BOARD MEETING

Agenda
119 Henderson Ct., Delaware, Ohio 43015
April 15, 2026
5:30 PM

Virtual Meeting available at: *https://www.gotomeet.me/DCTConferenceRoom with Access Code: 938-603-205*
Or by phone at: 1 (646) 749-3122 with Access Code: 938-603-205

1) **Pledge**

2) **Roll Call – 5:30 PM** (26-04-01)

3) **Consent Agenda** (26-04-02)
   a) Agenda for the April 15, 2026;
   b) Approval of the record of the March 18th, 2026 Board Meeting;

4) **Operations Committee Report:**
   a) Operations Committee Report (April 6, 2026);

5) **Financial Status:**
   a) Finance Committee Report (April 7, 2026);
   b) Financial Status as of March 31, 2026;

6) **New Business:**
   a) Delaware County Foundation Fund Application (26-04-03)
   b) Approval of the Equivalent Service Plan (26-04-04)

7) **Open Comment**

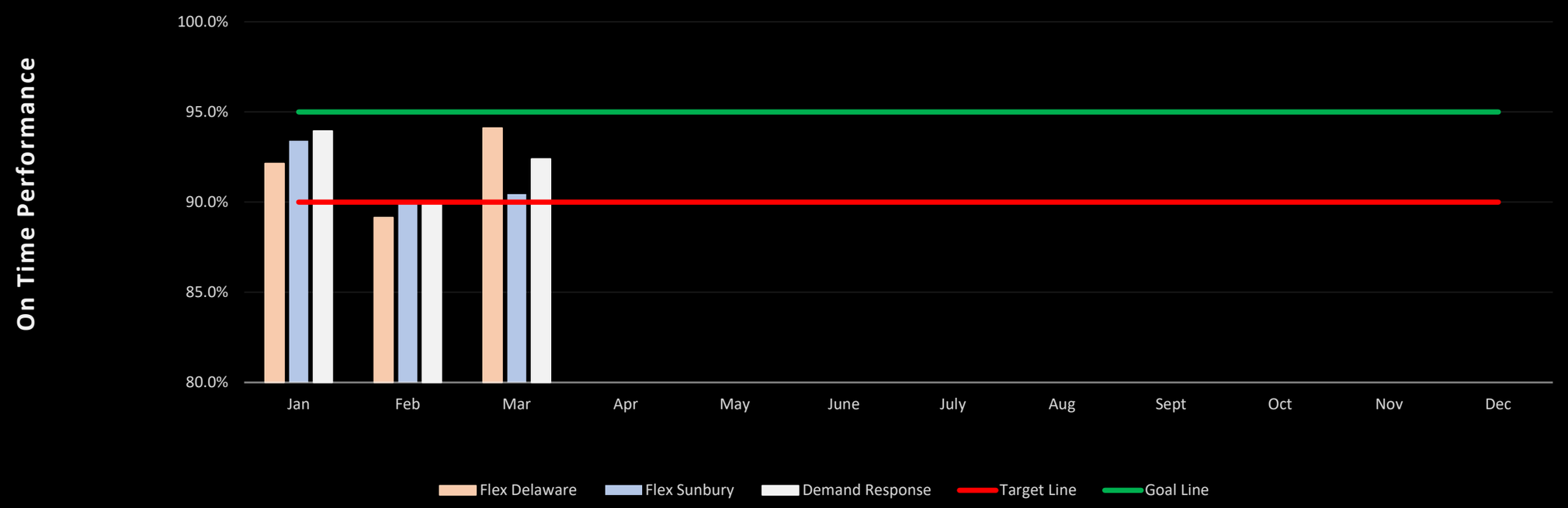
Adjourn – Next scheduled meeting on May 20th, 2026 @ 5:30 PM

2026 Projections & Ridership

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Operating Week Days	21	20	22	22	20	22	23	21	21	22	20	22	
Operating Saturdays	5	4	4	4	5	4	3	5	4	5	4	4	
Total Ridership													
2025 Ridership	15,238	15,765	16,610	17,583	17,178	17,170	16,636	16,720	16,847	19,043	15,318	16,370	200,478
Projected Ridership	*17,730*	*16,677*	*18,234*	*17,202*	*16,047*	*17,202*	*18,465*	*17,538*	*17,238*	*19,646*	*17,696*	*19,346*	*213,021*
2026 Ridership	15,138	16,769	18,152	0	0	0	0	0	0	0	0	0	50,059
Percent Change	-0.66%	6.37%	9.28%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-75.03%
Projected Service Hours & Operators Needed													
Service Hours Needed	5910	5559	6078	5734	5349	5734	6155	5846	5746	6549	5899	6449	71007
Available Operator Hours	5992	5793	6134	5935	5991	5935	5912	5959	5967	6000	6073	6009	71699
Difference	82.07	234.00	55.90	201.12	641.62	201.12	-243.38	112.62	221.12	-548.27	174.23	-439.77	
FTE Operators Needed	0.49	1.46	0.32	1.14	4.01	1.14	-1.32	0.67	1.32	-3.12	1.09	-2.50	
FLEX Delaware (Includes Saturday Service)													
2025 Total Ridership	12,948	13,221	14,311	14,656	14,386	13,297	13,970	13,804	14,041	15,320	12,677	13,843	166,474
2026 Ridership	12,816	14,066	15,022										41,904
Percent Change	-1.02%	6.39%	4.97%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-74.83%
Flex Delaware Saturday													
2025 Ridership	926	1,107	1,330	1,028	1,413	1,174	1,118	1,485	1,187	1,116	1,371	981	14,236
2026 Ridership	1,405	1,215	1,256										3,876
Percent Change	52%	10%	-6%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-73%
FLEX Sunbury													
2025 Ridership	84	115	105	53	84	78	61	54	62	97	90	107	990
2026 Ridership	123	127	144										394
Percent Change	46%	10%	37%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-100%	-60%
Demand Response													
2025 Ridership	2,164	2,050	2,194	2,652	2,317	2,394	2,605	2,505	2,635	3,234	2,464	2,378	29,592
2026 Ridership	2,199	2,409	2,747										7,355
Percent Change	1.62%	17.51%	25.21%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-75.15%
Special Trips													
2025 Special Trips	42	379	0	222	391	1,401	0	357	109	392	87	42	3,422
2026 Special Trips	0	167	239										406
Percent Change	-100.00%	-55.94%	100.00%	-100.00%	-100.00%	-100.00%	#DIV/0!	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-88.14%

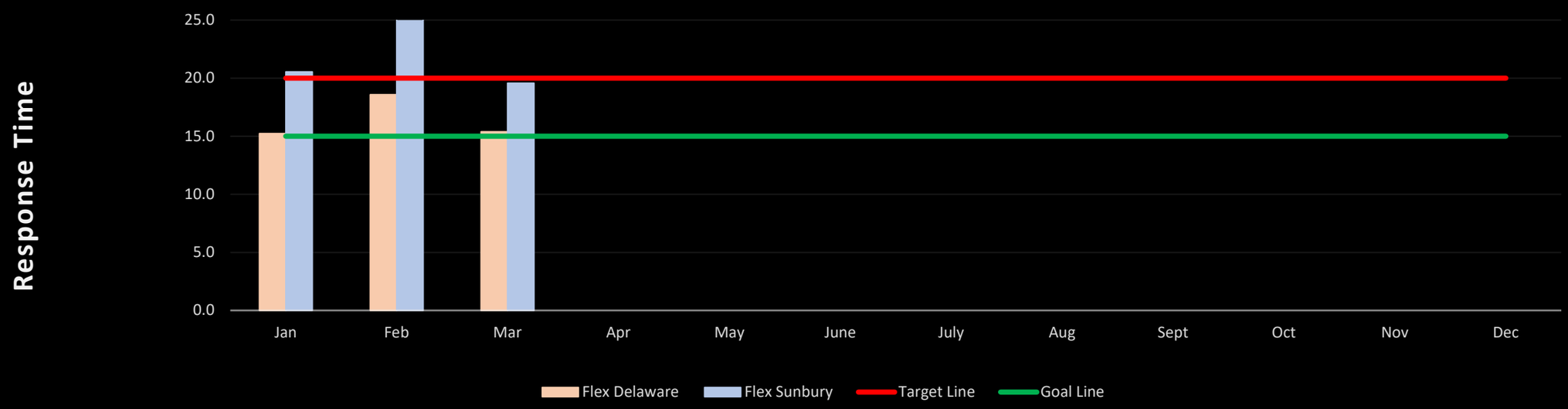
On Time Performance - Target 90% or Greater

Service	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	YTD
Flex Delaware	92.2%	89.2%	94.1%										91.8%
Flex Sunbury	93.4%	90.0%	90.5%										91.3%
Demand Response	94.0%	89.9%	92.4%										92.1%



