Crawford County, Marion County, and Morrow County

Regional Coordinated Public Transit-Human Services Transportation Plan

December, 2017

Collaborative Lead Agencies: Morrow County Transportation Collaborative, Marion County Health Department, and Crawford County Commissioners

For more information about this plan please contact Tim Maceyko, Mobility Manager at (419) 949-2603 or mobilitymanager@morrowcountyohio.gov

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Executive Summary

This plan is the Public Transit-Human Services Coordination Transportation Plan for Crawford County, Marion County, and Morrow County Ohio. While Crawford and Morrow Counties had developed plans in the past, these plans were not formally adopted and are outdated. This regional plan was developed in December, 2017 and will be reviewed and updated annually. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America's Surface Transportation (FAST) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. According to requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies new programs and rules for all Fiscal Year 2016 funds and authorizes transit programs for five (5) years.

Transportation is a critical component of the communities in Crawford County, Marion County, and Morrow County. Transportation provides access to jobs, education, health care, human services and allows all community members, including older adults and people with disabilities, to live independently and engage in community life. It is the purpose of this plan for local stakeholders to work collaboratively to complete the following activities:

1. Identify all community resources including
   ♦ Marion Area Transit (MAT),
   ♦ Seneca-Crawford Area Transit (SCAT),
   ♦ Morrow County Transportation Collaborative (MCTC),
   ♦ Crawford County Council on Aging,
   ♦ Crawford County Veterans,
   ♦ Transportation for Crawford County Board of Developmental Disabilities consumers provided by Ohio Specialty Services,
   ♦ Taxis such as Buckeye Taxi in Crawford County and Frank's Taxi in Marion County, Marion County Council on Aging,
   ♦ Transportation for Marion County Board of Developmental Disabilities provided by Residential Home Association of Marion and Wings of an Angel.
   ♦ Marion County Veterans Services
   ♦ Ohio Heartland Community Action Commission,
   ♦ Morrow County Council on Aging (Seniors on Center),
   ♦ Morrow County Board of Developmental Disabilities transportation, and
   ♦ Morrow County Veterans Services.

2. Identify and Prioritize community transportation needs. A series of three public and stakeholder meetings were held in each county of the region to gain insight to unmet needs for each county and the region. In addition to the public meetings surveys were distributed throughout each county. The results of the public meetings and surveys revealed the following unmet transportation needs:
Regional Needs:

First Priority

- Sustainable funding for transportation service – capital and operating
- Secure a Regional Mobility Manager
- Establish a Regional Transportation Advisory Board
- Increase accessible vehicle fleets
- Out of county service for any trip purpose at an affordable rate

Second Priority

- Educate the public to increase awareness and education of transportation services throughout the counties and region
- Extended hours and days of operation
- Increased same day transportation options
- Establish a one stop shop call center/resource center
- Establish shared scheduling software that can be used by all coordinating providers

Third Priority

- Develop Complete Streets and Active Transportation plans within each county – bike and walking paths, sidewalk improvements, road improvements, curb cuts, safe routes to school, etc.

Crawford County Needs:

First Priority

- Evaluate existing Seneca Crawford Area Transit service to determine feasibility and effectiveness of alternate service modes.
- Increase coordination among existing Section 5310 and Section 5311 providers.

Second Priority

- Investigate expansion of volunteer transportation services.
- Increase taxi options for the county.

Marion County Needs:

First Priority

- Expand public transit service to the county.

Second Priority
♦ Investigate the underlying reasons for transportation dependency throughout the county.
♦ Increase taxi options for the county.

Morrow County Needs:

First Priority
♦ Secure Rural Public Transit service for the county.
♦ On demand medical transportation.

Second Priority
♦ Increase taxi options for the county.

3. Establish a clear plan for achieving shared goals.

Crawford, Marion, and Morrow Counties have worked together to develop through the coordination planning effort to identify six (6) regional goals as well as county specific goals. Along with sustainable funding, one of the fundamental strategies to attaining the goals established for the region is securing a Regional Mobility Manager, who will have a presence in and represent each county. The Regional Mobility Manager will be the first building block in achieving the other goals identified through this planning process. The Regional Mobility Manager will be the liaison by which the regional TAB is formed, encouraging memorandum of understandings among partners, increased community education, and facilitating the development of a regional call center. This coordinated network will establish the path for the remaining regional and county specific goals to be achieved.

Detailed goals including strategies to achieve the goals along with achievement timeframes as well as identification of responsible individuals to lead the effort to achieve the goals are provided in the Goals and Strategies Section of this plan.

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

- Seniors;
- Individuals with disabilities;
- People with low incomes;
- Public, private and non-profit transportation providers;
- Human services providers; and
- The general public.

In order to ensure participation from the above groups the following stakeholder involvement activities were performed:
• The Leading Agencies invited potential stakeholders to three (3) public meetings in each county.
• The Leading Agencies posted a public notice in three (3) public newspapers seeking participation.
• Email notifications were sent to identified stakeholders and stakeholders were encouraged to share the public meeting information.
• Public meetings were held in accessible facilities that were well known in the community and had adequate public parking spaces.
• Individuals were provided the opportunity to submit comments outside of the public meetings and survey process via telephone or email.

This plan was developed and adopted by a planning committee. More information about the planning committee can be found in Appendix A.
1. Geographic Area

Crawford, Marion, and Morrow Counties are rural areas and will be completing a Regional Rural Coordinated Transportation Plan.

Crawford County (see Exhibit I.1) is located geographically in the central portion of Ohio. It is bordered by Seneca and Huron Counties to the north, Richland County to the East, Morrow and Marion Counties to the South, and Wyandot County to the west. The county was named after William Crawford, a Colonel during the American Revolutionary War. Crawford County was established in 1826 and has a total area of approximately 403 square miles. A map of the major trip generators for Crawford County can be found in Exhibit I.2.

Exhibit I.1: Map of Crawford County
Exhibit I.2: Map of Crawford County Major Trip Generators

Map 2: Crawford County Major Trip Generators

Crawford County Coordination Plan

Legend
- Major Trip Generators

- Crawford County
- Cities/Towns
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road

- 28. Cuyuna Precious Metals
- 29. Covert Manufacturing
- 30. Galion City Schools
- 31. Galion Community Hospital
- 32. General Electric
- 33. Invesco
- 34. Technology
- 35. Tiffin Co
- 36. Galion
- 37. Wolters
- 38. Dollar Tree
- 39. Crawford County Welfare Dept
- 40. Crawford County JFS
- 41. Community Foundation
- 42. Crawford County WIC
- 43. Crawford County CMA
- 44. Galion LLC
- 45. Crawford County Engineer
- 46. Galion Police
- 47. Northeast Regional
- 48. Orchard Park Assisted Living
- 49. Galion's Market
- 50. Westford High School
- 51. Buckeye Central High School
- 52. Galion Crawford High School
- 53. Crawford High School

8
Marion County (see Exhibit I.3) is located geographically in the central portion of Ohio. It is bordered by Crawford and Wyandot Counties to the North, Morrow County to the East, Delaware and Union Counties to the South, and Hardin County to the West. The county was named after Francis Marion, a General during the American Revolutionary War. Marion County was established in 1824 and has a total area of approximately 404 square miles. A map of the major trip generators for Marion County can be found in Exhibit I.4.

Exhibit I.3: Map of Marion County
Exhibit I.4: Map of Marion County Major Trip Generators
Morrow County (see Exhibit I.5) is located geographically in the central portion of Ohio. It is bordered by Crawford and Richland Counties to the north, Delaware County to the South, Marion County to the West, and Knox County to the East. The county was named after Jeremiah Morrow, the Ohio Governor from 1822-1826. Morrow County was established in 1848 and has a total area of approximately 407 square miles. A map of the major trip generators for Morrow County can be found in Exhibit I.6.

Exhibit I.5: Map of Morrow County
Exhibit 1.4: Map of Marion County Major Trip Generators
II. Population Demographics

Population

The population in Crawford County in 2010 was 43,784, with an estimated population of 42,083 in 2016. Bucyrus is the county seat and largest city with an estimated population of 11,903. The population seat decreased 3.7% from 2010 to 2016. Galion city and Crestline village are the next largest municipalities in the county. Polk, Whetstone, Jefferson, Liberty, and Holmes Townships also contain significant portions of the county’s population (see Exhibit II.1).

Exhibit II.1: Crawford County City, Township, and Village Population

<table>
<thead>
<tr>
<th>Largest Places</th>
<th>2010 Census</th>
<th>2016 Estimate</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bucyrus City</td>
<td>12,362</td>
<td>11,903</td>
<td>-3.7%</td>
</tr>
<tr>
<td>Galion City</td>
<td>10,512</td>
<td>10,143</td>
<td>-3.5%</td>
</tr>
<tr>
<td>Crestline Vlg</td>
<td>4,612</td>
<td>4,421</td>
<td>-4.1%</td>
</tr>
<tr>
<td>Polk Twp</td>
<td>2,132</td>
<td>2,003</td>
<td>-6.1%</td>
</tr>
<tr>
<td>Whetstone Twp LB</td>
<td>1,936</td>
<td>1,856</td>
<td>-4.1%</td>
</tr>
<tr>
<td>Jefferson Twp LB</td>
<td>1,515</td>
<td>1,462</td>
<td>-3.5%</td>
</tr>
<tr>
<td>Liberty Twp</td>
<td>1,369</td>
<td>1,315</td>
<td>-3.9%</td>
</tr>
<tr>
<td>Holmes Twp</td>
<td>1,339</td>
<td>1,276</td>
<td>-4.7%</td>
</tr>
<tr>
<td>New Washington Vlg</td>
<td>967</td>
<td>931</td>
<td>-3.7%</td>
</tr>
<tr>
<td>Bucyrus Twp</td>
<td>835</td>
<td>797</td>
<td>-4.6%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>43,784</strong></td>
<td><strong>42,083</strong></td>
<td><strong>-3.9%</strong></td>
</tr>
</tbody>
</table>

Source: Ohio Department of Development (DOD), 2016
The Population in Marion County in 2010 was 66,501 with an estimated population of 65,096 in 2016. Marion City is the county seat and largest city with an estimated population of 36,310. The population of the county seat decreased by 1.4% from 2010 to 2016. Marion and Pleasant Townships are the next largest municipalities in the county. Claridon, Richland, Grand Prairie, Big Island, and Montgomery Townships and Prospect Village also contain significant portions of the county’s population (see Exhibit II.2).

**Exhibit II.2: Marion County City, Township, and Village Population**

<table>
<thead>
<tr>
<th>Largest Places</th>
<th>2010 Census</th>
<th>2016 Estimate</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marion City</td>
<td>36,837</td>
<td>36,310</td>
<td>-1.4%</td>
</tr>
<tr>
<td>Marion Exh Ub</td>
<td>7,912</td>
<td>7,584</td>
<td>-4.1%</td>
</tr>
<tr>
<td>Pleasant twp</td>
<td>4,773</td>
<td>4,619</td>
<td>-3.2%</td>
</tr>
<tr>
<td>Claridon twp Ub</td>
<td>2,165</td>
<td>2,218</td>
<td>2.4%</td>
</tr>
<tr>
<td>Richland twp</td>
<td>1,635</td>
<td>1,602</td>
<td>-2.0%</td>
</tr>
<tr>
<td>Grand Prairie twp</td>
<td>1,590</td>
<td>1,526</td>
<td>-4.0%</td>
</tr>
<tr>
<td>Big Island twp</td>
<td>1,205</td>
<td>1,146</td>
<td>-4.9%</td>
</tr>
<tr>
<td>Prospect twp</td>
<td>1,112</td>
<td>1,060</td>
<td>-4.7%</td>
</tr>
<tr>
<td>Montgomery twp Ub</td>
<td>1,068</td>
<td>1,024</td>
<td>-4.1%</td>
</tr>
<tr>
<td>Prospect Exh Ub</td>
<td>977</td>
<td>974</td>
<td>-0.3%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>66,501</strong></td>
<td><strong>65,096</strong></td>
<td><strong>-2.1%</strong></td>
</tr>
</tbody>
</table>

*Source: Ohio Department of Development (DOD), 2016*
The population in Morrow County in 2010 was 34,827, with an estimated population of 35,036 in 2016. Mount Gilead Village is the county seat and largest city with an estimated population of 3,671. The population seat increased by less than one percent from 2010 to 2016. Bennington and Congress Townships are the next largest municipalities in the county. Harmony, Gilead, Perry, North Bloomfield, Lincoln, and Chester Townships and Cardington Village also contain significant portions of the county’s population (see Exhibit II.3).

**Exhibit II.3: Morrow County City, Township, and Village Population**

<table>
<thead>
<tr>
<th>Largest Places</th>
<th>2010 Census</th>
<th>2015 Estimate</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mount Gilead Vlg.</td>
<td>3,660</td>
<td>3,671</td>
<td>0.3%</td>
</tr>
<tr>
<td>Bennington Twp Vlg.</td>
<td>2,760</td>
<td>2,762</td>
<td>0.1%</td>
</tr>
<tr>
<td>Congress Twp.</td>
<td>2,701</td>
<td>2,713</td>
<td>0.4%</td>
</tr>
<tr>
<td>Harmony Twp.</td>
<td>2,626</td>
<td>2,618</td>
<td>-0.3%</td>
</tr>
<tr>
<td>Cardington Vlg.</td>
<td>2,047</td>
<td>2,062</td>
<td>0.7%</td>
</tr>
<tr>
<td>Gilead Rpd Vlg.</td>
<td>2,015</td>
<td>2,025</td>
<td>0.5%</td>
</tr>
<tr>
<td>Perry Twp.</td>
<td>1,942</td>
<td>1,934</td>
<td>-0.4%</td>
</tr>
<tr>
<td>North Bloomfield Twp.</td>
<td>1,863</td>
<td>1,867</td>
<td>0.2%</td>
</tr>
<tr>
<td>Lincoln Vlg.</td>
<td>1,785</td>
<td>1,799</td>
<td>0.8%</td>
</tr>
<tr>
<td>Chester Twp.</td>
<td>1,644</td>
<td>1,697</td>
<td>3.2%</td>
</tr>
</tbody>
</table>

**TOTAL**            | **34,827**   | **35,036**    | **0.6%** |

*Source: Ohio Department of Development (DOD), 2016*
Population Growth

Between 2010 and 2016, it is estimated that the population of Crawford County decreased by almost four percent (see Exhibit II.4). A sixteen percent population decrease is predicted to occur between 2016 and 2040. It is estimated that the Crawford County population will be at the lowest mark since 1930 when the population was at 35,345.

Exhibit II.4: Crawford County Population Trends

Source: Ohio Department of Development, 2017
Between 2010 and 2016, it is estimated that the population of Marion County decreased by two percent (see Exhibit II.5). A four percent increase is predicted to occur between 2016 and 2040. It is estimated that the Marion County population will be at an all time high by the year 2040.

Exhibit II.5: Marion County Population Trends

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>66,217</td>
</tr>
<tr>
<td>2010</td>
<td>66,501</td>
</tr>
<tr>
<td>2011</td>
<td>66,547</td>
</tr>
<tr>
<td>2012</td>
<td>66,229</td>
</tr>
<tr>
<td>2013</td>
<td>65,885</td>
</tr>
<tr>
<td>2014</td>
<td>65,656</td>
</tr>
<tr>
<td>2015</td>
<td>65,232</td>
</tr>
<tr>
<td>2016</td>
<td>65,096</td>
</tr>
<tr>
<td>2020</td>
<td>67,130</td>
</tr>
<tr>
<td>2030</td>
<td>67,170</td>
</tr>
<tr>
<td>2040</td>
<td>67,500</td>
</tr>
</tbody>
</table>

Source: Ohio Department of Development, 2017
Between 2010 and 2016, it is estimated that the population of Morrow County increased by less than one percent (see Exhibit II.6). A seventeen and a half percent increase is predicted to occur between 2016 and 2040. It is estimated that the Marion County population will be at an all time high by the year 2040.

Exhibit II.6: Morrow County Population Trends

Source: Ohio Department of Development, 2017
**Age Distribution**

According to the 2017 Ohio Department of Development, the largest age group for Crawford County was between ages 45 and 64, making up 28.1 percent of the county’s population (see Exhibit II.7). The group between ages 25 and 44 was the second largest, making up 22.7 percent of the population. Approximately 19 percent of the county’s population was age 65 and older.

