# Meigs County Coordinated Transportation Plan

2025-2029

Meigs County

**For more information about this plan please contact Bridget Gilmore, Meigs County Mobility Manager, at 740-992-2119, or by email: bridget.gilmore@jfs.ohio.gov**

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# EXECUTIVE SUMMARY

This document presents the Public Transit-Human Services Transportation Plan for Meigs County. Originally developed in 2008, the plan was updated in 2020, and a comprehensive rewrite was completed in 2025. The plan is designed to meet the requirements set forth by the Federal Transit Administration (FTA) under the Fixing America's Surface Transportation (FAST) Act, which was enacted as a reauthorization of surface transportation programs through fiscal year 2020. In accordance with the FAST Act, locally developed, coordinated public transit-human services transportation plans must be periodically updated to reflect legislative changes. This act introduces new programs and regulations for Fiscal Year 2016 funds and authorizes transit programs for a five-year period.

Transportation is a vital element of the communities in Meigs County, offering essential access to employment, education, healthcare, and human services. It plays a crucial role in enabling all community members—including older adults and individuals with disabilities—to live independently and engage fully in community life. The purpose of this plan is to facilitate collaboration among local stakeholders to achieve the following objectives:

1. **Identify all community resources including**

   - Meigs County Department of Job and Family Services
   - Meigs County Public Transit
   - Public door-to-door accessible van services
   - Meigs County Senior Citizens
   - Meigs County Veterans Office
   - Racine Riverfront Development
   - NET Transportation Providers
   - Meigs County Bike Path
   - Meigs County EMA
   - Meigs County Health Department
   - Meigs County Board of Developmental Disabilities
   - Buckeye Hills Regional Council

2. **Identify and Prioritize community transportation needs**
   1. Implementation of the Meigs County Coordinated Transportation Plan
   2. Outreach and Education on Available Services
   3. Enhanced Coordination of Transportation Services
3. **Establish a clear plan for achieving shared goals**

The Meigs County Mobility Management position will continue to facilitate coordination, educational training, and events within the county, working closely with all transportation providers to ensure the goals outlined in the Coordinated Transportation Plan are met and exceeded. By fostering partnerships with community organizations and key stakeholders across Meigs County, we will collaboratively work toward achieving the objectives set forth in this plan. The Meigs County Mobility Management program will use this plan as a strategic framework to guide future transportation initiatives, both within the county and the broader region.

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

- Seniors.
- Individuals with disabilities.
- People with low incomes.
- Public, private and non-profit transportation providers.

- Human services providers, and.
- The general public.

The Transportation Advisory Committee fosters collaboration by actively engaging stakeholders to ensure meaningful participation and input from all involved parties.
Physical copies of this plan are available at the Meigs County Department of Job and Family Services.
This plan was developed and adopted in partnership with the Meigs County Transportation Advisory Committee and the designated Mobility Manager. For more details about the Meigs County Transportation Advisory Committee, please refer to Appendix A.

# I. GEOGRAPHIC AREA

Meigs County, Ohio, is located in the southeastern part of the state, along the Ohio River. It is known for its rural landscape, natural beauty, and historical significance.

**1. Location and Borders**

- Meigs County is situated in the southeastern portion of Ohio, in the Appalachian region. It is bordered by several other counties in Ohio, as well as the Ohio River to the south, which separates Ohio from West Virginia.
- To the north, Meigs County borders Athens County; to the east, it borders Washington County; to the west, it shares a border with Gallia County; and to the south, the Ohio River provides a natural boundary, which forms part of the border with Wood County, West Virginia.

**2. Size and Landscape**

- Meigs County covers a total area of approximately 434 square miles, of which around 408 square miles is land, and the remaining 26 square miles is water. This gives the county a relatively low population density.
- The county's landscape is primarily rural, with vast expanses of forests, rolling hills, and farmland. The region's terrain is characterized by rugged hills, valleys, and riverfront areas, offering scenic views and natural beauty.

**3. Topography**

- The Allegheny Plateau region, which extends into Meigs County, is known for its steep, hilly terrain, making the area suitable for outdoor recreation like hiking, camping, and boating.
- The county is divided by several smaller rivers and streams, which flow toward the Ohio River. Among the key watercourses are the Shade River, Long Run, Pomeroy Creek, and Raccoon Creek, which help drain the area’s valleys.
- Pomeroy, the county seat, is situated near the Ohio River and serves as the county's main urban area.

**4. Climate**

- Meigs County experiences a humid continental climate, typical of southeastern Ohio, with hot summers and cold winters.
- Summers can see temperatures reaching the high 80s and 90s °F (30–35°C), while winter temperatures often drop below freezing, with occasional snow.
- The region's climate supports the growth of forests, including oak, hickory, and maple trees, and its fertile soil is also ideal for agriculture.

**5. Natural Resources**

- The county has abundant natural resources, including forests, coal, and limestone. Historically, the area was known for its coal mining operations, which played a significant role in its economy. However, much of the coal mining activity has decreased in recent decades.
- The forests in the county support both wildlife and timber industries. Wildlife in the region includes species such as white-tailed deer, wild turkey, black bears, and various species of birds.

**6. Ohio River Frontage**

- One of the defining features of Meigs County's geography is its Ohio River frontage. The county's southern boundary is marked by the river, which serves as an important transportation route and a source of economic activity historically through river trade and transport.
- The river also adds to the county's picturesque landscape, with numerous river islands, banks, and scenic spots along the shoreline.

**7. Ecology and Conservation**

- Meigs County contains several natural parks and wildlife areas that help protect the region's native plants and animals. The Raccoon Creek Wildlife Area is an example of a natural space offering opportunities for wildlife observation, hiking, and fishing.
- The county is home to parts of the Wayne National Forest, a protected area that spans much of southeastern Ohio and is a significant ecological and recreational resource.

**8. Urban and Rural Areas**

- While Meigs County is predominantly rural, with farming, forestry, and natural resource extraction as primary economic activities, there are small towns and communities scattered throughout the county.
- Middleport, the largest town. Pomeroy holds the county seat, is situated on the Ohio River and features a historic downtown area with local businesses. However, much of the county is rural, with small villages and townships like Syracuse, Racine and Rutland.

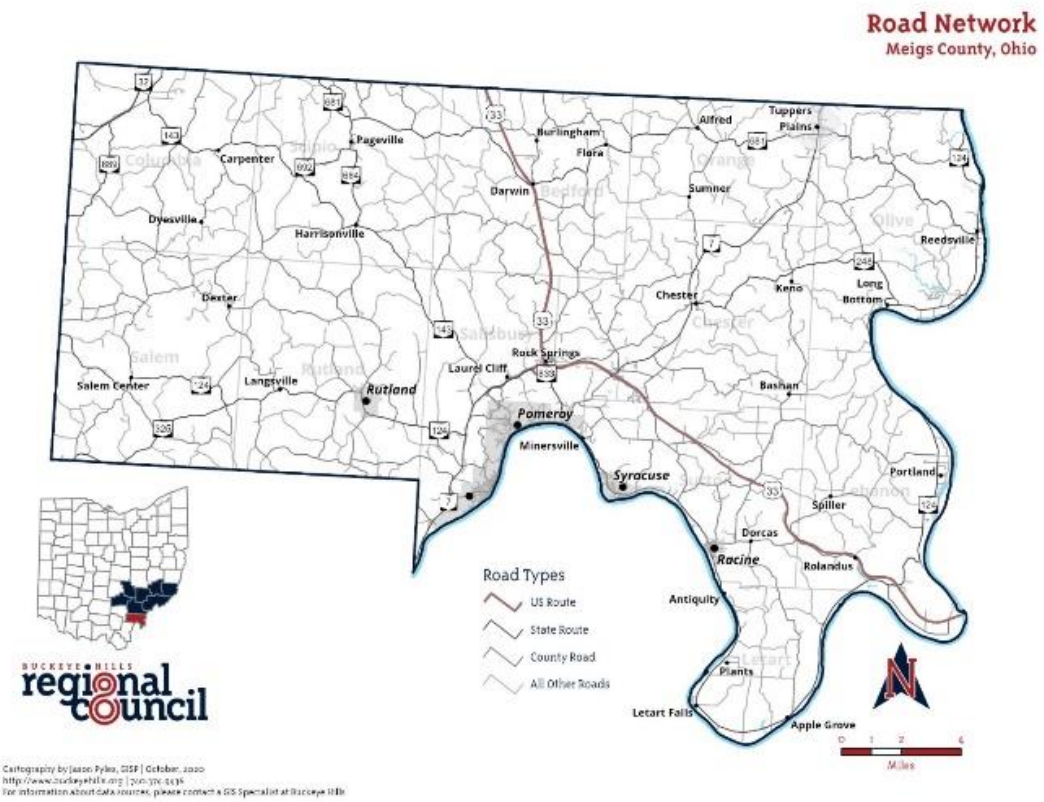
**9. Transportation and Infrastructure**

- Meigs County has limited major highways, with most of the transportation routes being state routes or local roads. U.S. Route 33 passes through the northern part of the county, providing access to other southeastern Ohio regions.
- The Ohio River also serves as a key transportation corridor, providing access for commercial and recreational vessels. The riverfront in Pomeroy is used for small-scale shipping, tourism, and boating.
- The county is somewhat isolated, with limited access to major urban centers. Athens, which is about 30 miles to the north, offers more urban amenities.

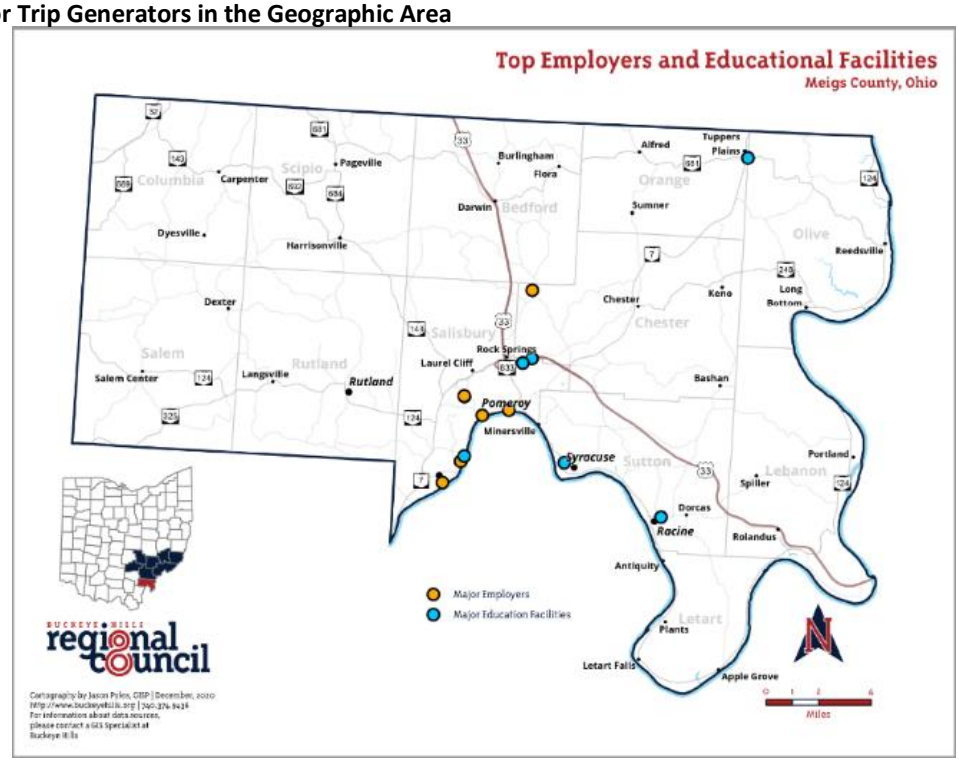
**10. Historical and Cultural Geography**

- The geography of Meigs County has shaped its history. Early settlers in the area were drawn to the river, which provided access for trade. The county was once a center for coal mining, and it still has remnants of mining infrastructure.
- The region is part of the historical Appalachian culture of Ohio, with deep roots in traditions like music, crafts, and food.

