LANCASTER PUBLIC TRANSIT
For more information about this plan please contact CARRIE WOODY, TRANSIT DIRECTOR at 740-681-5086 or CWOODY@CI.LANCASTER.OH.US
Funding for the development of this plan was provided by the Ohio Department of Transportation.
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Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Fairfield County. [THE PLAN WAS INITIALLY DEVELOPED IN [2008] AND UPDATED IN [2015]. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America’s Surface Transportation (FAST) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. According to requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies new programs and rules for all Fiscal Year 2016 funds and authorizes transit programs for five (5) years.

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

1. Identify all community resources including
   - Lancaster Public Transit
   - City of Pickerington
   - Fairfield Center for Disabilities and Cerebral Palsy
   - Salvation Army- Samaritan Center
   - Meals on wheels-OAAFC, INC
   - Southeastern Ohio Center for Independent living
   - Mid- Ohio Psychological Services
   - Sterling House
   - Fairfield County Department of Job and Family Services
   - Ohio Department of Transportation, office of Transit
   - Fairfield Count MMRD

2. Identify and Prioritize community transportation needs
   - Affordable transportation
   - Transportation for the general public in the Pickerington area
   - Transportation to second shift and weekend employment
   - Out-of-County trips adjoin counties
   - Transit passes for Lancaster Public Transit
   - Family discounts for trips to daycare
   - Travel training for individuals who are vision impaired
   - Better on-time performance
   - Adequate funding
   - Information and Marketing
   - Improve the image of coordination
   - Door-to-door service
   - A single number to call
   - Sharing schedules
   - Transferable software program
3. Establish a clear plan for achieving shared goals

Participants in the planning process indicated that the primary goals of coordinating transportation resources are to share grant writing efforts, drivers, and vehicles in an effort to more effectively utilize existing transportation resources.

Another major goal of coordination is to fill service gaps. Service gaps typically fall into the category of spatial gaps or temporal gaps. Spatial gaps involve limitations within the service area while temporal gaps are created by limitations in days of week or hours that service is provided. Both spatial and temporal limitations were discussed. Input received from the stakeholder meeting and survey responses identified the polling gaps in service.

Spatial gaps:
- No affordable intercity service (to Columbus);
- No affordable county-wide service for general public;
- No sharing of schedules; and,
- Limited sharing information

Temporal gaps:
- Limited hours of service for older adults and individuals with disabilities, particularly during evening and on weekends for contracted county service; and
- Service hours are not typically structured to effectively support employment opportunities, particularly for people with low incomes, working second shifts.

All of the transportation needs evolve around the stated demand for affordable county-wide service for the transportation disadvantaged along with the need for additional funding. The previous coordination effort within Fairfield County was not as productive as the stakeholders had anticipated. Coordination among transportation providers was made more difficult due to the previous coordination project’s shortfalls, including the inadequate brokerage of trips to service providers, active involvement with all human services transportation providers, and funding issues.

To meet the identified transportation needs and resolve the challenges to meeting these needs, the participants believe that more funding is needed. In their opinion, only more funding will allow existing service providers to provide new or additional services for the transportation disadvantage and address the current gaps in service related to service hours and days, of operation, particularly to serve the needs of older adults, individuals with disabilities, and people with low incomes, especially those requiring transportation to third or extend shifts.

Local human services agencies and transportation providers consider vehicle availability and unique individual service needs to be challenges to the successful coordination of transportation services. Further, the noted service gaps in Fairfield County were consistent with counties that only have municipal public transit.
4. Fundamental to the Coordinated Transportation Plan process is the active and meaningful involvement of stakeholders. For projects selected for funding under the Section 5310 program,

participation in planning activities must include participation and/or representation of the following, at minimum:

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

In order to ensure participation from the above groups the following stakeholder involvement activities were performed

Surveys
Direct Mail
Emails
Focus Groups
Stakeholder Meetings
Public Hearings

This plan was developed and adopted by a planning committee Fairfield County Coordinated public transit- human services advisory committee. More information about the planning committee can be found in Appendix A.
I. Geographic Area

II. INVENTORY AND ANALYSIS OF EXISTING CONDITIONS

Fairfield County is located geographically in the central portion of Ohio, and is bordered by Licking County to the north; Perry County to the east; Hocking County to the south; Pickaway County to the southwest; Franklin County to the northwest. The county name is a reference to the Fairfield area of the original Lancaster in England. The county seat is Lancaster.

Attractions in Fairfield County include the most covered bridges in Ohio, canals, historic villages and parks, and wildlife areas.

Exhibit II.1 illustrates the major roads and designated places in Fairfield County. The county is served by the following major highways: Interstate 70 and U.S. Routes 22 and 33.

POPULATION

The population of Fairfield County in 2010 was 146,156. Lancaster is the largest city with an estimated population of 38,780 in 2010. The population of Lancaster increased 9.7 percent between 2000 and 2010. Violet Township and the city of Pickerington are the next largest places in the county. The city of Columbus and Bloom Township also contain significant portions of the county’s population (see Exhibit II.2).

Exhibit II.2: Fairfield County Cities and Township, 2010

<table>
<thead>
<tr>
<th>Largest Places</th>
<th>2000 Census</th>
<th>2010 Census</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lancaster City</td>
<td>35,335</td>
<td>38,780</td>
</tr>
<tr>
<td>Violet Twp UB</td>
<td>16,893</td>
<td>18,994</td>
</tr>
<tr>
<td>Pickerington City (Pt)</td>
<td>9,737</td>
<td>18,205</td>
</tr>
<tr>
<td>Columbus City (Pt)</td>
<td>7,447</td>
<td>9,666</td>
</tr>
<tr>
<td>Bloom Twp UB</td>
<td>5,765</td>
<td>7,028</td>
</tr>
<tr>
<td>Pleasant Twp UB</td>
<td>5,039</td>
<td>5,512</td>
</tr>
<tr>
<td>Greenfield Twp UB</td>
<td>4,465</td>
<td>5,027</td>
</tr>
<tr>
<td>Liberty Twp UB</td>
<td>4,387</td>
<td>4,950</td>
</tr>
<tr>
<td>Walnut Twp UB</td>
<td>4,545</td>
<td>4,789</td>
</tr>
<tr>
<td>Hocking Twp</td>
<td>4,812</td>
<td>4,672</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>98,425</strong></td>
<td><strong>117,623</strong></td>
</tr>
</tbody>
</table>

Source: Fairfield Co. Census 2010

Population Density

According to U.S. Census data from 2000, the block groups with the high and moderately high population densities (3266 to 9367 persons per square mile) were located in Lancaster.
and in the northwestern corner of the county, in Columbus. The next highest population densities, with 1741 to 3265 persons per square mile, were also found in the central part of Lancaster and in the northwestern corner of the county in and around Columbus and Reynoldsburg. The lowest density block groups covered most of Fairfield County except for the area in and surrounding Lancaster, Columbus, Baltimore, and the northeastern corner of the county near Buckeye Lake and Fairfield Beach.

II. Population Demographics

Population Growth
Between 2000 and 2010, the county’s population increased 9.9 percent (see Exhibit II.4). According to the Ohio Department of Development, it is projected that there will be a 43 percent population increase between 2006 and 2030. The City of Lancaster is the second fastest growing medium-to-large city in Ohio’s 88 counties.

In addition, much of the county's industrial and office development is along US Route 33. The northwest area of the county shows promise, with the recently established Canal Pointe Industry and Consumer Park located just beyond the Franklin County line in Canal Winchester. The county's largest industrial park is Rock Mill Corporate Park, just off US Route 33, west of Lancaster. Local officials are currently working with Rickenbacker Port Authority, operator of the area's Canal Pointe Foreign-Trade Zone (FTZ), to extend FTZ status to a new addition of the park which will increase the growth within the county.

Exhibit II.4: Fairfield County Population Trends

Source: Ohio Department of Development, 2006

Age Distribution
In 2010, the largest age group was between ages 25 and 44, constituting 27.1 percent of the county’s population. The group between ages 45 and 64 was the second largest, consisting of
26.6 percent of the population. Approximately 11.9 percent of the county’s population was age 65 and older.

**Individuals with Disabilities**
Disability incidence data was collected using the 2000 U.S. Census. Some 30,789 of the population reported some type of disability. The 16 to 64 year old age group had the highest percentage: 63.7% reported having a disability. Disabilities include sensory, mental, physical, and self-care limitations.

**Major Employers**
The majority of the large employers are found in Lancaster and on or near US 22 and 33. Eight (8) of the ten (10) major employers are located within the city limits of Lancaster. Mid-West Fabricating Company is located in Amanda along US 22; Nifco America Corporation is located in Canal Winchester along US 33.

**Transportation to Work**
Most residents traveled between 15 and 29 minutes from home to work, with the second largest group traveling less than 15 minutes to get to work.

**Major Trip Generators**
The term “trip generator” is used to describe locations where concentrations of people are likely to live (nursing homes, medical facilities, etc.) or where people are likely to travel to meet their shopping, child care, and healthcare needs.

**Health Care and Senior Housing**
There are six (6) health care centers within the city limits of Lancaster. In addition to six (6) health care centers there are six (6) senior housing locations in the City of Lancaster. Senior housing is also located outside of Lancaster and in Baltimore, Reynoldsburg, and Columbus.

**Educational Institutions and Child Care Facilities**
Areas were educational facilities are located are Pickerington, Baltimore, Millersport, near Rushville, and in Bremen. Another group of common destinations for potential and current transit riders is childcare centers. The child care facilities are located in Lancaster and Reynoldsburg.

**Hotel/Motels, Restaurants, and Quality of Life**
Retail businesses represent another valuable trip generator. Big box stores, grocery stores, and additional small retail stores are major trip generators. Hotels and restaurants represent trip generators for customers and also for employees of the establishments. The majority of these locations are within Lancaster and along US 33. Other restaurants are located throughout the county, as indicated on the exhibit.

**Government Agencies and Employment Agencies**
As with other categories of major trip generators, most of the human service agencies and government offices in Fairfield County are found in Lancaster and along US 22 and 33. Multiple employment agencies are located in Lancaster.

Map 1: Basic map of the geographic area covered by the plan
Map 2: Major trip generators in the geographic area
Exhibit II-18: Hotels/Motels, Restaurants, and Quality of Life

Lancaster Coordinated Public Transit - Human Services Transportation Plan
Exhibit II-19: Government and Employment Agencies
Lancaster Coordinated Public Transit - Human Services Transportation Plan
III. Assessment of Available Services

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

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

Interviews were conducted with each of the identified stakeholders.

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

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

Inventory of Transportation Providers

- Canal Winchester Human Services
- Carealot Transport
- Creative Coach – Fun Bus
- Fairfield Center for disAbilities and Cerebral Palsy, Inc.
- Fairfield County Board of Developmental Disabilities (FCBDD)
- Fairfield County JFS
- Lancaster-Fairfield Public Transit (LFPT)
- Meals on Wheels –Older Adult Alternatives of Fairfield County
- Robert K. Fox, Family YMCA
- Salvation Army
- Veterans Service Commission of Fairfield County
Existing Transportation Services
The following information is based on tabulations from the survey and interview results. A total of [11] organizations provided information about their services.

List of Transportation Service Providers

Agency Name: Canal Winchester Human Services (CWHHS)
- Transportation Service Type: Daily transportation for personal appointments to destinations including medical and dental offices, banking, and personal health and beauty.
- Other Services Provided: Group/ Social transportation is provided to the grocery and food pantry, congregate meals and social outings.
- Contact Information: Penny Miller, penny.cwhs@gmail.com
- Hours: Monday thru Friday, 9:00am-3:30pm as well as evenings and weekends for special events as needed.
- Service Area: The canal Winchester School District including portions of Fairfield and Franklin Counties, Bloom, Violet, and Madison Townships and the city of Canal Winchester.
- Eligibility Requirements: Senior citizens, Aged 60 years and older
- Web-site:www.cwhumanservices.org

Agency Name: Carealot Transport
- Transportation Service Type: Transportation to Medical appointments.
- Other services provided: NET( Non-emergency transportation) for eligible Medicaid participants Vinton County Residents.
- Contact information: 740-577-4467
- Hours: Office Hours: Monday - Friday 8:00 am to 4:00 pm Transportation available: 24/7
- Service Area: Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
- Eligibility Requirements: Medicaid customers that have been pre-approved by Fairfield County Job & Family Services.

Agency Name: Creative Coach- Fun bus
- Transportation Service Type: On-Demand Taxi Service, Private Charters, Retail vacation packages, Shuttle Service, Airport Shuttles
- Other services Provided: Taxi Services and Group trips/Tours, wedding Trolley, Charter Bus tours for schools churches and private groups.
- Contact information: 1-888-386-2870
- Hours: Taxi Service M-W 6:00am to mid-night, Thurs-Saturday 6:00 am to 2:30 am, Sun 6:00am to 8:00pm. Retail and Private Charter 24 hrs./7 days per week
- Service Area: Lancaster, Ohio area and surrounding counties with trips to 48 states and Canada
- Eligibility Requirements: Private individuals, Private or public companies, agencies and groups.
- Web-site: www.funbus.com
Agency Name: Fairfield Center for disABILITIES & Cerebral Palsy, Inc. (FCdCP)
- Transportation service type: FCdCP provides transportation to non-ambulatory and ambulatory participants. FCdCP offers Medicaid ambulate service to participants who are permanently or temporarily in a wheel chair.
- Other services provided: Adult day program, home modifications, medical transport, and medical loan closet.
- Contact information: 740-653-5501
- Hours: Transportation services begin as early as 4:00am Monday-Friday with ongoing trips to Columbus Ohio to Circleville Monday, Wednesday and Friday. FCdCP’s Transportation Program’s normal working hours are 5:30am-7:00pm.
- Service area: FCdCP Serves Lancaster, Fairfield County.
- Eligibility requirements: FCdCP Adult day services participants to and from FCdCP, Fairfield County residents that need transportation to and from medical appointments.
- Web-Site: fcdcpohio.org

Agency Name: Fairfield County Job and Family Services
- Transportation Service type: Transportation for Medicaid-eligible customers to attend non-emergency Medicaid reimbursable appointments. Transportation for TANF eligible customers to attend activities assigned by their case worker.
- Other Services provided: Non-Emergency Transportation and transportation to medical appointments.
- Contact information: FCJFS Transportation Team 740-652-7682
- Hours: 8:00-4:00 Office- Transportation may be available 24/7 if prearranged.
- Service Area- Residents of Fairfield County.
- Eligibility Requirements: Non-Emergency Transportation (NET) –Must have open Medicaid benefits for the month in which the ride is needed and their spend-down must be paid. Customers who have a spend-down must meet their spend-down within each month transportation is requested. Temporary Assistance for Needy families (TANF) – Customers who receive OWF assistance and are participating in a work activity.
- Web-Site: www.fcjfs.org