**Exhibit II.7: Crawford County Percent of Population by Age**

- 65 years and more: 19.0%
- 45 to 64 years: 28.1%
- 25 to 44 years: 22.7%
- 18 to 24 years: 7.9%
- 5 to 17 years: 16.7%
- Under 5 years: 5.6%

*Source: Ohio Department of Development, 2017*
Exhibit II.8 shows the distribution of the older adult population per square mile for Crawford County.

Exhibit II.8: Map of Crawford County Population Density of 65 and Older Per Square Mile
According to the 2017 Ohio Department of Development, the largest age group for Marion County was between ages 45 and 64, making up 28.5 percent of the county’s population (see Exhibit II.9). The group between ages 25 and 44 was the second largest, making up 26.0 percent of the population. Approximately 15.5 percent of the county’s population was age 65 and older.

Exhibit II.9: Marion County Percentage of Population by Age

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 years and more</td>
<td>15.5%</td>
</tr>
<tr>
<td>45 to 64 years</td>
<td>28.5%</td>
</tr>
<tr>
<td>25 to 44 years</td>
<td>26.0%</td>
</tr>
<tr>
<td>18 to 24 years</td>
<td>8.7%</td>
</tr>
<tr>
<td>5 to 17 years</td>
<td>15.4%</td>
</tr>
<tr>
<td>Under 5 Years</td>
<td>5.8%</td>
</tr>
</tbody>
</table>

Source: Ohio Department of Development, 2017
Exhibit II.10 shows the distribution of the older adult population per square mile for Marion County.

Exhibit II.10: Map of Marion County Population Density of 65 and Older Per Square Mile

Legend
65+ / SQMI
- 3.302 - 8.593
- 8.994 - 210.2
- 210.3 - 367.4
- 367.5 - 831.1
- 831.9 - 1532
- Cities/Towns

Source: U.S. Census American Community Survey 2015 5-Year Estimates
According to the 2017 Ohio Department of Development, the largest age group for Morrow County was between ages 45 and 64, making up 29.5 percent of the county’s population (see Exhibit II.11). The group between ages 25 and 44 was the second largest, making up 23.3 percent of the population. Approximately 15 percent of the county’s population was age 65 and older.

Exhibit II.11: Morrow County Percentage of Population by Age

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 years and more</td>
<td>15.0%</td>
</tr>
<tr>
<td>45 to 64 years</td>
<td>29.5%</td>
</tr>
<tr>
<td>25 to 44 years</td>
<td>23.3%</td>
</tr>
<tr>
<td>18 to 24 years</td>
<td>7.5%</td>
</tr>
<tr>
<td>5 to 17 years</td>
<td>19.1%</td>
</tr>
<tr>
<td>Under 5 Years</td>
<td>5.7%</td>
</tr>
</tbody>
</table>

Source: Ohio Department of Development, 2017
Exhibit II.12 shows the distribution of the older adult population per square mile for Marion County.

Exhibit II.12: Map of Morrow County Population Density of 65 and Older Per Square Mile

Map 3: Population Density Age 65 and Older Persons Per Square Mile

Legend
65+ / SQMI
- 3.92 - 9.61
- 9.61 - 21.91
- 21.91 - 43.44
- 43.44 - 97.08

Source: U.S. Census American Community Survey 2015 5-Year Estimates
**Individuals with Disabilities**

Disability data was collected using the 2016 U.S. Census. The following Exhibits (II.13 and II.14) show the number of persons in Crawford County with disabilities and the percentage of each age group with a disability. It is estimated that 7,856 individuals, 18.7 percent, in Crawford County reported that they had some type of disability. The 18 to 64-year-old age group had the most individuals, 4,400 people, who reported having a disability while the 65 years and older group reported a higher percentage with 35.3 percent reporting having a disability. Disabilities include sensory, mental, physical, and self-care limitations.

**Exhibit II.13: Persons with a Disability by age, 2016, Crawford County**

- Under 18: 534 people
- 18 to 64: 4,400 people
- 65 and Older: 2,922 people

*Source: U.S. Census Bureau, 2016 American Community Survey 1-Year Estimates*

**Exhibit II.14: Percentage of Age Group with a Disability, 2016, Crawford County**

- Under 18: 5.6%
- 18 to 64: 18.1%
- 65 and Older: 35.3%

*Source: U.S. Census Bureau, 2016 American Community Survey 1-Year Estimates*
Disability data was collected using the 2016 U.S. Census. The following Exhibits (II.15 and II.16) show the number of persons in Marion County with disabilities and the percentage of the age group. It is estimated that 11,674 individuals, 17.9 percent, in Marion County reported that they had some type of disability. The 18 to 64-year-old age group had the most individuals, 6,973 people, who reported having a disability while the 65 years and older group had the highest percentage with 37.6 percent of the age group reporting having a disability. Disabilities include sensory, mental, physical, and self-care limitations.

Exhibit II.15: Persons with a Disability by Age, 2016, Marion County

Exhibit II.16: Percentage of Age Group with a Disability, 2016, Marion County

Source: U.S. Census Bureau, 2016 American Community Survey 1-Year Estimates
Disability data was collected using the 2016 U.S. Census. The following Exhibits (II.17 and II.18) show the number of persons in Morrow County with disabilities. It is estimated that 5,724 individuals, 16.3 percent, in Morrow County reported that they had some type of disability. The 18 to 64-year-old age group had the most individuals, 2,928 people, who reported having a disability while the 65 years and older age group reported having the highest percentage with 36.1 percent reporting they had a disability. Disabilities include sensory, mental, physical, and self-care limitations.

**Exhibit II.17: Persons with a Disability by Age, 2016, Morrow County**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Number of Persons with Disabilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
<td>697</td>
</tr>
<tr>
<td>18 to 64</td>
<td>2,928</td>
</tr>
<tr>
<td>65 and Older</td>
<td>2,099</td>
</tr>
</tbody>
</table>

*Source: U.S. Census Bureau, 2016 American Community Survey 1-Year Estimates*

**Exhibit II.18: Percentage of Age Group with a Disability, 2016, Morrow County**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
<td>7.9%</td>
</tr>
<tr>
<td>18 to 64</td>
<td>14.4%</td>
</tr>
<tr>
<td>65 and Older</td>
<td>36.1%</td>
</tr>
</tbody>
</table>

*Source: U.S. Census Bureau, 2016 American Community Survey 1-Year Estimates*
**Population by Race**

Exhibit II.19 shows the breakdown of Crawford County’s population by race. 96.8 percent of the population, 41,365 individuals, are white. Four percent of the population is a minority while 1.4 percent of the population is of Hispanic origin. African-Americans, Native Americans, Asians, Pacific Islanders, and other races account for less than one percent of the population.

<table>
<thead>
<tr>
<th>Exhibit II.19: Crawford County Population by Race</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Race</strong></td>
</tr>
<tr>
<td>---------------------</td>
</tr>
<tr>
<td>White</td>
</tr>
<tr>
<td>African-American</td>
</tr>
<tr>
<td>Native American</td>
</tr>
<tr>
<td>Asian</td>
</tr>
<tr>
<td>Pacific Islander</td>
</tr>
<tr>
<td>Other</td>
</tr>
<tr>
<td>Two or More Races</td>
</tr>
<tr>
<td>Hispanic (any race)</td>
</tr>
<tr>
<td><strong>Total Minority</strong></td>
</tr>
</tbody>
</table>

*Source: Ohio Department of Development, 2016*

Exhibit II.20 shows the breakdown of Marion County’s population by race. 90 percent of the population, 59,380 individuals, are white. 10.9 percent of the population is a minority, while 2.4 percent of the population is Hispanic. 5.8 Percent of the population is African-American and 2.4 percent are two or more races. There is one percent other, while Native Americans, Asians, and Pacific Islanders account for less than one percent of the population.

<table>
<thead>
<tr>
<th>Exhibit II.20: Marion County Population by Race</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Race</strong></td>
</tr>
<tr>
<td>---------------------</td>
</tr>
<tr>
<td>White</td>
</tr>
<tr>
<td>African-American</td>
</tr>
<tr>
<td>Native American</td>
</tr>
<tr>
<td>Asian</td>
</tr>
<tr>
<td>Pacific Islander</td>
</tr>
<tr>
<td>Other</td>
</tr>
<tr>
<td>Two or More Races</td>
</tr>
<tr>
<td>Hispanic (any race)</td>
</tr>
<tr>
<td><strong>Total Minority</strong></td>
</tr>
</tbody>
</table>

*Source: Ohio Department of Development, 2016*
Exhibit II.21 shows the breakdown of Morrow County’s population by race. 97.5 percent of the population, 34,112 individuals, are white. 3.7 percent of the population is a minority while 1.3 percent of the population is of Hispanic origin. 1.9 percent of the population is two or more races while African-Americans, Native Americans, Asians, Pacific Islanders and other races account for less than one percent of the population.

<table>
<thead>
<tr>
<th>Race</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>34,112</td>
<td>97.5%</td>
</tr>
<tr>
<td>African-American</td>
<td>142</td>
<td>0.4%</td>
</tr>
<tr>
<td>Native American</td>
<td>19</td>
<td>0.1%</td>
</tr>
<tr>
<td>Asian</td>
<td>44</td>
<td>0.1%</td>
</tr>
<tr>
<td>Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>30</td>
<td>0.1%</td>
</tr>
<tr>
<td>Two or More Races</td>
<td>649</td>
<td>1.9%</td>
</tr>
<tr>
<td>Hispanic (any race)</td>
<td>466</td>
<td>1.3%</td>
</tr>
<tr>
<td>Total Minority</td>
<td>1,304</td>
<td>3.7%</td>
</tr>
</tbody>
</table>

Source: Ohio Department of Development, 2016
**Household Income**

There is an estimated total of 17,798 households in Crawford County with a Median Household Income of $40,795. Exhibit II.22 shows the breakdown of Crawford County’s population of household income per US Census Block. An estimated 15.5 percent of the households make between $20,000 and $29,999. 7.7 percent of the households in Crawford County make less than $10,000.

<table>
<thead>
<tr>
<th>Exhibit II.22: Crawford County Household Income, 2016</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>1,366</td>
<td>7.7%</td>
</tr>
<tr>
<td>$10,000 to $19,999</td>
<td>2,453</td>
<td>13.8%</td>
</tr>
<tr>
<td>$20,000 to $29,999</td>
<td>2,757</td>
<td>15.5%</td>
</tr>
<tr>
<td>$30,000 to $39,999</td>
<td>2,097</td>
<td>11.8%</td>
</tr>
<tr>
<td>$40,000 to $49,999</td>
<td>1,875</td>
<td>10.5%</td>
</tr>
<tr>
<td>$50,000 to $59,999</td>
<td>1,730</td>
<td>9.7%</td>
</tr>
<tr>
<td>$60,000 to $74,999</td>
<td>1,835</td>
<td>10.3%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>1,854</td>
<td>10.4%</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>1,377</td>
<td>7.7%</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>290</td>
<td>1.6%</td>
</tr>
<tr>
<td>$200,000 or more</td>
<td>164</td>
<td>0.9%</td>
</tr>
<tr>
<td><strong>Total Households</strong></td>
<td>17,798</td>
<td></td>
</tr>
</tbody>
</table>

*Source: Ohio Department of Development, 2016*
There is an estimated total of 24,478 households in Marion County with a Median Household Income of $42,966. Exhibit II.23 shows the breakdown of Marion County’s population of household income per US Census Block. An estimated 13.6 percent of the households make between $10,000 to $19,000. 7.2 percent of the households make less than $10,000.

<table>
<thead>
<tr>
<th>Exhibit II.23: Marion County Household Income, 2016</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>1,774</td>
<td>7.2%</td>
</tr>
<tr>
<td>$10,000 to $19,999</td>
<td>3,328</td>
<td>13.6%</td>
</tr>
<tr>
<td>$20,000 to $29,999</td>
<td>3,276</td>
<td>13.4%</td>
</tr>
<tr>
<td>$30,000 to $39,999</td>
<td>3,251</td>
<td>13.3%</td>
</tr>
<tr>
<td>$40,000 to $49,999</td>
<td>2,235</td>
<td>9.1%</td>
</tr>
<tr>
<td>$50,000 to $59,999</td>
<td>2,220</td>
<td>9.1%</td>
</tr>
<tr>
<td>$60,000 to $74,999</td>
<td>2,506</td>
<td>10.2%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>2,714</td>
<td>11.1%</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>2,314</td>
<td>9.5%</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>595</td>
<td>2.4%</td>
</tr>
<tr>
<td>$200,000 or more</td>
<td>265</td>
<td>1.1%</td>
</tr>
<tr>
<td><strong>Total Households</strong></td>
<td><strong>24,478</strong></td>
<td></td>
</tr>
</tbody>
</table>

*Source: Ohio Department of Development, 2016*
There is an estimated total of 12,700 households in Morrow County with a Median Household Income of $51,993. Exhibit II.24 shows the breakdown of Morrow County’s population of household income per US Census Block. An estimated 14.2 percent of the households make between $75,000 to $99,999. 5.6 percent of the households make less than $10,000.

<table>
<thead>
<tr>
<th>Exhibit II.24: Morrow County Household Income, 2016</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>708</td>
<td>5.6%</td>
</tr>
<tr>
<td>$10,000 to $19,999</td>
<td>1,130</td>
<td>8.9%</td>
</tr>
<tr>
<td>$20,000 to $29,999</td>
<td>1,358</td>
<td>10.7%</td>
</tr>
<tr>
<td>$30,000 to $39,999</td>
<td>1,441</td>
<td>11.3%</td>
</tr>
<tr>
<td>$40,000 to $49,999</td>
<td>1,493</td>
<td>11.8%</td>
</tr>
<tr>
<td>$50,000 to $59,999</td>
<td>1,005</td>
<td>7.9%</td>
</tr>
<tr>
<td>$60,000 to $74,999</td>
<td>1,533</td>
<td>12.1%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>1,800</td>
<td>14.2%</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>1,654</td>
<td>13.0%</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>440</td>
<td>3.5%</td>
</tr>
<tr>
<td>$200,000 or more</td>
<td>138</td>
<td>1.1%</td>
</tr>
<tr>
<td><strong>Total Households</strong></td>
<td>12,700</td>
<td></td>
</tr>
</tbody>
</table>

*Source: Ohio Department of Development, 2016*
**Individuals and Poverty**

Exhibit II.25 shows the ratio of income to poverty level for Crawford County. Out of 41,926 individuals, 6,888, or 16.5 percent, live below the federal poverty line. Most individuals, 60.6 percent or 25,389 individuals, live at 200 percent or more of the federal poverty line.

<table>
<thead>
<tr>
<th>Exhibit II.25: Crawford County Ratio of Income to Poverty Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poverty Level</td>
</tr>
<tr>
<td>Below 50% of poverty level</td>
</tr>
<tr>
<td>50% to 99% of poverty level</td>
</tr>
<tr>
<td>100% to 124% of poverty level</td>
</tr>
<tr>
<td>125% to 149% of poverty level</td>
</tr>
<tr>
<td>150% to 184% of poverty level</td>
</tr>
<tr>
<td>185% to 199% of poverty level</td>
</tr>
<tr>
<td>200% of poverty level or more</td>
</tr>
</tbody>
</table>

*Source: Ohio Department of Development, 2016*

Exhibit II.26 shows the ratio of income to poverty level for Marion County. Out of 59,274 individuals, 11,127, or 18.8 percent, live below the federal poverty line. Most individuals, 59.4 percent or 35,215 individuals, live at 200 percent or more of the federal poverty line.

<table>
<thead>
<tr>
<th>Exhibit II.26: Marion County Ratio of Income to Poverty Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Poverty Level</td>
</tr>
<tr>
<td>Below 50% of poverty level</td>
</tr>
<tr>
<td>50% to 99% of poverty level</td>
</tr>
<tr>
<td>100% to 124% of poverty level</td>
</tr>
<tr>
<td>125% to 149% of poverty level</td>
</tr>
<tr>
<td>150% to 184% of poverty level</td>
</tr>
<tr>
<td>185% to 199% of poverty level</td>
</tr>
<tr>
<td>200% of poverty level or more</td>
</tr>
</tbody>
</table>

*Source: Ohio Department of Development, 2016*
Exhibit II.27 shows the ratio of income to poverty level for Morrow County. Out of 34,580 individuals, 4,063, or 10.7 percent, live below the federal poverty line. Most individuals, 71.0 percent or 24,545 individuals, live at 200 percent or more of the federal poverty line.

