

Erie 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
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Executive Summary

The Erie County Coordinated Public Service Transportation Plan was originally developed in 2007 and has been updated in 2010, 2013, and 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 Huron County communities and throughout rural North-Central Ohio. Transportation provides access to jobs, education, health care, and human services providers; allowing all community members, including older adults and people with disabilities, to live independently and engage in community life.

The purpose of this plan is for local stakeholders to work collaboratively together on the following activities:

1. Identify all community resources including:
 - Public transportation agencies
 - Social service agencies
 - Local municipalities and Erie County Regional Planning
 - Local public health agencies
 - Senior centers and metro housing
2. Identify and prioritize community transportation needs such as:
 - Inadequate access to transit in rural areas
 - Limited vehicle options for fixed route service
 - Sustainable funding sources for transit
3. Establish a clear plan for achieving shared goals:
 - Develop a strategic plan for transportation in Erie County
 - Improve access to transit in rural areas
 - Improve rider/mobility experiences
 - Increase fixed route ridership

Fundamental to the Erie County Coordinated Public Service 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

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 Huron 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

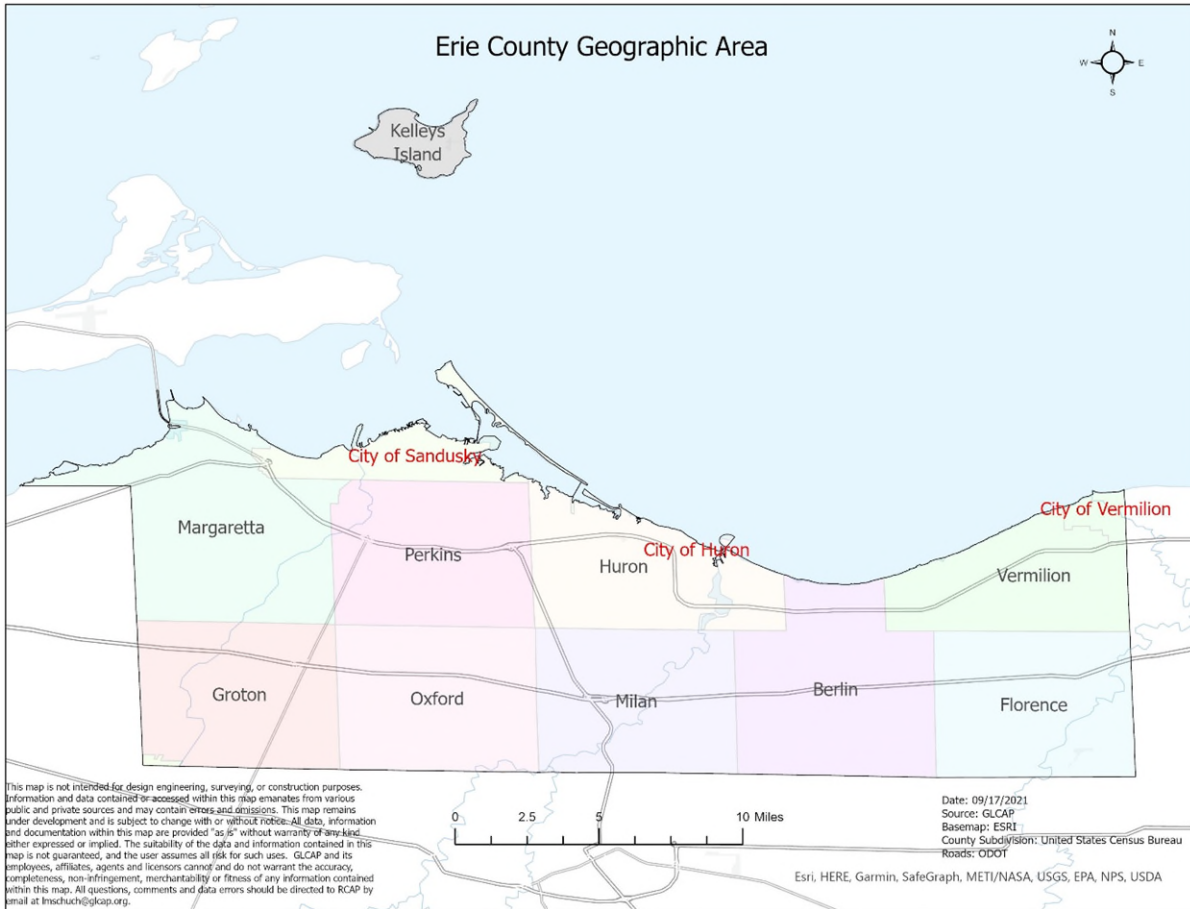
This plan was developed and adopted by the Huron County Transportation Planning Committee. More information about the planning committee can be found in Appendix A.

I. Geographic Area

Erie County is one of eight coastal counties situated on the eastern border of the Northwestern Ohio region. Erie County is bounded by Lorain County to the East, Huron County to the South, Sandusky and Ottawa Counties to the West and Lake Erie to the North. Erie County has a land area of 255 square miles with a population density of 301 people per square mile. In addition, the county has a water area of 371 square miles with 65 miles of shoreline along the lake and Sandusky Bay.

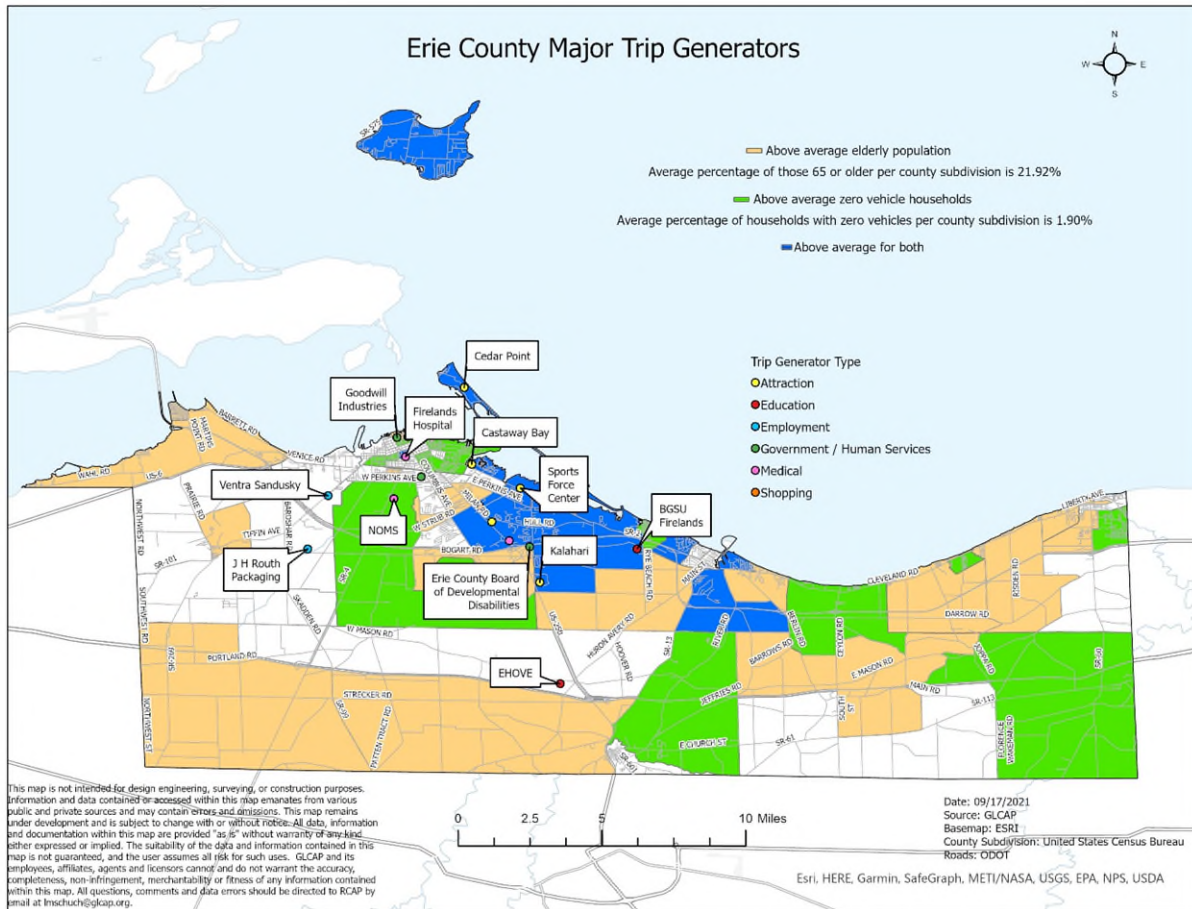
The transportation network in Erie County consists of 26 interstate highway miles, 42 US highway miles and 114 state highway miles. There are 622 county, township and municipal road miles, two small commercial airports, two shipping ports and 95 miles of rail line. The area is serviced by the Sandusky Transit Service (STS), Greyhound Bus service and a number of cab companies. Erie County is connected to the surrounding communities and rural areas connected by a system of Federal, State and County Highways. Major transportation routes include US 6, US 250, SR 2, SR 4, SR 13, SR 60, SR 61, SR 99, SR 101, SR 113, and SR 269. The Ohio Turnpike I-80/90 is accessible at two locations within the county and is one of the primary east-west connections. Three elected commissioners govern Erie County with the City of Sandusky, incorporated in 1824, serving as the County Seat. Erie County consists of five villages: Kelleys Island, Castalia, Berlin Heights, Milan and Bay View. In addition, there are three major cities, which include Sandusky, Huron, and Vermilion. There are also nine townships: Perkins, Vermilion, Huron, Margaretta, Oxford, Florence, Groton, Milan and Berlin.

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



During the summer and fall months major trip generators for the area include various tourist destinations including Cedar Point off the Cedar Point Peninsula and waterpark resorts along US 250. The majority of trips occur within the urban areas and directly surrounding rural areas.

Map 2: Major trip generators in the geographic area



II. Population Demographics

There has been a steady, but slight, decrease in Erie County's over the past ten years, and this trend is projected to continue. According to the 2019 ACS, the current population total for the planning area is 74,266 people. The loss of population was felt the most in the City of Sandusky, the County Seat of Erie County. The population of Sandusky has been trending down since 1970 when it reached a population peak of 32,674. However, over the next 40 years the population decreased with the 2019 Census revealing a total of 24,829 people in Sandusky, which has been steady since approximately 2010. Population projections were also examined. These projections help determine the expectations of the population that can be used for future planning. They help to determine the ability of Erie County to capture its fair share of public/private grants and government loans.

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.

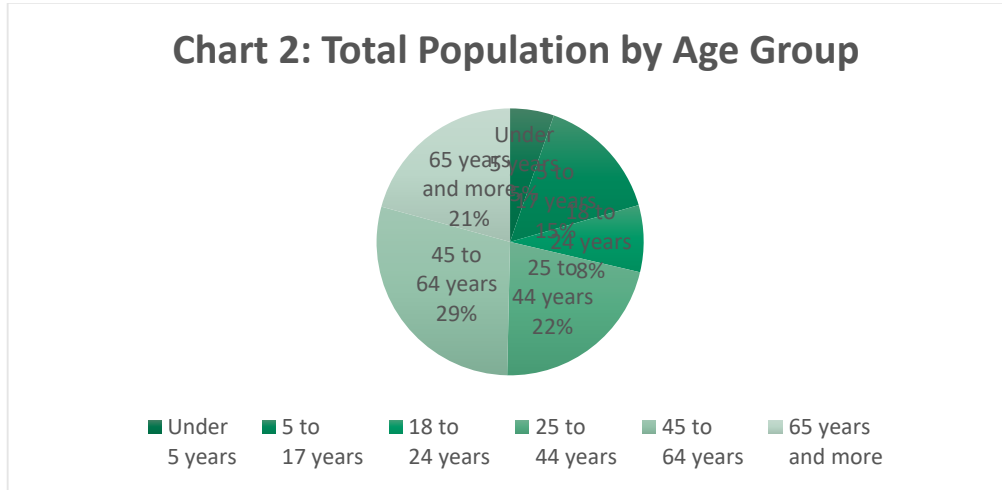
Chart 1 shows the total population current and projected in five-year increments.

