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</table>
Executive Summary

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 While Crawford and Morrow Counties had developed plans in the past, these plans were not formally adopted and are outdated.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

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

1. Identify all community resources including
   - Marion Area Transit (MAT),
   - Seneca-Crawford Area Transit (SCAT),
   - Morrow County Transportation Collaborative (MCTC),
   - Crawford County Council on Aging,
   - Crawford County Veterans,
   - Transportation for Crawford County Board of Developmental Disabilities consumers provided by Ohio Specialty Services,
   - Taxis such as Buckeye Taxi in Crawford County and Frank’s Taxi in Marion County, Marion County Council on Aging,
   - Transportation for Marion County Board of Developmental Disabilities provided by Residential Home Association of Marion and Wings of an Angel.
   - Marion County Veterans Services
   - Ohio Heartland Community Action Commission,
   - Morrow County Council on Aging (Seniors on Center),
   - Morrow County Board of Developmental Disabilities transportation, and
   - Morrow County Veterans Services.
2. Identify and Prioritize community transportation needs. A series of three public and stakeholder meetings were held in each county of the region to gain insight to unmet needs for each county and the region. In addition to the public meetings surveys were distributed throughout each county. The results of the public meetings and surveys revealed the following unmet transportation needs:

**Regional Needs:**

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

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

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

**Crawford County Needs:**

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

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

**Marion County Needs:**

**First Priority**
♦ Expand public transit service to the county.

**Second Priority**

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

**Morrow County Needs:**

**First Priority**

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

**Second Priority**

♦ Increase taxi options for the county.

3. Establish a clear plan for achieving shared goals.

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

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

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

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

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

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

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

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

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

Exhibit I.1: Map of Crawford County
Exhibit I.2: Map of Crawford County Major Trip Generators
Marion County (see Exhibit I.3) is located geographically in the central portion of Ohio. It is bordered by Crawford and Wyandot Counties to the North, Morrow County to the East, Delaware and Union Counties to the South, and Hardin County to the West. The county was named after Francis Marion, a General during the American Revolutionary War. Marion County was established in 1824 and has a total area of approximately 404 square miles. A map of the major trip generators for Marion County can be found in Exhibit I.4.

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

Population

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

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>Largest Places</th>
<th>2010 Census</th>
<th>2016 Estimate</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mount Gilead vlg</td>
<td>3,660</td>
<td>3,671</td>
<td>0.3%</td>
</tr>
<tr>
<td>Bennington twp UB</td>
<td>2,760</td>
<td>2,762</td>
<td>0.1%</td>
</tr>
<tr>
<td>Congress twp</td>
<td>2,701</td>
<td>2,713</td>
<td>0.4%</td>
</tr>
<tr>
<td>Harmony twp</td>
<td>2,626</td>
<td>2,618</td>
<td>-0.3%</td>
</tr>
<tr>
<td>Cardington vlg</td>
<td>2,047</td>
<td>2,062</td>
<td>0.7%</td>
</tr>
<tr>
<td>Gilead twp UB</td>
<td>2,015</td>
<td>2,025</td>
<td>0.5%</td>
</tr>
<tr>
<td>Perry twp</td>
<td>1,942</td>
<td>1,934</td>
<td>-0.4%</td>
</tr>
<tr>
<td>North Bloomfield twp</td>
<td>1,863</td>
<td>1,867</td>
<td>0.2%</td>
</tr>
<tr>
<td>Lincoln twp UB</td>
<td>1,785</td>
<td>1,799</td>
<td>0.8%</td>
</tr>
<tr>
<td>Chester twp UB</td>
<td>1,644</td>
<td>1,697</td>
<td>3.2%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>34,827</strong></td>
<td><strong>35,036</strong></td>
<td><strong>0.6%</strong></td>
</tr>
</tbody>
</table>

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 years and more</td>
<td>19.0%</td>
</tr>
<tr>
<td>45 to 64 years</td>
<td>28.1%</td>
</tr>
<tr>
<td>25 to 44 years</td>
<td>22.7%</td>
</tr>
<tr>
<td>18 to 24 years</td>
<td>7.9%</td>
</tr>
<tr>
<td>5 to 17 years</td>
<td>16.7%</td>
</tr>
<tr>
<td>Under 5 Years</td>
<td>5.6%</td>
</tr>
</tbody>
</table>

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

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

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

**Exhibit II.10: Map of Marion County Population Density of 65 and Older Per Square Mile**
According to the 2017 Ohio Department of Development, the largest age group for Morrow County was between ages 45 and 64, making up 29.5 percent of the county’s population (see Exhibit II.11). The group between ages 25 and 44 was the second largest, making up 23.3 percent of the population. Approximately 15 percent of the county’s population was age 65 and older.

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

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

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

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

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

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

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

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

<table>
<thead>
<tr>
<th>Race</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>41,365</td>
<td>96.8%</td>
</tr>
<tr>
<td>African-American</td>
<td>303</td>
<td>0.7%</td>
</tr>
<tr>
<td>Native American</td>
<td>6</td>
<td>0.0%</td>
</tr>
<tr>
<td>Asian</td>
<td>159</td>
<td>0.4%</td>
</tr>
<tr>
<td>Pacific Islander</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>107</td>
<td>0.3%</td>
</tr>
<tr>
<td>Two or More Races</td>
<td>785</td>
<td>1.8%</td>
</tr>
<tr>
<td>Hispanic (any race)</td>
<td>594</td>
<td>1.4%</td>
</tr>
<tr>
<td>Total Minority</td>
<td>1,699</td>
<td>4.0%</td>
</tr>
</tbody>
</table>

(Source: Ohio Department of Development, 2016)

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

<table>
<thead>
<tr>
<th>Race</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>59,380</td>
<td>90.0%</td>
</tr>
<tr>
<td>African-American</td>
<td>3,841</td>
<td>5.8%</td>
</tr>
<tr>
<td>Native American</td>
<td>132</td>
<td>0.2%</td>
</tr>
<tr>
<td>Asian</td>
<td>307</td>
<td>0.5%</td>
</tr>
<tr>
<td>Pacific Islander</td>
<td>6</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other</td>
<td>668</td>
<td>1.0%</td>
</tr>
<tr>
<td>Two or More Races</td>
<td>1,609</td>
<td>2.4%</td>
</tr>
<tr>
<td>Hispanic (any race)</td>
<td>1,575</td>
<td>2.4%</td>
</tr>
<tr>
<td>Total Minority</td>
<td>7,200</td>
<td>10.9%</td>
</tr>
</tbody>
</table>

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

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

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

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

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

There is an estimated total of 24,478 households in Marion County with a Median Household Income of $42,966. Exhibit II.23 shows the breakdown of Marion County's population of household income per US Census Block. An estimated 13.6 percent of the households make between $10,000 and $19,999.

<table>
<thead>
<tr>
<th>Exhibit II.23: Marion County Household Income, 2016</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>1,774</td>
<td>7.2%</td>
</tr>
<tr>
<td>$10,000 to $19,999</td>
<td>3,328</td>
<td>13.6%</td>
</tr>
<tr>
<td>$20,000 to $29,999</td>
<td>3,276</td>
<td>13.4%</td>
</tr>
<tr>
<td>$30,000 to $39,999</td>
<td>3,251</td>
<td>13.3%</td>
</tr>
<tr>
<td>$40,000 to $49,999</td>
<td>2,235</td>
<td>9.1%</td>
</tr>
<tr>
<td>$50,000 to $59,999</td>
<td>2,220</td>
<td>9.1%</td>
</tr>
<tr>
<td>$60,000 to $74,999</td>
<td>2,506</td>
<td>10.2%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>2,714</td>
<td>11.1%</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>2,314</td>
<td>9.5%</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>595</td>
<td>2.4%</td>
</tr>
<tr>
<td>$200,000 or more</td>
<td>265</td>
<td>1.1%</td>
</tr>
<tr>
<td><strong>Total Households</strong></td>
<td>24,478</td>
<td></td>
</tr>
<tr>
<td><strong>Median Household Income</strong></td>
<td>$42,966</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Exhibit II.24: Morrow County Household Income, 2016</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>708</td>
<td>5.6%</td>
</tr>
<tr>
<td>$10,000 to $19,999</td>
<td>1,130</td>
<td>8.9%</td>
</tr>
<tr>
<td>$20,000 to $29,999</td>
<td>1,358</td>
<td>10.7%</td>
</tr>
<tr>
<td>$30,000 to $39,999</td>
<td>1,441</td>
<td>11.3%</td>
</tr>
<tr>
<td>$40,000 to $49,999</td>
<td>1,493</td>
<td>11.8%</td>
</tr>
<tr>
<td>$50,000 to $59,999</td>
<td>1,005</td>
<td>7.9%</td>
</tr>
<tr>
<td>$60,000 to $74,999</td>
<td>1,533</td>
<td>12.1%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>1,800</td>
<td>14.2%</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>1,654</td>
<td>13.0%</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>440</td>
<td>3.5%</td>
</tr>
<tr>
<td>$200,000 or more</td>
<td>138</td>
<td>1.1%</td>
</tr>
<tr>
<td><strong>Total Households</strong></td>
<td>12,700</td>
<td></td>
</tr>
<tr>
<td><strong>Median Household Income</strong></td>
<td>$51,993</td>
<td></td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Poverty Level</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 50% of poverty level</td>
<td>3,337</td>
<td>8.0%</td>
</tr>
<tr>
<td>50% to 99% of poverty level</td>
<td>3,551</td>
<td>8.5%</td>
</tr>
<tr>
<td>100% to 124% of poverty level</td>
<td>2,631</td>
<td>6.3%</td>
</tr>
<tr>
<td>125% to 149% of poverty level</td>
<td>2,451</td>
<td>5.8%</td>
</tr>
<tr>
<td>150% to 184% of poverty level</td>
<td>3,417</td>
<td>8.2%</td>
</tr>
<tr>
<td>185% to 199% of poverty level</td>
<td>1,150</td>
<td>2.7%</td>
</tr>
<tr>
<td>200% of poverty level or more</td>
<td>25,389</td>
<td>60.6%</td>
</tr>
<tr>
<td><strong>Total population for whom poverty status is determined</strong></td>
<td><strong>41,926</strong></td>
<td></td>
</tr>
</tbody>
</table>

