

Sandusky County

Coordinated Public and Human Services Transportation Plan

2022-2026

Great Lakes Community Action Partnership
For more information about this plan please contact
Mobility Management Coordinator at 419-334-5016
Funding for the development of this plan was provided by the
Ohio Department of Transportation

TABLE OF CONTENTS

Contents

Executive Summary.....	4
I. Geographic Area	6
II. Population Demographics.....	8
II. Assessment of Available Services	13
Inventory of Transportation Providers	14
Existing Transportation Services.....	14
List of Transportation Service Providers.....	14
Assessment of Community Support for Transit.....	23
Safety	23
Vehicles	23
Summary of Existing Resources	31
IV. Assessment of Transportation Needs and Gaps.....	32
Local Demographic and Socio-Economic Data.....	33
Analysis of Demographic Data	35
General Public and Stakeholder Meetings/Focus Groups	36
Surveys	37
Challenges to Coordinated Transportation.....	53
Summary of Unmet Mobility Needs	54
V. Goals and Strategies	55
Developing Strategies to Address Gaps and Needs.....	55
Goal #1: Increase transit ridership with all county providers.....	55
Goal #2: Increase out-of-county trip efficiencies to increase overall service capacity	57
Goal #3: Improve customer service to encourage ridership	58
Goal #4: Sustainable fleet funding that minimizes duplication of fleets and services	60
VI. Plan Adoption	63
Appendix A: List of Planning Committee Participants	64
Agency Representation	64

Appendix B: List of Annual Reviews and Plan Amendments 65
 Annual Review 65
 Amendment 65
Appendix C: Definitions..... 66

Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Sandusky County, Ohio. The plan was initially developed in 2014 and updated in 2021. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America's Surface Transportation (FAST) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. According to requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies new programs and rules for all Fiscal Year 2016 funds and authorizes transit programs for five (5) years.

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

1. Identify all community resources including Sandusky County TRIPS, Great Lakes Community Action Partnership (GLCAP) Senior Services, the Sandusky County Office of the Sandusky County Department of Job and Family Services, the Sandusky County Board of Developmental Disabilities, Sandusky County Veterans Services, Hart's Ambulette, local taxicab companies, and private residential, medical, and transportation entities that provide transportation to their clientele and residential population.
2. Identify and Prioritize community transportation needs to include:
 - Increased capacity/efficiency for out-of-county trips
 - Improve and increase in-county services
 - Reliable transit options for employers/employees
 - Increase public awareness of existing services
 - Simplify scheduling and payment options
 - Improve transfers and connections
 - Safe Routes to School & Complete Streets
 - Improve shuttle stops and service
 - Make healthy commute options more accessible
 - More effective marketing
 - Improve perception of public transit
 - Increase funding sustainability
 - Improve driver recruitment and retention
3. Establish a clear plan for achieving shared goals through convening quarterly transit planning committee meetings for the purposes of sharing information, facilitating the cooperative relationships, and consolidating resources and efforts when possible. The planning committee will agree on shared goals, prioritize needs, and measure progress against county and regional objectives.

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
- The general public

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

- A series of stakeholder planning meetings with agencies and individuals who serve target populations
- Social media outreach and attendance at community events
- Interviews with persons from these same agencies, and contact with other agencies and transportation providers within Sandusky County
- Completion of surveys by a sample of persons representing the disabled, seniors, and the general population, many of whom are of low income, to learn of priorities and obstacles facing any of these user groups
- Completion of an on-line survey by staff and representatives from the key transportation-related agencies mentioned above
- Facilitation of a focus group of disabled persons to gain insight into their issues and obstacles faced when desiring public transportation services

This plan was developed and adopted by a Sandusky County Transportation Stakeholder and Planning Committee. More information about the planning committee can be found in Appendix A.

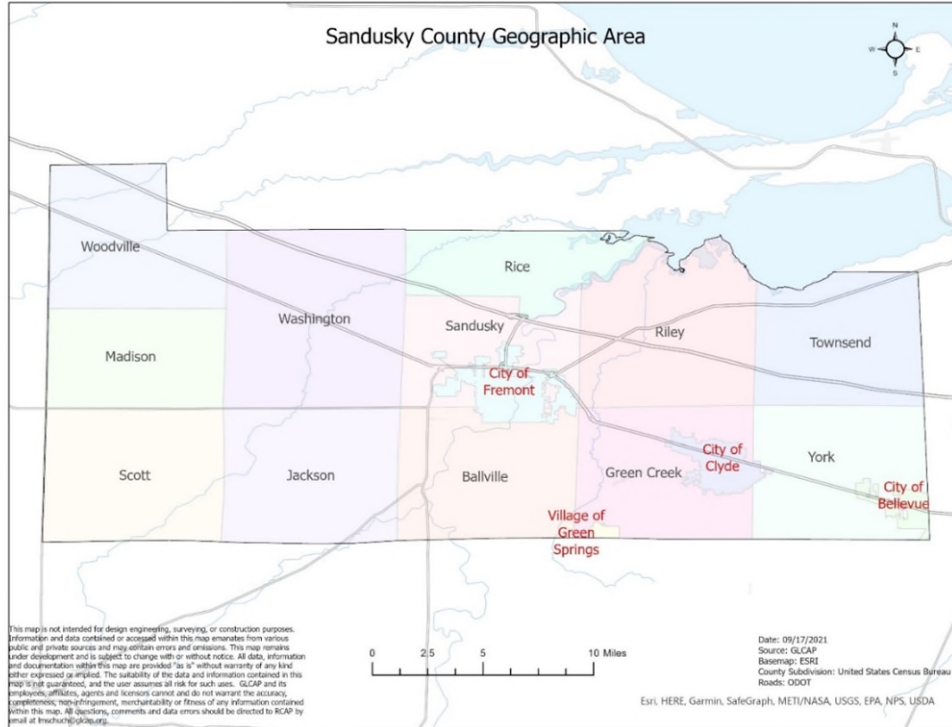
I. Geographic Area

Sandusky County, located in Northwest Ohio, consists of 418 square miles of nearly level terrain, with 408 square miles of land and 9.3 square miles of water. The 2019 county population was estimated at 58,518. The map below indicates the 12 townships, 3 cities (Bellevue is partially in the county) and 6 villages (Green Springs is split between Sandusky and Seneca Counties) located in Sandusky County. Major U.S. and State highways are also shown.

According to the Sandusky County Commissioner’s office of Human Resources and Risk Management Comprehensive Plan, 2020. It is important to consider transportation systems when planning for the future to ensure these systems can support future goals, such as pedestrian connectivity, changes in land use, and economic development. The Ohio Department of Transportation (ODOT) services 412 miles of road in Sandusky County and oversees 94 bridges.

All of Sandusky County is in a Transportation Improvement District (TID). The TID was created under ORC Chapter 5540 to provide a new source of funding and project implementation for needed transportation projects. Under Ohio law, such a District can purchase or construct transportation projects, issue TID revenue bonds and other specific bonds, acquire and dispose of property, and obtain revenues to support the cost of a transportation improvement project by receiving funding from the federal, state, or local government, collecting tolls, and levying special assessments against parcels that will benefit from a planned improvement.

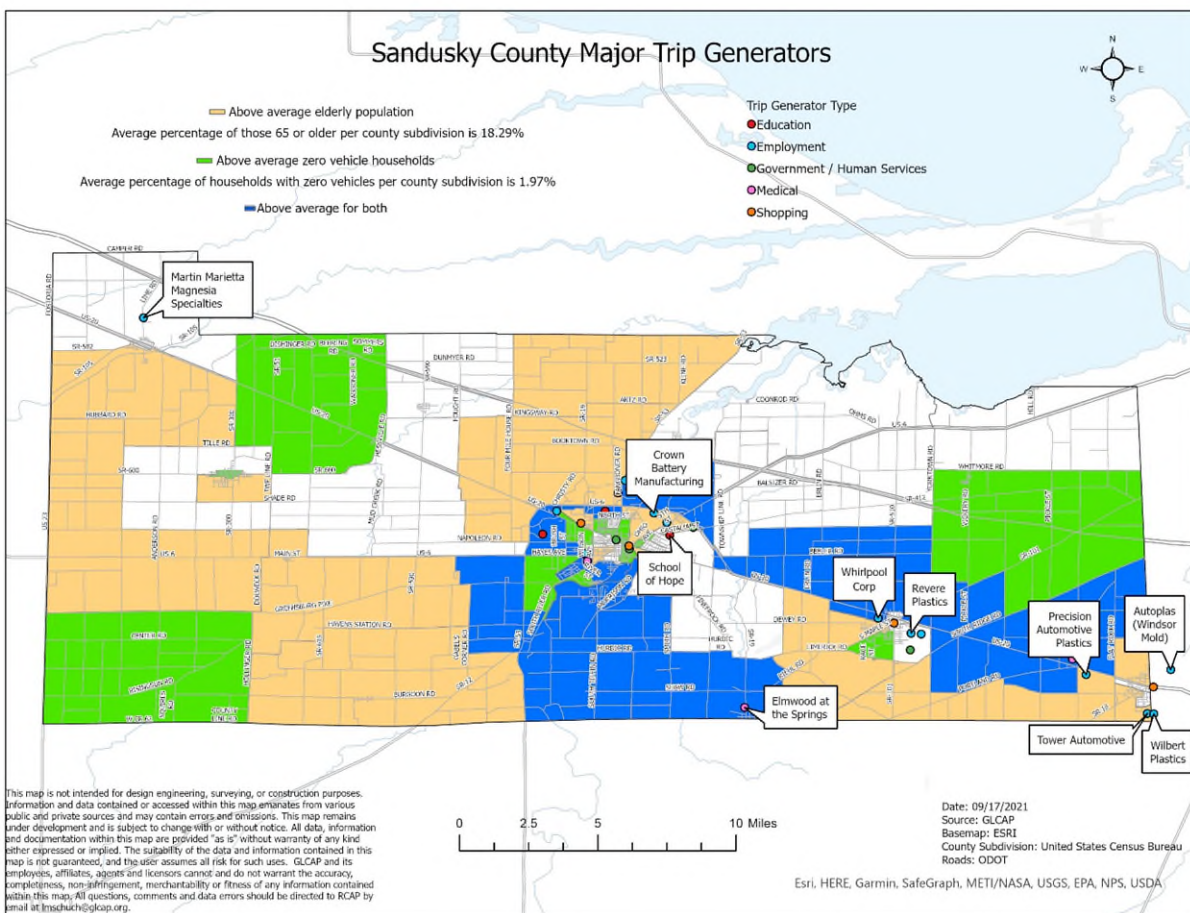
Map 1: Basic map of the geographic area covered by the plan



Sandusky County is crossed by 27.34 miles of Interstate highways, 27.34 Ohio Turnpike miles, 62.68 U.S. highway miles, 112.41 State highway miles, and 898.33 miles of County, township, and municipal roads. The County’s major populations, employment and commercial centers, including Bellevue, Clyde, Fremont and the Village of Woodville, are located along the southeast-northwest oriented U.S. 20 corridor. Other major corridors include SR 53 connecting Fremont to Tiffin (Seneca Co) and Port Clinton (Ottawa County), and U.s Route 6, connecting westward to Bowling Green (Wood Co.) and beyond all the way to Los Angeles and northeastward to Sandusky (Erie Co.) and beyond.

The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators in the area.

Map 2: Major trip generators in the geographic area



Major trip generators in Sandusky County can be grouped into government/human services, education, medium and large employers, retail centers, and medical centers (such as hospitals, dialysis centers, and doctor’s offices). Many in-county major trip generators are found in and around the City of Fremont, as well as along the Route 20 corridor.

II. Population Demographics

Sandusky County is a rural county in Northwest Ohio. Like many rural Ohio counties, its population has been steadily decreasing since peaking in 1980 at 63,267. Sandusky County's stagnant/declining population in recent years is evident, as it is for many rural areas. There has been a centralization of economic activities toward urban centers, such as Fremont, Bellevue, and Clyde. This rings true for the retail business sector in the county, as the northern Fremont commercial area along State Route 53 North has become more predominant. Medical services have also centralized to some degree, or have clustered near larger facilities, such as Fremont ProMedica Memorial and Bellevue hospitals, as well as the Eden Springs long-term acute care facility in Green Springs. This trend toward centralization has led many to move to larger centers, and people in relatively smaller communities and rural areas have to drive more for desired products and services.

Please note that due to projections, estimations, and survey year data, that some totals may vary. Percentages may not sum to 100% due to rounding in the tables and charts below.

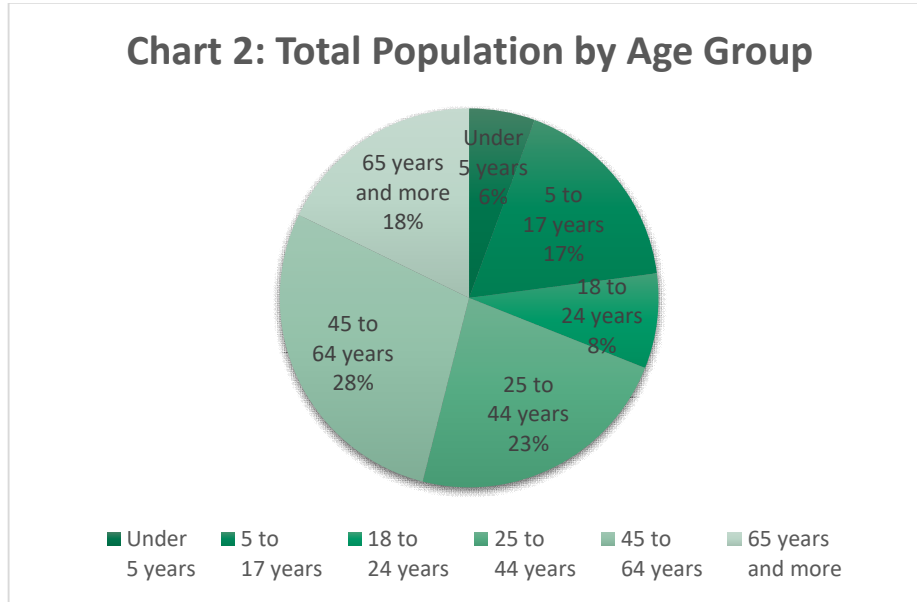
According to the Ohio Development Service Agency's office of Research Sandusky County profile, 2020, the overall population trend will decrease in the subsequent 20-year period. It is predicted that females will continue to outnumber males through 2040. Percentages may not sum to 100% due to rounding in the tables below. Chart 1 depicts the total population current and projected for five years.

