



**Coordinated Public Transit-Human
Services Transportation Plan
Hardin County, Ohio**

2015-2016



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Introduction

I. INTRODUCTION

This document is the update to the 2007 coordinated public transit-human services transportation plan for Hardin County, and includes the following:

- ◆ Demographic and socio-economic analysis of Hardin County.
- ◆ Analysis of major trip generators in Hardin County.
- ◆ Identification and assessment of public, private, and non-profit entities that, as of the date of this report, provide transportation services to persons with disabilities, older adults, people with low incomes, and the general public.
- ◆ Summaries of surveys conducted with the identified transportation providers and other key stakeholders.
- ◆ Identification and assessment of transportation needs and gaps in service for persons with disabilities, older adults, and persons with low incomes, and gaps in service. The assessment of needs and gaps is a result of U.S. Census demographic research combined with multiple outreach efforts including stakeholder interviews, public meetings, and a survey of the general public.
- ◆ Coordinated transportation goals and recommendations for the local stakeholders.

METHODOLOGY

The observations cited in this document were gathered using surveys with stakeholders, an extensive public and rider survey, one public meeting, and two stakeholder meetings. Further information was collected through analysis of U.S. Census 2010 data, the Ohio Development Services Agency's County Profiles, and the American Community Survey, 2008-2012 research.

During initial stakeholder meetings, it was decided that the Hardin County Council on Aging will be the lead agency in both the preparation and implementation of this plan.

PURPOSE

This plan is a requirement set forth by the Moving Ahead for Progress in the 21st Century (MAP-21) legislation (October, 2012). The plan purpose is, in large part, driven by the Federal Transit Administration Section 5310 Program. MAP-21 requires that projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan.

Prior to MAP-21 there were three designated funding programs under the Federal Transit Administration (FTA) that were impacted by this plan: New Freedom Program (Section 5317), Job Access and Reverse Commute (Section 5316), and Specialized Transportation for Seniors and Individuals with Disabilities (Section 5310). With MAP-21, the New Freedom program was consolidated into the Section 5310 program. According to the FTA, the competitive selection process, which was required under the former New Freedom program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former Section 5310 program. This includes public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when

public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for capital expenses requires a 20 percent local match. MAP-21 also implemented a new provision for these federal programs, which encourages funding to be based off of performance measures.

Job Access and Reverse Commute (JARC) activities are now eligible under the formula-based Urbanized Area Formula program (Section 5307) and the Rural Area Formula program (Section 5311).

Unfortunately, these funding programs have not been increased in recent years to match the need for both capital and operating funds. Competition is mounting for available resources. The nationwide trend to combat this issue is by encouraging and incentivizing regional coordination efforts. Regional coordinated transportation in many states using this model has been shown to maximize efficiency and allow resources to be used to their full potential.

Demographics

II. INVENTORY AND ANALYSIS OF EXISTING CONDITIONS

Hardin County has a total area of 470 square miles and is located in the north-western portion of Ohio, bordered by Hancock County to the north; Marion and Wyandot Counties to the east; Logan and Union Counties to the south; and Allen and Auglaize Counties to the west.

Exhibit II.1 illustrates the major cities and highways in Hardin County. The county is served by the following major highways: U.S. Route 68; and Ohio Routes 701, 235, 195, 309, 67, 53, 81, 31, 292, and 273.

POPULATION

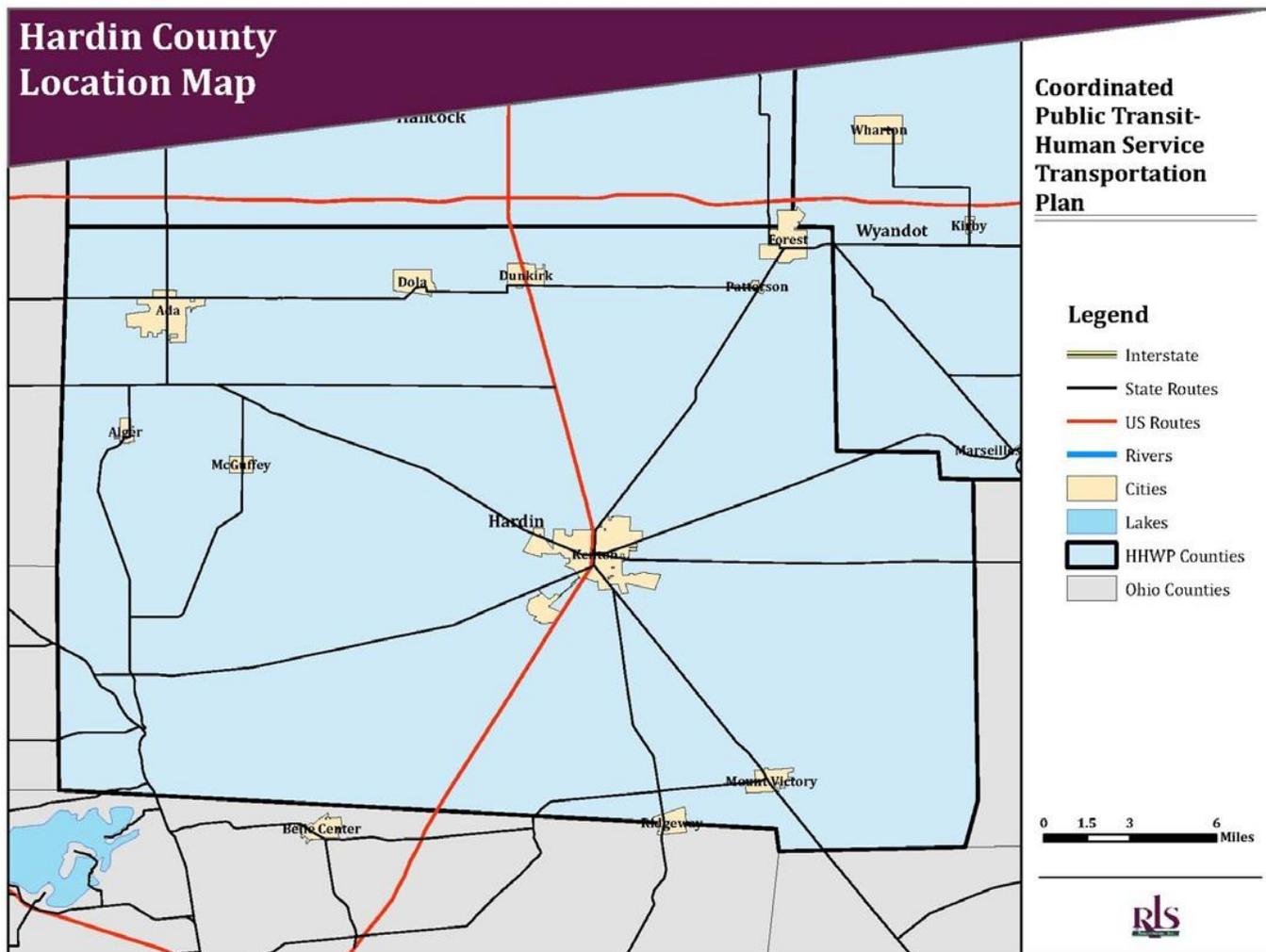
According to the U.S. Census American Community Survey (ACS) 5-Year Estimates 2008-2012, the population of Hardin County in 2012 was 31,986, an increase of only 0.1 percent from the Census 2000 population. The county seat and largest village is Kenton with a population of 8,205 according to the ACS. Ada and Forest are the next largest places in the county (Exhibit II.2).

Exhibit II.2: Hardin County Cites & Villages

Largest Places	2012 ACS
Kenton	8,205
Ada	6,126
Forest	1,609

Source: U.S. Census American Community Survey 5-Year Estimates 2008-2012

Exhibit II.1: Hardin County, OH Location Map



Population Density

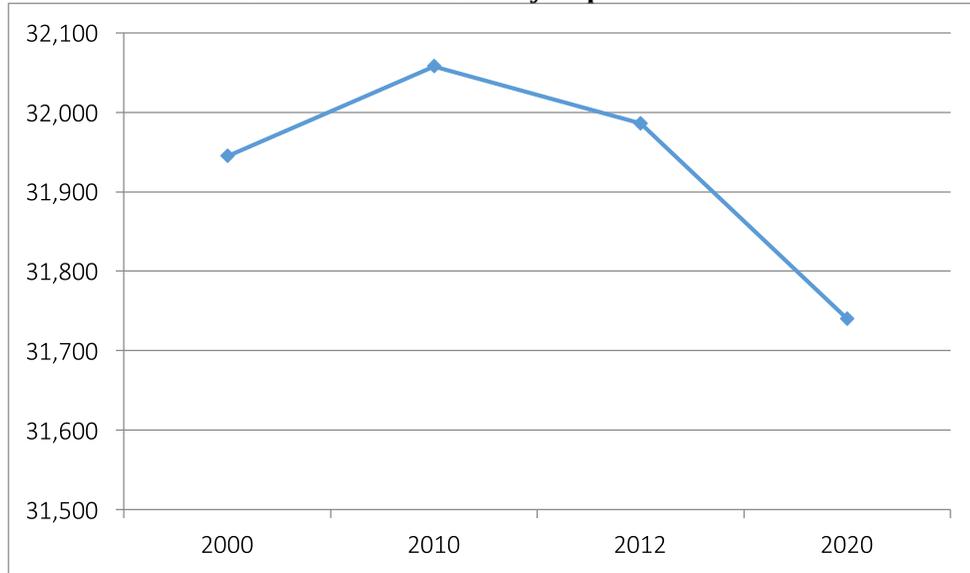
Exhibit II.3 is a map illustrating Hardin County population densities by Census blockgroup. According to 2010 U.S. Census data, the block groups with high and moderately high population densities (over 932 persons per square mile) were located in and around Kenton and Ada. The next highest population density occurred in other areas around Kenton and Forest. Lower density block groups were found throughout the rest of the County.

Population Growth

As previously indicated, between 2000 and 2012, Hardin County's population increased only 0.1 percent. The Ohio Development Services Agency is projecting that the population in Hardin will decrease slightly over the next six years. The population is expected to decrease

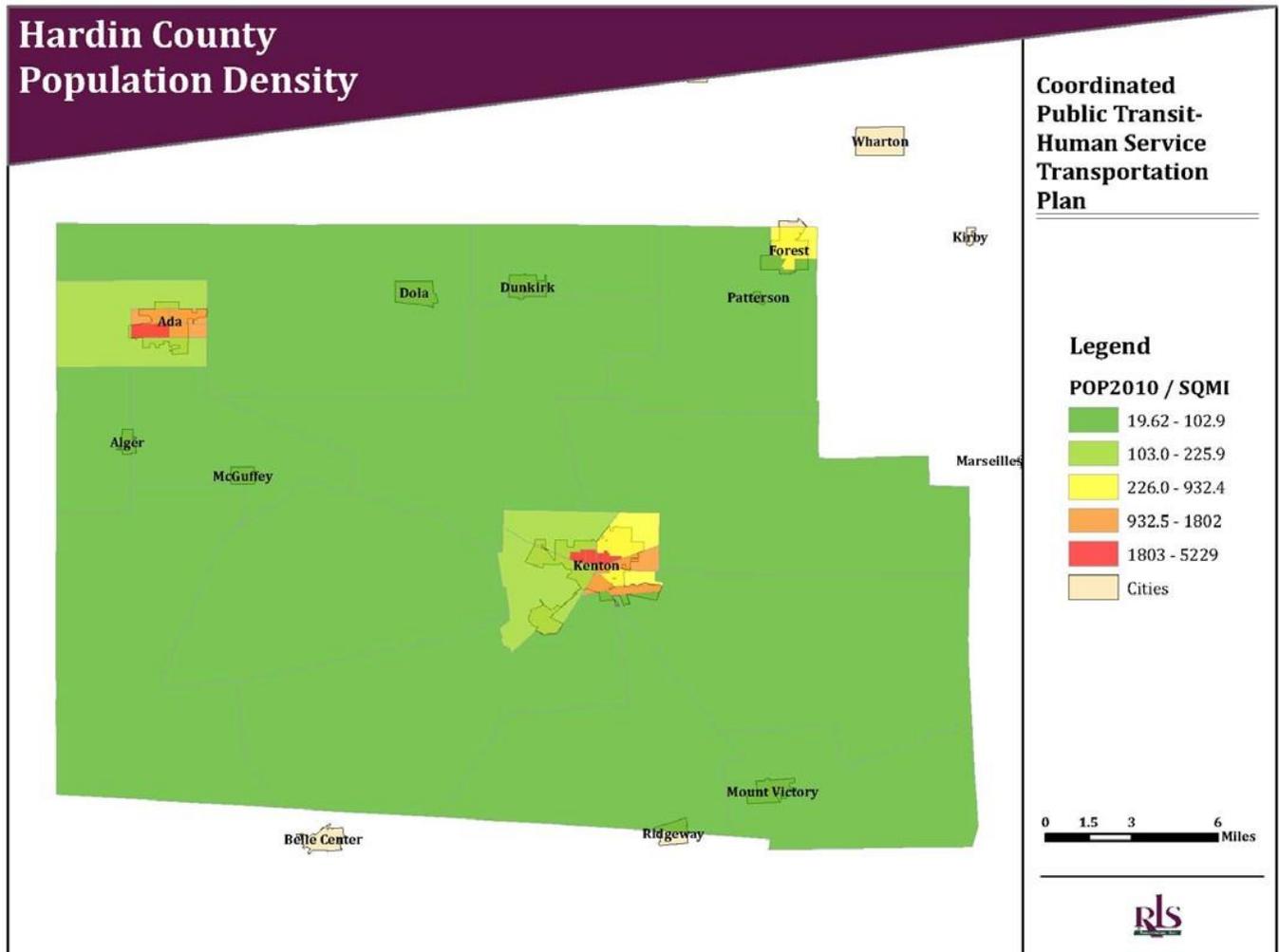
by approximately 250 individuals from 2012 to 2020. Exhibit II.4 visually represents the decrease in population for Hardin County.

Exhibit II.4: Hardin County Population Trends



Source: Ohio Development Services Agency

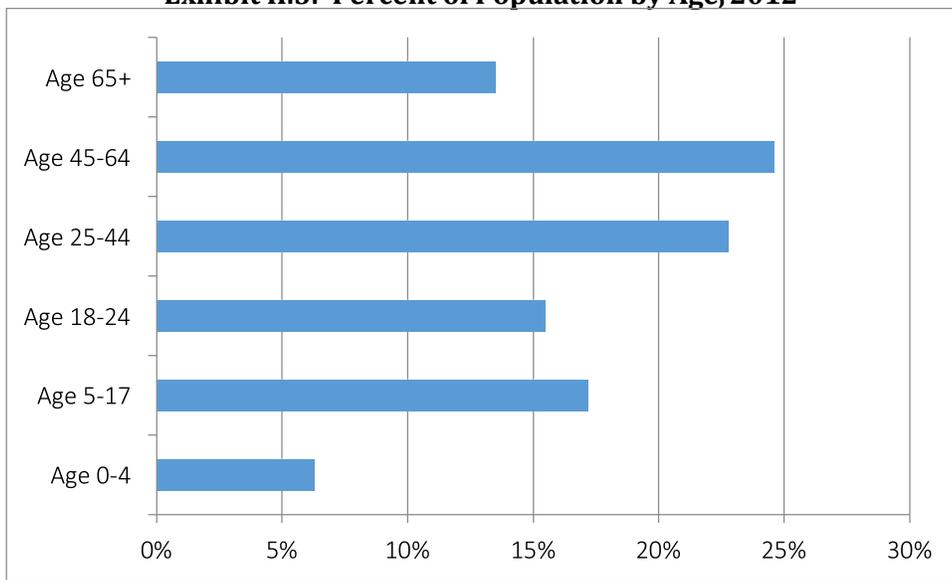
Exhibit II.3: Hardin County, OH Population Density



Age Distribution

According to the ACS, the largest age group was between ages 45 and 64, constituting nearly 25 percent of the county's population (see Exhibit II.5). The group between ages 24 and 44 was the second largest, consisting of 22.8 percent of the population. Approximately 13.5 percent of the county's population was age 65 and older.

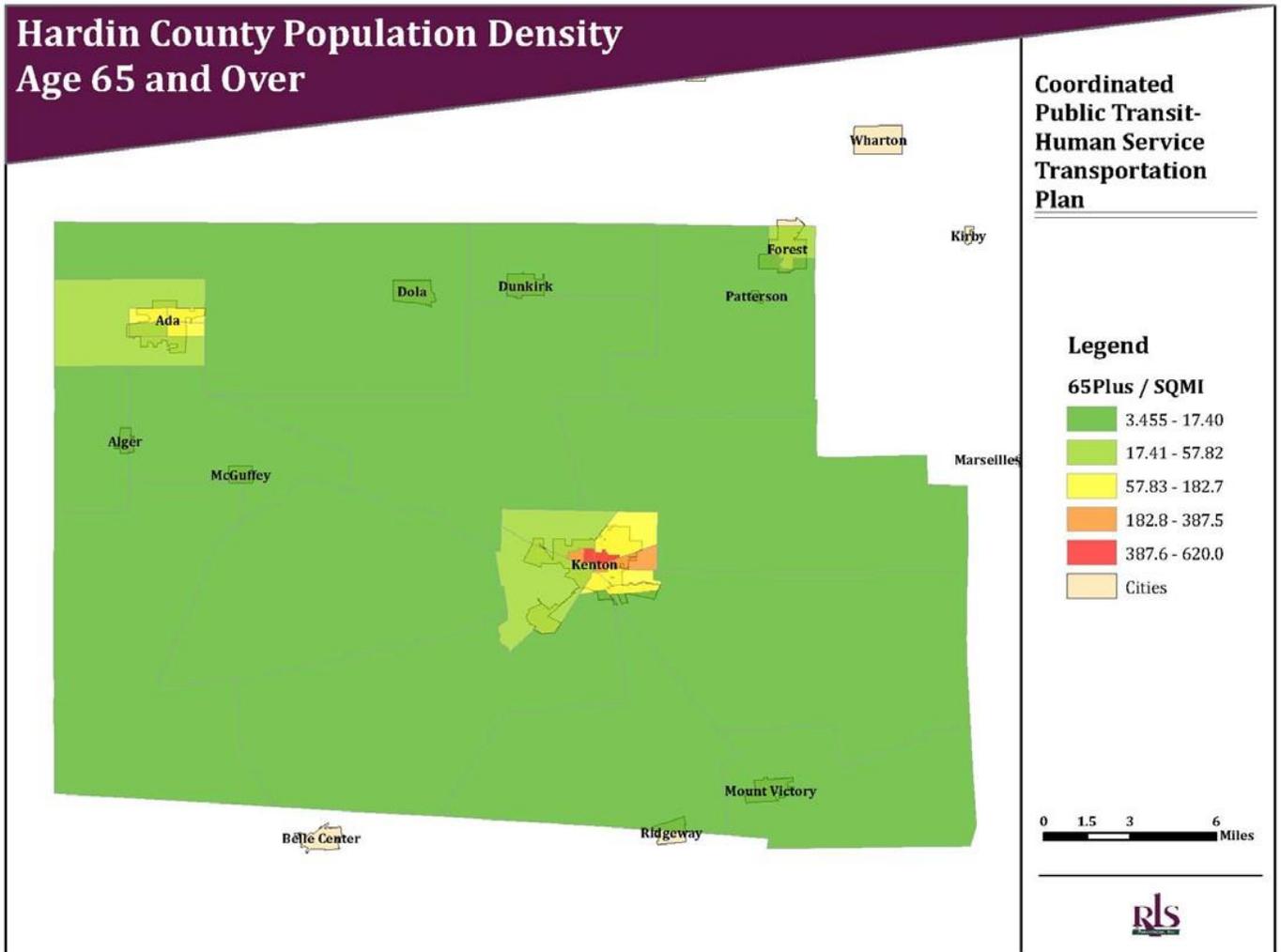
Exhibit II.5: Percent of Population by Age, 2012



Source: U.S. Census American Community Survey 5-Year Estimates
2008-2012

Exhibit II.6 shows the density of the older adult population by Census block group as a population per square mile. The block groups with the highest density of people age 65 and older were located in central Kenton. Areas of moderate densities of persons age 65 and older are found in eastern Kenton and in Ada. The remainder of the County had low to very low densities of older adults.

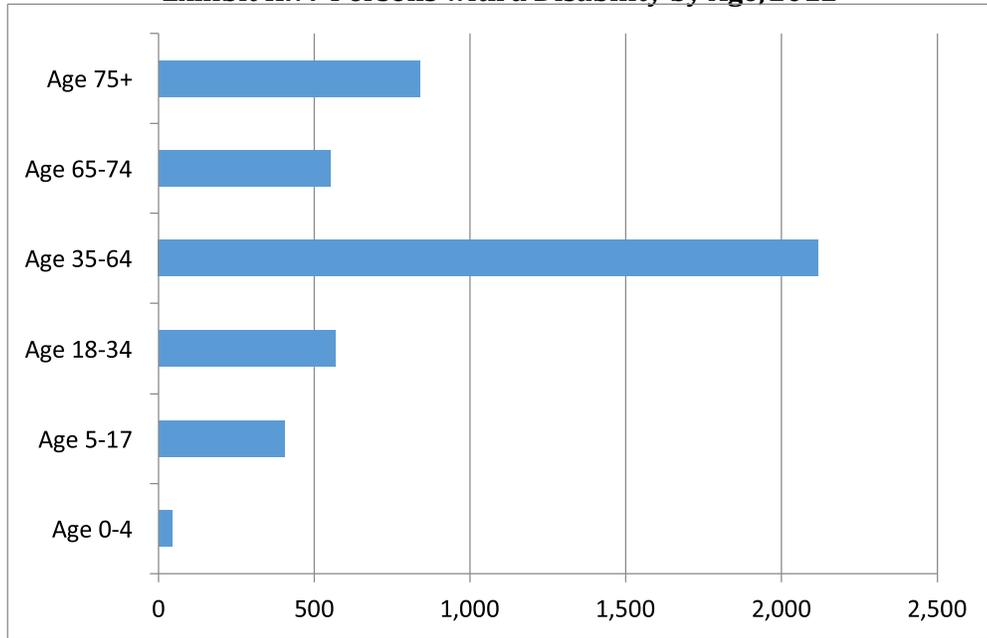
Exhibit II.6: Population Density, Age 65 Plus



Individuals with Disabilities

Disability incidence data was collected using the U.S. Census ACS 5-Year Estimates 2008-2012. The following exhibit (Exhibit II.7) shows the number of people in the County with a disability. Approximately 4,523 individuals reported having some type of disability. The 35 to 64 year old age group reported the highest percentage, 46.8 percent, of having a disability. Disabilities include sensory, mental, physical, and self-care limitations.

