



TRANSIT DEVELOPMENT PROGRAM

2017

RICHLAND COUNTY , OHIO

Approved July 26, 2017

Prepared by the RICHLAND COUNTY REGIONAL PLANNING
COMMISSION

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2017 TRANSIT DEVELOPMENT PROGRAM

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EXECUTIVE SUMMARY OF THE ANNUAL UPDATE OF THE TRANSIT DEVELOPMENT PROGRAM

This report documents the annual update of the Transit Development Program. It presents data on the operation of the transit system during the last calendar year, and plans for the next five years. The report is divided into five sections.

Section A. Status of Transit in Richland County. This section presents a brief history of transit in the area, and describes the existing transit system and current planning activities.

Section B. Transit Goals. Last updated in 1994, the vision statement and missions of the transit system are included in this section of the report.

Section C. Transit Data Collection. Ridership and operating statistics of the transit system are included in this portion of the report. This includes ridership on all services that are provided by Richland County Transit, including fixed route, para-transit, and RCT Plus; and ridership on the Shelby Taxi service.

Section D. Transportation for the Elderly, Persons with Disabilities, and Persons that are Otherwise Disadvantaged. This section of the report describes transportation that is available to persons with disabilities using the services of the transit system, and other agencies through the transportation coordination project that is overseen by the Agency Transportation Advisory Committee (ATAC). The Specialized Transportation Program, through which local agencies can receive funding for the purchase of vehicles, is also described here. In addition, included is a short summary of the locally developed Coordinated Public Transit-Human Services Transportation Plan, that was first adopted by the Richland County Regional Planning Commission in October of 2007, and examples of projects that have been implemented that are in agreement with the plan.

Section E. Five Year Program. This section describes the capital needs of the transit system for the next five years, and presents the estimated budget to operate and maintain the system for the next five years. Estimated capital expenditures are also included in the five year budget.

A. Status of Transit in Richland County

BRIEF HISTORY OF TRANSIT IN RICHLAND COUNTY:

The current operation of public transportation in Richland County dates back to late 1977. Prior to that time, public transportation had been provided in the County from the mid-nineteenth century up until 1972, when the service was discontinued.

In the mid-1970's a study was conducted that confirmed the need for public transportation in Richland County. On December 7, 1977, a private operator, Mansfield Area Transit System (MATS), began providing fixed route transit service. On April 18, 1978, the Richland County Commissioners appointed the Richland County Transit Board (RCTB). On July 20, 1978, the RCTB entered into a contract with MATS to provide public transportation in Richland County. The RCTB had full control over establishing routes, fares, and schedules. MATS provided the vehicles, drivers, maintenance, and operation of the system. There was no local government money supporting the operation of the system. In August of 1979, MATS declared that it was no longer able to operate the system under these circumstances. In order to prevent the system from ceasing operations, the City of Mansfield, along with the Villages of Lexington and Ontario, agreed to pay the local share of the cost of operation.

CURRENT TRANSIT SYSTEM:

Chapter 306 of the Ohio Revised Code provides guidance for County Transit Boards. Following this guidance, the Richland County Commissioners appoint the seven members that make up the RCTB, and appoint the chairperson. The RCTB has full financial responsibility for the transit system and owns all of the fixed assets.

The RCTB establishes all policies, procedures, service to be provided, and the fare structure. The RCTB contracts with a management company for the provision of a General Manager and an Assistant General Manager. The operating, maintenance, and office staff are employed by a sub-corporation of the management company, Transit Management of Richland. All transit expenses are the responsibility of the RCTB, and all income received (including farebox revenue) is the property of the RCTB.

The transit system is funded by a combination of federal, state, and local funds. Local support is provided by Richland County, the Cities of Mansfield and Shelby, North Central State College, The Ohio State University-Mansfield, Pioneer Career and Technology Center, and the Richland County Mental Health Board; along with funds generated by passenger fares, bus advertising, and other miscellaneous revenue that is generated by the transit system.

Additionally, revenue from transit service that is provided to clients of human service agencies by contract is able to be used as local matching funds. This includes the sale of bus passes, individual trip tickets, and trips purchased on the demand response services, that are billed to human service agencies.

CURRENT TRANSIT SERVICES THAT ARE PROVIDED:

1. Providing service to nearly all areas of Mansfield, and parts of Ontario and Madison Township, fixed route service operates from 6:30am to 6:30pm, Monday through Friday. Hourly service is provided on ten (10) routes and two (2) routes operate bi-hourly throughout the day. Service to the City of Shelby is provided four (4) times each weekday, and service to the industrial park at Mansfield Lahm Airport is provided two (2) times each weekday. In 2016, hourly service was restored on three (3) routes that had been operating less frequently.

Fixed route service is provided to the local branch of The Ohio State University and North Central State College (NCSC) as an extension of the West Fourth Street route, which operates hourly, and also as part of the route that provides service Shelby. The service to Shelby is scheduled so that riders can connect to/from the West Fourth Street route both in-bound and out-bound at the campus. In addition to the main campus, the Shelby route also serves the NCSC sites that are located in Shelby (The Kehoe Center) and in downtown Mansfield (NCSC Urban Center). In 2016, this service was improved to include downtown Shelby on all four trips each day, and on two trips each day the service is extended to the Pioneer Career and Technology Center, which is located north of downtown Shelby.

In November of 2016, transit service was extended to the area of Madison Township that includes the Madison Comprehensive High School and Adult Career Center, and the Madison area branch of the public library, along with additional residential and commercial locations. This route is currently operating bi-hourly throughout the day.

The radial route network, emanating from the centrally located transit passenger center provides good route coverage to most of the major traffic corridors, residential and commercial areas, institutional facilities, and other locations where transit users need or want to travel. The fixed route service area is illustrated in Map #1 of this report, on the following page.