Chart 1: Total Population Current and Projected for Five Years

Year	Total Population	Male	Female	Change
2020	58,670	28,660	30,000	-1290
2025	57,040	27,740	29,300	-1630
2030	55,440	26,850	28,600	-1600
2035	53,910	26,010	27,900	-1530
2040	52,660	25,330	27,300	-1250

According to the Ohio Department Service Agency’s office of Research Sandusky County profile, 2020, the largest population sect is 45–65-year-olds followed by 24–44-year-olds. Chart 2 shows the total population by age group.

Chart 2: Total Population by Age Group



According to the Ohio Development Service Agency’s Office of Research Sandusky County profile, 2020, slightly over 90% of individuals living in Sandusky Count identify as Caucasian. Chart 3 shows the total population by race.

Chart 3: Total Population by Race

Population by Race	Number	Percent
ACS Total Population	59,299	100.0%
White	53,723	90.6%
African-American	1,754	3.0%
Native American	158	0.3%
Asian	200	0.3%
Pacific Islander	9	0.0%
Other	1,826	3.1%
Two or More Races	1,629	2.7%
Hispanic (may be of any race)	5,822	9.8%
Total Minority	9,093	15.3%

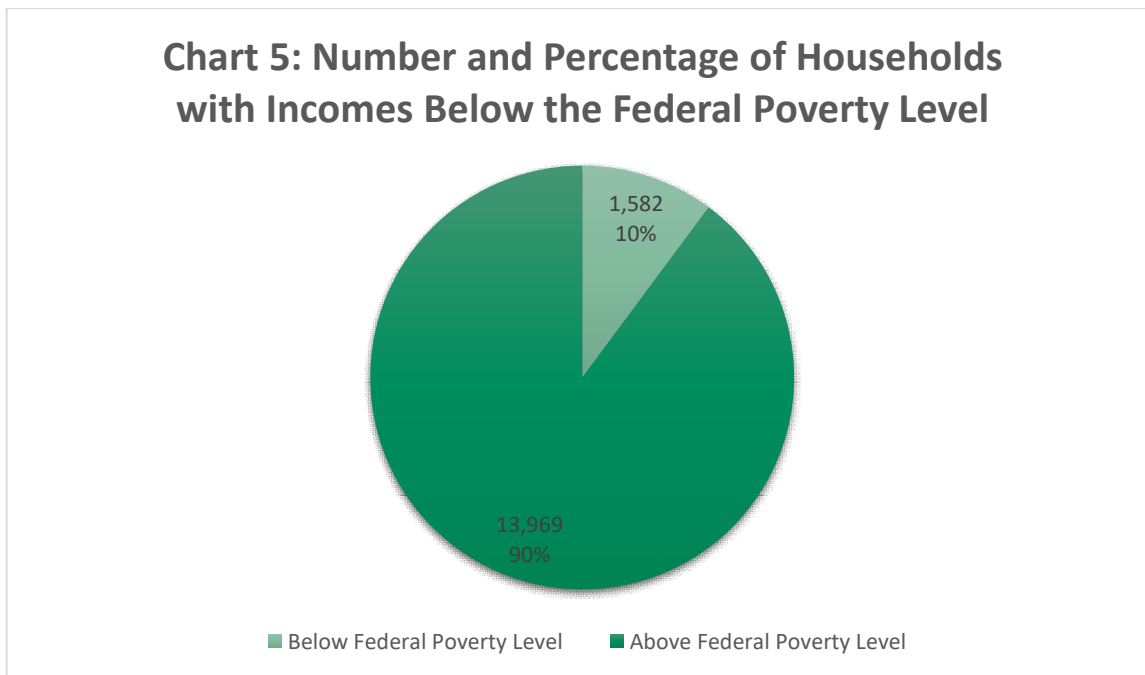
According to the Ohio Development Service Agency’s office of Research Sandusky County profile, 2020, the population with the most self-reported disabilities, is 75 years and older. They make up over 45% of the total self-reported disabled person in the County. Chart 4 depicts the number and percentage of people with disabilities.

Chart 4: Number and Percentage of People with Disabilities

Age	Total Population	With a Disability	Percent with a Disability
Under 5 years	3,299	0	0.0%
5 to 17 years	10,072	757	7.5%
18 to 34 years	11,110	838	7.5%
35 to 64 years	23,294	3,500	15.0%
65 to 74 years	5,975	1,717	28.7%
75 years and over	4,355	1,991	45.7%

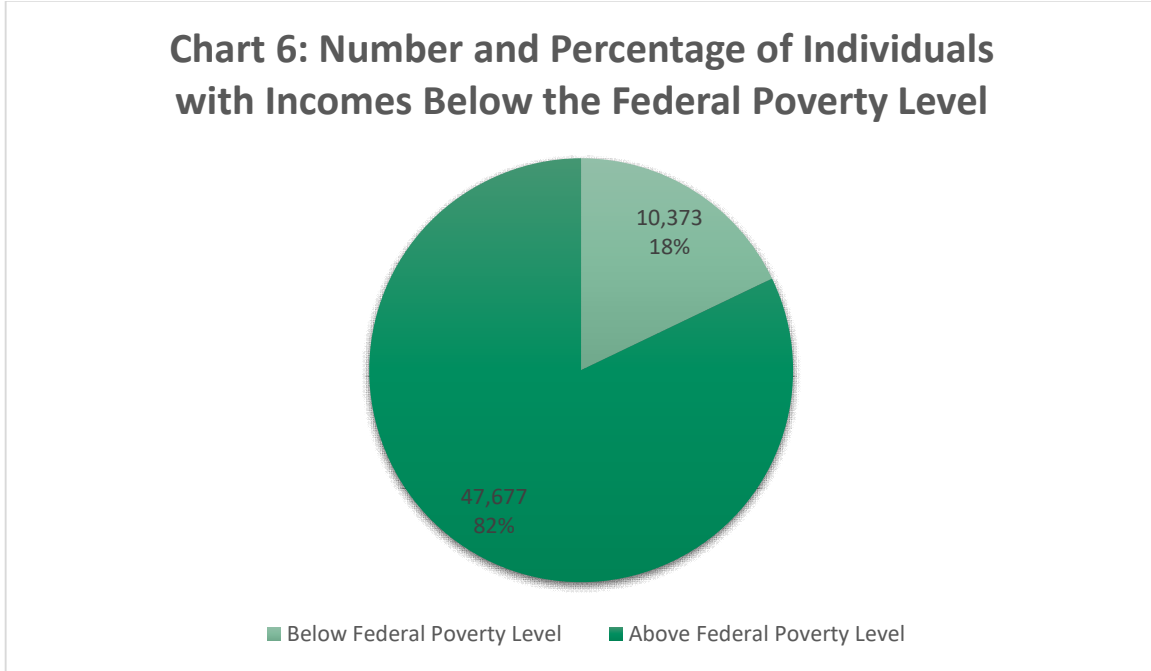
According to the Ohio Development Service Agency’s Office of Research Sandusky County profile, 2020, 10% or 1582 Sandusky County Households are at or below the Federal Poverty Level. Chart 5 shows the number and percentage of households with incomes below the federal poverty level.

Chart 5: Number and Percentage of Households with Incomes Below the Federal Poverty Level



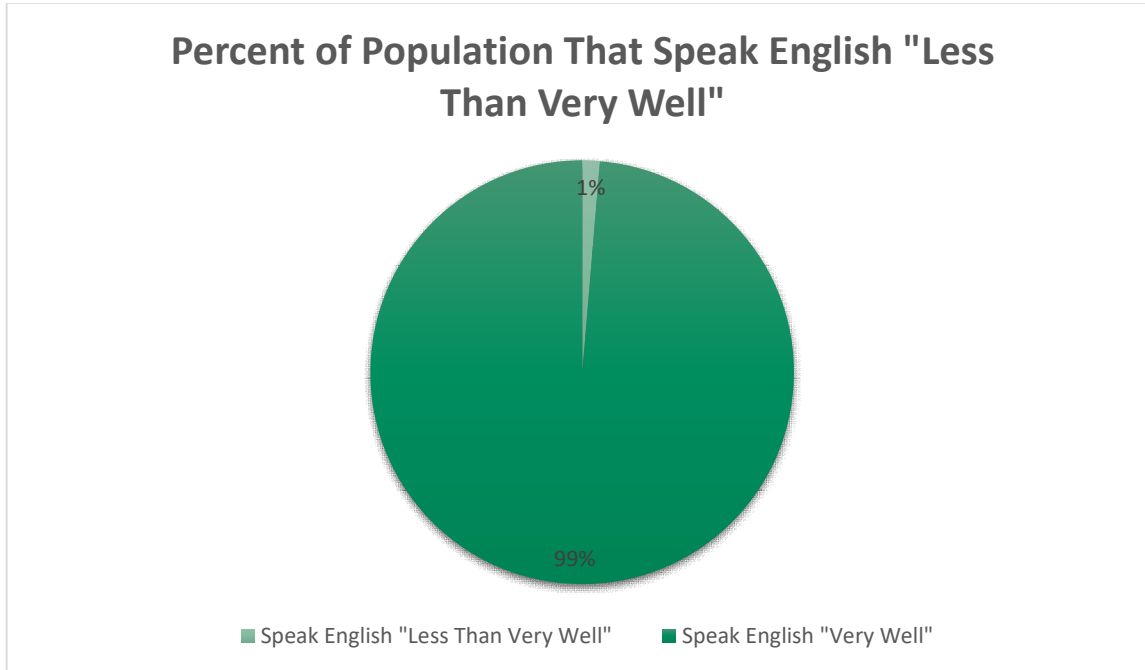
According to the Ohio Development Service Agency’s Office of Research County profile, 2020, 18% or 10,373 individuals live at or below the Federal Poverty Level in Sandusky County. Chart 6 shows the number and percentage of individuals with incomes below the federal poverty level.

Chart 6: Number and Percentage of Individuals with Incomes Below the Federal Poverty Level



According to the American Community Survey, 2020 estimates, 1% individuals identified that they speak “English Less than Well”, in a population of 55,072 individuals within Sandusky County. Chart 7 shows the percent of population that speak English “less than very well”.

Chart 7: Percent of Population That Speak English “Less Than Very Well”



II. 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 Sandusky County and across county lines.

Great Lakes Community Action Partnership identified stakeholders to participate in the assessment of available services. These stakeholders included those who were represented in the current or past planning committees, as well as others who the planning committee identified as being appropriate stakeholders.

Interviews were conducted with identified stakeholders.

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

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

Inventory of Transportation Providers

Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of 9 organizations provided information about their services.

List of Transportation Service Providers

Agency Name: TRIPS (Transportation Resources for Independent People of Sandusky County)

Transportation Service Type: Public, on-demand, and contracted

Other Services Provided: See below

Contact Information: Jacquie Wells, Director, 2317 Countryside Drive, Fremont, OH 43420

Phone: 419-332-8091 / 1-800-775-9767

Hours: Monday - Friday 5:00 a.m. - 7:00 p.m. and Saturday 5:00 a.m. – Noon

Service Area: Sandusky County, NW Ohio

Eligibility Requirements: Sandusky County resident

Website: <https://www.glcap.org/programs/transportation/public-transportation/>

The TRIPS program is a rural general-public transportation provider for Sandusky County providing curb-to-curb service, offering low fare rides to employment, medical appointments, shopping, etc. Rides must be scheduled 24 hours in advance. TRIPS also operates two deviated-fixed routes in the City of Fremont, Monday through Friday from 8:00 a.m. to 6:00 p.m.

Agency Name: Hart's Ambulette

Transportation Service Type: On-demand (appt. only on weekends); wheelchair van transport

Other Services Provided: Facility agreements

Contact Information: Robert Cadwallader, Owner, 3134 E. State Street, Fremont, OH 43420

Phone: 419-332-3911

Hours: Monday - Saturday 5:00 a.m. and 6:00 p.m.; Weekends by appointment only

Service Area: Sandusky County (60%), Seneca, Erie, Huron and Wood counties

Eligibility Requirements: By source of payment (Medicaid, facility resident, public)

Website: hartsambulette.com

Hart's Ambulette provides wheelchair van transportation seven days per week. This service is available to the public. The company provides primarily medical transportation. The service area includes Sandusky, Seneca, Erie, Huron, and Wood Counties. Primary trip destinations include Fremont, as well as medical facilities in Bowling Green, Cleveland, Columbus, and Toledo. Hart's operates between 5:00 a.m. and 6:00 p.m. Monday through Saturday. Non-Medicaid transportation service available on weekends by appointment. The company recommends reserving trips in advance, and is certified to provide Medicaid transportation, rehabilitation transportation for the Bureau of Worker's Compensation, and other services for human service agencies. The fleet includes ten vehicles with one back up, and all are handicap accessible.

