

Crawford County, Marion County, and Morrow County

Regional Coordinated Public Transit-Human Services Transportation Plan

Effective Date: January 1, 2022

Collaborative Lead Agencies: Crawford County Board of DD,
Marion County Health Department, and Morrow County
Commissioners

For more information about this plan please contact the CMM Mobility
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Executive Summary

This plan is the Public Transit-Human Services Coordination Transportation Plan for Crawford County, Marion County, and Morrow County Ohio. The three counties collaboratively developed a plan in December of 2017 and this document replaces that one as of January 1, 2022. This plan shall be reviewed and updated annually and 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 Area Transit (MCAT),
 - ◆ 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/or Wings of an Angel,
 - ◆ Marion County Veterans Services,
 - ◆ Ohio Heartland Community Action Commission,
 - ◆ Morrow County Council on Aging (Seniors on Center),
 - ◆ Morrow County 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. This was done virtually and by utilizing hard copies in both English and Spanish. 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
- ◆ Continued utilization of a Regional Mobility Management project
- ◆ Educate the public to increase awareness and education of transportation services throughout the counties and region
- ◆ Out of county service for any trip purpose at an affordable rate

Second Priority

- ◆ Increase accessible vehicle fleets
- ◆ Extended hours and days of operation
- ◆ Increased same day transportation options
- ◆ Utilization of a call and training center (a mobility resource center)

Crawford County Needs:

First Priority

- ◆ Increase public awareness of existing mobility and transit services
- ◆ 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 transit service to the county

Second Priority

- ◆ Implement and improve on active transportation
- ◆ Increase taxi options for the county

Morrow County Needs:

First Priority

- ◆ Create public awareness of existing mobility services and options
- ◆ Continue to evolve the public transit system

Second Priority

- ◆ Expand hours of operations for transportation

3. Establish a clear plan for achieving shared goals

Crawford, Marion, and Morrow Counties have worked together 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 mobility improvement committee (MIC) 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 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

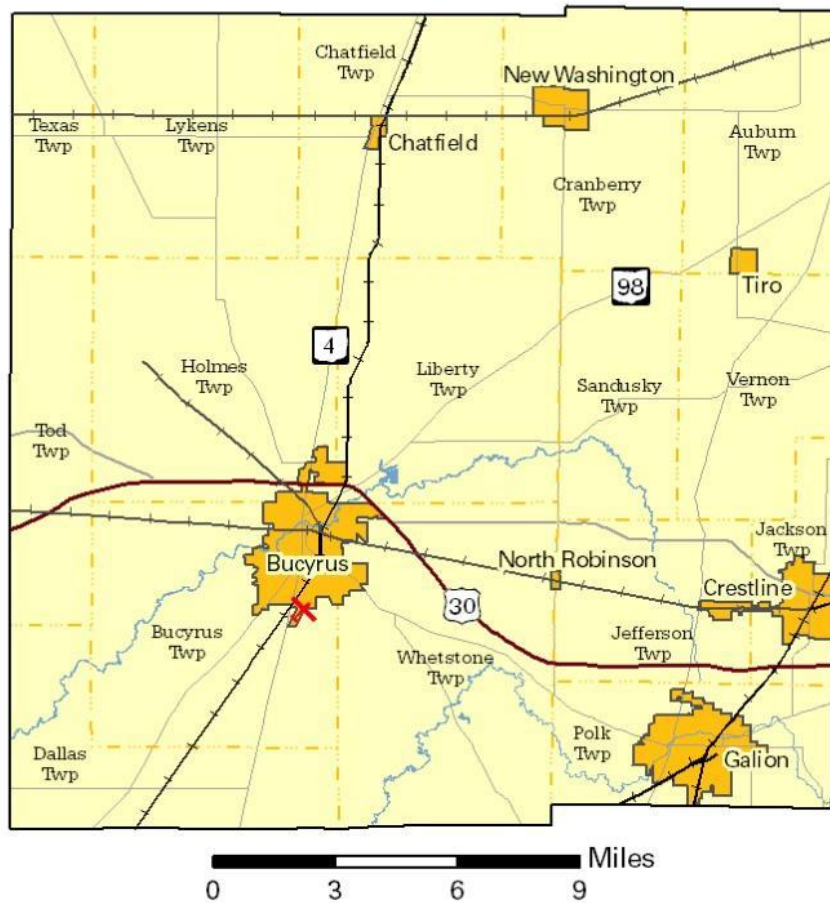
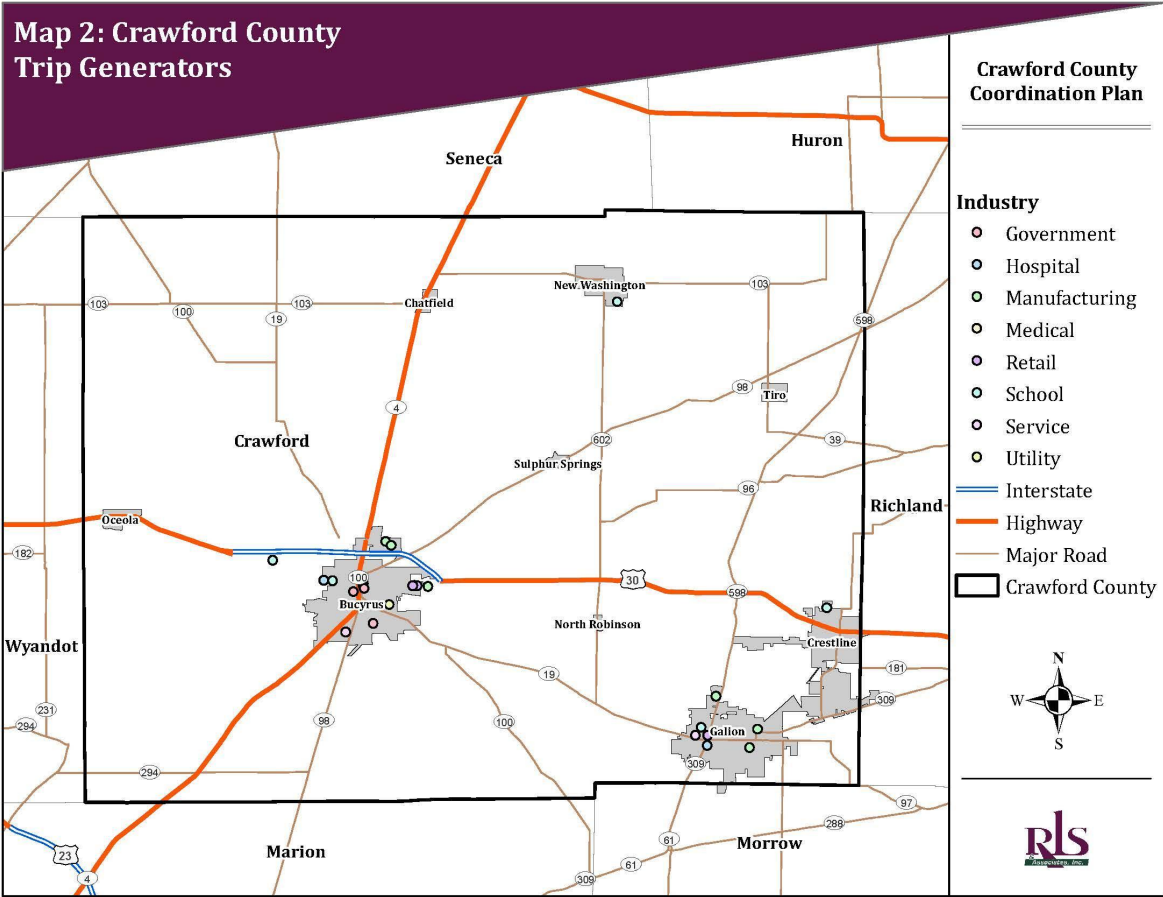


Exhibit I.2: Map of Crawford County Major Trip Generators



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

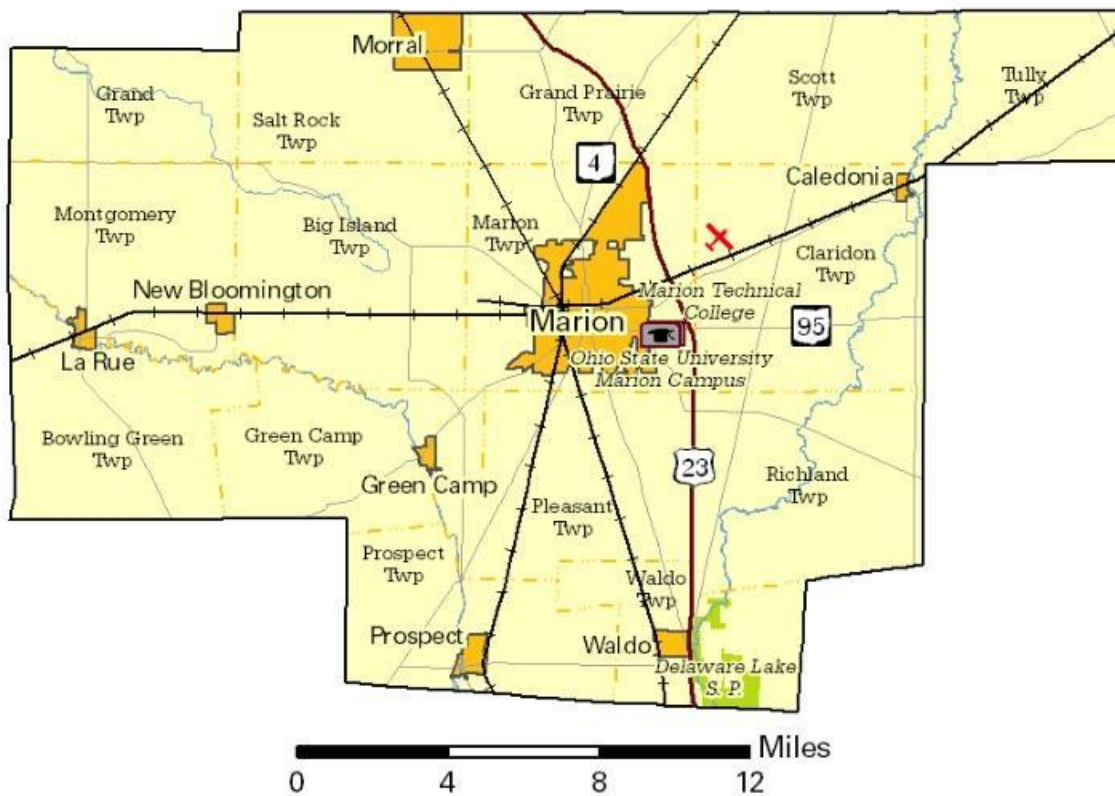
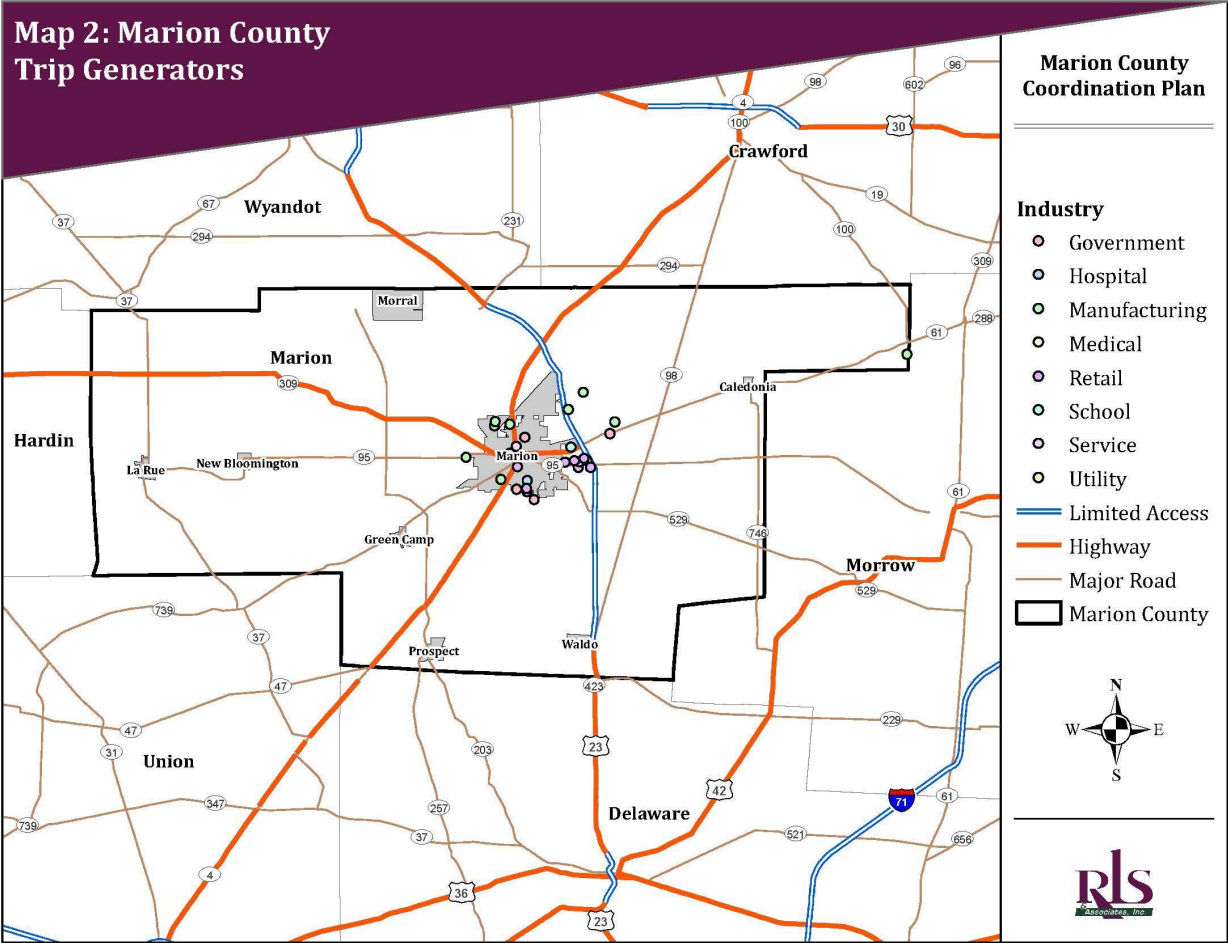


Exhibit I.4: Map of Marion County Major Trip Generators

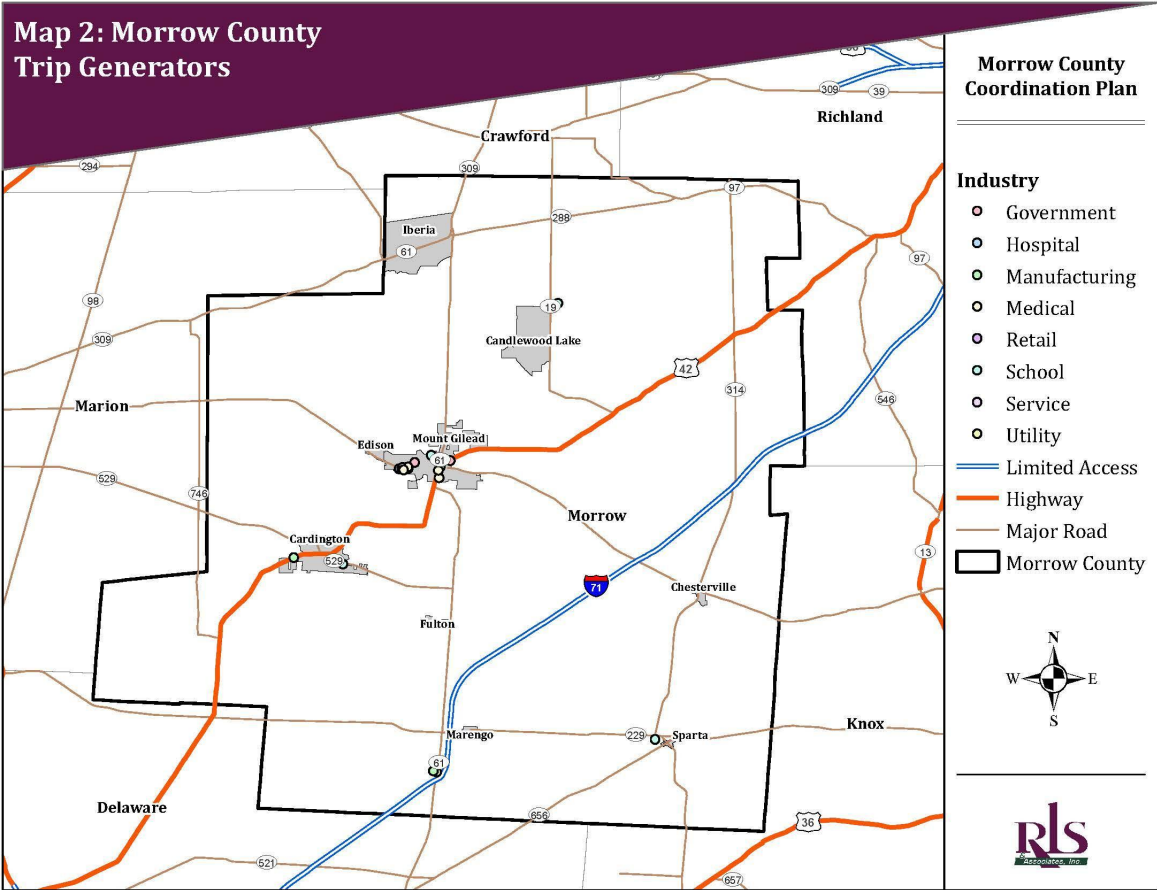


Morrow County (see Exhibit I.5) is located geographically in the central portion of Ohio. It is bordered by Crawford and Richland Counties to the north, Delaware County to the South, Marion County to the West, and Knox County to the East. The county was named after Jeremiah Morrow, the Ohio Governor 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.5: Map of Morrow County



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 41,494 in 2019. Bucyrus is the county seat and largest city with an estimated population of 11,764. The county seat decreased in population 4.8% from 2010 to 2019. 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

Largest Places	2010 Census	Estimate 2019	% Change
Bucyrus City	12,362	11,764	-4.8%
Galion City	10,512	9,982	-5.0%
Crestline Village	4,612	4,407	-4.4%
Polk Township	2,132	1,938	-9.1%
Whetstone Township UB	1,936	1,837	-5.1%
Jefferson Township UB	1,515	1,442	-4.8%
Liberty Township	1,369	1,295	-5.4%
Holmes Township	1,339	1,256	-6.2%
New Washington Village	967	920	-4.9%
Bucyrus Township	835	799	-4.3%
Entire County Totals	41,494	43,784	-5.5%

Source: Ohio Department of Development (DOD), 2021

The Population in Marion County in 2010 was 66,501 with an estimated population of 65,093 in 2019. Marion City is the county seat and largest city with an estimated population of 35,883. The population of the county seat decreased by 2.6% from 2010 to 201. Marion and Pleasant Townships are the next largest municipalities in the county. Claridon, Richland, Grand Prairie, Big Island, Montgomery, Tully Townships, and Prospect Village also contain significant portions of the county’s population (see Exhibit II.2). Tully Township saw the largest growth percentage with an estimated 18.5% increase as of 2019.

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

Largest Places	2010 Census	Estimate 2019	% Change
Marion City	36,837	35,883	-2.6%
Marion Township UB	7,912	7,627	-3.6%
Pleasant Township	4,773	4,732	-0.9%
Claridon Township UB	2,165	2,277	5.2%
Richland Township	1,635	1,638	0.2%
Grand Prairie Township	1,590	1,544	-2.9%
Big Island Township	1,205	1,149	-4.6%
Prospect Village	1,112	1,058	-4.9%
Montgomery Township UB	1,068	1,036	-3.0%
Tully Township	854	1,012	18.5%
Entire County Totals	66,501	65,093	-2.1%

Source: Ohio Department of Development (DOD), 2021

The population in Morrow County in 2010 was 34,827, with an estimated population of 35,328 in 2019. Mount Gilead Village is the county seat and largest city with an estimated population of 3,678. The population seat increased by approximately ½% from 2010 to 2019. 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). Chester Township grew the most with an estimated 7% increase in population as of 2019.