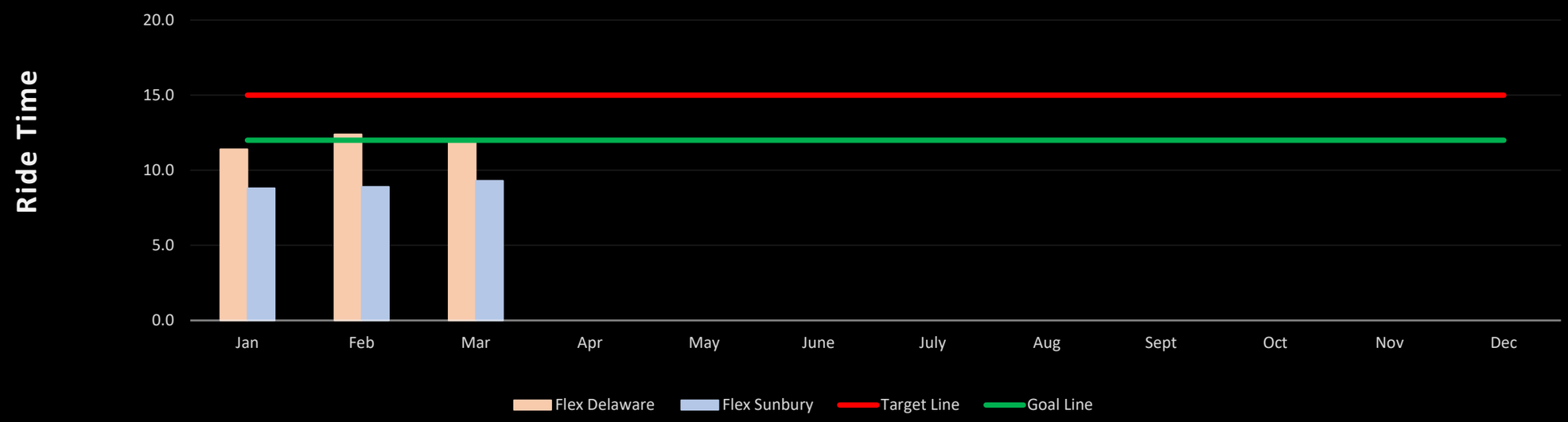
Response Time - Target 20 Minutes or Less

Service	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	YTD
Flex Delaware	15.2	18.6	15.4										16.4
Flex Sunbury	20.6	27.1	19.6										22.4



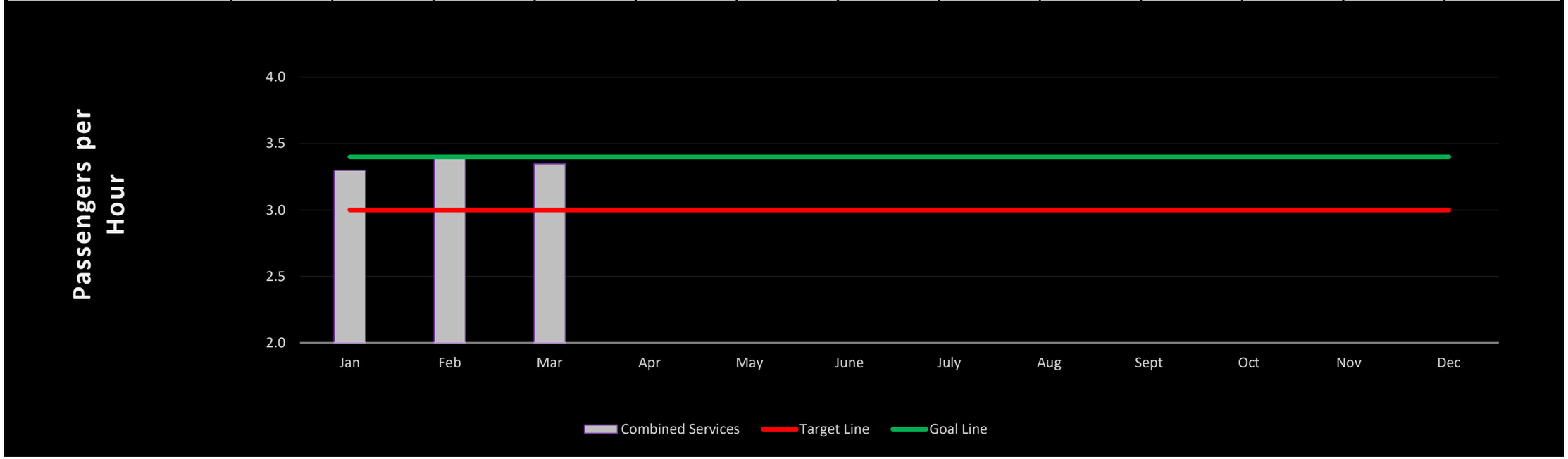
Ride Time - Target 15 Minutes or Less

Service	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	YTD
Flex Delaware	11.4	12.4	11.9										11.9
Flex Sunbury	8.8	8.9	9.3										9.0



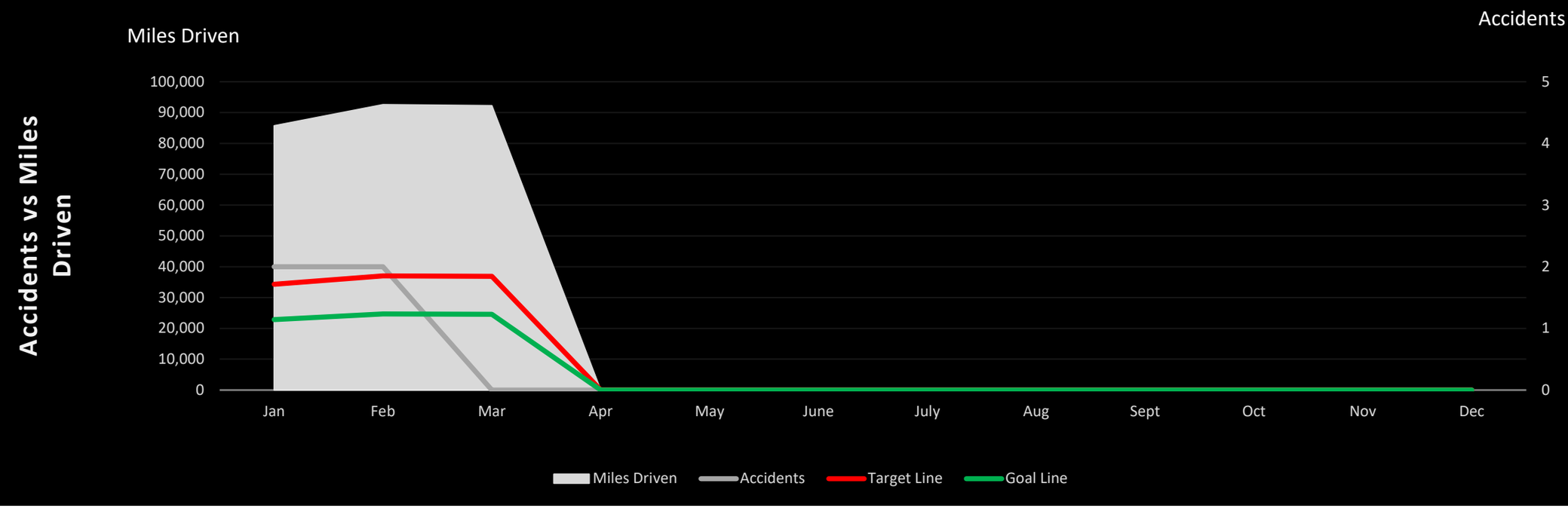
Passengers per Hour - Target 3.0 or More

Service	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	YTD
All Services	3.3	3.4	3.3										3.3

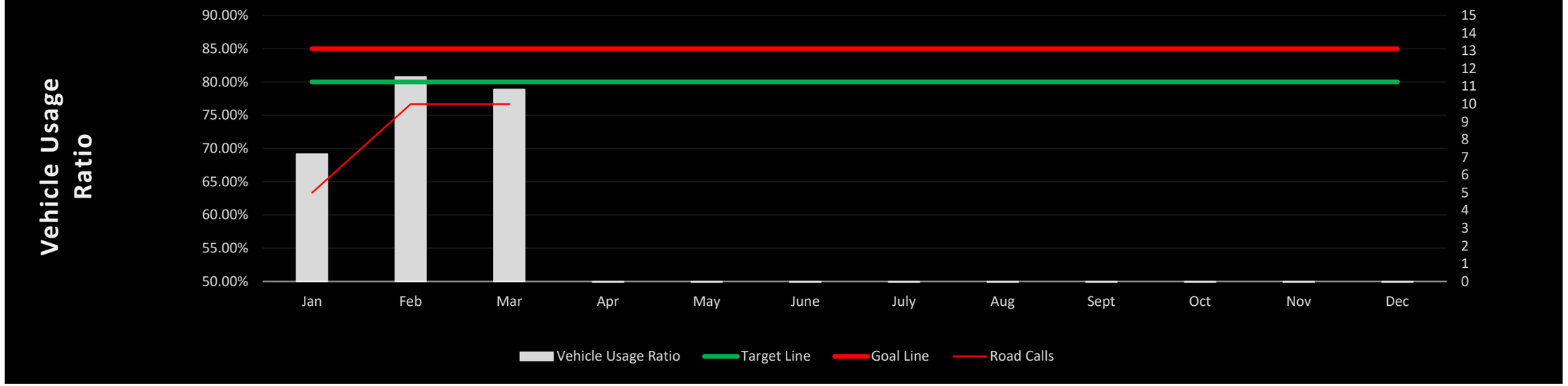


At Fault Accidents vs Miles Driven Ratio

Category	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	YTD
At Fault Accidents	2	2	0										4
Miles Driven	85,744	92,579	92,231										270,554
Target Ratio	1.71	1.85	1.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Goal Ratio	1.14	1.23	1.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		



Vehicle Usage & Reliability - Target 80% or Less													
Category	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**June**	**July**	**Aug**	**Sept**	**Oct**	**Nov**	**Dec**	**Average**
Vehicles	39	39	39										39.00
Out of Service Average	6.76	7.96	8.42										7.71
Peak Usage	20.22	23.54	22.36										22.04
Total Usage/Out	26.98	31.50	30.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.44
Average Usage Ratio	69.18%	80.77%	78.91%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	19.07%
Road Calls	5	10	10										8