Agency Name: North Central EMS

Transportation Service Type: On-demand; emergency and non-emergency medical transportation

Other Services Provided: See below

Contact Information: Not provided

Hours: Not provided

Service Area: Sandusky, Seneca, Huron, Erie counties, and NW Ohio

Eligibility Requirements: Not provided

Website: <http://www.northcentralems.com>

Agency Name: Sandusky Co. Veterans Services Commission

Transportation Service Type: On-demand; non-emergency medical for veterans

Other Services Provided: Emergency financial assistance, VA Benefits

Contact Information: Jake Allison, Executive Director, 2511 Countryside Drive, Fremont, OH 43420
Phone: 419-334-4421

Hours: 6:45 a.m. - return from appointment

Service Area: Sandusky County resident vets to VA facilities in Toledo, Cleveland, and Ann Arbor MI

Eligibility Requirements: Not provided

Website: <https://www.sanduskycountyvets.com>

Veterans living in Sandusky County may be eligible for educational, employment, financial, health care, home loans, and many other benefits. The best way to get connected to veterans' benefits is to visit a local county veterans' service office. Ohio's 88 county veterans' service offices are trained to advise veterans about available benefits and help them apply for these benefits.

Agency Name: Sandusky County Board of Developmental Disabilities

Transportation Service Type: Contracted

Other Services Provided: Various services to enhance the everyday lives of persons with developmental disabilities.

Contact Information: Sarah Zimmerman, Superintendent, 1001 Castalia Street, Fremont, OH 43420

Phone: 419-332-9296

Hours: Monday - Friday 8:00 a.m. - 4:00 p.m.

Service Area: Sandusky County

Eligibility Requirements: Varies across life cycle

Website: www.scbdd.org

The Sandusky County Board of Developmental Disabilities (SCBDD) manages local, state and federal dollars to provide services for individuals with developmental disabilities to be more independent in their community. SCBDD services can continue through the individual's life. Depending on individual needs, transportation services can be provided via local funding or Medicaid waiver for non-medical transportation. Providers certified in Non-Medical Transportation are eligible to provide Non-Medical Transportation.

Agency Name: Flat Rock Homes. Inc.

Transportation Service Type: demand responsive to individuals living in facilities operated by, homes operated by, and/or enrolled in programs/services offered by Flat Rock Homes, Flat Rock Care Center, Flat Rock Community Services

Other Services Provided: Flat Rock Homes, Flat Rock Care Center and Flat Rock Community Services provide services to youth and adults with disabilities, with a special focus on adults with intellectual and developmental disabilities. Their programs include a 36-bed intermediate care facility (Seneca County); supportive living homes (Seneca, Erie, and Lorain Counties); non-medical transportation (Seneca, Sandusky, Erie, and Huron Counties); Adult Day Program (Seneca and Sandusky Counties); Vocational Training and Employment Services Programs (Seneca, Sandusky, Erie, Huron, Lorain, Ashland, Richland, Crawford, Marion, Knox, Wyandot, Morrow, Ottawa Counties and expanding).

Contact Information: 419.483.7330 ext. 1104 or 1420

Office hours: 8:00-4:30 Monday – Friday

Service Area: Any destination required by individuals enrolled in programs/services for medical, school, employment, social events, and activities. Past trips have included many out-of-county destinations as far as Cleveland, Toledo and/or Mansfield.

Eligibility Requirements: Individuals enrolled in Flat Rock's programs/services.

Website: www.flatrockhomes.org

Agency Name: Sandusky County Department of Job & Family Services

Transportation Service Type: Contracted and direct

Other Services Provided: Various public assistance programs, child support enforcement, adoption/foster care, adult protective services, etc.

Contact Information: Cindy Bilby, Director, 2511 Countryside Drive, Suite A, Fremont, OH 43420

Phone: 419-334-3891 / Toll Free: 1-800-883-8283

Hours: Monday - Friday 8:30 a.m. - 4:30 p.m.

Service Area: Sandusky County

Eligibility Requirements: Varies by program

Website: <http://sanduskycountydjfs.org/cmsms/>

The Sandusky County Department of Job and Family Services (DJFS) manage Sandusky County's federal and state transfer payment assistance programs. Several of these programs offer indirect transportation services for the participants. DJFS provides all client transportation through a contract with the WSOS/TRIPS. The following is a brief description of the programs that offer transportation assistance.

Medicaid: The Social Security Act Amendments of 1965 authorized the Medicaid program, also known as Title XIX. Medicaid is a publicly funded health insurance program that provides health coverage to families with low incomes, children, pregnant women, and individuals who are blind, aged, or disabled. The program is administered by county Departments of Job and Family Services. Depending on program eligibility, DJFS may be able to assist recipients with transportation needs to and from Medicaid-covered medical appointments with Medicaid providers through the Non-Emergency Transportation Program (NET). Under contract to DJFS, TRIPS provides Medicaid transportation to medical destinations within Sandusky County and outside of the county. The most frequent out-of-county destinations for Medicaid include Toledo and Sandusky, with occasional trips to Columbus and Cleveland.

Children's Services: Children Services workers use agency vehicles to provide transportation for both parents and children for any needed services, including but not limited to, medical appointments, therapy appointments, alcohol/drug treatment, school-related appointments, job/house hunting and visitations. TRIPS also provides transportation for the DJFS Children's Services office. TRIPS transports parents of children involved with children's services for necessary appointments.

Agency Name: Sandco Industries

Transportation Service Type: Route service for adults with developmental disabilities

Other Services Provided: Services for developmentally disabled population, including Senior Adult Day Program, Vocational Habilitation, and Community Employment Programs.

Contact Information: Brittany Stiltner, CEO, 567 Premier Drive, Clyde, OH 43410

Phone: 419-547-3273

Hours: Monday- Friday 7:30 a.m. - 4:30 p.m.

Service Area: Sandusky County

Eligibility Requirements: Developmentally disabled adults receiving program services

Website: <http://www.sandcoind.com>

Agency Name: Great Lakes Community Action Partnership- Senior Programs

Transportation Service Type: Purchased from TRIPS

Other Services Provided: Variety of senior programming including Nutrition/meals program, recreation, socialization, supportive services, and rental housing.

Contact Information: Robin Richter, Senior Programs Director

Phone: 419-332-2015

Hours: Monday - Friday 8:00 a.m. – 4:30 p.m.

Transportation services - see TRIPS

Service Area: Sandusky County

Eligibility Requirements: Varies by program, but limited to seniors

Website: <http://www.glcap.org>

Great Lakes Community Action Partnership (GLCAP), headquartered in downtown Fremont, provides a wide variety of services throughout Northwest Ohio, across the state and region. Agency programs include Head Start, emergency home energy assistance, emergency food and shelter, community development, housing, employment and training, and senior programs. GLCAP provides transportation for senior citizens in Sandusky County aged 60 and older through two sources of funds. First, the Area Office on Aging of Northwest Ohio funds transportation at a fixed per trip price, purchase-of-service contract with WSOS for the provision of Older Americans ACT Title IIIB-funded medical transportation.

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

Table 1: Organizational Characteristics

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) *
Board of DD	No	Yes – Approved Providers	Public Non-Profit	N/a	0	N/a
DJFS	Yes	Yes – TRIPS	Government	1,800 Roundtrip	N/a	Yes
Flat Rock Homes, Inc.	Yes	No	Non-Profit	1,829 due to COVID-19 Pandemic	0	Yes
GLCAP Senior Programs	No	Yes – TRIPS	Private Non-Profit	Included in TRIPS data	Included in TRIPS data	N/a
Hart’s Ambulette	Yes	No	Private For-Profit	7,500	10	No
Sandco Industries	Yes	No	Private Non-Profit	1,096	0	Yes
TRIPS	Yes	No	Private Non-Profit	27,818	211	No
Veterans Services	Yes	No	Public Non-Profit	290	1	Yes

The participating organizations provide a wide range of transportation including a deviated-fixed route, demand response, on-demand, and human service agency fixed routes. Seven of the participating organizations provide services on weekdays. Four operate transportation on Saturdays and one on Sundays. Evening services after 6pm are operated by three organizations. The following table depicts the transportation service characteristics by agency.

Table 2: Transportation Service Characteristics

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips	Level of Passenger Assistance Provided	Training Courses Required for Drivers
BDD	N/A	As needed	Yes	N/A	N/A
DJFS	Demand response	Variable	Yes	Whatever needed	No
Flat Rock Homes, Inc.	Demand response	24/7/365	Yes, ICF & Waiver	On demand	All Drivers: "Driver Safety V4" video; Additional training for DOT certified drives & must pass DOT physical & road test
GLCAP Senior Programs	Via TRIPS	M-F 5am-7pm Sat: 5 am-12pm	N/A	See TRIPS	See TRIPS
Hart's Ambulette	Demand response	M-Sat: 5am-6pm Sat dialysis only Holidays: 5am-5pm	Yes (85% of business)	Through the door	First aid/CPR/passenger assist/defensive driver
Sandco Industries	Demand Response	M-F 7:30am- 4:40pm	Yes	Curb to curb	Yes
TRIPS	Demand response	M-F: 5am-7pm Sat: 5am-12pm	Yes	Curb to curb	See below
Veterans Services	Demand response	See inventory utilization	No	Curb-to-curb	N/A

Transportation-related expenses and revenues also differ by organization. Medicaid, local tax levies, county general funds, and state funds are common revenue sources for transportation operators in Sandusky County. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.

Table 3: Transportation-Related Expenses and Revenues

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
BDD	N/A	N/A	0	0	Local levy funds	\$89,595
DJFS	N/A	No	N/A	N/A	Federal, State, & Local Government	\$5,500 (not including county gas money)
Flat Rock Homes, Inc.	N/A	Yes	12 DOT certified dedicated to driving 95 FT may drive PT 26 PT may drive PT	0	Medicaid, Donations, Programs/Services Revenue	\$28,570.19 (less than normal due to COVID-19 Pandemic)
GLCAP Seniors Program	N/A	Yes	0	0	Older Americans ACT Title NIB Sandusky Co Senior Levy	\$60,000 \$77,000 note: these expenses are included in the TRIPS totals above
Hart's Ambulette	Medicaid Private pay varies by location Discounts available	N/A	10 FT/ PT	2 PT	Medicaid, private pay, facility agreements	\$250,000
Sandco Industries	Medicaid	Yes	2PT	Shared by office staff	Medicaid waivers, Local funds	N/a
TRIPS	\$2/\$3/\$4 by zone	Yes	4FT, 7PT, 7 on call	""	GP Fares, ODOT, Medicaid, Senior Levy, IIIB, SCBDD, Hosp	\$1,029,040
Veteran Services	Free	No	4PT (contracted as needed)	Shared by office staff	Sandusky County General Fund	\$23,200

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

Table 4: Alternative/ Active Transportation Options

Transportation Option	Availability	Cost	Usage	Service Area
<i>Sandusky County-based Taxi and Transportation Services:</i>				
First Choice Cab Co.	On call	West Fremont - \$7 East-side - \$8 others: \$2/mile	4-5 rides/day average	Sandusky County / NW Ohio
Get You There Cab	6 am-3 am 7 days/wk.	\$8 in Fremont / Port Clinton \$35 / Sandusky \$40 / Bellevue \$20	1 /day average	Anywhere - 80% "local"
Good Samaritan Medical Transportation	6am - 5pm or call for availability after 5pm	M-F 6am-5pm \$20.00 plus \$1.50 per loaded mile roundtrip. Sat, Sun and after 5pm \$35.00 plus \$1.50 per loaded mile roundtrip	Information not provided	Fremont, Toledo, Tiffin, Willard, and surrounding areas
Reliable Rides Taxi	6 am - 4 pm M-Sat	\$2/mile Avg. \$10 one way	Information was not provided	Anywhere
Turbo Taxi	6 am -10 pm 7 days/wk. Later by appt.	\$2/mi	New to Sandusky Co 11/1/17	Sandusky County*, Erie County
<i>Providers listed below are located out of county but offer limited rides to Sandusky County residents:</i>				
AM PM 24-7 Taxi Service	24/7 every day of the year	\$40 one way to Sandusky Co.	200/day (primarily to Erie Co)	Primarily Erie Co. (business is located in the City of Sandusky), with service to Sandusky Co.
After Hours Taxi	Information was not provided	Information was not provided	Information was not provided	Primarily Ottawa Co, with service to Sandusky County
Linda's Dependable Taxi	Information was not provided	Information was not provided	Information was not provided	Primarily Ottawa Co, with service to Sandusky County
<i>Alternative Options:</i>				
GOHio Commute: ride share, bike share	Online registration	none	New service to NW OH no users yet in Sandusky Co.	Northwest Ohio/Southeast Michigan
North Coast Inland Trail	8 am - dark	free	Bikes and pedestrians	28-mile trail from Bellevue to Elmore**
Uber or Lyft Services	On call	Rates vary	General public	Available across the geography

The following table provides basic information about local travel training program options.

Table 5: Transportation Resources

Service Area	Transportation Resource	Availability	Cost	Usage
Erie, Huron, Ottawa Sandusky, Seneca, Wood	GLCAP- Mobility Management Travel Training	Scheduled	Free	Varies
Sandusky County	Sandusky County Health Department - see below	Varies - see narrative	Free	Varies - see narrative

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

Table 6: 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)
TRIPS	Ecolane	N	Ecolane	Y - GPS
Sandusky County Board of DD	N/A	N	N/A	N
Sandusky County Veterans Services	N/A	N	N/A	GPS-1 van
Hart's Ambulette	Excel	N	N/A	N
DJFS	N/A	N	N/A	N
Sandco Industries	N/A	N	N/A	Y - GPS
Flat Rock Homes, Inc.	N/A	No	N/A	N/A

Assessment of Community Support for Transit

Community support for transit was made evident throughout the planning process. The survey process reached both users of transportation services and non-users. Their acknowledgment of the value of available resources as well as their expression of willingness to use services when needed was strong and consistent across all groups surveyed. This included the public at the Sandusky County DJFS and Ohio Means Job office, members of the general public at such events as farmers markets and the Sandusky County Dignity & Respect Event, those claiming a disability, and to seniors throughout the county.

Public agencies included public transit projects, supported by this planning effort, in their applications for funding. The inclusion of transit-specific projects in infrastructure, complete streets, and healthy communities' grants demonstrates the holistic approach to supporting transit options in Sandusky County.