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

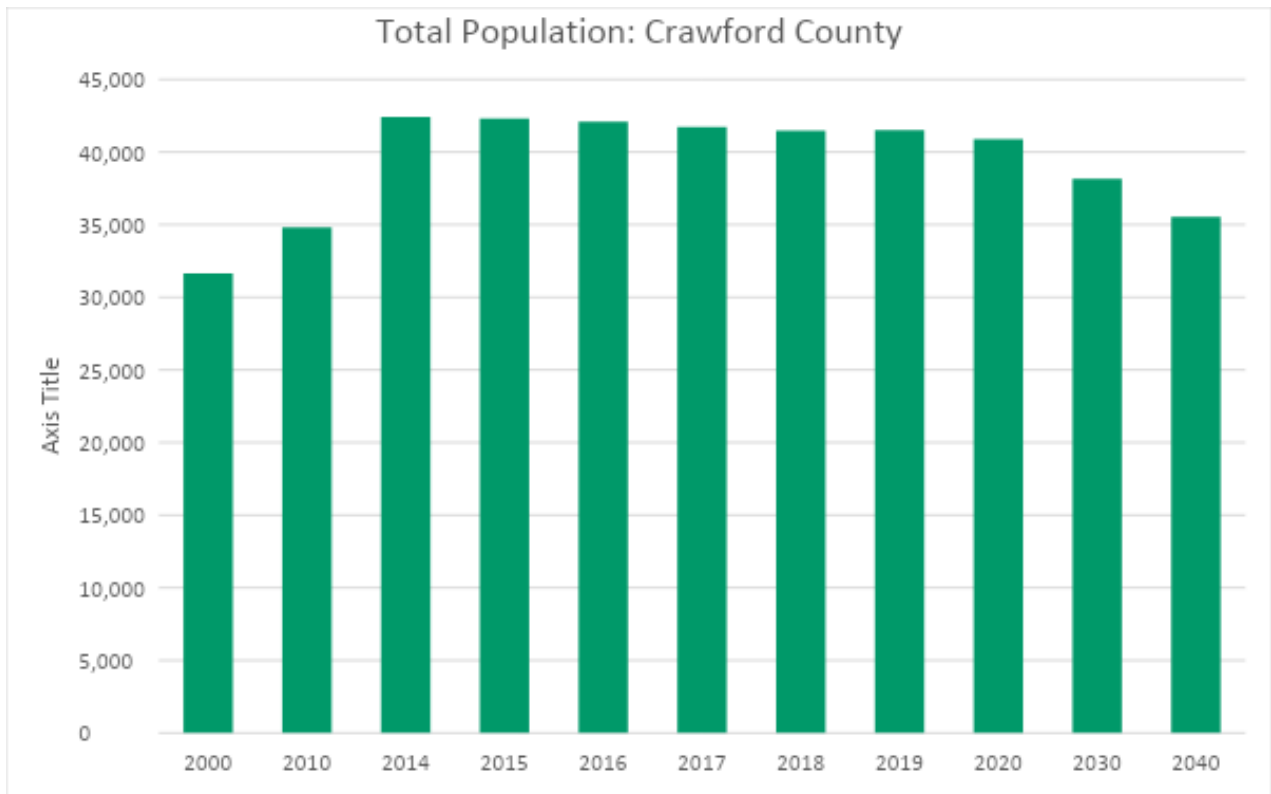
Largest Places	2010 Census	Estimate 2019	% Change
Mount Gilead Village	3,660	3,678	0.5%
Bennington Township UB	2,760	2,791	1.1%
Congress Township	2,701	2,724	0.9%
Harmony Township	2,626	2,645	0.7%
Cardington Village	2,047	2,071	1.2%
Gilead Township UB	2,015	2,023	0.4%
Perry Township	1,942	1,947	0.3%
North Bloomfield Township	1,863	1,872	0.5%
Lincoln Township UB	1,785	1,830	2.5%
Chester Township UB	1,644	1,759	7.0%
Entire County Totals	34,827	35,328	1.4%

Source: Ohio Department of Development (DOD), 2021

Population Growth

Between 2010 and 2020, it is estimated that the population of Crawford County will decrease by over five percent (see Exhibit II.4). A sixteen percent population decrease is predicted to occur between 2016 and 2040. It is estimated that the Crawford County population will be at the lowest mark since 1930 when the population was at 35,345.

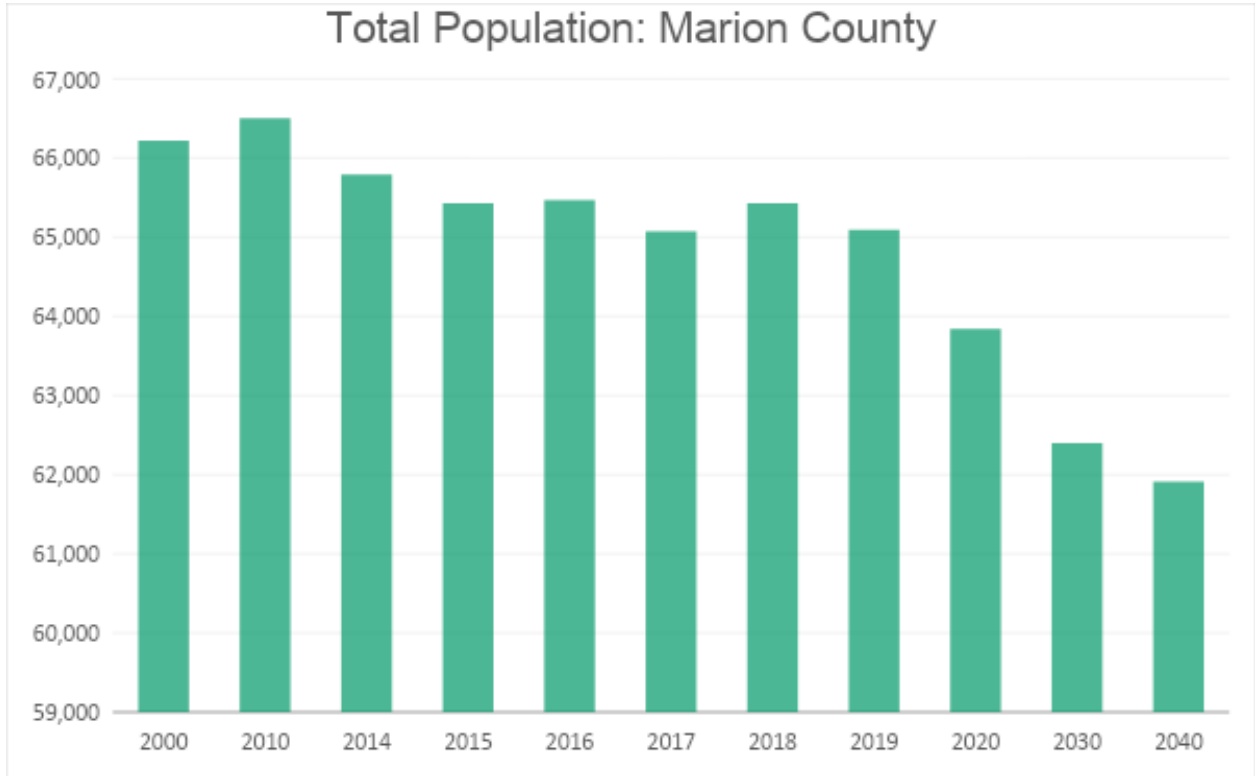
Exhibit II.4: Crawford County Population Trends



Source: Ohio Department of Development (DOD), 2021

Between 2010 and 2020, it is estimated that the population of Marion County will decrease by just over two percent (see Exhibit II.5). It is predicted that there will continue to be a decline between 2016 and 2040.

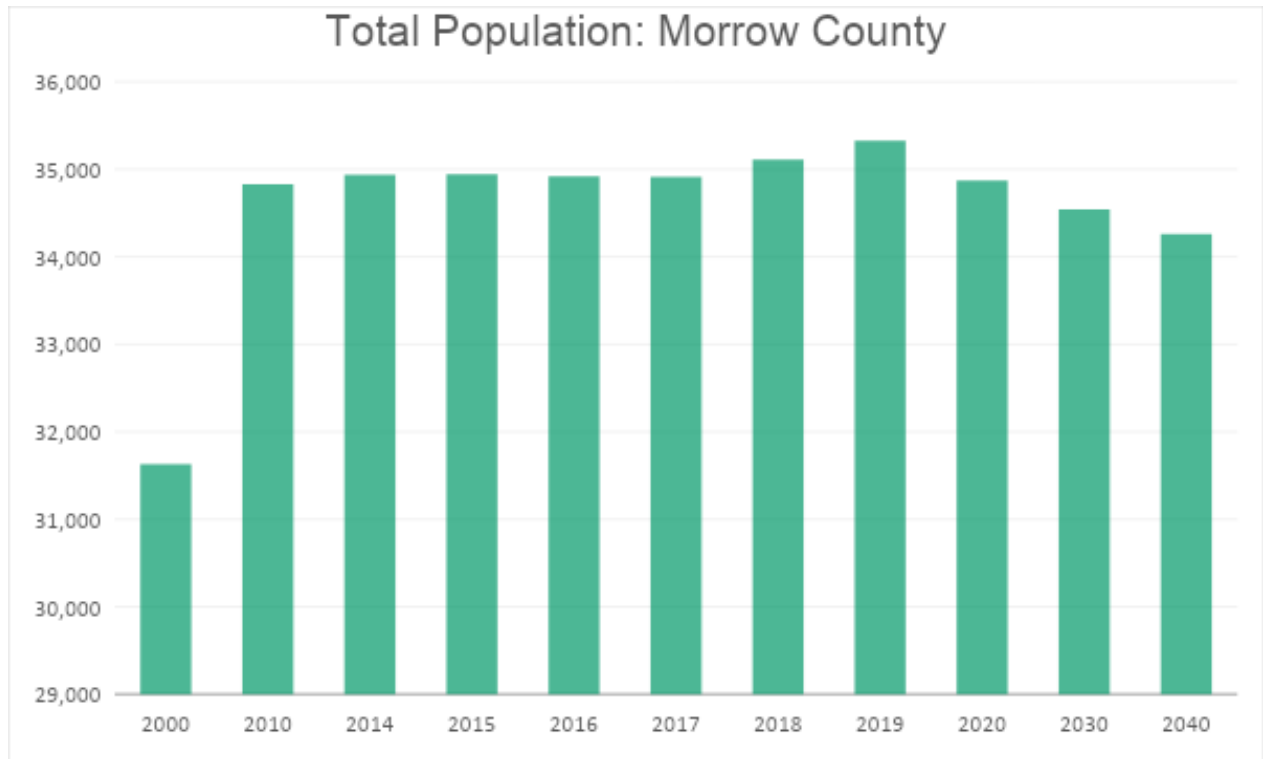
Exhibit II.5: Marion County Population Trends



Source: Ohio Department of Development (DOD), 2021

Between 2010 and 2019, it is estimated that the population of Morrow County increased by a little over one percent (see Exhibit II.6). It is estimated that the population will remain fairly consistent, with a slight decline, through the year 2040 for Morrow County.

Exhibit II.6: Morrow County Population Trends

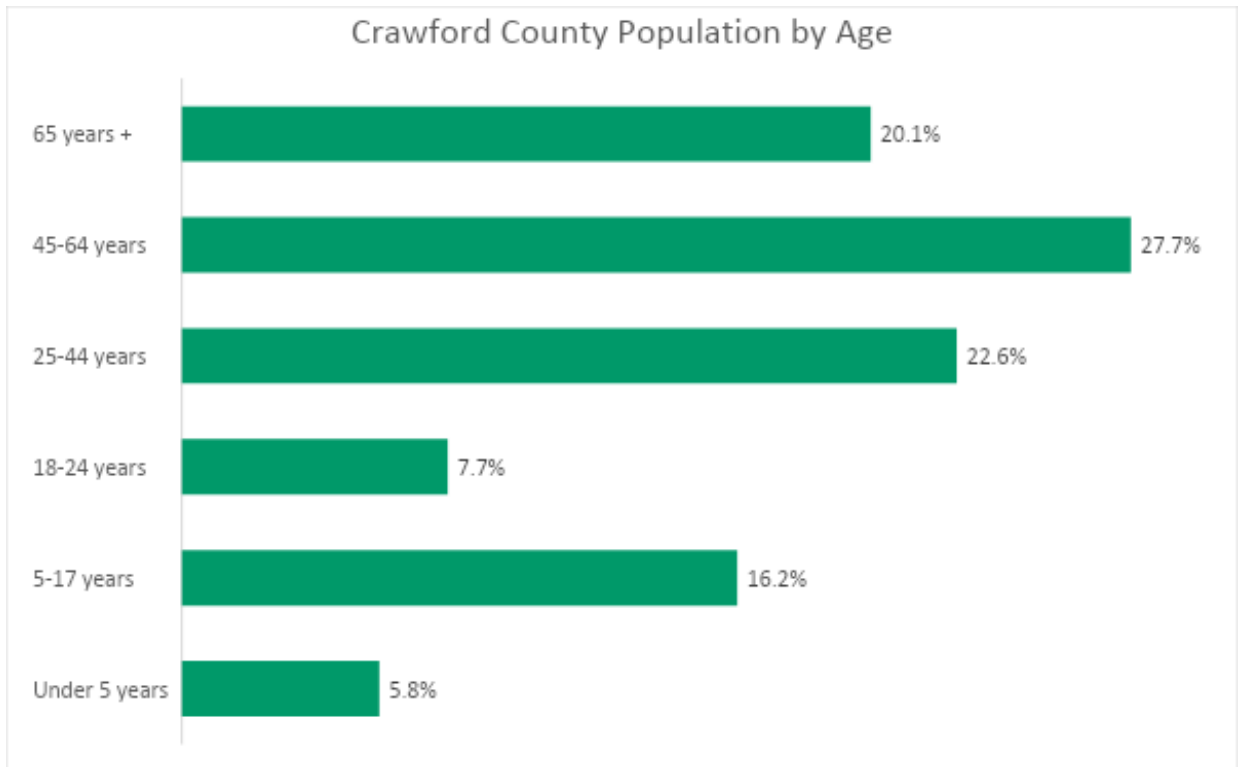


Source: Ohio Department of Development (DOD), 2021

Age Distribution

According to the 2021 Ohio Department of Development, the largest age group for Crawford County was between ages 45 and 64, making up 27.7 percent of the county’s population (see Exhibit II.7). The group between ages 25 and 44 was the second largest, making up 22.6 percent of the population. Approximately 20 percent of the county’s population was age 65 and older.

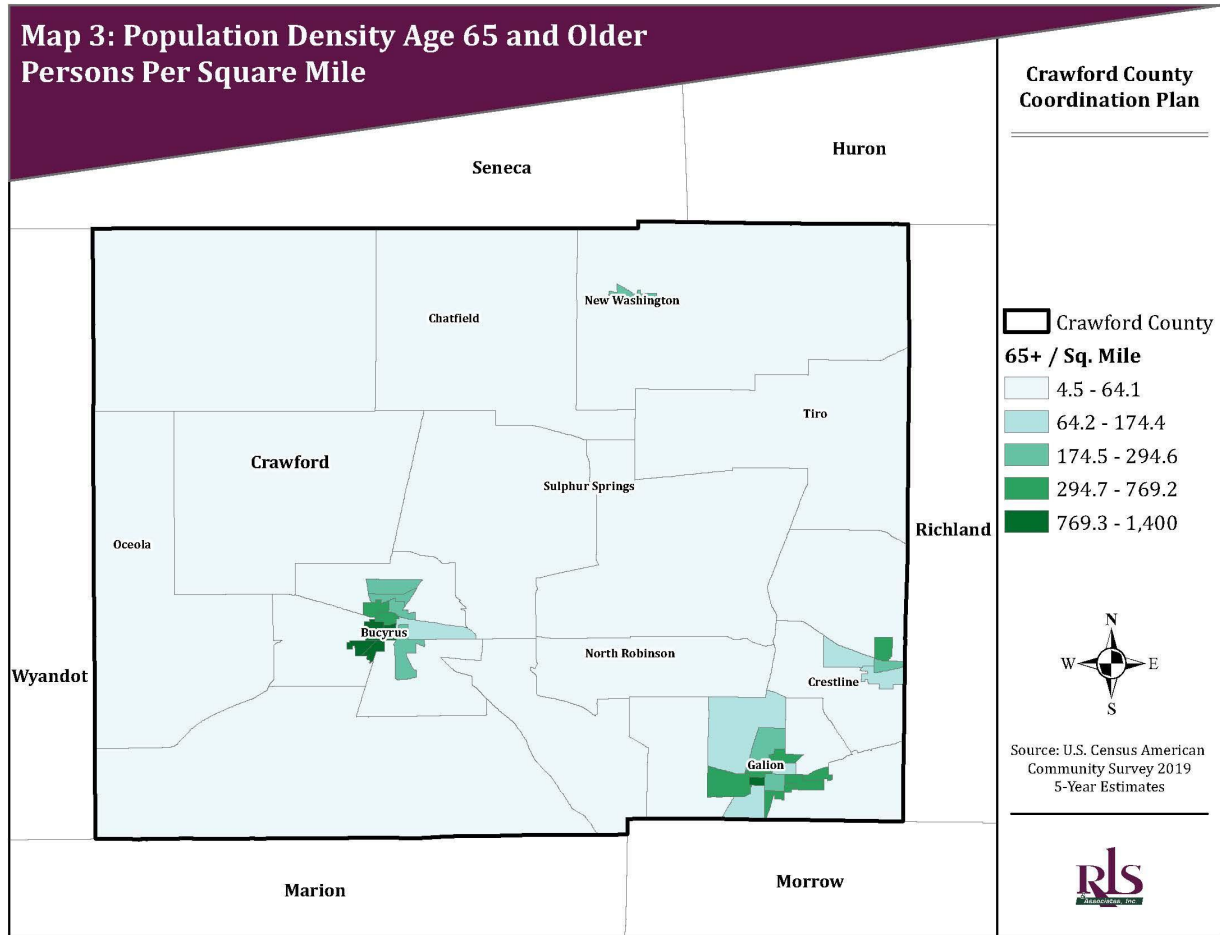
Exhibit II.7: Crawford County Percent of Population by Age



Source: Ohio Department of Development (DOD), 2021

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 2021 Ohio Department of Development, the largest age group for Marion County was between ages 45 and 64, making up 27.8 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. Just over 17 percent of the county’s population was age 65 and older.