Passenger Satisfaction - Rating of 4 or Higher

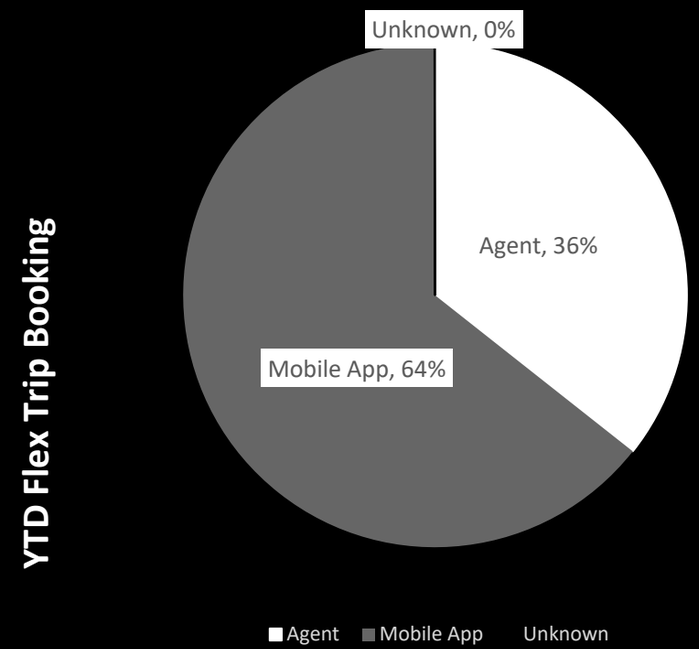
Category	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Average
App Rating	4.9	4.9	4.9										4.9
Complaints	1	3	3										2.3

App Rating Breakdown

Rating	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	YTD
5 Star	3821	4259	3845										11925
4 Star	28	34	18										80
3 Star	4	9	7										20
2 Star	1	7	1										9
1 Star	12	15	9										36
Total	3866	4324	3880	0	0	0	0	0	0	0	0		12070

Flex Trip Booking Method

Category	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	YTD
Agent	5,586	6,054	6,615										18,255
Mobile App	10,085	11,215	11,655										32,955
Unknown	17	2	2										21
Total	15,688	17,271	18,272	0	0	0	0	0	0	0	0		51,231
Rider App Installs	338	279	311										



DELAWARE COUNTY TRANSIT

FINANCE REPORT

March 2026

Table of Contents

Finance Package

1) **Financial Narrative** 1

2ú **Income Statement Reports**

- I·ȹ Profit and Loss 2
- ōȹ Monthly Budget vs. Actuals 3
- ŏȹ Income by Customer Summary 5
- řȹ Expenses by Vendor Summary 6

3ú **Balance Sheet Reports**

- I·ȹ Balance Sheet 7

4ú **Statement of Cash Flows**

- I·ȹ Statement of Cash Flows 8

FINANCE NARRATIVE
March 2026

March closed out the first quarter of 2026. Passenger revenue for the first quarter of the year are $318,775 which is 26.1% of our yearly budgeted passenger revenue putting Q1 1.1% above the budgeted amount for the quarter. With the insurance reimbursement for the totaled bus in January, our non-transportation revenue is well ahead of the budget amount for Q1 however our more typical non-transporation revenue from our investment interest is lower than budgeted because we have transferred funds from our STAR account to our regular checking account to cover expenses.

Grant revenue is drastically lower than it has been in the first quarter of previous years due to previous years drawing mostly from COVID era grants for first quarter. State and Federal Grants have typically been drawn from in Q2-Q4 which should remain consistent this fiscal year. We just no longer have the COVID grants to drawn down in Q1 while waiting for State and Federal grant cycles to begin.

For first quarter expenses, we ended the quarter with roughly $1.5 million in expenses. This is under the budgeted amount for Q1 by 2% however in areas of materials/supplies and utilities, we are over budget due to fuel and electricity cost. Right now this is being off-set by lower payroll, fringe, and miscellaneous expenses.

REVENUES

For March 2026, passenger fares continue to come in over budget. For the month, passenger fares were nearly 7% above the budgeted amount for March. We have seen a sizable increase in both passenger fares and organization paid fares compared to the same time last year. There was a small increase in our investment income from the previous month also.

EXPENSES

Overall March expenses came in under budget for the month. Payroll, fringe and miscellaneous expenses were all under budget, however those savings are off-setting our Supply/Material account and our Utility account. For March, our Material/Supply account was 36% above the budgeted amount for the month, mostly due to fuel expenses which was $10,000 more for the month over previous months this year. Our non-fuel utilities were also 15% above budget due to electricity and natural gas expenses. With the break in cold weather, these utility expenses should return to a more normal amount in April.

BALANCE SHEET

There is no significant changes in our balance sheet for the month

GRANTS

We continue to work towards both state and federal grant cycles. State grant funds for our UTP grant and OWMP grant are now available. We should receive more information regarding formula funding from the federal government and our split letter agreement with COTA in the next few months. We are also seeking opinions from the FTA on the scope of use for our 2023 Planning grant which currently has about $230,000 remaining.

Profit and Loss
DELAWARE COUNTY TRANSIT
March 2026

	Total
Income	
400 PASSENGER FARES	8,761.99
401 PASSENGER - PAID FARES	24,244.39
402 ORGANIZATION - PAID FARES	$75,956.00
Total for 400 PASSENGER FARES	**$36,196.54**
406 AUX TRANSIT REVENUES	325.00
407 NON-TRANSPORTATION REVENUES	$13,498.50
4600 Non-Added Revenues	$185.25
Total for Income	**$50,205.29**
Gross Profit	**$50,205.29**
Expenses	
501 LABOR	
501.01 Operator's Salaries and Wages	64,885.08
501.02 Other Salaries and Wages	60,342.42
Total for 501 LABOR	**$125,227.50**
502 FRINGE BENEFITS	$123,846.38
503 SERVICES	$28,361.17
504 MATERIALS AND SUPPLIES	$56,488.64
505 UTILITIES	$5,782.98
509 MISCELLANEOUS EXPENSE	$604.25
Total for Expenses	**$340,310.92**
Net Operating Income	**-$290,105.63**
Other Expenses	
63000 Depreciation Expense	$34,302.14
Total for Other Expenses	**$34,302.14**
Net Other Income	**-$34,302.14**
Net Income	**-$324,407.77**

Budget Versus Actuals for March 2026 and Year to Date

	Mar 2026				Total			
	Actual	Budget	over Budget	% of Budget	Actual	Budget	over Budget	% of Budget
Income								
400 PASSENGER FARES	8,761.99	101,954.58	-93,192.59	8.59%	25,155.37	1,223,455.00	-1,198,299.63	2.06%
401 PASSENGER - PAID FARES	24,244.39		24,244.39		69,532.83	0.00	69,532.83	
402 ORGANIZATION - PAID FARES			0.00		0.00	0.00	0.00	
402.01 GP Fare Subsidy	72,766.00		72,766.00		157,471.00	0.00	157,471.00	
402.05 Contract Client Transport	3,190.16		3,190.16		66,615.81	0.00	66,615.81	
Total 402 ORGANIZATION - PAID FARES	**$ 75,956.16**	**$ 0.00**	**$ 75,956.16**		**$ 224,086.81**	**$ 0.00**	**$ 224,086.81**	
Total 400 PASSENGER FARES	**$ 108,962.54**	**$ 101,954.58**	**$ 7,007.96**	**106.87%**	**$ 318,775.01**	**$ 1,223,455.00**	**-$ 904,679.99**	**26.06%**
406 AUX TRANSIT REVENUES	325.00		325.00		503.20	0.00	503.20	
407 NON-TRANSPORTATION REVENUES		24,565.83	-24,565.83	0.00%	0.00	294,790.00	-294,790.00	0.00%
Total 407 NON-TRANSPORTATION REVENUES	**$ 13,498.50**	**$ 24,565.83**	**-$ 11,067.33**	**54.95%**	**$ 216,875.22**	**$ 294,790.00**	**-$ 77,914.78**	**73.57%**
409 LOCAL CASH GRANTS		94,817.92	-94,817.92	0.00%	0.00	1,137,815.00	-1,137,815.00	0.00%
411 STATE CASH GRANTS		70,490.00	-70,490.00	0.00%	0.00	422,940.00	-422,940.00	0.00%
413 FEDERAL CASH GRANTS			0.00		0.00	0.00	0.00	
Total 413 FEDERAL CASH GRANTS	**$ 0.00**	**$ 120,000.00**	**-$ 120,000.00**	**0.00%**	**$ 0.00**	**$ 1,440,000.00**	**-$ 1,440,000.00**	**0.00%**
4600 Non-Added Revenues			0.00		0.00	0.00	0.00	
Total 4600 Non-Added Revenues	**$ 185.25**	**$ 833.33**	**-$ 648.08**	**22.23%**	**$ 185.25**	**$ 10,000.00**	**-$ 9,814.75**	**1.85%**
Total Income	**$ 122,971.29**	**$ 412,661.66**	**-$ 289,690.37**	**29.80%**	**$ 536,338.68**	**$ 4,529,000.00**	**-$ 3,992,661.32**	**11.84%**
Gross Profit	**$ 122,971.29**	**$ 412,661.66**	**-$ 289,690.37**	**29.80%**	**$ 536,338.68**	**$ 4,529,000.00**	**-$ 3,992,661.32**	**11.84%**
Expenses								
501 LABOR		284,483.50	-284,483.50	0.00%	0.00	3,413,802.00	-3,413,802.00	0.00%
501.01 Operator's Salaries and Wages	64,885.08		64,885.08		334,561.00	0.00	334,561.00	
501.02 Other Salaries and Wages	60,342.42		60,342.42		317,748.39	0.00	317,748.39	
Total 501 LABOR	**$ 125,227.50**	**$ 284,483.50**	**-$ 159,256.00**	**44.02%**	**$ 652,309.39**	**$ 3,413,802.00**	**-$ 2,761,492.61**	**19.11%**
502 FRINGE BENEFITS		163,439.83	-163,439.83	0.00%	0.00	1,961,278.00	-1,961,278.00	0.00%
Total 502 FRINGE BENEFITS	**$ 123,846.38**	**$ 163,439.83**	**-$ 39,593.45**	**75.77%**	**$ 439,333.39**	**$ 1,961,278.00**	**-$ 1,521,944.61**	**22.40%**
503 SERVICES		38,166.67	-38,166.67	0.00%	0.00	458,000.00	-458,000.00	0.00%
Total 503 SERVICES	**$ 28,361.17**	**$ 38,166.67**	**-$ 9,805.50**	**74.31%**	**$ 127,090.31**	**$ 458,000.00**	**-$ 330,909.69**	**27.75%**
504 MATERIALS AND SUPPLIES		41,666.67	-41,666.67	0.00%	0.00	500,000.00	-500,000.00	0.00%
Total 504 MATERIALS AND SUPPLIES	**$ 56,488.64**	**$ 41,666.67**	**$ 14,821.97**	**135.57%**	**$ 135,398.95**	**$ 500,000.00**	**-$ 364,601.05**	**27.08%**
505 UTILITIES		5,000.00	-5,000.00	0.00%	0.00	60,000.00	-60,000.00	0.00%
Total 505 UTILITIES	**$ 5,782.98**	**$ 5,000.00**	**$ 782.98**	**115.66%**	**$ 20,264.48**	**$ 60,000.00**	**-$ 39,735.52**	**33.77%**