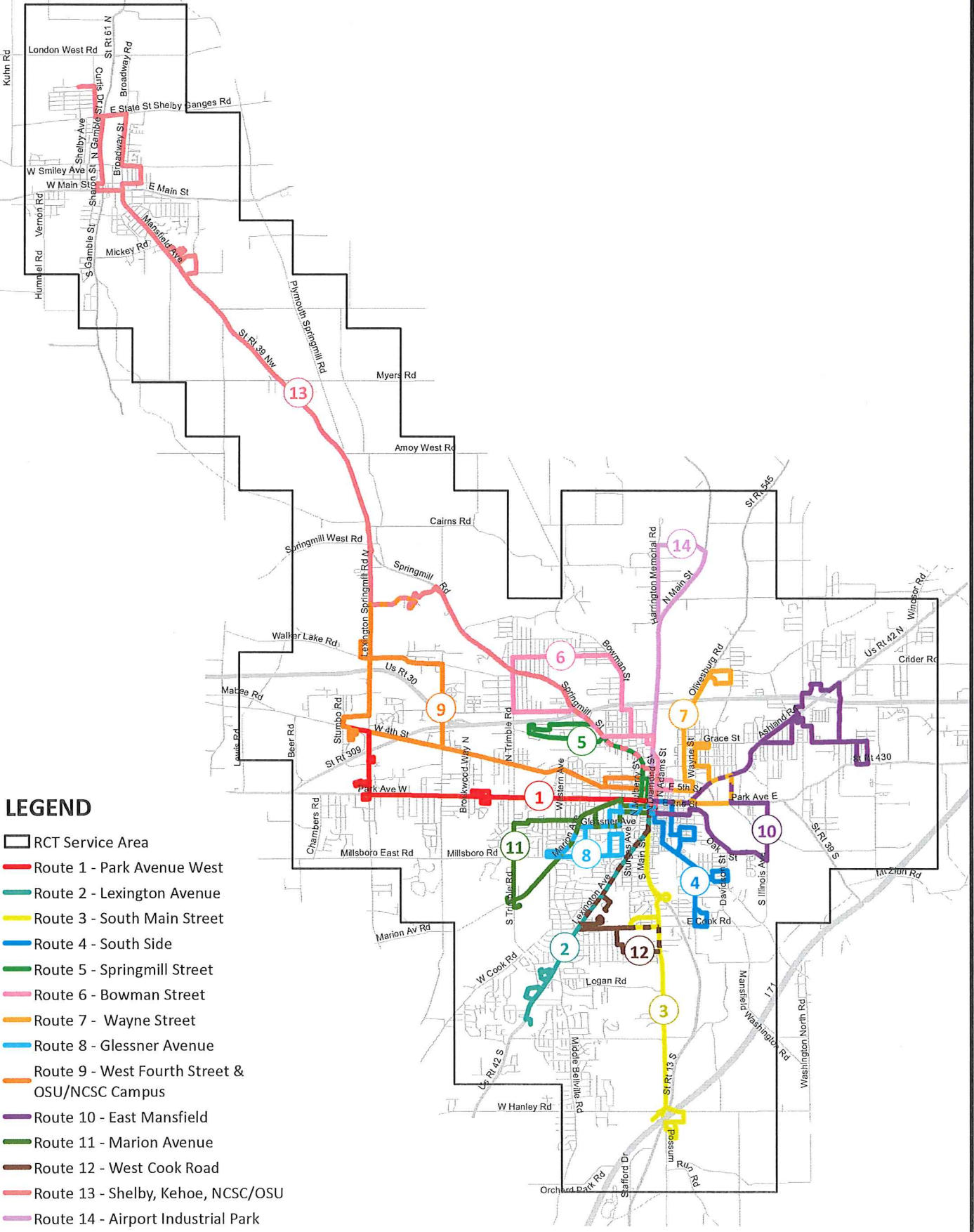
The fare for fixed route service is \$2.00 for adults; and the reduced fare of \$1.00 for persons over the age of sixty-five, children age six through eighteen, and persons with disabilities. Children under the age of six ride free with another fare paying rider. Single-day passes, which are available from any fixed route driver at a rate of \$5.00 for adults and \$2.50 for the reduced fare riders, may be used throughout the system for unlimited travel on the day of issue. Monthly passes are available at the rate of \$50.00 for adults and \$25.00 for the reduced fare riders. Frequent riders are encouraged to purchase a monthly pass in order to take advantage of unlimited rides on the fixed route system, and the most economical fare structure.

2. Door-to-door para-transit service (Dial-A-Ride) is provided for persons with a disability that prevents them from being able to use the fixed route system. Certification of the need for this service is required. In 2016, this service was extended to include all areas within one mile of any fixed route. This service area is illustrated in Map #1. The service hours are the same as the fixed routes. The fare for this service is \$4.00 per one-way trip, or \$100.00 for a monthly pass.

Richland County Transit MAP 1: FIXED ROUTE & DEMAND RESPONSE SERVICE



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LEGEND

- RCT Service Area
- Route 1 - Park Avenue West
- Route 2 - Lexington Avenue
- Route 3 - South Main Street
- Route 4 - South Side
- Route 5 - Springmill Street
- Route 6 - Bowman Street
- Route 7 - Wayne Street
- Route 8 - Glessner Avenue
- Route 9 - West Fourth Street & OSU/NCSC Campus
- Route 10 - East Mansfield
- Route 11 - Marion Avenue
- Route 12 - West Cook Road
- Route 13 - Shelby, Kehoe, NCSC/OSU
- Route 14 - Airport Industrial Park

Richland County Regional Planning Commission
Transit Development Program
June 2017

3. "RCT Plus" is a limited door-to-door grouped trip service, for persons over the age of sixty, to go to specified shopping locations. The locations, days, and times for this service are determined by the transit operator, according to the needs that are expressed by the riders, and in such a way as to allow for maximum utilization of time and vehicles. The general public fare for this service is \$4.00 per one-way trip, or \$100.00 for a monthly pass. A contract with the Area Agency on Aging District V allows many of the users of this service to ride at no charge.

New demand response scheduling software was implemented early in 2016. This new system serves to increase the efficiency with which these services are provided, resulting in an increase in the availability of service, while realizing cost savings for the transit system.

4. Subsidized taxi service is provided in the city of Shelby from 8:30am to 4:30pm, Monday through Friday. The fare is \$2.00 for adults and \$1.00 for senior citizens, students, or persons with disabilities. Riders over the age of 65 may qualify for fare assistance through the Area Agency on Aging.

