

FAIRFIELD COUNTY COORDINATED PUBLIC TRANSIT- HUMAN SERVICES TRANSPORTATION PLAN

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LANCASTER-FAIRFIELD PUBLIC TRANSIT

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Executive Summary

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

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

1. Identify all community resources including
 - Big Brothers Big Sisters
 - Canal Winchester Human Services
 - City of Pickerington
 - Family Adult and Children First Council
 - Fairfield Center for Disabilities and Cerebral Palsy
 - Fairfield County 211
 - Fairfield County Board of DD
 - Fairfield County Commissioners
 - Fairfield County Job and Family Services
 - Fairfield County Veteran Service Commission
 - FMC
 - Fun Bus
 - Lancaster City Schools
 - Lancaster-Fairfield Public Transit
 - Meals on Wheels Older Adult Alternatives of Fairfield County
 - Mid- Ohio Psychological Services
 - New Horizons
 - Ohio Department of Transportation, Office of Transit
 - Salvation Army- Samaritan Center
 - Southeastern Ohio Center for Independent living
 - United Way of Fairfield County

2. Identify and Prioritize community transportation needs
 - Transportation for the general public in the Pickerington area
 - Transportation to second shift and weekend employment
 - Out-of-County trips adjoin counties
 - Family discounts for trips to daycare
 - Travel training for individuals who are vision impaired
 - Better on-time performance

Adequate funding
Information and Marketing
Improve the image of coordination
A single number to call
Sharing schedules
Transferable software program

3. Establish a clear plan for achieving shared goals

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

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

Spatial gaps:

- No affordable intercity service (to Columbus);
- No sharing of schedules; and,
- Limited sharing information

Temporal gaps:

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

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

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

Local human services agencies and transportation providers consider vehicle availability and unique individual service needs to be challenges to the successful coordination of transportation services.

4. Fundamental to the Coordinated Transportation Plan process is the active and meaningful involvement of stakeholders. For projects selected for funding under the Section 5310 program, participation in planning activities must include participation and/or representation of the following, at minimum:
- Seniors;
 - Individuals with disabilities;
 - People with low incomes;
 - Public, private and non-profit transportation providers;
 - Human services providers, and;
 - The general public.

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

- Surveys
- Direct Mail
- Emails
- Focus Groups
- Stakeholder Meetings
- Public Hearings

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

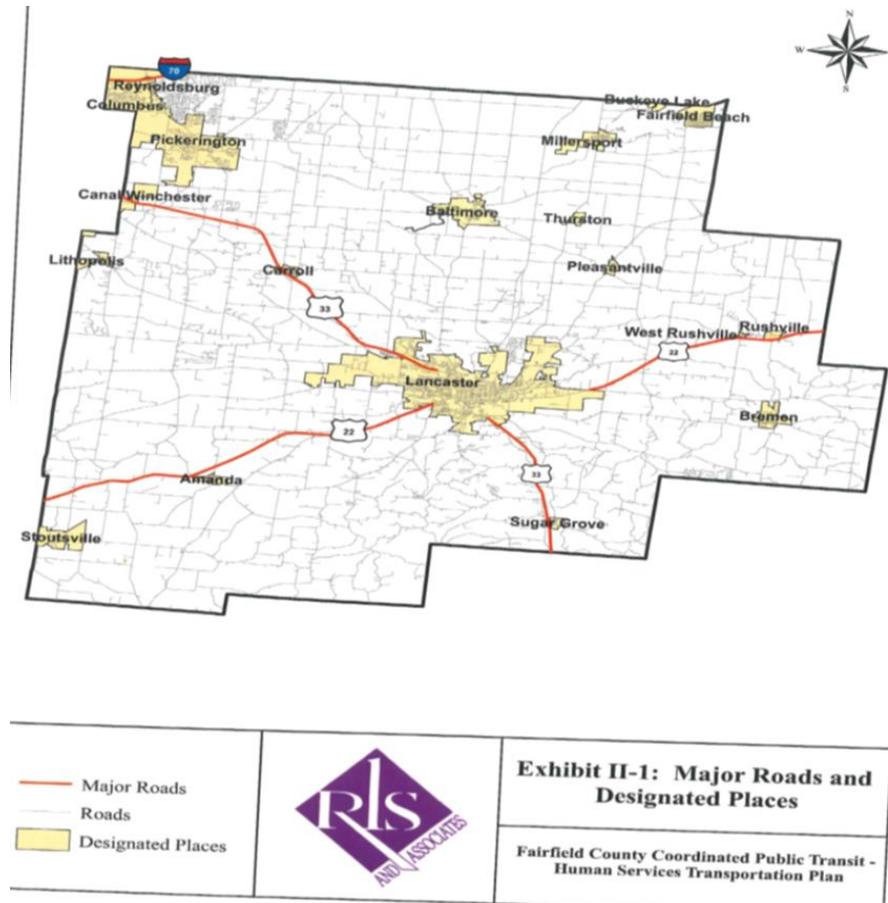
I. Geographic Area

I.1 Inventory and analysis of existing conditions

Fairfield County is located geographically in the central portion of Ohio and is bordered by Licking County to the north; Perry County to the east; Hocking County to the south; Pickaway County to the southwest; Franklin County to the northwest. The county name is a reference to the Fairfield area of the original Lancaster in England. The county seat is Lancaster. Attractions in Fairfield County include the most covered bridges in Ohio, canals, historic villages and parks, and wildlife areas.

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

Exhibit I.1 Basic map of the geographic area covered by the plan



POPULATION

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

Exhibit I.2: Fairfield County Cites and Township, 2010

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

Source: Fairfield Co. Census 2010

Population Density

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

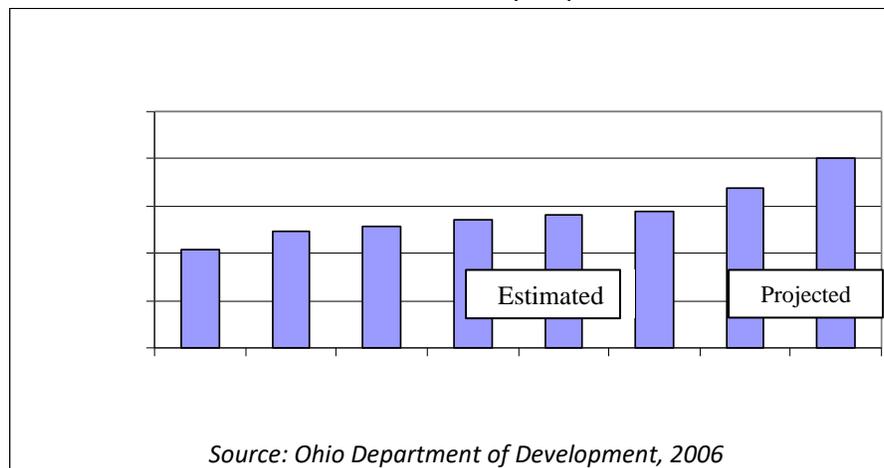
II. Population Demographics

Population Growth

Between 2000 and 2010, the county's population increased 9.9 percent (see Exhibit II.1). According to the Ohio Department of Development, it is projected that there will be a 43 percent population increase between 2006 and 2030. The City of Lancaster is the second fastest growing medium-to-large city in Ohio's 88 counties.

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

Exhibit II.1: Fairfield County Population Trends



Age Distribution

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

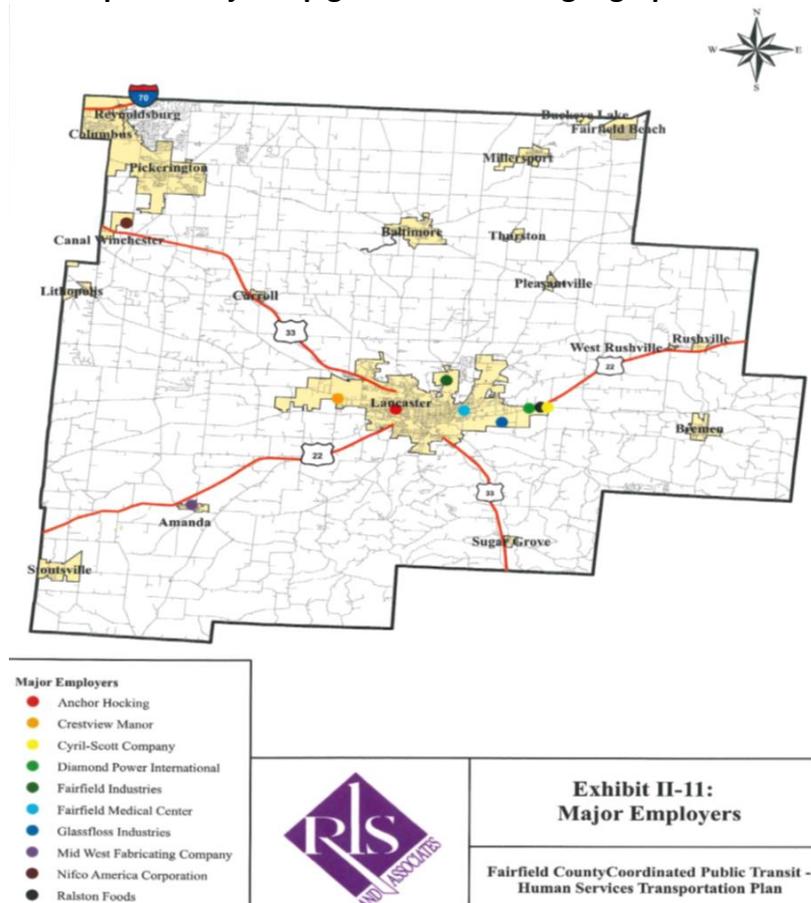
Individuals with Disabilities

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

Major Employers

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

Map II.2: Major trip generators in the geographic area



Transportation to Work

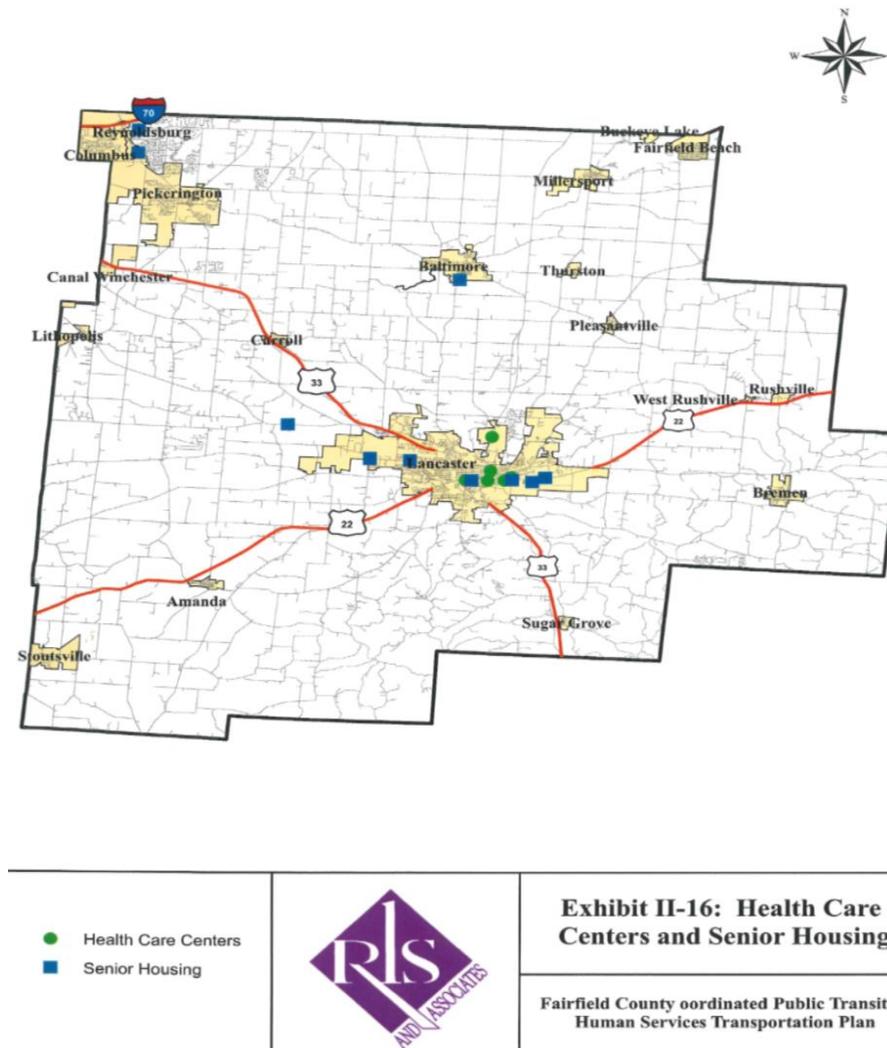
Most residents traveled between 15 and 29 minutes from home to work, with the second largest group traveling less than 15 minutes to get to work.

MAJOR TRIP GENERATORS

The term “trip generator” is used to describe locations where concentrations of people are likely to live (nursing homes, medical facilities, etc.) or where people are likely to travel to meet their shopping, childcare, and healthcare needs. See Exhibit II-16.