Exhibit II.7: Persons with a Disability by Age, 2012



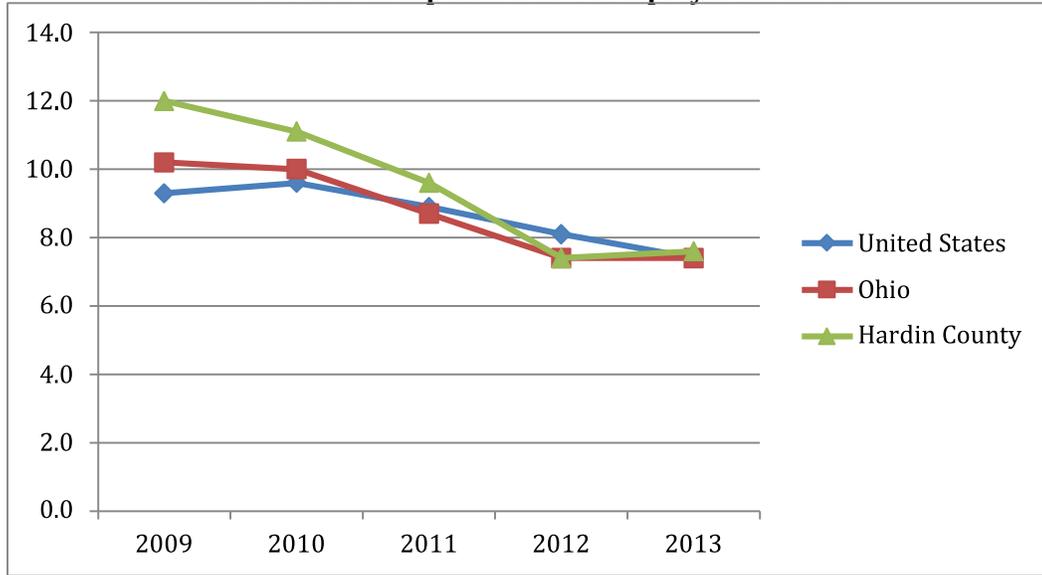
Source: U.S. Census American Community Survey 5-Year Estimates
2008-2012

INDUSTRY AND LABOR FORCE

Unemployment

According to the Bureau of Labor Statistics, the unemployment rate for Hardin County in 2013 was 7.6%. Exhibit II.8 illustrates a comparison of unemployment rates in Hardin County, the State of Ohio, and the United States between 2009 and 2013. As depicted, unemployment in Hardin County had been consistently higher than the United States and the State of Ohio until 2012. County unemployment rates have been decreasing since 2009.

Exhibit II.8: Comparison of Unemployment Rates

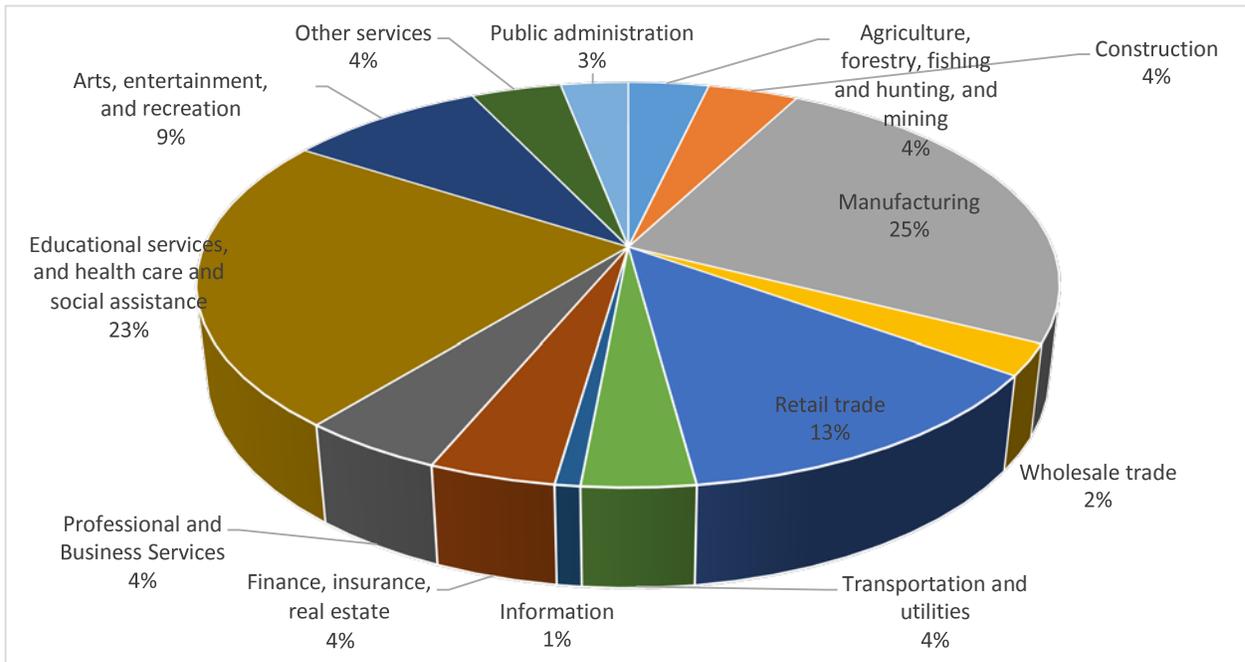


Source: United States Department of Labor, Bureau of Labor Statistics

Employment and Earnings by Industrial Sector

The ACS reports the total employment in Hardin County in 2012 was 13,722 persons. Manufacturing was the largest industry in the County with 3,435 employees (see Exhibit II.9). Educational services, health care, and social assistance were the second largest categories of employers with approximately 23 percent of the workforce. State, local, and federal governments employed 11 percent of the workforce.

Exhibit II.9: Employment by Industrial, 2012



Source: U.S. Census American Community Survey 5-Year Estimates 2008-2012

Major Employers

According to the Ohio Development Services Agency, the following is a list of major employers:

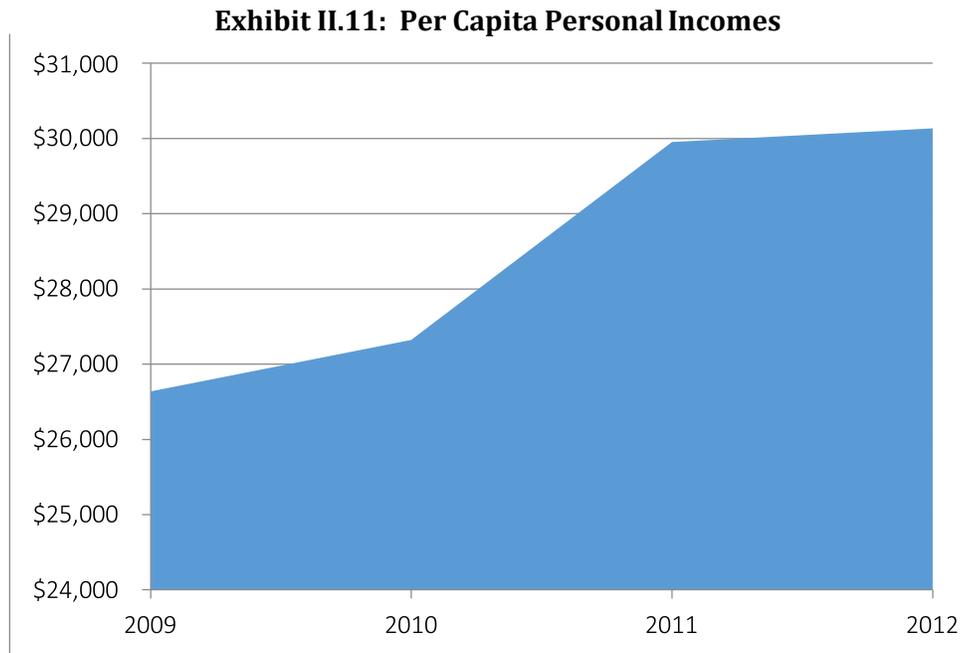
- ◆ Ada Technologies
- ◆ Wilson Sporting Goods
- ◆ Hardin County Government
- ◆ Hardin Memorial Hospital
- ◆ International Paper Company
- ◆ Kenton City Schools
- ◆ Ohio Northern University
- ◆ Reliance Steel and Aluminum
- ◆ Sumitomo Bakelite/Durez Corporation
- ◆ Triumph Group, Inc.

ECONOMIC PROFILE

Household Income Measures

Exhibit II.11 illustrates the per capita personal income for Hardin County residents from

2009 to 2012. From 2010 to 2011 the per capita income rose sharply.



Source: U.S. Bureau of Economic Analysis, 2012

Exhibit II.12 illustrates the percentage of the population in each Census tract that is living in poverty. The high-percentage tracts are in the southern and central parts of Kenton. The next highest percentage tracts were found in the entire southern, central, and western regions of Hardin County. Over half of Hardin County has a percentage of individuals living below the poverty level that is greater than the State and National poverty levels.

Zero vehicle occupied housing unit status is another indicator of poverty. Exhibit II.13 is a map that displays the distribution of zero vehicle households in Hardin County. The highest densities of households with zero vehicles are located in Kenton and in southeastern Hardin County. Kenton has a tract which is above both the State and National zero vehicle household averages.

Exhibit II.12: Hardin County, OH Population's Percent Below Poverty Level

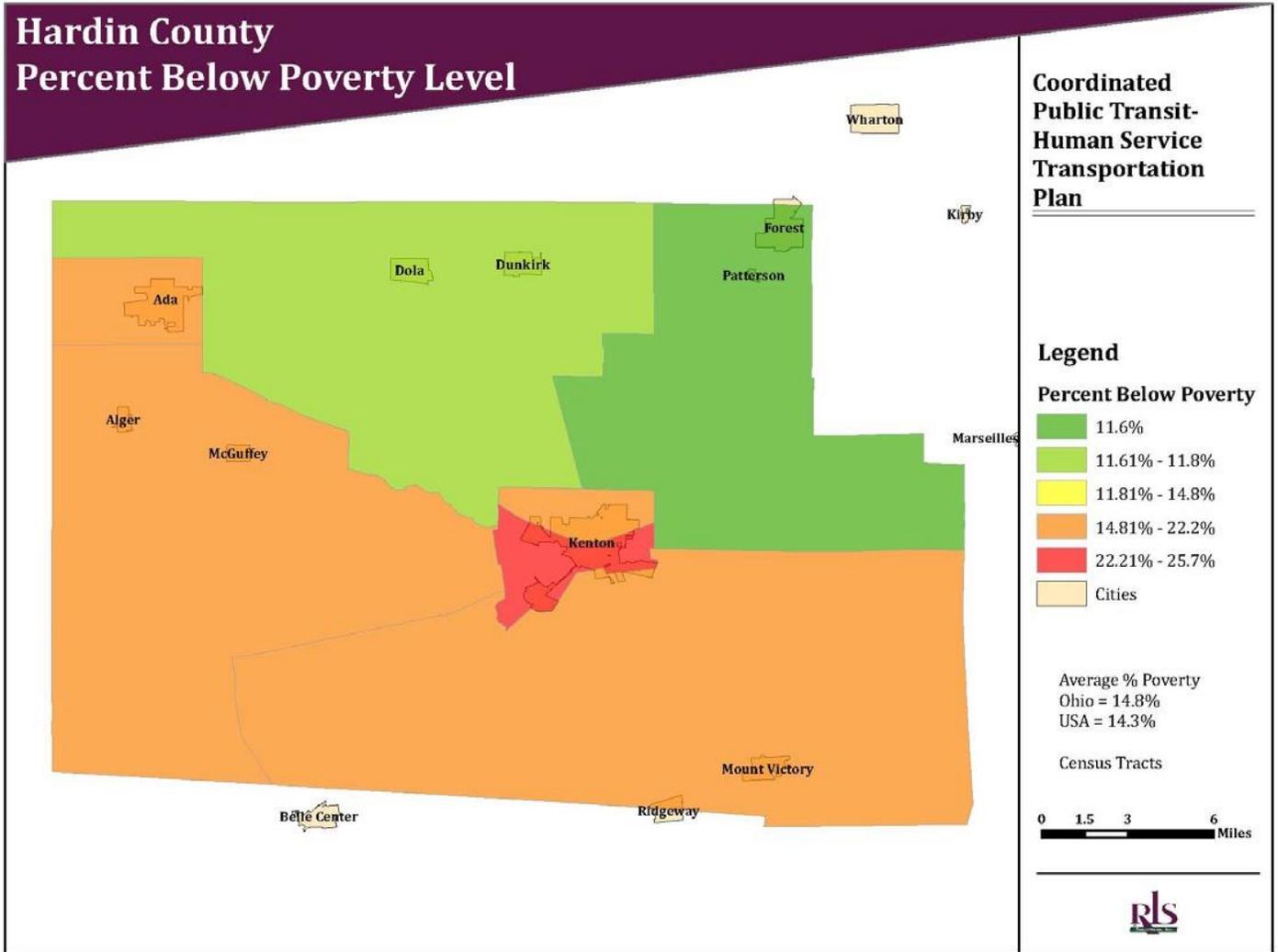
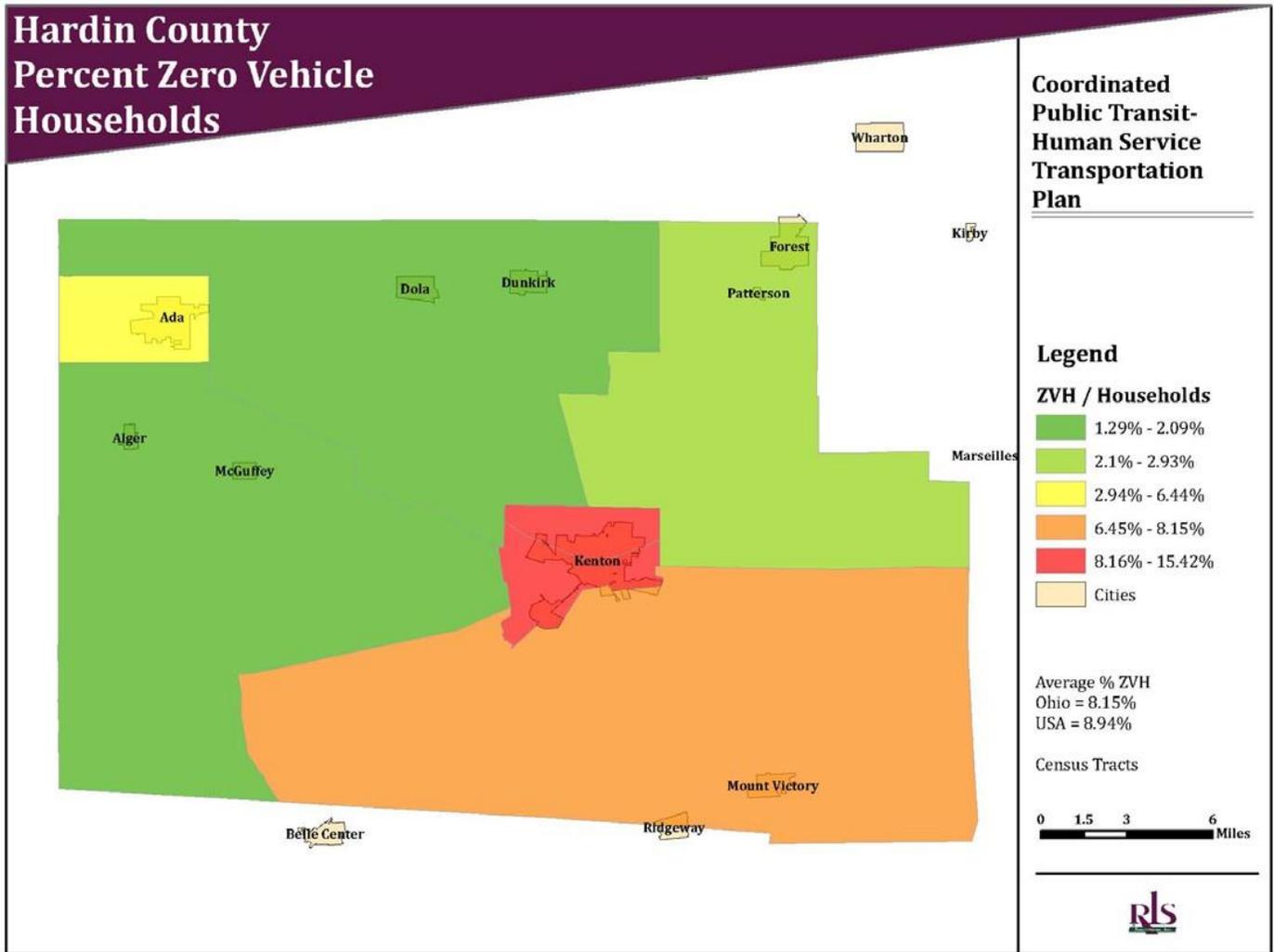


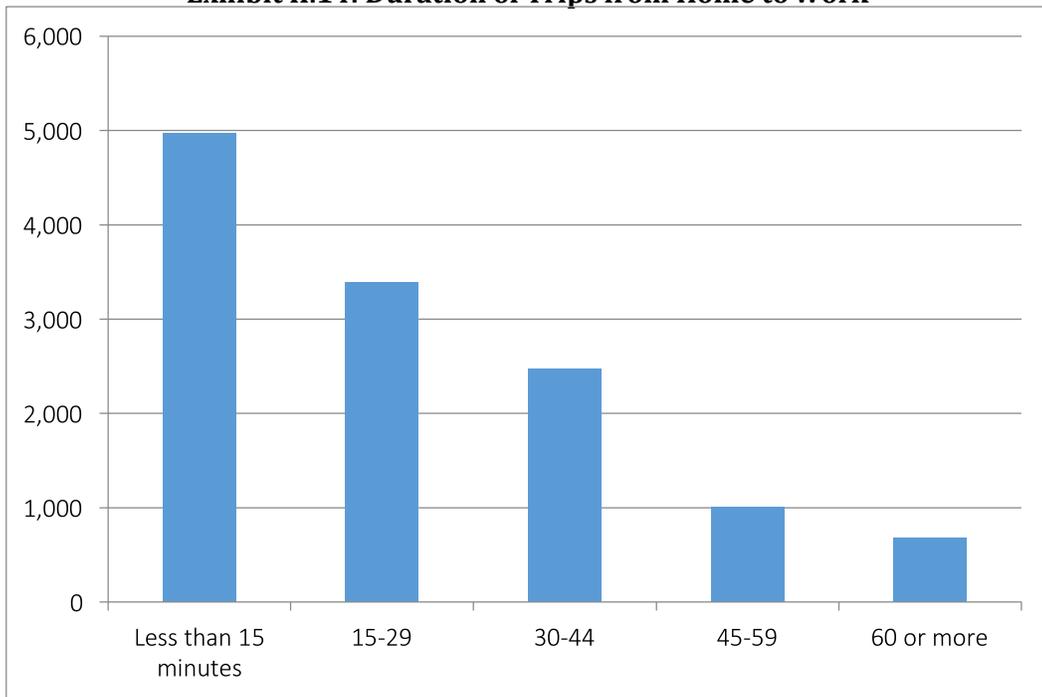
Exhibit II.13: Hardin County Zero Vehicle Households



Transportation to Work

Exhibit II.14 shows the duration of trips from home to work for members of Hardin County's labor force. Most residents traveled less than 15 minutes from home to work, with the second largest group traveling between 15 and 29 minutes to get to work. The mean travel time to work is 23.1 minutes.

Exhibit II.14: Duration of Trips from Home to Work



Source: U.S. Census American Community Survey 5-Year Estimates
2008-2012

Home-Base to Work Trips

An analysis of home base to work trip interchanges within the county was conducted to determine whether or not there are any observable commuting patterns within the area to neighboring counties that could be served by transit. The analysis uses 2011 U.S. Census Longitudinal Employer-Household Dynamics (LEHD) data sets. LEHD is an innovative program that links place of employment data with U.S. Census place of residence data. The result is a very useful tool that transportation planners can use to analyze the origins and destinations of home-based work trips. Exhibit II.14A illustrates the results for Hardin County. The LEHD data reveals that most Hardin County residents who work outside of the county are traveling to work in Allen and Logan Counties. Other common out-of-county work locations are Franklin, Union, Hancock, Montgomery, and Marion Counties.

Exhibit II.14A: Job Counts by Place for Hardin County Residents

Place of Work	Number of Hardin County Residents by Work Place
Hardin County	3,806
Allen County	1,217
Logan County	935
Franklin County	689
Union County	461
Hancock County	363
Montgomery County	333
Marion County	329

Source: 2011 U.S. Census Longitudinal Employer-Household Dynamics (LEHD) data sets

SUMMARY

Hardin County's population is projected to stay consistent until 2020 (only a 0.7% decrease in population). Approximately 4,523 individuals in Hardin County have a disability. This represents over 14 percent of the total population.

There were approximately 12 percent of households earning less than \$15,000 per year according to the ACS. Although the per capita personal income is gradually increasing, these individuals will present ongoing challenges for service providers in Hardin County.

As Hardin County's largest age group, 45 to 64 years old, moves into retirement, their need for transportation will change. Likewise, the face of the county and the needs for transportation will change further as the age group (18 to 24 year olds) joins the labor force.

Disabilities, income, and age will all play a role in the changing need for transportation in Hardin County.

Inventory

III. INVENTORY OF SERVICES AND GAPS

INTRODUCTION

Evaluation of service provider capabilities and analysis of the existing gaps and duplications that exist in the structure of transportation resources in the county provides coordinated transportation planners with the necessary foundation for implementing changes that will complete and improve the network of transportation resources. Multiple components of community outreach activities were utilized to encourage public and human service agency transportation providers to participate in the coordination planning efforts.

Stakeholders were invited to a public meeting to discuss community unmet needs and opportunities, and were also encouraged to participate in Coordinated Public Transit-Human Services Transportation Provider and Human Service Agency Surveys. The surveys were designed for transportation providers, government and non-profit organizations, and funders. Survey questions were intended to collect information on unmet transportation needs and available service. The survey was implemented as a web-based application and hosted by RLS & Associates, Inc. A list of organizations that either completed a survey and/or attended the stakeholder public meetings is included below:

- ◆ HHWP Community Action Commission (HATS Transportation)
- ◆ Clymer Medical Transport, Inc.
- ◆ Hardin Memorial Hospital
- ◆ The Kenton-Hardin Health District
- ◆ Hardin County Council on Aging
- ◆ Area Agency on Aging 3
- ◆ Upper Scioto Valley School District
- ◆ Health Partners of Western Ohio
- ◆ Hardin Northern Local Schools
- ◆ Ridgemont Local Schools
- ◆ Hardin County Board of Developmental Disabilities
- ◆ Hardin County Job and Family Services

The following information is based upon the tabulations from the survey and interview database. A total of ten organizations provided information about their services. Summaries of organizations that directly operate and/or purchase transportation for consumers are listed in Section A. Organizations that refer people to available transportation services are listed in Section B.

A. Organizations that Directly Operate, Administer, and/or Purchase Transportation

Hardin County Council on Aging, Inc.

The Hardin County Council on Aging is a private, nonprofit entity providing nutrition, information referral, transportation, chore, homemaker, outreach, socialization, and adult day services to seniors in Hardin County. The Council on Aging provides demand response door-to-door transportation services to Hardin County residents who are over sixty years old or who are under a different community program. This service runs from 8:00 AM to 4:00 PM, Monday through Friday.

In 2013, the Council on Aging provided 18,508 total trips at a cost of \$2.10 per mile, which is billed directly to program providers. In July, 2014 the cost per mile increased to \$2.25. The Council on Aging currently has eleven vehicles, all but one of which is wheelchair accessible. These vehicles were obtained with both Section 5310 funds and agency funds, and two additional Section 5310 funded vehicles will be added to the fleet in 2015, awarded for 2014. Anyone Sixty years old or older who lives in Hardin County can ride free anywhere in the State of Ohio for medical reasons or Senior Center activities.