Chart 1: Total Population Current and Projected for Five Years

Year	Total Population	Male	Female	Change
2020	72,900	35,510	37,400	-2170
2025	70,350	34,080	36,270	-2550
2030	67,740	32,620	35,110	-2610
2035	64,910	31,110	33,800	-2830
2040	62,300	29,740	32,550	-2610

The total population of Erie County as determined by the State of Ohio Office of Records County Profile, 2020. Overall population is projected to decrease within Erie County in the coming years; however, it is projected that the population of the 65+ age cohorts will increase.

Chart 2: Total Population by Age Group



Persons belonging to any of the following groups: African-American, Hispanic, Asian, American Indian, Alaskan Native, Native Hawaiian or Other Pacific Islander are considered minorities. A majority (86%) of the planning area identifies as white while a smaller cohort (9%) identifies as African American.

Chart 3: Total Population by Race

Population by Race	Number	Percent
ACS Total Population	75,136	100.0%
White	64,312	85.6%
African-American	6,765	9.0%
Native American	270	0.4%
Asian	443	0.6%
Pacific Islander	6	0.0%
Other	1,018	1.4%
Two or More Races	2,322	3.1%
Hispanic (may be of any race)	3,246	4.3%
Total Minority	12,551	16.7%

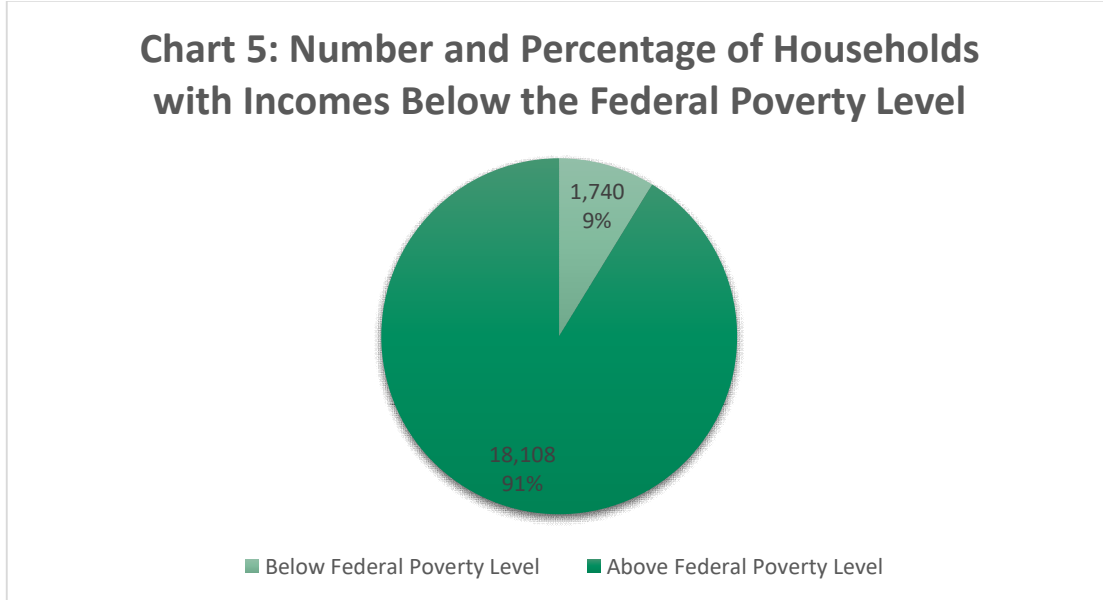
The US Census defines a disability as a long-lasting physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or a business. The definition, when applied to public transportation, is designed to permit a functional approach to disability determination rather than a strict categorical definition. Approximately 10.5% of the population in Erie County is reported as having a disability.

Chart 4: Number and Percentage of People with Disabilities

Age	Total Population	With a Disability	Percent with a Disability
Under 5 years	4,251	0	0.0%
5 to 17 years	10,824	1,015	9.4%
18 to 34 years	14,509	1,496	10.3%
35 to 64 years	28,249	4,571	16.2%
65 to 74 years	8,921	1,633	18.3%
75 years and over	6,670	2,807	42.1%

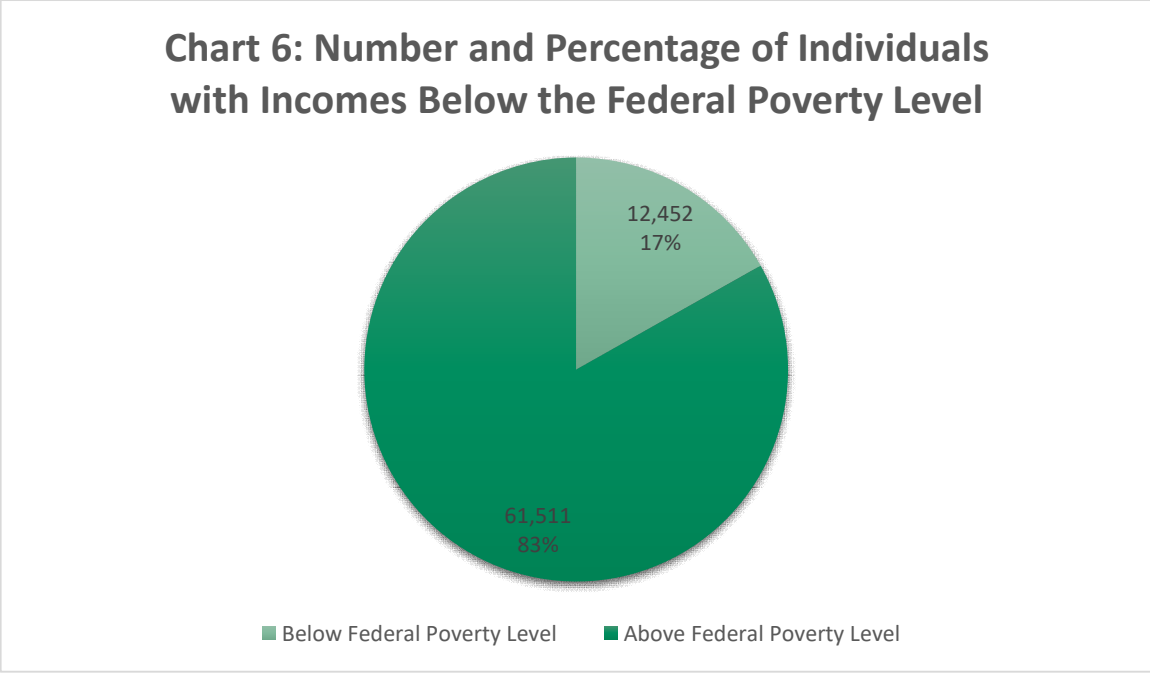
Approximately 9% of the population's households are considered at or below poverty level. The number and percentage of Erie County Households was determined to have incomes at or below Federal Poverty level were acquired from the American Community Survey, 2019.

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



The number and percentage of Erie County Households were determined to have incomes at or below Federal Poverty level per the American Community Survey, 2019. Chart 6 shows the number and percentage of individuals with incomes below the federal poverty level.

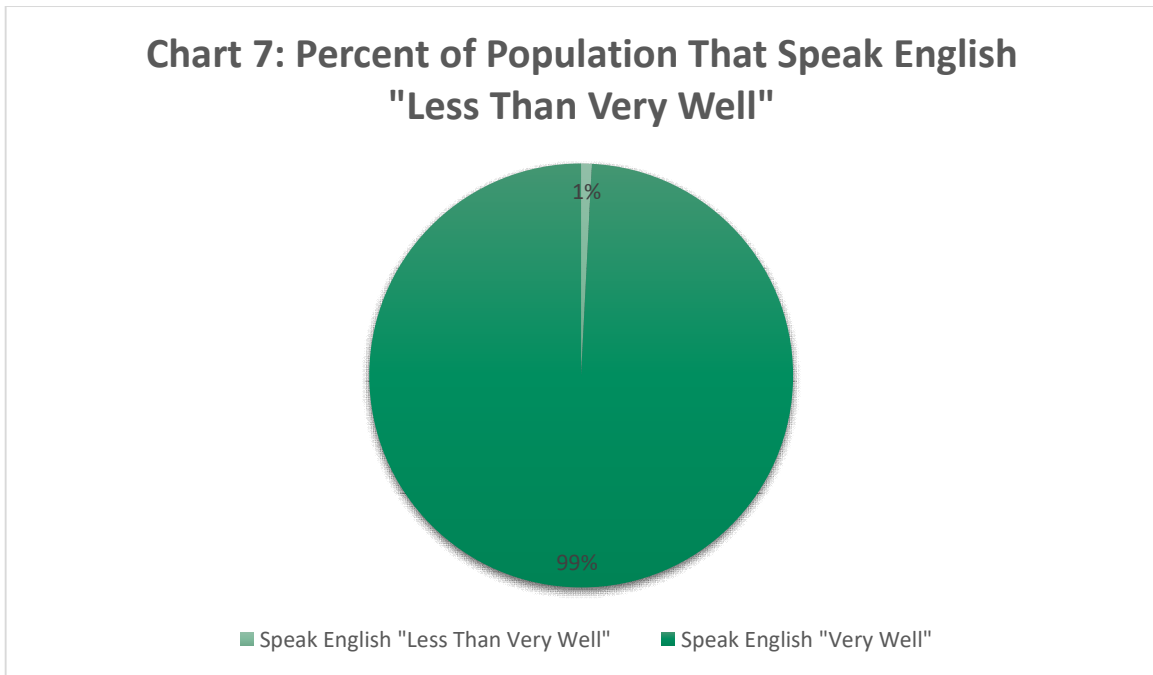
Chart 6: Number and Percentage of Individuals with Incomes Below the Federal Poverty Level



A person with Limited English Proficiency (LEP) is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English.

English is the most commonly spoken language in the area. The number and percentage of Erie County inhabitants with Less than Very Well English Proficiency was acquired from the American Community Survey, United States Census Bureau, 2020 estimation.

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



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 Erie County and across county lines.

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

Interviews were conducted with each of the identified stakeholders.

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

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

Inventory of Transportation Providers

The description of individual transportation providers includes organizations that subsidize transportation at the local level, administer transportation or mobility programs, directly operate vehicles, and/or arrange transportation on behalf of an individual; those who are active in this arena are described under the "Existing Transportation Services."

Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of eight organizations provided information about their services. The table below provides a summary of the organizational characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

List of Transportation Service Providers

Agency Name: Ability Works Inc.

Transportation Service Type: Transportation services are provided for Erie County Board of Developmental Disabilities (DD) consumers. Consumers travel to and from the Ability Works, Inc. facility for employment, or for other community events.

Other Services Provided: Ability Works, Inc. is the provider of choice for individuals with disabilities pursuing interests in employment, recreation, leisure, and personal development.

Contact Information: 419.626.1048

Hours: As needed

Service Area: Erie County

Eligibility Requirements: Disability

Website: <http://ability-works.com/>

Agency Name: Erie County Board of Developmental Disabilities

Transportation Service Type: Transportation for patrons who are eligible for Board Services; Individuals that need transportation to get to and from work. The Board currently only provides transportation for individuals whose trips cannot be accommodated by contracted providers.

Other Services Provided: Service ranges from early intervention, which can begin the day a child comes home from the hospital to senior care.

Contact Information: 419.626.0208

Hours: As needed

Service Area: Erie County

Eligibility Requirements: Disability

Website: <http://www.eriecbdd.org/index.php/board-info>

Agency Name: The Meadows/Erie County Care Facility

Transportation Service Type: Activity bus and lift van.

Other Services Provided: The Meadows offers a full spectrum of services, including but not limited to: Skilled Nursing & Rehabilitation, Physical, Occupational & Speech Therapy, Hospice/Palliative Care, Long-Term Care, Secured Memory Care Unit, Wound Care Specialist, IV Therapy and Respite Stays.

Contact Information: Phone: 419.627.8733

Hours: As needed

Service Area: Erie County

Eligibility Requirements: Resident

Website: <https://www.eriecounty.oh.gov/TheMeadowsatOsbornPark.aspx>

Agency Name: The Lucy Idol Center

Transportation Service Type: Services are for clients of the Lucy Idol Center and others who do not have access to transportation service because of a disability. Rides may be for medical, dental, work, volunteer, and recreational activities.