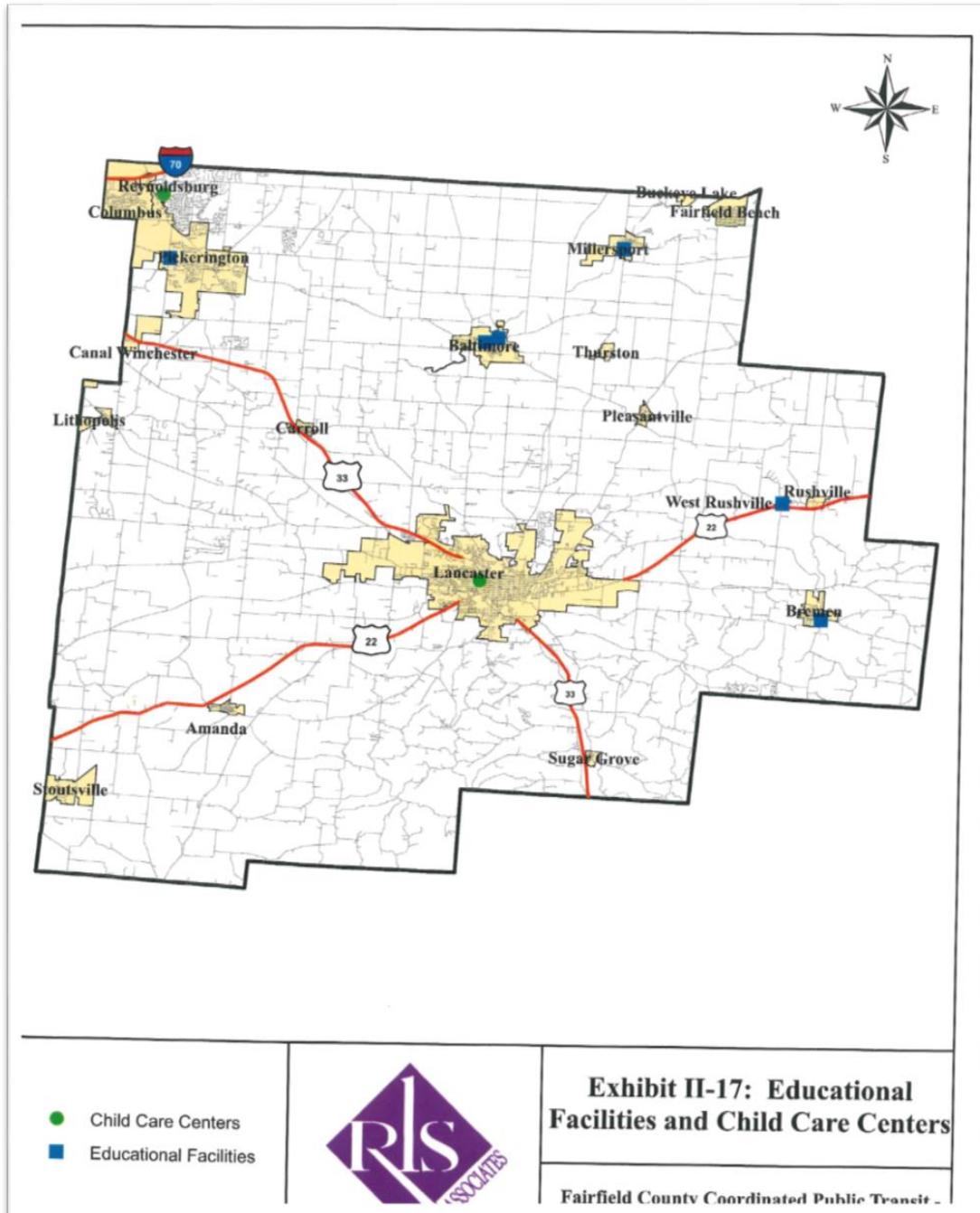
Health Care and Senior Housing

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



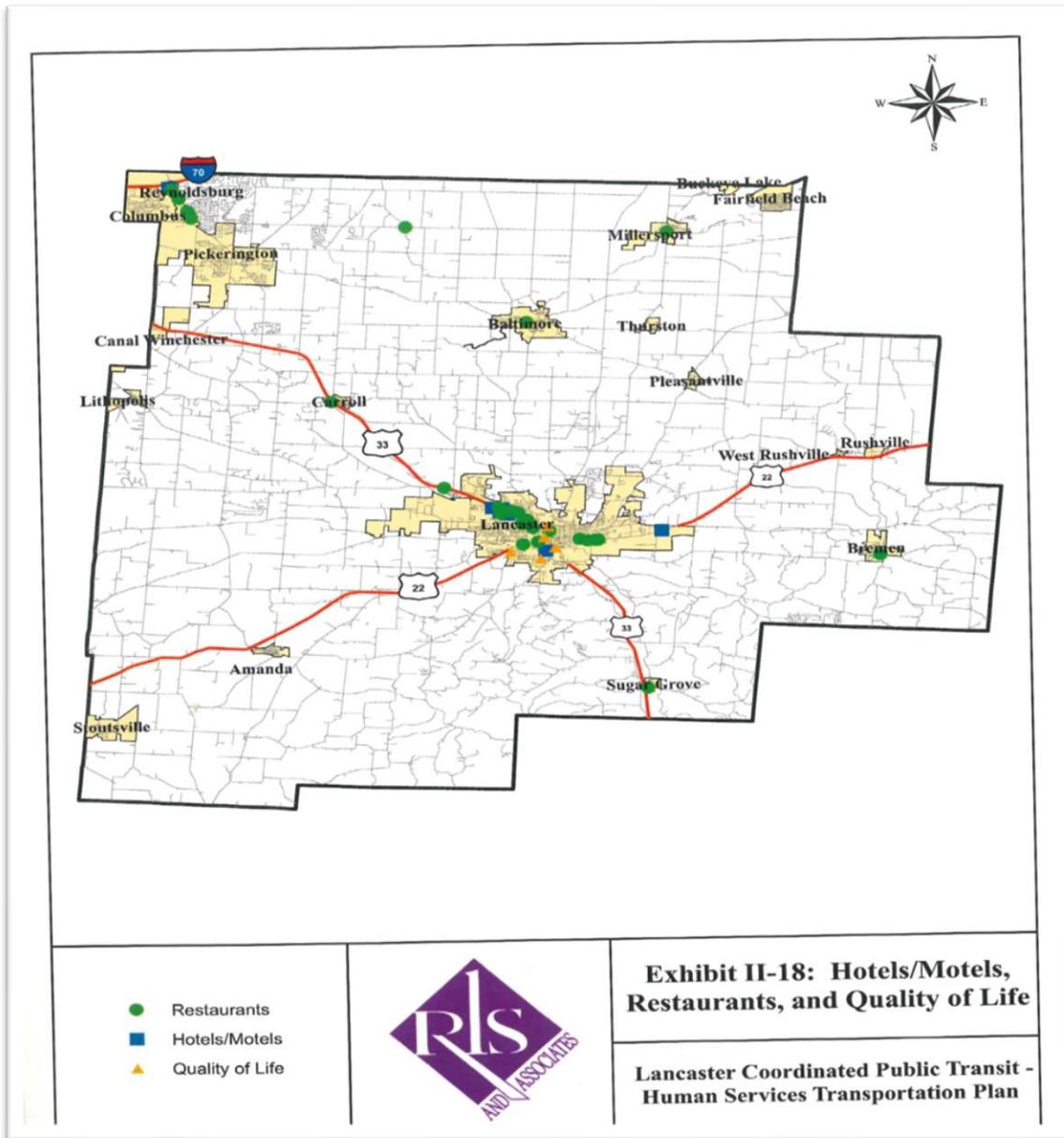
Educational Institutions and Child Care Facilities

Areas where educational facilities are located are Pickerington, Baltimore, Millersport, near Rushville, and in Bremen. Another group of common destinations for potential and current transit riders is childcare centers. The childcare facilities are located in Lancaster and Reynoldsburg.



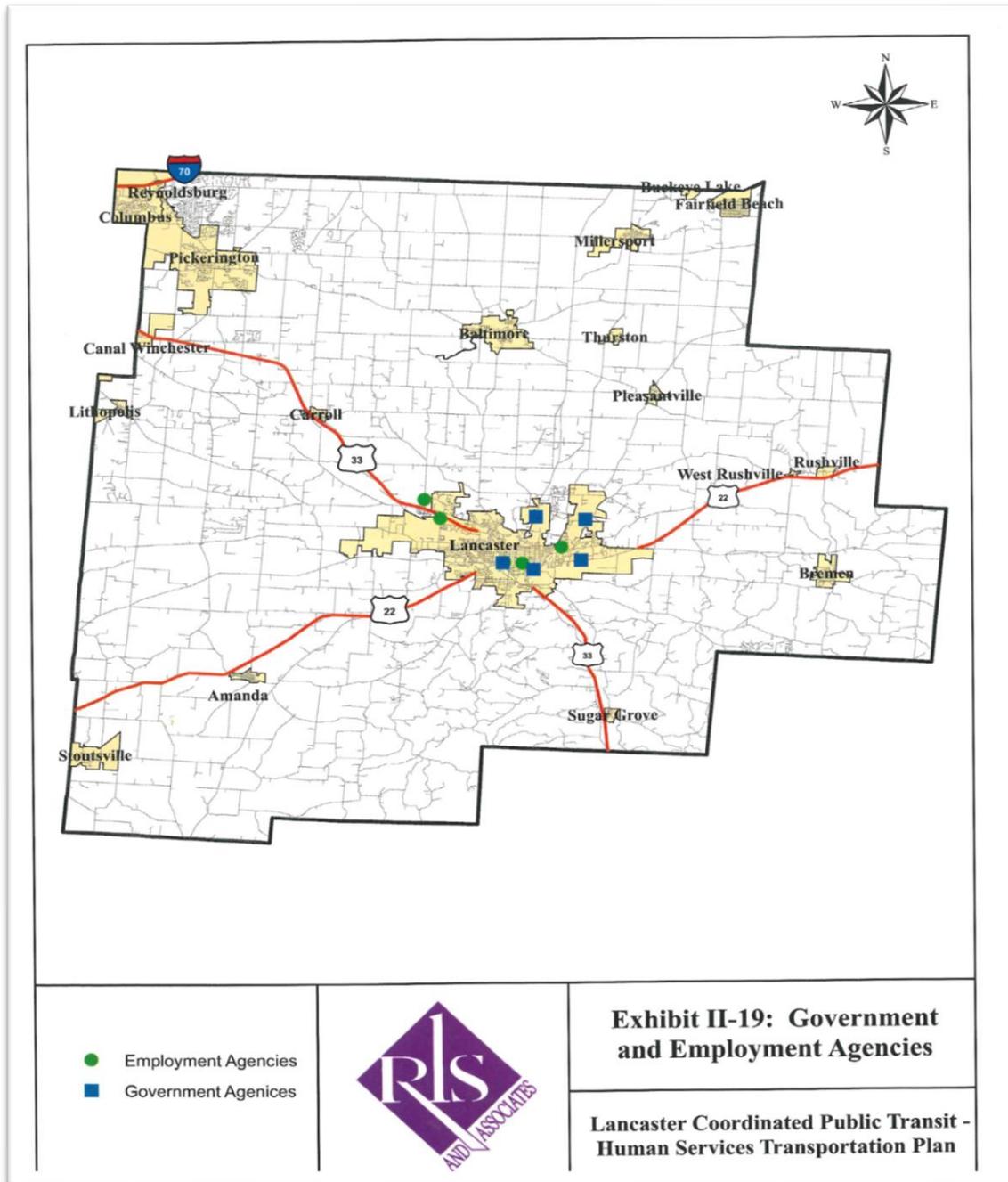
Hotel/Motels, Restaurants, and Quality of Life

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



Government Agencies and Employment Agencies

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



Summary

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

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

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

The highest concentration of trip generators was found in and near Lancaster. Scattered facilities were in the surrounding areas of Reynoldsburg, Columbus, Baltimore, Millersport, Sugar Grove, and Bremen.

III. Assessment of Available Services

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

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

Interviews were conducted with each of the identified stakeholders.

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

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

Inventory of Transportation Providers

1. Canal Winchester Human Services
2. Carealot
3. Creative Coach – Fun Bus
4. Fairfield Center for disAbilities and Cerebral Palsy, Inc.
5. Fairfield County Board of Developmental Disabilities (FCBDD)
6. Fairfield County JFS
7. Lancaster City Schools
8. Lancaster-Fairfield Public Transit (LFPT)
9. Meals on Wheels –Older Adult Alternatives of Fairfield County
10. Robert K. Fox, Family YMCA
11. Salvation Army
12. Veterans Service Commission of Fairfield County

Existing Transportation Services

The following information is based on tabulations from survey and interview results. A total of [12] organizations provided information about their services.

List of Transportation Service Providers:

1. Agency Name: Canal Winchester Human Services (CWHS)

- Transportation Service Type: Daily transportation for personal appointments to destinations including medical and dental offices, banking, and personal health and beauty.
- Other Services Provided: Group/ Social transportation is provided to the grocery and food pantry, congregate meals and social outings.
- Contact Information: Aletha Mullins; Aletha.cwhs@gmail.com
- Hours: Monday thru Friday, 9:00am-3:30pm as well as evenings and weekends for special events as needed and planned by CW Human Services.
- Service Area: The canal \Winchester School District including portions of Fairfield and Franklin Counties, Bloom, Violet, and Madison Townships and city of Canal Winchester.
- Eligibility Requirements: Senior citizens, Age 60 years and older and live in service area.
- Web-site:www.cwhumanservices.org
- Phone: 614-834-4700

2. Carealot Transport

- Transportation Service Type: Transportation to Medical appointments
- Other services provided: NET (Non-emergency transportation) for eligible Medicaid participants, Vinton County residents
- Contact Information: crystal.ratliff@carealottransport.com; 740-577-4467
- Hours: Office hours- Mon-Fri 8am-3:30pm; Transportation available 24/7
- Service area: Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
- Eligibility Requirements: Medicaid customers that have been pre-approved by Fairfield County Job & Family Services.

3. Agency Name: Creative Coach- Fun bus

- Transportation Service Type: On-Demand Taxi Service, Private Charters, Retail vacation packages, Shuttle Service, Airport Shuttles
- Other services provided: Taxi Services and Group trips/Tours, wedding Trolley, Charter Bus tours for schools, churches and private groups. Bachelor/Bachelorette, Golf Outings
- Contact information: 1-888-386-2870; 740-653-4600; JonathanE@funbus.com or Taxi:740653.8294
- Hours: Taxi Service M-Sat 6am to 6pm, Office: Mon-Fri 6am-6pm Retail and Private Charter 24 hrs./7 days per week
- Service Area: Lancaster, Ohio area and surrounding counties with trips to 48 states and Canada
- Eligibility Requirements: Private individuals, Private or public companies, agencies and groups.
- Website: www.funbus.com

4. Agency Name: Fairfield Center for disABILITIES & Cerebral Palsy, Inc. (FCdCP)

- Transportation service type: FCdCP provides transportation to non-ambulatory and ambulatory participants. FCdCP offers Medicaid ambulette service to participants who are permanently or temporarily in a wheelchair.

- Other services provided: Adult day program, home modifications, medical transport, and medical loan closet.
- Contact information: 740-653-5501; lahamiton@fcdcp.org
- Hours: Transportation services begin as early as 4:00am Monday-Friday with ongoing trips to Columbus Ohio to Circleville Monday, Wednesday and Friday. FCdCP's Transportation Program's normal working hours are 5:30am-7:00pm.
- Service area: FCdCP Serves Lancaster, Fairfield County.
- Eligibility requirements: FCdCP Adult day services participants to and from FCdCP, Fairfield County residents that need transportation to and from medical appointments.
- Website: fcdcpohio.org

5. Agency Name: Fairfield County Board of DD

- Transportation services: Contract with Peterman Bus for School Aged transportation services. Agency vehicles used by Agency staff to meet with or attend meetings in the community.
- Other services provided: Case Management, School-Age Children's program,
- Contact information: 795 College Ave. Lancaster, OH 43130 P: 740-652-7220
- Hours: 8am – 4:30p Monday-Friday
- Service Area: Fairfield County Ohio
- Eligibility Requirements: For individuals aged 3-5; two developmental delays. Ages 6+ Must have a qualifying disability before the age of 22 with 3 substantial functional limitations
- Website: Fairfieldddd.com

6. Agency Name: Fairfield County Job and Family Services

- Transportation Service type: Transportation for Medicaid-eligible customers to attend non-emergency Medicaid reimbursable appointments. Transportation for CCMEP and TANF eligible customers to attend activities assigned by their case worker.
- Other services provided: Non-Emergency Transportation and transportation to medical appointments
- Contact information: FCJFS Transportation Team 740-652-7682; jan.picklesimer@jfs.ohio.gov
- Hours: 8:00-4:00 Office- Transportation may be available 24/7 if prearranged.
- Service Area- Residents of Fairfield County.
- Eligibility Requirements: Non-Emergency Medical Transportation (NEMT) –Must have open Medicaid benefits for the month in which the ride is needed and their spend-down must be paid. Customers who have a spend-down must meet their spend-down within each month transportation is requested. Comprehensive Case Management and Employment Program (CCMEP) and Temporary Assistance for Needy families (TANF) – Customers who receive OWF assistance and are participating in a work activity.
- Website: www.fcjfs.org

7. Agency Name: Lancaster City Schools

- Transportation services: School Transportation
- Other services provided: Special Events as needed
- Contact information: Kip Slater; 740-687-7366; k_slater@lcsschools.net
- Hours: Monday-Friday 6am-5pm; Special trips on evenings and weekends as needed.
- Service Area: Fairfield and surrounding areas
- Eligibility Requirements: Schools only
- Website: Lancaster.k12.oh.us/administration/7

8. Agency Name: Lancaster-Fairfield Public Transit System (LFPT)

- Transportation services: Demand response, curb-to-curb shared ride public transportation. There are also two-deviated routes that will deviate up to of a mile from the route of any ADA eligible individual (Advance reservation required for deviation).
- Other services provided: Transportation in Fairfield County and surrounding areas when vehicles are available on a first come first serve basis.
- Contact information: Carrie Woody, Administrator. Reservations 7406815086
- Hours: Demand Response: Monday through Friday 6am-6pm, Saturday 7am-5pm Deviated Fixed Routes: Memorial Express runs Monday through Friday, 9am-4pm, and the East end loop operates Monday through Friday 8am-5pm
- Service Area: Service area is all of Fairfield County, plus 100-mile radius from the city of Lancaster-all trips must begin or end in Fairfield County.
- Eligibility Requirements: Anyone is eligible to ride
- Website: www.ci.lancaster.oh.us

9. Agency Name: Meals on Wheels Adult Alternatives of Fairfield County

Goal: To improve the quality of life for seniors and help them remain independent in their own home for as long as safely possible.

