HARDIN COUNTY, OHIO

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

2017-2022

Hardin County Council on Aging, Inc.
For more information about this plan please contact Bette A. Bibler, Executive Director at Hardin County Council on Aging, Inc., 100 Memorial Avenue, Kenton, OH 43326 or hccoa@hardincoa.net
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Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Hardin County, Ohio. The plan was initially developed in 2007 and updated in 2013 and 2015. This plan has been rewritten. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America’s Surface Transportation (FAST) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. According to requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies new programs and rules for all Fiscal Year 2016 funds and authorizes transit programs for five (5) years.

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

1. Identify all community resources including:
   Hardin County transportation guide, quarterly meetings with about 20 agencies in attendance, and semi-annual regional transportation meetings. Hardin County is listed on www.mytransportation.org and working to be a part of the state ride share software. Hardin County transportation stakeholders have faith in the existing providers and support working together to improve mobility.

2. Identify and Prioritize community transportation needs
   The following needs were identified from information obtained from outreach activities, which included a public meeting, focus groups, and surveys with transportation providers/human services agencies and the public: cooperation among stakeholders; increased awareness of transportation services among public/elected officials/influencers; need to maintain, support, & expand accessible transportation services, drivers, & vehicles; more affordable on-demand/ride share options; expand service to include those who don't meet program eligibility requirements; operational funding to expand transportation.

3. Establish a clear plan for achieving shared goals
   Many of the goals outlined in this plan coincide with goals outlined in the prior plan. as a result of information obtained in this process, the Hancock, Hardin, Wyandot, and Putnam county region will work together to achieve the following goals: 1) seek to encourage cooperation and communication among stakeholders. 2) increase knowledge of available transportation options among the general public and influencers of public opinion. 3) provide operational funding options to support and expand accessible transportation options. and 4) continue to identify and fill gaps in transportation service and unmet needs.
Fundamental to the Coordinated Transportation Plan process is the active and meaningful involvement of stakeholders. For projects selected for funding under the Section 5310 program, participation in planning activities must include participation and/or representation of the following, at minimum:

- Seniors;
- Individuals with disabilities;
- People with low incomes;
- Public, private and non-profit transportation providers;
- Human services providers, and;
- The general public.

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

Public Notice meeting with County Commissioners, County agencies quarterly transportation meetings, filling out agency transportation surveys, planning meeting for 2017-2022 coordinated transportation plan, mailing out surveys, and gathering statistics from surveys, and meeting with the seniors and disabled that come to the Hardin County Council on Aging, Inc.

This plan was developed and adopted by a planning committee by the name of Hardin County Transportation Coalition. More information about the planning committee can be found in Appendix A.
I. Geographic Area

Hardin County is located in north-western/north-central Ohio. The county seat is Kenton. The county has a total area of 471 square miles, of which 470 square miles is land. Adjacent counties include Hancock (north), Wyandot (northeast), Marion (east), Union (southeast), Logan (south), Auglaize (southwest) and Allen (northwest).

Map 1: Location Map
Map 2: Major Trip Generators

Map 2: Hardin County Major Trip Generators

HHWP Coordination Plan

Legend
- Hardin County
- Cities/Towns
- Major Trip Generators
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road

38. ADA Technologies
39. Wilson Sporting Goods
40. Hardin County Govt.
41. Hardin Memorial Hospital
42. International Paper Co
43. Kenton City Schools
44. Ohio Northern University
45. Reliance Steel & Alum
46. Sumitomo Bakelite
47. Triumph Group Inc.
48. International Paper Co
II. Population Demographics

Population demographics of the planning area are considered when developing coordinated transportation priorities because they help planners to understand potential demand for transportation as well as need. The following charts outline the demographic and Limited English Proficiency (LEP) characteristics of the county.

The County’s population has gradually declined since 2010. This trend is projected to continue through 2040.

Chart 1: Total Population Current and Projected for Five Years

![Chart 1: Total Population Current and Projected for Five Years](chart1)

Source: Ohio Development Services Agency, 2013

Approximately 14 percent of the County’s population is age 65 or older. And, the population of individuals between ages 50 and 64 make up another 18.5 percent of the population.

Chart 2: Total Population by Age Group

![Chart 2: Total Population by Age Group](chart2)

Source: American Community Survey, 2015
More than 95 percent of the county’s population is white. The second most common race is Hispanic or Latino which makes up 1.5 percent of the population.

Chart 3: Total Population by Race

Source: American Community Survey, 2015

Forty-three (43) percent of the population with disabilities is between the ages of 35 and 64 years. Another 22 percent of the population with disabilities is age 75 or older, and 14 percent of the population with disabilities is age 65 to 74.

Chart 4: Number and percentage of people with disabilities

Source: American Community Survey, 2015
Hardin County has the highest percentage of households below the poverty level in the four-county area.