<table>
<thead>
<tr>
<th>Poverty Level</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 50% of poverty level</td>
<td>1,878</td>
<td>5.4%</td>
</tr>
<tr>
<td>50% to 99% of poverty level</td>
<td>2,185</td>
<td>6.3%</td>
</tr>
<tr>
<td>100% to 124% of poverty level</td>
<td>1,483</td>
<td>4.3%</td>
</tr>
<tr>
<td>125% to 149% of poverty level</td>
<td>1,507</td>
<td>4.4%</td>
</tr>
<tr>
<td>150% to 184% of poverty level</td>
<td>1,863</td>
<td>5.4%</td>
</tr>
<tr>
<td>185% to 199% of poverty level</td>
<td>1,119</td>
<td>3.2%</td>
</tr>
<tr>
<td>200% of poverty level or more</td>
<td>24,545</td>
<td>71.0%</td>
</tr>
</tbody>
</table>

*Source: Ohio Department of Development, 2016*

**Language**

According to the 2016 US Census Data, 39,783 of the individuals in Crawford County (99.28 percent) speak “English Very Well” while 290 individuals (0.72 percent) “Speak English Less than Very Well”. Exhibit II.28 shows a pie graph depicting the breakdown of English Proficiency for Crawford County.
According to the 2016 US Census Data, 61,128 of the individuals in Marion County (98.89 percent) speak “English Very Well” while 685 individuals (1.11 percent) “Speak English Less than Very Well”. Exhibit II.29 shows a pie graph depicting the breakdown of English Proficiency for Marion County.

Exhibit II.29: Marion County English Proficiency

According to the 2016 US Census Data, 32,771 of the individuals in Morrow County (99.11 percent) speak “English Very Well” while 294 individuals (.89 percent) “Speak English Less than Very Well”. Exhibit II.30 shows a pie graph depicting the breakdown of English Proficiency for Morrow County.

Exhibit II.30: Morrow County English Proficiency
III. Assessment of Available Services

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

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

Surveys to gain information were distributed to each identified stakeholder. Interviews were conducted to secure additional information. It is noted some of the identified stakeholders were only able to provide limited information as they were not the direct provider of transportation service. Some stakeholders represented transit disadvantaged individuals with individual care plans whereby the individual selects and secures a transportation provider of their choice.

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

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

Inventory of Transportation Providers

Agency Name: Seneca-Crawford County Area Transit (SCAT)
Transportation Service Type: On Demand, Section 5311 Rural Public Transportation Service
Other Services Provided: N/A
Contact Information: 419-617-7191
Hours: Monday through Friday: 5 AM to 6 PM
Service Area: Crawford and Seneca County. Limited out of County possible with advanced notification.
Eligibility Requirements: None. Open to the Public.
Web-site: http://senecascat.org/

Seneca-Crawford County Area Transit (SCAT) – Section 5311 rural public transportation service. Provides public transportation service to Seneca and Crawford County residents. Travel available in county and out of county with common out of county destinations of Mansfield, Columbus, Cleveland, and Toledo.
Agency Name: Crawford County Council on Aging (CCCOA)
Transportation Service Type: On-Demand Section 5310 Specialized transportation service for seniors and adults with disabilities.
Other Services Provided: Services are open to the public if seating is available.
Contact Information: 419-562-3050
Hours: Monday through Friday, 6AM to 5PM
Service Area: Crawford County with Out of County Trips available to Marion, Mansfield, Columbus.
Eligibility Requirements: Individuals with Disabilities. 60 Years or older. Open to Public if seating is available.
Web-site: crawfordcountyaging.com/transportation

Crawford County Council on Aging (CCCOA) – Section 5310 specialized transportation service for seniors and adults with disabilities. In county and out of county service is available to eligible individuals. Common out of county destinations include Mansfield, Columbus and Cleveland.

Agency Name: Crawford County Board of Developmental Disabilities
Transportation Service Type: CCBDD contracts transportation service for individuals with developmental disabilities.
Other Services Provided: Non-Transportation
Contact Information: 419-562-3321
Hours: Monday through Friday, 8AM to 4PM
Service Area: Crawford County
Eligibility Requirements: Must have a qualifying developmental disability and be a member of CCBDB
Web-site: http://crawfordcbdd.org/

Crawford County Board of Developmental Disabilities – contracted transportation service, often selected by the consumer, however primarily provided by Ohio Specialty Services.

Agency Name: Crawford County Veterans Services
Transportation Service Type: Volunteer Transportation for Veterans.
Other Services Provided: Non-Transportation.
Contact Information: 419-562-7761
Hours: Monday through Friday, 8AM to 4PM
Service Area: Crawford County
Eligibility Requirements: Must be a Veteran of the Armed Forces of the United States.
Web-site: https://www.facebook.com/CrawfordOHVSO/
Crawford County Veterans Services – transportation provided to Veterans using volunteers to transport Veterans in vehicles secured through Veterans services and the county.
Agency Name: Crawford County Department of Job and Family Services
Transportation Service Type: N/A. They provide funding for Non-emergency Medicaid Transportation.
Other Services Provided: Non-Transportation.
Contact Information: 419-562-0015
Hours: Monday through Friday, 7:30AM to 4PM
Service Area: Crawford County
Eligibility Requirements: Must qualify for various governmental programs.
Web-site: https://crawfordcountyjfs.org/
Crawford County Department of Job and Family Services – is not a direct provider of transportation service. JFS purchases service from multiple providers and also provides funding for family provided transportation and gas vouchers.

Agency Name: Marion Area Transit (MAT)
Transportation Service Type: Demand Service, Section 5311 Rural Public Transportation
Other Services Provided: N/A
Contact Information: 740-382-9850
Hours: Monday through Friday 6AM to 6PM for Enhanced. Monday through Friday 8AM to 4PM for normal.
Service Area: Marion City Limits and 5 Miles Radius from the Marion Area Transit Office.
Eligibility Requirements: Open to the Public.
Web-site: http://www.marionohio.us/transit
Marion Area Transit (MAT) – Section 5311 rural public transportation service operating within Marion City limits and within a five (5) mile radius of the transit center.

Agency Name: Marion County Council on Aging
Transportation Service Type: Provides Senior Transportation for individuals
Other Services Provided: Non-Transportation
Contact Information: 740-387-5444
Hours: Monday through Friday, 8AM to 4PM
Service Area: Within Marion County. Contracts trips to MCTC for Outside of Marion County.
Eligibility Requirements: Must be an Older Adult.
Web-site: http://www.marioncouncilonaging.org/
Marion Senior Center/Marion County Council on Aging – Transportation to seniors to the Senior Center and for activities of daily living such as shopping for food, medical appointments, etc. Marion County Senior transportation provides service to eligible individuals within Marion County and contracts with MCTC for out of county service.
Agency Name: Marion County Board of Developmental Disabilities
Transportation Service Type: Contract Transportation Service
Other Services Provided: Non-Transportation
Contact Information: 740-387-1035
Hours: Monday through Friday, 8AM-4PM
Service Area: Marion County, State of Ohio.
Eligibility Requirements: Must be an individual with a developmental disability.
Web-site: marioncountydd.org

*Marion County Board of Developmental Disabilities* contracted transportation service, often selected by the consumer, however primarily provided by Residential Home Association of Marion, Wings of Angels, and Marion Area Transit.

Agency Name: Marion County Veterans Services
Transportation Service Type: Volunteer Transportation for Veterans.
Other Services Provided: Non-Transportation
Contact Information: 740-387-0100
Hours: Monday through Friday, 8:30AM to 4:30PM
Service Area: Marion County, State of Ohio.
Eligibility Requirements: Must be a Veteran of the Armed Forces living in Marion County.
Web-site: http://www.marionveteranservice.com/

*Marion County Veterans Services* - transportation provided to Veterans using volunteers to transport Veterans in vehicles secured through Veterans services and the county.

Agency Name: Marion County Department of Job and Family Services
Transportation Service Type: Not a direct provider. They provide funding via governmental programs.
Other Services Provided: Non-Transportation.
Contact Information: 740-387-8560
Hours: Monday through Friday, 8AM to 4:30PM
Service Area: Marion County and State of Ohio.
Eligibility Requirements: Must qualify for various governmental programs.
Web-site: http://www.mcjfs.com/

*Marion County Department of Job and Family Services* is not a direct provider of transportation service. JFS purchases service from multiple providers and also provides funding for family provided transportation and gas vouchers.
Agency Name: Community Action of Heartland in Marion County.
Transportation Service Type: N/A
Other Services Provided: N/A
Contact Information: 740-387-1039
Hours: N/A
Service Area: N/A
Eligibility Requirements: N/A
Web-site: http://www.ohcac.org/services/ Marion-county/

Community action of Heartland in Marion County — Stakeholders identified this organization as a transportation provider, but when reached out to, they never returned a survey. The planning committee will continue to reach out to this organization during the amendment processes.

Agency Name: Morrow County Transportation Collaborative (MCTC)
Transportation Service Type: Demand Response Section 5310 specialized transportation service to seniors, individuals with disabilities, and low-income individuals.
Other Services Provided: Open to the Public at fully-allocated cost.
Contact Information: 419-864-3500
Hours: Monday through Friday, 6AM to 6PM. Select hours on Saturday if applicable.
Service Area: Anywhere in State of Ohio.
Eligibility Requirements: No eligibility requirements. Pickup must be in Morrow County.
Web-site: http://www.morrowcounty.info/mctc/index.html

Morrow County Transportation Collaborative (MCTC) — Section 5310 specialized transportation service targeted to seniors, individuals with disabilities, and low-income individuals. Public service is available when fully allocated cost rate is paid by the individual. Service is provided in Morrow County, surrounding counties and to other areas of the state such as Columbus and Cleveland.

Agency Name: Morrow County Board of Developmental Disabilities
Transportation Service Type: Provides transportation to individuals with developmental disabilities.
Other Services Provided: Non-Transportation
Contact Information: 419-947-9222
Hours: Monday through Friday, 8AM to 4PM
Service Area: Morrow County, State of Ohio.
Eligibility Requirements: Must have a qualifying developmental disability and live in Morrow County.
Web-site: whetstoneserves.com

Morrow County Board of Developmental Disabilities — transportation to individuals with developmental disabilities to the workshop services. Additional transportation services include community employment transportation.
Agency Name: Morrow County Veteran Services
Transportation Service Type: Unknown
Other Services Provided: N/A
Contact Information: 419-946-1914
Hours: Monday through Thursday 7AM to 5:30PM (Closed Noon to 1PM for Lunch)
Service Area: Local VA medical facilities in Columbus and Marion.
Eligibility Requirements: Must be a veteran of the Armed forces and reside in Morrow County
Web-site: http://www.morrowcountyyveterans.com/index.htm
Morrow County Veteran Services: Information was requested, but not returned.

Agency Name: Morrow County Seniors on Center
Transportation Service Type: Transportation to elderly individuals
Other Services Provided: Non-Transportation
Contact Information: 419-946-4191
Hours: Unknown.
Service Area: Morrow County
Eligibility Requirements: Must be 60 and older in Morrow County.
Web-site: seniorsoncenter.org
Morrow County Seniors on Center – transportation to eligible individuals to the Senior Center and other destinations associated with activities of daily living such as grocery shopping and medical appointments. Transportation provided within Morrow County and destinations outside of Morrow County such as Mansfield and Columbus.

Agency Name: No Limits Outreach
Transportation Service Type: Volunteer through Mental Health Recovery Service Board.
Other Services Provided: Non-Transportation
Contact Information: 419-946-5900
Hours: Unknown.
Service Area: Morrow County and surrounding area.
Eligibility Requirements: Must have persistent and serious mental illness.
Web-site: http://www.shpss.org/
No Limits Outreach provides transportation for individuals with persistent and serious mental illnesses. Most of their funding comes from the Delaware-Morrow Mental Health Recovery Service Board.
Existing Transportation Services
The following information is based on tabulations from the survey and interview results. A total of 14 organizations provided information about their services.

List of Transportation Service Providers

Agency Name:
Transportation Service Type:
Other Services Provided:
Contact Information:
Hours:
Service Area:
Eligibility Requirements:
Web-site:

The table below provides a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Directly Operates Transportation (Yes/No)</th>
<th>Purchases Transportation from Another Agency (If Yes, Who?)</th>
<th>Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit)</th>
<th>Number of Annual One-Way Passenger Trips</th>
<th>Average Number Trip Denials per Week</th>
<th>Are Vehicles Only Available for Human Service Agency Clients (Y/N)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCAT</td>
<td>Yes</td>
<td>No</td>
<td>Non-Profit Public Transportation Agency</td>
<td>74,000</td>
<td>3</td>
<td>No</td>
</tr>
<tr>
<td>MAT</td>
<td>Yes</td>
<td>No</td>
<td>Non-Profit Public Transportation Agency</td>
<td>149,094</td>
<td>Data Not Available</td>
<td>No</td>
</tr>
<tr>
<td>Crawford County Council on Aging, INC.</td>
<td>Yes</td>
<td>No</td>
<td>Private Non-Profit</td>
<td>31,418</td>
<td>7</td>
<td>No</td>
</tr>
<tr>
<td>No Limits Outreach</td>
<td>Yes</td>
<td>No</td>
<td>Private Non-Profit</td>
<td>Est 3,548</td>
<td>Data Not Available</td>
<td>Yes</td>
</tr>
<tr>
<td>Organization</td>
<td>Transit Provided?</td>
<td>Service Type</td>
<td>Passengers</td>
<td>Provider Notes</td>
<td>Policy Status</td>
<td></td>
</tr>
<tr>
<td>--------------</td>
<td>------------------</td>
<td>--------------</td>
<td>------------</td>
<td>----------------</td>
<td>---------------</td>
<td></td>
</tr>
<tr>
<td>Marion County Board of Developmental Disabilities</td>
<td>No</td>
<td>Yes, Ohio Specialty Services, MAT, Wings of an Angel, Life Builders</td>
<td>Private Non-Profit</td>
<td>20 Individual Passengers</td>
<td>None. Their agency has a “Free Choice of Provider” Policy</td>
<td>N/A</td>
</tr>
<tr>
<td>Crawford County Job and Family Services</td>
<td>No</td>
<td>Yes, SCAT</td>
<td>Public Non-Profit</td>
<td>Not Provided</td>
<td>Not Provided</td>
<td>N/A</td>
</tr>
<tr>
<td>Crawford County Board of Developmental Disabilities</td>
<td>No</td>
<td>Yes, Ohio Specialty Services, Waycraft Industries, and RNI</td>
<td>Private for Profit</td>
<td>22,400 (estimate for 1-way trips)</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Marion County Council on Aging</td>
<td>No</td>
<td>Yes, MCTC and MAT</td>
<td>Public Non-Profit</td>
<td>Not Provided</td>
<td>Not Provided</td>
<td>N</td>
</tr>
<tr>
<td>Marion County Job and Family Services</td>
<td>No</td>
<td>Yes, Onsite Transportation and Appelane</td>
<td>Public Non-Profit</td>
<td>5,200</td>
<td>Not Provided</td>
<td>N</td>
</tr>
<tr>
<td>Morrow County Board of Developmental Disabilities</td>
<td>No</td>
<td>Yes, Not Provided</td>
<td>Public Non-Profit</td>
<td>Not Provided</td>
<td>Not Provided</td>
<td>Y</td>
</tr>
<tr>
<td>The Tomorrow Center</td>
<td>No</td>
<td>Yes, MCTC</td>
<td>Public Non-Profit</td>
<td>Not Provided</td>
<td>Not Provided</td>
<td>Y</td>
</tr>
<tr>
<td>Morrow County Family and Children First</td>
<td>Yes</td>
<td>Yes, Not Provided</td>
<td>Public Non-Profit</td>
<td>Not Provided</td>
<td>Not Provided</td>
<td>Y</td>
</tr>
<tr>
<td>MCTC</td>
<td>Yes</td>
<td>No</td>
<td>Public Non-Profit</td>
<td>19,291</td>
<td>0 Trip Denials</td>
<td>N</td>
</tr>
</tbody>
</table>

* Answering “Yes” indicates that your agency is closed door. Your agency is considered closed door if you ONLY provide transportation to your facility as a courtesy or if you ONLY serve a particular clientele that are enrolled in your agency programs (i.e. members of a sheltered workshop, or residents in a nursing home). Answering “No” indicates that your agency is open door. This means the service is open to the public or a segment of the general public defined by age, disability, or low income. For example, if an agency provides general transportation for anyone in the community who is over the age of 60, they are considered “open door”. For example, an individual who is 60 or over can request transportation to a doctor’s appointment or the grocery store regardless of their affiliation with your agency.
The participating organizations provide a wide range of transportation including Demand Response and On-Demand response. Five of the participating organizations provide services on weekdays. None of the organizations operate transportation on Saturdays or on Sundays. Evening services after 5:00PM are operated by two organizations. The following table depicts the transportation service characteristics by agency.

