gillig it is 23. The Goshen GCIs have seating for 16. Using EORTA/OVRTA's Transit Asset Management (TAM) criteria, all vehicles are rated above 2.0 where any value of 2.0 or below would indicate the need to replace. Obviously, newer vehicles are in better condition than those nearing the end of their useful lives.

SSOBC

SSOBC has a high demand for wheelchair accessible transportation. They transport many dialysis patients and a growing number of them require wheelchair accessible transportation. The extra time it takes for wheelchair accessible transportation and the limitations of other consumers' ability to get in

and out of these larger vehicles is significant and restricts the overall number of Non-Emergency Medical Transports they can accommodate.

Martins Ferry EMS

Wheelchair vehicles are utilized almost every day of the year, including holidays. Martins Ferry EMS has seen a slight increase in clientele who require the use of a wheelchair vehicle. Some of these people have debilitating injury, age, physical/mental disabilities just to name a few circumstances. Martins Ferry EMS is meeting those demands as they are able, although there are times where a patient can be turned down because of a lack wheelchair accessible vehicles.

Neffs Fire Department

Neffs FD has a total of nine vehicles that provide demand-response transportation services only in the Belmont County area. Of the nine total vehicles, there are four vehicles in the fleet that have a capacity of two wheelchairs each.

Barnesville Taxi

Did not provide information for vehicle utilization.

Table 7: Vehicle Utilization Table

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
National Church Residences Community and Housing Based Transportation											
2963	Ford	LTN Bus	2012	1FDEE3FL6CDA82609	8/10	2	7	24/7	Good	Belmont	Belmont
4321	Dodge	Grand Caravan	2014	2C4RDGBG7ER327992	7	0	7	24/7	Good	Belmont	Open
4851	Dodge	Grand Caravan	2015	4C4RDGBG3FR684040	7	0	7	24/7	Good	Belmont	Open
4852	Nissan	Altima	2016	1N4AL3AP5GC120481	4	0	7	24/7	Good	Belmont	Open
4853	Braun/Dodge	Modified Grand Caravan	2017	2C7WDGBG5HR618372	4/5	1	7	24/7	Excellent	Belmont	Belmont
4854	Braun/Dodge	Modified Grand Caravan	2017	2C7WDGBG4HR618332	4/5	1	7	24/7	Excellent	Belmont	Belmont
4855	Nissan	Altima	2017	1N4A13AP4HC202638	4	0	7	24/7	Excellent	Belmont	Open
Senior Services of Belmont County											
219	Ford	E-350	2011	1FMNE1BW8BDA12290	8	0	M-F	8am-2pm	Good	Senior Centers	Belmont County
214	Ford	E-350	2011	1FBSS3BL6BDAA12293	14	0	M-F	8am-3pm	Good	Senior Centers	Belmont County
215	Ford	E-350	2011	1FMNE1BW6BDA12286	8	0	M-F	8am-2pm	Good	Senior Centers	Belmont County
220	Ford	E-350	2011	1FBSS3BLXBDA12295	14	0	M-F	8am-2pm	Good	Senior Centers	Belmont County
213	Ford	E-350	2011	1FMNE1BWXBDA12288	8	0	M-F	8am-2pm	Good	Senior Centers	Belmont County
212	Ford	E-350	2011	1FBNE3BL7BDA12291	11	0	M-F	8am-2pm	Good	Senior Centers	Belmont County
217	Ford	E-350	2011	1FMNE1BW8BDA12287	8	0	M-F	8am-2pm	Good	Senior Centers	Belmont County
218	Ford	E-350	2011	1FBSS3BL8DA12294	14	0	M-F	8am-3pm	Good	Senior Centers	Belmont County

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
211	Ford	E-350	2011	1FMNE1BW1BDA12289	8	0	M-F	8am-2pm	Good	Senior Centers	Belmont County
216	Ford	E-350	2011	1FBNE3BL9BDA12292	11	0	M-F	8am-2pm	Good	Senior Centers	Belmont County
319	Dodge	Avenger	2010	1B3CC4FB1AN225862	4	0	M-F	8am-2pm	Good	Senior Centers	Belmont County
320	Ford	Avenger	2010	1B3CC4FB3AN225863	4	0	VAR	VAR	Fair	Medical	Belmont
321	Ford	Avenger	2010	1B2CC4FB5AN225864	4	0	VAR	VAR	Fair	Medical	Belmont
322	Dodge	Caravan	2012	2C4RDGBG4CR191656	4	0	VAR	VAR	Good	Medical	Belmont
323	Dodge	Caravan	2012	2C4RDGBG4CR191657	4	0	VAR	VAR	Good	Medical	Belmont
324	Ford	Fusion	2012	3FAHPOCG1CR328786	4	0	VAR	VAR	Good	Medical	Belmont
325	Ford	Fusion	2012	3FAHPOHA1CR333832	4	0	VAR	VAR	Good	Medical	Belmont
326	Ford	Fusion	2012	3FAHPOCGXCR328785	4	0	VAR	VAR	Good	Medical	Belmont
329	Jeep	Patriot	2015	1C4NJRBB3FD170117	4	0	VAR	VAR	Good	Medical	Belmont
330	Jeep	Patriot	2015	1C4NJRBB7FD177507	4	0	VAR	VAR	Good	Medical	Belmont
333	Ford	Fusion	2015	1FA6POG75F5120516	4	0	VAR	VAR	Good	Medical	Belmont
HV310	Ford	E-350	2004	1FDWE35154HB45697	8	1	VAR	VAR	Poor	Medical	Belmont
HV318	Ford	E-250	2010	1FTNE2EW5ADA99621	2	1	VAR	VAR	Fair	Medical	Belmont
HV328	Dodge	Caravan	2012	2C4RDG862CR398451	2	1	VAR	VAR	Good	Medical	Belmont
HV331	Dodge	Caravan	2015	2C7WDGBG8FR634305	2	1	VAR	VAR	Good	Medical	Belmont
OVRTA/EORTA											
11*	CHAMPION	CTS	2006	4UZAACBW56CW78072	24	2	M-Sat	6a-6:30p	Fair	OVRTA**	Gtr Wheeling
13*	CHAMPION	CTS	2007	4UZAACBW67CY59764	24	2	M-Sat	6a-6:30p	Fair	OVRTA**	Gtr Wheeling
14*	CHAMPION	CTS	2011	4UZAEDU5BCBD9734	24	2	M-Sat	6a-6:30p	Excellent	OVRTA**	Gtr Wheeling
15*	CHAMPION	CTS	2013	4UZAEDU1DCBZ6732	24	2	M-Sat	6a-6:30p	Good	OVRTA**	Gtr Wheeling
20*	CHAMPION	CTS	2011	4UZAEDU7BCBD9735	24	2	M-Sat	6a-6:30p	Good	EORTA	NE Belmont
26*	CHAMPION	CTS	2009	4UZAACBW7CX68190	24	2	M-Sat	6a-6:30p	Good	EORTA	NE Belmont
50*	CHAMPION	DEFENDER	2015	1FVACWDU1FHGS5987	24	2	M-Sat	6a-6:30p	Excellent	OVRTA	Gtr Wheeling

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
51*	CHAMPION	DEFENDER	2015	1FVACWDU3FHGS5988	24	2	M-Sat	6a-6:30p	Excellent	OVRTA**	Gtr Wheeling
52*	CHAMPION	DEFENDER	2015	1FVACWDU5FHGS5989	24	2	M-Sat	6a-6:30p	Excellent	OVRTA**	Gtr Wheeling
53*	CHAMPION	DEFENDER	2015	1FVACWDU1FHGS5990	24	2	M-Sat	6a-6:30p	Excellent	OVRTA**	Gtr Wheeling
54*	CHAMPION	DEFENDER	2015	1FVACWDU3FHGS5991	24	2	M-Sat	6a-6:30p	Excellent	OVRTA**	Gtr Wheeling
55*	CHAMPION	DEFENDER	2015	1FVACWDU5FHGS5992	24	2	M-Sat	6a-6:30p	Excellent	OVRTA**	Gtr Wheeling
56*	CHAMPION	DEFENDER	2015	1FVACWDU4FHGS4527	24	2	M-Sat	6a-6:30p	Excellent	OVRTA**	Gtr Wheeling
40#	GILLIG	GILLIG	2010	15GGE2719A1092062	23	2	M-Sat	6a-6:30p	Good	EORTA	NE Belmont
41*	GOSHEN	GCII	2017	1FD4E4FS1HDCA47894	16	2	M-Sat	6a-6:30p	Excellent	EORTA	NE Belmont
42*	GOSHEN	GCII	2017	1FD4E4FS3HDCA47895	16	2	M-Sat	6a-6:30p	Excellent	EORTA	NE Belmont
43*	GOSHEN	GCII	2017	1FD4E4FS5HDCA47896	16	2	M-Sat	6a-6:30p	Excellent	EORTA	NE Belmont
63#	GILLIG	GILLIG	2010	15GGE2710A1092063	23	2	M-Sat	6a-6:30p	Good	OVRTA	Gtr Wheeling
64#	GILLIG	GILLIG	2010	15GGE2712A1092064	23	2	M-Sat	6a-6:30p	Good	OVRTA	Gtr Wheeling
4*	FORD	VAN	2008	1FT2S34L38DA69746	9	2	M-Sat	6a-6:30p	Poor	OVRTA**	Gtr Wheeling
5*	FORD	VAN	2008	1FT2S34L58DA69747	9	2	M-Sat	6a-6:30p	Fair	OVRTA**	Gtr Wheeling
6*	FORD	VAN	2009	1FTDS34LX9DA87879	9	2	M-Sat	6a-6:30p	Poor	EORTA	NE Belmont
7	MV	MV1-DX	2014	57WMS1A6XEM101434	5	1	M-Sat	6a-6:30p	Excellent	EORTA	NE Belmont
Neffs Fire Department											
1	Ford	Econoline	2004	1FTSS34L64HA05798	10	2	VARIES	VARIES	GOOD	N/A	BELMONT
2	Ford	E250	2014	1FTNE2EW1EDA97564	1	2	VARIES	VARIES	GOOD	N/A	BELMONT
4	Ford	Econoline	2012	1FTSS3EL6CDA92428	4	2	VARIES	VARIES	GOOD	N/A	BELMONT
9	Ford	Transit 150	2016	1FTYE1CM1GKA32950	3	2	VARIES	VARIES	GOOD	N/A	BELMONT
6	Dodge	Caravan	2005	2D4GP44L75R220094	6	0	VARIES	VARIES	GOOD	N/A	BELMONT
7	Honda	Odyssey	2003	5FNRL18603B058595	6	0	VARIES	VARIES	GOOD	N/A	BELMONT
8	Pontiac	Montana	2006	1GMDV33L46D104689	6	0	VARIES	VARIES	GOOD	N/A	BELMONT
10	Nissan	Quest	2002	4N22N16T82D815314	6	0	VARIES	VARIES	GOOD	N/A	BELMONT
11	Dodge	Caravan	2005	1D4GP24R65B328701	6	0	VARIES	VARIES	GOOD	N/A	BELMONT

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
Martins Ferry EMS											
C1	Chevy	Cruze	2012	1G1PC5SH8C7166826	4	No	7	60+/Wk	Good	JFS	Belmont
C2	Chevy	Cruze	2012	1G1PC5SH5C7400615	4	No	7	60+/Wk	Good	JFS	Belmont
WC1	Ford	VAN	2008	1FTNE24W08DA18424	7	Yes	7	60+/Wk	Good	Medical/JFS	Belmont
WC2	Ford	Transit	2012	NM0KS9CN3BT069018	7	Yes	7	60+/Wk	Good	Medical/JFS	Belmont
WC3	Ford	Transit	2012	NM0KS9CN2CT110322	7	Yes	7	60+/Wk	Good	Medical/JFS	Belmont
EMS1	GMC	Envoy	2008	1GKDT13S192231019	5	No	7	10/Wk	Good	JFS/EMS Supvsr	Belmont

EORTA/OVRTA DISTINCTIONS: Vehicles #27 & #28 are currently in process of being sold over eBay

* VEHICLE EQUIPPED WITH LIFT THAT MEETS ADA STANDARD

VEHICLE EQUIPPED WITH RAMP THAT MEETS ADA STANDARD

VEHICLE IS IN THE INACTIVE CONTINGENCY FLEET

** VEHICLE TITLES MADE OUT TO OVRTA, BUT HELD BY THE WEST VIRGINIA DIVISION OF PUBLIC TRANSIT (WVDPT)

Summary of Existing Resources

Table 7 describes in detail the 70 different vehicles used by the transportation providers in Belmont County.