Agency Name: Robert K. Fox Family YMCA
- Transportation Service type: Transportation for children through a child care program.
- Other services provided: Social Services to Fairfield, Hocking and Licking Counties.
- Contact information: 740-654-0616
- Hours: Mon-Fri 5am-10pm Sat 6am -9pm and Sunday 1pm-6pm
- Service Area: Fairfield, Hocking and Licking Counties.
- Eligibility Requirements: YMCA has 3 busses that seat between 25 and 60 students. Vehicles operate Monday through Friday before and after school. The organization charges a fare of one dollar per student.
- Web-site: ymcalancaster.org
Agency Name: Lancaster- Fairfield Public Transit System (LFPTS)
- Transportation services: Demand response, curb-to-curb shared ride public transportation. There are also two-deviated routes that will deviate up to of a mile from the route of any ADA eligible individual (Advance reservation required for deviation).
- Other services provided: Transportation in Fairfield County and surrounding areas when vehicles are available on a first come first serve basis.
- Contact information: Carrie Woody, Administrator. Reservations 7406815086
- Hours: Demand Response: Monday through Friday 6am-6pm, Saturday 7am-5pm Deviated Fixed Routes: Memorial Express runs Monday through Friday, 9am-4pm, and the East end loop operates Monday through Friday 8am-5pm
- Service Area: Service area is all of Fairfield County, plus 100 mile radius from the city of Lancaster-all trips must begin or end in Fairfield County.
- Eligibility Requirements: Anyone is eligible to ride
- Web-Site: www.ci.lancaster.oh.us

Agency Name: Meals on Wheels
- Transportation Service Type: Home delivered meals, congregate site meals, supportive services to improve the quality of life for seniors and help them remain independent for as long as safely possible.
- Other Services Provided: meals, transportation, social services, information and referral, homemaking, chore, home repair, and screenings.
- Contact Information: 740-681-5050
- Hours: Operation hours 6am-4pm; Office hours 8am-4pm
- Service Area: Fairfield County, Ohio
- Eligibility Requirements: Serving older adults age 60 and older throughout Fairfield County
- Web-Site: www.mowfc.org

Agency Name: The Salvation Army- Samaritan Center
- Transportation Services: The salvation Army Samaritan Center provides Adult day Services and related transportation to and from the program via modified mini-vans.
- Other Services provided: Adult day service, transportation program
- Contact Information : 740-687-1921
- Hours: Transportation Services are typically 7:30am-10am and 2:30pm-5pm, Monday through Friday. As mentioned earlier, special transportation needs are met in coordination of adult day service participants.
- Service Area: The Salvation Samaritan Center serves participants residing in Fairfield, Hocking, and Perry County. The program can transport to surrounding counties including Franklin and Pickaway under special transportation needs.
- Eligibility Requirements: The Salvation Samaritan Center for Adult Day Participants. Other special transportation needs that can be met in coordination of adult day service participants and when not providing transport services for adult day services program.
- Web-Site: pa.salvationarmy.org
Agency Name: Veterans Service Commission

- Transportation Services: Transportation for medical Appointments.
- Other Services Provided: Transportation to and from VA medical appointments.
- Contact Information: 740-652-7920
- Hours: 8am-4pm
- Service Area: VA Hospitals in Lancaster, Columbus, Dayton, Cincinnati, Chillicothe and Huntington, WVA
- Eligibility Requirements: Veterans
- Web-Site: www.fcvsc.org
The table below provides a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

**Table 1: Organizational Characteristics**

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Directly Operates Transportation (Yes/No)</th>
<th>Purchases Transportation from Another Agency (If Yes, Who?)</th>
<th>Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)</th>
<th>Number of Annual One-Way Passenger Trips</th>
<th>Average Number Trip Denials per Week</th>
<th>Are Vehicles Only Available for Human Service Agency Clients (Y/N)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canal Winchester</td>
<td>Y</td>
<td>N</td>
<td>NON-PROFIT</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>Carealot Transportation</td>
<td>Y</td>
<td>N</td>
<td>PRIVATE FOR PROFIT</td>
<td></td>
<td></td>
<td>Y</td>
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<tr>
<td>Fun Bus</td>
<td>Y</td>
<td>N</td>
<td>FOR PROFIT</td>
<td></td>
<td></td>
<td>N</td>
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<tr>
<td>FCDCP</td>
<td>Y</td>
<td>N</td>
<td>NON PROFIT</td>
<td></td>
<td></td>
<td>Y</td>
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<tr>
<td>BOARD OF DD</td>
<td>Y</td>
<td>Y(MULTIPLE)</td>
<td>GOVT</td>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td>JFS</td>
<td>Y</td>
<td>Y(MULTIPLE)</td>
<td>GOVT</td>
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<td>Y</td>
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<tr>
<td>LFPT</td>
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<td>N</td>
<td>GOVT</td>
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<td>MOW</td>
<td>Y</td>
<td>Y(MULTIPLE)</td>
<td>NON PROFIT</td>
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<td>YMCA</td>
<td>Y</td>
<td>N</td>
<td>NON PROFIT</td>
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<tr>
<td>SALVATION ARMY</td>
<td>Y</td>
<td>N</td>
<td>NON PROFIT</td>
<td></td>
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<td>Y</td>
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<td>VETERANS SERVICE COMMISSION</td>
<td>Y</td>
<td>N</td>
<td>GOVT</td>
<td></td>
<td></td>
<td>VETS ONLY</td>
</tr>
</tbody>
</table>

* Answering “Yes” indicates that your agency is closed door. Your agency is considered closed door if you ONLY provide transportation to your facility as a courtesy or if you ONLY serve a particular clientele that are enrolled in your agency programs (i.e. members of a sheltered workshop, or residents in a nursing home). Answering “No” indicates that your agency is open door. This means the service is open to the public or a segment of the general public defined by age, disability, or low income. For example, if an agency provides general transportation for anyone in
the community who is over the age of 60, they are considered “open door”. For example, an individual who is 60 or over can request transportation to a doctor’s appointment or the grocery store regardless of their affiliation with your agency.

The participating organizations provide a wide range of transportation including DEMAND RESPONSE, ON-DEMAND, DEViated-FIXed ROUTes, and HUMAN SERVICE AGENCY TRANSPORTATION. [7] Of the participating organizations provide services on weekdays. [3] Operate transportation on Saturdays and [2] on Sundays. Evening services after [6PM] are operated by [2] organizations. The following table depicts the transportation service characteristics by agency.

Table 2: Transportation Service Characteristics

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Mode of Service</th>
<th>Days &amp; Hours of Operation</th>
<th>Provides Medicaid-Eligible Trips (Y/N)</th>
<th>Level of Passenger Assistance Provided</th>
<th>Training Courses Required for Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canal Winchester</td>
<td>CURB TO CURB</td>
<td>Mon-Fri 9am-3:30pm</td>
<td>CURB TO CURB</td>
<td>CURB TO CURB</td>
<td>CURB TO CURB</td>
</tr>
<tr>
<td>Carealot Transportation</td>
<td>24/7</td>
<td></td>
<td>CURB TO CURB</td>
<td>CURB TO CURB</td>
<td>CURB TO CURB</td>
</tr>
<tr>
<td>Fun Bus</td>
<td>CURB TO CURB</td>
<td>MON-WED 6AM-MID-NIGHT;THURS-SAT 6AM-2:30PM;SUNDAY 6AM-8PM</td>
<td>CURB TO CURB</td>
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Transportation-related expenses and revenues also differ by organization. Farebox are common revenue sources for transportation operators in Fairfield County. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.
### Table 3: Transportation-Related Expenses and Revenues

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Fare Structure</th>
<th>Donations Accepted (Y/N)</th>
<th>Number of Full-Time &amp; Part-Time Drivers</th>
<th>Number of Full-Time &amp; Part-Time Schedulers/Dispatchers</th>
<th>Revenue Sources (most recent Fiscal Year)</th>
<th>Total Annual Transportation Expenses</th>
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<tr>
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<td>Fun Bus</td>
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<td>VETERANS SERVICE COMMISSION</td>
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</table>

The following table provides basic information about transportation options other than the traditional public and human services transportation. Transportation options might include bike share, ride share, intercity, or taxi services, and more.

### Table 4: Alternative/Active Transportation Options: None

<table>
<thead>
<tr>
<th>Transportation Option</th>
<th>Availability</th>
<th>Cost</th>
<th>Usage</th>
<th>Service Area</th>
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</table>
The following table provides basic information about local travel training program options.

Table 5: Transportation Resources: None

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

**Table 6: Technology**

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Name of Scheduling Software</th>
<th>Do you have an App for Transportation (Y/N)?</th>
<th>Name of Dispatching Software</th>
<th>AVL System/ GPS (Y/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lancaster-Fairfield Public Transit</td>
<td>Ecolane</td>
<td>N</td>
<td>Ecolane</td>
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</table>
Assessment of Community Support for Transit
N/A

Safety
N/A
Vehicles
Survey/Interview participants listed a combined total of 112 vehicles. Approximately 49% of the vehicles are wheelchair accessible. A vehicle utilization table is provided at the end of this chapter (Table 6).

All of the transportation providers provide at least 2 wheelchair accessible vehicles, while some organizations have an entire fleet of wheelchair accessible vehicles. As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.
<table>
<thead>
<tr>
<th>Veh #</th>
<th>Make</th>
<th>Model</th>
<th>Year</th>
<th>Vin #</th>
<th>Capacity</th>
<th>WC Capacity</th>
<th>Days of the Week Vehicle is in Service</th>
<th>Service Hours</th>
<th>Vehicle Condition</th>
<th>Program to which Vehicle is Assigned (if applicable)</th>
<th>Service Area</th>
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<td>WC Capacity</td>
<td>Days of the Week Vehicle is in Service</td>
<td>Service Hours</td>
<td>Vehicle Condition</td>
<td>Program to which Vehicle is Assigned (if applicable)</td>
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<td>Program to which Vehicle is Assigned (if applicable)</td>
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Enter Agency Name: Lancaster Fairfield Public Transit

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<th>Year</th>
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<th>Days of the Week Vehicle is in Service</th>
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<td>Program to which Vehicle is Assigned (if applicable)</td>
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Summary of Existing Resources

- Lancaster Public Transit
- City of Pickerington
- Fairfield Center for disabilities and Cerebral Palsy
- Salvation Army - Samaritan Center
- Meals on wheels - OAAFC, INC
- Southeastern Ohio Center for Independent Living
- Mid-Ohio Psychological Services
- Sterling House
- Fairfield County Department of Job and Family Services
- Ohio Department of Transportation, Office of Transit
- Fairfield County MMRD

IV. Assessment of Transportation Needs and Gaps

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

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

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

The following methods were used to assess transportation needs and gaps

- Assessment of data and demographics (required)

Determining the transportation needs for the region is an integral part of this coordination plan. Community outreach efforts defined and documented in Chapter III of this report were conducted to gather information from a variety of organizations that represent older adults, individuals with disabilities, and people with low incomes. One such outreach effort is to gather local stakeholders together to discuss unmet transportation needs and gaps in service.

The following needs were documented from all of these outreach efforts:

- Affordable transportation for the entire county to include general public;
- Transportation for the general public in the Pickerington area;
- A connector service to Central Ohio Transit Authority for trips to Columbus;
- Transportation to second shift and weekend employment for transit dependent individuals;
- More out-of-county trips to adjoining counties to meet medical needs;
Transit passes for Lancaster-Fairfield Public Transit;
Family discounts for trips to daycare, especially multiple trips to more than one daycare;
Travel training for individuals who are vision impaired to access public transit;
Better on-time performance, especially with work related trips;
Adequate funding to support transit service;
Better information and marketing of current services;
Improve the image of coordination and remove the stigma of prior efforts;
Door-to-door service for individuals with disabilities and older adults;
A single number to call versus needing to know which transit system/provider to call;
Improved communications and the development of a transportation plan;
Sharing schedules in a timely manner and obtaining correct information concerning all available transportation; and
Transferable software program for scheduling trips.

CHALLENGES TO COORDINATION

Results of the stakeholder meeting and survey indicated the following challenges to coordination for Fairfield County:

- Liability insurance – Agencies have different insurance carriers and each carrier has a policy regarding vehicle sharing or mixing passengers on a vehicle. In many cases, the insurance policies do not appear to be compatible;
- Unique characteristics of client population – Consumers from different organizations have different needs (i.e., those with developmental disabilities have different needs than older adults or pre-school children) and sharing a vehicle may not be appropriate in certain circumstances;
- Removing the negative implications carried over from the previous coordination project (FairCATS);
- Reluctance among providers to share resources, and statutory barriers to pooling funds;
- Possible restrictions placed on the use of vehicles including sharing trips (i.e., DJFS Medicaid);
- Reduction of cost for coordinated contract trips; and
- Determining the appropriate organization to become the lead agency responsible for trip brokering.

While there are challenges to implementing coordination among varied transportation providers, services, and funding sources, it is important to note that transportation coordination is being successfully implemented throughout the country, including in Ohio. Therefore, issues such as conflicting or restrictive State and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort. There are many resources available to assist communities working together to coordinate transportation. FTA’s Framework for Action and ODOT’s Handbook for Coordinating Transportation Services and A Guide for Implementing Coordinated Transportation Systems are just a few examples. FTA’s Framework for Action is available at www.unitedweride.gov, while the ODOT publications are available at www.dot.state.oh.us/ptrans; click on Coordination.
GOALS FOR COORDINATION

Participants in the planning process indicated that the primary goals of coordinating transportation resources are to share grant writing efforts, drivers, and vehicles in an effort to more effectively utilize existing transportation resources. Another major goal of coordination is to fill service gaps. Service gaps typically fall into the category of spatial gaps or temporal gaps. Spatial gaps involve limitations within the service area while temporal gaps are created by limitations in days of week or hours that service is provided. Both spatial and temporal limitations were discussed. Input received from the stakeholder meeting and survey responses identified the following gaps in service:

**Spatial Gaps**
- No affordable intercity service (to Columbus);
- No affordable county-wide service for general public;
- No sharing of schedules; and,
- Limited sharing of information

**Temporal Gaps**
- Limited hours of service for older adults and individuals with disabilities, particularly during evenings and on weekends for contracted county service; and
- Service hours are not typically structured to effectively support employment opportunities, particularly for people with low incomes, working second shift.

All of the transportation needs evolve around the stated demand for affordable county-wide service for the transportation disadvantaged along with the need for additional funding.