**Map 1: Basic Map of the Geographic Area Covered by the Plan**



**Map 2: Major Trip Generators in the Geographic Area**




**Major Employers:**

- Mark Porter Chevrolet Buick GMC (42411 Charles Chancey Drive, Pomeroy, OH 45769)
- Powell's Food Fair (700 East Main Street, Pomeroy, OH 45769)
- Meigs County Job and Family Services & Meigs County Public Transit (175 Race Street Middleport, OH 45760)
- Eastern Local School District (50008 State Route 681 Reedsville, OH 45772)
- Southern Local School District (920 Elm Street Racine, OH 45771)
- Meigs Local School District (41765 Pomeroy Pike Pomeroy, OH 45769)
- Arbors at Pomeroy (36759 Rocksprings Road, Pomeroy, OH 45769)
- Meigs County Courthouse (100 East 2nd Street Pomeroy, OH 45769)
- Hopewell Health Centers, INC (41865 Pomeroy Pike, Pomeroy, OH 45769)
- Overbrook Rehabilitation Center (333 Page Street, Middleport, OH 45760)
- Holzer Meigs Clinic (88 East Memorial Drive Pomeroy, OH 45769)
- Holzer Emergency Department – Meigs (41861 Pomeroy Pike, Pomeroy, OH 45769)

**Major Education Facilities:**

- Eastern Local School District (50008 State Route 681 Reedsville, OH 45772)
- Mid Valley Christian School (500 North 2nd Ave Middleport, OH 45760)
- Southern Local School District (920 Elm Street Racine, OH 45771)
- Meigs Local School District (41765 Pomeroy Pike Pomeroy, OH 45769)
- Carleton School (1310 Carleton Street Syracuse, OH 45779)
- Rio Grande Community College-Meigs Center (42377 Charles Chancey Drive, CO HWY 25, Pomeroy, OH 45769

## II. POPULATION DEMOGRAPHICS

In 2024, Meigs County, Ohio, had a population of 22,210, with a median age of 43.8 and a median household income of $46,701. The racial makeup is predominantly White (96%), with a small percentage identifying as Black, Native American, Asian, or Hispanic.

***United States Census Bureau 23-2024***

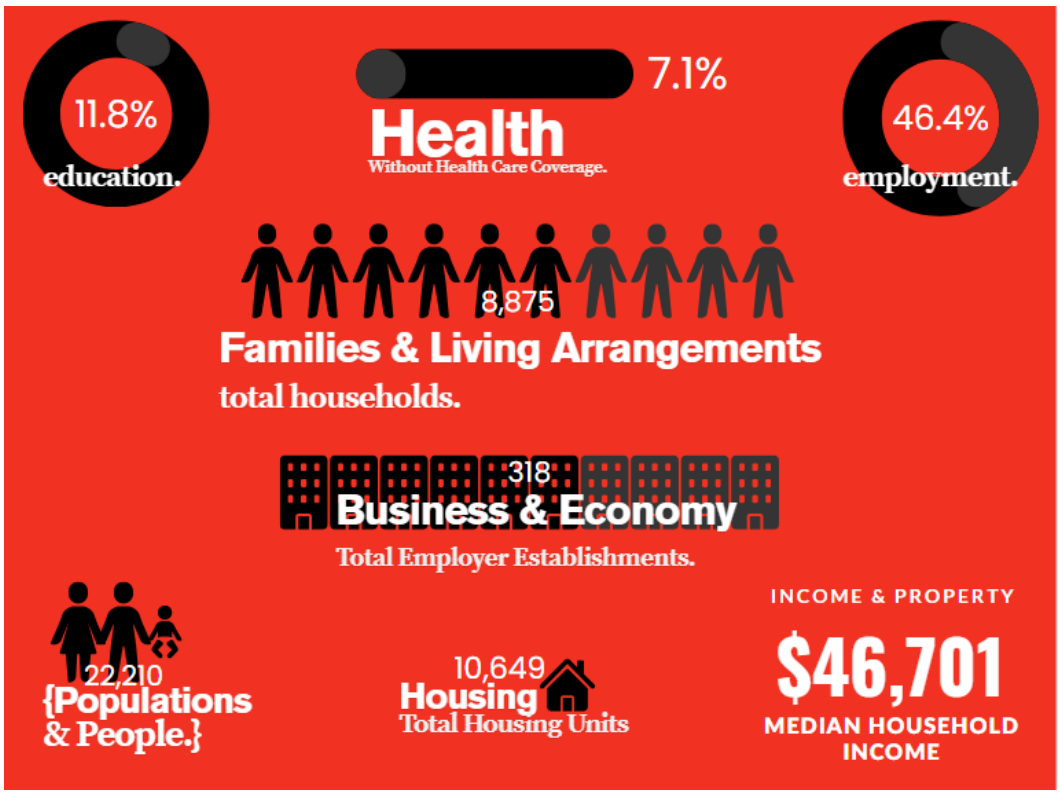


**Chart 1: Total Population Current and Projected for Five Years**

## Total Population

| Census | | | | | |
|---|---|---|---|---|---|
| 1800 | | 1910 | 25,594 | 2020 | 22,210 |
| 1810 | | 1920 | 26,189 | | |
| 1820 | 4,480 | 1930 | 23,961 | | |
| 1830 | 6,158 | 1940 | 24,104 | Estimate | |
| 1840 | 11,452 | 1950 | 23,227 | 2023 | 21,767 |
| 1850 | 17,971 | 1960 | 22,159 | | |
| 1860 | 26,534 | 1970 | 19,799 | | |
| 1870 | 31,465 | 1980 | 23,641 | Projection | |
| 1880 | 32,325 | 1990 | 22,987 | 2030 | 20,136 |
| 1890 | 29,813 | 2000 | 23,072 | 2040 | 17,976 |
| 1900 | 28,620 | 2010 | 23,770 | 2050 | 15,860 |

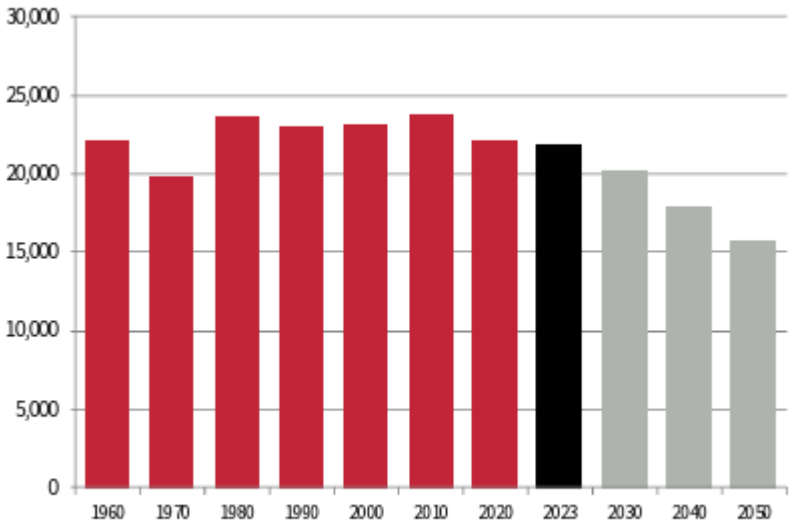



**Chart 2: Total Population by Age Group**

| Population by Age | Number | Percent |
|---|---|---|
| ACS Total Population | 22,242 | 100.0% |
| Under 5 years | 1,091 | 4.9% |
| 5 to 17 years | 3,781 | 17.0% |
| 18 to 24 years | 1,556 | 7.0% |
| 25 to 44 years | 5,108 | 23.0% |
| 45 to 64 years | 6,218 | 28.0% |
| 65 years and more | 4,488 | 20.2% |
| Median Age | 43.2 | |

**Chart 3: Total Population by Race**

| Population by Race | Number | Percent |
|---|---|---|
| ACS Total Population | 22,242 | 100.0% |
| White | 21,533 | 96.8% |
| African-American | 96 | 0.4% |
| Native American | 4 | 0.0% |
| Asian | 0 | 0.0% |
| Pacific Islander | 0 | 0.0% |
| Other | 40 | 0.2% |
| Two or More Races | 569 | 2.6% |
| Hispanic (may be of any race) | 188 | 0.8% |
| Total Minority | 837 | 3.8% |

**Chart 4: Number and percentage of people with disabilities**

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

| Household Income | Number | Percent |
|---|---|---|
| Total Households | 8,833 | 100.0% |
| Less than $10,000 | 638 | 7.2% |
| $10,000 to $19,999 | 1,148 | 13.0% |
| $20,000 to $29,999 | 1,151 | 13.0% |
| $30,000 to $39,999 | 1,047 | 11.9% |
| $40,000 to $49,999 | 798 | 9.0% |
| $50,000 to $59,999 | 643 | 7.3% |
| $60,000 to $74,999 | 644 | 7.3% |
| $75,000 to $99,999 | 1,041 | 11.8% |
| $100,000 to $149,999 | 1,086 | 12.3% |
| $150,000 to $199,999 | 447 | 5.1% |
| $200,000 or more | 190 | 2.2% |
| Median household income | $46,255 | |

Percentages may not sum to 100% due to rounding.

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

| Ratio of Income To Poverty Level | Number | Percent |
|---|---|---|
| Population for whom poverty status is determined | 21,888 | 100.0% |
| Below 50% of poverty level | 1,758 | 8.0% |
| 50% to 99% of poverty level | 2,529 | 11.6% |
| 100% to 124% of poverty level | 1,475 | 6.7% |
| 125% to 149% of poverty level | 1,511 | 6.9% |
| 150% to 184% of poverty level | 891 | 4.1% |
| 185% to 199% of poverty level | 1,112 | 5.1% |
| 200% of poverty level or more | 12,612 | 57.6% |

**Chart 7: Percent of population that speak English "Less than very well"**

| LANGUAGE SPOKEN AT HOME | | |
|---|---|---|
| **Population 5 years and over** | **21,772** | **100.0** |
| English only | 21,398 | 98.3 |
| Language other than English | 374 | 1.7 |
| Speak English less than 'very well | 111 | 0.5 |
| Spanish | 196 | 0.9 |
| Speak English less than "very well" | 52 | 0.2 |
| Other Indo-European languages | 150 | 0.7 |
| Speak English less than "very well" | 58 | 0.3 |
| Asian and Pacific Island languages | 16 | 0.1 |
| Speak English less than "very well" | 1 | 0.0 |

## III. Assessment of Available Services

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

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

Interviews were conducted with each of the identified stakeholders.

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

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

# INVENTORY OF TRANSPORTATION PROVIDERS

## EXISTING TRANSPORTATION SERVICES

The following information is based on tabulations from the survey and interview results. A total of 21 organizations provided information about their services.

### LIST OF TRANSPORTATION SERVICE PROVIDERS

1. Agency Name: **Meigs County Public Transit MCPT**
    a. Transportation Service Type: Door to Door
    b. Other Services Provided: Inner Agency Contracts with Meigs JFS
    c. Contact Information: 740-444-5555
    d. Hours: Monday – Friday 7:00 AM – 4:00 PM
    e. Service Area: Meigs County Ohio & Surrounding Area(s)
    f. Eligibility Requirements: Open to the public
    g. Website: Meigs Transit Services – Meigs County Department of Jobs & Family Services
2. Agency Name: **Eastern Local School District**
    a. Transportation Service Type: Fixed-route School Transportation
    b. Other Services Provided: Special need transportation & vocational education transportation
    c. Contact Information: 740-985-3304
    d. Hours: Monday – Friday 8:00 AM – 4:00 PM
    e. Service Area: Eastern Local School District
    f. Eligibility Requirements: Only available for students and staff
    g. Website: Transportation | Eastern Local School District
3. Agency Name: **Meigs CO Cancer Initiative, INC Meigs County Health Department**
    a. Transportation Service Type: Meigs County Cancer Initiative Transportation Assistance Program- gas vouchers and food cards for Meigs residents travelling for cancer related appts
    b. Other Services Provided: None
    c. Contact Information: 740-992-6626
    d. Hours: Monday – Friday 8:00 AM – 4:00 PM
    e. Service Area: Meigs County
    f. Eligibility Requirements: Meigs County Residents
    g. Website: https://www.meigs-health.com/contact/
4. Agency Name: **Buckeye Hills Regional Council**
    a. Transportation Service Type: Provides waivers, vouchers and referrals
    b. Other Services Provided: Regional Transportation Planning
    c. Contact Information: 1-800-331-2644
    d. Hours: Monday – Friday 8:00 AM – 4:30 PM
    e. Service Area: Athens, Hocking, Meigs, Monroe, Noble, Perry, Morgan and Washington Counties
    f. Eligibility Requirements: None, open to the public
    g. Website: www.buckeyehills.org