506 CASUALTY AND LIABILITY COST		11,666.67	-11,666.67	0.00%	0.00	140,000.00	-140,000.00	0.00%		
509 MISCELLANEOUS EXPENSE		4,166.67	-4,166.67	0.00%	0.00	50,000.00	-50,000.00	0.00%		
Total 509 MISCELLANEOUS EXPENSE	**$ 604.25**	**$ 4,166.67**	**-$ 3,562.42**	**14.50%**	**$ 6,714.45**	**$ 50,000.00**	**-$ 43,285.55**	**13.43%**		
550 Orange Twp Expansion		0.00	0.00		0.00	170,000.00	-170,000.00	0.00%		
Purchases			0.00		1,366.99	0.00	1,366.99			
Total Expenses	**$ 340,310.92**	**$ 548,590.01**	**-$ 208,279.09**	**62.03%**	**$ 1,382,477.96**	**$ 6,753,080.00**	**-$ 5,370,602.04**	**20.47%**		
Net Operating Income	**-$ 217,339.63**	**-$ 135,928.35**	**-$ 81,411.28**	**159.89%**	**-$ 846,139.28**	**-$ 2,224,080.00**	**$ 1,377,940.72**	**38.04%**		
Other Income										
450 Reserves Transfer		191,589.92	-191,589.92	0.00%	0.00	2,299,079.00	-2,299,079.00	0.00%		
Total Other Income	**$ 0.00**	**$ 191,589.92**	**-$ 191,589.92**	**0.00%**	**$ 0.00**	**$ 2,299,079.00**	**-$ 2,299,079.00**	**0.00%**		
Other Expenses										
63000 Depreciation Expense			0.00		0.00	0.00	0.00			
Total 63000 Depreciation Expense	**$ 34,302.14**	**$ 0.00**	**$ 34,302.14**		**$ 102,906.42**	**$ 0.00**	**$ 102,906.42**			
Total Other Expenses	**$ 34,302.14**	**$ 0.00**	**$ 34,302.14**		**$ 102,906.42**	**$ 0.00**	**$ 102,906.42**			
Net Other Income	**-$ 34,302.14**	**$ 191,589.92**	**-$ 225,892.06**	**-17.90%**	**-$ 102,906.42**	**$ 2,299,079.00**	**-$ 2,401,985.42**	**-4.48%**		
Net Income	**-$ 251,641.77**	**$ 55,661.57**	**-$ 307,303.34**	**-452.09%**	**-$ 949,045.70**	**$ 74,999.00**	**-$ 1,024,044.70**	**-1265.41%**		

Expenses by Vendor Summary
DELAWARE COUNTY TRANSIT
March 2026

	Total
AB Health Solutions, LLC	375.00
Accent	1,211.25
AEP	2,467.21
Amazon	1,436.29
ARCPoint Labs	1,233.65
BOB SUMEREL TIRE	3,264.12
Breezeline	1,470.54
BYERS FORD	214.63
Christine Flick	39.96
CITY OF DELAWARE Utility Office	284.35
COLUMBIA GAS	736.38
Creech Tech Inc.	66.30
CRYSTAL JAMES	26.13
DataServ	5,268.00
DCTB Depreciation	34,302.14
Delaware Area Chamber of Commerce	60.00
DELAWARE COUNTY HR	73,413.75
Delaware County Township Association Connie Skinner	50.00
GRANT BIAS	67.42
Interstate Billing Service	425.60
Kimmel	269.62
MD TRANSMISSIONS LTD	5,963.45
MedPro Waste Disposal, LLC	95.94
Michael Thomas	37.00
NAPA Auto Parts	3,168.89
Ohio Attorney General Bureau of Criminal Investigation	64.00
Ohio Business Systems, Inc.	436.61
OPERS	39,611.10
Oracle America, Inc.	13,053.96
PAYROLL	136,384.03
Proforma	2,201.50
RELADYNE/FOUR-O CORP	386.61
RUMPKE	226.84
Sheetz WEX BANK	35,704.64
S&S Midwest Fire Protection LLC	620.00
TERMINAL SUPPLY	207.17
TESCO	7,212.00
THE HARDWARE EXCHANGE	3.99
Tim Himler	49.95
VERIZON WIRELESS	2,295.04
WATERFORD SIGNS	208.00
TOTAL	**$374,613.06**

Income by Customer Summary
DELAWARE COUNTY TRANSIT
March 2026

	Income	Expenses	Net income
Dept. of Job and Family Services	3,190.16	0.00	3,190.16
Contracted Services	72,766.00		72,766.00
Farebox	33,331.38	0.00	33,331.38
GovDeals	185.25	0.00	185.25
STAR Ohio	13,498.50	0.00	13,498.50
TOTAL	**$122,971.29**	**$0.00**	**$122,971.29**

Accrual Basis Monday, April 06, 2026 01:26 AM GMTZ

Balance Sheet
DELAWARE COUNTY TRANSIT
As of Mar 31, 2026

	Total
Assets	
Current Assets	
Bank Accounts	
10000 Checking - Regular	-518,926.11
10001 Checking - Payroll	-719,013.52
10002 Petty Cash	50.00
10003 STAR Ohio	5,366,043.93
10004 Insured Cash Sweep	733,508.71
Total for Bank Accounts	**$4,861,663.01**
Accounts Receivable	$97,960.66
Other Current Assets	$52,038.69
Total for Current Assets	**$5,011,662.36**
Fixed Assets	
15000 Fixed Assets	$9,848,716.14
16000 Accumulated Depreciation	-$3,654,340.40
17000 WIP - Work in Process	$49,672.22
Total for Fixed Assets	**$6,244,047.96**
Other Assets	
14010 Net Pension Asset	57,875.00
14015 Net OPEB Asset	0.00
14020 Defered Outflows - Pension	1,574,616.00
14025 Defered Outflows - OPEB	219,036.00
Total for Other Assets	**$1,851,527.00**
Total for Assets	**$13,107,237.32**
Liabilities and Equity	
Liabilities	
Current Liabilities	
Accounts Payable	$56,012.56
Other Current Liabilities	$263,383.79
Total for Current Liabilities	**$319,396.35**
Long-term Liabilities	$3,486,543.00
Total for Liabilities	**$3,805,939.35**
Equity	
30000 Opening Balance Equity	2,578,254.26
31000 Equity Contributions	$5,063,109.00
33000 GASB 68 Pension Equity	-703,183.96
34000 GASB 75 OPEB Equity	-985,317.00
32000 Retained Earnings	4,369,257.43
Net Income	-1,020,821.76
Total for Equity	**$9,301,297.97**
Total for Liabilities and Equity	**$13,107,237.32**