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

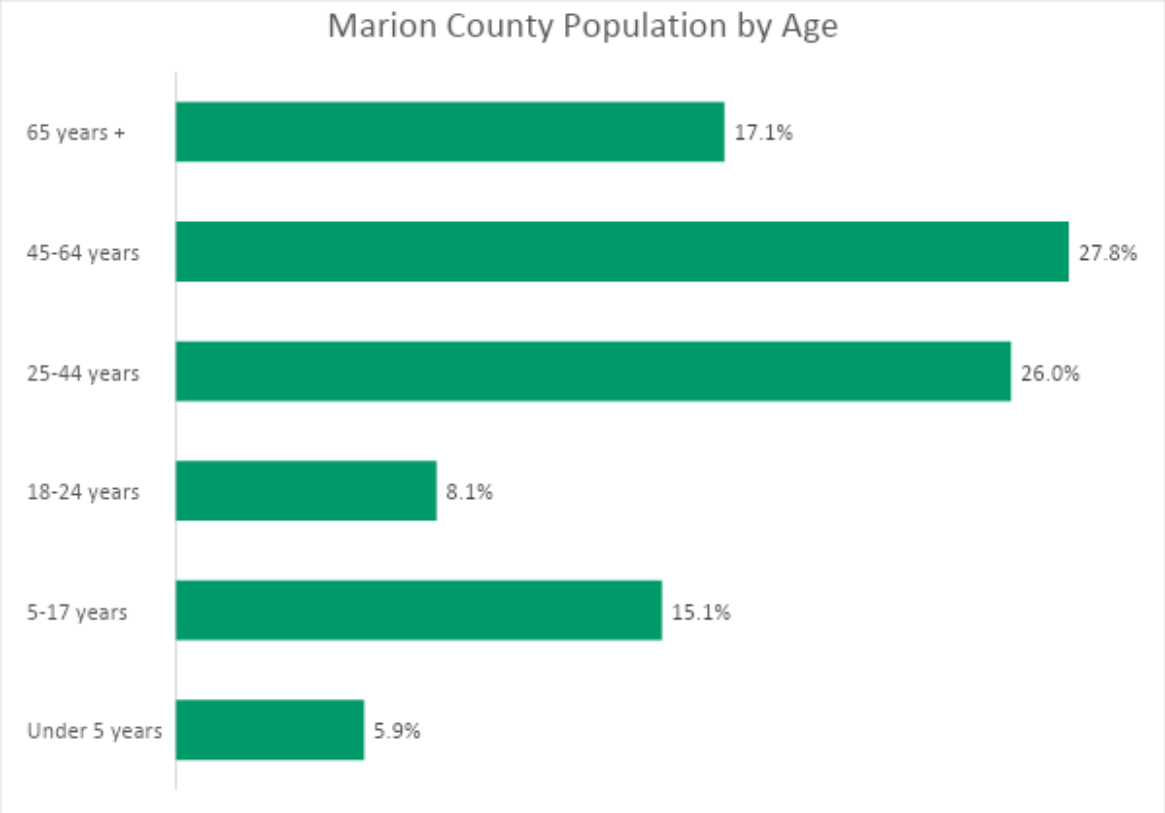
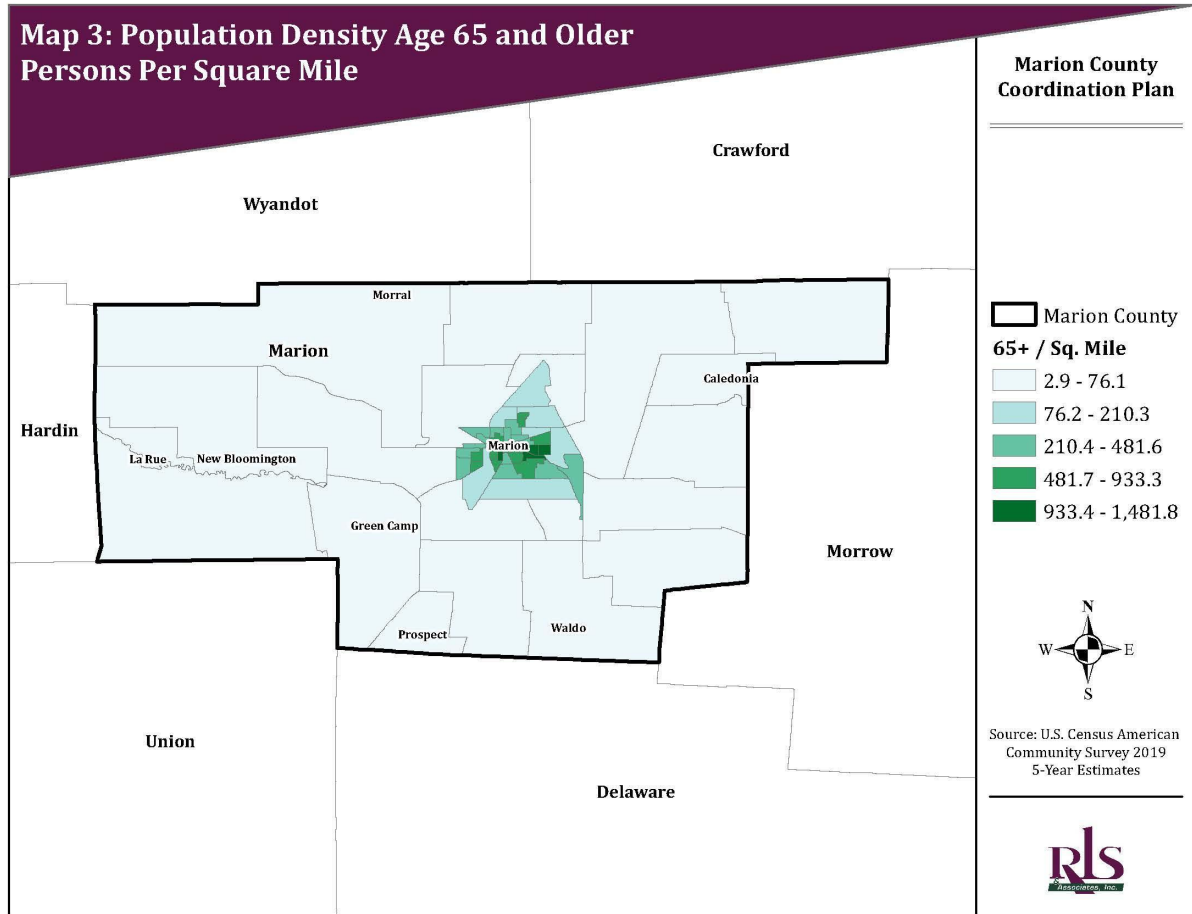


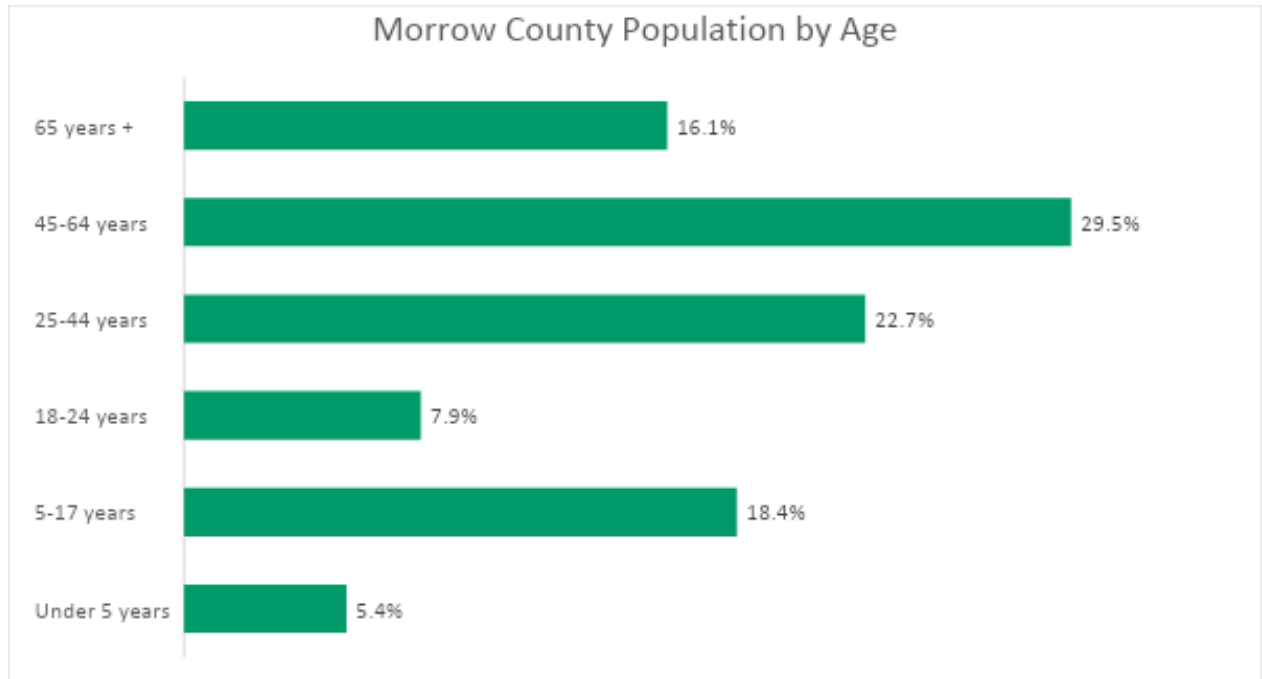
Exhibit II.10 shows the distribution of the older adult population per square mile for Marion County.

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



According to the 2021 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 22.7 percent of the population. Just over 16 percent of the county’s population was age 65 and older.

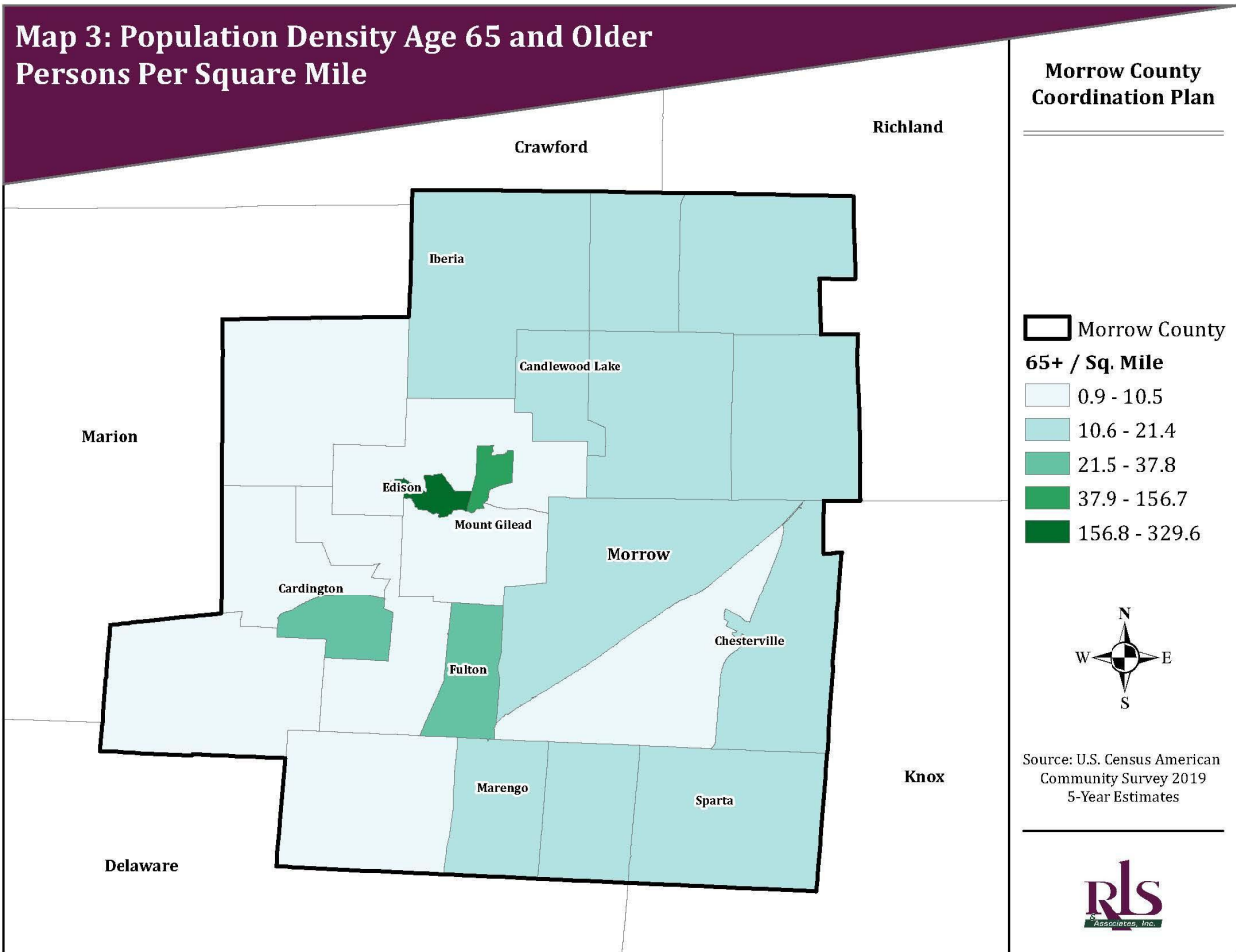
Exhibit II.11: Morrow County Percent of Population by Age



Source: Ohio Department of Development (DOD), 2021

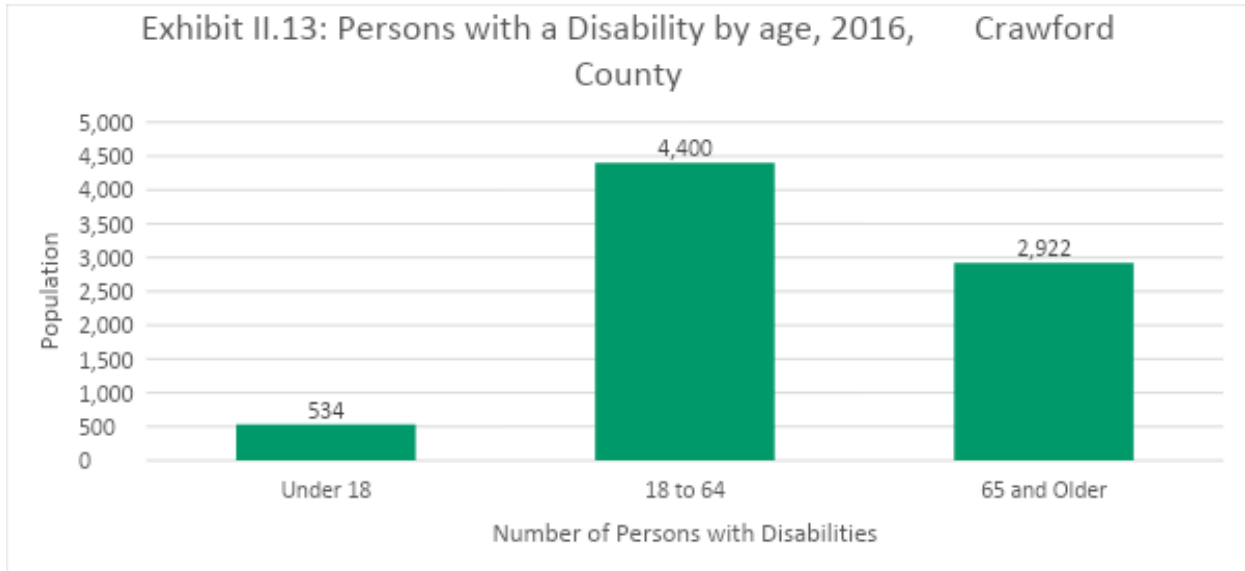
Exhibit II.12 shows the distribution of the older adult population per square mile for Morrow County.

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

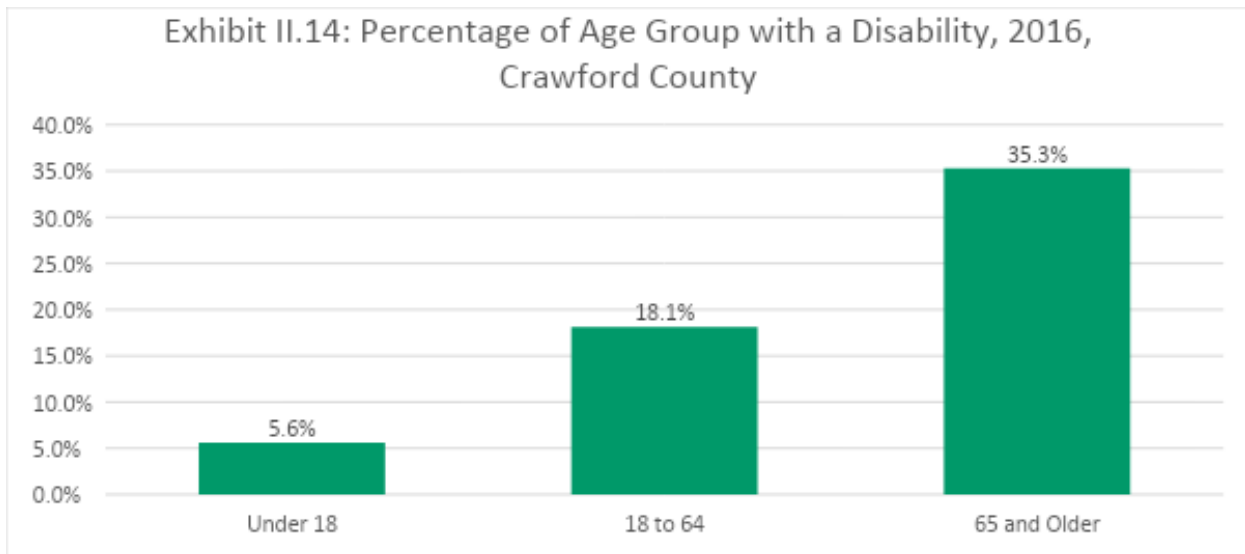


Individuals with Disabilities

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.

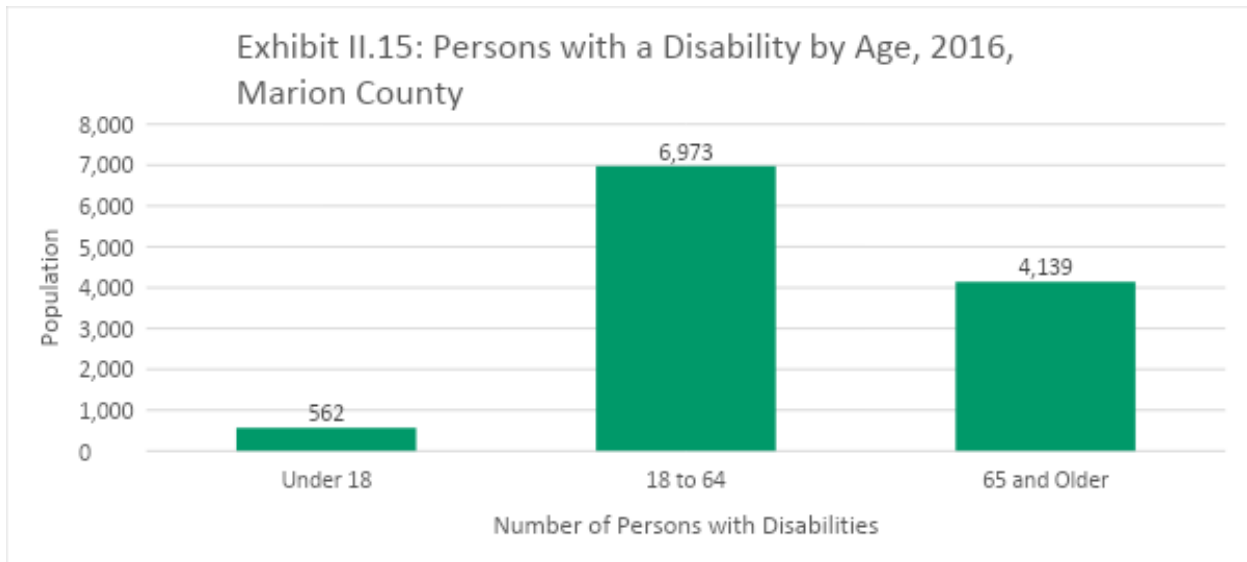


Source: U.S. Census Bureau, 2016 American Community Survey 1-year Estimates

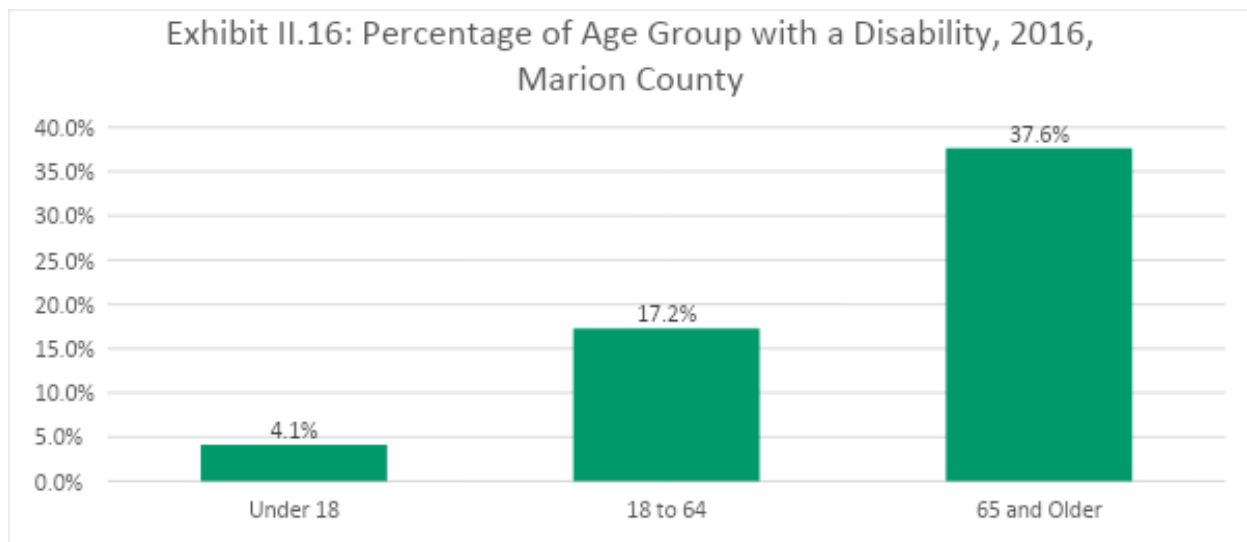


Source: U.S. Census Bureau, 2016 American Community Survey 1-Year Estimates

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.