To meet the identified transportation needs and resolve the challenges to meeting these needs, the participants believe that more funding is needed. In their opinion, only more funding will allow existing service providers to provide new or additional services for the transportation disadvantaged and address the current gaps in service related to service hours and days of operation, particularly to serve the needs of older adults, individuals with disabilities, and people with low incomes, especially those requiring transportation to third or extended shifts.

Local human services agencies and transportation providers consider vehicle availability and unique individual service needs to be challenges to the successful coordination of transportation services. Further, the noted service gaps in Fairfield County were consistent with counties that only have municipal public transit.
Local Demographic and Socio-Economic Data

Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because a comparison of where the highest and lowest densities individuals who are most likely to need transportation live. This information can then be compared to the locations of (1) major trip generators, and (2) available transportation services.

The following exhibit A illustrates the areas where the number of older adults (age 65 and older) is at or above the Fairfield County average.
The exhibit below indicates the areas where the number of zero vehicle households is above the Fairfield County average. The absence of a vehicle in the household is often an indication of the need for transportation services.
The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle.
MAJOR TRIP GENERATORS

The term “trip generator” is used to describe locations where concentrations of people are likely to live (nursing homes, medical facilities, etc.) or where people are likely to travel to meet their shopping, child care, and healthcare needs.

Health Care and Senior Housing

Exhibit II.16 is a map illustrating the geographic location of health care facilities and senior housing in Fairfield County. According to the map, there are six (6) health care centers within the city limits of Lancaster. In addition to six (6) health care centers there are six (6) senior housing locations in the City of Lancaster. Senior housing is also located outside of Lancaster and in Baltimore, Reynoldsburg, and Columbus.

Educational Institutions and Child Care Facilities

There are multiple educational facilities illustrated on the map in II.17. Areas were educational facilities are located are Pickerington, Baltimore, Millersport, near Rushville, and in Bremen. Another group of common destinations for potential and current transit riders is childcare centers. The map in II.17 shows the locations of two childcare centers in the Fairfield County. The child care facilities are located in Lancaster and Reynoldsburg.

Hotel/Motels, Restaurants, and Quality of Life

Retail businesses represent another valuable trip generator. Big box stores, grocery stores, and additional small retail stores are major trip generators. Hotels and restaurants represent trip generators for customers and also for employees of the establishments. The majority of these locations, as Exhibit II.18 shows, are within Lancaster and along US 33. Other restaurants are located throughout the county, as indicated on the exhibit.

Government Agencies and Employment Agencies

Exhibit II.19 illustrates the locations of human service agencies in the county. As with other categories of major trip generators, most of the human service agencies and government offices in Fairfield County are found in Lancaster and along US 22 and 33. Multiple employment agencies are located in Lancaster.
Exhibit II-17: Educational Facilities and Child Care Centers

Fairfield County Coordinated Public Transit - Human Services Transportation Plan

II - 17
Exhibit II-18: Hotels/Motels, Restaurants, and Quality of Life

Lancaster Coordinated Public Transit - Human Services Transportation Plan
Exhibit II-19: Government and Employment Agencies

Lancaster Coordinated Public Transit - Human Services Transportation Plan

II - 19
SUMMARY

Fairfield County communities are projected to continue to grow through 2030 according to the Ohio Department of Development.

There were 2,604 individuals earning less than $10,000 per year according to the 2000 census. Although the per capita personal income is gradually increasing, these individuals will present ongoing challenges for service providers in all areas, including healthcare, childcare, employment, education, and recreation. In turn, the demand for transportation to these services centers will remain a salient issue.

As Fairfield County’s largest age group (25 to 44 years old) ages and moves into retirement, their need for transportation will increase. The face of the county will change further as the age group (18 to 24 year olds) joins the labor force.

The highest concentration of trip generators was found in and near Lancaster. Scattered facilities were located in the surrounding areas of Reynoldsburg, Columbus, Baltimore, Millersport, Sugar Grove, and Bremen.
Analysis of Demographic Data
The transportation providers and other human services agencies that participated in the stakeholder meetings indicated that some coordination in terms of sharing information and referrals is currently occurring among the public and private transportation providers in the service area. There is a good atmosphere among these agencies for planning improvements and expansions of coordination efforts. Although the atmosphere is good, agencies are cautious about transportation coordination due to part coordination issues with FairCATS.

General Public and Stakeholder Meetings/Focus Groups
Lancaster Fairfield Public Transit hosted and facilitated 1 local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. 18 people participated in the meetings. Of those, 0 self-identified as older adults and 0 self-identified as being a person with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

During the meeting, Lancaster Fairfield Public Transit presented highlights of historical coordinated transportation in Fairfield 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.

After the changes to the needs/gaps list were completed 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 5 mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meeting. 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.
Surveys
Lancaster Fairfield Public Transit developed a Fairfield County Transportation Survey to gather input from residents of Fairfield County. LFPT distributed the survey using the U.S. Postal Service to a random sample of approximately 11,000 households countywide. To ensure a fair representation of older adults, approximately 14% of the surveys were targeted at households with that demographic. The distribution is comparable to the 2000 U.S. Census results, which indicated that approximately 11% of Fairfield County residents are age 65 or older.

IV. NEEDS ASSESSMENT
Determining the transportation needs for the region is an integral part of this coordination plan. Community outreach efforts defined and documented in Chapter III of this report were conducted to gather information from a variety of organizations that represent older adults, individuals with disabilities, and people with low incomes. One such outreach effort is to gather local stakeholders together to discuss unmet transportation needs and gaps in service. RLS & Associates facilitated a local stakeholder meeting on September 25, 2007 in Lancaster, Ohio. There were thirteen (13) attendees at the meeting, representing the following ten (11) agencies, organizations, transportation providers, or governmental entities:

♦ Lancaster Public Transit System
♦ City of Pickerington
♦ Fairfield Center for disAbilities and Cerebral Palsy
♦ Salvation Army-Samaritan Center
♦ Meals on Wheels-OAAFC, Inc.
♦ Southeastern Ohio Center for Independent Living
♦ Mid-Ohio Psychological Services
♦ Sterling House
♦ Fairfield County Department of Job and Family Services
♦ Ohio Department of Transportation, Office of Transit
♦ Fairfield County MRDD

Also as indicated in Chapter III, a comprehensive survey instrument was sent to local government entities, human services agencies, and transportation providers in the region. A follow-up email or phone call was made to several of the respondents for additional information or clarification. The following needs were documented from all of these outreach efforts:

♦ Affordable transportation for the entire county to include general public;
♦ Transportation for the general public in the Pickerington area;
♦ A connector service to Central Ohio Transit Authority for trips to Columbus;
♦ Transportation to second shift and weekend employment for transit dependant individuals;
More out-of-county trips to adjoining counties to meet medical needs;
Transit passes for Lancaster Public Transit;

V. Family discounts for trips to daycare, especially multiple trips to more than one daycare;
VI. Travel training for individuals who are vision impaired to access public transit;
VII. Better on-time performance, especially with work related trips;
Adequate funding to support transit service;

• Better information and marketing of current services;
• Improve the image of coordination and remove the stigma of prior efforts;
• Door-to-door service for individuals with disabilities and older adults;
• A single number to call versus needing to know which transit system/provider to call;
• Improved communications and the development of a transportation plan;
• Sharing schedules in a timely manner and obtaining correct information concerning all available transportation; and
• Transferable software program for scheduling trips.

CHALLENGES TO COORDINATION

Results of the stakeholder meeting and survey indicated the following challenges to coordination for Fairfield County:

• Liability insurance – Agencies have different insurance carriers and each carrier has a policy regarding vehicle sharing or mixing passengers on a vehicle. In many cases, the insurance policies do not appear to be compatible;
• Unique characteristics of client population – Consumers from different organizations have different needs (i.e., those with developmental disabilities have different needs than older adults or pre-school children) and sharing a vehicle may not be appropriate in certain circumstances;
• Removing the negative implications carried over from the previous coordination project (FairCATS);
• Reluctance among providers to share resources, and statutory barriers to pooling funds;
• Possible restrictions placed on the use of vehicles including sharing trips (i.e., DJFS Medicaid);
• Reduction of cost for coordinated contract trips; and
• Determining the appropriate organization to become the lead agency responsible for trip brokering.

While there are challenges to implementing coordination among varied transportation providers, services, and funding sources, it is important to note
that transportation coordination is being successfully implemented throughout the country, including in Ohio. Therefore, issues such as conflicting or restrictive State and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort. There are many resources available to assist communities working together to coordinate transportation. FTA’s Framework for Action and ODOT’s Handbook for Coordinating Transportation Services and A Guide for Implementing Coordinated Transportation Systems are just a few examples. FTA’s Framework for Action is available at www.unitedweride.gov, while the ODOT publications are available at www.dot.state.oh.us/ptrans; click on Coordination.

GOALS FOR COORDINATION

Participants in the planning process indicated that the primary goals of coordinating transportation resources are to share grant writing efforts, drivers, and vehicles in an effort to more effectively utilize existing transportation resources.

Another major goal of coordination is to fill service gaps. Service gaps typically fall into the category of spatial gaps or temporal gaps. Spatial gaps involve limitations within the service area while temporal gaps are created by limitations in days of week or hours that service is provided. Both spatial and temporal limitations were discussed. Input received from the stakeholder meeting and survey responses identified the following gaps in service:

Spatial Gaps

IV. No affordable intercity service (to Columbus);
V. No affordable county-wide service for general public;
VI. No sharing of schedules; and,
VII. Limited sharing of information

Temporal Gaps

VIII. Limited hours of service for older adults and individuals with disabilities, particularly during evenings and on weekends for contracted county service; and
IX. Service hours are not typically structured to effectively support employment opportunities, particularly for people with low incomes, working second shift.

All of the transportation needs evolve around the stated demand for affordable county-wide service for the transportation disadvantaged along with the need for additional funding. The previous coordination effort within Fairfield County was not as productive as the stakeholders had anticipated. Coordination among transportation providers was made more difficult due to the previous coordination project’s shortfalls, including the inadequate brokerage of trips to service providers, active involvement with all human services transportation providers, and funding issues.
To meet the identified transportation needs and resolve the challenges to meeting these needs, the participants believe that more funding is needed. In their opinion, only more funding will allow existing service providers to provide new or additional services for the transportation disadvantaged and address the current gaps in service related to service hours and days of operation, particularly to serve the needs of older adults, individuals with disabilities, and people with low incomes, especially those requiring transportation to third or extended shifts.

Local human services agencies and transportation providers consider vehicle availability and unique individual service needs to be challenges to the successful coordination of transportation services. Further, the noted service gaps in Fairfield County were consistent with counties that only have municipal public transit.

The following chapter will provide strategies for addressing the unmet needs and goals identified in this chapter.

V. PUBLIC OPINION

Lancaster Public Transit System (LPTS) developed a Fairfield County Transportation Survey to gather input from residents of Fairfield County. A copy of the survey is provided in Appendix B. LPTS distributed the survey using the U.S. Postal Service to a random sample of approximately 11,000 households countywide. To ensure a fair representation of older adults, approximately 14 percent of the surveys were targeted at households with that demographic. This distribution is comparable to the 2000 U.S. Census results, which indicated that approximately 11 percent of Fairfield County residents are age 65 or older.

Survey respondents were provided with an envelope (no postage required) for returning the completed survey. There were 778 responses to the survey. LPTS collected and tabulated survey results during April 2008. Results of the survey are summarized in this chapter and will be utilized during the planning process for implementing new or expanded services.

DEMOGRAPHIC RESULTS

The survey included basic demographic questions to establish a general understanding of the location where survey respondents live, as well as the age, gender, and income cohorts.

Residence

Exhibit V-1A illustrates where the individuals who completed the survey live. Violet Township had the largest number of survey participants. Not included in the exhibit are 94 surveys that did not list the location of residence. Of the 94 surveys not included below, 90 were from the City of Lancaster and four (4) were from other locations.
The total household populations of individuals participating in the survey represent 1,530 adults and 403 children. Exhibit V-1B depicts the concentration of the respondents by township, not the actual address of respondents.

Approximately 56 percent of survey respondents were female and 43 percent were male.

**Age**

The average age of respondents was 54 years. Approximately 32 percent of survey respondents indicated that they were over age 65. Thirty (30) percent of survey respondents over age 65 indicated that they were drivers. Exhibit V-2A further breaks down the distribution of individuals who are age 65 and older who drive by age cohort. The majority of these drivers are between age 70 and 74. Exhibit V-2B reveals the number of drivers by age.
Exhibit V-2A: Percent of Drivers Age 65 and Older, per Age Cohort
**Individuals with Disabilities**

Approximately 11 percent of individuals who completed the survey reported that someone in the household had a disability. Conversely, approximately 88 percent indicated that no individuals in the household had a disability. The remaining one (1) percent made no indication.

**Employment**

More than one-half (56 percent) of survey respondents indicated that they were employed at the time of the survey. Another 40 percent indicated that they were not employed. The remaining four percent made no indication.

**Household Income**

One quarter of survey responses to the question of household income indicated earning an annual income of greater than $85,000. Forty-five (45) percent (or 90 out of 198) of responses indicating a household income of over $85,000 were from Violet Township. Exhibit V-3 illustrates the reported distribution of household incomes.
TRANSPORTATION NEEDS ANALYSIS

The following paragraphs and exhibits provide a summary of the transportation needs that were indicated by the survey respondents. There were a total of 778 completed surveys. The number of responses to each survey question is noted. The percentages used in exhibits correspond to the percent of total surveys received (778).

**How do you manage your transportation needs?**

Survey respondents were invited to mark all answers that apply to their situation. Therefore, a single survey respondent may have marked multiple answers. As illustrated in Exhibit V-4, the majority of survey respondents (95%) indicated that they manage transportation needs by driving their own vehicle. The second largest percentage of responses (10%) indicated that they depend on family or friends for transportation. Approximately one (1) percent rely on an agency for transportation and another one (1) percent use public transportation.
Nearly half of the individuals that drive their own vehicle indicated that
are equally divided in terms of believing that using public transportation
would save money (45.75%), and be better for the environment (45.48%).
Nine (9) percent of individuals who drive their own vehicle, did not
respond.

Respondents indicating that they use services offered by an agency for
transportation listed the following agencies as their resource:

IV. Fairfield County Job and Family Services
V. Fairfield Center for disAbilities and Cerebral Palsy
VI. Life Center Adult Day Services
VII. Meals on Wheels of Fairfield County
VIII. Lancaster Public Transit System
IX. Central Ohio Transit Authority
X. PickTown Senior
XI. C & W Taxi

Respondents using public transportation listed the following systems:

XII. Lancaster Public Transit System (LPTS)
XIII. Central Ohio Transit Authority (COTA)
XIV. C & W Taxi

Please tell us about the public transportation service in your area.