Source: Ohio Department of Development, 2016

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

<table>
<thead>
<tr>
<th>Poverty Level</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 50% of poverty level</td>
<td>4,480</td>
<td>7.6%</td>
</tr>
<tr>
<td>50% to 99% of poverty level</td>
<td>6,647</td>
<td>11.2%</td>
</tr>
<tr>
<td>100% to 124% of poverty level</td>
<td>4,047</td>
<td>6.8%</td>
</tr>
<tr>
<td>125% to 149% of poverty level</td>
<td>2,514</td>
<td>4.2%</td>
</tr>
<tr>
<td>150% to 184% of poverty level</td>
<td>4,504</td>
<td>7.6%</td>
</tr>
<tr>
<td>185% to 199% of poverty level</td>
<td>1,867</td>
<td>3.1%</td>
</tr>
<tr>
<td>200% of poverty level or more</td>
<td>35,215</td>
<td>59.4%</td>
</tr>
<tr>
<td><strong>Total population for whom poverty status is determined</strong></td>
<td><strong>59,274</strong></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Poverty Level</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 50% of poverty level</td>
<td>1,878</td>
<td>5.4%</td>
</tr>
<tr>
<td>50% to 99% of poverty level</td>
<td>2,185</td>
<td>6.3%</td>
</tr>
<tr>
<td>100% to 124% of poverty level</td>
<td>1,483</td>
<td>4.3%</td>
</tr>
<tr>
<td>125% to 149% of poverty level</td>
<td>1,507</td>
<td>4.4%</td>
</tr>
<tr>
<td>150% to 184% of poverty level</td>
<td>1,863</td>
<td>5.4%</td>
</tr>
<tr>
<td>185% to 199% of poverty level</td>
<td>1,119</td>
<td>3.2%</td>
</tr>
<tr>
<td>200% of poverty level or more</td>
<td>24,545</td>
<td>71.0%</td>
</tr>
<tr>
<td><strong>Total population for whom poverty status is determined</strong></td>
<td><strong>34,580</strong></td>
<td></td>
</tr>
</tbody>
</table>

*Source: Ohio Department of Development, 2016*

**Language**

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

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

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

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

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

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

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

Inventory of Transportation Providers

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

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

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

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

*Crawford County Department of Job and Family Services – is not a direct provider of transportation service. JFS purchases service from multiple providers and also provides funding for family provided transportation and gas vouchers.*
Marion Area Transit (MAT) – Section 5311 rural public transportation service operating within Marion City limits and within a five (5) mile radius of the transit center.

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

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

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

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

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

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

Morrow County Area Transit (MCAT) – Section 5311 rural public transportation service operating within Morrow County, travels to adjacent counties.

Morrow County Board of Developmental Disabilities – transportation to individuals with developmental disabilities to the workshop services. Additional transportation services include community employment transportation.

Morrow County Veteran Services: Information was requested, but not returned.

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

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

The following information is based on tabulations from the survey and interview results. A total of 14 organizations provided information about their services.

List of Transportation Service Providers

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Directly Operates Transportation (Yes/No)</th>
<th>Purchases Transportation from Another Agency (if Yes, Who?)</th>
<th>Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit)</th>
<th>Number of Annual One-Way Passenger Trips</th>
<th>Average Number Trip Denials per Week</th>
<th>Are Vehicles Only Available for Human Service Agency Clients (Y/N)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCAT</td>
<td>Yes</td>
<td>No</td>
<td>Non-Profit Public Transportation Agency</td>
<td>74,000</td>
<td>3</td>
<td>No</td>
</tr>
<tr>
<td>MAT</td>
<td>Yes</td>
<td>No</td>
<td>Non-Profit Public Transportation Agency</td>
<td>149,094</td>
<td>Data Not Available</td>
<td>No</td>
</tr>
<tr>
<td>Crawford County Council on Aging, INC.</td>
<td>Yes</td>
<td>No</td>
<td>Private Non-Profit</td>
<td>31,418</td>
<td>7</td>
<td>No</td>
</tr>
<tr>
<td>No Limits Outreach</td>
<td>Yes</td>
<td>No</td>
<td>Private Non-Profit</td>
<td>Est 3,548</td>
<td>Data Not Available</td>
<td>Yes</td>
</tr>
<tr>
<td>Marion County Board of Developmental Disabilities</td>
<td>No</td>
<td>Yes, Ohio Specialty Services, MAT, Wings of an Angel, Life Builders</td>
<td>Private Non-Profit</td>
<td>20 Individual Passengers</td>
<td>None. Their agency has a “Free Choice of Provider” Policy</td>
<td>N/A</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Crawford County Job and Family Services</td>
<td>No</td>
<td>Yes, SCAT</td>
<td>Public Non-Profit</td>
<td>Not Provided</td>
<td>Not Provided</td>
<td>N/A</td>
</tr>
<tr>
<td>Crawford County Board of Developmental Disabilities</td>
<td>No</td>
<td>Yes, Ohio Specialty Services, Waycraft Industries, and RNI</td>
<td>Private for Profit</td>
<td>22,400 (estimate for 1-way trips)</td>
<td>0</td>
<td>Yes</td>
</tr>
<tr>
<td>Marion County Council on Aging</td>
<td>No</td>
<td>Yes, MCTC and MAT</td>
<td>Public Non-Profit</td>
<td>Not Provided</td>
<td>Not Provided</td>
<td>N</td>
</tr>
<tr>
<td>Marion County Job and Family Services</td>
<td>No</td>
<td>Yes, Onsite Transportation and Applelane</td>
<td>Public Non-Profit</td>
<td>5,200</td>
<td>Not Provided</td>
<td>N</td>
</tr>
<tr>
<td>Morrow County Board of Developmental Disabilities</td>
<td>No</td>
<td>Yes, Not Provided</td>
<td>Public Non-Profit</td>
<td>Not Provided</td>
<td>Not Provided</td>
<td>Y</td>
</tr>
<tr>
<td>The Tomorrow Center</td>
<td>No</td>
<td>Yes, MCTC</td>
<td>Public Non-Profit</td>
<td>Not Provided</td>
<td>Not Provided</td>
<td>Y</td>
</tr>
<tr>
<td>Morrow County Family and Children First</td>
<td>Yes</td>
<td>Yes, Not Provided</td>
<td>Public Non-Profit</td>
<td>Not Provided</td>
<td>Not Provided</td>
<td>Y</td>
</tr>
<tr>
<td>MCTC</td>
<td>Yes</td>
<td>No</td>
<td>Public Non-Profit</td>
<td>19,291</td>
<td>0 Trip Denials</td>
<td>N</td>
</tr>
<tr>
<td>MCAT</td>
<td>Yes</td>
<td>No</td>
<td>Public Non-Profit</td>
<td>25,000</td>
<td>2</td>
<td>N</td>
</tr>
</tbody>
</table>

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

The participating organizations provide a wide range of transportation including Demand Response and On-Demand response. Five of the participating organizations provide services on weekdays. None of the organizations operate transportation on Saturdays or on Sundays. Evening services after 5:00PM are operated by two organizations. The following table depicts the transportation service characteristics by agency.

