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 outside 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>
</tbody>
</table>
### Exhibit IV.12: Unmet Mobility Needs for Morrow 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 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 1.3:

**Strategy and Action Steps 1.4:**
Submit collaborative grant applications for coordinated service. National, local, state, and Federal applications.
Strategy and Action Steps 1.5:
Apply for Federal grant funding for a Regional Mobility Manager.

Strategy and Action Steps 1.6:
Solicit funding from all levels of local government, local businesses, foundations, and community organizations.

Strategy and Action Steps 1.7:
Establish a planned giving campaign with an annual solicitation and bequeath opportunities.

Strategy and Action Steps 1.8:
Use vehicles as a revenue source by selling advertising and offering company sponsorships.

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

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

Potential Cost Range: $0.00 to $25,000.00

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

Performance Measures/Targets:

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

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

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

Strategy and Action Steps 2.1:
Develop agreements for shared trips across county lines to expand service to regional destinations and free up vehicles for other trip purposes. Use shared scheduling software for effective shared trip scheduling.
Strategy and Action Steps 2.2:
Investigate the feasibility of multi-county coverage by trip sharing with other providers to allow earlier and later service options.

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

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

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

Potential Funding Sources: Grants and local funding

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

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

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

Strategy and Action Steps 3.1:
Coordinate individual provider and shared provider requests for Section 5310 accessible vehicles.

Strategy and Action Steps 3.2:
Submit collaborative grant applications for coordinated service vehicles

Strategy and Action Steps 3.3:
Coordinate individual provider and shared provider requests for local and national foundations for accessible vehicles.

Strategy and Action Steps 3.4:
Solicit local business vehicle sponsorship in exchange for advertising such as – vehicle funded by:

Strategy and Action Steps 3.5:
Submit annual Section 5339 grant applications for vehicles.

Strategy and Action Steps 3.6:
Research vehicles available for sale on government websites such as govdeals.com to secure low cost vehicles with remaining useful life.
Timeline for Implementation: Mid-Term Goal. Approximately 2 years and ongoing

Performance Measures/Targets

1) Vehicles are secured – October 2019 and ongoing

Parties responsible for Leading Implementation: Providers and TAB

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

Potential Funding Sources: Grants, businesses, and ad sales

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

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

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

Strategy and Action Steps 4.2:
Create a regional information and referral system for use by human service agency customers and the general public that provides comprehensive information about all transportation options, travel training, and assistance connecting to service. Hold quarterly TAB meetings to provide update and share information.

Strategy and Action Steps 4.3:
Increase community outreach to identify available services and information on how to connect with and use existing services. Develop resource guide with all transportation services. Attend community events to share information and educate the community.

Strategy and Action Steps 4.4:
Establish donated office space in each county and a schedule for the Regional Mobility Manager.

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

Strategy and Action Steps 4.6:
Solicit funding from organizations seeking transportation assistance for client to support the operational costs of the call center.

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

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

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

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

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

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

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

Strategy and Action Steps 5.1:
Work with economic development and planning to draft a plan for Complete Streets and Active Transportation Plans for each county.

Strategy and Action Steps 5.2:
Assist as possible with submission of grant funding applications such as community block grants and community revitalization grants.

Strategy and Action Steps 5.3:
Use community involvement process to gain community support for the Complete Streets and Active Transportation Plan development and advancement.

Strategy and Action Steps 5.4:
Investigate energy conservation, environmental, natural resource grant opportunities to develop walking and bike paths.

Timeline for Implementation: Long Term Goal

Performance Measures/Targets

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

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

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

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

Goal #5: 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, IAB, 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
5) Project implementation begins – June 2021
Parties responsible for Leading Implementation: Mobility Manager, Health Department, OSU, TAB, business partners, economic development, planning commission, and community leaders

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

Potential Funding Sources: Grants, In-kind donations, national and community foundations, fund raisers.
Developing Strategies to Address Gaps and Needs in Morrow County

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

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

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

Goal #1 Secure public transportation for Morrow County

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

Strategy and Action Steps 1.1:
Use existing MCTC and other Morrow County transportation provider data and coordination plan unmet needs to establish the need for public transportation.