Approximately 69 percent of survey respondents indicated that public
transportation was not available where they live. Equal amounts of survey
respondents (15% each) indicated that public transportation did not go
where they needed it to go or they did not know if public transportation
was available for them to use. Two (2) percent indicated that they could
not afford public transportation. Exhibit V-5 illustrates the distribution of
survey responses to the question.
What are your transportation needs?

The most commonly reported transportation needs were to do errands, shop for food, and go to medical appointments. Other common needs were to attend social outings, go to work, and attend Sunday religious services. The least common need was to go to school. Exhibit V-6 illustrates the distribution of responses to this question.

IV. There were 896 responses to this question (respondents were asked to choose all answers that apply).

V. There were 3,294 responses to this question (respondents were asked to choose all answers that apply).

Do you have any transportation limitations?

The most commonly reported transportation limitation was a lack of transportation to do errands. Exhibit V-7 illustrates the responses.
**Why would you use public transportation?**

The most common reasons to use public transportation were to save money and because it would be better for the environment. Various other reasons to use public transportation were provided. Exhibit V-8A illustrates the distribution of responses to this question. The list of ‘other’ reasons is provided in Exhibit V-8B.

IV. There were 108 responses to this question (respondents were asked to choose all answers that apply).

V. There were 852 responses to this questions (respondents were asked to choose all answers that apply).
### Exhibit V-8B: Other reasons for Using Public Transportation

<table>
<thead>
<tr>
<th>Comments:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Independence and relieve some burden to family.</td>
</tr>
<tr>
<td>Just to have independence to go when I want to.</td>
</tr>
<tr>
<td>Convenience</td>
</tr>
<tr>
<td>Do not need it at this time in my life</td>
</tr>
<tr>
<td>Do not use public transportation because you are not as independent</td>
</tr>
<tr>
<td>Would not use / live out of town / do not need</td>
</tr>
<tr>
<td>Don't use public transportation</td>
</tr>
<tr>
<td>I can sit back and read</td>
</tr>
<tr>
<td>For now husband can drive</td>
</tr>
<tr>
<td>I don't need it yet</td>
</tr>
<tr>
<td>When I'm older and can't drive</td>
</tr>
<tr>
<td>Would possibly use if it were very convenient</td>
</tr>
<tr>
<td>I don’t drive.</td>
</tr>
<tr>
<td>If I didn't have my own vehicle</td>
</tr>
<tr>
<td>Gas costs are severely rising and I sure need alternative</td>
</tr>
<tr>
<td>You don't like to rely on friends all the time.</td>
</tr>
<tr>
<td>Wouldn't use it.</td>
</tr>
<tr>
<td>Reduce our carbon emissions; reduce fuel consumption</td>
</tr>
<tr>
<td>No sidewalks available for safe walking/biking</td>
</tr>
<tr>
<td>Medical appointments</td>
</tr>
<tr>
<td>I still drive myself</td>
</tr>
<tr>
<td>To avoid traffic delays and stress</td>
</tr>
<tr>
<td>If it was necessary - car broken down, etc.</td>
</tr>
<tr>
<td>Car breakdowns, medical procedures</td>
</tr>
<tr>
<td>Would use in emergency when car wasn't available or bad weather.</td>
</tr>
<tr>
<td>We live in the county</td>
</tr>
<tr>
<td>Would not use service</td>
</tr>
<tr>
<td>I have problems driving - remembering where I am going</td>
</tr>
<tr>
<td>Never would - except train</td>
</tr>
<tr>
<td>Cut dependence on foreign oil</td>
</tr>
<tr>
<td>So I don't always have to ask others for a ride</td>
</tr>
<tr>
<td>If I was older &amp; could not drive</td>
</tr>
<tr>
<td>Would not use.</td>
</tr>
<tr>
<td>Because every one doesn't own transportation</td>
</tr>
<tr>
<td>Late at night to avoid a DUI</td>
</tr>
<tr>
<td>When your unable to drive this service would be great.</td>
</tr>
<tr>
<td>If used by others in community</td>
</tr>
<tr>
<td>When I could no longer drive my own car.</td>
</tr>
</tbody>
</table>
I would like to be able to go out and have drinks with friends and have transportation
Wear and tear on vehicles, vehicle maintenance
If I could count on it being on time, I might try it.
Probably would not use
Unable to drive myself
Drive own car
Reduces traffic
Can use commute time to read. Less stressful than driving in rush hour traffic
Because of age, driving may become limited.
Do not have a need for it and would not use it if available.
I wouldn't use - I drive my own vehicle.
We live in the country so we can't use public transportation.
I drive; own two vehicles.
Need transportation from Circleville to Columbus
I wouldn't use it.
Costs a lot to maintain a vehicle on fixed income.
Public transportation is safer to attend social events (drinking)
Have own car.
I would not use public transportation as long as I own an automobile.
I won't use it.
For others or when I am unable to provide
Don't need now.
We do not know one earthly reason to use it.
Would help save on gas.
Public transportation means taxes who don't or wouldn't use it.
Though I have a car, I fully support public transportation. If it were convenient and went near my work, I would use it.
I'm able to drive my husband & I so far
Good for working people and people without transportation
I need to be more independent as an adult
Would not have to ask people to drive me where I want to go.
No service in my living area.
Cheaper than my car.
I support having if for people w/special needs.
Would not use it.
Would not use
May be more convenient to get to entertainment venues & shopping areas
Probably would not use
The raising price of gas will make it very difficult to drive own vehicle to work every day.

Convenience
Likely would not use.
If car is broke down.
It would have to be convenient, clean & safe.
Could be more convenient
I would not use it
Can't drive
Because it costs taxpayers hundreds of thousands of dollars
When the weather is bad
Don't use - live in rural area
Would be no benefit to me in my area.
I would not use.
Less traffic on roads.
Save gas & headaches commuting to congested downtown Cols.
Only if it were convenient, and went where I needed to go.
I am not sure, would need more information
Would like to use in order to get to work from Pickerington to downtown Columbus.
If my vehicle was broke down.
Good to have public transportation when needed
Hummel Rd.
I would need to know the pros & cons to make an informed decision
I provide my own transportation at this time. Maybe later I will need it.
I have my own car - it works for now.
I probably would not use PT
I travel long distances / it would serve me. However my kids attend OSU
Probably would not use because we live outside town
Wouldn't use it.
To avoid driving in traffic and save cost of using car.
Because of age no longer able to drive.
If my vehicle were not available for some reason, e.g. in for repairs
If available in the country I would sure use it.
Would like a means to get out when wife is working.
At this time, does not apply to me.
Convenience
I would if I lived in town for any of the above reasons but I live in the county.
I don't think I would use public transportation.
So I do not have to rely on others to take me.
I use transportation some times.
Save wear and tear on family car.
More relaxing
It is a bad idea!
Not sure if I'd ever use even if available.
If they had like rapid transit you could be in downtown quick and not have to worry about parking.
It would be great for those in need of it.
It's easier on the nerves
If I was stranded and had no other options
Gas is too high - cannot afford to go because of gas prices.
Aging population will require other alternatives than driving own car.
Have my own car.
Urban sprawl has caused so many problems
Public transit necessary for functions cities
I would not
Elderly parents who live with us cannot drive would enjoy more independence.
I would use it if available and may need to in a years time.
If I become unable to drive.
I live on a rural one lane road
Self paid
My son is now 15 has a disability. Public transportation would increase his independence.
Public transit not available where I live.
I don't want public transportation
I believe we (our country) would be less dependent on foreign oil
Convenience
If affordable
Reliable transportation. Independence.
I use a 4-wheel walker
Comments About Transportation

Many survey respondents included an additional comment about public transportation. Each individual comment will be considered and is provided on the following pages.
### Additional Survey Comments:

<table>
<thead>
<tr>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>You could have saved the money on this survey and put it to better use.</td>
</tr>
<tr>
<td>I am a social worker here in the county. Affordable transportation is desperately needed for those who don't have a car.</td>
</tr>
<tr>
<td>To my knowledge, there is no public transportation that services our area. We live just south of state route 310 off of Blacklick Rd. in Woodside Meadows. All of our transportation is by private automobiles.</td>
</tr>
<tr>
<td>Taxi too expensive for our use daily. Previously looked into bus from hospital to mall, downtown, Sheridan Drive (doctors office), routes were not available.</td>
</tr>
<tr>
<td>I think that public transportation would be beneficial to the area. It would improve the economy, the environment. This is a wonderful plan and I hope this commission agrees.</td>
</tr>
<tr>
<td>1. Is this going to be another tax burden on home owners? 2. Please no streetcars. 3. The price of fuel will never decrease so please purchase electric/fuel buses. 4. There's no major problem in Fairfield County now, but, just wait, for the baby boomers who live in the outside townships, they will need help!</td>
</tr>
<tr>
<td>Don't get to Lancaster area very often.</td>
</tr>
<tr>
<td>Do not need transportation at this time. We both can drive.</td>
</tr>
<tr>
<td>It would be nice if you guys could recruit a night shift driver and more time on weekends.</td>
</tr>
<tr>
<td>Many of my friends are disabled seniors and need to depend on friends, relatives, and church members for all transportation because of the lack of any public transportation in this area.</td>
</tr>
<tr>
<td>I have a disabled sister who I would like to have visit me often - however, there is no public transportation available in this area. Also, I had considered moving her to an apartment closer to me, but the same concern would exist. She would not be able to visit me, shop, or go to church due to the lack of transportation. I hope this area will be able to secure this needed option for elderly and disabled people. Thank you!</td>
</tr>
<tr>
<td>There needs to be some type of public transportation for people who could use it.</td>
</tr>
<tr>
<td>Once I recover I will find a job and I will need transportation.</td>
</tr>
<tr>
<td>Sidewalks would help for walking or biking, it saves you gas money &amp; it energizes you for better health.</td>
</tr>
<tr>
<td>We do not use public transportation but we do think it is beneficial and necessary for others.</td>
</tr>
<tr>
<td>I don't really have a desire to use public transportation to other Fairfield County Places. I would be more apt to take public transit to downtown Columbus, the zoo, Easton, the airport, etc. COTA is not an option because it's slow and inconvenient. This entire region needs a metro system like in DC.</td>
</tr>
<tr>
<td>Mother-in-law lives in Lancaster city limits. She absolute won't use an agency. She never learned to drive. A bus would be nice. (Plaza Shopping Center, Tiki Lanes area, River Valley Mall.)</td>
</tr>
<tr>
<td>Lancaster has too many traffic lights. With the bypass going in all the lights should be evaluated. I think some could be removed. Thanks!</td>
</tr>
<tr>
<td>Norman had a very bad stroke and could not drive at all for a while. We used the Pickerington bus to go to Doctor.</td>
</tr>
<tr>
<td>We need bus service for Fairfield county up and down 256 and to Lancaster.</td>
</tr>
<tr>
<td>It is needed.</td>
</tr>
<tr>
<td>I am unaware of any public transportation available. I would be nice to know something is available.</td>
</tr>
</tbody>
</table>
Taxis cost too much, don't show up on time, try to service several people on the same run so the trip is longer and delays arrival time. Buses serve more people, are cheaper, more reliable. Four bus routes could cover all of Lancaster. The elderly and indigent really need affordable transportation.

I find it very hard to believe that public transportation would work in Fairfield county because of the rural nature of the area. This is not a city! It might work in Lancaster, but that's all.

It would be nice to have more info about services in our area.

Although I do not need these services at present, I will in the future as I have no family to transport me. Several seniors in Pickerington could use such transportation at a REASONABLE cost at the present time. This would enable people to be independent and not have to inconvenience friends/relatives to drive them.

It would be great to be mobile.

We need Sunday transportation and within 10 blocks of home $1.00 each way, across town $3.00, not $5.00 - special to grocery and back - $3.00, and a bag limit of 8 bags.

I prefer to be independent and have the ability to go where I want to, when I want to, and not have to use a schedule of when I have to be done.

Having public transportation would be a good thing and one I would consider using if it were available. I am currently seeking new employment and would use public transportation if available. Even though we can afford our own vehicle, I would enjoy having another option for transportation. It would be nice to have someone else drive and allow myself time to relax or read before work and it would also be better for the environment and save wear and tear on our own vehicle.

I don't feel public transportation would ever be available on our street. Many in our community do need public transportation at a reasonable price.

Columbus metropolitan area needs a subway system, like Washington DC's Metro - safe, clean, reliable, and efficient

Transportation from Pickerington to the Lancaster Mall area would be utilized by all my family.

Isn't Pickerington in Franklin County? We have all their problems.

Why do you limit church services to Sunday?

I am unable to walk. I go to dialysis 3 days a week. There is no local help. I depend on church members and neighbors.

I am glad to see the public transportation for the elderly of Lancaster. It helps get them out and to appointments.

On days unable to drive due to arthritis - husband not able to drive - 79 yrs old. Transportation would be nice if relative couldn't drive me.

Surveying the need is a good idea. You should look into expanded bike and pedestrian roadways.

Would love to see the COTA Express run from Pickerington to Downtown & OSU Campus.

Lack of taxi service for short to medium trips is a problem. Yellow cab will not come out here for short trips even in emergencies.

We are blessed to have a vehicle that holds our whole family and we try and make our trips into town a worthy run. The problems we have are the price of gas. We are thankful for the gas vouchers and that it has gone up to 8 per month per family, for doctor visits. Our van is a large gas guzzler but we are thankful it holds all of us. I don't know how efficient it would be for us for the public transportation to come out to our house, but for us it might be cheaper on our gas.
Public transportation will work in congested areas as long as there are places to park and then catch the transportation. The parking should be in easy-in, easy-out areas.
The in town Lancaster needs public transportation there are a lot of people that can't get someone else to take them places which leaves them housebound. But it is also needs to be affordable.
I believe is a great idea for lower income families and old people.
Even if I lived in the city of Lancaster I would not use the service. The city is not large enough to support public transportation financially. It just is not needed in Lancaster.
I think it would be wonderful. A true blessing and an asset to the county as a whole.
Keep it going!
Need express service to downtown Columbus.
I do not need public transportation but I work with clients that do. I would like to see 24 hours/7 days a week cab or bus system in Fairfield Co. Many people need to work 2nd & 3rd shift and have no transportation. More jobs would come to Fairfield County if there was a better more available system. Cheap bus lines would be great. Mall, JFS, Community Action, all food pantries, etc. Outside the city needs some system. Rushville, Sugar Grove, Amanda, etc. Good luck!
Is there a way to buy tokens or gift cards for older friends that use public transportation? It would be great gifts for elderly.
I go to kidney dialysis 3 times a week (Mon., Wed., and Fri., 4 hrs. each day.) I do not drive. My wife is the driver.
We need buses to go from Pickerington to downtown or to Lancaster or any place in the neighborhood. I don't drive and sometimes I want to go shopping for groceries and can't get to go so I have to stay hungry until someone else is available and that is sad. I lived in New York before it wasn't like this; we have trains, buses and cabs, so it is very difficult here to get around. I was planning to leave from here, so please, do something fast.
Transportation should be available to condo communities where many elderly reside.
We live on a farm and it would be costly to provide transportation for us since we have few close neighbors. However, I strongly believe that our population needs to use public transportation to save gas, to save money & to help the environment. The lack of parking in downtown Lancaster would no longer be the problem it is if we all did not insist on driving our own vehicles.
Nice Program.
Good program for people that need it.
I think public transportation would help the environment and older citizens unable to drive.
Would like to see more from east side to west also from Lancaster to Columbus area.
I think this is too expensive. I also heard that you charge people for the grocery each bag and there's a limit. How cheap is that? And you charge the elderly? Why does this not surprise me you're as greedy and ignorant as the rest of the idiots that run this town. I have no intention of using your services and never will. What a joke you are. And your drivers won't carry in groceries for the elderly?
I am very disappointed with the lack of pedestrian-friendly traffic design/planning in the Pickerington area, especially along school routes. Safety and environmental impact have been sorely neglected by the lack of sidewalks and/or bikeways. I am specifically referring to the Olde Pickerington village area. The only safety issue I’ve seen was a warning that pedestrians are not allowed to use roadways. That only leaves muddy, wet ditches to walk in! That gives the message to drive – not walk – to get around. How healthy and environmentally friendly is that?