**Chart 5: Number and percentage of households with incomes below the federal poverty level**

<table>
<thead>
<tr>
<th>Geography</th>
<th>Total Households</th>
<th>Households Below Poverty; Last 12 Months</th>
<th>Percent of Households Below Poverty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hancock County</td>
<td>31083</td>
<td>3938</td>
<td>12.7%</td>
</tr>
<tr>
<td>Hardin County</td>
<td>11540</td>
<td>1858</td>
<td>16.1%</td>
</tr>
<tr>
<td>Putnam County</td>
<td>13049</td>
<td>721</td>
<td>5.5%</td>
</tr>
<tr>
<td>Wyandot County</td>
<td>9327</td>
<td>1190</td>
<td>12.8%</td>
</tr>
</tbody>
</table>

Source: American Community Survey, 2015

Reportedly, 18.7 percent of the Hardin County population has an income below the Federal Poverty Level; this is the highest percentage in the four-county region.

**Chart 6: Number and percentage of individuals with incomes below the federal poverty level**

<table>
<thead>
<tr>
<th>Geography</th>
<th>Total Population</th>
<th>Population Below Poverty</th>
<th>Percent of County Population that is Below Poverty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hancock</td>
<td>73,294</td>
<td>10,221</td>
<td>13.90%</td>
</tr>
<tr>
<td>Hardin</td>
<td>29,402</td>
<td>5,491</td>
<td>18.70%</td>
</tr>
<tr>
<td>Putnam</td>
<td>33,880</td>
<td>1,966</td>
<td>5.80%</td>
</tr>
<tr>
<td>Wyandot</td>
<td>22,084</td>
<td>2,601</td>
<td>11.80%</td>
</tr>
</tbody>
</table>

Source: American Community Survey, 2015

Less than ½ percent of individuals in Hardin County indicated that they speak English less than very well. Therefore, all but 107 individuals in the county are proficient in the English language.

**Chart 7: Percent of population that speak English “Less than very well”**

<table>
<thead>
<tr>
<th>Geography</th>
<th>County Population Age 5 and Over</th>
<th>Individuals with Limited English Proficiency</th>
<th>Percent of County Population with Limited English Proficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hancock</td>
<td>70,843</td>
<td>460</td>
<td>0.6%</td>
</tr>
<tr>
<td>Hardin</td>
<td>29,773</td>
<td>107</td>
<td>0.4%</td>
</tr>
<tr>
<td>Putnam</td>
<td>31,839</td>
<td>162</td>
<td>0.5%</td>
</tr>
<tr>
<td>Wyandot</td>
<td>21,122</td>
<td>207</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

Source: American Community Survey, 2015
III. Assessment of Available Services

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

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

Interviews were conducted with each of the identified stakeholders.

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

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

Inventory of Transportation Providers

The Hardin County Council on Aging, Inc., Harco Industries, WOCAP, HHWPCAC, Hardin County Job & Family Services, Passport, Find A Ride, Hardin County Senior Tax Levy, and United Way of Hardin County. The Kenton Taxi also provides rides.
Existing Transportation Services
The following information is based on tabulations from the survey and interview results. A total of 17 organizations provided information about their services.

List of Transportation Service Providers

Name: Hardin County Council on Aging, Inc.
Transportation Service Type: On Demand transportation for seniors, handicapped and low income individuals
Other Services Provided: Adult Day Care, homemaker, chore, info & referral, outreach, socialization, and trips
Contact Information: 100 Memorial Avenue, Kenton, OH 43326 or 419-673-1102
Contact Person: Bette Bibler
Contact email: hccoa@hardincoa.net
Hours: M-F 8am-4pm
Service Area: Hardin County
Eligibility Requirements: Resident of Hardin County, 60 years old at least or contracted with another agency
Web-site: hardincoa.net

Name: Harco Industries, Inc.
Contact: Jason Seggerson – 705 N Ida St., Kenton, OH 43326; 419-674-4159 or jseggerson@harcoindustries.org

Name: Clymer Medical Transport, Inc.
Contact: 325 N. Sugar St., Lima, OH 45801; 419-222-3786

Name: Area Agency on Aging 3
Contact: Beca Sheidler – 2423 Allentown Rd., Lima, OH 45805; 800-653-7723 or bsheidler@psa3.org

Name: The Kenton-Hardin Health Department
Contact: Arin Tracy – 175 W. Franklin St., Kenton, OH 43326; 419-673-6230 or atracy@co.hardin.us

Name: Hardin Memorial Hospital
Contact: Lucinda Pfeifer – 921 E. Franklin St., Kenton, OH 43326; 419-675-8346 or Lucinda.pfeifer@OhioHealth.com
Name: Hardin County Job and Family Services  
Contact: John Folk – 175 W. Franklin St., Ste. 150, Kenton, OH 43326; 419-675-2657 or John.Folk@jfs.ohio.gov