Other Services Provided: Creates opportunities for people with diverse challenges to enhance their personal growth, develop relationships and have life experiences that they choose to promote positive mental and physical health.

Contact Information: 440.967.6724

Hours: Typically, weekdays but vary depending on need

Service Area: Erie and Lorain Counties

Eligibility Requirements: Have a disability or barrier that requires a specialized transportation service.

Website: <https://www.lucyidolcenter.org/>

Agency Name: Erie County Job and Family Services

Transportation Service Type: Erie County JFS contracts for transit services with the Sandusky Transit System (STS). Erie County JFS also purchases transportation through private taxis and gives gas vouchers to Medicaid eligible individuals who use their own car or have a family or family member take them to their medical appointment. The private taxis are used for trips to help with the volume of service and out-of-county trips.

Other Services Provided: Serves individuals in Erie County who need child support, children services, family and workforce development, fiscal help, and investigation and legal services.

Contact Information: 1.888.399.6065

Hours: As needed

Service Area: Erie County

Eligibility Requirements: Minor

Website: <https://www.eriecounty.oh.gov/JobFamilyServices.aspx>

Agency Name: Sandusky Transit System (STS)

Transportation Service Type: Public transit services including fixed-route, demand response, and paratransit. STS contacts with area social service agencies to generate matching funds for formula operating and capital grants. STS is operated out of the Amtrak station building, and also serves as a greyhound bus stop.

Other Services Provided: None

Contact Information: 419.627.0740

Hours: 5AM-12AM Monday-Saturday

Service Area: Erie County

Eligibility Requirements: None

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

Agency Name: Serving Our Seniors

Transportation Service Type: Coordinates a contract with Erie STS for the use of five vehicles. SOS also facilitates a senior volunteer driver program to get seniors to out-of-county doctor appointments.

Other Services Provided: As an organization created for the purpose of advocating for older adults without duplicating existing services, Serving Our Seniors seeks every opportunity to work with existing community programs and agencies to fill gaps in services for older adults.

Contact Information: 800.564.1856

Hours: 8AM-5PM Monday-Friday

Service Area: Erie County

Eligibility Requirements: Erie County resident 60 years or older

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

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: Erie County Senior Center

Transportation Service Type: Transportation services are provided for Erie County senior citizens to events and other activities.

Other Services Provided: The Erie County Senior Center is a multi-faceted service and activity center providing opportunities for the senior citizens of Erie County. Educational and recreational programs are provided for active individuals, as well as essential services to home bound seniors.

Contact Information: 419.626.2560

Hours: 8:00 a.m. – 4:30 p.m.

Service Area: Erie County

Eligibility Requirements: senior citizen

Website: www.eriecountyseniorcenter.org

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

Table 1: Organizational Characteristics

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) *
Ability Works	Yes	No	Private Non-Profit	20,870	0	Yes
Board of DD	Yes	Private Contracts	Public Non-Profit	2,662	0	Yes
DJFS	No	Yes – STS & private taxis	Public Non-Profit	100	5	Yes
Flat Rock Homes, Inc.	Yes	No	Non-Profit	1,829 due to COVID-19 Pandemic	0	Yes
Lucy Idol	Yes	No	Private Non-Profit	24,000	0	No
Serving Our Seniors	No	STS & Volunteers	Private Non-Profit	13,496	1.5/out of town 2.4/local	No
STS	Yes	No	Public Non-Profit	325,559	Not Provided	No
The Meadows	No	EMS as needed	Public Non-Profit	0	0	Yes

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

The participating organizations provide a wide range of transportation including demand response and taxi service. Seven of the participating organizations provide services on weekdays. Seven operate transportation on Saturdays and seven on Sundays. Evening services after 6 p.m. are operated by six 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 (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
Ability Works Inc.	Demand Response	24/7 as needed	Y	Wheelchair accessibility, Ambulatory seating	OH. Depart. Of Disabilities (ODODD) training, Vehicle specific training
Board of DD	Immediate Response	24/7 as needed	Y	Independent-wheelchair	OH. Depart. Of Disabilities (ODODD) training, Vehicle specific training
DJFS	Immediate Response	24/7 as needed	Y	Curb-curb	DD
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
Lucy Idol Center	Demand Response	24/7 as needed	Y	Door-door	OH. Depart. Of Disabilities (ODODD) training, Vehicle specific training
Serving Our Seniors Weekday Transportation Program	Elderly	6am – 6pm	Yes, Via STS	Door-door	Via STS
Serving Our Seniors Out of Town Transportation Program	Call 1 Week in Advance	6 am – 6 pm	Only when it is not a duplication of service. We do not invoice Medicaid.	No assistance other than the ride to the destination.	No
STS	Demand Response,	Demand Response: M-Sat 6am-10pm Fixed Route:	Y	Door-door, bus stops	DD, ODA & ODODD

	Fixed Route	7 Days/Week 5am-12am			
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Transportation-related expenses and revenues also differ by organization. Medicaid and ODOT grants are common revenue sources for transportation operators in Erie 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
Ability Works, Inc.	Medicaid	N	1F/T 8 P/T	0	Medicaid, Local taxes	\$94,000
Board of DD	Medicaid, levy funding	N	6 P/T	0	Levy, Medicaid waiver	\$118,403
DJFS	Gas Vouchers	Y	NA	NA	Fed. & State grants, Donations	\$78,444
Flat Rock Homes, Inc.	N/A	Y	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)
Lucy Idol Center	Medicaid, Service fees	Y	8 P/T	0	Medicaid waivers, Services Fees, Donations, Lorain CO. Board of Mental Health, Lorain Community Foundation, Fed./State grants & Fundraising	\$105,588
Serving Our Seniors	\$1.50/One-Way	Y	1 F/T	NA	Levy, Donations	\$210,000
STS	\$1.25-\$5.00 bus tickets, Medicaid	Y	32 F/T 5 P/T	5	Local, State & Fed. Transit Funds, Various Contract Revenue, Services Fees, Donations & Medicaid waiver	\$2.8 mil.

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
Uber (limited presence in Erie County)	Varies	UberX \$6.05 mile +	NA	USA
Caddy Shack Bike Rental	Seasonally	\$3/hr.	NA	Kelleys Island
Portside Marina Bike Rental	Seasonally	\$4/hr.	NA	Kelleys Island
Jett Express Ferry	Seasonally	Varies	NA	Lake Erie Islands
Goodtime I Ferry	Seasonally	Varies	NA	Lake Erie Islands
Kelleys Island Ferry	Seasonally	Varies	NA	Lake Erie Islands
Amtrak Rail	Varies	Varies	NA	Washington DC, Pittsburgh and Chicago & New York, Boston, Albany, and Chicago
Greyhound Bus	5:30 AM - 8:00 PM daily	Varies	NA	Nationally
Majestic Transportation	24/7	NA	NA	All Northern Ohio
Cruisin City Taxi	24/7	NA	NA	All Northern Ohio
AM/PM Taxi	24/7	\$5-8	200 rides/day	Erie CO.
Trinity Taxi	24/7	NA	NA	All Northern Ohio
Dependable Shuttle	24/7	NA	NA	All Northern Ohio
Terminal Taxi	24/7	NA	NA	All Northern Ohio
A Sandusky Taxi	24/7	NA	NA	All Northern Ohio
D & D Rides	24/7	NA	NA	All Northern Ohio
Turbo Taxi	24/7	NA	NA	All Northern Ohio
Squeaky Wheel	24/7	NA	NA	All Northern Ohio

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

Table 5: Transportation Resources

Transportation Resource	Availability	Cost	Usage	Service Area
Websites	Everyone	\$0	NA	Everyone
Hotlines ex:2-1-1	Everyone	\$0	NA	Everyone
GLCAP Mobility Management	Everyone	\$0	NA	Erie, Huron, Ottawa, Sandusky, Seneca, and Wood
Websites	Everyone	\$0	NA	Everyone

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)
STS	CTS	Y	CTS	Y

Assessment of Community Support for Transit

The Sandusky Transit System uses the City of Sandusky's webpage for system information, as well as Twitter for service specific announcements (such as delays or deviations).

The City of Sandusky has funded the shortfall of transit operating and capital local match, which is not sustainable. There is a need for STS to be funded in a sustainable way in order for local City and County support to increase. Social service agencies that rely on STS for their clients' transportation needs are active advocates in supporting transportation; however, the lack of financial resources to support transit puts a strain on the community support. STS has seen substantial growth in ridership, as well as public-private partnerships over the past four years.

To achieve long-term sustainability and community support, the City of Sandusky is anticipating a long-term strategic plan to address service models, funding streams, and grantee designation.

Safety

Locally, Erie County has an Emergency Management System Plan. The transit system training includes Driver policy & procedure manual, securing wheelchair/ hospital discharge EAP drug and alcohol annual training. The Ohio Department of Transportation, Office of Transit, Job and Family Services, and Medicaid impose minimum training requirements for contractors providing transit service. The City of Sandusky also relies on its contract service provider to administer driving and passenger assistance specific training. By virtue of being a public transit agency provider, NET transportation provider, and Medicaid agency provider, STS is held to a high level of driver training and safety standards.

Vehicles

Survey/Interview participants listed a combined total of 70 vehicles. Approximately 55% of the vehicles are wheelchair accessible. A vehicle utilization table is provided at the end of this chapter (Table 6).

Not every transportation provider had wheelchair accessible vehicles, while some organizations have an entire fleet of wheelchair accessible vehicles. Almost every agency had wheelchair accessible vehicles available for use, either as an agency-owned vehicle or through a contract. As vehicles age, they require additional maintenance, may break down more often, and become more costly 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
Erie County JFS											
1	GMC	Sierra Pickup	2006	2GTEC13VX61279285	4	0	M - F	N/a	Fair	JFS	Erie
2	DODGE	Grand Caravan	2014	2C4RDGBG3ER432562	7	0	M - F	N/a	Fair	JFS	Erie
3	DODGE	Grand Caravan	2014	2C4RDGBGXER432557	7	0	M - F	N/a	Fair	JFS	Erie
4	DODGE	Grand Caravan	2014	2C4RDGBG8ER432556	7	0	M - F	N/a	Fair	JFS	Erie & out-of-county
5	DODGE	Grand Caravan	2014	2C4RDGBG1ER432558	7	0	M - F	N/a	Fair	JFS	Erie
6	DODGE	Grand Caravan	2014	2C4RDGBG1ER432561	7	0	M - F	N/a	Fair	JFS	Erie
7	DODGE	Grand Caravan	2014	2C4RDGBGXER432560	7	0	M - F	N/a	Fair	JFS	Erie
Erie County Board of Developmental Disabilities											
1	Dodge	Caravan	2020	2C4RDGBG1LR239260	7	0	Sun.-Sat.	24/7	Excellent	ECBDD	Erie Co.
	Dodge	Caravan	2019	2C4RDGBG0KR778564	7	0	Sun.-Sat.	24/7	Excellent	ECBDD	Erie Co.
2	Dodge	Caravan	2010	2D4RN4DE2AR260867	7	0	Sun.-Sat.	24/7	Fair	ECBDD	Erie Co.
3	Ford	Transit	2016	1FMZK1CM5GKB33899	7, 5	0, 1	Sun.-Sat.	24/7	Excellent	ECBDD	Erie Co.
4	Ford	Cutaway	2013	1FDEE3FLXDDDB03317	8, 4	1, 4	Sun.-Sat.	24/7	Good	ECBDD	Erie Co.