- Transportation Service Type: Non-emergency medical transportation, grocery shopping, nutrition transportation in the city of Lancaster. Reservation for service is required.
- Other Services provided (short or long term): Meals, Caregiver Support Program, Personal Emergency Response System, MedReady Medication dispenser, Homemaking, Personal Care & Respite, Commodity Supplemental Food Box Program, Adaptive Equipment, Pet Program, and Assistance with applications for Medicare and HEAP, Matter of Balance & Healthy U Workshops, Minor Home Repairs.
- Contact Information: 740-681-5050
- Hours: 8am-4pm
- Service Area: Fairfield County, Ohio
- Eligibility Requirements: Serving older adults age 60 and older throughout Fairfield County
- Website: www.mowfc.org

10. Agency Name: Robert K. Fox Family YMCA

- Transportation Service type: Transportation for children through a childcare program.
- Other services provided: Social Services to Fairfield, Hocking and Licking Counties.
- Contact information: 740-654-0616; kiml@ymcalancaster.org
- Hours: Mon-Fri 5am-10pm Sat 6am -9pm and Sunday 1pm-6pm
- Service Area: Fairfield, Hocking and Licking Counties.
- Eligibility Requirements: YMCA has 3 busses that seat between 25 and 60 students. Vehicles operate Monday through Friday before and after school. The organization charges a fare of one dollar per student.
- Website: ymcalancaster.org

11. Agency Name: The Salvation Army- Samaritan Center

- Transportation Services: The Salvation Army Samaritan Center provides Adult day Services and related transportation to and from the program via modified mini vans.
- Other Services provided: Adult day service, transportation program

- Contact Information: 740-687-1921; Kelley.bauman@use.salvationarmy.org
- Hours: Transportation Services are typically 7:30am-10am and 2:30pm-5pm, Monday through Friday. As mentioned earlier, special transportation needs are met in coordination of adult day service participants.
- Service Area: The Salvation Samaritan Center serves participants residing in Fairfield, Hocking, and Perry County. The program can transport to surrounding counties including Franklin and Pickaway under special transportation needs.
- Eligibility Requirements: The Salvation Samaritan Center for Adult Day Participants. Other special transportation needs that can be met in coordination of adult day service participants and when not providing transport services for adult day services program.
- Web-Site: fcoho.salvationarmy.org

12. Agency Name: Veterans Service Commission

- Transportation Services: Transportation for medical Appointments.
- Other Services Provided: Transportation to and from VA medical appointments.
- Contact Information: 740-652-7920; park.russell@fairfieldcountyohio.gov
- Hours: 8am-4pm
- Service Area: VA Hospitals in Lancaster, Columbus, Dayton, Cincinnati, Chillicothe and Huntington, WVA
- Eligibility Requirements: Veterans
- Website: www.fcvsc.org

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

Table 1: Organizational Characteristics

	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)*
1.	Canal Winchester	Y	N	NON-PROFIT	4,123	0	Y
2.	Carealot	Y	N	PRIVATE FOR PROFIT	N/A	N/A	Y
3.	Creative Coach-Fun Bus	Y	N	PRIVATE FOR PROFIT	22,560	30/WEEK	N
4.	FCDCP	Y	N	NON PROFIT	20,600	1-2	N
5.	BOARD OF DD	N	Y-Peterman Bus (National Express, LLC) for school age transportation services	NON PROFIT	N/A	N/A	Y
6.	FCJFS	Y	Y	NON PROFIT	50,000	0	Y
7.	LCS	Y	LFPT/Tristar	PUBLIC/NON-PROFIT	791,000	N/A	SCHOOLS ONLY
8.	LFPT	Y	N	GOVT	129,760	61	N
9.	MOW	Y	N	NON PROFIT	2,099	0	Y
10.	YMCA	Y	N	NON PROFIT	N/A	N/A	Y
11.	Salvation Army	Y	N	NON PROFIT	7,060	N/A	Y
12.	Veterans Service	Y	N	Govt	N/A	N/A	VETS ONLY

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

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

Table 2: Transportation Service Characteristics

	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
1.	Canal Winchester	N/A	Mon-Fri 9am-3:30pm	N/A	CURB TO CURB	Drive Training, Safe Drive Online, CPR Certified
2.	Carealot	Sedans/ Mini Vans	Mon-Fri 9am-3:30pm	Y	CURB TO CURB	N/A
3.	Fun Bus	On-Demand, Charter & Contract	Mon-Sat 6am-6pm	Pending	CURB TO CURB AND DOOR TO DOOR	Safe Drive Online Course
4.	FCDCP	Transportation	MON-FRI 4:00AM-6PM	Y	DOOR TO DOOR	CPR/FIRST AID, P.A.S.S, W/C, MVI, FIRE AND DEFENSIVE DRIVING

5.	BOARD OF DD	Agency vehicles are primarily used for agency staff to meet or attend meetings with individuals served in the community	MON-FRI 8AM-4:30PM	N	CURB TO CURB	Defensive Driving
6.	FCJFS	Sedan and Mini Vans	MON-FRI 7AM-5PM	Y	DOOR TO DOOR	Drive Training/CPR
7.	LCS	School Bus	MON-FRI 6AM-4PM (Special trips on weekends and evenings as needed)	N	N/A	CPR/ 1ST Aid
8.	LFPT	Transit Buses	MON-FRI 6AM-6PM SATURDAY 7AM-5PM	N	CURB TO CURB	CPR/1st Aid
9.	MOW	By reservation	Mon-Fri 9am-3:00pm	N	CURB TO CURB ; DOOR TO DOOR	Transportation staff are required to complete courses in Defensive Driving, DRIVE Training, and Cpr/First Aid
10.	YMCA	N/A	MON-FRI(BEFORE & AFTER SCHOOL	N/A	N/A	CPR
11.	SALVATION ARMY	Modified Mini-Vans	MON-FRI 7:30AM-4:30PM	Yes, through PASSPORT, Ohio Care Waiver, and OhDoDD	DOOR TO DOOR	DEFENSIVE DRIVING, CPR/FRIST AID, DRIVE TRAINING, ANNUAL OhDoDD Trainings
12.	VETERANS SERVICE	N/A	5AM-7PM	N/A	N/A	Taptco

Transportation-related expenses and revenues also differ by organization. Farebox are common revenue sources for transportation operators in Fairfield County. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.

Table 3: Transportation-Related Expenses and Revenues

	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
1.	Canal Winchester	0	N	Part Time (5)	Full Time (2)	CRC FAOoA- Meals on Wheels The City of Canal Winchester Personal Donations	99,860.46
2.	Carealot	PER MILE; PICKUP LOCATION	N	8	1	NET, Pharmacy delivery (Contract w/ private company)	>\$425,000
3.	Fun Bus	PER MILE & CONTRACT	N	2 Full-Time/ 20 Part-Time	2	Retail and Contract Sales	N/A
4.	FCDCP	N/A	Y	15 Full-Time /4 Part-time	1 Full-time	JFS, MEDICAID, UW Passport, MOW	969,550
5.	BOARD OF DD	N/A	N/A	N/A	N/A	N/A	N/A
6.	FCJFS	VENDORS UNDER CONTRACT	N	4 Full-time	1 Full-time Scheduler	Medicaid, TANF, CCMEP	1,813,898
7.	LCS	N/A	N/A	Reg Route Drivers=33 Sub Drivers=10	3 Full-time	General fund-LCS Capital Fund- LCS Equip	370,000 500,000
8.	LFPT	CASH	Y	31 Part-time/ 2 Full-time	3 Full-time	5310/5311	1,431,933
9.	MOW	N/A	Y	1 Part-time	1 Part-time	Title III funding	36,676
10.	YMCA	N/A	N/A	N/A	N/A	N/A	N/A

11.	SALVATION ARMY	Per Diem for most funding sources. Private Pay is \$12.50 for one-way trip.	Y	7 part-time driving positions. (Includes full-time split roles: Director/Driver, Activity Coordinator/Driver, Activity Aide/Driver, part-time split roles: Activity Aide/Driver x2 and one part-time driver.)	N/A - this role is fulfilled by the ADS Director and/or Activity Coordinator. Also, staff call drivers with changes in designated routes.	PASSPORT, OhDoDD, Ohio Home Care Waiver, Veterans Administration, Title III, Alzheimer's Respite, United Way and Private Pay.	Operating (gas, repairs, etc.) = \$18,500. Insurance = \$12,000. Total = \$30,500.00 This does not include staffing/driver salaries and benefits.
12.	Veteran Services	N/A	N/A	N/A	N/A	N/A	N/A

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

Table 4: Alternative/ Active Transportation Options: None

Transportation Option	Availability	Cost	Usage	Service Area

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

Table 5: Transportation Resources: None

Transportation Resource	Availability	Cost	Usage	Service Area

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)
1.	Canal Winchester	N/A	N	N/A	N
2.	Carealot	Appointment Plus	N	N/A	Y
3.	Fun Bus	Excel	Pending	Excel/Outlook	Y
4.	FCDCP	N/A	N	N/A	Cell Phones
5.	Board of DD	N/A	N/A	N/A	N/A
6.	FCJFS	Filemaker	N	N/A	N
7.	LCS	Versatrans	Y	N/A	GPS on Buses
8.	Lancaster-Fairfield Public Transit	Ecolane	N	Ecolane	Y
9.	MOW	N/A	N	N/A	N
10.	YMCA	N/A	N/A	N/A	N/A
11.	Salvation Army	N/A	N	N/A	N
12.	Veteran's Services	N/A	N/A	N/A	N/A

Assessment of Community Support for Transit

N/A

Safety

N/A

Vehicles

Survey/Interview participants listed a combined total of 190 vehicles. Approximately 38% of the vehicles are wheelchair accessible. A vehicle utilization table is provided at the end of this chapter (Table 6).

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

Agency	Veh #	Make	Model	Year	VIN #	Capacity	WC Capacity	Days of Week in Service	Service Hours	Vehicle Condition	Program to Which Vehicle is Assigned (if applicable)	Service Area
CWHS	N/A	Ford		2007	B47669	Seats 12	2	5	9am - 2pm	Good	N/A	Clients must live in the CW School district and be 60 years of age or older. We go anywhere in Franklin County and 20 miles into Fairfield for Medical appointments.
CWHS	N/A	Ford	E350	2012	A78104	Seats 14	2	5	9am - 2pm	Good	N/A	Clients must live in the CW School district and be 60 years of age or older. We go anywhere in Franklin County and 20 miles into Fairfield for Medical appointments.
CWHS	N/A	Dodge	Grand Caravan	2014	319565	Seats 5	2	5	9am - 2pm	Great	N/A	Clients must live in the CW School district and be 60 years of age or older. We go anywhere in Franklin County and 20 miles into Fairfield for Medical appointments.
CWHS	N/A	Dodge	Grand Caravan	2015	614245	Seats 5	2	5	9am - 2pm	Great	N/A	Clients must live in the CW School district and be 60 years of age or older. We go anywhere in Franklin County and 20 miles into Fairfield for Medical appointments.
CWHS	N/A	Ford	E350	2018	C08424	Seats 10	2	5	9am - 2pm	Excellent	N/A	Clients must live in the CW School district and be 60 years of age or older. We go anywhere in Franklin County and 20 miles into Fairfield for Medical appointments.
MOW	N/A	Ford	Transit Bus	N/A	B28549	Seats 9P	Yes-2	M-F	9am-3:30pm	Excellent	Nutrition and Shopping	Fairfield County
MOW	N/A	Dodge	Caravan	N/A	N/A	N/A	N/A	M-F	9am-3:30pm	Excellent	Nutrition and Shopping	Fairfield County
FCJFS	N/A	Dodge	Caravan	2019	581200	Seats 7	0	M-F	7:00am-5:00pm	Very Good	NET	Must live in Fairfield County and have an open and
FCJFS	N/A	Dodge	Caravan	2011	795692	Seats 7	0	M-F	7:00am-5:00pm	Good	NET	eligible Medicaid case. Will transport to any provider
FCJFS	N/A	Nissan	Sentra	2020	220102	Seats 5	0	M-F	7:00am-5:00pm	Fair	NET	that bills Medicaid within Fairfield or any surrounding
FCJFS	N/A	Ford	Fusion	2015	119439	Seats 5	0	M-F	7:00am-5:00pm	Good	NET	county. Beyond that may require a referral.
FCDCP	22	Ford	LTN	2011	A29911	4W/4P OR	4	5 Days	Mon-Fri 4am-6pm	Poor	Transportation	Fairfield County
FCDCP	26	Ford	LTN	2012	A92996	2W/6P or	2	5 Days	Mon-Fri 4am-6pm	Poor	Transportation	Fairfield County
FCDCP	27	Ford	LTN	2012	A92997	2W/6P or	2	5 Days	Mon-Fri 4am-6pm	Poor	Transportation	Fairfield County
FCDCP	29	Dodge	Caravan	2013	740659	7P	0	5 Days	Mon-Fri 4am-6pm	Poor	Transportation	Fairfield County
FCDCP	30	Ford	LTN	2013	B00060	2W/6P or	2	5 Days	Mon-Fri 4am-6pm	Good	Transportation	Fairfield County
FCDCP	31	Dodge	Modified Minivan	2014	319566	1W/5P	1	5 Days	Mon-Fri 4am-6pm	Good	Transportation	Fairfield County
FCDCP	32	Ford	LTN	2014	A72088	4W/4P OR	4	5 Days	Mon-Fri 4am-6pm	Good	Transportation	Fairfield County
FCDCP	33	Ford	LTN	2015	A32890	4W/4P	4	5 Days	Mon-Fri 4am-6pm	Good	Transportation	Fairfield County
FCDCP	34	Dodge	Modified Minivan	2015	634321	1W/5P	1	5 Days	Mon-Fri 4am-6pm	Good	Transportation	Fairfield County
FCDCP	35	Ford	Pacer II	2016	C49165	4W/4P	4	5 Days	Mon-Fri 4am-6pm	Good	Transportation	Fairfield County
FCDCP	36	Dodge	Modified Minivan	2017	618326	1W/5P	1	5 Days	Mon-Fri 4am-6pm	Good	Transportation	Fairfield County
FCDCP	37	Ford	LTN	2017	C46011	4W/4P OR	4	5 Days	Mon-Fri 4am-6pm	Good	Transportation	Fairfield County
FCDCP	38	Ford	LTN	2017	C46010	4W/4P OR	4	5 Days	Mon-Fri 4am-6pm	Excellent	Transportation	Fairfield County
FCDCP	39	Dodge	Caravan	2017	861999	7P	0	5 Days	Mon-Fri 4am-6pm	Excellent	Transportation	Fairfield County
FCDCP	40	Dodge	Modified Minivan	2017	853471	1W/5P	1	5 Days	Mon-Fri 4am-6pm	Excellent	Transportation	Fairfield County
FCDCP	41	Ford	Transit Van	2019	A77363	2W/1P or	2	5 Days	Mon-Fri 4am-6pm	Excellent	Transportation	Fairfield County
FCDCP	42	Ford	LTN	2019	B91066	2W/8 OR	2	5 Days	Mon-Fri 4am-6pm	Excellent	Transportation	Fairfield County