Name: Health Partners of Western Ohio  
Contact: April Blue – 111 W. Espy St., Kenton, OH 43326; 419-679-5994 or ablue@hpwohio.org

Name: Love in the Name of Christ of Hardin County (Love, Inc.)  
Contact: Sue Alger – 224 W. Columbus St., Kenton, OH 43326; 419-674-4651 or loveinc2@windstream.net

Name: Ohio Hi-Point Career Center  
Contact: Rick Smith – 2280 SR 540, Bellefontaine, OH 43311; 937-599-3010 or rsmith@ohiohipoint.com

Name: Hardin County Veterans Service Office  
Contact: 419-674-2219

Name: American Cancer Society  
Contact: Bob Cunningham; Bob.Cunningham@RedCross.org

Name: Comfort Keepers  
Contact: 1726 Allentown Rd., Lima, OH 45805; 419-318-2647

Name: Kenton Taxi  
Contact: 322 Decatur St., Kenton, OH 43326; 419-673-9313 or kentontaxi@yahoo.com

Name: Hancock Area Transportation Service (HATS)  
Contact: 440 Scott Avenue, Findlay, OH 45840; 419-423-7261  
Hours: Mon-Fri 7:15am-9:45pm; Sat 7:15am-4:30pm; office Mon-Fri 8am-4:30pm

Name: CareSource Transportation  
Contact: Collene Conley – 230 N. Main St., Dayton, OH 45402; 800-993-0780, ext. 43664 or CareSource.com

Do not have info on other transportation providers listed below. Below is the only information they would provide.
The table below provides a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Directly Operates Transportation (Yes/No)</th>
<th>Purchases Transportation from Another Agency (if Yes, Who?)</th>
<th>Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)</th>
<th>Number of Annual One-Way Passenger Trips</th>
<th>Average Number Trip Denials per Week</th>
<th>Are Vehicles Only Available for Human Service Agency Clients (Y/N)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hardin County Council on Aging</td>
<td>Yes</td>
<td>No</td>
<td>Private Non-Profit</td>
<td>16166</td>
<td>65 (2016 Year)</td>
<td>N</td>
</tr>
<tr>
<td>Kenton Nursing &amp; Rehab</td>
<td>Yes</td>
<td>No</td>
<td>Private For-Profit</td>
<td>DNK (Do Not Know)</td>
<td>DNK</td>
<td>Yes - /For Facility Only</td>
</tr>
<tr>
<td>Love INC</td>
<td>No</td>
<td>Yes – Taxi Service</td>
<td>Private Non-Profit</td>
<td>DNK</td>
<td>DNK</td>
<td>N/A</td>
</tr>
<tr>
<td>Hardin County Job &amp; Family Services</td>
<td>No</td>
<td>Yes – Taxi Service/ Hardin County Council on Aging</td>
<td>Public Non-Profit</td>
<td>DNK</td>
<td>DNK</td>
<td>N</td>
</tr>
<tr>
<td>Area Agency on Aging 3</td>
<td>No</td>
<td>Yes – Find A Ride</td>
<td>Private Non-Profit</td>
<td>DNK</td>
<td>DNK0</td>
<td>N</td>
</tr>
<tr>
<td>Kenton-Hardin Health Department</td>
<td>No</td>
<td>No</td>
<td>Public Non-Profit</td>
<td>DNK</td>
<td>DNK</td>
<td>N/A</td>
</tr>
<tr>
<td>Hardin Memorial Hospital</td>
<td>No</td>
<td>No</td>
<td>Private Non-Profit</td>
<td>DNK</td>
<td>DNK</td>
<td>N/A</td>
</tr>
<tr>
<td>Health Partners of Western Ohio</td>
<td>No</td>
<td>No</td>
<td>Public Non-Profit</td>
<td>DNK</td>
<td>DNK</td>
<td>N/A</td>
</tr>
<tr>
<td>Hardin County Board of Developmental Disabilities</td>
<td>Yes</td>
<td>Yes – National Express Transit</td>
<td>Public Non-Profit</td>
<td>20,000</td>
<td>DNK</td>
<td>No</td>
</tr>
<tr>
<td>Clymer Medical Transport, Inc.</td>
<td>Yes</td>
<td>No</td>
<td>Private For- Profit</td>
<td>649</td>
<td>DNK</td>
<td>No</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----</td>
<td>----</td>
<td>---------------------</td>
<td>-----</td>
<td>-----</td>
<td>----</td>
</tr>
<tr>
<td>Hardin County Veterans Service Office</td>
<td>Yes</td>
<td>No</td>
<td>Public Non-Profit</td>
<td>DNK</td>
<td>DNK</td>
<td>DNK</td>
</tr>
<tr>
<td>American Cancer Society</td>
<td>No</td>
<td>Volunteer Service</td>
<td>Private Non-Profit</td>
<td>DNK</td>
<td>DNK</td>
<td>No</td>
</tr>
<tr>
<td>Comfort Keepers</td>
<td>Yes</td>
<td>No</td>
<td>DNK</td>
<td>DNK</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Kenton Taxi</td>
<td>Yes</td>
<td>No</td>
<td>Private For-Profit</td>
<td>DNK</td>
<td>DNK</td>
<td>N</td>
</tr>
<tr>
<td>Hancock Area Transportation Service (HATS)</td>
<td>Yes</td>
<td>No</td>
<td>41,967</td>
<td>DNK</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>CareSource Transportation</td>
<td>Yes</td>
<td>No</td>
<td>DNK</td>
<td>DNK</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>OhioHi-Point Career Center</td>
<td>No</td>
<td>No</td>
<td>DNK</td>
<td>DNK</td>
<td>DNK</td>
<td></td>
</tr>
</tbody>
</table>
* Answering “Yes” indicates that your agency is closed door. Your agency is considered closed door if you ONLY provide transportation to your facility as a courtesy or if you ONLY serve a particular clientele that are enrolled in your agency programs (i.e. members of a sheltered workshop, or residents in a nursing home). Answering “No” indicates that your agency is open door. This means the service is open to the public or a segment of the general public defined by age, disability, or low income. For example, if an agency provides general transportation for anyone in the community who is over the age of 60, they are considered “open door”. For example, an individual who is 60 or over can request transportation to a doctor’s appointment or the grocery store regardless of their affiliation with your agency.