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
5	Ford	Flex	2017	2FMGK5B84JBAO9914	7	0	Sun.-Sat.	24/7	Excellent	ECBDD	Erie Co.
6	Ford	Escape	2017	1FMCUOF73HUD82675	5	0	Sun.-Sat.	24/7	Excellent	ECBDD	Erie Co.
Lucy Idol Center											
1	Mercedes	Sprinter	2010	WDZPE8CC4A5498843	6	2	7 days per week	as needed	Good	Lucy Idol	Erie and Lorain Counties
2	Ford	E350	2011	1FDEE3FS9BDA29733	8	4	7 days per week	as needed	Fair	Lucy Idol	Erie and Lorain Counties
3	Ford	E350	2013	1FDEE3FS1DDB21714	8	4	7 days per week	7 AM-4 PM, M- F, evenings & as needed	Good	Lucy Idol	Erie and Lorain Counties
4	Ford	E350	2013	1FDEE3FL6DDB04853		2	7 days per week	7 AM-4 PM, M- F, & as needed	Good	Lucy Idol	Erie and Lorain Counties
5	Chevy	E450		1GB6G5BL9E1196987	8	4	7 days per week	7 AM-4 PM, M- F, as needed	Excellent	Lucy Idol	Erie and Lorain Counties
6	Chevy	E450	2016	1GB3G3CLOF1262642	8	4	7 days per week	7 AM-4 PM, M- F, as needed	Excellent	Lucy Idol	Erie and Lorain Counties

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
Serving our Seniors											
1	Ford	E-350	2014	1FDEE3FLOEDA72080	8	2	Mon. - Sat.	6 AM - 10 PM	Poor	N/A	Erie Co.
2	Ford	E-350	N/A	1FDEE3FS8HDC57411	12	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
3	Ford	E-350	N/A	1FDEE3FS3HDC57414	12	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
4	Ford	E-350 Starcraft	N/A	1FDEE3FS3HDC70874	12	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
5	Ford	E-350 Starcraft	N/A	1FDEE3FS2HDC70896	12	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
Erie County Senior Center											
1	Ford	Transit	2020	1FBAX2C85LKA15409	10	N/A	N/A	N/A	Excellent	Senior Center	Erie Co.
Ability Works											
1	Ford	E350	2009	1FDEE35L59DA44086	8	2	Mon.-Fri.	24/7	Poor	Ability Works	Erie, Huron, Ottawa Co
2	Ford	Transit	2017	1FBU4XM9HKA68862	14, 12	0, 6	Mon.-Fri.	24/7	Excellent	Ability Works	Erie, Huron, Ottawa Co
3	Ford	Transit	2017	1FDZX2CM5HB11149	8	2	Mon.-Fri.	24/7	N/A	Ability Works	Erie, Huron,

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
											Ottawa Co
4	Ford	Transit	2018	1FBVU4XM1JKA87900	8	2	Mon.-Fri.	24/7	N/A	Ability Works	Erie, Huron, Ottawa Co
5	Ford	Transit	2018	1FDVU4XM0JKB25964	8	2	Mon.-Fri.	24/7	N/A	Ability Works	Erie, Huron, Ottawa Co
6	Ford	WSD	2008	1FBNE31L78DB25751	10	0	Mon.-Fri.	24/7	Good	Ability Works	Erie, Huron, Ottawa Co
7	Chevy	MOD. Bus	2013	IGB3G2CG0D1166634	8	2	Mon.-Fri.	24/7	N/A	Ability Works	Erie, Huron, Ottawa Co
8	GM	Transit	2005	1FVACWDC55HU55362	0, 2	0, 2	Mon.-Fri.	24/7	Excellent	Ability Works	Erie, Huron, Ottawa Co
Flat Rock Homes, Inc.											
1	Dodge	Grand Caravan	2019	23C4RDGEG4KR691827	7	0	7	8am-7pm	Excellent	Care Center/Community	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
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
13	Ford	Club Wagon 4x2	1998	1FBSS31LOWHB26385	9	0	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
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
STS/First Transit											
1	Ford	E-450	2010	1FD4E4FS7ADA65736	16	2	Mon. - Sat.	6 AM - 10 PM	Poor	N/A	Erie Co.
2	Ford	E-450 Goshen	2010	1FD4E4FS0ADA65738	16	2	Mon. - Sat.	6 AM - 10 PM	Poor	N/A	Erie Co.
3	Ford	E-450	2015	1FD4E4FSXFDA00726	16	2	Mon. - Sat.	6 AM - 10 PM	Poor	N/A	Erie Co.
4	Ford	E-450	2015	1FD4E4FS3FDA00728	16	2	Mon. - Sat.	6 AM - 10 PM	Fair	N/A	Erie Co.
5	Ford	E-450	2015	1FD4E4FS9FDA03083	16	2	Mon. - Sat.	6 AM - 10 PM	Fair	N/A	Erie Co.
6	Ford	E-450	2015	1FD4E4FS3FDA00731	16	2	Mon. - Sat.	6 AM - 10 PM	Fair	N/A	Erie Co.
7	Ford	T-250	2017	1FTYR2CMXHKA57132	6	2	Mon. - Sat.	6 AM - 10 PM	Fair	N/A	Erie Co.
8	Ford	T-250	2017	1FTYR2CMOHKA36953	6	2	Mon. - Sat.	6 AM - 10 PM	Fair	N/A	Erie Co.
9	Ford	T-250	2017	1FTYR2CM2HKA36954	6	2	Mon. - Sat.	6 AM - 10 PM	Fair	N/A	Erie Co.

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
10	Ford	T-250	2017	1FTYR2CM4HKA36955	6	2	Mon. - Sat.	6 AM - 10 PM	Fair	N/A	Erie Co.
11	Ford	T-250	2017	1FTYR2CM3HKA57134	6	2	Mon. - Sat.	6 AM - 10 PM	Fair	N/A	Erie Co.
12	Ford	T-250	2017	1FTYR2CM6HKA36956	6	1	Mon. - Sat.	6 AM - 10 PM	Fair	N/A	Erie Co.
13	Ford	T-250	2017	1FTYR2CM5HKA57135	6	1	Mon. - Sat.	6 AM - 10 PM	Fair	N/A	Erie Co.
14	Ford	T-250	2017	1FDEE3FS9HDC03146	12	2	Mon. - Sat.	6 AM - 10 PM	Fair	N/A	Erie Co.
15	Ford	E-350	2017	1FDEE3FS3HDC57416	12	2	Mon. - Sat.	6 AM - 10 PM	Poor	N/A	Erie Co.
16	Ford	E-450	N/A	1FDFE4FS1ADA65733	16	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
17	Ford	E-450	N/A	1FDFE4FS3ADA65734	16	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
18	Ford	E-350 Starcraft	N/A	1FDEE3FS2HDC70882	12	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
19	Ford	E-350 Starcraft	N/A	1FDEE3FS7HDC70893	12	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
20	Ford	E-350 Starcraft	N/A	1FDEE3FS1HDC70890	12	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
21	Ford	E-350 Starcraft	N/A	1FDEE3FSXHDC70905	12	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.

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
22	Ford	E-350 Starcraft	N/A	1FDEE3FS0HDC70881	12	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
23	Ford	E-450 Champion	N/A	1FDDE4FS0HDC55677	16	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
24	Ford	E-450 Starcraft	N/A	1FDDE4FS5JDC09784	16	2	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
25	Ford	E-450 Glaval	N/A	1FDDE4FS0KDC60708	N/A	N/A	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
26	Ford	450 Glaval	N/A	1FDDE4FS2KDC6079	N/A	N/A	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
27	Dodge	Caravan	N/A	2CW7DGBG5KR801164	N/A	N/A	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
28	Dodge	Caravan	N/A	2C7WDGBG1KR801159	N/A	N/A	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
29	Dodge	Caravan	N/A	2C4RDGCG7HR750736	N/A	N/A	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
30	El Dorado	XHF-40	2007	1N9HJAC867C084213	40	2	Mon. - Sat.	6 AM - 10 PM	Poor	N/A	Erie Co.
31	El Dorado	XHF-40	2007	1N9HJAC857C084218	40	2	Mon. - Sat.	6 AM - 10 PM	Poor	N/A	Erie Co.
32	M2	Freightliner	N/A	1FVACWDT2BHAZ4834	N/A	N/A	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
33	Dodge	Caravan	N/A	1D8HN54159B500369	N/A	N/A	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.

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
34	Ford	F550	N/A	1FDGF5GY9CEC27051	N/A	N/A	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
35	Ford	Fusion	N/A	3FA6P0G72HR235090	N/A	N/A	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.
36	Ford	250	N/A	1FTBF2B67HEE85840	N/A	N/A	Mon. - Sat.	6 AM - 10 PM	N/A	N/A	Erie Co.

Summary of Existing Resources

In Erie County, the transportation network is fairly robust as there is a wide variety of human service agency options for older adults, individuals with disabilities, people with low incomes and the general public to choose from for emergency transportation situations, work related trips or medical related appointments. Stakeholders and survey respondents noted that there is far better access to transportation within the City of Sandusky and Perkins Township, compared to other parts of the county. The fixed-routes and paratransit service area drastically improves access to transportation in the respective service area, but also disproportionately consumes resources.

Shared use agreements and zero-cost leases, such as between the City of Sandusky and Serving our Seniors, demonstrate exceptional use of grant funding to pool resources to benefit the community. The City of Sandusky and City of Vermilion collaborate to offer public transportation capacity allocated to the Vermilion in exchange for a contribution made to the total transportation budget for Erie County.

Erie County has an expansive network of taxi providers that serve not only Erie County, but also Huron County. Taxi companies in Erie County have benefited by exploiting public transit gaps in service and capacity constraints. Focus group feedback also highlighted the perception of better service offered by taxi companies. Passengers' ability to form a relationship and communicate directly with the taxi driver was a common aspect of the taxi service experience that was preferred over public transit dial-a-ride. Also, the customary taxi fare was not much (if any) higher than the public transit fare, which limits STS's ability to attract ridership as a low-cost alternative provider.

IV. Assessment of Transportation Needs and Gaps

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

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

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

The following methods were used to assess transportation needs and gaps:

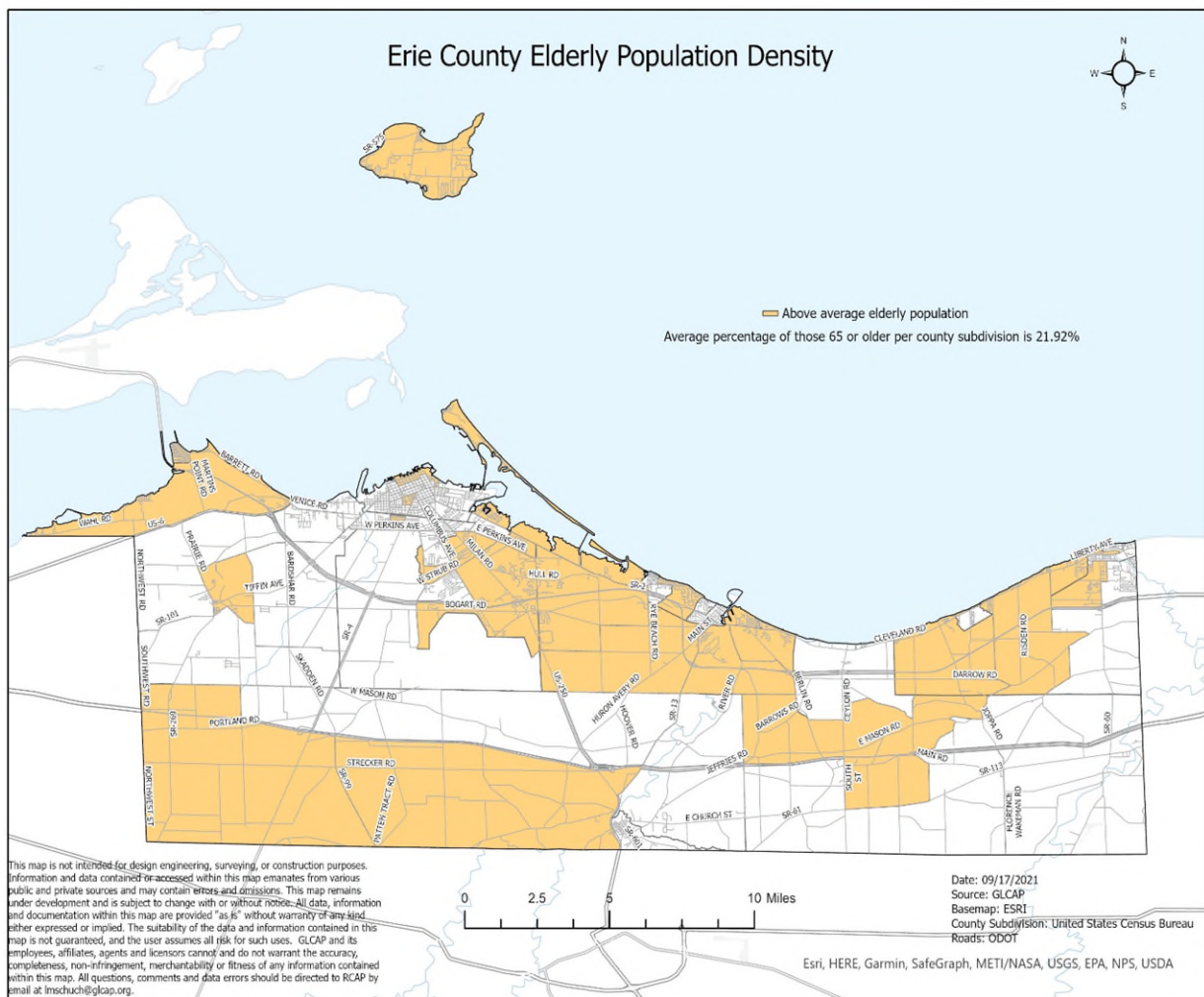
- Assessment of data and demographics (required)
- Surveys shared via paper copy, direct mail, and via web links
- Provider interviews and ride-a-longs
- Focus groups with target demographics
- Participation in working groups and meetings

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.