The 2021 – 2023 Sandusky County Community Health Improvement Plan (CHIP) identified the promotion of the Complete Streets Initiative (CSI) as a strategy for accomplishing their top priority of developing health behaviors, in alignment with the Ohio State Health Assessment (SHA). Complete Streets are streets designed and operated to enable safe use and support mobility for all users. CSI projects may address a wide range of elements, such as sidewalks, bicycle lanes, bus lanes, public transportation stops to reduce pollution and encourage healthy mobility options. This aligns with the Mobility Management purpose to focus on diversity of travel options, services, and modes to reach a wide range of customers versus traditional transit systems that are built on regional service coverage. GLCAP has already taken steps that complement the Sandusky County CHIP strategy, such as providing bicycles and including bike racks on public transportation vehicles, and GLCAP Mobility Management will continue to seek community partnerships when possible.

Safety

The Sandusky County Community Health Improvement Plan (CHIP) includes Transportation Action Items under its Cross-Cutting Strategies designed to address the overall health of county residents. The Transportation Actions are part of the CHIP factor labelled Access to Health Care. The plan recognizes that better access to health care supports a general increase in health and well-being.

In addition, the SCHED *Complete Streets* program offers technical assistance to communities interested in making streets safe, comfortable, and convenient for people of all ages and abilities to travel by foot, bike, transit, and car. The goal is to get local government to take non-vehicular traffic into account when planning new or upgraded streets. This, in turn, will create safer transportation options and promote health and well-being.

Vehicles

Survey/Interview participants listed a combined total of 54 vehicles. Approximately 74% of the vehicles are wheelchair accessible. These are utilized on a regular basis. The number of wheelchair accessible vehicles is deemed sufficient to meet demand during regularly scheduled hours. Demand during

evening and weekend hours is focused on medical emergency transport. A vehicle utilization table is provided at the end of this chapter (Table 7).

Most of the transportation providers provide at least 1 wheelchair accessible vehicles, while some organizations have an entire fleet of wheelchair accessible vehicles. As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.

Table 7: 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
TRIPS											
58	AV	Grand Caravan	2014	2C7WDGBG2ER319563	5	1	6	M-F 5am-7pm; Sat 5am-12pm	Adequate	5311	Sandusky County
59	MV-1	MV-1 DX	2014	57WMD1A69EM100205	3	1	0	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County
63	MV-1	MV-1 DX	2014	57WMD2A65EM102300	3	1	0	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County
64	MV-1	E-350	2016	1FDEE3FS8GDC25833	12	2	6	M-F 5am-7pm Sat 5am-12pm	Adequate	5311	Sandusky County
65	LTV	MV-1 DX	2015	57WMD2C64FM100052	3	1	0	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County
67	LTN	E-350	2016	1FDEE3FL9GDC32105	6	3	6	M-F 5am-7pm Sat 5am-12pm	Marginal	5311	Sandusky County
68	MV-1	MV-1 DX	2016	57WMD2C68GM100329	3	1	0	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County
69	LTV	E-350	2017	1FDEE3FSXHDC10221	12	2	6	M-F 5am-7pm Sat 5am-12pm	Adequate	5311	Sandusky County
70	LTV	E-350	2017	1FDEE3FS8HDC10220	12	2	6	M-F 5am-7pm Sat 5am-12pm	Adequate	5311	Sandusky County
71	LTN	E-350	2017	1FDEE3FS5HDC26441	6	3	6	M-F 5am-7pm Sat 5am-12pm	Adequate	5311	Sandusky County
72	LTV	Starcraft	2017	1FDEE3FS4HDC70883	12	2	6	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County
73	LTN	Starcraft	2018	1FDEE3FS8JDC01538	6	3	6	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County
74	LTN	Starcraft	2018	1FDEE3FS8JDC01541	6	3	6	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County
75	LTN	Starcraft	2018	1FDEE3FS5JDC06518	6	3	6	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County
76	LTN	Starcraft	2018	1FDEE3FS1JDC01543	6	3	6	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County

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
77	AV Transit	Ford	2018	1FTYR2CM8JKA48161	6	2	6	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County
78	AV Transit	Ford	2018	1FTYR2CM8JKB21951	6	2	6	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County
79	LTV	E-350	2018	1FDEE3FS9JDC27856	12	2	6	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County
82	LTN	E-350	2019	1FDEE3FS2KDC39767	6	3	6	M-F 5am-7pm Sat 5am-12pm	Good	5311	Sandusky County
85	LTN Transit	Eldorado	2020	1FDEU6PG2LKB76469	8	2	6	M-F 5am-7pm Sat 5am-12pm	Excellent	5311	Sandusky County
Sandusky County Jobs and Family Services											
1	Dodge	Caravan	2014	Info not provided	7	N/a	7	N/a	Good	All	All
4	Ford	Focus	2017	Info not provided	5	N/a	7	N/a	Good	All	All
5	Ford	Fusion	2017	Info not provided	5	N/a	7	N/a	Good	All	All
6	Ford	Fusion	2017	Info not provided	5	N/a	7	N/a	Good	All	All
Sandusky County Board of Developmental Disabilities											
Mini Van 1	Chrysler	Pacifica	2020	2C4RC1GGXLR121345	8	0	M-F	As needed	Good	SCBDD	Sandusky County
Van 3	Titan	Shuttle	2018	1HA3GRBG3HN006778	10	1	M-F	As needed	Good	School of Hope	Sandusky County
Van 6	Braun	3DC	2011	1FDEE3FL5BDA73365	15	2	M-F	As needed	Good	Leased to provider	Sandusky County
Van 8	Ford	Starcraft	2013	1FDEE3FL6DDA45240	12	2	M-F	As needed	Good	SCBDD leased to Sandco	Sandusky County
Van 9	Ford	Starcraft	2013	1FDEE3FL8DDA45238	12	2	M-F	20/week	Good	Leased to provider	Sandusky County

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
Van 10	Starcraft	Allstar	2014	1FDEE3FL6EDA68891	15	2	M-F	As needed	Good	SCBDD	Sandusky County
Van 11	Ford	Starcraft	2014	1FDEE3FL7EDA68933	12	2	M-F	20/week	Good	Leased to provider	Sandusky County
Van 12	Ford	Starcraft	2015	1FDEE3FL2FDA23903	12	2	M-F	20/week	Good	Leased to provider	Sandusky County
Van 13	Ford	Starcraft	2015	1FDEF3FL4FDA23904	12	2	Spare M-F	As needed	Fair	Special Olympics	Sandusky County
Van 14	Ford	Starcraft	2015	1FDEE3FLXFDA23891	12	2	Spare M-F	As needed	Fair	SCBDD	Sandusky County
Van 15	Ford	Starcraft	2015	1FDEE3FLXFDA23907	12	2	Spare M-F	As needed	Fair	Special Olympics	Sandusky County
Van 16	Ford	Starcraft	2015	1FDEE3FL5FDA23913	12	2	Spare M-F	As needed	Fair	Special Olympics	Sandusky County
Car 5	Ford	Focus	2011	1FAHP3ENXBW146819	4	0	Spare M-F	As needed	Good	SCBDD	Sandusky County
Car 6	Ford	Focus	2011	1FAHP3EN9BW144690	4	0	Spare M-F	As needed	Good	SCBDD	Sandusky County
Car 7	Ford	Focus	2011	1FAHP3EN5BW161566	4	0	M-F	As needed	Good	SCBDD	Sandusky County
Car 8	Ford	Focus	2011	1FAHP3EN7BW178384	4	0	M-F	As needed	Good	SCBDD	Sandusky County
Car 9	Ford	Focus	2013	1FADP3E27DL332441	4	0	M-F	As needed	Good	SCBDD	Sandusky County
Car 10	Ford	Focus	2013	1FADP3E29DL332439	4	0	M-F	8/week	Good	SCBDD	Sandusky County

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
	Ford	F-150 Pick Up	2013	1FTMF1CM8DKE01858	2	0	M-F	As needed	Good	SCBDD	Sandusky County
Flat Rock Homes, Inc.											
1	Dodge	Grand Caravan	2019	23C4RDGEG4KR691827	7	0	7	8am-7pm	Excellent	Care Center/Community	Seneca
2	Dodge	Grand Caravan	2019	2C4RDGE0KR690688	7	0	7	8am-7pm	Excellent	Care Center/Community	Seneca
3	Dodge	Grand Caravan	2019	23C4RDGE8K709536	7	0	7	8am-7pm	Excellent	FRCS – Employment	Various
4	Ford	Transit Van	2018	1FBZX2CM7JKA23198	12	2	7	8am-7pm	Excellent	Community	Lorain
5	Ford	Transit Van	2020	1FBAX2C83LK59117	7	2	7	8am-7pm	Excellent	Care Center/Community	Seneca
6	Dodge	Grand Caravan 4x2	2013	3C4RDBG8DR694415	7	0	7	8am-7pm	Good	Care Center	Seneca
7	Dodge	Grand Caravan 4x2	2013	2C4RDGBG1DR699911	7	0	7	8am-7pm	Good	Care Center	Seneca
8	Dodge	Ram 2500 S	2012	3C6LD5AT3CG242389	2	0	5	8am-7pm	Good	Care Center	Seneca
9	Ford	E350 4x2 Ext.	2001	1FBSS3BL5BDA20692	10	0	5	7:30am-3:30pm	Good	Community	Huron
10	Ford	Ecoline Wagon	2011	1FBSS3BLXBDA11051	10	0	5	7:30am-3:30pm	Good	Community	Sandusky
11	Ford	Fusion SE	2009	3FAHP07169R117436	5	0	7	8am-7pm	Good	Care Center	Seneca
12	Buick	Terraza Extended Sport	2006	GADV23L06D180779	7	0	7	8am-7pm	Fair	Care Center	Seneca
Bus 1	Chevy	G30 4x2 Express	2002	1GBJG31F421191668	10	2	7	8:30am-2:30pm	Fair	Care Center	Seneca

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
13	Ford	Club Wagon 4x2	1998	1FBSS31L0WHB26385	9	0	7	8:30am-2:30pm	Fair	Care Center	Seneca
Bus 2	Ford	E350 Supreme Startrans	2005	1FDWE355S35HB44766	10	2	5	8:30am-2:30pm	Fair	Community	Seneca
14	Chevy	C30 4x2 Fleet Side	1988	1GCGC34K9JE130530	N/a	N/a	N/a	Out of Service	Out of Service/Not Repairable	Care Center	Seneca
Sandusky County Veterans Services											
1	Chrysler	Town & Country	2015	N/a	5	0	On call	6:45am-return from appt	Ex	Enrolled in healthcare services	Ann Arbor, Toledo Cleveland for basic healthcare to any VA assigned location for pension exams
2	Dodge	Grand Caravan	2017	N/a	5	0	On call	No appt scheduled after 3pm (Toledo) or 2pm (Ann Arbor)	Ex	""	""
Sandco Industries											

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
Van 1	Ford	Not Provided	2013	1FBNE3BL5DDA84061	12	0	M-F	7:30am-4:40pm	Good	Sandco	Sandusky County
Van 2	Ford	Not Provided	2013	1FDEE3FL6DDA45240	14	2	M-F	7:30am-4:30pm	Good	Sandco	Sandusky County
Hart's Ambulette											
H12	Chevy	Express	2001	1GAHG39R811237244	5	2	Mon-Sun	5am-6pm	Good	N/a	All
H20	Ford	E250	2003	1FTNE24203HA42205	5	2	Mon-Sun	5am-6pm	Good	N/a	All
H24	Ford	E350	2003	1FBSS31L83HA59143	5	2	Mon-Sun	5am-6pm	Good	N/a	All
H26	Ford	E350	2008	1FTNS24W68DB43226	5	2	Mon-Sun	5am-6pm	Excellent	N/a	All
H101	Chevy	Express	2011	1GAZGZFG6B1189304	5	2	Mon-Sun	5am-6pm	Excellent	N/a	All
H102	Chevy	Express	2010	1GA2GZDG6A1172666	5	2	Mon-Sun	5am-6pm	Excellent	N/a	All
H103	Chevrolet	Express	2012	1GAZGZFA3C1126206	4	2	Mon-Sun	5am-6pm	Excellent	N/a	All
H104	Ford	E250	2010	1FTNE2EL5ADA64440	6	1	Mon-Sun	5am-6pm	Excellent	N/a	All
H105	Ford	E250	2011	1FTNS2EW3BDA82116	5	2	Mon-Sun	5am-6pm	Excellent	N/a	All

Summary of Existing Resources

Several human service agencies operate their own closed-door transit services for clients, and most human service agencies have contracted services with the county public transit agency and/or private contractors. Although these contracted service relationships pool resources and generate local matching funds to benefit the community, there are relatively few options for affordable transportation to travel out of the county and in outlying, rural areas.

The County Board of Developmental Disabilities has a small fleet of vehicles that are used infrequently for events such as the Special Olympics, but not used to directly provide transportation as a Board service. The Board contracts with private providers and TRIPS for the majority of Board client transportation needs.

Flat Rock Homes operates a closed-door transportation program (all served individuals have disabilities and many are also low income; some are also seniors). Transportation is offered through Flat Rock's Intermediate Care Facility for youth and adults with intellectual/developmental disabilities, Supportive Living/Medicaid Waiver Homes for adults with intellectual/developmental disabilities, and Adult Programs, including Adult Day Support, Community Integration, Non-medical Transportation, Vocational Training, and Employment Services Programs for youth and adults with various types of disabilities. Flat Rock is contracted to provide all necessary transportation for these individuals as part of their residential, Home and Community-based Services (HCBS) and/or the Opportunities for Ohioans with Disabilities (OOD) Program. Flat Rock has offered to coordinate services with other providers when practical.