ONGOING PLANNING EFFORTS

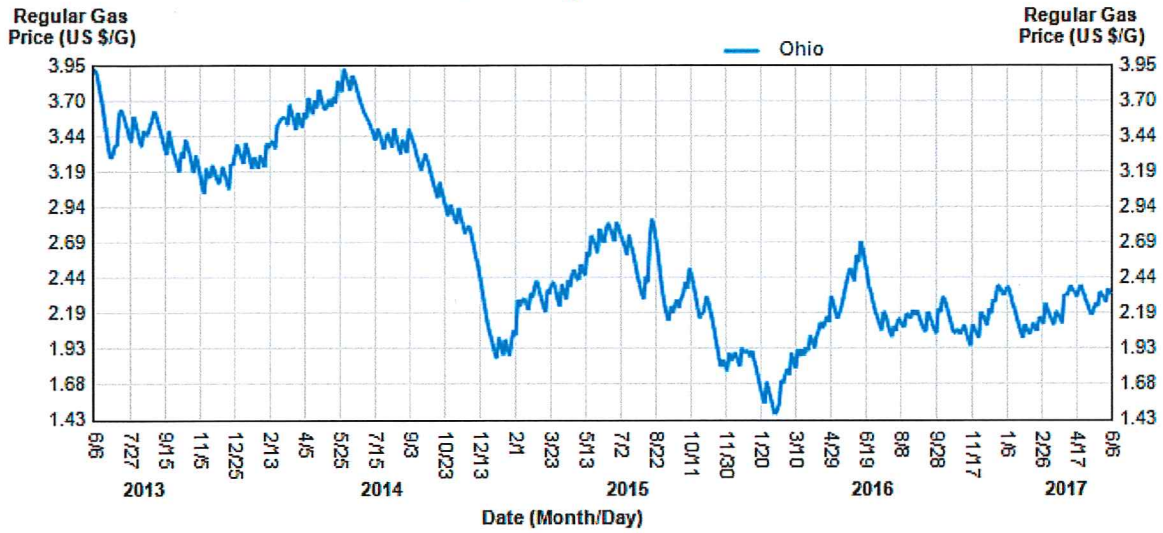
The Richland County Transit Board and the Richland County Regional Planning Commission (RCRPC) work together to complete the planning activities that are required in order for this area to receive funding for all aspects of the operation and maintenance of the transit system from the Federal Transit Administration through Section 5307 of title 49 of the United States Code, the State of Ohio Department of Transportation (ODOT), and any other funding sources. This includes all financial and grant management requirements, data collection, reporting, and other planning activities. The transit operator also completes some of the planning functions, including data collection and evaluation, monitoring routes for usage and on time performance, and planning for capital replacement needs - primarily rolling stock needed to provide the transit services. Additional details of the planning activities are included in the RCRPC's Overall Work Program, which is approved annually by the Federal Highway Administration and ODOT.

As required by federal regulations, the local Transportation Improvement Program (TIP) includes expected Federal, State, and local funding for transit activities; and the public transportation needs of the community are considered in the long range transportation planning efforts of the RCRPC.

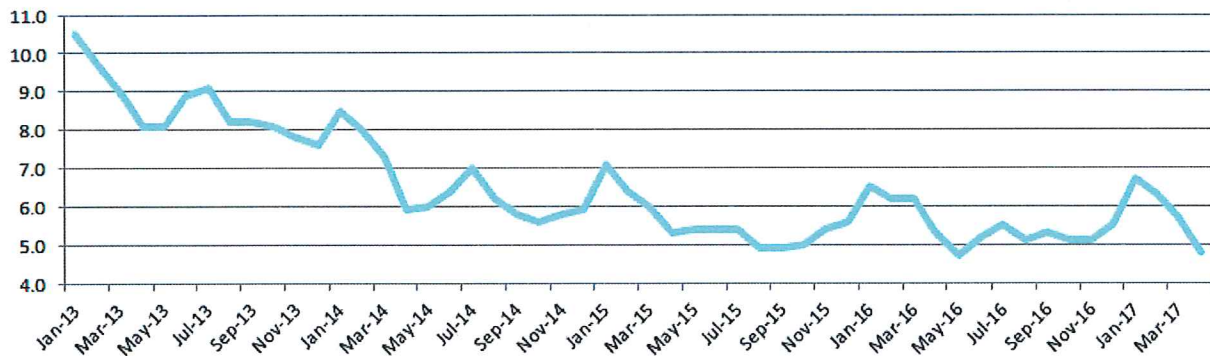
POSSIBLE FUTURE SERVICE IMPROVEMENTS

Following the nationwide trend, over the most recent three years there has been a reduced number of riders per day using the fixed route system. This has been attributed to the reduced cost of fuel, and improved local economic indicators, such as reduced unemployment rates in comparison to 2013. Quite simply, it is easier for persons to "catch a ride with a friend" when the cost of gasoline is at the reduced levels that have been in place over the last three years, and it is easier for persons to operate their own vehicle when they are gainfully employed.

48 Month Average Retail Price Chart



Richland County Unemployment Rates



The sustained lowered fuel costs, along with other cost savings measures, have resulted in reduced overall transit operational expenses in 2015 and 2016, in comparison to 2014. Also, there have been additional federal funds available during this period, and continuing through 2017, which has reduced the need for local funds for most preventive maintenance expenses.

Because of these circumstances, the service improvement that are noted in the previous section resulted in a 12% increase in service beginning in November of 2016. However, due to financial limitations, additional desired transit services remain unable to be provided, such as service to the Village of Lexington and some level of service on Saturdays throughout the year.

Discussions to evaluate what additional transit services would be beneficial, and identify potential funding sources is ongoing, with participation of RCRPC staff and other interested local parties.

B. Transit Goals

The Richland County Transit Board's goals were originally developed in 1982. In 1994 the Board conducted a detailed review and revision of these goals, which were adopted in December of 1994. The review was conducted by a committee that included the Transit Board, the fiscal officer, the management team, and labor representatives. RCT's vision statement and mission statements are listed below. This report provides the RCTB with the opportunity to review the performance of the transit system in achieving the results indicated in these mission statements on an annual basis.

RICHLAND COUNTY TRANSIT VISION STATEMENT:

The vision of the RCTB is to provide safe, clean, reliable, efficient, and courteous transportation service for the transit users of Richland County.

RICHLAND COUNTY TRANSIT MISSIONS:

Mission 1 - Adequate maintenance of all vehicles.

It is the responsibility of the management company to ensure that adequate maintenance is completed on all RCTB owned vehicles. At the request of the Board, the management company is to submit reports listing the date that each required maintenance procedure was performed.

Mission 2 - Minimize accidents.

It is the responsibility of the management company to provide an adequate driver training program. At the request of the Board, the management company is to submit written documentation of completion of the training by RCT vehicle operators. Additionally, no less frequent than monthly, the management company is to inform the Board of all accidents or incidents which meet the National Transit Database reporting requirements.

Mission 3 - Review individual accidents to identify improvements needed.

As per federal reporting requirements, and for the purpose of this analysis, accidents that exceed \$1,000 in property damage, involve bodily injury, or if any persons is transported away from the scene, are reported. In 2015 the reporting requirement was expanded to include anytime that a vehicle is towed from the scene of an accident, regardless of the extent of property damage. A year-to-year comparison in the annual number of RCT accidents is provided here.

RCT ACCIDENTS PER YEAR MEETING THE DESCRIBED REPORTING THRESHOLD (10 YEAR HISTORY)										
YEAR	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
ACCIDENTS	1	1	1	1	1	0	1	0	5	4

Mission 4 - Provide reliable public transportation.

The objective under this mission is that the buses should never run ahead of schedule and should not run more than five minutes late more than five per cent of the time. Random checks of on-time performance are to be made by the General Manager or designee.