Veterans Services	N/A	Chrysler	Town-County	2014	R23864	Seats 5	No	5	Mon-Fri 5:00am-	Good	5311	Fairfield County
Veterans Services	N/A	Honda	Odyssey	2014	B104725	Seats 5	No	5	Mon-Fri 5:00am-	Good	5811	Fairfield County
Veterans Services	N/A	Ford	Transit	2016	KA14058	Seats 7	No	5	Mon-Fri 5:00am-	Good	5811	Fairfield County
Veterans Services	N/A	Dodge	Caravan	2017	HR618235	Seats 4	Yes	5	Mon-Fri 5:00am-	Good	5811	Fairfield County
Veterans Services	N/A	Chrysler	Voyager	2020	LR121142	Seats 5	No	5	Mon-Fri 5:00am-	New	5811	Fairfield County
FCBDD	N/A	White Grand Caravan	Transit Connect	2010	27619	w/c lift FR	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Dodge	Caravan Express	2012	218387	S&S-OC	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Ford	F250 Truck	2011	A63286	MAINT	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Dodge	Grand Caravan	2012	176539	OC/SS	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Dodge	Express	2012	218386	ADMIN	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Dodge	Caravan	2007	206037	S&S-PICK	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Dodge	Grand Caravan	2012	176538	CES	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Dodge	Caravan	2013	554461	S&S-OC	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Ford	Sentinel Van/WC Lift	2007	A56362	OC	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Dodge	White Grand Caravan	2016	398015	MALL	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Ford	Silver Fusion	2017	196490	OC/SS	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Ford	Blue Fusion	2017	168363	PICK/SS	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Ford	White Fusion	2015	163219	PICK/EI	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Ford	White Fusion	2015	163218	PICK	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Ford	White Fusion	2015	163220	Admin	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Ford	Grey Fusion	2018	159413	FRS/EI	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Ford	Transit Connect WC lift	2019	A46376	FRS	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Ford	Echo Van	2008	A55436	MAINT	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Chevrolet	Uplander Van	2008	208378	S&S-PICK	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Ford	Super Echo Van	2010	A98489	OC	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Dodge	Caravan	2010	405319	S&S-ADM	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Dodge	Avenger	2014	163252	EI/FRS	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Dodge	Avenger	2014	163319	EI/FRS	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
FCBDD	N/A	Dodge	Avenger	2014	163251	EI/PICK	N/A	5	Mon-Fri 8:00am-4:30pm	N/A		Fairfield County
YMCA	N/A	GMC	Mini-Bus	2004	1GDHG31V641201388	14	N/A	5	Mon-Fri 7am-4pm	Good	N/A	Internal use only for YMCA Childcare
YMCA	N/A	International	School Bus	1992	1HVB8PLN7NH454137	64	N/A	5	Mon-Fri 7am-4pm	Good	N/A	Internal use only for YMCA Childcare
YMCA	N/A	International	School Bus	1991	1HVB8MNN3MH361443	61	N/A	5	Mon-Fri 7am-4pm	Good	N/A	Internal use only for YMCA Childcare
LFPT	1403	Ford	E450	2014	1FDFE4FS4EDA47782	12	4	6	Mon- Fri 7am-6p	Good	5311	Fairfield County
LFPT	1404	Ford	E450	2014	1FDFEE4FS6EDA47783	8	4	6	Mon- Fri 7am-6p	Good	5311	Fairfield County
LFPT	1405	Ford	E450	2014	1FDFE4FS0EDA47780	8	4	6	Mon- Fri 7am-6p	Good	5311	Fairfield County
LFPT	1406	Ford	E450	2015	1FDFE4FS6FDA10654	14	4	6	Mon- Fri 7am-6p	Good	5311	Fairfield County
LFPT	1407	Ford	E450	2015	1FDFE4FS8FDA10655	14	4	6	Mon- Fri 7am-6p	Good	5311	Fairfield County
LFPT	1408	Ford	E450	2015	1FDFE4FSXFDA10656	14	4	6	Mon- Fri 7am-6p	Good	5311	Fairfield County
LFPT	1501	Ford	E450	2016	1FDFE4FS2GDC10707	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1502	Ford	E450	2016	1FDFE4FS4GDC10708	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1503	Ford	E450	2016	1FDF34FS6GDC10709	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1504	Ford	E450	2016	1FDFE4FS9GDC22451	8	4	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1601	Ford	E450	2016	1FDFE4FS4GDC51355	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1602	Ford	E450	2016	1FDFE4FS8GDC51360	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1603	Ford	E450	2016	1FDFE4FS2GDC51354	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1604	Ford	E450	2016	1FDFE4FS4GDC51372	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1701	Ford	E450	2017	1FDFE4FS4HDC68481	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1702	Ford	E450	2017	1FDFE4FS3HDC68472	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1703	Ford	E450	2017	1FDFE4FS9HDC68461	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1704	Ford	E450	2017	1FDFE4FS8HDC68466	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1801	Ford	E450	2018	1FDFE4FSXD08453	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1802	Ford	E450	2018	1FDFE4FS5JD08490	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1901	Ford	E451	2019	1FDFE4FS7KDC46790	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1902	Ford	E452	2019	1FDFE4FS9KDC46788	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1903	Ford	E453	2019	1FDFE4FS9KDC46789	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County
LFPT	1904	Ford	E454	2019	1FDFE4FS9KDC46791	12	2	6	Mon- Fri 7am-6p	Excellent	5311	Fairfield County

CAREALOT	N/A	Cadillac	Devill	1998	N/A	Seats 4	0	7	24/7	Good	N/A	Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
CAREALOT	N/A	Ford	500	2005	N/A	Seats 4	0	7	24/7	Poor	N/A	Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
CAREALOT	N/A	Ford	500	2006	N/A	Seats 4	0	7	24/7	Excellent	N/A	Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
CAREALOT	N/A	Chrysler	Town & Country	2006	N/A	Seats 4	0	7	24/7	Poor	N/A	Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
CAREALOT	N/A	Ford	Fusion	2009	N/A	Seats 4	0	7	24/7	Good	N/A	Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
CAREALOT	N/A	Chevy	Impala	2009	N/A	Seats 4	0	7	24/7	Good	N/A	Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
CAREALOT	N/A	Chevy	Impala	2009	N/A	Seats 4	0	7	24/7	Excellent	N/A	Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
CAREALOT	N/A	Dodge	Careavan	2010	N/A	Seats 4	0	7	24/7	Poor	N/A	Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
CAREALOT	N/A	Chevy	Impala	2012	N/A	Seats 4	0	7	24/7	Excellent	N/A	Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
CAREALOT	N/A	Mazda	CX-9	2012	N/A	Seats 4	0	7	24/7	Excellent	N/A	Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
CAREALOT	N/A	Nissan	Rogue	2013	N/A	Seats 4	0	7	24/7	Excellent	N/A	Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.
CAREALOT	N/A	Chevy	Impala	2013	N/A	Seats 4	0	7	24/7	Excellent	N/A	Medicaid customers that live in Fairfield County. Will provide transportation to locations that have been approved by Fairfield JFS.

LCS	3	Freightliner	Passenger Bus	2012	4UZABRDT2CCA7823	81 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	4	Freightliner	Passenger Bus	2012	4UZABRDT4CCA7823	81 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	5	Freightliner	Passenger Bus	2013	4UZABRDT4DCBW21	78 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	10	Freightliner	Passenger Bus	2010	4UZABRDT3ACAP516	80 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	30	Freightliner	Passenger Bus	2005	4UZAAXDC55CN2576	77 pass. b	N/A	7	Mon-Fri 6am - 5	Fair	N/A	Fairfield County
LCS	32	Freightliner	Passenger Bus	2009	4UZABRDJ99CAE1321	81 pass. b	N/A	7	Mon-Fri 6am - 5	Fair	N/A	Fairfield County
LCS	33	Freightliner	Passenger Bus	2010	4UZABRDT5ACAP516	80 pass. b	N/A	7	Mon-Fri 6am - 5	Fair	N/A	Fairfield County
LCS	34	Freightliner	Passenger Bus	2009	4UZABRDJ79CAE1320	84 pass. b	N/A	7	Mon-Fri 6am - 5	Fair	N/A	Fairfield County
LCS	35	Freightliner	Passenger Bus	2010	4UZABRDT7ACAP516	80 pass. b	N/A	7	Mon-Fri 6am - 5	Fair	N/A	Fairfield County
LCS	36	Freightliner	Passenger Bus	2013	4UZABRDTXDCBW21	78 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	38	Freightliner	Passenger Bus	2003	4UZAAXAK83CL70637	77 pass. b	N/A	7	Mon-Fri 6am - 5	Fair	N/A	Fairfield County
LCS	41	Freightliner	Passenger Bus	2013	4UZABRDT8DCBW21	78 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	45	Freightliner	Passenger Bus	2007	4UZABRCS87CW6489	81 pass. b	N/A	7	Mon-Fri 6am - 5	Fair	N/A	Fairfield County
LCS	46	Freightliner	Passenger Bus	2013	4UZABRDT6DCBW21	78 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	47	Freightliner	Passenger Bus	2014	4UZABRDT3ECFL8798	78 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	48	Freightliner	Passenger Bus	2014	4UZABRDT5ECFL8799	78 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	49	Freightliner	Passenger Bus	2014	4UZABRDT1ECFL8797	78 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	50	Freightliner	Passenger Bus	2015	4UZABRDT0FCGC449	39 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	51	Freightliner	Passenger Bus	2015	4UZABRDT3FCGC450	78 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	52	Freightliner	Passenger Bus	2015	4UZABRDT5FCGC450	78 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	53	Freightliner	Passenger Bus	2015	4UZABRDT7FCGC450	78 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	16-2	Freightliner	Passenger Bus	2016	4UZABRDTXGCHD872	80 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	16-7	Freightliner	Passenger Bus	2016	4UZABRDT1GCHD872	80 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	16-9	Freightliner	Passenger Bus	2016	4UZABRDT3GCHD872	80 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	16-12	Freightliner	Passenger Bus	2016	4UZABRDT5GCHD872	80 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	17-1	Freightliner	Passenger Bus	2017	4UZABRDT3HCHW728	80 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	17-6	Freightliner	Passenger Bus	2017	4UZABRDTXHCHW728	80 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	17-8	Freightliner	Passenger Bus	2017	4UZABRDT1HCHW728	80 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	17-13	Freightliner	Passenger Bus	2017	4UZABRDT3HCHW728	80 pass. b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County

LCS	18-14	International	Passenger Bus	2018	4DRBUC8N1JB544653	78 pass b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	18-15	International	Passenger Bus	2018	4DRBUC8N1JB544654	78 pass b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	18-16	International	Passenger Bus	2018	4DRBUC8N5JB544655	39 pass b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	19-17	Freightliner	Passenger Bus	2019	4UZABRFC5KCKK8559	80 pass b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	19-18	Freightliner	Passenger Bus	2019	4UZABRFC5KCKK8560	80 pass b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	19-19	Freightliner	Passenger Bus	2019	4UZABRFC5KCKK8561	80 pass b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	19-20	Freightliner	Passenger Bus	2019	4UZABRFC5KCKK8562	80 pass b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	19-22	Thomas	Passenger Bus	2019	IHA6GUBF9HN006106	30 pass b	N/A	7	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	43	Chevrolet	K-1500 Pickup	1996	1GCEK14W4T2195377	2 Pass	N/A	As Needed	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	54	Chevrolet Pas	Van	2002	1GNFG15M121239684	7 Pass	N/A	As Needed	Mon-Fri 6am - 5	Poor	N/A	Fairfield County
LCS	57	Chevrolet Pas	Van	2008	1GBDV13W08D14558	7 Pass	N/A	As Needed	Mon - Fri as need	Fair	N/A	Fairfield County
LCS	58	2008 Chev. Pa	Van	2008	1GNDV23W88D13237	7 Pass	N/A	As Needed	Mon - Fri as need	Fair	N/A	Fairfield County
LCS	59	2008 Chev. Pa	Van	2008	1GNDV23188D174414	7 Pass	N/A	As Needed	Mon-Fri 6am - 5	Fair	N/A	Franklin County
LCS	60	2008 Chevy	Van	2008	1GBDV13W48D21024	7 Pass	N/A	As Needed	Mon - Fri as need	Fair	N/A	Fairfield County
LCS	61	2010 Dodge	Van	2010	2D4RN4DE7AR155287	7 Pass	N/A	As Needed	Mon-Fri 6am - 5	Fair	N/A	Franklin County
LCS	62	2010 Dodge	Van	2010	2D4RN4DEXAR155297	7 Pass	N/A	As Needed	Mon - Fri as need	Fair	N/A	Fairfield County
LCS	65	2002 Chevrolet	Van	2002	1GNFG15M821239064	7 Pass	N/A	As Needed	Mon - Fri as need	Poor	N/A	Fairfield County
LCS	70	2014 GMC	Van	2014	1GKW7PFA2E1120855	7 Pass	N/A	As Needed	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	71	2017 GMC	Van	2017	1GKW7EFG8H1189403	7 Pass	N/A	As Needed	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	72	2017 GMC	Van	2017	1GKW7EFG6H1188454	7 Pass	N/A	As Needed	Mon-Fri 6am - 5	Good	N/A	Fairfield County
LCS	73	2019 GMC	Van	2019	1FMZK1CG6KKA591709	9	N/A	As Needed	Mon-Fri 6am - 5	New	N/A	Fairfield County
LCS	74	2019 GMC	Van	2019	1FMZK1CG6KKA591710	10	N/A	As Needed	Mon-Fri 6am - 5	New	N/A	Fairfield County
LCS	102	1997 Chevy Tr	Truck	1997	1GBHK34ROVE191611	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	127	2009 3/4 Ton	Van	2009	1GCCG25C891147909	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	128	2010 Exp. Carg	Van	2010	1GCZGFBG1A1149898	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	141	2006 Chevrolet	Truck	2006	1GCFG15X961251734	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	142	2006 Chevrolet	Truck	2006	1GCFG15X061260967	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	144	1996 GMC Tru	Truck	1996	1GTGK24R1T2538459	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Poor	N/A	Fairfield County
LCS	150	2008 Chevy C	Van	2008	1GCCG25C681143517	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	152	2008 Chevy Tr	Truck	2008	1GCHK24K48E101626	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	154	2008 Chevy V	Van	2008	1GCCG25C581224248	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	155	2008 Chevy V	Van	2008	1GCCG25CX81222835	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	156	2008 Chevy V	Van	2008	1GCCG25C981224656	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	158	2008 Chevy V	Van	2008	1GCCG25C581172748	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	504	1995 GMC BU	Truck	1995	1GDKC34N55J521215	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	148	2000 C/T Tru	Truck	2000	1GBJG31R4Y1190975	2 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County
LCS	160	2009 Chevy LT	Truck	2009	1GCHK44K39E125218	4 Pass	N/A	As Needed	Mon-Fri 4am - 3p	Fair	N/A	Fairfield County