The participating organizations provide a wide range of transportation including [fixed route, ADA paratransit, demand response, on- demand, and human service agency fixed routes]. [Ten (10) (as reported)] of the participating organizations provide services on weekdays. Seven (7) (as reported)] operate transportation on Saturdays and six (6) (as reported)] on Sundays. Evening services after [4 pm] are operated by eight (8) (as reported)] organizations. The following table depicts the transportation service characteristics by agency.

### Table 2: Transportation Service Characteristics

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Mode of Service</th>
<th>Days &amp; Hours of Operation</th>
<th>Provides Medicaid-Eligible Trips (Y/N)</th>
<th>Level of Passenger Assistance Provided</th>
<th>Training Courses Required for Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hardin County Council on Aging, Inc.</td>
<td>On Demand Transportation</td>
<td>M-F 8am-4pm</td>
<td>Y</td>
<td>Door to Door</td>
<td>Drive, Defensive Driving, CPR/First Aid, Blood Borne Pathogens, Drug Free Workplace</td>
</tr>
<tr>
<td>Kenton Nursing &amp; Rehab</td>
<td>Closed Door</td>
<td>As Needed</td>
<td>Y</td>
<td>Wheelchair/Handicap</td>
<td>Yes</td>
</tr>
<tr>
<td>Love INC</td>
<td></td>
<td></td>
<td></td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>Hardin County Job &amp; Family Services</td>
<td></td>
<td></td>
<td></td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>Area Agency on Aging 3</td>
<td></td>
<td></td>
<td></td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>Kenton-Hardin Health Department</td>
<td></td>
<td></td>
<td></td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>Hardin Memorial Hospital</td>
<td></td>
<td></td>
<td></td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>Health Partners of Western Ohio</td>
<td></td>
<td></td>
<td></td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>Harco Industries</td>
<td>On Demand</td>
<td>M-F</td>
<td>Door-Through-Door</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Service</td>
<td>Availability</td>
<td>Hours</td>
<td>Y/N</td>
<td>Mode</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------</td>
<td>-----------------------</td>
<td>----------------------------</td>
<td>-----</td>
<td>-------------------------------</td>
<td></td>
</tr>
<tr>
<td>Clymer Medical Transport, Inc.</td>
<td>On Demand</td>
<td>7:30am-9:30pm</td>
<td>Y/N</td>
<td>Door-Through-Door</td>
<td></td>
</tr>
<tr>
<td>Hardin County Veterans Service Office</td>
<td>On Demand</td>
<td>M-F 4:00am-9:00pm</td>
<td>N</td>
<td>Door-Through-Door</td>
<td></td>
</tr>
<tr>
<td>American Cancer Society</td>
<td>On Demand</td>
<td>M-F Mornings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comfort Keepers</td>
<td>On Demand</td>
<td>As Needed</td>
<td></td>
<td>Door-Through-Door</td>
<td></td>
</tr>
<tr>
<td>Kenton Taxi</td>
<td>On Demand</td>
<td>As Needed</td>
<td></td>
<td>Door-To-Door</td>
<td></td>
</tr>
<tr>
<td>Hancock Area Transportation Service</td>
<td>On Demand</td>
<td>M-F 7:15am-9:30pm</td>
<td>Y</td>
<td>Door-Through-Door</td>
<td></td>
</tr>
<tr>
<td>CareSource Transportation</td>
<td>On Demand</td>
<td>M-F 4:00am-5:00pm</td>
<td></td>
<td>Door-Through-Door</td>
<td></td>
</tr>
<tr>
<td>Ohio Hi-Point Career Center</td>
<td>On Demand</td>
<td>As Needed</td>
<td>Y</td>
<td>Door-To-Door</td>
<td></td>
</tr>
</tbody>
</table>
Transportation-related expenses and revenues also differ by organization. County Senior Tax Levy, United Way Grant, HC Job & Family Services, Passport, Find A Ride, client donations are common revenue sources for transportation operators in Hardin County. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.