**Table [B]: Transportation Service Characteristics**

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Mode of Service</th>
<th>Days &amp; Hours of Operation</th>
<th>Provides Medicaid-Eligible Trips (Y/N)</th>
<th>Level of Passenger Assistance Provided</th>
<th>Training Courses Required for Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCAT</td>
<td>Vans/LTV/NTV</td>
<td>5AM-6PM Mon-Fri</td>
<td>Y, Through Job and Family Services</td>
<td>Curb to Curb Normally. Door to Door if Requested.</td>
<td>Wheelchair, CPR/First Aid/Smith System.</td>
</tr>
<tr>
<td>MAT</td>
<td>Open</td>
<td>8AM-4:30PM Mon-Fri</td>
<td>N</td>
<td>Curb to Curb</td>
<td>Yes</td>
</tr>
<tr>
<td>Crawford County Council on Aging Inc (CCCOA)</td>
<td>Demand-Response</td>
<td>6A-5P Mon-Fri</td>
<td>Y</td>
<td>Door-to-Door</td>
<td>First Aid/CPR; Defensive Driving Course; Passenger Assistance Training; Bloodborne Pathogens; Wheelchair securement; Pre-Employment Drug/Alcohol Test; Misc.</td>
</tr>
<tr>
<td>No Limits Outreach</td>
<td>On Demand</td>
<td>9a-4p Mon-Fri</td>
<td>Yes, but do not bill.</td>
<td>Non-paratransit</td>
<td>Yes</td>
</tr>
<tr>
<td>MCTC</td>
<td>Demand Response</td>
<td>6a-6p Mon-Fri</td>
<td>Y,</td>
<td>Curb to Curb at a minimum. Door-to-Door when Req.</td>
<td>Yes</td>
</tr>
</tbody>
</table>
Transportation-related expenses and revenues also differ by organization. 5310 and 5311 grants are common revenue sources for transportation operators in all three counties of Crawford, Marion, and Morrow. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Fare Structure</th>
<th>Donations Accepted (Y/N)</th>
<th>Number of Full-Time &amp; Part-Time Drivers</th>
<th>Number of Full-Time &amp; Part-Time Schedulers/Dispatchers</th>
<th>Revenue Sources (most recent Fiscal Year)</th>
<th>Total Annual Transportation Expenses</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCAT</td>
<td>By Zone</td>
<td>Y</td>
<td>6 Full Time 27 Part Time</td>
<td>4 Full Time</td>
<td>5311 Grant, FTA, ODOT, Contracts, Donations</td>
<td>$1.4 Million</td>
</tr>
<tr>
<td>MAT</td>
<td>$1.25/$0.60</td>
<td>N</td>
<td>6 Full Time 4 Part Time</td>
<td>2 Full Time 1 Part Time</td>
<td>5311 Grant, ODOT</td>
<td>$900,000</td>
</tr>
<tr>
<td>Crawford County Council on Aging, INC (CCCOA)</td>
<td>Not Provided</td>
<td>Y</td>
<td>6 Full Time 8 Part Time</td>
<td>4 Full Time</td>
<td>Contracts, E&amp;D Fare, Title XX, Title III, 5310, Donations</td>
<td>$550,000</td>
</tr>
<tr>
<td>No Limits Outreach</td>
<td>Free</td>
<td>N</td>
<td>3 Drivers (unspecified ft/pt)</td>
<td>0</td>
<td>Delaware-Morrow Mental Health Recovery Services</td>
<td>$6,000</td>
</tr>
<tr>
<td>MCTC</td>
<td>$2.50/mile</td>
<td>N</td>
<td>10 Part Time 11 Intermittent</td>
<td>1 Full Time 1 Part Time</td>
<td>5310, Contracts</td>
<td>$630,000</td>
</tr>
</tbody>
</table>
The following table provides basic information about transportation options other than the traditional public and human services transportation. Transportation options might include bike share, ride share, intercity, or taxi services, and more. There are only 2 taxis in the area, and neither returned a survey.

**Table [D]: Alternative/Active Transportation Options**

<table>
<thead>
<tr>
<th>Transportation Option</th>
<th>Availability</th>
<th>Cost</th>
<th>Usage</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buckeye Taxi</td>
<td>Unknown</td>
<td>Unknown</td>
<td>Unknown</td>
<td>Crawford</td>
</tr>
<tr>
<td>Frank's Taxi</td>
<td>Unknown</td>
<td>Unknown</td>
<td>Unknown</td>
<td>Marion City</td>
</tr>
</tbody>
</table>

The following table provides basic information about local travel training program options. There are currently no travel training programs in the region.

**Table [E]: Transportation Resources**

<table>
<thead>
<tr>
<th>Transportation Resource</th>
<th>Availability</th>
<th>Cost</th>
<th>Usage</th>
<th>Service Area</th>
</tr>
</thead>
</table>
The following table illustrates the technology used by each transportation provider for scheduling, dispatching, and/or GPS tracking vehicles.

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Name of Scheduling Software</th>
<th>Do you have an App for Transportation (Y/N)?</th>
<th>Name of Dispatching Software</th>
<th>AVL System/GPS (Y/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCAT</td>
<td>Currently – ParaPlan</td>
<td>Not Currently</td>
<td>ParaPlan – Currently</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Future – Ecolane</td>
<td></td>
<td>Ecolane – Future</td>
<td></td>
</tr>
<tr>
<td>MAT</td>
<td>CTS (Pending)</td>
<td>N</td>
<td>CTS (Pending)</td>
<td>Y</td>
</tr>
<tr>
<td>CCCOA</td>
<td>Excel</td>
<td>N</td>
<td>N/A</td>
<td>N</td>
</tr>
<tr>
<td>No Limits Outreach</td>
<td>N/A</td>
<td>N</td>
<td>N/A</td>
<td>N</td>
</tr>
<tr>
<td>MCTC</td>
<td>Currently – Routematch</td>
<td>N</td>
<td>Currently – Routematch</td>
<td>N</td>
</tr>
</tbody>
</table>
Assessment of Community Support for Transit

Community support for transportation was apparent at the stakeholder and public meetings. All meetings were well attended. Stakeholders voiced ongoing commitment toward advancing the goals and strategies identified in this coordination plan. While local government officials did not attend meetings held in Marion and Morrow County, Crawford County Commissioners attended all three (3) meetings and were active in the establishment of goals for their community. Crawford County Commissioners were also very active in the development of a recent transportation service plan for Crawford County.

Morrow County Commissioners are provided regular MCTC updates at meetings and hold special meeting to discuss areas of concern. The Commissioners have supported the efforts and MCTC and have voiced interest in securing rural public transportation service for the county.

Marion County Commissioners played an active role with the public transportation years ago however have had little involvement since the public transit system transitioned to a city system. The Marion Area Transit (MAT) system is supported by the City of Marion with the City providing substantial matching funds for transit. The City receives regular MAT updates at regular council meetings and is active in policy development and adoption.

Safety

This plan includes goals for Complete Streets and Active Transportation Plans that will improve the safety of pedestrians, bicyclers, and those operating vehicles. Improvements and or development to walking and biking paths in addition to sidewalk improvements will greatly increase the safety of pedestrians and bicyclers by providing dedicated paths without the congestion of vehicle traffic. Road improvements, curb cuts, strategically timed stop lights, street lights, etc. will improve the safety of not only transit vehicles but all traffic traveling throughout the counties.
Vehicles

Survey/Interview participants listed a combined total of 79 vehicles. Approximately 83% of the vehicles are wheelchair accessible. A vehicle utilization table is provided at the end of this chapter (Table G).

All of the transportation providers provide at least nine wheelchair accessible vehicles (with the exception of No Limits Outreach who currently has one vehicle), while some organizations have an entire fleet of wheelchair accessible vehicles. Currently, there have been no reports that agencies have turned away individuals requiring a wheelchair accessible vehicle. As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.
<table>
<thead>
<tr>
<th>Veh #</th>
<th>Make</th>
<th>Model</th>
<th>Year</th>
<th>Vin #</th>
<th>Capacity</th>
<th>WC Capacity</th>
<th>Days of the Week</th>
<th>Service Hours</th>
<th>Vehicle Condition</th>
<th>Program to which Vehicle is Assigned (if applicable)</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>FORD</td>
<td>Bus</td>
<td>2008</td>
<td>1FD3E35578DB59642</td>
<td>12</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>FORD</td>
<td>BUS</td>
<td>2008</td>
<td>1FD3E35L08DB59636</td>
<td>10</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>FORD</td>
<td>BUS</td>
<td>2009</td>
<td>1FDEE35LX9DA77679</td>
<td>10</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>FORD</td>
<td>BUS</td>
<td>2009</td>
<td>1FDEE35L39DA83324</td>
<td>10</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>FORD</td>
<td>BUS</td>
<td>2010</td>
<td>1FDEE3FL7DA62706</td>
<td>10</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>FORD</td>
<td>BUS</td>
<td>2011</td>
<td>1FDEE3F566DA19550</td>
<td>14</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>FORD</td>
<td>BUS</td>
<td>2011</td>
<td>1FDEE3FLX8DA49269</td>
<td>10</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>FORD</td>
<td>BUS</td>
<td>2011</td>
<td>1FDEE3DL68DA49270</td>
<td>10</td>
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<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>FORD</td>
<td>BUS</td>
<td>2011</td>
<td>1FDEE3FL38DA83568</td>
<td>10</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>FORD</td>
<td>BUS</td>
<td>2011</td>
<td>1FDEE3FL58DA83569</td>
<td>10</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>FORD</td>
<td>VAN</td>
<td>2011</td>
<td>1FTDS3EL18DA86060</td>
<td>10</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>DODGE</td>
<td>VAN</td>
<td>2010</td>
<td>2D4RN4DE9AR497629</td>
<td>6</td>
<td>1</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>FORD</td>
<td>BUS</td>
<td>2013</td>
<td>1FDEE35S66DA62840</td>
<td>11</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>FORD</td>
<td>BUS</td>
<td>2013</td>
<td>1FDEE35S86DA62841</td>
<td>11</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>FORD</td>
<td>BUS</td>
<td>2013</td>
<td>1FDEE3F5X6DA62842</td>
<td>11</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
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</tr>
<tr>
<td>38</td>
<td>DODGE</td>
<td>VAN</td>
<td>2014</td>
<td>2C4RDGC6G0E162141</td>
<td>3</td>
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<td>5 am - 6 pm</td>
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<td>CRAWFORD</td>
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</tr>
<tr>
<td>39</td>
<td>DODGE</td>
<td>VAN</td>
<td>2015</td>
<td>2C7WDGBG2FR541960</td>
<td>4</td>
<td>1</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>FORD</td>
<td>BUS</td>
<td>2015</td>
<td>1FDEE3F6L3DA19598</td>
<td>6</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
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<td>SENECA</td>
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</tr>
<tr>
<td>41</td>
<td>MV-1</td>
<td>MV-1</td>
<td>2015</td>
<td>57WMD1A65EM100816</td>
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<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
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<td>SENECA</td>
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</tr>
<tr>
<td>42</td>
<td>LTN</td>
<td>BUS</td>
<td>2016</td>
<td>1FDEE35S48DC57212</td>
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<td>2</td>
<td>5</td>
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</tr>
<tr>
<td>43</td>
<td>LTV-FS</td>
<td>BUS</td>
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<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>LTN</td>
<td>BUS</td>
<td>2016</td>
<td>1FDEE3F5S9GDC57206</td>
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<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>CRAWFORD</td>
<td></td>
</tr>
<tr>
<td>Veh #</td>
<td>Make</td>
<td>Model</td>
<td>Year</td>
<td>Vin #</td>
<td>Capacity</td>
<td>WC Capacity</td>
<td>Days of the Week Vehicle Is in Service</td>
<td>Service Hours</td>
<td>Vehicle Condition</td>
<td>Program to which Vehicle Is Assigned (if applicable)</td>
<td>Service Area</td>
</tr>
<tr>
<td>-------</td>
<td>--------</td>
<td>-------</td>
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<td>---------------</td>
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<td>----------------------------------------------------</td>
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<tr>
<td>45</td>
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<td>VAN</td>
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<td>CRAWFORD</td>
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</tr>
<tr>
<td>46</td>
<td>MMV</td>
<td>VAN</td>
<td>2016</td>
<td>2C7WDGBG1GR372466</td>
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<td>1</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>CRAWFORD</td>
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</tr>
<tr>
<td>47</td>
<td>MMV</td>
<td>VAN</td>
<td>2013</td>
<td>2C4RDGBG7DR517504</td>
<td>4</td>
<td>1</td>
<td>5</td>
<td>5 am - 6 pm</td>
<td></td>
<td>SENECA</td>
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</tr>
<tr>
<td>48</td>
<td>MMV</td>
<td>VAN</td>
<td>2013</td>
<td>2C4RDGBG5DR617503</td>
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<td>1</td>
<td>5</td>
<td>5 am - 6 pm</td>
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<td>SENECA</td>
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**Crawford County Council on Aging, INC (CCCOA)**

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Summary of Existing Resources

Seneca-Crawford County Area Transit (SCAT) – Section 5311 rural public transportation service. Provides public transportation service to Seneca and Crawford County residents. Travel available in county and out of county with common out of county destinations of Mansfield, Columbus, Cleveland, and Toledo.

Crawford County Council on Aging (CCCOA) – Section 5310 specialized transportation service for seniors and adults with disabilities. In county and out of county service is available to eligible individuals. Common out of county destinations include Mansfield, Columbus and Cleveland.

Crawford County Board of Developmental Disabilities – contracted transportation service, often selected by the consumer, however primarily provided by Ohio Specialty Services.

Crawford County Veterans Services – transportation provided to Veterans using volunteers to transport Veterans in vehicles secured through Veterans services and the county.

Crawford County Department of Job and Family Services – is not a direct provider of transportation service. JFS purchases service from multiple providers and also provides funding for family provided transportation and gas vouchers.

Marion Area Transit (MAT) – Section 5311 rural public transportation service operating within Marion City limits and within a five (5) mile radius of the transit center.

Marion Senior Center/Marion County Council on Aging – Transportation to seniors to the Senior Center and for activities of daily living such as shopping for food, medical appointments, etc. Marion County Senior transportation provides service to eligible individuals within Marion County and contracts with MCTC for out of county service.

Marion County Board of Developmental Disabilities contracted transportation service, often selected by the consumer, however primarily provided by Residential Home Association of Marion, Wings of Angels, and Marion Area Transit.

Marion County Veterans Services - transportation provided to Veterans using volunteers to transport Veterans in vehicles secured through Veterans services and the county.

Marion County Department of Job and Family Services is not a direct provider of transportation service. JFS purchases service from multiple providers and also provides funding for family provided transportation and gas vouchers.

Community action of Heartland in Marion County – Information about this transportation was not returned. They provide some trips for members of the Marion County Board of Developmental Disabilities, but not through a contract.

Morrow County Transportation Collaborative (MCTC) – Section 5310 specialized transportation service targeted to seniors, individuals with disabilities, and low-income individuals. Public service is available when fully allocated cost rate is paid by the individual. Service is provided in Morrow County, surrounding counties and to other areas of the state such as Columbus and Cleveland.
Morrow County Board of Developmental Disabilities – transportation to individuals with developmental disabilities to the workshop services. Additional transportation services include community employment transportation.

Morrow County Veteran Services – Information was requested, but never returned.

Morrow County Seniors on Center – transportation to eligible individuals to the Senior Center and other destinations associated with activities of daily living such as grocery shopping and medical appointments. Transportation provided within Morrow County and destinations outside of Morrow County such as Mansfield and Columbus.

No Limits Outreach provides transportation for individuals with persistent and serious mental illnesses. Most of their funding comes from the Delaware-Morrow Mental Health Recovery Service Board.
IV. Assessment of Transportation Needs and Gaps

In an effort to better understand the needs of Crawford County, Marion County, and Morrow County the planning committee examined research and data, as well as solicited input from the community in an effort to gather information about needs and gaps in transportation services.