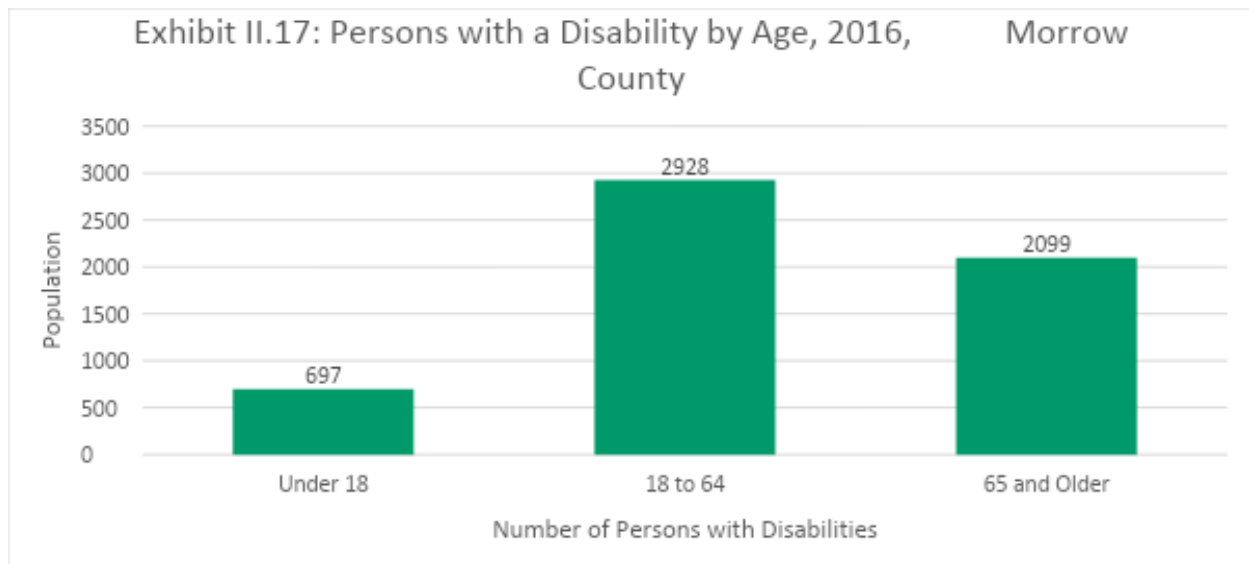


Source: U.S. Census Bureau, 2016 American Community Survey 1-Year Estimates

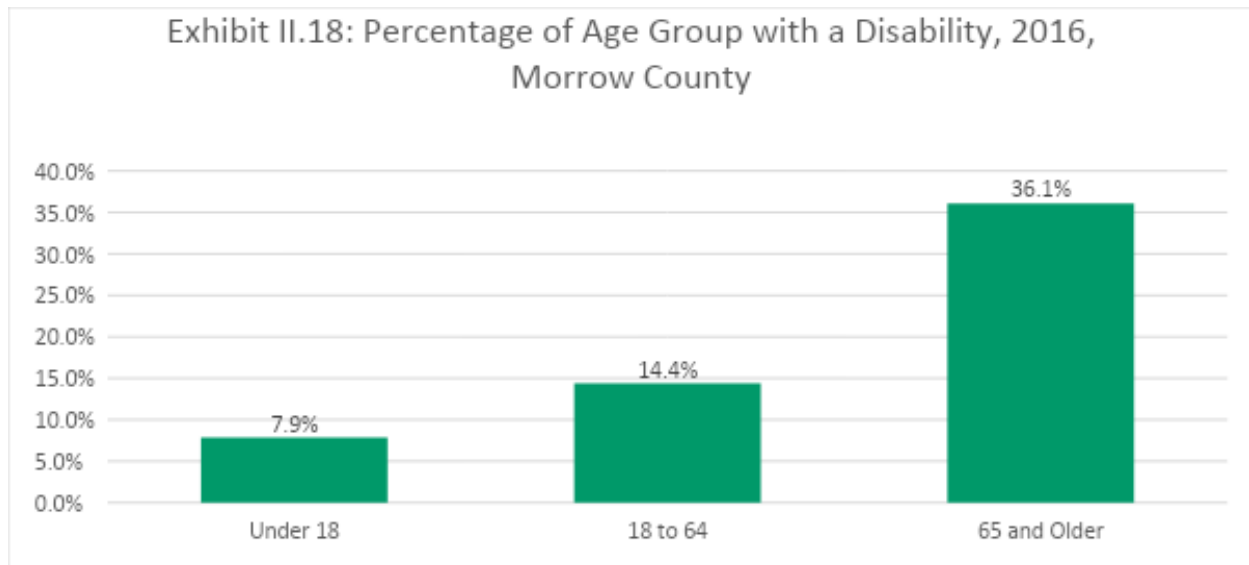


Source: U.S. Census Bureau, 2016 American Community Survey 1-Year Estimates

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



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. 96.7 percent of the population, 40,626 individuals, are white. Just over four and a half percent of the population is a minority, while 1.6 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.

Exhibit II.19: Crawford County Population by Race

Population by Race	Number	Percent
<i>ACS Total Population</i>	<i>42,021</i>	<i>100.0%</i>
White	40,626	96.7%
African-American	380	0.9%
Native American	29	0.1%
Asian	232	0.6%
Pacific Islander	14	0.0%
Other	116	0.3%
Two or More Races	624	1.5%
Hispanic (any race)	682	1.6%
Total Minority	1,928	4.6%

Source: Ohio Department of Development (DOD), 2021

Exhibit II.20 shows the breakdown of Marion County’s population by race. 89.8 percent of the population, 58,698 individuals, are white. 11.5 percent of the population is a minority, while 2.6 percent of the population is Hispanic. 5.8 percent of the population is African-American and 2.9 percent are two or more races. Other, Native Americans, Asians, and Pacific Islanders account for less than one percent of the population.

Exhibit II.20: Marion County Population by Race

Population by Race	Number	Percent
<i>ACS Total Population</i>	<i>65,344</i>	<i>100.0%</i>
White	58,698	89.8%
African-American	3,775	5.8%
Native American	122	0.2%
Asian	393	0.6%
Pacific Islander	21	0.0%
Other	428	0.7%
Two or More Races	1,907	2.9%
Hispanic (any race)	1,699	2.6%
Total Minority	7,518	11.5%

Source: Ohio Department of Development (DOD), 2021

Exhibit II.21 shows the breakdown of Morrow County’s population by race. 96.3 percent of the population, 33,697 individuals, are white. 4.0 percent of the population is a minority while 1.4 percent of the population is of Hispanic origin. 2.1 percent of the population is two or more races while African-Americans, Native Americans, Asians, Pacific Islanders and other races account for one or less percent of the population.

Exhibit II.21: Morrow County Population by Race

Population by Race	Number	Percent
<i>ACS Total Population</i>	<i>34,976</i>	<i>100.0%</i>
White	33,697	96.3%
African-American	363	1.0%
Native American	41	0.1%
Asian	22	0.1%
Pacific Islander	0	0.0%
Other	128	0.4%
Two or More Races	725	2.1%
Hispanic (any race)	504	1.4%
Total Minority	1,388	4.0%

Source: Ohio Department of Development (DOD), 2021

Household Income

As shown in Exhibit II.22, there is an estimated total of 17,755 households in Crawford County with a Median Household Income of \$42,892. Exhibit II.22 shows the breakdown of Crawford County's population of household income per US Census Block. An estimated 13.6 percent of the households make between \$20,000 and \$29,999, and 7.4 percent of the households in Crawford County make less than \$10,000.

Exhibit II.22: Crawford County Population by Race

Household Income	Number	Percent
<i>Total Households</i>	<i>17,755</i>	<i>100.0%</i>
Less than \$10,000	1,305	7.4%
\$10,000 to \$19,999	2,353	13.3%
\$20,000 to \$29,999	2,409	13.6%
\$30,000 to \$39,999	2,087	11.8%
\$40,000 to \$49,999	1,984	11.2%
\$50,000 to \$59,999	1,577	8.9%
\$60,000 to \$74,999	1,960	11.0%
\$75,000 to \$99,999	1,846	10.4%
\$100,000 to \$149,999	1,607	9.1%
\$150,000 to \$199,999	370	2.1%
\$200,000 or more	257	1.4%

Median Household Income

\$42,892

Source: Ohio Department of Development (DOD), 2021

There is an estimated total of 24,616 households in Marion County with a Median Household Income of \$45,464. Exhibit II.23 shows the breakdown of Marion County’s population of household income per US Census Block. An estimated 12.8 percent of the households make between \$10,000 to \$19,000, and 7.7 percent of the households make less than \$10,000.

Exhibit II.23: Marion County Household Income

Household Income	Number	Percent
<i>Total Households</i>	<i>24,616</i>	<i>100.0%</i>
Less than \$10,000	1,903	7.7%
\$10,000 to \$19,999	3,160	12.8%
\$20,000 to \$29,999	2,669	10.8%
\$30,000 to \$39,999	3,158	12.8%
\$40,000 to \$49,999	2,440	9.9%
\$50,000 to \$59,999	2,085	8.5%
\$60,000 to \$74,999	2,574	10.5%
\$75,000 to \$99,999	2,851	11.6%
\$100,000 to \$149,999	2,701	11.0%
\$150,000 to \$199,999	653	2.7%
\$200,000 or more	422	1.7%

Median Household Income

\$45,464

Source: Ohio Department of Development (DOD), 2021

There is an estimated total of 12,650 households in Morrow County with a Median Household Income of \$56,010. Exhibit II.24 shows the breakdown of Morrow County’s population of household income per US Census Block. An estimated 14.6 percent of the households make between \$75,000 to \$99,999, and 3.9 percent of the households make less than \$10,000.

Exhibit II.24: Morrow County Household Income

Household Income	Number	Percent
<i>Total Households</i>	<i>12,650</i>	<i>100.0%</i>
Less than \$10,000	489	3.9%
\$10,000 to \$19,999	1,046	8.3%
\$20,000 to \$29,999	1,416	11.2%
\$30,000 to \$39,999	1,138	9.0%
\$40,000 to \$49,999	1,303	10.3%
\$50,000 to \$59,999	1,338	10.6%
\$60,000 to \$74,999	1,428	11.3%
\$75,000 to \$99,999	1,843	14.6%
\$100,000 to \$149,999	1,875	14.8%
\$150,000 to \$199,999	463	3.7%
\$200,000 or more	311	2.5%

Median Household Income

\$56,010

Source: Ohio Department of Development (DOD), 2021

Individuals and Poverty

Exhibit II.25 shows the ratio of income to poverty level for Crawford County. According to the Ohio Department of Development's most recent available information, 15.0 percent of the population lives below the federal poverty line. Most individuals, 61.6 percent, live at 200 percent or more of the federal poverty line.

Exhibit II.25: Crawford County Ratio of Income to Poverty Level

Ratio of Income to Poverty Level	Number	Percent
Below 50% of poverty level	2,768	6.7%
50% to 99% of poverty level	3,414	8.3%
100% to 124% of poverty level	2,423	5.9%
125% to 149% of poverty level	2,106	5.1%
150% to 184% of poverty level	3,965	9.6%
185% to 199% of poverty level	1,203	2.9%
200% or more of poverty level	25,435	61.6%

Source: Ohio Department of Development (DOD), 2021

Exhibit II.26 shows the ratio of income to poverty level for Marion County. According to the Ohio Department of Development’s most recent available information, 16 percent of individuals live below the federal poverty line. Most individuals, 60.8 percent, live at 200 percent or more of the federal poverty line.

Exhibit II.26: Marion County Ratio of Income to Poverty Level

Ratio of Income to Poverty Level	Number	Percent
Below 50% of poverty level	4,822	8.1%
50% to 99% of poverty level	4,682	7.9%
100% to 124% of poverty level	3,438	5.8%
125% to 149% of poverty level	3,426	5.8%
150% to 184% of poverty level	4,748	8.0%
185% to 199% of poverty level	2,212	3.7%
200% or more of poverty level	36,193	60.8%

Source: Ohio Department of Development (DOD), 2021

Exhibit II.27 shows the ratio of income to poverty level for Morrow County. According to the Ohio Department of Development’s most recent available information, 10.2 percent of the population lives below the federal poverty line. Most individuals, 71.2 percent, live at 200 percent or more of the federal poverty line.

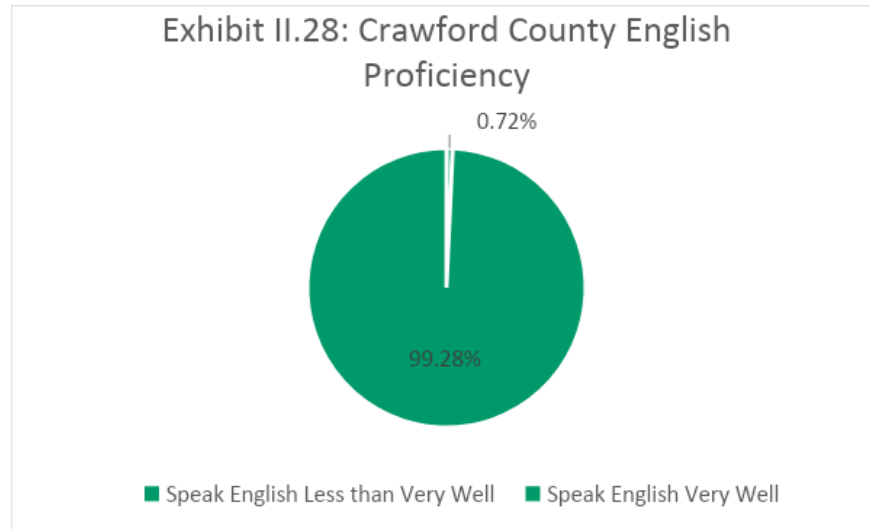
Exhibit II.27: Morrow County Ratio of Income to Poverty Level

Ratio of Income to Poverty Level	Number	Percent
Below 50% of poverty level	1,174	3.4%
50% to 99% of poverty level	2,350	6.8%
100% to 124% of poverty level	1,175	3.4%
125% to 149% of poverty level	1,799	5.2%
150% to 184% of poverty level	2,755	8.0%
185% to 199% of poverty level	693	2.0%
200% or more of poverty level	24,637	71.2%

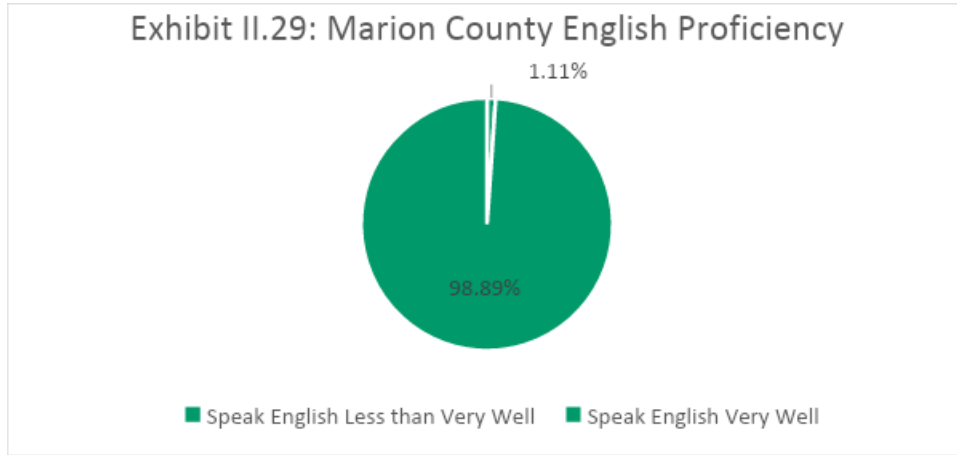
Source: Ohio Department of Development (DOD), 2021

Language

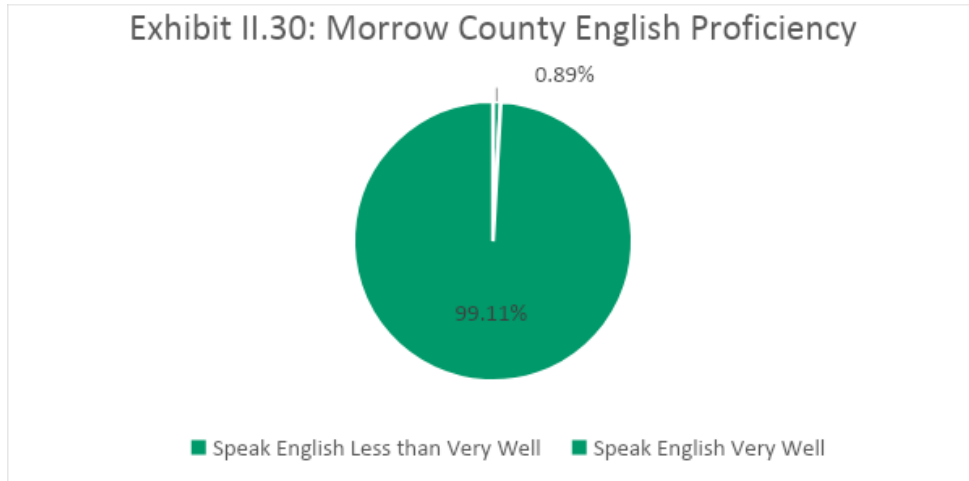
According to the 2016 US Census Data, 39,783 individuals in Crawford County (99.28 percent) speak “English Very Well” while 290 individuals (0.72 percent) “Speak English Less than Very Well”. Exhibit II.28 shows a pie graph depicting the breakdown of English Proficiency for Crawford County.



According to the 2016 US Census Data, 61,128 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 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. Providers are certified through DODD, with major NMT agencies including OSS, RNI, Waycraft, and Chrysalis.

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 – transports 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.

Marion County Council on Aging – does not provide service directly, but does act as a funding source in order to serve seniors and eligible individuals within Marion County. They contract with the Marion Senior Center for local transportation service and with Morrow County Area Transit for out of county service.

Marion County Board of Developmental Disabilities - provides contracted transportation service, often selected by the consumer. The agency primarily utilizes 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.

Morrow County Area Transit (MCAT) – Section 5311 rural public transportation service. Provides public transportation service to Morrow County residents. Travel available in county and out of county with common out of county destinations into adjacent counties and/or the Columbus area.

Morrow County Board of Developmental Disabilities – provides contracted transportation service, often selected by the consumer.

Morrow County Veteran Services – transports veterans to scheduled VA medical appointments only. Further questions regarding services should be directed to their office.

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.

Existing Transportation Services

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

List of Transportation Service Providers

Agency Name:

Transportation Service Type:

Other Services Provided:

Contact Information:

Hours:

Service Area:

Eligibility Requirements:

Web-site:

The table below provides a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers. The data is based on current responses and/or information contained in the previous coordinated plan.

Table [A]: Organizational Characteristics

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)	Number of Annual One-Way Passenger Trips	Average Number Trip Denials per Week	Are Vehicles Only Available for Human Service Agency Clients (Y/N)*
SCAT	Yes	No	Non-Profit Public Transportation Agency	74,000	3	No
MAT	Yes	No	Non-Profit, Public Transit	149,094	Not Provided	No
Crawford County Council on Aging, Inc.	Yes	No	Private Non-Profit	31,418	7	No
No Limits Outreach	Yes	No	Private Non-Profit	3,548 is estimated #	Not Provided	Yes

Marion County Board of Developmental Disabilities	No	Yes, Ohio Specialty Services, MAT, Wings of an Angel, Life Builders	Private Non-Profit	20 Individual Passengers	None. Their agency has a "Free Choice of Provider" Policy	N/A
Crawford County Job and Family Services	No	Yes, SCAT and CCOA	Public Non-Profit	Not Provided	Not Provided	N/A
Crawford County Board of Developmental Disabilities	No	Yes, Ohio Specialty Services, Waycraft Industries, and RNI	Private for Profit	22,400 est.	0	Yes
Marion County Council on Aging	No	Yes, MCAT and MAT	Public Non-Profit	Not Provided	Not Provided	N
Marion County Job and Family Services	No	Yes, MCAT	Public Non-Profit	Outsourced	Not Provided	N
Morrow County Board of Developmental Disabilities	No	Yes, Not Provided	Public Non-Profit	Not Provided	Not Provided	Y
The Tomorrow Center	No	Yes, MCAT	Public Non-Profit	Not Provided	Not Provided	Y
Seniors on Center	Yes	No	Public Non-Profit	4,000 est.	1	N
MCAT	Yes	No	Public Non-Profit	20,142	3	N

*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. Several of the participating organizations provide services on weekdays, but only one of the organizations operate transportation on Saturdays and that is limited. There is no service on Sundays and limited evening services after 5:00PM. The following table depicts the transportation service characteristics by agency.

