

Analysis of Demographic Data

Crawford County is located in north central Ohio and has a population of 43,036 according to the 2010-2014 U.S. Census American Community Survey 5-Year Estimates. Bucyrus is the county seat and has an estimated population of 12,140. Transportation services in the County are provided by the Crawford County Council on Aging, Inc. The map in Exhibit 1 provides a depiction of the County and surrounding area.

The demographics of an area are a strong indicator of demand for transportation service. Relevant demographic data was collected and is summarized in this section.

The data provided in the following section has been gathered from multiple sources including the U.S. Census Bureau's 2014 American Community Survey (ACS) Five-Year Estimates and the State of Ohio. These sources are used to ensure that the most current and accurate information is presented. It is important to note that the ACS Five-Year Estimates have been used to supplement census data that is not available through the 2010 Census. As a five-year estimate, the data represent a percentage based on a national sample and does not represent a direct population count.

Population Projections

The Ohio Development Services Agency projects the region's population will fall by as much as 16% by 2040. The population trend graphs above show the expected trends for each county within the region.

Older Adult Population

Older adults are most likely to use transportation services when they are unable to drive themselves or choose not to drive. Older adults also tend to be on a limited retirement income and, therefore, transportation services are a more economical option to owning a vehicle. For these reasons, the population of older adults in an area is an indicator of potential transit demand.

There is a trend occurring in the United States relating to the aging of the population. The two age cohorts with the largest percentage of growth over the last decade were the 50-54-year-old cohort and the 45-49-year-old cohort. People in these two age groups were primarily born during the post-WWII "baby boom," era defined by the Census Bureau as persons born from 1946 through 1964. These baby boomers are now reaching the age of 65 and are becoming more likely to use transportation services if they are available.

Further, the Administration on Aging (U.S. Department of Health and Human Services) reports that, based on a comprehensive survey of older adults, longevity is increasing and younger seniors are healthier than in all previously measured time in our history. Quality of life issues and an individual's desire to live independently will put increasing pressure on existing transit services to provide mobility to this population. As older adults live longer and remain independent, the potential need to provide public transit is greatly increased.

The exhibits above of population density for individuals 65 and over illustrate the population density of persons over 65 years of age by block group. The concentrations of this age group mimic the densities of the overall population for the region.

Individuals with Disabilities

Enumeration of the population with disabilities in any community presents challenges. First, there is a complex and lengthy definition of a person with a disability in the Americans with Disabilities Act implementing regulations, which is found in 49 CFR Part 37.3. This definition, when applied to transportation services applications, is designed to permit a functional approach to disability determination rather than a strict categorical definition. In a functional approach, the mere presence of a condition that is typically thought to be disabling gives way to consideration of an individual's abilities to perform various life functions. In short, an individual's capabilities, rather than the mere presence of a medical condition, determine transportation disability.

The U.S. Census offers no method of identifying individuals as having a transportation related disability.

Household Income

According to the ACS, about 28 percent of households within the region earn less than \$25,000 annually. Of the households earning less than \$25,000, about 7 percent earned less than \$10,000 per year.

Poverty Status

The percentage of the population in the region that are living below the poverty level is depicted in the maps above. Block groups living in or near the highest population concentrations have the highest poverty status throughout most of the region.

Zero Vehicle Households

The number of vehicles available to a housing unit is also used as an indicator of demand for transit service. There are 5.3 percent of all the households in the region without a vehicle.

Limited English Proficiency (LEP) Population

At the time of the 2013 ACS Five-Year Estimates, People who speak English "not well" or "not at all," which represent the LEP population, accounted for 0.11 percent of the region's total population. This compares to the State of Ohio LEP population of 0.97 percent.

General Public and Stakeholder Meetings/Focus Groups

RLS and Associates, Morrow County Transportation Collaborative, and Marion Public Health hosted and facilitated a total of 9 local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. 60 total people participated in the meetings. Of those 60, several

self-identified as older adults and at least one individual 1 self-identified as being a person with a disability. More information about the meetings, meeting participants, and meeting content is provided as an appendix to this plan.

During the meetings, Julie Schafer of RLS and Associates presented highlights of historical coordinated transportation in Crawford County, Marion County, and Morrow County and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area.

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

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

Participants discussed more than 46 mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meetings. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at the end of this section provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

The final public meeting was held to review goals and strategies and establish priorities. The final meeting in each county provided consensus of the established goals and strategies. The agreed upon goals and strategies are presented in the Goals and Strategies section of this plan.

Surveys

The following survey summary includes the information gained from the following surveys that were performed. 125 surveys from the general public: 37 [29.6 percent] individuals with disabilities completed the survey; 20 [16 percent] older adults (65 years and older) completed the survey.

Respondents were asked a variety of questions regarding transportation and other demographic based questions. There were a total of 125 surveys. When asked what transportation they currently used, 83 individuals marked a personal vehicle or a friend's vehicle. The next highest option chosen was a Demand Response transportation provider, which had 42 selections. Another question asked was "If Transportation was easy to use and available to you and your family, what options would cause you to use the service (select all that apply)". 75 respondents indicated that they would only use public transportation if they had no other option. 48 respondents indicated that it IS available and they DO use it. 7 respondents claimed that they would never use public transportation. Another important question for the participants was "What changes could be made to your local transportation options to make using them more appealing to you?" Respondents had the option of selecting 12 different choices with an option to write in "other". 62 respondents wanted weekend service (operating on Saturday and Sunday). 46 respondents wanted current transportation providers to expand their hours; start earlier and later. 33 respondents would like to be able to travel to other cities across the state of Ohio and a total of 28 respondents wanted the current transportation services to be more reliable. Finally, in order to determine other unmet needs, respondents were asked "Do you or a family member need transportation outside of your County, but sometimes never have it?" The options available were Yes, No, and then to describe how often and where they needed it. 73 respondents said they never are left without transportation out of the county. 44 respondents indicated that they have been left without transportation outside of the county, with Columbus, Marion, Galion, Ontario, Bucyrus, Mansfield, and Cleveland. Marion, Galion, and Bucyrus are all located in counties within this regional transportation coordinated plan, making coordination between Crawford County, Marion County, and Morrow County even more important.

Challenges to Coordinated Transportation

In addition to identifying needs, the planning committee gathered information from stakeholders and used their own professional experience to identify challenges to providing coordinated transportation services. These challenges include the following:

- Insurance rates for sharing vehicles.
 - When discussing the option of coordinating the use of vehicles across organizations, many stakeholders brought to the attention of the group the logistical problem when it comes to insurance on the vehicles. It becomes a liability problem for multiple organizations to use the same vehicle.
- Deciding where the funding comes from when coordinating purchases.
 - It was discussed that some counties may have a difficult time convincing elected officials to allow resources that were purchased from one county to be used for another county.
- A lack of software that communicates with various organizations.
 - While discussing the coordination between counties and organizations to eliminate trips that arrived at the same location, it became apparent that not every organization currently has the appropriate software that would allow the various organizations to easily coordinate trips.
- Causing an inconvenience for the riders.
 - While coordinated efforts are achievable and important, there is an obvious concern of causing a longer wait time for the individuals using the transportation. One example that was made was if two individuals both had to go to the same hospital, but one rider finishes up their trip in one hour while the other individual will need two hours, there is an obvious inconvenience for the first rider. Stakeholders were concerned that if this occurred, less people would use the transportation services.
- Billing Issues.
 - Another concern that was discussed was that the current software of some organizations did not bill correctly when having multiple passengers in the same trip for their organization alone. Concerns about adding multiple organizations, multiple funding programs, or other coordinated efforts could lead to a complicated billing system.

Summary of Unmet Mobility Needs

The following tables describe the identified unmet transportation needs that were identified and the method used to identify and prioritize each need for each county within the region. Needs are listed in order of their rank in highest to lowest priority.

Exhibit [IV.10]: Unmet Mobility Needs for Crawford County

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	A Lack of Funding Available	Stakeholders determined that without proper funding, other unmet needs can't be addressed.
2	Transportation services earlier and later (before 6 AM and after 6 PM) for Jobs and Medical appointments.	Surveys of the public acknowledged a need for transportation options outside of the current service hours, such as for jobs and medical appointments.
3	Out-of-County trips including Veterans trips to Columbus, Cleveland, and Mansfield	Surveys also indicated that the public would like more options outside of the county.
4	Current Transportation options, such as only demand-response.	SCAT wants to evaluate its options as becoming a deviated route service, rather than on-demand response.
5	Educating the public.	If the public doesn't know the options available to it, it's hard to meet the unmet needs.
6	Complete Streets and Bike Trails	Mobility is not limited to transportation using vehicles. It's important to add sidewalks and other options for biking, walking, or running in the major cities.
7	Same-Day Transportation Options	Currently, most trips require a reservation in advance. If a transportation need arises on the same day, it's hard to find options.
8	Mobility Manager to assist in meeting the goals and establishing unmet needs.	Establishing a mobility manager for Crawford county or a shared mobility manager for the region discussed in this plan.
9	Investigate expanding current Volunteer Services	There are volunteer services available currently that could potentially expand. The planning committee want to explore those options.
10	Additional Taxi Services	There are limited taxis outside of Bucyrus in Crawford County.
11	Weekend Service	The public mentioned weekend service (Saturday and Sunday) in their surveys.
12	Expanding Current Service Area	Accessing other parts of the county.