I have two boys and would need 2 car seats. I’m not sure if that would be possible as well as other issues.

Public Transportation was turned down to our community because not enough people signed up to use it. They said a bigger percentage would need to agree to use it on a daily basis to make it possible.

I think it is nice to have transportation in Fairfield county. You know when you might need to use. My husband is 85 and is still driving, so do I at 77, but you never know when you won’t be able to drive. I had to go to the hospital emergency room this past 2 weeks, and was admitted if he wasn’t available I would have had to call someone so I think it’s a good thing.

I think you need to stay open 12:00 midnight some people need the service. Thank you.

Would have used this when I worked. I used a carpool for over 22 years to Columbus. Very good for working people with gas prices & parking costs today.

Anything that will help cut down on traffic on 33 west to Columbus.

I’m unable to walk and can’t afford an ambulance to take me to my doctor’s appointments. Thank you. I’m so thankful for Adult Protection. Without the Adult & Child protection, I would not have been able to get to the doctor.

Badly needed where I live.

What are your fees? Do you publicize them?

I still have no trouble driving my own car.

Safe alternatives (routes) for walking and biking are few and far between.

It would be very nice to have vehicles of massive transportation, trains/metro to go across Columbus surroundings. Any plans for the future?

I believe Fairfield County is just starting to bloom. Housing is more affordable & more people are moving out here. More businesses are moving out here, its only a matter of time before its as booming as Columbus!

I would be willing to pay more in taxes to improve public transportation in Fairfield County/Lancaster. It would help keep senior citizens and disabled persons independent, it would conserve gas & be good for the environment, it could cut down traffic congestion and parking problems, and I might need it someday!

Concerns about how safe public transportation is. Currently use transportation for handicapped/elderly and feel safe without parent or friend would not feel safe on COTA bus alone, for example.

I don’t feel public transportation would be convenient enough to suit my needs. If it were I would use it.

I do not live in city of Lancaster.

I think public transportation is a great idea. I do not need it currently but when I am older I would probably use it, especially since I live out of the city limits (7 miles from downtown).
There are a lot of people in the Fairfield area who are unable to drive and need a reliable transportation to go to doctors and to get food at the grocery. Also transportation that is affordable to low income young or elderly. At this time, my husband and I are able to drive, but a person never knows what a few years will bring at our age. Sometimes us old folks are forgotten that live in the country (out of town). Thank you for the survey.

By providing much needed transportation, perhaps you also might state the ultimate goal as adding to the quality of life for people. Could it then be considered to enable residents to exercise when they want to reach a nearby location or a bus stop. Walking or biking safely for 1/2 hour each day is strongly recommended for children and adults. Please consider locating the bus stops at schools, and providing safe access to our new bike trail from the city limits into the center of town.

When I am no longer able to drive I will need transportation for everything.

Have macular degeneration - won't be able to drive much longer - would sure like to be able to take a bus to Dr. appointments and shopping areas.

I had no idea Fairfield County had public transportation. We moved here a year ago.

We need more bike trails. When builders build more housing they need to think of "community" not just another house to sell for somebody or Co. to make money.

Use LPT to go to work and school. Would really like if they could go back to same day calling for rides because situations arise when unable to call a day ahead.

Make it safe! Women always must be concerned for their safety. Today we cannot trust anyone.

I do not have a car & have to use some other's car for transportation. Since moving here in October, I have not been able to maintain employment, run errands & go to appointments sometimes due to lack of transportation. I live 10 min. south of the village limits of Canal Winchester & therefore the COTA bus line. I have had to walk on the side of St. Rt. 374 the 10-12 miles, taking me at least 2 hours, to get to run errands. Having another means of transportation available to those of us outside "city limits" would add to our quality of life. Sometimes we can't choose where we can live. Thank you for this survey and for listening to my opinion.

Having a large city public transit system in Lancaster or Fairfield County is a farce. Population within the city or county is much too small for the amount of cost for a transit system. May I suggest a smaller scale of transportation to fit the needs of people who desire to take public transit and also to fit the needs of the taxpayers. Mesa, Arizona had started such a system called Dial-a-Ride. The customers or "riders" would call one day in advance to schedule their pick-up and drop-off times with curbside service. With this service, there was no waste in running routes that did not pick up anyone. It also gave insight to the city as to how much use the system used. By the way, this system ran 7 days a week.

Worry more about lowering utility bills & trash collection. Thank you. One other note (if this is taken seriously) Several of the waterline curb stops and value boxes to be lowered in the neighborhood. They are a danger to all.

The public transportation in Lancaster is way too expensive! To help the public is not an excuse to make a profit! I'm concerned a county system is even more outrageous in price. If you are going to use public money, make it affordable for the public.

We need someone who can go to Columbus any day of the week for appointments with specialists.

Thank you for the opportunity to complete this survey. Safety on public transportation is paramount. I and my family would use this if it was safe.
<table>
<thead>
<tr>
<th>Mass transit is a must for the future. It is an answer to continued high gas prices. However, buses are not the answer. Monorail/trains and trolleys to stations to serve them are really needed. Utilize the medians in our freeways to install high speed trains/monorails. Any other attempt a developing mass transit makes no sense. New highways are certainly not the answer! Because good planning and thought was given to mass transit in Seattle, DC, Fairfax Co., VA have serious unsolvable transportation problems today.</th>
</tr>
</thead>
<tbody>
<tr>
<td>My wife provides transportation to seniors.</td>
</tr>
<tr>
<td>COTA service in Pickerington? Transportation N - S, E - W into Columbus Mass transit? Subway? Light Rail?</td>
</tr>
<tr>
<td>Public Transportation is very important. Sometimes you have a breakdown vehicle and there is no other means to get to work. The price of gas has gone up so very high. Students need to go to the library or school activities, etc.</td>
</tr>
<tr>
<td>Convenient transportation needed to downtown Columbus. Bike paths needed around Pickerington.</td>
</tr>
<tr>
<td>I think public transportation would be a great thing if the money to find it can be found.</td>
</tr>
<tr>
<td>I don't see how a system could be economically feasible over the rural areas of the county but I would probably use it if it was convenient.</td>
</tr>
<tr>
<td>I moved from the Chicago, IL area 4 years ago due to a job transfer. I would use PT all the time (L train to get to the airport from my office downtown). I was disappointed when I moved to the Cols, OH area, how little PT there was. There isn't even an Amtrak station to get back to visit friends/family in Chicago. This area needs PT if it's going to prosper - especially light rail.</td>
</tr>
<tr>
<td>If gas prices continue to rise and I think it could be beneficial to have transportation (bus) from Lancaster to Columbus with stops - Carroll - Canal Winchester - maybe Diley Rd.</td>
</tr>
<tr>
<td>My uncle uses public transportation. I think it is very important for the elderly. You need to make people better aware of this service, such as cost, schedule, etc. Maybe then more people would use it, such as my 85 year old mother.</td>
</tr>
<tr>
<td>We can't afford any increase in taxes.</td>
</tr>
<tr>
<td>Retired/Disabled</td>
</tr>
<tr>
<td>I tried to use your service once but after 45 minutes sitting in the cab, I was 2 blocks from my apartment! Since I was on my way to work, I was very upset. I got out and walked back to my apartment. One of the Lancaster policemen then took me to work. Therefore, even if you do get service approved for this area, I would NEVER use it. Oh, by the way, when I complained about the above mentioned incident, the response was &quot;so?&quot;</td>
</tr>
<tr>
<td>If transportation was available I would use it. Also, my 93 year old mother.</td>
</tr>
<tr>
<td>I don't have transportation. I don't drive. Have a car, no DL. So I am stuck here. I don't like to ask people to use their time to take me anywhere but there are times when I have to. Like to get my hair done or get my prescriptions filled. Sometimes I just don't ...like now I have been out of my cancer (chemo medicine) for a month. I haven't told anyone I was out. I could go to Olivedale to swim or go places with them on their trips. But I can't. I'm eighty years old and I would like to get out more but I can't. My son that I live with pays my bills online so I don't have to bother with that. A young girl comes to take me to church or I would or I wouldn't be able to do that. She takes me other places after church to get my medicine or to take me to get my taxes done. Something would be a blessing.</td>
</tr>
<tr>
<td>What public transportation options?</td>
</tr>
</tbody>
</table>
Would be nice. It would be nice if bus service would come to Pleasantville Rd NE and Rushville and the town of Pleasantville.

I would take CCTA bus downtown to work if it were available in Pickerington. In fact I would use the bus when COTA had a temporary bus service during I-70 reconstruction a few years ago and like the fact that I didn't have to drive in the traffic.

I would love to know if I qualify for assistance is public transportation. Please send info to: Velma Schwartz, 7860 Marrietta Rd., SE Bremen, OH 43107 (740) 596-4964.

I think public transportation should be available during late night hours, especially after the bars close. I think it would cut down on drunk driving.

We both drive everywhere. Will not need this type service at least 10 years. I don't know if this was of any help.

I wonder if your program is decreasing - I don't see your vehicles as much as I did a year or so ago. What happened to the bus route? (Eastside) I thought it was going to be expanded to go to Memorial Drive sometime. The transit program was growing healthily since 2000, but seems to be failing in past year. What happened to the great groundwork being laid step by step?

Public transportation is essential for so many people. I hope it never gets canceled.

We need "as a community" to look to the future of all our citizens. In my opinion we need to start now developing a "wide" mass transit system between all community. I commute between Circleville and Lancaster. It would be fantastic to have high speed rail between cities in Ohio, running maybe every hour between cities. Thanks for the survey - it is a great start!

When we called several years ago, there was no public transportation out there. I did call this year & they (Lanc. Public Transit) said they do come out here now. We hope to use once the weather warms up. But are not familiar w/where they will take you, etc.

Would like more info on what is available, etc.

I feel there is a great need in our community for this transportation. As I transport an 82 year old cousin that has never drove. And has many needs.

Years ago when the buses ran we had a "town" to go to - now the mall is in trouble & I really don't think it would work. However, pooling to outside locations - good. Hocking Tech, Cols, Logan, etc.

Since I live in the extreme SW corner of Fairfield Co., I have no access to any county services - except for paying taxes.

If public trans is available what will be its mile range, because I drive 32 miles to work.

Would love to carpool from Carroll to the Limited Brands Corporate office in Reynoldsburg at Broad Street. Donna Kasc 614-577-6200

My husband is a 100% DAV. Having only one car available at times makes everything more difficult, because there is no other way of getting to places.

I live in Pickerington. My part-time job is in Pickerington, but I need for you or Dad to take me where ever I want to go. I can only work when Mom or Dad are home to take me. I would like to see Pickerington have a transit to get around in Pickerington even if I have to walk to get on the bus. I live with my parents outside of city limits.

I use transportation sometimes. I would use it more, but it don't come up my way. Sometimes I drive my car so far, and then call for help. Let me know if it comes to 9179 Lan-Kirk Rd., Baltimore, OH 43105, and the price. Thank you. Alma Nibert.

It would be great to have transportation from Pickerington to Columbus and/or Lancaster.
Your survey sucks. It arrived at my house April 1 & you want it back April 4; sounds like you really do not want my opinion - you just want my tax money! Boo! That stinks.

I feel we should have train-subway rapid transit - eliminate looking for parking - and driving to downtown.

My main need is getting to hospital and surrounding office buildings for doctor’s appointments: eye care - sometimes, heart Dr., lung Dr., dermatology.

Public transportation is one of the keys to the future. I grew near D.C. and used buses and trolleys all the time. You can read, listen music, work on a crossword, talk, and at the same time you are saving lots of money & reducing your carbon footprint. I want the work better for my grandchildren.

We live in the country and I am sure this would not benefit us. We live in the country around Sugar Grove so I don’t believe this would benefit us.

I’m OK now.

Use the money to fix Lancaster’s crappy streets & encourage businesses to open here. Too many empty businesses for need to have public transportation.

I would like to see transportation for my father & mother to be able to visit me. My father is in a wheelchair and does use the handicap van for doctor visits & to go out to eat but would like very much to come and visit me but has been told that the van will not come to my house (4760 Royalton Rd.). My father lives at 1124 Walnut Street. Can someone please look into this please. Thank you.

As a child I used public transportation when I visit family in Chicago I use public transportation. It seems around here we love our cars and trucks. Some people absolutely need public transportation - others might use it - however as long as people can keep their credit cards, they won’t use it (PT) hat they rely on credit to get around. "Scary."

My husband takes me to medical appointments. Our son does our grocery shopping for us, and some errands.

It would be nice to have a senior transit service available as needed.

I am for public transit expanding into the outer areas of town. Especially for the elderly and disabled and with the rising cost of fuel.

Folks in Pickerington needs transportation into Columbus which entails a working relationship with Franklin as well as Fairfield County as you well know. Folks with disabilities or who cannot drive could use a "ride on demand" service with a "pay per ride" depending on financial ability to pay. Keep up the good work. We applaud your efforts and good intentions.

We need more efficient transfer points. You do not have to ride one vehicle for an effective transportation system.

Since becoming a widow last year, I worry what will happen if I am unable to drive. I live in the county and would have to sell my home and move where I would have transportation. I don’t want that to happen.