TSA-SC		Dodge	Caravan	2017	742993	Seats 5P o	2		5	Mon - Fri 7:30a-4	Good	N/A	N/A
TSA-SC		Dodge	Caravan	2016	313721	Seats 5P o	2		5	Mon - Fri 7:30a-4	Good	N/A	N/A
TSA-SC		Dodge	Caravan	2015	634316	Seats 5P o	2		5	Mon - Fri 7:30a-4	Good	N/A	N/A
TSA-SC		Dodge	Caravan	2014	261221	Seats 5P o	2		5	Mon - Fri 7:30a-4	Good	N/A	N/A
FUN BUS	N/A	Sprinter 1414	Passanger Bus	N/A	N/A	14 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	Sprinter 1414-2	N/A	N/A	N/A	14 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	1714	N/A	N/A	N/A	14 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	1744	N/A	N/A	N/A	44 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	1844	N/A	N/A	N/A	44 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	TROLLEY 2001	N/A	N/A	N/A	30 P TROL	WC Ca	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	TROLLEY 2002	N/A	N/A	N/A	30 P TROL	WC Ca	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	TROLLEY 2006	N/A	N/A	N/A	54 P COAG	WC Ca	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	656	N/A	N/A	N/A	54 P COAG	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	9954	N/A	N/A	N/A	54 P COAG	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	55	N/A	N/A	N/A	54 P COAG	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	356	N/A	N/A	N/A	54 P COAG	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	755	N/A	N/A	N/A	54 P COAG	WC Ca	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	FUN BUS 1	N/A	N/A	N/A	6 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	FUN BUS 2	N/A	N/A	N/A	6 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	FUN BUS 3	N/A	N/A	N/A	6 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	FUN BUS 4	N/A	N/A	N/A	6 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	FUN BUS 5	N/A	N/A	N/A	6 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	FUN BUS 6	N/A	N/A	N/A	6 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	FUN BUS 7	N/A	N/A	N/A	6 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	FUN BUS 8	N/A	N/A	N/A	6 PASS	N/A	N/A	N/A	N/A	N/A	N/A	N/A
FUN BUS	N/A	FUN BUS 9	N/A	N/A	N/A	N/A	WC Ca	N/A	N/A	N/A	N/A	N/A	N/A

Summary of Existing Resources

Big Brothers Big Sisters
Canal Winchester Human Services
City of Pickerington
Family Adult and Children First Council
Fairfield Center for Disabilities and Cerebral Palsy
Fairfield County 211
Fairfield County Board of DD
Fairfield County Commissioners
Fairfield County Job and Family Services
Fairfield County Veteran Service Commission
FMC
Fun Bus
Lancaster City Schools
Lancaster-Fairfield Public Transit
Meals on Wheels Older Adult Alternatives of Fairfield County
Mid- Ohio Psychological Services
New Horizons
Ohio Department of Transportation, Office of Transit
Salvation Army- Samaritan Center
Southeastern Ohio Center for Independent living
United Way of Fairfield County

IV. Assessment of Transportation Needs and Gaps

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

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

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

The following methods were used to assess transportation needs and gaps

- Assessment of data and demographics (required)

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

The following needs were documented from all these outreach efforts:

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

CHALLENGES TO COORDINATION

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

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

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

GOALS FOR COORDINATION

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

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

Spatial Gaps

- Limited affordable intercity service (to Columbus);
- No sharing of schedules; and,
- Limited sharing of information
- No sharing of resources (training, maintenance, etc.)

Temporal Gaps

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

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

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

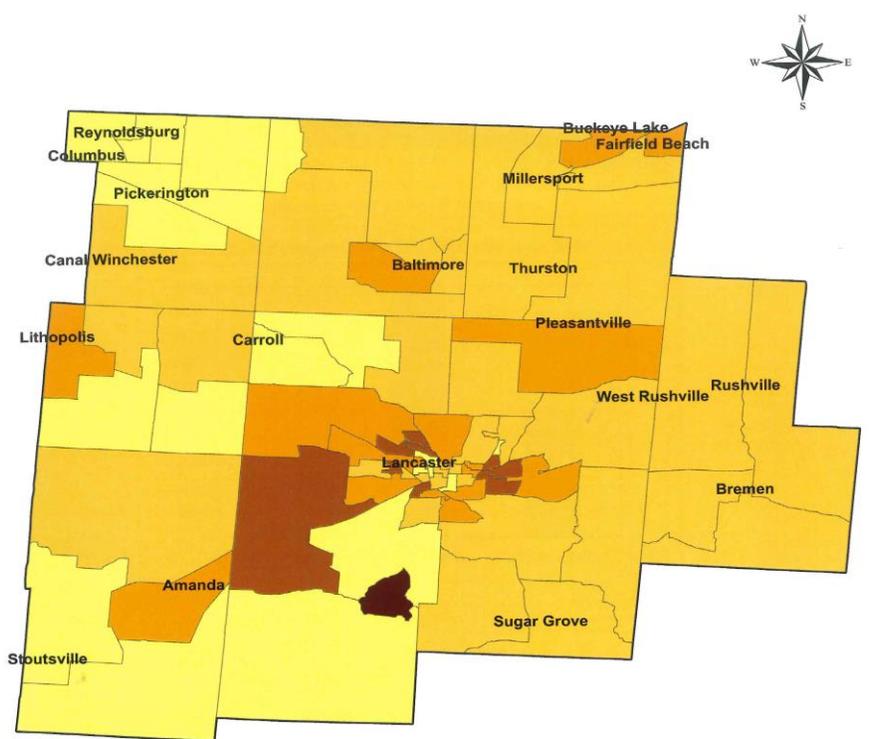
Local human services agencies and transportation providers consider vehicle availability and unique individual service needs to be challenges to the successful coordination of transportation services.

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 II-6 illustrates the areas where the number of older adults (age 65 and older) is at or above the Fairfield County average.

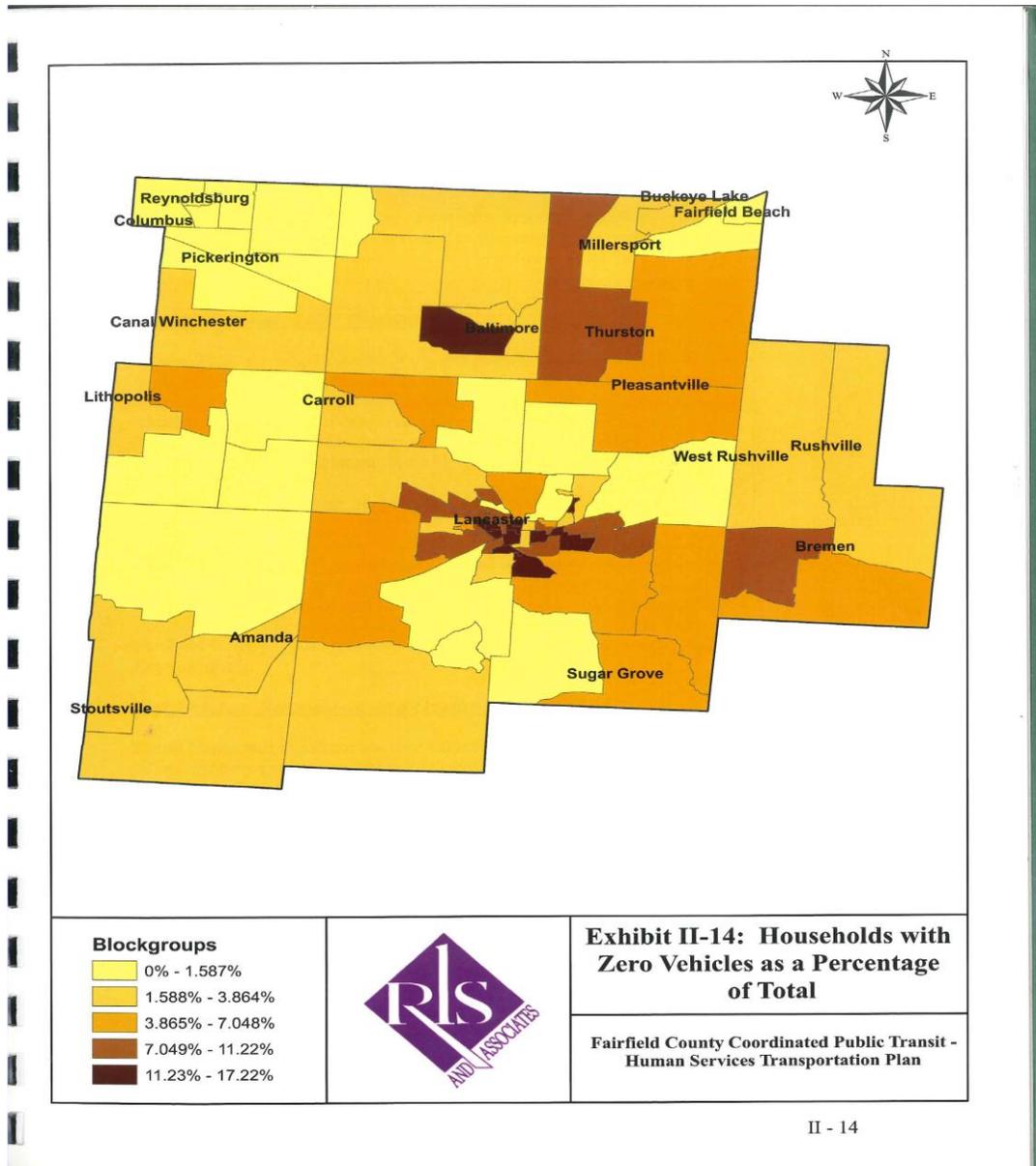
Exhibit II- 6: Map of Population Density of Individuals Age 65 and Older



<p>Blockgroups</p> <ul style="list-style-type: none"> 0% - 8.473% 8.474% - 14.21% 14.22% - 21% 21.01% - 36.89% 36.90% - 61.54% 		<p>Exhibit II-6: Population Aged 65+ As a Percent of Total</p>
<p>Fairfield County Coordinated Public Transit - Human Services Transportation Plan</p>		

The Exhibit (II-4) below indicates the areas where the number of Zero vehicle households is above the Fairfield County average. The absence of a vehicle in the household is often an indication of the need for transportation services.

Exhibit II- 14: Location of the top destinations for the existing transportation providers



II - 14

Section III: Population Demographics

Analysis of Demographic Data

The transportation providers and other human services agencies that participated in the stakeholder meetings indicated that some coordination in terms of sharing information and referrals is currently occurring among the public and private transportation providers in the service area. There is a good atmosphere among these agencies for planning improvements and expansions of coordination efforts. Although the atmosphere is good, agencies are cautious about transportation coordination due in part concern for loss of revenue.

General Public and Stakeholder Meetings/Focus Groups

Lancaster-Fairfield Public Transit hosted and facilitated local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. More information about what meetings were held and attendance at those meetings is available upon request.

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

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

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

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

Surveys

Fairfield County Transportation Survey was developed to gather input from residents of Fairfield County. Fairfield County Board of DD created an electronic for all agencies to distribute and LFPT distributed the survey using utility bills.

IV. NEEDS ASSESSMENT

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

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

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

- Affordable transportation for the entire county to include general public;
- Transportation for the general public in the Pickerington area;
- A connector service to Central Ohio Transit Authority for trips to Columbus;
- Transportation to second shift and weekend employment for transit dependent individuals;
- More out-of-county trips to adjoining counties to meet medical needs;
- Family discounts for trips to daycare, especially multiple trips to more than one daycare;
- Travel training for individuals who are vision impaired to access public transit;
- Better on-time performance, especially with work related trips;
- Adequate funding to support transit service;

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

CHALLENGES TO COORDINATION

Results of the 2007 stakeholder meeting and survey indicated the following challenges to coordination for Fairfield County:

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

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

GOALS FOR COORDINATION

Participants in the planning process indicated that the primary goals of coordinating transportation resources are to share grant writing efforts, drivers, and vehicles to more effectively utilize existing transportation resources. (Including but not limited to vehicles, facilities, training, etc.)

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

Spatial Gaps

1. No affordable intercity service (to Columbus);
2. No affordable county-wide service for general public;
3. No sharing of schedules; and,
4. Limited sharing information

Temporal Gaps

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

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

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

Local human services agencies and transportation providers consider vehicle availability and unique individual service needs to be challenges to the successful coordination of transportation services.

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

V. PUBLIC OPINION

The members of this coordinated plan developed a Fairfield County Transportation Survey to gather input from residents of Fairfield County. A copy of the survey is provided in [Appendix B](#). LFPT distributed the survey using utility bills. The other members of the plan used an electronic

version of the survey (created by Fairfield County DD) to distribute to their clients county wide. Survey respondents were provided with an envelope (no postage required) for returning the completed survey. There were 527 responses to the survey. LFPT collected and tabulated survey results during June 2019. Results of the survey are summarized in this chapter and will be utilized during the planning process for implementing new or expanded services.

DEMOGRAPHIC RESULTS

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

Residence had the largest number of survey participants.

Fairfield 507

Franklin 6

Perry 3

Hocking 4

Licking 2

Pickaway 1

The total household populations of individuals participating in the survey represent 520 adults and 281 children.

Approximately 71 percent of survey respondents were female, and 25 percent were male. With 4 percent that preferred not to answer.

Age

The average age of respondents was 68 years. Approximately 35 percent of survey respondents indicated that they were over the age of 61. Twenty (20) percent of survey respondents over age 61 indicated that they were drivers.

Individuals with Disabilities

Approximately 18 percent of individuals who completed the survey reported that someone in the household had a disability. Conversely, approximately 81 percent indicated that no individuals in the household had a disability. The remaining one (1) percent made no indication.

Employment

More than one-half (64 percent) of survey respondents indicated that they were employed at the time of the survey. Another 35 percent indicated that they were not employed. The remaining one percent made no indication.

Household Income

25 % of survey responses to the question of household income indicated earning an annual income of greater than \$80,000.

TRANSPORTATION NEEDS ANALYSIS

The following paragraphs and exhibits provide a summary of the transportation needs that were indicated by the survey respondents. There was a total of 527 completed surveys. The number of responses to each survey question is noted (total surveys received 527).

How do you manage your transportation needs?

Survey respondents were invited to mark all answers that apply to their situation. Therefore, a single survey respondent may have marked multiple answers. Most survey respondents (73%) indicated that they manage transportation needs by driving their own vehicle. The second largest percentage of responses (15%) indicated that they depend on family or friends for transportation. The third largest percentage of responses (10%) indicated they walk or ride a bike. Approximately one (1) percent rely on an agency for transportation and another one (1) percent use public transportation.

Individuals that drive their own vehicle indicated that are equally divided in terms of believing that using public transportation would save money (8%) and be better for the environment (8%). Also, of those people (57%) indicated that they would use public transportation if they had no other choice. Twenty-Seven (27%) of individuals who drive their own vehicle, did not respond.

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

- Caresource
- Fairfield County Job and Family Services
- Fairfield Center for disAbilities and Cerebral Palsy
- Fun Bus
- Hope Center
- Lancaster-Fairfield Public Transit
- Central Ohio Transit Authority
- Primrose
- Taxi
- Molina
- Uber/Lyft

Respondents using public transportation listed the following systems:

- Lancaster-Fairfield Public Transit (LFPT)
- Central Ohio Transit Authority (COTA)

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

Approximately 10 percent of survey respondents indicated that public transportation was not available where they live. (6% each) of survey respondents indicated that public transportation

did not go where they needed it to go or they did not know if public transportation was available for them to use. Less than (1) percent indicated that they could not afford public transportation.