Exhibit [IV.11]: Unmet Mobility Needs for Marion County

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	A Lack of Funding Available	Stakeholders determined that without proper funding, other unmet needs can't be addressed.
2	Transportation services earlier and later (before 8:00 AM and after 4:30 PM) for Jobs and Medical appointments.	Surveys of the public acknowledged a need for transportation options outside of the current service hours, such as for jobs and medical appointments.
3	Out-of-County trips	Surveys also indicated that the public would like more options outside of the county.
4	Educating the public.	If the public doesn't know the options available to it, it's hard to meet the unmet needs.
5	Lack of Drivers for Marion Area Transit	It is important to have drivers readily available to be able to provide the level of service that the public desires.
6	Same-Day Transportation Options	Currently, most trips require a reservation in advance. If a transportation need arises on the same day, it's hard to find options.
7	Mobility Manager to assist in meeting the goals and establishing unmet needs.	Establishing a mobility manager for Marion county or a shared mobility manager for the region discussed in this plan.
8	Taxi/Uber Service	Establishing a bigger network of taxis available for the public. Also, Uber may be explored as a cheaper alternative to taxis.
9	Weekend Service	The public mentioned weekend service (Saturday and Sunday) in their surveys.
10	Expanding Current Service Area	Accessing other parts of the county. Currently, MAT is a city transit option, so there is a lack of transportation options outside of the city within the county.
11	Active Transportation	Stakeholders determined there is a lack of access to active transportation.

Exhibit [IV.12]: Unmet Mobility Needs for Morrow County

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	A Lack of Funding Available	Stakeholders determined that without proper funding, other unmet needs can't be addressed.
2	Transportation services earlier and later (before 6 AM and after 6 PM) for Jobs and Medical appointments.	Surveys of the public acknowledged a need for transportation options outside of the current service hours, such as for jobs and medical appointments.
3	Out-of-County trips to other parts of Ohio such as Columbus	Surveys also indicated that the public would like more options outside of the county.
4	Public Transit	Currently, Morrow County doesn't have a lot of options for an affordable public transit system. MCTC wants to find a way to lower its rates and provide more readily available transportation.
5	Taxi and Uber	There are currently no taxis in Morrow County.
6	Complete Streets, Safe Routes to School, Bike Trails	Mobility is not limited to transportation using vehicles. It's important to add sidewalks and other options for biking, walking, or running throughout the county. There is also a need to establish safe routes to school for kids that travel to school outside of the busing systems.
7	Same-Day Transportation Options	Currently, most trips require a reservation in advance. If a transportation need arises on the same day, it's hard to find options.
9	On-Demand medical transportation	The hospital brought up a lack of options for patients who are leaving the hospital after being brought in via ambulance.
11	Weekend Service	The public mentioned weekend service (Saturday and Sunday) in their surveys.
12	Public Education about Current Services	If the public was made aware of their current options available, it may use the services more often.
13	Roads in Poor Shape	There is a great need to repair roads that are badly damaged from regular wear and tear. It was brought up in the public meeting about several county roads that require you to travel at speeds of 5 MPH in order to not damage your vehicle. Safe roads are important for mobility.

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs in Crawford, Marion, and Morrow Counties

Strategies for improving transportation for the region should address the service gaps and user needs identified in this plan, if they are to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public survey.

Based on information gathered throughout the planning process, RLS and Associates facilitated the development of the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to seven of the identified primary gaps and needs.

Below is an outline describing the prioritized strategies to address each of the identified unmet transportation needs and gaps in service.

Regional Goals and Strategies:

Goal #1: Increase funding for operations and capital expenses for transportation services.

Need(s) Being Addressed: Sustainable funding to maintain and grow transportation service within the region.

Strategy and Action Steps 1.1:

Develop a Regional Transportation Advisory Board (TAB) to expand coordination and communication between agencies

Strategy and Action Steps 1.2:

Enter into MOU agreements for purchase of service agreements among agencies

Strategy and Action Steps 1.3:

Develop an allocated cost model. All providers would complete the model to determine the cost of service. The TAB would review the cost model tool and agree to rates on an annual basis. Strategy 1.3:

Strategy and Action Steps 1.4:

Submit collaborative grant applications for coordinated service. National, local, state, and Federal applications.

Strategy and Action Steps 1.5:

Apply for Federal grant funding for a Regional Mobility Manager.

Strategy and Action Steps 1.6:

Solicit funding from all levels of local government, local businesses, foundations, and community organizations.

Strategy and Action Steps 1.7:

Establish a planned giving campaign with an annual solicitation and bequeath opportunities.

Strategy and Action Steps 1.8:

Use vehicles as a revenue source by selling advertising and offering company sponsorships.

Timeline for Implementation: Long-Term Goal with some strategies implemented sooner than 4 years and on-going.

Responsible for Leading Implementation: Regional TAB, Mobility Manager, Transit providers, and stakeholders.

Potential Cost Range: \$0.00 to \$25,000.00

Potential Funding Sources: 5310 Grant and 5311 Grant, local funding sources.

Performance Measures/Targets:

- 1) Increase Funding by December 31, 2018
- 2) Increase Public Support for Transportation by July 31, 2018
- 3) Begin Educating local businesses of the importance of transportation and the effects on their business starting July 2018.
- 4) Sign MOUs with organizations by January of 2019.
- 5) Submit collaborative grant applications by January 2018 – for Mobility Manager
- 6) Establish planned giving plan by December 2021

Goal #2: Expand hours and days of service within existing provider resources.

Need(s) Being Addressed: Extended hours, days of service and service area.

Strategy and Action Steps 2.1:

Develop agreements for shared trips across county lines to expand service to regional destinations and free up vehicles for other trip purposes. Use shared scheduling software for effective shared trip scheduling.

Strategy and Action Steps 2.2:

Investigate the feasibility of multi-county coverage by trip sharing with other providers to allow earlier and later service options.

Timeline for Implementation: Long Term Goal. Up to 4 years.

Parties Responsible for Leading Implementation: Transit providers and purchasers of service.

Potential Cost Range: \$10,000 to \$30,000 for shared scheduling software licenses.

Potential Funding Sources: Grants and local funding

Performance Measures/Targets:

- 1) Provider agreements established – June 2018.
- 2) Trip sharing occurs – July 2018
- 3) Shared software installed and in use by providers – June 2020

Goal #3: Increase available accessible fleet with replacement and expansion vehicles

Need(s) Being Addressed: Need for additional and replacement vehicles

Strategy and Action Steps 3.1:

Coordinate individual provider and shared provider requests for Section 5310 accessible vehicles.

Strategy and Action Steps 3.2:

Submit collaborative grant applications for coordinated service vehicles

Strategy and Action Steps 3.3:

Coordinate individual provider and shared provider requests for local and national foundations for accessible vehicles.

Strategy and Action Steps 3.4:

Solicit local business vehicle sponsorship in exchange for advertising such as – vehicle funded by:

Strategy and Action Steps 3.5:

Submit annual Section 5339 grant applications for vehicles.

Strategy and Action Steps 3.6:

Research vehicles available for sale on government websites such as govdeals.com to secure low cost vehicles with remaining useful life.

Timeline for Implementation: Mid-Term Goal. Approximately 2 years and ongoing

Performance Measures/Targets

- 1) Vehicles are secured – October 2019 and ongoing

Parties responsible for Leading Implementation: Providers and TAB

Potential Cost Range: \$100,000 to \$400,000 for shared scheduling software licenses.

Potential Funding Sources: Grants, businesses, and ad sales

Goal #4: Establish a One Stop Shop – Call Center

Need(s) Being Addressed: Community transportation resource center established, public education occurring, customers connected to service.

Strategy and Action Steps 4.1:

Establish a call and information center managed by the Regional Mobility Manager

Strategy and Action Steps 4.2:

Create a regional information and referral system for use by human service agency customers and the general public that provides comprehensive information about all transportation options, travel training, and assistance connecting to service. Hold quarterly TAB meetings to provide update and share information.

Strategy and Action Steps 4.3:

Increase community outreach to identify available services and information on how to connect with and use existing services. Develop resource guide with all transportation services. Attend community events to share information and educate the community.

Strategy and Action Steps 4.4:

Establish donated office space in each county and a schedule for the Regional Mobility Manager.

Strategy and Action Steps 4.5:

Create a regional information and referral system toll free telephone line.

Strategy and Action Steps 4.6:

Solicit funding from organizations seeking transportation assistance for client to support the operational costs of the call center.

Timeline for Implementation: Long Term Goal with some strategies completed within the Mid-term goal phase.

Performance Measures/Targets

- 1) Mobility Manager office space and schedule established – January 2019
- 2) Toll free telephone number established – June 2018
- 3) Community education presentations occurring – January 2019
- 4) Resource materials collected and documented– January 2019
- 5) Call center in operation – January 2020

Parties responsible for Leading Implementation: Mobility Manager, TAB, business partners and community leaders

Potential Cost Range: \$50,000 to \$200,000 depending on call center options.

Potential Funding Sources: Grants, In-kind donations, local business and community support.

Goal #5: Develop Complete Streets and Active Transportation Plans for each county to develop bike and walking routes, safe routes to schools, improvements to sidewalks and roads.

Need(s) Being Addressed: Complete Streets and Active Transportation Plan development and safety for pedestrian, bike, and vehicle travel.

Strategy and Action Steps 5.1:

Work with economic development and planning to draft a plan for Complete Streets and Active Transportation Plans for each county.