Statement of Cash Flows
DELAWARE COUNTY TRANSIT
March 2026

Full name	Total
OPERATING ACTIVITIES	
Net Income	-324,407.77
Adjustments to reconcile Net Income to Net Cash provided by operations:	
11000 Accounts Receivable	170,890.84
13100 Prepaids:Prepaid OTRP	-31,710.23
20000 Accounts Payable	37,170.55
24002 Bi-Weekly Payroll Liabilities:Employer Net Pay	-105,881.60
24003 Bi-Weekly Payroll Liabilities:Employer Medicare	-1,963.61
25001 Payroll Withholdings:Deferred Comp W/H	-1,515.00
25002 Payroll Withholdings:OPERS Employee W/H	-14,479.90
25003 Payroll Withholdings:Medicare Employee W/H	-1,963.63
25004 Payroll Withholdings:Federal Tax W/H	-8,051.15
25005 Payroll Withholdings:Ohio Tax W/H	-2,747.38
25006 Payroll Withholdings:City Tax W/H	-2,568.41
25007 Payroll Withholdings:School Tax W/H	-260.42
25008 Payroll Withholdings:Court Order W/H	0.00
Ohio Department of Taxation Payable	0.00
Total for Adjustments to reconcile Net Income to Net Cash provided by operations:	**$36,920.06**
Net cash provided by operating activities	**-$287,487.71**
INVESTING ACTIVITIES	
15000 Fixed Assets	-610.77
15200 Fixed Assets:Facilities & Structures	-210.00
16200 Accumulated Depreciation:AD - Facilites & Structures	7,737.02
16300 Accumulated Depreciation:AD - Revenue Vehicles	23,190.89
16400 Accumulated Depreciation:AD - Furnishings & Equipment	3,055.76
16500 Accumulated Depreciation:AD - Transit Enhancements	318.47
Net cash provided by investing activities	**$33,481.37**
FINANCING ACTIVITIES	
NET CASH INCREASE FOR PERIOD	**-$254,006.34**
Cash at beginning of period	**$5,115,669.35**
CASH AT END OF PERIOD	**$4,861,663.01**

Monday, April 06, 2026 02:05 AM GMTZ

Delaware County Foundation

Your Giving Options at the Delaware County Foundation

Find the Fund That Matches Your Philanthropic Goals

At the Delaware County Foundation, we believe there's no one-size-fits-all approach to giving. Whether you want to support your favorite nonprofit, invest in education, or give the Foundation the flexibility to address the community's most pressing needs, we offer a variety of fund types to help you make a lasting difference.

Our Fund Types:

Unrestricted Funds

Unrestricted Funds give the Foundation the greatest flexibility to respond to the community's changing needs both today and in the future.

Best for donors who: Trust the Foundation to direct their gift where it's needed most.
Key benefits: Maximum impact, expert oversight by the Board of Directors.
Example: A gift that helps the Foundation address urgent issues such as disaster relief, food insecurity, or mental health.

To inspire generosity & strengthen our community through charitable giving.

WWW.DELAWARECF.ORG | 614.764.2332 | FOUNDATION@DELAWARECF.ORG

Donor-Advised Funds (DAFs)

Donor-Advised Funds offer the simplicity of a charitable giving account with the ability to recommend grants to your favorite nonprofits.

Best for donors who: Want a flexible alternative to a private foundation.
Key benefits: Tax advantages, hands-on involvement, simple and cost-effective setup.
Example: A family uses their DAF to make annual gifts to multiple organizations while teaching the next generation about philanthropy.

Scholarship Funds

Scholarship Funds empower students to pursue higher education or training by providing financial support.

Best for donors who: Want to invest in the next generation's success.
Key benefits: Ability to set selection criteria such as field of study, need, or merit.
Example: A memorial scholarship that helps graduating seniors from a local high school pursue college or trade school.

Field of Interest Funds

If you care deeply about a cause such as education, mental health, the arts, or the environment, a Field of Interest Fund allows you to focus your giving on that area.

Best for donors who: Want to support an issue rather than a single organization.
Key benefits: Targeted giving with flexibility as needs evolve.
Example: A fund dedicated to advancing youth development programs across the county.

Designated Funds

Designated Funds provide long-term, reliable support for specific nonprofits you care about.

Best for donors who: Want to ensure their favorite organization receives ongoing funding.
Key benefits: Guaranteed annual grants, professionally managed investments.
Example: A donor creates a fund to permanently support a local animal shelter.

Which Fund Is Right for You?

Do you want maximum flexibility?
Consider an Unrestricted Fund.

Want to be actively involved in grantmaking?
A Donor-Advised Fund may be best.

Have a cause you're passionate about?
A Field of Interest Fund is a perfect fit.

Want to support a specific nonprofit forever?
Choose a Designated Fund.

Want to help students succeed?
Create a Scholarship Fund.

To inspire generosity & strengthen our community through charitable giving.

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EQUIVALENT SERVICE PLAN

VERSION DATE – April 2026

Contents

Contents 2
Background 3
Demographics of Delaware County 4
Delaware County Transit Objectives 6
Delaware County Transit Demand Response Service 7
Definitions 7
Equivalent Service Expectations 8
Delaware County Transit Past Performance 10
Determining Equivalency 11
1. Response Time 13
2. Fares 14
3. Geographic Area of Service 15
4. Hours and Days of Service 17
5. Restrictions or Priorities Based on Trip Purpose 18
6. Availability and Reservations 18
7. Constraints on Capacity 19
8. Analysis 21

Background

Delaware County Transit is a suburban transit agency serving Delaware, Ohio and other municipalities within Delaware County, Ohio. Delaware County has a population of roughly 240,000 residents. Delaware County is located immediately north of Franklin County sharing southern/northern county border lines.

Delaware County Transit is subject to the laws and regulations of the Americans with Disabilities Act (ADA), Department of Transportation Code of Federal Regulations, and Federal Transit Administration Circulars. DCT is a direct recipient of Section 5307 and Section 5339 funding in addition to Congestion Mitigation Air Quality, Section 5310 and Ohio Department of Transportation funding.

DCT provides over 200,000 rides annually over two versions of on-demand service.

The two versions of on-demand service within Delaware:

1) Demand Response – a County-wide, call ahead, demand response service that provides transportation to any Delaware County resident Monday through Friday. Over 90% of riders of Demand Response are elderly or disabled. Demand Response is a door-to-door, assisted transportation shared-ride service. Transportation services are provided throughout Delaware County and to limited medical facilities to adjacent counties through Job and Family Services Non-Emergency Medical Transportation contract with DCT;

2) FLEX (microtransit) serving City of Delaware and City of Sunbury with same day, app based, service. This service is geographically constrained to the microtransit zones established through our vendor, Via Transportation LLC.

DCT was founded with the mission to provide quality public transportation services to all Delaware County residents with a special emphasis on meeting the transportation needs of senior citizens and people with disabilities.

As of the date of this plan, DCT operates 40 vehicles in on demand services. Currently, all 40 vehicles are equipped with wheelchair accessibility features. Presently, ADA complementary paratransit service and demand response service are operated in 100% accessible vehicles.

Demographics of Delaware County

Delaware County is approximately 450 sq. miles in size and boasts as having the most shore miles of any county, having an extensive river and reservoir network. The county is primarily suburban development on its western half and rural on the eastern half of the county. Tables 1- 4 illustrate the demographic data for Delaware County from the 2020 and 2025 estimated census.

Table 1: Delaware County, Ohio Census Data[1]

Total Population (2025 est.)	242,032
Persons 65 years and older	16%
With a disability, under age 65 years (2020 – 2024)	5.8
Population per square mile (2020)	483.2
Land area in square miles	443

Table 2: Census Data on Elderly Population of Delaware County[2]

Age	Population	w/ Disability	Percent w/ Disability
Under 18	**55,816**	**1,827**	**3.3%**
18 – 64	132,428	8,913	6.7%
65 and over	32,042	7,291	22.8%

Table 3: Census Data on Disability Status of Delaware County Population[3]

Disability Type Prevalence	Percentage of Population
Hearing difficulty	2.9%
Vision difficulty	1.5%
Cognitive difficulty	3.8%
Ambulatory difficulty	5.1%
Self-care difficulty	2.1%
Independent living difficulty	5.1%

[1] https://www.census.gov/quickfacts/delawarecountyohio

[2] https://regionalplanning.co.delaware.oh.us/wp-content/uploads/sites/17/2024/12/ACSDP5Y2023.DP02_County.pdf

[3]https://www.google.com/search?q=american+community+survey+2020+disability+characteristics+delaware+county&rlz=1C1RXQR_enUS1100US1100&oq=american+community+survey+2020+disability+characteristics+delaware+county&gs_lcrp=EgZjaHJvbWUyBggAEEUYOdIBCTExNzg0ajBqN6gCALACAA&sourceid=chrome&ie=UTF-8

Table 4: Disability by Age for Delaware County[4]

Age	Percent of Population
Under 5 years	0.6%
5 to 17 Years	5.7%
18 to 34 Years	4.7%
35 to 64 Years	8.7%
65 to 74 Years	19.3%
75 years and over	44.9%

[4]https://www.google.com/search?q=american+community+survey+2020+disability+characteristics+delaware+county&rlz=1C1RXQR_enUS1100US1100&oq=american+community+survey+2020+disability+characteristics+delaware+county&gs_lcrp=EgZjaHJvbWUyBggAEEUYOdIBCTExNzg0ajBqN6gCALACAA&sourceid=chrome&ie=UTF-8

Delaware County Transit Objectives

Non-wheelchair vehicles present an opportunity for Delaware County Transit to expand its fleets at a lower cost. Unmodified vehicles are less expensive to purchase and the operating and maintenance costs are lower overall. However, not only are there opportunities to achieve operational efficiencies with inaccessible vehicles, there are opportunities to provide improved services to other segments of the population of Delaware County. For example, elderly residents may struggle to board a traditional accessible vehicle due to the stairs on the bus. A smaller sedan or van that sits lower to the ground is actually an improvement for these riders.

Delaware County Transit proposes to purchase up to 8 sedan or SUVs for service – roughly 20% of the fleet.

Delaware County Transit strives to exceed the ADA regulations and deliver exemplary service to all residents.