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

A variety of stakeholders in the area worked together in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. More information on how the lead agency engaged stakeholder and the general public is available upon request.

The following methods were used to assess transportation needs and gaps

- Assessment of data and demographics
- Survey data of individuals who currently use public transportation
- Information gathering at public meetings
- Community and agency surveys
- Stakeholder input

Local Demographic and Socio-Economic Data

Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because a comparison of where the highest and lowest densities individuals who are most likely to need transportation live. This information can then be compared to the locations of (1) major trip generators, and (2) available transportation services.
The following exhibit (IV.1) illustrates the areas where the number of older adults (age 65 and older) is at or above the Crawford County average.

Exhibit [IV.1]: Map of Population Density of Individuals Age 65 and Older in Crawford County

Map 3: Population Density Age 65 and Older Persons Per Square Mile

Legend

65+ / SQMI

- 2.210 - 7.221
- 7.222 - 15.16
- 25.17 - 407.1
- 407.2 - 846.7
- 846.8 - 1510

Cities/Towns

Source: U.S. Census American Community Survey 2015 5-Year Estimates
The following exhibit (IV.2) illustrates the areas where the number of older adults (age 65 and older) is at or above the Marion County average.

**Exhibit [IV.2]: Map of Population Density of Individuals Age 65 and Older in Marion County**

Map 3: Population Density Age 65 and Older
Persons Per Square Mile

---

**Legend**

65+ / SQMI

- 3.302 - 49.93
- 49.94 - 218.2
- 218.3 - 367.4
- 367.5 - 831.8
- 831.9 - 1532

| Cities/Towns |

Source: U.S. Census American Community Survey 2015
5-Year Estimates
The following exhibit (IV.3) illustrates the areas where the number of older adults (age 65 and older) is at or above the Morrow County average.

**Exhibit [IV.3]: Map of Population Density of Individuals Age 65 and Older in Morrow County**

**Map 3: Population Density Age 65 and Older Persons Per Square Mile**

**Legend**

65+ / SQMI
- 3.324 - 9.612
- 9.613 - 21.91
- 21.92 - 42.44
- 42.45 - 97.01
- 97.09 - 207.5
- Cities/Towns

Source: U.S. Census American Community Survey 2015 5-Year Estimates
The exhibit below indicates the areas where the number of zero vehicle households is above the Crawford County average. The absence of a vehicle in the household is often an indication of the need for transportation services.

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

Exhibit [IV.5]: Map of Density of Zero Vehicle Households in Marion County
The exhibit below indicates the areas where the number of zero vehicle households is above the Morrow County average. The absence of a vehicle in the household is often an indication of the need for transportation services.

**Exhibit [IV.6]: Map of Density of Zero Vehicle Households in Morrow County**

*Map 4: Zero Vehicle Housing Units*
The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in Crawford County, including those who drive a personal vehicle.

**Exhibit [IV.7]: Map of Major Trip Generators in Crawford County**

Map 2: Crawford County Major Trip Generators

Crawford County Coordination Plan

Legend
- Major Trip Generators
- Crawford County
- Cities/Towns
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road

28. Baynes Precision Tech
29. Courter Manufacturing
30. Galion City Schools
31. Galion Community Hospital
32. General Electric
33. Honeywell Baynes Technology
34. Tabor's
35. Krugger
36. Walmart
37. Dollar Tree
38. Crawford County Welfare Dept
39. Crawford County JFS
40. Community Foundation
41. Crawford County WIC
42. Crawford County EMA
43. Crawford LLP
44. Crawford County Engineer
45. Galion Police
46. Heartland of Baynes
47. Orchards Court Assisted Living
48. Geyer's Market
49. Wynford High School
50. Berkeley Central High School
51. Galion/Crawford High School
52. Crestline High School
The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in Marion County, including those who drive a personal vehicle.

Exhibit [IV.8]: Map of Major Trip Generators in Marion County
The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in Morrow County, including those who drive a personal vehicle.

Exhibit [IV.9]: Map of Major Trip Generators in Morrow County
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**

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

<table>
<thead>
<tr>
<th>Rank</th>
<th>Unmet Need Description</th>
<th>Method Used to Identify and Rank Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A Lack of Funding Available</td>
<td>Stakeholders determined that without proper funding, other unmet needs can’t be addressed.</td>
</tr>
<tr>
<td>2</td>
<td>Transportation services earlier and later (before 8:00 AM and after 4:30 PM) for Jobs and Medical appointments.</td>
<td>Surveys of the public acknowledged a need for transportation options outside of the current service hours, such as for jobs and medical appointments.</td>
</tr>
<tr>
<td>3</td>
<td>Out-of-County trips</td>
<td>Surveys also indicated that the public would like more options outside of the county.</td>
</tr>
<tr>
<td>4</td>
<td>Educating the public.</td>
<td>If the public doesn’t know the options available to it, it’s hard to meet the unmet needs.</td>
</tr>
<tr>
<td>5</td>
<td>Lack of Drivers for Marion Area Transit</td>
<td>It is important to have drivers readily available to be able to provide the level of service that the public desires.</td>
</tr>
<tr>
<td>6</td>
<td>Same-Day Transportation Options</td>
<td>Currently, most trips require a reservation in advance. If a transportation need arises on the same day, it’s hard to find options.</td>
</tr>
<tr>
<td>7</td>
<td>Mobility Manager to assist in meeting the goals and establishing unmet needs.</td>
<td>Establishing a mobility manager for Marion county or a shared mobility manager for the region discussed in this plan.</td>
</tr>
<tr>
<td>8</td>
<td>Taxi/Uber Service</td>
<td>Establishing a bigger network of taxis available for the public. Also, Uber may be explored as a cheaper alternative to taxis.</td>
</tr>
<tr>
<td>9</td>
<td>Weekend Service</td>
<td>The public mentioned weekend service (Saturday and Sunday) in their surveys.</td>
</tr>
<tr>
<td>10</td>
<td>Expanding Current Service Area</td>
<td>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.</td>
</tr>
<tr>
<td>11</td>
<td>Active Transportation</td>
<td>Stakeholders determined there is a lack of access to active transportation.</td>
</tr>
<tr>
<td>Rank</td>
<td>Unmet Need Description</td>
<td>Method Used to Identify and Rank Need</td>
</tr>
<tr>
<td>------</td>
<td>------------------------</td>
<td>---------------------------------------</td>
</tr>
<tr>
<td>1</td>
<td>A Lack of Funding Available</td>
<td>Stakeholders determined that without proper funding, other unmet needs can’t be addressed.</td>
</tr>
<tr>
<td>2</td>
<td>Transportation services earlier and later (before 6 AM and after 6 PM) for Jobs and Medical appointments.</td>
<td>Surveys of the public acknowledged a need for transportation options outside of the current service hours, such as for jobs and medical appointments.</td>
</tr>
<tr>
<td>3</td>
<td>Out-of-County trips to other parts of Ohio such as Columbus</td>
<td>Surveys also indicated that the public would like more options outside of the county.</td>
</tr>
<tr>
<td>4</td>
<td>Public Transit</td>
<td>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.</td>
</tr>
<tr>
<td>5</td>
<td>Taxi and Uber</td>
<td>There are currently no taxis in Morrow County.</td>
</tr>
<tr>
<td>6</td>
<td>Complete Streets, Safe Routes to School, Bike Trails</td>
<td>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.</td>
</tr>
<tr>
<td>7</td>
<td>Same-Day Transportation Options</td>
<td>Currently, most trips require a reservation in advance. If a transportation need arises on the same day, it’s hard to find options.</td>
</tr>
<tr>
<td>9</td>
<td>On-Demand medical transportation</td>
<td>The hospital brought up a lack of options for patients who are leaving the hospital after being brought in via ambulance.</td>
</tr>
<tr>
<td>11</td>
<td>Weekend Service</td>
<td>The public mentioned weekend service (Saturday and Sunday) in their surveys.</td>
</tr>
<tr>
<td>12</td>
<td>Public Education about Current Services</td>
<td>If the public was made aware of their current options available, it may use the services more often.</td>
</tr>
<tr>
<td>13</td>
<td>Roads in Poor Shape</td>
<td>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.</td>
</tr>
</tbody>
</table>
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 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
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, 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.

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tamara Lynch</td>
<td>Seneca-Crawford Area Transportation</td>
</tr>
<tr>
<td>Kim Kent</td>
<td>Crawford County Board of Developmental Disabilities</td>
</tr>
<tr>
<td>Cassie Herschler</td>
<td>Crawford County Council on Aging</td>
</tr>
<tr>
<td>Michele Hoffman</td>
<td>Crawford County Council on Aging</td>
</tr>
<tr>
<td>Ruth Culver</td>
<td>Crawford County Council on Aging</td>
</tr>
<tr>
<td>Jenny Vermillion</td>
<td>Crawford County Commissioner</td>
</tr>
<tr>
<td>Melinda Crall-Cauley</td>
<td>Crawford County Department of Job and Family Services</td>
</tr>
<tr>
<td>Doug Weisenauer</td>
<td>Crawford County Commissioner</td>
</tr>
<tr>
<td>Mo Ressallat</td>
<td>Crawford County Commissioner</td>
</tr>
<tr>
<td>Amy Timmerman</td>
<td>Morrow County Metropolitan Housing</td>
</tr>
<tr>
<td>Michelle Brown</td>
<td>Morrow County Board of Developmental Disabilities</td>
</tr>
<tr>
<td>Sandi Williamson</td>
<td>Morrow County Board of Developmental Disabilities</td>
</tr>
<tr>
<td>Jennifer Donelson</td>
<td>Morrow County Hospital</td>
</tr>
<tr>
<td>Jessica Scott</td>
<td>Seniors on Center</td>
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<tr>
<td>Aakash Parikh</td>
<td>Safe Harbor Peer Support Services</td>
</tr>
<tr>
<td>Kanda Benner</td>
<td>Morrow County Family and Children First Council</td>
</tr>
<tr>
<td>Sundie Brown</td>
<td>Morrow County Department of Job and Family Services</td>
</tr>
<tr>
<td>Susie Sexton</td>
<td>The Morrow Center</td>
</tr>
<tr>
<td>Cameron Phelps</td>
<td>Morrow County Transportation Collaborative</td>
</tr>
<tr>
<td>Tim Maceyko</td>
<td>Seth Maceyko Snuggle Time Foundation and MCTC</td>
</tr>
<tr>
<td>Ken Collins</td>
<td>Morrow County Transportation Collaborative</td>
</tr>
<tr>
<td>Crystina Wallar</td>
<td>Crawford County Family and Children First Council</td>
</tr>
<tr>
<td>Jeannette S.</td>
<td>Crawford County Family and Children First Council</td>
</tr>
<tr>
<td>Beth Clayton</td>
<td>Marion County Veterans Service</td>
</tr>
<tr>
<td>Jo Ann Radwin-Zimmerman</td>
<td>League of Women Voters and Marion Matters</td>
</tr>
<tr>
<td>Amber Wertman</td>
<td>United Way of Marion County</td>
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<tr>
<td>Katrina Harwood</td>
<td>Marion Public Health</td>
</tr>
<tr>
<td>Traci Kinsler</td>
<td>Marion Public Health</td>
</tr>
<tr>
<td>Jo Ellen King</td>
<td>Marion County Council on Aging</td>
</tr>
<tr>
<td>Denny Ferguson</td>
<td>Marion Can Do!</td>
</tr>
<tr>
<td>Meghan Taylor</td>
<td>Center Street Health Clinic</td>
</tr>
<tr>
<td>TJ Badertscher</td>
<td>Center Street Health Clinic</td>
</tr>
<tr>
<td>Name</td>
<td>Organization/Position</td>
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<tr>
<td>Crystal Slone</td>
<td>Center Street Health Clinic</td>
</tr>
<tr>
<td>Julie Prettyman</td>
<td>Marion Community Foundation</td>
</tr>
<tr>
<td>Jessica Trainer</td>
<td>Marion County Board of Developmental Disabilities</td>
</tr>
<tr>
<td>Whitney Gherman</td>
<td>The Ohio State University – Marion Campus</td>
</tr>
<tr>
<td>Theresa Lubke</td>
<td>Marion Family YMCA</td>
</tr>
<tr>
<td>Gus Comstock</td>
<td>Marion Can Do!</td>
</tr>
<tr>
<td>Jeff Marsh</td>
<td>Marion Area Transit</td>
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<tr>
<td>Deb Price</td>
<td>Marion Area Transit</td>
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<tr>
<td>Jen Sheridan</td>
<td>Marion City Schools</td>
</tr>
<tr>
<td>Sarah Volphenhein</td>
<td>Marion Star</td>
</tr>
<tr>
<td>Gary Iams</td>
<td>The Ohio State University Marion and Marion City Schools</td>
</tr>
<tr>
<td>Kelly Engelbert</td>
<td>Marion Public Health</td>
</tr>
<tr>
<td>Tara Dyer</td>
<td>BHC and Peace and Freedom Com</td>
</tr>
<tr>
<td>Janeen Wert</td>
<td>Morrow County Department of Job and Family Services</td>
</tr>
<tr>
<td>Don Chenoweth</td>
<td>No Limits Outreach</td>
</tr>
<tr>
<td>Deanna Brant</td>
<td>DMMHRSB</td>
</tr>
<tr>
<td>Pamela Butler</td>
<td>Morrow County Health Department</td>
</tr>
<tr>
<td>Jodi Hayes</td>
<td>United Way of Morrow County</td>
</tr>
<tr>
<td>Meghan Taylor</td>
<td>Center Street Clinic Health Center and MFHC</td>
</tr>
<tr>
<td>Bob Sutherland</td>
<td>Morrow County Resident</td>
</tr>
<tr>
<td>Chris Storbeck</td>
<td>Transcraft Automotive and Morrow County Resident</td>
</tr>
<tr>
<td>Hilary Ostrom</td>
<td>Morrow MHA</td>
</tr>
<tr>
<td>Michael Gale</td>
<td>Morrow County Hospital</td>
</tr>
<tr>
<td>Jillian Tuttle</td>
<td>United Way of Crawford County</td>
</tr>
<tr>
<td>Mary Habig</td>
<td>Seneca-Crawford Area Transit</td>
</tr>
</tbody>
</table>

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
urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.

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

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

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

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 Maceyk 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 Maceyk 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.

I, DAVID STUMP

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

published ___ consecutive weeks to-wit

on OCTOBER 12 2017

and/to OCTOBER 19 2017

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 ___ day of ______________ 2017

Notary Public.

<table>
<thead>
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<th>Name</th>
<th>Organization</th>
<th>Email</th>
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<tbody>
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Moving Public Transportation... Crawford County Coordinated Public Transit-Human Services Transportation Plan
Public Meeting
October 25, 2017
Presented by RLS & Associates, Inc.

History of Coordination Plans
Who 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 community coordinate transportation resources provided through multiple federal programs.

Why the New Requirement?
- 62 Federal Agency
- State Agency
- Local Agency

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:
  - 2005 General Accounting Office Report identifying:
    - 42 Interstate Federal Funding Programs
    - 8 Different Private Funding Agendas
    - Cost of Coordinating Multiple 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 received 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 Transportation Plan
- Eligible to receive Other Federal/State 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

Research Approach

- Data Collection/Document Baseline Conditions
- Review Best Practices
- Coordination Options & Strategies
- Implementation Plan

Crawford County Demographics

Current Crawford County Transit

- Sources of Local Match
  - Medicaid BHMT
  - JFS Contracts
  - Other Contract Transportation
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:
- 35% - 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 Assistance
  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
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- Julie Schafer, RLS & Associates, Inc.
  - jschaefer@ranandassoc.com
- Mark Hess, Trumbull County
  - eabes@co.trumbull.oh.us
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**

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>November 16th, 2017 from 9:00AM-12:00PM</th>
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<tr>
<td>Place</td>
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</table>

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
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 Thursday, November 16, 2017 beginning at 9:00AM in the Crawford County Commissioners Lower Level Conference Room at 113 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.