Table [B]: Transportation Service Characteristics

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
SCAT	Demand-Response	Mon-Fri 5a-6p	Yes	Curb-to-Curb normally, Door-to-Door if requested.	Yes
MAT	Demand-Response	Mon-Fri 8A-4P Demand Response Mon-Fri 6A-6P Enhance	No	Curb-to-Curb	Yes
CCCOA	Demand-Response	Mon-Fri 6a-5p	Yes	Door-to-Door	Yes
No Limits Outreach	On Demand	Mon-Fri 9a-4p	Yes (but do not bill)	Non-paratransit	Yes
Seniors on Center	On Demand	Mon-Fri 8a-4:30p	No	Door-to-Door	Yes
MCAT	Demand Response	Mon-Fri 6a-6p	Y	Curb-to-Curb, with Door-to-Door if requested.	Yes

CCCOA indicates they require First Aid/CPR; Defensive Driving Course; Passenger Assistance Training; Bloodborne Pathogens; Wheelchair securement; Pre-Employment Drug/Alcohol Test; Misc. SCAT stated requirements include Wheelchair Securement, CPR/First Aid, and Smith System specifically. All public transit systems (5311 funded) do require Pre-Employment Drug and Alcohol testing, Random Drug Testing, Bloodborne Pathogen Training, First Aid/CPR, Wheelchair Securement, Defensive Driving, and a Passenger Assistance Training Certification (PAT, DRIVE, or PASS). Seniors on Center requires Wheelchair Securement, CPR/First Aid, DRIVE, and Bloodborne Pathogen Training.

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 [C]: Transportation-Related Expenses and Revenues

Agency Name	Fare Structure	Donations Accepted (Y/N)	Number of Full-Time & Part-Time Drivers	Number of Full-Time & Part-Time Schedulers/ Dispatchers	Revenue Sources (most recent Fiscal Year)	Total Annual Transportation Expenses
SCAT	By Zone	Y	10 Full Time 17 Part Time	4 Full Time	5311 Grant, E&D, Fares, CARES, Contracts, Donations, Local Match	\$1.4 Million
MAT	\$1.25/\$0.60	N	8 Full Time 4 Part Time	2 Full Time 1 Part Time	5311 Grant, E&D, Fares, CARES, Local Match	\$900,000
Crawford County Council on Aging, INC (CCCOA)	Not Provided	Y	6 Full Time 8 Part Time	4 Full Time	Contracts, E&D Fare, Title XX, Title III, 5310, Donations	\$550,000
No Limits Outreach	Free	N	3 Drivers (unspecified ft/pt)	0	Delaware-Morrow Mental Health Recovery Services	\$6,000
Seniors on Center	Donations	Y	1 Full Time 6 Part Time	1	CARES, Donations, Title III, Title XX	\$113,000
MCAT	By Zone, Fully Allocated Cost for Contracts	Y	10 Part Time 11 Intermittent	1 Full Time (Coordinator) 2 Part Time	5311 Grant, E&D, Fares, CARES, Contracts, Donations, Local Match	\$1.2 Million

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

Transportation Option	Availability	Cost	Usage	Service Area
Buckeye Taxi	Information Not Attained	Information Not Attained	Information Not Attained	Crawford
Frank's Taxi	Information Not Attained	Information Not Attained	Information Not Attained	Marion

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

Transportation Resource	Availability	Cost	Usage	Service Area
	None currently			

The following table illustrates the technology used by each transportation provider for scheduling, dispatching, and/or GPS tracking vehicles.

Table [F]: Technology

Agency Name	Name of Scheduling Software	Do you have an App for Transportation (Y/N)?	Name of Dispatching Software	AVL System/ GPS (Y/N)
SCAT	Ecolane	Not Currently	Ecolane	Y
MAT	CTS	N	CTS	Y
CCCOA	CTS	N	CTS	Y
Marion Seniors	CTS	N	CTS	Y
No Limits Outreach	N/A	N	N/A	N
Seniors on Center	Uses Microsoft Office (Word/Excel)	N	N/A	N
MCAT	CTS	N	CTS	Y

Assessment of Community Support for Transit

Community support for transportation is strong based on the number in attendance at the stakeholder and public meetings. Meetings were well attended in all three counties. Stakeholders voiced ongoing commitment toward advancing the goals and strategies identified in this coordination plan. Both Crawford County and Morrow County had Commissioners in attendance at meetings during the formation of this plan.

Although the Marion County Commissioners were not in attendance, they have indicated support for the efforts being made in regards to transportation and mobility issues in their county. They played an active role in ensuring a transit needs study will be completed for Marion County. It is noted that 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 98 vehicles. Approximately 63% of the vehicles are wheelchair accessible. A vehicle utilization table is provided at the end of this chapter (Table G).

All of the public transportation providers provide at least eleven wheelchair accessible vehicles, while some organizations have a vast majority of their fleet made up 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[G]: Vehicle Utilization Table

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
Seneca-Crawford Area Transportation (SCAT)											
19	Ford	Bus	2008	1FD3E35S78DB59642	12	2	5	5 AM to 6 PM			Crawford/Seneca
21	Ford	Bus	2008	1FD3E35L08DB59636	10	2	5	5 AM to 6 PM			Crawford/Seneca
23	Ford	Bus	2009	1FDEE35LX9DA77679	10	2	5	5 AM to 6 PM			Crawford/Seneca
24	Ford	Bus	2009	1FDEE35L39DA83324	10	2	5	5 AM to 6 PM			Crawford/Seneca
27	Ford	Bus	2010	1FDEE3FL7ADA62706	10	2	5	5 AM to 6 PM			Crawford/Seneca
28	Ford	Bus	2011	1FDEE3FS6BDA19550	14	2	5	5 AM to 6 PM			Crawford/Seneca
29	Ford	Bus	2011	1FDEE3FLXBDA49269	10	2	5	5 AM to 6 PM			Crawford/Seneca
30	Ford	Bus	2011	1FDEE3DL6BDA49270	10	2	5	5 AM to 6 PM			Crawford/Seneca
31	Ford	Bus	2011	1FDEE3FL3BDA83568	10	2	5	5 AM to 6 PM			Crawford/Seneca
32	Ford	Bus	2011	1FDEE3FL5BDA83569	10	2	5	5 AM to 6 PM			Crawford/Seneca
33	Ford	Van	2011	1FTDS3EL1BDA86060	10	2	5	5 AM to 6 PM			Crawford/Seneca
34	Dodge	Van	2010	2D4RN4DE9AR497629	6	1	5	5 AM to 6 PM			Crawford/Seneca
35	Ford	Bus	2013	1FDEE3DS6DDA62840	11	2	5	5 AM to 6 PM			Crawford/Seneca
36	Ford	Bus	2013	1FDEE3DS8DDA62841	11	2	5	5 AM to 6 PM			Crawford/Seneca
37	Ford	Bus	2013	1FDEE3FSXDDA62842	11	2	5	5 AM to 6 PM			Crawford/Seneca
38	Dodge	Van	2014	2C4RDGCG0ER162141	3	1	5	5 AM to 6 PM			Crawford/Seneca
39	Dodge	Van	2015	2C7WDGGBG2FR541960	4	1	5	5 AM to 6 PM			Crawford/Seneca
40	Ford	Bus	2015	1FDEE3FL3FDA19598	6	2	5	5 AM to 6 PM			Crawford/Seneca
41	MV-1	MV-1	2015	57WMD1A65EM100816	3	2	5	5 AM to 6 PM			Crawford/Seneca
42	LTN	Bus	2016	1FDEE3DS4GDC57212	6	2	5	5 AM to 6 PM			Crawford/Seneca
43	LTV-FS	Bus	2016	1FDEE3DS9GDC56864	6	2	5	5 AM to 6 PM			Crawford/Seneca
44	LTN	Bus	2016	1FDEE3FS9GDC57206	6	2	5	5 AM to 6 PM			Crawford/Seneca
45	MMV	Van	2016	2C7WDGGBG0GR372457	6	1	5	5 AM to 6 PM			Crawford/Seneca

46	MMV	Van	2016	2C7WDGBG1GR372466	6	1	5	5 AM to 6 PM			Crawford/Seneca
47	MMV	Van	2013	2C4RDGBG7DR517504	4	1	5	5 AM to 6 PM			Crawford/Seneca
48	MMV	Van	2013	2C4RDGBG5DR617503	4	1	5	5 AM to 6 PM			Crawford/Seneca
49	SMV	Van	2014	2C4RDGBG2ER246303	6	0	5	5 AM to 6 PM			Crawford/Seneca
50	MMV	Van	2012	2C4DGBG6CR398484	6	1	5	5 AM to 6 PM			Crawford/Seneca
51	MMV	Van	2015	2C7WDGBG9FR536769	6	1	5	5 AM to 6 PM			Crawford/Seneca
52	MMV	Van	2015	2C7WDGBG6FR599439	6	1	5	5 AM to 6 PM			Crawford/Seneca
53	Ford	Bus	2013	1FDEE3DL7DDA85407	8	1	5	5 AM to 6 PM			Crawford/Seneca
54	Ford	Bus	2016	1FDEE3DL2GDC27179	8	1	5	5 AM to 6 PM			Crawford/Seneca
55	Dodge	Van	2017	2C7WDGBG4HR793096	6	1	5	5 AM to 6 PM			Crawford/Seneca
57	Ford	Bus	2017	1FDEE3FS7JDC06519	10	2	5	5 AM to 6 PM			Crawford/Seneca
58	Ford	Bus	2017	1FDEE3FS0JDC06524	10	2	5	5 AM to 6 PM			Crawford/Seneca
59	Ford	Bus	2017	1FDEE3FS6JDC06527	10	2	5	5 AM to 6 PM			Crawford/Seneca
60	Dodge	Van	2018	2C7WDG8G7JR3235	6	1	5	5 AM to 6 PM			Crawford/Seneca
61	Ford	Bus	2018	1FDEE3FS6JDC37924	8	2	5	5 AM to 6 PM			Crawford/Seneca
62	Ford	Bus	2018	1FDEE3FSXJDC37926	8	2	5	5 AM to 6 PM			Crawford/Seneca
63	Ford	Bus	2019	1FDEES7KDC52739	12	2	5	5 AM to 6 PM			Crawford/Seneca
64	Ford	Bus	2019	1FDEEFS7KDC52740	12	2	5	5 AM to 6 PM			Crawford/Seneca
65	Ford	Bus	2019	1FDEEFS7KDC52741	12	2	5	5 AM to 6 PM			Crawford/Seneca
Marion Area Transit (MAT)											
743	Ford	El Dorado	2006	A01777	20	2	Backup	Backup	Poor		City of Marion
747	Ford	El Dorado	2008	A54571	14	1	Backup	Backup	Poor		City of Marion
748	Ford	El Dorado	2009	A64450	16	2	Backup	Backup	Poor		City of Marion
749	Ford	El Dorado	2011	A19837	24	0	5	8 AM - 4:30 PM	Avg		City of Marion
750	Ford	El Dorado	2011	A19838	24	0	5	8 AM - 4:30 PM	Avg		City of Marion
751	Ford	El Dorado	2011	A19839	15	4	5	8 AM - 4:30 PM	Avg		City of Marion
752	Ford	El Dorado	2011	A19840	15	4	5	8 AM - 4:30 PM	Good		City of Marion

753	Ford	El Dorado	2013	A93040	15	3	5	8 AM - 4:30 PM	Good		City of Marion
754	Ford	El Dorado	2016	C10961	24	0	5	8 AM - 4:30 PM	Good		City of Marion
755	Ford	El Dorado	2016	C12376	12	2	5	8 AM - 4:30 PM	Very Good		City of Marion
756	Ford	El Dorado	2016	C12376	12	2	5	8 AM - 4:30 PM	Very Good		City of Marion
757	Ford	El Dorado	2017	C15446	24	0	5	8 AM - 4:30 PM	Very Good		City of Marion
758	Ford	El Dorado	2017	C13785	12	1	5	8 AM - 4:30 PM	Very Good		City of Marion
759	Ford	El Dorado	2017	C78722	12	1	5	6 Am – 6 PM	Very Good		
760	Ford	El Dorado	2018	C37856	16	1	5	8 AM - 4:30 PM	Very Good		
761	Ford	El Dorado	2019	C63594	16	0	5	8 AM - 4:30 PM	Very Good		
762	Ford	El Dorado	2019	C49443	12	0	5	8 AM - 4:30 PM	Very Good		
Crawford County Council on Aging, INC (CCCOA)											
14	Ford	LTN	2011	1FDEE3EL9BDA54849	8	2	3	6 AM to 5 PM	Fair		Crawford Co.
15	Ford	LTN	2011	1FDEE3FL5BDA54850	8	2	3	6 AM to 5 PM	Fair		Crawford Co.
17	Dodge	MMV	2017	2C7WDGBG9HR618335	5	1	5	6 AM to 5 PM	Excellent		Crawford Co.
18	Dodge	MMV	2017	2C7WDGBG9HR618343	5	1	5	6 AM to 5 PM	Excellent		Crawford Co.
19	Dodge	MMV	2017	2C7WDGBG9HR618357	5	1	5	6 AM to 5 PM	Excellent		Crawford Co.
20	Dodge	MMV	2017	2C7WDGBG9HR618360	5	1	5	6 AM to 5 PM	Excellent		Crawford Co.
21	Dodge	MMV	2017	2C7WDGBG9HR618374	5	1	5	6 AM to 5 PM	Excellent		Crawford Co.
22	Ford	LTN	2017	1FDEE3FS1HDC52678	8	2	5	6 AM to 5 PM	Excellent		Crawford Co.
23	Ford	LTN	2017	1FDEE3FS9HDC47891	8	2	5	6 AM to 5 PM	Excellent		Crawford Co.
24	Ford	LTN	2017	1FDEE3FS0HDC47892	8	2	5	6 AM to 5 PM	Excellent		Crawford Co.
25	Ford	LTN	2019	1FDES8PM0KKB87749	8	2	5	6 AM to 5 PM	Excellent		Crawford Co.

1	Ford	LTN	2019	1FDES8PM7KKB91006	8	2	5	6 AM to 5 PM	Excellent		Crawford Co.
2	Ford	LTN	2019	1FDES8PMXKKB91002	8	2	5	6 AM to 5 PM	Excellent		Crawford Co.
Morrow County Transportation Collaborative											
101	Dodge	SUV	2016	167559	4	0	6	6 AM – 6 PM			Morrow/Ohio
117	Dodge	SMV	2019	572320	6	0	6	6 AM – 6 PM			Morrow/Ohio
118	Dodge	SMV	2019	572318	6	0	6	6 AM – 6 PM			Morrow/Ohio
220	AMG	MMV	2014	100120	3	2	6	6 AM – 6 PM			Morrow/Ohio
221	Dodge	MMV	2017	562865	4	1	6	6 AM – 6 PM			Morrow/Ohio
222	Dodge	MMV	2017	562879	4	1	6	6 AM – 6 PM			Morrow/Ohio
223	Dodge	MMV	2019	571744	4	1	6	6 AM – 6 PM			Morrow/Ohio
225	Dodge	MMV	2019	571761	4	1	6	6 AM – 6 PM			Morrow/Ohio
226	Dodge	MMV	2019	798801	4	1	6	6 AM – 6 PM			Morrow/Ohio
227	Dodge	MMV	2019	799339	4	1	6	6 AM – 6 PM			Morrow/Ohio
228	Dodge	MMV	2019	800814	4	1	6	6 AM – 6 PM			Morrow/Ohio
229	Dodge	MMV	2019	800036	4	1	6	6 AM – 6 PM			Morrow/Ohio
230	Dodge	MMV	2019	800862	6	1	6	6 AM – 6 PM			Morrow/Ohio
231	Dodge	MMV	2019	800917	6	1	6	6 AM – 6 PM			Morrow/Ohio
333	Ford	LTV	2013	A92966	10	2	6	6 AM – 6 PM			Morrow/Ohio
334	Ford	LTV	2016	C49163	8	2	6	6 AM – 6 PM			Morrow/Ohio
335	Ford	LTN	2019	C37342	12	2	6	6 AM – 6 PM			Morrow/Ohio
336	Ford	LTN	2019	C37343	12	2	6	6 AM – 6 PM			Morrow/Ohio
337	Ford	LTN	2019	C37344	12	2	6	6 AM – 6 PM			Morrow/Ohio
Senior On Center											
1	Ford	E-350	2007		11	1	5	8 AM – 4:30 PM	Fair		Morrow Co.
2	Hyundai	Santa Fe	2018		4	0	5	8 AM – 4:30 PM	Good		Morrow Co.

3	Dodge	Caravan	2012		5	1	5	8 AM – 4:30 PM	Fair		Morrow Co.
4	Chevy	Impala	2014		4	0	5	8 AM – 4:30 PM	Good		Morrow Co.
5	Honda	Accord	2015		4	0	5	8 AM – 4:30 PM	Good		Morrow Co.
6	Dodge	Caravan	2019		5	1	5	8 AM – 4:30 PM	Good		Morrow Co.
7	Ford	E-350	2012		14	2	5	8 AM – 4:30 PM	Good		Morrow Co.

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 – transportation of seniors to the Senior Center and for activities of daily living such as shopping for food, medical appointments, etc. Marion Senior Center also contracts with Marion County Council on Aging to provide in county transportation services for seniors.

Marion County Council on Aging – does not provide direct transit service, but does fund transportation service to eligible individuals within Marion County through contracts with Marion Senior Center for in county service and with Morrow County Area Transit (MCAT) 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.

Morrow County Area Transit (MCAT) – Section 5311 public transportation. Service is provided in Morrow County, surrounding counties and to other areas of the state such as Columbus and Cleveland.

Morrow County Board of Developmental Disabilities – transportation to individuals with developmental disabilities will be outsourced in full beginning in 2022.

Morrow County Veteran Services – provides transportation to veterans to go to the VA.

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.