**Table 3: Transportation-Related Expenses and Revenues**

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Fare Structure</th>
<th>Donations Accepted (Y/N)</th>
<th>Number of Full-Time &amp; Part-Time Drivers</th>
<th>Number of Full-Time &amp; Part-Time Schedulers/Dispatchers</th>
<th>Revenue Sources (most recent Fiscal Year)</th>
<th>Total Annual Transportation Expenses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hardin County Council on Aging, Inc.</td>
<td>Contracts</td>
<td>Yes</td>
<td>13</td>
<td>2</td>
<td>County Senior Tax Levy, Passport, Find A Ride, HCJFS, United Way Grant and client donations</td>
<td>372,100.00</td>
</tr>
<tr>
<td>Kenton Nursing &amp; Rehab</td>
<td>N/A</td>
<td>Y</td>
<td>1 – Full Time</td>
<td>1</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Love INC</td>
<td>N/A</td>
<td>Y</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Hardin County Job &amp; Family Services</td>
<td>N/A</td>
<td>N</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Area Agency on Aging</td>
<td>N/A</td>
<td>N</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Kenton-Hardin Health Department</td>
<td>N/A</td>
<td>N</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Hardin Memorial Hospital</td>
<td>N/A</td>
<td>N</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Health Partners of Western Ohio</td>
<td>N/A</td>
<td>N</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td>Hardin County Board of Developmental Disabilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Title XX/Levy Funds/Medicaid reimbursements</td>
<td>499,518</td>
</tr>
</tbody>
</table>
The following table provides basic information about transportation options other than the traditional public and human services transportation. Transportation options might include bike share, ride share, intercity, or taxi services, and more.

**Table 4: Alternative/ Active Transportation Options**

<table>
<thead>
<tr>
<th>Transportation Option</th>
<th>Availability</th>
<th>Cost</th>
<th>Usage</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

**Table 5: Transportation Resources**

<table>
<thead>
<tr>
<th>Transportation Resource</th>
<th>Availability</th>
<th>Cost</th>
<th>Usage</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The following table illustrates the technology used by each transportation provider for scheduling, dispatching, and/or GPS tracking vehicles.

**Table 6: Technology**

<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Name of Scheduling Software</th>
<th>Do you have an App for Transportation (Y/N)?</th>
<th>Name of Dispatching Software</th>
<th>AVL System/ GPS (Y/N)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hardin County Council on Aging, Inc.</td>
<td>My Senior Center</td>
<td>N</td>
<td>My Senior Center</td>
<td>Y</td>
</tr>
<tr>
<td>Kenton Nursing &amp; Rehab</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Y</td>
</tr>
<tr>
<td>Love INC</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Hardin County Job &amp; Family Services</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Area Agency on Aging 3</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Kenton-Hardin Health Department</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Hardin Memorial Hospital</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Health Partners of Western Ohio</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Hardin County Board of Developmental Disabilities</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Clymer Medical Transport, Inc.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Hardin County Veterans Service Office</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>American Cancer Society</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Comfort Keepers</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Kenton Taxi</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Hancock Area Transportation Service</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>CareSource Transportation</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Ohio Hi-Point</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Assessment of Community Support for Transit

1. Letter from the three Hardin County Commissioners showing their support for the Coordinated Transportation Plan
2. United Way Grant to Hardin County Council on Aging, Inc’s Transportation Service
3. Hardin County Council on Aging, Inc. has eight Letters of Supports from different agencies for their transportation service.

Safety

1. Hardin County Emergency Management Agency has contacted different agencies and businesses who provide transportation to help in the time of a disaster.
2. Different agencies have an Emergency Preparedness Plan or Policy.
3. Drivers must complete a Drive Course, take a Defensive Driver’s course within six (6) months of hire, they observe another driver for a couple of days and then they drive with another driver for a couple of days. They are required to be fingerprinted, have a physical, take a drug/alcohol test, take a CPR/First Aid course before they drive on their own, have a driver's license check, take a Blood Borne Pathogen training, and take a Drug Free Workplace training. Every year their driver's license is checked. Every two years they have a physical Every five years they are fingerprinted again.
Vehicles
Survey/Interview participants listed a combined total of 15 vehicles. Approximately 94% of the vehicles are wheelchair accessible. A vehicle utilization table is provided at the end of this chapter (Table 6).