Upper Scioto Valley Local Schools

The Upper Scioto Valley Local Schools are a local government entity, under the jurisdiction of the school board. Fixed route transportation is provided free of charge to 584 students of the school district to and from school and for extracurricular activities. Transportation is provided from 6:00 AM to 5:00 PM Monday through Friday, plus extracurricular trips are provided outside of those hours on weekdays and on Saturdays. Bus drivers are required to have a Commercial Driver's License.

Ridgemont Local Schools

Ridgemont Local Schools serves school age children within the Ridgemont School District. The school district provides curb-to-curb transportation to and from school for 375 students.

Hardin County Board of Developmental Disabilities

The Hardin County Board of Developmental Disabilities is an extension of the Ohio Department of Developmental Disabilities, and provides screening, day treatment, recreation, and employment-related services to the developmentally disabled in Hardin County. The Board provides transportation as part of providing these services.

The Board provides a large range of different transportation services to clients. Both fixed route and demand response services are provided using agency owned and operated vehicles and through purchasing daily transportation from National Express Transit. Curb-to-curb, door-to-door, and door-through-door transportation is available depending on the

needs of the client.

Clients can be transported from 7:30 AM to 9:30 PM Monday through Friday, with Saturday and Sunday service available by scheduled request. In 2013, nearly 20,000 trips were provided at a total cost of \$499,518. Funding for transportation comes from Title XX, levy funds, and Medicaid reimbursements. The Board has 4 total vehicles, including 3 minivans and one small bus. Three of these vehicles are wheelchair accessible.

Clymer Medical Transport, Inc.

Clymer Medical Transport is a private, for-profit organization providing medical transportation in Hancock, Allen, Putnam, Hardin, Shelby, Logan, Van Wert, Preble, and Darke Counties.

Transportation provided is door-through-door, demand response service and is only provided on a contractual basis through the Area Agency on Aging 3, Catholic Social Services, and the Care Coordination Program. Passengers must meet the eligibility requirements of these programs before they would be referred this service.

In 2013, Clymer Medical Transport provided transportation to 589 clients. The organization provided 649 one-way trips and 5,238 round trips. The base rate for a trip is \$89. Clymer Medical Transport operates from 4:30 AM to 7:00 PM on Monday through Friday to all counties, on Saturdays from 5:00 AM to 4:00 PM to Allen County and to other counties by specific request, and on Sundays only by request and driver availability.

In the first quarter of 2014, Clymer Medical Transport reported \$162,223.24 in expenses. Using this number to estimate the remainder of the year, total costs will be approximately \$648,892.96. Total estimated revenues will be \$741,983.80. Clymer Medical Transport has 19 total vehicles, all of which are accessible.

B. Organizations That Use and/or Refer People to Available Transportation Resources

Area Agency on Aging 3

The Area Agency on Aging 3 is a private non-profit organization providing social services and referral information to seniors in a seven-county area. The counties receiving services from the Area Agency on Aging 3 are Allen, Auglaize, Hancock, Hardin, Putnam, Mercer, and Van Wert. The Mobility Manager for all seven counties is an employee of the Agency on Aging. The Agency has ten vehicles which they lease out for transporting clients, but generally provides transportation to clients through contracts with other area providers. Through the Find-A-Ride and PASSPORT programs, the Agency purchases over 24,000 trips annually. To qualify for this transportation, clients must be either enrolled in the PASSPORT program, be sixty years of age or older, or have a disability.

The Area Agency on Aging 3 believes the most beneficial transportation additions for their clients would be more on demand transportation, out-of-town transportation, and extended early morning, evening, and weekend hours. Many need door-through-door transportation while others only need curb-to-curb. Personal care attendants and assistance with packages is needed also. For the future, the Area Agency on Aging 3 would like to see more non-traditional approaches to meeting the transportation need, as well as more willingness to coordinate resources.

The Kenton-Hardin Health Department

The Kenton-Hardin Health Department provides a wide range of public health services such as screening, nursing, family planning, nutrition, and more to Hardin County residents. While not a provider of transportation, the Health Department provides referrals and information about available transportation resources to patients.

Hardin Memorial Hospital

Hardin Memorial Hospital is a private, faith-based, non-profit organization providing health care, nutrition, rehabilitation, and diagnostic services to Hardin and surrounding counties. Last year, the hospital admitted 716 patients, had 46,237 outpatient visits, and 11,801 ER visits. While only one percent of those patients need transportation daily, ten percent need transportation once or twice a month. These patients need trips home after medical treatment. Very rarely, the hospital pays for taxi rides home for patients. The hospital sees the biggest transportation gaps for Hardin County as the very few options for people under 60 who also don't qualify for Medicaid, and Hardin County's lack of public transportation.

Hardin County Job and Family Services

The Hardin County Job and Family Services provides income assistance and other social services to 726 Hardin County residents. The average age of clients is 22 to 59 years old. For clients qualifying for non-emergency medical transportation, Hardin County Job and Family Services provides taxi rides. Ten percent of these clients need transportation once or twice a week, while seventy-five percent need transportation once or twice a month. The most common trip destination needs are for medical appointments. In the future, Job and Family Services would like to see the local taxi company increase their fleet. Currently, they are booked two to three weeks in advance, and trips are not easily scheduled.

The HHWP Community Action Commission

The HHWP Community Action Commission (the CAC) is a private non-profit located in Hancock County but which implements many programs available to Hancock, Hardin, Putnam, and Wyandot Counties. The CAC is also the designated grantee for the Hancock Area Transportation Services, which is a Section 5311 rural public transportation system for Hancock County. As such, the CAC is responsible for general oversight and HATS handles the day-to-day operations. While

the CAC provides many services to Hancock, Hardin, Wyandot, and Putnam Counties, HATS is only a public transportation provider for Hancock County. HATS provides low-cost, demand response transportation to anyone within Hancock County and for any purpose. There are no service eligibility requirements for passengers.

Currently, HATS serves 1,378 public transportation consumers, providing 42,084 passenger trips in 2013. The fare structure is \$1.50 per city trip, \$2.50 per county trip, and elderly and disabled passengers pay half fare. HATS operates from 7:15 AM to 9:45 PM Monday through Friday, and from 7:15 AM to 4:45 PM on Saturdays.

HATS had a total operating budget of \$896,170 in 2013, and a total capital budget (including maintenance of vehicles) of \$122,080. The fleet consists of 20 vehicles, of which only 3 are not wheelchair accessible. Two vehicles are scheduled to be replaced in 2014.

Needs

IV. ASSESSMENT OF UNMET NEEDS AND SERVICE GAPS

INTRODUCTION

Multiple components of community outreach activities were utilized to encourage public, private, and non-profit transportation providers to participate in the coordinated transportation planning efforts. The general public was encouraged to participate in a brief written survey that was available online and in paper versions at the many area human service agencies. The general public was also invited to attend a public meeting facilitated during the planning process. The public meeting was advertised in the local newspaper, through email invitations, flyers, and word-of-mouth. The public meeting took place on April 22, 2014. Another meeting, targeting input from the elderly and disabled population, was held on May 27, 2015.

Local transportation stakeholders were invited to attend and participate in public meetings. Invitations to the meetings were distributed via email to 51 organizations that represent older adults, individuals with disabilities, people with low incomes, and/or the general public in Hardin County.

This chapter summarizes the results of the public and stakeholder outreach activities. The chapter is arranged in the following topical order: (1) Input from the Public and Stakeholder Meetings; and (2) Input from the public survey.

PUBLIC AND STAKEHOLDER MEETING SUMMARY AND RESULTS

During the meetings, the facilitators dedicated a portion of the time to defining coordinated transportation and explaining its potential benefits. Basic coordination principles were outlined, and the purpose for the planning process was explained.

Following the presentation, the meeting participants were asked to identify public and human service agency transportation and mobility needs, gaps, successes, and challenges in Hardin County and the immediate surrounding area. Key discussion points are outlined below.

- ◆ Public Transportation – side note: a shuttle service was attempted 3 times with no success
- ◆ Funding for transportation for individuals under 60 years of age
- ◆ Transportation for individuals just above the low-income eligibility requirements
- ◆ Weekend transportation
- ◆ Transportation for at-risk high school drop-outs to job training
- ◆ Employer participation in employee transportation
- ◆ Low cost 24/7 transportation to and from employment
- ◆ Transportation for mental health clients under 60 years of age
- ◆ On-demand transportation service
- ◆ Funding for out-of-town and out-of-county medical trips

- ◆ Expansion of community knowledge of services that do exist, possibly utilize social media.

ELDERLY AND DISABLED FEEDBACK MEETING

New guidance for the Section 5310 program went into effect on July 7, 2014. In order to be in compliance with the new circular, elderly and disabled individuals (not solely agencies representing these individuals) must be part of the public participation process. In order to ensure that adequate feedback from these populations is represented, the Hardin County Coordinated Public Transit-Human Services Transportation Plan was presented to Hardin County senior citizens and individuals with disabilities by the Hardin County Council on Aging Director, Bette Bibler, on May 27, 2015. Of 31 meeting participants, 100 percent identified themselves as being age 60 and older and 45 percent identified themselves as being disabled.

After reviewing the plan with attendees, Director Bibler opened the floor for comments. The only comments made were in appreciation of the Council on Aging's quality services and the importance of those services continuing.

In closing, participants in attendance signed and dated their approval for Hardin County's Coordinated Public Transit – Human Services Transportation Plan.

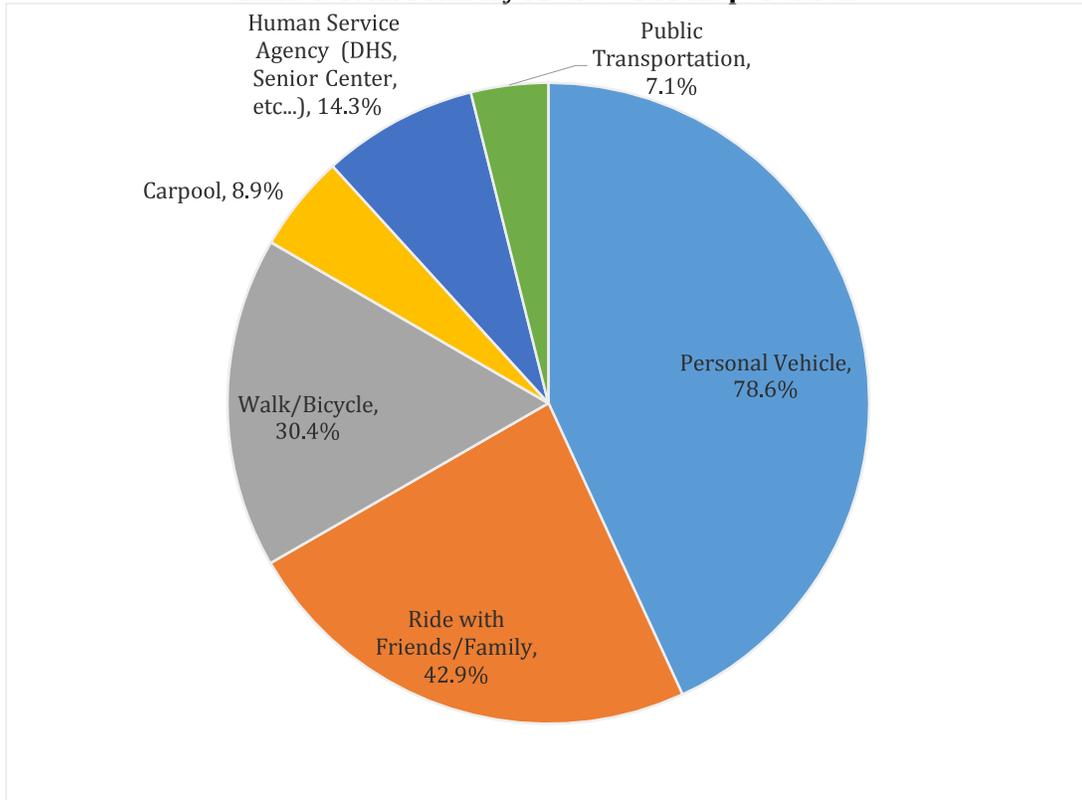
PUBLIC SURVEY RESULTS SUMMARY

A survey of the general public was conducted during May and June of 2014. The general public survey was available online and in paper format distributed by stakeholders to their clients and to the public. A total of 57 surveys were completed. A summary of the survey results follows.

Modes of Transportation

The survey asked respondents which modes of transportation they used in the past 12 months. Almost 79 percent of respondents have a personal vehicle they use on a regular basis. The next most common response was riding with friends and family, with 42.9 percent of responses. Over 7 percent responded that they have used some form of public transportation in the last 12 months.

Exhibit IV.1: Primary Modes of Transportation



Trip Needs, by Destination

The survey asked respondents about their most commonly visited general destinations, their most commonly visited community-specific locations, and the most commonly visited cities or villages for work and/or pleasure. Exhibits IV.2, IV.3, and IV.4 outline the results. As seen in Exhibit IV.2, the most common general destination was local shopping (66.7 percent of responses). Local grocery trips and medical appointments were the next most common general trip destinations (with 64.9 and 54.4 percent of responses, respectively). Exhibit IV.3 outlines the most commonly visited local destinations. Wal-Mart has the highest demand, receiving 84.2 percent of responses. Other common responses are the Doctor's Office with 61.4 percent and Kroger's with 59.6 percent of responses. Exhibit IV.4 demonstrates that Kenton is the city most traveled to locally for work and/or pleasure with 85.5 percent of responses. Lima received 60 percent of responses, while Findlay received 40 percent.

Exhibit IV.2: Most Commonly Visited Destinations

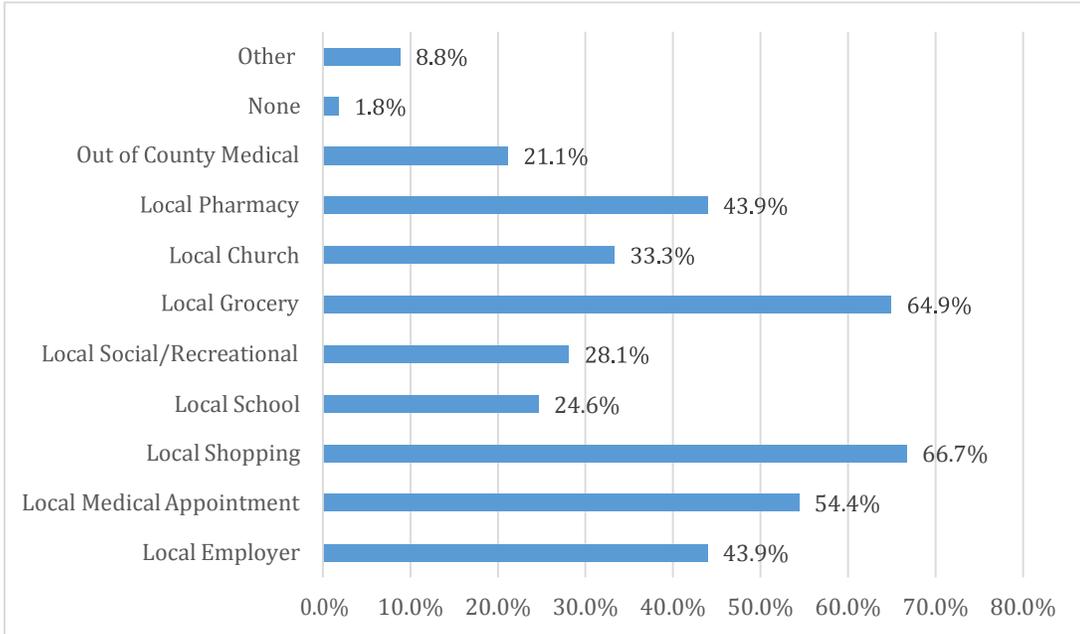


Exhibit IV.3: Hardin County Commonly Visited Local Destinations

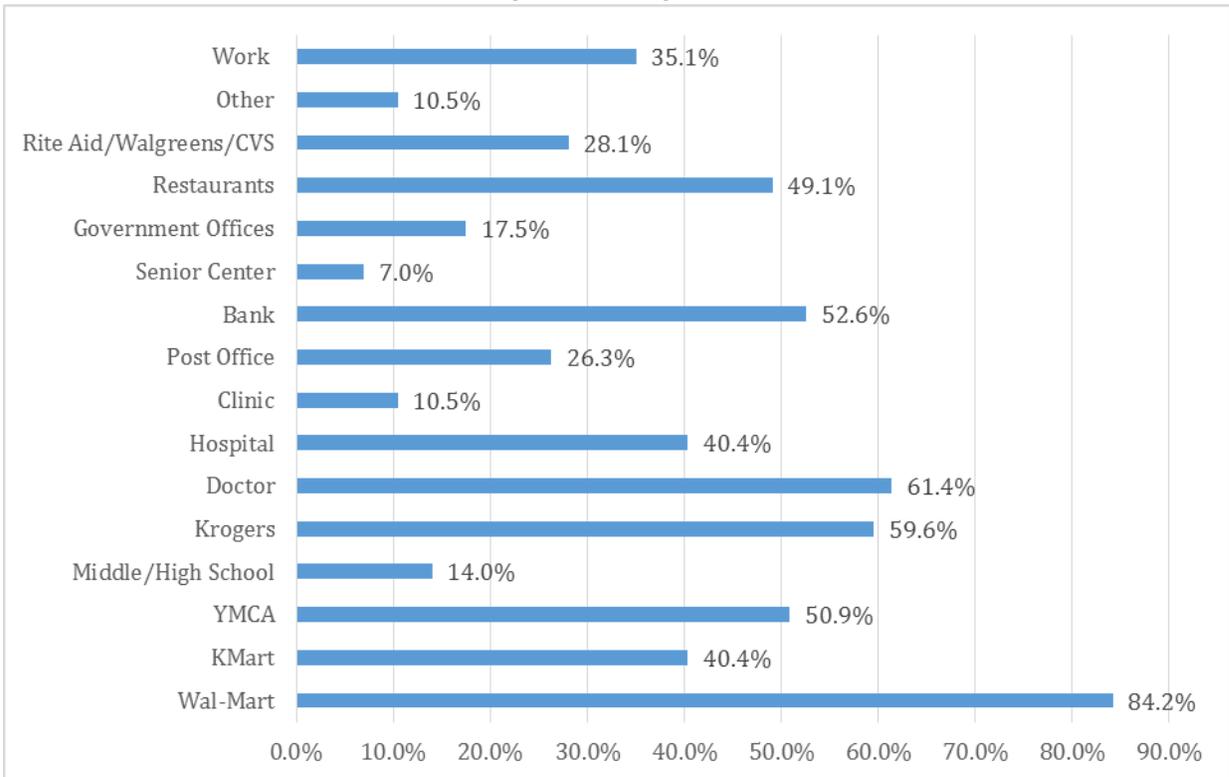
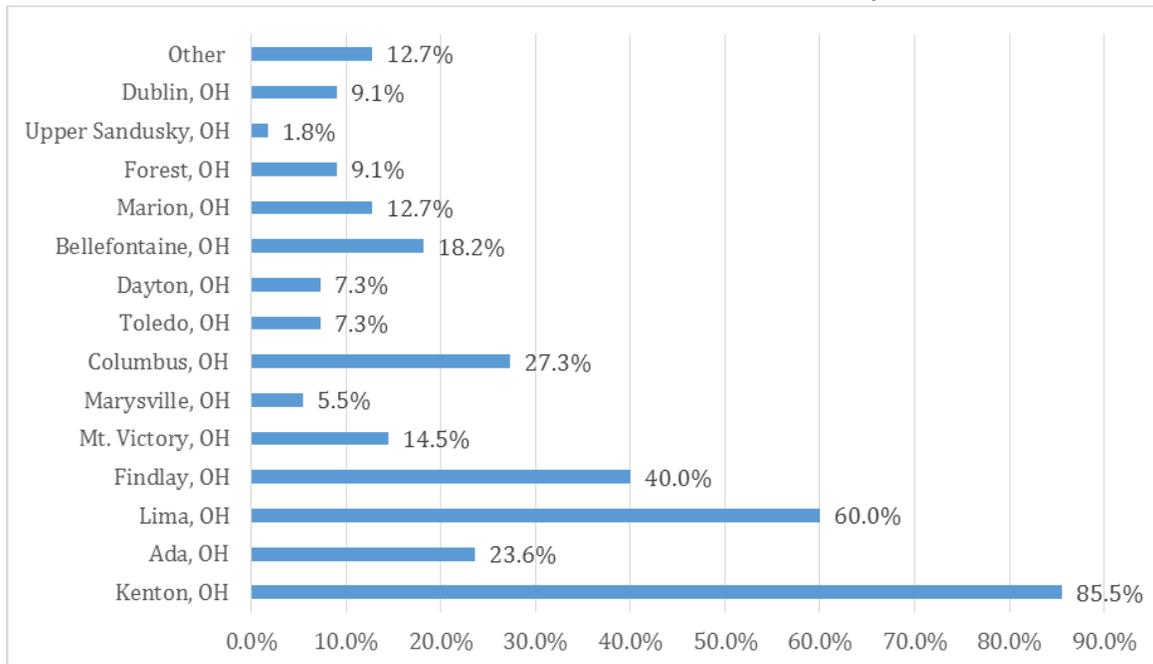


Exhibit IV.4: Most Common Destinations for Work and/or Pleasure



Community Transportation

Survey respondents were asked about their familiarity with local community transportation options, their use of those services, and why they do not use services, if they do not. Respondents were also asked for reasons why they would consider using public transportation if it was available to them, and which services would be the most useful to them. The charts below illustrate the results.

Respondents were most familiar with Hardin County Transportation as well as Kenton Taxi. Thirty-six percent of respondents had no familiarity with any local public transportation providers. Out of all respondents, 15 percent have used Hardin County Transportation and 4 percent have used Find-A-Ride. The majority, 78 percent, reported using none of the community transportation options. Of those who do NOT use public transportation, the vast majority of respondents (77.1 percent) reported owning a personal car as the reason for why they do not use public transportation. If they did not have another transportation option or if it might provide cost savings, they would be most likely to use public transportation in the forms of fixed route service, Dial-A-Ride service, and connections to other public transportation systems.