Mission 5 - Provide efficient public transportation.

One of the objectives of this mission is to maintain a minimum of one rider per vehicle mile on all fixed route service. Riders per mile data is presented in Table #1 of this report. This objective should be re-evaluated as it has become necessary for the transit system to extend some routes to serve areas that cause the mileage to increase and the riders per mile to fall below the targeted number. The current approach to “take the routes to the riders” within the financial ability of the system, is showing positive results. The prior approach of scaling back the routes in order to maintain the minimum of one rider per vehicle mile has an adverse effect on overall use of the transit system.

Mission 6 - Provide public transportation to meet the travel needs of all segments of the population in urban areas.

One of the objectives of this mission specifically defines the transportation disadvantaged segments of the population as being in areas of high population density, high concentration of senior citizens, low auto ownership, and low family income. Census data shows that the transit system is serving areas that are identified as having a high percentage of persons with low to moderate income. This is illustrated in Map #2, on the following page.

Mission 7 - Promote the Richland County Transit system.

All transit route maps and timetables are available at the Richland County Transit website, www.rctbuses.com. The fare schedule, along with rider policies, and contact information are also available. A section on the website about how to learn to use the fixed route system, and explaining the availability of in-person travel assistance was recently added.

A meeting announcement for each monthly meeting of the transit board is provided to the media. There is typically television, radio, newspaper, and/or internet based coverage of the meetings and any news releases that are distributed.

Richland County Transit

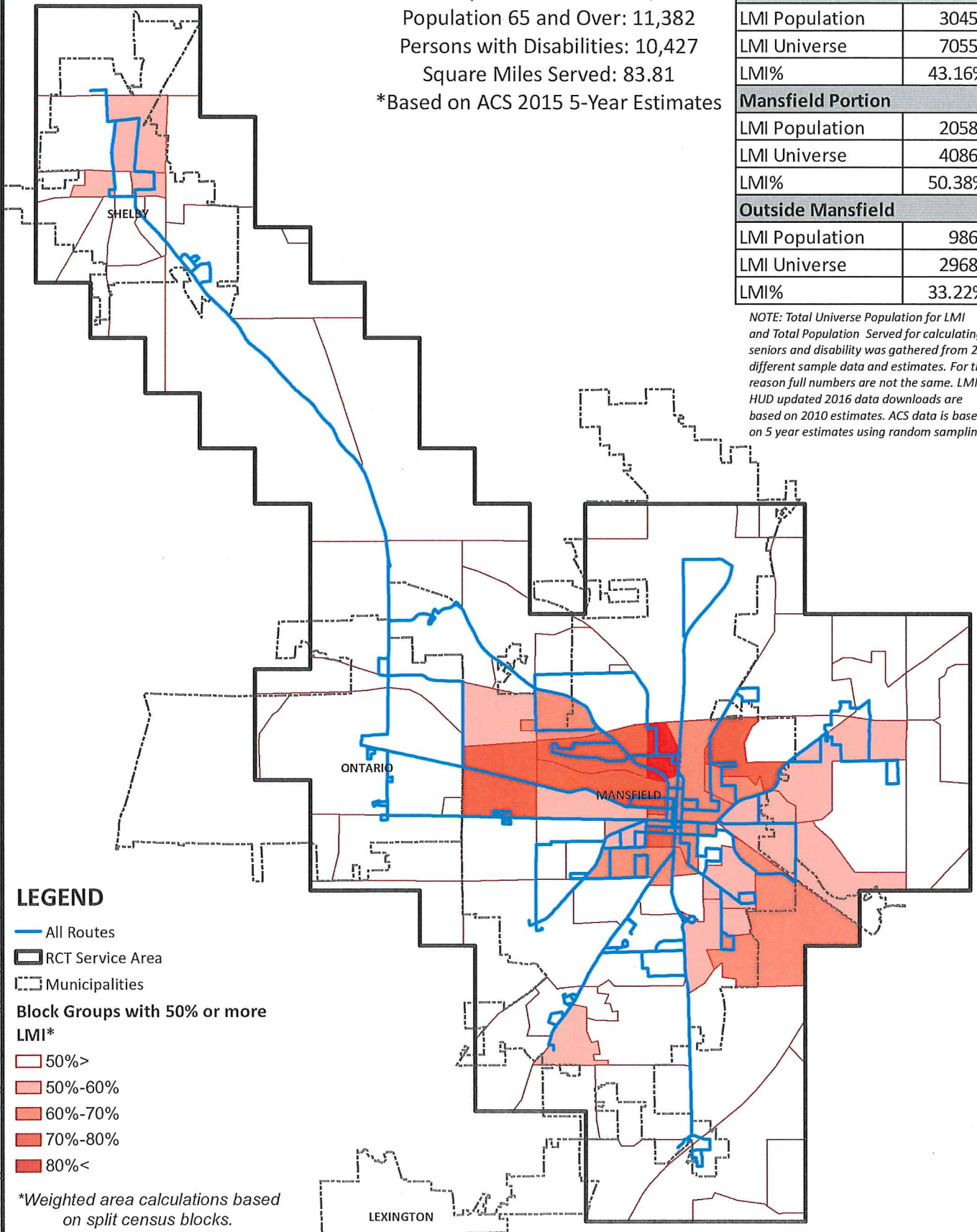
MAP 2: LMI BY CENSUS BLOCKS



Total Population Served: 61,195*
 Population 65 and Over: 11,382
 Persons with Disabilities: 10,427
 Square Miles Served: 83.81
 *Based on ACS 2015 5-Year Estimates

RCT Service Area	
LMI Population	30451
LMI Universe	70556
LMI%	43.16%
Mansfield Portion	
LMI Population	20587
LMI Universe	40867
LMI%	50.38%
Outside Mansfield	
LMI Population	9864
LMI Universe	29689
LMI%	33.22%

NOTE: Total Universe Population for LMI and Total Population Served for calculating seniors and disability was gathered from 2 different sample data and estimates. For this reason full numbers are not the same. LMI HUD updated 2016 data downloads are based on 2010 estimates. ACS data is based on 5 year estimates using random sampling.



*Weighted area calculations based on split census blocks.

Data Source: <https://www.hudexchange.info/programs/acs-low-mod-summary-data/acs-low-mod-summary-data-block-groups-places/>

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The transit system is actively involved in the transportation coordination project in Richland County. This involvement promotes the exchange of information regarding the transportation needs of the community, and provides human service agency staff with information regarding available transit services.

The RCT General Manager completes community outreach activities. A report on transit activities is provided at each meeting of the Metropolitan Planning Organization, the Richland County Regional Planning Commission, which is typically attended by a wide variety of persons involved in decision making within the community, from both the public and private sector.