National Church Residences is the only agency that provides transportation services 24 hours a day, seven days a week. They have a fleet of seven vehicles, three of which serve only the Belmont County area and four that have an open-service range.

Senior Services of Belmont County has a total of 25 vehicles. Of these vehicles, 11 vehicles serve the Belmont County area from usually 8 a.m.-3 p.m., weekdays only, and these trips are for seniors only. They have 14 other vehicles that also serve Belmont County which are strictly for medical trips.

OVRTA/EORTA serves the Greater Wheeling area as well as Northeast Belmont County. They have a fleet of 23 vehicles, [19 buses (EORTA – 6; OVRTA – 13) and four vans (EORTA – 2; OVRTA – 2)] that have a standard schedule of Monday through Saturday only from 6 a.m.-6:30 p.m., and they are open to the public.

Neffs Fire Department has a fleet of nine vehicles that serve a varying schedule with no set program and which serve only Belmont County trips.

Martins Ferry EMS has a fleet of six vehicles that serve Belmont County only; all are part of the JFS program and only three are for medical trips. Only five vehicles serve up to 60 hours a week and one vehicle can serve 10 hours a week for these trips.

IV. ASSESSMENT OF TRANSPORTATION NEEDS AND GAPS

In an effort to better understand Belmont County's needs, the planning committee examined research and data and solicited input from the community 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.

National Church Residences and a variety of stakeholders in the area solicited input and requested 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
- Planning team meetings
- Public survey

Local Demographic and Socio-Economic Data

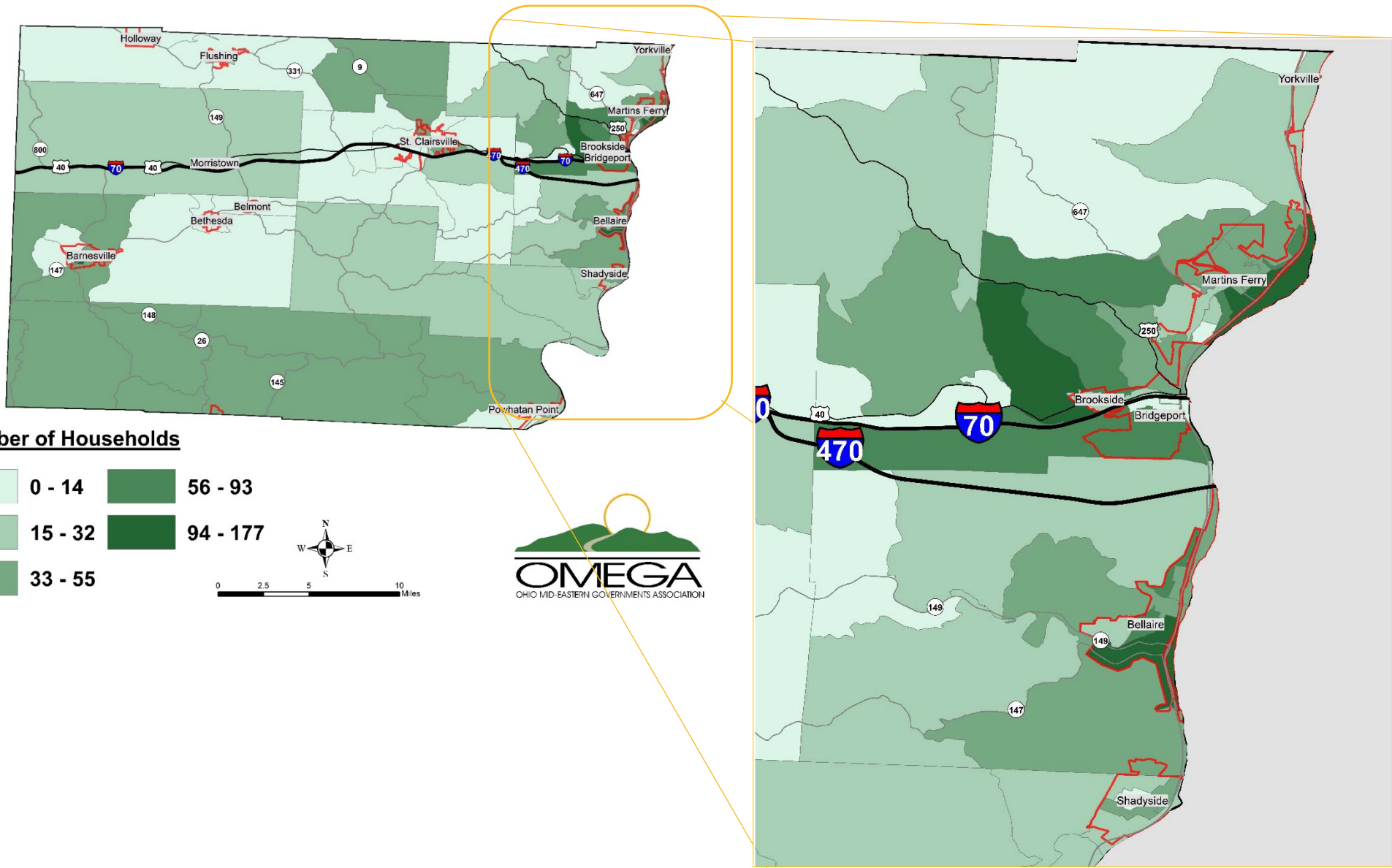
Data for each target population group was aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable to identify where the highest and lowest populations of individuals who are most likely to need transportation services are. This information can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

The following exhibit, Map 6, illustrates the areas where the number of older adults (age 65 and older) is at or above the Belmont County average. Currently there are 13,086 individuals in Belmont County who are age 65 or older. As shown in Map 6, the eastern and southern areas of the county have the highest population age 65 or older. The greater areas around Barnesville, Bethesda, Morristown, St. Clairsville, Martins Ferry and Shadyside appear to have the higher density of this senior population. The highest concentration of senior population is in St. Clairsville and northwest of Martins Ferry, where there are at least 642 seniors in each block group.

The areas with the least density of the senior population are around Holloway and Flushing as well as in the middle part of the county south of St. Clairsville and in the northeast near Yorkville. Nearly one-fifth of Belmont County's population is age 65 years old or older and the population will increase in this age group. More transportation options will be needed to accommodate the aging population.

Map 7 indicates the areas where the number of zero vehicle households is in relation to the Belmont County average. The absence of a vehicle in the household is often an indication of the need for more transportation services because the residents are unable to finance their own vehicle.

In Belmont County, many of the zero-vehicle households are scattered through various parts of the county. The greatest concentrations are in the center of Barnesville, in south Bellaire, and east Martins Ferry along the river. Other areas that have high concentrations of zero-vehicle households are all along the south part of the county and around greater Barnesville, east along the river, and north central surrounding Ohio Route 9. The northwest census tract around Flushing and Holloway has fewer zero-vehicle households. This distribution of zero-vehicle households may be attributed solely to economic factors, such as unemployed, underemployed, impoverished, or retired individuals in households. Areas with higher numbers of people who do not own vehicles will require more transportation options to help assist individuals from these households with their daily transportation needs.



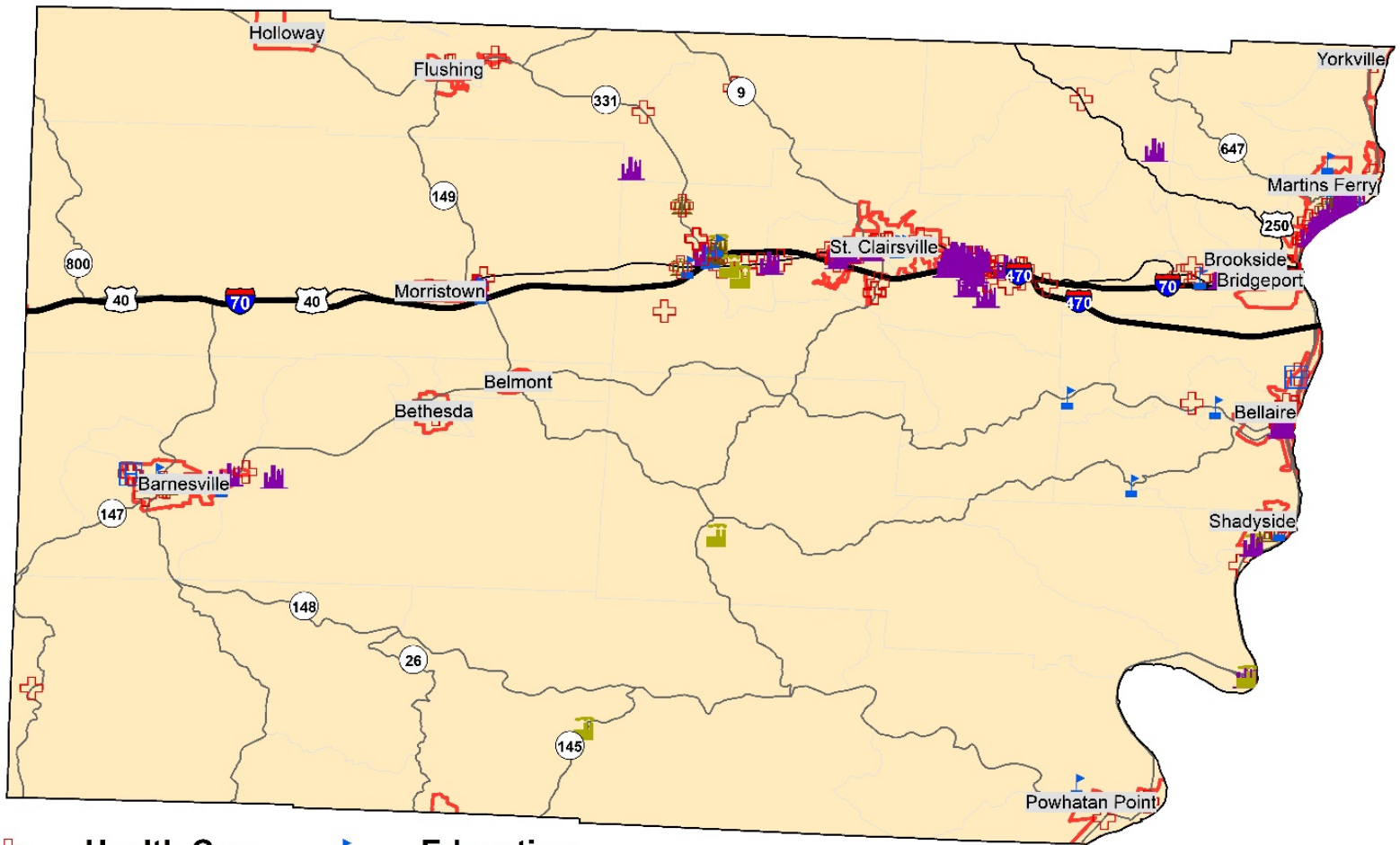
MAP 7: MAP OF ZERO VEHICLE HOUSEHOLDS

Map 8 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. For the purposes of this plan, major businesses have been defined as businesses with 50 or more employees.

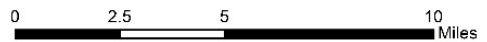
Several trip destinations were submitted by two of the transportation service providers that had destination designated by offices, major businesses, hospitals, government facilities, shopping centers, recreation, and other pickup locations. From the information that was provided, there are 357 trips out of state that they provide on a regular basis in parts of northern West Virginia and parts of southwest Pennsylvania. There are also 55 regular trips out of Belmont County within Ohio on which they transport clients as well. The destinations on this map are strictly trip generators inside Belmont County. Of the total trips, 98% of them are for medical purpose.

Surveying the county, the areas of Belmont County that have the highest concentrations of major trips are along the I-70 corridor in St. Clairsville, and east into Brookside, north to Martins Ferry, and south on Ohio Route 7 along the Ohio River boundary in Bellaire, and Shadyside. Barnesville in the western part of the county also has a large concentration of major trips. The areas that have trip generators, however not in a high concentration, are in Powhatan Point, along Ohio Route 331 into Ohio Route 149 in Flushing and south into Morristown, Belmont and Bethesda. However, these villages do have health care facilities.