Strategy and Action Steps 1.2:
Solicit governing body approval and local match support.

Strategy and Action Steps 1.3:
Submit request for approval to submit a Section 5311 grant application to ODOT.

Strategy and Action Steps 1.4:
Solicit letters of support from coordination partners and the community.

Strategy and Action Steps 1.5:
Demonstrate how the Section 5310 program could transition to a public transit system.

Strategy and Action Steps 1.6:
Design service using community input and peer system models that are successful

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

Parties Responsible for Leading Implementation: Local TAB, Mobility Manager, and Community Leaders
Potential Cost Range: $200,000 to $400,000 annually depending on level of service
Potential Funding Sources: FTA grants, ODOT state funding, local support

Performance Measures/Targets:

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

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

Need(s) Being Addressed: Public Knowledge.

Strategy 2.1:
Investigate the option of connecting a combination walking and bike path into Mount Gilead State Park as well as establishing multiuse paths within the state park.

Strategy 2.2:
Solicit local community partners to help fund multiuse paths throughout the community.

Strategy 2.3:
Work with the Health Department, schools, and planning to develop a plan for Safe Routes to School.

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

Performance Measures/Targets

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

Parties responsible for Leading Implementation: Mobility Manager, Health Department, Parks Board School Board, TAB, business partners, economic development, planning commission, and community leaders.
Potential Cost Range: $500,000 to $3M depending on the scale of the projects

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

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

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

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

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

Agency Representation

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
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<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>
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<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>
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<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>
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<tr>
<td>Jennifer Donelson</td>
<td>Morrow County Hospital</td>
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<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>
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<tr>
<td>Kanda Benner</td>
<td>Morrow County Family and Children First Council</td>
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<tr>
<td>Sundie Brown</td>
<td>Morrow County Department of Job and Family Services</td>
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<tr>
<td>Susie Sexton</td>
<td>The Tomorrow 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>
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<tr>
<td>Crystina Wallar</td>
<td>Crawford County Family and Children First Council</td>
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<tr>
<td>Jeannette S.</td>
<td>Crawford County Family and Children First Council</td>
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<tr>
<td>Beth Clayton</td>
<td>Marion County Veterans Service</td>
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<tr>
<td>Jo Ann Radwin-Zimmerman</td>
<td>League of Women Voters and Marion Matters</td>
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<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>
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<tr>
<td>Traci Kinsler</td>
<td>Marion Public Health</td>
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<tr>
<td>Jo Ellen King</td>
<td>Marion County Council on Aging</td>
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<tr>
<td>Denny Ferguson</td>
<td>Marion Can Do!</td>
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<tr>
<td>Meghan Taylor</td>
<td>Center Street Health Clinic</td>
</tr>
<tr>
<td>TJ Badertscher</td>
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<tr>
<td>Name</td>
<td>Organization</td>
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<tr>
<td>Crystal Slone</td>
<td>Center Street Health Clinic</td>
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<tr>
<td>Julie Prettyman</td>
<td>Marion Community Foundation</td>
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<tr>
<td>Jessica Trainer</td>
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<tr>
<td>Whitney Gherman</td>
<td>The Ohio State University – Marion Campus</td>
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<tr>
<td>Theresa Lubke</td>
<td>Marion Family YMCA</td>
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<td>Gus Comstock</td>
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<td>Jeff Marsh</td>
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<td>Deb Price</td>
<td>Marion Area Transit</td>
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<tr>
<td>Jen Sheridan</td>
<td>Marion City Schools</td>
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<tr>
<td>Sarah Volphenhein</td>
<td>Marion Star</td>
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<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>
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<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>
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<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>
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<td>Hilary Ostrom</td>
<td>Morrow MHA</td>
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<td>Michael Gale</td>
<td>Morrow County Hospital</td>
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<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
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>
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<tr>
<th>Date/Time</th>
<th>October 25th, 2017 from 9:00AM-12:00PM</th>
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<tr>
<td>Place</td>
<td>Crawford County Administration Building Conference Room</td>
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<tr>
<td>Address</td>
<td>112 East Mansfield Street Bucyrus, OH 44820</td>
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</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 Maceyko will be conducting a regional coordinated public transit-human services transportation plan meeting for Crawford, Marion, and Morrow Counties. A public meeting will be held for Crawford County residents on Wednesday, October 25, 2017 beginning at 10:00AM in the Crawford County Commissioners Lower Level Conference Room at 112 E Mansfield St, Bucyrus, Ohio 44820. The agenda includes a review of the unmet transportation needs, existing coordination efforts, and the process for developing a new action plan for the next four years. This public meeting will provide a unique opportunity for the public to share transportation needs and a vision for their community, particularly the transportation needs for older adults and individuals with disabilities. Transportation providers, human service agencies, and other advocates for transportation and/or services for older adults, individuals with disabilities, people with low incomes, and the general public will also want to attend to discuss this important topic of passenger transportation challenges and needs.