Strategy and Action Steps 5.2:

Assist as possible with submission of grant funding applications such as community block grants and community revitalization grants.

Strategy and Action Steps 5.3:

Use community involvement process to gain community support for the Complete Streets and Active Transportation Plan development and advancement.

Strategy and Action Steps 5.4:

Investigate energy conservation, environmental, natural resource grant opportunities to develop walking and bike paths.

Timeline for Implementation: Long Term Goal

Performance Measures/Targets

- 1) Community education and support meeting occur – June 2018
- 2) Meetings with economic development, planning and local leaders occur – August 2018
- 3) Plan development begins – December 2018

- 4) Plan completed – December 2019
- 5) Funding applications submitted – June 2020
- 6) Project implementation begins – June 2021

Parties responsible for Leading Implementation: Mobility Manager, TAB, business partners, economic development, planning commission, and community leaders

Potential Cost Range: \$500,000 to \$3M or more per county depending on the scale of the projects

Potential Funding Sources: Grants, In-kind donations, national and community foundations, fund raisers.

Goal #6: Increase awareness of transit and transit needs in the community

Need(s) Being Addressed: Increased awareness and community education of transit needs and resources.

Strategy and Action Steps 6.1:

Request spots on radio stations for public service announcements and interviews. Provide general transportation information and transportation success stories for community newsletters and church bulletins.

Strategy and Action Steps 6.2:

Distribute the coordinated plan within the community and post on coordination partner websites.

Strategy and Action Steps 6.3:

Develop a community resource guide of transportation resources and distribute the guide in the community.

Strategy and Action Steps 6.4:

Publish transit related articles in the local paper on a regular basis.

Strategy and Action Steps 6.5:

Attend local meetings and events to do presentations and provide information.

Strategy and Action Steps 6.6:

Develop and promote a transit website. Have coordination partners, businesses, and other agencies include a link on their website.

Timeline for Implementation: Mid-Term and ongoing

Performance Measures/Targets

- 1) Coordination plan distributed – March 2018
- 2) Resource brochure developed – December 2018

- 3) Public presentations occurring – June 2018
- 4) Newspaper and radio PSAs and community updates submitted – March 2018 and ongoing
- 5) Website developed and promoted – March 2019

Parties responsible for Leading Implementation: Mobility Manager, TAB, providers and coordination partners.

Potential Cost Range: \$ 5,000 to \$20000 depending on number of publications and cost of website development.

Potential Funding Sources: Grants, In-kind donations, national and community foundations.

Developing Strategies to Address Gaps and Needs in Crawford County

Strategies for improving transportation for Crawford County should address the service gaps and user needs identified in this plan, if they are to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public survey.

Based on information gathered throughout the planning process, RLS and Associates developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to seven of the identified primary gaps and needs.

Below is an outline describing the prioritized strategies to address each of the identified unmet transportation needs and gaps in service.

Goal #1: Evaluate the Section 5311 public transportation service and consider modifications to make the service more efficient and effective

Need(s) Being Addressed: Transportation service improvement and expansion of service.

Strategy and Action Steps 1.1:

Use existing SCAT trip and information to evaluate areas of highest use and common travel patterns.

Strategy and Action Steps 1.2:

Map and evaluate trip generators in Crawford County and outside of Crawford County

Strategy and Action Steps 1.3:

Hold public meetings to discuss service modifications.

Strategy and Action Steps 1.4:

Visit peer systems to evaluate effective service options in communities similar to Crawford County.

Strategy and Action Steps 1.5:

Develop service change plan and budget, and submit to ODOT for approval.

Strategy and Action Steps 1.6:

Market new service.

Timeline for Implementation: Mid Term Goal – up to 2 years

Parties Responsible for Leading Implementation: SCAT, Local TAB, and Community Leaders

Potential Cost Range: \$.00 to \$200,000 annually depending on level of service

Potential Funding Sources: FTA grants, ODOT state funding, local support

Performance Measures/Targets:

- 1) Information evaluated and trip patterns identified – March 2018
- 2) Peer system review completed – June 2018
- 3) Service design completed – July 2018
- 4) Local funding support solicited and committed – July 2018
- 5) Letter of request to ODOT requesting service change approval – July 2018
- 6) Grant submission to ODOT August 2018

Developing Strategies to Address Gaps and Needs in Marion County

Strategies for improving transportation for Marion County should address the service gaps and user needs identified in this plan, if they are to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public survey.

Based on information gathered throughout the planning process, RLS and Associates developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to seven of the identified primary gaps and needs.

Below is an outline describing the prioritized strategies to address each of the identified unmet transportation needs and gaps in service.

Goal #1: Expand public transportation service to countywide service in Marion County

Need(s) Being Addressed: Transportation service area expansion, increased transportation service.

Strategy and Action Steps 1.1:

Use existing community survey information and coordination plan survey results to establish the need for countywide public transportation.

Strategy and Action Steps 1.2:

Submit letter of request for approval to submit a Section 5311 project application for county service to ODOT. Service provider could be MAT or another approved provider.

Strategy and Action Steps 1.3:

Solicit local matching funds commitments.

Strategy and Action Steps 1.4:

Solicit letters of support from coordination partners, local organizations, local businesses, and community leaders.

Strategy and Action Steps 1.5:

Design service based on community input, survey results, and proven peer system designs.

Strategy and Action Steps 1.6:

Submit Section 5311 rural public transit grant application.

Timeline for Implementation: Long Term Goal – up to 4 years

Parties Responsible for Leading Implementation: Local TAB, Mobility Manager, Health Department, and Community Leaders

Potential Cost Range: \$200,000 to \$400,000 annually depending on level of service

Potential Funding Sources: FTA grants, ODOT state funding, local support

Performance Measures/Targets:

- 1) Survey information compiled to establish need documentation – June 2018
- 2) Letters of support submitted – December 2018
- 3) Local funding support solicited and committed – June 2019
- 4) Letter of request to submit for funding issued to ODOT – August 2019
- 5) Service design identified – March 2020
- 6) Grant submission to ODOT August 2020

Goal #2: Conduct a comprehensive assessment of the underlying reasons for transportation needs in the county.

Need(s) Being Addressed: Transportation unmet needs cause.

Strategy and Action Steps 2.1:

Work with the Health Department and other social service agencies to develop a survey and survey process with questions specific to underlying need for transportation.

Strategy and Action Steps 2.2:

Solicit assistance of local TAB for survey distribution.

Strategy and Action Steps 2.3:

Complete comprehensive analysis of the survey results

Strategy and Action Steps 2.4:

Distribute results among agencies that assist transit disadvantaged individuals and community leaders.

Timeline for Implementation: Long Term Goal – up to 4 years

Parties Responsible for Leading Implementation: Local TAB, Mobility Manager, Health Department, and Community Leaders

Potential Cost Range: \$15000 to \$25000 for survey effort

Potential Funding Sources: Health Department grants, community foundations, other social service agency grants.

Performance Measures/Targets:

- 1) Survey developed – December 2018
- 2) Community education of survey purpose occurs – March 2019
- 3) Survey distributed and collected – June 2019
- 4) Survey results compiled – September 2019
- 5) Survey results distributed – October 2019

Goal #3: Develop Complete Streets and Active Transportation Plans for Marion County to further develop bike and walking routes, improvements to sidewalks and roads, as well as other active transportation initiatives.

Need(s) Being Addressed: Complete Streets and Active Transportation Plan development and safety for pedestrian, bike, and vehicle travel.

Strategy and Action Steps 3.1:

Work with economic development, planning, and Ohio State University Branch to draft a plan for Complete Streets and Active Transportation Plans for each county. Marion County Health Department to take an active role.

Strategy and Action Steps 3.2:

Assist as possible with submission of grant funding applications such as community block grants and community revitalization grants.

Strategy and Action Steps 3.3:

Use community involvement process to gain community support for the Complete Streets and Active Transportation Plan development and advancement.

Strategy and Action Steps 3.4:

Investigate energy conservation, environmental, natural resource grant opportunities to develop walking and bike paths.

Timeline for Implementation: Long Term Goal

Performance Measures/Targets

- 1) Community education and support meeting occur – June 2018
- 2) Meetings with economic development, planning and local leaders occur – August 2018
- 2) Plan development begins – December 2018
- 3) Plan completed – December 2019
- 4) Funding applications submitted – June 2020
- 5) Project implementation begins – June 2021

Parties responsible for Leading Implementation: Mobility Manager, Health Department, OSU, TAB, business partners, economic development, planning commission, and community leaders

Potential Cost Range: \$500,000 to \$3M depending on the scale of the projects

Potential Funding Sources: Grants, In-kind donations, national and community foundations, fund raisers.

Developing Strategies to Address Gaps and Needs in Morrow County

Strategies for improving transportation for Morrow County should address the service gaps and user needs identified in this plan, if they are to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public survey.

Based on information gathered throughout the planning process, RLS and Associates developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to seven of the identified primary gaps and needs.

Below is an outline describing the prioritized strategies to address each of the identified unmet transportation needs and gaps in service.

Goal #1 Secure public transportation for Morrow County

Need(s) Being Addressed: Lack of public transportation options in Morrow County

Strategy and Action Steps 1.1:

Use existing MCTC and other Morrow County transportation provider data and coordination plan unmet needs to establish the need for public transportation.

Strategy and Action Steps 1.2:

Solicit governing body approval and local match support.

Strategy and Action Steps 1.3:

Submit request for approval to submit a Section 5311 grant application to ODOT.