Exhibit IV.5: Familiarity with Local Community Transportation Options

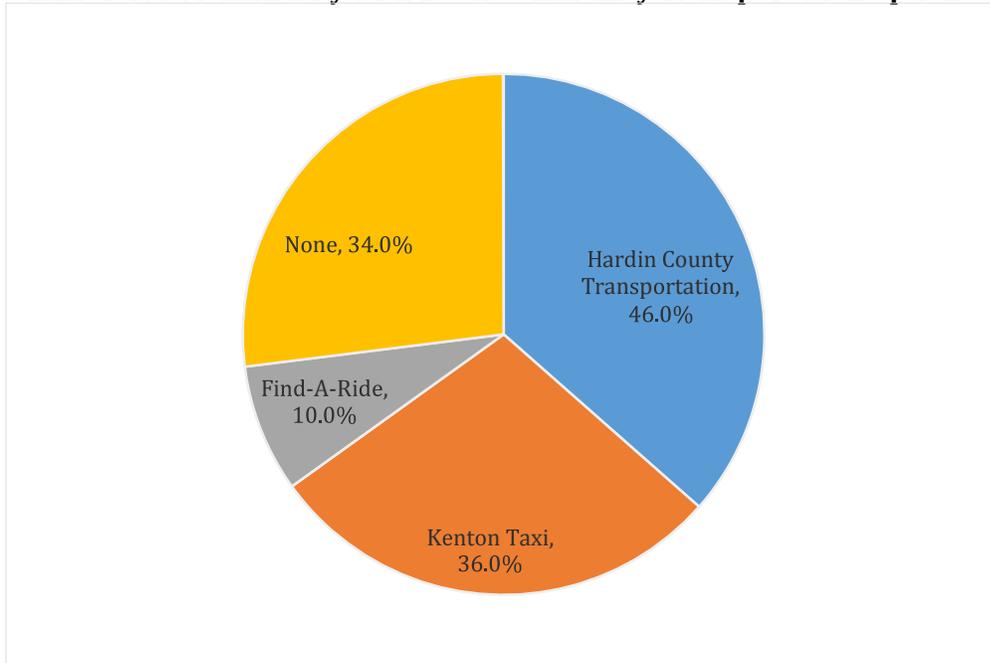


Exhibit IV.6: Usage of Local Community Transportation Options

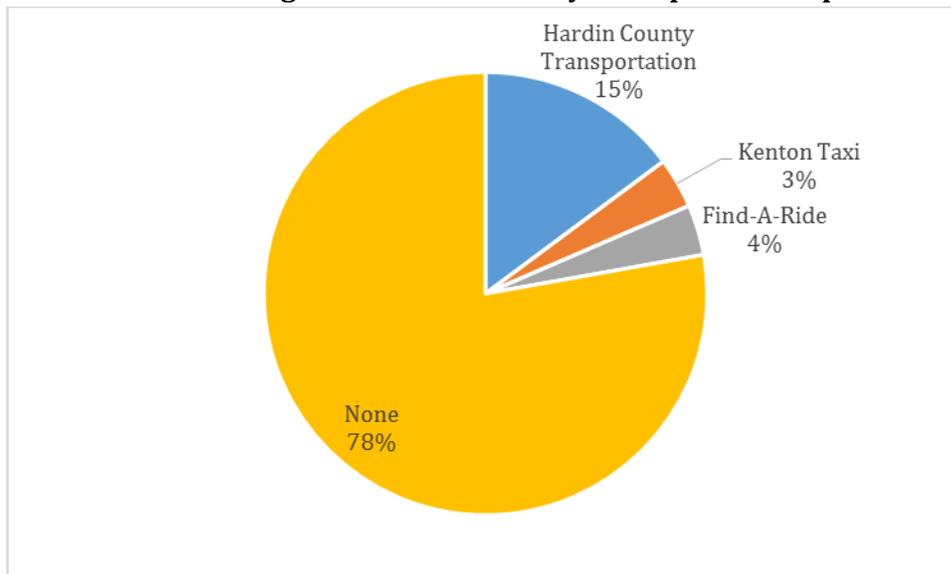


Exhibit IV.7: Reasons for NOT Using Community Transportation

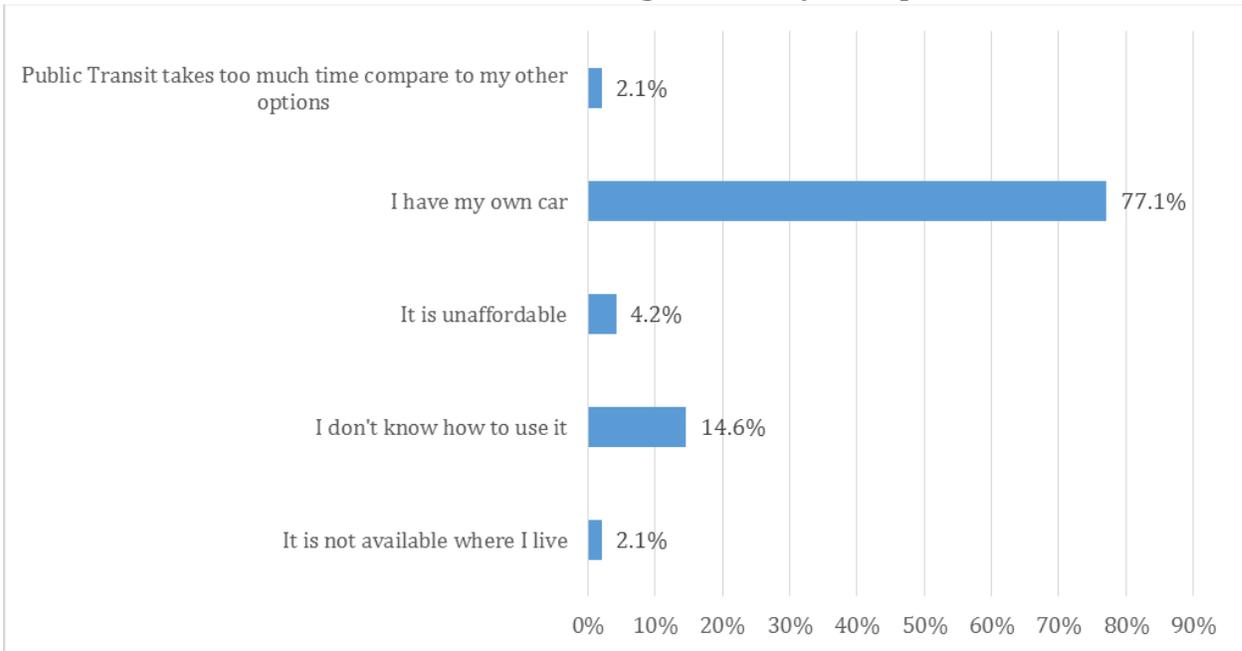


Exhibit IV.8: Reasons for Possible Public Transportation Use in the Future

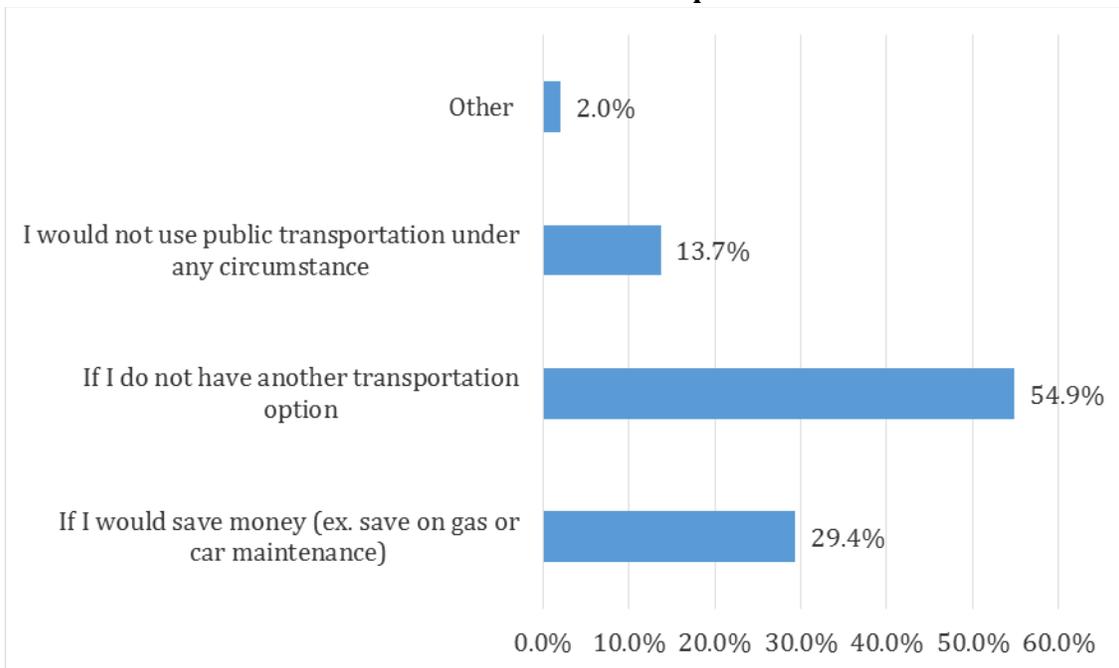
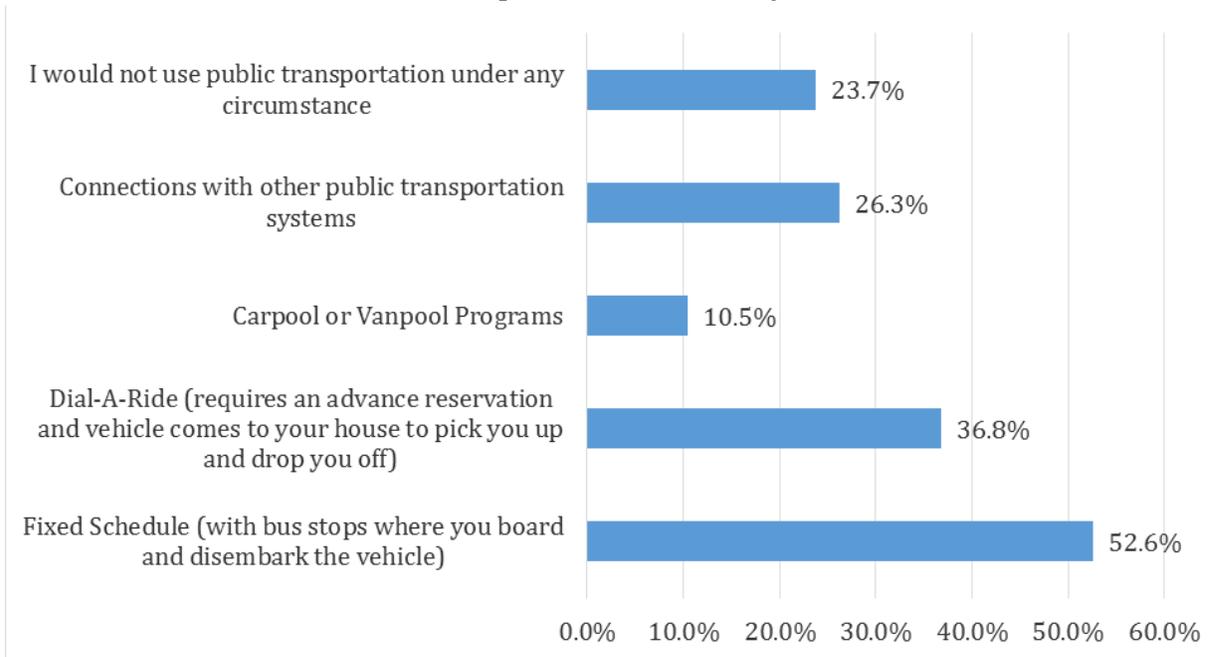


Exhibit IV.9: Forms of Transportation Most Likely to be Used if Available



Demographic and Socio-Economic Survey Results

Vehicle Status

Most respondents possess at least one to two vehicles in their household, with one to two drivers. Over 17 percent reported being a zero vehicle household and almost 9 percent reported having zero drivers of either legal driving age or with a valid Driver’s License.

Exhibit IV.10: Number of Vehicles Per Household

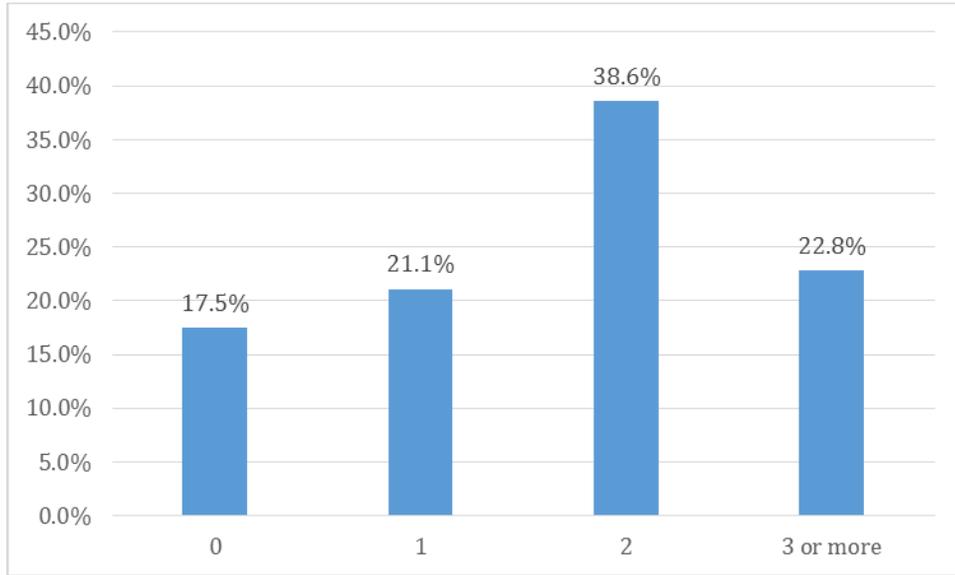
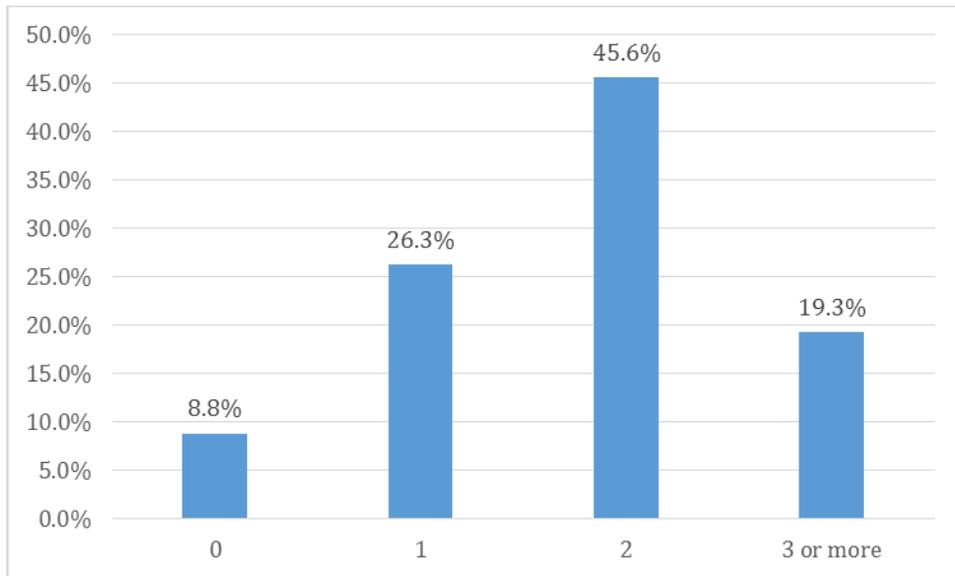


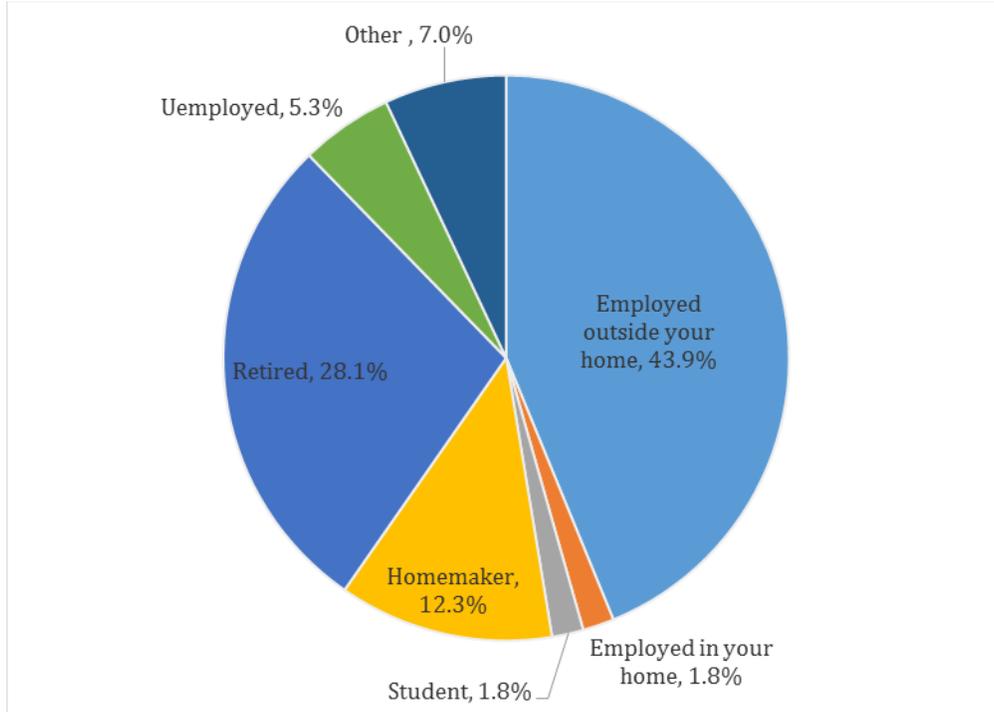
Exhibit IV.11: Number of Valid Drivers Per Household



Employment Status

Nearly 44 percent of survey respondents were employed outside of their home. The next most common response was retirement, with 28.1 percent of responses. Homemakers comprised percent of the responses, and 5.3 percent of respondents were unemployed.

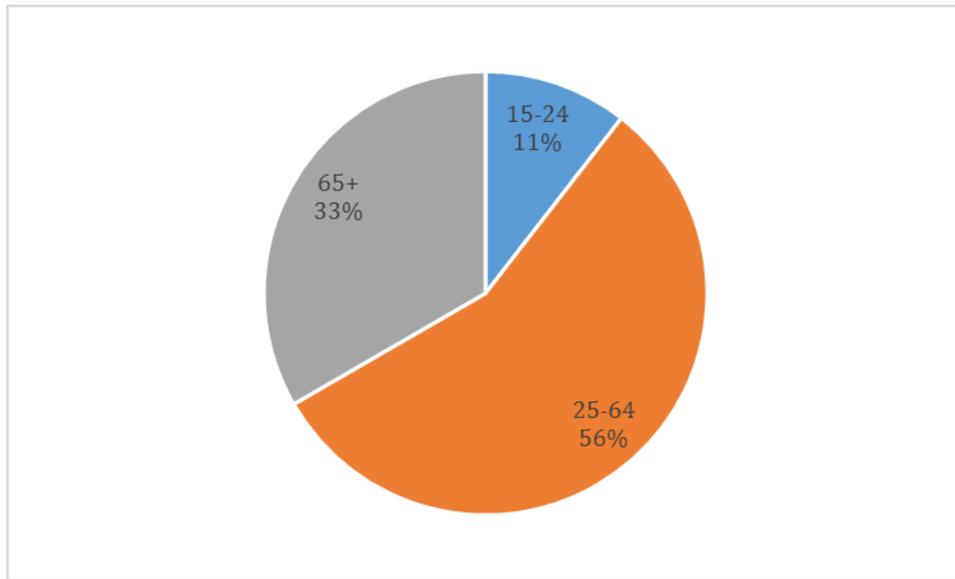
Exhibit IV.12: Employment Status



Age

Fifty-six percent of respondents were between the ages of 25 and 64. Thirty-three percent were 65 or older, and 11 percent were 15 to 24.

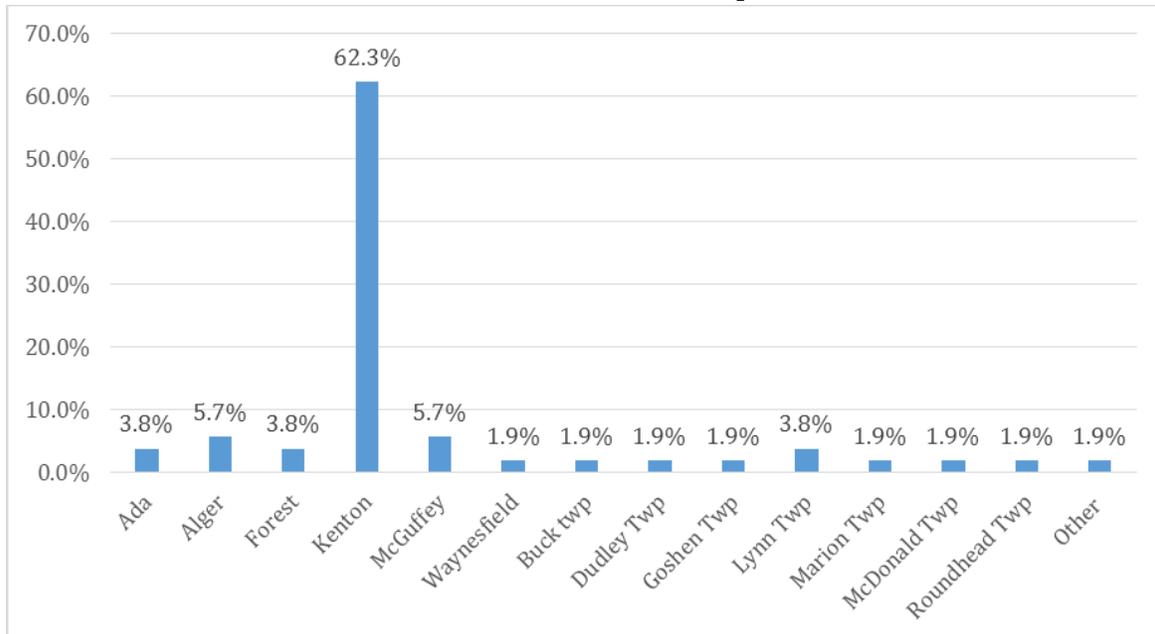
Exhibit IV.13: Age of Respondents



Residence

Most respondents live in Kenton (62.3 percent). The next most common residences include Alger and McGuffey, both with 5.7 percent of responses.

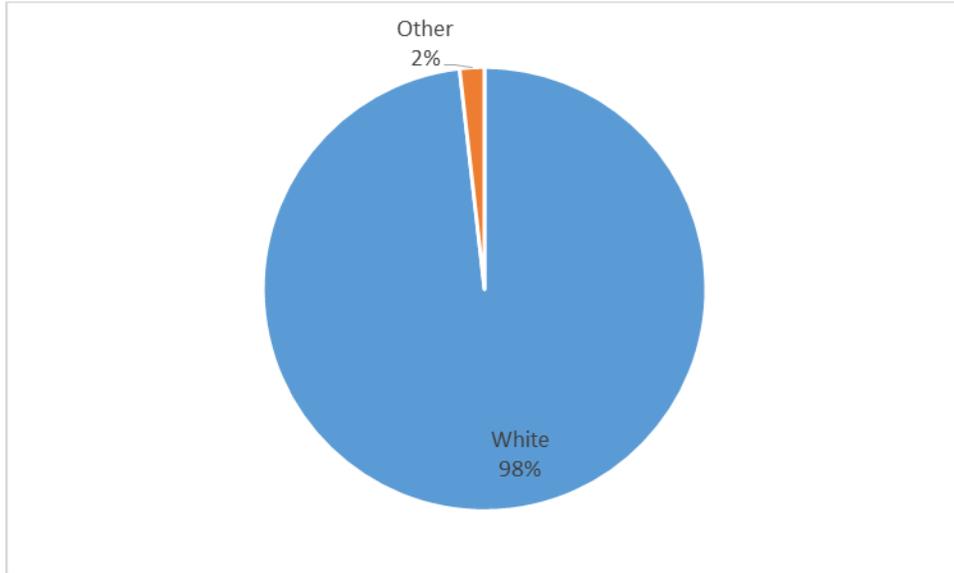
Exhibit IV.14: Residence of Respondents



Race

The majority of respondents consider themselves to be White (98 percent). The remainder of respondents considered themselves to be in the “Other” category. This amounted to only one respondent, who considered him or herself to be White and Asian.