When considering transit routes, the areas of high concentration of trips have the potential to develop hubs that let people transfer into other transit modes that connect them to their points of destinations in their trips. To connect people to major trip destinations, comparing the major trip generators with the zero-vehicle and senior maps, the towns and cities that can be connected to enhance transportation services could be Powhatan Point in the southeast area of the county, north through Shadyside, Bellaire, all the way north to Martins Ferry, and then west through St. Clairsville, northwest to Flushing, and south through Morristown, Belmont, and southwest to Barnesville. It is important to connect the areas with the biggest need for transportation services to the destinations with the most major trips.



- + **Health Care**
- H **Hospital**
- **Commercial**
- 🎓 **Education**
- 🏛️ **Government**
- 🏭 **Industrial**



MAP 8: MAJOR TRIP GENERATORS

Analysis of Demographic Data

Belmont County has a growing senior and young population yielding a diverse mix of young and old. Both age groups need to be connected for medical trips and employment opportunities. Almost 16% of Belmont County's population is considered disabled and more transportation services are needed for these individuals. There exists a growing need in the county for the population living in poverty and many who need to be connected to better employment opportunities. Connecting this mix of population who need medical services, employment opportunities, and more transit options to move throughout the county is a growing need. One-third of the population exits the county every day to work elsewhere. More transportation options to connect those locations that have a high concentration of elderly, disabled, and unemployed populations to the services needed is very important for the future of Belmont County and its economy.

General Public and Stakeholder Meetings/Focus Groups

Senior Services of Belmont County hosted and facilitated one stakeholder meeting for the update of the Coordinated Transportation Plan. There was a total of 10 participants, excluding three representatives from OMEGA. Three local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation were scheduled for April 26, May 1, and May 2, 2018. Excluding the lead agency as well as OMEGA, 20 people participated in the meetings. Of those, it is unknown who self-identified as older adults and as a person with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

During the meeting, OMEGA presented highlights of historical coordinated transportation in Belmont 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 and update and identify any gaps in service and identify any new needs/gaps. The focus of the discussion was transportation for older adults, individuals with disabilities, and people with low incomes. However, several topics discussed also impact mobility options for the general public.

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

Participants discussed more than 15 mobility issues to achieve, preserve, avoid, or eliminate through coordination during the six meetings. Coordinated transportation stakeholders identified unmet needs including developing transportation goals and strategies and preparing 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. Eighty-four surveys from the general public were received, 17% of which were completed by

individuals with disabilities and 25% of which were completed by older adults. Detailed survey results are provided in Appendix F and summarized here.

Based on the results of Question 1, an overwhelming majority of respondents, 85%, drove their own vehicle for their regular activities in the past year. This correlates with the data from the census statistics regarding how the working population travel to their place of employment. The next-preferred mode of travel is biking or walking, comprising 18% of the respondents, which is a good alternative to driving. Other modes of travel such as taxi, demand-response, carpools and public transportation also received votes.

The results for the second question regarding transportation service show most respondents, 62%, would use transportation service if they have no other option, and 56% of respondents would use public transportation if it saved money. Thirty-three percent mentioned they would use public transportation if it is better for the environment, showing that cleaner alternative modes of transportation should be considered.

The changes that could be made to local transportation options to make them more appealing to residents is if they could ride to other parts of the state. This was the top response at 47%. The second most popular response was if it operated on Saturdays, at 42%. There was an equal response for the third most popular reason being if it operated on Sundays and if was a lower cost to ride, both at 33%. People responded positively for more in-state trips and if they were affordable and more prevalent on the weekends.

The most common destinations for which public transportation is used are medical clinics/hospitals or shopping/grocery/pharmacy, with both options at 58%. This can be attributed to many riders who take medical trips also combine their trip with shopping for pharmaceutical reasons. The next most common destination is for employment, which validates the most needed trips are for medical and employment reasons. The next most common needed trips are for medical/dental and social/recreational both at 45%. Educational trips received 26% of the responses.

Question 5 reflects when transportation is needed for specific types of trips. The highest demand is for employment trips in the morning from 6 a.m.-8 a.m. at 93%. The second greatest demand for trips is recreational/social from 9 p.m.-midnight. The third highest demand for trips is a tie between recreational/social from 6 p.m.-9 p.m. and medical/health care trips from 8 a.m.-noon. Nutritional trips do not show a great demand and the greatest need for shopping trips is in the evening from 6 p.m.-9 p.m.

Following Question 5, the locations for most these trips are represented in the series of graphs based on Question 6. The location that received the most amount of Medical/Health Care trips is located in Wheeling, WV with 45% of the responses. Second to that is in general Belmont County at 17% and more specifically, St. Clairsville at 14%. Barnesville should also be considered as a major destination for medical trips at 9%.

The location for the greatest amount of nutrition trips is St. Clairsville with 46% of the responses. Next to that is general Belmont County at 19% and more specifically, Bridgeport at 12%.

The most employment trips is a tie between Bridgeport and St. Clairsville, both receiving 27% of the responses. Second to that is in general Belmont County and the third most responses received was in Wheeling, WV at 13%.

The most shopping trip destinations are to St. Clairsville (51%) most likely because of the Ohio Valley Mall and commercial center north of I-70. The next most common trips are in general Belmont County, 19%, and then Wheeling, WV at 10% and specifically in Belmont County is Barnesville at 9%.

The most common destination for recreational/social trips is in St. Clairsville, with 32% of the responses. The second most common destination is in Wheeling, WV with 25% of the respondents travelling there for recreational/social trips. The third most common destination is general Belmont County accounting for 23% of the responses which can be either Bridgeport or Martins Ferry. Other responses out of the region were Pittsburgh, 6%, and Columbus, 5%.

Question 7 surprisingly received 70% responses as “no” when asked if they ever need transportation outside of their county of residence but never have it. This could be because respondents drive themselves or rely on someone else to drive them.

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:

- There exists a gap of service, mainly on Sundays for weekend service, where only one agency appears to cover trips. More weekend service may be necessary to cover demand in the county since transit riders do need weekend trips to take care of their personal needs.
- Funding restrictions appears to be a service gap making it more challenging to offer the services desired by the public.
- The public prefers there to be more and newer vans to serve their transportation needs. If the vehicles are older and fewer this will pose a challenge to serve the public that expects at least a reasonable vehicle.
- Lack of a Community Action Committee to support local private and public nonprofit organizations that can help bridge the gap for the populations that live below the federal poverty line to help meet their transportation needs.
- There is a lack of mobility management that is currently being addressed by the lead agency.

Summary of Unmet Mobility Needs

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

Exhibit 7: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Handicap Accessible Vehicles	Surveys, Stakeholder's Meeting, Public Meetings
2	More and Newer Vans	Surveys, Stakeholder's Meeting, Public Meetings
3	Non-Medical Trips	Surveys, Stakeholder's Meeting, Public Meetings
4	More frequent Veteran Transportation Services	Surveys, Stakeholder's Meeting, Public Meetings
5	Dialysis Centers	Surveys, Stakeholder's Meeting, Public Meetings
6	Opioid Rehabilitation	Surveys, Stakeholder's Meeting, Public Meetings
7	Transportation Needs for Post-Secondary Education	Surveys, Stakeholder's Meeting, Public Meetings
8	Transit Options in Western Belmont County (west of St. Clairsville) especially DD/MH	Surveys, Stakeholder's Meeting, Public Meetings
9	Cancer screenings	Surveys, Stakeholder's Meeting, Public Meetings
10	Transportation for Employment Opportunities for Disabled Students & Adults	Surveys, Stakeholder's Meeting, Public Meetings
11	Access to Food Pantry Service	Surveys, Stakeholder's Meeting, Public Meetings
12	Help for Bariatric Patients	Surveys, Stakeholder's Meeting, Public Meetings

National Church Residences indicated that the greatest constraints to mobility in the area are limited service areas, limited service times, high cost of service, mobility issues and services for the underinsured. The five target population groups' (persons with disabilities, older adults, low-income, Veterans, and underinsured) greatest unmet needs are greater geographic coverage, extended hours, and eligibility for both trips and consumers. Currently they are participating in the coordination efforts by providing a service coordinator for older adults and individuals with disabilities. Transportation is provided to National Church Residences residents and Medicaid-eligible individuals in the community for non-emergency medical trips.

The National Church Residences indicated the most significant improvements needed to enhance mobility are as follows:

- Decrease the advanced notification requirements to 48 hours from 10 days for transportation to medical appointments
- More handicap accessible transportation vehicles for wheelchairs and power scooters
- Increase availability for weekend medical trips to dialysis and emergency room discharges
- Increase availability to Veterans from their homes to designated pick-up locations
- Provide in-county transportation for Veterans to local VA clinic
- More affordable or discount fares for low-income and disabled individuals
- More circular scheduled trips in rural areas of the county for shopping, pharmacy, banks, and other personal needs

Another agency which preferred to stay anonymous mentioned a vital need within their service. They mentioned that they transport patients to and from facilities in Youngstown, OH for treatment for opioid addiction on a daily basis. This is a substantial need since this is occurring daily and as the representative mentioned in their own words, "...a major cost of taxpayers' money." The preference for anonymity can come from the fact that it is a vital need but also because of the expense it has on the community. This transit issue can be alleviated if the services that are provided in the facilities in Youngstown are provided here in the region.

Overall, the county lacks technology for more efficient scheduling, dispatching, and locations systems (AVL and GPS). More investment in technology to upgrade these services will benefit Belmont County.

With regard to transportation for education, Belmont College, Ohio University Eastern, WV Northern, Belmont and Harrison Career Center currently have 115 students (seniors) with transportation needs in moving between their residences to their places of employment.

V. GOALS AND STRATEGIES

Developing Strategies to Address Gaps and Needs

Strategies for improving transportation for Belmont 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 National Church Residences and OMEGA 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. Notwithstanding these caveats, the strategies have been tailored to 12 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:

Enhance coordination and provide transportation services in a more effective and cost-efficient manner to increase mobility.

Need(s) Being Addressed: The transportation service providers can better assist with the five target groups of persons with disabilities, elderly, low-income, underinsured, and Veterans, and more specifically begin to address the needs for more handicap accessible vehicles, more and newer vans, non-medical trips, and more frequent veteran transportation services

Strategy 1.1:

Establish a monthly coordinated transportation service providers meeting for Belmont County at local nursing homes to market services and approach target groups.

Strategy 1.2:

Hire a mobility manager to coordinate the services from the provider to the clients in Belmont County more efficiently and in a cost-effective manner.

Strategy 1.3:

Invest in scheduling software that can schedule trips more efficiently and more immediately and eliminate the 24-48 hour waiting period.

Timeline for Implementation: This strategy will be ongoing and will begin with the first meeting in August 2018.

Action Steps: When Mobility Management is approved (See appendix), they will schedule and coordinate with all participating transportation service providers monthly meetings at different nursing homes in Belmont County.

Parties Responsible for Leading Implementation: National Church Residences

Parties Responsible for Supporting Implementation: OMEGA and participating transportation service providers

Resources Needed: Available meeting space (local nursing homes), meeting time, meeting materials (flyers, printing materials, electronic media), refreshments, transportation

Potential Cost Range: \$1,000-\$1,500 annually (materials, travel, refreshments)

Potential Funding Sources: Transportation provider budget (depending on host), ODOT 5310

Performance Measures/Targets:

1. Measure – Number of Coordinated Transportation Service Provider Meetings
 - a. Target – Monthly meetings, 12 total per year
2. Measure – Participating members for Coordinated Meetings
 - a. Target – Include at least the participating Transportation Service Providers for Coordinated Plan (six) and invite and engage other stakeholders
3. Measure – Other additional meetings scheduled
 - a. Target – Encourage other additional meetings on an as-needed basis, depending on organized sub-committees or partnering agencies

PRIORITY POINTS: 100

Goal #2:

Increase transportation access, including transportation to higher education facilities.

Need(s) Being Addressed: Transportation for post-secondary education to employment opportunities.

Strategy 2.1:

Create an Education Transportation sub-committee from the monthly coordinated transportation service provider meeting. Hold meeting[s] with colleges, board of education, and county commissioners for feasibility.