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

PROOF OF PUBLICATION

CRAWFORD COUNTY
STATE OF OHIO

I, DAVID STUMP, one of the proprietors, do solemnly swear that a notice, of which a copy is hereto attached, was published 2 consecutive weeks to-wit on OCTOBER 12 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 1st day of November 2017.

Notary Public.

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jillian Tuttle</td>
<td>United Way of Crawford Co</td>
<td><a href="mailto:manager@unitedway.crawford.org">manager@unitedway.crawford.org</a></td>
</tr>
<tr>
<td>Jenny V. Emmerson</td>
<td>Crawford Co Commissioner</td>
<td><a href="mailto:jennyv@crawford-co.org">jennyv@crawford-co.org</a></td>
</tr>
<tr>
<td>Camara Phelps</td>
<td>Morrow County Transportation Collaboration</td>
<td><a href="mailto:cphelps@morrowcounty.ohio.gov">cphelps@morrowcounty.ohio.gov</a></td>
</tr>
<tr>
<td>Tom Maceyky</td>
<td>Morrow County</td>
<td>Morrow County</td>
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<tr>
<td>Mary Hady</td>
<td>Seneca-Crawford Area Trans</td>
<td><a href="mailto:scoat@bright.net">scoat@bright.net</a></td>
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<tr>
<td>Tamara Lynch</td>
<td>Seneca-Crawford Area Trans</td>
<td><a href="mailto:scatcrawford@bright.net">scatcrawford@bright.net</a></td>
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<tr>
<td>Ann Kerkvist</td>
<td>Crawford Co</td>
<td><a href="mailto:mkerkvist@crawford-co.org">mkerkvist@crawford-co.org</a></td>
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<tr>
<td>Cassie Hunscher</td>
<td>Crawford Co</td>
<td><a href="mailto:chunscher@ccco.org">chunscher@ccco.org</a></td>
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<tr>
<td>Michele Hoffman</td>
<td>Crawford County COA</td>
<td><a href="mailto:mhoffman@ccco.org">mhoffman@ccco.org</a></td>
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<tr>
<td>Ruth Lever</td>
<td>Crawford County COA</td>
<td><a href="mailto:rlever@ccco.com">rlever@ccco.com</a></td>
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<tr>
<td>Ersatina Waller</td>
<td>Crawford Family &amp; Children First Council</td>
<td><a href="mailto:cffcouncil@hotmail.com">cffcouncil@hotmail.com</a></td>
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<tr>
<td>Maria Rossallat</td>
<td>Crawford Commission</td>
<td><a href="mailto:maria@commission.crawford.org">maria@commission.crawford.org</a></td>
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<tr>
<td>Moer</td>
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<td><a href="mailto:Moer@crawford-20.org">Moer@crawford-20.org</a></td>
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</table>
**Meeting Objectives**