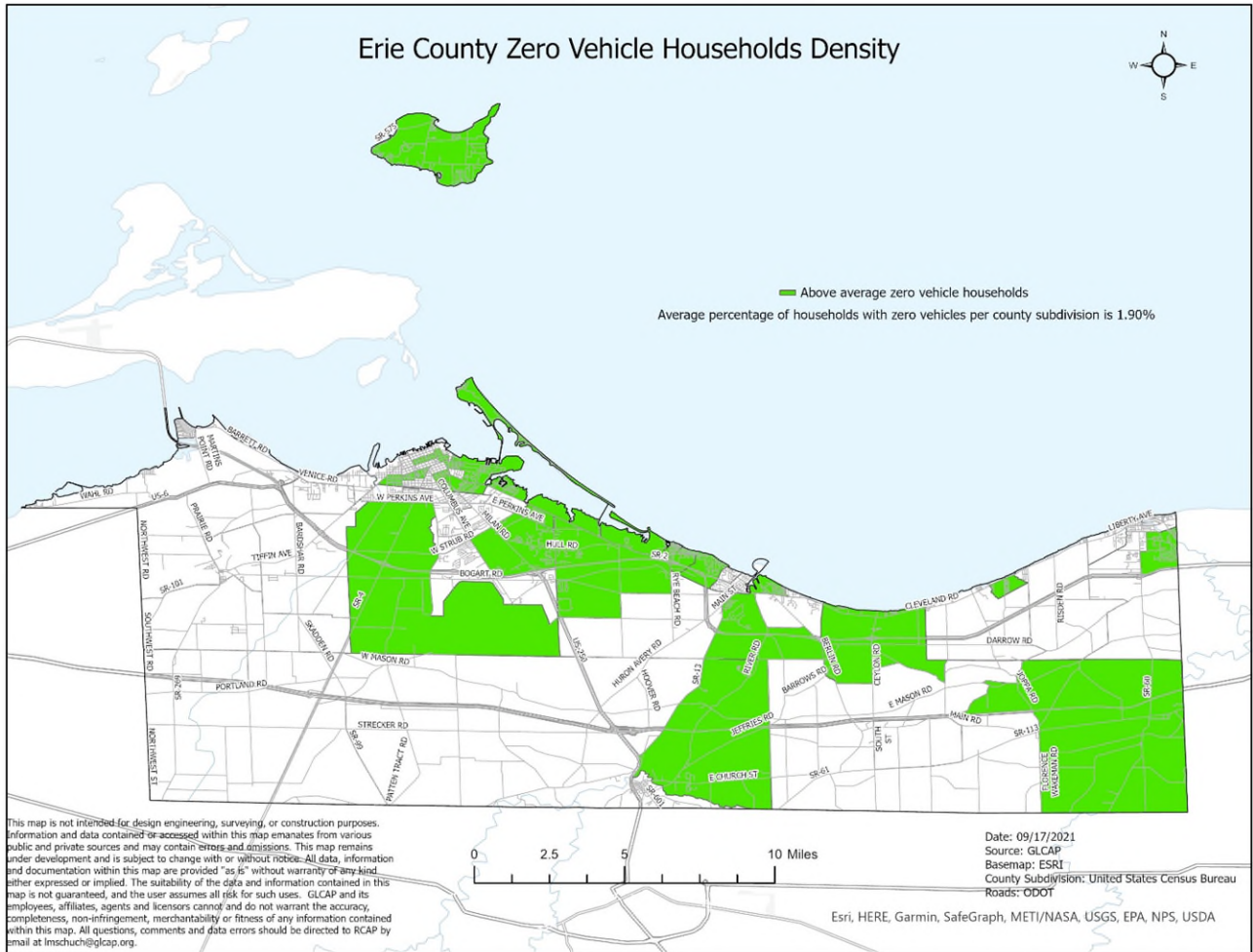
The following exhibit illustrates the areas where the number of older adults (age 65 and older) is at or above for the MPO planning area average. The Erie County average for those 65 or older is 22%.

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 the Erie County's average. The absence of a vehicle in the household is often an indication of the need for transportation services. The average percentage of households with zero vehicles per county subdivision is 1.90%

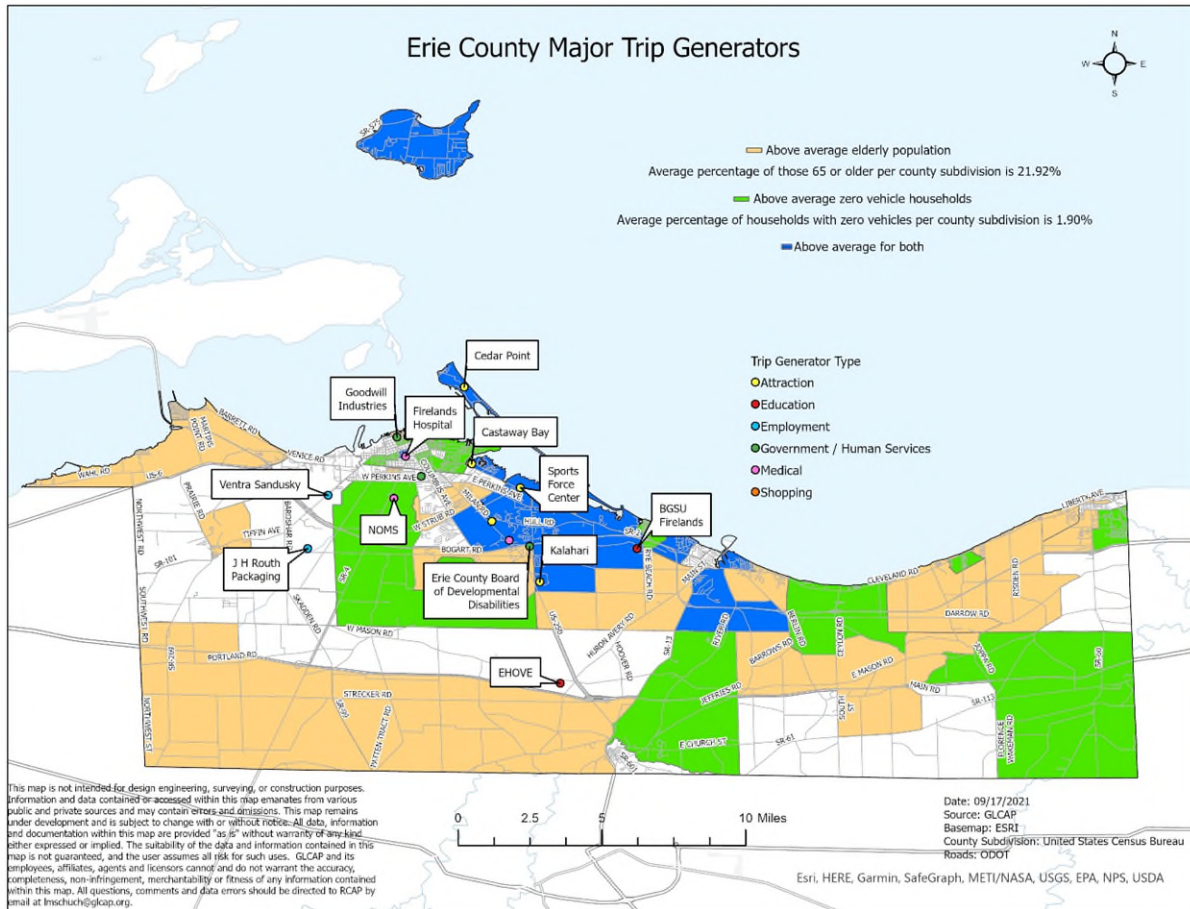
Exhibit 2: Map of Density of Zero Vehicle Households



The concentrations of zero vehicle households are observed in the City of Sandusky, Perkins Township, and along the Route 6 corridor between Huron and the City of Sandusky. There are also concentrations between Milan and Huron along Route 13, in the City of Vermilion, and in the rural areas between Birmingham, Florence, and Wakeman.

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.

Exhibit 3: Map of Major Trip Generators



During the summer and fall months, major trip generators for the area include various tourist destinations, including Cedar Point off the Cedar Point Peninsula and waterpark resorts along US Route 250. Sandusky Transit System operating fixed routes according to seasonal deviations to effectively match the demand. Elderly, disabled, and low-income individuals residing outside of the fixed-route service area have limited resources available to get to trip generators.

Analysis of Demographic Data

More than one-third of Erie County's population lives in the fixed route and paratransit service area. There are ample transportation options to get around within the City of Sandusky and Perkins Township where major trip generators are clustered.

The groups that have the least mobility options are those who do not have access to a vehicle and are not considered elderly or disabled. For this group, employment options may be limited due to transportation. This is especially true for people who do not have access to a vehicle and are located outside the urban areas where most employers are located.

There is a prominent overlap of households that do not have access to a vehicle and who are elderly around the City of Huron and Berlin Township. This overlap is apparent again in more isolated areas of the planning area such as along the Route 6 corridor between the City of Sandusky and Huron. The City of Sandusky has made service improvements and partnerships to expand fixed route service along this area.

Assisted living facilities, medical facilities, parks, government buildings and schools are located near or outside all the urban areas and are focused within the major cities (Sandusky, Huron and Vermilion).

General Public and Stakeholder Meetings/Focus Groups

Great Lakes Community Action Partnership hosted and facilitated six local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. Seventy-two people participated in the meetings. Of those, sixty self-identified as older adults and twenty-two 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, the Great Lakes Community Action Partnership presented highlights of historical coordinated transportation in Erie 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 fifteen mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meetings. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at

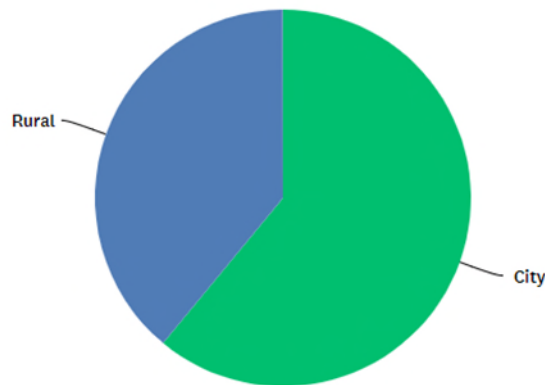
the end of this section provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

Surveys

The following survey summary includes the information gained from the following surveys that were performed. There were one hundred and fifteen survey responses received from the general public: 11% of individuals with disabilities completed the survey; 52% of older adults completed the survey.

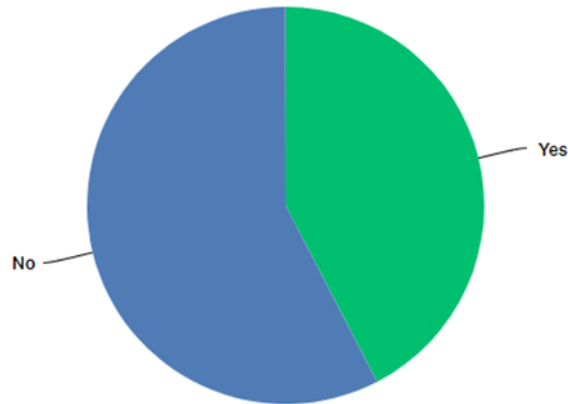
The entire survey period occurred during Covid-19 restrictions, which impacted survey collection. Historically, group events and settings have yielded the most effective turnouts of survey responses, but such events were not scheduled throughout the survey period. The following sections provides a detail of answers to survey questions.