Richland County Transit uses social media, via a Facebook page, to disseminate information. The use of full color timetables, and having the transit system phone number and website address prominently displayed on the vehicles, are additional outreach efforts.

Mission 8 - Maintain a public transportation system that is consistent with, and supportive of, planning and development efforts of other segments of the community.

Because of the transit system's unique partnership with the Richland County Regional Planning Commission, and through the above mentioned transportation coordination project, this mission is continuously maintained.

C. Transit Data Collection

1. Ridership Data - RCT ridership data for the calendar year 2016 is presented in the tables that are described below, and included in this report.

Table 1 - Transit Ridership Data Summary - This table shows total riders, riders per mile, and riders per run for each route of the fixed route system. It also shows ridership data for the demand response services including Shelby Taxi, ADA para-transit (Dial-A-Ride), and the senior citizens' shopping service (RCT Plus).

Table 2 - Annual Transit Ridership for Fixed Route Service - This table presents a detailed analysis of the RCT fixed route ridership by year, and separated by rider group.

Table 3 - RCT Para-transit Service - This table shows historical data regarding the service that is provided to meet the requirements of the American with Disabilities Act of 1990.

2. Transit Operating Data - Data on the number of vehicle revenue miles and revenue hours of service for each transit service is illustrated in Tables 4 and 5 of this report.

3. Financial Data - Estimated five year financial projections are included in the Five Year Program in Table 7.

TABLE 1 RIDERSHIP FOR ALL SERVICES

January - December 2016

2015

258 Days of Service

258 Days of Service

Prior year comparisons

FIXED ROUTES	Riders	riders/trip	riders/mile	Riders	+/-	riders/trip	+/-	riders/mile	+/-
Park Ave W. (#1)	50,953	18.05	1.42	55,657	-4,704	19.72	-1.67	1.60	-0.18
Lexington Ave (#2)	29,215	10.34	1.48	31,270	-2,055	11.07	-0.73	1.63	-0.15
South Main (#3)	6,443	4.19	0.34	8,169	-1,726	5.31	-1.12	0.43	-0.09
Southside (#4)	14,948	5.29	0.81	18,554	-3,606	6.57	-1.28	1.01	-0.20
Springmill (#5)	12,605	4.47	0.77	18,931	-6,326	6.71	-2.24	1.15	-0.38
Bowman St (#6)	8,907	4.10	0.47	10,935	-2,028	5.34	-1.24	0.64	-0.16
Wayne St. (#7)	6,373	2.93	0.42	5,084	1,289	2.48	0.45	0.36	0.05
Glessner Ave (#8)	19,412	6.87	1.16	21,576	-2,164	7.63	-0.77	1.29	-0.14
West Fourth (#9)	32,946	11.67	0.74	37,750	-4,804	13.37	-1.70	0.85	-0.11
East Mansfield (#10)	6,166	3.14	0.41	7,654	-1,488	3.74	-0.60	0.55	-0.15
Marion (#11)	7,177	4.67	0.70	6,966	211	5.43	-0.75	0.81	-0.11
W. Cook (#12)	23,797	9.12	1.12	26,257	-2,460	10.22	-1.11	1.25	-0.13
Shelby (#13)	6,970	6.81	0.22	8,286	-1,316	8.10	-1.29	0.26	-0.04
Campus Exp (#14)	0			22	-22	0.54	-0.54	0.04	-0.04
Alport (#15)	2,329	4.51	0.54	1,692	637	3.28	1.23	0.40	0.15
TOTAL	228,241	7.49	0.80	258,803	-30,562	8.55	-1.06	0.91	-0.11
Riders per day	885			1,003					

DEMAND RESPONSE	Riders	Rev.Miles	Rev.Hours	Prior year comparison	Riders	+/-
Dial-A-Ride	15,198	81,082	8,407	15,663	-465	
RCT Plus	2,534	6,590	837	2,706	-172	
TOTAL	17,732	87,672	9,244	18,369	-637	
Shelby Taxi	6,282	16,174	1,909	6,609	-327	

TABLE 2 - RCT ANNUAL TRANSIT RIDERSHIP FOR FIXED ROUTE SERVICE - BY RIDER GROUP

Year	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Ridership										
Adults	103,263	90,587	94,972	100,041	98,870	105,609	114,595	114,285	112,895	111,468
Sen. Cit./Disabled	125,737	129,238	139,048	135,664	129,225	121,009	128,035	131,316	137,019	137,494
Students	25,535	20,861	21,806	24,705	24,485	25,311	26,561	23,206	29,765	31,743
Under 6	4,872	5,744	6,891	5,926	6,372	7,705	6,906	7,539	8,267	6,877
Transfers	67,196	58,881	58,266	58,720	59,490	57,145	62,100	64,905	63,176	64,961
TOTAL	326,603	305,311	320,983	325,056	318,442	316,779	338,197	341,251	351,122	352,543
Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Ridership										
Adults	113,877	107,108	94,461	87,927	85,837	79,082	75,107	83,231	94,410	79,238
Sen. Cit./Disabled	128,260	136,172	134,565	127,077	111,681	122,466	121,212	119,225	114,841	114,955
Students	28,506	28,670	33,326	31,306	28,920	26,783	27,626	26,844	25,768	22,880
Under 6	4,992	5,565	5,160	5,367	4,467	4,293	4,185	3,501	5,209	4,976
Transfers	70,240	79,166	67,294	59,915	49,981	53,130	53,836	60,528	57,038	41,241
TOTAL	345,875	356,681	334,806	311,592	280,886	285,754	281,966	293,329	297,266	263,290
Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Ridership										
Adults	75,028	90,436	108,943	101,045	79,797	84,408	59,931			
Sen. Cit./Disabled	108,074	106,655	113,852	137,746	142,714	139,217	134,708			
Students	25,843	30,694	31,848	37,035	34,699	30,197	26,784			
Under 6	3,365	3,915	4,016	5,034	4,667	5,149	6,818			
Transfers	27,434	18,212	n/a*							
TOTAL	239,744	249,912	258,659	280,860	261,877	258,971	228,241	0	0	0

*Transfers are no longer tracked as it has been deemed more useful to collect the demographic information for each trip.