I, DAVID STUMP, one of the proprietors, do solemnly swear that a notice, of which a copy is hereto attached, was published ______ consecutive weeks to-wit
on NOVEMBER 9, 2017

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

[Signature]

Sworn to and subscribed before me this 6th day of NOVEMBER, 2017

[Notary Public]

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Crawford

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Jennifer Smothers | Family CHILD Care | 
Melinda Crall-Cowley | Crawford Co. JFS | melinda.crall@jfs.ohio.gov
Doug Weisenauer | Commissioner | Doug.W@CrawfordsCo.Ohio.gov
Meeting Objectives
1. Coordination Plan Purpose
2. Review FAST Highlights
3. Determine Existing Resources
4. Unmet Transportation Needs – Survey
5. Priorities, Goals, and Strategies
6. Next Steps

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

History of Coordination Plans

Requirements of the Plan Are a Result of:
- 2013 General Accounting Office Report Identifying:
  - 62 Different Federal Funding Programs
  - 8 Different Federal Funding Agencies
  - Unintended Coordination & Duplication of Programs
- SAFETEA-LU was signed into law on August 10, 2005,
  and expired on September 30, 2009
- Congress Renewed its Funding Formula, Stiffened
  Replacing SAFETEA-LU in 2011 with MAP-21 and in
  2015 with FAST

MAP-21 and FAST Provisions

- Ongoing Provisions
  - Local Share may be Served from Other Non-DOT
    Transportation Sources
  - Recipients Must Certify that Projects Selected are
    Included in Locally Developed, Coordinated Public
    Transportation Plan (HVP) to be Eligible to Receive
    Some Federal Transit Program Funds

Section 5310 Program Overview

- Since 1975
- Funds Awarded to Private Nonprofit Organizations
  Where Existing Transportation Services Were
  Insufficient, Inadequate, or Inappropiate
- Program Goal: To Improve Mobility for Older
  Adults and Individuals with Disabilities
- Crawford County Currently Receives Section 5310 and
  5311 Program Funding

CURRENT RESOURCES AND
UNMET NEEDS

Current Crawford County Transit

Sources of Local Match 5310
- Title III – Older Americans Act
- Contracts
Sources of Local Match 5311
- Contracts
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

- Same-Day transportation options
- Job trips
- Mobility Manager
- Ride trips 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 people utilizing the Transportation Network in the program as well as the number of passengers and number of miles traveled.

Strategy 1.1: Transportation providers shall work with service agencies, transportation providers, and others to make the benefits of the transportation program known and seek more participation.

Strategy 1.2: Transportation providers and agencies shall investigate funding opportunities through the Transportation Advisory Committee (TAC) and other funding sources.

Strategy 1.3: Explore opportunities for joint purchasing of vehicle parts, drug testing, driver training, roadside assistance, 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: Conduct presentations on public and coordinated transportation at meetings for local elected officials.

Strategy 2.2: Develop an educational brochure on the benefits of public and coordinated transportation that can be widely distributed.

Strategy 2.3: Develop and distribute a regional coordinated transportation resource guide that lists various transportation providers and their services.

Goal 3: Enhance the general public's knowledge and understanding regarding the availability and benefits of public and coordinated transportation.

Strategy 3.1: Each provider should develop a website dedicated to the transportation program, providing detailed information regarding services provided.

Strategy 3.2: Establish email, text, and telephone alerts for each non- Titans transportation provider to improve communications with public and passengers about service delays.

Strategy 3.3: Submit information on public/transportation services to the local newspapers and to agency newsletters.

Goal 4: Enhance the general public's knowledge and understanding regarding the availability and benefits of public and coordinated transportation.

Strategy 4.1: Work together to remove roadblocks against joint use of vehicles and the individuals that may be transported on the vehicles.
Goal 3: Improve the level of service provided to the county, its residents, and local communities, including the availability of controls for crime prevention, medical appointments, and other services.

Strategy 3.1: Continue coordination efforts among SCD and Council on Aging. Incorporate in-home services when possible. Share all of county-wide with STC when possible.

Strategy 3.2: Consider cross-county service, including the possibility of establishing transfer points with Jasper Transit and STC.

Strategy 3.3: Conduct an assessment for accessible video service based on existing travel patterns.

Goal 4: Identify opportunities to attract out-of-town visitors to the county.

Strategy 4.1: Work with economic development and local leaders to entice 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 resources, including grants and other available funding sources for new technology and new equipment.

Strategy 5.1: Generate start funding support for new technology and new equipment.

Strategy 5.2: Coordinate purchase of capital equipment.

Strategy 5.3: Joint purchasing of viable parts, engineering, training, maintenance, and services.

Next Steps

Final Plan
- 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**

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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
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.

####

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Coordinated Public Transit-Human Services Transportation Plan
Crawford, Marion, and Morrow County Final Public Meeting
December 14, 2017

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:
  - 2013 - General Accounting Office Report Identifying
  - All Different Federal Funding Programs
  - 8 Different Federal Funding Agreements
  - List of the Coordination & Implications 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
  - 2012: 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-15% DOT Federal Sources (for example, Title III Older Americans Act)
- Vehicle Advertising Revenue can be matched 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)

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 routes
- 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 number of funds available for operating and capital funding in the region while working cooperatively to coordinate.

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
<table>
<thead>
<tr>
<th>Goal 1</th>
<th>Increase funding for Operations and Capital</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy 1.3</td>
<td>Develop an allocated cost model. All providers complete model to determine cost of service. 3AB agrees to rates on an annual basis</td>
</tr>
<tr>
<td>Strategy 1.4</td>
<td>Submit collaborative grant applications for coordinated service.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal 2</th>
<th>Expand hours and days of service within Existing Provider Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy 2.1</td>
<td>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.</td>
</tr>
<tr>
<td>Strategy 2.2</td>
<td>Investigate the feasibility of multi-county coverage by providers to allow for earlier and later service</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal 3</th>
<th>Increase Fleet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy 3.1</td>
<td>Coordinate individual provider and shared provider requests for Section 5310 accessible vehicles</td>
</tr>
<tr>
<td>Strategy 3.2</td>
<td>Submit collaborative grant applications for coordinated service.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal 1</th>
<th>Increase funding for Operations and Capital</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy 1.5</td>
<td>Apply for Federal funding for a Regional Mobility Manager</td>
</tr>
<tr>
<td>Strategy 1.6</td>
<td>Solicit funding from all levels of local government, local businesses, foundations, and community organizations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal 1</th>
<th>Increase funding for Operations and Capital</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy 1.7</td>
<td>Establish a planned giving campaign with an annual solicitation and bequest opportunities</td>
</tr>
<tr>
<td>Strategy 1.8</td>
<td>Increase vehicles ad sales revenue by selling more advertising on vehicles and offering company sponsorship</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal 2</th>
<th>Expand hours and days of service within Existing Provider Resources</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy 2.3</td>
<td>Investigate the feasibility of Uber/Lyft or taxi service purchase of service contracts if funding allows</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal 3</th>
<th>Increase Fleet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategy 3.3</td>
<td>Coordinate individual provider and shared provider requests for local and national foundations for accessible vehicles</td>
</tr>
<tr>
<td>Strategy 3.4</td>
<td>Solicit local business vehicle sponsorship in exchange for advertising – vehicle funded by:</td>
</tr>
</tbody>
</table>
**Goal 8**

**Increase awareness of travel and transit needs in the community**

**Strategy 8.1**
Request space in local community media and community calendars. 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 travel 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**

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**Next Steps**

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**Draft Final Report**
- Stakeholders Review the Draft Plan and Submit Comments to CAMs via 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

---

**Thank You!**
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)

☐ Fixed route public transit (with bus stops and time schedule)
☐ Flexible public transit routes (vehicles operate on a fixed route and time schedule but can make deviations off the route)
☐ 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)
☐ Carpool or vanpool
☐ Public transportation systems or human service/senior agencies in neighboring counties
☐ Private inter-city bus (such as Greyhound or Megabus)
☐ Private taxi, Uber, Lyft (or similar)
☐ Other (please specify)

☐ Faith-based organization (such as a church bus or van to go to services or activities)
☐ Ambulette Service (non-emergency medical transportation provided by a medical transportation company)
☐ Personal vehicle or ride with a friend/family member
☐ Bicycle or Walk (other than for exercise)
☐ Volunteer transportation
☐ Amtrak (originating in Ohio)

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)

☐ 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)

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

<table>
<thead>
<tr>
<th>Time</th>
<th>Medical/Health Care</th>
<th>Nutrition</th>
<th>Employment</th>
<th>Shopping</th>
<th>Recreation/Social</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 A.M - 6 A.M.</td>
<td>□</td>
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<tr>
<td>6 A.M - 8 A.M.</td>
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<tr>
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<tr>
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<tr>
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</table>

Other (please specify)

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>Medical/Health Care</td>
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<tr>
<td>Nutrition</td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td></td>
</tr>
<tr>
<td>Shopping</td>
<td></td>
</tr>
<tr>
<td>Recreation/Social</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>

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?

[Blank space]
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)


Subject: Transportation Stakeholder Meeting

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Cc: Cameron Phelps <cphelps@morrowcountyohio.gov>

Fri, 6 Oct 2017 15:11:46 -0400

Please join us for a transportation stakeholder meeting on Monday October 23, 2017 at 9am at Marion Public Health.

This meeting is the first step in developing a county-wide coordinated transportation plan for human services.  We will work towards the goal of developing a regional plan with Morrow County.  The meeting will be hosted by Julie Schafer of RLS consulting--an organization that specializes in these transportation plans.

The meeting will take place from 9am-10am.  Beginning at 10am, we will hold a session for public comment on resident concerns about transportation in Marion County.  Anyone interested may stay for that meeting as well.

If you are able to make the meeting please let me know so I can give Julie an idea of how many will be in attendance.

Thanks,

Traci Kinsler, JD
Administrator/Fiscal Director
Marion Public Health
181 S Main St.
Marion, Ohio 43302
(740) 692-9102
(740) 383-2251 (fax)
Meeting Objectives

1. Coordination Plan Purpose
2. Review FAST Highlights
3. History of Coordination Plan in Marion 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

Who Were Plans Developed?
- Human Services Transportation Coordination Plans 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

History of Coordination Plans

- Requirements of the Plan Are a Result of:
  - 2003 General Accounting Office Report Identifying:
    - 62 Different Federal Funding Programs
    - 620 Federal Funding Agencies
    - Under- and Over-Dedication of Programs
  - SAFETEA-LU was Signed into Law on August 10, 2005, and Expires on September 30, 2015
  - Congress Renewed Its Funding Formula, Until Replacing SAFETEA-LU in 2015 with MAP-21 and in 2015 with FAST

MAP-21 and FAST Provisions

- Ongoing Provisions
  - Local Share may be Derived from Other Non-DOT Transportation Sources
  - Recipients Must Ensure 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

Why the New Requirement?

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
  - Marion County Receives Section 5310 Program Funding

Section 5310 Program Overview

The 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

Marion County Coordination
- Marion County developed a Transportation Advisory Board (TAB) that meets on a Quarterly Basis to Discuss Transportation Needs and Coordination Opportunities
  - It is a goal of the TAB to help develop a Coordinated Plan for Marion County

Marion County Coordination
- Marion Matters Conducted a Transit Needs Assessment in 2013
  - Countywide transportation needs
  - Employment transportation
  - Medical transportation
  - Out of county transportation

Marion County Coordination
- Marion County Health Department
  - Conducted a Survey in 2017
  - Medical Transportation Needs
  - Work
  - Childcare
  - Social Service Agency
  - Shopping
  - Conducted HSTP Survey in September

Marion County Coordination
- "Can Marion County Embrace a Countywide and Regional Approach That Integrates Health and Human Services Transportation (IHST) So That Individuals Served By These Agencies, Including the Elderly, People With Low Incomes, and Individuals with Disabilities, Can Meet Basic Mobility Needs in an Efficient and Effective Manner?"

Plan Goals
- Assess, Evaluate And Document Resources and Needs
- Gather Insights
- Address Duplication/Underutilization
- Regional Coordination Opportunities
Research Approach
- Data Collection/Document Baseline Conditions
- Review Best Practices
- Coordination Options & Strategies
- Implementation Plan

Current Marion County Transit
- Sources of Local Match
  - City of Marion
  - Contract Transportation

Unmet Transportation Needs
- Group Discussion of Current Unmet Need

NEXT STEPS
- 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:

Inventory and Needs Assessment
- 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

Final Plan
- Final Plan will get Submitted to ODOT for Approval and Provide Marion County the Opportunity for Section 5310 Funding
  - Regional Mobility Manager – Marion, Crawford, and Morrow Counties

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

RLS Contact Information
- Claire Onwold, RLS & Associates, Inc.
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- Zach Kincaid, RLS & Associates, Inc.
  - zkincaid@rlsandassoc.com
- Julie Schafer, RLS & Associates, Inc.
  - jschafer@rlsandassoc.com
- Mark Hess, Trumbull County
  - ehess@co.trumbull.oh.us
Subject: Next transportation meeting

From: Traci Kinsler <tkinsler@marionpublichealth.org>

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Cc: Cameron Phelps <cphelps@morrowcountyohio.gov>, Tara Dyer <teachdyer1957@gmail.com>

Thu, 2 Nov 2017 12:22:51 -0400

The next transportation plan meeting will be held at Marion Public Health on November 13 at 9am. At that meeting, we will discuss our unmet needs and set some goals and objectives for 2018. If you are not able to attend but have some thoughts you would like me to share at the meeting, please let me know. Please also feel free to send someone in your absence.

Thank you,

Traci Kinsler, JD
Administrator/Fiscal Director
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181 S Main St.
Marion, Ohio 43302
(740) 692-9102
(740) 383-2251 (fax)
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<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
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</thead>
<tbody>
<tr>
<td>Amber Westman</td>
<td><a href="mailto:amber.rarick@gmail.com">amber.rarick@gmail.com</a></td>
<td>United Way</td>
<td>740-383-3108</td>
</tr>
<tr>
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</tr>
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<td>MTEC</td>
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</tr>
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</tr>
<tr>
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<td>740-241-9015</td>
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<td>740-751-6045</td>
</tr>
<tr>
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<td>740-387-9704</td>
</tr>
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<td>740-387-9704</td>
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</tr>
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</tr>
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</tr>
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</tr>
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</tr>
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</tr>
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<tr>
<td>Name</td>
<td>Organization</td>
<td>Email</td>
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<tr>
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</tbody>
</table>
Meeting Objectives

1. Coordination Plan Purpose
2. Review FAST Highlights
3. Determine Existing Resources
4. Unmet Transportation Needs
5. Priorities, Goals, and Strategies
6. Next Steps

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

History of Coordination Plans

- Requirements of the Plan Are a Result of:
  - 2002 General Accounting Office Report Identifying:
    - 82 Different Federal Funding Programs
    - 8 Different Federal Funding Agencies
    - Lack of Coordinating & Duplication of Programs
  - SAFETEA-LU was Signed Into Law on August 10, 2005, and Expired on September 30, 2009
  - Congress Renewed Its Funding Authority Until Replacing SAFETEA-LU in 2012 with MAP-21 and in 2015 with FAST

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 New Federal Transit Program Funds such as Section 5310 Program Funds

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
- Marion County Currently Does Not Receive Section 5310 Program Funding

CURRENT RESOURCES AND UNMET NEEDS

- 2016 provided 149,985 Demand Response Trips
- 73,496 were trips for persons over 60 or with a disability
- Average 182,294 miles
- 1.12 miles per cap
- Provided 20,011 hours of Service
- 7,416 trips per hour
- Cost Per Trip
- $2.54
**Current Marion County Transit**
- Sources of Local Match
  - City of Marion
  - Contracts

**Unmet Transportation Needs**
- Group Discussion of Current Unmet Need

**Existing Transportation Resources**
- Marion Area Transit
- MCTC
- Seniors
- Marion County Department of Developmental Disabilities
- Faith Based

**Unmet Transportation Needs/ Gaps in Services**
- Transportation services earlier and later (before 8:00 AM and after 4:30 PM)
- Out-of-County trips
- Transportation for medical appointments
- Additional funding to sustain transportation in the local area
- Educating the public by getting more information out to the public
- Drivers for MAT

**Goal 1**
Distribute the Coordinator Transportation Plan to stakeholders in each county

**Goal 2**
- Strategy 2.1
  - Increase awareness of a new program and increase the availability and benefits
- Strategy 2.2
  - Increase awareness of a new program and increase the availability and benefits
- Strategy 2.3
  - Increase awareness of a new program and increase the availability and benefits
- Strategy 2.4
  - Increase awareness of a new program and increase the availability and benefits
- Strategy 2.5
  - Increase awareness of a new program and increase the availability and benefits
- Strategy 2.6
  - Increase awareness of a new program and increase the availability and benefits

**Goal 3**
- Strategy 3.1
  - Increase awareness of a new program and increase the availability and benefits
- Strategy 3.2
  - Increase awareness of a new program and increase the availability and benefits
- Strategy 3.3
  - Increase awareness of a new program and increase the availability and benefits
- Strategy 3.4
  - Increase awareness of a new program and increase the availability and benefits
- Strategy 3.5
  - Increase awareness of a new program and increase the availability and benefits
- Strategy 3.6
  - Increase awareness of a new program and increase the availability and benefits
Goal 2
Improve the level of services provided in the county by increasing the availability and accessibility of public transportation.
Strategy 2.10
Help increase public knowledge and understanding regarding the availability and accessibility of public transportation.