All of the transportation providers provide at least [94%] wheelchair accessible vehicles, while some organizations have an entire fleet of wheelchair accessible vehicles. Wheelchair accessible vehicles are used to help the residents of Hardin County who are elderly, in hand pushed or motorized devices, disabled and those who have low income. The residents of Hardin County are taken to doctors’ appointments, errands, banking, work, and legal matters. For medical treatment the residents who are 60 and older can go anywhere in the State of Ohio for nothing or a donation. Under 60 years old residents must be contracted with an agency that purchases transportation from a provider. As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.

Only two (2) transportation providers sent back their vehicle information to be included with this transportation plan.
Only two (2) transportation providers sent back their vehicle information.

<table>
<thead>
<tr>
<th>Veh #</th>
<th>Make</th>
<th>Model</th>
<th>Year</th>
<th>Vin #</th>
<th>Capacity</th>
<th>WC Capacity</th>
<th>Days of the Week Vehicle is in Service</th>
<th>Service Hours</th>
<th>Vehicle Condition</th>
<th>Program to which Vehicle is Assigned (if applicable)</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>120</td>
<td>Ford</td>
<td>LTN E350</td>
<td>2012</td>
<td>1FDEE3FL8CD A78139</td>
<td>10</td>
<td>2</td>
<td>Mon-Fri</td>
<td>8AM-4PM</td>
<td>Average</td>
<td>Trans</td>
<td>Hardin County</td>
</tr>
<tr>
<td>122</td>
<td>Dodge</td>
<td>Grand Caravan</td>
<td>2013</td>
<td>2C4RDGBG8 DR617530</td>
<td>6</td>
<td>1</td>
<td>Mon-Fri</td>
<td>8AM-4PM</td>
<td>Average</td>
<td>Trans</td>
<td>Hardin County</td>
</tr>
<tr>
<td>123</td>
<td>Ford</td>
<td>LTN E350</td>
<td>2013</td>
<td>1FDEE3FL6D DA92963</td>
<td>10</td>
<td>2</td>
<td>Mon-Fri</td>
<td>8AM-4PM</td>
<td>Good</td>
<td>Trans</td>
<td>Hardin County</td>
</tr>
<tr>
<td>124</td>
<td>Chrysler Town &amp; Country</td>
<td>Mini Van</td>
<td>2013</td>
<td>2C4RC1BG8D R556308</td>
<td>6</td>
<td>0</td>
<td>Mon-Fri</td>
<td>8AM-4PM</td>
<td>Excellent</td>
<td>Trans</td>
<td>Hardin County</td>
</tr>
<tr>
<td>125</td>
<td>Dodge</td>
<td>Mini Van</td>
<td>2014</td>
<td>2C7WDGBG3 ER261222</td>
<td>4</td>
<td>1</td>
<td>Mon-Fri</td>
<td>8AM-4PM</td>
<td>Good</td>
<td>Trans</td>
<td>Hardin County</td>
</tr>
<tr>
<td>126</td>
<td>Ford</td>
<td>LTV E350</td>
<td>2016</td>
<td>1FDEE3FS9G DC16199</td>
<td>12</td>
<td>2</td>
<td>Mon-Fri</td>
<td>8AM-4PM</td>
<td>Excellent</td>
<td>Trans</td>
<td>Hardin County</td>
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<tr>
<td>127</td>
<td>Ford</td>
<td>LTV E350</td>
<td>2016</td>
<td>1FDEE3FS1G DC16200</td>
<td>12</td>
<td>2</td>
<td>Mon-Fri</td>
<td>8AM-4PM</td>
<td>Excellent</td>
<td>Trans</td>
<td>Hardin County</td>
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<td>128</td>
<td>Dodge</td>
<td>MMV</td>
<td>2016</td>
<td>2C7WDGBG2G R202875</td>
<td>3</td>
<td>1</td>
<td>Mon-Fri</td>
<td>8AM-4PM</td>
<td>Good</td>
<td>Trans</td>
<td>Hardin County</td>
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<td>129</td>
<td>Dodge</td>
<td>MMV</td>
<td>2016</td>
<td>2C7WDGBG2 GR202892</td>
<td>3</td>
<td>1</td>
<td>Mon-Fri</td>
<td>8AM-4PM</td>
<td>Good</td>
<td>Trans</td>
<td>Hardin County</td>
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<td>130</td>
<td>Dodge</td>
<td>Mini Van</td>
<td>2006</td>
<td>2D4GP44LX6 R616392</td>
<td>4</td>
<td>1</td>
<td>Mon-Fri</td>
<td>8AM-4PM</td>
<td>Average</td>
<td>Trans</td>
<td>Hardin County</td>
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<tr>
<td>131</td>
<td>Ford</td>
<td>E350</td>
<td>2017</td>
<td>1FDEE3FSXH DC37676</td>
<td>8</td>
<td>2</td>
<td>Mon-Fri</td>
<td>8AM-4PM</td>
<td>Excellent</td>
<td>Trans</td>
<td>Hardin County</td>
</tr>
<tr>
<td>132</td>
<td>MV-1</td>
<td>Mini Van</td>
<td>2016</td>
<td>57WMD2C61 GM100236</td>
<td>4</td>
<td>2</td>
<td>Mon-Fri</td>
<td>8AM-4PM</td>
<td>Excellent</td>
<td>Trans</td>
<td>Hardin County</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>---------------</td>
<td>------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>1</td>
<td>Ford</td>
<td>E350 Super Duty</td>
<td>2013</td>
<td>1FDEE3FL9FD A05088</td>
<td>12</td>
<td>2</td>
<td>Everyday</td>
<td>As Needed</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Dodge</td>
<td>Ram 2500</td>
<td>1996</td>
<td>1B7KF26Z5TJ 108296</td>
<td>2</td>
<td>0</td>
<td>Everyday</td>
<td>As Needed</td>
<td>Good</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Kenton Nursing & Rehab**
Summary of Existing Resources