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Mode of Service</th>
<th>Days &amp; Hours of Operation</th>
<th>Provides Medicaid-Eligible Trips (Y/N)</th>
<th>Level of Passenger Assistance Provided</th>
<th>Training Courses Required for Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCAT</td>
<td>Vans/LTV/NTV</td>
<td>5AM-6PM Mon-Fri</td>
<td>Y, Through Job and Family Services</td>
<td>Curb to Curb Normally. Door to Door if Requested.</td>
<td>Wheelchair, CPR/First Aid/Smith System.</td>
</tr>
<tr>
<td>MAT/ MCAT</td>
<td>Open Demand-Response</td>
<td>8AM-4:30PM Mon-Fri</td>
<td>N</td>
<td>Curb to Curb, Door-to-Door upon Request</td>
<td></td>
</tr>
<tr>
<td>Crawford County Council on Aging Inc (CCCOA)</td>
<td>Demand-Response</td>
<td>6A-5P Mon-Fri</td>
<td>Y</td>
<td>Door-to-Door</td>
<td>First Aid/CPR; Defensive Driving Course; Passenger Assistance Training; Bloodborne Pathogens; Wheelchair securement; Pre-Employment Drug/Alcohol Test; Misc.</td>
</tr>
<tr>
<td>No Limits Outreach</td>
<td>On Demand</td>
<td>9a-4p Mon-Fri</td>
<td>Yes, but do not bill.</td>
<td>Non-paratransit</td>
<td>Yes</td>
</tr>
<tr>
<td>MCTC</td>
<td>Demand Response</td>
<td>6a-6p Mon-Fri</td>
<td>Y,</td>
<td>Curb to Curb at a minimum. Door-to-Door when Req.</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Table [B]: Transportation Service Characteristics
Transportation-related expenses and revenues also differ by organization. 5310 and 5311 grants are common revenue sources for transportation operators in all three counties of Crawford, Marion, and Morrow. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Fare Structure</th>
<th>Donations Accepted (Y/N)</th>
<th>Number of Full-Time &amp; Part-Time Drivers</th>
<th>Number of Full-Time &amp; Part-Time Schedulers/Dispatchers</th>
<th>Revenue Sources (most recent Fiscal Year)</th>
<th>Total Annual Transportation Expenses</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCAT</td>
<td>By Zone</td>
<td>Y</td>
<td>6 Full Time 27 Part Time</td>
<td>4 Full Time</td>
<td>5311 Grant, FTA, ODOT, Contracts, Donations</td>
<td>$1.4 Million</td>
</tr>
<tr>
<td>MAT</td>
<td>$1.25/$0.60</td>
<td>N</td>
<td>6 Full Time 4 Part Time</td>
<td>2 Full Time 1 Part Time</td>
<td>5311 Grant, ODOT</td>
<td>$900,000</td>
</tr>
<tr>
<td>Crawford County Council on Aging, INC (CCCOA)</td>
<td>Not Provided</td>
<td>Y</td>
<td>6 Full Time 8 Part Time</td>
<td>4 Full Time</td>
<td>Contracts, E&amp;D Fare, Title XX, Title III, 5310, Donations</td>
<td>$550,000</td>
</tr>
<tr>
<td>No Limits Outreach</td>
<td>Free</td>
<td>N</td>
<td>3 Drivers (unspecified ft/pt)</td>
<td>0</td>
<td>Delaware-Morrow Mental Health Recovery Services</td>
<td>$6,000</td>
</tr>
<tr>
<td>MCTC</td>
<td>$2.50/mile</td>
<td>N</td>
<td>10 Part-Time 11 Intermittent</td>
<td>1 Full-Time 1 Part-Time</td>
<td>5310, Contracts</td>
<td>$630,000</td>
</tr>
<tr>
<td>MCAT</td>
<td>$2.56/mile</td>
<td>N</td>
<td>10 Part-Time, 15 Intermittent</td>
<td>2 Full Time</td>
<td>5311 Grant, ODOT State Funds, Contract Revenue</td>
<td>$650,000</td>
</tr>
</tbody>
</table>
The following table provides basic information about transportation options other than the traditional public and human services transportation. Transportation options might include bike share, ride share, intercity, or taxi services, and more. There are only 2 taxis in the area, and neither returned a survey.

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

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

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

**Table [E]: Transportation Resources**

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

### Table [F]: 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>SCAT</td>
<td>Currently – ParaPlan</td>
<td>Not Currently</td>
<td>ParaPlan – Currently</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td>Future – Ecolane</td>
<td></td>
<td>Ecolane – Future</td>
<td></td>
</tr>
<tr>
<td>MAT</td>
<td>CTS (Pending)</td>
<td>N</td>
<td>CTS (Pending)</td>
<td>Y</td>
</tr>
<tr>
<td>CCCOA</td>
<td>Excel</td>
<td>N</td>
<td>N/A</td>
<td>N</td>
</tr>
<tr>
<td>No Limits Outreach</td>
<td>N/A</td>
<td>N</td>
<td>N/A</td>
<td>N</td>
</tr>
<tr>
<td>MCTC</td>
<td>Currently – Routematch</td>
<td>N</td>
<td>Currently – Routematch</td>
<td>N</td>
</tr>
<tr>
<td>MCAT</td>
<td>CTS</td>
<td>N</td>
<td>CTS</td>
<td>Y</td>
</tr>
</tbody>
</table>
Assessment of Community Support for Transit

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

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

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

Safety

This plan includes goals for Complete Streets and Active Transportation Plans that will improve the safety of pedestrians, bicyclers, and those operating vehicles. Improvements and or development to walking and biking paths in addition to sidewalk improvements will greatly increase the safety of pedestrians and bicyclers by providing dedicated paths without the congestion of vehicle traffic. Road improvements, curb cuts, strategically timed stop lights, street lights, etc. will improve the safety of not only transit vehicles but all traffic traveling throughout the counties.
Vehicles
Survey/Interview participants listed a combined total of 79 vehicles. Approximately 83% of the vehicles are wheelchair accessible. A vehicle utilization table is provided at the end of this chapter (Table G).

All of the transportation providers provide at least nine wheelchair accessible vehicles (with the exception of No Limits Outreach who currently has one vehicle), while some organizations have an entire fleet of wheelchair accessible vehicles. Currently, there have been no reports that agencies have turned away individuals requiring a wheelchair accessible vehicle. As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.
<table>
<thead>
<tr>
<th>Veh #</th>
<th>Make</th>
<th>Model</th>
<th>Year</th>
<th>Vin #</th>
<th>Capacity</th>
<th>WC Capacity</th>
<th>Days of the Week 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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</thead>
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<tr>
<td>19</td>
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<td>Bus</td>
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<tr>
<td>23</td>
<td>FORD</td>
<td>BUS</td>
<td>2009</td>
<td>1FDEE3LX9DA77679</td>
<td>10</td>
<td>2</td>
<td>5</td>
<td>5 am - 6 pm</td>
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<tr>
<td>24</td>
<td>FORD</td>
<td>BUS</td>
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<td>BUS</td>
<td>2011</td>
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<td>BUS</td>
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<tr>
<td>Veh #</td>
<td>Make</td>
<td>Model</td>
<td>Year</td>
<td>Vin #</td>
<td>Capacity</td>
<td>WC Capacity</td>
<td>Days of the Week Vehicle is in Service</td>
<td>Service Hours</td>
<td>Vehicle Condition</td>
<td>Program to which Vehicle is Assigned (if applicable)</td>
<td>Service Area</td>
</tr>
<tr>
<td>-------</td>
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</table>

**Marion Area Transit (MAT)**

<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>
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<td>2006</td>
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<td>2</td>
<td>Back up</td>
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<td>(Marion) City</td>
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Summary of Existing Resources

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

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

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

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

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

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

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

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

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

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

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

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

Morrow County Area Transit (MCAT) – replaced MCTC in March of 2019, a 5311 public transit service serving all of Morrow County, travels to adjacent counties.
Morrow County Board of Developmental Disabilities – transportation to individuals with developmental disabilities to the workshop services. Additional transportation services include community employment transportation.

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

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

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

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

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

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

The following methods were used to assess transportation needs and gaps

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

Local Demographic and Socio-Economic Data

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

**Exhibit [IV.1]: Map of Population Density of Individuals Age 65 and Older in Crawford County**
The following exhibit (IV.2) illustrates the areas where the number of older adults (age 65 and older) is at or above the Marion County average.

**Exhibit [IV.2]: Map of Population Density of Individuals Age 65 and Older in Marion County**
The following exhibit (IV.3) illustrates the areas where the number of older adults (age 65 and older) is at or above the Morrow County average.

Exhibit [IV.3]: Map of Population Density of Individuals Age 65 and Older in Morrow County
The exhibit below indicates the areas where the number of zero vehicle households is above the Crawford County average. The absence of a vehicle in the household is often an indication of the need for transportation services.


Map 4: Zero Vehicle Housing Units

Legend

- 0% - 0.55%
- 0.56% - 3.7%
- 3.71% - 5.99%
- 6% - 9.99%
- 9.9% - 19.39%
- Cities/Towns

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

**Exhibit [IV.5]: Map of Density of Zero Vehicle Households in Marion County**

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

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

Map 4: Zero Vehicle Housing Units

Morrow County Coordination Plan

Legend
ZVH / Households
- 0% - 0.55%
- 0.56% - 3.7%
- 3.71% - 5.99%
- 6% - 9.89%
- 9.9% - 19.38%

Source: U.S. Census American Community Survey 2015 5-Year Estimates
The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in Crawford County, including those who drive a personal vehicle.

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

![Map of Major Trip Generators in Crawford County](image-url)
The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in Marion County, including those who drive a personal vehicle.

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

**Exhibit [IV.9]: Map of Major Trip Generators in Morrow County**
Analysis of Demographic Data
Crawford County is located in north central Ohio and has a population of 43,036 according to the 2010-2014 U.S. Census American Community Survey 5-Year Estimates. Bucyrus is the county seat and has an estimated population of 12,140. Transportation services in the County are provided by the Crawford County Council on Aging, Inc. The map in Exhibit 1 provides a depiction of the County and surrounding area.

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

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

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

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

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

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

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

**Individuals with Disabilities**

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

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

**Household Income**

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

**Poverty Status**

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

**Zero Vehicle Households**

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

**Limited English Proficiency (LEP) Population**

At the time of the 2013 ACS Five-Year Estimates, People who speak English “not well” or “not at all,” which represent the LEP population, accounted for 0.11 percent of the region’s total population. This compares to the State of Ohio LEP population of 0.97 percent.
General Public and Stakeholder Meetings/Focus Groups
RLS and Associates, Morrow County Transportation Collaborative, and Marion Public Health hosted and facilitated a total of 9 local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. 60 total people participated in the meetings. Of those 60, several self-identified as older adults and at least one individual self-identified as being a person with a disability. More information about the meetings, meeting participants, and meeting content is provided as an appendix to this plan.