5. Agency Name: **MedFlight of Ohio**
    a. Transportation Service Type: Air medical transportation
    b. Other Services Provided: None
    c. Contact Information: 1-800-222-5433
    d. Hours: 24/7
    e. Service Area: Ohio
    f. Eligibility Requirements: N/A
    g. Website: www.medflight.com
6. Agency Name: **Integrated Services for Behavioral Health**
    a. Transportation Service Type: Case Management during appointments and meeting basic needs
    b. Other Services Provided: Counseling, Psychiatry, SUD, Housing, HMG, Care Coordination, Peer Support Services
    c. Contact Information: 740-444-5895
    d. Hours: Monday – Friday 8AM-4PM
    e. Service Area: Meigs County
    f. Eligibility Requirements: Medicaid
    g. Website: isbh.org
7. Agency Name: **On the Go Transportation, LLC**
    a. Transportation Service Type: Non-Emergency Medical Transportation (NET)
    b. Other Services Provided: None
    c. Contact Information: 740-645-2268
    d. Hours: Monday – Friday 8:00 AM – 4:00 PM
    e. Service Area: Southeastern Ohio
    f. Eligibility Requirements: Ohio Medicaid, Other Insurance
    g. Website: https://www.facebook.com/On-The-Go-Transportation-782580685135939
8. Agency Name: **New Story School**
    a. Transportation Service Type: Contracts
    b. Other Services Provided: None
    c. Contact Information: 740-249-1887
    d. Hours: Monday – Friday 7:45 AM – 3:45 PM
    e. Service Area: Southeastern Ohio
    f. Eligibility Requirements: Students must be accepted into school
    g. Website: Autism & Emotional Support School in Athens, OH | New Story Schools
9. Agency Name: **Greencab**
    a. Transportation Service Type: Non-Emergency Medical Transportation (NET)
    b. Other Services Provided: Private Pay, Facility Contracting, Airport Shuttle
    c. Contact Information: 740-200-3500
    d. Hours: 24/7
    e. Service Area: Meigs County Residents
    f. Eligibility Requirements: Medicaid Recipients and approved through Meigs JFS for NET. Various for other contracts. None for Private pay/Airport.
    g. Website: https://www.facebook.com/GreenCabMeigs

10. Agency Name: **Gallia-Meigs Community Action Agency**
    a. Transportation Service Type: Non-Emergency Medical Transportation (NET), Title 20
    b. Other Services Provided: None
    c. Contact Information: 740-578-9708
    d. Hours: 8:00 AM – 4:30 PM
    e. Service Area: Gallia & Meigs County
    f. Eligibility Requirements: Approved and referred by Meigs County MCDJFS
    g. Website: www.galliameigscaa.org
11. Agency Name: **Meigs County Board of Developmental Disabilities | Carleton School**
    a. Transportation Service Type: Fixed Route School Transportation
    b. Other Services Provided: None
    c. Contact Information: 740-992-6681
    d. Hours: 8:00 AM – 4:00 PM
    e. Service Area: Meigs County
    f. Eligibility Requirements: Students with transportation in their IEP
    g. Website: www.meigscbdd.org
12. Agency Name: **Southern Local School District**
    a. Transportation Service Type: Fixed-route school transportation
    b. Other Services Provided: None
    c. Contact Information: 740-949-4222
    d. Hours: 7:00 AM – 3:00 PM
    e. Service Area: Southern, Letart, and Lebanon Townships
    f. Eligibility Requirements: Only available for students and staff
    g. Website: Contact Us - Southern Local Schools
13. Agency Name: **Need a Lift Transportation**
    a. Transportation Service Type: Non-Emergency Medical Transportation (NET)
    b. Other Services Provided: Pharmacy Stops
    c. Contact Information: 740-709-0177
    d. Hours: 8:00 AM – 8:00 PM
    e. Service Area: Gallia and Meigs
14. Agency Name: **Hopewell Health Centers**
    a. Transportation Service Type: Door-to-Door
    b. Other Services Provided: Primary care, Behavior Health, Dental Services
    c. Contact Information: 740-992-0540
    d. Hours: 8:00 AM – 5:00 PM
    e. Service Area: Athens, Gallia, and Meigs Counties
    f. Eligibility Requirements: Accept all Insurances
    g. Website: www.hopewellhealth.org

15. Agency Name: **Meigs County Job and Family Services NET Transport**
    a. Transportation Service Type: Non-Emergency Medical Transportation (NET)
    b. Other Services Provided: Case Management
    c. Contact Information: 740-444-7639
    d. Hours: Monday – Friday 8:00 AM – 4:00 PM
    e. Service Area: Meigs County and surrounding counties as needed
    f. Eligibility Requirements: Medicaid eligible clients
    g. Website: https://meigsdjfs.net/
16. Agency Name: **Meigs Industries INC**
    a. Transportation Service Type: Door-to-Door
    b. Other Services Provided: ADS
    c. Contact Information: 614-530-8883
    d. Hours: 8:30 AM – 2:30 PM
    e. Service Area: Meigs County
    f. Eligibility Requirements: Adults with Developmental Disabilities
    g. Website: N/A
17. Agency Name: **Daybreak Transportation Services LLC**
    a. Transportation Service Type: Non-Emergency Medical Transportation (NET)
    b. Other Services Provided: Adult Day Care
    c. Contact Information:740-401-9285
    d. Hours: 8:00 AM – 4:00 PM
    e. Service Area: Athens, Gallia, Meigs, Vinton, and Washington
    f. Eligibility Requirements: Passport/Nursing Facility/JFS
    g. Website: www.daybreakambulette.com
18. Agency Name: **Meigs County Veterans Services**
    a. Transportation Service Type: VA Medical Appointments ONLY
    b. Other Services Provided: VA Community Care Appointments
    c. Contact Information: 740-992-2820
    d. Hours: Monday – Friday 8:00 AM – 4:00 PM
    e. Service Area: Huntington VAMC, Chillicothe VAMC, Athens VA Clinic, Gallipolis VA Clinic
    f. Eligibility Requirements: Must be an honorably discharged veteran with a VA medical appointment
    g. Website: N/A
19. Agency Name: **Meigs Local School District**
    a. Transportation Service Type: Fixed-route school transportation
    b. Other Services Provided: None
    c. Contact Information: 740-742-2990
    d. Hours: Based on school hours
    e. Service Area: Ohio
    f. Eligibility Requirements: Only available for students and staff
    g. Website: Transportation - Meigs Local School District

20. Agency Name: **Inclusions, LLC**
    a. Transportation Service Type: Waivers
    b. Other Services Provided: In home and community supports for individuals with developmental disabilities
    c. Contact Information: Mary Miller | 740-416-3055 | inclusions@mail.com
    d. Hours: 8:00 AM – 4:00 PM
    e. Service Area: Meigs and Athens Counties
    f. Eligibility Requirements: Current Clients Only
    g. Website: Facebook: https://www.facebook.com/inclusionsmeigs
21. Agency Name: **Meigs County Council on Aging (MCCOA)**
    a. Transportation Service Type: NMET Transportation & Scheduled local transports
    b. Other Services Provided: Medicare enrollment support, Meals on Wheels, Congregate dining etc.
    c. Contact Information: Rhonda Rathburn
    d. Hours: 8:00 AM – 4:00 PM
    e. Service Area: Meigs, and surrounding counties
    f. Eligibility Requirements: 60+
    g. Website: Facebook: www.meigscoa.com

## ASSESSMENT OF COMMUNITY SUPPORT FOR TRANSIT

In recent years, Meigs County has received funding from ODOT to support Meigs County Public Transit. This service has proven invaluable, providing individuals with reliable access to essential destinations such as grocery stores, medical appointments, employment, shopping, and other areas within the county. It has been especially beneficial for low-income residents, individuals with disabilities, seniors, and those without personal transportation, offering them a vital means of mobility and restoring a sense of independence. The community has consistently shown strong support for the service and continues to advocate for the expansion of transportation options.

Meigs County acknowledges the need to expand service hours and increase ridership and is committed to continuously improving these efforts.

## HIGHLIGHTED BELOW ARE THE STATS FOR MCPT

1. **Mobility Management was awarded funding in 2021**
2. **Meigs Public Transit was awarded funding in 2022**
3. **January 2022**
   - Began with 2 vehicles, ended with 11.
   - Started with 2 drivers, grew to 7.
   - 2 dispatchers.
   - Meigs County Public Transit completed 3,340 rides.
   - 635 rides were denied.
4. **January 2023**
   - Started with 11 vehicles, ended with 14.
   - Started with 7 drivers, grew to 8.
   - 2 dispatchers.
   - Meigs County Public Transit completed 8,197 rides.
   - 548 rides were denied.
5. **January 2024**
   - 14 vehicles
   - Eight drivers
   - Two Dispatchers
   - MCPT completed 10,197 rides
   - MCPT denied 379 rides

## SAFETY

The Meigs County Department of Job and Family Services (MCDJFS) is dedicated to ensuring the safety and well-being of all individuals served by its contracted providers. To maintain these standards, the agency requires the following from any external organization seeking to contract with MCDJFS:

- Negative Drug & Alcohol Screen
- Background Check
- Defensive Driving Course
- First Aid & CPR Training
- Valid US Drivers' License
- Vehicle Registration and Insurance

Meigs County Public Transit is equally committed to ensuring the safety of all passengers and staff. To maintain high safety standards, the agency requires the following qualifications and protocols for any individual driving for the agency:

- FBI/BCI Background Check
- Civil Rights
- Bloodborne Pathogens
- FTA Drug Awareness
- CPR/First Aid/AED
- Emergency Response
- Defensive Driver Training
- PAT or DRIVE Training
- Self Defense
- Narcan
- Disability Awareness
- Diversity and Sensitivity Training
- Conflict De-escalation
- Human Trafficking
- Active Shooter
- Fraud, Waste, and Abuse

These requirements are designed to ensure that all drivers operate vehicles safely and responsibly, contributing to the overall well-being of the community.

## INFORMATION OF SAFETY MEASURES

Meigs County Ohio Emergency Management Agencies (EMA's ) Facebook: (2) Facebook

Contact Director: Jamie Jones | meigsema@hotmail.com | 740-992-4541

2025 EOP Base Plan.pdf
Meigs County Emergency Operatic
Meigs County Emergency Operatic
Meigs County Emergency Operatic
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Meigs County Emergency Operatic

**Table #1: Organizational Characteristics**

| Agency Name | Directly Operates Transportation (Yes/No) | Purchases Transportation from Another Agency (if Yes, Who?) | Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,) | Number of Annual One-Way Passenger Trips | Average Number Trip Denials per Week | Are Vehicles Only Available for Human Service Agency Clients (Y/N)* | # of Vehicles & # of Handicap Accessible Vehicles |
|---|---|---|---|---|---|---|---|
| 1. Meigs County Public Transit | YES | NO | Public Non-Profit | 10,200 | 14 | NO | 17 & 17 |
| 2. Eastern Local Schools | YES | NO | Public Non-Profit | 600 | 0 | NO | 5 & 1 |
| 3. Meigs County Cancer Initiative, INC (Meigs County Health Department) | NO | NO | Public Non-Profit | 160 | 0 | NO | N/A |
| 4. Buckeye Hills Regional Council | NO | NO | Public Non-Profit | N/A | N/A | NO | N/A |
| 5. MedFlight | YES | NO | Private-For Profit | CONFIDENTIAL | CONFIDENTIAL | NO | N/A |
| 6. Integrated Services for Behavioral Health | NO | NO | Public Non-Profit | 0 | 0 | NO | N/A |
| 7. On the Go Transportation, LLC | YES | YES. Gallia, JFS, Provide a Ride, Abbyshire, GO TNT | Private-For Profit | 30,000 | 1 | NO | 18 & 1 |
| 8. New Story School | NO | YES. Athens | Public Non-Profit | 4 | 0 | NO | N/A |
| 9. Greencab | YES | NO | Private-For Profit | 24,400 | >1 | NO | 14 & 8 |
| 10. Gallia Meigs Community Action Agency | YES | NO | Private Non-Profit | | 0 | NO | 7 & 0 |
| | | | | | | | |

| Table #1: Organizational Characteristics CONT. | | | | | | | |
|---|---|---|---|---|---|---|---|
| Agency Name | Directly Operates Transportation (Yes/No) | Purchases Transportation from Another Agency (if Yes, Who?) | Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,) | Number of Annual One-Way Passenger Trips | Average Number Trip Denials per Week | Are Vehicles Only Available for Human Service Agency Clients (Y/N)* | # of Vehicles & # of Handicap Accessible Vehicles |
| 11. Meigs County Board of Developmental Disabilities | YES | NO | Public Non-Profit | 7611 | 0 | YES | 3 & 3 |
| 12. Southern Local Schools | YES | NO | Public Non-Profit | N/A | N/A | NO | 12 & 0 |
| 13. Need a Lift Transportation | YES | NO | Private For-Profit | 20 | 2 | YES | 17 & 0 |
| 14. Hopewell Health Services | YES | NO | Public Non-Profit | 2013 | 2 | NO | 3 & 0 |
| 15. Meigs County JF&S NET Transportation | NO | NO | Public Non-Profit | 13566 | 2 | NO | N/A |
| 16. Meigs Industries, INC | YES | NO | Private Non-Profit | 4869 | - | NO | 3 & 3 |
| 17. Daybreak Transportation, INC | YES | NO | Private For-Profit | 0 | 2 | NO | 9 & 6 |
| 18. Meigs County Veteran Services | YES | NO | Public Non-Profit | 393 | 0 | YES | 2 & 0 |
| 19. Meigs Local Schools | YES | NO | Public Non-Profit | 24 ONE WAY TRIPS PER DAY | 0 | NO | 34 & 0 |
| 20. Inclusions LLC | YES | NO | Private Non-Profit | 8000 | 0 | NO | 3 & 3 |
| 21. Meigs County Council on Aging (MCCOA) | YES | NO | Private Non-Profit | 1339 | 8 | YES | 3 & 1 |

| Table #2: Alternative/Active Transportation Options | | | | |
|---|---|---|---|---|
| **Transportation Option** | **Availability** | **Cost** | **Usage** | **Service Area** |
| **1. Meigs County District Public Library** | **Monday – Friday 9AM-8PM**<br>**Saturday – 9AM-5PM**<br>**Sunday – 1PM-5PM** | **Free with a library card** | **Must have a library card** | **Meigs County (usage is a three-hour maximum)** |

## SUMMARY OF EXISTING RESOURCES

Meigs County is served by several private transportation providers, many of which focus on offering either private transportation or Non-Emergency Medical Transportation (NET). Some providers in the area also offer fuel vouchers, but these programs often fall short of meeting the needs of many residents. Frequently, individuals are unable to access transportation due to reasons such as not owning a vehicle, being elderly/disabled, or not possessing a driver's license. Moreover, those who do provide fuel vouchers or private transportation services often limit their clientele, leaving many in the county without reliable options.