I drive to Grove City everyday to work, almost a 60 mile round trip. The traffic going into Columbus and returning from Columbus is terrible. Unfortunately I’ve read that 60% of Fairfield County residents travel outside of the county for employment. Perhaps with incentives, businesses could be established in our county so as not to require lengthy travel times for Fairfield County Residents.

Without a car, I would have to move.
It would be great to have a real bus system in Lancaster and surrounding areas. The transit system Lancaster has now is really only good for grocery shopping and the occasional doctors appointment but what about people that need transportation to work. Lancaster and its surrounding area needs a real bus system with a real sensible bus and route schedule.

Due to our locations, I don’t see how public transportation would ever be possible. This survey seems more appropriate for denser populated areas and not rural.

I don’t need the service at this time fortunately. But I work where lots of people rely on this service, Carnival Foods. I don’t know what they would do if they didn’t have this service.

I support no socialist programs and I greatly resent the new tax for child and elderly. I can assure you that my vote for all future or new, or existing taxes will be a big fat NO! Public Transportation is a bad idea because it is paid for by the many and supports the very few. Let those who have to have it move to an area that already has it.

We eventually plan on moving into Lancaster and hope the transportation availability will be more extensive and affordable. We don’t know what the time frame is or how long a wait for transport or what the schedule is or will be.

Public transportation would be a nice alternative. My son when he is older will need it for all his transportation needs. Family will be available to him some of the time, but his independence will depend on his autonomous use of public transp., if available. There are times when my aging mother would also prefer to use public transportation. I have older cars and having public transp. would give me the back up I need.

We are retired.

In the Columbus Area most of the area that has Public transportation keep slipping into poverty areas. As undesirable people ride in on public transportation the residents with cars move out to avoid the crime that comes to these areas by public transportation regular bus routes. I have been in the area on the east side of Columbus from Fairwood Avenue to Brice Rd area. From 1968 Fairwood avenue was still somewhat decent. Now the area the whole way to Brice Road are very undesirable areas to live. I personally know many of the Columbus COTA bus drivers. They tell me there are a lot of young thugs who ride COTA buses and cause trouble. No thanks to public transportation if it involves public bus service routes.

I would like to know the bus routes and the cost to ride the bus.

I think it would be nice to have a “limited area” public transportation system to start with - perhaps in the summer - which had high traffic stops, such as: the mall, downtown, rising park, OU-L, a grocery store & Tiki pool. Also, it has been nice to have public transportation during the Lancaster festival from the mall parking lot to OU-L. Since I live in the country, I don’t see me using public transportation except during special events. However, I like the idea of this service for those who need it.

It is disappointing that central Ohio has no plans to build public subway system like other metropolitan areas in the country. With the cost of fuel and energy on the rise and the push for green initiatives a subway system could replace 100,000 vehicles in the highways and streets. Not to mention the increase in jobs and ability for low income people to find jobs in other parts of the area without relocating. Get it done, it makes sense, and it benefits all.

I would use public transportation if it was available. Someday, I will have to move because I don’t have public transportation.

It would be great to have transportation between Pickerington and Lancaster. Probably bus service from Lancaster - Pickerington area to COTA would be excellent too. In morning and evening.
Cost Prohibitive - lack information on what is available in Pickerington

Having a stopping area close to those in need of transportation. Have a set time and place even if people who are able to walk. Have one bus just for disabled and have them call in with time of pick-up on each end. Give people cards to use according to their income (no fees) on how much they pay according to income. Long ago there was stopping points for people who did ride the bus and sure was missed.

Would love to be able to walk or bike into Pickerington, Canal, or Lithopolis. Dangerous to do this with no berms on the roads and no pathways.

Barely walk, legs, knees, back, heart, some speech. Can't drive; no one to do for me.

Feel this would cost more than serve any purpose to our neighbors - everyone owns vehicles.

I think public transportation is a great idea but not useful out in the country.

We live in a rural part of Fairfield Count. Our home cannot be reached by surface transportation without traveling on poorly maintained gravel roads because TWP Trustees don't have enough money (I guess) and jg refuse trucks and farm equipment tear up the surface and sling gravel into fields and lawns. Pine Grove Landfill is only a few miles away and receives many tons of trash daily, much from East Coast of USA. Wife is semi-retired, works two part-time jobs in Columbus, Ohio. (40 some miles one way)
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:

Results of the stakeholder meeting and survey indicated the following challenges to coordination for Fairfield County:

- Liability insurance – Agencies have different insurance carriers and each carrier has a policy regarding vehicle sharing or mixing passengers on a vehicle. In many cases, the insurance policies do not appear to be compatible;
- Unique characteristics of client population – Consumers from different organizations have different needs (i.e., those with developmental disabilities have different needs than older adults or pre-school children) and sharing a vehicle may not be appropriate in certain circumstances;
- Removing the negative implications carried over from the previous coordination project (FairCATS);
- Reluctance among providers to share resources, and statutory barriers to pooling funds;
- Possible restrictions placed on the use of vehicles including sharing trips (i.e., DJFS Medicaid);
- Reduction of cost for coordinated contract trips; and
- Determining the appropriate organization to become the lead agency responsible for trip brokering.

While there are challenges to implementing coordination among varied transportation providers, services, and funding sources, it is important to note that transportation coordination is being successfully implemented throughout the country, including in Ohio. Therefore, issues such as conflicting or restrictive State and Federal guidelines for the use of funding and vehicles, insurance and liability, and unique needs presented by the different populations served, to name a few, should challenge, but not stop, a coordination effort. There are many resources available to assist communities working together to coordinate transportation. FTA’s Framework for Action and ODOT’s Handbook for Coordinating Transportation Services and A Guide for Implementing Coordinated Transportation Systems are just a few examples. FTA’s Framework for Action is available at www.unitedweride.gov, while the ODOT publications are available at www.dot.state.oh.us/ptrans; click on Coordination.
Summary of Unmet Mobility Needs
The following table describes the identified unmet transportation needs that were identified and the method used to identify and prioritize each need. Needs are listed in order of their rank in highest to lowest priority.

Exhibit D: Prioritized Unmet Mobility Needs

<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>Increase Awareness of Public and coordinated Transportation and Establish a shared community vision for improving services and resource management.</td>
<td>Survey’s/ Focus Groups/Meetings</td>
</tr>
<tr>
<td>2.</td>
<td>Use existing Conditions data to plan the coordination and expansion of Transportation Services.</td>
<td>Survey’s/ Focus Groups/Meetings</td>
</tr>
<tr>
<td>3.</td>
<td>Use internet technology to provide better access to transportation service information to consumers.</td>
<td>Survey’s/ Focus Groups/Meetings</td>
</tr>
<tr>
<td>4.</td>
<td>Better utilize existing funding and seek new funding sources to provide more transportation services within Fairfield County.</td>
<td>Survey’s/ Focus Groups/Meetings</td>
</tr>
<tr>
<td>5.</td>
<td>Create a seamless transportation network for consumers which will provide for 24-hour, 7 day-a-week, in-county and out-of county trips.</td>
<td>Survey’s/ Focus Groups/Meetings</td>
</tr>
<tr>
<td>6.</td>
<td>Provide new mobility options that are designed to fill the gaps in service for residents of Pickerington and Violet Townships.</td>
<td>Survey’s/ Focus Groups/Meetings</td>
</tr>
</tbody>
</table>

V. Goals and Strategies
Developing Strategies to Address Gaps and Needs
Strategies for improving transportation for the FAIRFIELD 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, the Lancaster Fairfield Public Transit 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 4 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:**
Increase awareness of Public and Coordinated Transportation and establish a shared community vision for improving services and resource Management.

Need(s) being addressed: Develop a Transit Advisory Committee to become a forum and clearinghouse for local transit and coordination issues, education, networking and support.

**Strategy 1.1:**
Recruit government, agency and consumer members that represent all parts of Fairfield County to form a County Transit Advisory Committee (TAC) for the coordination effort.

**Implementation Budget/Costs:**
- Staff time involved. Possibly small copying budget for agendas and correspondence
- Staffing implications: Staff time involved in preparing agendas and meeting notices and attending meetings
- Capital requirements: None
- Ridership Implications: Potentially an increase in ridership as TAC members being to work together to meet the demands of the County

**Performance Measures:** TAC formed; and TAC meetings held at least quarterly

1.1.2: TAC representatives should attend agency and government meetings where networking opportunities exists and where information on transportation can be presented. Attendance at Mid-Ohio Regional Planning Commission (MORPC) meetings on transportation and transportation coordination should be a high priority.

**Parities Responsible:** Coordination project partners

**Implementation Budget/ Costs:** Staff time involved

**Staffing Implications:** None- Capital

**Requirements:** None

**Ridership Implications:** Potentially an increase in ridership through agency and government contacts including a more regional approach in transit services. Potential for new agency contacts.

**Performance measures:** Number of meetings attended; and number of face-to-face contacts made.
1.2: Hire a Mobility Manager to coordinate all transportation service that is suitable for all agencies within Fairfield County

Implementation strategies/ Alternatives:

1.2.1: The transportation Advisory Committee (TAC) should select an organization to apply for funding and hire a Mobility manager. The TAC and this lead organization should develop a detailed role for that organization and a job description for the Mobility manager. The TAC and hiring organization should also agree upon the parameters of managing the mobility Manager and a system of performance evaluations to ensure that the Mobility Manager remains an impartial coordinator and complies with the reporting standards and performance benchmarks of the TAC.

Parties Responsible: TAC members should name an organization to hire the Mobility Manager. The TAC will be an advisory board for the mobility manager.

Implementation Budget/Costs: Salaries and fringes for a mobility manager. Costs estimated between 40,000-50,000

Possible funding source: New Freedom Initiative (5317) or Job Access Reverse Commute 95316). A 20% local match is required for both programs

Staffing Implications: Hire a full-time mobility manager other transportation staff job duties may need to be adjusted if duties are shared by the mobility manager.

Capital Requirements: None

Ridership Implications: Possible increase in ridership resulting from one agency managing the transportation needs and coordinating resources of all human services agencies.

Performance Measures: Decrease in the number of trip denials; Increase in the number of county trips; and Increase in the out of county trips provided.

1.2.2: Develop Memorandums/ Contracts with all transportation service providers with Fairfield County. Surrounding counties including Perry and Pickaway should be recruited to participate. The MOU should include the specific coordination that will occur. All transportation providers should share trip schedules.

Parties responsible: Mobility Manager, local transportation providers and human services agencies.

Implementation Budget/ Costs: Staff time involved in preparing and negotiating MOU

Staffing Implications: None

Capital requirements: None

Ridership Implications: Increased ridership through shared scheduling.

Performance Measures: Number of MOUs/Contracts developed; number of shared schedules; Dollars saved in bulk purchases’ number of shared rides; and number of new destinations served.

Objective 1.3: Educate local government officials and agencies about the benefits of public coordinated transportation.
1.3.1: Develop a marketing plan that will include all public transit service and coordinated transportation available in the area. ODOT has a model marketing plan that can provide guidance. Marketing goals should be incorporated into this plan.

Parties responsible: TAC is responsible and may assign it to a specific organization. Marketing could be a role of the Mobility Manager.

Implementation Budget/Costs: Staff time included in existing provider budgets. Possible cost of copies of the plan for each coordination project partner.

Staffing Implications: None

Capital Requirements: None

Ridership Implications: Possible increase in ridership from distribution of information or increase in contract ridership as county agencies become aware of transportation services available.

Performance Measures: Number of presentations given; and number of local government officials reached.

1.3.2: Develop an informational brochure on the benefits of public and coordinated transportation that could be distributed to local government officials and agency staff.

Parties Responsible: TAC/Coordination project partners.

Implementation Budget/Costs: Staff involved in brochure development. Cost of printing brochures. New Freedom-5317 funding may be available to offset the cost of brochures for coordination projects (local match required)

Staffing Implications: None

Capital Requirements: None

Ridership Implications: Potential for an increase in ridership as government officials and agencies make residents and clients aware of system-potential for contract service from agencies.

Performance Measures: Number of brochures distributed; Number of new riders; Number of new agency contracts; and number of new coordination project partners.

1.3.3: Develop a brochure on the Inter-City bus service that stops in Lancaster and operates along Route 33 corridor from Athens to Columbus, then to Cleveland.

Parties Responsible: TAC/Coordination project partners.

Implementation Budget/Costs: Staff involved in brochure development. Cost of printing brochures. Inter-city bus funding may be available to cover the cost of brochure development and printing.

Staffing Implications: None

Capital Requirements: None

Ridership Implications: Potentially an increase in ridership from the distribution of information on transportation services available.
Performance Measures: Number of new riders.

1.3.4: Distribute information on public and coordinated transportation at local fairs, job fairs, employee health fairs, and community events (set up booths). Possible promotional activities could include a drawing for free rides, having a vehicle display, or offering rides around a fair in a golf cart labeled with the coordination projects name.

Parties Responsible: Coordination project partners.

Implementation Budget/Costs: Cost of information materials and staff time involved in distribution.

Staffing Implications: None

Capital Requirements: None

Ridership Implications: Potentially an increase in general public ridership, especially for employment-related trips.

Performance Measures: Number of events attended; Number of people reached; and number of new riders.

1.3.5: Make presentations on public and coordinated transportation at local civic club meetings—Lions, Rotary, Moose, Elks, Kiwanis, etc.

Parties Responsible: TAC/Mobility Manager/Coordination project partners.

Implementation Budget/Costs: Staff time involved and the cost of promotional material.

Staffing Implications: None

Capital Requirements: None

Ridership Implications: Potentially an increase in ridership as more people become aware of what is available.

Performance Measures: Number of presentations made; and number of people reached.

1.3.6: Distribute informational brochure to riders, school children, nursing homes, advocacy and support groups, agency clients, through the newspaper, etc.

Parties Responsible: TAC/Mobility Manager/Coordination project partners.

Implementation Budget/Costs: Staff time involved and the cost of promotional materials.

Staffing Implications: None

Capital Requirements: None

Ridership implications: Potentially an increase in ridership as more people become aware of what is available.

Performance measures: Number of brochures distributed. Number of people reached.

Goal #2
Use existing conditions data to plan the coordination and expansion of Transportation services.

Objective 2.1: The TAC and/or the Mobility Manager will gather detailed data on existing vehicles, employees, services, technology, facilities, etc.

2.1.1: Compile operational data from agencies participating in the coordination effort in order to identify underutilized resources and existing conditions.

Parties responsible: Coordination Project partners.

Implementation Budget/Costs: Staff time involved.

Staffing Implications: None

Capital Requirements: None

Ridership Implications: Potentially an increase in ridership as underutilized vehicles are identified and more passengers can be accommodated.

Performance Measures: Pertinent data gathered; Data compilation complete; and Number of agencies providing data.