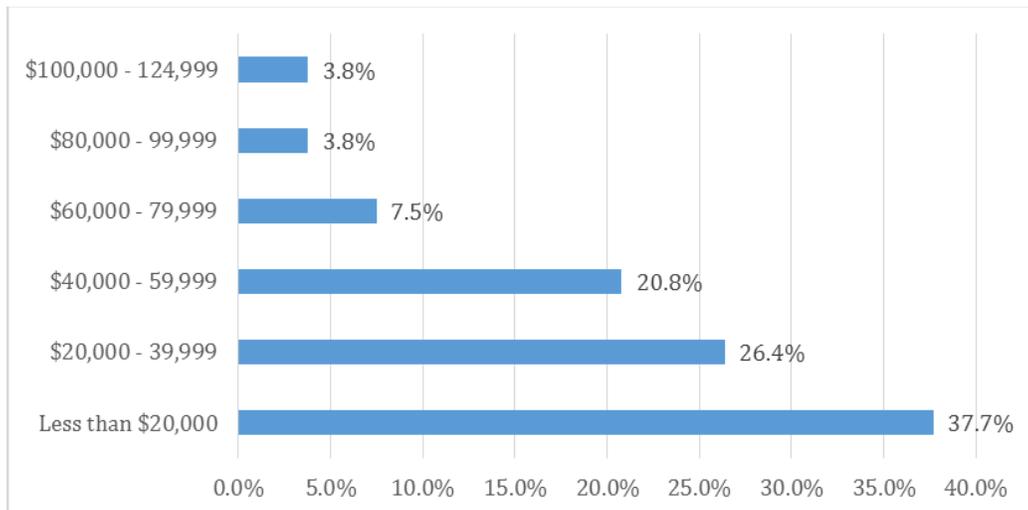
Exhibit IV.15: Self-Perceived Race of Respondents



Annual Income

The majority of respondents reported an annual income of \$20,000 or less (37.7 percent). The next most common response was an annual income of \$20,000-\$39,999 (26.4 percent).

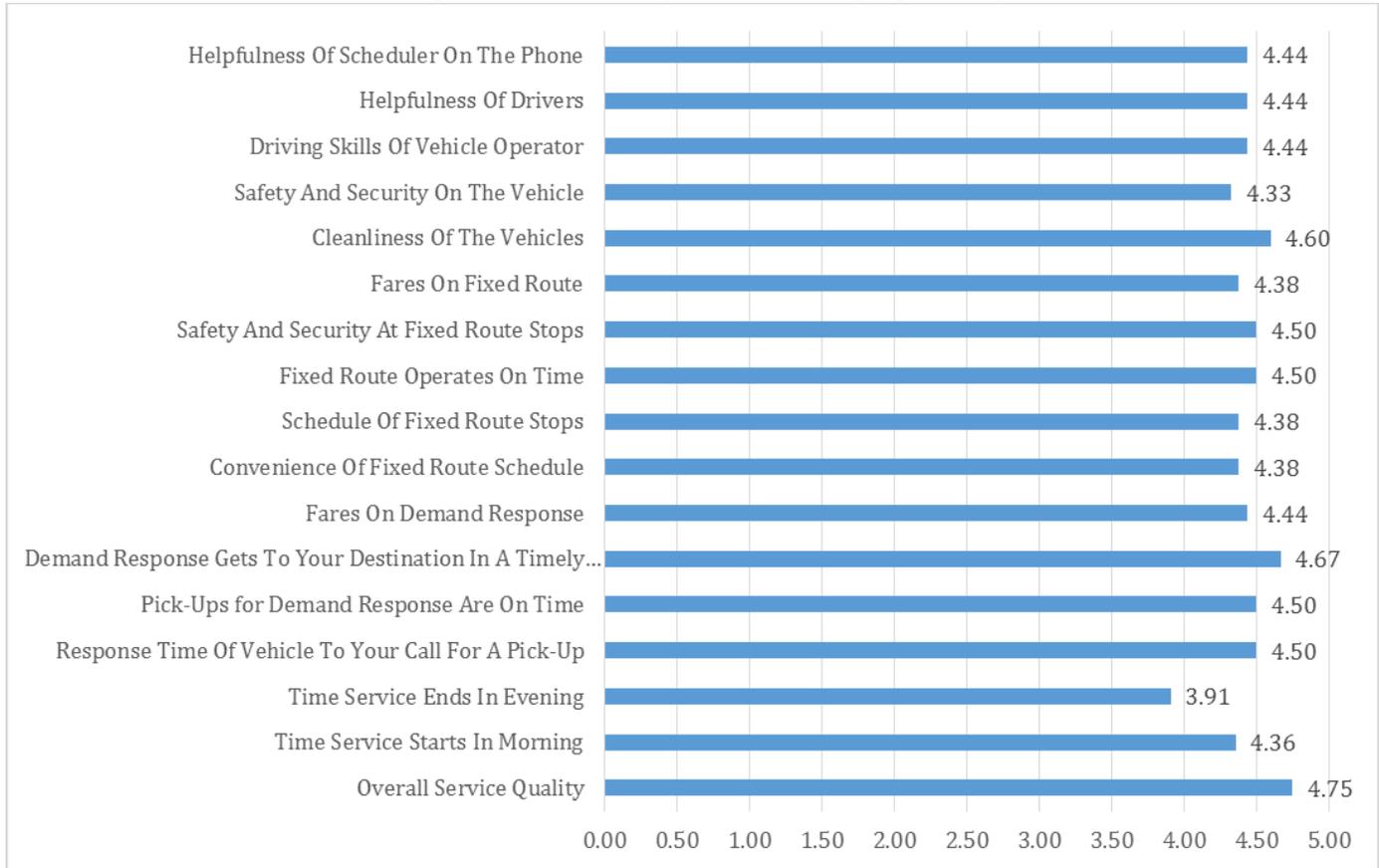
Exhibit IV.16: Annual Income



HARDIN COUNTY COUNCIL ON AGING TRANSPORTATION SERVICES RATING

If the respondents had any experience using Hardin County Council on Aging Transportation, they were requested to rate the services they received. Exhibit IV.17 displays the results. All ratings were high, but the areas that received the highest average ratings were the overall service quality, trips being conducted in a timely manner, and cleanliness of the vehicles. The areas that received the slightly lower ratings were safety and security on the vehicles, and the start and end times of the service.

Exhibit IV.17: Rating of Hardin County Council on Aging Transportation Services



EMPLOYER SURVEY RESULTS

Hardin County employers were also invited to participate in a survey. As no Hardin County employers participated in this survey, no summary is available.

RIDER SURVEY RESULTS

Riders of the Hardin County Council on Aging's transportation program were invited to participate in a survey evaluating the service and gaining information on their transportation needs. Forty-four surveys were completed.

Out of the 44 completed surveys, 75 percent of respondents are 60 and over. Another 14 percent are between the ages of 50 and 59. Nearly 37 percent of the Council on Aging's ridership requires a mobility device, most commonly a cane, walker, or manual wheelchair. Sixty-two percent of respondents ride only occasionally, while nearly 20 percent ride every day. When asked when they starting riding as often as they currently do, the most common answer was 2013.

Overwhelmingly, the most common trip destination was the doctor with 89 percent of responses. Nearly 98 percent agreed that the Council on Aging's hours meet their needs. Nearly 92 percent agreed that the days of service meet their needs. When asked how they currently travel to home, work, job training, non-emergency medical appointments, or social activities, the most common response was with the Council on Aging with 47.7 percent of responses. The next most common response was that they ride with a friend, with 34.1 percent of responses.

Respondents agreed that the telephone and the radio are the two best ways to get information about the transit system. Nearly 68 percent of respondents do not use the internet one or more times per week. When asked to rate how important the Council on Aging's services are to them, eighty-eight percent of responses were very important.

Goals

V. GOALS, PRIORITIES, AND STRATEGIES

COORDINATED TRANSPORTATION GOALS

Hardin County transportation stakeholders have faith in the existing network of transportation providers and support the concept of continuing to work together to improve mobility for older adults, individuals with disabilities, and people with low incomes. By coordinating the existing resources and implementing new projects that will fill the gaps in service, stakeholders can improve access to jobs, education, medical trips, and the overall quality of life for Hardin County.

The following goals for coordinated transportation were developed and prioritized by local transportation stakeholders to build upon the existing principles for the coordinated transportation that is currently provided by the stakeholders. Ultimately, local stakeholders are recommending this list of goals as a starting point from where they can take action to continue to improve mobility for individuals with disabilities, people with low incomes, older adults, and the general public throughout Hardin County.

Goal #1: Hardin County will encourage cooperation and communication among stakeholders.

Goal #2: Hardin County will work to increase public knowledge of available transportation options.

Goal #3: Hardin County will increase issue awareness and appreciation among influencers of local public opinion.

Goal #4: Hardin County will increase wheelchair accessible transportation options.

Goal #5: Maintain at least the same level of transportation service to ensure that all people in the county maintain a sustainable level of self-sufficiency.

Goal #6: Hardin County will work to provide operational funding options for meeting the transportation needs of target populations.

Goal #7: Hardin County will build on its mission to explore options for expanding community transportation services.

Goal #8: Hardin County will continue to identify gaps in service and unmet needs.

COORDINATED TRANSPORTATION STRATEGIES AND PRIORITIES

The following paragraphs outline the coordinated transportation strategies to be implemented under each of the established goals. It is noteworthy to state that many of the implementation strategies require both a time and financial commitment from responsible parties. Some strategies are a continuation of existing successful services, while others are recommendations for new services which will require a responsible party for implementation and, in most cases, additional funding.

Continued discussion about potential coordination strategies and prioritizing of the coordinated transportation goals will be necessary for refining the implementation plan that follows as conditions in Hardin County relative to mobility issues continue to change and evolve through 2018. Therefore, it is recommended that the stakeholders who influenced this plan continue to meet and delineate a structure for sharing the responsibility for achieving the goals and priorities that make the most impact on the local community.

GOAL #1: Hardin County will encourage cooperation and communication among its stakeholders.

Strategy 1.1: Local agencies will form the Hardin County Coordinated Plan Agencies.

Responsible Parties: All agencies and organizations that participated as steering committee members in the coordinated transportation planning effort and other agencies that become interested in future years and want to contribute to the effort.

Implementation Time Frame: Years 2015-2016

Staffing Implications: Agency Directors from each of the participating agencies will be responsible for assuming the role or designating the responsibility to a staff member. The coordinated plan agency's representative position should have a vested interest in developing coordinated transportation efforts. Directors will also be responsible for ensuring that responsibilities are successfully completed.

Priority: High priority for immediate and on-going implementation.

Performance Measures:

- ◆ Directors of the coordination stakeholder organizations review this coordination plan and agree upon a realistic timeline for taking action to implement the strategies. The recommended priority timeframe in the plan should be used as a guide. Agreements could be informal or in writing. Written agreements are encouraged.
- ◆ Number of written agreements between organizations.
- ◆ A checklist of initial steps toward implementing each goal is developed by each responsible party.
- ◆ The number of steps accomplished by each responsible party.

- ◆ The number of new action items that are created and addressed through the process of achieving goals.

Implementation Budget: There are no additional direct expenses associated with this strategy. Indirect expenses may occur for travel to meetings.

Strategy 1.2: Local coordination partners will create a regional coordination coalition. This coalition will meet annually to assess and update coordinated public transit-human services transportation plans. Current four-county steering committee members will be the base membership of the coalition, and will discuss the addition of other necessary community members representing transit-dependent populations.

Responsible Parties: All agencies and organizations that participated as steering committee members in the coordinated transportation planning effort and other agencies that become interested in future years and want to contribute to the effort.

Implementation Time Frame: Years 2015-2016

Staffing Implications: Agency Directors from each of the participating agencies will be responsible for assuming the role or designating the responsibility to a staff member. The coalition representative position should have a vested interest in developing coordinated transportation efforts. Directors will also be responsible for ensuring that responsibilities are successfully completed.

Priority: High priority for immediate and on-going implementation.

Performance Measures:

- ◆ A checklist of initial steps toward implementing each goal is developed by each responsible party.
- ◆ The number of steps accomplished by each responsible party.
- ◆ The number of new action items that are created and addressed through the process of achieving goals.

Implementation Budget: There are no additional direct expenses associated with this strategy. Indirect expenses may occur for travel to meetings.

GOAL #2: Increase public knowledge of available transportation services.

Strategy 2.1: Develop a community transportation resource guide that identifies all transit providers, eligibility requirements, service area, service hours, and cost to the rider. The Hardin County Transportation Resource Guide should be made available to all social and human service organizations as well as countywide distribution to the general public.

Responsible Parties: All community agencies who provide transportation, whether directly or

indirectly.

Implementation Time Frame: Years 2015-2016

Staffing Implications: A Hardin County agency will be responsible for coordinating and sharing the information with the appropriate city, county, and other government offices. All transit providers will be responsible for providing detailed information about their transportation service.

Priority: High

Performance Measures:

- ◆ Resource guide is developed and distributed.
- ◆ Number of passenger trips provided per mile and hour is increased.
- ◆ Self-sufficiency of local residents is preserved and improved (measured through surveys) due to knowledge of transportation options for necessary services.

Implementation Budget: There are no additional direct expenses associated with this strategy.

Potential Grant Funding Sources: Time spent coordinating this in Hardin County will be charged as is appropriate within each agency. No new direct costs will be incurred by implementing this strategy.

Strategy 2.2: Make presentations about the community transportation options to local community organizations and community leaders to increase awareness of what is available.

Responsible Parties: Transportation providers and/or the regional transportation coalition committee members will be responsible for reaching out to various local organizations. The goal will be to get on public and/or private meeting agendas, even if only given a brief time allotment, to present the transportation services available in Hardin County.

Implementation Time Frame: Years 2015-2016

Staffing Implications: No additional staff is required.

Priority: High

Performance Measures:

- ◆ Number of individuals served and other providers increases.
- ◆ Cost per passenger, mile, and hour is sustained or improved.
- ◆ Quality of life for eligible passengers is enhanced by transportation (measured by survey).

Implementation Budget: Additional hours may be required by those making the presentations, but this strategy presents no other cost implications.

Potential Grant Funding Sources: There are no additional direct expenses associated with this

strategy.

GOAL #3: Increase issue awareness and appreciation among influencers of local public opinion.

Strategy 3.1: Make presentations about the community transportation options to local community officials to increase awareness of transportation services available in the community.

Strategy 3.1.1: Distribute transportation ridership reports to community officials on at least a quarterly basis. The distribution of reports can be completed via email or by U.S. postal service. The statistical information will help ensure local officials and community leader remain aware of the valuable services provided.

Responsible Parties: Transportation providers and the Hardin County Coordinated Plan Agencies' members will be responsible for reaching out to community officials and leaders. Reports routinely generated for state and federal program funding could be used to accomplish this strategy.

Implementation Time Frame: Years 2015-2016

Staffing Implications: No additional staff is required.

Priority: High

Performance Measures:

- ◆ Number of local officials who have become advocates for Hardin County transportation.
- ◆ Number of statistical reports distributed in the community.
- ◆ New local funding provided in support of Hardin County transportation is secured.
- ◆ Self-sufficiency of local residents is preserved and improved (measured through surveys) due to increased local support of transportation options for necessary services.

Implementation Budget: There are no additional direct expenses associated with this strategy.

Potential Grant Funding Sources: There are no additional direct expenses associated with this strategy.

GOAL #4: Hardin County will increase and maintain wheelchair accessible transportation within the community.

Strategy 4.1: All new and replacement vehicles purchased will be wheelchair accessible vehicles as is appropriate to maintain an appropriate fleet that will accommodate large mobility devices.

Responsible Parties: This effort is and should continue to be coordinated by Hardin County transportation providers which provide transportation for individuals with disabilities and for older adults.

Implementation Time Frame: Years 2015-2016

Staffing Implications: No new staff expansions are projected unless services are increased.

Priority: High

Performance Measures:

- ◆ Quality of life for individuals using mobility devices improves (measured through surveys).
- ◆ Safety and security of transporting large mobility devices improves (measured through customer feedback, observing drivers on-the-job, and decreased incidence of accidents or injuries associated with use of a wheelchair).

Implementation Budget: Expenses include purchase of new or replacement vehicles or match funds for grant-secured vehicles. In 2015, a Modified Minivan purchased off of the state contract costs approximately \$39,000. Larger vehicles cost \$60,000 on average, but can be more or less depending on the size of the vehicle and optional additions needed. Federal capital grants cover 80% of these costs, leaving approximately \$8,000 to \$12,000 needed for local match.

Potential Grant Funding Sources: New and replacement vehicles may be purchased using Section 5310 funding (with a 20% local match). Potential sources of local match include foundations, donations, or other grant programs such as the Older Americans Act.

Strategy 4.2: Develop and maintain an appropriate vehicle replacement plan. Maintain a fleet of vehicles in Hardin County that include wheelchair accessible vehicles.

Responsible Parties: All transportation providers.

Implementation Time Frame: Years 2015-2016

Staffing Implications: No new staff expansions are projected unless services are increased.

Priority: High

Performance Measures:

- ◆ A vehicle replacement plan is developed by agency and updated annually.
- ◆ Replacement vehicles are purchased in a timely manner and local match is secured, as needed. Passengers receive safe transportation and have access to wheelchair accessible vehicles.

Implementation Budget: Expenses include purchase of new or replacement vehicles. See strategy 4.1 for cost estimates.

Potential Grant Funding Sources: New and replacement vehicles may be purchased using Section 5311 and Section 5310 funding (with a 20% local match for both). Potential sources of

local match include foundations, donations, or other grant programs such as the Older Americans Act.

GOAL #5: Maintain at least the same level of transportation service to ensure that all people in the county maintain a sustainable level of self-sufficiency.

Strategy 5.1: Participating organizations and agencies purchase new and replacement vehicles on a schedule that ensures transportation will continue to be provided at the 2014 level of service or better. Coordination and trip sharing opportunities will be explored before purchasing new vehicles.

Responsible Parties: All public, private, and human service agency transportation providers in the county.

Implementation Time Frame: 2015-2016

Staffing Implications: No new staff expansions are projected.

Priority: High

Performance Measures:

- ◆ Number of individuals served
- ◆ Number of vehicles in the county

Implementation Budget: Capital expenses associated with vehicle purchases and operating expenses associated with providing transportation. Capital expenses are discussed in Goal #4. Operating costs for existing providers can be found in Section IV, Inventory of Services and Gaps.

Potential Grant Funding Sources: Section 5310 funding is available for both capital and operating expenses to eligible agencies.

GOAL #6: Provide operational funding options for meeting the transportation needs of target populations.

Strategy 6.1: Encourage human service agencies and other organizations that require transportation services for their under 60 consumers to contract with the Hardin County Coordinated Plan Agencies, when possible. For over 60 consumers and consumers eligible under other human service programs in Hardin County, the Hardin County Council on Aging also provides contract service. Agencies and organizations may realize a savings by purchasing services rather than providing them in-house. Revenue received through contracts may be used as local match for Federal grants received.

Responsible Parties: Hardin County Coordinated Plan Agencies

Implementation Time Frame: Years 2015-2016

Staffing Implications: No new staff expansions are projected.

Priority: Moderate

Performance Measures:

- ◆ Number of contracts approved and signed.
- ◆ Number of consumers transported under contract agreement.
- ◆ Local match generated by contracts is increased.

Implementation Budget: There are no additional direct expenses associated with this strategy.

Potential Grant Funding Sources: For agencies looking to contract with the Council on Aging, funding for independent living, rehabilitation, community service block grants, developmental disabilities, head start programs, CHIP programs, substance abuse and mental health treatments, cancer and dialysis treatments, and many more. A list of 62 federal funding sources available which can fund transportation is included in the Appendix.

Strategy 6.2: Develop a reasonable cost on demand route throughout Hardin County for individuals with disabilities under the age of 60 to get to work in the mornings, afternoon, evenings and the weekends. The Hardin County Board of DD is establishing and funding transportation now for persons under the age of 60 with disabilities to get to work.

Responsible Parties: The Hardin County Coordinated Plan Agencies

Implementation Time Frame: Years 2015-2016

Staffing and Budget Implications: New staff will need to be added for on demand work transportation for persons with disabilities under the age of 60. The purchase of a new vehicle will need to take place by local funding and transportation grants.

Priority: Moderate

Performance Measures:

- ◆ Number of people with disabilities under the age of 60 securing employment
- ◆ Number of trips increasing for persons under the age of 60 with disabilities.

Potential Grant Funding Sources: Funding provided by Section 5310, New Freedom, Local Levy, Title 20, TANF and any new or existing funding available, including private pay.

GOAL #7: Build on Hardin County’s mission and existing resources to explore options for expanding community transportation services.

Strategy 7.1: Implement volunteer transportation programs, such as the Hardin County Sheriff’s VIP Transportation Plan and any other plans available.

Responsible Parties: The Hardin County Coordinated Plan Agencies

Implementation Time Frame: 2015-2016

Staffing Implications: These programs may require additional time from already existing staff, or a new staff person may need to be hired to coordinate volunteer trips. Using a volunteer to coordinate trips, if possible, would keep costs minimal.

Priority: Moderate

Performance Measures:

- ◆ Agreements with these programs are signed.
- ◆ Number of volunteer drivers recruited.
- ◆ Number of consumers transported.
- ◆ Regional and out-of-county transportation options are increased for Hardin County.

Implementation Budget: To be determined by specific programs.

Potential Grant Funding Sources: There are no additional direct expenses associated with this strategy using all existing and future funding from federal, state and local sources.

GOAL #8: Continue identifying gaps in transportation services and unmet needs.

Strategy 8.1: Conduct transportation consumer and provider surveys.

Responsible Parties: Hardin County Coordinated Coalition Agencies

Implementation Timeframe: 2015-2016

Staffing Implications: No additional staff is necessary.

Priority: High

Performance Measures:

- ◆ Number of surveys received.
- ◆ Satisfaction with services, etc. is increased/decreased.
- ◆ Gaps and unmet needs are addressed.

Implementation Budget: Surveys will need to be printed out and distributed to consumers. The cost of printing is the only added direct expense. Assuming the agency went to an outside vendor to print surveys, a short 4-page survey will cost approximately \$0.60 for each survey. A longer survey for providers will cost approximately \$1.00. In-house printing costs will be considerably less.

Potential Grant Funding Sources: The printing expense is eligible for reimbursement under the Section 5310 Rural Transit grant program.

Summary

VI. EXECUTIVE SUMMARY

This document seeks to update the 2007 coordinated public transit-human services transportation plan for Hardin County. Updated information includes analyses of county demographic and socio-economic data, an inventory of transportation providers and consumers, and feedback received through public and stakeholder meetings. All goals from the previous plan were considered for relevancy. The Hardin County Council on Aging agreed to lead the coordinated transportation efforts in Hardin County in the creation of this plan and in strategy implementation.