1. Hardin County Transportation Guide.


3. Yearly surveys.

4. Vehicles available for the general public that are Sixty (60) years old and older, disabled and/or low income individuals.

5. Quarterly meetings of the Hardin County Transportation Coalition.

6. Bi-annual transportation meetings with Hancock, Hardin, Wyandot and Putnam Counties.

7. Monthly meetings with agencies that receive a grant from the Hardin County United Way.
IV. Assessment of Transportation Needs and Gaps

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

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

Hardin County Council on Agency, Inc., the Lead Agency, and a variety of stakeholders in the area in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. More information on how the lead agency engaged stakeholder and the general public is available upon request.

The following methods were used to assess transportation needs and gaps

- Assessment of data and demographics.
- Public and stakeholder meetings
- Public survey

Local Demographic and Socio-Economic Data

Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because a comparison of where the highest and lowest densities individuals who are most likely to need transportation live. This information can then be compared to the locations of (1) major trip generators, and (2) available transportation services.
Map 3 illustrates the areas where the number of older adults (age 65 and older) is at or above the county’s average. Block groups shaded in red have higher than average densities of older adults.

Map 3: Map of Population Density of Individuals Age 65 and Older

Map 3: Population Density Age 65 and Older Persons Per Square Mile

Legend
- Hardin Block groups
- 65+ / SQMI
- 0.000 - 82.45
- 82.46
- 82.47 - 435.7
- Cities

Source: U.S. Census American Community Survey 2015
5-Year Estimates
The map below indicates the areas where the number of zero vehicle households is above the county’s average. The absence of a vehicle in the household is often an indication of the need for transportation services. Block groups shaded in red have higher than average densities of zero vehicle households.

**Map 4: Map of Density of Zero Vehicle Households**

The Map 5 illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle. The following list includes the major trip generators for the entire region.