Timeline for Implementation: Before the end of CY 2018 and Ongoing

Action Steps:

1. Create Sub-Committee from Belmont County Coordinated Transportation Meetings
2. Conduct a Needs Survey for secondary and post-secondary transportation needs
3. Meet regularly with colleges, board of education and county commissioners
 - a. Explore ride-share and Uber/Lyft Services where appropriate
 - b. Explore two-way transportation to college campuses/schools
 - c. Look at regulations governing use of various transportation dollars and resources
 - d. Investigate if using idle school buses is possible for transportation

Parties Responsible for Leading Implementation: Colleges, Board of Education, Commissioners

Parties Responsible for Supporting Implementation: Sub-Committee, Colleges, Commissioners

Resources Needed: Meeting time and locations, surveys and distribution locations and agencies, transportation service vehicles (new or idling buses)

Potential Cost Range: Vehicles - \$7,500-\$30,000 USED or \$60,000 NEW

Potential Funding Sources: ODOT Section 5310, local share

Performance Measures/Targets:

1. Measure – Number of Sub-Committee Meetings Held
 - a. Target – Minimum of 3-4 meetings annually
2. Measure – Number of surveys created and completed
 - a. Target – Create 400 surveys and at minimum have 200 completed from students
3. Measure – Meet with school board, commissioners, colleges
 - a. Target – 1 -2 meetings annually
4. Measure – Number of students provided with transportation to post-secondary education
 - a. Target – 50-100 students to help support their transportation needs

PRIORITY POINTS - 70

Goal #3:

Increase access to employment and employment training programs for low-income population, special needs students, disabled students and adults.

Need(s) Being Addressed: Transportation for Employment Opportunities for Special Needs Students

Strategy 3.1:

Create an Employment Transportation sub-committee from the monthly coordinated transportation service provider meeting. Hold meeting[s] with Belmont County DD, career center, JFS and county commissioners for feasibility.

Timeline for Implementation: Before the end of 2018 and Ongoing

Action Steps:

1. Create Sub-Committee from Belmont County Coordinated Transportation Meetings
2. Conduct a Needs Survey for Employment and Employment Training Transportation
3. Meet regularly with Career Center, Board of DD, JFS and County Commissioners

Parties Responsible for Leading Implementation: Career Center and Board of DD

Parties Responsible for Supporting Implementation: Sub-committee, JFS, County Commissioners

Resources Needed: Meeting location facilities, meeting materials, surveys & distribution locations & agencies, new or used vehicles to provide service

Potential Cost Range:

Meetings & Surveys & Travel – less than \$1,000 annually

New or Used Vehicle to provide service - \$5,000 - \$20,000

Potential Funding Sources: ODOT Section 5310 and local funding

Performance Measures/Targets:

1. Measure – Number of Employment Transportation Sub-Committee Meetings scheduled
 - a. Target – Minimum of 3-4 meetings per year, beginning before the end of CY 2018
2. Measure – Number of Employment Surveys created and completed
 - a. Target – Create 500 employee surveys and at minimum have 250 surveys completed
 - b. Target – Create 50-100 employer surveys and at minimum have 25-50 surveys completed
3. Measure – Meet with Career Center, Board of DD, JFS, and County Commissioners
 - a. Target – 1-2 meetings annually
4. Measure – Number of individuals with low-income, disabilities, special needs students and adults that are being served
 - a. Target – At minimum 100 more clients served on an annual basis.

PRIORITY POINTS - 80

Goal #4:

Increase transportation services for dialysis patients, opioid rehabilitation, and cancer screenings for patients who have medical needs.

Need(s) Being Addressed: Dialysis centers, opioid rehabilitation, and cancer screenings

Strategy 4.1:

Pursue grant funding for increased NEMT service through ODOT grants to purchase or supplement new or used vehicles to support these specific trips in and out of Belmont County.

Timeline for Implementation: Grant funding occurs annually, on an as-needed basis, usually by the end of October of every calendar year.

Action Steps:

1. Determine number of trips for dialysis appointments, opioid rehabilitation, and cancer screens
2. Prioritize the types of trips as well as locations and determined if any routes can be developed
3. Determine how many new or used vehicles will be required to support the number of trips and if there are agencies that will support expanding their services or partnering

Parties Responsible for Leading Implementation: OMEGA and National Church Residences

Parties Responsible for Supporting Implementation: Transportation Service Providers, senior centers, County Commissioners, dialysis centers and treatment facilities

Resources Needed: Trip data, computing analysis, staff time

Potential Cost Range: \$20,000 - \$30,000 per vehicle

Potential Funding Sources: ODOT 5310 Funding, local match, possible dialysis corporate investment

Performance Measures/Targets:

1. Measure – Origin/Destination Data for trips to dialysis, opioid rehabilitation, and cancer screen appointments
 - a. Target – Prioritize trips from 2017-2018 and determine where top destinations are located for these NEMT appointments
2. Measure – Hold a meeting or conference call with dialysis centers, opioid rehabilitation centers, and cancer screening specialists
 - a. Target – Collect non-confidential appointment trip information (appointments made, cancelled, rescheduled) because of transportation issues
3. Measure – Determine what agencies are able to support this transportation need
 - a. Target – confirm with one or two Transportation Service Providers to expand their service to provide these trips for patients who need reliable transportation

PRIORITY POINTS – 90

Goal #5:

Market all county transportation options more frequently and efficiently.

Need(s) Being Addressed: All Belmont County transportation needs while educating the general public about all the transportation services available to them

Strategy 5.1:

Hire a Mobility Manager for Belmont County to enhance public outreach and awareness of the services available to them as well as increasing the marketing of the available services.

Timeline for Implementation: Before the end of CY 2018

Action Steps: Pursue funding through ODOT Section 5310 for a Mobility Manager to create educational resources for the public and host public forums for educational purposes

Parties Responsible for Leading Implementation: OMEGA and National Church Residences

Parties Responsible for Supporting Implementation: ODOT and County Commissioners

Resources Needed: Funding, educational materials (publications, printing, media)

Potential Cost Range: \$50,000 - \$70,000 annually

Potential Funding Sources: ODOT 5310, local funding

Performance Measures/Targets:

1. Measure – Number of Public Forums scheduled
 - a. Target – the Mobility Manager will host at least one public forum every calendar year to educate the public on transportation resources available to them in Belmont County
2. Measure – Produce Transportation Service Resources for the public
 - a. Target – the Mobility Manager will produce at least one educational resource that will educate the public and advertise all the available Belmont County transportation services

3. Measure – All partnering and non-partnering transportation services contacted
 - a. Target – the Mobility Manager will at least contact all six participating transportation service providers and five non-partnering transportation service providers to draft a resource guide. They will also include at least three prominent destinations for transportation that do not provide their own transportation services.

PRIORITY POINTS - 100

VI. PLAN ADOPTION

The Belmont County Coordinated Public Transit-Human Services Plan planning process:

- The Coordinated Plan was developed with inclusion from older adults, individuals with a disability, members of the general public, and representatives from public and nonprofit transportation and human services providers.
- The Coordinated Plan will be distributed to the planning team at the last stakeholders meeting
- Belmont County Planning Team will meet to discuss necessary changes to the coordinated plan
- Stakeholder meetings were scheduled by the Transit Planner and the Lead Agency
- Public Meetings were scheduled by the Transit Planner, Lead Agency, and hosted by the Senior Services
- Public Surveys were distributed at the public meetings and an online link was provided
- Surveys were sent to all stakeholders present at the meetings and emailed to all who couldn't attend
- Changes will be discussed during the last stakeholder meeting
- The plan, survey, and survey results were posted to OMEGA's website on the appropriate county transit page
- There were two months from last public meeting to provide comments and there was a two-week period from the last stakeholder meeting for the final comments to be submitted from stakeholders
- After the last stakeholder meeting, the plan will be finalized and sent to the commissioners for their approval and adoption, scheduled for Wednesday, August 8, 2018

Appendix A:
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 public. More information about the planning committee is available upon request by contacting

Agency Representation

Name	Agency
Peggy Hickenbottom	National Church Residences
Isaac Terrett	National Church Residences
Tammy Van Horn	National Church Residences
James Benner	BELOMAR
Mark Hennigan	BELOMAR
Crystal Lorimor	CIC of Belmont County
Mike McBride	Senior Services of Belmont County
Tom Hvizdos	Eastern Ohio RTA
Vince Gianangeli	Belmont CDJFS
Jack Regis	Belmont CDJFS
Brenna Rocchio	Belmont CDJFS
Cory Clark	Senior Services of Belmont County
Sean Sammon	OMEGA
Kevin Buettner	OMEGA
Chris Wilkin	OMEGA
Jeannette Wierzbicki	OMEGA
Lisa Duvall	OMEGA
Gary Armitage	Senior Services of Belmont County
Paula Norman	Belmont-Harrison Career Center
Lana Phillips	Ohio Hills Health Services
Candi Clark	National Church Residences
Amy Kyle	National Church Residences
Okreita Hart	National Church Residences
Tomicka Hill	National Church Residences
Dorothy Hufnagel	Member of the Public
Margaret Doyle	Member of the Public
Heather Willis	Mid-Ohio Food Bank
C Vialavamp	Member of the Public
Destiny Mitchell	Member of the Public
Daisy Braun	Senior Services of Belmont County
Gary Armitage	Senior Services of Belmont County
Aaron Wildman	Barnesville Taxi Service
Carol Baker	Area Agency on Aging, Region 9
Gary Obloy	Community Action Committee
Erin Krusec	Mental Health & Recovery Board (Belmont)
Cory Campanizzi	Belmont College
Jesse Gipko	Belmont College
Jennifer Kellner-Muscar	Ohio University

In addition to participants listed above, the planning committee also included representation from older adults, people with disabilities, and members of the general public. In addition to hosting a planning

committee, National Church Residences 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:

Sean Sammon

OMEGA

740-439-4471 ext. 212

ssammon@omegadistrict.org

Appendix B:
List of Annual Reviews & 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:

Sean Sammon

OMEGA

740-439-4471 ext. 212

ssammon@omegadistrict.org

Annual Review - July 2018

This is the first update to the Belmont County Coordinated Human Services Transportation and Public Transit Plan since 2009. No annual reviews have occurred since then. Following the plan approval, the process for reviewing the plan annually will occur as follows:

- Update all demographic and statistical information to the present year
- Update all maps to match the present demographic data
- Update all transportation service provider information
 - The inventory
 - Existing Transportation Services
 - Organizational Characteristics
 - Service Characteristics
 - Expenses and Revenues
 - Active Transportation Options
 - Resources
 - Technology
 - Vehicle Utilization Table
- Reassess all transportation needs and gaps
- Host at least two stakeholder and one public meetings
- Survey the public on existing transportation services
- Determine any new unmet mobility needs
 - Also assess if any in the past have been met or the status
- Reevaluate the goals and strategies from the general public and the transportation service providers

Amendment - TBD

This is the first update to the Belmont County Coordinated Transportation Plan since 2009. If the plan is amended, the information on how it has been amended will be included here.

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.

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

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

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

NEMT – Non-Emergency Medical Transportation, any transportation service for medical reasons that do not include emergency purposes.

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 and 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 fewer 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 service that is wanted or desired but is not currently available.

Appendix D:
State of Ohio – Belmont County Profile

Ohio County Profiles



Prepared by the Office of Research

Belmont County

Established: Proclamation - September 7, 1801
2016 Population: 68,673
Land Area: 537.3 square miles
County Seat: St. Clairsville City
Named for: French: "Beautiful Mountain"



Taxes

Taxable value of real property	\$1,284,604,350
Residential	\$787,587,510
Agriculture	\$136,311,210
Industrial	\$27,131,680
Commercial	\$222,305,720
Mineral	\$111,268,230
Ohio income tax liability	\$41,424,024
Average per return	\$1,411.09

Land Use/Land Cover

Land Use/Land Cover	Percent
Developed, Lower Intensity	8.49%
Developed, Higher Intensity	1.05%
Barren (strip mines, gravel pits, etc.)	1.07%
Forest	57.64%
Shrub/Scrub and Grasslands	3.50%
Pasture/Hay	21.10%
Cultivated Crops	5.84%
Wetlands	0.14%
Open Water	1.17%

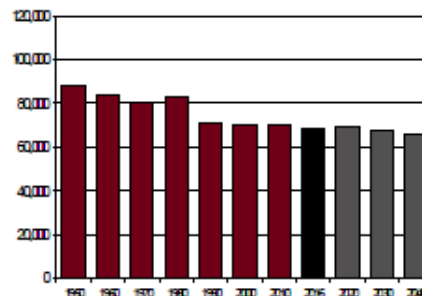
Largest Places

	Est. 2016	Census 2010
Richland twp UB	9,587	9,789
Martins Ferry city	6,756	6,915
St. Clairsville city	5,109	5,184
Pultney twp UB	4,358	4,478
Pease twp UB	4,341	4,467
Bellaire vlg	4,170	4,278
Colerain twp	4,164	4,276
Barnesville vlg	4,111	4,193
Shadyside vlg	3,662	3,785
Mead twp UB	2,199	2,221

UB: Unincorporated balance.