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



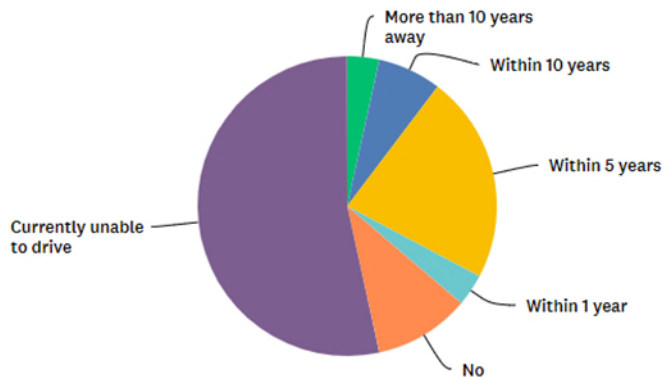
Summary: 61.02% of respondents reported that they live in a city area and 38.98% report they live in rural area. This question helped determine how individuals living in different parts of the county viewed their transportation options and alternatives.

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



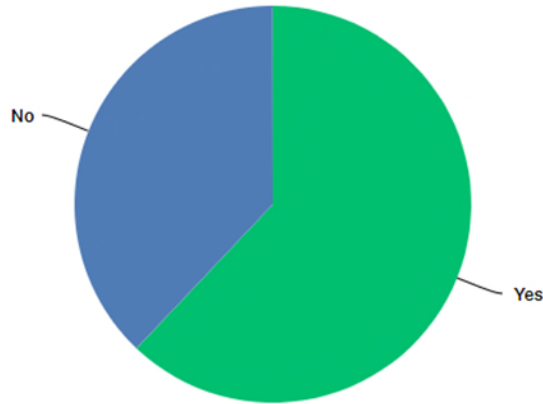
Summary: 42.37% of respondents report they can drive themselves to where they need to go and 57.63% report they cannot. Those living outside of the City are more likely to rely on personal vehicles for transportation.

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



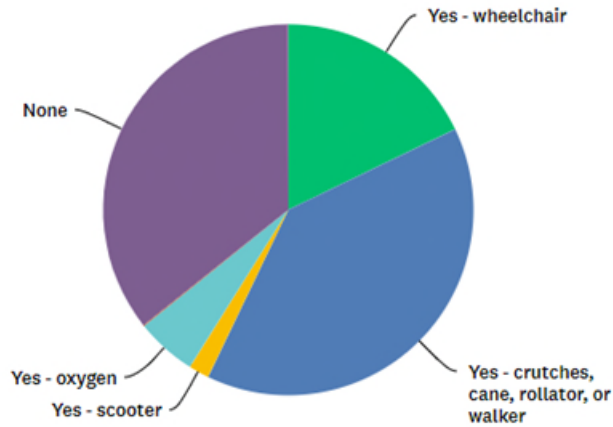
Summary: 3.45% of respondents anticipate it will be more than 10 years away until they cannot drive. 6.90% of respondents anticipate it will be within 10 years until they can't drive. 22.41% anticipate it will be within 5 years until they can't drive. 3.45% of respondents anticipate it will be within 1 year until they can't drive. 10.34% of respondents do not anticipate they won't be able to drive and 53.45% report they are currently unable to drive.

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



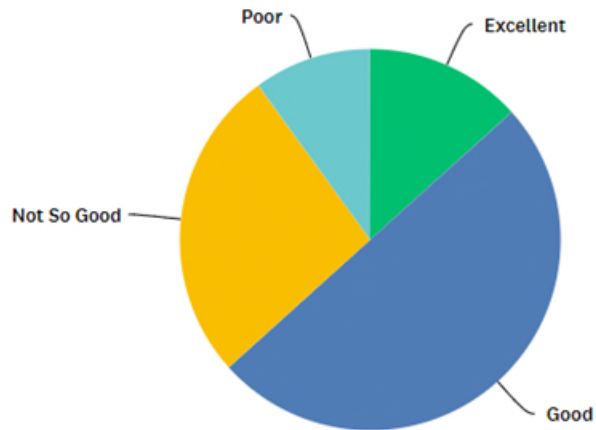
Summary: 62.07% of respondents report they have a disability that affect their travel and 37.93% of respondents report they do not have a disability.

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



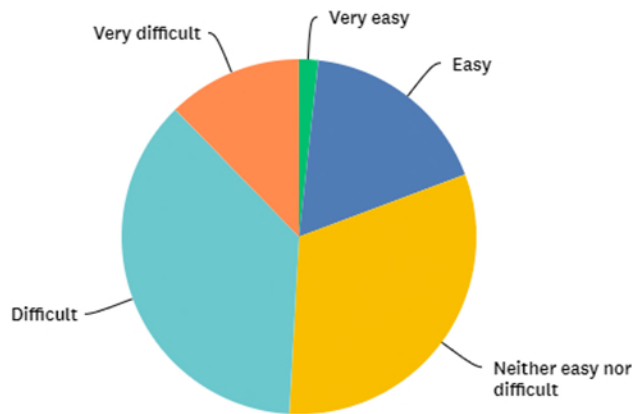
Summary: 17.86% of respondents with a disability report they use a wheelchair, 39.29% report they used crutches, cane, rollator or a walker, 1.79% report they use a scooter, 5.36% of respondents report they use oxygen and 35.71% of respondents report they do not have a disability.

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



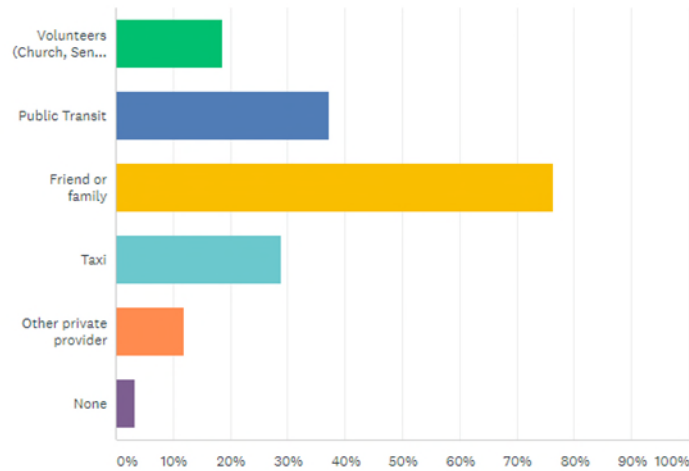
Summary: 13.33% of respondents report they have excellent travel options, 50% report they have good travel options, 26.67% of respondents report travel options are not so good and 10% report their travel options are poor.

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



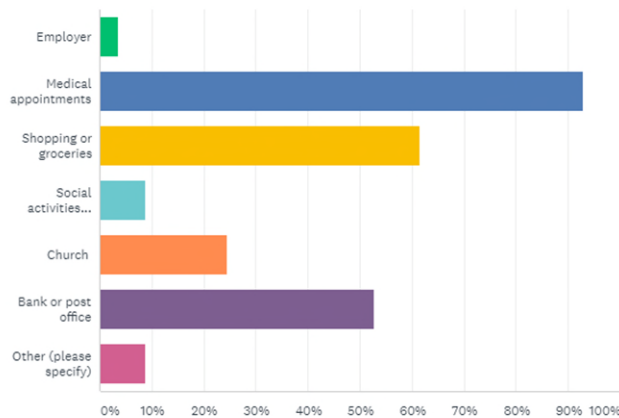
Summary: 1.75% of respondents reported it would be very easy to get where they needed to go if they stopped driving, 17.54% reported it would be easy to get where they needed to go, 31.58% of respondents report it would be neither easy nor difficult, 36.84% of respondents report it would be difficult to get to where they need to go, and 12.28% of respondents report it would be very difficult to get where they needed to go.

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



Summary: 18.64% of respondents report volunteers (through church, seniors services) would be available to them, 37.29 of respondents report public transit would be available, 76.27% of respondents report friend or family would be available to help them, 28.81% of respondents report taxis would be available for them to use, 11.86% of respondents report other private provider would be able to assist them, 3.39% of respondents reported they did not have any options.

9. Which of the following are you most commonly visited destinations?



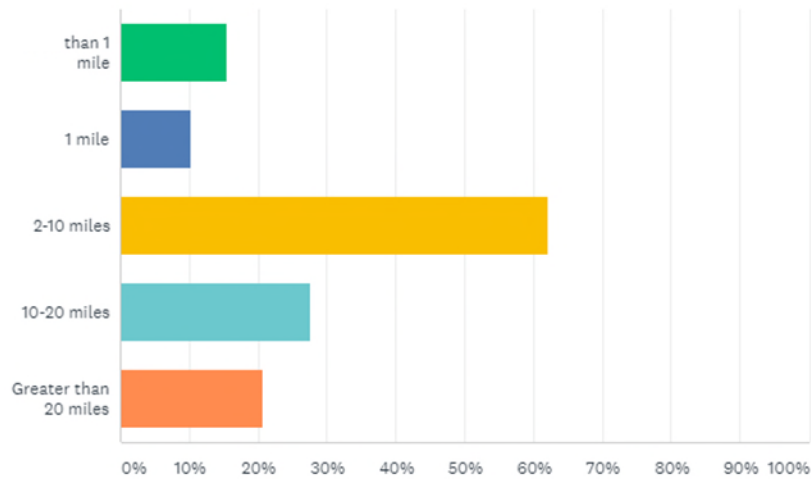
Summary: 92.98% of respondents report their most commonly visited destination is medical appointments, 61.40% respondents report shopping or grocery shopping is their most commonly visited destination, 8.77% of respondents report social activities like the senior center is their most commonly visited destination, 24.56% of respondents report church is their most commonly visited destination, 52.36% of report the bank or post office is their most visited destination and 8.77% respondents report going out to eat and going to visit family is their most commonly visited destination.

10. 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	TOTAL
Drive a vehicle	43.18% 19	18.18% 8	38.64% 17	44
Ride with family or friends	37.25% 19	54.90% 28	7.84% 4	51
Walk	9.09% 4	27.27% 12	63.64% 28	44
Ride public transportation, like a bus or train	9.09% 4	18.18% 8	72.73% 32	44
Use a taxi or cab service	4.44% 2	24.44% 11	71.11% 32	45
Ride a bicycle	0.00% 0	2.50% 1	97.50% 39	40
Ride with a volunteer	6.82% 3	25.00% 11	68.18% 30	44
Use a ridesharing service, like Uber or Lyft	0.00% 0	9.52% 4	90.48% 38	42

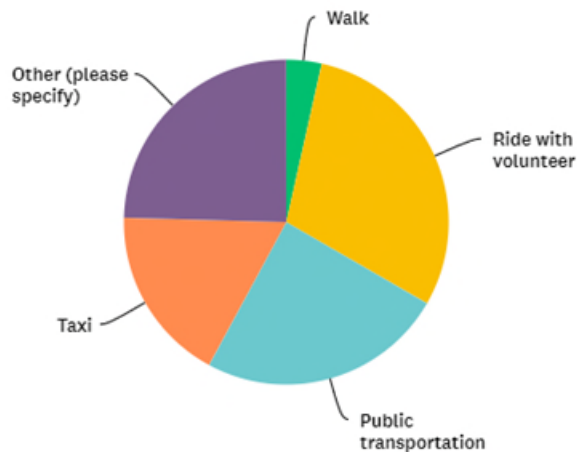
Summary: The graph above explains transportation methods respondents of Erie County take to where they need to go. The most used method of transportation to get where they need to go is riding with family or friends. Second commonly used method of transportation is using a taxi or cab service. Riding with a volunteer, walking, riding public transportation, like a bus or train and driving a vehicle is the next commonly used methods. Using ride sharing services like Uber or Lyft is the fourth commonly method use of transportation. Least commonly used transportation is riding a bicycle.