Goal 3
Improve the level of services provided in the country by increasing the availability and accessibility of medical services for employment and medical appointments.
Strategy 3.1
Provide additional public transportation services in the county by expanding MAH van use into CEC other locations.
Strategy 3.2
Consider a county service, including the possibility of expanding transfer points.
Strategy 3.3
Consider extending services to meet needs for out-of-county medical trips.

Goal 4
Improve the level of services provided in the country by increasing the availability and accessibility of medical services for employment and medical appointments.
Strategy 4.1
Provide additional public transportation services in the county by expanding MAH van use into CEC other locations.
Strategy 4.2
Consider a county service, including the possibility of expanding transfer points.
Strategy 4.3
Consider extending services to meet needs for out-of-county medical trips.

Goal 5
Improve the level of services provided in the country by increasing the availability and accessibility of medical services for employment and medical appointments.
Strategy 5.1
Conduct a cost benefit analysis (Rural Transit). Develop the fully allocated cost of service.
Strategy 5.2
Develop provider consider expanding hours.

Goal 6
Improve the level of services provided in the country by increasing the availability and accessibility of medical services for employment and medical appointments.
Strategy 6.1
Continue to provide a transportation system that provides regional access to medical centers, urban centers, and regional centers.
Strategy 6.2
Develop the system and test.
Strategy 6.3
Evaluate the system and test.

Goal 7
Improve the level of services provided in the country by increasing the availability and accessibility of medical services for employment and medical appointments.
Strategy 7.1
Conduct a cost benefit analysis (Rural Transit). Develop the fully allocated cost of service.
Strategy 7.2
Evaluate the system and test.

Inventory and Needs Assessment
- Human Service Agencies Complete Survey
- Employers Complete Survey
- Organizations that Use or Purchase Transportation Complete a Survey
- Rider Assessment Surveys:

NEXT STEPS
Final Plan

- Final Plan to Regional POC and Stakeholders for Review (about 3 weeks)
- Local POCs Adopt the Final Plan and Submit Adoption Signature Page to State Funding Agency

Participation Reminder

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

Contact Information

- Julie Schaefer, RLS & Associates, Inc.  
  jschaefer@rlsandassoc.com
- Traci Kinsler  
 tkinsler@inaptonpublichealth.org
Subject: Regional Coordination Plan

From: "Cameron Phelps" <cphelps@morrowcountyohio.gov>

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Fri, 08 Dec 2017 15:30:33 -0500

Good Afternoon,

Just a reminder that we will have a meeting for the Transportation Coordination Plan Next week.

For Crawford County: It will be Thursday, December 14th, 2017 starting at 9:00AM in the lower level conference room where we have had the previous two meetings.

For Marion County: It will be Friday, December 15th, 2017 starting at 9:00AM at the Marion Public Health Building.

Attached is the rough draft of the Transportation Coordination Plan for Crawford, Marion, and Morrow County. I am providing this with you so you have an opportunity to review the document. It is not quite completed, but I thought it would be good to give you all an idea on what the plan will look like.

Also attached is a document entitled "Existing Transportation Services". Please review this and assist in getting this to the proper people who can fill out their portion. It does not have to be on one document as I can compile everything once I have the information. I would like to be able to have this for the meetings next week. I know that's short notice, but anything you can do to assist so we can have this document ready to go to The Ohio Department of Transportation to get it approved will be greatly appreciated!

Thanks,
Cameron Phelps
Unit Support Worker 1
MCTC

Attachments (2)
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)

☐ Fixed route public transit (with bus stops and time schedule)
☐ Flexible public transit routes (vehicles operate on a fixed route and time schedule but can make deviations off the route)
☐ 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)
☐ Carpool or vanpool
☐ Public transportation systems or human service/senior agencies in neighboring counties
☐ Private inter-city bus (such as Greyhound or Megabus)
☐ Private taxi, Uber, Lyft (or similar)
☐ 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)

<table>
<thead>
<tr>
<th>Time</th>
<th>Medical/Health Care</th>
<th>Nutrition</th>
<th>Employment</th>
<th>Shopping</th>
<th>Recreation/Social</th>
<th>Other</th>
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<tbody>
<tr>
<td>12 A.M. - 6 A.M.</td>
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</table>

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)
Dear Transportation Providers and Users:

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

MCTC is the lead agency for the Morrow County plan. 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**

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>October 24th, 2017 from 9:00AM-12:00PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place</td>
<td>Morrow County Department of Jobs and Family Services</td>
</tr>
<tr>
<td>Address</td>
<td>619 W. Marion Rd., Mt. Gilead, OH 43338</td>
</tr>
</tbody>
</table>

Please let us know by October 18th, 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
Affidavit of Publication

STATE OF OHIO } SS
COUNTY OF MORROW }

Jennifer McQuistion, being duly sworn, says:

That she is Accounting Clerk of the MORROW CO. SENTINEL, a weekly newspaper of general circulation, printed and published in MOUNT GILEAD, MORROW County, OHIO; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

Oct 11, 2017  Oct 18, 2017

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Subscribed to and sworn to me this 18th day of Oct 2017

Angela D. Caldwell, MORROW County, OHIO

My commission expires: February 16, 2019

$ 240.00

40000986  90001250  419-946-1329

Mctc
619 W Marion
Mt Gilead, OH 43338

Public Notice

RLS & Associates and Mobility Manager Tim Macejko will be conducting a regional coordinated public transit-human services transportation plan meeting for Morrow-Marion-Crawford Counties. A public meeting will be held for Morrow County residents on Tuesday, October 24, 2017 beginning at 10:00AM in the Community Services Building, Entrance B, Meeting Room, 619 W Marion Rd, Mt Gilead, Ohio 43338. The agenda includes a review of the county’s current plan, 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 Community Services Building is an accessible facility. If you require any additional assistance or transportation to the meeting, please
Affidavit of Publication

STATE OF OHIO }       SS
COUNTY OF MORROW }

Jennifer McQuiston, being duly sworn, says:

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Angela D. Caldwell, MORROW County, OHIO

My commission expires:       February 16, 2019

$ 240.00

40000986  90001250  419-946-1329

Mctc
619 W Marion
Mt Gilead, OH 43338

contact Tim Maceyko by phone at 419-949-2603 or by email at mobilitymanager@morrowcountyohi o.gov. Interested parties unable to attend the meeting may also email their comments.
<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Organization</th>
<th>Phone</th>
</tr>
</thead>
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<td>479-502-1212</td>
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<td>614-271-9126</td>
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<td>216-941-6300</td>
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<tr>
<td>Chris Storbeck</td>
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<td>Morrow MHA</td>
<td>419-946-5789</td>
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<tr>
<td>Hilary Ostrom</td>
<td></td>
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<tr>
<td>Amy Timmerman</td>
<td></td>
<td>Use Transportation</td>
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<tr>
<td>Peggy Dallmann</td>
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<td>Morrow County Hospital</td>
<td>419-949-3035</td>
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<td><a href="mailto:michael.gale@ohiohealth.com">michael.gale@ohiohealth.com</a></td>
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</tr>
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<td>Name</td>
<td>Email</td>
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<td>Morrow Linc.</td>
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<td>MCTC</td>
<td>740-263-5986</td>
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<td>Seth Macoyko Snapple</td>
<td>419-520-0905</td>
</tr>
</tbody>
</table>
Meeting Objectives
1. Coordination Plan Purpose
2. Review FAST Highlights
3. History of Coordination Plan in Marion County
4. Determine Existing Resources
5. Unmet Transportation Needs
6. Review Current Priorities and Challenges
7. Priorities, Goals, and Strategies
8. Next Steps

Coordination Planning Requirements and Fixing America's Surface Transportation (FAST) Act

History of Coordination Plans
Why Were Plans Developed?
- Human Services Transportation Coordination Plan
- Services for people with disabilities, older adults, and individuals with lower incomes by enabling communities to coordinate transportation resources provided through multiple federal programs

Requirements of the Plan Are a Result of:
- 2001 General Accounting Office Report Identifying:
  - 63 different Federal Funding Programs
  - 8 different Federal Funding Agencies
  - Lack of Coordination & Duplication of Programs
- SARTERT Act was signed into law on August 10, 2005, and expired on September 30, 2009
- Congress renewed its funding formula, until Replacing SARTERT Act in 2012 with MAP-21 and in 2015 with FAST

MAP-21 and FAST Provisions
- Ongoing Provisions:
  - Local Share may be derived from other non-DOT transportation sources
  - Recipients Not Certified for Projects Selected are included in locally developed, coordinated public transportation services transportation plans in eligible to receive these federal transit program funds such as Section 5310 Program Funds

Why the New Requirement?

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
- Morrow County receives Section 5310 Program Funding (NCTC)

Section 5310 Program Overview
The 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

Morrow County Coordination

- Morrow County developed a coordinated plan several years ago however the plan has not been updated. ODOT will no longer except the outdated plan.

Morrow County Coordination

- “Can Morrow County embrace a Countywide and Regional Approach that Integrates Health and Human Services Transportation (HHT) So That Individuals Served By These Agencies, Including the Elderly, People With Low Incomes, and Individuals with Disabilities, Can Meet Basic Mobility Needs in an Efficient and Effective Manner?”

Plan Goals

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

Research Approach

- Data Collection/Document Baseline Conditions
- Review Best Practices
- Coordination Options & Strategies
- Implementation Plan

Current Marion County Transit

Sources of Local Match
- City of Marion
- Contract Transportation
Unmet Transportation Needs

Group Discussion of Current Unmet Need

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

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

Final Plan
Final Plan will get Submitted to ODOT for Approval and Provide Marion County the Opportunity for Section 5310 Funding
Regional Mobility Manager – Marton, Crawford, and Morrow Counties

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

Contact Information
- Claire Oswald, RLS & Associates, Inc.
  - cowaldi@rlsandassoc.com
- Zach Kincaid, RLS & Associates, Inc.
  - zkincaid@rlsandassoc.com
- Julie Schafer, RLS & Associates, Inc.
  - jschaefer@rlsandassoc.com
- Mark Hess, Trumbull County
  - mthess@co.trumbull.oh.us
Dear Transportation Providers and Users:

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

MCTC is the lead agency for the Morrow County plan. 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.

**November Meeting Schedule**

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>November 15th, 2017 from 9:00AM-12:00PM</th>
</tr>
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<tbody>
<tr>
<td>Place</td>
<td>Morrow County Department of Jobs and Family Services</td>
</tr>
<tr>
<td>Address</td>
<td>619 W. Marion Rd., Mt. Gilead, OH 43338</td>
</tr>
</tbody>
</table>

Please let us know by November 9th, 2017 who will be representing your organization. Contact Cameron Phelps at cphelps@morrowcountyohio.gov.

We look forward to seeing you on November 15th.

Kind Regards,

Cameron Phelps
Morrow County Transportation Collaborative
<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amy Timmeenian</td>
<td>Morrow County Hospital</td>
<td><a href="mailto:timmeenian@morrow.org">timmeenian@morrow.org</a></td>
</tr>
<tr>
<td>Michelle Brown</td>
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<td>Jessica Scott</td>
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<tr>
<td>Kanda Benner</td>
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</tr>
<tr>
<td>Sundie Brown</td>
<td>Morrow Co. JFS</td>
<td></td>
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<tr>
<td>Susie Sexton</td>
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<td><a href="mailto:ssexton@thetomorrowcenter.org">ssexton@thetomorrowcenter.org</a></td>
</tr>
<tr>
<td>Cameron Phelps</td>
<td>Morrow County Transportation Collaborative</td>
<td><a href="mailto:cphelps@morrowcounty.ohio.gov">cphelps@morrowcounty.ohio.gov</a></td>
</tr>
<tr>
<td>Jim Macqueen</td>
<td>Scott McGlynn Memorial Foundation</td>
<td><a href="mailto:jmacqueen@gmail.com">jmacqueen@gmail.com</a></td>
</tr>
<tr>
<td>Ken Callias</td>
<td>MTCI</td>
<td><a href="mailto:gettrans@morrowcounty.org">gettrans@morrowcounty.org</a></td>
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</tbody>
</table>
History of Coordination Plans
Why Were Plans Developed?
- Human Services Transportation Coordination
  Requirements 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

History of Coordination Plans
- Requirements of the Plan Are a Result of:
  - 2003 General Accounting Office Report Identifying:
    - 62 Billion Federal Funding Programs
    - 8 Different Federal Funding Agencies
    - Lack of Coordination & Duplication of Programs
    - SAFETEA-LU was Signed into Law on August 10, 2005,
      and Expired on September 30, 2009
    - Congress Renewed the Funding Formula, That
      Replacing SAFETEA LU in 2012 with MAP-21 and in
      2015 with FAST

MAP-21 and FAST Provisions
- Ongoing Provisions
  - Local Share may be Derived from Other Non-DOT
    Transportation Sources
  - Recipients Must Certify that Projects Satisfy
    Requirements for Other Non-DOT Transportation
    Sources Included in Locally Developed, Coordinated
    Public Transportation-Human Services Transportation
    Plan to be Eligible to Receive Some Federal
    Transit Program Funds such as Section 5311 Program

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
  - Morrow County Resource Section 5310 Program Funding

Current Morrow County Transit
- Sources of Local Match
  - Medicaid HEMT
  - JPS Contracts
  - Other Contract Transportation

Unmet Transportation Needs
Group Discussion of Current Unmet Need
### Existing Transportation Resources
- MCTC
- Senior Services
- Veterans Services
- Developmental Disabilities
- Volunteers

### Unmet Transportation Needs/ Gaps in Services
- Transportation services earlier and later (before 6 AM and after 6 PM)
- Out-of-County trips
- Public Transit
- Additional funding to continue transportation
- Educating the public by getting more information out to the public
- Taxi/Uber
- Bike/Walking trails

### Unmet Transportation Needs/ Gaps in Services
- Same-Day transportation options
- Job trips (Perkeo County)
- One-stop call center for transportation needs
- On-demand medical transportation
- Out-of-county medical transportation for gap population
- Sidewalks and kerbing
- Saturday and Sunday Service
- Road repairs and sidewalk improvements - Complete Streets

### Goal 1
Increase the amount of funds available for transportation services. Includes funding tied to environmental goals.
- **Strategy 1.1** Transportation providers may need more information about the benefits of local transportation programs, increased service, and what services are available.
- **Strategy 1.2** A regional Transportation Advisory Committee (RTAC)

### Goal 2
Establish a one-stop shop - call center.
- **Strategy 2.1** Establish a call center for information and a manager.

### Goal 3
Establish bike and walking routes, safe routes to schools, improve sidewalks and streets.
- **Strategy 3.1** Work with economic development and planning to draft plan for complete streets and bike routes in school projects.

### Goal 4
Improve the level of service provided by the three county agencies.
- **Strategy 4.1** Expand bus service to provide extended hours and days.
- **Strategy 4.2** Hire regional mobility managers.
- **Strategy 4.3** Coordinate with Marion and Crawford counties.

### Goal 5
Improve the system-wide level of service. Includes grant and infrastructure funding.
- **Strategy 5.1** Coordinate with local transit providers for funding.
- **Strategy 5.2** Coordinate with local transit providers for funding.
- **Strategy 5.3** Joint purchasing of vehicle parts, bus maintenance, maintenance, and software.

### Goal 6
Expand the level of service provided by the three county agencies.
- **Strategy 6.1** Conduct a comprehensive analysis.
- **Strategy 6.2** Conduct a comprehensive analysis.
Goal 7
Create a transportation infrastructure that promotes energy efficiency and reduces congestion at the local and regional levels.

Strategy 7.1
Evolve Regional TAC and meet on a regular basis. Hold county TAC meetings on at least a quarterly basis.

Strategy 7.2
Develop contracts and MOUs.