TABLE 3 RCT PARA-TRANSIT SERVICE

YEAR	Trips for persons using wheelchairs	Ambulatory riders	Total weekday	Evening and weekends	Total Riders
1990	2,916	8,365	11,281	5,586	16,867
1991	2,430	9,819	12,249	5,054	17,303
1992	2,982	13,341	16,323	3,317	19,640
1993	3,035	14,812	17,847	431	18,278
1994	3,877	15,115	18,992	776	19,768
1995	2,883	14,144	17,027	981	18,008
1996	2,613	10,984	13,597	749	14,346
1997	2,899	14,434	17,333	300	17,633
1998	2,492	13,631	2,492	192	16,315
1999	2,157	18,774	20,931	202	21,133
2000	2,658	21,529	24,187	390	24,577
2001	2,271	18,367	20,638	300	20,938
2002	3,704	17,411	21,115	350	21,465
2003	1,782	16,860	18,642	0	18,642
2004	not available		18,002	0	18,002
2005	1,315	17,494	18,809	0	18,809
2006	1,392	15,515	16,907	0	16,907
2007	1,536	12,954	14,490	0	14,490
2008	1,640	16,329	17,969	0	17,969
2009	1,815	13,827	15,642	0	15,642
2010	2,201	16,439	18,640	0	18,640
2011	1,931	17,790	19,721	0	19,721
2012	1,915	18,334	20,249	0	20,249
2013	1,877	17,130	19,007	0	19,007
2014	2,115	16,063	18,178	0	18,178
2015	1,654	16,724	18,378	0	18,378

2016 Breakdown by month

January	1,437	
February	1,611	
March	1,739	
April	1,718	
May	1,672	
June	1,536	
July	1,385	
August	1,634	
September	1,530	
October	1,411	
November	1,238	
December	1,128	Avg /day
Total	18,039	71

With implementation of new scheduling software, riders using wheelchairs are no longer tracked separately. There was a significant reduction of trips sponsored by the Area Agency on Aging in the 4th quarter of 2016.

TABLE 4 2016 VEHICLE MILES OF REVENUE SERVICE

Month	Regular Fixed Route	Dial-A-Ride	Shelby Taxi	RCT PLUS	Total Rev Miles	Demand Response Miles
Jan	21,948	8756	1,161	361	32,226	10,278
Feb	23,048	9809	1,285	395	34,537	11,489
March	25,235	9839	1,475	539	37,088	11,853
April	23,055	7583	1,313	1192	33,143	10,088
May	23,076	8417	1,253	1298	34,044	10,968
June	24,426	5105	1,371	495	31,397	6,971
July	22,400	4774	1,252	485	28,911	6,511
Aug	25,436	5703	1,545	583	33,267	7,831
Sep	23,047	5691	1,207	422	30,367	7,320
Oct	23,043	5646	1,456	93	30,238	7,195
Nov	25,910	5193	1,376	220	32,699	6,789
Dec	27,872	4566	1,480	507	34,425	6,553
TOTALS	288,496	81,082	16,174	6,590	392,342	103,846

TABLE 5 2016 VEHICLE HOURS OF REVENUE SERVICE

Month	Regular Fixed Route	Dial-A-Ride	Shelby Taxi	RCT PLUS	TOTAL Rev hours	DR Rev Hours
Jan	1,523	563	150	72	2,308	785
Feb	1,598	770	158	73	2,599	1,001
March	1,751	845	173	92	2,861	1,110
April	1,598	734	158	73	2,563	965
May	1,600	747	158	76	2,581	981
June	1,689	826	165	81	2,761	1,072
July	1,546	623	150	69	2,388	842
Aug	1,760	758	173	92	2,783	1,023
Sep	1,599	688	158	86	2,531	932
Oct	1,598	608	158	76	2,440	842
Nov	1,735	599	150	23	2,507	772
Dec	1,859	646	158	24	2,687	828
TOTALS	19,856	8,407	1,909	837	31,009	11,153

The annual financial statement is available as a separate document upon request. The transit system is also required to have a single audit of all Federal programs on an annual basis.

Data that is provided in this report is also provided to the various entities that provide funding for the transit system, including the Ohio Department of Transportation, the Federal Transit Administration, and local funding sources, to fulfill grant reporting requirements or upon request.

D. Transportation for the Elderly, Persons with Disabilities, and Persons that are Otherwise Disadvantaged

PUBLIC TRANSIT SYSTEM:

In accordance with regulations that have been set forth by the United States Department of Transportation to implement the provisions of the Americans with Disabilities Act of 1990 (ADA), the Richland County Transit system provides door-to-door para-transit service to persons that are unable to use the fixed route system. This service is available within the transit service area (see Map #1) Monday through Friday, from 6:30am to 6:30pm. A certification form must be completed to determine eligibility for using the door-to-door service. The last two pages of the form must be completed and signed by a health care professional. After submission of the form, persons will be notified regarding their eligibility within twenty-one (21) days. During this waiting period, persons may use the door-to-door service. Persons who are denied para-transit service eligibility, may appeal this decision to the Richland County Transit Board.

To schedule a ride on the door-to-door service, it is necessary to call the bus garage prior to 12:00pm on the business day before the day that the ride is desired. There are no restrictions on trip purpose for use of this service. Historical data for this service is provided in Table 3.

In addition, the entire fixed route fleet is also wheelchair accessible, and all drivers are trained to assist persons with disabilities in use of the transit system.

AGENCY TRANSPORTATION ADVISORY COMMITTEE (ATAC):

The Agency Transportation Advisory Committee (ATAC), a committee of the Richland County Regional Planning Commission (RCRPC), monitors transportation services that are available within the County for the elderly, persons with disabilities, or persons that are otherwise disadvantaged. The committee provides input regarding the availability and effectiveness of these services within the community, and regarding the need for additional transportation services. ATAC also periodically reviews the locally developed Coordinated Public Transit-Human Service Transportation Plan, which is required by select federal transit programs.

ATAC is made up of representatives of government entities, private and public social service agencies that are currently providing some form of transportation to disabled, elderly, or otherwise disadvantaged individuals, and public and private transportation providers. The goal of the committee is to coordinate existing routes and vehicles to bring efficiency to the transportation that is being provided in Richland County. The RCRPC provides transportation broker service to coordinate the scheduling of trips and facilitate the exchange of fares between requesting and providing entities. An administrative fee is charged for the broker services. A listing of known transportation resources in Richland County is also maintained and is available at www.rcrpc.org or by request from Regional Planning.

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (FTA SECTION 5310).

In Ohio these funds are used, among other things, for the Specialized Transportation Program. This program assists private non-profit agencies, or public agencies that are the lead agency in a coordination project or operate in an area where other transportation resources are not available, in procuring vehicles to transport elderly and disabled persons where existing service is unavailable or inappropriate. General public transportation may also be provided with these vehicles on a limited basis, as long as the provision of rides to the general public does not reduce the agency's ability to provide for persons who are elderly or disabled.

In rural and small urban areas, including Richland County, these funds are distributed by the Ohio Department of Transportation (ODOT). The RCRPC Public Transportation Planner assists local agencies with the submission of grants. Funding through this program is used by the RCRPC to support the operation of the transportation broker services that were mentioned in the previous section. Additional information about this Statewide program is available from the ODOT Office of Transit website.