Public Transit agencies typically stagger the age of the components of their fleets, in order to maintain an affordable program of fleet replacement, year to year. Using this practice, there is nearly always a need to replace at least one or two vehicles that are the oldest or have the largest number of miles operated. Replacing large percentages of fleets in the same year can lead to problems with manufacturer defects, recalls, and availability of capital funding for vehicle replacements.

IV. Assessment of Transportation Needs and Gaps

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

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

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

The following methods were used to assess transportation needs and gaps

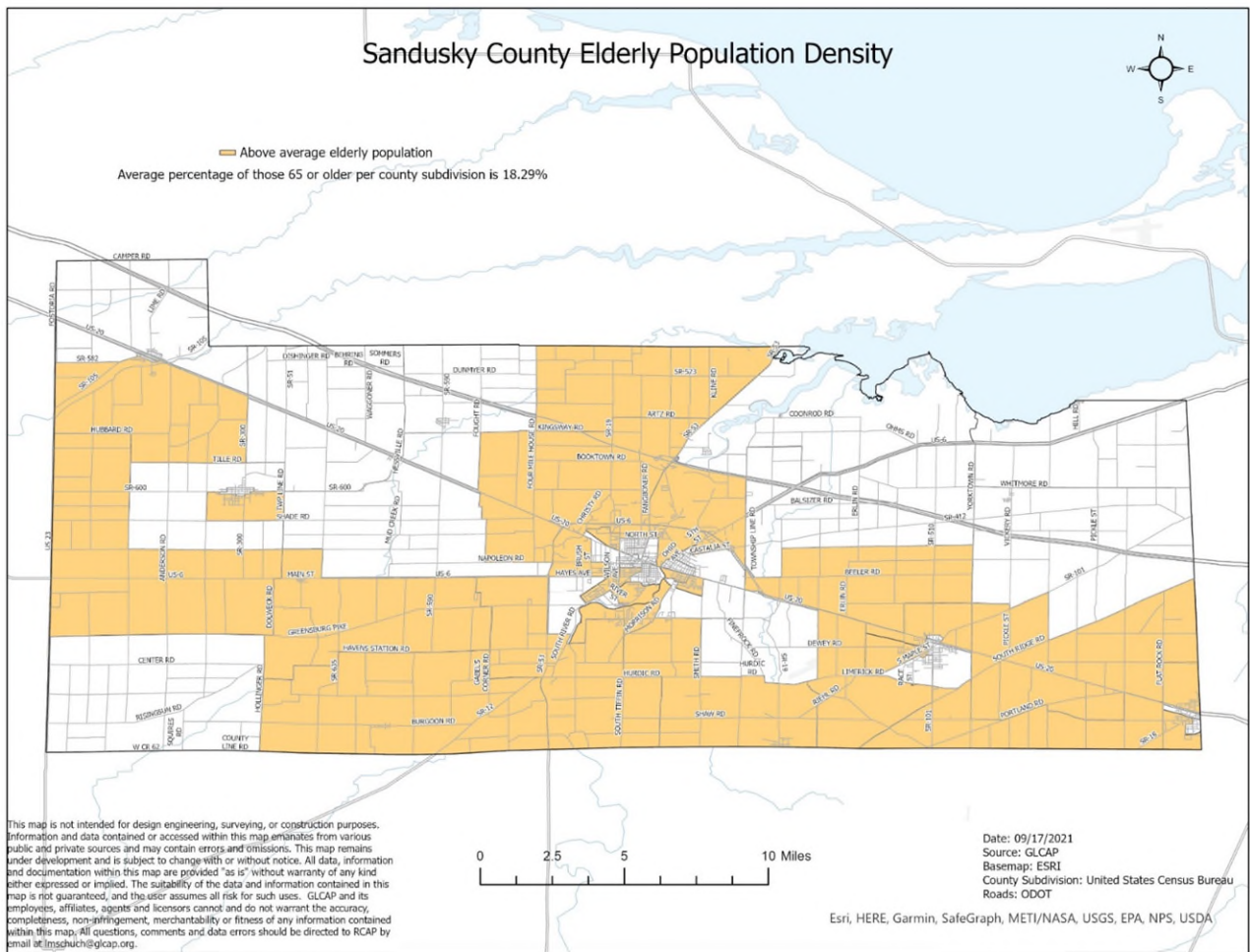
- Assessment of data and demographics
- Surveys performed with senior centers and the general public at community gatherings in various communities
- A focus group involving and engaging developmentally disabled persons at the Sandusky County Board of Developmental Disabilities offices

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.

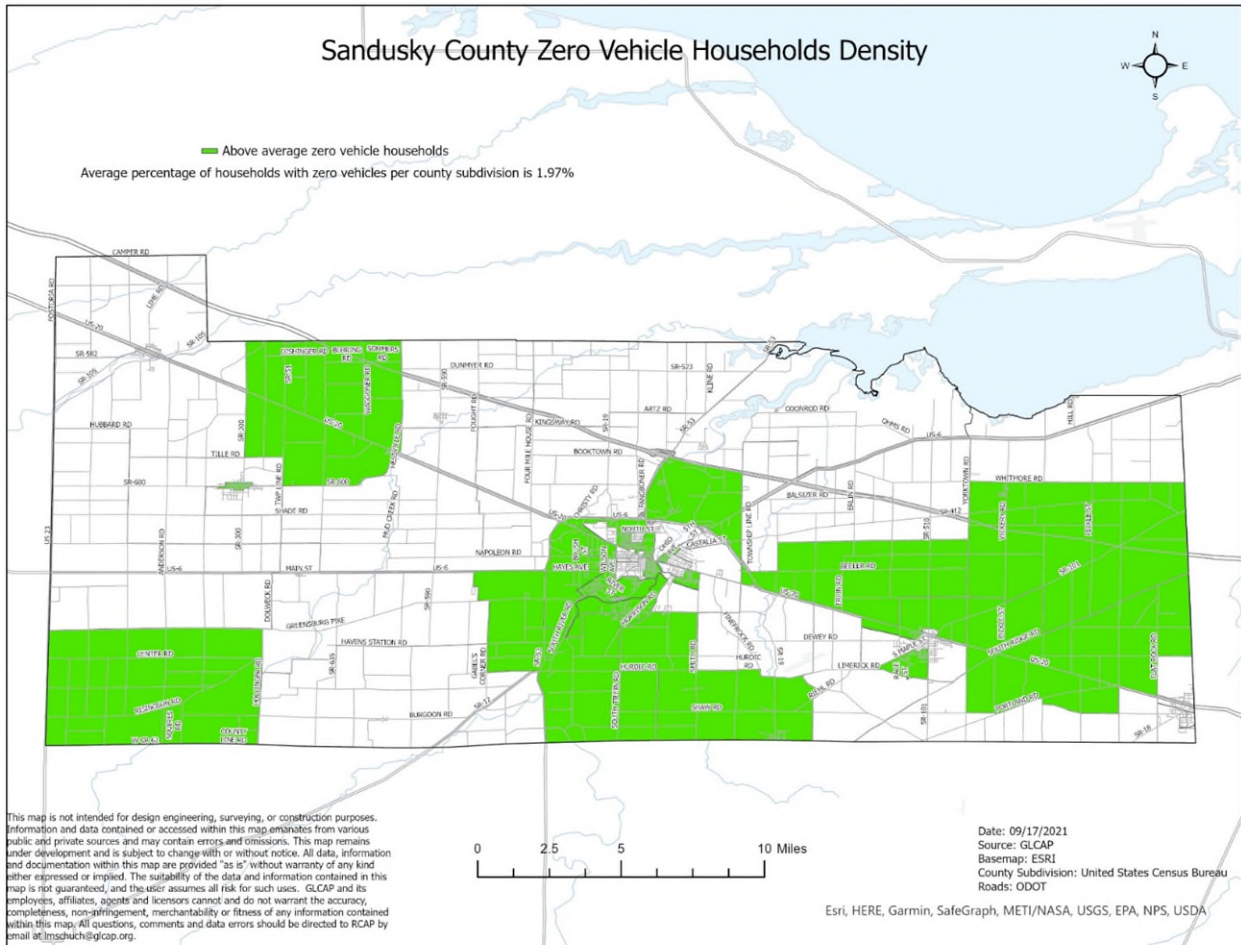
The following exhibit illustrates the areas where the number of older adults (age 65 and older) is at or above Sandusky County's average.

Exhibit 1: Map of Population Density of Individuals Age 65 and Older



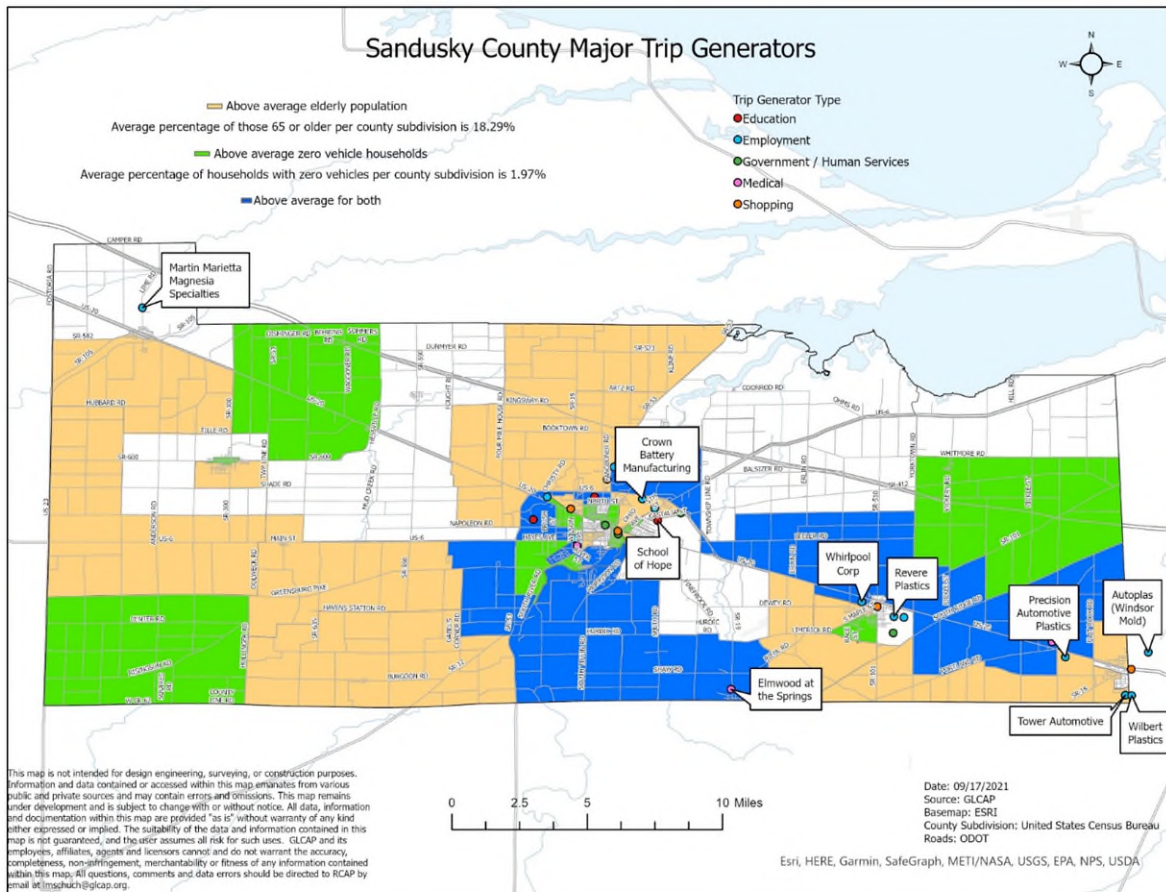
The exhibit below indicates the areas where the number of zero vehicle households is above Sandusky County's average. The absence of a vehicle in the household is often an indication of the need for transportation services.

Exhibit 2: Map of Density of Zero Vehicle Households



The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle. Major trip generators include some or all the following: shopping areas, medical facilities, human service agencies, grocery stores, government buildings, libraries, pharmacies, senior centers, schools, after-school programs, workshops/job centers.

Exhibit 3: Map of Major Trip Generators



Analysis of Demographic Data

Sandusky County exhibits many characteristics that are typical in rural Midwest areas: Slightly declining total population, increased numbers of older residents, increased numbers of disabled individuals, higher percentages of the population receiving Medicaid assistance, more concentration of Job and services in the cities, increasingly diverse racial populations (but less so than urban areas). The concentration of trip generators in the City of Fremont may not represent the most common destination, or most efficient trips, for individuals living in rural areas near county borders.

General Public and Stakeholder Meetings/Focus Groups

Great Lakes Community Action Partnership hosted and facilitated 2 local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. 25 people participated in the meetings. Of those, 20 self-identified as older adults and 5 self-identified as being a person with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

During the meeting, Great Lakes Community Action Partnership presented highlights of historical coordinated transportation in Sandusky County and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area.

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

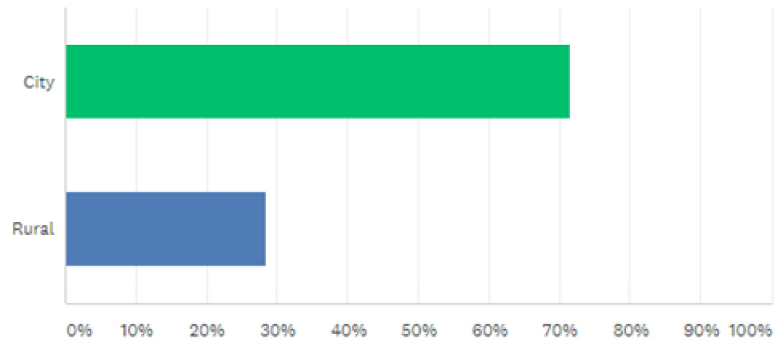
After the changes to the needs/gaps list were completed and new needs/gaps were added, each participant was asked to rank the needs/gaps using colored dots representing a high, medium, or low priority or that the remaining gap/need should be deleted.