Strategy 7.3
Coordination of service—shared ride and use of shared scheduling software.

Goal 7
Increase funding opportunities for regional

Strategy 7.1
Conduct presentations on public and coordinated transportation at meetings for local elected officials, businesses, and other entities.

Strategy 7.2
Secure operating and capital grants, including vehicle maintenance grants.

Strategy 7.3
Expand contract revenue.

Unmet Transportation Needs

Group Discussion of Current Unmet Need

NEXT STEPS

Final Plan
- 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

Participation Reminder
- Participation in Meetings and Interviews is Required for Funding Eligibility – Applications for Funding Must be Part of the Coordinated Transportation Plan.
Dear Transportation Providers and Users:

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

MCTC is the lead agency for the Morrow County plan. 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.

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**December Meeting Schedule**

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>December 11th, 2017 from 9:00AM-12:00PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place</td>
<td>Morrow County Department of Jobs and Family Services</td>
</tr>
<tr>
<td>Address</td>
<td>619 W. Marion Rd., Mt. Gilead, OH 43338</td>
</tr>
</tbody>
</table>

Please let us know by December 4th, 2017 who will be representing your organization. Contact Cameron Phelps at cphelps@morrowcountyohio.gov.

We look forward to seeing you on December 11th.

Kind Regards,

Cameron Phelps
Morrow County Transportation Collaborative
<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Organization</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cameron Phelps</td>
<td><a href="mailto:cphelps@morrowcountyohio.gov">cphelps@morrowcountyohio.gov</a></td>
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</tr>
</tbody>
</table>
**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:
    - 42 Federal/State Funding Programs
    - 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-US DOT Federal Sources (for example, Title III Older Americans Act)
- Vehicle Advertising Revenue can be part of the 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)
- Morrow County (Sec. 5310)
- Marion County (Sec. 5311)

**Unmet Transportation Needs Identified**

- Increase funding for operating and capital costs
- Cost allocation method to facilitate client mixing and shared rides
- Increased span of hours for service
- Weekend service
- Service to out of county, regional destinations
- Increase seat time
- Complete streets
- Public education
- Regional call center

**Goal 1**: Increase funding for Operations and Capital

| 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 |
| Strategy 1.3 | Increase funding for Operations and Capital |
| Strategy 1.4 | Develop an allocated cost model. All providers complete model to determine cost of service. TAB agrees to rates on an annual basis |
| 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 bequest opportunities

Strategy 1.8: Use vehicles as a revenue source by selling 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.

Strategy 2.2: Investigate the feasibility of multi county coverage by providers to allow for earlier and later service

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.

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 4: Establish a one-stop shop – call center

Strategy 4.1: Establish a call and information center managed by the Regional Mobility Manager

Strategy 4.2: Create a regional information and referral system for use by Human Services agency clients and the general public that provides information about schedule, service hours, fare, eligibility, etc. Hold quarterly Transportation Advisory Committee meetings for update and sharing of information

Strategy 4.3: Increase community outreach to identify available services and information on how to utilize existing transportation services

Strategy 4.4: Establish a dedicated office space in each county and schedule for the Regional Mobility Manager

Strategy 4.5: Create a regional information and referral system toll free telephone line

Strategy 4.6: Solicit funding from organization seeking transportation assistance for clients to support operational cost of the call center

Goal 2: Expand hours and days of service within Existing Provider Resources

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Goal 2: Expand hours and days of service within Existing Provider Resources
Final Plan

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

Thank You!
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)

- [ ] Fixed route public transit (with bus stops and time schedule)
- [ ] Car share (Zipcar)
- [ ] Flexible public transit routes (vehicles operate on a fixed route and time schedule but can make deviations off the route)
- [ ] Faith-based organization (such as a church bus or van to go to services or activities)
- [ ] 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)
- [ ] Ambulette Service (non-emergency medical transportation provided by a medical transportation company)
- [ ] Carpool or vanpool
- [ ] Personal vehicle or ride with a friend/family member
- [ ] Public transportation systems or human service/senior agencies in neighboring counties
- [ ] Bicycle or Walk (other than for exercise)
- [ ] Private inter-city bus (such as Greyhound or Megabus)
- [ ] Volunteer transportation
- [ ] Private taxi, Uber, Lyft (or similar)
- [ ] Amtrak (originating in Ohio)
- [ ] 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)

<table>
<thead>
<tr>
<th>Time</th>
<th>Medical/Health Care</th>
<th>Nutrition</th>
<th>Employment</th>
<th>Shopping</th>
<th>Recreation/Social</th>
<th>Other</th>
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<tbody>
<tr>
<td>12 A.M - 6 A.M.</td>
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<td>3 P.M. - 6 P.M.</td>
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<td>6 P.M. - 9 P.M.</td>
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<td>9 P.M. - 12 A.M.</td>
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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?

[Blank Space]
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)?
   

4
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)


Appendix E: Signatures and Resolutions

In Appendix E, a copy of the Morrow County Commissioners Resolution supporting the Regional Coordinated Transportation Plan can be found. Appendix E also contains a copy of the Crawford County Commissioners Resolution supporting the Regional Coordinated Transportation Plan. Lastly, the signatures from Stakeholders as well as emails from those who were unable to provide a physical signature can be found.
January 10, 2018

Tim Maceyko
Morrow County Transportation Collaborative
619 West Marion Road
Mt. Gilead, Ohio 43338

Dear Tim:

The following action was taken by the Board of Morrow County Commissioners during regular session on January 10, 2018:

IN THE MATTER OF
RESOLUTION SUPPORTING THE CRAWFORD COUNTY, MARION COUNTY, AND MORROW COUNTY REGIONAL COORDINATED TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN TO BE SUBMITTED TO THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION: 18-R-057

Warren E. Davis made a motion to approve the following Resolution in support of the Crawford County, Marion County, and Morrow County Regional Coordinated Transit-Human Services Transportation Plan to be submitted to the State of Ohio Department of Transportation:

RESOLUTION

WHEREAS, people with specialized transportation needs have rights to mobility. Older adults, individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services which are provided by public and private transportation systems and human service agency programs are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities; and

WHEREAS, under the FAST Act, projects funded by Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program must be included in a locally developed, coordinated public transit-human services transportation plan; and

WHEREAS, the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides operating and capital assistance funding to provide transit and purchase of services to private nonprofit agencies, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to people with disabilities; and

WHEREAS, the recommendation is that the Crawford County, Marion County, and Morrow County...
Regional Coordinated Transit-Human Services Transportation Plan be submitted to the State of Ohio Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED BY THE Board of Morrow County Commissioners that this resolution takes effect immediately upon its adoption.

ADOPTED BY THE Board of Morrow County Commissioners this January 10, 2018 as evidenced by the authorizing signatures below.

s/Burgess W. Castle, Morrow County Commissioner                         January 10, 2018
s/Warren E. Davis, Morrow County Commissioner                          January 10, 2018
s/Tom E. Whiston, Morrow County Commissioner                          January 10, 2018

[Signature]
duly seconded this motion.

Roll Call Vote: ...Mr. Whiston..., ...Mr. Davis..., ... Mr. Castle...

BOARD OF MORROW COUNTY COMMISSIONERS

[Signature]
Thomas E. Whiston

[Signature]
Burgess W. Castle

[Signature]
Warren E. Davis

MCC/ch
RESOLUTION

A RESOLUTION SUPPORTING THE CRAWFORD COUNTY, MARION COUNTY, AND MORROW COUNTY REGIONAL COORDINATED TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN TO BE SUBMITTED TO THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION.

WHEREAS, people with specialized transportation needs have rights to mobility. Older adults, individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services which are provided by public and private transportation systems and human service agency programs are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities; and

WHEREAS, under the FAST Act, projects funded by Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program must be included in a locally developed, coordinated public transit-human services transportation plan; and

WHEREAS, the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides operating and capital assistance funding to provide transit and purchase of services to private nonprofit agencies, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to people with disabilities; and

WHEREAS, the recommendation is that the Crawford County, Marion County, and Morrow County Regional Coordinated Transit-Human Services Transportation Plan be submitted to the State of Ohio Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED BY THE Board of Morrow County Commissioners that this resolution takes effect immediately upon its adoption.

ADOPTED BY THE Board of Morrow County Commissioners this January 10, 2018 as evidenced by the authorizing signatures below.

Burgess W. Castle, Morrow County Commissioner

Date

Warren E. Davis, Morrow County Commissioner

Date

Tom E. Whiston, Morrow County Commissioner

Date
Regional Coordinated Transportation Plan for Crawford, Marion, and Morrow Counties

A RESOLUTION SUPPORTING THE REGIONAL COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN TO BE SUBMITTED TO THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION.

WHEREAS, people with specialized transportation needs have rights to mobility. Older adults, individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services which are provided by public and private transportation systems and human service agency programs are essential for travel to work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities; and

WHEREAS, under the FAST Act, projects funded by Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program must be included in a locally developed, coordinated public transit-human services transportation plan; and

WHEREAS, the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides operating and capital assistance funding to provide transit and purchase of services to private nonprofit agencies, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to people with disabilities; and

WHEREAS, a local committee with participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers and participation by other members of the public met on October 23rd, October 24th, October 25th, November 13th, November 15th, November 16th, December 11th, December 14th, December 15th, and

WHEREAS, the local committee reviewed and recommended through consensus a Regional Coordinated Public Transit-Human Services Transportation to be submitted to the State of Ohio Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMITTEE:
That this resolution takes effect immediately upon its adoption.

ADOPTED BY THE PLANNING COMMITTEE THIS JANUARY 9TH, 2018 AS EVIDENCED BY THE AUTHORIZING SIGNATURES BELOW.
<table>
<thead>
<tr>
<th>NAME AND TITLE</th>
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<tr>
<td>South Metro Single-Tier Foundation, CEO</td>
<td>1/10/2018</td>
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<tr>
<td>Metropolitan County Mobility Commission</td>
<td>1/10/2018</td>
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<tr>
<td>NO Coordinator</td>
<td>1-10-2018</td>
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<td>NAME AND TITLE</td>
<td>Date</td>
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A RESOLUTION SUPPORTING THE REGIONAL COORDINATED TRANSPORTATION PLAN TO BE SUBMITTED TO THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION.

WHEREAS, people with specialized transportation needs have rights to mobility. Older adults, individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public and specialized transportation services to live independent and fulfilling lives. These services which are provided by public and private transportation systems and human service agency programs are essential for travel to work and medical appointments; to run essential errands, or simply to take advantage of social or cultural opportunities; and

WHEREAS, under the FAST Act, projects funded by Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program must be included in a locally developed, coordinated public transit-human services transportation plan; and

WHEREAS, the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides operating and capital assistance funding to provide transit and purchase of services to private nonprofit agencies, and to qualifying local public bodies that provide specialized transportation services to elderly persons and to people with disabilities; and

WHEREAS, a local committee with participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and participation by other members of the public met on September 19, 2017 and December 14, 2017; and

WHEREAS, the local committee reviewed and recommended through consensus a Regional Coordinated Transportation Plan to be submitted to the State of Ohio Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS, CRAWFORD COUNTY, OHIO:

That this resolution takes effect immediately upon its adoption.

ADOPTED BY THE BOARD OF COMMISSIONERS, CRAWFORD COUNTY, OHIO THIS JANUARY 11, 2018 AS EVIDENCED BY THE AUTHORIZING SIGNATURES BELOW.

JENNY VERMILLION, PRESIDENT

1 - 11 - 18

Date

MO RESSALLAT (ABSENT)
MO RESSALLAT, VICE PRESIDENT

Date

DOUGLAS WEISENAUER, MEMBER

1 - 11 - 18

Date
Deanna Brant dbrant@ohiopps.org

RE: Morrow County Transportation Coordinated

To: "Cameron Phelps" <cphelps@morrowcountyohio.gov>

I was out last week so I apologize for the delay in responding. I am fine with this.

Deanna

From: Cameron Phelps [mailto:cphelps@morrowcountyohio.gov]
Sent: Thursday, December 28, 2017 2:18 AM
To: Cameron Phelps <cphelps@morrowcountyohio.gov>; atimmerman@morrowmha.org; Michelle Brown <MBrown@whetstoneserves.com>; swilliamson@whetstoneserves.com; jennifer.donelson@ohiohealth.com; jessica.in.a.kayak@gmail.com; aakash2005grad@yahoo.com; ed@shpss.org; kbenner@mvmu.edu; sundie.brown@jfs.ohio.gov; ssexton@thelomorrowcenter.org; mtcctransportation@morrowcountyohio.gov; janeen.wert@jfs.ohio.gov; chenowethdon@gmail.com; Deanna Brant <dbrant@ohiopps.org>; pamela.butler@morrowcountyhealth.org; jodi@unitedwayofmorrowcounty.com; mtaylor@centerstreetclinic.com
Cc: mobilitymanager@morrowcountyohio.gov; jschafer@risandassoc.com
Subject: Re: Morrow County Transportation Coordinated Plan

Attached is the final draft of the Coordination Plan. I am touching base with Julie to see what the next step is, but I wanted to give you all the chance to look it over one last time. We added the goals and strategies that we discussed in the previous meeting. It may be unnecessary, but just in case, please reply to this email either saying you approve or if you disapprove of the draft. I know Julie had mentioned an electronic signature page, but for now, a reply would get that rolling!
RE: Morrow County Transportation Coordinated

To: "Cameron Phelps" <cphelps@morrowcountyohio.gov>
Cc: "Tim Maceyko" <mobilitymanager@morrowcountyohio.gov>

This is quite an extensive plan. You and Tim have put a lot of work into this. It looks good and the statistics are very interesting. Thank you for all of your hard work!

From: Cameron Phelps [mailto:cphelps@morrowcountyohio.gov]
Sent: Thursday, December 28, 2017 2:18 AM
To: Cameron Phelps <cphelps@morrowcountyohio.gov>;
atimmerman@morrowmha.org; Michelle Brown
MBrown@whetstoneserves.com>; swilliamson@whetstoneserves.com;
jennifer.donelson@ohiohealth.com; jessica.in.a.kayak@gmail.com;
aakash2005grad@yahoo.com; ed@shpss.org; kbenner@mvnu.edu;
BROWN, SUNDIE <Sundie.Brown@jfs.ohio.gov>;
ssexton@thetomorrowcenter.org;
mcctransportation@morrowcountyohio.gov; WERT, JANEEN
Janeen.Wert@jfs.ohio.gov>; chenowethdon@gmail.com; Brant, Deanna
<drant@ohiopps.org>; pamela.butler@morrowcountyhealth.org;
jodi@unitedwayofmorrowcounty.com; mtaylor@centerstreetclinic.com
Cc: mobilitymanager@morrowcountyohio.gov; jschafer@rlsandassoc.com
Subject: Re: Morrow County Transportation Coordinated Plan

Attached is the final draft of the Coordination Plan. I am touching base with Julie to see what the next step is, but I wanted to give you all the chance to look it over one last time. We added the goals and strategies that we discussed in the previous meeting. It may be unnecessary, but just in case, please reply to this email either saying you approve or if you disapprove of the draft. I know Julie had mentioned an electronic signature page, but for now, a reply would get that rolling!
RE: Regional Transportation Plan
Cassandra.Holtzmann01@jfs.ohio.gov Cassandra.Holtzmann01...
To: "Cameron Phelps" <cphelps@morrowcountyohio.gov> 1 day ago

Cameron,

I support the plan. I apologize that I was unavailable when you were securing the necessary signatures as I was out of the office at a business meeting.

Thank you for your work on this plan.

Cassandra

From: Cameron Phelps [mailto:cphelps@morrowcountyohio.gov]
Sent: Friday, January 12, 2018 12:59 PM
To: HOLTZMANN, CASSANDRA <Cassandra.Holtzmann01@jfs.ohio.gov>
Subject: RE: Regional Transportation Plan

There is a separate signatures page that I went around on Tuesday and Wednesday to get signatures. Unfortunately with the timing of everything, I won't be able to get all signatures from every department. I can however print off an email stating your support to the plan which I believe will suffice as an alternative and temporary solution. If you support the plan that I sent to you earlier this week, just reply back stating that you support the plan! I'll print the email off and include it in an Appendix of the plan.

Moving forward, since the document is a living document that will be amended as need be, we will amend and adjust the plan according to new visions brought on by the public as well as the stakeholders. At that point, we can ensure that we get signatures instead of just supportive emails.