Strategy and Action Steps 1.4:

Solicit letters of support from coordination partners and the community.

Strategy and Action Steps 1.5:

Demonstrate how the Section 5310 program could transition to a public transit system.

Strategy and Action Steps 1.6:

Design service using community input and peer system models that are successful

Timeline for Implementation: Mid-Term Goal. Approximately 2 years.

Parties Responsible for Leading Implementation: Local TAB, Mobility Manager, and Community Leaders

Potential Cost Range: \$200,000 to \$400,000 annually depending on level of service

Potential Funding Sources: FTA grants, ODOT state funding, local support

Performance Measures/Targets:

- 1) Information compiled to establish need documentation – March 2018
- 2) Letters of support submitted – June 2018
- 3) Local funding support solicited and committed – June 2018
- 4) Letter of request to submit for funding issued to ODOT – July 2018
- 5) Service design identified – July 2018
- 6) Grant submission to ODOT August 2018

Goal #2: Enhance Regional Complete Streets and Active Transportation Plan to areas specific to Morrow County and establish Safe Routes to School

Need(s) Being Addressed: Public Knowledge.

Strategy 2.1:

Investigate the option of connecting a combination walking and bike path into Mount Gilead State Park as well as establishing multiuse paths within the state park.

Strategy 2.2:

Solicit local community partners to help fund multiuse paths throughout the community.

Strategy 2.3:

Work with the Health Department, schools, and planning to develop a plan for Safe Routes to School.

Timeline for Implementation: Long Term – up to 4 years.

Performance Measures/Targets

- 1) Community education and support meeting occur – June 2018
- 2) Meetings with parks board, school board, economic development, planning and local leaders occur – August 2018
- 3) Plan development begins – December 2018
- 4) Plan completed – December 2019
- 5) Funding applications submitted – June 2020
- 6) Project implementation begins – June 2021

Parties responsible for Leading Implementation: Mobility Manager, Health Department, Parks Board School Board, TAB, business partners, economic development, planning commission, and community leaders.

Potential Cost Range: \$500,000 to \$3M depending on the scale of the projects

Potential Funding Sources: Grants, In-kind donations, national and community foundations, fund raisers.

VI. Plan Adoption

The development of this regional coordination plan was inclusive of extensive community involvement including a total of 9 stakeholder and public meetings, email communications, public announcements in local papers and community postings. Stakeholder and public meetings included representation from older adults and individuals with disabilities as well as organizations representing seniors and individuals with disabilities.

Final plan goals and strategies were presented during the final stakeholder and public meetings during the week of December 12, 2017. The goals and strategies for the region and each county were reviewed, revised, and approved by all in attendance at the meetings. Additionally, the revised goals presentation was distributed to all who had attended prior meetings for review and comment. The draft final plan was then developed and distributed to stakeholders for comment and approval. Upon receipt of comments and revisions to the plan the final plan was presented to the stakeholders and governing boards for adoption. Signatures of adoption are included in the appendix of this plan.

The Morrow County Commissioners submitted a resolution supporting the Regional Transit-Human Services Coordinated Transportation Plan on January 10th, 2018 which is included in Appendix E. A majority of the Stakeholders' signatures were obtained supporting the Regional Transit-Human Services Coordinated Transportation Plan on January 9th and 10th of 2018. Some signatures were not obtained due to vacations and a conflict of schedules. Their support was, however, gained via email supporting the document. The signatures and emails are included in Appendix E. The Marion Public Health Board will meet January 18th, 2018 and at that time, it is anticipated that the Board will submit a resolution supporting the Regional Transit-Human Services Coordinated Transportation Plan. This resolution will be included in the First Amendment of the Plan. The Crawford County Commissioners submitted a resolution supporting the Regional Transit-Human Services Coordinated Transportation Plan on Thursday, January 11th, 2018 which is included in Appendix E.

Appendix A: List of Planning Committee Participants

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

Agency Representation

Name	Agency
Tamara Lynch	Seneca-Crawford Area Transportation
Kim Kent	Crawford County Board of Developmental Disabilities
Cassie Herschler	Crawford County Council on Aging
Michele Hoffman	Crawford County Council on Aging
Ruth Culver	Crawford County Council on Aging
Jenny Vermillion	Crawford County Commissioner
Melinda Crall-Cauley	Crawford County Department of Job and Family Services
Doug Weisenauer	Crawford County Commissioner
Mo Ressallat	Crawford County Commissioner
Amy Timmerman	Morrow County Metropolitan Housing
Michelle Brown	Morrow County Board of Developmental Disabilities
Sandi Williamson	Morrow County Board of Developmental Disabilities
Jennifer Donelson	Morrow County Hospital
Jessica Scott	Seniors on Center
Aakash Parikh	Safe Harbor Peer Support Services
Kanda Benner	Morrow County Family and Children First Council
Sundie Brown	Morrow County Department of Job and Family Services
Susie Sexton	The Tomorrow Center
Cameron Phelps	Morrow County Transportation Collaborative
Tim Maceyko	Seth Maceyko Snuggle Time Foundation and MCTC
Ken Collins	Morrow County Transportation Collaborative
Crystina Wallar	Crawford County Family and Children First Council
Jeannette S.	Crawford County Family and Children First Council
Beth Clayton	Marion County Veterans Service
Jo Ann Radwin-Zimmerman	League of Women Voters and Marion Matters
Amber Wertman	United Way of Marion County
Katrina Harwood	Marion Public Health
Traci Kinsler	Marion Public Health
Jo Ellen King	Marion County Council on Aging
Denny Ferguson	Marion Can Do!
Meghan Taylor	Center Street Health Clinic
TJ Badertscher	Center Street Health Clinic

Crystal Slone	Center Street Health Clinic
Julie Prettyman	Marion Community Foundation
Jessica Trainer	Marion County Board of Developmental Disabilities
Whitney Gherman	The Ohio State University – Marion Campus
Theresa Lubke	Marion Family YMCA
Gus Comstock	Marion Can Do!
Jeff Marsh	Marion Area Transit
Deb Price	Marion Area Transit
Jen Sheridan	Marion City Schools
Sarah Volphenhein	Marion Star
Gary Iams	The Ohio State University Marion and Marion City Schools
Kelly Engelbert	Marion Public Health
Tara Dyer	BHC and Peace and Freedom Com
Janeen Wert	Morrow County Department of Job and Family Services
Don Chenoweth	No Limits Outreach
Deanna Brant	DMMHR SB
Pamela Butler	Morrow County Health Department
Jodi Hayes	United Way of Morrow County
Meghan Taylor	Center Street Clinic Health Center and MFHC
Bob Sutherland	Morrow County Resident
Chris Storbeck	Transcraft Automotive and Morrow County Resident
Hilary Ostrom	Morrow MHA
Michael Gale	Morrow County Hospital
Jillian Tuttle	United Way of Crawford County
Mary Habig	Seneca-Crawford Area Transit

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

Timothy Maceyko

Morrow County Transportation Collaborative

419-949-2603

mobilitymanager@morrowcountyohio.gov

Appendix B: List of Annual Reviews and Plan Amendments

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

Timothy Maceyko

Morrow County Transportation Collaborative

419-949-2603

mobilitymanager@morrowcountyohio.gov

Annual Review 2017

The Planning Committee with the help of RLS and Associates drafted the plan in December of 2017. There will be a review yearly. If you would like to participate in the 2018 review of the Coordination Plan, please contact:

Timothy Maceyko

Morrow County Transportation Collaborative

419-949-2603

mobilitymanager@morrowcountyohio.gov

Amendment 2017.

There have been no amendments made to the Coordination Plan since its adoption in 2017.

Appendix C: Definitions

There are several terms used throughout the plan that may be unique to transportation providers or human service agencies. The terms are defined here for reference.

Coordination – Collaborative efforts toward understanding and meeting the mobility needs in the most appropriate, cost effective, and responsive manner.

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

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

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

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

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

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

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

Section 5307 Program – The Urbanized Area Formula Grants program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in

Appendix D: Attachments

There were several documents used throughout the process of creating the regional coordinated plan. These documents are provided in Appendix D (See Attached). In Appendix D, there are copies of the invitations sent to the identified stakeholders for the nine meetings (three from Crawford County, three for Marion County, and three for Morrow County). There are also copies of the advertisements that were put in the local papers. Included in Appendix D is also a copy of the sign-in sheets as well as the presentations that were shown at each meeting. Lastly, a copy of the survey that was sent out to the general public as well as the various transportation providers to give to their riders can be found in Appendix D.

Dear Transportation Providers and Users:

It is time to create a Human Service Agency Coordinated Transportation Plan for Crawford County.

MCTC is the lead agency for the Regional plan that includes Marion County, Morrow County, and Crawford County. As a stakeholder with interest in transportation coordination due to the goals of your organization and the services that you provide, your organization is invited to be a part of the planning committee. The committee will meet to discuss the goals and current unmet needs of the county.

The goal of the plan is to identify unmet transportation needs and gaps in current services and develop transportation options to more effectively serve our transportation disadvantaged citizens. This goal can only be accomplished through your insightful contributions and by building upon partnerships between providers of transportation and agencies/organizations that represent older adults, families in poverty, and individuals with disabilities.