Objective 2.2: Update the coordinated transportation plan or strategic plan on a regular/continuous basis.

2.2.1: Develop a schedule for the TAC to update the coordinated transportation plan. This plan should at least be updated on an annual basis.

Parties Responsible: TAC

Implementation Budget/Costs: Staff time Involved

Staffing Implications: None

Capital Requirements: None

Ridership Implications: Potentially an increase in ridership as coordination strategies are identified and implemented.

Performance Measures: Plan updated on a regular basis.

Objective 2.3: Monitor the successful completion of strategies in the coordinated Public Transit-Human Services Transportation Plan and report it to community leaders to show coordination benefits and success.

2.3.1: Develop a schedule for the TAC to report to local boards and elected officials on the progress of the coordination effort.

Parties responsible: Tac/Coordination Project Partners

Implementation Budget/Costs: Staff time involved.

Staffing Implications: None
GOAL #3

Objective 3.1: Use internet technology to provide better access to transportation service information to consumers.

3.1.1: Develop a website for the purpose of sharing service information (including hours of operation, and eligibility requirements) with any human services agency, public or private transportation provider, or other program that is participating in the coordinated transportation effort (countywide and regional). The website for the coordination project should be “Bobby-compliant” (Bobby software is used to scan websites to determine if formatting is acceptable for “reader” software so that the computer can “read” the website to persons with visual impairments).

Parties Responsible: Mobility Manager; or designated lead agency. All coordination participants must contribute information.

Implementation Budget/Costs: Cost of adding and maintaining the web page to an existing website. Time associated with collecting and updating schedules, eligibility, and service area for each transportation provider and on-going maintenance of the website. Possible funding source is Section 5316/5317 (Local match required)

Staffing Implications: Intended to reduce the time invested by each caseworker, scheduler, or agency representative when scheduling or referring consumers to the appropriate transportation provider by creating a single source of information. The City and/or County may have a TEC person on staff that can assist in the development and on-going maintenance of the website.

Objective 3.2: Develop a “one-stop” shop for information for consumers.

3.2.1: Develop a central call number (toll-free) for information and referral purposes for anyone in Fairfield County who needs transportation. The central call number will provide detailed and specific information on any transportation provider in the county and possibly region. If the county attains 211 statuses, general transportation information should be available for information and referral purposes only. The 211 number will refer individuals to the central call number for specific transportation availability.
Parties Responsible: Lead Agency

Implementation Budget/Costs: Cost of additional lines and number; marketing the central call number.

Staffing Implications: Potential for increasing the number of dispatching/scheduling staff needed for the lead agency.

Capital requirements: possible phone line installation.

Ridership Implications: Potentially an increase in ridership due to improved access and “one-stop” shopping for transportation services.

Performance Measures: Number installed and implemented; Number of callers; and shopping for transportation services.

Objective 3.3.1: Develop a Brochure and other promotional items specifically to encourage the older adult population to use public and human service agency transportation options in Lancaster and surrounding counties. The promotional campaign may include ‘ride for free’ days on public transit, magnets with transit phone numbers, and/or coupons for discounts at area restaurants. Ensure that all promotional materials and announcements for special events (i.e., Ride-for-free days) are distributed at churches, physicians’ offices, social security office, cardiac and physical therapy rehab centers, medical facilities, county fair, local library, care-givers support groups, auto insurance offices, restaurants, and other business and agencies that provide services to eligible segments of the older adult population.

Parties Responsible: Lancaster-Fairfield Public Transit

Implementation Budget/Costs: Cost of developing, printing, and distributing the brochure and other promotional items. Consider utilizing student volunteers from a local college or high school design promotional materials.

Staffing Implications: None

Capital Requirements: None

Ridership Implications: Potentially an increase in ridership due to improved marketing to older adults who primarily drive their personal vehicles.

Performance Measures: Increase the quantity of successful community outreach measures for the older adult population. Increase in public transit ridership from the older adult population. [Increase in the ] Number of older adult passengers who choose to use public transportation as an alternative to driving a personal vehicle. Improve the older adult consumer’s understanding of the benefits of using public transportation (measured through a public survey)

3.3.2: Recruit city and county retirees, retired educators, former social services employees, former elected officials, and other active, ‘take-charge’ individuals to form a Fairfield Elders group. This group could become local ambassadors for public and human services transportation and focus on creating and marketing a more attractive imagine to the local older adult population. Members of the groups will present the benefits of public and coordinated human services transportation to civic groups and organizations, sponsor a golf cart transportation service at the county fair, train other older adults on how to use public transportation, and create additional innovate methods to attract the driving segment
of the older population to transition to public transportation. This group should also ride one of the transportation services semi-annually and evaluate the service from an older adult’s perspective.

Parties Responsible: Directional Team (TAC) will establish the group and act as advisory committee

Implementation Budget/Costs: Cost for the rent and signage of a golf cart used at fair and other local events to promote transportation. Also, costs associated with printing promotional material.

Staffing Implications: Time spent recruiting and educating the ambassadors. Ambassadors will volunteer time for the program.

Capital Requirements: None

Ridership Implications: Potentially an increase in ridership from the older adult population that is transitioning from driving their personal vehicles.

Performance Measures: Increase in older adult ridership on local transportation services. An increase in the number older adults who rate Lancaster-Fairfield Public Transit System as a convenient, user friendly alternative to driving their own personal vehicle. (Measured by public survey)

3.3.3 Implement a Grand Driver Campaign Fairfield County. Grand Driver is an education and awareness campaign of the American Association of Motor Vehicle Administrators (AAMVA) to educate the public about the effects of aging on driving ability and to encourage drivers to make wise choices as they grow older. Refer to the Agency on Aging website page for the most current transportation education and outreach efforts that have proven success at www.aoa.gov/prof/transportation/education/grand.asp. This Agency on Aging website has information geared for older drivers, families of older drivers and other interested parties.

Parties Responsible: Directional Team (TAC)

Implementation Budget/Costs: Cost of printing materials and time associates with participating in the local campaign

Staffing Implications: At least one member of the Directional Team will dedicate time each month to the campaign

Capital Requirements: None

Ridership Implications: Potentially an increase in ridership from the older adult population that is transitioning from driving their personal vehicles.

Performance Measures: Increase in older adult ridership on local transportation services. Campaign established to prepare older drivers to “get around safe and sound” in their later years.

Goal #4: Better utilize existing funding and seek new funding sources to provide more transportation services with Fairfield County.

Objective 4.1: Research and submit grants that include transportation-related funding and resources as a collaborative effort. A sub-committee of the TAC may be formed for the specific purpose of researching and submitting grants. Several non-profit agencies have excellent grant writers. The Economic Development office should be included in this subcommittee. Grants may include domestic
violence, Community Block Grants for the County, Congestion Mitigation Air Quality (CMAQ), Job Access Reverse Commute (Section 5316), New Freedom (Section 5317), Section 5310, and other competitive grants that may be identified.

Implementation Strategies/Alternatives:

4.1.1: Share grant writing expertise of human services agencies and submit grants as a collaborative effort.

Parties Responsible: Coordination project partners

Implementation Budget/Costs: Staff time involved

Staffing Implications: To be determined

Capital Requirements: None

Ridership Implications: To be determined

Performance Measures: Number of grants submitted; and Total dollars awarded through the grants.

Objective 4.2: The Lancaster-Fairfield Public Transit System (LFPTS) applies for and receives Federal Section 5311 funds and ODOT Rural Transit System funds for the entire Fairfield County.

Implementation Strategies/Alternatives:

4.2.1 LFPTS should meet and work closely with county officials, human services agencies, system riders, and other local supporters to develop a campaign to have a countywide Rural Transit System, putting the system in a position to receive federal Section 5311 and ODOT operating funds.

Parties Responsible: LFPTS with TAC/coordination project partners
Implementation Budget: None at this time

Staffing Implications: None at this time

Capital Requirements: None at this time

Ridership Implications: Increased ridership once assistance obtained

Performance Measures: Meetings held; and Campaign initiated.

4.2.2 Prepare and submit an application for Section 5311 Rural Transit Program funds to support the operating costs for providing countywide general public service in Fairfield County.

Parties Responsible: LFPTS and coordination project partners

Implementation Budget: None at this time

Staffing Implications: None until countywide funding is secured

Capital Requirements: To be determined

Ridership Implications: Increased ridership once assistance obtained.

Performance Measures: Funding secured.

Objective 4.3: Prepare and submit an application for federal Section 5317 New Freedom Program funds to support the operating costs for providing increased and expanded transportation service for individuals with disabilities in Fairfield County.
Implementation Strategies/Alternatives:

4.3.1 LFPTS and coordination partners further evaluate the transportation needs for individuals with disabilities and make service design decisions regarding service to be implemented with the receipt of New Freedom funds.

Parties Responsible: LFPTS and coordination project partners.

Implementation Budget: None at this time.

Staffing Implications: None at this time.

Capital Requirements: None at this time.

Implications: Increased ridership once assistance obtained.

Performance Measures: Needs evaluated; and service design determined.

4.3.2: Prepare and submit an application for Section 5317 - New Freedom funds to ODOT for an amount of $75,000 - $100,000. Ensure the required 50% match is available and committed to transit services.

Parties Responsible: LFPTS and coordination project partners.

Implementation Budget: To be determined.

Staffing Implications: To be determined.

Capital Requirements: Additional Section 5311 vehicles to meet the general public demand. A service study and demand projections must be completed to determine the number of vehicles required to
expand general public service into the county. The number of vehicles will depend on the best type of service to meet the County needs.

Ridership Implications: Increased ridership once assistance is obtained.

Performance Measures: Application prepared and submitted to ODOT.

**Goal #5:** Create a seamless transportation network for consumers which will provide 24-Hour, 7 day a week, in-county and out-of-county trips.

**Objective 5.1:** Coordinate/consolidate dispatching/scheduling services.

Implementation Strategies/Alternatives:

5.1.1: Utilize dispatching software so that all providers in the coordination project can share trip schedules and the number of seats available on each trip, based on advance reservations. All participants could view the schedule, but only designated representatives would have permission to add/remove trips.

Parties Responsible: Coordination project partners; Scheduler must be an unbiased party to ensure that all participating organizations receive equal opportunity to provide trips.

Implementation Budget/Costs: Cost of software and possibly some hardware for participating organizations if they do not have compatible technology to view the schedule. Potential cost of high-speed Internet connections for each project partner. Section 5310 Specialized Transportation Program funding may be available for the cost of the software.

Staffing Implications: Scheduler with responsibility of populating the shared schedule with new passengers may experience an increase in workload because of the number of trips to be assigned

Capital Requirements: None
Ridership Implications: Potentially an increase in ridership as transportation providers become more efficient with scheduling trips.

Performance Measures: Number of trips shared; and Number of total trips provided among all participating organizations.

Objective 5.2: Coordinate/standardize driver training. In this regard, if agencies need to share drivers or vehicles, everyone will have the same basic qualifications and training and will ensure that all State-required training meets the ambulate regulations. This also ensures a minimum level of quality service throughout the entire county.

Implementation Strategies/Alternatives:

5.2.1: Develop a list of mandatory training requirements. A suggested list of required training is as follows:

- OSHA Blood borne Pathogens
- Passenger sensitivity/diversity training
- Customer service/dealing with difficult passengers
- Wheelchair securement training
- Defensive driving
- Accident/incident procedures
- Vehicle evacuation procedures
- First aid/CPR
- Pre-trip inspection procedures
- Safety and security
- Substance abuse awareness
- Radio or cell phone procedures
- HIPPA training
- Child safety seat procedures

Parties Responsible: TAC should develop and approve a training curriculum.

Implementation Budget/Costs: Staff time involved. Some training may involve costs if qualified in-house staff are not available. Employee costs for the staff to attend. May reduce insurance premiums, however, insurance agents should be contacted concerning training discounts. In addition, the Bureau of Worker’s Compensation should be consulted concerning rate discounts for training.
Staffing Implications: None

Capital Requirements: None

Ridership Implications: Better quality service to riders.

Performance Measures: All staff trained; Number of complaints about staff reduced; Number of incidents/accidents reduced and/or handled properly; and Number of pre-trip inspections performed properly.

5.2.2: Develop a training schedule so that all Fairfield County providers can take advantage of the training for their new hires and existing employees. The training may have to take place after hours or on weekends.

Parties Responsible: Designate a lead agency to schedule and coordinate training.

Implementation Budget/Costs: Staff time involved.

Staffing Implications: None

Capital Requirements: None

Ridership Implications: None

Performance Measures: All training sessions held.

Objective 5.3: Coordinate/consolidate maintenance services.

Implementation Strategies/Alternatives:
5.3.1: Develop uniform preventative maintenance standards for the providers in the Fairfield County. ODOT has a model maintenance plan that includes schedules and forms. This is a requirement for Section 5310 vehicles to ensure that preventive maintenance is occurring and is documented.

Parties Responsible: Coordination project partners. LFPTS should take the lead and be able to provide technical assistance in the development of the maintenance standards.

Implementation Budget/Costs: Staff time involved

Staffing Implications: None

Capital Requirements: None.

Ridership Implications: None

Performance Measures: PM standards developed and implemented; Number of road calls; Amount of maintenance costs (increasing/decreasing); and Number of major repairs.

5.3.2: Develop joint purchasing for maintenance (oil changes, preventive maintenance services, and other goods i.e. tires). Refer to ODOT’s “A Guide for Implementing Coordinated Transportation System,” Chapter 5, Step 5.

Parties Responsible: All coordination partners with vehicles.

Implementation Budget/Costs: Staff responsible for maintenance time.

Staffing Implications: None

Capital Requirements: None.
Ridership Implications: None.

Performance Measures: No. of PM’s performed on time; Repair turn-around time; and Percentage of savings for maintenance.

Objective 5.4: Provide service within Fairfield County with existing human services agency resources.

Implementation Strategies/Alternatives:

5.4.1: Allow seats that are empty on current human services vehicles to be filled with contract passengers and/or general public. Several agencies have already established service for their consumers in the county. The Salvation Army, Meals on Wheels and Center for disABILITIES travel throughout the county in the mornings between 7:00 AM-10:00 AM and return daycare passengers in the afternoon between 2:30 PM - 6:00 PM. The Salvation Army provides contract trips during non-peak hours for human services agencies. The Countywide service could feed into the existing Lancaster-Fairfield Public Transit System to navigate around the City of Lancaster’s service area. LFPTS could establish regular pick-ups at the Senior Center and the Salvation Army Samaritan Center.

Parties Responsible: Coordination project partners

Implementation Budget/Costs: The majority of the cost is already included in each agency operational budget. However, approximately $15,000-$20,000 per agency could be required for additional operational expenses.