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

**History of Coordination Plans**

- Requirements of the Plan are a Result of:
  - 2003 General Accounting Office Report Identifying:
    - 47 Different Federal Funding Programs
    - 34 Different Federal Funding Agendas
  - 2005 Notice of Approval of Coordinated Public Transportation Plan by the U.S. Department of Transportation
  - Congressional Action to Increase Capacity of Trucking Industry

**Why the New Requirement?**

- To improve mobility for older adults and individuals with disabilities
- Crawford County receives Section 5310 Program Funding

**MAP-21 and FAST Provisions**

- Ongoing Provisions:
  - Local Share may be Derived From Other Non-Federal Transportation Services
  - Recipients Must Certify That Projects Selected are Derived From Locally Reimbursable Coordinated Public Transit-Human Services Transportation Plans

**Section 5310 Program Overview**

- Since 1975
- Funds Awarded to Private Nonprofit Organizations Where Existing Transportation Services Were Insufficient, Inadequate, or Inappropriate

**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 2006, 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 Travel

Sources of Local Match
- Medicaid NEMT
- IFS 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

Times of Travel:
- 6am to 8am
- 9pm to 12 am

Recent Survey Results

Age of Respondent:
- 30% - 45 to 54
- 25% - 25-34
- 21% - 55-64

Recent Survey Results

Transportation Needs:
- Medical
- Shopping
- Work
- Church

Recent Survey Results

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

Recent Survey Results

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

Recent Survey Results

Travel Area Needed:
- Crawford County
- Crawford
- Columbus

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

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

Public Meeting #2
- Determine Date and Location
- Distribute Invitations
- Arrange for Meeting Facility
- Stakeholders Review Goals, Strategies and Priorities and Refine the List
  - The Refined Priorities will go into the Final Plan
- November 16th - 9am

Unmet Transportation Needs

Group Discussion of Current Unmet Need

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

Contact Information
- Claire Oswald, RLS & Associates, Inc.
  - connolld@rlsandassoc.com
- Zach Kincaide, RLS & Associates, Inc.
  - zkincaide@rlsandassoc.com
- Julie Schafer, RLS & Associates, Inc.
  - jschafer@rlsandassoc.com
- Mark Hess, Trumbull County
  - mhes@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>
</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, CH 44820</td>
</tr>
</tbody>
</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 112 E Mansfield St, Bucyrus, Ohio 44820. The agenda includes a review of the unmet transportation needs, existing coordination efforts, and the process for developing a new action plan for the next four years. This public meeting will provide a unique opportunity for the public to share transportation needs and a vision for their community, particularly the transportation needs for older adults and individuals with disabilities. Transportation providers, human service agencies, and other advocates for transportation and/or services for older adults, individuals with disabilities, people with low incomes, and the general public will also want to attend to discuss this important topic of passenger transportation challenges and needs.

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

PROOF OF PUBLICATION

CRAWFORD COUNTY
STATE OF OHIO

I, DAVID STUMP

one of the proprietors, do solemnly swear that a notice, of which a copy is hereto attached, was published 1 consecutive weeks to-wit

on NOVEMBER 9 20 17

and to 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 December 20 17

Notary Public.