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



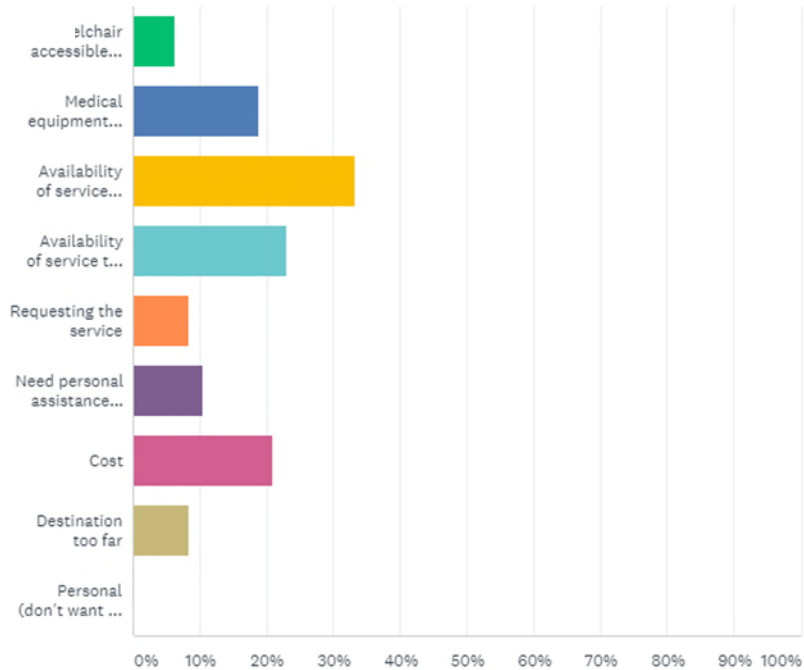
Summary: 15.52% of respondents report it's less than 1 mile to get to their destination of their commonly visited place, 10.34% of respondents report their most visited place is 1 mile away, 62.07% of respondents report their most visited place is 2-10 miles away, 27.59% of respondents report their most visited place is 10-20 miles away, and 20.69% of respondents report the place they visit the most is greater than 20 miles.

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



Summary: 3.51% of respondents report they would walk as a means for transportation, 0 report they would ride a bike, 29.82% of respondents report they ride with a volunteer, 24.56% of respondents report they use public transportation, 17.54% of respondents report they would use a taxi, and 24.56% of respondents report they would take another form of transportation.

13. What makes using a transportation service most difficult?



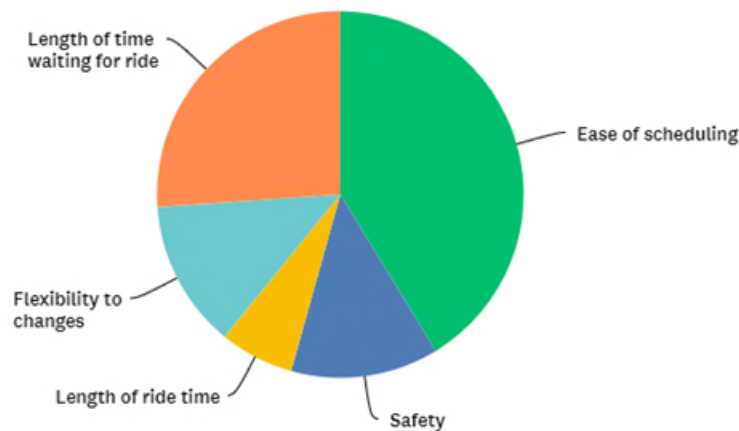
Summary: 6.25% of respondents report what makes transportation most difficult wheelchair accessible vehicles, 18.75% of respondents report medical equipment and/or mobility aids make transportation services difficult, 33.33% of respondents report availability of service where they live makes using transportation difficult, 22.92% of respondents report availability of where they need to go makes transportation difficult, 8.33% of respondents report requesting service makes transportation difficult, 10.42% of respondents report they need personal assistance beyond transportation makes using a transportation service difficult, 20.83% of respondents report the cost makes transportation difficult, and 8.33% of respondents report destination being too far makes transportation difficult.

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

ANSWER CHOICES	RESPONSES	
Family, friends, or colleagues	65.52%	38
Computer search	3.45%	2
Telephone book	17.24%	10
Someone living in your community	10.34%	6
Transportation provider agency	18.97%	11
Organization that offers services for older adults	25.86%	15
Senior Center	34.48%	20
Area Office on Aging	10.34%	6
Someone at your place of worship	5.17%	3
Organization that offers services for disabled	8.62%	5
Aging and Disability Resource Center	3.45%	2
Library	1.72%	1
Center for Independent Living	1.72%	1
A community center	3.45%	2
Mobility Manager or Mobility Management Program	0.00%	0
Total Respondents: 58		

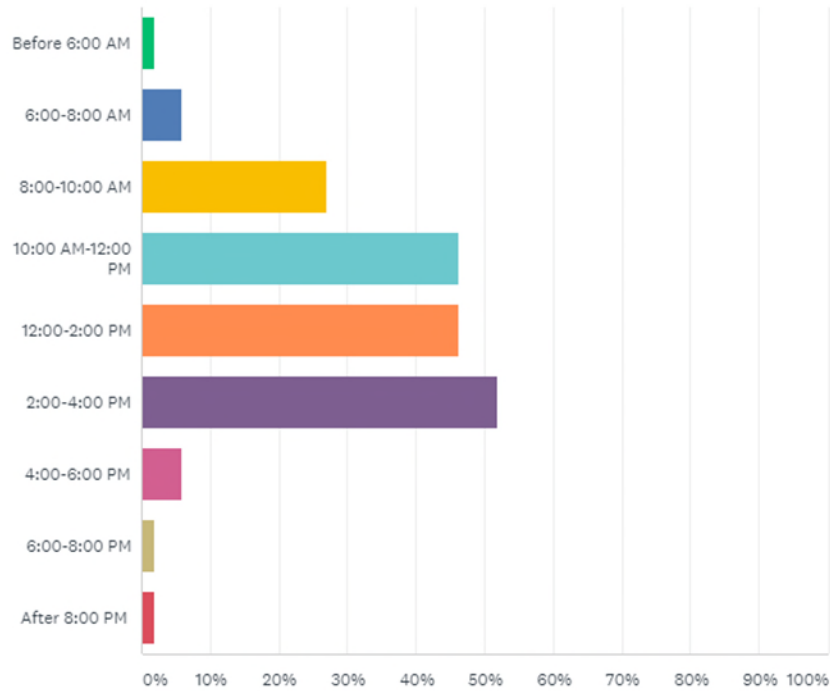
Summary: The above graph shows if the community needed information regarding transportation they would resort to listed above resources within the community.

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



Summary: The above graph shows what is most important when using a transportation service. 41.3% of respondents report ease of scheduling is important, 13.04% of respondents report safety is important, 6.52% of respondents report length of ride time is important when using a public transportation, 13.04% report flexibility to changes is important, and 26.09% report the length of wait time for a ride is important.

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

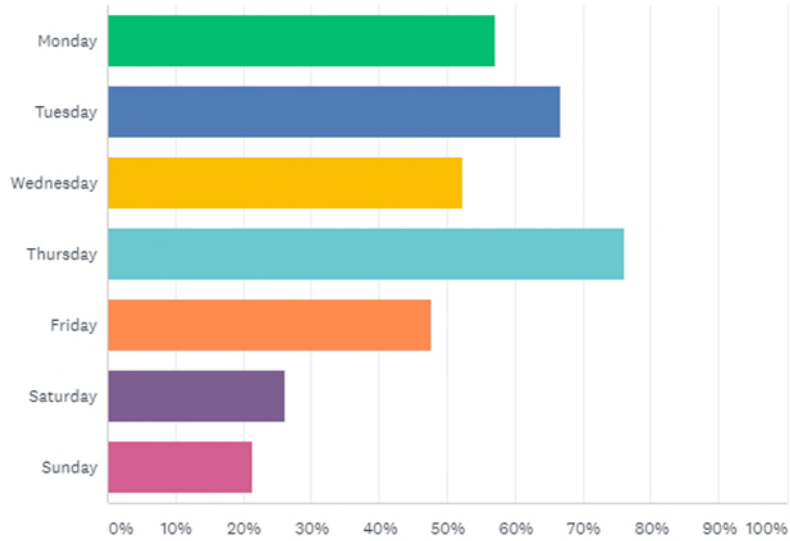


Summary Data:

ANSWER CHOICES	RESPONSES
Before 6:00 AM	1.92% 1
6:00-8:00 AM	5.77% 3
8:00-10:00 AM	26.92% 14
10:00 AM-12:00 PM	46.15% 24
12:00-2:00 PM	46.15% 24
2:00-4:00 PM	51.92% 27
4:00-6:00 PM	5.77% 3
6:00-8:00 PM	1.92% 1
After 8:00 PM	1.92% 1
Total Respondents: 52	

* The above graph shows what times the community would most likely need transportation. The peak time is 2:00pm- 4:00pm.

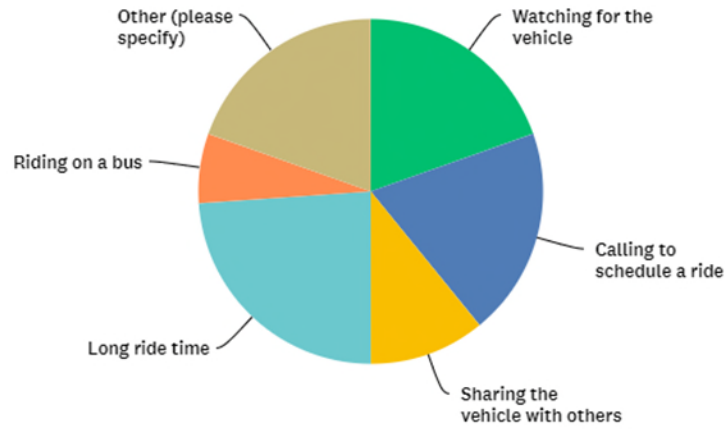
17. What days of the week are you most likely to need transportation? Check all that apply.



Summary Data:

ANSWER CHOICES	RESPONSES
Monday	57.14% 24
Tuesday	66.67% 28
Wednesday	52.38% 22
Thursday	76.19% 32
Friday	47.62% 20
Saturday	26.19% 11
Sunday	21.43% 9
Total Respondents: 42	

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



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Watching for the vehicle	19.57%
▼ Calling to schedule a ride	19.57%
▼ Sharing the vehicle with others	10.87%
▼ Long ride time	23.91%
▼ Riding on a bus	6.52%
▼ Poor weather	0.00%
▼ Other	0.00%
▼ Other (please specify) Responses	19.57%

* Respondents report in the 'other' field that no shelter or benches, have a mental illness and not able to schedule and being around crowds makes it difficult to use transportation services.

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

ANSWER CHOICES	RESPONSES	
▼ Cheaper transportation services	15.22%	7
▼ Ability to travel further (out of county)	15.22%	7
▼ More available services	19.57%	9
▼ Additional services for older adults	17.39%	8
▼ More bicycle/pedestrian friendly streets	0.00%	0
▼ Additional services for those with disabilities	8.70%	4
▼ Additional wheelchair accessible vehicles	8.70%	4
▼ Other (please specify)	Responses 15.22%	7
TOTAL		46

Summary: Respondents report they would like to see cheaper transportation services, ability to travel further out of the county, more available services, additional services for older adults, more bicycle/pedestrian friendly streets, additional services for disabilities, and additional wheelchair accessible vehicles.

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:

The grantee for the rural transit grant has changed hands several times since the start of public transit in Erie County, and currently resides with the City of Sandusky. In 2017, the City redesigned its transit service to offer a mix of fixed routes, paratransit, and county-wide demand response service. The Sandusky Transit System (STS) has expanded fixed routes and increased frequency of their fixed routes, which disproportionately consumes more operating funds than demand response for rural areas of Erie County. There is less available service for rural residents of Erie County compared to residents of the City of Sandusky. Stakeholders acknowledge that so long as the City of Sandusky is the rural transit grant grantee, the City's primary responsibility is to the residents of the City of Sandusky, which benefit most from the fixed route service.

Stakeholders and social service agencies serving rural residents of Erie County acknowledge the difference in levels of available service; however, there is a lack of transportation providers available as alternatives to STS. Some providers, such as the Board of Developmental Disabilities, provide transportation to rural residents when STS does not have capacity. Erie County also has a robust offering of taxi services that provide countywide on-demand and advanced reservation services.