What are your transportation needs?

The most reported transportation needs were to do errands, to feed yourself or family, and go to medical appointments. Other common needs were to attend social outings, go to work, go to other appointments, and religious services. The least common need was to go to school.

Do you have any transportation limitations?

The most reported transportation limitation was time of day transportation is available.

Why would you use public transportation?

The most common reasons to use public transportation were, no other transportation options available, to save money and because it would be better for the environment.

Comments about Transportation

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

Please use this space to share with us your comments or concerns about the transportation needs or services in Fairfield County.
Lancaster needs public transportation
Don't know. Don't use them enough to know how they work
Saturday Sunday for church
The need is great in our community I may not use it now but would in the future. Transportation needs to be more prompt and we need more I've worked in the industries that had to use them and it's always been a problem Thank you for your time
Need to make public this service available maybe brochure in physician office Dentist offices eye doctors movies on and on
I'M IMPRESSED TO SEE THE MANY TRANSIT SERVICES AND AVAILABLE OPTIONS. I HAVE FRIENDS WHO ARE VERY DEPENDENT ON THE TRANSIT AND I LIKE THE MANY DIFFERENT WAYS AND TIMES THEY'RE ABLE TO GET TRANSPORTATION TO HAVE THEIR NEEDS MET. I ANTICIPATE NEEDING THESE SERVICES IN THE FUTURE AND HOPE THEY'LL BE AVAILABLE THEN. THIS IS DEFINITE ASSET TO ALL COMMUNITY. THANKS FOR THE OPPORTUNITY TO PARTICIPATE
SENIORS, VETS AND DISABLED NEED AS MANY SERVICES THAT THEY NEED TO HAVE DECENT LIFE.
Sunday Times
SENIORS DO NEED CONSIDERATION WITH FEES. UNCLE SAM DIDN'T PUT THOSE COST IN WHEN HE FIGURED HIS BUDGET BUT WE HAVE TO
I MISS THE OLD BUS ROUTES- WE WOULD GET ON THE BUS IN OUR BLOCK AND GO "DOWNTOWN" AND DO OUR THINGS AND GET BACK ON THE BUS AND GO TO THE HOSPITAL AND VISIT, THEN GET ON THE BUS AND GO THROUGH DOWNTOWN AND BACK HOME- LOVED IT!
HOW ABOUT TAXI SERVICES 24 HOURS A DAY. IT WORKED YEARS AGO. WHY NOT NOW
I AM GLAD THAT THEY ARE HERE. SEE A LOT OF PEOPLE USING THEM.

IT'S WONDERFUL THAT THIS SERVICE IS AVAILABLE TO THOSE WHO NEED IT. PERHAPS I WILL NEED TO USE IT IN THE FUTURE AND ITS COMFORTING TO KNOW ITS THERE. THANK YOU.
THANK YOU FOR PROVIDING THIS SERVICE TO LANCASTER
I THINK IT IS NECESSARY FOR EITHER HANDICAP PEOPLE OR THEY DON'T DRIVE OR OWN A VEHICLE.
USED PUBLIC TRANSIT ONE TIME- DRIVER WENT PAST MY HOME TWO TIMES- I HAD TO GO OUT INTO THE STREET TO FLAG HIM DOWN WHEN I SA HIM COMING AGAIN-I WAS GOING TO AN EYE DOCTOR APT- YOU WANTED TO KNOW WHEN TO PICK ME UP-HOW CAN YOU KNOW HOW LONG YOU WOULD BE IN A DR. OFFICE-WHEN I WAS DONE-THE GIRL AT THE DESK TOLD ME THAT MY "RIDE" WAS HERE AND GONE! SHE CALLED YOU AGAIN AND I HAD TO WAIT ANOTHER 40 MINUTES-NO THAT IS WHY I HAVE NOT USED PUBLIC TRANSPORT AGAIN!
2ND SHIFT/ WEEKLY SERVICES IN LANCASTER WOULD BE NICE AND HELP DOWNTOWN LANCASTER
NEED TRANSPORTATION TIMES WHERE ONCE WE ARE DONE WITH APPOINTMENTS OR GOING TO GROCERY STORE WE DO NOT HAVE TO WAIT 40 MIN TO AN HOUR FOR PICK UP
I don't know of any, I have never had to use it.
DURING THE WEEK FOR ME IS FINE. WE NEED SERVICES ON THE WHOLE WEEKEND.
MY NEED FOR PUBLIC TRANSPORTATION IS NOT FREQUENT I WOULD STILL LIKE TO SEE SOME SORT OF GROUP TRANSPORTATION TO POINTS LIKE OSU EYE/EAR INST. ON OLENTANGY RIVER RD COST IS AN ISSUE AS I AM ON A MEAGER BUDGET AND CANNOT PAY 30.00 TO GET TO COLUMBUS ON OCCASIONAL BASIS.
HOLES IN STREETS. NOTHING GETTING DONE. WHERE IS STREET DEPARTMENT? WHERE IS OUR TAX DOLLARS GOING?
changing pickup and drop off times and limited routes
I have an issue of a driver who treats me like dirt and gets mad at me all the time and I do not want to ride with her
AS REGULAR RIDERS ON LFPT WE THINK THAT DURING TIMES WHEN SCHOOLS ARE IN SESSION, A FEW BUSES COULD BE DESIGNATED FOR GROCERY AND MEDICAL APPOINTMENTS ONLY! ALSO, LATER TIMES IN THE EVENINGS 6PM-12AM WOULD BE GREAT!! IF LFPT COULD OFFER RIDES ON SUNDAYS 12PM-6PM WE FEEL IT WOULD BE HELPFUL TO MANY CUSTOMERS. WE LOOK FORWARD TO HEARING ABOUT SOME OF THESE SUGGESTIONS IN THE FUTURE. MAY ALL LFPT STAFF AND DRIVERS KEEP DOING A SUPER JOB!! WE APPRECIATE ALL OF YOU!
MY FRIEND USE PUBLIC TRANSPORTATION. THE SUPPOSE TO PICK HER UP AT 12 DID NOT PICK HER UP TILL 2.
I DO NOT KNOW THE TELEPHONE NUMBER, OR HOW TO SCHEDULE.
The other day my app wasn't till 8:30 am and the bus came at 6:15 so I had to ride the bus for 2 hours to wait until the doctor's office opened up I cannot walk to other corner to catch a bus I have troubles walking
Late night
I think we need more late night transportation on weekend to cut down on drunk drivers especially during holidays like new year eve and St. paddy's day
I HAVE AN AGING FATHER (72) WHO STILL DRIVES BUT I WILL EVENTUALLY BE IN A POSITION WHERE I WILL HAVE TO BE HIS PRIMARY DRIVER OR RELY ON PUBLIC TRANSPORTATION. I WOULD LOVE TO HAVE OPTIONS WHERE I CAN SCHEDULE RIDES TO APPOINTMENTS OR SOCIAL EVENTS FOR HIM WHEN I AM WORKING.
People say there is not enough
IF I SHOULD HAVE TO GIVE UP MY DRIVING RIGHT I WOULD BE MOST HAPPY TO USE THE TRANSPORTATION NEEDS OFFERED.

The one thing that's a shame is that the drivers don't get tips and aren't allowed to get tips at all, especially when they do a good job.
I saw on my list for when I've had days off that I've still been scheduled to be picked up for work, and I went on my iPad and cancelled it. They should have the foresight to do that part themselves. They shouldn't have that I've ordered it, they should have it where I have the day off, rather than my going on my iPad and cancelling it for them. If I call and say that I have the day off, write in there "day off," instead of "ordered," at least the drivers will know that it's my day off.
Parents need help getting their kids to other districts for open enrollment. Just the other day i saw someone post for help on a fb page which is scary to me. I almost offered just to keep their kid safe from predators. I have too many other things going on.
There is a need for these services for the poor and disabled
PERSONALLY MY FAMILY AND I DO NOT HAVE ANY CONCERNS DUE TO OUR PERSONAL TRANSPORTATION VEHICLES, BUT I HAVE WITNESS THROUGH IT MY PROFESSIONAL LIFE IN THIS COMMUNITY THAT PUBLIC TRANSPORTATION CREATES A HUGE CHALLENGE FOR MANY. I THANK YOU FOR SENDING THIS SURVEY TO GATHER INFORMATION WHERE WE STAND. I DON'T HAVE ALL THE ANSWERS FOR YOU BUT I DO FEEL THAT IF YOU SERVICED MEMBERS FOR THE FCHC OR FMC FOR THEIR PROFESSIONAL OPINIONS ON THIS TOPIC YOU COULD ALSO GET SOME GREAT INSIGHT ON HOW THIS IMPACTS A LARGE PORTION OF CERTAIN POPULATIONS WITH IN OUR COMMUNITY AND THEN WE CAN ALSO COME UP WITH WAYS TO OVERCOME. THANK YOU FOR ALL YOUR EFFORTS.
Wish Pickerington would get a Park and ride location for COTA or have the Fairfield County system transfer to one of the closest COTA Park and ride sites like Gender Rd, etc. This would also give those in Lancaster more employment. Lancaster bus links to a COTA bus stop or park and ride.
Dynamic pick up locations for booking would be amazing and better options on the vehicles picking people up.
Love the additions made to the loop over the years, it would be nice if there was something that went out to the outer sides of the county ex Amanda, Bremen, Thornville.
I think they need to run more often than on the hour - a lot of waiting for people
The vehicles need to have mobile Wi-Fi capability so I can do things without using my data while one rides.
No services- Uber like services-for late hours across the county- therefore limits activities.
Would love to see the public transportation expanded to weekends for those that want to go to medical appts or attend church services
PLEASE lobby for expansion on Route 33 to Columbus. We have the same lanes as when I was a kid in the 1970s. We need professionals in Lancaster to be involved with our community, not stuck in traffic every day!!!
US 33 in Franklin & Fairfield needs a 3rd lane each direction between I270 & Lancaster Bypass
I see the potential need for this service and its' continued enhancement in our County.
I'm not a user of Public Transportation but from social media, I have seen many posts regarding the limited hours of availability. I know LFPT is working on expanding hours of operation and think there is a break-even point where rides and ridership will equalize, continue evaluating later hours. Another service would be to partner with local businesses, Destination Downtown Lancaster and others who sponsor events throughout Lancaster. I know parking, at least the perception thereof, is always a talking point. Local transportation can help from that point of view.
haven't needed any services, so can't comment
The loop service in Lancaster is great, I see it used frequently and it is a needed option. I would like to see the service expanded from Lancaster to other towns in the county, even if just one day a week.

People could catch the city loop to get to appointments and do errands, if they had a way to and from Lancaster from their village.
I do not currently have significant need but I work with a lot of people with disabilities that do. Transportation from Pickerington to Lancaster is very limited. Public Transportation from Fairfield County to Columbus does not seem to exist at this time. We really need people to be able to get to Columbus for work and appointments.
On time pickup or return.
LOVE TO SEE THE TRANSIT BUSES AROUND LANCASTER. THERE IS A GREAT NEED. SOME PEOPLE DO NOT HAVE CARS BECAUSE THEY CAN NOT AFFORD A CAR. TRANSPORTATION IS NEEDED FOR SCHOOLS TO (STUDENTS).
Although I do not need transportation it is needed by some in the Rushville Community. Rushville Village contributes \$500 yearly to your program to insure success. Steven Turban Mayor
The growth of LFPT is welcome and amazing. Keep up the good work.
I THINK IT'S WONDERFUL THAT WE HAVE PUBLIC TRANSPORTATION AGAIN. KEEP IT UP ADVERTISE MORE IN PAPER AND RADIO
Lack of evening hours limits those who would like to be more active in the community, so adding evening hours during the weekdays and Saturday would be a wonderful thing.
I LIVE AT PRIMROSE RETIREMENT COMMUNITY
I FEEL LIKE PUBLIC TRANSPORTATION SHOULD RUN FROM CERTAIN "PICK UP" AND "DROP OFF" AREAS ALL OVER TOWN. IT HELPS THOSE WITH TRANSPORTATION ISSUES AND COULD HELP MORE GET OUT INTO THE COMMUNITY TO SHOP LOCALLY
Many people don't know how to use public transportation. Put a notice out to the public on when/where pickup and drop offs, cost and how to pay (online, with tokens, ect)
I THINK THERE IS A NEED FOR PEOPLE WITHOUT A CAR. AND PEOPLE THAT ARE DISABLED.
I LOVE HAVING THE SERVICE WE HAVE IN LANCASTER
I THINK IT IS A GOOD SERVICE TO HAVE. IF I COULD NOT DRIVE, I WOULD USE IT.
THE PUBLIC TRANSPORTATION IS VERY HELPFUL FOR US. IT, WOULD BE HARD TO GET TO SOME PLACES WITHOUT IT, I DON'T DRIVE, SO I REALLY APPRECIATE IT. THANK YOU FOR YOU SERVICE.
I AM HAPPY THAT THIS IS AVAILABLE TO US. I LIVE AT HUNTER TRACE
I FOUND LANCASTER WAS ACCEPTABLE WHEN I NEEDED TRANSPORTATION. I CAN DRIVE NOW, BUT MAY NEED HELP AGAIN.
WHEN I USED IT, IT WAS GREAT
I AM STILL IN PRETTY GOOD HEALTH FOR 90 YEARS OLD. WE NEVER KNOW WHEN WE MAY NEED PUBLIC SERVICE. THANK YOU.
I responded to this for my Dad. Public transit needs to expand to outside the city limits for the disabled and elderly
MY FAMILY TAKES CARE OF MY TRANSPORTATION BUT SOMETIMES THEY CANT. I'D LIKE TO BE ABLE TO GO GET MY HAIR DONE WITHOUT TROUBLING THEM. JUST BE MORE INDEPENDENT AND AND LIVE BETTER. THANKS.
WE NEED AT LEAST A COUPLE SMALLER VANS EASIER O GET IN AND OUR OF, OR A FEW TAXI CABS FOR SAME REASONS. I WOULD USE YOUR TRANSPORTATION SYSTEM IF IT WERE EASIER AND LESS SCARY. I HAVE PANIC ATTACKS. I KNOW I'M ONE PERSON AND DON'T MATTER AND YOU HAVE TO DO WHAT IS BEST FOR MOST PEOPLE NOT ONE OR JUST A FEW. I'M TURNING INTO A HERMIT AND RARELY GO ANYWHERE ANYMORE ALL ALONE.
There are no viable options for us. The city bus line runs limited loops, none of which are near us. There are no rideshare cars or taxis. Other smaller towns have taxis but Lancaster does not. Fun bus