My Commission Expires Aug 15 20 18
<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tamara Lynch</td>
<td>SCAT</td>
<td><a href="mailto:scatl.crawford@bright.com">scatl.crawford@bright.com</a></td>
</tr>
<tr>
<td>Jamie Hart</td>
<td>Crawford CDD</td>
<td><a href="mailto:kathk@crawfordco.org">kathk@crawfordco.org</a></td>
</tr>
<tr>
<td>Russian Herschler</td>
<td>CCOA</td>
<td><a href="mailto:chrischler@ccoa.org">chrischler@ccoa.org</a></td>
</tr>
<tr>
<td>Michele Hoffman</td>
<td>CCOA</td>
<td><a href="mailto:mhoffman@ccoa.org">mhoffman@ccoa.org</a></td>
</tr>
<tr>
<td>Keith Culver</td>
<td>CCOA</td>
<td><a href="mailto:culver@ccoa.org">culver@ccoa.org</a></td>
</tr>
<tr>
<td>Jeremy Vukeljan</td>
<td>Board of Commissioners</td>
<td><a href="mailto:jeremyv@crawford-co.org">jeremyv@crawford-co.org</a></td>
</tr>
<tr>
<td>Melinda Crall</td>
<td>Crawford County JFS Commission</td>
<td><a href="mailto:melinda.crall@jfs.ohio.gov">melinda.crall@jfs.ohio.gov</a></td>
</tr>
<tr>
<td>Misty Ressallat</td>
<td></td>
<td><a href="mailto:mar@crawford-gov.org">mar@crawford-gov.org</a></td>
</tr>
<tr>
<td>Name</td>
<td>Organization</td>
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</tr>
<tr>
<td>Crystina Walker</td>
<td>Family + Children first council</td>
<td><a href="mailto:ccftecouncil@hotmail.com">ccftecouncil@hotmail.com</a></td>
</tr>
<tr>
<td>Jonnetha Smoak</td>
<td>Family + Children first council</td>
<td><a href="mailto:toddandjanneetcouncil@gmail.com">toddandjanneetcouncil@gmail.com</a></td>
</tr>
<tr>
<td>Melinda Crall Cawley</td>
<td>Crawford Cty IFS</td>
<td><a href="mailto:melinda.crall@ifs.ohio.gov">melinda.crall@ifs.ohio.gov</a></td>
</tr>
<tr>
<td>Doug Weisenauer</td>
<td>commissioner</td>
<td><a href="mailto:DougW@Crawford.com">DougW@Crawford.com</a></td>
</tr>
</tbody>
</table>
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

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

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 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:
    - Need for Improved Federal Planning
    - Lack of Coordination & Impact of Programs
  - SAFETEA-LU was Signed into Law on August 10, 2005, and Expired on September 30, 2009
  - Congress Renewed Its Funding Formulas, Until Replacing SAFETEA-LU in 2012 with MAP-21 and in 2013 with FAST

MAP-21 and FAST Provisions

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

Section 530 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 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

Unmet Transportation Needs/ Gaps in Services

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

Existing Transportation Resources

- SCAT
- Council on Aging
- Ohio Specialty Services
  - Developmental Disabilities
  - NURSERS
- Volunteer
- Veterans
- Faith Based

Goal 1: Increase the amount of funds available for transportation services and programs in the local area that support the growth and development of the community.

Strategy 1.1: Develop a comprehensive plan that outlines the local transportation needs and priorities, and identifies potential funding sources.

Strategy 1.2: Investigate and pursue grant opportunities and other funding options to support transportation projects.

Strategy 1.3: Increase collaboration among local agencies and organizations to leverage resources and expand transportation options.

Goal 2: Increase the public's understanding of transportation options and their impacts on the community.

Strategy 2.1: Develop and implement a comprehensive marketing campaign to educate the public about transportation options and the benefits of using public transportation.

Strategy 2.2: Create a community transportation network that connects residents to essential services and activities.

Strategy 2.3: Provide ongoing education and outreach to promote the use of public transportation among residents.

Goal 2: Increase the public's understanding and utilization of transportation services.

Strategy 2.4: Develop a user-friendly transportation app that provides real-time information on available options.

Strategy 2.5: Establish a transportation coordination center to facilitate outreach and education efforts.

Strategy 2.6: Collaborate with local organizations to provide transportation services to underserved communities.

Goal 2: Increase the public's understanding and utilization of transportation services.

Strategy 2.7: Develop a comprehensive transportation plan that outlines goals and objectives for improving transportation services.

Strategy 2.8: Establish a transportation coordination center to facilitate outreach and education efforts.

Strategy 2.9: Collaborate with local organizations to provide transportation services to underserved communities.

Goal 2: Increase the public's understanding and utilization of transportation services.

Strategy 2.10: Develop a user-friendly transportation app that provides real-time information on available options.