Total Population

Census	Population	Estimated	Population
1800		2011	70,055
1810	11,097	1920	93,193
1820	20,329	1930	94,719
1830	28,627	1940	95,614
1840	30,901	1950	87,740
1850	34,600	1960	83,864
1860	36,398	1970	80,917
1870	39,714	1980	82,569
1880	49,638	1990	71,074
1890	57,413	2000	70,226
1900	60,875	2010	70,400
		2020	68,880
		2030	67,330
		2040	66,140



Population by Race	Number	Percent
ACS Total Population	69,560	100.0%
White	65,031	93.5%
African-American	2,667	3.8%
Native American	153	0.2%
Asian	256	0.4%
Pacific Islander	6	0.0%
Other	282	0.4%
Two or More Races	1,165	1.7%
Hispanic (may be of any race)	576	0.8%
Total Minority	4,744	6.8%

Educational Attainment	Number	Percent
Persons 25 years and over	50,842	100.0%
No high school diploma	5,342	10.5%
High school graduate	22,092	43.5%
Some college, no degree	10,638	20.9%
Associate degree	5,099	10.0%
Bachelor's degree	4,769	9.4%
Master's degree or higher	2,902	5.7%

Family Type by Employment Status	Number	Percent
Total Families	18,002	100.0%
Married couple, husband and wife in labor force	6,651	36.9%
Married couple, husband in labor force, wife not in labor force	3,192	17.7%
Married couple, husband and wife not in labor force	1,141	6.3%
Married couple, husband and wife not in labor force	2,945	16.4%
Male householder, in labor force	990	5.5%
Male householder, not in labor force	343	1.9%
Female householder, in labor force	1,587	8.8%
Female householder, not in labor force	1,153	6.4%

Household Income	Number	Percent
Total Households	27,935	100.0%
Less than \$10,000	2,166	7.8%
\$10,000 to \$19,999	3,819	13.7%
\$20,000 to \$29,999	3,543	12.7%
\$30,000 to \$39,999	3,315	11.9%
\$40,000 to \$49,999	2,932	10.5%
\$50,000 to \$59,999	2,299	8.2%
\$60,000 to \$74,999	2,715	9.7%
\$75,000 to \$99,999	3,354	12.0%
\$100,000 to \$149,999	2,712	9.7%
\$150,000 to \$199,999	529	1.9%
\$200,000 or more	551	2.0%
Median household income	\$43,833	

Percentages may not sum to 100% due to rounding.

Population by Age	Number	Percent
ACS Total Population	69,560	100.0%
Under 5 years	3,432	4.9%
5 to 17 years	9,878	14.2%
18 to 24 years	5,408	7.8%
25 to 44 years	17,191	24.7%
45 to 64 years	20,845	30.0%
65 years and more	12,806	18.4%
Median Age	43.9	

Family Type by Presence of Own Children Under 18	Number	Percent
Total Families	18,038	100.0%
Married-couple families with own children	4,651	25.8%
Male householder, no wife present, with own children	509	2.8%
Female householder, no husband present, with own children	1,376	7.6%
Families with no own children	11,502	63.8%

Poverty Status of Families By Family Type by Presence of Related Children	Number	Percent
Total Families	18,038	100.0%
Family income above poverty level	16,302	90.4%
Family income below poverty level	1,736	9.6%
Married couple, with related children	283	1.6%
Male householder, no wife present, with related children	130	0.7%
Female householder, no husband present, with related children	855	4.7%
Families with no related children	468	2.6%

Ratio of Income To Poverty Level	Number	Percent
Population for whom poverty status is determined	65,538	100.0%
Below 50% of poverty level	3,990	6.1%
50% to 99% of poverty level	5,563	8.5%
100% to 124% of poverty level	3,108	4.7%
125% to 149% of poverty level	2,987	4.6%
150% to 184% of poverty level	5,199	7.9%
185% to 199% of poverty level	1,758	2.7%
200% of poverty level or more	42,933	65.5%

Geographical Mobility	Number	Percent
Population aged 1 year and older	69,180	100.0%
Same house as previous year	61,002	88.2%
Different house, same county	4,146	6.0%
Different county, same state	2,489	3.6%
Different state	1,485	2.1%
Abroad	58	0.1%

Travel Time To Work	Number	Percent
Workers 16 years and over	28,432	100.0%
Less than 15 minutes	9,447	33.2%
15 to 29 minutes	11,362	40.0%
30 to 44 minutes	3,909	13.7%
45 to 59 minutes	1,915	6.7%
60 minutes or more	1,799	6.3%
Mean travel time	22.5 minutes	

Housing Units	Number	Percent
Total housing units	32,220	100.0%
Occupied housing units	27,935	86.7%
Owner occupied	20,719	74.2%
Renter occupied	7,216	25.8%
Vacant housing units	4,285	13.3%

Year Structure Built	Number	Percent
Total housing units	32,220	100.0%
Built 2010 or later	310	1.0%
Built 2000 to 2009	2,311	7.2%
Built 1990 to 1999	2,690	8.3%
Built 1980 to 1989	2,399	7.4%
Built 1970 to 1979	4,906	15.2%
Built 1960 to 1969	3,222	10.0%
Built 1950 to 1959	3,375	10.5%
Built 1940 to 1949	2,469	7.7%
Built 1939 or earlier	10,538	32.7%
Median year built	1959	

Value for Specified Owner-Occupied Housing Units	Number	Percent
Specified owner-occupied housing units	20,719	100.0%
Less than \$20,000	1,137	5.5%
\$20,000 to \$39,999	1,626	7.8%
\$40,000 to \$59,999	2,523	12.2%
\$60,000 to \$79,999	3,311	16.0%
\$80,000 to \$99,999	2,784	13.4%
\$100,000 to \$124,999	2,741	13.2%
\$125,000 to \$149,999	1,357	6.5%
\$150,000 to \$199,999	2,388	11.5%
\$200,000 to \$299,999	2,009	9.7%
\$300,000 to \$499,999	720	3.5%
\$500,000 to \$999,999	101	0.5%
\$1,000,000 or more	22	0.1%
Median value	\$91,700	

House Heating Fuel	Number	Percent
Occupied housing units	27,935	100.0%
Utility gas	13,288	47.6%
Bottled, tank or LP gas	1,903	6.8%
Electricity	7,771	27.8%
Fuel oil, kerosene, etc	3,355	12.0%
Coal, coke or wood	1,283	4.6%
Solar energy or other fuel	211	0.8%
No fuel used	124	0.4%

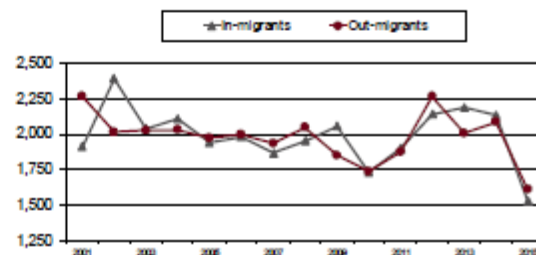
Percentages may not sum to 100% due to rounding.

Gross Rent	Number	Percent
Specified renter-occupied housing units	7,216	100.0%
Less than \$100	135	1.9%
\$100 to \$199	290	4.0%
\$200 to \$299	661	9.2%
\$300 to \$399	664	9.2%
\$400 to \$499	694	9.6%
\$500 to \$599	1,350	18.7%
\$600 to \$699	914	12.7%
\$700 to \$799	493	6.8%
\$800 to \$899	335	4.6%
\$900 to \$999	426	5.9%
\$1,000 to \$1,499	279	3.9%
\$1,500 or more	57	0.8%
No cash rent	918	12.7%
Median gross rent	\$552	
Median gross rent as a percentage of household income	26.5	

Selected Monthly Owner Costs for Specified Owner-Occupied Housing Units	Number	Percent
Specified owner-occupied housing units with a mortgage	10,519	100.0%
Less than \$400	245	2.3%
\$400 to \$599	1,040	9.9%
\$600 to \$799	2,197	20.9%
\$800 to \$999	1,979	18.8%
\$1,000 to \$1,249	2,034	19.3%
\$1,250 to \$1,499	1,197	11.4%
\$1,500 to \$1,999	1,272	12.1%
\$2,000 to \$2,999	506	4.8%
\$3,000 or more	49	0.5%
Median monthly owners cost	\$978	
Median monthly owners cost as a percentage of household income	19.3	

Vital Statistics	Number	Rate
Births / rate per 1,000 women aged 15 to 44	692	63.2
Teen births / rate per 1,000 females 15-19	43	25.1
Deaths / rate per 100,000 population	893	1,291.3

Migration



Agriculture

Land in farms (acres)	113,233
Number of farms	700
Average size (acres)	162
Total cash receipts	\$20,135,000
Per farm	\$28,764
Receipts for crops	\$4,410,000
Receipts for livestock/products	\$15,725,000

Education

Public schools buildings	24
Students (Average Daily Membership)	9,171
Teachers (Full Time Equivalent)	547.2
Expenditures per student	\$8,649
Graduation rate	90.2
Non-public schools	7
Students	657
4-year public universities	0
Branches	1
2-year public colleges/satellites	1
Private universities and colleges	0
Public libraries (Main / Branches)	4 / 5

Transportation

Registered motor vehicles	84,235
Passenger cars	49,919
Noncommercial trucks	16,113
Total license revenue	\$2,415,301.07
Permissive tax revenue	\$665,437.50
Interstate highway miles	33.66
Turnpike miles	0.00
U.S. highway miles	32.01
State highway miles	213.75
County, township, and municipal road miles	1,207.94
Commercial airports	2

Health Care

Physicians (MDs & DOs)	72
Registered hospitals	4
Number of beds	278
Licensed nursing homes	10
Number of beds	793
Licensed residential care	4
Number of beds	180
Persons with health insurance (Aged 0 to 64)	93.0%
Adults with insurance (Aged 18 to 64)	92.2%
Children with insurance (Aged Under 19)	95.4%

Voting

Number of registered voters	46,971
Voted in 2016 election	31,848
Percent turnout	67.8%

Communications

Television stations	0
Radio stations	3
Daily newspapers	1
Circulation	12,000
Weekly newspapers	1
Circulation	3,611

Crime

Total crimes reported in Uniform Crime Report	687
Violent crime	70
Property crime	611
Arson	6

Finance

FDIC insured financial institutions (HQs)	3
Assets (000)	\$957,700
Branch offices	32
Institutions represented	13

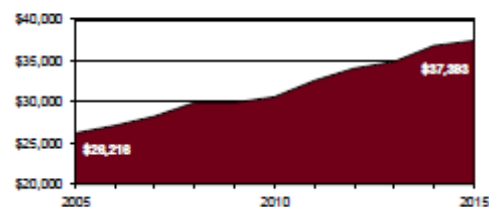
Transfer Payments

Total transfer payments	\$680,544,000
Payments to individuals	\$665,102,000
Retirement and disability	\$253,400,000
Medical payments	\$323,812,000
Income maintenance (Supplemental SSI, family assistance, food stamps, etc)	\$51,116,000
Unemployment benefits	\$6,684,000
Veterans benefits	\$16,199,000
Federal education and training assistance	\$8,907,000
Other payments to individuals	\$4,984,000
Total personal income	\$2,585,843,000
Dependency ratio	26.3%
(Percent of income from transfer payments)	

State Parks, Forests, Nature Preserves, Scenic Waterways, And Wildlife Areas

Areas/Facilities	4
Acreage	18,853.78

Per Capita Personal Income



Civilian Labor Force	2012	2013	2014	2015	2016
Civilian labor force	31,700	32,000	31,800	31,300	30,800
Employed	29,100	29,400	29,700	29,300	28,500
Unemployed	2,600	2,600	2,100	2,000	2,300
Unemployment rate	8.2	8.2	6.7	6.3	7.4

Establishments, Employment, and Wages by Sector: 2015

Industrial Sector	Number of Establishments	Average Employment	Total Wages	Average Weekly Wage
Private Sector	1,595	23,612	\$929,551,735	\$757
Goods-Producing	232	4,030	\$285,268,075	\$1,361
Natural Resources and Mining	57	2,058	\$185,794,997	\$1,736
Construction	129	1,053	\$56,246,557	\$1,028
Manufacturing	45	919	\$43,226,521	\$905
Service-Providing	1,229	15,910	\$504,448,802	\$610
Trade, Transportation and Utilities	411	5,767	\$178,190,405	\$594
Information	10	313	\$12,482,657	\$766
Financial Services	140	1,037	\$44,116,516	\$818
Professional and Business Services	174	1,479	\$87,324,666	\$1,136
Education and Health Services	215	3,712	\$123,347,304	\$639
Leisure and Hospitality	148	2,921	\$43,405,684	\$286
Other Services	131	681	\$15,581,570	\$440
Federal Government		159	\$8,309,615	\$1,004
State Government		695	\$34,009,496	\$942
Local Government		2,818	\$97,515,747	\$665

Private Sector total includes Unclassified establishments not shown.