Coordination of health and human services and public transit has been demonstrated to reduce costs and increase access to services for older adults, people with disabilities and other transportation disadvantaged populations. Additionally, the coordinated plan is a requirement for Specialized Transportation (Section 5310) funding. **Only projects that are included in a coordinated plan may be eligible for Section 5310 funding.**

The first hour of the meeting will be for the stakeholders. The last 2 hours will be reserved for the public meeting and focus group. RLS will assist in running the meeting, but the main goals will be to discuss 1) the effectiveness of our current transportation options; 2) the unmet transportation needs for the population that your organization represents; 3) concepts for improving mobility options through new coordination efforts.

September Meeting Schedule

Date/Time	October 25 th , 2017 from 9:00AM-12:00PM
Place	Crawford County Administration Building Conference Room
Address	112 East Mansfield Street Bucyrus, OH 44820

Please let us know by October 19th, 2017 who will be representing your organization. Contact Cameron Phelps at cphelps@morrowcountyohio.gov.

We look forward to seeing you on October 24th.

Kind Regards,

Cameron Phelps
Morrow County Transportation Collaborative

Public Notice

With the support of the Crawford County Council on Aging and SCAT we hereby notify the public that RLS & Associates and Mobility Manager Tim Maceyko will be conducting a regional coordinated public transit-human services transportation plan meeting for Crawford, Marion, and Morrow Counties. A public meeting will be held for Crawford County residents on Wednesday, October 25, 2017 beginning at 10:00AM in the Crawford County Commissioners Lower Level Conference Room at 112 E Mansfield St, Bucyrus, Ohio 44820. The agenda includes a review of the unmet transportation needs, existing coordination efforts, and the process for developing a new action plan for the next four years. **This public meeting will provide a unique opportunity for the public to share transportation needs and a vision for their community, particularly the transportation needs for older adults and individuals with disabilities. Transportation providers, human service agencies, and other advocates for transportation and/or services for older adults, individuals with disabilities, people with low incomes, and the general public will also want to attend to discuss this important topic of passenger transportation challenges and needs.**

The Lower Level Conference Room is an accessible facility. If you require any additional assistance or transportation to the meeting, please contact Tim Maceyko by phone at 419-949-2603 or by email at mobilitymanager@morrowcountyohio.gov. Interested parties unable to attend the meeting may also email their comments.

17A1535

PROOF OF PUBLICATION

CRAWFORD COUNTY
STATE OF OHIO

} ss.

I, DAVID STUMP

one of the proprietors, do solemnly swear that a notice, of which a copy is hereto attached, was

published 2 consecutive weeks to-wit

on OCTOBER 12 20 17

and/to OCTOBER 19 20 17

inclusive in the **NEW WASHINGTON HERALD**, an English weekly newspaper printed, published, and in general circulation in the Village of New Washington, Ohio.

Sworn to and subscribed before me this 1st
day of November 20 17

Gyonnae Roberson
Notary Public.

My Commission Expires Aug 13 20 18

Crawford County Meeting

NAME	ORGANIZATION	email
Jillian Tuttle	United Way of Crawford Co.	manager@unitedwaycrawford.org
Jenny Vermillion	Craw. Co Commissioner	jennyv@crawford-co.org
Cameron Phelps	Morcon County Transportation Collaboration	cphelps@morconcountyohio.gov
Tim Maceyko	Morcon County ^{mobility manager @} MORCON COUNTY OHIO	tim.maceyko@morconcountyohio.gov
Mary Habig	Seneca-Crawford Area Trans.	scat@bright.net
Tamara Lynch	Seneca-Crawford Area Trans.	scatcrawford@bright.net
Kimberly	Crawford CBDD	kenth@crawfordcdd.org
Cassie Herschler	Crawford COA	cherschler@cccoa.org
Michele Hoffman	Crawford County COA	mhoffman@cccoa.org
Ruth Culver	Crawford County COA	rculver@cccoa.org
Crystina Waller	Crawford Family + Children First Council	ccfcfcouncil@hotmail.com
Mo Bossallat	Craw. Co Commissioner	moer@crawford-co.org moer@crawford-co.org

RLS Moving Public Transportation Into the Future

Crawford County Coordinated Public Transit-Human Services Transportation Plan

Public Meeting
October 25, 2017

Presented by: RLS & Associates, Inc.

History of Coordination Plans

Why Were Plans Developed?

- Human Services Transportation Coordination Provisions Aim to Improve Transportation Services for People with Disabilities, Older Adults, and Individuals with Lower Incomes by Ensuring that Communities Coordinate Transportation Resources Provided through Multiple Federal Programs

Why the New Requirement?

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graph LR
    A[62 Federal Agencies] --> B[State Agency]
    B --> C[Local Agency]
  
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RLS Meeting Objectives

1. Coordination Plan Purpose
2. Review FAST Highlights
3. History of Coordination Plan In Crawford County
4. Determine Existing Resources
5. Unmet Transportation Needs
6. Review Current Priorities and Challenges
7. Priorities, Goals, and Strategies
8. Next Steps

History of Coordination Plans

- Requirements of the Plan Are a Result of:
 - 2003 General Accounting Office Report Identifying:
 - 62 Different Federal Funding Programs
 - 8 Different Federal Funding Agencies
 - Little or No Coordination & Duplication of Programs
 - SAFETEA-LU was Signed into Law on August 10, 2005, and Expired on September 30, 2009
 - Congress Renewed Its Funding Formulas, Until Replacing SAFETEA-LU in 2012 with MAP-21 and in 2015 with FAST

Section 5310 Program Overview

- Since 1975
- Funds Awarded to Private Nonprofit Organizations Where Existing Transportation Services Were Insufficient, Inadequate, or Inappropriate
- Program Goal:** To Improve Mobility for Older Adults and Individuals with Disabilities
 - Crawford County Receives Section 5310 Program Funding

Coordination Planning Requirements and Fixing Americas Surface Transportation (FAST) Act

MAP-21 and FAST Provisions

- Ongoing Provisions
 - Local Share may be Derived from Other Non-DOT Transportation Sources
 - Recipients Must Certify that Projects Selected are Included in Locally Developed, Coordinated Public Transit-Human Services Transportation Plan to be Eligible to Receive Some Federal Transit Program Funds such as Section 5310 Program Funds

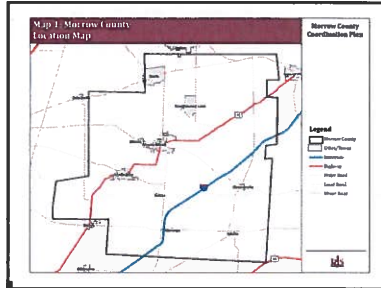
Section 5311 Program Overview

The Non Urbanized Area Formula Funding program (49 U.S.C. 5311) makes federal resources available to rural areas for transit capital and operating assistance in urbanized areas and for transportation related planning.

Match Requirement 50% for Operating and 80% for Capital

Federal & State Funding Programs

- ◆ Key Agencies
 - Ohio Department of Aging
 - Ohio Department of Job & Family Services
 - Ohio Department of Developmental Disabilities
 - Ohio Rehabilitation Services Commission

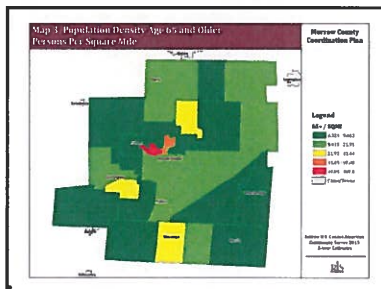


Plan Goals

- ◆ Assess, Evaluate And Document Resources and Needs
- ◆ Gather Insights
- ◆ Address Duplication/Underutilization
- ◆ Regional Coordination Opportunities

Crawford County Coordination

- ◆ Crawford County developed a Transportation Human Services Coordination Plan in 2008 however has not Updated the Plan
 - The out of date plan will no longer be accepted by ODOT



Unmet Transportation Needs

Group Discussion of Current Unmet Need

Recent Survey Results

Would Use Public Transit:

- 36% - Would not use unless no other alternative
- 20% - Use transit now
- 20% - Would use if saved money

Recent Survey Results

Times of Travel:

- 6am to 8 am
- 9pm to 12 am

Recent Survey Results

Age of Respondent:

- 30% - 45 to 54
- 21% - 25-34
- 21% - 55-64

Recent Survey Results

Transportation Needs:

- Medical
- Shopping
- Work
- Church

Recent Survey Results

Identified Needs:

- Out of county travel
- On time performance
- Lower cost
- Later hours
- Saturday service
- Sunday service

Recent Survey Results

Travel Mode:

- 36% - Private vehicle
- 17% - Demand Response Transit
- 9% - Bike or Walk
- 8% - Fixed Route Transit
- 3% - Volunteer Transportation

Recent Survey Results

Travel Area Needed:

- Crawford County
- Crawford
- Columbus

NEXT STEPS

Inventory and Needs Assessment

- ♦ Interviews with Transportation Providers
- ♦ Human Service Agencies Complete Survey
- ♦ Organizations that Use or Purchase Transportation Have an Opportunity to Complete a Survey
- ♦ Results Public Needs and Rider Assessment Surveys:

Participation Reminder

- ♦ Participation in Meetings and Interviews is Required for Funding Eligibility -
 - Applications for Funding Must be Part of the Coordinated Transportation Plan.