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

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

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

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

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

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

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

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

- **Insurance rates for sharing vehicles.**
  - When discussing the option of coordinating the use of vehicles across organizations, many stakeholders brought to the attention of the group the logistical problem when it comes to insurance on the vehicles. It becomes a liability problem for multiple organizations to use the same vehicle.

- **Deciding where the funding comes from when coordinating purchases.**
  - It was discussed that some counties may have a difficult time convincing elected officials to allow resources that were purchased from one county to be used for another county.

- **A lack of software that communicates with various organizations.**
  - While discussing the coordination between counties and organizations to eliminate trips that arrived at the same location, it became apparent that not every organization currently has the appropriate software that would allow the various organizations to easily coordinate trips.

- **Causing an inconvenience for the riders.**
  - While coordinated efforts are achievable and important, there is an obvious concern of causing a longer wait time for the individuals using the transportation. One example that was made was if two individuals both had to go to the same hospital, but one rider finishes up their trip in one hour while the other individual will need two hours, there is an obvious inconvenience for the first rider. Stakeholders were concerned that if this occurred, less people would use the transportation services.

- **Billing Issues.**
  - Another concern that was discussed was that the current software of some organizations did not bill correctly when having multiple passengers in the same trip for their organization alone. Concerns about adding multiple organizations, multiple funding programs, or other coordinated efforts could lead to a complicated billing system.
Summary of Unmet Mobility Needs

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

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

<table>
<thead>
<tr>
<th>Rank</th>
<th>Unmet Need Description</th>
<th>Method Used to Identify and Rank Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A Lack of Funding Available</td>
<td>Stakeholders determined that without proper funding, other unmet needs can’t be addressed.</td>
</tr>
<tr>
<td>2</td>
<td>Transportation services earlier and later (before 6 AM and after 6 PM) for Jobs and Medical appointments</td>
<td>Surveys of the public acknowledged a need for transportation options outside of the current service hours, such as for jobs and medical appointments.</td>
</tr>
<tr>
<td>3</td>
<td>Out-of-County trips including Veterans trips to Columbus, Cleveland, and Mansfield</td>
<td>Surveys also indicated that the public would like more options outside of the county.</td>
</tr>
<tr>
<td>4</td>
<td>Current Transportation options, such as only demand-response.</td>
<td>SCAT wants to evaluate its options as becoming a deviated route service, rather than on-demand response.</td>
</tr>
<tr>
<td>5</td>
<td>Educating the public.</td>
<td>If the public doesn’t know the options available to it, it’s hard to meet the unmet needs.</td>
</tr>
<tr>
<td>6</td>
<td>Complete Streets and Bike Trails</td>
<td>Mobility is not limited to transportation using vehicles. It’s important to add sidewalks and other options for biking, walking, or running in the major cities.</td>
</tr>
<tr>
<td>7</td>
<td>Same-Day Transportation Options</td>
<td>Currently, most trips require a reservation in advance. If a transportation need arises on the same day, it’s hard to find options.</td>
</tr>
<tr>
<td>8</td>
<td>Mobility Manager to assist in meeting the goals and establishing unmet needs.</td>
<td>Establishing a mobility manager for Crawford county or a shared mobility manager for the region discussed in this plan.</td>
</tr>
<tr>
<td>9</td>
<td>Investigate expanding current Volunteer Services</td>
<td>There are volunteer services available currently that could potentially expand. The planning committee want to explore those options.</td>
</tr>
<tr>
<td>10</td>
<td>Additional Taxi Services</td>
<td>There are limited taxis outside of Bucyrus in Crawford County.</td>
</tr>
<tr>
<td>11</td>
<td>Weekend Service</td>
<td>The public mentioned weekend service (Saturday and Sunday) in their surveys.</td>
</tr>
<tr>
<td>Rank</td>
<td>Unmet Need Description</td>
<td>Method Used to Identify and Rank Need</td>
</tr>
<tr>
<td>------</td>
<td>------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1</td>
<td>A Lack of Funding Available</td>
<td>Stakeholders determined that without proper funding, other unmet needs can’t be addressed.</td>
</tr>
<tr>
<td>2</td>
<td>Transportation services earlier and later (before 8:00 AM and after 4:30 PM) for Jobs and Medical appointments.</td>
<td>Surveys of the public acknowledged a need for transportation options outside of the current service hours, such as for jobs and medical appointments.</td>
</tr>
<tr>
<td>3</td>
<td>Out-of-County trips</td>
<td>Surveys also indicated that the public would like more options outside of the county.</td>
</tr>
<tr>
<td>4</td>
<td>Educating the public.</td>
<td>If the public doesn’t know the options available to it, it’s hard to meet the unmet needs.</td>
</tr>
<tr>
<td>5</td>
<td>Lack of Drivers for Marion Area Transit</td>
<td>It is important to have drivers readily available to be able to provide the level of service that the public desires.</td>
</tr>
<tr>
<td>6</td>
<td>Same-Day Transportation Options</td>
<td>Currently, most trips require a reservation in advance. If a transportation need arises on the same day, it’s hard to find options.</td>
</tr>
<tr>
<td>7</td>
<td>Mobility Manager to assist in meeting the goals and establishing unmet needs.</td>
<td>Establishing a mobility manager for Marion county or a shared mobility manager for the region discussed in this plan.</td>
</tr>
<tr>
<td>8</td>
<td>Taxi/Uber Service</td>
<td>Establishing a bigger network of taxis available for the public. Also, Uber may be explored as a cheaper alternative to taxis.</td>
</tr>
<tr>
<td>9</td>
<td>Weekend Service</td>
<td>The public mentioned weekend service (Saturday and Sunday) in their surveys.</td>
</tr>
<tr>
<td>10</td>
<td>Expanding Current Service Area</td>
<td>Accessing other parts of the county. Currently, MAT is a city transit option, so there is a lack of transportation options outside of the city within the county.</td>
</tr>
<tr>
<td>11</td>
<td>Active Transportation</td>
<td>Stakeholders determined there is a lack of access to active transportation.</td>
</tr>
</tbody>
</table>
### Exhibit [IV.12]: Unmet Mobility Needs for Morrow County

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

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

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

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

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

**Regional Goals and Strategies:**

**Goal #1: Increase and/or maintain funding for operations and capital expenses for transportation services.**

*2019 Update*

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

**Strategy and Action Steps 1.1:**
Develop a Regional Transportation Advisory Board (TAB) Committee (TAC) to expand coordination and communication between agencies. *2019 Update*

**Strategy and Action Steps 1.2:**
Enter into MOU agreements for purchase of service agreements among agencies

**Strategy and Action Steps 1.3:**
Develop an allocated cost model. All providers would complete the model to determine the cost of service. The TAB would review the cost model tool and agree to rates on an annual basis. Strategy 1.3:
Strategy and Action Steps 1.4:
Submit collaborative grant applications for coordinated service. National, local, state, and Federal applications.

Strategy and Action Steps 1.5:
Apply for Federal grant funding for a Regional Mobility Manager.

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

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

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

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

Responsible for Leading Implementation: Regional TAB TAC, Mobility Manager, Transit providers, and stakeholders. 2019 Update

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

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

Performance Measures/Targets:

1) Increase Funding by December 31, 2018 2020 and ongoing. 2019 Update
2) Increase public support and awareness of transportation through annual marketing efforts and evaluate the marketing success by July 31, 2018 October 30, 2020. 2019 Update
3) Begin educating local businesses of the importance of transportation and the effects on their business starting July 2018 February 1, 2020 and ongoing. 2019 Update
4) Sign MOUs with organizations by January of 2019 2021. 2019 Update
5) Submit collaborative grant applications by January 2018— for Mobility Manager each year for Mobility Manager through the Ohio Department of Transportation (scheduled based on their application process/dates). 2019 Update
6) Establish planned giving plan by December 2021.

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

Need(s) Being Addressed: Extended hours, days of service and service area.
Strategy and Action Steps 2.1:
Develop agreements for shared trips across county lines to expand service to regional destinations and free up vehicles for other trip purposes. Use shared scheduling software for effective shared trip scheduling.

Strategy and Action Steps 2.2:
Investigate the feasibility of multi-county coverage by trip sharing with other providers to allow earlier and later service options.

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

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

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

Potential Funding Sources: Grants and local funding

Performance Measures/Targets:

1) Provider agreements established by December 31, 2021. 2019 Update
2) Trip sharing occurs beginning January 1, 2022. 2019 Update
3) Shared Scheduling software with the ability to share information installed and in use by providers by June, 2020. Shared scheduling beginning on or before January 1, 2022. 2019 Update

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

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

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

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

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

Strategy and Action Steps 3.4:
Solicit local business vehicle sponsorship in exchange for advertising such as — vehicle funded by. 2019 Update

Strategy and Action Steps 3.5:
Submit annual Section 5310, 5339, and other grant applications for vehicles. 2019 Update
Strategy and Action Steps 3.6:
Research vehicles available for sale on government websites, such as govdeals.com, to secure low cost vehicles with remaining useful life.

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

Performance Measures/Targets:

1) Vehicles are secured – October 2019 and ongoing.

Parties responsible for Leading Implementation: Providers and TAB TAC, and Regional Mobility Manager. 2019 Update

Potential Cost Range: $20,000 to $400,000 for shared scheduling software licenses. 2019 Update

Potential Funding Sources: Grants, businesses, and ad sales.