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 5: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Limited local funding streams	Survey, focus groups, interviews, committee mtgs.
2	Inadequate access to public transit in rural areas	Survey, focus groups, interviews, committee mtgs.
3	Limited vehicle options for fixed routes	Survey, focus groups, interviews, committee mtgs.
4	Taxi service is preferred but expensive	Survey, focus groups, interviews, committee mtgs.
5	Improve bus stop and waiting environment infrastructure	Survey, focus groups, interviews, committee mtgs.
6	Negative customer experiences (Self Advocacy Group)	Survey, focus groups, interviews, committee mtgs.
7	Complexity of transit service (Self Advocacy Group)	Survey, focus groups, interviews, committee mtgs.
8	Out-of-county transportation (to include for medical reasons)	Survey, focus groups, interviews, committee mtgs.
9	Regulatory barriers (Flat Rock Homes)	Survey, focus groups, interviews, committee mtgs.
10	Expectation is for on-demand services	Survey, focus groups, interviews, committee mtgs.

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

Strategies for improving transportation for the Erie 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, 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: Develop a strategic plan/vision for public transportation in Erie County

Need(s) Being Addressed:

- Limited local funding streams
- Inadequate access to public transit in rural areas
- Limited vehicle options for fixed routes
- Taxi are preferred but expensive
- Improve bus stop and waiting environment infrastructure
- Negative customer experiences (Self Advocacy Group)
- Complexity of transit service (Self Advocacy Group)
- Out-of-county transportation (to include for medical reasons)
- Regulatory barriers (Flat Rock Homes)
- Expectation is for on-demand service

Strategy 1.1:

Draft strategic plan/vision for the Sandusky Transit System and explore designated grantee changes

Strategy 1.2:

Explore inter-county relationships for demand response services that addresses target demographic transportation access and late night and weekend transportation

Strategy 1.3:

Work toward sustainable funding models to maximize transportation funding for Erie County residents through de-conflicted contract transportation

Strategy 1.4:

Incorporate transit planning into infrastructure planning and projects (i.e. shelters, curb design, etc)

Strategy 1.5:

Leverage additional funding opportunities to expand service to specialized populations and fill in geographic and demographic service gaps.

Strategy 1.6:

Explore and assess feasibility of levy to support transit for capital and operating local match shortfall

Timeline for Implementation: Long-term

Action Steps:

- Secure funding and draft requirements for consulting agreement to assist in plan development
- Identify local stakeholders and interested parties to provide input/feedback
- Explore feasibility of county or regional transit board/authority
- Increase stakeholder group to maximize access to 5310 eligible participants and collaboration partners

Parties Responsible for Leading Implementation:

- City of Sandusky
- Area Social Service Agencies and organizations

Parties Responsible for Supporting Implementation:

- ODOT Office of Transit
- Erie County Commissioners
- GLCAP – Mobility Management

Resources Needed:

- Staff time
- Capital funding
- Consulting for long term plan creation
- ODOT technical assistance
- Potential building/office space

Potential Cost Range: \$30,000 - \$50,000

Potential Funding Sources: Local municipalities, ODOT, FTA, Private foundations

Performance Measures/Targets:

1. Measure: Number of county level coordination meetings
 - a. Target: Minimum of four meetings annually
2. Measure: Obtain county-level support for long term plan
 - a. Target: Letter of support from key stakeholders
 - b. Target: Obtain one new sustainable funding source (levy if applicable)
3. Measure: Develop operational plan for reorganization of transit service
 - a. Target: Identify new designated grantee design (if applicable)
 - b. Target: Obtain technical assistance to reorganize transit agency (if applicable)
 - c. Target: Begin services under new service design

Goal #2: Expand access to transit in rural areas

Need(s) Being Addressed:

- Limited local funding streams
- Inadequate access to public transit in rural areas
- Limited vehicle options for fixed routes
- Taxi services are preferred but expensive
- Improve bus stop and waiting environment infrastructure
- Negative customer experiences (Self Advocacy Group)
- Complexity of transit service (Self Advocacy Group)
- Out-of-county transportation (to include for medical reasons)
- Expectation is for on-demand service

Strategy 2.1:

Explore partnerships with neighboring agencies to include Huron County and Ottawa County

Strategy 2.2:

Develop alternatives for transportation outside of the fixed route service area (other providers/services)

Strategy 2.3:

Assess feasibility of MOUs with in-county and out-of-county agencies and providers to allocate trip costs in rural areas

Strategy 2.4:

Explore ride share and carpool programs with employers and promote recruitment through mobility as a concept

Strategy 2.5:

Review 5310 projects as a stakeholder group and determine project support locally

Strategy 2.6:

Form sub-committee to address rural areas' access to transportation for medical appointments and other trip purposes

Strategy 2.7:

Continue to support 5310 projects that increase access to transportation that cannot be met by 5311

Timeline for Implementation: Long-term

Action Steps:

- Continue to pursue funding for transit shelters and waiting environment improvements
- Incorporate public transit and bike infrastructure in safe routes to school planning
- Encourage best practices in customer service
- Refer passengers to travel training to develop confidence using available resources
- Promote and advocate for walkable street and city designs and improvements
- Incorporate travel training referrals to reduce perceptions of service complexity

Parties Responsible for Leading Implementation:

- City of Sandusky
- Area Social Service Agencies and organizations
- Family Health Services
- Perkins Township

Parties Responsible for Supporting Implementation:

- ODOT Office of Transit
- Erie County Commissioners
- GLCAP – Mobility Management
- City contract service providers

Resources Needed:

- Staff time
- Operating and maintenance funds
- Partnership buy-in and support

Potential Cost Range: \$75,000 – \$152,000

Potential Funding Sources: Local municipalities, ODOT, FTA, Social service agency contracts

Performance Measures/Targets:

Measure: Access to healthcare for Erie County residents in rural areas

- Target: Form healthcare sub-group to meet at least once per year
- Target: Expand current FHS offerings to more than one day per week

Measure: Increase coordination of services

- Target: Present shared ride and carpool alternatives to at least 3 major area employers
- Target: Formalize transportation coordination with at least one new MOU annually

Measure: Number of ECBDD and SOS rural trip denials (no provider)

- Target: Find provider or negotiate trip request for all trips
- Target: Reduce denials and refusals by 75%

Goal #3: Improve experiences of Erie County residents using transit and mobility services

Need(s) Being Addressed:

- Limited local funding streams
- Inadequate access to public transit in rural areas
- Limited vehicle options for fixed routes
- Taxi services are preferred but expensive
- Improve bus stop and waiting environment infrastructure
- Negative customer experiences (Self Advocacy Group)
- Complexity of transit service (Self Advocacy Group)
- Out-of-county transportation (to include for medical reasons)
- Regulatory barriers (Flat Rock Homes)
- Expectation is for on-demand service

Strategy 3.1:

Increase awareness of alternative transportation services that best fits the passenger need

Strategy 3.2:

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

Strategy 3.3:

Offer simplified or condensed brochure, rider guide, and getting around guide for passengers

Strategy 3.4:

Offer and implement travel training services for individuals with difficulty or hesitancy using available transit services.

Strategy 3.5:

Use available technology to provide convenience/transparency to customer experience

Timeline for Implementation: Duration of the plan implementation

Action Steps:

- Continue to pursue funding for transit shelters and waiting environment improvements
- Incorporate public transit and bike infrastructure in safe routes to school planning
- Encourage best practices in customer service
- Refer passengers to travel training to develop confidence using available resources
- Promote and advocate for walkable street and city designs and improvements
- Incorporate travel training referrals to reduce perceptions of service complexity

Parties Responsible for Leading Implementation:

- City of Sandusky
- Area Social Service Agencies and organizations
- GLCAP – Mobility Management

Parties Responsible for Supporting Implementation:

- ODOT Office of Transit
- Erie County Commissioners
- City contract service providers

Resources Needed:

- Tacking system and coordination for providers
- Staff time

Potential Cost Range: \$6,000 - \$10,000

Potential Funding Sources: ODOT, FTA, Social service agency contracts

Performance Measures/Targets:

Measure: Use travel training for individuals with mobility challenges for

- Target: Make at least 12 travel training referrals

Measure: Increase walkability and feasibility of bicycle transportation

- Target: Install bicycle racks and/or related infrastructure to compliment fixed route service for first mile/least mile

Measure: Increase awareness of providers in Erie County

- Target: Distribute 300 getting around guides
- Target: Update providers in GOhio Commute

Goal #4: Improve fixed route infrastructure and increase fixed route ridership

Need(s) Being Addressed:

- Limited local funding streams
- Limited vehicle options for fixed routes
- Taxi services are preferred but expensive
- Improve bus stop and waiting environment infrastructure
- Negative customer experiences (Self Advocacy Group)
- Complexity of transit service (Self Advocacy Group)

Strategy 4.1:

Assess opportunities for funding to purchase larger capacity vehicles fitting for fixed route service

Strategy 4.2:

Improve fixed route bus stop waiting environments with items to include shelters, way finding, public art, and bike securements

Strategy 4.3:

Promote paratransit service to those eligible and incorporate travel training when necessary

Strategy 4.4:

Continue to update Google GTFS data to enable residents and visitors to trip plan in Sandusky using Google Maps

Strategy 4.5:

Monitor for the need/benefit of increasing route frequency on routes with increased ridership

Timeline for Implementation: Duration of the plan implementation

Action Steps:

- Monitor National Center for Mobility Management community design challenge opportunities
- Assess feasibility of regular CDGB funding for transit waiting environment improvements
- Proactively offer para transit services and information to those eligible
- Seek additional funding opportunities with ODOT community partners, and other agencies for larger fixed route vehicles
- Promote Qualified Transportation Fringe Benefit to employers within the fixed route service area

Parties Responsible for Leading Implementation:

- City of Sandusky
- Area Social Service Agencies and organizations

Parties Responsible for Supporting Implementation:

- ODOT Office of Transit
- Erie County Commissioners
- GLCAP – Mobility Management
- City contract service providers

Resources Needed:

- Tacking system and coordination for providers
- Staff time

Potential Cost Range: \$85,000 - \$220,000

Potential Funding Sources: ODOT, FTA, Social service agency contracts

Performance Measures/Targets:

Measure: Promote paratransit for qualified individuals

- Target: Conduct campaign to increase awareness of paratransit
- Target: Increase paratransit ridership by 10% annually

Measure: Transit waiting environment improvements

- Target: Develop priority listing for bus stops and transfer points
- Target: Incorporate funding sources for bus stop infrastructure in long term plan

Measure: Larger capacity vehicles for fixed route service

- Target: Identify funding source for appropriate fixed-route service
- Target: Purchase & incorporate one high-capacity vehicle for fixed-route

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 14, 2021. A public hearing was held October 28, 2021, with the plan provided and open for public comment. At the time of submission, this plan is pending a County Commissioner endorsement or adoption.

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
DeMar Moore, Jim Roth, Laura LaGodney	Ability Works Inc.
Crystal Bunts	Alliance Abroad
Henrietta Whelan	Bayshore Counseling
John Schwartz	Christy Lane Industries Inc. (CLI)
Tom Horsman	City of Sandusky
Jennifer Atwell	Community Action of Erie, Huron & Richland Counties, Inc.
Diane Corso, Jennifer Yingling	Erie County Board of Developmental Disabilities
Craig Ward	Erie County Health Department
Brian Bixler	Erie County Department of Job and Family Services
Robert Fitzgerald	Erie Metro Housing Authority & Sandusky Metro Housing Authority
Tim King	Erie County Regional Planning Commission
Alexis Wobster	Family Health Services
Karen Kilgo, Margaret Larkin-Downing	Flat Rock Homes, Inc.
Libby Boros	Goodwill Industries of Erie, Huron, Ottawa, & Sandusky Counties
Tad Peck, Tammy Strieter	Lucy Idol Center
Laurie Cleaver	OCTA
Gary Boyle	Perkins Township
Tom Horsman	Sandusky Transit System (STS)
Anthony Poole, Sue Daugherty	Serving Our Seniors
Mary Engelhardt	The Meadows at Osborn Park
Jim Forthofer	Vermillion
Sue Reamsnyder	Volunteers of America

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.