Participants discussed more than 16 mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meetings. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at the end of this section provides a summary of the unmet mobility needs discussed during the meeting as well

Surveys

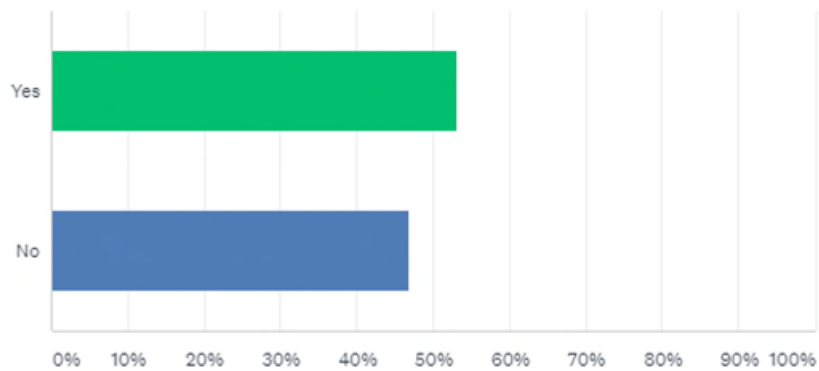
The following survey summary includes the information gained from the following surveys that were performed. 219 surveys from the general public: 0.5% of individuals with disabilities completed the survey; 74% of older adults completed the survey.

1. Do you live in a city or rural area?



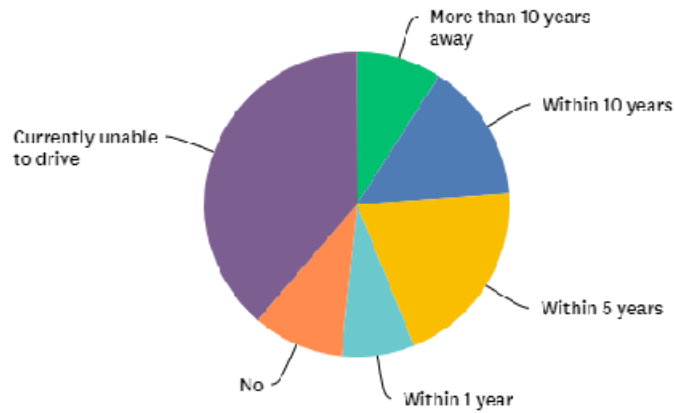
Summary: 71.60% of respondents report they live within city limits and 28.40% of respondents report they live in a rural area.

2. Are you currently able to drive yourself where you need to go?



Summary: 53.16% of respondents report they can drive where they need to go and 46.84% of respondents report that they are not able to drive to where they need to go.

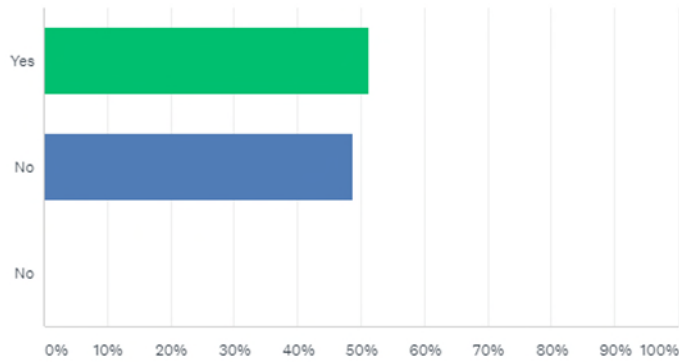
3. Do you anticipate a time when you will no longer be able to drive yourself?



Summary Data:

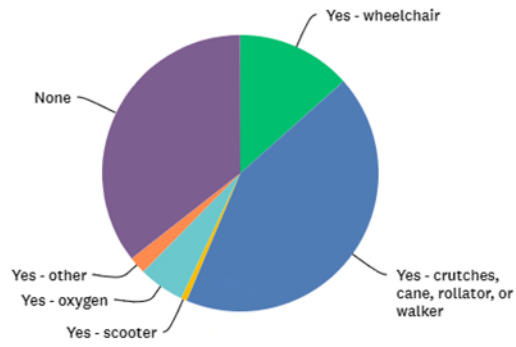
ANSWER CHOICES	RESPONSES
More than 10 years away	9.03%
Within 10 years	14.84%
Within 5 years	20.00%
Within 1 year	7.74%
No	9.68%
Currently unable to drive	38.71%

4. Do you have a disability that affects you travel?



Summary: 51.28% of respondents report they have a disability that affects their travel and 48.72% of respondents report they do not have a disability that affects their travel.

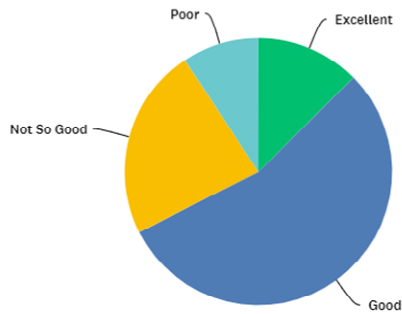
5. If yes, do you use equipment to help you?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Yes - wheelchair	13.42%
▼ Yes - crutches, cane, rollator, or walker	42.95%
▼ Yes - scooter	0.67%
▼ Yes - oxygen	5.37%
▼ Yes - other	2.01%
▼ None	35.57%

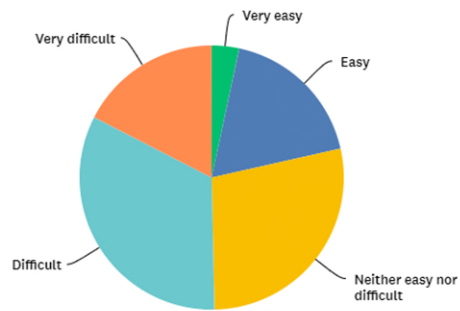
6. Other than driving yourself, how would you rate other travel options?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Excellent	12.58%
▼ Good	54.97%
▼ Not So Good	23.18%
▼ Poor	9.27%

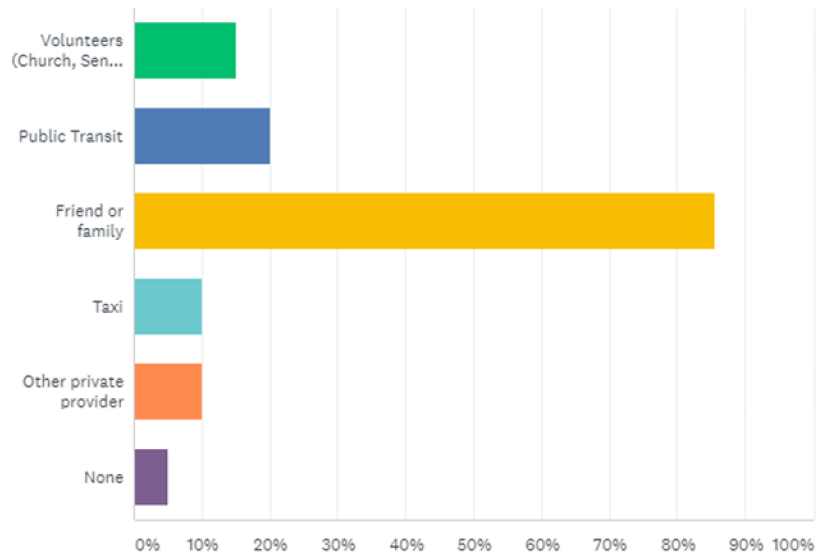
7. If you stopped driving, how hard would it be to get where you need to go?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Very easy	3.36%
▼ Easy	18.12%
▼ Neither easy nor difficult	28.19%
▼ Difficult	32.89%
▼ Very difficult	17.45%

8. Other than driving yourself, what transportation service are available to you?



Summary Data:

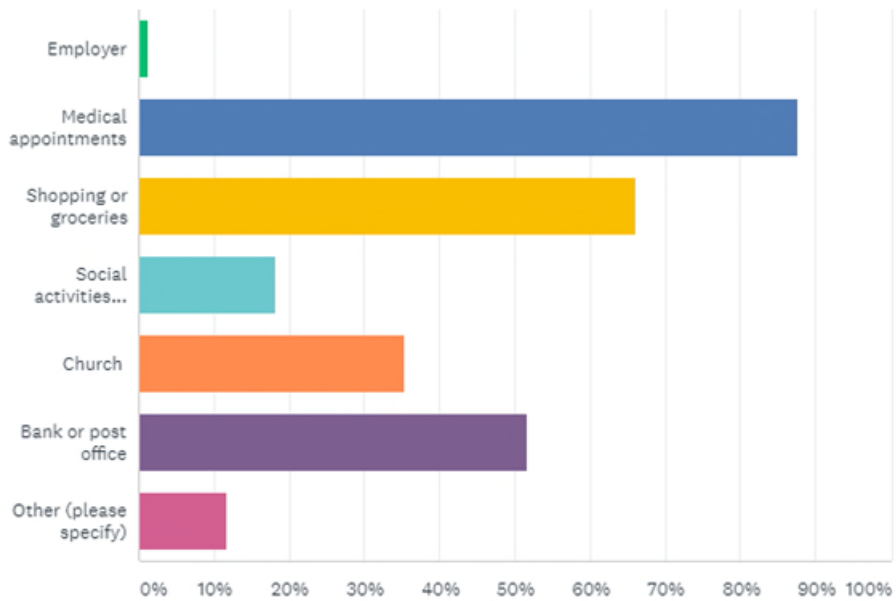
ANSWER CHOICES	RESPONSES
▼ Volunteers (Church, Senior Services)	15.09%
▼ Public Transit	20.13%
▼ Friend or family	85.53%
▼ Taxi	10.06%
▼ Other private provider	10.06%
▼ None	5.03%

9. From the list below, how often do you use the following transportation methods to get to the places you need to go to?

	OFTEN	SOMETIMES	NEVER
Drive a vehicle	50.00%	13.43%	36.57%
Ride with family or friends	46.81%	50.35%	2.84%
Walk	11.61%	18.75%	69.64%
Ride public transportation, like a bus or train	4.17%	7.50%	88.33%
Use a taxi or cab service	0.00%	5.17%	94.83%
Ride a bicycle	3.54%	5.31%	91.15%
Ride with a volunteer	4.31%	23.28%	72.41%
Use a ridesharing service, like Uber or Lyft	0.85%	1.69%	97.46%

Summary: Respondents who took this survey report the other methods of transportation they use to get to their destination are, driving a vehicle, ride with family or friends, walking, ride public transportation like a train or a bus, using a taxi or cab service, riding a bike, ride with a volunteer, and using a ridesharing service like Uber or Lyft.

10. Which of the following are your most commonly visited destinations?

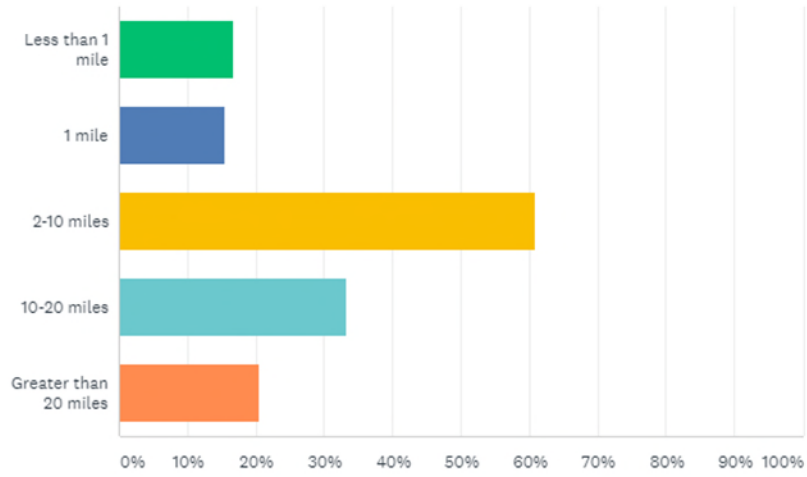


Summary Data:

ANSWER CHOICES	RESPONSES
▼ Employer	1.31%
▼ Medical appointments	87.58%
▼ Shopping or groceries	66.01%
▼ Social activities (senior center)	18.30%
▼ Church	35.29%
▼ Bank or post office	51.63%
▼ Other (please specify)	Responses 11.76%

* The responses to this question demonstrates some sampling bias toward older adults

11. How far are the places that you most often need to go? Check all that apply.



Summary Data:

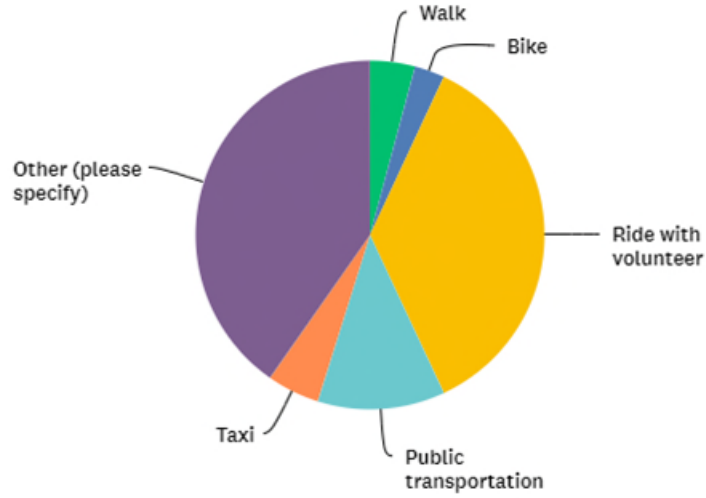
ANSWER CHOICES	RESPONSES
▼ Less than 1 mile	16.67%
▼ 1 mile	15.38%
▼ 2-10 miles	60.90%
▼ 10-20 miles	33.33%
▼ Greater than 20 miles	20.51%

12. If you were looking for information on transportation options, which would you be most likely to use?

ANSWER CHOICES	RESPONSES
Family, friends, or colleagues	83.12%
Computer search	11.69%
Telephone book	14.94%
Someone living in your community	9.74%
Transportation provider agency	13.64%
Organization that offers services for older adults	17.53%
Senior Center	17.53%
Area Office on Aging	11.04%
Someone at your place of worship	8.44%
Organization that offers services for disabled	8.44%
Aging and Disability Resource Center	6.49%
Library	0.65%
Center for Independent Living	0.65%
A community center	2.60%
Mobility Manager or Mobility Management Program	2.60%

Summary: Respondents were asked to choose an option of transportation they would be most likely to use. Respondents reported they would use family, friends or colleagues, computer search, telephone book, someone living in their community, transportation provider agency, organization that offers services for older adults, senior center, area of office on aging, someone at your place of worship, organization that offers services for disabled, aging and disability resource center, library and mobility manager or mobility management program.