Change Since 2010

Private Sector	0.3%	4.9%	30.3%	24.1%
Goods-Producing	15.4%	14.7%	45.1%	26.5%
Natural Resources and Mining	96.6%	41.3%	75.9%	24.4%
Construction	2.4%	8.1%	42.2%	31.6%
Manufacturing	4.7%	-10.8%	-6.0%	5.5%
Service-Producing	-0.9%	5.6%	34.1%	27.1%
Trade, Transportation and Utilities	-1.2%	14.3%	27.3%	11.4%
Information	-37.5%	-18.1%	-7.4%	12.8%
Financial Services	-2.1%	-10.6%	24.3%	39.1%
Professional and Business Services	5.5%	57.3%	260.9%	129.5%
Education and Health Services	2.9%	-10.7%	2.8%	15.1%
Leisure and Hospitality	5.0%	9.0%	37.5%	26.0%
Other Services	-10.9%	-1.4%	37.3%	39.2%
Federal Government		-20.5%	-9.3%	13.7%
State Government		-14.3%	-9.4%	5.7%
Local Government		-3.5%	3.7%	7.4%

Business Numbers	2012	2013	2014	2015	2016
Business starts	95	101	92	69	67
Active businesses	1,160	1,184	1,163	1,154	1,050

Major & Notable Employers

Barnesville Hospital Assn	Serv
Belmont Community Hospital	Serv
Belmont County Government	Govt
Commercial Vehicle Group	Mfg
East Ohio Regional Hospital	Serv
Health Plan	Serv
Kroger Co	Trade
Murray Energy/Ohio Valley Coal Co	Mining
State of Ohio	Govt
Wal-Mart Stores Inc	Trade

Residential

Construction	2012	2013	2014	2015	2016
Total units	11	18	5	52	10
Total valuation (000)	\$1,084	\$2,265	\$508	\$4,974	\$1,801
Total single-unit bldgs	11	10	5	8	10
Average cost per unit	\$98,566	\$123,708	\$101,605	\$152,735	\$180,060
Total multi-unit bldg units	0	8	0	44	0
Average cost per unit	\$0	\$128,442	\$0	\$85,273	\$0

Appendix E:
Letter of Interest – Mobility Manager



Sean Sammon
Transit Planner
Ohio Mid-Eastern Governments Association
326 Highland Avenue, Suite B
Cambridge, OH 43725

April 23, 2018

RE: Letter of Interest – Mobility Manager

Dear Mr. Sammon,

National Church Residences would like to express our interest in applying for the Mobility Manager position for Belmont County, Ohio.

Our organization believes that when people are giving good transportation choices, they are more likely to forge new social and health care relationships that improve the quality of life, gain a stronger sense of community and strengthens economic development.

Our organization is committed to support the Ohio Department of Transportation's mobility goals to increase understanding and awareness of community transportation needs; increase awareness of current community transportation options and programs; ensure that transportation considerations are included in local and regional planning activities; increase local capacity for transportation services and to assist individuals with accessing all community transportation options.

Our strength is the ability to optimize the use of existing networking partners such as; Belmont County Coordinated Plan Committee; Belomar Regional Council, Ohio Valley Regional Transportation Authority and the Eastern Ohio Regional Transit Authority; as well as Belmont County Human Service agencies and low-income housing facilities. These partnerships will provide the opportunity to enhance mobility options to everyone.

Please feel free to reach out to myself at phickenbottom@nationalchurchresidences.org or 740-619-0239 or Isaac Terrett, Transportation Manager at iterrett@nationalchurchresidences.org or by phone 740-425-9001, if further discussion is required.

Sincerely,

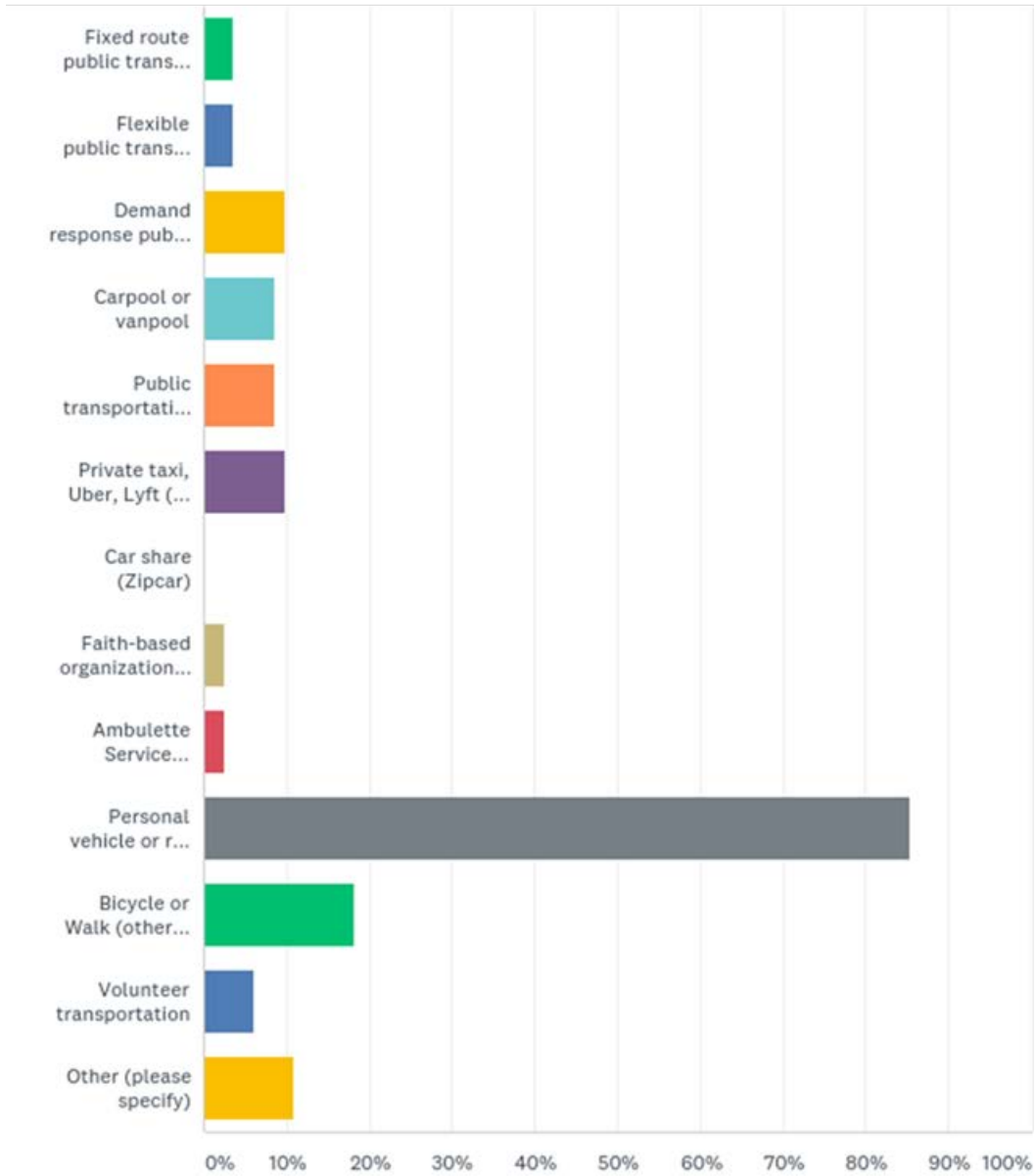
Peggy Hickenbottom
Director of Community & Housing Based Transportation

*National Church Residences Community & Housing Based Transportation
485 North Street, Barnesville Ohio 43713
Office: 740-425-9001 Fax: 740-619-0283*

Appendix F:
Belmont County Public Survey Results

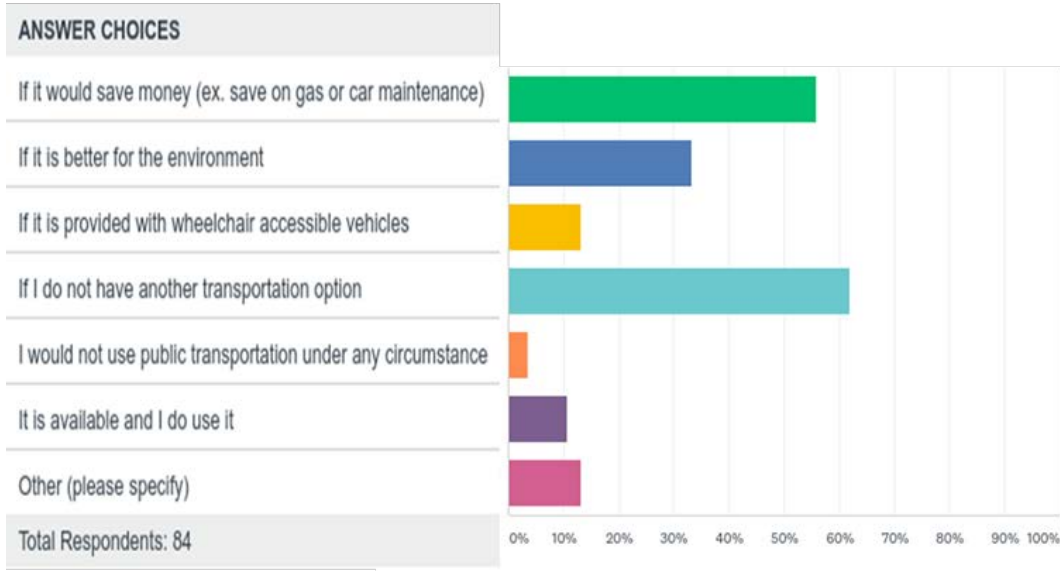
Q1: Mark ALL of the transportation you or your family have used during the past 12 months to travel to work/appointments/shopping/social activities/etc.: (check all that apply)

Answered: 82 Skipped: 2



Q2: If transportation was easy to use and available to you and/or your family, which of the following would cause you to use the service? (please select all that apply)