not interested in regular day to day fares. Need to get to Columbus for appointments, occasional recreation. Would love to be able to get to Hocking Hills or a park to go hiking. Lack of transportation is depressing, seriously affecting the quality of life. Without a car and license, this is a terrible town to be a senior.
My parents commute to Columbus. There isn't much we can do to get around driving ourselves.
They don't go enough places and I noticed a lot of the people on the bus I was on looked like they did drugs. It made me not want to ride the bus again.
Need later hours. Need to be open every day. And need more options to pay... most people don't carry much in the way of cash anymore!
When I last used Lancaster Public transit (before the dedicated routes) the wait time for pickup was very long, I can't speak about now because I haven't used it since then because of that reason.
WE NEED A BETTER MEMORIAL BUS LOOP SCHEDULE IT IS ALWAYS BEHIND.
My clients have long wait times to get where they are going, or if disabled, cannot be picked up at their residence without being charged extra - which most cannot afford. If they need grocery items, they can only bring on the transit items they can carry, and many are elderly and cannot do this. Many people have places they need or would like to go on the weekends and there is no transportation service available. If they want to attend church they are unable to get there. During the week the last transit from places is around 4:00pm. It would be beneficial to have more buses, later transit times, weekend transits, and no extra charge for those disabled who need picked up at their homes. Most who use public transit are on fixed incomes and cannot afford an extra 50 cents sometimes. We have a lot of poverty in our community and the need is great.
I hear from our homeless customers that they are in need of a free bus pass due not enough funds. They say other communities offer free rides and inquire why we don't. I think that is an issue that should be looked into. Maybe offer an income based free bus pass.
Taxi service is limited
Very useful transportation I would use it if I needed it. Not sure of the scheduling.
IT IS GOOD TO KNOW THAT I CAN STILL HAVE TRANSPORTATION IF MY CAR IS BEING REPAIRED OR I AM NO LONGER ABLE TO DRIVE FOR MEDICAL REASONS. IT MAKES ME FEEL SECURE TO KNOW I LIVE WHERE PUBLIC TRANSPORTATION IS AVAILABLE, I WOULD HAVE DONE IT ELECTRONICALLY BUT THE WEB ADDRESS ON THE FRONT WAS TOO LONG.
There are not enough rides available. Scheduling 2 weeks out is not possible if you only get your work schedule for the week on Sunday evening. This makes it impossible to schedule the rides we need and then have to cut back hours at work if not able to find alternate transportation. There needs to be more availability and longer hours especially on the weekends.
I think Lancaster residents would greatly benefit from some type of public trans system
How it works. Need like a cab
I am happy to see public transportation available
I would like to see public transportation between Lancaster and points in Columbus.
SO FAR I HAVE HAD NO NEED FOR PUBLIC TRANSPORTATION- BUT I RECOGNIZE THE NEED FOR THOSE WHO CANT DRIVE THEMSELVES
HAVE NO IDEA WHERE ME BOARDS, HOW MUCH IT COST, TIMES OF ARRIVAL, DELIVERIES, RETURNS ETC, ETC, ETC. RIGHT NOW I CAN DRIVE HERE IN TOWN-BUT NO WAY I CAN DRIVE IN COLUMBUS OR HARDLY ANYWHERE OUTSIDE OF LANCASTER EXCEPT OT DAUGHTERS HOME IN CANAL WINCHESTER. THINK IM ALMOST TOO OLD TO BEAN AND THE WAY.
GOOD TO SEE SOMEONE CARES FOR US OLD PEOPLE?

Thank you for taking the time to find our transportation needs. Hopefully in the future I will be able to utilize them.
ALTHOUGH I HAVE NEVER USED OUR LOCAL PUBLIC TRANSPORTATION I BELIEVE IT IS A GREAT RESOURCE. MAYBE IT IS UNDERUTILIZED DUE TO LACK OF KNOWLEDGE AND UNDERSTANDING. I MAY NEED TO USE IT IN THE FUTURE DUE TO MY DISABILITY. I HOPE THERE COULD BE A PREPAID CARD. I DON'T LIKE TO HAVE THE RIGHT CHANGE OR BE DELAYED BECAUSE OF THAT. MORE COMMUNITY EDUCATION WOULD BE GREAT. JUST THIS MAILING. HAS PEAKED MY INTEREST...GOING TO INTERNET SEARCH NOW!
I do not have any concerns with the transportation at this point.
I lived overseas and only used public transport for many years and then walked from bus stops. It was environmentally friendly, convenient, and very useful!
I lived overseas and only used public transport for many years and then walked from bus stops. It was environmentally friendly, convenient, and very useful!
great job and keep up the great work.
The timing of the bus. It's okay with you guys if I have to wait 10-15 mins to get picked up, BUT if the driver has to wait, they act upset.
I'M NOT SURE HOW MUCH HELP I WAS, BUT I APPRECIATE YOUR EFFORTS.
I hope to have it available for when I'm no longer able to drive
Do not NEED public transport now, but looking to move out of Fairfield county before I do since so few options available. 5 yrs. or less is the window I am looking at.
I am surprised how much Uber costs for in town rides.
I don't need the service but a family member does. Notifications of arrival of vehicle would be good, but many seniors do not have smart phones/apps, so consider a notification by call, not text
The buses don't run in evening so residents are limited to what they can do. Transfers are to confusing for the elderly.
The bus routes are outstanding, but time sensitive transports need improved.
Thank you for outreach for community input.
I have a coworker who is legally blind and cannot drive to work. She relies solely on family and coworkers. She would take public transportation if available at 6-6:30am and to take her home at 3:30pm
Currently have my own transportation but hope that it would be available if and when the time comes that I am unable to drive myself to appointments or to grocery, etc. The biggest complaint that I hear from individuals that have used LPT is being able to schedule a ride on shorter notice.
There needs to be more vehicles for transportation so people can get to their appts or jobs on time.
Don't like the wait time; don't like having to drive on vehicle for so long.
It is this person's opinion, that the entire public transportation system in Fairfield County needs to progress and grow, as our community has, since the system was implemented. *There are many smaller communities with more developed public transportation systems than what we currently have available in Fairfield County.
WE DON'T NEED TRANSPORTATION SERVICES AT THIS TIME, BUT I KNOW MANY PEOPLE DO. IM GLAD EFFORTS TO ADDRESS FAIRFIELD COUNTY TRANSPORTATION NEEDS ARE BEING ADDRESSED
I think having something available on weekends late night for adults who would like to drink without driving.
Glad to see that Lancaster has public transportation. It benefits a lot of people.
It would also be nice for those who don't have transportation and work 2nd shift.
Although I don't personally use public transportation, I appreciate the services and any expansion of services. The wider and more varied the service offerings are, the better they are for our community.

Not provided in small village towns. needs to explain it radius
I have heard customers talk about the hours, lack thereof so certain jobs wouldn't be an option for them as they wouldn't be able get home.
PLEASE EXPAND HOURS FROM BANKERS HOURS. BIKE RACKS WOULD BE NICE.
People I work with/for must use public transportation. Difficult to schedule rides that accommodate their time frame and sometimes must ride for almost an hour, may arrive an hour or so early to their destination, wait for pickup as well.
Very nice to see all the available loops in town... the bus service is mostly always on time... keep the fees low for fixed income family/ies..
I THINK PUBLIC TRANSPORTATION IS A GOOD THING. IT'S JUST THAT I HAVEN'T HAD A NEED TO USE IT YET.
It is very nice with Lancaster having transportation available for people without. The loop, times and the available and places to go is very nice to.. The fee is affordable for the customers too.
I wish it was an option like is in bigger cities to get to more places with a stop in my area of town. Traffic is getting so congestion with more risk taking drivers. Additional options would be helpful.
I think the transit is awesome way to help our community i know it has helped my family members
Transportation is the biggest hurdle we face as a family to get our disabled adult Independence. The state restrictions on what NMT can be used for and the inability to transport people under different billing codes in the same vehicle, we find to be ridiculous.
Ability to provide more direct transportation to and from food pantries and to church services on Sunday morning
I WOULD USE THIS SERVICE TO GO OUT TO EAT AND HAVE DRINKS. IT WOULD BE GREAT TO HAVE A SAFE RIDE HOME.
PERSON IS DEVELOPMENTALLY DISABLED-MENTAL AGE OF 6 YEAR OLD. GOES TO DAYCARE WEEKDAYS TO AVOID SITTING HOME WITH TWO SENIOR CITIZENS (GUARDIANS)
The individuals in Fairfield county as well as every other county across the United States is draining the 911 services because they feel it is the only free and easy way to get to where they want to go.
Though I personally do not have any transportation issues, I work with patients who struggle with this need daily.
I feel like there is a need for helping parents get their children to activities. Kids might be more involved if their parents had safe options for getting them places while the parent is unavailable. Seems especially true for single family and grandparents who are raising their grandchildren, which seems to be happening more frequently due to opioid crisis
Because I have no real need for public transportation, I don't have any concerns personally, however I would have concerns that there may not be available public transport for elderly and/or handicapped persons living in remote areas of the county that may need rides to medical appointments or to purchase groceries/household supplies.
In my opinion, more advertisements online, and in the local newspaper, would greatly benefit the community. I know of people who need the service, but do not know how to go about getting help. They are mostly older people. Many are not computer/technology proficient.
I do not use public transportation but my mother did when she was alive 2 years ago (she was 70 and didn't drive) and said that she couldn't schedule a ride more than 2 weeks out so she would wait 2 weeks before she needed a ride and they would tell her that there was nothing available. It was very difficult for her to schedule a trip to the grocery store so she started using the fun bus which was ridiculously priced.

My father is confined to a wheelchair and needs access to a van with a lift or ramp to go to medical appointments.
many families need public transportation, so the more service we can provide the better
I think by providing more places you provide transportation to make it easier for people that don't have their own transportation to make it to appointments and services they may need.
I would like to see transportation offered around the clock for those who cannot drive themselves to where they need to be, work, social activities etc. They may have to choose limited hours of employment due to not having a route available to them later in the evening.
Times for pick up and return not available
HAVE USED LANCASTER PUBLIC TRANSPORTATION AFTER A SURGERY-MUCH APPRECIATED- DRIVERS WERE VERY HELPFUL
IT WOULD BE NICE TO HAVE AIRPORT TRANSPORTATION MAYBE IT IS AVAILABLE AND I DON'T KNOW ABOUT IT.
IF COULD NOT DRIVE, NEED TRANSPORTATION TO COLUMBUS FOR DT AT RIVERSIDE AND DUBLIN. ALSO, LANCASTER TO CINEMA, STORE, GROCERY, AND SHOPPING-COSTCO. GOOD GRIEF!
MY EYE SIGHT IS GETTING WORST, AND WHEN THAT HAPPENS MY TRANSPORTATION NEEDS WILL CHANGE
USE FUN BUS BECAUSE ITS VERY EASY TO GET INTO THEIR SUV-DRIVERS ARE VERY ACCOMMODATING-ALWAYS ASK IF I NEED HELP TO CARRY PACKAGES. A FEW YEARS AGO WHEN I WAS ABLE TO STEP UP ON BUS- YOU HAD SOME DRIVERS THAT DID NOT QUITE KNOW THEIR WAY AROUND ONCE ONE PICKED ME UP AT MALL AND STATED BEFORE HE TOOK ME HOME HE HAD TO PICK UP SOMEONE T THE TRAILER PARK WAY UP ON 33. WE DROVE AROUND FOR 40 MINUTES BEFORE HE FOUND THE TRAILER- I GUESS YOU GET WHAT YOU PAY FOR YOU SHOULD RUN YOUR SERVICE LIKE THEY DID IN THE 60'S
It has improved but needs more options.
Cannot comment since I have never used public transportation in Fairfield County
TRANSPORTATION IN THIS AREA NEEDS TO IMPROVE DRAMATICALLY. I WOULD HATE TO BE IN A POSITION OF HAVING TO DEPEND ON PUBLIC TRANSPORTATION TO TAKE ME WHERE I NEED TO GO. SHOULD BE A CENTRAL OHIO TRANSIT AUTHORITY WITH EXPRESS BUSES, HEIGHT RAIL OF BOTH FANNING OUT FROM COLUMBUS, WITH APPROPRIATE SERVICE FEEDING INTO HT NETWORK. SHOULD BE ABLE TO SCHEDULE WITH LOCAL RIDE WHEN NEEDED IF USING PUBLIC TRANSPORTATION NOT HAVING TO SHOW UP AN HOUR OF TWO EARLY BECAUSE THAT'S WHEN SERVICE IS AVAILABLE.
Easy survey to use!
COMPLETING THIS AS AN AGENCY THAT ENCOURAGES OUR CUSTOMERS TO UTILIZE LPT TO BE ABLE TO GET TO AND FROM WORK. SCHEDULING IS FRUSTRATING BECAUSE IT HAS TO BE DONE 2 WEEKS IN ADVANCE AND STILL OFTEN CANNOT GET A RIDE FOR THE TIMES NEEDED- OR CAN GET ONE WAY ONLY AT TIMES. LFPT IS/A GREAT RESOURCE BUT NOT ALWAYS USER FRIENDLY MOST PEOPLE WHO PUBLIC TRANSIT NEED IT IN THE EVENINGS AND ESPECIALLY ON WEEKENDS TO GET TO/HOME FOR WORK. WE HAVE PEOPLE WHO COULD FILL JOB OPENINGS IF THEY HAD A WAY TO GET THERE DEPENDABLY.
I FEEL LFPT IS BROKEN! MY DAUGHTER HAD TO USE THIS SYSTEM FOR EARS AND WHEN THEY STARTED ONLINE NONSENSE SHE ALWAYS GOT CANCELLED AND NOT NOTIFIED OR COULD NOT GET SCHEDULED FOR A RIDE HAD TO WAIT FOR A LONG PERIOD OF TIME TO GET PICKED UP. THIS LIST COULD GO ON AND ON. VERY SAD! I WOULD LIKE THIS AS AN OPTION FOR HER BUT SOMETHING NEEDS TO CHANGE.
I work for a Social Service agency that assists people with disabilities in finding and maintaining competitive employment in Fairfield County. Most of the consumers we work with rely on public

transportation to get to and from work. These people often struggle to find employment within the timeframes that LFPT offers transportation and/or within the boundaries of the service routes. This greatly limits their ability to work and become tax-paying members of society. If LFPT could expand their hours of operation and provide more access to transportation, especially in areas outside of Lancaster, this would improve the livelihood of Fairfield County residents.
At this time, we just don't need public transportation
I am a social worker with JFS and find that a lot of customer's struggle with employment as they do not have transportation during the times in which their employer wants them to work.
I AM GLAD THAT YOU HAVE TRANSPORTATION SERVICES IN LANCASTER. I HAVE A FRIEND WHO JUST STARTED USING IT. SHE CAN NO LONGER DRIVE. THIS DOES GIVE HER SOME INDEPENDENCE.
It is not as frequent or regularly available for all times of day, night, or weekend. Also, not regularly available close to or during a holiday.

Challenges to Coordinated Transportation

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

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

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

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

just a few examples. FTA’s Framework for Action is available at www.unitedweride.gov, while the ODOT publications are available at www.dot.state.oh.us/ptrans; click on Coordination

Summary of Unmet Mobility Needs

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

Exhibit D: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1.	Increase Awareness of Public and coordinated Transportation and Establish a shared community vision for improving services and resource management.	Survey’s/ Focus Groups/Meetings
2.	Use existing Conditions data to plan the coordination and expansion of Transportation Services.	Survey’s/ Focus Groups/Meetings
3.	Use internet technology to provide better access to transportation service information to consumers.	Survey’s/ Focus Groups/Meetings
4.	Better utilize existing funding and seek new funding sources to provide more transportation services within Fairfield County.	Survey’s/ Focus Groups/Meetings
5.	Create a seamless transportation network for consumers which will provide for 24-hour, 7 day-a-week, in-county and out- of county trips.	Survey’s/ Focus Groups/Meetings
6.	Create ways to share resources (Facilities, training, maintenance)	Survey's/Focus Groups/Meetings

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

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

Based on information gathered throughout the planning process, the Lancaster-Fairfield Public Transit developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that enough funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to 4 of the identified primary gaps and needs.

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

Goal #1

Increase awareness of Public and Coordinated Transportation and establish a shared community vision for improving services and resource Management.