While some premium taxi services are available in Meigs County, the costs are often prohibitively high for most individuals, especially those needing to travel outside the county. Fortunately, Meigs County Public Transit has become a significant resource, offering much-needed transportation to many residents who rely on the service to access essential destinations.

Despite these advancements, there are still several gaps in the county's transportation network. These gaps include, but are not limited to, the following:

1. **Lack of Public and Accessible Transportation on Weekends:** There are no public transportation options available for residents during weekends, limiting mobility for those who need it most.

2. **Limited Evening Transportation:** Public and accessible transportation services stop too early, typically before 4:00 PM, leaving individuals without options to travel later in the day.

3. **Insufficient Handicap-Accessible Vehicles:** Many transportation providers have limited availability of accessible vehicles, and those that are available are often at full capacity.

4. **Need for Better Coordination of Accessible Vehicles:** There is a lack of coordination between service providers, which results in inefficiencies and gaps in meeting the demand for accessible transportation.

5. **Need for County-Wide Infrastructure Improvements:** There is a pressing need for collaborative efforts within the county to repair streets, sidewalks, and create safer crossing areas to ensure all residents, particularly those with mobility challenges, can navigate the community safely.

6. **Demand for Alternative Transportation Options:** There is a need for alternative modes of transportation such as bicycles, scooters, and ride-share boards to offer more flexible options for getting around.

7. **Regional Connectivity with Athens and Gallia Counties:** Connecting Meigs County Public Transit with the transit systems in Athens and potentially Gallia County would provide residents with greater access to regional transportation, enabling them to travel more freely outside the county.

8. **Monthly Senior Transit Events:** Collaborating with Meigs County Public Transit to establish monthly events that provide transportation for seniors to destinations like grocery stores, local events, senior activities, and the farmer's market would significantly enhance access for elderly residents.

# IV. ASSESSMENT OF TRANSPORTATION NEEDS AND GAPS

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

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

The Meigs County Mobility Manager, Transportation Advisory Committee (TAC) and a variety of stakeholders in the area in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. More information on how the lead agency engaged stakeholder and the general public is available upon request.

The following methods were used to assess transportation needs and gaps

- Assessment of data and demographics
- Surveys targeting seniors, individuals with a disability, and the general public
- Transportation Advisory Committee (TAC) meetings

Four Transportation meetings were held in person at the Meigs County Department of Job and Family Services:

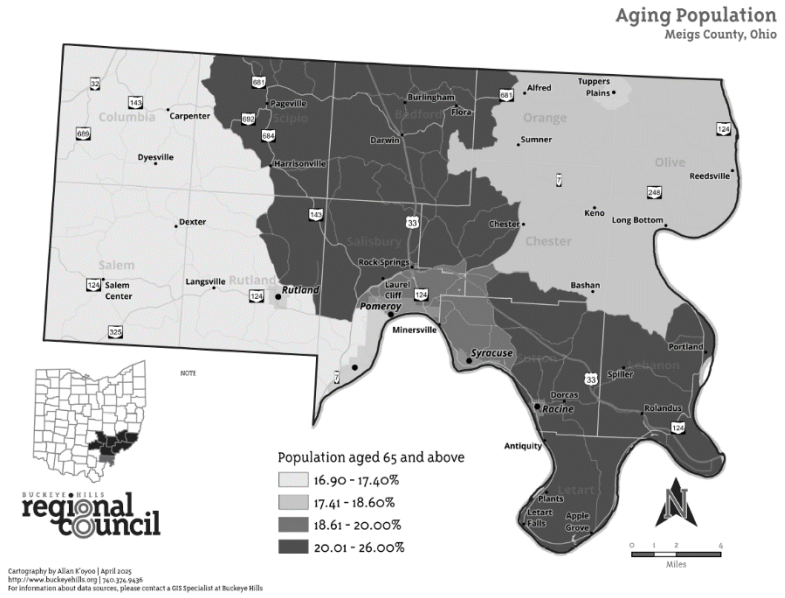
- January 18th, 2024
- May 16th, 2024
- September 19th, 2024
- January 16th, 2025

## LOCAL DEMOGRAPHIC AND SOCIO-ECONOMIC DATA

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

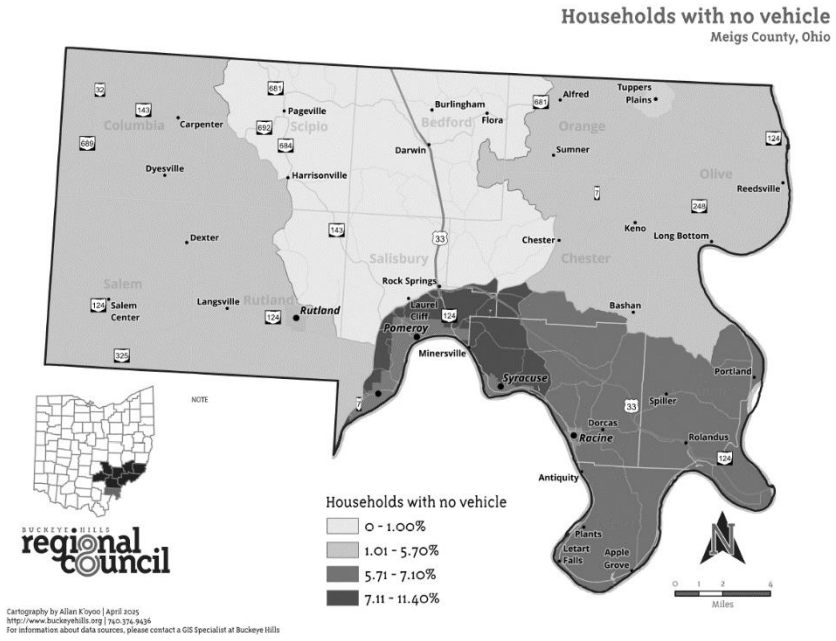
The following exhibit #1 illustrates the areas where the number of older adults (age 65 and older) is at or above the national average.

**Exhibit #1: Map of Population Density of Individuals Aged 65 and Older**



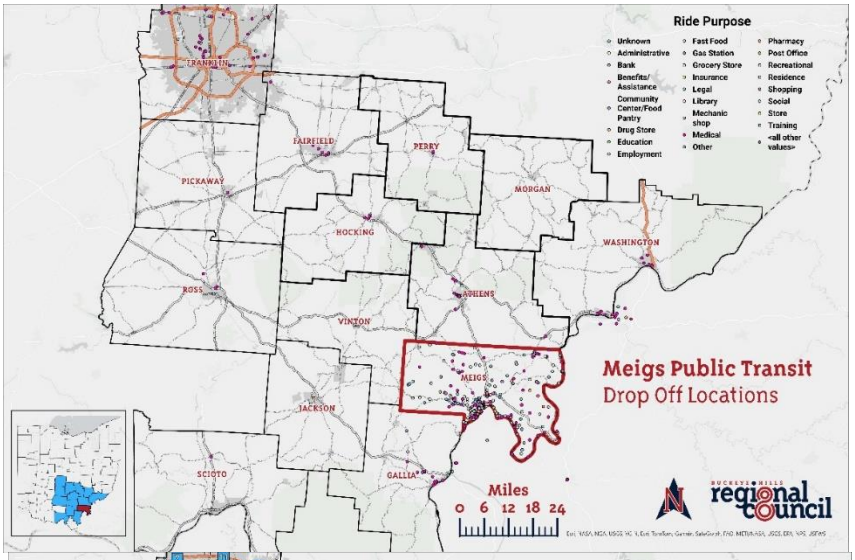

The exhibit below indicates the areas where the number of zero vehicle households is above the national average. The absence of a vehicle in the household is often an indication of the need for transportation services.

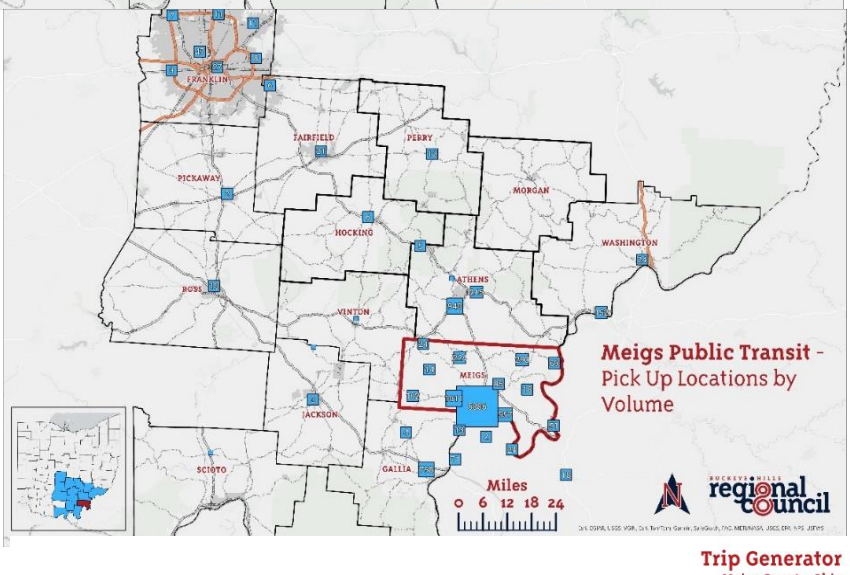
**Exhibit #2: Map of Density of Zero Vehicle Households**

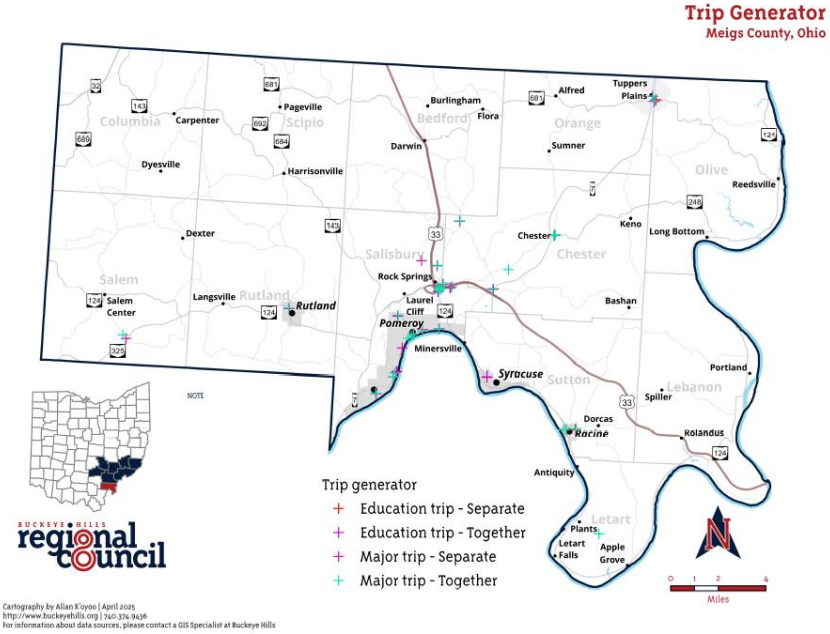


The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle.