Additional planning for this program is included in Richland County's locally developed Coordinated Public Transit-Human Services Transportation Plan, as required under the current Federal transportation bill. This plan is summarized in the next section.

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

In October of 2007, a locally developed, Coordinated Public Transit-Human Service Transportation Plan was adopted by the RCRPC. The plan includes a comprehensive inventory of available local transportation services, a review of area demographics that indicate typical trip generators, and a listing of desired future improvements to the area's transportation network. The list of potential priority projects from the initial plan was reviewed by a group of local stakeholders in September of 2010. The review indicated that some items have been completed. Project ranking #3, transit service to Shelby has been established. The RCRPC continues to annually recommend projects for the Section 5310 program (project ranking 10), the Richland

County Transit Board has procured additional low floor transit vehicles (project ranking 17), there is shared service between agencies to better serve rural customers in outlying areas (project ranking 8), and transit service is being provided to the Interstate 71 / Route 13 interchange and the industrial park in the area of the Mansfield Lahm airport (both project ranking 5).

The Coordinated Plan was revised in the fall of 2012, with input from representatives of many of the agencies that participated in the development of the original plan. Another update of the plan is in development in 2017. The current plan is available at the Regional Planning Commission website, www.rcrpc.org, or by requesting a copy.

E. Five Year Program

CAPITAL PROGRAM (2017-2021)

The following vehicles are needed to maintain the service that is currently provided by Richland County Transit. These vehicles are listed in terms of their use during the AM & PM peak service hours, since that is the time of greatest vehicle demand. This also takes into consideration the frequent requests by groups of riders (many of which are school-age) that desire to travel within the transit service area, and the volume of riders at one time overburdens the assigned fixed route vehicles, creating the need for a second “overflow” vehicle on a route.

Regular fixed routes - 8 buses

Fixed route overflow - 2 buses

Para-transit service - 6 buses

Spares – 4 buses

TOTAL 20 vehicles needed to maintain the current service.

A list of the RCT bus and support vehicle fleet appears in Table 6 of this report. Should the service improvements that are mentioned earlier in this report be implemented, the number of vehicles needed in peak service may increase accordingly.

The five year capital program includes projects to replace RCT vehicles and equipment as needed. Five (5) low-floor less than thirty foot buses were purchased in 2016 and delivered early in 2017, and two (2) vehicles were sold. The small size and configuration of the new vehicles allows them to be used in both fixed route and demand response service.

Over the last six months, surveillance systems have been installed on the entire transit fleet, and surveillance and access control systems are being installed at the bus garage and the transit center. These projects were delayed somewhat from the initial estimate of completion in 2016.

TABLE 6 RICHLAND COUNTY TRANSIT BOARD - VEHICLE ROSTER

VEHICLE	YEAR	MAKE	Mileage on May 31, 2017	MODEL	# PASSENGERS
REVENUE VEHICLES					
BUS 6	2005	GILLIG	361,933	29FT LOW FLOOR	23 INCLUDES 2 WC
BUS 18	2007	GILLIG	303,746	29 FT LOW FLOOR	28 INCLUDES 2 WC
BUS 19	2007	GILLIG	294,904	29 FT LOW FLOOR	28 INCLUDES 2 WC
BUS 20	2010	GILLIG	220,984	29 FT LOW FLOOR	28 INCLUDES 2 WC
BUS 21	2010	GILLIG	264,133	29 FT LOW FLOOR	28 INCLUDES 2 WC
BUS 22	2010	GILLIG	256,514	29 FT LOW FLOOR	28 INCLUDES 2 WC
BUS 23	2010	GILLIG	229,055	29 FT LOW FLOOR	28 INCLUDES 2 WC
BUS 200	2005	FORD	154,625	E450 PHOENIX	13 INCLUDES 2 WC
BUS 204	2011	FORD	96,915	E450 SUPERDUTY	18 INCLUDES 2 WC
BUS 213	2011	FORD	127,846	E450 PHOENIX	20 INCLUDES 2 WC
BUS 214	2011	FORD	144,324	E450 PHOENIX	20 INCLUDES 2 WC
BUS 215	2011	FORD	140,335	E450 PHOENIX	13 INCLUDES 2 WC
BUS 217	2016	FORD	42,911	E450 ELDORADO NATL	18 INCLUDES 2 WC
BUS 218	2016	FORD	38,162	E450 ELDORADO NATL	18 INCLUDES 2 WC
BUS 219	2016	FORD	37,623	E450 ELDORADO NATL	18 INCLUDES 2 WC
BUS 220	2017	FORD	1,348	E4FF CHAMPION	18 INCLUDES 2 WC
BUS 221	2017	FORD	1,352	E4FF CHAMPION	18 INCLUDES 2 WC
BUS 222	2017	FORD	1,798	E4FF CHAMPION	18 INCLUDES 2 WC
BUS 223	2017	FORD	2,152	E4FF CHAMPION	18 INCLUDES 2 WC
BUS 224	2017	FORD	1,154	E4FF CHAMPION	18 INCLUDES 2 WC
VEHICLE #	Service Vehicles				
4	1989	CHEVROLET	40,660	3500	3
1	2016	DODGE	7,957	CARAVAN	6

Richland County Regional Planning Commission
Transit Development Program
June 2017

The RCTB has been approved for the use of Ohio Transportation Development Credits to assist with the purchase of one (1) thirty foot transit coach to replace the oldest of this size vehicle in the fleet. There remains a need for at least three of these larger coaches to be available for continuous service on the three most heavily used routes, namely the #1 Park Avenue West, the #2 Lexington Ave., and the #9 West Fourth Street. This purchase should be completed in 2018.

In an effort to make the system more “user friendly” there has been renewed interest in the placement of new bus shelters at various locations throughout the transit service area. Unused federal funds from prior years have been identified as available for this purpose, and discussions have taken place with potential partner entities that will provide the required local match.

Two (2) support vehicles have been approved for purchase in 2017, to replace aged vehicles. Thanks to receiving additional federal funds through ODOT for preventive maintenance needs in 2015, 2016, and 2017, the fleet and facilities maintenance needs are being addressed.

The transit vehicle replacement needs will continue to be monitored by both the transit management team and the RPC staff.

The RCRPC Technical Director has been authorized to amend the TIP to accommodate expedient procurement of any projects, if needed to meet Federal grant making requirements, should the time constraints not allow for full RCRPC approval.

FIVE YEAR BUDGET (2017-2021)

The forecasted RCT budget for the next five years is included in Table 7 of this report. This five year budget includes operating, maintenance, and planning expenses and revenue. The ongoing need for local government contributions to maintain the public transportation system is illustrated in this budget.