Goal #4: Establish a One Stop Shop – Regional Call & Training Center 2019 Update

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

Strategy and Action Steps 4.1:
Establish a combination call and information training center managed by the Regional Mobility Manager. 2019 Update

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

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

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

Strategy and Action Steps 4.5:
Create a regional information and referral system toll-free telephone line with a dedicated phone number and a mobility website. 2019 Update
Strategy and Action Steps 4.6:
Solicit funding from organizations seeking transportation assistance for client to support the operational costs of the call center.

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

Performance Measures/Targets

1) Mobility Manager’s office space and schedule established by January 31, 2020. 2019 Update
2) Toll-free Dedicated telephone number established by June 2018 January 31, 2020. 2019 Update
3) Community education presentations occurring — January 2019 beginning in March of 2020 and ongoing. 2019 Update
5) Regional call and training center in operation by January 2020 June 1, 2020. 2019 Update

Parties responsible for Leading Implementation: Mobility Manager, TAB, TAC, business partners, and community leaders. 2019 Update

Potential Cost Range: $50,000 to $200,000 $10,000 to $100,000 depending on call center options. 2019 Update

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

Goal #5: Develop Coordinate Complete Streets and Active Transportation Plans for with each county to develop a plan addressing bike and/or walking routes, safe routes to schools, improvements and work to improve sidewalks and roads across county lines. 2019 Update

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

Strategy and Action Steps 5.1:
Work with economic development, regional planning, and other governmental agencies to draft a plan for and assist with drafting Complete Streets and Active Transportation Plans for each county. 2019 Update

Strategy and Action Steps 5.2:
Assist as possible with submission of grant funding applications such as community block grants and community revitalization grants.
Strategy and Action Steps 5.3:
Use community involvement process to gain community support for the Complete Streets and Active Transportation Plan development and advancement from a regional perspective. 2019 Update

Strategy and Action Steps 5.4:
Investigate energy conservation, environmental, natural resource grant opportunities to develop walking and bike paths that span locally, regionally, and/or state-wide. 2019 Update

Timeline for Implementation: Long Term Goal.

Performance Measures/Targets:

1) Community education and support meeting occur — June 2018 held by August of 2021. 2019 Update
2) Meetings with economic development, regional planning, and local leaders to occur by — August 2018 October 1, 2021. 2019 Update
4) Plan completed — December 2019. 2019 Update
5) Funding applications submitted — June 2020. 2019 Update
6) Project implementation begins — June 2021. 2019 Update

Parties responsible for Leading Implementation: TAC, Mobility Manager, TAB, business partners, economic development, regional planning commission, and community leaders. 2019 Update

Potential Cost Range: $500,000 to $250,000 to $3M or more per county depending on the scale of the projects. 2019 Update

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

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

Need(s) being addressed: Increased awareness and community education of transit needs and resources.

Strategy and Action Steps 6.1:
Request spots on radio stations for public service announcements and interviews. Provide general transportation information and transportation success stories (i.e. for community newsletters and church bulletins).

Strategy and Action Steps 6.2:
Distribute the coordinated plan within the community, post on coordination partner websites, and other willing partners. 2019 Update
Strategy and Action Steps 6.3:
Develop a community resource guide of transportation resources and distribute the guide in the community.

Strategy and Action Steps 6.4:
Publish transit related articles to the local paper on a regular basis at least two times per year.

Strategy and Action Steps 6.5:
Attend local meetings and events to do presentations and provide information.

Strategy and Action Steps 6.6:
Develop and promote a transit website. Have coordination partners, businesses, and other agencies include a link on their website.

Strategy and Action Steps 6.7:
Develop and promote a podcast focusing on mobility issues. Have coordination partners, businesses, and other agencies do interviews discussing their services and other transportation-oriented information. Publish podcasts on the mobility website and promote through social media and events.

Timeline for Implementation: Mid-Term and ongoing
Performance Measures/Targets

2) Resource brochure developed by December 31, 2018 2019 Update
3) Public presentations occurring offered as of June 2018 March 1, 2020. 2019 Update
4) Newspaper and radio PSAs and community updates submitted beginning by March 15, 2018 2019. 2019 Update
5) Website developed and promoted starting in March 2019. This strategy has been completed, but promotion of the website (CMMMobility.org) will be ongoing in 2020 and beyond. 2019 Update

Parties responsible for Leading Implementation: Mobility Manager, TAB, TAC, providers, and coordination partners. 2019 Update

Potential Cost Range: $5,000 to $20,000 depending on number of publications and cost of website development, maintenance and/or improvements. 2019 Update

Potential Funding Sources: Grants, In-kind donations, national and community foundations.
Goal #7: Research and consider a volunteer driver program or other types of transportation options that will supplement current transportation, including evening and weekend transit options. 2019 Update

Need(s) being addressed: Work and other transportation needs that fall outside of the normal hours of public transit operations and other gaps in current transit service. 2019 Update

Strategy and Action Steps 7.1:
Research volunteer driver programs that exist in other counties and/or around the country for best practices and potential examples for us to consider. 2019 Update

Strategy and Action Steps 7.2:
Consider faith-based, private, and other business models that may be able to provide additional transportation opportunities (i.e. Uber). 2019 Update

Strategy and Action Steps 7.3:
Meet with local businesses to discuss their specific needs and see what partnerships can be developed to support the existing needs. 2019 Update

Strategy and Action Steps 7.4:
Based on the research and business feedback, develop a plan to fill existing gaps that will best address the current local needs. 2019 Update

Strategy and Action Steps 7.5:
Apply for grant funding, business funding, and other sources of revenue that could potentially support the program designed and/or desired. 2019 Update

Timeline for Implementation: Long Term Goal. 2019 Update

Performance Measures/Targets:

1) Research of volunteer driver programs by April 15, 2020. 2019 Update
2) Review and consideration of other transportation models completed by July 1, 2020. 2019 Update
3) Meeting with local businesses prior to September 15, 2020. 2019 Update
4) Submit a proposal to the TAC that could potentially help fill the noted gaps by October 1, 2020. 2019 Update
5) Search for funding and consider how best to move to implementation of the proposal by November 15, 2020. 2019 Update

Parties responsible for Leading Implementation: Mobility Manager, TAC, business partners, economic development, planning commission, and community leaders. 2019 Update

Potential Cost Range: $0 to $250,000 depending on the scale of the projects. 2019 Update
Potential Funding Sources: Grants, In-kind donations, national and community foundations, local businesses, local government. 2019 Update
Developing Strategies to Address Gaps and Needs in Crawford County

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

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

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

Goal #1: Evaluate the Section 5311 public existing transportation services including the Section 5311 public transportation service, the Section 5310 transportation service, and other alternative transportation services. Consider modifications to make the all service options more efficient and effective for residents of Crawford County.

Need(s) Being Addressed: Transportation service improvement and expansion of service. Improvement of transportation and mobility options for residents including possible expansion of service, amending of current service models, and/or the addition of new service. 2019 Update

Strategy and Action Steps 1.1:
Use existing SCAT trip data and information to evaluate analyze current service including areas of highest use, common travel patterns, and types of persons using Section 5310 and 5311 services. 2019 Update

Strategy and Action Steps 1.2:
Map and evaluate trip generators in both within Crawford County and outside of Crawford County. 2019 Update
Strategy and Action Steps 1.4 1.3:
Visit peer systems to evaluate and compare effective service options in communities that are similar to those within Crawford County. 2019 Update

Strategy and Action Steps 1.4:
Create consumer transportation surveys, distribute surveys, finalize survey results, and share pertinent information with persons/groups including the Crawford County Commissioners. 2019 Update

Strategy and Action Steps 1.5 1.5:
Hold public and stakeholder meetings to discuss service modifications results of research and to consider hot improve service locally. 2019 Update

Strategy and Action Steps 1.6 1.6:
Develop service change plan and budget, and submit to ODOT for approval a final summary of all community feedback and research, propose potential solutions or options, and begin considering next steps to improve transportation services in the county. 2019 Update

Strategy and Action Steps 1.6 1.7:
Market new service. Attempt to secure funding through the FTA, ODOT (Section 5310, 5311, etc.), and through other opportunities to address issues and begin implementation of new programs, expansion programs, or other transportation services to bridge the gaps. 2019 Update

Timeline for Implementation: Mid Term Goal — up to 2 years. 2019 Update

Parties Responsible for Leading Implementation: SCAT, Local TAB, TAC, Mobility Manager, local government, SCAT, Council on Aging, Crawford County DODD, and community leaders. 2019 Update

Potential Cost Range: $0 $5,000 to $200,000 $750,000 annually depending on level of service. 2019 Update

Potential Funding Sources: FTA grants, ODOT grant and state funding, national and community foundations, in-kind donations, fundraisers, and local support. 2019 Update

Performance Measures/Targets:

1) Information evaluated and trip patterns identified by March 30, 2018 2020. 2019 Update
2) Compare current trip patterns with mapped trip generators and other data by April 15, 2020. 2019 Update
4) Surveys created, distributed, and analyze results by June 15, 2020. 2019 Update
5) Hold public meetings by August 1, 2020. 2019 Update
6) Service design analyzed and proposals for improvement completed by July 2018 September 1, 2020. 2019 Update
7) Local funding support solicited, grant research, and applications submitted and committed — July 2018 prior to all grant deadlines before or by 2021. 2019 Update
8) Submit letter of request to ODOT requesting service change approval, if necessary — July 2018.  
   2019 Update

9) Grant submission to ODOT as is appropriate August 2018. 2019 Update

Goal #2: Develop a coalition of partners willing to address the various mobility and transportation issues facing Crawford County. 2019 Update (entire goal new)

Need(s) being addressed: Forming a group within the local communities who are willing to work to address the mobility and transit issues facing the county.