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

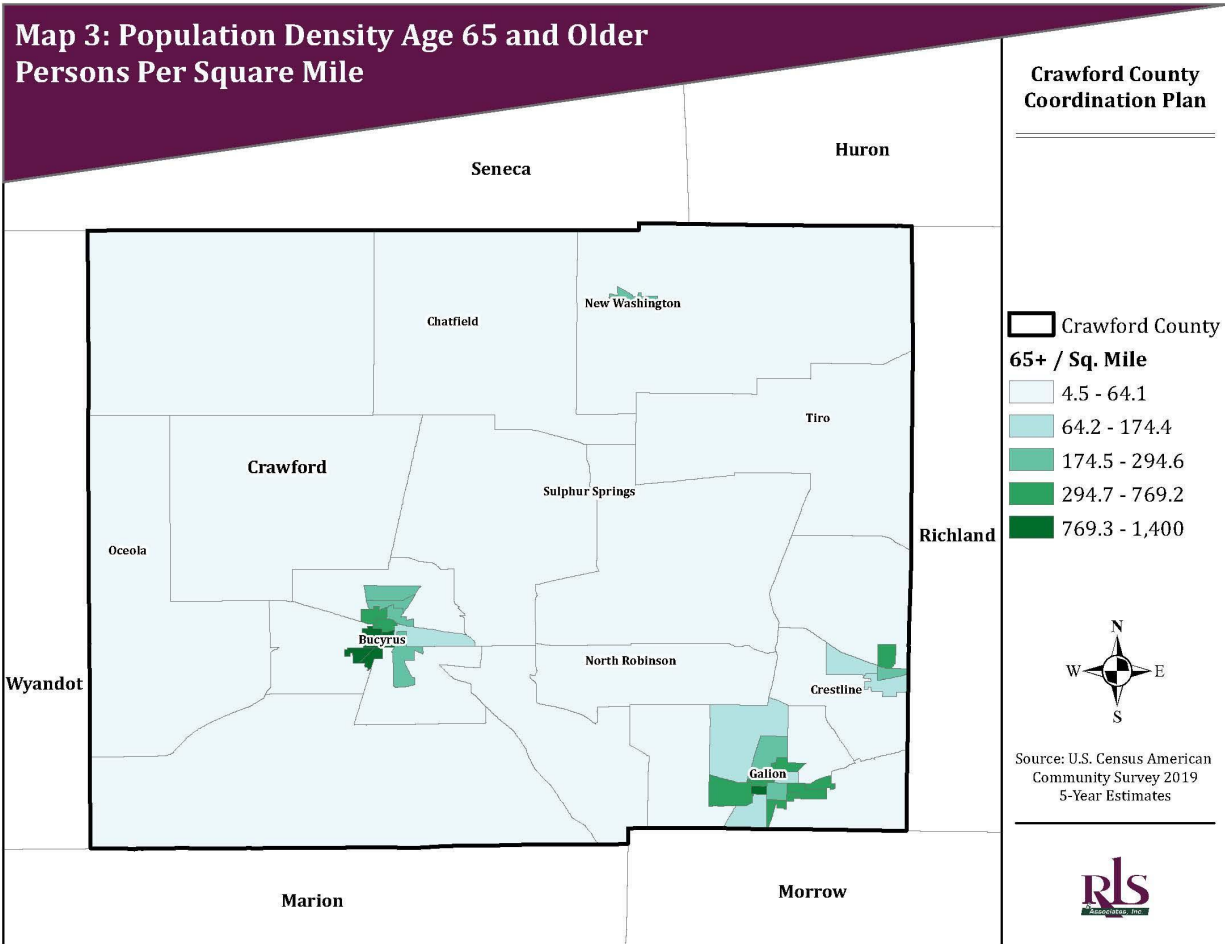
- Assessment of data and demographics
- Survey data of individuals who currently use public transportation
- Information gathering at public meetings
- Information gathered during focus groups
- Community and agency surveys
- Stakeholder input

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.

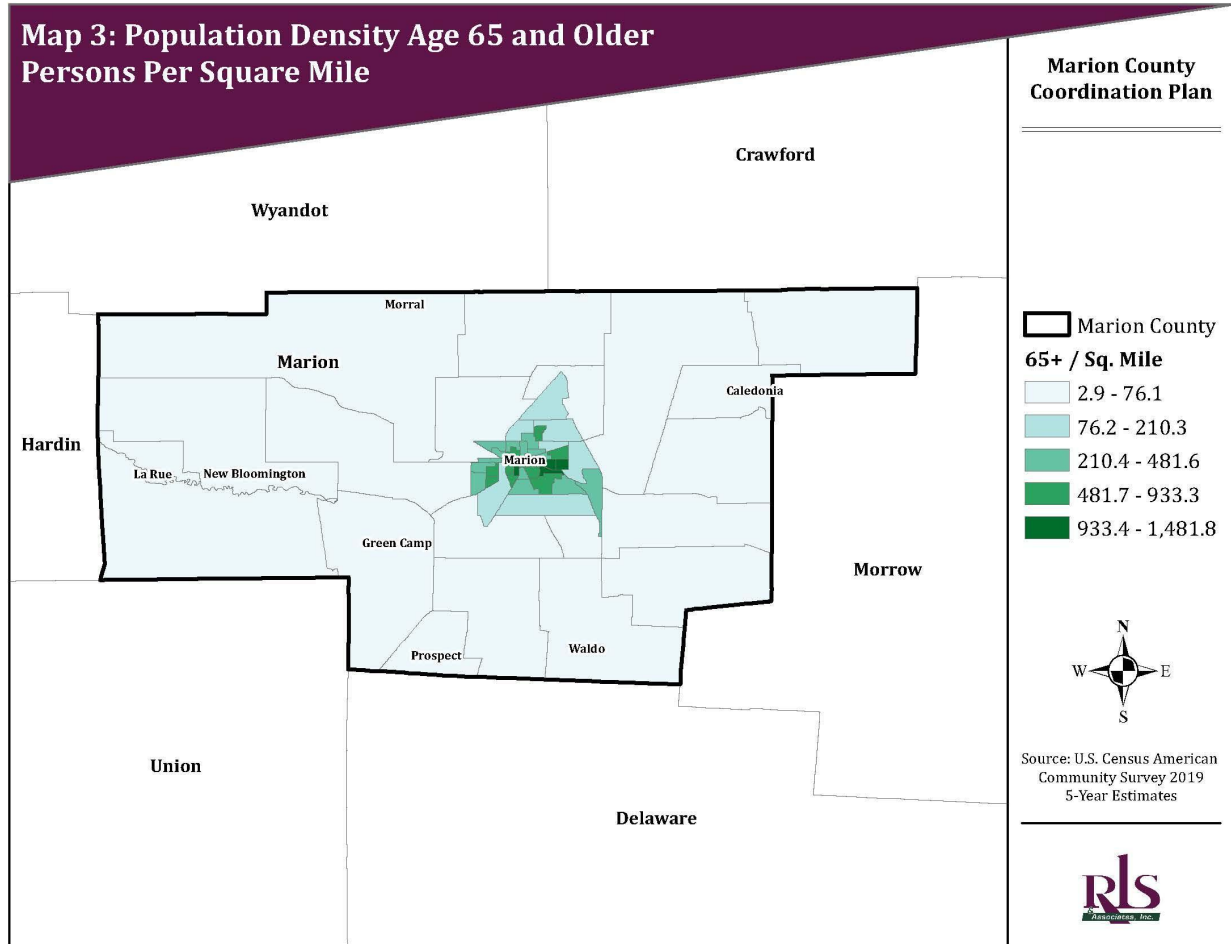
The following exhibit (IV.1) illustrates the areas where the number of older adults (age 65 and older) is at or above the Crawford County average.

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



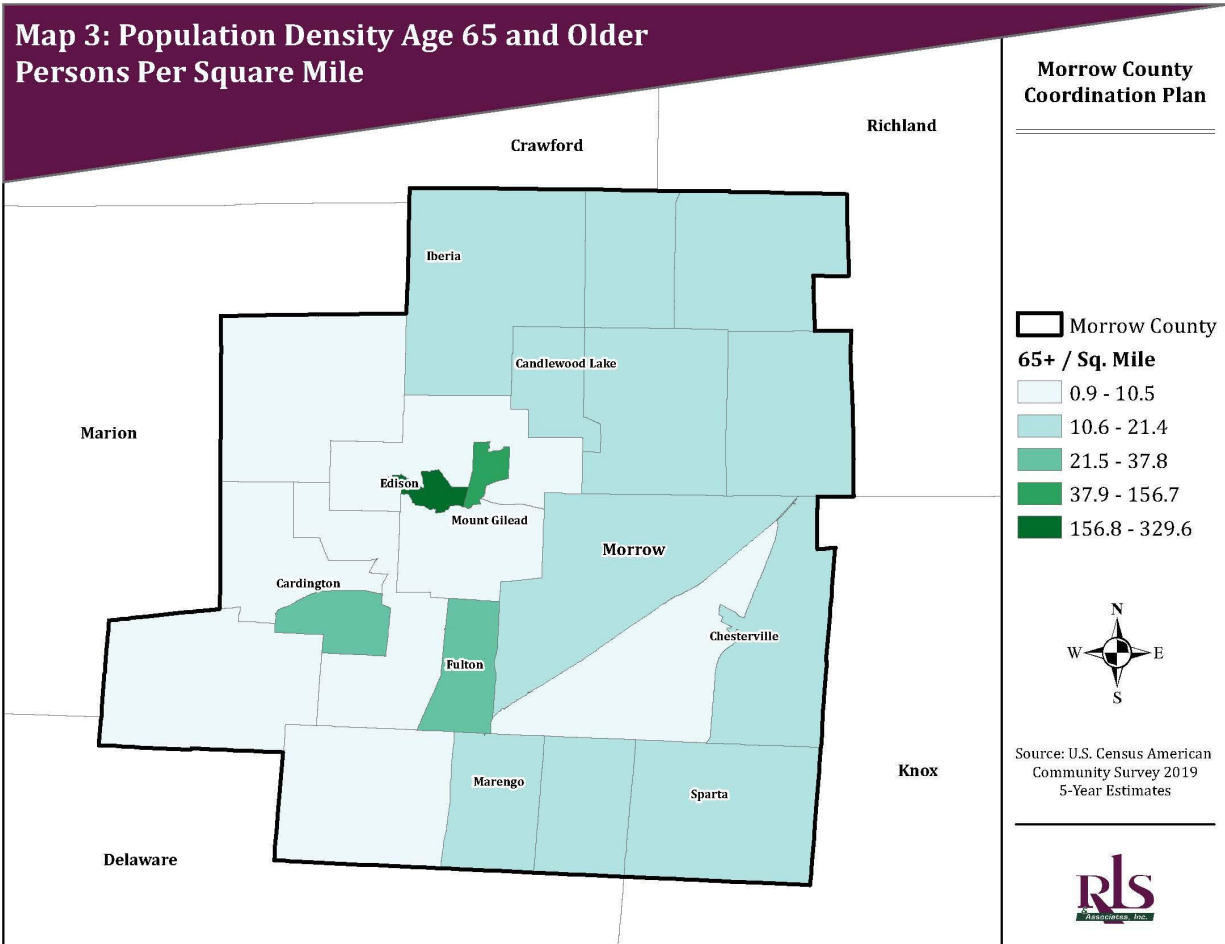
The following exhibit (IV.2) illustrates the areas where the number of older adults (age 65 and older) is at or above the Marion County average.

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



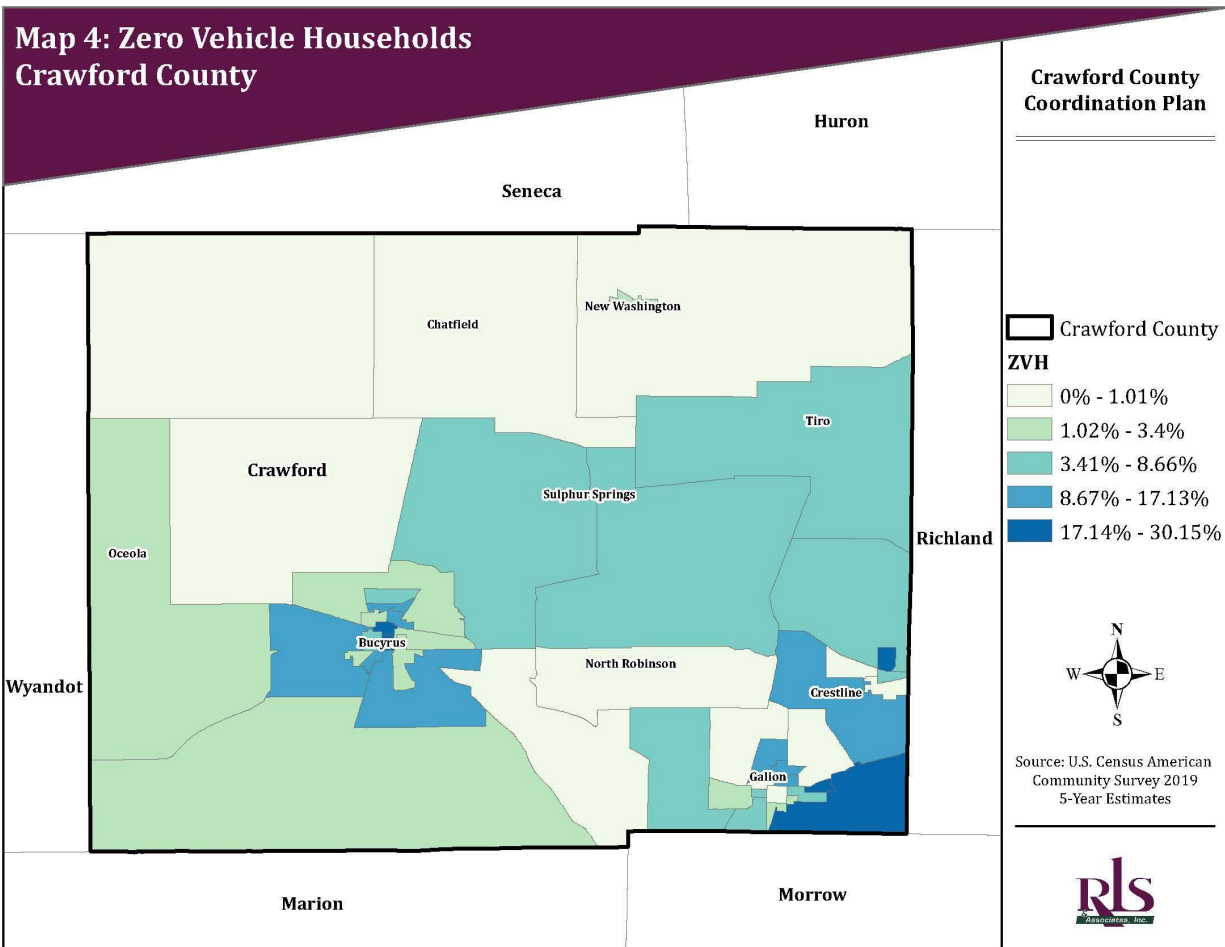
The following exhibit (IV.3) illustrates the areas where the number of older adults (age 65 and older) is at or above the Morrow County average.

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



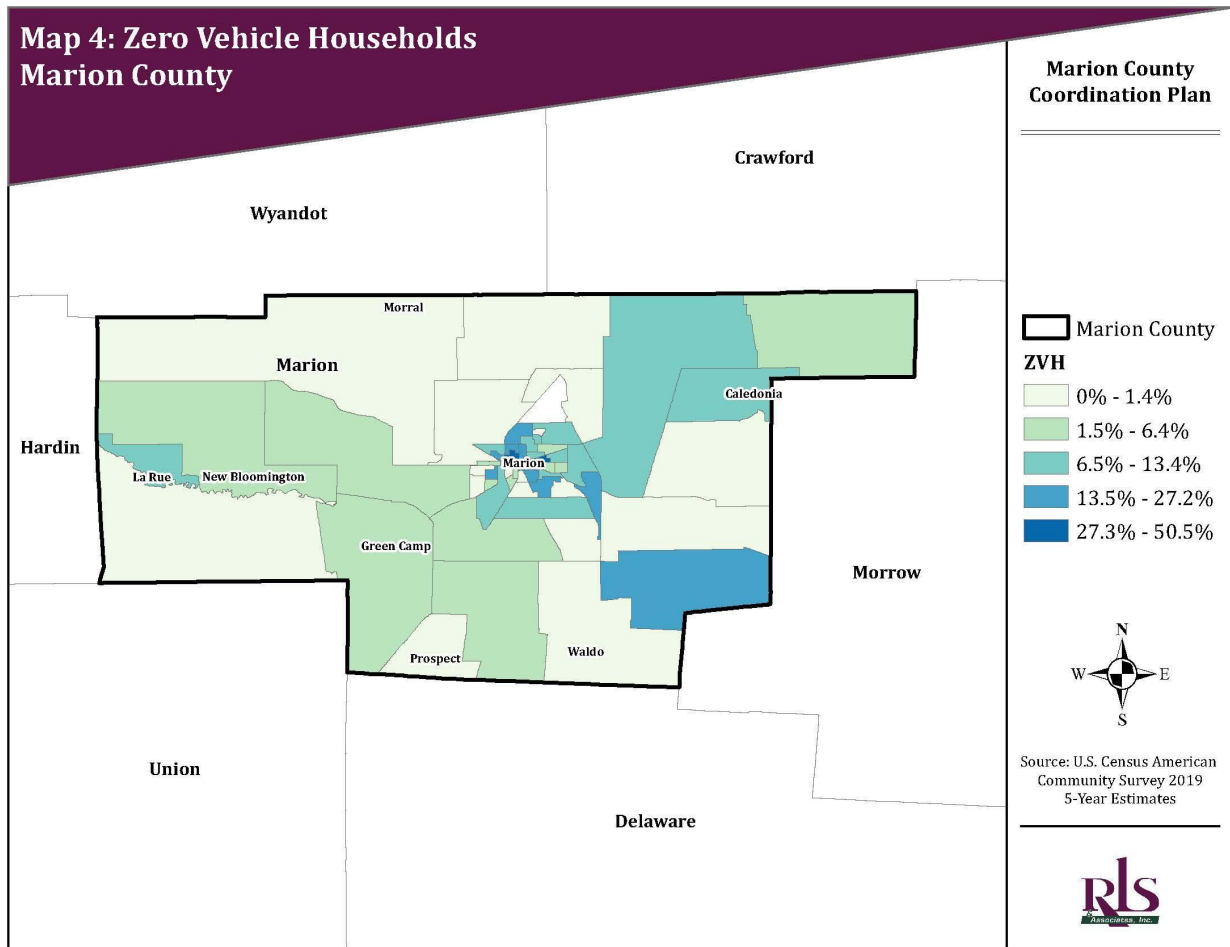
The exhibit below indicates the areas where the number of zero vehicle households is above the Crawford County average. The absence of a vehicle in the household is often an indication of the need for transportation services.

Exhibit [IV.4] Map of Density of Zero Vehicle Households in Crawford County



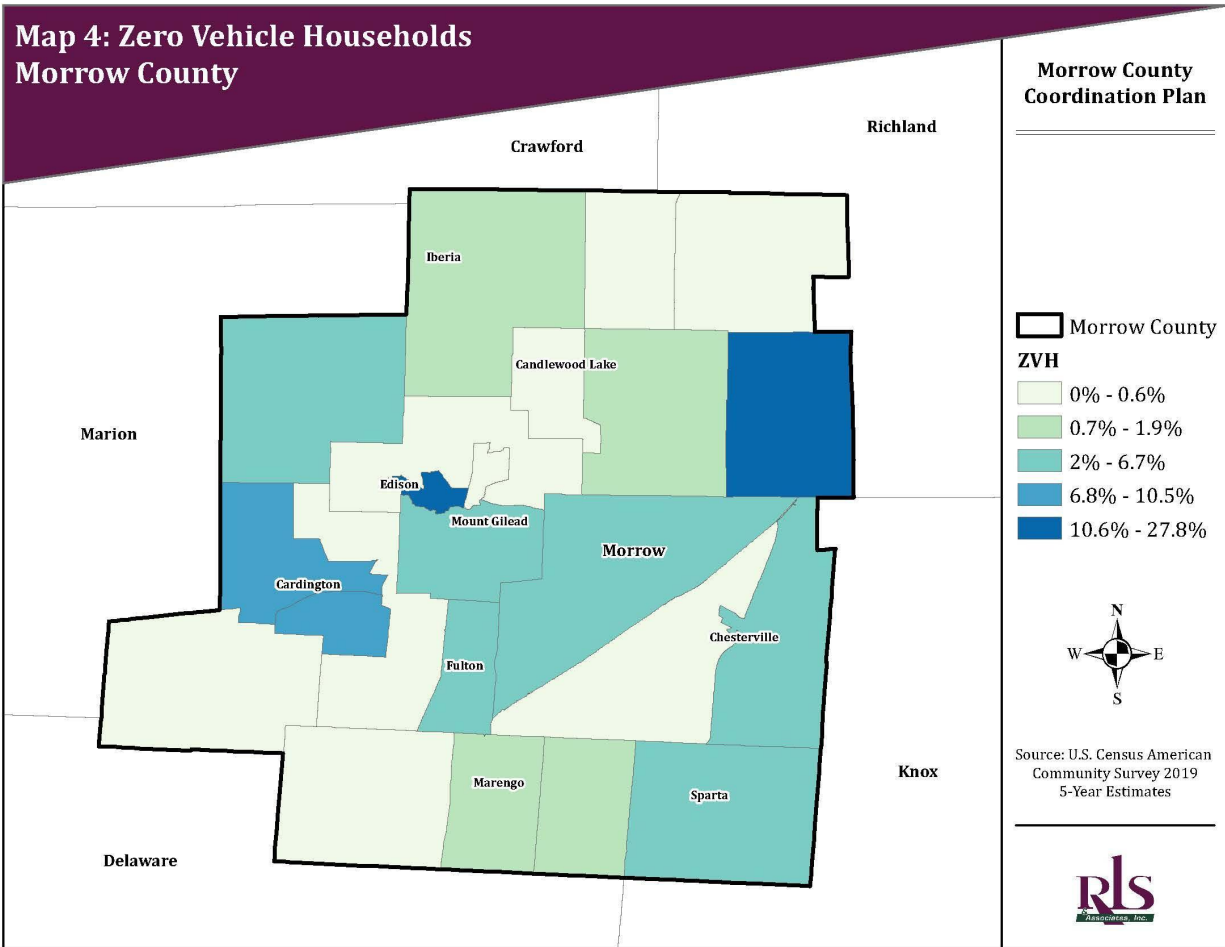
The exhibit below indicates the areas where the number of zero vehicle households is above the Marion County average. The absence of a vehicle in the household is often an indication of the need for transportation services.