The sustained lower fuel costs have helped the RCTB to maintain the current levels of service without an increase in local matching funds.

Increased partnerships with local human service agencies has resulted in increased local matching funds from that source.

TABLE 7 - RICHLAND COUNTY TRANSIT FIVE YEAR BUDGET ESTIMATES

	2017*	2018	2019	2020	2021	2022
EXPENSES						
Operating (appr. 3% annual incr)	\$ 1,121,145	\$ 1,154,779	\$ 1,189,423	\$ 1,225,105	\$ 1,261,859	\$ 1,299,714
Planning (Operator & RPC)	\$ 185,530	\$ 185,000	\$ 185,000	\$ 185,000	\$ 187,000	\$ 190,000
Capital - Prev. Maint.	\$ 470,870	\$ 450,000	\$ 450,000	\$ 460,000	\$ 460,000	\$ 470,000
ADA Paratransit	\$ 170,500	\$ 180,000	\$ 180,000	\$ 185,000	\$ 185,000	\$ 185,000
OPERATIONS SUBTOTAL	\$ 1,948,045	\$ 1,969,779	\$ 2,004,423	\$ 2,055,105	\$ 2,093,859	\$ 2,144,714
Support Vehicle	\$ 40,000					
Vehicle Replacement & rel. equip.	\$ 596,430	\$ 450,000				
Security Improvements	\$ 75,000					
	\$ -					
TOTAL EXPENSES	\$ 2,659,475	\$ 2,419,779	\$ 2,004,423	\$ 2,055,105	\$ 2,093,859	\$ 2,144,714
REVENUES						
FEDERAL FORMULA ALLOCATION (FTA SECTION 5307)						
Operating (50% of net)	\$ 478,173	\$ 489,890	\$ 507,211	\$ 522,553	\$ 540,929	\$ 559,857
Planning (80%)	\$ 148,424	\$ 148,000	\$ 148,000	\$ 148,000	\$ 149,600	\$ 152,000
Cap. Prev. Maint. (100% & 80%)	\$ 456,696	\$ 360,000	\$ 360,000	\$ 368,000	\$ 368,000	\$ 376,000
ADA Paratransit (80%)	\$ 136,400	\$ 144,000	\$ 144,000	\$ 148,000	\$ 148,000	\$ 148,000
SUBTOTAL**	\$ 1,219,693	\$ 1,141,890	\$ 1,159,211	\$ 1,186,553	\$ 1,206,529	\$ 1,235,857
Support Vehicle (80%)	\$ 32,000					
Vehicle Replace (100% FTA 5339)	\$ 596,430	\$ 450,000	\$ -	\$ -	\$ -	\$ -
Security Improve. (100% FTA 5339)	\$ 75,000					
	\$ -					
TOTAL FEDERAL	\$ 1,923,123	\$ 1,591,890	\$ 1,159,211	\$ 1,186,553	\$ 1,206,529	\$ 1,235,857
STATE FORMULA ALLOCATION						
Operating	\$ 87,000	\$ 90,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 95,000
Elderly and Disabled	\$ 132,000	\$ 130,000	\$ 132,000	\$ 132,000	\$ 135,000	\$ 135,000
TOTAL STATE	\$ 219,000	\$ 220,000	\$ 227,000	\$ 227,000	\$ 230,000	\$ 230,000
LOCAL GOVT & AGENCIES						
Mansfield (CDBG)	\$ 68,000	\$ 70,000	\$ 70,000	\$ 80,000	\$ 80,000	\$ 80,000
Richland County (GF and CDBG)	\$ 45,850	\$ 66,000	\$ 70,000	\$ 80,000	\$ 80,000	\$ 80,000
Ontario (or private partnership)	\$ -	\$ 10,000	\$ 20,000	\$ 20,000	\$ 30,000	\$ 30,000
Shelby (Taxi & Transit)	\$ 21,150	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000
NCSC, OSU, Pioneer, MenHlth	\$ 53,125	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000
OTHER LOCAL						
Contract Transit Services	\$ 131,700	\$ 150,000	\$ 150,000	\$ 155,000	\$ 155,000	\$ 155,000
Fares (including Shelby taxi)	\$ 152,800	\$ 160,000	\$ 160,000	\$ 165,000	\$ 165,000	\$ 165,000
Fuel Tax Rebate	\$ 21,000	\$ 22,000	\$ 22,000	\$ 22,000	\$ 22,000	\$ 22,000
Agency Fare Assist.	\$ 12,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000
Advertising, misc.	\$ 7,800	\$ 17,000	\$ 17,000	\$ 20,000	\$ 20,000	\$ 20,000
TOTAL LOCAL	\$ 513,425	\$ 590,000	\$ 604,000	\$ 637,000	\$ 647,000	\$ 647,000
TOTAL REVENUE	\$ 2,655,548	\$ 2,401,890	\$ 1,990,211	\$ 2,050,553	\$ 2,083,529	\$ 2,112,857
Local funds available	\$ (3,928)	\$ (17,890)	\$ (14,211)	\$ (4,553)	\$ (10,329)	\$ (31,857)

Please see the related notes on the following page.

NOTES RELATED TO THE FIVE YEAR BUDGET ESTIMATES:

The 2017 operations expense and revenue projections reflect actual revenue and expenses for the first 6 months of 2017, pro-rated out to include the entire year.

The 2017 preventive maintenance federal share includes 100% participation for a large portion of the expenses. In the following years the federal share of preventive maintenance expenses is shown at 80%, as it is not known at this time of the 100% participation grant through ODOT will be available in future years.

The 2017 security project includes on-vehicle cameras and building security upgrades at 100% federal funds through a grant that was approved by ODOT.

The vehicle replacement includes five (5) less than 30 foot buses that were purchased in 2017 using 100% federal funds from an ODOT grant program. The 2018 vehicle replacement is also at 100% federal funds using RCTB's annual apportionment funds and Ohio Transportation Development Credits.

Due to a modest service increase that became effective in November of 2016, a shortfall of local funds in 2017 is expected and the 2017 budget includes the use of prior year carry-over. It is expected that this can also be sustained at least through 2018.

With the vehicle replacement that took place in 2015 and 2017, and scheduled in 2018; along with some major building repairs that are expected to take place in 2017, the preventive maintenance expenses are not expected to increase in the next two years.

The federal funds shown are in excess of the current annual apportionment for the Mansfield Urbanized area. The RCTB has some federal funds available from prior fiscal years, however, when those funds are exhausted, if there is not an increase in the federal apportionment it will be necessary to replace these funds with local or state funds. In 2017 the additional federal funds needed were received from a grant through ODOT.