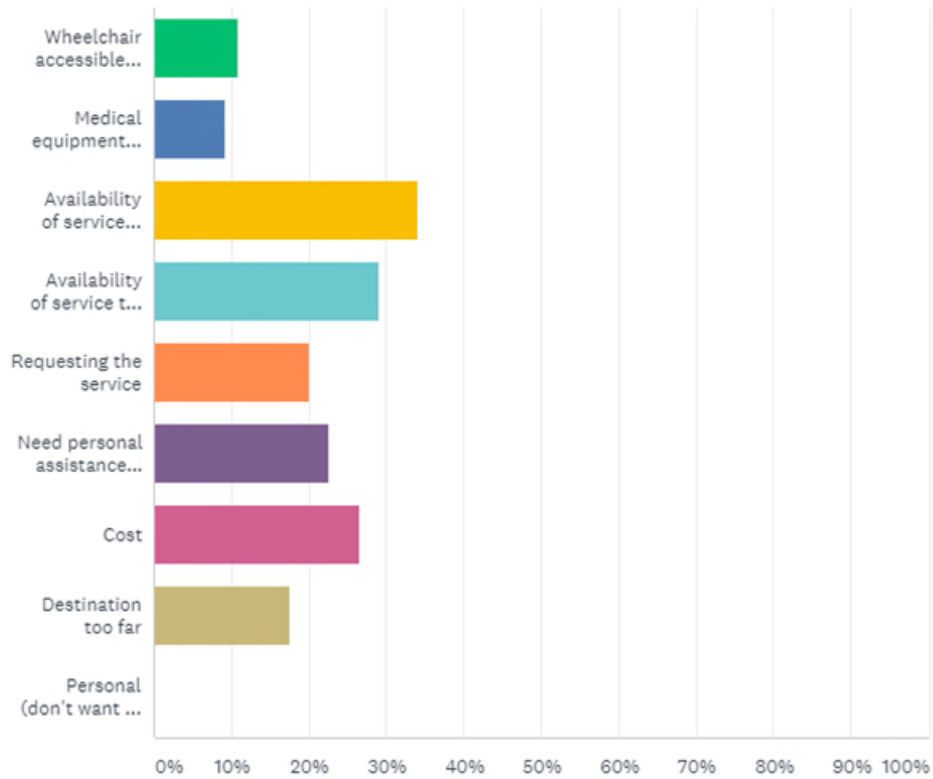
13. What transportation would you be most likely to use?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Walk	4.17%
▼ Bike	2.78%
▼ Ride with volunteer	36.11%
▼ Public transportation	11.81%
▼ Taxi	4.86%
▼ Other (please specify)	Responses 40.28%

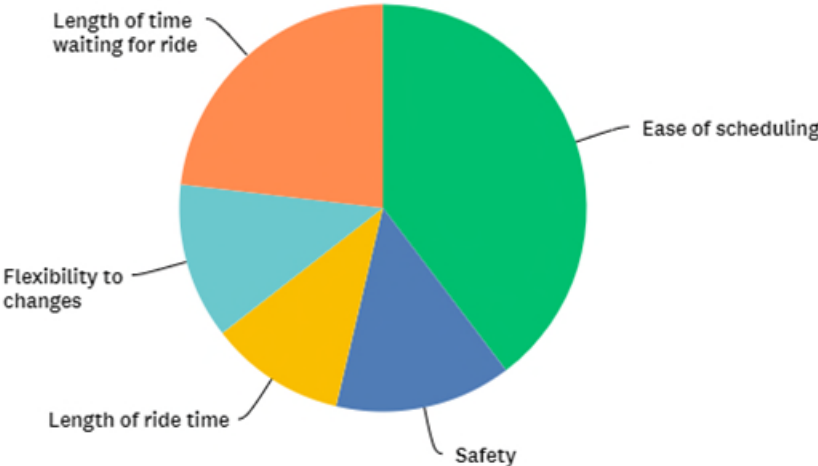
14. What makes using a transportation service most difficult?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Wheelchair accessible vehicles	10.83%
▼ Medical equipment and/or mobility aids	9.17%
▼ Availability of service where I live	34.17%
▼ Availability of service to where I need to go	29.17%
▼ Requesting the service	20.00%
▼ Need personal assistance beyond transportation	22.50%
▼ Cost	26.67%
▼ Destination too far	17.50%
▼ Personal (don't want to be a burden)	0.00%

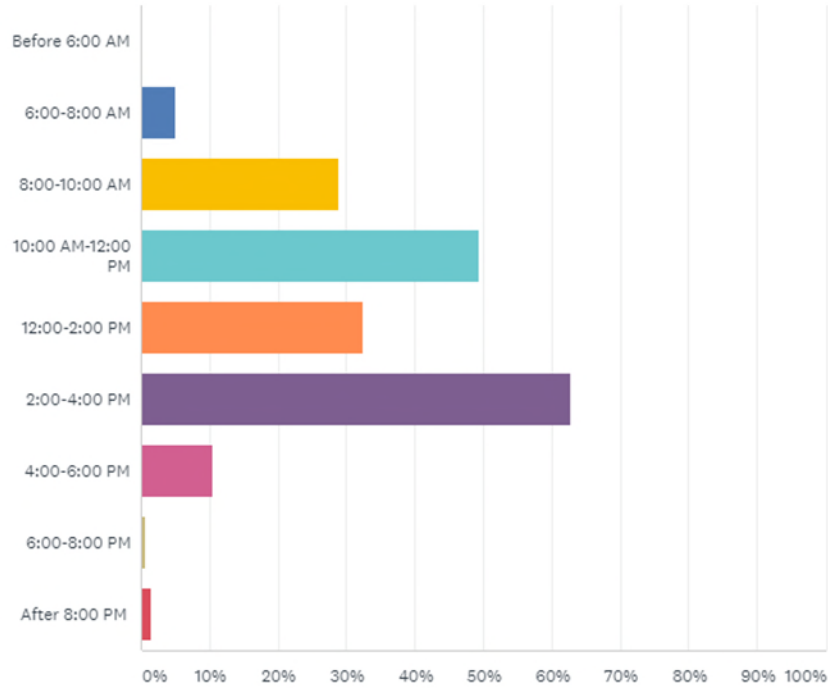
15. What is most important when using a transportation service?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Ease of scheduling	39.67%
▼ Safety	14.05%
▼ Length of ride time	10.74%
▼ Flexibility to changes	12.40%
▼ Length of time waiting for ride	23.14%

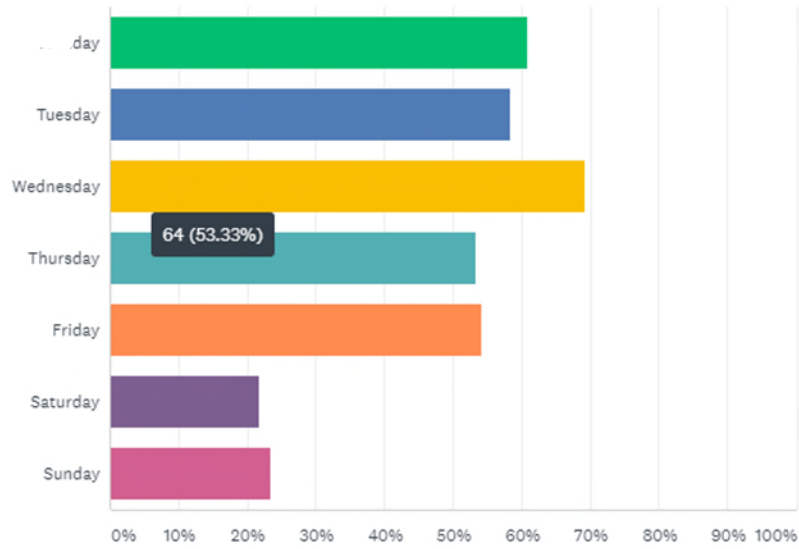
16. What hours of the day are you most likely to need transportation? Pick the 2 that most apply.



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Before 6:00 AM	0.00%
▼ 6:00-8:00 AM	4.93%
▼ 8:00-10:00 AM	28.87%
▼ 10:00 AM-12:00 PM	49.30%
▼ 12:00-2:00 PM	32.39%
▼ 2:00-4:00 PM	62.68%
▼ 4:00-6:00 PM	10.56%
▼ 6:00-8:00 PM	0.70%
▼ After 8:00 PM	1.41%

17. What days of the week are you most likely to need transportation? Check all that apply.



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Monday	60.83%
▼ Tuesday	58.33%
▼ Wednesday	69.17%
▼ Thursday	53.33%
▼ Friday	54.17%
▼ Saturday	21.67%
▼ Sunday	23.33%

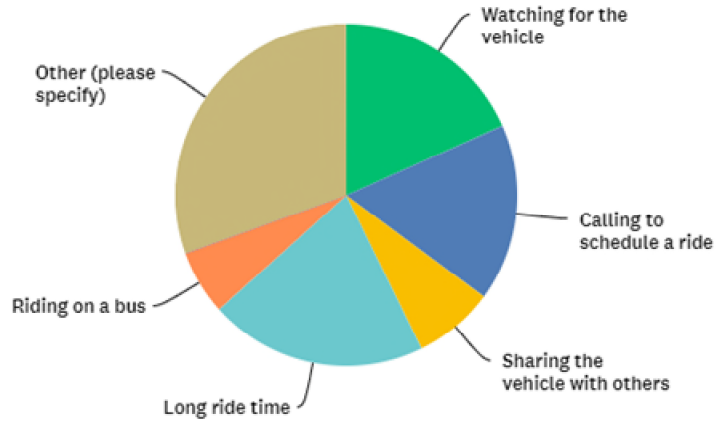
18. What is your most common destination within your county? (ie: city, town, etc.)

-Respondents report the most common destination within their county is Fremont OH.

19. What is your most common destination outside of your county? (ie: city, town, etc.)

-Respondents report their most common destination outside of Sandusky County is Sandusky OH and Toledo OH.

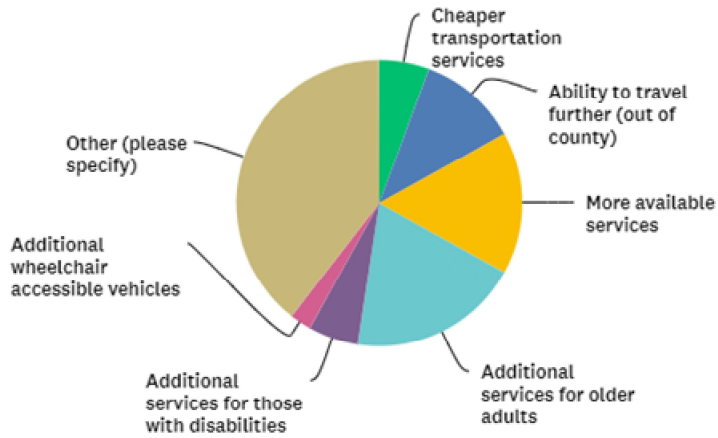
20. What would you dislike most about using a transportation service?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Watching for the vehicle	18.32%
▼ Calling to schedule a ride	16.79%
▼ Sharing the vehicle with others	7.63%
▼ Long ride time	20.61%
▼ Riding on a bus	6.11%
▼ Poor weather	0.00%
▼ Other	0.00%
▼ Other (please specify)	Responses 30.53%

21. What would you like to see in your community that would help you get around better?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Cheaper transportation services	5.65%
▼ Ability to travel further (out of county)	11.29%
▼ More available services	16.13%
▼ Additional services for older adults	19.35%
▼ More bicycle/pedestrian friendly streets	0.00%
▼ Additional services for those with disabilities	5.65%
▼ Additional wheelchair accessible vehicles	2.42%
▼ Other (please specify)	Responses 39.52%

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:

Overall, there is a lack of business incentive for providers to coordinate transportation services. This is especially true if transportation services are a source of revenue for the agency. Often times, difficult trips for one agency are equally difficult for all providers, for reasons such as long distances, peak times, nights and weekends, etc. Billing and contractual complexities discourage coordination of premium transportation services. Public, open-door services are held to scheduling practices (first come first serve, subscription limits, and service areas) that also make coordination difficult and provide little practical opportunities for efficiency gains. The following list are additional challenges to coordinated transportation:

- Generating sustainable local match
- Attracting and retaining drivers and staff to sustain operations
- Similar peak service hours between providers
- Regulatory and contractual obligations to provide in-house service
- Lack of incentive to take on difficult, or less profitable, trips/contracts
- No provider of last resort
- Differing client expectations that are above and beyond provider levels of service (same day and on-demand service)
- First come, first serve scheduling for public trips

Summary of Unmet Mobility Needs

The following table describes the identified unmet transportation needs that were identified and the method used to identify and prioritize each need. Needs are listed in order of their rank in highest to lowest priority.