Data provided from the U.S. Census, The Ohio Development Services Agency's County Profiles, and the American Community Survey indicated that the population has slightly decreased since 2010 in Hardin County and is expected to continue slightly decreasing through 2020. Kenton, which is also the county seat, is the most populated followed by Ada and Forest. The western, central, and southern parts of the county have the highest concentration of low-income individuals. The central and southeastern parts of the county have the highest concentration of zero-vehicle households. Over 14 percent of the Hardin County population has a disability, and over 14 percent of the population is elderly.

Transportation providers and consumers completed surveys and telephone interviews to provide a full picture of the transportation resources available in the county and which populations benefit from these services.

Public and stakeholder input was gathered using public and rider surveys, employer surveys, and multiple public and private meetings. The culmination of these methods demonstrated that Hardin County residents and transportation stakeholders need transportation options for individuals who do not qualify for a specific government program. No public transportation exists in Hardin County currently. Transportation is available for the elderly and disabled as well as low income populations for certain purposes, but if an individual does not qualify under one of these funding sources, there are no other options other than a costly taxi ride. Another concern was for the lack of enough employment transportation and the lack of opportunities for out-of-county transportation.

The surveys showed that most Hardin County residents do not rely on agency transportation options, but instead drive cars or ride with friends. While many respondents were aware of the transportation provided by the Council on Aging, most other providers were not known to provide these services. Common destinations are for shopping and grocery trips, as well as medical trips. Wal-Mart was the resounding most popular destination within the county. For out-of-county trips, Lima and Findlay are common for work and pleasure trips.

Many goals in this plan are continued from the previous plan, but include updated strategies for achieving progress. The goals seek to increase general public and public knowledge of transportation resources available to them, wheelchair-accessible transportation, funding and options for Hardin County residents currently unserved. The goals also seek to encourage and cultivate coordination among transportation stakeholders and to continue to evaluate and understand the county's unmet needs.

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

Ed. W. Elliott

Name

8-18-2015

Date

Brian S. Beaman

Name

8-18-2015

Date

Randall S Rogers

Name

8-18-2018

Date

Name

Date



Local seniors and disabled residents of Hardin County, Ohio were given the chance to talk about and Coordinated Public Transit-Human Services Transportation Plan. Their signatures provided below shows their approval of the plan.

Magaret Jowers
Name

5/27/2015
Date

Joyce Albert
Name

5/27/15
Date

Name

Date

Local seniors and disabled residents of Hardin County, Ohio were given the chance to talk about and Coordinated Public Transit-Human Services Transportation Plan. Their signatures provided below shows their approval of the plan.

Name Veronica Johnson

Date 5-27-15

Name Gary Mahan

Date 5-27-15

Local seniors and disabled residents of Hardin County, Ohio were given the chance to talk about and Coordinated Public Transit-Human Services Transportation Plan. Their signatures provided below shows their approval of the plan.

Minnie Moore
Name

May 27 2015
Date

Judy Harbor
Name

May 27, 2015
Date

Joan Bacon
Name

5-27-15
Date

Agnes Crates
Name

5-27-15
Date

Nancy Barker
Name

5-27-15
Date

Name

Date

Name
Nancy Beach
Name

Date
5-27-15
Date

Name

Date

Name

Date

Name

Date

Local seniors and disabled residents of Hardin County, Ohio were given the chance to talk about and Coordinated Public Transit-Human Services Transportation Plan. Their signatures provided below shows their approval of the plan.

David Walk
Name

5/27/2015
Date

Ethel Lawrence
Name

5-27-2015
Date

Charlie Goslee
Name

5/27/15
Date

Jim Goslee
Name

5/27/15
Date

Henry Werling
Name

5-27-15
Date

Name

Date

Name

Date

Name

Date

Name

Date

Name

Date

Name

Date

Name

Date

Name

Date

Name

Date

Local seniors and disabled residents of Hardin County, Ohio were given the chance to talk about and Coordinated Public Transit-Human Services Transportation Plan. Their signatures provided below shows their approval of the plan.

Calvin J. Pover
Name

5-27-15
Date

Norma McMillen
Name

5-27-15
Date

Mary Carr
Name

5-27-15
Date

Mary A. Dyer
Name

5-27-15
Date

Phyllis Vermillion
Name

5-27-15
Date

Ann Wilson
Name

5-27-15
Date

Sharon A. Lowery
Name

5/27/2015
Date

Name

Date

Name

Date

Name

Date

Local seniors and disabled residents of Hardin County, Ohio were given the chance to talk about and Coordinated Public Transit-Human Services Transportation Plan. Their signatures provided below shows their approval of the plan.

Wilma Conley
Name

5-27-15
Date

Olive McKim
Name

5-27-15
Date

Phoebe Holloway
Name

5-27-15
Date

Rogene Dodd
Name

5-27-15
Date

Name

Date



**Coordinated Public Transit-Human Services
Transportation Plan Update
APPENDIX**



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SECTION A-1: FIRST STEERING COMMITTEE MEETING

- ◆ Sign-In Sheet
- ◆ PowerPoint Presentation

SECTION A-2: HARDIN COUNTY PUBLIC STAKEHOLDER MEETING

- ◆ Notice to Stakeholders
- ◆ Notice to the Public
- ◆ Meeting Proceedings

SECTION A-3: SECOND STEERING COMMITTEE MEETING

- ◆ Sign-In Sheet
- ◆ PowerPoint Presentation

SECTION A-4: ELDERLY AND DISABLED FEEDBACK AND ADOPTION MEETING

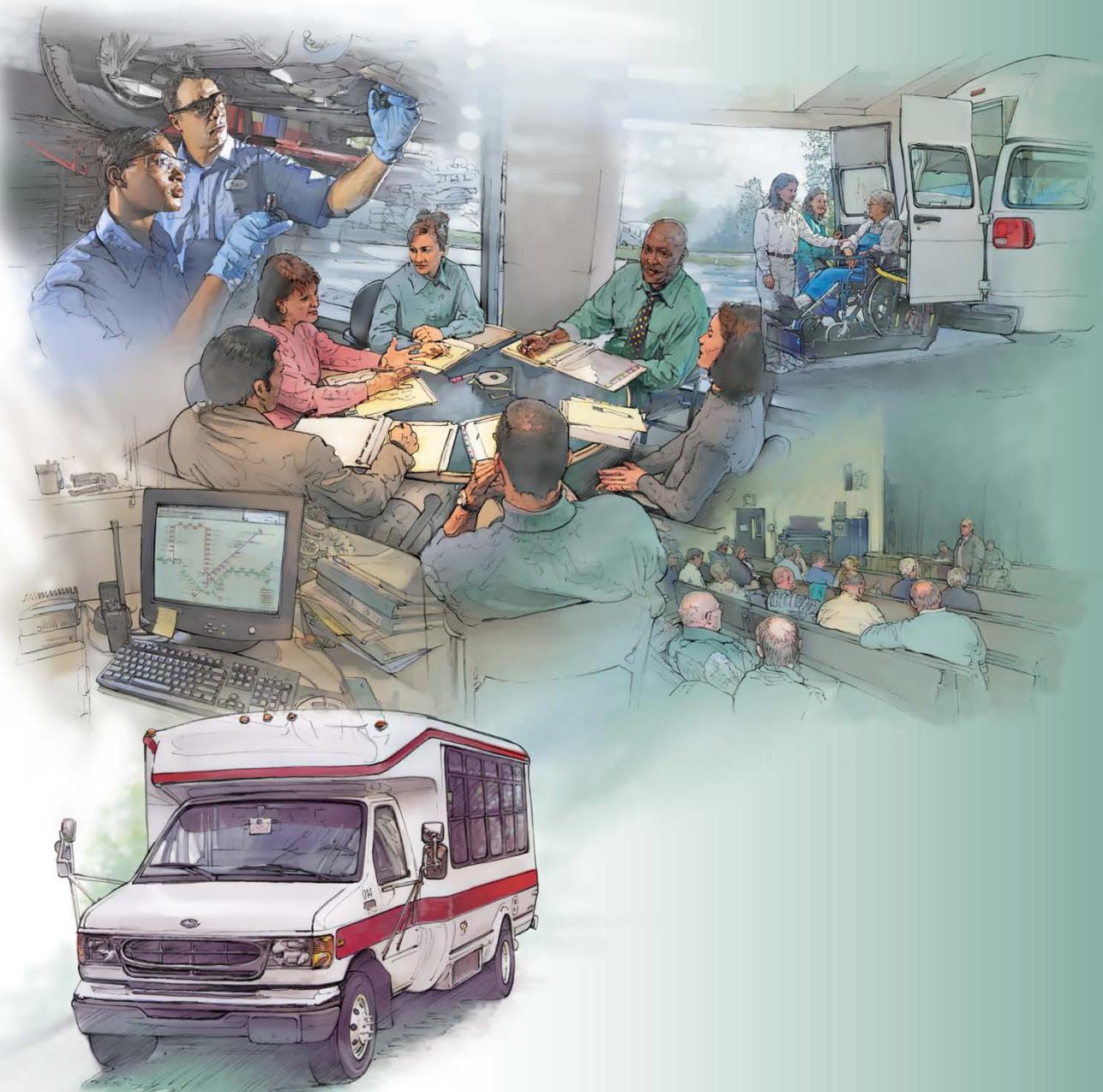
- ◆ Sign-In Sheet

SECTION A-5: 62 FEDERAL FUNDING SOURCES FOR TRANSPORTATION



**Coordinated Public Transit-Human Services
Transportation Plan Update
APPENDIX**

**Section A-1:
Documentation of the First Steering Committee Meeting
March 17, 2014**



Sign-In Sheet

Hancock, Hardin, Putnam, and Wyandot Counties 2014 Coordinated Public Transit-Human Services Transportation Plan Update
 March 17, 2014 at 10:00 A.M.

Name	Organization	Address	E-mail	Phone Number
Bette Ribler	Hardin County Council on Aging	Address: 100 Memorial Ave. City: Kenton Zip: 43326	hccab@hardincoc.net	619-673-1102
Melissa Prater Mobility Manager Hardin Co.	Hardin Co. Council on Aging	Address: 180 Memorial Ave. City: Kenton Zip: 43326	hccamp@hardincoc.net	419-675-3610
Erica Petrie	AAA 3	Address: 200 E. High St 2nd Floor City: Lima Zip: 45801	epetrie@aaa3.org	419-371-5942
Josh Anderson	HHWP	Address: 122 Jefferson St. City: Findlay OH Zip: 45846	janderson@hhwpcc.com	(419) 423-3155
Dave Salucci	HHWP dsalucci@hhwpcc.com	Address: (same as above) City: _____ Zip: _____	dsalucci@hhwpcc.com	11

Sign-In Sheet

Hancock, Hardin, Putnam, and Wyandot Counties 2014 Coordinated Public Transit-Human Services Transportation Plan Update
 March 17, 2014 at 10:00 A.M.

Name	Organization	Address	E-mail	Phone Number
Todd Diley	Wyandot DD (ANGELINE)	Address: <u>11028 CR 44</u> City: <u>Upper Sandusky</u> Zip: <u>43351</u>	diley @ angeline.com	(419) 294 - 4201
Lucy Valerius	HHP	Address: _____ City: _____ Zip: _____	LValerius@ hhwpac.com	419 423 - 3755
		Address: _____ City: _____ Zip: _____		
		Address: _____ City: _____ Zip: _____		
		Address: _____ City: _____ Zip: _____		

Sign-In Sheet

Hancock, Hardin, Putnam, and Wyandot Counties 2014 Coordinated Public Transit-Human Services Transportation Plan Update
 March 17, 2014 at 10:00 A.M.

Name	Organization	Address		E-mail	Phone Number
Toni Wernicke	Putnam Co. Council on Aging	Address: 1485 E. 4th St City: Ottawa Zip: 45875		jwernicke- pcoa@ bright.net	419-523- 4121
Mark Kippel	Hardin Co. Bd. of DD	Address: 71. 22 St. City: Kenton OH Zip: 43326		MKieffer@ hardindd.org	419-674- 4158
Buckley York	TFS Hancock	Address: 7819 Cord Rd 140 City: Findlay Zip: 45846		brykos@tfs stfc-oh-us	
		Address: City: Zip:			
		Address: City: Zip:			

Sign-In Sheet

Hancock, Hardin, Putnam, and Wyandot Counties 2014 Coordinated Public Transit-Human Services Transportation Plan Update
 March 17, 2014 at 10:00 A.M.

Name	Organization	Address	E-mail	Phone Number
Jennifer Horstman	PCSFES	Address: 1225 E. Third St. City: Ottawa Zip: _____ Address: _____ City: _____ Zip: _____ Address: _____ City: _____ Zip: _____	horstj@csjfs.stark.oh.us	419-523-4580
		Address: _____ City: _____ Zip: _____ Address: _____ City: _____ Zip: _____		
		Address: _____ City: _____ Zip: _____ Address: _____ City: _____ Zip: _____		
		Address: _____ City: _____ Zip: _____ Address: _____ City: _____ Zip: _____		
		Address: _____ City: _____ Zip: _____ Address: _____ City: _____ Zip: _____		



Moving Public Transportation into the Future

Coordinated Public Transit-Human Services Transportation Plan Update

Steering Committee Meeting

March 17, 2014

Presented by: RLS & Associates, Inc.



Meeting Objectives

1. Review of Project Scope of Work
2. Status of Previous Coordination Plan
3. Unmet Need Resources
4. Steering Committee/Stakeholder Involvement
5. Review of Surveys
6. Review of Marketing Materials
7. Set up County Meetings
8. Next Steps



Project Tasks

Hancock, Hardin, Putnam, and Wyandot County Coordinated Public Transit-Human Services Transportation Plan Update											
Tasks	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	2014
Notification to Proceed											
1. Develop Detailed Work Scope and Schedule											
- Evaluate Past and Existing Projects											
- Conduct Back and Forward with Stake Participants											
Deliverable: Revised Scope of Work											
2. Ensure Broad Participation											
- Public Stakeholder and Issue Surveys											
- Public Open House (HSA/MSA/Workshops)											
Deliverable: Technical Memorandum #1											
3. Inventory of Existing Transportation Services for Target Populations											
- Overview and Public Inventory of Transportation Services											
- Survey Follow-Up and Evaluation											
- Demographic and Socio-Economic Data Analysis											
- Identify Major Trip Generators											
Deliverable: Technical Memorandum #2											
4. Propose and Prioritize Solutions to Service Duplication and Gaps											
- Identify Gaps and Coordination Strategies											
- Develop Coordinated Access Criteria/Strategies											
Deliverable: Technical Memorandum #3											
5. Prepare Draft of Updated Coordination Plan											
Deliverable: Draft of Updated Plan											
6. Finalize the Locally Developed and Prioritized Implementation Plan											
Deliverable: Final Updated Plan											

Key:
 Represents stakeholder and/or public involvement
 Represents analysis, inventory, and development of strategies/data
 Deliverable



Previous Plan Update

- ◆ Survey Results
 - Increase issue awareness and appreciation among influencers of local public opinion
 - Hancock – Attempted but not achieved, one no action
 - Putman – No action
 - Wyandot – Attempted but not achieved



Previous Plan Update

- ◆ Provide operational funding options for meeting the transportation needs of target populations.
 - Hancock – Successfully achieved and attempted but not achieved
 - Putman - Successfully achieved and attempted but not achieved
 - Wyandot – Successfully achieved



Previous Plan Update

- ◆ Encourage cooperation and communication among stakeholders.
 - Hancock – Successfully achieved and achieved
 - Putman - Successfully achieved and attempted but not achieved
 - Wyandot – Attempted but not achieved



Previous Plan Update

- ◆ Build on HHWP's regional mission and facilities to explore options for expanding public transportation services.
 - Hancock – Attempted but not achieved
 - Putman – No action
 - Wyandot – No action

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Previous Plan Update

- ◆ Identify gaps in service and unmet needs.
 - Hancock – Successfully achieved and achieved
 - Putman - Successfully achieved and attempted but not achieved
 - Wyandot – Attempted but not achieved

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Previous Studies/Surveys

- ◆ ODOT Statewide Needs Survey
- ◆ United Way
- ◆ Others

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Steering Committee

- ◆ The steering committee is crucial to the success of this project.
 - Market
 - Motivate
 - Educate
 - Coordinate

Proposed survey start date April 7th.

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Surveys

- ◆ Community/Public Survey
- ◆ Rider Survey
- ◆ Employer Survey
- ◆ Human Service Agency Survey
- ◆ Provider Survey

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Marketing Materials

- ◆ Public Service Announcement/Media Release
 - Radio
 - Newspaper
 - Public Broadcast Television
- ◆ Meeting Flyer
- ◆ On Board Flyer

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Public Meetings

- ◆ Each county will have a public meeting to explain the coordination plan and gather unmet need information.
 - Suggested Dates: April 15 and 16
 - One morning meeting and one afternoon meeting each day.

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Next Steps

- ◆ Secure public meeting locations
- ◆ Distribute marketing materials
- ◆ Distribute and collect surveys
- ◆ Public meetings

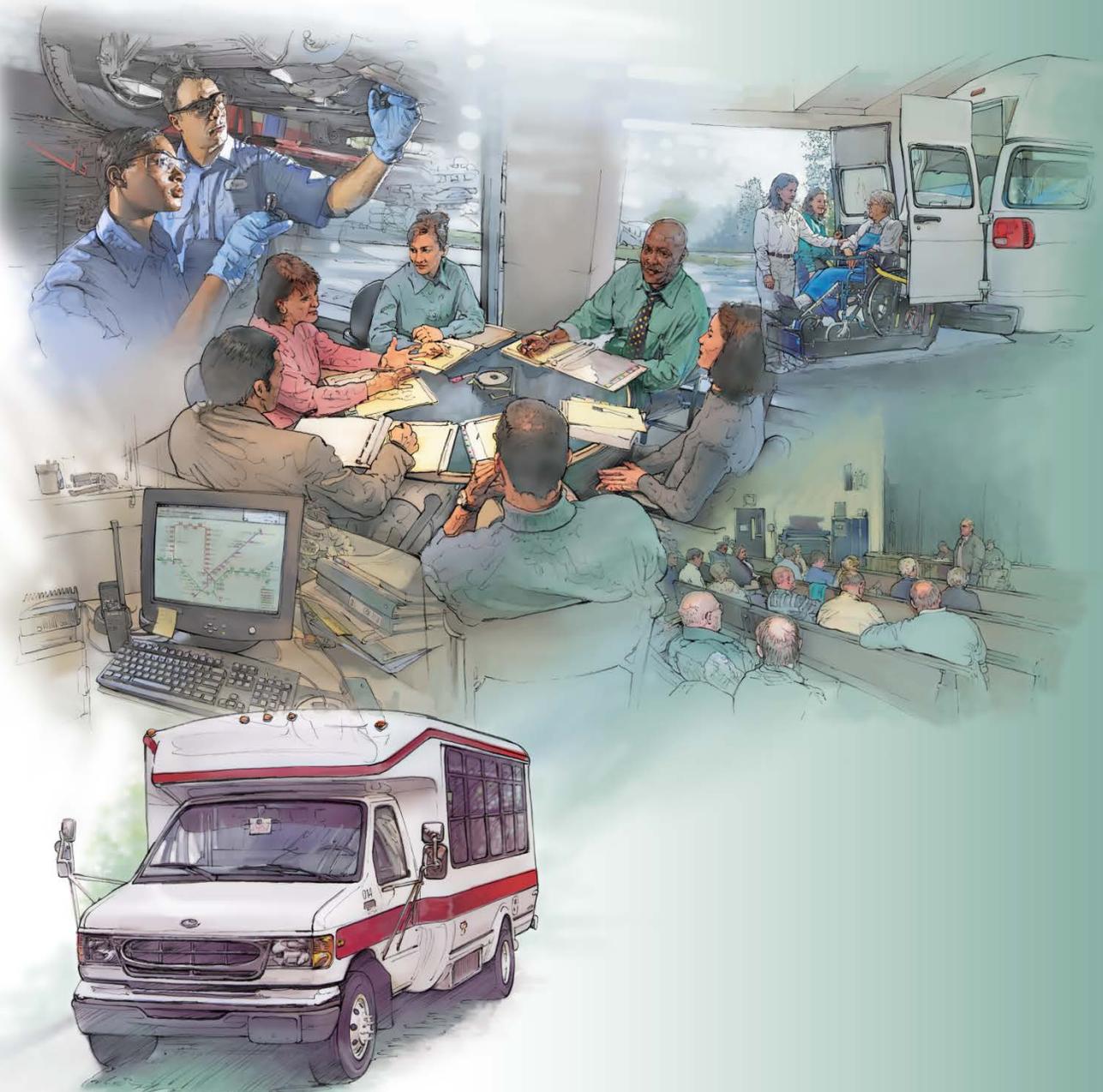
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**Coordinated Public Transit-Human Services
Transportation Plan Update
APPENDIX**

**Section A-2:
Hardin County Public Stakeholder Meeting
April 22, 2014**



Hardin County is conducting a regional coordinated public transit-human services transportation plan meeting. The public meeting will be held on **April 22, 2014 from 2:00PM to 4:00PM at the Hardin County Sheriff's Office Meeting Room, 1025 S. Main Street, Kenton, OH 43326**. The agenda includes a discussion of the content of the current locally developed coordinated public transit and human service transportation plan, unmet transportation needs, existing coordination efforts, and the process for developing an action plan for improving coordination efforts in the region. **This public meeting will provide a unique opportunity for the public to share transit needs and vision for their community. Transportation providers, human service agencies, and other advocates will also want to attend to discuss this important topic.**

In July of 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21) replacing Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). This reauthorization repealed several transit grants including; the Clean Fuels Grant(5308), Job Access Reverse Commute Grant(5316), New Freedom Grant Program(5317), Paul S. Sarbanes Transit in the Parks Grant(5320), Alternatives Analysis Grant(5339), and Over the Road Bus Grant(Sec.3038-TEA-21). Funds from some of the repealed grants were consolidated including the Job Access Reverse Commute Grant funds which were consolidated with Urbanized Area Formula Grant(5307) and Rural Area Formula Grant(5311) and New Freedom Program Grant funds which were consolidated with Enhanced Mobility of Seniors and Individuals with Disabilities Grant(5310).

One of the MAP-21 requirements is that projects and organizations planning to apply for funding from the programs listed above *must* be part of a “locally developed coordinated public transit-human services transportation plan.” This plan must be developed through a process that includes representatives from public, private, and non-profit transportation services, human services providers and the general public.

Agencies who receive or intend to receive funding under Sections 5310 or 5311 programs must participate in coordination planning and development.

The Hardin County Sheriff's Office Meeting Room is an accessible facility. If you require any additional assistance, please contact Claire Helmers, at 937-299-5007, or chelmers@rlsandassoc.com .

Interested parties unable to attend may send their comments to Claire Helmers at: chelmers@rlsandassoc.com or to RLS & Associates, Inc. 3131 S. Dixie Hwy. Suite 545 Dayton, OH. 45439.

PUBLIC MEETING

For:

Development of the Hardin County Coordinated Public and Human Services Transportation Plan

***Tuesday, April 22nd 2:00 PM to 4:00 PM
Hardin County Sheriff's Office Meeting Room
1025 S. Main Street
Kenton, OH 43326***

- Meeting facilities are handicap accessible.