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

Strategy 1.1:

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

Parties Responsible: Coordination

Staff time involved: Project Partners

Implementation Budget/Costs: Possibly small copying budget for agendas and correspondence

Staffing implications: Staff time involved in preparing agendas and meeting notices and attending meetings

Capital requirements: None

Ridership Implications: Potentially an increase in ridership as TAC members being to work together to meet the demands of the County

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

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

Parties Responsible: Coordination project partners

Implementation Budget/ Costs: Staff time involved

Staffing Implications: None.

Capital Requirements: None

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

Performance measures: Number of meetings attended; and number of face-to-face contacts made.

Strategy 1.2: Hire a Mobility Manager to coordinate all transportation service that is suitable for all agencies within Fairfield County

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

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

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

Possible funding source: 5310 specialized transportation grants. A 20% local match is required for program.

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

Capital Requirements: None

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

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

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

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

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

Staffing Implications: None

Capital requirements: None

Ridership Implications: Increased ridership through shared scheduling.

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

Strategy 1.3: Educate local government officials and agencies about the benefits of public coordinated transportation.

Strategy 1.3.1: Develop a marketing plan that will include all public transit service and coordinated transportation available in the area. ODOT has a model marketing plan that can provide guidance. Marketing goals should be incorporated into this plan.

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

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

Staffing Implications: None

Capital Requirements: None

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

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

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

Parties Responsible: TAC/ Coordination project partners.

Implementation Budget/Costs: Staff involved in brochure development. Cost of printing brochures. 5310 funding may be available to offset the cost of brochures for coordination projects (local match required)

Staffing Implications: None

Capital Requirements: None

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

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

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

Parties Responsible: TAC/Coordination project partners.

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

Staffing Implications: None

Capital Requirements: None

Ridership Implications: Potentially an increase in ridership from the distribution of information on transportation services available.

Performance Measures: Number of new riders.

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

Parties Responsible: Coordination project partners.

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

Staffing Implications: None

Capital Requirements: None

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

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

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

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

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

Staffing Implications: None

Capital Requirements: None

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

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

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

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

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

Staffing Implications: None

Capital Requirements: None

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

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

Goal #2

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

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

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

Parties responsible: Coordination Project partners.

Implementation Budget/Costs: Staff time involved.

Staffing Implications: None

Capital Requirements: None

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

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

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

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

Parties Responsible: TAC

Implementation Budget/Costs: Staff time Involved

Staffing Implications: None

Capital Requirements: None

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

Performance Measures: Plan updated on a regular basis.

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

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

Parties responsible: Tac/Coordination Project Partners

Implementation Budget/Costs: Staff time involved.

Staffing Implications: None

Capital Requirements: None

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

Performance Measures: Plan progress reported on a regular basis; and number of boards/elected officials reached.

GOAL #3

Strategy 3.1: Use internet technology to provide better access to transportation service information to consumers including but not limited to a website regarding coordination participants and transportation options.

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

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

Implementation Budget/Costs: Cost of adding and maintaining the web page to an existing website. Time associated with collecting and updating schedules, eligibility, and service area for each transportation provider and on-going maintenance of the website. Possible funding source is Section 5310 (Local match required)

Staffing Implications: Intended to reduce the time invested by each caseworker, scheduler, or agency representative when scheduling or referring consumers to the appropriate transportation provider by creating a single source of information. The City and/or County may

have a TEC person on staff that can assist in the development and on-going maintenance of the website.

Capital Requirements: None

Ridership Implications: Potentially an increase in ridership when trips are more effectively coordinated due to improved access to transportation schedules.

Performance Measures: Website built and populated with information for every transportation provider; and fewer empty seats on all agency vehicles.

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

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

Parties Responsible: Lead Agency

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

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

Capital requirements: Possible phone line installation.

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

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

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

Parties Responsible: Lancaster-Fairfield Public Transit

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

Staffing Implications: None

Capital Requirements: None

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

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

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

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

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

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

Capital Requirements: None

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

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

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

Parties Responsible: Directional Team (TAC)

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

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

Capital Requirements: None

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

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

Goal #4

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

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

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

Parties Responsible: Coordination project partners

Implementation Budget/Costs: Staff time involved

Staffing Implications: To be determined

Capital Requirements: None

Ridership Implications: To be determined

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

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

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

Parties Responsible: LFPT with TAC/coordination project partners

Implementation Budget: None currently

Staffing Implications: None currently

Capital Requirements: None currently

Ridership Implications: Increased ridership once assistance obtained

Performance Measures: Meetings held; and Campaign initiated.

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

Parties Responsible: LFPT and coordination project partners

Implementation Budget: None currently

Staffing Implications: None until countywide funding is secured

Capital Requirements: To be determined

Ridership Implications: Increased ridership once assistance obtained.

Performance Measures: Funding secured.

Strategy 4.3: Prepare and apply for federal Section 5310 Program funds to support the operating costs for providing increased and expanded transportation service for individuals with disabilities in Fairfield County.

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

Parties Responsible: LFPT and coordination project partners.

Implementation Budget: None currently.

Staffing Implications: None currently.

Capital Requirements: None currently. Ridership

Implications: Increased ridership once assistance obtained.

Performance Measures: Needs evaluated; and service design determined.

Strategy 4.3.2: Prepare and apply for Section 5310 to ODOT for an amount of \$75,000 - \$100,000. Ensure the required 20% match is available and committed to transit services.

Parties Responsible: LFPT and coordination project partners.

Implementation Budget: To be determined

Staffing Implications: To be determined.

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

Ridership Implications: Increased ridership once assistance is obtained.

Performance Measures: Application prepared and submitted to ODOT.

Goal #5

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

Strategy 5.1: Coordinate/consolidate dispatching/scheduling services.

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

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

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

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

Capital Requirements: None

Ridership Implications: Potentially an increase in ridership as transportation providers become more efficient with scheduling trips.

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

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

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

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

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

Implementation Budget/Costs: Staff time involved. Some training may involve costs if qualified in-house staff are not available. Employee costs for the staff to attend. May reduce insurance premiums, however, insurance agents should be contacted concerning training discounts. In addition, the Bureau of Worker's Compensation should be consulted concerning rate discounts for training.

Staffing Implications: None

Capital Requirements: None

Ridership Implications: Better quality service to riders.

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

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

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

Implementation Budget/Costs: Staff time involved.

Staffing Implications: None

Capital Requirements: None

Ridership Implications: None

Performance Measures: All training sessions held.

Strategy 5.3: Coordinate/consolidate maintenance services.

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

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

Implementation Budget/Costs: Staff time involved

Staffing Implications: None

Capital Requirements: None.

Ridership Implications: None

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

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

Parties Responsible: All coordination partners with vehicles.

Implementation Budget/Costs: Staff responsible for maintenance time.

Staffing Implications: None

Capital Requirements: None.

Ridership Implications: None.

Performance Measures: Number of PM's performed on time; Repair turn-around time; and Percentage of savings for maintenance.

Strategy 5.3.3: Look for opportunity to share additional resources (Such as vehicles/facilities)

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

Strategy 5.4.1: Allow seats that are empty on current human services vehicles to be filled with contract passengers and/or general public. Several agencies have already established service for their consumers in the county. The Salvation Army, Meals on Wheels and Center for disAbilities travel throughout the county in the mornings between 7:00 AM-10:00 AM and return daycare passengers in the afternoon between 2:30 PM - 6:00 PM. The Countywide service could feed into the existing Lancaster-Fairfield Public Transit System to navigate around

the City of Lancaster's service area. LFPT could establish regular pick-ups at the Senior Center and the Salvation Army Samaritan Center.

Parties Responsible: Coordination project partners

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

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

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

Ridership Implications: Increase in ridership due to increase in service offered countywide.

Performance Measures: Number of increased county- wide trips.

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

Parties Responsible: Coordination partners

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

Staffing Implications: None

Capital Requirements: None

Ridership Implications: Increase in ridership for county residents.

Performance Measures: Number of countywide trips.

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

Strategy 5.5.1: Use a Section 5310 vehicle for an employment-related route that could be targeted for work trips only. This could include 2nd and 3rd shift employment opportunities within the county. A subscription service² could be established for 2nd and 3rd shift workers. The Section 5310 vehicles that are not in use could provide the late evening trips. In order to be cost effective, at least ten to twelve individuals would have to be part of the subscription service. The cost would have to cover the fully allocated cost and be shared among the passengers. Van pooling (through MORPC) could be utilized for the employees that must commute more than twenty (20) miles.

Parties Responsible: Coordination project partners

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

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

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

Ridership Implications: Increase in ridership.

Performance Measures: Number of evening work trips; and Number of shared trips. Two Subscription service is provided under advanced arrangement and according to prearranged conditions. The service is paid for regardless of whether anyone rides the service.

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

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

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

Staffing Implications: None.

Capital Requirements: None.

Ridership Implications: Increase in evening ridership for employment purposes.

Performance Measures: Number of evening general public work trips.

Strategy 5.5.3: Implement a Guaranteed Ride Home Program³ to encourage employees to use the carpool/vanpool program or take public transportation regularly (i.e., at least twice a week) to employment sites that are within a pre-determined service area. The MORPC Guaranteed Ride Home Program is free to anyone who uses carpools, vanpools or rides public transit and is registered with MORPC program prior to an emergency.

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

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

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

Capital Requirements: None. Ridership Implications:

Ridership Implications: None.

Performance Measures: Number of commuters that utilize the carpool/ vanpool program; and Number of commuters that utilize the guaranteed ride home service. A guaranteed ride home program provides commuters who regularly carpool, vanpool or take public transportation to work with a ride home in case of an emergency.

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

Strategy 5.6.1: Work with the Central Ohio Transit Authority (COTA) and GoBus to explore developing connections with both services. COTA has several express bus routes which travel into or very close to Fairfield County and more are planned. This would be especially helpful for those commuters who live in the northwest quadrant of the County and who travel into Columbus to work. COTA has developed a park and ride at 33/Canal Winchester just outside of Fairfield County.

Parties Responsible: Mobility Manager or lead agency for coordination.

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

Staffing Implications: To be determined.

Capital Requirements: To be determined.

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

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

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

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

Implementation Budget/Costs: Staff time involved with implementation of the park 'n ride. Budget for new connection services to be determined based upon the final design.

Staffing Implications: Staff time involved in working with COTA and Delaware County. A significant amount of time will be required in the initial planning and implementation stages. However, maintenance of the park 'n ride program should not be time intensive.

Capital Requirements: To be determined based upon local decisions for implementation. New park 'n ride programs are potentially an application for Section 5310 funding (local match required).

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

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

Strategy 5.6.3: Work with Athens Transit (Section 5311(f) Inter-City Bus service provider) to possibly expand inter-city bus services. Athens Transit provides inter-city bus services from

Athens to Lancaster to Columbus to Cleveland. These services only stop twice a day, once on the way to Athens and once on the way back to Columbus. Lancaster passengers must call to request a pick-up.

Parties Responsible: Mobility Manager or lead agency for coordination.

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

Staffing Implications: To be determined

Capital Requirements: To be determined.

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

Performance Measures: Number of out-of-county/state trips due to coordination with existing inter-city bus services.

Strategy 5.7: Develop new commuter/shuttle services to the Columbus area using new funding sources. These services would provide for employment trips to jobs in the Columbus area and for trips to Columbus medical facilities.

Strategy 5.7.1: Apply for Job Access Reverse (Section 5310) and/or Congestion Mitigation Air Quality funding for commuter shuttle services between Fairfield County and Columbus. Fairfield County is an eligible county for CMAQ funding which is aimed at reducing congestion on highways and improving air quality.

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

Implementation Budget/Costs: Staff time involved. Budget for additional services to be determined. Possibly use Section 5310 or CMAQ funding.

Staffing Implications: To be determined

Capital Requirements: To be determined

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

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

Goal #6

Provide new mobility options that are designed to fill the gaps in service for residents of Fairfield County.

Strategy 6.1: Establish a additional transportation options that include opening transportation options to the general public, regardless of age and residency throughout Fairfield County and beyond the county line.

Strategy 6.1.1: Based on input about transportation needs from the 2008 general public survey, and updated survey results in 2019, there is a need for additional transportation throughout the county, especially during evening/weekend hours and across county lines.

Parties Responsible: Transportation Coalition and Mobility Manager.

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

Implementation Budget/Costs: To be determined. This new service strategy could potential be an application for Section 5310 or 5311 (50 percent local match is required for operating grants). Local match for Section 5310/5311 funding may be derived from any eligible non-Department of Transportation source. Sources for sustained project funding (without Section 5310/5311 grants) must be achieved prior to implementation of the project.

Capital Requirements: Additional vehicles. Possible Section 5310 or 5311 capital funding for vehicles. Up to 20 percent local match funding is required for capital grants.

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

Performance Measure: [Increase in the] Number of trips provided in for the general public in Fairfield County. More service is available to help meet mobility needs within Fairfield County for consumers. Funding commitments received. Number of trip denials for the new service.

Strategy 6.1.2 Establish an affordable general public (and Elderly and Disabled) fare structure for the new demand response service. The fare structure should be developed based upon the annual funding available for operations.

Parties Responsible: Lancaster-Fairfield Public Transit.

Staffing Implications: Staff time involved in establishing the fare structure

Implementation Budget/Costs: None

Capital Requirements: None

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

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

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

Parties Responsible: Lancaster-Fairfield Public Transit.

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

Implementation Budget/Costs: Costs associated with promoting the service include a small printing budget and staff time involved in creating and distributing information. At least 500 flyers should be printed and distributed throughout the new service area. A small budget for newspaper announcements may also be necessary.

Capital Requirements: None.

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

VI. Plan Adoption

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

The plan adoption was approved by the Fairfield County Coordinated Public Transit-Human Services Transportation Plan on July 22, 2008. The committee members who adopted the plan participated in the planning process. The local elected officials were also invited to review and accept the plan. Those signing were the three county commissioners and the Mayor of the City of Lancaster. As part of the plan, the Fairfield County Commissioners passed a resolution appointing the City of Lancaster, Public Transit as the lead agency of the plan. To date, the members of the plan still meet at least once a year (with a goal of quarterly meetings). The plan was updated and approved in 2015 by the committee members, with a second approved update in 2020.

ADOPTION AND
APPROVAL OF
PLAN

Local elected officials were invited to review and accept the Fairfield County Coordinated Public Transit-Human Services Transportation Plan. Signatures of approval are provided below.

Name/Title _____ Date _____

Quith K. Shupe
Name/Title COMMISSIONER Date 8/5/08

Mike Keger
Name/Title COMMISSIONER Date 8-5-08

D. M. H. [Signature]
Name/Title Mayor of Lancaster Date 7/22/08

Jon O. Meyer
Name/Title COMMISSIONER Date 8/5/08

ADOPTION AND APPROVAL OF PLAN

VIII. ADOPTION AND APPROVAL OF PLAN

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

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

[Signature]
 Lancaster Public Transit System July 22, 2008
 Date

[Signature]
 Job and Family Services 7-25-08
 Date

[Signature]
 Center for disAbilities 7-22-2008
 Date

[Signature]
 Meals on Wheels 7-22-08
 Date

[Signature]
 Salvation Army 7-22-08
 Date

[Signature]
 Mental Retardation and Developmental Disabilities 7-23-08
 Date

 Date

 Committee Member Date

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

Name: Carrie Woody

Agency: Lancaster-Fairfield Public Transit

Phone Number: 740-681-5086

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

Appendix B: List of Annual Reviews and Plan Amendments

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

Name: Carrie Woody

Agency: Lancaster-Fairfield Public Transit

Phone Number: 740-681-5086

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

[Annual Review](#) 11/10/2015; 11/2020

[Amendment](#) 11/2020

Appendix C: Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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