Public Meeting #2

- ♦ Determine Date and Location
- ♦ Distribute Invitations
- ♦ Arrange for Meeting Facility
- ♦ Stakeholders Discuss Goals, Strategies and Priorities and Refine the List
 - The Refined Priorities will go into the Final Plan
- November 14th – 9am

Unmet Transportation Needs

Group Discussion of Current Unmet Need

Final Plan

Final Plan will get Submitted to ODOT for Approval and Provide Crawford County the Opportunity for Continued Section 5310 Funding

Regional Mobility Manager – Crawford, Crawford, and Crawford Counties



Contact Information

- ♦ Claire Oswald, RLS & Associates, Inc.
 - coswald@rlsandassoc.com
- ♦ Zach Kincade, RLS & Associates, Inc.
 - zkincade@rlsandassoc.com
- ♦ Julie Schafer, RLS & Associates, Inc.
 - jschafer@rlsandassoc.com
- ♦ Mark Hess, Trumbull County
 - eahess@co.trumbull.oh.us

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September Meeting Schedule

Date/Time	November 16 th , 2017 from 9:00AM-12:00PM
Place	Crawford County Administration Building Conference Room
Address	112 East Mansfield Street Bucyrus, OH 44820

Please let us know by November 10th, 2017 who will be representing your organization. Contact Cameron Phelps at cphelps@morrowcountyohio.gov.

We look forward to seeing you on November 16th.

Kind Regards,

Cameron Phelps
Morrow County Transportation Collaborative

PROOF OF PUBLICATION

CRAWFORD COUNTY
STATE OF OHIO

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Public Notice

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I, DAVID STUMP

one of the proprietors, do solemnly swear that a notice, of which a copy is hereto attached, was

published 1 consecutive weeks to-wit

on NOVEMBER 9 20 17

and/to 20

inclusive in the **NEW WASHINGTON HERALD**, an English weekly newspaper printed, published, and in general circulation in the Village of New Washington, Ohio.

Sworn to and subscribed before me this 6th
day of December 20 17

George Reberman
Notary Public.

My Commission Expires Aug. 13 20 18

CZ-AW-Ford

~~Wednesday, November 15, 2017~~

~~Wednesday, November 15, 2017~~

Wassail

[illegible]

Crawford

Name

Organization

Email

Crystina Wallar Family + Children cefcfccouncil@
First Council hotmail.com

Jeannette Smakal Family + Children Todd and
First Council Jeannette
@hotmail.com

Melinda Crall-Cawley

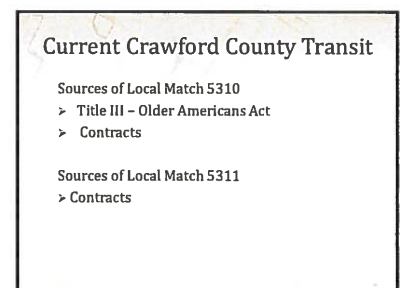
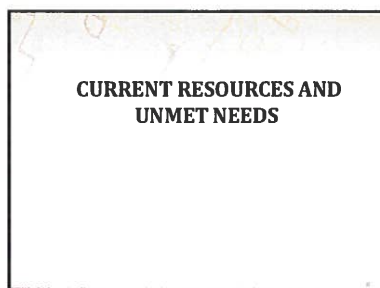
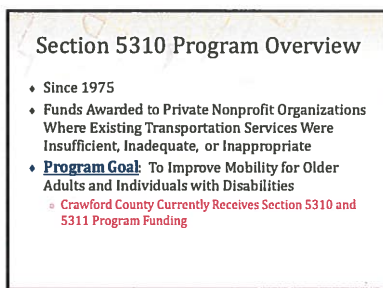
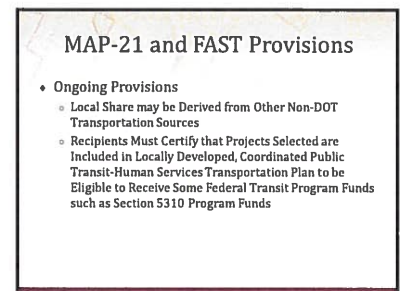
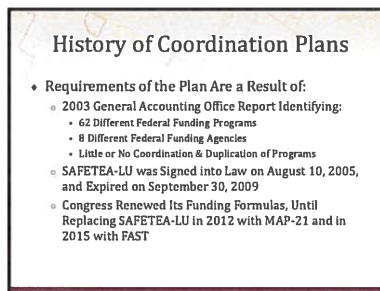
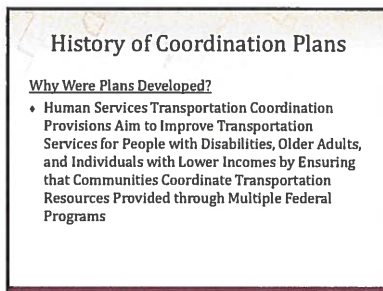
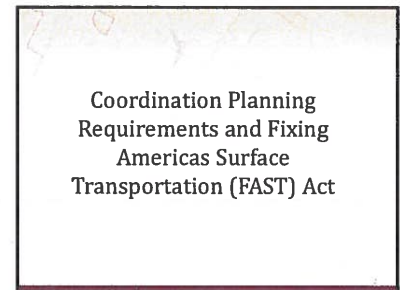
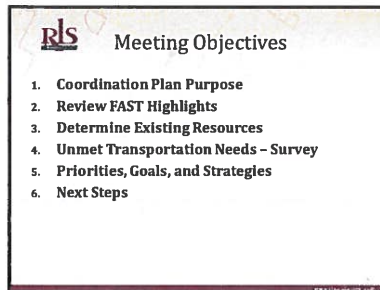
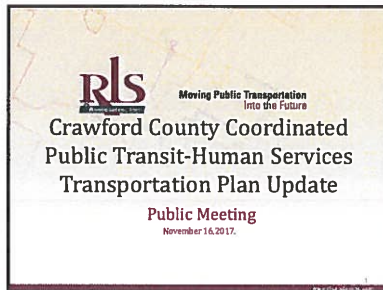
Crawford Cty JFS

melinda.crall@jfs.ohio.gov

Doug WEISNAUER

Commissioner

DougW@CRAWFORD-CO.ORG



Unmet Transportation Needs

Group Discussion of Current Unmet Need

Existing Transportation Resources

- ♦ SCAT
- ♦ Council on Aging
- ♦ Ohio Specialty Services
 - Developmental Disabilities
- ♦ Buckeye Taxi
- ♦ Volunteer
- ♦ Veterans
- ♦ Faith Based

Unmet Transportation Needs/ Gaps in Services

- ♦ Transportation services earlier and later (before 6 AM and after 6 PM)
- ♦ Out-of-County trips including Veterans trips to Columbus, Cleveland and Mansfield
- ♦ Transportation for medical appointments
- ♦ Additional funding to sustain transportation in the local area
- ♦ Review of SCAT to evaluate deviated route
- ♦ Educating the public by getting more information out to the public
- ♦ Complete Streets

Unmet Transportation Needs/ Gaps in Services

- ♦ Same-Day transportation options
- ♦ Job trips
- ♦ Mobility Manager
- ♦ Bike trails especially for Galion and Bucyrus
- ♦ Investigate expansion of volunteer service
- ♦ Out-of-county medical transportation
- ♦ Additional taxi service, especially outside of Bucyrus
- ♦ Cross-county public transit
- ♦ Saturday and Sunday service

Goal 1	Increase the amount of funds available for coordinated public agency transportation in the region while working cooperatively to control costs
Strategy 1.1	Transportation providers meet with respective local elected officials, businesses and others to explain the benefits of local transportation program and seek more significant financial support
Strategy 1.2	Transportation providers and agencies investigate funding opportunities from working through the Transportation Advisory Committee (TAC). Joint applications
Strategy 1.3	Explore opportunities for joint purchasing of vehicle parts, drug testing, driver training, bloodborne pathogen training, vehicle maintenance and other services to lower expenses

Goal 2	Enhance the general public's knowledge and understanding regarding the availability and benefits of public and coordinated transportation
Strategy 2.1	Distribute the Coordinated Transportation Plan to stakeholders in each county
Strategy 2.2	Create a regional information and referral system for use by human service agency clients and the general public that provides information about schedules, service hours, fares, eligibility, etc. – one stop shop
Strategy 2.3	Increase community outreach to identify available services and information on how to utilize existing transportation services

Goal 2	Enhance the general public's knowledge and understanding regarding the availability and benefits of public and coordinated transportation
Strategy 2.4	Conduct presentations on public and coordinated transportation at meetings for local elected officials
Strategy 2.5	Develop an informational brochure on the benefits of public, human service agency, and coordinated transportation that can be broadly distributed
Strategy 2.6	Develop and distribute a regional county-by-county resource guide that lists various transportation providers and explains services

Goal 2	Enhance the general public's knowledge and understanding regarding the availability and benefits of public and coordinated transportation
Strategy 2.7	Each provider should develop a website dedicated to the transportation program, providing detailed information regarding services provided
Strategy 2.8	Establish email, text and telephone alerts for each rural county transportation provider to improve communications with the public and passengers about service delays
Strategy 2.9	Submit information articles on public/coordinated transportation to the local newspapers and to agency newsletters

Goal 2	Enhance the general public's knowledge and understanding regarding the availability and benefits of public and coordinated transportation
Strategy 2.10	Work together to remove restrictions against joint use of vehicles and the individuals that may be transported on the vehicles

Goal 3	Improve the level of service provided in the county, thereby increasing availability of services for employment, medical appointments and other trips.
Strategy 3.1	Increase coordination efforts among SCAT and Council on Aging. Incorporate volunteer services when possible. Share out of county rides with MCTC when possible.
Strategy 3.2	Consider cross county service, including the possibility of establishing transfer points with Marion Transk and MCTC
Strategy 3.3	Conduct assessment for deviated route service based on existing travel patterns

Goal 4	Investigate alternative travel opportunities in the county
Strategy 4.1	Work with economic development and local leaders to establish planning projects for bike and walking trails
Strategy 4.2	Joint efforts to improve sidewalks, streets, and curb cuts – Complete Streets

Goal 5	Obtain the necessary capital assistance, including vehicles and related equipment and new technology to improve existing mobility options.
Strategy 5.1	Generate local funding support for new technology and new/replacement vehicles.
Strategy 5.2	Coordinate purchase of capital equipment.
Strategy 5.3	Joint purchasing of vehicle parts, drug testing, training, maintenance, other services.