Staffing Implications: Need to have additional driver hours available to cover service in the County

Capital Requirements: Additional/replacement accessible vehicles (two) for Salvation Army and replacement accessible vehicles for Meals on Wheels. The Center for disABILITIES currently provides the majority of contract trips in Fairfield County. The Center for disABILITIES will need a least two additional accessible vehicles and replacement vehicles as scheduled. Vehicles could be purchased using Section 5310 or Section 5317 funding. Both funding sources require a local match.

Ridership Implications: Increase in ridership due to increase in service offered countywide.
Performance Measures: Number of increased county-wide trips.

5.4.2: Market countywide service to the general public in Fairfield County including human services agencies.

Parties Responsible: Coordination partners

Implementation Budget/Costs: Cost of marketing materials and advertisements. Staff time involved.

Staffing Implications: None

Capital Requirements: None

Ridership Implications: Increase in ridership for county residents.

Performance Measures: Number of countywide trips.

Objective 5.5: Increase general public transportation to accommodate 2nd and 3rd shift work-related trips from 9:00 PM to 12:00 midnight, Monday through Friday.

Implementation Strategies/Alternatives:

5.5.1: Use a Section 5310 vehicle for an employment-related route that could be targeted for work trips only. This could include 2nd and 3rd shift employment opportunities within the county. A subscription service could be established for 2nd and 3rd shift workers. The Section 5310 vehicles that are not in use could provide the late evening trips. In order to be cost effective, at least ten to twelve individuals would have to be part of the subscription service. The cost would have to cover the fully allocated cost and be shared among the passengers. Van pooling (through MORPC) could be utilized for the employees that must commute more than twenty (20) miles.

Parties Responsible: Coordination project partners
Implementation Budget/Costs: Approximately $16,000 annually. The cost per participant based on 10 passengers would be $35.00 per week. Possible Section 5316 Job Access Reverse Commute (JARC) funding to subsidize the cost of this service.

Staffing Implications: Need one driver to staff this shift at each partner agency for one week a month or less, depending on how many participate.

Capital Requirements: Local match for Section 5310 vehicle (possibly the new requested vehicle for Salvation Army). The evening employment route can be accommodated with this vehicle.

Ridership Implications: Increase in ridership.

Performance Measures: Number of evening work trips; and Number of shared trips.

2. Subscription service is provided under advanced arrangement and according to prearranged conditions. The service is paid for regardless of whether anyone rides the service.

5.5.2: Market evening service to the general public and to employers.

Parties Responsible: Need to designate lead agency for marketing activities.

Implementation Budget/Costs: Staff time involved and cost of marketing materials.

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Increase in evening ridership for employment purposes.

Performance Measures: Number of evening general public work trips.
5.5.3: Implement a Guaranteed Ride Home Program to encourage employees to use the carpool/vanpool program or take public transportation regularly (i.e., at least twice a week) to employment sites that are within a pre-determined service area. The MORPC Guaranteed Ride Home Program is free to anyone who uses carpools, vanpools or rides public transit and is registered with MORPC program prior to an emergency.

Parties Responsible: Individual Passengers with assistance from one of the coordination partners.

Implementation Budget/Costs: The cost, up to 90% cab fare reimbursement including a 15% tip, is paid through MORPC.

Staffing Implications: None – Will utilize the local taxi provider, especially for evening trips

Capital Requirements: None. Ridership Implications: None.

Performance Measures: Number of commuters that utilize the car pool/vanpool program; and Number of commuters that utilize the guaranteed ride home service.

A guaranteed ride home program provides commuters who regularly carpool, vanpool or take public transportation to work with a ride home in case of an unexpected emergency.

Objective 5.6: Work with other regional transportation providers to provide out-of-county and out-of-state transportation services for Fairfield County residents.

Implementation Strategies/Alternatives:

5.6.1: Work with the Central Ohio Transit Authority (COTA) to explore developing connections with COTA services. COTA has several express bus routes which travel into or very close to Fairfield County and more are planned. This would be especially helpful for those commuters who live in the northwest quadrant of the County and who travel into Columbus to work. COTA also has plans to develop park and ride lots at the SR 256 and I-70 interchange near Pickerington and in Canal Winchester just outside of Fairfield County.
Figure 6.1
Central Ohio Transit Authority
Existing and Planned Park and Ride Lot Locations (2007-2011)

Parties Responsible: Mobility Manager or lead agency for coordination.

Implementation Budget/Costs: Staff time involved. Budget for new connection services to be determined

Staffing Implications: To be determined.

Capital Requirements: To be determined.

Ridership Implications: Increase in out-of-county trips to the Columbus area.

Performance Measures: Number of out-of-county trips due to coordination with COTA.

5.6.2: Develop a Route 33 Corridor Park ‘n Ride to connect to the Central Ohio Transit Authority (COTA) service. The Delaware Area Transit Agency’s Park ‘n Ride service should be used as model to develop the Fairfield County approach to establishing a Park ‘n Ride.

Parties Responsible: Directional Team will designate a lead for meeting with COTA and developing a model similar to the Delaware County park ‘n ride.

Implementation Budget/Costs: Staff time involved with implementation of the park ‘n ride. Budget for new connection services to be determined based upon the final design.
Staffing Implications: Staff time involved in working with COTA and Delaware County. A significant amount of time will be required in the initial planning and implementation stages. However, maintenance of the park ’n ride program should not be time intensive.

Capital Requirements: To be determined based upon local decisions for implementation. New park ’n ride programs are potentially an application for Section 5316/5317 funding (local match required).

Ridership Implications: An increase in out-of-county trips to the Columbus area.

Performance Measures: [Increase in the] Number of out-of-county trips due to coordination with COTA.

5.6.3: Work with Athens Transit (Section 5311(f) Inter-City Bus service provider) to possibly expand inter-city bus services. Athens Transit provides inter-city bus services from Athens to Lancaster to Columbus to Cleveland. These services only stop twice a day, once on the way to Athens and once on the way back to Columbus. Lancaster passengers must call to request a pick-up.

Parties Responsible: Mobility Manager or lead agency for coordination.

Implementation Budget/Costs: Staff time involved. Budget for additional services to be determined.

Staffing Implications: To be determined

Capital Requirements: To be determined.

Ridership Implications: Increase in out-of-county trips to other areas of Ohio and to other states.

Performance Measures: Number of out-of-county/state trips due to coordination with existing inter-city bus services.
Objective 5.7: Develop new commuter/shuttle services to the Columbus area using new funding sources. These services would provide for employment trips to jobs in the Columbus area and for trips to Columbus medical facilities.

Implementation Strategies/Alternatives:

5.7.1: Apply for Job Access Reverse Commute (Section 5316) and/or Congestion Mitigation Air Quality funding for commuter shuttle services between Fairfield County and Columbus. Fairfield County is an eligible county for CMAQ funding which is aimed at reducing congestion on highways and improving air quality.

Parties Responsible: Lead agency for coordination and coordination project partners.

Implementation Budget/Costs: Staff time involved. Budget for additional services to be determined. Possibly use Section 5316 or CMAQ funding.

Staffing Implications: To be determined

Capital Requirements: To be determined

Ridership Implications: Increase in out-of-county trips to Columbus area.

Performance Measures: Number of out-of-county trips due to new commuter services developed.

Goal #6: Provide new mobility options that are designed to fill the gaps in service for residents of Pickerington and Violet Township.
Objective 6.1: Establish a public demand response system that includes opening the City of Pickerington subsidized service that is operated through a contract with FCBDD to the general public, regardless of age and residency.

Implementation Alternatives/Strategies:

6.1.1: Based on input about transportation needs from the 2008 general public survey, explore the possibility to create and implement a demand response system for Pickerington and Violet Township. Initially, apply for funding to support a demonstration project. If funding is approved, implement a new demand response public transportation service. However, a sustainable funding base must be established to support the service beyond the initial implementation. Discussions with the County Commissioners, City of Pickerington officials, and ODOT must be held to determine the feasibility of sustaining this service on a long-term basis.

Parties Responsible: Directional Team to designate a lead agency.

Staffing Implications: To be determined based upon the operating structure, hours and days of service, number of vehicles. Additional drivers and staff will be required for operating the new service.

Implementation Budget/Costs: To be determined. This new service strategy could potential be an application for Section 5316 or 5317 (50 percent local match is required for operating grants). Local match for Section 5316/5317 funding may be derived from any eligible non-Department of Transportation source. Sources for sustained project funding (without Section 5316/5317 grants) must be achieved prior to implementation of the project.

Capital Requirements: Additional vehicles. Possible Section 5316 or 5317 capital funding for vehicles. Up to 20 percent local match funding is required for capital grants.

Ridership Implications: An increase in ridership is likely following implementation of the new service.

Performance Measure: [Increase in the] Number of trips provided in for the general public in Fairfield County. More service is available to help meet mobility needs within the Pickerington area for consumers. Funding commitments received. Number of trip denials for the new service.
6.1.2 Establish an affordable general public (and Elderly and Disabled) fare structure for the new demand response service. The fare structure should be developed based upon the annual funding available for operations.

Parties Responsible: Lancaster-Fairfield Public Transit System.

Staffing Implications: Staff time involved in establishing the fare structure.

Implementation Budget/Costs: None

Capital Requirements: None

Ridership Implications: To be determined after the service characteristics and fare structure are established.

Performance Measures: New fare structure is developed. New ridership eligibility is implemented. [Increase in] General public ridership following implementation of the new service. More service is available to help meet mobility needs in Pickerington and Violet Township.

6.1.3: Market the new service for Pickerington and Violet Township to the general public. Marketing activities include, developing flyers to post on vehicles, at public locations (i.e., medical offices, job training centers, and grocery stores), human service agencies, senior centers, newspaper articles, and other locations.

Parties Responsible: Lancaster-Fairfield Public Transit System.

Staffing Implication: Staff time involved in development of materials for marketing the change in new service.

Implementation Budget/Costs: Costs associated with promoting the service include a small printing budget and staff time involved in creating and distributing information. At least 500 flyers should be printed and distributed throughout the new service area. A small budget for newspaper announcements may also be necessary.
Capital Requirements: None.

Performance Measures: Number of flyers distributed. Number of locations where flyers are posted. No. of newspaper announcements. No. of trips provided by the new service.

VI. Plan Adoption
The Ohio Department of Transportation provided funding under the SAFETEA-LU grant in 2008. This grant was awarded to the City of Lancaster’s Transit Department to hire a consultant (RLS & Associates) who would facilitate and manage the coordinated plan development for Fairfield County. RLS directed the entire process including mailings, surveys, stakeholder meetings, steering committee meetings, public meetings, needs assessments, the participants included social service agencies, local businesses, local governments, transportation providers and general community members. Some of the local agencies included Meals on Wheels – Older Adult Alternatives, Olivedale Senior Center, Fairfield County Board of DD, Fairfield Center for Disabilities, Center for Independent Living, Job and Family Services, United Way, Salvation Army’s Samaritan Center, numerous nursing homes/assisted living facilities, Bureau of Vocational Rehab, Family Adult and Children First Council, and more. Representation from the community included individuals with and without disabilities, different socio-economic backgrounds, and all ages (including seniors). The kick-off meeting for this plan development was held September 6, 2007 with the final adoption on July 22, 2008.

The plan adoption was approved by the Fairfield County Coordinated Public Transit-Human Services Transportation Plan on July 22, 2008. The committee members who adopted the plan participated in the planning process. The local elected officials were also invited to review and accept the plan. Those signing were the three county commissioners and the Mayor of the City of Lancaster. As part of the plan, the Fairfield County Commissioners passed a resolution appointing the City of Lancaster, Public Transit as the lead agency of the plan. To date, the members of the plan still meet at least once a year (with a goal of quarterly meetings). The last update to the plan was approved in 2015 by the committee members.
Local elected officials were invited to review and accept the Fairfield County Coordinated Public Transit-Human Services Transportation Plan. Signatures of approval are provided below.

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<thead>
<tr>
<th>Name/Title</th>
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<tbody>
<tr>
<td>Judith Kline</td>
<td>8/15/08</td>
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<td>Mike Ryan</td>
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<td>Mayor of Lancaster</td>
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<td>Jon D. Meyer</td>
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VIII. ADOPTION AND APPROVAL OF PLAN

The public comment period for this plan was 30 days with two-weeks notice prior to a public hearing opportunity. The notice of public hearing was posted in a widely distributed newspaper and a copy of such notice is included at the end of this chapter.

This Fairfield County Coordinated Public Transit-Human Services Transportation Plan (HSTP) was adopted on July 22, 2008, at a meeting of the HSTP Steering Committee. Signatures of adoption are provided below. Committee Members who adopted the plan participated in the planning process.

[Signatures and dates]

Date: July 22, 2008

Date: 7-25-08

Date: 7-22-08

Date: 7-22-08

Date: 7-23-08

Date: 7-22-08

Date: 7-22-08

Date: 7-23-08

Date: 7-23-08

Committee Member

Date
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 Carrie Woody.

Agency Representation

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michelle Mathias</td>
<td></td>
</tr>
<tr>
<td>Curt Gordon</td>
<td></td>
</tr>
<tr>
<td>Mike Sabation</td>
<td></td>
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<tr>
<td>Ted Hackworth</td>
<td></td>
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<tr>
<td>Mitch Nusser</td>
<td></td>
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<tr>
<td>Rosann Christian</td>
<td>Lancaster Fairfield Public Transit</td>
</tr>
<tr>
<td>Dave Smith</td>
<td>Mayor –Lancaster</td>
</tr>
<tr>
<td>Mike Courtney</td>
<td></td>
</tr>
<tr>
<td>Jan Picklesimer</td>
<td>Job and Family Services</td>
</tr>
<tr>
<td>Edwin Payne</td>
<td>Center for disABILITIES</td>
</tr>
<tr>
<td>William Miller</td>
<td>Meals On wheels</td>
</tr>
<tr>
<td>Kelly Baumen</td>
<td>Salvation Army</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, Lancaster Fairfield Public Transit 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:

Name: Carrie Woody

Agency: Lancaster Fairfield Public Transit

Phone Number: 740-681-5086

e-mail Address: cwoody@ci.lancaster.oh.us
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:

Name: Carrie Woody
Agency: Lancaster Fairfield Public Transit
Phone Number: 740-681-5086
e-mail Address: cwoody@ci.lancaster.oh.us

Annual Review 11/10/2015; 11/2018
Amendment 11/10/2015
Appendix C: Definitions

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

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

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

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

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

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

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

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

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

**Section 5307 Program** – The Urbanized Area Formula Grants program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.
**Transportation** – Transportation is broadly defined to include traditional transit, human service agency services, on-demand (taxi-like) services, bicycle and pedestrian programs and amenities.

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