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



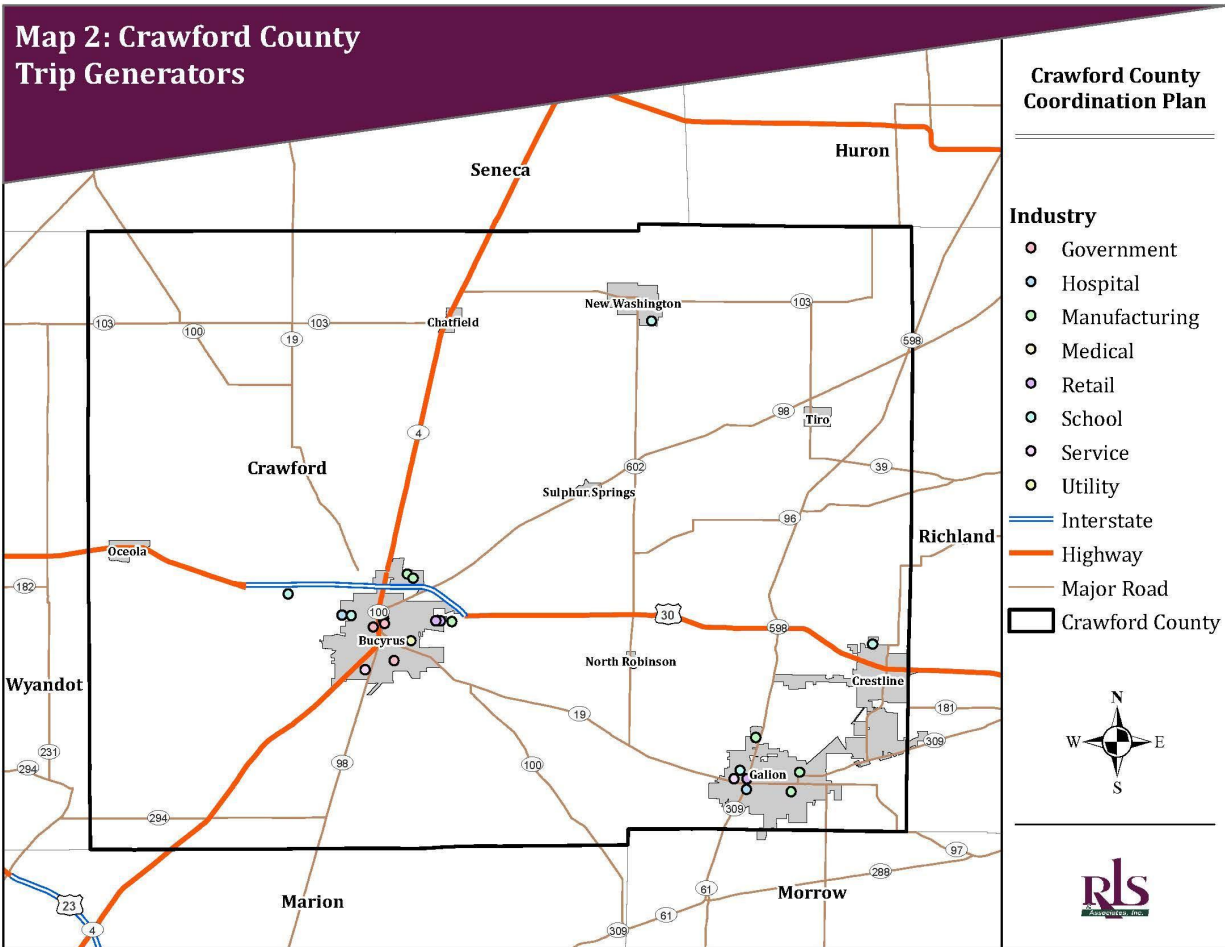
The exhibit below indicates the areas where the number of zero vehicle households is above the Morrow County average. The absence of a vehicle in the household is often an indication of the need for transportation services.

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



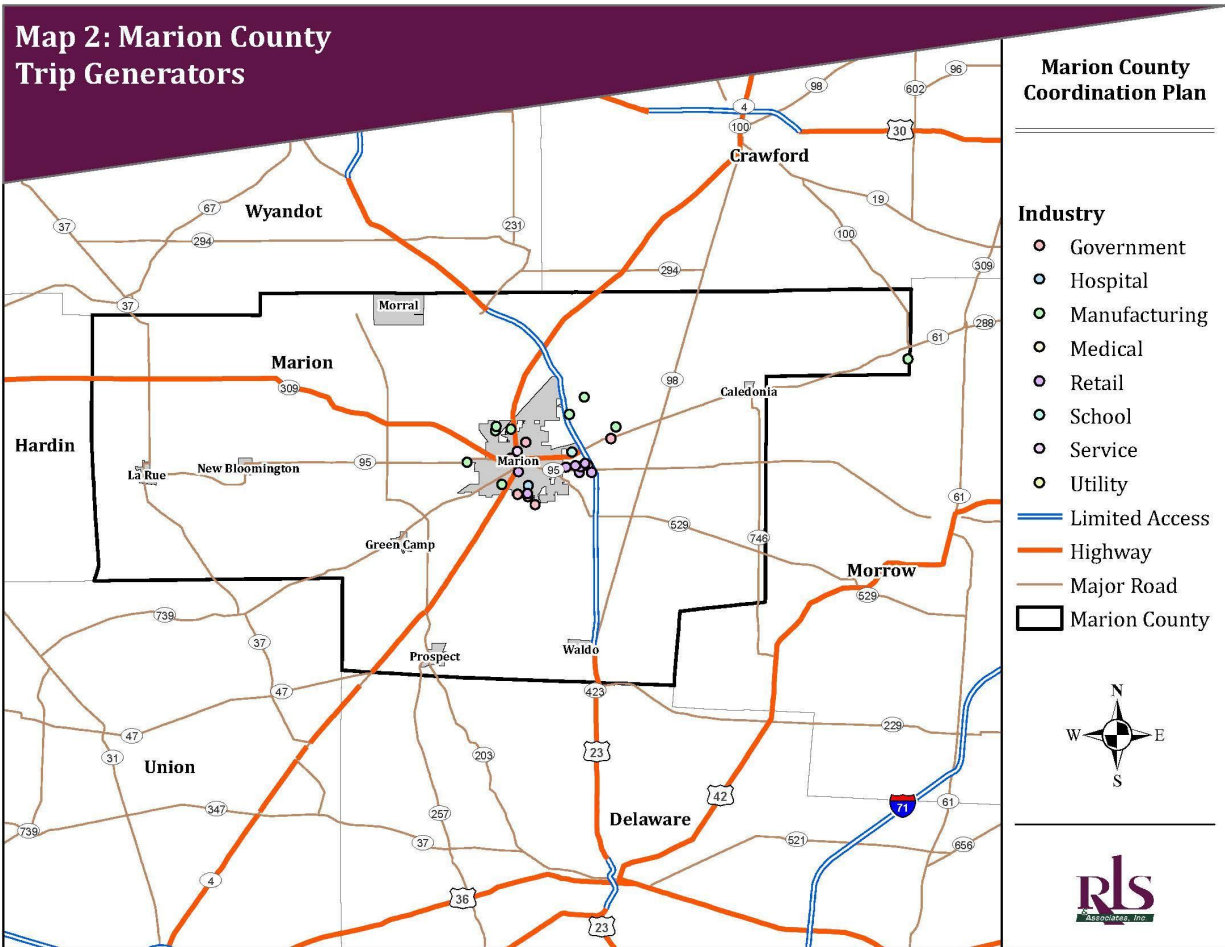
The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in Crawford County, including those who drive a personal vehicle.

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



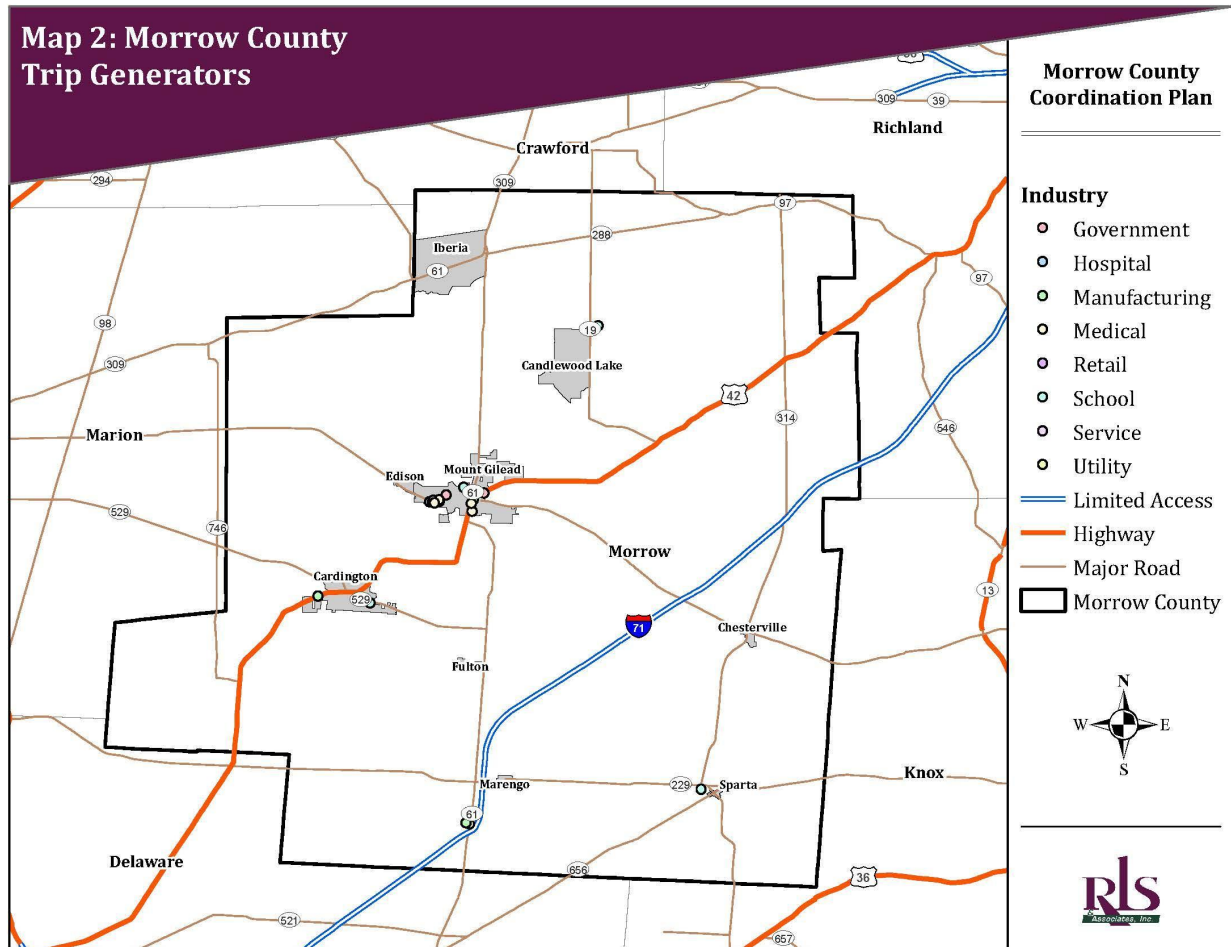
The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in Marion County, including those who drive a personal vehicle.

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, Marion, and Morrow Counties are located in north central Ohio area. The demographics of the region 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. *The 2020 U.S Census data was not available when compiling this plan.* 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 totals will fall 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 30 percent of households within the region earn less than \$30,000 annually. Of the households earning less than \$30,000, around 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. On average, around 5 percent of all the households in the region are 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

The CMM Mobility Management project hosted and facilitated a total of 9 local meetings and multiple focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. A total of 35 people attended the introductory meeting and 49 participated in the goal setting session. Of those 84, 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, Mobility Manager Tim Maceyko 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 the needs from the previous plan. It was requested that they consider how best to update the plan, consider any gaps that were no longer valid, and recommend the addition of any new needs/gaps/goals. The focus of the discussion was on transportation for older adults, individuals with

disabilities, and people with low incomes. However, several topics involved how mobility options affect the general public.

During the second round of meetings, a review of the goals set in the previous plan was completed. Those in attendance then broke into smaller groups to come up with suggestions for changes to the regional and county-specific goals. Valuable feedback was received during this process. New and/or updated goals were then listed by the entire group and ranked in regards to priority for consideration.

Participants discussed a wide-range of mobility issues during the meetings. The unmet needs will be considered heavily when developing the final transportation goals and strategies and grant application planning. The exhibit at the end of this section provides a summary of the unmet mobility needs discussed during the meetings and/or through the mobility survey results.

A draft of the coordinated plan was sent out for a 4-week review period, prior to the final round of public meetings. Participants were asked to review the goals and strategies and agree to which should be considered priorities. One last meeting was held in each county to ensure consensus of the established goals and strategies. These 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. There were 382 surveys received from the general public. Of those, 13.6 percent said they have a disability that requires the use of a cane, walker, wheelchair, or other device to get around. Older adults (65 years and older) were active in responding to the survey with 34.6% of all respondents being in that category.

Respondents were asked a variety of questions regarding transportation and other demographic based questions. 50.5% stated that they work outside of home and must travel, while 22.2% indicated they are unemployed. When asked what transportation they currently used, 248 individuals marked they drive themselves, 153 had a friend or family member drive them, 77 used public transportation, 71 walked, 27 utilized taxi services, and 21 made use of senior transportation.

A survey question asked, "If public, private (taxi, etc.) or other transportation options were easy to use and available to you and/or your family, when would you use the service?" 72 respondents indicated that they would only use it only as a last resort, but 248 respondents indicated they would use it if they were unable to drive themselves. 120 marked if it was affordable, and 51 said they would if it would help the environment.

Another important question for the participants was, "What changes could be made to transportation service options to make using them more appealing to you?" Respondents could select from multiple choices and they had an option to write in "other." 120 respondents wanted Saturday service, 103 desired Sunday service, and 115 respondents wanted current transportation providers to expand their hours; start earlier and later. 99 respondents would like to be able to travel to other cities across the state of Ohio, and a total of 85 respondents wanted the current transportation services to be more reliable. 107 individuals wanted to schedule a trip with a one-day notice, while 100 desired the ability to schedule same day trips. Finally, 90 respondents wished they could schedule transportation through an app or online.

In order to determine other unmet needs, respondents were asked, "Do you or a family member need transportation but find it difficult to sometimes attain?" 61.2% respondents answered no, but 38.8% answered yes. This indicates an area of concern that may need further addressed.

Additional questions on the survey were meant to understand how people viewed public and senior transportation and what was available to them. Several respondents said that public transportation was not available in their area and some of those were valid concerns, but the Mobility Manager was able to verify that in several cases public transportation was available in the area in question. Others believed that there was no senior transportation available to them when the service is provided. And there was the impression among some that public and/or senior transportation did not have accessible vehicles, when both services do. Taken in totality, there seems to be a lack of awareness as to what currently exists and is offered. Public education and awareness are recommended to become priority goals.

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.
- Causing an inconvenience for the riders.
 - While coordinated efforts may be 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.

Summary of Unmet Mobility Needs

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

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

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Educating the public	A lack of public understanding of what is currently available to them is vital.
2	Lack of Funding	Stakeholders determined that without proper funding, other unmet needs can't be addressed.
3	Transportation services earlier and later than currently offered	Surveys of the public acknowledged a need for transportation options outside of the current service hours, such as for jobs and medical appointments.
4	Out-of-County trips	Surveys also indicated that the public would like more options outside of the county.
5	Weekend Service	The public mentioned weekend service (Saturday and Sunday) in their surveys.
6	Complete Streets and Active Transportation	Mobility is not limited to transportation using vehicles. It is important to add sidewalks and other options for biking, walking, or running in the major cities.
7	Same-Day Transportation Options	Currently, most trips require a reservation in advance. If a transportation need arises on the same day, it's hard to find options.
8	Maintain Mobility Manager services	Maintaining a mobility manager for Crawford County or a shared mobility manager for the region is important to have a lead individual for furthering goals to address unmet needs.
9	Investigate Volunteer Services	Volunteer services could help fill earlier or later times and weekend transportation gaps.
10	Additional Taxi Services	There are limited taxis outside of Bucyrus in Crawford County.
11	Lack of Drivers for Transportation	There is a need to hire/train more drivers.

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

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

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

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	A Lack of Funding Available	Stakeholders determined that without proper funding, other unmet needs can't be addressed.
2	Transportation services earlier and later (before 6 AM and after 6 PM) for Jobs and Medical appointments.	Surveys of the public acknowledged a need for transportation options outside of the current service hours, such as for jobs and medical appointments.
3	Educating the public	A lack of public understanding of what is currently available to them is vital.
4	Out-of-County trips to other parts of Ohio such as Columbus	Surveys also indicated that the public would like more options outside of the county.
5	Maintain Mobility Manager services	Maintaining a mobility manager for Morrow County or a shared mobility manager for the region is important to have a lead individual for furthering goals to address unmet needs.
6	Taxi and Uber	There are currently no taxis in Morrow County.
7	Complete Streets, and Active Transportation including Safe Routes to School, Bike Trails, Sidewalk Improvements	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.
9	Same-Day Transportation Options	Currently, most trips require a reservation in advance. If a transportation need arises on the same day, it's hard to find options.
11	Investigate Volunteer Services	Volunteer services could help fill earlier or later times and weekend transportation gaps.
12	Weekend Service	The public mentioned weekend service (Saturday and Sunday) in their surveys.
13	Lack of Drivers for Transportation	Need to hire drivers to meet transit needs.

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, the Mobility Manager Tim Maceyko 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 six of the identified regional 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 Strategies and Goals

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

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

Strategy and Action Step 1.1:

Develop a Regional Mobility Improvement Committee (MIC) to expand coordination and communication between agencies.

Strategy and Action Step 1.2:

Submit collaborative and/or individual grant applications for coordinated service. National/Federal, State, and local applications shall be considered.

Strategy and Action Step 1.3:

Apply for Federal grant funding for a regional Mobility Manager and mobility staff.

Strategy and Action Step 1.4:

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

Strategy and Action Step 1.5:

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

Strategy and Action Step 1.6:

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: TAC, Mobility Manager, Transit providers, and stakeholders.

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

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

Performance Measures/Targets:

- 1) Increase and/or maintain funding levels by December 31, 2022.
- 2) Submit collaborative grant applications each year through the Ohio Department of Transportation (scheduled based on their application process/dates), including securing mobility management funding.
- 3) Establish planned giving plan by December 31, 2022.
- 4) Consider utilizing advertising on vehicles for local match revenue.

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 Step 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 Step 2.2:

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

Strategy and Action Step 2.3:

Discuss and research funding opportunities that may enable a transportation service provider to expand their current hours of operation, permit a provider to subcontract additional hours with another provider, or fund a new provider to meet unmet needs.

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, 2022.
- 2) Trip sharing occurs beginning January 1, 2023.

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

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

Strategy and Action Step 3.1:

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

Strategy and Action Step 3.2:

Submit collaborative grant applications for coordinated service vehicles.

Strategy and Action Step 3.3:

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

Strategy and Action Step 3.4:

Solicit local business vehicle sponsorship.

