



Minutes for the RCC Meeting July 19, 2023.

The RCC Chairperson, Valerie Shaw, called the meeting to order at 9:04 am. The meeting was held in person at the Carroll County Public Transit conference room, Carrollton, Ohio. There were 18 people in attendance and one (ODOT) on a zoom link virtually.

Madam Chairperson reviewed the housekeeping items and the meeting agenda and welcomed members and guests. In lieu of reading a roll call, Ms. Hill requested that all in attendance in the room introduce themselves for the benefit of the presenters. Jill Cunningham, Mobility Manager provided donuts and beverages for attendees.

Madam Chairperson called for a vote to accept the minutes from the last RCC meeting on April 19, 2023. Minutes were sent to all members prior to the meeting for their review. There were no corrections or additions. Motion to accept the minutes as presented was made by Kevin Davis; seconded by Jill Cunningham. Motion carried.

Sonja Trbovich, Transit Director at Carroll County Public Transit, provided our local spotlight. Carroll County Public Transit began in 1999 and the current building, which houses operations, was built in 2010. Carroll County Public Transit performed over 22,450 trips last year and currently provides roughly 107 trips daily with 12 vehicles (they are down two), all wheelchair accessible. They are short-staffed and looking to fill additional positions and operate on a budget of just under one million dollars. They are one of the few public transits that does not experience a difficulty with local match as they have ample contracts, strong public support, and the commissioners contribute about \$40,000 annually.

Jill Cunningham, Mobility Manager for Tuscarawas, Carroll, and Harrison counties provided information from the Carroll County Visitors Center outlining several county opportunities including wine trails, historical sites, Atwood and Leesville Lake activities, and the Carroll County Fair currently taking place.

Kierra Branch, 5310 program coordinator for ODOT Office of Transit was present virtually and provided the ODOT update. 2023 vehicle award orders have been submitted to vendors. ODOT recognized that the delayed time frames and increases in vehicle prices that occur during those delays are a challenge to recipients. The increases in vehicles costs will be covered by a grant so as not to put an undue

burden on transits and other providers. Recipients MAY need new vehicles costs sheets. The increase in costs will be borne as much as is possible by ODOT.

The funding cycle for all ODOT programs for SFY 2025 has begun. Informational emails were sent to all applicants. This year all forms are in Formstack, but forms for each program are all separate. An application checklist was sent to all applicants that provides direct links to each required form in Formstack based on funding program requirements and this checklist can also help ensure applications are complete. Any questions can be directed to the transit inbox or to Kierra directly. The applications for 5310, 5311, 5307 and 5339 funding were released on July 17, 2023. All applications are due to ODOT no later than August 28, 2023, by 4:00pm. SFY 2025 will begin July 1, 2024, and go through to June 30, 2025. Because of applications changing from calendar year to state fiscal year cycles, there is a six-month period from January 1, 2024, through July 1, 2024, which will be covered by extended awards already on file. A funding application workshop was provided by ODOT, and the recording of that workshop is available for viewing.

Also due to ODOT are the semi-annual vehicle data reports which are due no later than July 31, 2023.

The meeting was then turned over to our featured presenter: Mandy White with the Voinovich School at OU, who is leading the regional SROI project. A survey was sent to Steering members and focus group members to rank the 16 proxies in order of impact and strength/relevance. The proxies ranked 4 or 5, meaning the highest impact, will be the ones that are given specific dollar values and incorporated in the impact calculators. Other proxies will be discussed and included in the final report but not provided specific dollar amounts. The survey results along with discussions in the meeting result in the following number of proxies by stakeholder:

For stakeholder, RIDERS, there are 3 health care proxies and 2 employment proxies

For stakeholder, MEDICAID, there is one proxy

For stakeholder, FAMILY/FRIENDS, there is one proxy

For stakeholder, EMPLOYERS, there is one proxy

For stakeholder, COMMUNITIES, there are two combined health and employment proxies

For stakeholder, STAFF, there is one combined proxy

The next phase of this project is data collection and that will take two forms, the first being quantitative data including data from surveys being developed and from data supplied by regional providers and stakeholders. It will also include the national searches and research provided by OU. The second form will be qualitative data, and this will take place in the form of interviews with people representing each of our proxy issues. This is done to best understand first person impacts and to make the impact calculator data points not only relevant from a qualitative point of view but also "human" from the situational, emotional, and physical impact that people are dealing with related to each of those dollar valuations.

In discussions in the group some issues were realized that will have to be addressed, for example, defining a "senior" which for some funders is 60+ and for others is 65+. Also, the definition of a

“minor” will need addressed. This is so data collection is consistent from all providers. There was also brief discussion about the four one-pagers – the more in depth, one topic, specific reports that will be part of the OU deliverables. Though the issues for these special reports have not been determined, two suggestions were made: one relating to employment transportation and the DD community and one relating to the barriers to access for funding cause by local match issues, especially as it relates to Medicaid. When a Medicaid trip is cancelled or worse, just no shows (which is a demonstrated issue in the region) then there is no local match for that day. Local matches are the critical component required to draw down federal funding dollars. One potential way to look at this might be to collect data related to funding sources as a percentage of transportation operations budget.

The slides from the OU team may be found in their entirety on the OMEGA website at www.omegadistrict.org.

In regional business, Ms. Hill reviewed with the group the regional CarFit event schedules. Two events were cancelled, and rescheduled for September 8, 2023, because of bad weather. Three events have been held with three more scheduled. The events are not being particularly well attended but we are learning how to better advertise the events as well as looking at other ways to increase participation. Even poorly attended, the certified trainers all feel that important assistance and information about how to be safer in their vehicles has been provided and the feedback from participants has been overwhelmingly positive and appreciative.

In September, we will also launch the regional medical outreach campaign which was developed with regional mobility managers to help with medical scheduling issues especially in relation to those clients utilizing public transit for medical appointments. A one-page information sheet will be distributed to medical schedulers in physician offices, local and regional medical centers, and hospitals or other medical centers to help with the problem of no shows and to help medical schedulers better deal with public transit limitations and opportunities. This information sheet, magnets with referral information by county, and tear-off referral sheets have been developed and were shown to the group. This project was fully funded by ODOT. The information sheet, magnets, and tear-off sheets are all part of a regional informational campaign.

The calendar for the remainder of the year was provided. The Steering meetings scheduled for the next two months are having to be moved because of conflicts with an ODOT meeting and the OPTA conference. The August Steering meeting will be held on August 23, 2023, and in September on September 27, 2023. The next RCC meeting is November 15 at SSOBC in Belmont County and then on December 13, location TBD. RCC meeting topics will include a plan for the rewriting of the Regional Coordinated Plan, potential funding opportunities through the RTPPO, and the presentation of the deliverables for the SROI project including the impact calculator(s), the comprehensive final report, and the four one-page specific topic reports.

There was no additional information for the good of the region. All attending were invited to eat as a community either at the local Mexican restaurant or to attend the Carroll County Fair. Motion to adjourn the meeting was made by Sonja Trbovich, seconded by Tracy Haines. The meeting ended at 10:59am.