Strategy 2.11: Establish a transportation coordination center to facilitate outreach and education efforts.

Strategy 2.12: Collaborate with local organizations to provide transportation services to underserved communities.
Goal 3: Improve the system to better connect the county's various transportation modes and promote the use of non-motorized travel, bicycles, and walkways.

Strategy 3.1: Increase coordination efforts among SCDOT and County departments.
- Strategy 3.1.1: Establish a formal partnership agreement.
- Strategy 3.1.2: Develop a comprehensive transportation plan.
- Strategy 3.1.3: Implement a comprehensive marketing and outreach program.

Strategy 3.2: Consider cross-county service, including the possibility of establishing transfer points with regional transit and other agencies.
- Strategy 3.2.1: Explore the feasibility of establishing a county-wide transit system.
- Strategy 3.2.2: Collaborate with regional transit agencies to develop a cross-county transit service.

Strategy 3.3: Conduct assessment for dedicated route service based on existing travel patterns.
- Strategy 3.3.1: Analyze travel patterns and demand.
- Strategy 3.3.2: Develop plans for dedicated route service.

Goal 4: Investigate potential opportunities for the county.

Strategy 4.1: Work with economic development and local leaders to establish planning projects for life and walking trails.
- Strategy 4.1.1: Identify potential funding sources.
- Strategy 4.1.2: Develop a comprehensive plan for life and walking trails.

Strategy 4.2: Joint efforts to improve sidewalks, streets, and curbs.
- Strategy 4.2.1: Collaborate with local governments to improve sidewalk and street conditions.
- Strategy 4.2.2: Develop a comprehensive plan for sidewalk and street improvements.

Goal 5: Coordinate the necessary capital investments, including public and private transportation and other infrastructure improvements.

Strategy 5.1: Generate and secure funding support for new infrastructure and pavement rehabilitation activities.
- Strategy 5.1.1: Develop a comprehensive funding plan.
- Strategy 5.1.2: Secure funding from various sources.

Strategy 5.2: Coordinate purchase of capital equipment.
- Strategy 5.2.1: Develop a comprehensive capital equipment plan.
- Strategy 5.2.2: Secure funding for capital equipment.

Strategy 5.3: Joint purchasing of vehicle parts, repairs, and maintenance.
- Strategy 5.3.1: Develop a comprehensive vehicle parts and maintenance plan.
- Strategy 5.3.2: Secure funding for vehicle parts and maintenance.

NEXT STEPS

Final Plan:

- Final Plan to Regional POC and Stakeholders:
  - Review (about 1 week)
- Local POCs:
  - Adopt the Final Plan and Submit
  - 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.

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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](mailto: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.