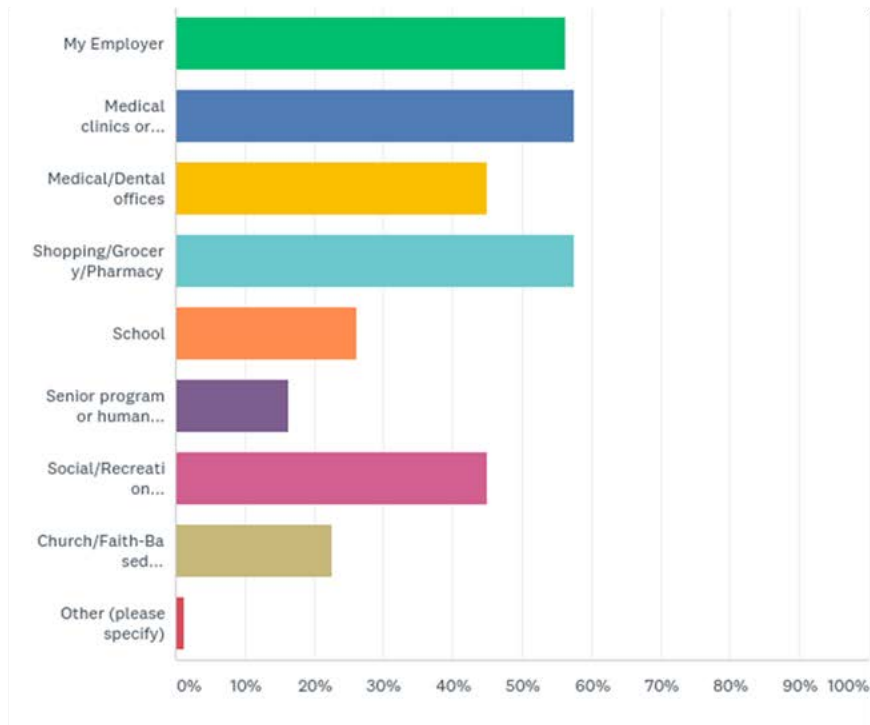
Answered: 84 Skipped: 0



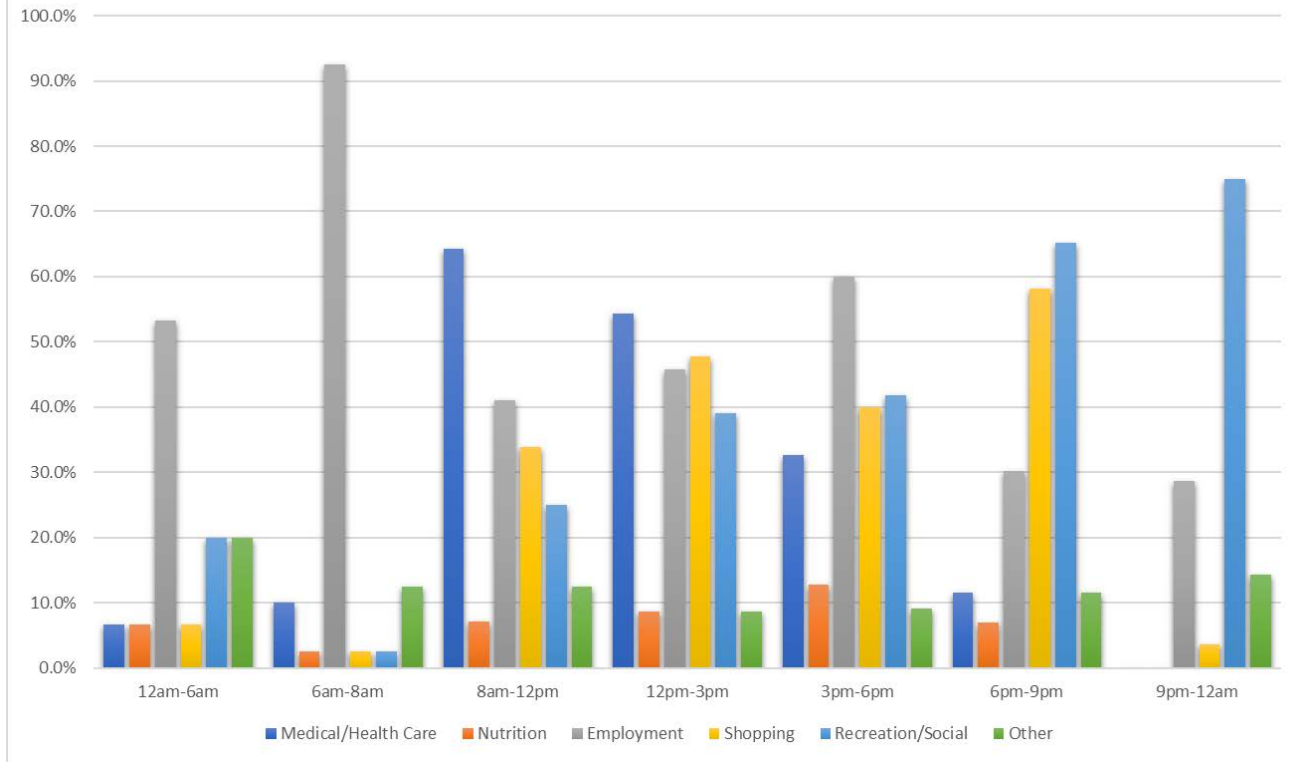
Q3: What changes could be made to your local transportation options to make using them a more appealing to you? (select all that apply)

ANSWER CHOICES	PERCENTAGE	RESPONSES
If I could ride to other parts of the state (such as to Columbus or other cities and towns)	47.37%	36
Lower the cost to ride	32.89%	25
Start earlier in the morning	17.11%	13
End later at night	23.68%	18
Operate on Saturdays	43.42%	33
Operate on Sundays	32.89%	25
No shared rides with others	10.53%	8
If vehicles operate on a fixed route and schedule with bus stops	23.68%	18
Smaller vehicles	6.58%	5
Larger vehicles	2.63%	2
Wheelchair accessible vehicles	10.53%	8
More reliable/On-Time for picking me up/dropping me off	22.37%	17
Other (please specify)	21.05%	16
Total Respondents: 76		

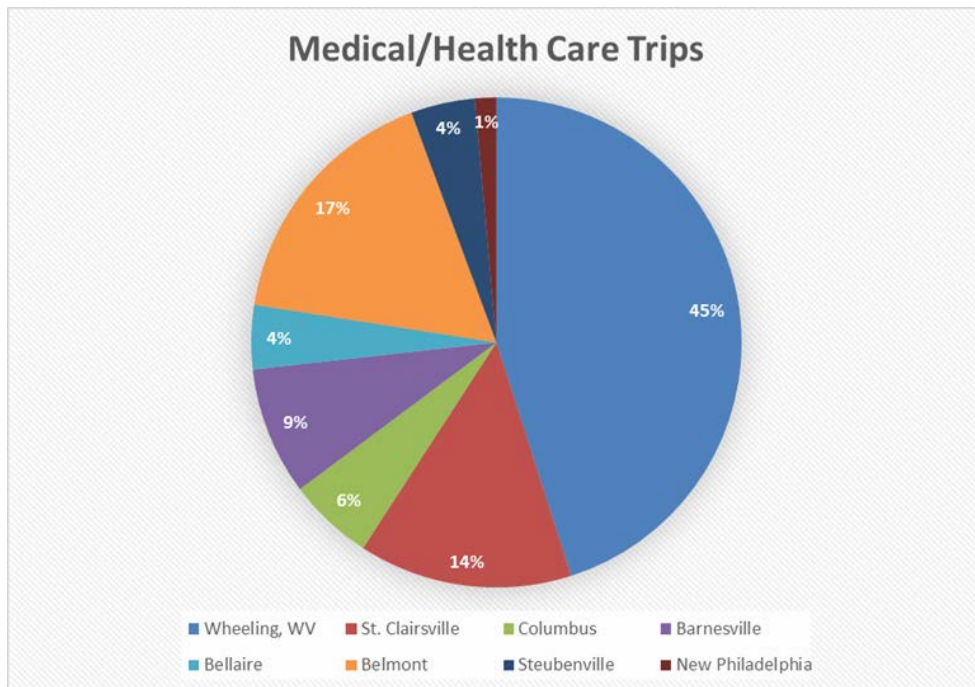
Q4: Which of the following are your most commonly visited destinations or places you most often need to visit when transportation is available to you? (select all that apply)



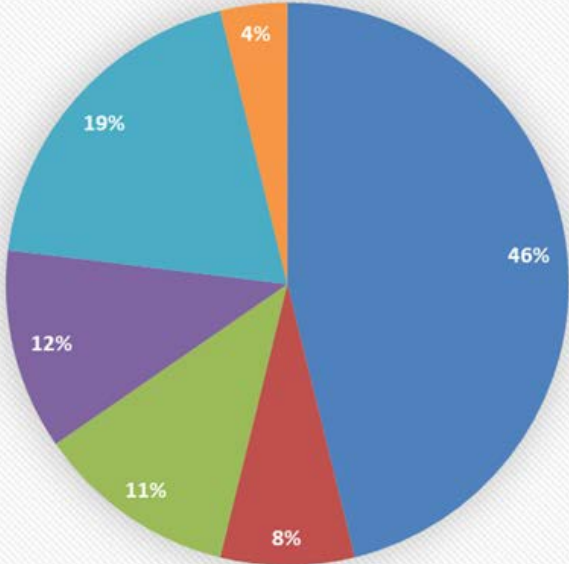
Q5: When do you need transportation most often for each of the following general purposes? (select all that apply)



Q6 What City/Town, County or Counties are the locations from QUESTION 5 located in?

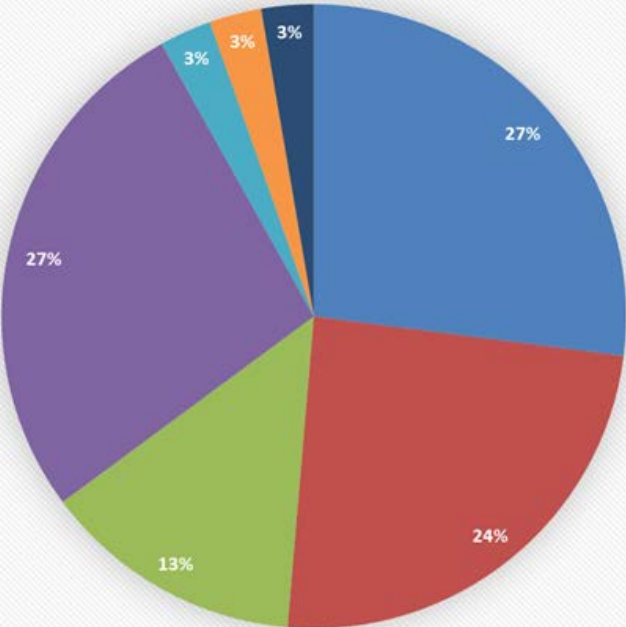


Nutrition Trips



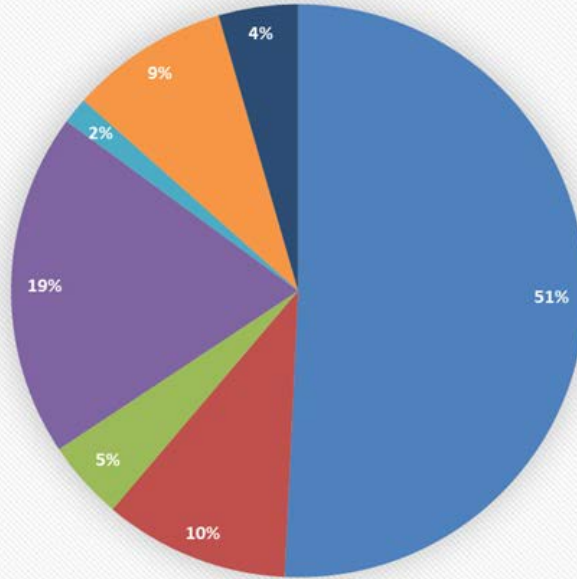
■ St. Clairsville ■ Wheeling, WV ■ Barnsville ■ Bridgeport ■ Belmont ■ Dansville