**Exhibit #3: Map of Major Trip Generators**



## ANALYSIS OF DEMOGRAPHIC DATA

In Meigs County, the population of individuals aged 65 and older is broadly distributed across its 12 townships, with the highest concentrations found in Scipio, Bedford, Salisbury, Sutton, Lebanon, and Letart. These townships, predominantly rural in character, are among the least served in terms of affordable and reliable transportation options. The lack of mobility resources in these areas significantly impacts the senior population, many of whom live outside city limits and at a considerable distance from critical services, including medical care, senior centers, and grocery outlets.

Transportation barriers are further compounded by the high percentage of households without access to a personal vehicle. The southern portion of Salisbury Township exhibits the highest rate of zero-vehicle households in the county. Closely following are Sutton, Lebanon, and Letart Townships, which also reflect elevated levels of transportation disadvantage. These statistics reveal a deeply underserved population in urgent need of transportation assistance—particularly seniors and low-income families who face daily challenges in meeting basic needs.

Key destinations—referred to as trip generators—such as healthcare facilities, government services, employment centers, educational institutions, and food retailers, are primarily located in the incorporated areas of Middleport and Pomeroy. For residents in the outlying townships, accessing these resources often requires long travel distances, which, in the absence of personal vehicles or public transit, becomes a significant obstacle.

Given the geographic isolation of many residents and the limited transportation infrastructure, the demographic data strongly supports the need for enhanced, affordable mobility solutions in rural Meigs County. This includes but is not limited to: senior shuttle services, on-demand rideshare programs, volunteer driver networks, and expansion of medical or social service transportation programs such as NET.

By addressing these transportation gaps, Meigs County can improve not only access to essential services but also the overall quality of life for vulnerable populations—particularly seniors, individuals with disabilities, and households without reliable vehicles. Prioritizing transportation equity in rural areas will foster stronger community connections, reduce social isolation, and ensure all residents have the opportunity to thrive regardless of where they live.

## GENERAL PUBLIC AND STAKEHOLDER MEETINGS/FOCUS GROUPS

On behalf of Meigs County, the Meigs County Mobility Manager collaborated with the Transportation Advisory Committee to identify transportation needs and gaps in mobility services. Over the past year an average of 20 members participated in these meetings. Detailed information on the meeting schedule, minutes, and attendance is available upon request.

During the meeting, the Mobility Manager facilitated discussions, presented highlights of historical coordinated transportation in Meigs County, and discussed the activities since the last Coordinated Plan that have helped to address some of the unmet transportation needs and gaps in services for the area.

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

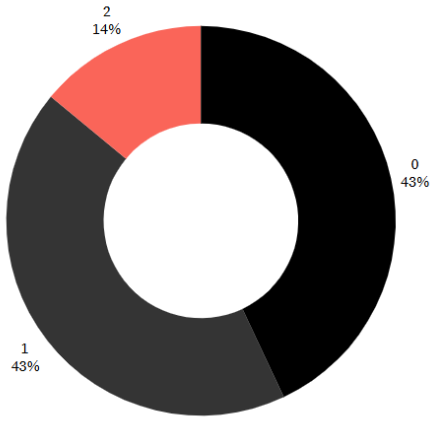
After the changes to the needs/gaps list were completed and new needs/gaps were added, each participant was asked to rank the needs/gaps using colored dots representing a high, medium, or low priority or that the remaining gap/need should be deleted.

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

## SURVEYS | 53 COMPLETED SURVEYS

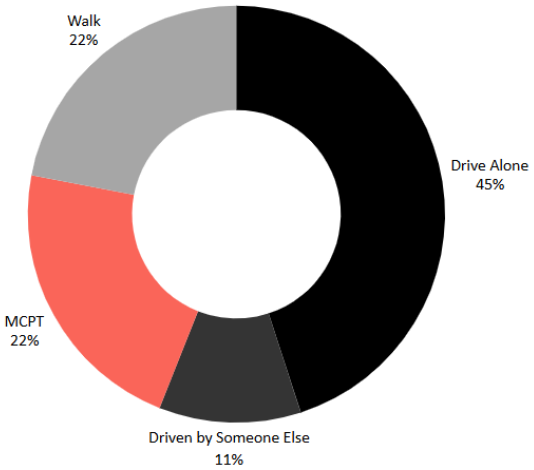
The following survey summary includes the information gained from the following surveys that were performed.

- What city, village, or township do you live in?
  - 39% Middleport
  - 28% Pomeroy
  - 8% Rutland
  - 14% Syracuse
  - 11% Racine
- Where do workers in your household work?
  - 40% Outside of Meigs
  - 30% Middleport
  - 15% Racine
  - 15% Syracuse
- How many vehicles do you have in running order and available to use?

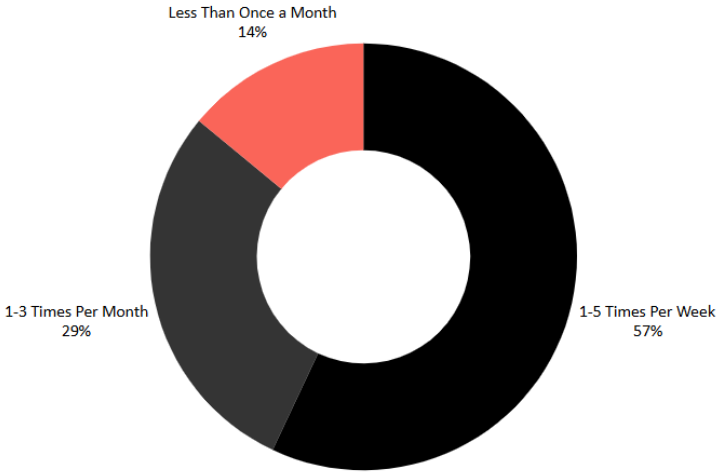



- 43% - has ZERO vehicles
- 43% - has ONE vehicle
- 14% - has two vehicles

- How do workers in your household typically travel to work?

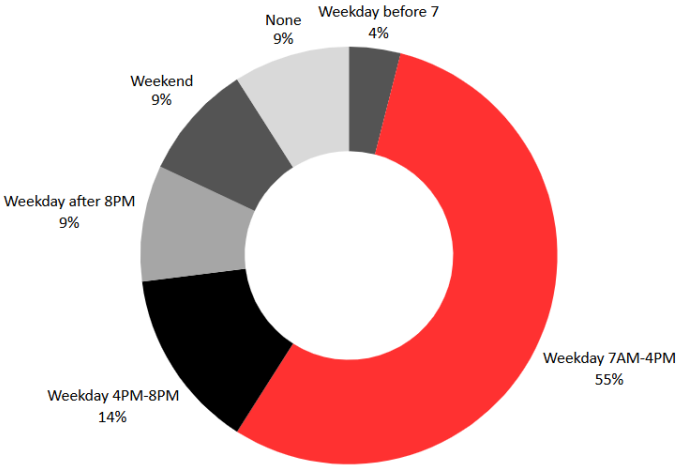


- HOW DO PEOPLE IN YOUR HOUSEHOLD USUALLY TRAVEL FOR NON-WORK TRIPS?
    - MCPT 26%
    - Drive Alone 26%
    - Driven by Someone Else 22%
    - Walk 9%
    - Bicycle 9%
    - Social Service Provider 4%
    - Other 4%
- What types of places would you like to go to using the Meigs County Public Transit?
    - Medical Appointments/Hospital
    - Grocery Store/Food Pantry
    - Pharmacy
    - Social Services
    - A Destination Outside of Meigs County
- What are your main reasons for utilizing MCPT
    - Don't have a vehicle available
    - Don't drive
    - Don't have a drivers' license
    - Cannot drive for medical reasons
    - Costs less than driving a vehicle
- What could MCPT do to improve services?
    - Expand hours
    - More access
    - Weekends, longer hours, out of county trips
    - Be on time
- How often do you use Meigs County Public Transit

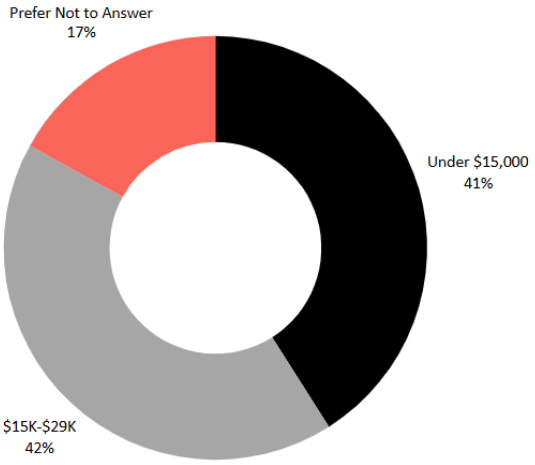


- Why don't you utilize MCPT?
  - I prefer to drive
  - I am not eligible or don't know if I am eligible
  - I don't know how to use the service
  - Service is not available to the places I need to go
  - Service is not offered at the time(s) I need to go
  - I have to schedule a ride too far ahead of time

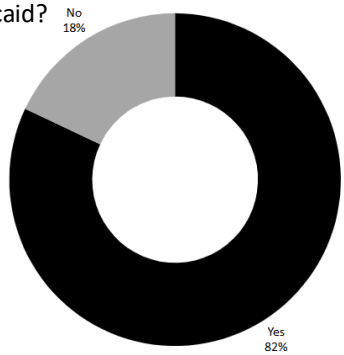
- What types of places would you like to go to utilizing MCPT?
  - Medical appointments/Hospital
  - Grocery Store
  - Pharmacy
  - Social Services
  - A destination outside of Meigs County
  - Visit family/Friends
  - Library
  - Parks and Recreation
  - Court/Legal Appointments
  - Work
  - Restaurant
  - School
  - Church/Religious Service
  - Run errands/Shopping
  - Childcare
- At what times of the day do you need to utilize MCPT?



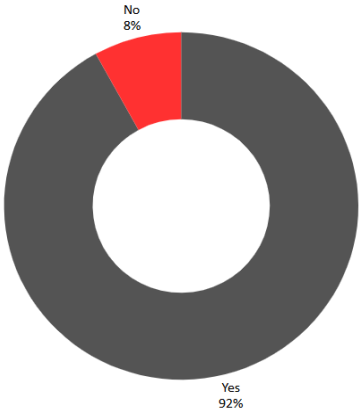

- Which of the following best describes the annual income of your household?



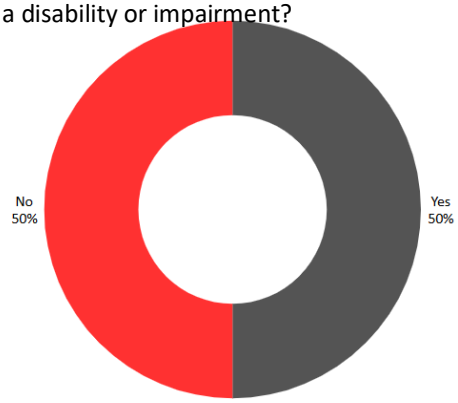
- Are you registered with Medicaid?



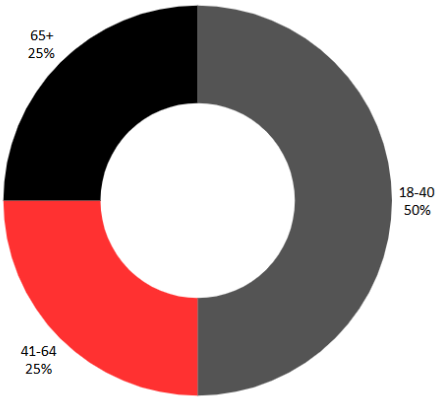

- Do you identify as a veteran?




- Do you identify as having a disability or impairment?




- What is your age?



# CHALLENGES TO COORDINATED TRANSPORTATION

**Challenges to Coordinated Transportation in Meigs County**

Meigs County, located in southeastern Ohio, faces significant challenges when it comes to coordinated transportation services. These challenges are not only limited to the logistics of organizing transit, but also involve the unique geographic, socio-economic, and infrastructural conditions of the region. Below are several key challenges that hinder the development and efficiency of coordinated transportation systems in Meigs County.

**1. Geographic Isolation and Rural Landscape**

Meigs County, like many rural areas, is characterized by its sprawling geography and low population density. The county's rural nature makes it difficult to establish public transportation systems that are both efficient and financially sustainable. Long distances between communities, lack of centralized population hubs, and limited transportation infrastructure all contribute to the challenge of offering accessible and timely transit options. In a region with fewer residents and limited demand, it can be costly for service providers to justify the expense of regular or widespread transportation routes.