The Equivalent Service Plan will demonstrate through operational data that Delaware County Transit has the capacity to service customers that require accessible vehicles in a fleet made up of both accessible and inaccessible vehicles without degradation of the ADA paratransit service.

A Note on DCT's ADA Service
Due to DCT providing two versions of On-Demand Service, DCT does not have to provide typical ADA service as prescribed to fixed route operations. Rather, the two services provided by DCT exceed the ADA minimum qualifications and provide higher rates of accessibility to the community for public transit. We will use ADA interchangeably with WAV or Wheelchair Accessible Vehicles, utilized for passengers with mobility limitation and provided to other passengers that require such services.

Because DCT's service is an "on call, on demand" service, passengers are empowered and encouraged to provide information that is helpful to make the service more efficient for the customer e.g. a passenger that is legally blind is encouraged to stand in a safe location and we will provide the vehicle in the safest pick up location feasible; however, this person does not necessarily need additional ADA requirements for our service.

Delaware County Transit Demand Response Service

Delaware County Transit's Demand Response provides the majority of DCT's NET service to Job and Family Service clients, COAAA patrons, Developmental Disabilities and others with ambulatory challenges. This service goes above and beyond the ADA guidance due to it being door-to-door as opposed to DCT's microtransit service which is curb-to-curb.

This process ensures that DCT can provide the service expeditiously and still continue to meet the passengers needs.

Definitions

ADA Complementary Paratransit – as defined by 49 CFR 37.121, each public entity operating a fixed route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed route system. Throughout this plan, ADA will refer to complementary ADA paratransit service as defined by law.

Denial - When a non-ADA customer asks for a trip at a specific pick up time and we do not have capacity available, and when the customer does not want us to look for an alternative time. ADA certified customers receive the time they request. We do not deny any ADA certified trips.

Excessively Long Trip - More than 90 minutes is considered excessive.

Missed Trip - If ride is scheduled and DCT does not send a bus.

Cancelled Trip – Includes all types of cancellations including when a bus arrives outside the window and the customer does not board.

On-Time - If the passenger is delivered to their destination by their appointment time.

Refusal - When a customer asks for a trip at a specific pick up time and we do not have that time available, we offer alternative times and the customer refuses those times.

<u>FTA ADA Paratransit Definitions Used after March 10, 2020</u>

Denial - Trip denials result when agencies do not accept trips. The regulations allow entities to negotiate pickup times with ADA eligible persons within a one-hour +/- window. If the entity cannot schedule a ride that is no more than one hour before or after the desired departing time, the trip must be tracked as a denial as well as the return trip.

Missed Trips - Missed trips, which are caused by agencies and not by riders, result from trips that are requested, confirmed, and scheduled, but do not take place because: 1) The vehicle arrives and leaves before the beginning of the pickup window without picking up the rider and without any indication from the rider that he or she no longer wants to make the trip, 2) The

vehicle does not wait the required time within the pickup window, there is no contact with the rider, and the vehicle departs without the rider, 3) The vehicle arrives after the end of the pickup window and departs without picking up the rider (either because the rider is not there or declines to take the trip because it is now late), 4) The vehicle does not arrive at the pickup location.

Excessively long trip – the length of time a trip is excessive when compared to a similar trip made via fixed route.

On-Time – the percent of time customers are picked up during their 30-minute pickup window.

Equivalent Service Expectations

From FTA Circular 4710.1 Ch. 7.

A demand response system, when viewed in its entirety, shall be deemed to provide equivalent service if the service is available to individuals with disabilities, including individuals who use wheelchairs.

The seven service characteristics for determining equivalency for riders with disabilities, including those who use wheelchairs, are:

1) Response time – The elapsed time between a request for service and the provision of service is the same for riders with and without disabilities, and days and hours to request service are the same.

2) Fares – For a given trip, the fare is the same for all riders.

3) Geographic area of service – Riders with disabilities are able to request trips in the same area or areas as other riders.

4) Hours and days of service – Riders with disabilities are able to request trips on the same days and during the same hours as other riders.

5) Restrictions or priorities based on trip purpose – For demand responsive service with restrictions or priorities based on trip purpose, the same restrictions or priorities apply to all riders. Establishing policies that restrict or prioritize service based on trip purpose (e.g., medical transportation only) is acceptable as long as transit agencies apply these policies in the same way for all riders.

6) Availability of information and reservations capability – Riders with disabilities have access to the same information and reservation systems as other riders, including information in alternate formats (e.g., large print, braille, audio, or accessible electronic files for riders with vision disabilities). Section 37.167(f) requires agencies to make alternate formats available, usable by the individual, and appropriate to the intended use.

This means providing individuals with hearing or speech disabilities equal access to trip reservation systems in order to request service.

7) Any constraints on capacity or service availability – In demand responsive services with service availability or capacity constraints, this means having the same constraints for all riders. The regulations do not prohibit demand responsive services from having trip denials or providing trips on a first-come, first-served basis. However, to be considered equivalent, riders with disabilities would encounter trip denials with the same frequency as riders without disabilities. Similarly, the regulations do not prohibit the use of waiting lists or trip caps, as long as riders with disabilities are not waitlisted more often or do not have more restrictive trip cap limitations. Finally, the regulations do not prohibit demand responsive services from having poor rates of on-time performance or having long ride times due to limited-service capacity, as long as riders with disabilities do not experience lower on-time performance rates or longer ride times than other riders.

Delaware County Transit Past Performance

DCT has performance data dating back to 2024. Table 7 illustrates data from 2024 and 2025.

DCT has only been able to measure such performance data due to:

- Major operational changes in 2020 in response to COVID-19 epidemic and;
- Changes in software providers for scheduling and booking trips in 2023.

DCT, under advisement and consideration from the FTA, made the decision to fully operate microtransit and county-wide on-demand service in 2024. This was a result of the public input of DCT's Strategic Plan[5] in which communities and stakeholders considered various operation models. The overall theme was microtransit would work best in the various suburban communities of Delaware County.

The chart below highlights the ride share of total trips and "ADA" trips within 2024 and 2025. Due to DCT changing operating models from traditional fixed route to microtransit in 2020, and the utilization and subsequent abandonment of a faulty software delayed the proper data gathering expected of an agency of our size and operation. DCT adopted a new technology provider for scheduling and managing services in fall of 2023 with the first two full years of service being 2024 and 2025.

Table 5: 2024 and 2025 ADA/WAV vs Total Ridership Requests

	2024	2025
Total Trips	176,540	230,549
Total ADA[6]	19,535	19,637
% ADA trips	11.06%	8.52%

[5] https://www.delcotransit.com/strategic-plan/

[6] DCT does not provide strictly ADA service due to all service being On-Demand. Rather, DCT documented known Wheelchair Accessible Vehicle or WAV uses vs all vehicle type trips. WAV uses supersede ADA requirements.

Determining Equivalency

Based on data collected over the last five years (Table 6), ADA passengers experienced a lower average ride distance, lower average trip times, lower denials, and higher on time drop off rates than non-ADA riders as noted in the chart below. Note that 2021 marks the first full year of recording data with the updated (corrected) definitions for denials, missed trips, etc. The updated definitions can explain variances in the data between 2021 and previous years.

Table 9 describes metrics for assessing the quality of ADA service.

Table 6: DCT ADA/WAV Ridership vs. Ambulatory Ridership Statistics

	2024		2025	
	ADA/WAV	Non-ADA	ADA/WAV	Non-ADA
Avg. Ride Distance (miles)	9.97	4.38	5.96	4.49
Avg. Trip Time (mins)	17.45	9.96	19.78	10.69
Total Trips	19,535	156,915	19,637	210,912
Total Missed Trips	0	0	0	0
Missed Trips %	0.00%	0.00%	0.00%	0.00%
Total Denials	0	0	0	0
Denials %	0.00%	0.00%	0.00%	0.00%
Total No Shows	333	2,991	314	3,348
No Shows %	1.70%	1.91%	1.60%	1.60%
% Pickups Ontime	94.15%	95.74%	89.97%	92.92%
% Dropoffs Ontime	97.12%	97.66%	96.92%	97.72%

Table 7 illustrates customer complaint data. Complaint data cannot be broken out by ADA and non-ADA trip. All trips associated with a complaint are investigated. The data below does not include any complaints for lack of accessible vehicles

Table 7: DCT Total Annual Customer Complaints 2024 and 2025

	2024	2025
Accident	1	4
Aggressive Driving	1	4
Cigarette Smell	1	0
Dispatch Issue	0	0
Driver Lost	0	0
Driver Reckless	0	0
Driver Rude	0	0
Bus arrived early	0	0
Other Passenger	0	1
Fare Problem	0	0
Hot or Cold	0	1
Late	1	2
Travel Time	0	1
Traffic Laws	3	3
Management Issue	0	0
Missed Appointment	0	0
Securements	1	0
Missed Bus	0	0
Unprofessional	0	7
Total	8	23

1. Response Time

Procedures for a rider to arrange for a trip will be the same for all riders. Riders who use a wheelchair or are otherwise disabled will be provided service to schedule, change, or cancel their trip within the same amount of time as an ambulatory or non-disabled rider.

Demand Response riders must contact DCT's service by noon the prior day to schedule a trip and can schedule up to 14 days in advance.

FLEX riders can schedule same day service cam schedule up to 14 days in advance. All trips can be called into DCT's Mobility Management team for scheduling and rider assistance.