Goal 5	Extend service days/hours to rural portions of the region.
Strategy 5.1	Conduct a cost benefit analysis (Rural Transit). Develop fully allocated cost.
Strategy 5.2	Each provider consider expanding hours and coordinated shared rides

Goal 6	Create a transportation structure that promotes more efficient use of resources at the local and regional level.
Strategy 6.1	Establish a local or regional Mobility Manager
Strategy 6.2	Develop contracts and MOU
Strategy 6.3	Shared scheduling software.

NEXT STEPS	
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Final Plan	
<ul style="list-style-type: none"> Final Plan to Regional POC and Stakeholders for Review (about 1 week) Local POCs Adopt the Final Plan and Submit Adoption Signature Page to State Funding Agency 	

Dear Transportation Providers and Users:

It is time to create a Human Service Agency Coordinated Transportation Plan for Crawford County.

MCTC is the lead agency for the Regional plan that includes Marion County, Morrow County, and Crawford County. As a stakeholder with interest in transportation coordination due to the goals of your organization and the services that you provide, your organization is invited to be a part of the planning committee. The committee will meet to discuss the goals and current unmet needs of the county.

The goal of the plan is to identify unmet transportation needs and gaps in current services and develop transportation options to more effectively serve our transportation disadvantaged citizens. This goal can only be accomplished through your insightful contributions and by building upon partnerships between providers of transportation and agencies/organizations that represent older adults, families in poverty, and individuals with disabilities.

Coordination of health and human services and public transit has been demonstrated to reduce costs and increase access to services for older adults, people with disabilities and other transportation disadvantaged populations. Additionally, the coordinated plan is a requirement for Specialized Transportation (Section 5310) funding. **Only projects that are included in a coordinated plan may be eligible for Section 5310 funding.**

The first hour of the meeting will be for the stakeholders. The last 2 hours will be reserved for the public meeting and focus group. RLS will assist in running the meeting, but the main goals will be to discuss 1) the effectiveness of our current transportation options; 2) the unmet transportation needs for the population that your organization represents; 3) concepts for improving mobility options through new coordination efforts.

September Meeting Schedule

Date/Time	December 14 th , 2017 from 9:00AM-12:00PM
Place	Crawford County Administration Building Conference Room
Address	112 East Mansfield Street Bucyrus, OH 44820

Please let us know by December 7th, 2017 who will be representing your organization. Contact Cameron Phelps at cphelps@morrowcountyohio.gov.

We look forward to seeing you on December 14th.

Kind Regards,

Cameron Phelps
Morrow County Transportation Collaborative



MARION

PUBLIC HEALTH

Making Marion a healthier place to live, work, and play

MEDIA/PRESS RELEASE

FOR IMMEDIATE RELEASE- October 6, 2017

FOR MORE INFORMATION, CONTACT: Lisa Cook, PIO at (740) 692-9103

MARION, Ohio – October 6, 2017-

Public Notice

The Marion County Health Department, RLS & Associates and Mobility Manager Tim Maceyko will be conducting a regional coordinated public transit-human services transportation plan meeting for Marion-Morrow-Crawford Counties. A public meeting will be held for Marion County residents on Monday, October 23, 2017 beginning at 10:00AM at Marion Public Health. The agenda includes a review of unmet transportation needs, existing coordination efforts, and the process for developing a new action plan for the next four years. This public meeting will provide a unique opportunity for the public to share transportation needs and a vision for their community, particularly the transportation needs for older adults and individuals with disabilities. Transportation providers, human service agencies, and other advocates for transportation and/or services for older adults, individuals with disabilities, people with low incomes, and the general public will also want to attend to discuss this important topic of passenger transportation challenges and needs.

Marion Public Health is an accessible facility. If you require any additional assistance or transportation to the meeting, please contact Tim Maceyko by phone at 419-949-2603 or by email at mobilitymanager@morrowcountyohio.gov . Interested parties unable to attend the meeting may also email their comments.

####

SIGN IN SHEET

Crawford, Marion, and Morrow County Regional Coordination Plan Public Meeting - Plan Approval

Location: Crawford County Administration

Date: 12/14/2017

Approval

Time: 9:00 AM

Name	Email	Organization	Phone
Mary E. Habis	scat@bright.net	SCAT	419-448-7344
Tamara Lynch	scatcrawford@bright.net	SCAT	419-617-7191
Ma Pessionat		Commissioner	419-562-5876
Jenny Kimmlein	jennyv@crawford-co.org	Commissioner	419-562-5876
Cassie Kuehler	cherschler@cccoa.org	CCCOA	419-562-3050
Michele Hoffman	mhoffman@cccoa.org	CCCOA	419-562-3050
Kurt Culver	kculver@cccoa.org	CCCOA	419-562-3050
Doug Wessner	Dough@cc Crawford-co.org	Commissioner	419-562-5876
Tim Macey	Publicity Manager - macey@chic.org	Morrow Co	419-562-0905
Cameron Phelps	cphelps@morrowcountyohio.gov	MCTC	N/A

RLS Moving Public Transportation Into the Future

Coordinated Public Transit-Human Services Transportation Plan

Crawford, Marion, and Morrow County Final Public Meeting
December 14, 2017

RLS Meeting Objectives

1. Review and Comment on Priorities, Goals, and Strategies
2. Next Steps
 - Draft plan review and approval
 - Board approval
 - Submission to ODOT

History of Coordination Plans

- ◆ Requirements of the Plan Are a Result of:
 - 2003 – General Accounting Office Report Identifying:
 - 62 Different Federal Funding Programs
 - 8 Different Federal Funding Agencies
 - Little or No Coordination & Duplication of Programs
 - 2005 – SAFETEA-LU was Signed into Law
 - 2009 – SAFETEA-LU Expired but was Renewed Annually
 - 2012 – Congress Replaced SAFETEA-LU in 2012 with MAP-21
 - 2015- FAST Act replaced MAP-21 and provided funding from FY2016-2020

Important FAST Act Provisions

- ◆ The Local Share/Match may be Derived from Other Non-U.S DOT Federal Sources (for example, Title III Older Americans Act)
- ◆ Vehicle Advertising Revenue can be match but fares are not an eligible match source
- ◆ Recipients Must Certify that Projects Selected are Included in Locally Developed, Coordinated Public Transit-Human Services Transportation Plan.

Existing Transportation Resources

- ◆ Crawford County (Sec. 5311)
- ◆ Crawford County (Sec. 5310)
- ◆ Morrow County (Sec. 5310)
- ◆ Marion County (Sec. 5311)

RLS Existing Transportation Resources

- ◆ SCAT – Section 5311
- ◆ Council on Aging – Section 5310
- ◆ Ohio Specialty Services
 - Developmental Disabilities
- ◆ Buckeye Taxi
- ◆ Volunteer
- ◆ Veterans
- ◆ Faith Based

Unmet Needs Identified

- ◆ Transportation services earlier and later (before 6 AM and after 6 PM)
- ◆ Out-of-County trips including Veterans trips to Columbus, Cleveland and Mansfield
- ◆ Transportation for medical appointments
- ◆ Additional funding to sustain transportation in the local area
- ◆ Review of SCAT to evaluate deviated route
- ◆ Educating the public by getting more information out to the public
- ◆ Complete Streets

Unmet Needs Identified

- ◆ Same-Day transportation options
- ◆ Funding for operating and capital
- ◆ Job trips
- ◆ Mobility Manager
- ◆ Bike trails especially for Galion and Bucyrus
- ◆ Investigate expansion of volunteer service
- ◆ Out-of-county medical transportation
- ◆ Additional taxi service, especially outside of Bucyrus
- ◆ Cross-county public transit
- ◆ Saturday and Sunday service

Goal 1	Increase the amount of funds available for operating and capital funding in the region while working cooperatively to control costs
Strategy 1.1	Develop a regional Transportation Advisory Board to expand coordination between agencies
Strategy 1.2	Enter into MOU agreements for purchase of service agreements among agencies

Goal 1	Increase funding for Operations and Capital
Strategy 1.3	Develop an allocated cost model. All providers complete model to determine cost of service. TAB agrees to rates on an annual basis
Strategy 1.4	Submit collaborative grant applications for coordinated service.

Goal 1	Increase funding for Operations and Capital
Strategy 1.5	Apply for Federal funding for a Regional Mobility Manager
Strategy 1.6	Solicit funding from all levels of local government, local businesses, foundations, and community organizations

Goal 1	Increase funding for Operations and Capital
Strategy 1.7	Establish a planned giving campaign with an annual solicitation and bequeath opportunities
Strategy 1.8	Increase vehicles ad sales revenue by selling more advertising on vehicles and offering company sponsorship

Goal 2	Expand hours and days of service within Existing Provider Resources
Strategy 2.1	Develop agreements for shared trips across county lines to expand service to regional destinations to free up vehicles for other trip uses. Use shared scheduling software for effective shared trip scheduling.