Why:

This is the second public meeting designed to collect community opinion on unmet transit needs, service gaps, existing transportation coordination efforts, transportation coordination challenges, and strategies for improving mobility in Hardin County. This meeting will also allow the community to set priorities to resolve unmet transportation needs for Hardin County.

Transportation Providers, Human Service Agencies, Community Advocates, and Concerned Citizens who recognize that coordinating transportation services is essential for older adults, individuals with disabilities, individuals and families living below the poverty level, and the general public to access employment, education, health services, and community programs are encouraged to participate in this meeting.

Hardin County 2014 Coordinated Public Transit-Human Services Transportation Plan Update

Public Stakeholder Meeting Summary

The RLS team facilitated an initial outreach meeting at The Hardin County Sheriff's Office Meeting Room in Kenton, OH on April 22, 2014 at 2:00 p.m. The purpose of the meeting was to gather input from area stakeholders and the general public about the opportunities to coordinate transportation services to meet the travel needs of Hardin County. Invitations were emailed to local public and private transportation providers, human services agencies, senior centers, and other private and public non-profit organizations that serve low income persons, older adults, and individuals with disabilities throughout the region.

Invitations were sent to 51 organizations. The general public was notified of the meeting through notices published in the local newspaper, on buses and city facilities, and on the Council on Aging's website. Eleven people representing 8 organizations and the general public attended the workshop. Attendees included representatives from public transportation providers, human service agencies, the general public and planning organizations. Organizations represented included:

- Hardin Memorial Hospital
- The Kenton-Hardin Health District
- Hardin County Council on Aging
- HHWP Community Action Commission
- Area Agency on Aging 3
- Upper Scioto Valley School District
- Health Partners of Western Ohio
- Hardin Northern Local Schools

The workshop facilitator opened the meeting by introducing and defining coordinated transportation and clarifying its potential benefits. The facilitator then explained the changes occurring to federal funding sources for coordinated transportation due to the passage of new legislation, termed MAP-21 (Moving Ahead for Progress in the 21st Century).

Attendees were asked to share their concerns and perceived unmet transportation needs, gaps in service, and mobility issues in Hardin County. After much discussion, attendees identified the needs listed below (not in any particular order):

- Public Transportation – side note: a shuttle service was attempted 3 times with no success
- Funding for transportation for individuals under 60 years of age
- Transportation for individuals just above the low-income eligibility requirements
- Weekend transportation
- Transportation for at-risk high school drop-outs to job training
- Employer participation in employee transportation

- Low cost 24/7 transportation to and from employment
- Transportation for mental health clients under 60 years of age
- On-demand transportation service
- Funding for out-of-town and out-of-county medical trips
- Expansion of community knowledge of services that do exist, possibly utilize social media.

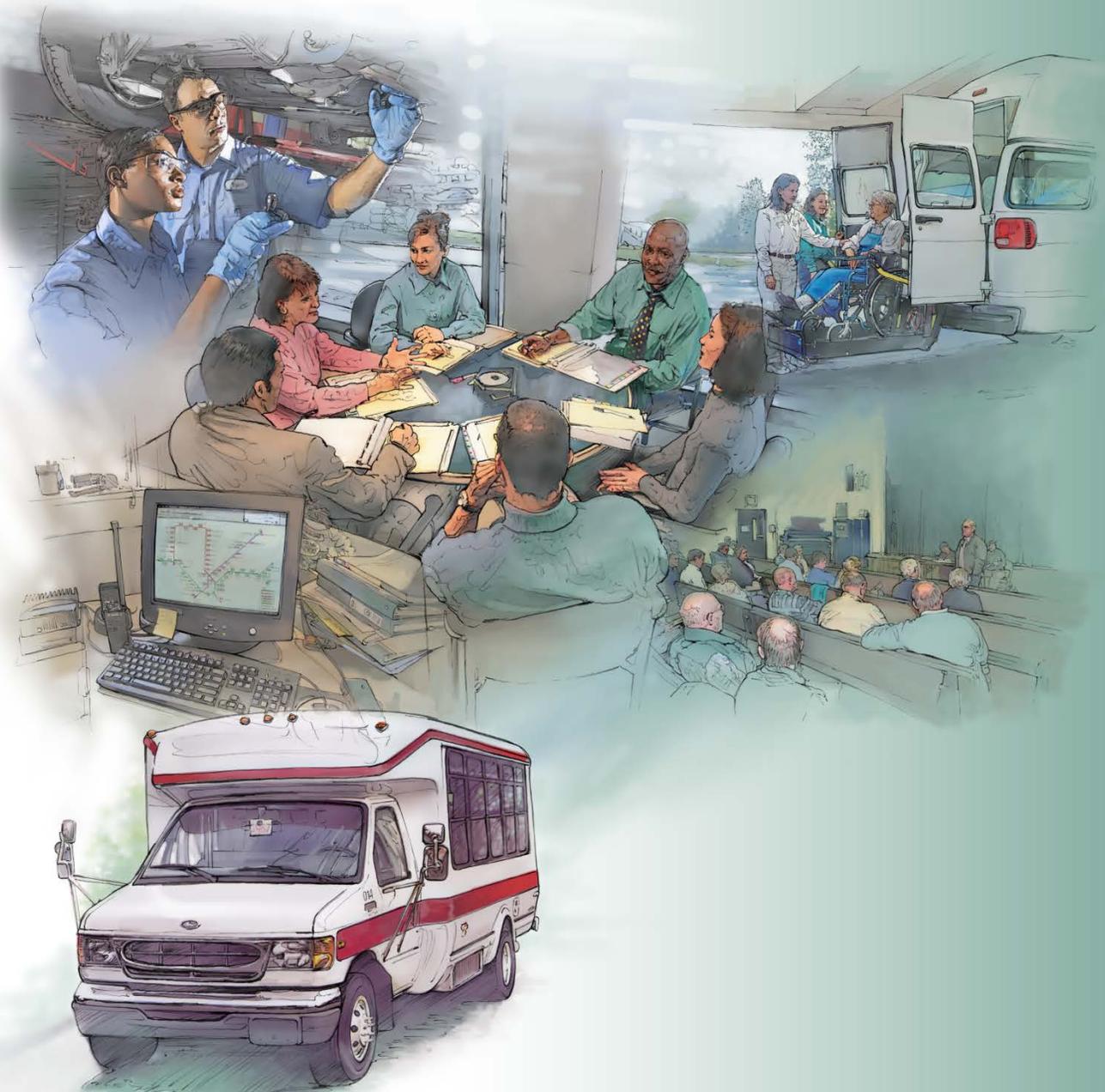
The RLS & Associates, Inc. team will consider the comments made and include in a draft plan for the county. The facilitator urged the attendees to advocate for and participate in distributing the public survey for this project. The survey aims to gauge the current perception of the existing transportation services in Hardin County and the community perception of the current transportation needs. The survey also captures demographic data.

If there are any questions or comments not represented in this meeting summary, please contact Claire Helmers with RLS and Associates, Inc. at 937-299-5007 or at chelmers@rlsandassoc.com.



**Coordinated Public Transit-Human Services
Transportation Plan Update
APPENDIX**

**Section A-3:
Documentation of the Second Steering Committee Meeting
August 20, 2014**



**Coordinated Transportation Plan
for
Hancock, Putnam, Wyandot, Hardin Counties**

**Steering Committee Meeting: August 20, 2014, 10:00 AM
Hancock United Way office, Findlay OH**

SIGN-IN:

<u>Name:</u>	<u>Organization:</u>	<u>Email:</u>
Dave Solucci	HHWP CAC	dsolucci@hhwpcac.com
Todd Dille	Wyandot DD	dille@angelina.com
Barb Maxson	Hardin DFS	Barbara.Maxson@jfs.ohio.gov
Lucy Valerius	NNWP CAC	lvalerius@hhwpcac.com
Ryan Peyton	WCCA	director@wyandot.seniors.com
Erica Petrie	AAA3	epetrie@psa3.org
Carolyn Copus	HCAOA	ccopus@hancock.seniors.org
Randy Rogers	HA ^{WP} EACG	ROGERS001@yahoo.com
Jodi Warnecke	PCCOA	jwarnecke-pcco@bright.net
Judi Bellman	PCOPS -EMS	judi@pcops.org
Cindy Landwehr	P.C Commissioners	cindy.landwehr@putnamcounty.ohio.gov
JASON FAGAN	WCDJFS	jason.fagan@ohio.jfs.gov
Bette Butler	HCCOA	hccoabb@hardinca.net
Melissa Prater	HCCOA	hccoamp@hardinca.net
Kin Thomas	HCBDD	xthomas@hardindd.org
Mark Kieffer	H.C.BDD	mkieffer@hardin.org



Moving Public Transportation
Into the Future

HHWP Coordinated Public Transit-Human Services Transportation Plan Update

Stakeholders Meeting

August 20 , 2014

Presented by: RLS & Associates, Inc.

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Meeting Objectives

1. **Unmet Transportation Needs as Identified in Public Meetings**
2. **Public Survey Results**
3. **Determine Goals and Strategies**
4. **Next Steps**

2

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COMMON UNMET NEEDS

3



Unmet Needs

1. Increase Public and Interagency Knowledge of Available Services
2. Call Center
3. Public Transportation for all Counties
4. Funding
5. Out of County and Out of Town Trips
6. Transportation for Individuals in the "gaps"
7. Transportation for Underserved Individuals

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Unmet Needs

8. On-demand Transportation
9. Holiday and Weekend Transportation
10. More Wheelchair-Accessible Vehicles and Services
11. Rides Home After Hospital Stays
12. Employment Transportation
13. More Access to Community Programs
14. Increased Transportation for Veterans

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UNMET NEEDS: HANCOCK COUNTY

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Unmet Needs

1. A Guaranteed Ride Home Program
2. An Increase in Transportation Reliability and Dependability
3. A Solution to Capacity Constraints
4. Increased Technology
5. Specialized Service for Frail Individuals with Special Needs
6. A Deviated Fixed Route in Town
7. Student/College Student Transit

UNMET NEEDS: HARDIN COUNTY



Unmet Needs

1. Transportation for At-Risk High School Drop-Outs to Job Training

UNMET NEEDS: PUTNAM COUNTY



Unmet Needs

1. Increased Employment and Social Transportation for Individuals with Disabilities
2. Escort Service from the Vehicle into the Destination and Possibly a Wheelchair Transfer
3. Transportation to Clinics for Homebound Individuals in Emergency Situations
4. Expansion of HATS into Putnam County

UNMET NEEDS: WYANDOT COUNTY



Unmet Needs

1. School Trip for Autistic Children to Findlay
2. More Transportation Options for Dialysis Patients

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PUBLIC SURVEY RESULTS

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Survey

- ◆ Hancock County, 95 public survey participants
- ◆ Hardin County, 25 participants
- ◆ Putnam County, 35 participants
- ◆ Wyandot County, 4 participants

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Most Common Local Destinations

- ◆ Hancock County: Walmart, Meijer, The Family Center
- ◆ Hardin County: Doctor, Walmart, Bank
- ◆ Putnam County: Walmart, Bank, Grocery
- ◆ Wyandot County: Walmart, Dollar General, Wyandot Memorial Hospital, Pharmacy

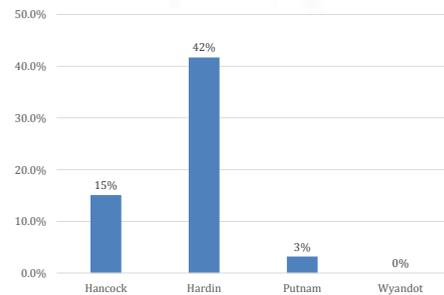
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Common Destinations for Work/Pleasure

- ◆ Hancock County: Findlay, Bowling Green, Lima, and Fostoria
- ◆ Hardin County: Kenton, Lima, Ada
- ◆ Putnam County: Ottawa, Allen County, Hancock County
- ◆ Wyandot County: Marion, Findlay, Mansfield, Carey

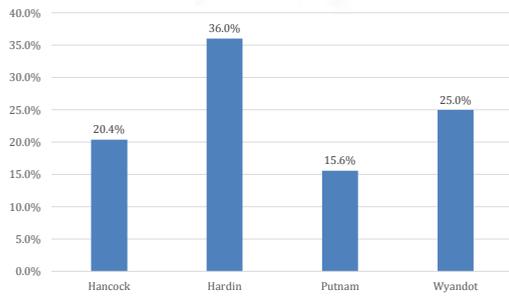
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Unfamiliarity with All Local Transportation Options



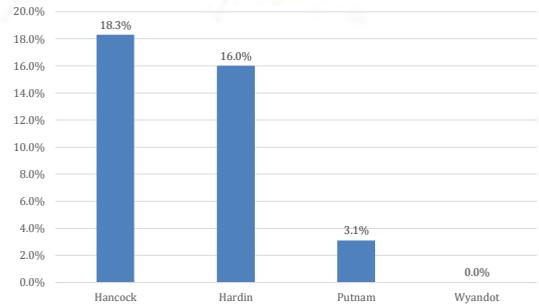
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Zero Vehicle Households



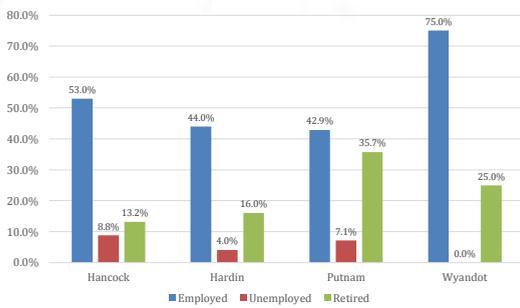
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Zero Driver Households



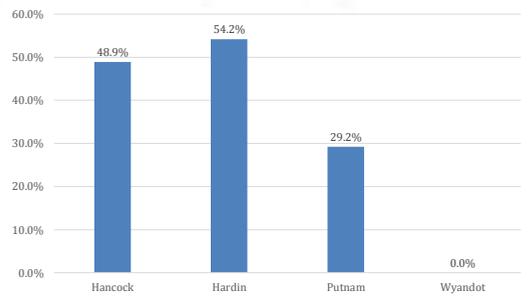
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Employment Status



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Annual Income of Less Than \$20,000



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GOALS AND STRATEGIES

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Previous Plan Goals

- ◆ Increase issue awareness and appreciation among influencers of local public opinion.
- ◆ Provide operational funding options for meeting the transportation needs of target populations.
- ◆ Encourage cooperation and communication among stakeholders.

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Previous Plan Goals

- ◆ Build on HHWP's regional mission and facilities to explore options for expanding public transportation services.
- ◆ Identify gaps in service and unmet needs.

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Updated Goals

- ◆ Which goals should move forward into the new plan?
- ◆ If some go forward, should they be revised?
- ◆ Are there new goals the counties together would like to work towards vs. goals for each individual county?

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New Goals

- ◆ Please take 5 minutes to write down joint goals you would like to see included in the plan.

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Goal Suggestions

- ◆ Based on feedback from public meetings and public surveys, RLS and Associates, Inc. suggests the following joint goals:
 1. Increase Public Knowledge of Available Services
 2. Increase Wheelchair Accessible Transportation
 3. Expand Public Transit Services
 4. Expand Mobility Manager to All Counties
 5. Develop Networking System Among Providers and Agencies to Share Information

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Strategies

- ◆ Goal #1.
 - Information page or link on social service and human service agency website.
 - Banner or information on public broadcasting.
 - Community event booths.
 - Distribute brochures and rider guide in communities.
 - Quarterly report to the community, newspaper and local government officials

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Strategies

- ◆ Goal #2
 - Educate local charitable organizations of unmet need and request funding for vehicles.
 - MOU among providers to order only accessible vehicles.
 - Solicit financial assistance from medical centers and hospitals.

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Strategies

- ◆ Goal #3
 - Secure support from Putman County elected officials.
 - Solicit contract service agreements for additional funding.
 - Investigate ODOT grant possibilities.

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Strategies

- ◆ Goal #4
 - ODOT coordination grant for expanded Mobility Manager service.
 - United Way
 - Hospitals

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Strategies

- ◆ Goal #5
 - Facebook group.
 - Listserv group.
 - Online resource guide.
 - Web based meetings.
 - Online chats.

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Strategies Other Goals

- ◆ County Specific
 - Hancock
 - Hardin
 - Putnam
 - Wyandotte
- ◆ Other Joint Goals

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Prioritize

- ◆ Rate Goals
- ◆ Determine Goal Term
 - Short- within 12 months
 - Intermediate – 12 to 24 months
 - Long Range – 24 months to 48 months
 - Ongoing

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NEXT STEPS

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Draft Final Reports

- ◆ Stakeholders Review the Draft Plans and Submit Comments to RLS by Phone or Email

Final Plan

- ◆ Final Report for each county
 - Must be adopted by governing boards and submitted as one plan to ODOT

Participation Reminder

- ◆ Participation in Meetings and Interviews is Required for Funding Eligibility –
 - Applications for Funding Must be Part of the Coordinated Transportation Plan.



**Coordinated Public Transit-Human Services
Transportation Plan Update
APPENDIX**

**Section A-4:
Elderly and Disabled Feedback and Adoption Meeting**



Sign-In Sheet

Hardin County 2015 Coordinated Public Transit-Human Services Transportation Plan Update
 May 27, 2015

Name	Do you consider yourself:			Address (Optional)	E-mail	Phone Number
	60+	Disabled	Prefer Not to Sdy			
Debra Parker				700 E. Columbus Apt #308	clpharv@red 9-mail.com	None
Merrilee McMullen				1002 E Columbus St Kenton		419-675 2374
Mary Duper				16782 Bell St Bell-Center		419 675 1639
Maury Carr				Leaton apt 310 Kenton Ohio		
Debra Wilson				1037 S Main St Apt 45 Kenton Oh 43326		567-301-1931

* Elderly and Disabled status is kept private.

Sign-In Sheet
 Hardin County 2015 Coordinated Public Transit-Human Services Transportation Plan Update
 May 27, 2015

Name	Do you consider yourself:			Address (Optional)	E-mail	Phone Number
	60+	Disabled	Prefer Not to Say			
Margie Jones		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Gary Moore						
Tom Bumblers						
Shirley Moore Dora						
Maury Hall						

Sign-In Sheet

Hardin County 2015 Coordinated Public Transit-Human Services Transportation Plan Update
 May 27, 2015

Name	Do you consider yourself:			Address (Optional)	E-mail	Phone Number
	60+	Disabled	Prefer Not to Say			
Judy Shaker				Appt. 311 9006 Columbus St Kenton, OH 43326		Home 419-673-9399 Cell - 567-295-8981
Minnie Moss				Appt 307 900 E Columbus St Kenton Ohio 43322		567-295-9188 Cell
Jean Bacon				10604 Cr. Rd. 145 Kenton, OH		
Agnes Zrates				514 E. Lincoln Ada, OH 45810		419-634-4489
Nancy Barker				3108 CR 35 Ada, OH 45810		419-634-7328

Sign-In Sheet

Hardin County 2015 Coordinated Public Transit-Human Services Transportation Plan Update
 May 27, 2015

Name	Do you consider yourself:			Address (Optional)	E-mail	Phone Number
	60+	Disabled	Prefer Not to Say			
Phil Lawrence				12190 Turpin Rd Kenton, Ohio 43324	None	Cell 520 567-674-8894
David Wardle				694 Hawthornside Kenton, Ohio	None	None
Tim Stable				310 N. May St. Treat	No Computer	419- 273- 2620
Jim Foster				310 N. May St. Foster, OH	No computer	419- 273- 2620

Sign-In Sheet

Hardin County 2015 Coordinated Public Transit-Human Services Transportation Plan Update

May 27, 2015

Name	Do you consider yourself:			Address (Optional)	E-mail	Phone Number
	60+	Disabled	Prefer Not to Say			
Wilma Endley				900E. Columbus St APT 212 Kenton, Ohio 43320		419-673-8663
Rosene						
Olivia McKern				1040 Frank St More Ohio		419-757-7089
Phoebe Holtberry				351 West Buckeye Owens, Ohio		419-634- 9620

Sign-In Sheet

Hardin County 2015 Coordinated Public Transit-Human Services Transportation Plan Update

May 27, 2015

Name	Do you consider yourself:			Address (Optional)	E-mail	Phone Number
	60+	Disabled	Prefer Not to Say			
Joyce Abbott				900 E. Columbus St. Apt. 201 Kenton, OH 43326	—	419-679-1389 419-767-0321
Margaret Lawrence				900 E. Columbus Apt 201 Kenton OH 43326	—	567-267-4625
Rob Walker				555 E. PATTSON KENTON, OH 43326	—	419-695-2206

Sign-In Sheet

Hardin County 2015 Coordinated Public Transit-Human Services Transportation Plan Update
 May 27, 2015

Name	Do you consider yourself:			Address (Optional)	E-mail	Phone Number
	60+	Disabled	Prefer Not to Say			
Phyllis Yermillion				15784 T. R. 65 Belle Center OH 43310		567-674 2598
SHARON A. LOWERY				16845 ST RT 61EAST KENTON, OHIO 43326		(939)464-6631

Sign-In Sheet
 Hardin County 2015 Coordinated Public Transit-Human Services Transportation Plan Update
 May 27, 2015

Name	Do you consider yourself:			Address (Optional)	E-mail	Phone Number
	60+	Disabled	Prefer Not to Say			
Richard Beck						
Mary Beck						