Exhibit 4: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Increased capacity/efficiency for out-of-county trips	Planning committee meetings, surveys, focus groups, interviews
2	Improve and increase in-county services	Planning committee meetings, surveys, focus groups, interviews
3	Reliable transit options for employers/employees	Planning committee meetings, surveys, focus groups, interviews
4	Increase public awareness of existing services	Planning committee meetings, surveys, focus groups, interviews
5	Simplify scheduling and payment options	Planning committee meetings, surveys, focus groups, interviews
6	Improve transfers and connections	Planning committee meetings, surveys, focus groups, interviews
7	Safe Routes to School & Complete Streets	Planning committee meetings, surveys, focus groups, interviews
8	Improve shuttle stops and service	Planning committee meetings, surveys, focus groups, interviews
9	Make healthy commute options more accessible	Planning committee meetings, surveys, focus groups, interviews
10	More effective marketing	Planning committee meetings, surveys, focus groups, interviews
11	Improve perception of public transit	Planning committee meetings, surveys, focus groups, interviews
12	Increase funding sustainability	Planning committee meetings, surveys, focus groups, interviews
13	Improve driver recruitment and retention	Planning committee meetings, surveys, focus groups, interviews

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

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

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

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

Goal #1: Increase transit ridership with all county providers

Need(s) Being Addressed:

- Increase capacity/efficiency for out-of-county trips
- Improve and increase in-county services
- Reliable transit options for employers/employees
- Increase public awareness of existing services
- Simplify scheduling and payment options
- Improve transfers and connections
- Safe Routes to School & Complete Streets
- Improve shuttle stops and service
- Make healthy commute options more accessible
- More effective marketing
- Improve perception of public transit
- Increase funding sustainability
- Improve driver recruitment and retention

Strategy 1.1:

Extend contracted service hours beyond public service hours when sufficient need is demonstrated

Strategy 1.2:

Continue regional and local coordination between transit providers and stakeholders

Strategy 1.3:

Increase marketing and advertising of available services

Strategy 1.4:

Promote shuttle service and incentivize shuttle use when available

Strategy 1.5:

Conduct study to assess the effectiveness of shuttle service

Strategy 1.6:

Conduct a transit needs study for the City of Bellevue

Strategy 1.7:

Pursue additional complete streets projects in Sandusky County

Strategy 1.8:

Leverage new/recurring funding sources to purchase expansion and replacement vehicles to support transit options for program purpose populations

Timeline for Implementation: Duration of planning period

Action Steps:

- Grow stakeholder meeting group
- Propose MOUs for simplified fare collection between transit agencies
- Increase recruiting and retention for transit drivers
- Improve shuttle stop waiting environments to encourage walking and biking for first mile/last mile
- Develop programming and partnerships with local employers to provide awareness and service options

Parties Responsible for Leading Implementation: TRIPS, Planning Committee, Mobility Management

Parties Responsible for Supporting Implementation: Social service agencies serving individuals with facing transportation barriers, ODOT, Office of Transit, municipal governments

Resources Needed: Staff time, coordination and collaboration, marketing capacity, simplified referral processes

Potential Cost Range: \$5,000 - \$8,500

Potential Funding Sources: 5310/5311, Creating Healthy Communities, National Center for Mobility Management, Local governments, FTA, ODOT

Performance Measures/Targets:

Measure: Increase ridership throughout targeted demographics & general public

- Target: Increase elderly and disabled trips by 20% by January 1, 2023

- Target: Increase general public ridership by 10% by January 1, 2023

Measure: Assess deviate-fixed route duplication in other areas

- Target: Assess local government support and populace support for at least one additional deviated-fixed route or service line over planning period

Measure: Market transportation options to Sandusky County residents

- Target: Distribute 300 updated Getting Around Guides annually
- Target: Update Getting Around Guides annually with providers/programs
- Target: Create 1 product/infographic to promote shuttle route as a means for employment transportation

Measure: Increase candidate pool for sustainable driver hiring

- Target: Conduct or attend at least 2 hiring or recruitment events per year
- Target: Increase TRIPS's part time driver staffing by 40% by December 31, 2023

Goal #2: Increase out-of-county trip efficiencies to increase overall service capacity

Need(s) Being Addressed:

- Increased capacity/efficiency for out-of-county trips
- Improve and increase in-county services
- Reliable transit options for employers/employees
- Increase public awareness of existing services
- Simplify scheduling and payment options
- Improve transfers and connections
- Safe Routes to School & Complete Streets
- Improve shuttle stops and service
- Make healthy commute options more accessible
- More effective marketing
- Improve perception of public transit
- Increase funding sustainability
- Improve driver recruitment and retention

Strategy 2.1:

Explore cost allocation for billing and rates between providers

Strategy 2.2:

Inform and empower Medicaid recipients to maximize transit benefits

Strategy 2.3:

Produce and provide a hot-spot analysis of trips and destinations out of county

Strategy 2.4:

Enhance transfers and connections between counties/providers

Strategy 2.5:

Gather and standardize operational data from local providers

Strategy 2.6:

Explore and present transportation options to attract employees from out of county

Timeline for Implementation: Duration of planning period

Action Steps:

- Increase cooperation with out of county providers
- Reduce out of county trips for 1 passenger
- Increase participation in stakeholder meetings
- Explore fare structure alternatives
- Establish baseline shared definitions, terminology, and performance metrics for providers
- Hotspot Analysis - healthcare focus

Parties Responsible for Leading Implementation: TRIPS, Planning Committee, Mobility Management

Parties Responsible for Supporting Implementation: Social service agencies serving individuals with facing transportation barriers, ODOT, Office of Transit, municipal governments

Resources Needed: Staff time, Medicaid expertise, transit consulting for analysis, MOUs and billing systems for cost allocation

Potential Cost Range: \$15,000 - \$25,000

Potential Funding Sources: 5310/5311, Creating Healthy Communities, National Center for Mobility Management, Local governments, FTA, ODOT

Performance Measures/Targets:

Measure: Increase awareness of provider options for Medicaid recipients

- Target: Host or attend at least two public meetings or events to offer Medicaid transportation referral information to eligible individuals during 2022
- Target: Include at least one new stakeholder participant from medical facility

Measure: Allocate resources according to demand

- Target: Increase total fleet utilization by 5% (for agencies tracking)

Measure: Increase efficiency and reduce waste

- Target: Increase demand response trips (not counting shuttle service) per hour by 0.2 consistently
- Target: Reduce late cancels and no-shows by 10%

Goal #3: Improve customer service to encourage ridership

Need(s) Being Addressed:

- Increased capacity/efficiency for out-of-county trips
- Improve and increase in-county services
- Reliable transit options for employers/employees
- Increase public awareness of existing services
- Simplify scheduling and payment options
- Improve transfers and connections
- Safe Routes to School & Complete Streets
- Improve shuttle stops and service
- Make healthy commute options more accessible
- More effective marketing
- Improve perception of public transit
- Increase funding sustainability
- Improve driver recruitment and retention

Strategy 3.1:

Implement available technology to make cancelations and accessing trip information easier

Strategy 3.2:

Increase use of Ecolane app for on-the-way notification

Strategy 3.3:

Explore alternative fare payment methods

Strategy 3.4:

Improve shuttle stop waiting environments (bus stops)

Strategy 3.5:

Increase awareness of alternative transportation service that best fit the passenger need

Strategy 3.6:

Increase accessibility of non-motorized, healthy, alternative forms of transportation

Timeline for Implementation: Duration of planning period

Action Steps:

- Share scheduling information with care providers and interested agencies
- Assess neighboring agency interest in jointly adopting third party fare payment technology
- Promote ride share and alternative transit service to attract new provider to area
- Offer Ecolane companion app to TRIPS riders
- Partner with Terra College to integrate route data with student application

Parties Responsible for Leading Implementation: TRIPS, Planning Committee, Mobility Management

Parties Responsible for Supporting Implementation: Social service agencies serving individuals with facing transportation barriers, ODOT, Office of Transit, municipal governments

Resources Needed: Marketing material and dissemination, printing and publishing, bus stops and related infrastructure

Potential Cost Range: \$13,000 - \$39,000

Potential Funding Sources: 5310/5311, Creating Healthy Communities, donations, National Center for Mobility Management, Local governments, FTA, ODOT

Performance Measures/Targets:

Measure: Passenger cell phone app usage

- Target: Deploy cell phone app to public riders by end of 2022
- Target: Increase cell phone app usage by 10% by the end of 2023

Measure: Promote and support alternative transportation options throughout county

- Target: Attend at least two events per year to promote mobility and transportation
- Target: Attend at least two self-advocacy meetings with SCBDD
- Target: Log unique situations and review at stakeholder group for best practices

Measure: Coordination with facilities

- Target: Implement 10 centers portals for area agencies and facilities
- Target: Decrease “where’s my ride” calls

Measure: Establish local support and feedback for deviated-fixed route

- Target: Conduct a minimum of two public meetings to gather input on service design and stop locations by December 31, 2023

Goal #4: Sustainable fleet funding that minimizes duplication of fleets and services
Need(s) Being Addressed:

- Increased capacity/efficiency for out-of-county trips
- Improve and increase in-county services
- Reliable transit options for employers/employees
- Increase public awareness of existing services
- Simplify scheduling and payment options
- Improve transfers and connections
- Safe Routes to School & Complete Streets
- Improve shuttle stops and service
- Make healthy commute options more accessible
- More effective marketing
- Improve perception of public transit
- Increase funding sustainability
- Improve driver recruitment and retention

Strategy 4.1:

Assess joint funding application to leverage additional funding

Strategy 4.2:

Explore vehicle sharing and leasing between stakeholders

Strategy 4.3:

Stakeholder group review and discuss 5310 projects and vote on letters of support

Strategy 4.4:

Continue to support 5310 projects for unique and high demands that cannot be met by 5311

Strategy 4.5:

Support pilot projects that serve key demographics underserved by existing transportation options

Strategy 4.6:

Explore alternative/ Green Energy funding for vehicles and facilities

Timeline for Implementation: Duration of planning period

Action Steps:

- Make vehicle sharing/leasing easier between eligible stakeholders
- Score and rank 5310 project applications prior to LOS
- Expand stakeholder group to increase 5310 eligible participants
- Include MOUs and joint-use agreements ahead of funding requests when/where possible

Parties Responsible for Leading Implementation: TRIPS, Planning Committee, Mobility Management

Parties Responsible for Supporting Implementation: Social service agencies serving individuals with facing transportation barriers, ODOT, Office of Transit, municipal governments

Resources Needed: Replacement vehicles, capitalized maintenance, staff time, transit advocacy

Potential Cost Range: \$140,000 - \$280,000

Potential Funding Sources: 5310/5311, Creating Healthy Communities, National Center for Mobility Management, Local governments, FTA, ODOT

Performance Measures/Targets:

Measure: Establish local support and transparency in process for supporting 5310 projects

- Target: Review and discuss 100% of 5310 applications in county
- Target: Support all projects that fill need unable to be met by 5311

Measure: Identify additional funding sources to fund transportation services and programs

- Target: Apply for or enter into contract with one new funding source per year of plan implementation (i.e., Creating Healthy Communities, National Center for Mobility Management, 5310, local governments, etc.)
- Target: Establish/increase capital replacement fund contribution

Measure: Useful life of fleets and vehicles

- Target: Less than 10% of vehicles beyond useful life standards throughout stakeholder participants
- Target: One new cooperative driving or shared use agreement between stakeholders

VI. Plan Adoption

This plan was developed with the input of older adults, individuals with disabilities, members of the general public, private and nonprofit transportation and human services providers.

The input of these sources was gathered through discussion at meetings, surveys conducted during meetings or on-line, face-to-face interviews, discussion with individual riders, and by other means. Other local, state, and national surveys and plans were read and reviewed for relevant data.

Results from user surveys, interviews, development plans, data collections and other methods were used to compile a list of needs that had emerged. The Planning Committee was surveyed on-line via *Survey Monkey* to prioritize these needs.

The above actions were consolidated into the current document. Goals were developed to address the highest priorities and gaps indicated by the information gathered.

The draft plan was distributed to the Transportation Stakeholder and Planning Committee and feedback requested. Several members provided proposed changes prior to a scheduled committee meeting to review the Draft. The plan was further discussed, modified, and adopted during a scheduled meeting of the Transportation Stakeholder and Planning Committee on October 18, 2021. A public hearing was held October 26, 2021, with the plan provided and open for public comment. The Sandusky County Commissioners passed a resolution to adopt this plan on November 9, 2021.

Appendix A: List of Planning Committee Participants

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

Agency Representation

Name	Agency
Lauren Holly	Easter Seals
Karen Kilgo, Meg Larkin-Downing	Flat Rock Homes, Inc.
Justa Smith, Robin Richter	GLCAP Senior Services
Brittany Stiltner	Sandco Industries
Ruth Watson	Sandusky County Board of Developmental Disabilities
Jill Wagner	Sandusky County Department of Jobs and Family Services
Beth Hannam	Sandusky County Economic Development Corp
Elizabeth Ball	Sandusky County Engineer's Office
John Willey	Sandusky County Regional Planning
Laura Bogard	Sandusky County Public Health
Jacquie Wells, Lori Beers	TRIPS

In addition to participants listed above, the planning committee also included representation of older adults, people with disabilities, and members of the general public. In addition to hosting a planning committee, Great Lakes Community Action Partnership and other planning committee members also conducted a wide variety of activities designed to increase involvement of community stakeholders in identifying community resources, addressing community needs, and setting goals and priorities. More information about the efforts that occurred is available upon request. To request additional information please contact:

Mobility Management Coordinator

Great Lakes Community Action Partnership

419-334-5016

Appendix B: List of Annual Reviews and Plan Amendments

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

Mobility Management Coordinator

Great Lakes Community Action Partnership

419-334-5016

Annual Review

Provide a brief description of any annual reviews that have occurred, including a summary of the review meeting and a brief summary of any changes were made.

Amendment

If the plan has been amended between annual reviews, include that information here.

Appendix C: Definitions

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

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

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

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

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

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

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

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

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

Section 5307 Program – The Urbanized Area Formula Grants program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in

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

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

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