###

181 S. Main St. Marion, Ohio 43302
P: (740) 387-6520 F: (740) 383-2546 W: marionpublichealth.org
<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Organization</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mary E. Habig</td>
<td><a href="mailto:scat@bright.net">scat@bright.net</a></td>
<td>SCAT</td>
<td>419-448-7344</td>
</tr>
<tr>
<td>Tamara Lynch</td>
<td><a href="mailto:scat-crawford@bright.net">scat-crawford@bright.net</a></td>
<td>SCAT</td>
<td>419-617-7119</td>
</tr>
<tr>
<td>Maressa Hains</td>
<td></td>
<td>Commissioner</td>
<td>419-562-5876</td>
</tr>
<tr>
<td>Jenny Vossbrun</td>
<td><a href="mailto:jenny@crawford-co.org">jenny@crawford-co.org</a></td>
<td>Commissioner</td>
<td>419-562-3050</td>
</tr>
<tr>
<td>Cassie Kruschele</td>
<td><a href="mailto:cheroschler@ccoa.org">cheroschler@ccoa.org</a></td>
<td>CCOA</td>
<td>419-562-3050</td>
</tr>
<tr>
<td>Michelle Hoffman</td>
<td><a href="mailto:mhoffman@ccoa.org">mhoffman@ccoa.org</a></td>
<td>CCOA</td>
<td>419-562-3050</td>
</tr>
<tr>
<td>Kurt Culver</td>
<td><a href="mailto:rculver@ccoa.org">rculver@ccoa.org</a></td>
<td>CCOA</td>
<td>419-562-3050</td>
</tr>
<tr>
<td>Denny Weisenauer</td>
<td><a href="mailto:dougie@crawford-co.org">dougie@crawford-co.org</a></td>
<td>Commissioner</td>
<td>419-562-5876</td>
</tr>
<tr>
<td>Tim McNeil</td>
<td></td>
<td>MCTC</td>
<td>419-580-0905</td>
</tr>
<tr>
<td>Cameron Phelps</td>
<td><a href="mailto:cphelps@morrowcounty.ohio.gov">cphelps@morrowcounty.ohio.gov</a></td>
<td>MCTC</td>
<td>N/A</td>
</tr>
</tbody>
</table>
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:
  - 2003 - General Accounting Office Report Identifying:
    - 6 Different Federal Funding Programs
    - 6 Different Federal Funding Agencies
  - 2005 - SAFETEA-LU was signed into law
  - 2009 - SAFETEA-LU Expired but was Reauthorized 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-HUD Federal Sources (for example, Title III Older Americans Act)
- Vehicle Advertising Revenue can be matched but there 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)

Existing Transportation Resources

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

Unmet Needs Identified

- Transportation services earlier and later (before 6 AM and after 6 PM)
- Out-of-Country 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 devoted more
- Educating the public by getting more information out to the public
- Complete Streets

Goal

- Increase the amount of funds available for operating and capital funding, in conjunction with
  increasing efficiency and accountability

Strategy 1.1 Develop regional Transportation Advisory Board to expand coordination between agencies

Strategy 1.2 Enter into MOU agreements for purchase of service agreements among agencies
**Goal 1: Increase funding for Operations and Capital**

**Strategy 1.1** Increase funding for Operations and Capital

**Strategy 1.5** Apply for Federal funding for a Regional Mobility Manager

**Strategy 1.6** Solicit funding from all levels of local government, local businesses, foundations, and community organizations

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

**Strategy 1.7** Establish a planned giving campaign with an annual solicitation and be soaked opportunities

**Strategy 1.8** Increase vehicles ad sales revenue by selling more advertising on vehicles and offering company sponsorship

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

**Strategy 2.1** Develop agreements for shared trips across county lines to expand service to regional destinations to free up vehicles for other trip uses. Use shared scheduling software for effective shared trip scheduling

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

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

**Strategy 2.3** Investigate the feasibility of Uber/Lyft or taxi service purchase of service contracts if funding allows

**Strategy 2.4** Increase coordination of service—shared rides among Public Transit, Seniors, Veterans, and Volunteers

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

**Strategy 2.5** Increase accessibility for Section 5310 accessible vehicles

**Goal 3: Increase Fleet**

**Strategy 3.1** Coordinate individual provider and shared provider requests for Section 5310 accessible vehicles

**Strategy 3.2** Submit collaborative grant applications for coordinated service.

**Goal 3: Increase Fleet**

**Strategy 3.3** Coordinate individual provider and shared provider requests for local and national foundations for accessible vehicles

**Strategy 3.4** Solicit local business vehicle sponsorship in exchange for advertising—vehicle funded by:
Goal 8

Strategic Summary of Location and Travel Trends in the Community

Strategy 8.1: Host local awareness of location and travel trends in the community

Strategy 8.2: Develop a community transportation resource guide

Strategy 8.3: Integrate community programs into the plan

Goal 8

Next Steps

Draft Final Report

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

Final Plan

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

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)

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>
</tr>
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<tbody>
<tr>
<td>12 A.M - 6 A.M.</td>
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<td>6 A.M - 8 A.M.</td>
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<td>8 A.M. - 12 P.M.</td>
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<td>12 P.M. - 3 P.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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</tbody>
</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)

[Blank space for further details]