Strategy and Action Steps 2.1:  
Market the need for a new Transportation Advisory Committee (TAC) for Crawford County and secure commitments for participation on the committee.

Strategy and Action Steps 2.2:  
Select one individual from the TAC to sit on the Regional Transportation Advisory Committee (RTAC), which will meet periodically to discuss the regional issues each county is facing. The Crawford County RTAC representative will report back to the others about the RTAC meetings.

Strategy and Action Steps 2.3:  
Create a set schedule of dates with location and times for the Crawford County TAC meetings each year.

Strategy and Action Steps 2.4:  
Market each TAC meeting and encourage public participation including low-income, disabled, and senior populations.

Timeline for Implementation: Short-Term Goal.

Performance Measures/Targets

1) Reach out to stakeholders, community members, and attend local meetings to talk about the coalition and goals in the first quarter of 2020, through March 30, 2020.
2) Hold first TAC meeting in or before April 30, 2020 and nominate individual to sit on RTAC.
3) At first TAC meeting (by April 30, 2020) set dates for future meetings.
4) Create marketing plan (email blasts, flyers, social media, etc.) to continue marketing TAC meetings and the importance of participation. Plan to be implemented by June 1, 2020.

Parties responsible for Leading Implementation: Mobility Manager, local government officials, and local transportation agencies.

Potential Cost Range: $0 to $2,000.

Potential Funding Sources: Grants, In-kind donations, and community foundations.
Goal #3: Coordinate Complete Streets and Active Transportation Plans in order to develop bike and/or walking routes and work to improve sidewalks and roads. 

**Update (entire goal new)**

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

**Strategy and Action Steps 3.1:**
Work with economic development, regional planning, and other governmental agencies in order to draft a Complete Streets and Active Transportation Plan.

**Strategy and Action Steps 3.2:**
Gain community support for the Complete Streets and Active Transportation Plan development and advancement for Crawford County.

**Strategy and Action Steps 3.3:**
Investigate energy conservation, environmental, and natural resource grant opportunities to develop walking and/or bike paths that span the region and/or state.

**Strategy and Action Steps 3.4:**
Submit for grant funding such as community block grants, community revitalization grants and others.

**Timeline for Implementation: Long Term Goal.**

**Performance Measures/Targets**

6) Meetings with economic development, regional planning, and local leaders occur in or before August 31, 2020.

7) Community education and support meeting occurs by December 31, 2020.

8) Grant research and funding opportunities begin by April 15, 2021.

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

Potential Cost Range: $50,000 to $1M depending on the scale of the projects.

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

Goal #4: Create Safe Routes to School Plan.

Need(s) being addressed: Children walking and biking to school.
Strategy and Action Steps 4.1: Research Safe Routes to School and hold discussions with school systems and local government entities in order to determine potential need and possibilities within the Safe Routes to School program.

Strategy and Action Steps 4.2: Work with local school systems, regional planning, and other governmental agencies in efforts to assist Crawford County with drafting a Safe Routes to School Plan.

Strategy and Action Steps 4.3: Gain parent and community support for the Safe Routes to School Plan.

Strategy and Action Steps 4.4: Submit for Safe Routes to School grant funding if and/or when needs are identified.

Timeline for Implementation: Mid to Long Term Goal.

Performance Measures/Targets

6) Meet with school and/or local officials about the program by April 30, 2020.
7) Form committee to begin formulating an actual plan for the program by June 15, 2020.
8) Promote findings and efforts to parents and community members beginning in August, 2020.
9) Have full plan completed by June 1, 2021.
10) Submit for Safe Routes to School funding for 2022 grant cycle.

Parties responsible for Leading Implementation: TAC, Mobility Manager, local school officials, local government, business partners, and community leaders.

Potential Cost Range: $0 to $250,000 depending on the scale of the projects.

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

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

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

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

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

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

Strategy and Action Steps 1.1:
Use existing community survey information and coordination plan survey results to establish the need for countywide public transportation.

Strategy and Action Steps 1.2:
Research grant and other funding sources to fund a Transit Needs Study. 2019 Update

Strategy and Action Steps 1.2 1.3:
Solicit letters of support from coordination partners, local organizations, local businesses, and community leaders.

Strategy and Action Steps 1.4:
Complete a Transit Needs Study. 2019 Update

Strategy and Action Steps 1.3 1.5:
Design service based on community input, survey results, and proven peer system designs.
Strategy and Action Steps 1.4 1.6:
Solicit local matching funds commitments.

Strategy and Action Steps 1.5 1.7:
Submit letter of request for approval to submit a Section 5311 project application for county service to ODOT. Service provider could be MAT or another approved provider. 2019 Update

Strategy and Action Steps 1.6 1.8:
Submit Section 5311 rural public transit grant application.

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

Parties Responsible for Leading Implementation: Local TAB TAC, Mobility Manager, Health Department, and Community Leaders. 2019 Update

Potential Cost Range: $200,000 to $400,000 $800,000 annually depending on level of service. 2019 Update

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

Performance Measures/Targets:

2.1 Survey information compiled to establish need documentation by — June 2018 September 1, 2020. 2019 Update

2.2 Discuss with ODOT grant opportunities for funding a Transit Needs Study. This should be done on or prior to June 1, 2020. 2019 Update

2.3 Letters of support submitted by — December 2018 December 31, 2020. 2019 Update

2.4 Complete a Transit Needs Study on or before December 31, 2021. 2019 Update

2.5 Identify the most logical service design for Marion County identified by — March 2020 March 1, 2022. 2019 Update

2.6 Secure local funding support, solicited and committed by — June 2019 July 1, 2022. 2019 Update

2.7 Letter of request to submit for funding issued to ODOT — August 2019 for the 2023 grant cycle. 2019 Update

2.8 Grant submission to ODOT August 2020, based on their funding cycle, target time frame 2023-2024 range. 2019 Update

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

Need(s) being addressed: Transportation unmet needs cause.
Strategy and Action Steps 2.1:  
Work with the Health Department and other social service agencies to develop a survey and survey process with questions specific to underlying need for transportation.

Strategy and Action Steps 2.2:  
Solicit assistance of local TAB TAC for survey distribution. 2019 Update

Strategy and Action Steps 2.3:  
Complete comprehensive analysis of the survey results.

Strategy and Action Steps 2.4:  
Distribute results among agencies that assist transit disadvantaged individuals and community leaders.

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

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

Potential Cost Range: $15,000 to $25,000 for survey effort.

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

Performance Measures/Targets:

1) Survey developed – December 2018 prior to May 1, 2020.  
5) Survey results distributed in October 2019 of 2020.

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

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

Strategy and Action Steps 3.1:  
Work with economic development, planning, and Ohio State University Branch to draft a plan for Complete Streets and Active Transportation Plans for each county. Marion County Health Department to take an active role.
Strategy and Action Steps 3.2:
Assist as possible with submission of grant funding applications such as community block grants and community revitalization grants.

Strategy and Action Steps 3.3:
Use community involvement process to gain community support for the Complete Streets and Active Transportation Plan development and advancement.

Strategy and Action Steps 3.4:
Investigate energy conservation, environmental, natural resource grant opportunities to develop walking and bike paths.

Timeline for Implementation: Long Term Goal

Performance Measures/Targets

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

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

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

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

Goal #3: Develop Active Transportation Plan for Marion to further address walking and biking visions. 2019 Update (entirely new goal and strategies)

Need(s) being addressed: Active Transportation Plan development and safety for pedestrian, bike, and vehicle travel.

Strategy 3.1: Review past active transportation efforts and provide context in the development of an active transportation plan (ATP).

Action Steps 3.1.1:
Schedule Built Environment, CHC coalition, and Mobility Management meetings.
Action Steps 3.1.2:
Share and review 2019 ATP Map, 2018 HEAL MAPP study, and 2017 Transportation survey.

Action Steps 3.1.3:
Identify and review local plans that will need to be considered in planning for the ATP.

Action Steps 3.1.4:
Identify needs and gaps and prioritize areas in need of ATP infrastructure improvement.

Action Steps 3.1.5:
Evaluate training needs to support the ATP.

Strategy 3.2: Based on coalition members response, conduct a training that supports the implementation of an active transportation plan as identified from training needs survey.

Action Steps 3.2.1:
Establish training goals and identify local, regional, and state training opportunities.

Action Steps 3.2.2:
Secure training details and construct an invitation list, including community leaders.

Action Steps 3.2.3:
Host and complete training or trainings.

Strategy 3.3: Develop the active transportation plan.

Action Steps 3.3.1:
Conduct field observation and walk audits to help formation of the ATP.

Action Steps 3.3.2:
Share and review 2019 ATP Map, 2018 HEAL MAPP study, and 2017 Transportation survey.

Action Steps 3.3.3:
Identify and review local plans that will need to be considered in planning for the ATP.

Action Steps 3.3.4:
Identify needs and gaps and prioritize areas in need of ATP infrastructure improvement.

Action Steps 3.3.5:
Evaluate training needs to support the ATP.
Strategy 3.4: Work with local leaders on the implementation of an active transportation plan.
Time frame for strategy: Start September 1, 2020 and complete by October 31, 2020.