Goal 2	Expand hours and days of service within Existing Provider Resources
Strategy 2.2	Investigate the feasibility of multi county coverage by providers to allow for earlier and later service

Goal 2	Expand hours and days of service within Existing Provider Resources
Strategy 2.3	Investigate the feasibility of Uber/Lyft or taxi service purchase of service contracts if funding allows

Goal 2	Expand hours and days of service within Existing Provider Resources
Strategy 2.4	Increase coordination of service -- shared rides among Public Transit, Seniors, Veterans, and Volunteers.

Goal 3	Increase Fleet
Strategy 3.1	Coordinate individual provider and shared provider requests for Section 5310 accessible vehicles
Strategy 3.2	Submit collaborative grant applications for coordinated service.

Goal 3	Increase Fleet
Strategy 3.3	Coordinate individual provider and shared provider requests for local and national foundations for accessible vehicles
Strategy 3.4	Solicit local business vehicle sponsorship in exchange for advertising -- vehicle funded by:

Goal 3	Increase Fleet
Strategy 3.5	Submit annual Section 5339 grant applications for vehicles
Strategy 3.6	Research available vehicles on government websites to secure low cost vehicles with remaining useful life.

Goal 4	Establish a county or regional Mobility Manager
Strategy 4.1	Work with Morrow County to develop a funding plan to sustain a Regional Mobility Manager. Submit letters of support for the Section 5310—Mobility Manager application.
Strategy 4.1	Apply for Section 5310 funding for a Crawford County Mobility Manager or secure local funding to sustain a Crawford County Mobility Manager
Strategy 4.2	Locate free or low cost office space for the Mobility Manager

Goal 4	Establish a county or regional Mobility Manager
Strategy 4.3	Market mobility management services in the community by sharing information with human service, social service, and other organizations in the community.
Strategy 4.4	???
Strategy 4.5	???

Goal 5	Establish a one stop shop—call center
Strategy 5.1	Establish call and information center managed by the county or regional Mobility Manager.
Strategy 5.2	Create an information and referral system for use by human service agency clients and the general public that provides information about schedules, service hours, fares, eligibility, etc. Hold quarterly Transportation Advisory Committee meetings for updates and sharing of information
Strategy 5.3	Increase community outreach to identify available services and information on how to utilize existing transportation services.

Goal 5	Establish a one stop shop—call center
Strategy 5.4	Establish donated office space in each county and schedule for the County or Regional Mobility Manager.
Strategy 5.5	Create an information and referral system toll free telephone line.
Strategy 5.6	Solicit funding from organization seeking transportation assistance for clients to support operational cost of the call center.

Goal 6	Develop complete streets with bike and walking routes, improvements to roads and sidewalks
Strategy 6.1	Work with economic development and planning to draft plan for a complete streets.
Strategy 6.2	Grant funding applications such as community block grants. Investigate the possibility of DNR grant opportunities
Strategy 6.3	Use community involvement process to gain support for the complete streets effort

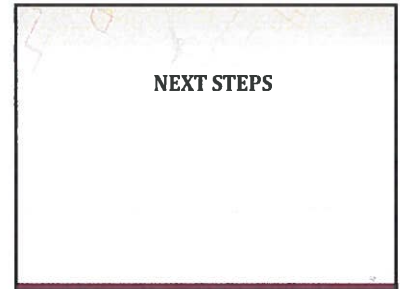
Goal 6	Develop complete streets with bike and walking routes, safe routes to schools, improvements to roads and sidewalks
Strategy 6.4	Investigate energy conservation and environmental grants for sidewalks and bike paths
Strategy 6.5	???
Strategy 6.6	???

Goal 7	Evaluate the Section 5311 public transportation service and consider modifications to make the service more efficient and effective
Strategy 7.1	Use existing SCAT trip information to evaluate areas of highest public transit use
Strategy 7.2	Map and evaluate trip generators in Crawford County and out of county.
Strategy 7.3	Hold community input public meetings to discuss service modification options

Goal 7	Evaluate the Section 5311 public transportation service and consider modifications to make the service more efficient and effective
Strategy 7.4	Visit peer systems to evaluate effective service options in similar communities
Strategy 7.5	Develop service change plan and budget. Submit service plan and budget to ODOT for approval
Strategy 7.6	Market service

Goal 8	Increase awareness of transit and transit needs in the community
Strategy 8.1	Request spots on local community radio and community television. Provide general transportation information
Strategy 8.2	Develop a community transportation resource guide. Distribute resource guide in the community
Strategy 8.3	Publish articles regularly in local papers.

Goal 8	Increase awareness of transit and transit needs in the community
Strategy 8.4	Attend local meetings to provide information and do presentations
Strategy 8.5	Develop and promote a transit website. Have other agencies and businesses include a link to the transit website
Strategy 8.6	???

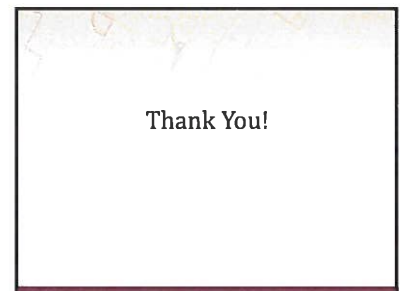


Draft Final Report

- Stakeholders Review the Draft Plan and Submit Comments to Cameron by Phone or Email

Final Plan

- Final Plan is Emailed to Regional Stakeholders for Last Review
- Adopt the Final Plan and Submit Adopted Plan to ODOT



Rural Transportation Needs Survey

Public Survey

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

- | | |
|--|--|
| <input type="checkbox"/> Fixed route public transit (with bus stops and time schedule) | <input type="checkbox"/> Car share (Zipcar) |
| <input type="checkbox"/> Flexible public transit routes (vehicles operate on a fixed route and time schedule but can make deviations off the route) | <input type="checkbox"/> Faith-based organization (such as a church bus or van to go to services or activities) |
| <input type="checkbox"/> Demand response public or agency/program-sponsored transportation services (requires an advance reservation and the vehicle comes to your house for pick-up and drop-off) | <input type="checkbox"/> Ambulette Service (non-emergency medical transportation provided by a medical transportation company) |
| <input type="checkbox"/> Carpool or vanpool | <input type="checkbox"/> Personal vehicle or ride with a friend/family member |
| <input type="checkbox"/> Public transportation systems or human service/senior agencies in neighboring counties | <input type="checkbox"/> Bicycle or Walk (other than for exercise) |
| <input type="checkbox"/> Private inter-city bus (such as Greyhound or Megabus) | <input type="checkbox"/> Volunteer transportation |
| <input type="checkbox"/> Private taxi, Uber, Lyft (or similar) | <input type="checkbox"/> Amtrak (originating in Ohio) |
| <input type="checkbox"/> Other (please specify) | |

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

- ☐ If it would save money (ex. save on gas or car maintenance)
- ☐ If it is better for the environment
- ☐ If it is provided with wheelchair accessible vehicles
- ☐ If I do not have another transportation option
- ☐ I would not use public transportation under any circumstance
- ☐ It is available and I do use it

Other (please specify)

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

- ☐ If I could ride to other parts of the state (such as to Columbus or other cities and towns)
- ☐ Lower the cost to ride
- ☐ Start earlier in the morning
- ☐ End later at night
- ☐ Operate on Saturdays
- ☐ Operate on Sundays
- ☐ No shared rides with others
- ☐ If vehicles operate on a fixed route and schedule with bus stops
- ☐ Smaller vehicles
- ☐ Larger vehicles
- ☐ Wheelchair accessible vehicles
- ☐ More reliable/On-Time for picking me up/dropping me off
- ☐ Other (please specify)

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

- ☐ My Employer
- ☐ Medical clinics or hospitals
- ☐ Medical/Dental offices
- ☐ Shopping/Grocery/Pharmacy
- ☐ School
- ☐ Senior program or human service agency activities and appointments
- ☐ Social/Recreation activities/Parks
- ☐ Church/Faith-Based Organizations and Activities
- ☐ Other (please specify)

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

	Medical/Health Care	Nutrition	Employment	Shopping	Recreation/Social	Other
12 A.M. - 6 A.M.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 A.M. - 8 A.M.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8 A.M. - 12 P.M.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12 P.M. - 3 P.M.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 P.M. - 6 P.M.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 P.M. - 9 P.M.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9 P.M. - 12 A.M.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

6. What City/Town, County or Counties are the locations from QUESTION 6 located in?

Medical/Health Care

Nutrition

Employment

Shopping

Recreation/Social

Other

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

☐ Yes

☐ No

☐ If yes, how often do you need it and to what city/town?

8. How old are you?

- ☐ 15-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+

9. Is English your first language?

- ☐ Yes
- ☐ No

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

* 11. What county do you live in?

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

- ☐ Employed outside your home
- ☐ Employed in your home
- ☐ Homemaker
- ☐ Retired
- ☐ Student
- ☐ Unemployed

Other (please specify)

13. If you work outside of your home, who is your employer(s)?

14. What City/Town or County is your employer(s) located?

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

☐ Yes

☐ No

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

☐ Yes

☐ No

☐ Other (please specify)