Employment Trips



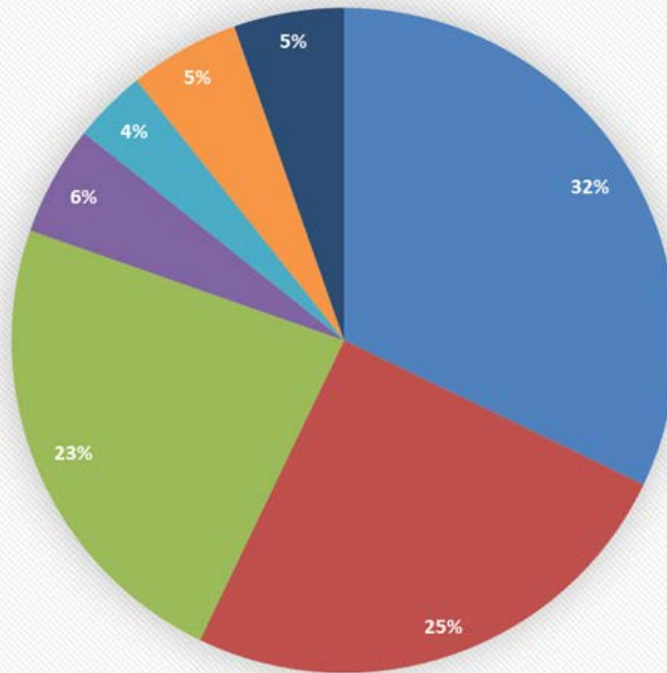
■ Bridgeport ■ Belmont ■ Wheeling, WV ■ St. Clairsville ■ Martins Ferry ■ Guensey ■ Dansville

Shopping Trips



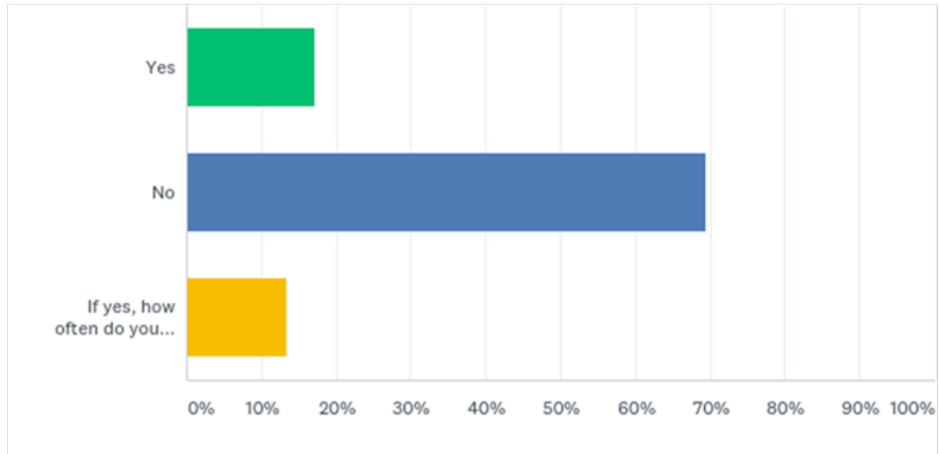
■ St. Clairsville ■ Wheeling, WV ■ Pittsburgh ■ Belmont ■ Cambridge ■ Barnesville ■ Bellaire

Recreational/Social Trips

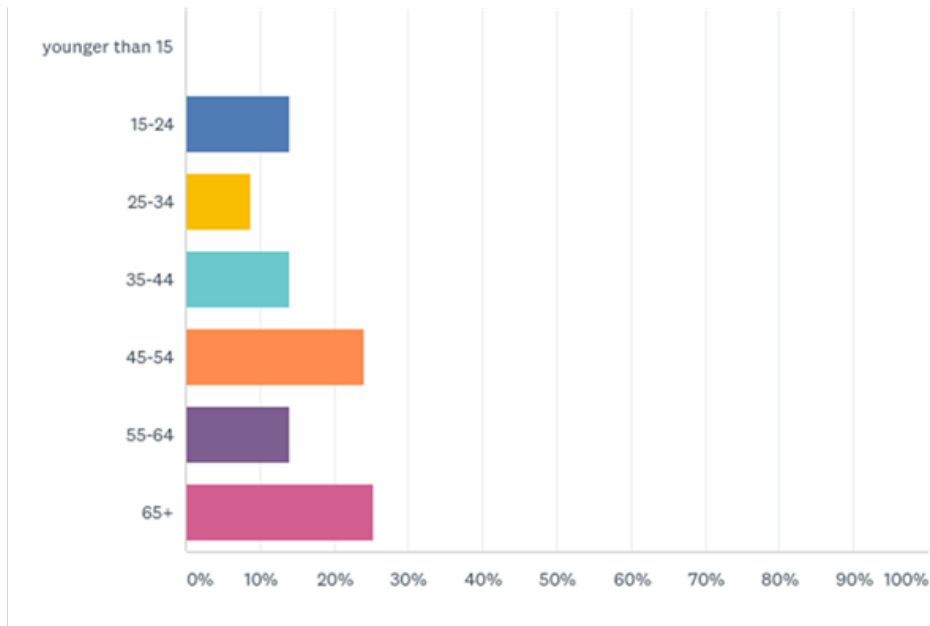


■ St. Clairsville ■ Wheeling, WV ■ Belmont ■ Pittsburgh ■ Martins Ferry ■ Columbus ■ Bridgeport

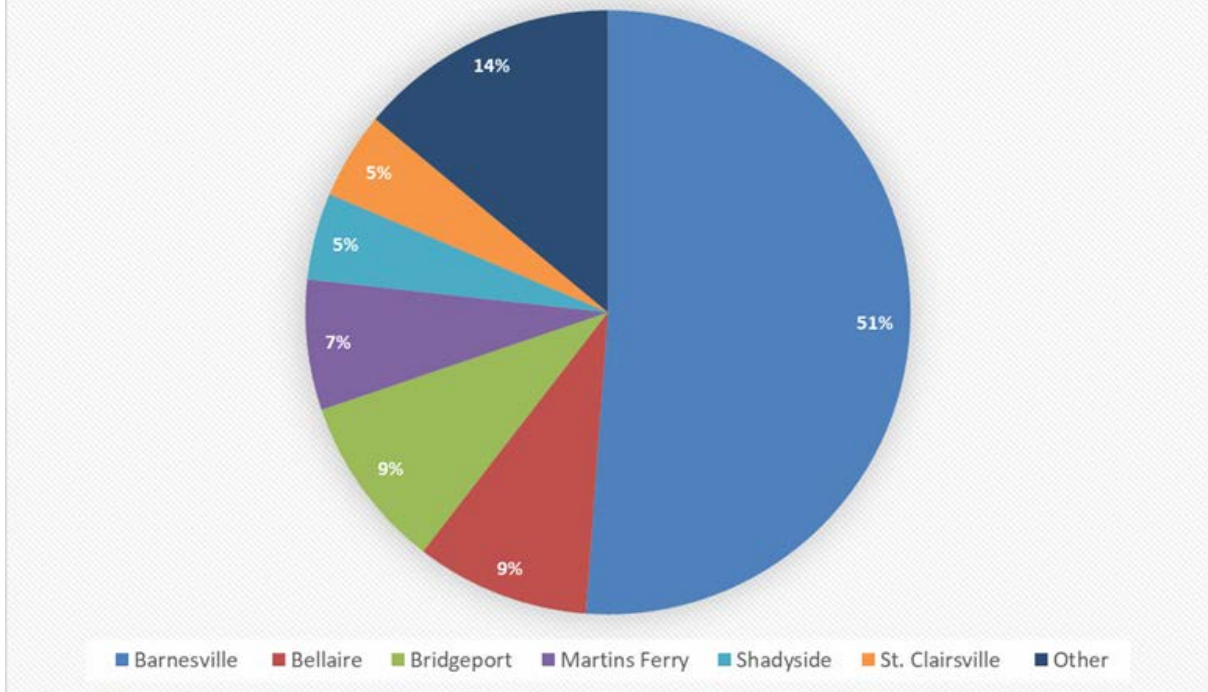
Q7: Do you or a family member need transportation outside of your County but sometimes or never have it?



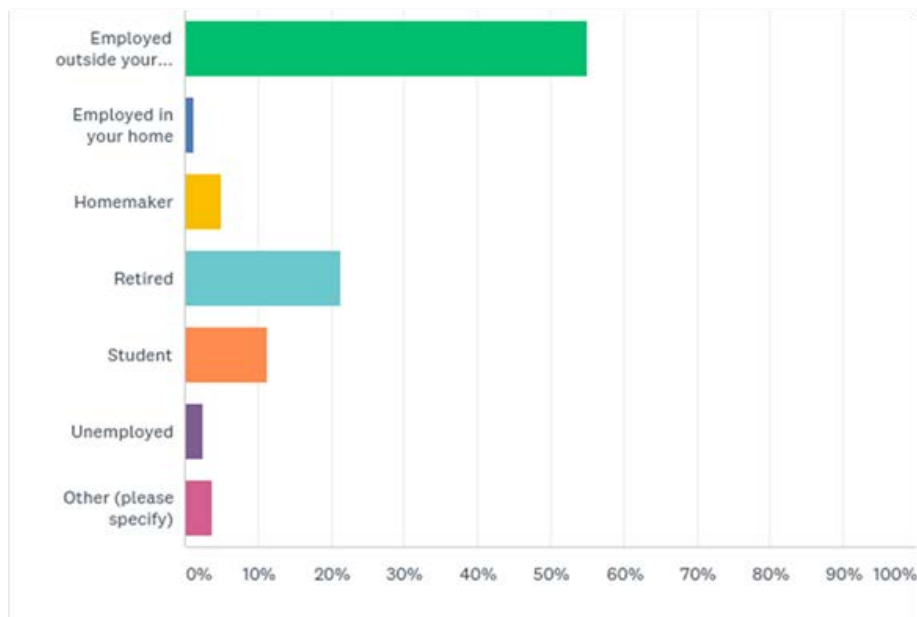
Q8: How old are you?



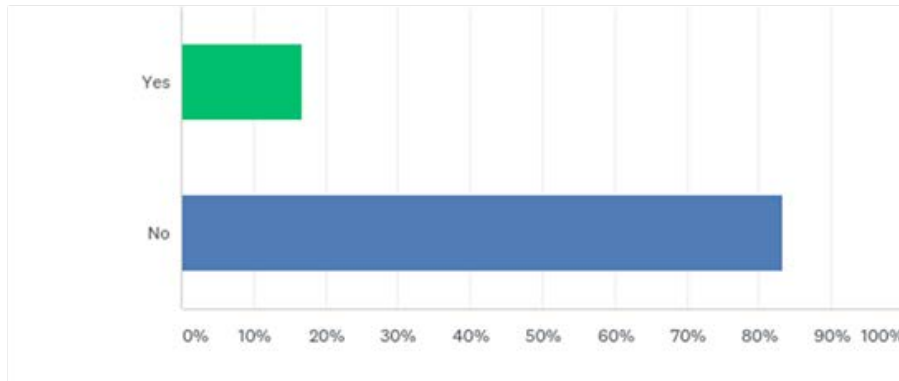
Q10 What city/town do you live in (or what is the nearest city or town to your home)?



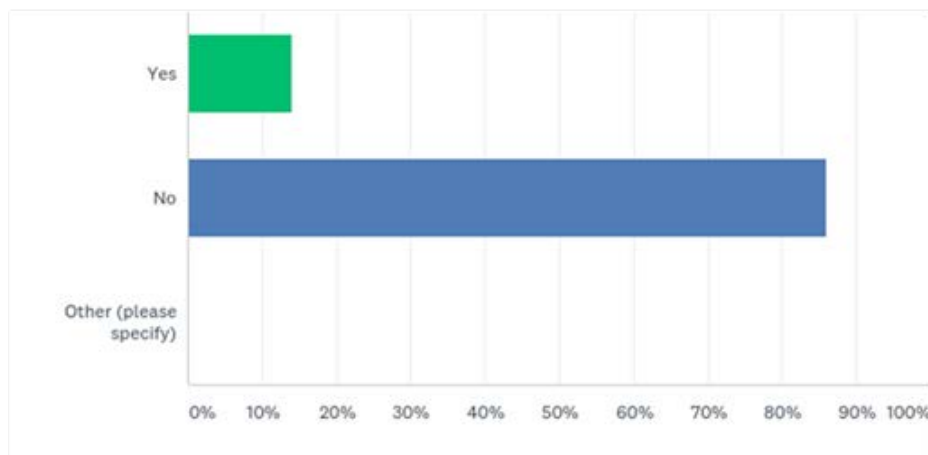
Q12: Which of the following BEST applies to you? Are you presently:



Q15: Do you have a disability which requires you to use a cane, walker, wheelchair, and/or another device to help you get around?



Q16: Are you or a family member currently using any transportation services that are available to you through the Medicaid program?



Appendix G:
Belmont County Commissioners Meeting
Minutes – August 8, 2018

Appendix H:
Belmont County Commissioners Signature of
Approval