Action Steps 3.4.1:
Convene meeting with key leaders and officials and review adopted ATP.

Action Steps 3.4.2:
Assess decision making practices and policies that impact ATP.

Action Steps 3.4.3:
Share tools and resources to assist in implementation of ATP.

Action Steps 3.4.4:
Establish ATP priorities and set short-term to long-range goals for plan.

Action Steps 3.4.5:
Work with Built Environment team to identify one goal to use as a demonstration project.

Action Steps 3.4.6:
Provide ongoing technical assistance.

Strategy 3.5: Conduct a temporary active transportation project that demonstrates one of the active transportation priorities as identified in the active transportation plan
Time frame for strategy: Start August 1, 2020 and complete by October 31, 2020.

Action Steps 3.5.1:
Select site for temporary demonstration project.

Action Steps 3.5.2:
Identify goal of demonstration project.

Action Steps 3.5.3:
Prepare and set budget.

Action Steps 3.5.4:
Schedule and advertise the event.

Action Steps 3.5.5:
Evaluate demonstration project.

Action Steps 3.5.6:
Share findings of demonstration project on ATP with others.
Strategy 3.6.4: Administer evaluation survey to local stakeholders to assess their knowledge of the active transportation plan.
Time frame for strategy: Start October 1, 2020 and complete by December 31, 2020.

Action Steps 3.6.1:
Work with Built Environment team to identify key personnel to be interviewed.

Action Steps 3.6.2:
Seek organizational support on the best method to conduct evaluations and draft survey questions.

Action Steps 3.6.3:
Conduct evaluation and evaluate responses.

Action Steps 3.6.4:
Share findings with action team members.

Action Steps 3.6.5:
Implement quality improvement opportunities based on evaluation results.

Parties responsible for Leading Implementation: Marion Built Environment team, TAC, Mobility Manager, CHC Coordinator, Health Department, Regional Planning Commission, City Engineers, business partners, economic development, planning commission, and community leaders.

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

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

Goal #4: Improve Bike Infrastructure within Marion. 2019 Update (entirely new goal and strategies)

Need(s) being addressed: Increase access and improvement to bicycle infrastructure.

Strategy 4.1: Identify areas in need of bicycle infrastructure improvements that support active commutes with an emphasis on a designated area each year.

Action Steps 4.1.1:
Work with Built Environment team to identify need.

Action Steps 4.1.2:
Review 2019 ATP concept map and the transportation assessment.

Action Steps 4.1.3:
Assess current commute infrastructure and policies.
Action Steps 4.1.4:
Schedule meeting with potential organizations interested in bicycle infrastructure improvements.

Action Steps 4.1.5:
Provide Ohio Department of Health resources on Active Transportation and bicycle support.

**Strategy 4.2: Meet with various decision makers, city officials, and local businesses to discuss potential bike infrastructure improvements and timelines.**

Action Steps 4.2.1:
Attend meeting to discuss improvements.

Action Steps 4.2.2:
Provide tools and best practices for bike infrastructure improvements.

Action Steps 4.2.3:
Discuss timeline, budget, and project objectives.

Action Steps 4.2.4:
Develop MOU and discuss project goals.

**Strategy 4.3: Gather pre-implementation data of potential bike infrastructure sites based on mutual objectives and project goals.**

Action Steps 4.3.1:
Work with coalition and agencies to identify data measurements and data collection tools.

Action Steps 4.3.2:
Schedule timeframe for data collection.

Action Steps 4.3.3:
Work with designated business owners/agencies on customer commute data.

Action Steps 4.3.4:
Compile results and share findings with designated agencies/owners and the built environment team.

**Strategy 4.4: Provide TA to facilitate bicycle infrastructure improvements.**
Time frame for strategy: Start May 1, 2020 and complete by July 31, 2020.
Action Steps 4.4.1:
Discuss needed supplies and equipment with designated business owners and agencies.

Action Steps 4.4.2:
Obtained signed MOUs.

Action Steps 4.4.3:
Ensure the bike improvements are ordered (i.e. bike racks, fix-it stations, etc.).

Action Steps 4.4.4:
Help facilitate the installation of improvements and confirm installation completed.

Strategy 4.5: Conduct Community Education on awareness that supports bicycle commutes.
Time frame for strategy: Start August 1, 2020 and complete by October 31, 2020.

Action Steps 4.5.1:
Schedule community bike safety and education ride.

Action Steps 4.5.2:
Schedule launch for improvements and promote infrastructure improvements via downtown organizations, Chamber of Commerce, signage, and various media outlets.

Action Steps 4.5.3:
Utilize ODH/ODOT Your Move Ohio materials.

Action Steps 4.5.4:
Invite media partners and residents via social media networks and print materials.

Strategy 4.6: Evaluate active commute system changes within the north-end organizations.
Time frame for strategy: Start September 1, 2020 and complete by October 31, 2020.

Action Steps 4.6.1:
Review pre-assessment date for comparison and validity and draft post-implementation survey.

Action Steps 4.6.2:
Collect mode shift date with local business owners and compile results.

Action Steps 4.6.3:
Share finding with business owners and identify improvement opportunities.

Action Steps 4.6.4:
Assess organizational and community readiness to apply for bike friendly community award through the League of American Bicyclists and submit application if agreed upon.
Strategy 4.7: Submit Success Story.
Time frame for strategy: Start October 1, 2020 and complete by December 31, 2020.

Action Steps 4.7.1:
Educate coalition of process and seek participation.

Action Steps 4.7.2:
Identify best practice for evaluation and collection data.

Action Steps 4.7.3:
Gather data, compile results, and draft success story.

Action Steps 4.7.4:
Share draft with for review, final edit of story, and disseminate to local, state, and national partners.

Parties responsible for Leading Implementation: Marion Built Environment team, CHC coalition, CHC Coordinator, TAC, Mobility Manager, Downtown Marion Inc., Health Department, Marion Chamber of Commerce and business partners.

Potential Cost Range: $50,000 to $250,000 depending on the scale of the projects.

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

Goal #5: Create Safe Routes to School Plan. 2019 Update (entirely new goal and strategies)

Need(s) being addressed: Children walking and biking to school.

Strategy and Action Steps 5.1:
Research Safe Routes to School and hold discussions with school systems and local government entities in order to determine potential need and possibilities within the Safe Routes to School program.

Strategy and Action Steps 5.2:
Work with local school systems, regional planning, and other governmental agencies in efforts to assist Marion County with drafting a Safe Routes to School Plan.

Strategy and Action Steps 5.3:
Gain parent and community support for the Safe Routes to School Plan.
Strategy and Action Steps 5.4:
Submit for Safe Routes to School grant funding if and/or when needs are identified.

Timeline for Implementation: Mid to Long Term Goal.

Performance Measures/Targets

5.1 Research Safe Routes to School program by January 31, 2020.
5.2 Meet with school and/or local officials about the program by May 1, 2020.
5.3 Form committee to begin formulating an actual plan for the program by August 15, 2020.
5.4 Promote findings and efforts to parents and community members beginning September 1, 2020.
5.5 Have full plan completed and accepted by July 15, 2021.
5.6 Submit for Safe Routes to School funding during next open grant period.

Parties responsible for Leading Implementation: TAC, Mobility Manager, Health Department, local school officials, local government, business partners, and community leaders.

Potential Cost Range: $0 to $250,000, depending on the scale of the projects.

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

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

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

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

Goal #1 Secure public transportation for Morrow County 2019 Update: Goal Attained.

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

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

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

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

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

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

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

Timeline for Implementation: Mid-Term Goal. Approximately 2 years.
Parties Responsible for Leading Implementation: Local TAB, Mobility Manager, and Community Leaders

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

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

Performance Measures/Targets:

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

Goal #2: Enhance Regional Complete Streets and Active Transportation Plans to areas specific to Morrow County and establish Safe Routes to School in order develop bike and/or walking routes and to improve sidewalks and roads.

Need(s) Being Addressed: Public Knowledge.

Strategy 2.1:
Investigate the option of connecting a combination walking and bike path into Mount Gilead State Park as well as establishing multi-use paths within the state park. Work with the health department, economic development, regional planning, and other governmental agencies in order to draft a Complete Streets and/or an Active Transportation Plan.

Strategy 2.2:
Solicit local community partners to help fund multi-use paths throughout the community. Gain community support for the concept of Complete Streets and Active Transportation Plan development and advancement for Morrow County.

Strategy 2.3:
Work with the Health Department, schools, and planning to develop a plan for Safe Routes to School. Investigate energy conservation, environmental, and natural resource grant opportunities to develop walking and/or bike paths that span the local area, region, and/or state.

Strategy and Action Steps 2.4:
Submit for grant funding such as community block grants, community revitalization grants and others.

Strategy and Action Steps 2.5:
Investigate the option of connecting a combination walking and bike path to the Mt Gilead State Park, as well as establishing multi-use paths within the park itself.
Strategy and Action Steps 2.6:  
Solicit local community partners to help fund multi-use walking and biking paths throughout the local communities.

Strategy and Action Steps 2.7:  
Research Rails to Trails and other funding programs that may assist in establishing multi-use walking and biking paths in the count.

Strategy and Action Steps 2.8:  
Establish a bicycle lending program in coordination with the local libraries or another entity as part of an overall effort to increase Active Transportation within communities.