DCT treats all callers equally. All riders dial the same number to schedule and the process to schedule is the same for all riders. Because ADA riders do not have a separate or unique method to make reservations, it is not possible to separate out call data for ADA and non-ADA callers. Table 13 describes call center metrics regarding wait time in the queue, average length of calls and calls abandoned.

Table 8: DCT Customer Care

	2024	2025
Avg talk time of ACD calls	1:12	1:14
Avg wait time in queue of all calls	0:20	0:13
ACD calls abandoned	17,333	11,981
ACD calls answered	84,097	97,304
Abandonment Rate (average)	17.09%	11.04%

DCT's Mobility Management Team is excellent in their performance for customer care and treats all customers with care and dignity.

DCT's average call is able to be so low because the booking of FLEX (microtransit) is easily performed within the system and operations. Further, DCT prides itself on having minimal down and/or wait time for passengers within the call system. Lastly, DCT has shown improvement in its ability to handle more calls AND see it's rate of abandonment.

Due to the nature of DCT's service, we are unable to highlight ambulatory vs. non-ambulatory service, but all passengers receive the same level of service.

FLEX passengers do have the possibility to schedule trips through an app; however, Demand Response cannot. Demand Response has various rider subsidies that cannot be managed through the app. As will be seen below DCT's FLEX fare structure is different from Demand Response and easier to set within an app.

2. Fares

Table 9: DCT FLEX Fare (City of Delaware and City of Sunbury)

Regular Fare	**$2.00**
Elderly, disabled (verified) and youth (under 19)	**$1.00**
PCAs and children under the age of 4	**FREE**

Table 10: Demand Response

Mileage	Fare
0 - 10	**$8.00**
11 – 19	**$17.00**
20 or more	**$29.00**

Out of County trips are to medical facilities ONLY with an additional $3.80 per mile.
55 or older riders can receive a subsidy through SourcePoint to lower costs.
Veteran's can receive a lower fare through partnership with Delaware Veteran's Service Commission.
JFS Clients receive subsidized service through Delaware County JFS.

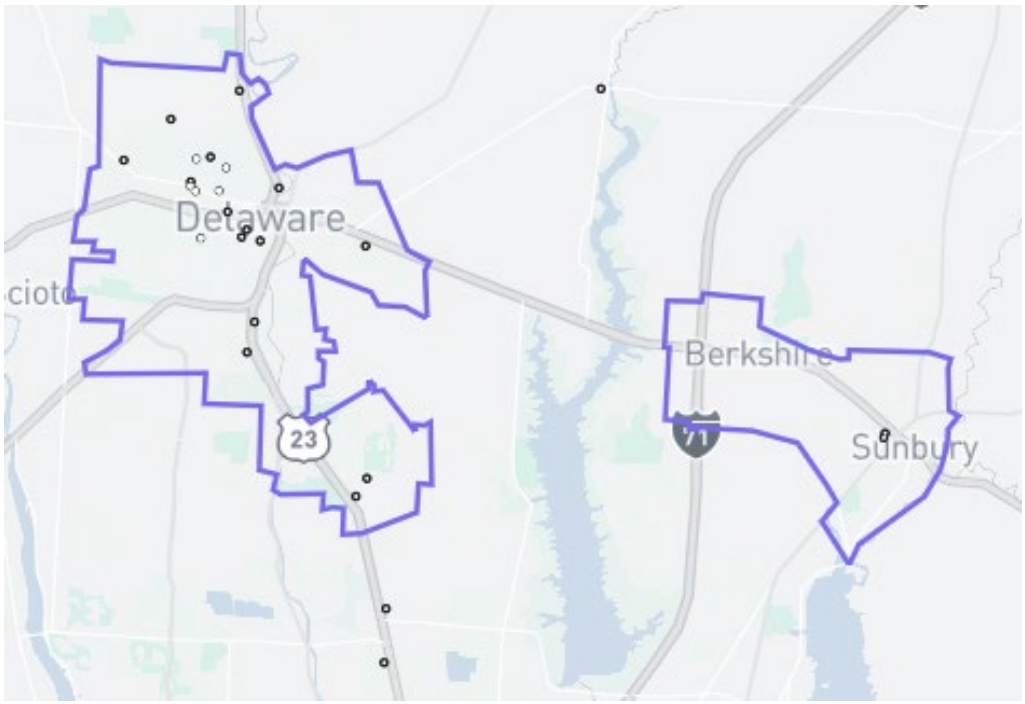
Monitoring Procedures

The following monitoring procedure(s) are in place:

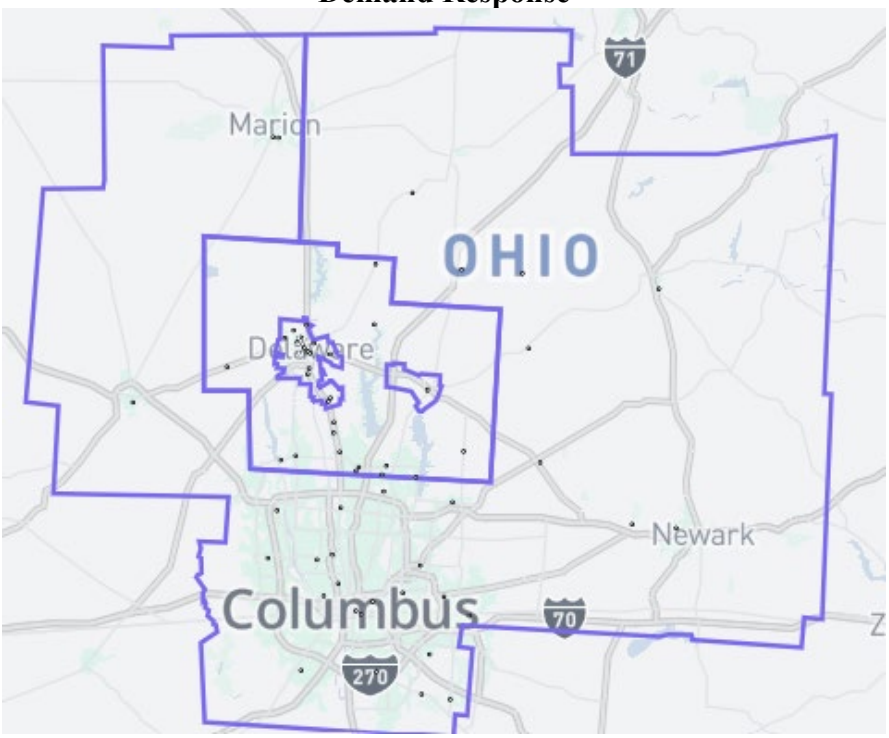
1. DCT's fare schedules are published and cannot be changed without an approved Board Resolution.
2. A customer service representative is not able to change the fare at the time of scheduling.
3. Accounts are managed through several levels within the dispatch software, ensuring passengers are within the proper subsidy programs, if needed
4. All passengers pay the above rates regardless of any disabilities.

3. Geographic Area of Service

FLEX Service Areas



Demand Response



DCT's FLEX service provides same day on-demand public transit to the cities of Delaware and Sunbury and are constricted to the above geographic zones.

DCT's Demand Response service can and does operate within these spaces, in addition to the entire County and for eligible JFS clients, to the adjacent counties to Delaware.

Monitoring Procedures

The following monitoring procedure(s) are in place:

1. Vehicles are managed through dispatch and prioritized for passengers on varying degrees of mobility need.
2. Review trip denials and/or refusals to determine that the trip is not denied due to a lack of accessible vehicles in that area.
3. If a deviation in equivalent service is discovered, DCT will implement a corrective action plan to determine the cause of the disparity and a developing a strategy to reduce the disparity whether by retraining, increasing oversight, strengthening policies, or other means.[7]

[7] https://www.delcotransit.com/resources/rates-fares/

4. Hours and Days of Service

DCT Services

- City of Delaware:
- M – F; 5am – 9pm; Saturday 8am – 4pm

- City of Sunbury:
- M – F; 6am – 6pm

- Demand Response:
- M – F; 6am – 6pm

There is no service on Sundays or "major" Federal holidays. On Sundays or holidays, when DCT does not operate, an ADA customer can still book a next day trip. An answering service records the trip request and when DCT dispatchers arrive the next business day the reservations are made for the ADA next day trips

Monitoring Procedures

The following monitoring procedure(s) are in place:

1. A change in operating hours requires approval via a Board Resolution.
2. All operations are routinely monitored by Operations Department, ensuring that service meets operation targets and goals.
3. If it is discovered through routine monitoring, that inaccessible vehicles are not being dispatched appropriately, then DCT will develop a corrective action plan to determine the cause of the disparity and institute procedures to improve service, retrain necessary personnel, and/or adopt new policies.

5. Restrictions or Priorities Based on Trip Purpose

DCT does not deny any ADA or non-ambulatory trip. An ADA trip is always approved unless it is a same day request or outside the service area.

Table 11 provides trip purposes between DCT's FLEX and Demand Response services.

Table 11: DCT Trip Classification

	2024	2025
Adult Day Care	2,594	2,505
DCSO	52	54
Education	16,618	25,177
Employment	35,048	48,410
Human Services	17,264	21,797
Medical	24,039	27,746
Shopping	33,762	37,739
Social	20,336	31,808
Not Selected	97	1,672
TOTAL	149,810	196,908

Monitoring Procedures

The following monitoring procedure(s) is in place:

1. DCT will review trips and ensure that riders with disabilities are not denied trips at a higher rate than non-disabled riders.

6. Availability and Reservations

DCT accommodates passengers with differing disabilities. Hearing impaired and deaf passengers utilize DCT's TTY Service.