**2. Limited Public Transportation Options**

Meigs County has minimal public transportation infrastructure. While larger metropolitan areas may have multiple transit options, rural counties like Meigs are often reliant on sporadic bus routes, volunteer driver programs, and infrequent shuttle services. The lack of regular public transit options poses a challenge for residents, particularly those who are elderly, disabled, or economically disadvantaged. Without a robust network of buses, vans, or even ridesharing services, residents may struggle to access essential services such as healthcare, education, and employment opportunities.

**3. Funding Constraints**

One of the most significant barriers to expanding and coordinating transportation services in Meigs County is a lack of financial resources. Federal and state transportation funding programs often prioritize urban areas with higher population densities, leaving rural counties with limited options for securing funds. Local government budgets are typically stretched thin, and transportation is often not a top priority compared to other urgent services. This lack of funding makes it difficult to plan, develop, and maintain a sustainable transportation network that meets the needs of residents.

**4. Aging Population and Mobility Issues**

The aging population in Meigs County presents a unique challenge for transportation planning. Many seniors in the county are unable to drive due to physical or cognitive impairments, which creates a strong demand for accessible transportation. However, the region's limited transportation options make it hard to address the mobility needs of this demographic. Additionally, the county's aging infrastructure may not accommodate the needs of those with mobility challenges, such as the lack of wheelchair-accessible buses or adequate sidewalk systems. Without proper planning and investment in accessible services, the elderly population may face significant barriers to independent living.

**5. Coordination and Communication Gaps**

Coordinating multiple transportation services, such as school buses, senior citizen transport, and medical shuttles, can be difficult in rural areas. In Meigs County, different services often operate independently of one another, creating inefficiencies and overlapping routes. A lack of communication between transportation providers can lead to missed opportunities for collaboration, such as consolidating routes to serve multiple groups or sharing vehicles

to reduce costs. Establishing a more coordinated transportation system that maximizes resources and minimizes duplication would require improved interagency communication and long-term planning.

**6. Lack of Alternative Transportation Options**

In many rural counties, including Meigs, ridesharing services like Uber and Lyft are not as widely available or reliable as in urban areas. The rural landscape, combined with a relatively small population, makes it economically unfeasible for private transportation companies to establish a sustainable presence. Additionally, residents may not have access to the technology or resources necessary to use these services. With limited access to both public transportation and modern, private alternatives, many residents are left with few options for getting around.

**7. Environmental and Infrastructure Limitations**

The rural roads and highways in Meigs County can be narrow, winding, and poorly maintained, making transportation services less reliable, especially in inclement weather. These infrastructure limitations can hinder the ability of transit vehicles to operate efficiently, particularly during winter months or in cases of natural disasters. The lack of infrastructure upgrades, such as expanded sidewalks, bike lanes, or transit hubs, further exacerbates the challenges to coordinated transportation.

**8. Cultural and Behavioral Barriers**

In some rural areas, there is also a cultural resistance to using public transportation. For residents who are accustomed to driving their own cars, the idea of depending on public transit or carpooling can be seen as inconvenient or unnecessary. Changing this mindset requires not only expanding services but also educating the public on the benefits of coordinated transportation, including cost savings, reduced environmental impact, and enhanced community connectivity.

**9. Lack of Data and Planning Tools**

A lack of comprehensive data about transportation needs, usage patterns, and demographic trends in Meigs County hampers the ability to plan effectively for coordinated transportation solutions. Without detailed data, it is difficult to assess the full scope of transportation needs or determine the most cost-effective ways to serve the community. Further, local planners may lack access to advanced tools for creating efficient and integrated transportation models, making it harder to address existing gaps in service.

**10. Economic and Employment Challenges**

Meigs County faces significant economic challenges, including high unemployment rates and low household incomes. These economic conditions mean that many residents have limited financial resources to spend on transportation. A lack of affordable transportation options can exacerbate these issues, as individuals may struggle to reach job opportunities, particularly if they are located outside of the county. Without reliable transportation, residents may be further cut off from economic opportunities that could help improve their quality of life.

---

**Conclusion**

Addressing the challenges of coordinated transportation in Meigs County requires a multifaceted approach. Solutions should involve not only increased funding and infrastructure development but also efforts to improve coordination among local transportation providers. Moreover, addressing the unique needs of an aging and economically disadvantaged population will be critical for ensuring that everyone has equal access to transportation. As rural communities across the United States continue to face similar issues, collaborative efforts from local, state, and federal agencies will be essential in creating sustainable and inclusive transportation networks for the future.

## SUMMARY OF UNMET MOBILITY NEEDS

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

**Exhibit 4: Prioritized Unmet Mobility Needs**

| Rank | Unmet Need Description | Method Used to Identify and Rank Need |
|---|---|---|
| 1 | Public awareness of transportation options | Feedback from surveys & community engagement |
| 2 | Extension of Service Hours | Feedback from surveys & community engagement |
| 3 | Additional capacity for door-to-door services | Feedback from surveys & community engagement |
| 4 | Service Coordination | Feedback from surveys & community engagement |
| 5 | Implementation of the Transportation Development Plan | Feedback from surveys & community engagement |

# V. GOALS AND STRATEGIES

## DEVELOPING STRATEGIES TO ADDRESS GAPS AND NEEDS

Strategies for improving transportation for Meigs 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 Mobility Management team developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to five 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:

Public Awareness of Transportation Options

Needs Being Addressed:

Limited Awareness: Many residents are unaware of the transportation options available to them in Meigs County, leading to underutilization of services.

Low Ridership: The lack of information about transportation options and services results in low ridership, reducing the effectiveness and sustainability of transportation programs.

Barriers to Access: Some individuals may not know how to access or use available transportation resources with the community.

Strategy Description:

To improve public awareness of multimodal transportation within Meigs County, we will implement a comprehensive marketing and outreach strategy. This strategy will include the creation of informative materials, community engagement through events, and targeted digital campaigns. The aim is to increase public awareness of available transportation options and ultimately increase ridership and usage of services throughout the county.

**Timeline for Implementation:**

**Start Date**: June 2025

**End Date**: Ongoing

**Ongoing**: Continuous follow-up and optimization starting in January 2026. Bi-annual evaluations will ensure the strategy is effective and allow for necessary adjustments based on community feedback.

**Action Steps:**

**Develop Marketing Materials**:

Create flyers, posters, and brochures with clear information on transportation options within the county

Design a user-friendly website and maintain an up-to-date social media presence.

**Outreach Events**:

Host informational sessions at community centers, local businesses, and schools to engage the public and provide firsthand information about transportation services.

Organize ride-along events for community leaders and potential riders to experience the service firsthand.

**Digital Campaign**:

Launch a social media advertising campaign focusing on different demographic groups, including seniors, students, and those with disabilities, to raise awareness about how to use the service.

Use targeted ads on Facebook, Instagram, and Google to increase engagement and traffic to the website.

**Partnerships**:

Partner with local organizations, schools, and businesses to distribute materials and share information.

Work with local media outlets to run public service announcements and articles that highlight the importance of transportation options.

**Feedback Mechanism**:

Set up a rider feedback system through online surveys and in-person feedback forms to continually assess the effectiveness of awareness efforts and improve communication.

**Parties Responsible for Leading/Supporting Implementation:**

**Lead:** Meigs County Mobility Manager.

**Support:**

Meigs County Department of Job and Family Services.

Community organizations and nonprofits (for outreach and distribution).

Local businesses (for sponsorship and engagement).

Schools and universities (for targeted outreach to students and faculty).

Local media outlets (for coverage and public service announcements).

**Resources Needed:**

**Design Software & Tools**: To create marketing materials (e.g., Adobe Creative Suite, Canva).

**Staff**: For content creation, event coordination, social media management, and community outreach.

**Technology**: Website maintenance tools and social media management platforms (e.g., Hootsuite, Buffer).

**Venue**: Spaces for hosting outreach events (e.g., community centers, libraries, schools).

**Printed Materials**: Flyers, brochures, and posters for distribution.

**Potential Cost and Range:**

**Marketing Materials**: $2,000 - $5,000 (for design, printing, and distribution).

**Outreach Events**: $300 - $500 (for venue rental, event coordination, and refreshments).

**Website and social media Tools**: $500 - $1,000 annually (for website hosting, maintenance, and digital tools).

**Potential Funding Sources:**

**5311 Grant and local match**

**Performance Measures and Targets:**

**Increase in Ridership**:

**Target**: Achieve a **25% increase in ridership** by the end of 2026.

**Social Media and Web Engagement:**

Measure: Track website visits and social media engagement (likes, shares, comments).

Target: Increase social media followers by 30% and drive 20% more traffic to the website through the campaign.

**Community Event Participation:**

Target: Host at least 10 outreach events across the county, reaching a minimum of 500 people.

**Feedback and Satisfaction**:

**Measure**: Collect feedback from riders on their awareness and experience.

**Target**: Obtain **80% positive feedback** on outreach efforts and communication strategies.

## Goal #2:

**Extension of Service Hours**

**Needs Being Addressed:**

- **Limited Access to Services:** Many residents, particularly those with non-traditional work hours, face difficulties accessing transportation during evenings and weekends.
- **Increased Demand:** Demand for transportation, extending service hours will help meet the needs of those who rely on transit for commuting, medical appointments, social activities, and more.
- **Economic Barriers:** The lack of extended hours can limit access to job opportunities, particularly for workers in industries that operate outside regular business hours.

**Strategy Description:**

To improve access to transportation and better serve the community, we will expand service hours for Meigs County Public Transit (MCPT). This strategy will involve extending weekday hours and ensuring coverage during peak times (such as evenings and early mornings) to accommodate various ridership needs. The expansion will be phased to assess effectiveness and adjust resources accordingly if only funding is available to complete a pilot program.

**Proposed Timeline for Implementation:**

- **Phase 1 (Pilot Program):**
  - **Start Date:** July 2026
  - **End Date:** July 2027
  - **Key Action:** Introduce extended service hours on weekdays and test weekend service for a limited period.
- **Phase 2 (Full Expansion):**
  - **Depending on grant funds and ridership statistics to the pilot program**

**Action Steps:**

1. **Assess Current Service Hours & Demand:**
   - Conduct a survey and gather data from riders to identify key times when service is needed the most (e.g., early morning, late night, weekends).
2. **Develop Extended Hours Schedule:**
   - Create a new schedule that includes extended weekday hours (e.g., from 6 AM to 8 PM) and introduce weekend service (e.g., Saturdays from 8 AM to 6 PM).
3. **Assess Staffing and Operational Requirements**: Evaluate whether additional drivers, vehicles, or dispatchers are necessary to support the extended service hours. If the extension involves only a few additional hours, consider offering **temporary overtime** to current employees within the Meigs County Department of Job and Family Services (MCDJFS) and Meigs County Public Transit (MCPT) to assess demand. This temporary adjustment will allow us to gauge ridership needs before committing to permanent changes, ensuring that any further expansion of hours or days is based on actual demand and operational feasibility.
4. **Pilot Program Implementation:**

    - Launch the extended hours service on a limited basis for 6 months to gauge ridership and assess operational feasibility.

5. **Monitor and Adjust Service Based on Feedback:**
    - Collect feedback from riders and staff to determine if changes or further expansions are needed for efficiency and effectiveness.
6. **Launch Full Expansion:**
    - After evaluating the pilot program, implement the expanded service hours across the entire week and adjust operational resources accordingly.

**Parties Responsible for Leading/Supporting Implementation:**

- **Lead:** Meigs County Public Transit Team (including operations and scheduling staff).
- **Support:**
    - Meigs County Department of Job and Family Services and Meigs County Mobility Manager

**Resources Needed:**

- **Additional Staffing**: More drivers to cover extended hours and weekends.
- **Vehicles**: Ensure enough vehicles are available to handle the increased service load.
- **Scheduling Software**: Update software systems to manage new shift patterns and schedules effectively.
- **Public Outreach Materials**: Flyers, social media posts, and website updates to inform the public about the new service hours.

**Potential Cost and Range:**

- **Staffing Costs**: $30,000 - $50,000 annually (for additional driver wages and dispatch staffing).
- **Vehicle Operating Costs**: $10,000 - $20,000 annually (for fuel, maintenance, and insurance for extended service).
- **Marketing and Outreach**: $1,000 - $3,000 (for promotional materials, social media ads, etc.).