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

Performance Measures/Targets:

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

1) Set up meetings and discussion about Complete Streets and Active Transportation Plans during the first quarter of 2020 to gauge interest in pursuing said plans.
2) Begin educating the community and garner public support for said plans during the second quarter of 2020.
3) Research grant opportunities and potential funding resources that focus on walking and biking paths. This will be ongoing during the year.
4) Submit for grant funding, such as community block grants, community revitalization grants, local foundation grants, and others.
5) Meet with ODOT, ODNR, and the Village of Mt Gilead about walking/biking path to the State Park. First meeting in January of 2020, follow up meetings, and monitoring of progress during the course of the year.
6) Create a special committee with community partners to focus on walking and biking paths for Morrow County. Hold first meeting by June 30, 2020.
7) Research and become educated on multi-use paths, rails to trails, safe routes to parks, and other walking/biking programs.
8) Establish a bicycle lending program in coordination with the local libraries or another entity as part of an overall effort to increase Active Transportation within the local community.
Parties responsible for Leading Implementation: Mobility Manager, Health Department, Parks Board, School Board, TAB, business partners, economic development, planning commission, and community leaders.

Potential Cost Range: $50,000 to $3M depending on the scale of the projects.

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

Goal #2: Create Safe Routes to School Plan.

Need(s) being addressed: Children walking and biking to school safely and encouraging healthier lifestyles for our youth.

Strategy and Action Steps 3.1: Research Safe Routes to School and hold discussions with school systems and local government entities in order to determine potential need and possibilities within the Safe Routes to School program.

Strategy and Action Steps 3.2: Work with local school systems, health department, regional planning, and other governmental agencies in efforts to assist Morrow County with drafting a Safe Routes to School Plan.

Strategy and Action Steps 3.3: Gain parent and community support for the Safe Routes to School Plan.

Strategy and Action Steps 3.4: Submit for Safe Routes to School grant funding if and/or when needs are identified.

Timeline for Implementation: Mid to Long Term Goal

Performance Measures/Targets

3.2 Meet with school and/or local officials about the program by June 15, 2020.
3.3 Form a committee to begin formulating an actual plan for the program by August 15, 2020.
3.4 Promote findings and efforts to parents and community members beginning September 31, 2020.
3.5 Have full plan completed and accepted by July 15, 2021.
3.6 Submit for Safe Routes to School funding during next open grant period, likely in 2022 or 2023.

Parties responsible for Leading Implementation: TAC, Mobility Manager, Health Department, local school officials, local government, business partners, and community leaders.

Potential Cost Range: $0 to 100,000, depending on the scale of the projects.
VI. Plan Adoption

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

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

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

### Agency Representation

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
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</thead>
<tbody>
<tr>
<td>Tamara Lynch</td>
<td>Seneca-Crawford Area Transportation</td>
</tr>
<tr>
<td>Kim Kent</td>
<td>Crawford County Board of Developmental Disabilities</td>
</tr>
<tr>
<td>Cassie Herschler</td>
<td>Crawford County Council on Aging</td>
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<tr>
<td>Michele Hoffman</td>
<td>Crawford County Council on Aging</td>
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<tr>
<td>Ruth Culver</td>
<td>Crawford County Council on Aging</td>
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<tr>
<td>Jenny Vermillion</td>
<td>Crawford County Commissioner</td>
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<tr>
<td>Melinda Crall-Cauley</td>
<td>Crawford County Department of Job and Family Services</td>
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<td>Doug Weisenauer</td>
<td>Crawford County Commissioner</td>
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<td>Mo Ressallat</td>
<td>Crawford County Commissioner</td>
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<tr>
<td>Amy Timmerman</td>
<td>Morrow County Metropolitan Housing</td>
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<tr>
<td>Michelle Brown</td>
<td>Morrow County Board of Developmental Disabilities</td>
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<tr>
<td>Sandi Williamson</td>
<td>Morrow County Board of Developmental Disabilities</td>
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<td>Jennifer Donelson</td>
<td>Morrow County Hospital</td>
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<td>Jessica Scott</td>
<td>Seniors on Center</td>
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<td>Aakash Parikh</td>
<td>Safe Harbor Peer Support Services</td>
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<tr>
<td>Kanda Benner</td>
<td>Morrow County Family and Children First Council</td>
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<td>Sundie Brown</td>
<td>Morrow County Department of Job and Family Services</td>
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<tr>
<td>Susie Sexton</td>
<td>The Tomorrow Center</td>
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<td>Cameron Phelps</td>
<td>Morrow County Transportation Collaborative</td>
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<tr>
<td>Tim Maceyko</td>
<td>Seth Maceyko Snuggle Time Foundation and MCTC</td>
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<tr>
<td>Ken Collins</td>
<td>Morrow County Transportation Collaborative</td>
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<tr>
<td>Crystina Wallar</td>
<td>Crawford County Family and Children First Council</td>
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<td>Jeannette_________</td>
<td>Crawford County Family and Children First Council</td>
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<tr>
<td>Beth Clayton</td>
<td>Marion County Veterans Service</td>
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<tr>
<td>Jo Ann Radwin-Zimmerman</td>
<td>League of Women Voters and Marion Matters</td>
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<tr>
<td>Amber Wertman</td>
<td>United Way of Marion County</td>
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<td>Katrina Harwood</td>
<td>Marion Public Health</td>
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<td>Traci Kinsler</td>
<td>Marion Public Health</td>
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<tr>
<td>Jo Ellen King</td>
<td>Marion County Council on Aging</td>
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<tr>
<td>Denny Ferguson</td>
<td>Marion Can Do!</td>
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<tr>
<td>Meghan Taylor</td>
<td>Center Street Health Clinic</td>
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<tr>
<td>TJ Badertscher</td>
<td>Center Street Health Clinic</td>
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In addition to participants listed above, the planning committee also included representation of older adults, people with disabilities, and members of the general public. In addition to hosting a planning committee, Morrow County Transportation Collaborative and other planning committee members also conducted a wide variety of activities designed to increase involvement of community stakeholders in identifying community resources, addressing community needs, and setting goals and priorities. More information about the efforts that occurred is available upon request. To request additional information please contact:

**Timothy A. Maceyko**
Regional Mobility Manager, CMM Mobility

419-560-0905

[mo...@morrowcountyohio.gov](mailto:mo...@morrowcountyohio.gov)
Appendix B: List of Annual Reviews and Plan Amendments

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

Timothy A. Maceyko
Regional Mobility Manager, CMM Mobility
419-560-0905
mobilitymanager@morrowcountyohio.gov

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

Timothy A. Maceyko
Regional Mobility Manager, CMM Mobility
419-560-0905
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Amendment 2017 2019.
There have been no amendments made to the Coordination Plan since its adoption in 2017.

Amendments were made in 2019 after a review of this document, including a series of public meetings, open community feedback, and discussions with stakeholders. All plan changes have been noted by adding these changes in red within the document and an overall summary amendment has been added below.

Annual Review Summary for 2019

1. Morrow County Transportation Collaborative, a 5310 program, ceased operation at the end of February, 2019. It was replaced by a 5311 public transit system, Morrow County Area Transit (MCAT), which officially launched on March 1, 2019.
2. The “Transportation Advisory Board” was changed to “Transportation Advisory Committee” (TAC) to more accurately reflect the fact that it is more of a committee than a board. This change was noted throughout the document.

3. Regional Goals and Strategies Updates
   a. Goal #1 – Details updated.
   b. Goal #2 – Performance measures updated.
   c. Goal #3 – minor update to date.
   d. Goal #4 – Call Center adjusted to reflect the training piece, all details updated to reflect that. Performance measures updated.
   e. Goal #5 – Amended to reflect cross-county concepts. Details updated, each county shall list their own goals/strategies and timelines for internal purposes.
   f. Goal #6 – Details updated, new strategy and action step 6.7 added for podcasting efforts. Website noted as complete.
   g. Goal #7 – New goal added due to public meeting feedback. Addresses desire to research and consider volunteer driver and other programs that could supplement existing public transportation services.

4. Crawford County Goals and Strategies Updates
   a. Goal #1 – Details updated, with focus on evaluating existing transportation options more in-depth.
   b. Goal #2 – A goal was added to reflect the need to build a coalition of stakeholders, local businesses, and the public in order to further advance transit and mobility goals.
   c. Goal #3 – Complete Streets and Active Transportation Plans specific to Crawford County were adjusted and details updated.
   d. Goal #4 – The creation of a Safe Routes to School program was added as a goal. Research and exploration of the program are needed.

5. Marion County Goals and Strategies Updates
   a. Goal #1 – Actions steps were added and details updated.
   b. Goal #2 – Details updated.
   c. Goal #3 – Goal was adjusted to match up with Marion Public Health goals and community feedback. Details updated accordingly.
   d. Goal #4 - Goal was adjusted to match up with Marion Public Health goals and community feedback. Details updated accordingly.
e. Goal #5 – The creation of a Safe Routes to School program was added as a goal. Research and exploration of the program are needed.

   a. Goal #1 – Securing public transportation was originally goal #1, but was achieved so this goal now reflects a desire to work on Complete Streets and/or Active Transportation planning. Strategies and action steps all reflect that new goal.
   b. Goal #2 - The creation of a Safe Routes to School program was added as a goal. Research and exploration of the program are needed.
Appendix C: Definitions

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

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

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

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

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

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

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

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

**Section 5311 Program** – The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Sub-recipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.
Section 5307 Program – The Urbanized Area Formula Grants program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.

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

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

Appendix D: Attachments

There were several documents used throughout the process of creating the regional coordinated plan. These documents are provided in Appendix D (See Attached).