A translation service is available for non-English speaking riders to schedule their trips.

Additionally, free travel training is available to any member of the community. The Mobility Manager at DCT is available to provide one-on-one training to teach riders how to use DCT and schedule appointments regardless of ability or disability.

The following monitoring procedure(s) is in place:

1. Information will be publicly available at delcotransit.com
    a. TTY is free and can be utilized anywhere in the United States.
    b. DCT's Reasonable Modifications Policy is also posted to delcotransit.com

2. Any complaints regarding accessibility of information will continue to be followed up with all matter of expediency. If necessary, DCT will update its policies and procedures accordingly.

7. Constraints on Capacity

1. Waiting Lists

- DCT does not utilize waiting lists.

2. Trip Caps

- DCT does not issue trip caps.

3. Trip Denials

FTA defines a Trip Denial as – when an agency does not accept a trip request during the ± 1 hour window.

DCT

- DCT does not deny any ADA/non-ambulatory trips. An ADA trip is always accepted unless it is a same day request.
    - ADA trips are always booked by Mobility Management.
    - The only ADA trips that are denied are trips being scheduled after 12pm per DCT's trip scheduling policies and
    - Dispatch and Mobility Management departments work together to fit ADA trips into the schedule.
    - The following procedures are in place:
        - Trip denials will be tracked for all riders and analyzed for differences between ADA and Non-ADA trips.
        - Percentage of trip denials for ADA trips will be calculated.
        - Percentage of trip denials non-ADA trips be calculated.
        - The percentage for both groups will be compared.
        - Data will be assessed monthly and tracked over the year.
        - If a pattern emerges, DCT will assess the root cause and implement a corrective action plan to reduce the disparity whether by retraining, increasing oversight, strengthening policies, or other means.

4. On-time Performance

DCT

- The rate of on-time performance between ADA qualified trips and non-ADA trips is historically fundamentally equal.
- DCT's services are considered On-Time if they arrive within the schedule pick up window.
- DCT's On-Time Performance target is 90% with a goal of 95%.

- The following procedures are in place:
    - On-time performance for ADA trips will be compared to overall on-time performance for the service.
    - FTA permits similar but not identical on-time performance due to operational variances.
    - Data will be assessed monthly and tracked over the year.
    - DCT will consider it a pattern when On-Time Performance rate between ADA and non-ADA trips differs greater than 2.5% for 3 consecutive months or if on time performance drops below 80% for 3 consecutive months.
    - If a pattern emerges, DCT will assess the root cause and implement a corrective action plan to reduce the disparity whether by retraining, increasing oversight, strengthening policies, or other means.

5. On-board Ride Times

DCT has recorded average trips times in minutes (see Appendix 1)

- Regulations require that on-board ride times that individuals with disabilities experience, particularly those who use wheelchairs and require accessible vehicles, be the same as the on-board ride times other riders experience for similar trips on fixed route service.
- Historically, DCT has compared on-board time for FLEX trips and Demand Response trips.
- Overall, Demand Response On-Board times have been longer due to out of county trips occurring within that operating model. This is not a disparate impact to the rider but a reality of the service provided. ADA and non-ambulatory passengers have the same access to DCT's FLEX service as they do Demand Response.
- The following procedures are in place:
    - Data will be assessed monthly and tracked over the year.
    - If a pattern emerges, DCT will assess the root cause and implement a corrective action plan to reduce the disparity whether by retraining, increasing oversight, strengthening policies, or other means.

8. Analysis

Analysis of ridership data, operations metrics, mobility management policies and guidance, in conjunction with DCT's technology and operational protocols, DCT can incorporate non-accessible vehicles into its fleet with no detriment to ADA and/or non-ambulatory passengers.

DCT's two on-demand services provide maximum flexibility to the passengers and empower DCT to manage the fleet in a manner where only ambulatory passengers would receive a non-accessible vehicle, ensuring that all accessible vehicles would be available to ADA or non-ADA wheelchair passengers.

In discussion with region 5 FTA Regional Civil Rights Officer, FTA does not concur on equivalency plans. With this report and the signed Certification of Equivalent Service, DCT has the documents in place to begin purchasing inaccessible vehicles.

By empowering DCT to purchase up to eight (8) non-accessible vehicles, the agency will be able to provide more reliable and consistent service to the ADA/non-ambulatory community by routing vehicles to ambulatory passengers for their use. This will provide higher On-Time Performance, better ride times, and an overall healthier system for Delaware Country residents.

DCT is the leader in the microtransit and on-demand services space within Ohio, and appreciates the Federal Transit Administrations support in this endeavor. Further, the Office of Civil Rights support in serving more people, of all walks of life, with reliable, consistent and effective service is deeply appreciated.

DCT strives to serve all people well, and with this plan, that will occur.

DELAWARE COUNTY TRANSIT

119 Henderson Court
Delaware, Ohio 43015
740-363-3355
www.delcotransit.com

Equivalent Service Plan Certification 2026

To whom it may concern,

Delaware County Transit certifies that its demand responsive service offered to individuals with disabilities, including individuals who use wheelchairs, is equivalent to the level and quality of service offered to individuals without disabilities.

Such service, when viewed in its entirety, is provided in the most integrated setting feasible and is equivalent with respect to: (1) Response time; (2) Fares; (3) Geographic service area; (4) Hours and days of service; (5) Restrictions on trip purpose; (6) Availability of information and reservation capability; and (7) Constraints on capacity or service availability.

In accordance with 49 CFR 37.77, public entities operating demand responsive systems for the general public which receive financial assistance under 49 U.S.C. 5311 or 5307 must file this certification with the appropriate state program office before procuring any inaccessible vehicle.

Such public entities not receiving FTA funds shall also file the certification with the appropriate state program office. Such public entities receiving FTA funds under any other section of the FT Act must file the certification with the appropriate FTA regional office. This certification is valid for no longer than one year from its date of filing.

Signing Official

Executive Director

Title

4/7/2026

Date of filing

Cc:
FTA Region 5 Office
Office of Civil Rights
Delaware County Transit Board

RESOLUTION 26-04-01

In the matter of attendance Roll Call for the regular meeting of the Delaware County Transit Board:

Roll Call for board members for the regular meeting of Delaware County Transit Board was as follows:

PRESENT	NAME	COMMENT
	Chairman Bruce Luecke	
	Mr. Ben Turner	
	Mr. Forest Wilson	
	Mr. Todd Miller	
	Mrs. Darlene Magold	
	Mrs. Jill Love	
	Mrs. Sarah Huffman	

Chairman

Secretary

RESOLUTION 26-04-02

In the matter of approving the Consent Agenda for April 15, 2026 consisting of:

a.) Approval of the Agenda for April 15, 2026;

b.) Approval of the record of the March 18, 2026 Board Meeting;

Chairman

Secretary

RESOLUTION 26-04-03

In the matter of approving THE ESTABLISHMENT OF A FUND WITH THE DELAWARE COUNTY FOUNDATION AND APPROVING AN INITIAL CONTRIBUTION

WHEREAS, Delaware County Transit (DCT) is committed to enhancing transportation services and expanding opportunities to serve the community; and

WHEREAS, the Delaware County Foundation is a recognized 501(c)(3) community foundation that facilitates charitable giving and provides administrative support for philanthropic funds; and

WHEREAS, establishing a fund with the Delaware County Foundation will create a structured and transparent mechanism for individuals, families, and organizations to make charitable donations and contributions in support of Delaware County Transit's mission; and

WHEREAS, an initial contribution of one thousand dollars ($1,000.00) is required to establish said fund.

NOW THEREFORE BE IT RESOLVED, that the Delaware County Transit Board hereby approves the establishment of a charitable fund with the Delaware County Foundation and provides the Executive Director the authority to execute on behalf of the Board.

_____ _____

Chairman Secretary

RESOLUTION 26-04-04

In the matter of ADOPTING THE DELAWARE COUNTY TRANSIT EQUIVALENT SERVICE PLAN (APRIL 2026);

WHEREAS, the Delaware County Transit Board (the "Board") is committed to providing safe, reliable, and accessible public transportation services to all residents of Delaware County; and

WHEREAS, DCT is subject to the requirements of the Americans with Disabilities Act (ADA), Federal Transit Administration (FTA) regulations, and applicable federal and state guidance governing equitable access to transportation services; and

WHEREAS, DCT has developed an Equivalent Service Plan, dated April 2026, to demonstrate compliance with FTA Circular 4710.1 and to ensure that service provided to individuals with disabilities is equivalent to that provided to individuals without disabilities across all required service characteristics; and

WHEREAS, the Equivalent Service Plan evaluates key service metrics including response time, fares, geographic service area, hours and days of service, trip purpose policies, reservation systems, and capacity constraints to ensure equitable treatment of all riders; and

WHEREAS, the Plan includes operational data demonstrating that DCT provides comparable or improved service outcomes for ADA and non-ADA riders, including zero trip denials, strong on-time performance, and equitable access to services; and

WHEREAS, the Plan further supports DCT's ability to strategically incorporate a limited number of non-accessible vehicles into its fleet without reducing service quality or accessibility for individuals requiring wheelchair-accessible vehicles; and

WHEREAS, adoption of the Equivalent Service Plan is necessary to document compliance and support future operational, capital, and procurement decisions.

NOW THEREFORE BE IT RESOLVED, that the Delaware County Transit Board hereby adopts the Delaware County Transit Equivalent Service Plan and provides the Executive Director the authority to execute on behalf of the Board.

_____ _____

Chairman Secretary