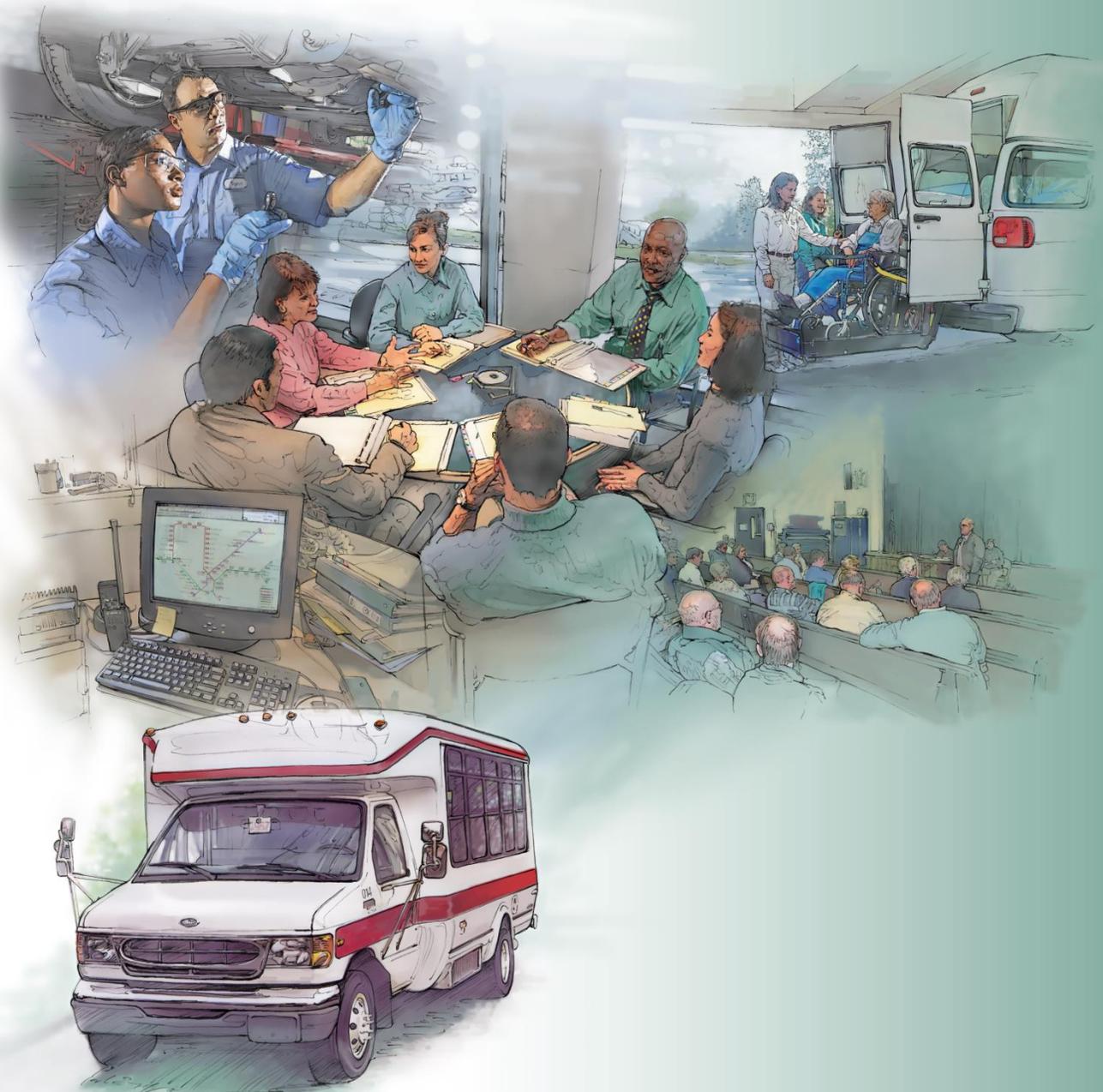
Sign-In Sheet
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 May 27, 2015

Name	Do you consider yourself:			Address (Optional)	E-mail	Phone Number
	60+	Disabled	Prefer Not to Say			
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**Coordinated Public Transit-Human Services
Transportation Plan Update
APPENDIX**

**Section A-5:
62 Federal Funding Sources for Transportation**



GAO Summary of Sixty-Two Programs

No.	Agency	Department/ Branch	Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials	Fiscal year 2001 federal spending on transportation
1	DOA	Department of Agriculture, Food and Nutrition Service	Food Stamp Employment and Training Program	Food Stamp Act of 1977, as amended	7 U.S.C. § 2015(d)(4)(l)(i)(I)	Reimbursement or advanced payment for Gasoline expenses or bus fare	To access education, training, employment services, and employment placements	Low-income persons between the ages of 16 and 59	\$12,952,956
2	DOE	Department of Education, Office of Elementary and Secondary Education	21st-Century Community Learning Centers	No Child Left Behind Act of 2001	20 U.S.C. § 7173(a)(10)	Contract for service	To access educational services	Students from low-income families	\$84,600,000
3	DOE	Department of Education, Office of Elementary and Secondary Education	Voluntary Public School Choice	No Child Left Behind Act of 2001	20 U.S.C. § 7225a(a)	Contract for services, purchase and operate vehicles, hire bus drivers and transportation directors, purchase bus passes, redesign transportation plans including new routing systems, offer professional development for bus drivers	To access educational services and programs	Students from underperforming schools who choose to transfer to higher performing schools	New program, no actual data or estimate available from the federal agency
4	DOE	Department of Education, Office of Special Education and Rehabilitative Services	Assistance for Education of All Children with Disabilities	Individuals with Disabilities Education Act Disabilities	20 U.S.C. § 1401(a)(22), 1411(a)(1)	Purchase and operate vehicles, contract for service	To access educational services	Children with disabilities	No actual data or estimate available from the federal agency
5	DOE	Department of Education, Office of Special Education and Rehabilitative Services	Centers for Independent Living	Workforce Investment Act of 1998	29 U.S.C. § 796f- 4(b)(3) and 705(18)(xi)	Referral, assistance, and training in the use of public transportation	To access program services	Persons with a significant disability	No actual data or estimate available from the federal agency

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6	DOE	Department of Education, Office of Special Education and Rehabilitative Services	Independent Living Services for Older Individuals Who Are Blind	Workforce Investment Act of 1998	29 U.S.C. § 796k(e)(5)	Referral, assistance, and training in the use of public transportation	To access program services, for general trips	Persons aged 55 or older who have Significant visual impairment	No actual data or estimate available from the federal agency
7	DOE	Department of Education, Office of Special Education and Rehabilitative Services	Independent Living State Grants	Workforce Investment Act of 1998	29 U.S.C. §§ 796e-2(1) and 705(18)(xi)	Referral, assistance, and training in the use of public transportation	To access program services, employment opportunities	Persons with a significant disability	No actual data or estimate available from the federal agency
8	DOE	Department of Education, Office of Special Education and Rehabilitative Services	Supported Employment Services for Individuals with Most Significant Disabilities	Workforce Investment Act of 1998	29 U.S.C. §§ 795g and 705(36)	Transit subsidies for public and private transportation (e.g. bus, taxi, and paratransit), training in the use of public transportation	To access employment placements, employment services, and vocational rehabilitation services	Persons with most significant disabilities	No actual data or estimate available from the federal agency
9	DOE	Department of Education, Office of Special Education and Rehabilitative Services	Vocational Rehabilitation Grants	Rehabilitation Act of 1973, as amended	29 U.S.C. § 723(a)(8)	Transit subsidies for public and private transportation (e.g. bus, taxi, and paratransit), training in the use of public transportation	To access employment placements, employment services, and vocational rehabilitation services	Persons with physical or mental impairments	\$50,700,000 (estimate)
10	HHS	Department of Health and Human Services, Administration for Children and Families	Child Care and Development Fund	Child Care and Development Block Grant Act of 1990, as amended	42 U.S.C. § 9858c	States rarely use CCDF funds for transportation and only under very Restricted circumstances	To access child care services	Children from low-income families	\$0 (estimate)

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11	HHS	Department of Health and Human Services, Administration for Children and Families	Community Services Block Grant Programs	Community Opportunities, Accountability, Training, and Educational Services Act of 1998	42 U.S.C. § 9904	Taxi vouchers, bus tokens	General trips	Low-income persons	No actual data or estimate available from the federal agency
12	HHS	Department of Health and Human Services, Administration for Children and Families	Developmental Disabilities Projects of National Significance	Developmental Disabilities Assistance and Bill of Rights Act of 2000	42 U.S.C. § 15002, 15081(2)(D)	Transportation information, feasibility studies, planning	General trips	Persons with developmental disabilities	No actual data or estimate available from the federal agency
13	HHS	Department of Health and Human Services, Administration for Children and Families	Head Start	Augustus F. Hawkins Human Services Reauthorization Act of 1990	42 USCA § 9835(a)(3)(C) (ii)	Purchase and operate vehicles, contract with transportation providers, coordinate with local education agencies	To access educational services	Children from low-income families	\$514,500,000 (estimate)
14	HHS	Department of Health and Human Services, Administration for Children and Families	Refugee and Entrant Assistance Discretionary Grants	Refugee Act of 1980, as amended	8 U.S.C. § 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
15	HHS	Department of Health and Human Services, Administration for Children and Families	Refugee and Entrant Assistance State Administered Programs	Refugee Act of 1980, as amended	8 U.S.C. § 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
16	HHS	Department of Health and Human Services, Administration for Children and Families	Refugee and Entrant Assistance Targeted Assistance	Refugee Act of 1980, as amended	8 U.S.C. § 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency

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17	HHS	Department of Health and Human Services, Administration for Children and Families	Refugee and Entrant Assistance Voluntary Agency Programs	Refugee Act of 1980, as amended	8 U.S.C. § 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
18	HHS	Department of Health and Human Services, Administration for Children and Families	Social Services Block Grants	Social Security Act, as amended	42 U.S.C. § 1397a(a)(2)(A)	Any transportation related use	To access medical or social services	States determine what categories of families and children	\$18,459,393
19	HHS	Department of Health and Human Services, Administration for Children and Families	State Councils on Developmental Disabilities and Protection and Advocacy Systems	Developmental Disabilities Assistance and Bill of Rights Act of 2000	42 U.S.C. §15002, 15025	State Councils provide small grants and contracts to local organizations to establish transportation projects or collaborate in improving transportation for people with disabilities; Protection and Advocacy Systems ensure that people with disabilities have access to public transportation as required by law	All or general trips	Persons with developmental disabilities and family members	\$786,605 (partial outlay)
20	HHS	Department of Health and Human Services, Administration for Children and Families	Temporary Assistance for Needy Families	Personal Responsibility and Work Opportunity Reconciliation Act of 1996, as amended	42 U.S.C. § 604(a), (k)	Any use that is reasonably calculated to accomplish a purpose of the TANF program and the allowable matching portion of JARC grants	General trips	No assistance is provided to families without a minor child, but states determine Specific eligibility	\$160,462,214 (partial outlay)j
21	HHS	Department of Health and Human Services, Administration on Aging	Grants for Supportive Services and Senior Centers	Older Americans Act of 1965, as amended	42 U.S.C. § 3030d (a)(2)	Contract for services	To access program services, medical, and for general trips	Program is targeted to persons aged 60 or over	\$72,496,003

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22	HHS	Department of Health and Human Services, Administration on Aging	Program for American Indian, Alaskan Native, and Native Hawaiian Elders	Older Americans Act of 1965, as amended	42 U.S.C. § 3057, 3030d(a)(2)	Purchase and operate vehicles	To access program services, medical, and for general trips	Program is for American Indian, Alaskan Native, and Native Hawaiian elders	No actual data or estimate available from the federal agency
23	HHS	Department of Health and Human Services, Centers for Medicare & Medicaid Services	Medicaid	Social Security Act, as amended	42 U.S.C. § 1396a, 1396n(e)(1)(A)	Bus tokens, subway passes, brokerage services	To access health care	Recipients are generally low income persons, but states determine specific eligibility	\$976,200,000
24	HHS	Department of Health and Human Services, Centers for Medicare & Medicaid Services	State Children's Health Insurance Program	Medicare, Medicaid, and SCHIP Benefits Improvement and Protection Act of 2000	42 U.S.C. § 1397jj(a)(26), -27	Any transportation related use	To access health care	Beneficiaries are primarily children from low-income families, but states determine eligibility	\$4,398,089
25	HHS	Department of Health and Human Services, Health Resources and Services Administration	Community Health Centers	Public Health Service Act, as amended	42 U.S.C. § 254b(b)(1)(A) (iv)	Bus tokens, vouchers, transportation coordinators, and drivers	To access health care	Medically underserved populations	\$4,200,000 (estimate)
26	HHS	Department of Health and Human Services, Health Resources and Services Administration	Healthy Communities Access Program	Public Health Service Act, as amended	42 U.S.C. § 256(e)(1)(B)(iii)	Improve coordination of transportation	To access health care	Uninsured or underinsured populations	No actual data or estimate available from the federal agency
27	HHS	Department of Health and Human Services, Health Resources and Services Administration	Healthy Start Initiative	Public Health Service Act, as amended	42 U.S.C. § 254c-8(e)(1)	Bus tokens, taxi vouchers, reimbursement for use of own vehicle	To access health care	Residents of areas with significant perinatal health disparities	No actual data or estimate available from the federal agency

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28	HHS	Department of Health and Human Services, Health Resources and Services Administration	HIV Care Formula Grants	Ryan White Comprehensive AIDS Resources Emergency Act of 1990	42 U.S.C. § 300f-21(a), 23(a)(2)(B)	Bus passes, tokens, taxis, vanpools, vehicle purchase by providers, mileage reimbursement	To access health care	Persons with HIV or AIDS	\$19,500,000
29	HHS	Department of Health and Human Services, Health Resources and Services Administration	Maternal and Child Services Grants	Social Security Act, as amended	42 U.S.C. § 701(a)(1)(A)	Any transportation related use	To access health care	Mothers, infants and children, particularly from low income families	No actual data or estimate available from the federal agency
30	HHS	Department of Health and Human Services, Health Resources and Services Administration	Rural Health Care, Rural Health Network, and Small Health Care Provider Programs	Health Centers Consolidation Act of 1996	42 U.S.C. § 254c	Purchase vehicles, bus passes	To access health care	Medically underserved populations in rural areas	No actual data or estimate available from the federal agency
31	HHS	Department of Health and Human Services, Substance Abuse and Mental Health Services Administration	Community Mental Health Services Block Grant	ADAMHA Reorganization Act, as amended	42 U.S.C. § 300x-1(b)(1)	Any transportation related use	To access program services	Adults with mental illness and children with emotional disturbance	No actual data or estimate available from the federal agency
32	HHS	Department of Health and Human Services, Substance Abuse and Mental Health Services Administration	Substance Abuse Prevention and Treatment Block Grant	ADAMHA Reorganization Act, as amended	42 U.S.C. § 300x-32(b)	Any transportation related use	To access program services	Persons with a substance related disorder and/or recovering from substance related disorder	No actual data or estimate available from the federal agency
33	HUD	Department of Housing and Urban Development, Office of Community Planning and Development	Community Development Block Grant	Housing and Community Development Act of 1974	42 U.S.C. § 5305(a)(8)	Purchase and operate vehicles	General trips	Program must serve a majority of low income persons	\$6,761,486 (partial outlay)

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34	HUD	Department of Housing and Urban Development, Office of Community Planning and Development	Housing Opportunities for Persons with AIDS	AIDS Housing Opportunity Act	42 U.S.C. § 12907(a)(3)	Contract for services	To access health care and other services	Low-income persons with HIV or AIDS and their families	\$190,252 (partial outlay)
35	HUD	Department of Housing and Urban Development, Office of Community Planning and Development	Supportive Housing Program	McKinney- Vento Homeless Assistance Act of 1987, as amended	42 U.S.C. § 11385	Bus tokens, taxi vouchers, purchase and operate vehicles	To access supportive services	Homeless persons and families with children	\$14,000,000 (estimate)
36	HUD	Department of Housing and Urban Development, Office of Public and Indian Housing	Revitalization of Severely Distressed Public Housing	Housing and Community Development Act of 1992, as amended	42 U.S.C. § 1437v(l)(3)	Bus tokens, taxi vouchers, contract for services	Trips related to employment or obtaining necessary supportive services	Residents of the severely distressed housing and residents of the revitalized units	\$700,000 (estimate)
37	DOI	Department of Interior, Bureau of Indian Affairs	Indian Employment Assistance	Adult Indian Vocational Training Act, as amended	25 U.S.C. § 309	Gas vouchers	To access training	Native American persons between the ages of 18 and 35	No actual data or estimate available from the federal agency
38	DOI	Department of Interior, Bureau of Indian Affairs	Indian Employment, Training and Related Services	Indian Employment, Training and Related Services Demonstration Act of 1992	25 U.S.C. § 3401	Gas vouchers	Employment related	Low-income Native American persons	No actual data or estimate available from the federal agency
39	DOL	Department of Labor, Employment and Training Administration	Job Corps	Workforce Investment Act of 1998	29 U.S.C. § 2888(a)(1), 2890	Bus tickets	To access Job Corps sites and employment services	Low-income youth	\$21,612,000

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40	DOL	Department of Labor, Employment and Training Administration	Migrant and Seasonal Farm Workers	Workforce Investment Act of 1998	29 U.S.C. § 2801(46), 2912(d)	Mileage reimbursement	To access employment placements or intensive and training services	Low-income persons and their dependents who are primarily employed in agricultural labor that is seasonal or migratory	No actual data or estimate available from the federal agency
41	DOL	Department of Labor, Employment and Training Administration	Native American Employment and Training	Workforce Investment Act of 1998	29 U.S.C. § 2911(d)(2)	Bus tokens, transit passes, use of tribal vehicles and grantee staff vehicles, mileage reimbursement for participants operating "car pool" services	To access employment placements, employment services	Unemployed American Indians and other persons of Native American descent	No actual data or estimate available from the federal agency
42	DOL	Department of Labor, Employment and Training Administration	Senior Community Service Employment Program	Older Americans Act of 1965	42 U.S.C. § 3056(c)(6)(A) (iv)	Mileage reimbursement, reimbursement for travel costs, and payment for cost of transportation	To access employment placements	Low-income persons aged 55 or over	\$4,400,000 (estimate)
43	DOL	Department of Labor, Employment and Training Administration	Trade Adjustment Assistance - Workers	Trade Act of 1974, as amended	19 U.S.C. § 2296(b)	Mileage reimbursement, transit fares	To access training	Persons found to be impacted by foreign trade, increased imports, or shift in production	No actual data or estimate available from the federal agency
44	DOL	Department of Labor, Employment and Training Administration	Welfare-to-Work Grants to Federally Recognized Tribes and Alaska Natives	Personal Responsibility and Work Opportunity Reconciliation Act of 1996	42 U.S.C. § 612(a)(3)(C)	Any transportation related use, though purchasing vehicles for individuals is not allowable	To access employment placements, employment services	American Indians and other persons of Native American descent who are long-term welfare recipients or are low-income	No actual data or estimate available from the federal agency
45	DOL	Department of Labor, Employment and Training Administration	Welfare-to-Work Grants to States and Localities	Personal Responsibility and Work Opportunity Reconciliation Act of 1996	42 U.S.C. § 603(a)(5)(C)	Any transportation related use, though purchasing vehicles for individuals is not allowable	To access employment placements, employment services	Long-term welfare recipients or low- income individuals	No actual data or estimate available from the federal agency

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46	DOL	Department of Labor, Employment and Training Administration	Work Incentive Grants	Workforce Investment Act of 1998, as amended	29 U.S.C. § 2801(46), 2864(d)(2)	Encourage collaboration with transportation providers	To access one- stop services	Persons with disabilities who are eligible for employment and training services	No actual data or estimate available from the federal agency
47	DOL	Department of Labor, Employment and Training Administration	Workforce Investment Act Adult Services Program	Workforce Investment Act of 1998, as amended	29 U.S.C. § 2801(46), 2864(e)(2)	Mileage reimbursement, bus tokens, vouchers	To access training	Priority must be given to people on assistance and low-income individuals	No actual data or estimate available from the federal agency
48	DOL	Department of Labor, Employment and Training Administration	Workforce Investment Act Dislocated Worker Program	Workforce Investment Act of 1998, as amended	29 U.S.C. § 2801(46), 2864(e)(2)	Transportation allowance or reimbursement, bus/subway tokens	To access transition assistance in order to find or qualify for new employment	Includes workers who have been laid off, or have received an individual notice of termination, or notice that a facility will close	No actual data or estimate available from the federal agency
49	DOL	Department of Labor, Employment and Training Administration	Workforce Investment Act Youth Activities	Workforce Investment Act of 1998, as amended	29 U.S.C. § 2801(46), 2854(a)(4)	Public transportation	To access training and other support services	Youth with low individual or family income	No actual data or estimate available from the federal agency
50	DOL	Department of Labor, Employment and Training Administration	Youth Opportunity Grants	Workforce Investment Act of 1998, as amended	29 U.S.C. § 2801(46), 2914(b)	Bus tokens	To access program services	Youth from high poverty areas, empowerment zones, or enterprise communities	\$415,000 (estimate)
51	DOL	Department of Labor, Employment Standards Administration	Black Lung Benefits Program	Black Lung Benefits Reform Act of 1977	30 U.S.C. § 923	Mileage reimbursement, transit fares, taxi vouchers	To access health services	Disabled coal miners	No actual data or estimate available from the federal agency
52	DOL	Department of Labor, Veterans Employment and Training Services	Homeless Veterans' Reintegration Project	Homeless Veterans Comprehensive Assistance Act of 2001	38 USCA § 2011, 2021	Bus tokens	To access employment services	Homeless veterans	No actual data or estimate available from the federal agency

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53	DOL	Department of Labor, Veterans Employment and Training Services	Veterans' Employment Program	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2913	Bus tokens, minor repairs to vehicles	To access employment services	Veterans	No actual data or estimate available from the federal agency
54	DOT	Department of Transportation, Federal Transit Administration	Capital and Training Assistance Program for Over-the-Road Bus Accessibility	Title 49 Recodification, P.L. 103-272	49 U.S.C. § 5310	To make vehicles wheelchair accessible and training required by ADA	General trips	Persons with disabilities	\$2,877,818
55	DOT	Department of Transportation, Federal Transit Administration	Capital Assistance Program for Elderly Persons and Persons with Disabilities	Title 49 Recodification, P.L. 103-272	49 U.S.C. § 5310	Assistance in purchasing vehicles, contract for services	To serve the needs of the elderly and persons with disabilities	Elderly persons and persons with disabilities	\$174,982,628
56	DOT	Department of Transportation, Federal Transit Administration	Capital Investment Grants	Transportation Equity Act for the 21st Century	49 U.S.C. § 5309	Assistance for bus and bus related capital projects	General trips	General public, although some projects are for the special needs of elderly persons and persons with disabilities	\$17,500,000 (estimate)
57	DOT	Department of Transportation, Federal Transit Administration	Job Access and Reverse Commute	Transportation Equity Act for the 21st Century	49 U.S.C. § 5309	Expand existing public transportation or initiate new service	To access employment and related services	Low income persons, including persons with disabilities	\$85,009,627
58	DOT	Department of Transportation, Federal Transit Administration	Nonurbanized Area Formula Program	Title 49 Recodification, P.L. 103-272	49 U.S.C. § 5311	Capital and operating assistance for public transportation service, including paratransit services, in nonurbanized areas	General trips	General public, although paratransit services are for the special needs of persons with disabilities	
59	DOT	Department of Transportation, Federal Transit Administration	Urbanized Area Formula Program	Title 49 Recodification, P.L. 103-272	49 U.S.C. § 5307	Capital assistance, and some operating assistance for public transit, including paratransit services, in urbanized areas	General trips	General public, although paratransit services are for the special needs of persons with disabilities	

No.	Agency	Department/ Branch	Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials	Fiscal year 2001 federal spending on transportation
60	DVA	Department of Veterans Affairs, Veterans Health Administration	Automobiles and Adaptive Equipment for Certain Disabled Veterans and Members of the Armed Forces	Disabled Veterans and Servicemen's Automobile Assistance Act of 1970	38 U.S.C. § 3902	Purchase of personal vehicles, modifications of vehicles	General trips	Veterans and service members with disabilities	\$33,639,000
61	DVA	Department of Veterans Affairs, Veterans Health Administration	VA Homeless Providers Grant and Per Diem Program	Homeless Veterans Comprehensive Service Programs Act of 1992	38 U.S.C. § 7721	20 vans were purchased under this program	General trips	Homeless veterans	\$565,797
62	DVA	Department of Veterans Affairs, Veterans Health Administration	Veterans Medical Care Benefits	Veterans' Benefits Improvements Act of 1994	38 U.S.C. § 111	Mileage reimbursement, contract for service	To access health care services	Veterans with disabilities or low incomes	\$126,594,591

Source: U.S. General Accounting Office, *Transportation Disadvantaged Populations: Some Coordination Efforts Among Programs Providing Transportation Services, but Obstacles Persist*, GAO-03-697, Washington, D.C. (June 2003).