**Potential Funding Sources:**

- **5310 & 5311 ODOT Grants**

**Performance Measures and Targets:**

- **Ridership Increase**:
    - **Target**: Achieve a **15-20% increase in ridership** during the extended service hours within the first year of implementation.
- **Cost Efficiency**:
    - **Measure**: Compare operating costs during the expanded hours to ridership levels to ensure cost-effectiveness.
    - **Target**: Maintain or reduce operating cost per ride compared to previous years.
- **Customer Satisfaction**:
    - **Measure**: Gather feedback from riders about the expanded hours through surveys and direct input.

    - **Target**: Achieve **80% positive feedback** from riders regarding the new hours and service availability.

- **On-Time Performance**:
    - **Measure**: Track on-time performance during extended hours and weekend service.
    - **Target**: Ensure **95% on-time performance** during extended service periods.

## Goal #3:

**Additional Capacity for Door-to-Door Services**

**Needs Being Addressed:**

- **Limited-Service Coverage:** Currently, there is a lack of available door-to-door transportation for individuals who rely on this service for medical appointments, work, or daily errands, especially for seniors, people with disabilities, or individuals in rural areas.
- **Increased Demand for Specialized Services:** There is a growing demand for more flexible, personalized transportation options, particularly for people who cannot use traditional services due to mobility issues or other challenges.
- **Capacity Constraints:** Existing resources are not enough to meet the increasing demand for door-to-door services, leading to longer wait times and potential service denials.

**Strategy Description:**

This goal aims to expand the door-to-door service capacity to meet the growing demand. The strategy includes increasing the number of vehicles dedicated to door-to-door services, enhancing scheduling efficiency, and potentially introducing new service options to accommodate more riders. By increasing capacity, providers will be able to provide better service to those who need it most, improving access to essential services, employment, and community engagement.

**Timeline for Implementation:**

- **Phase 1 (Needs Assessment and Planning):**
  - **Start Date:** July 2025
  - **End Date:** August 2025
  - **Key Action:** Assess the current door-to-door service demand, identify service gaps, and determine the resources needed for expansion.
- **Phase 2 (Ongoing Monitoring and Adjustment):**
  - **Start Date:** July 2025
  - **End Date:** Ongoing
  - **Key Action:** Continuously monitor service performance, adjust scheduling, and review capacity needs as demand fluctuates.

**Action Steps:**

1. **Assess Current Demand and Identify Gaps**:
   - Conduct surveys and review ridership data to understand the specific needs of riders who use door-to-door services (e.g., times, locations, frequency of requests).
   - Identify areas or times of day where capacity constraints are most acute.
2. **Evaluate Resource Requirements**:
   - Determine the need for additional vehicles, drivers, and dispatchers to handle the increased demand.
   - Explore options for expanding service windows (e.g., evenings, weekends) if needed.

3. **Acquire Additional Resources**:
    - Secure funding or financing to purchase new vehicles dedicated to door-to-door services.
    - Hire additional drivers and dispatchers to ensure adequate staffing.
4. **Enhance Scheduling Efficiency**:
    - Implement or upgrade scheduling software to optimize vehicle routes and reduce wait times.
    - Explore opportunities for flexible scheduling or ridesharing to maximize vehicle capacity.
5. **Monitor and Evaluate**:
    - Track performance metrics such as wait times, ride denials, customer satisfaction, and on-time performance.
    - Gather feedback from riders to ensure that their needs are being met effectively.

**Parties Responsible for Leading/Supporting Implementation:**

- **Lead:** Meigs County Mobility Manager
- **Support:**
    - **Meigs County Mobility Manager and Meigs County Department of Job and Family Services (MCDJFS)**: For coordinating with residents and identifying individuals in need of additional services.
    - **Community Organizations**: To assist with outreach and ensure that vulnerable populations are aware of the expanded services.

**Resources Needed:**

- **Marketing/Outreach Materials**: To inform the public about the expanded services and how to access them.

**Potential Cost and Range:**

- $500-$700

**Potential Funding Sources:**

- **5310 & 5311 Grant**

**Performance Measures and Targets:**

- **Increase in Ridership**:
    - **Target**: Achieve a **15-25% increase in door-to-door ridership** within the first few years
- **On-Time Performance**:
    - **Measure**: Track the percentage of rides completed on time.
    - **Target**: Maintain at least **95% on-time performance** for door-to-door services.
- **Customer Satisfaction**:
    - **Measure**: Collect feedback from riders on the quality of service and accessibility.
    - **Target**: Achieve **80% positive feedback** from riders regarding the expanded service.
- **Capacity Utilization**:

- **Measure**: Track vehicle capacity and determine if additional resources are needed.
- **Target**: Achieve **80% vehicle capacity utilization** during peak hours to ensure that resources are being effectively used.

GOAL #4:

## GOAL: SERVICE COORDINATION FOR MEIGS COUNTY PUBLIC TRANSIT

**Needs Being Addressed:**

- **Fragmented Services**: Meigs County Public Transit (MCPT) and other local transportation services may be operating independently, leading to inefficiencies, missed connections, and limited coverage.
- **Lack of Integrated Scheduling**: Without coordination between different transportation services, riders may struggle with scheduling conflicts, delayed connections, or unnecessary transfers, particularly for those with limited mobility or time-sensitive needs.
- **Limited Information Availability**: Riders may have difficulty accessing information about available services or understanding how to connect between different transportation providers.

**Strategy Description:**

The strategy aims to improve the overall efficiency and effectiveness of transportation services in Meigs County by coordinating MCPT's service offerings with other local transit providers and community-based transportation services. The goal is to create an integrated and seamless transportation network that reduces redundancies, increases service coverage, and provides clear, accessible information to riders. This could involve coordinating schedules, sharing resources, and establishing communication channels with other transit organizations, nonprofits, and local government services.

**Timeline for Implementation:**

- **Phase 1 (Planning & Coordination):**
  - **Start Date**: July 2025
  - **End Date**: December 2025
  - **Key Action**: Establish key partnerships with local transportation providers and develop a comprehensive coordination plan.
- **Phase 2 (System Integration & Pilot Program):**
  - **Start Date**: January 2026
  - **End Date**: June 2026
  - **Key Action**: Begin integrating scheduling systems, sharing resources, and launching pilot projects for service coordination.
- **Phase 3 (Full Implementation & Optimization):**
  - **Start Date**: July 2026
  - **End Date**: Ongoing
  - **Key Action**: Fully integrate services, launch public awareness campaigns, and refine coordination efforts based on performance data and feedback.

**Action Steps:**

1. **Assess Existing Services & Identify Gaps:**

    - Map out the current transportation services in Meigs County (including MCPT, nonprofit providers, and other public services) to identify areas where coordination is lacking or where overlap occurs.
    - Identify gaps in service coverage, scheduling, and connections between different providers.
2. **Form Partnerships & Collaborations:**
    - Reach out to local transit providers, social service organizations, healthcare providers, and other stakeholders to discuss coordination opportunities.
    - Develop Memorandums of Understanding (MOUs) or partnership agreements to formalize collaboration.
3. **Coordinate Scheduling & Routes:**
    - Explore options for synchronized scheduling and route coordination between MCPT and other local transportation services, such as aligning routes to ensure smooth transfers between providers.
    - Consider integrating dispatch systems or software to optimize routing and scheduling across agencies.
4. **Create an Integrated Communication Platform:**
    - Develop a centralized platform (website, mobile app, or hotline) that provides comprehensive information on all local transportation options, schedules, fares, and connection points.
    - Ensure that the platform is accessible to all users, including those with disabilities, seniors, and individuals with limited digital access.
5. **Launch Pilot Programs:**
    - Begin a pilot phase in specific regions of Meigs County to test service coordination, scheduling integration, and public communication strategies.
    - Collect feedback from riders and staff to refine the process.
6. **Full-Scale Rollout & Continuous Improvement:**
    - After evaluating the pilot program, expand service coordination efforts countywide.
    - Continuously monitor the effectiveness of coordination and adjust based on rider feedback, operational efficiency, and performance metrics.

**Parties Responsible for Leading/Supporting Implementation:**

- **Lead:** Meigs County Mobility Manager
- **Support:**
    - **Nonprofit Organizations & Community Agencies**: For providing transportation services for specialized needs (e.g., senior citizens, individuals with disabilities).
    - **Technology Providers**: For software systems to support integrated scheduling, dispatch, and communication platforms.
    - **Community Stakeholders**: To ensure the coordination plan aligns with the needs of residents and target populations.

**Resources Needed:**

- **Technology**: Scheduling, dispatch, and communication tools that can integrate with multiple transportation providers.
- **Partnership Agreements**: Legal and administrative resources to develop agreements between MCPT and other local providers.
- **Marketing and Outreach**: Resources to promote the new coordinated services, including materials, advertising, and public relations efforts.

**Potential Cost and Range:**

- **Technology & Software**: $10,000 - $50,000 (for integrated scheduling and dispatch systems).
- **Marketing & Outreach**: $2,000 - $5,000 (for public information campaigns, including website development, flyers, and community events).
- **Operational Costs**: $5,000 - $10,000 (for pilot program implementation, including testing and evaluation).

**Potential Funding Sources:**

- **5310, 5311, & Local Match**

**Performance Measures and Targets:**

- **Increased Ridership**:
    - **Target**: Achieve a **10-15% increase in ridership** on coordinated routes and services within the first year.
- **Reduced Service Gaps**:
    - **Measure**: Track coverage and identify any gaps in service availability or scheduling.
    - **Target**: Eliminate **90% of identified service gaps** by the end of year one.
- **Improved Efficiency**:
    - **Measure**: Monitor vehicle utilization, wait times, and on-time performance across coordinated services.
    - **Target**: Achieve **95% on-time performance** and **85% vehicle utilization** across coordinated routes.
- **Customer Satisfaction**:
    - **Measure**: Gather feedback from riders through surveys and interviews.
    - **Target**: Achieve **80% positive feedback** regarding the ease of using the coordinated system and the convenience of transfers.
- **Successful Partnerships**:
    - **Measure**: Number of partnerships formed and operationalized.
    - **Target**: Formalize at least **5 new partnerships** with local transportation or community organizations within the first year.

## GOAL #5:

**Implementation of the Transportation Development Plan for Meigs County**

**Needs Being Addressed:**

- **Lack of a Comprehensive Transportation Plan**: Meigs County currently lacks a cohesive, long-term plan to address transportation needs, particularly as the county continues to grow. There is a need for a structured approach to meet the evolving needs of residents.
- **Inconsistent Access to Transportation**: Residents, particularly in rural areas, face challenges in accessing reliable and efficient transportation, which affects their ability to work, access healthcare, and engage with the community.
- **Limited Public Awareness**: Many residents are unaware of existing transportation options and how to access them, especially those in underserved or remote areas.
- **Aging Infrastructure**: The existing infrastructure is not fully optimized to meet the current and future transportation demands of the county.

**Strategy Description:**

The goal of this initiative is to implement a comprehensive **Transportation Development Plan (TDP)** for Meigs County that addresses the county's long-term transportation needs. The plan will focus on expanding and improving public transit infrastructure, increasing service efficiency, providing better connectivity between communities, and ensuring equitable access to transportation options. The TDP will outline clear objectives, timelines, and performance measures to guide the county's transportation development and ensure its sustainability.

**Timeline for Implementation:**

- **Current and ongoing**

**Action Steps:**

1. **Conduct a Comprehensive Needs Assessment:**
    - Gather data on current transportation services, ridership patterns, infrastructure status, and unmet transportation needs.
    - Engage with community stakeholders, local government, businesses, and residents to identify priorities and gaps in services.
2. **Develop the Transportation Development Plan (TDP):**
    - Create a structured, long-term plan that includes specific goals for transportation service expansion, infrastructure upgrades, and improved coordination between local providers.
    - Set clear performance metrics, timelines, and funding strategies for the implementation of the plan.
3. **Secure Funding and Resources:**
    - Identify potential funding sources, including state and federal grants, local government contributions, and private investments.
    - Develop a budget and resource plan for both short-term and long-term implementation.
4. **Implement the Plan in Phases:**

    - Start with immediate priorities, such as upgrading infrastructure, improving scheduling efficiency, and expanding service to underserved areas.
    - Gradually expand services based on the availability of resources, community feedback, and demand.

5. **Build Partnerships with Local Stakeholders:**
    - Work with local businesses, healthcare providers, schools, and community organizations to ensure broad support for the TDP and its initiatives.
    - Collaborate with local and regional transportation agencies to improve connectivity and streamline services.
6. **Monitor, Evaluate, and Adjust:**
    - Continuously track the progress of the TDP implementation using performance metrics (e.g., ridership, cost efficiency, customer satisfaction).
    - Make adjustments to the plan based on data, rider feedback, and operational assessments.
7. **Public Outreach and Education:**
    - Launch an awareness campaign to educate the public on new services, routes, and transportation options available through the TDP.
    - Use various media channels (social media, local newspapers, radio, etc.) to ensure that all residents are informed.