Strategy and Action Step 3.5:

Submit annual Section 5310, 5311, 5339, and other grant applications for vehicles and/or vehicle maintenance funding.

Strategy and Action Step 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) Apply for vehicles through grant opportunities each year.
- 2) Solicit businesses for sponsorship of vehicles and for special event vehicle transportation.

Parties responsible for Leading Implementation: Providers, MIC, and Regional Mobility Manager.

Potential Cost Range: \$20,000 to \$400,000.

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

Goal #4: Establish a Regional Call and Training Center

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

Strategy and Action Step 4.1:

Establish a combination call and training center managed by the Regional Mobility Manager.

Strategy and Action Step 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 MIC meetings to provide updates and share information.

Strategy and Action Step 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 Step 4.4:

Establish office space in each county if deemed feasible, and implement a schedule for the Regional Mobility Manager to work on each county's goals on a regular basis, in addition to the regional goals contained in this plan.

Strategy and Action Step 4.5:

Create a regional information and referral system with a dedicated phone number and a mobility website.

Strategy and Action Step 4.6:

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

Strategy and Action Step 4.7:

Hire employees to work within the mobility management project in order to properly staff the call and training resource center.

Strategy and Action Step 4.8:

Enter into agreements with other agencies to utilize the training classes offered in the training center. A fair and reasonable fee for each class shall be charged, or a set annual fee may be paid for unlimited access to the training center classes.

Timeline for Implementation: Mid-term goal.

Performance Measures/Targets

- 1) Mobility Manager's office space and set schedule established by January 31, 2022.
- 2) Dedicated telephone number established by January 1, 2022.
- 3) Community education presentations scheduled for 2022, with a goal of at least one presentation or speaking opportunity per quarter.
- 4) Resource materials collected, documented, and distributed by March 1, 2022.
- 5) Regional call and training center grand opening to be held in the first quarter of 2022.
- 6) Enter into agreements with other agencies for training. Create a flyer and informational letter/email to send out for marketing of classes and what the center can do. Send information out no later than March 1, 2022.

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

Potential Cost Range: \$10,000 to \$100,000 depending on call center options.

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

Goal #5: Increase awareness of transit and mobility needs.

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

Strategy and Action Step 5.1:

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 Step 5.2:

Distribute the coordinated plan within the community, post on coordination partner websites, and other willing partners.

Strategy and Action Step 5.3:

Develop a community resource guide of transportation resources and distribute the guide in the community. Consider the creation of a virtual option to be widely distributed.

Strategy and Action Step 5.4:

Submit transit related articles to the local paper at least two times per year.

Strategy and Action Step 5.5:

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

Strategy and Action Step 5.6:

Promote a regional mobility website. Request that coordination partners, businesses, and other agencies include a link on their website.

Strategy and Action Step 5.7:

Establish a social media presence and utilize to promote mobility and community-related topics. Form a social media marketing plan to ensure regular usage.

Strategy and Action Step 5.8:

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. Consider sponsorship to create local match revenue.

Timeline for Implementation: Mid-Term and ongoing

Performance Measures/Targets

- 1) Updated coordination plan distributed by January 1, 2022.
- 2) New resource brochure/booklet developed by February 1, 2022.
- 3) Public presentations made at least once per quarter in 2022.
- 4) Newspaper article submission/coverage attained once by June 1, 2022 and a second time by December 31, 2022.
- 5) Public Service Announcements and/or radio appearances by the Mobility Manager to discuss mobility topics at least twice a year. Prefer more frequency if attainable.
- 6) Upgrade of the mobility website (CMMmobility.org) in 2022. A new article (blog, podcast) will be posted weekly.
- 7) Social media accounts should have activity posted at least three (3) times each week.

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

Potential Cost Range: \$2,000 to \$10,000 depending on number of publications and cost of website maintenance and/or improvements.

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

Goal #6: Research and consider a volunteer driver program or other types of transportation options that will supplement current transportation, including evening and weekend transit options.

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.

Strategy and Action Step 6.1:

Research volunteer driver programs that exist in other counties and/or around the country for best practices and potential examples for us to consider.

Strategy and Action Step 6.2:

Consider faith-based, private, and other business models that may be able to provide additional transportation opportunities (i.e. Uber).

Strategy and Action Step 6.3:

Meet with local businesses to discuss their specific needs and see what partnerships can be developed to support the existing needs.

Strategy and Action Step 6.4:

Based on the research and business feedback, develop a plan to fill existing gaps that will best address the current local needs.

Strategy and Action Step 6.5:

Apply for grant funding, business funding, and other sources of revenue that could potentially support the program designed and/or desired.

Timeline for Implementation: Long Term Goal.

Performance Measures/Targets:

- 1) Research of volunteer driver programs by June 1, 2022.
- 2) Review and consideration of other transportation models completed by December 31, 2022.
- 3) Meeting with local businesses prior to June 1, 2023.
- 4) Create a proposal that could potentially help fill the noted gaps by October 1, 2023.
- 5) Search for funding and consider how best to move to implementation of the proposal by November 15, 2023.
- 6) Apply for grant funding, business sponsorships, and other sources of revenue that could potentially support the program designed and/or desired.

Parties responsible for Leading Implementation: Mobility Manager, TAC, business partners, economic development, planning commission, 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, local businesses, local government.

Strategies and Goals to Address Gaps and Needs in Crawford County

Goal #1: Develop a coalition of partners willing to address the various mobility and transportation issues facing Crawford County.

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 Step 1.1:

Market the need for a new Mobility Improvement Committee (MIC) for Crawford County and secure commitments for participation on the committee.

Strategy and Action Step 1.2:

Select one individual from the MIC to sit on the Regional Mobility Improvement Committee (RMIC), which will meet periodically to discuss the regional issues each county is facing. The Crawford County regional representative will report back to the others about the regional meetings.

Strategy and Action Step 1.3:

Create a set schedule of dates with location and times for the Crawford County MIC meetings each year.

Strategy and Action Step 1.4:

Market each MIC 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 2022.
- 2) Hold MIC meeting before March 30, 2022 and nominate individual to sit on RTAC.
- 3) At first MIC meeting set dates for future meetings.
- 4) Create marketing plan (email blasts, flyers, social media, etc.) to continue marketing MIC meetings and the importance of participation. Implement marketing plan by April 15, 2022.

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 #2: Create an awareness campaign regarding existing transportation and mobility opportunities.

Need(s) being addressed: Educate the public on availability of services in order to address the fact that many residents are unaware to current mobility opportunities.

Strategy and Action Step 2.1:

Create a social media campaign specific to Crawford County in order to more easily share mobility information to residents of the county.

Strategy and Action Step 2.2:

Create printed items that can be distributed to the public highlighting the mobility options in the county. This should include items that explain the coordinated plan goals in more easy-to-digest ways.

Strategy and Action Step 2.3:

Have a detailed list of all transportation services for Crawford County. List each agency's name, contact information, offerings, etc. and make this information available to the public and other stakeholders. Keep in mind how to provide information to deaf and blind individuals, as well as those who speak other languages.

Strategy and Action Step 2.4:

Attend local fairs, festivals, and events to promote transportation and mobility options in Crawford County. Consider providing mobility assistance during these events.

Strategy and Action Step 2.5:

Look into online options and/or an app for transportation scheduling opportunities.

Timeline for Implementation: Short-Term Goal.

Performance Measures/Targets

- 1) Have a weekly social media plan to share information at least once a week. Document efforts.
- 2) Create flyers and other materials to be widely-distributed in the county that highlight one specific mobility-related opportunity at a time. Have a plan for what topic we focus on and highlight that topic in print and virtual marketing. Consider one item each month for the spotlight.
- 3) Set up a booth or provide golf cart transportation at the county fair. Consider options for the Bratwurst Festival, and other events where we can highlight mobility issues.
- 4) Research online trip scheduling options and consider an app for scheduling purposes. Discuss the options and costs with transportation services to see if something would be feasible.

Parties responsible for Leading Implementation: Mobility Manager, MIC, other stakeholders.

Potential Cost Range: \$0 to \$50,000.

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.

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

Strategy and Action Step 3.1:

Work with economic development, regional planning, health department, and other governmental agencies in order to draft a Complete Streets and Active Transportation Plan.

Strategy and Action Step 3.2:

Gain community support for the Complete Streets and Active Transportation Plan development and advancement for Crawford County.

Strategy and Action Step 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 Step 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

- 1) Meetings with economic development, regional planning, health department, and local leaders occur before August 31, 2022 to discuss Active Transportation.
- 2) Community education and support meeting occurs by December 31, 2022.
- 3) Begin grant research and funding opportunities by April 15, 2023.
- 4) Start walk audits to determine conditions of sidewalks and current walking conditions. This will be a multi-year process. Recruit a group of individuals who can form the walking audit group.
- 5) Attain at least 8 agencies willing to attend a training on how to create an Active Transportation Plan for Crawford County.

Parties responsible for Leading Implementation: MIC, Mobility Manager, business partners, economic development, health department, 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 Step 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 Step 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 Step 4.3:

Gain parent and community support for the Safe Routes to School Plan.

Strategy and Action Step 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

- 1) Research Safe Routes to School program concepts in area by April 1, 2022
- 2) Meet with school and/or local officials about the program by June 1, 2022.
- 3) Form committee to begin formulating an actual plan for the program by September 15, 2022.
- 4) Submit for a School Travel Plan consulting through ODOT in January of 2023.
- 5) Promote findings to parents and community members beginning in August, 2023.
- 6) Have plan completed by November 1, 2023.
- 7) Submit for Safe Routes to School funding for 2024 grant cycle, if possible, and no later than the 2025 year.

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

Potential Cost Range: \$0 to \$400,000 depending on the scale of the projects.

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

Strategies and Goals to Address Gaps and Needs in Marion County

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 Step 1.1:

Use existing community survey information and coordination plan survey results to establish the need for countywide transportation. Understand the difference between city and county residents and how each respond to the surveys.

Strategy and Action Step 1.2:

Apply for a Transit Needs Study through ODOT.

Strategy and Action Step 1.3:

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

Strategy and Action Step 1.4:

Complete a Transit Needs Study.

Strategy and Action Step 1.5:

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

Strategy and Action Step 1.6:

Solicit local matching funds commitments.

Strategy and Action Step 1.7:

Submit letter of request for approval to submit a Section 5310, 5311, or other project application that may be able to meet the need for county service to ODOT.

Strategy and Action Step 1.8:

Submit grant application.

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

Parties Responsible for Leading Implementation: MIC, Mobility Manager, Health Department, and Community Leaders.

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

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

Performance Measures/Targets:

- 1) Discuss with ODOT grant opportunities for funding a Transit Needs Study. Apply for assistance. This should be done on or prior to January 1, 2022
- 2) Get letters of support or commitments as necessary prior to January 1, 2022.
- 3) Complete the Transit Needs Study or comparable study utilizing consulting agency.
- 4) Distribute findings to local stakeholders, officials, and transit disadvantaged individuals for discussion and feedback.
- 5) Identify the most logical design for Marion County to meet the gaps in service.
- 6) Secure local funding support and commitments.
- 7) Send a letter to ODOT requesting permission to apply for grant funding for the existing gaps in service.

Goal #2: Define and review the Active Transportation Plan to further improve walking and biking opportunities in Marion County.

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

Strategy 2.1: Work with local leaders on the implementation of an active transportation plan.

Time frame for strategy: Start January 1, 2022 and complete by March 31, 2022.

Strategy and Action Step 3.4.1:

Convene meeting with key leaders and officials and review adopted ATP.

Strategy and Action Step 3.4.2:

Assess decision making practices and policies that impact ATP.

Strategy and Action Step 3.4.3:

Share tools and resources to assist in implementation of ATP.

Strategy and Action Step 3.4.4:

Establish ATP priorities and set short-term to long-range goals for plan.

Strategy and Action Step 3.4.5:

Work with Built Environment team to identify one goal to use as a demonstration project.

Strategy and Action Step 3.4.6:

Provide ongoing technical assistance.

Strategy 2.2: Administer evaluation survey to local stakeholders to assess their knowledge of the active transportation plan.

Time frame for strategy: Start April 1, 2022 and complete by June 30, 2022.

Strategy and Action Step 2.2.1:

Work with Built Environment team to identify key personnel to be interviewed.

Strategy and Action Step 2.2.2:

Seek organizational support on the best method to conduct evaluations and draft survey questions.

Strategy and Action Step 2.2.3:

Conduct evaluation and evaluate responses.

Strategy and Action Step 2.2.4:

Share findings with action team members.

Strategy and Action Step 2.2.5:

Implement quality improvement opportunities based on evaluation results.

Strategy 2.3: Improve bicycle infrastructure within Marion.

Time frame for strategy: Start January 1, 2020 and complete by May 1, 2021.

Strategy and Action Step 2.3.1:

Work with Built Environment team to identify need and assess current bicycle infrastructure and policies.

Strategy and Action Step 2.3.2:

Schedule and attend meetings with potential organizations interested in bicycle infrastructure improvements.

Strategy and Action Step 2.3.3:

Provide tools and best practices for bike infrastructure improvements, and discuss a timeline, budget, and project objectives.

Strategy and Action Step 2.3.4:

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

Strategy and Action Step 2.3.5:

Schedule community bike safety and education ride.

Strategy and Action Step 2.3.6:

Assess organizational and community readiness to apply for bike friendly community award through the League of American Bicyclist and submit application if agreed upon.

Strategy 2.3: Implement a Safe Routes to School Plan.

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

Strategy and Action Step 2.3.1:

Continue working with local school system to implement a plan.

Strategy and Action Step 2.3.2:

Submit for Safe Routes to School grant funding if and/or when needs are identified.

Strategy and Action Step 2.3.3:

Attain funding and begin implementation process.

Timeline for Implementation: Mid to Long Term Goals.

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

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

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

Goal #3: Create an awareness campaign regarding existing transportation and mobility opportunities.

Need(s) being addressed: Educate the public on availability of services in order to address the fact that many residents are unaware to current mobility opportunities.

Strategy and Action Step 3.1:

Create a social media campaign specific to Marion County in order to more easily share mobility and transportation information to residents of the county.

Strategy and Action Step 3.2:

Create printed items that can be distributed to the public highlighting the mobility options in the county. This should include items that explain the coordinated plan goals in more easy-to-digest ways.

Strategy and Action Step 3.3:

Have a detailed list of all transportation services for Marion County. List each agency's name, contact information, offerings, etc. and make this information available to the public and other stakeholders. Keep in mind how to provide information to deaf and blind individuals, as well as those who speak other languages.

Strategy and Action Step 3.4:

Attend local fairs, festivals, and events to promote transportation and mobility options in Marion County. Consider providing mobility assistance during these events, if not currently provided.

Strategy and Action Step 3.5:

Look into online options and/or an app for transportation scheduling opportunities.

Timeline for Implementation: Short-Term Goal.

Performance Measures/Targets

- 1) Have a weekly social media plan to share information at least once a week. Document efforts.
- 2) Create flyers and other materials to be widely-distributed that highlight one specific mobility-related opportunity at a time. Have a plan for what topic we focus on and highlight that topic in print and virtual marketing. Consider one item each month for the spotlight.
- 3) Set up a booth or provide golf cart transportation at the county fair. Consider options for the Popcorn Festival and other events where we can highlight mobility issues.
- 4) Research online trip scheduling options and consider an app for scheduling purposes. Discuss the options and costs with transportation services to see if something would be feasible.

Parties responsible for Leading Implementation: Mobility Manager, MIC, other stakeholders.

Strategies and Goals to Address Gaps and Needs in Morrow County

Goal #1: Create an awareness campaign regarding existing transportation and mobility opportunities.

Need(s) being addressed: Educate the public on availability of services in order to address the fact that many residents are unaware to current mobility opportunities.

Strategy and Action Step 1.1:

Create a social media campaign specific to Morrow County in order to more easily share mobility information to residents of the county.

Strategy and Action Step 1.2:

Create printed items that can be distributed to the public highlighting the mobility options in the county. This should include items that explain the coordinated plan goals in more easy-to-digest ways.

Strategy and Action Step 1.3:

Have a detailed list of all transportation services for Morrow County. List each agency's name, contact information, offerings, etc. and make this information available to the public and other stakeholders. Keep in mind how to provide information to deaf and blind individuals, as well as those who speak other languages.

Strategy and Action Step 1.4:

Attend local fairs, festivals, and events to promote transportation and mobility options in Morrow County. Consider providing mobility assistance during these events.

Strategy and Action Step 1.5:

Look into online options and/or an app for transportation scheduling opportunities.

Timeline for Implementation: Short-Term Goal.

Performance Measures/Targets

- 1) Have a weekly social media plan to share information at least once a week. Document efforts.
- 2) Create social media videos for Tik Tok, YouTube, etc. Highlight local transit, school bus drivers, etc. in a positive light, and provide educational videos.
- 3) Create flyers and other materials to be widely-distributed in the county that highlight one specific mobility-related opportunity at a time. Have a plan for what topic we focus on and highlight that topic in print and virtual marketing. Consider one item each month for the spotlight.
- 4) Add mobility information into county welcoming baskets.
- 5) Create a mobility newsletter with at least a quarterly release.

- 6) Set up a booth or provide golf cart transportation at the county fair. Consider options at all events where we can highlight mobility issues.
- 7) Research online trip scheduling options and consider an app for scheduling purposes. Discuss the options and costs with transportation services to see if something would be feasible.

Parties responsible for Leading Implementation: Mobility Manager, MIC, other stakeholders.

Potential Cost Range: \$0 to \$50,000.

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

Goal #2: Continue to evolve public transportation service.

Need(s) being addressed: Public transportation.

Strategy and Action Step 2.1:

Continue to maintain the current level of public transportation service being provided to Morrow County residents by Morrow County Area Transit, while looking at ways to expand.

Strategy and Action Step 2.2:

Look to build a new facility for the public transportation system in order to meet the housing needs of the transit.

Strategy and Action Step 2.3:

Research ways to fund trips that require crossing county lines, especially in regards to those going into Marion County.

Timeline for Implementation: Short-Term Goal.

Performance Measures/Targets

- 1) Continue to apply for 5311 funding each year to maintain or increase funding levels for MCAT.
- 2) Apply for funding to build a new transportation facility.
- 3) Research ways to cross-county lines and/or offer expanded transit service to residents.

Parties responsible for Leading Implementation: Morrow County Area Transit, MIC, Mobility Manager.

Potential Cost Range: \$0 to \$250,000.

Potential Funding Sources: Grants, Contracted Revenue.

Goal #3: Create an Active Transportation Plans in order to develop bike and/or walking routes and to improve sidewalks.

Need(s) Being Addressed: Walking and biking opportunities.

Strategy and Action Step 2.1:

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 and Action Step 2.2:

Gain community support for the concept of Complete Streets and Active Transportation Plan development and advancement for Morrow County.

Strategy and Action Step 2.3:

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 Step 2.4:

Submit for grant funding such as community block grants, community revitalization grants and others.

Strategy and Action Step 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 Step 2.6:

Solicit local community partners to help fund multi-use walking and biking paths throughout the local communities.

Strategy and Action Step 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 Step 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) Form a Mobility Improvement Committee that will oversee the active transportation process. Set up meetings and discussion specifically about forming an Active Transportation Plan.
- 2) Begin educating the community and garner public support for the development of more walking and biking opportunities.

- 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) Continue conversations with ODOT, ODNR, and the Village of Mt Gilead about a walking/biking path to the State Park.
- 6) Discuss holding one major annual event that focuses on walking and/or biking. An annual biking festival or other similar event is to be held in order to create interest from Morrow County residents.
- 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, MIC, Health Department, Parks Board, School Board, 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 #3: Create Safe Routes to School Plan.

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

Strategy and Action Step 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 Step 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 Step 3.3:

Gain parent and community support for the Safe Routes to School Plan.

Strategy and Action Step 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

1. Research Safe Routes to School program has been completed and a meeting with school and/or local officials for both Cardington-Lincoln and Mt Gilead should be held by January 15, 2022.
2. Submit an application through ODOT in January of 2022 for consulting services to assist with creating a School Travel Plan, which will allow Morrow County to eventually apply for the program and full funding.
3. Have School Travel Plan completed by November 1, 2022.
4. Submit for Safe Routes to School funding during next open grant period in 2023.

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

Potential Cost Range: \$0 to 400,000, depending on the scale of the projects.

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