**Parties Responsible for Leading/Supporting Implementation:**

- **Lead:** Meigs County Public Transit (MCPT) Planning and Operations Team.
- **Support:**
    - **Local Businesses and Employers**: For collaboration in ensuring that transportation options meet the needs of workers and consumers.
    - **Nonprofit Organizations**: For providing outreach and ensuring that vulnerable populations are served.
    - **Community Stakeholders**: To help provide feedback and support during the development and implementation phases.
    - **Consulting Firms/Technical Experts**: To assist with planning, data analysis, and the development of the TDP.

**Resources Needed:**

- **Staffing**: Additional planning and project management staff to oversee the development and implementation of the TDP.
- **Data and Analysis Tools**: Software and tools for conducting data collection, analyzing ridership trends, and developing the TDP.
- **Funding**: Capital to fund infrastructure improvements, fleet expansion, technology upgrades, and service enhancements.
- **Technology**: Scheduling and dispatch systems to integrate services, improve efficiency, and provide better communication to riders.

- **Public Outreach Materials**: Flyers, websites, social media campaigns, and community events to inform the public about the TDP and its benefits.

**Potential Cost and Range:**

- **Marketing and Outreach**: TDP Support

**Potential Funding Sources:**

- **5310, 5311. & State GRF**

**Performance Measures and Targets:**

- **Ridership Growth**:
    - **Target**: Achieve a **10-15% increase in ridership** in the first year of implementation, with a **20-25% increase by the third year**.
- **Cost Efficiency**:
    - **Measure**: Monitor the cost per ride and aim to reduce operating costs by improving efficiency and vehicle utilization.
    - **Target**: Reduce the **cost per ride by 10-15%** over the next three years.
- **Infrastructure Improvement**:
    - **Measure**: Track the completion of infrastructure upgrades (e.g., road improvements, new shelters).
    - **Target**: Complete **80% of planned infrastructure upgrades** within the first two years.
- **Public Awareness**:
    - **Measure**: Track public awareness through surveys and feedback mechanisms.
    - **Target**: Achieve **90% awareness** of new services and improved routes by year two of implementation.
- **Customer Satisfaction**:
    - **Measure**: Collect feedback on service quality, accessibility, and reliability.
    - **Target**: Achieve **80% positive satisfaction** from riders regarding the improvements.

# VI. PLAN ADOPTION

The Mobility Manager will play a pivotal role in utilizing this plan to strengthen and expand relationships across public, private, and non-profit sectors, ensuring that the transportation needs of all Meigs County residents are met, including low-income individuals, the elderly, people with disabilities, and the general public. The Mobility Manager will serve as the key point of contact and coordinator for transportation services, working to build partnerships, foster collaboration, and streamline resources to address the diverse mobility challenges within the county.

To ensure that all residents have access to information and opportunities for engagement, public meetings will continue to be held in locations that are geographically accessible and convenient for a broad range of community members. This includes partnering with local community centers, libraries, senior housing complexes, and other frequently visited venues. Surveys will be distributed regularly—both online and in-person—to track the effectiveness of services and to gather valuable input from residents about their experiences and needs. These surveys will help in assessing gaps in service, identifying areas of improvement, and ensuring that services align with the real-time needs of the community.

In addition, the Mobility Manager will actively work on outreach campaigns to keep the community informed about available services, updates, and upcoming changes, ensuring that no resident is left unaware of the resources available to them. The Mobility Manager will also work to address barriers to transportation access, such as affordability, availability of accessible vehicles, and scheduling challenges.

This plan will guide the Mobility Manager in collaborating with other county departments, regional transit authorities, and external service providers to create a cohesive transportation network that supports the diverse mobility needs of Meigs County's residents. The Mobility Manager will continue to foster partnerships, facilitate coordination among service providers, and advocate for funding opportunities to expand and improve services. Through these efforts, the Mobility Manager will remain committed to not only meeting but exceeding the goals outlined in this plan, ensuring that Meigs County residents have access to reliable, affordable, and accessible transportation options.

Key priorities will include:

- Enhancing partnerships with local businesses, non-profits, government agencies, and other stakeholders to improve service delivery and ensure comprehensive support for residents.
- Ongoing community engagement through regular public meetings, focus groups, and feedback surveys to ensure that services meet the evolving needs of all residents.
- Expanding access to transportation services, particularly for low-income, elderly, and disabled residents, by identifying opportunities to increase coverage, hours of service, and vehicle capacity.
- Data-driven decision-making, using feedback and surveys to track service effectiveness, understand rider needs, and adjust strategies accordingly.
- Advocating for funding to support service expansion, including applying for state and federal grants, identifying potential local revenue streams, and creating partnerships for resource-sharing.

In this way, the Mobility Manager will remain at the forefront of creating a more connected, inclusive, and accessible transportation system in Meigs County that benefits all its residents.

**Appendix A: List of Planning Committee Participants**

The planning committee consists of representation from local agencies as well as participation of individuals with disabilities, older adults, and members of the general public. More information about the planning committee is available upon request by contacting

## AGENCY REPRESENTATION

Meigs County Department of Job and Family Services updated the local TAC meeting April 2025. Members are listed below.

| Name | Agency |
|---|---|
| Courtney Midkiff | (Meigs County Health Department) |
| Susan Buchanan | (Meigs County Public Transit) |
| Lora Rawson | (Meigs/Gallia Community Action) |
| Elizabeth Mayle | (Meigs County Job and Family Services NET Transportation) |
| Laura Cleland | (Meigs County Council on Aging) |
| Rhonda Rathburn | (Meigs County Council on Aging) |
| Elizabeth Jones-Ramirez | (Integrated Services) |
| Robin Harris | (Gallia/Jackson/Meigs ADAMH Board) |
| Mary Miller | (Inclusions) |
| Shannon Banks | (Hopewell) |
| Jennifer | (Meigs County Veteran's Service Office) |
| Vince Reiber | (Deputy Director Meigs County Job and Family Services) |
| Bridget Gilmore | (Mobility Manager Meigs County) |

## AGENCY REPRESENTATION

Past TAC Meeting Attendees

| Name | Agency |
|---|---|
| Michelle Willard | (Meigs County Health Department) |
| Courtney Midkiff | (Meigs County Health Department) |
| Abbey McGee | (Integrated Services Behavioral Health) |
| Shannon DeWeese | (Hopewell Health Centers) |
| Robin Harris | (Gallia Jackson Meigs Alcohol Drug Addiction and Mental Health Board) |
| Lora Rawson | (Gallia Meigs Community Action Agency) |
| Amber Johnson | (Buckeye Hospice & Palliative) |
| Theresa Lavender | (Meigs County Department of Job and Family Services) |
| Patsy Imboden | (Holzer Meigs Clinic) |
| Norma Torres | (Mid-Valley Christian School and Meigs County Cancer Initiative) |
| Adam Warden | (Meigs County Public Transit/Job and Family Services) |
| Juli Simpson | (Meigs County Health Department) |
| Ashley Durst | (Square One) |
| Carole Merckle | (Ohio University Heritage Community Clinic) |
| Rich Wamsley | (Meigs County Department of Job and Family Services) |
| Melissa Hutton | (Help Me Grow/CIR/Southern Region) |
| Taylor Ward | (Meigs Family and Children First Council) |

In addition to participants listed above, the planning committee also included representation of older adults, people with disabilities, and members of the general public. In addition to hosting a planning committee, Meigs County Department of Job and Family Services and other planning committee members also conducted a wide variety of activities designed to increase involvement of community stakeholders in identifying community resources, addressing community needs, and setting goals and priorities. More information about the efforts that occurred is available upon request. To request additional information please contact:

Name: Bridget Gilmore

Agency: Meigs County Department of Job and Family Services

Phone Number: 740-912-2119

Email Address: bridget.gilmore@jfs.ohio.gov

## APPENDIX B: LIST OF ANNUAL REVIEWS AND PLAN AMENDMENTS

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

Name: Bridget Gilmore

Agency: Meigs County Department of Job and Family Services

Phone Number: 740-912-2119

# ANNUAL REVIEW

The Meigs County Coordinated Plan has been an essential tool for improving the county's transportation system and addressing the mobility needs of its residents. The plan, originally developed in 2008, was created to ensure that Meigs County's transportation services were aligned with the needs of the local community, including those with limited access to transportation, such as low-income individuals, the elderly, and people with disabilities. The plan's initial development was driven by the need to enhance coordination between public transit agencies, private service providers, and non-profit organizations to create a more efficient, accessible, and comprehensive transportation network.

In 2020, the Meigs County Coordinated Plan was updated to reflect changes in the transportation landscape, including new federal and state regulations, shifts in community needs, and advancements in technology and service delivery methods. The 2020 update was focused on refining existing services, improving accessibility, and addressing emerging issues such as the need for increased transportation options for seniors and people with disabilities, as well as expanding the reach of services to underserved areas. This update also aimed to ensure compliance with the Fixing America's Surface Transportation (FAST) Act, which mandates that coordinated plans be periodically reviewed and updated to reflect evolving policies and community requirements.

Key elements of the 2025 rewrite include:

1. Stakeholder Engagement: One of the core principles of the re-write is an inclusive process that engages a wide range of stakeholders, including local residents, transportation providers, government officials, healthcare providers, and advocacy groups. Public meetings, focus groups, and surveys will be utilized to gather input from the community, ensuring that the plan reflects the needs, priorities, and concerns of Meigs County residents.
2. Enhanced Coordination: The new plan places a strong emphasis on improving coordination among the various service providers in the county, including public transit agencies, private transportation companies, volunteer organizations, and non-profits. The goal is to reduce service duplication, increase efficiency, and fill gaps in service, particularly in rural and underserved areas.
3. Addressing Gaps and Barriers: Building on feedback from residents and service providers, the updated plan will identify and address key gaps in service. This includes expanding transportation hours, increasing access to medical and employment services, and ensuring that transportation is accessible for individuals with mobility challenges. The plan will also explore new modes of transportation, such as ride-sharing, bike programs, and other innovative solutions.
4. Technology Integration: The 2025 rewrite will leverage modern technologies to enhance the transportation experience in Meigs County. This includes the use of mobile apps for scheduling rides, implementing real-time tracking systems, and enhancing data collection to better understand ridership patterns and improve service delivery. Technology will also be used to streamline communication with residents and ensure they have access to up-to-date information about available services.
5. Sustainability and Funding: A critical component of the re-write is the identification of sustainable funding sources to support the expanded services and infrastructure needed to implement the plan. This includes pursuing grants, exploring partnerships with local businesses and community organizations, and advocating for long-term state and federal funding. The updated plan will ensure that funding is allocated efficiently to support both immediate service needs and future expansion.
6. Future Projections and Long-Term Goals: The 2025 rewrite will also look forward to the next decade, identifying long-term transportation goals for Meigs County. This includes expanding transportation options for all residents, ensuring that services are scalable to meet future growth, and developing strategies for addressing emerging challenges such as environmental sustainability, population aging, and increased demand for service.

Goals of the 2025 Re-write:

- Expand Accessibility: Ensure that all residents, including seniors, individuals with disabilities, and low-income populations, have access to reliable and affordable transportation services.
- Increase Service Hours: Extend transportation services to cover evenings, weekends, and holiday periods to better accommodate residents' varied schedules.
- Improve Coordination: Foster stronger collaboration among public and private sector transportation providers, community organizations, and government agencies to create a seamless and comprehensive transportation network.
- Enhance Technology Integration: Utilize modern technology to improve efficiency, service delivery, and communication with residents.

- Promote Sustainable Funding: Identify new revenue streams and funding opportunities to ensure the sustainability of transportation services.
- Address Gaps and Barriers: Identify underserved areas and unmet needs and prioritize solutions that ensure transportation access for all.

Importance of the Plan's Evolution:

The evolution of the Meigs County Coordinated Plan from 2008 to 2025 reflects a growing recognition of the importance of accessible transportation in ensuring equitable access to essential services and community engagement. The planning process ensures that Meigs County remains adaptable to changing community needs, while also remaining compliant with state and federal regulations. The re-write also strengthens the county's ability to respond to emerging trends in mobility, such as the use of on-demand services, ride-sharing programs, and integrated multimodal transportation options.

Ultimately, the Meigs County Coordinated Plan is a living document that will continue to evolve over time, ensuring that transportation services are responsive to the needs of the community, financially sustainable, and inclusive of all residents—especially those who have traditionally faced barriers to mobility. Through careful planning, stakeholder collaboration, and a commitment to improving service delivery, Meigs County will build a more robust, accessible, and reliable transportation network for years to come.

# 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.

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

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

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

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

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

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

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