<table>
<thead>
<tr>
<th>ID</th>
<th>Company</th>
<th>Industry</th>
<th>Address</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>The Andersons</td>
<td>Agricultural</td>
<td>9841 County Hwy. 49</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td>1</td>
<td>Bridgestone APM Company</td>
<td>Manufacturing</td>
<td>245 Commerce Way</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td>2</td>
<td>Continental Structural Plastics Inc.</td>
<td>Manufacturing</td>
<td>2915 County Hwy. 96</td>
<td>Carey</td>
</tr>
<tr>
<td>3</td>
<td>Custom Glass Solutions by Guardian</td>
<td>Manufacturing</td>
<td>12688 State Route 67</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td>4</td>
<td>Dlubak Glass Company</td>
<td>Recycling</td>
<td>11567 Co. Hwy. 110</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td>5</td>
<td>Engineered Wire Products</td>
<td>Manufacturing</td>
<td>1200 N Warpole St.</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td>6</td>
<td>Ithaca Gun Company</td>
<td>Manufacturing</td>
<td>420 N Warpole St.</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td>Major Trip Generators</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>7</strong></td>
<td>Kalmbach Feeds Inc.</td>
<td>Agricultural</td>
<td>7148 State Route 199</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td><strong>8</strong></td>
<td>Liqui-Box Corp.</td>
<td>Manufacturing</td>
<td>519 RaybestosDr.</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td><strong>9</strong></td>
<td>Kasai North American Inc (M-Tek)</td>
<td>Manufacturing</td>
<td>1111 N Warpole St.</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td><strong>10</strong></td>
<td>The National Lime &amp; Stone Company</td>
<td>Mining</td>
<td>532 N Patterson St.</td>
<td>Carey</td>
</tr>
<tr>
<td><strong>11</strong></td>
<td>Schmidt Machine Company</td>
<td>Agricultural</td>
<td>7013 State Route 199</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td><strong>12</strong></td>
<td>Uni-Grip Inc.</td>
<td>Manufacturing</td>
<td>9823 State Route 53</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td><strong>13</strong></td>
<td>Vaughn Industries</td>
<td>Construction</td>
<td>1201 E Findlay St.</td>
<td>Carey</td>
</tr>
<tr>
<td><strong>14</strong></td>
<td>Wal-Mart</td>
<td>Retail</td>
<td>1855 E Wyandot Ave.</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td><strong>15</strong></td>
<td>Blanchard Valley Hospital</td>
<td>Medical</td>
<td>1900 South Main Street</td>
<td>Findlay</td>
</tr>
<tr>
<td><strong>16</strong></td>
<td>Bluffton Hospital</td>
<td>Medical</td>
<td>139 Garau Street</td>
<td>Bluffton</td>
</tr>
<tr>
<td><strong>17</strong></td>
<td>Consolidated Biscuit Co/Hearthside Food</td>
<td>Manufacturing</td>
<td>312 Rader Rd</td>
<td>McComb</td>
</tr>
<tr>
<td><strong>18</strong></td>
<td>Cooper Tire &amp; Rubber Co</td>
<td>Manufacturing</td>
<td>701 Lima Ave</td>
<td>Findlay</td>
</tr>
<tr>
<td><strong>19</strong></td>
<td>Findlay High School</td>
<td>School</td>
<td>1200 Broad Ave</td>
<td>Findlay</td>
</tr>
<tr>
<td><strong>20</strong></td>
<td>Kohl's Corp</td>
<td>Retail</td>
<td>7855 Co Rd 140</td>
<td>Findlay</td>
</tr>
<tr>
<td><strong>21</strong></td>
<td>Lowe's Companies Inc</td>
<td>Retail</td>
<td>12700 Co Rd 212</td>
<td>Findlay</td>
</tr>
<tr>
<td><strong>22</strong></td>
<td>Marathon Petroleum Co LLC</td>
<td>Trade</td>
<td>539 S Main St</td>
<td>Findlay</td>
</tr>
<tr>
<td><strong>23</strong></td>
<td>Nissin Brake Ohio</td>
<td>Manufacturing</td>
<td>1901 Industrial Dr</td>
<td>Findlay</td>
</tr>
<tr>
<td><strong>24</strong></td>
<td>Sanoh America Inc</td>
<td>Manufacturing</td>
<td>1849 Industrial Dr</td>
<td>Findlay</td>
</tr>
<tr>
<td><strong>25</strong></td>
<td>University of Findlay</td>
<td>School</td>
<td>1000 N Main St</td>
<td>Findlay</td>
</tr>
<tr>
<td><strong>26</strong></td>
<td>Whirlpool Corp</td>
<td>Manufacturing</td>
<td>4325 N Main St</td>
<td>Findlay</td>
</tr>
<tr>
<td><strong>27</strong></td>
<td>Owens Community College</td>
<td>School</td>
<td>3200 Bright Rd</td>
<td>Findlay</td>
</tr>
<tr>
<td><strong>28</strong></td>
<td>Kalida Manufacturing Inc</td>
<td>Manufacturing</td>
<td>801 Ottawa St</td>
<td>Kalida</td>
</tr>
<tr>
<td><strong>29</strong></td>
<td>Midway Products/Progressive Stamping</td>
<td>Manufacturing</td>
<td>200 Progressive Dr</td>
<td>Ottoville</td>
</tr>
<tr>
<td><strong>30</strong></td>
<td>Ottawa-Glandorf Local Schools</td>
<td>School</td>
<td>630 Glendale Ave</td>
<td>Ottawa</td>
</tr>
<tr>
<td><strong>31</strong></td>
<td>Mars Inc./Iams Co</td>
<td>Manufacturing</td>
<td>3700 OH-65</td>
<td>Leipsic</td>
</tr>
<tr>
<td><strong>32</strong></td>
<td>Pro-Tec Coating Co Inc</td>
<td>Manufacturing</td>
<td>5500 Protec Pkwy</td>
<td>Leipsic</td>
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<tr>
<td><strong>33</strong></td>
<td>Putnam County Government</td>
<td>Govt</td>
<td>245 E Main St</td>
<td>Ottawa</td>
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<tr>
<td><strong>34</strong></td>
<td>Schnipke Engraving Co Inc</td>
<td>Manufacturing</td>
<td>14233 Rd 24</td>
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<td><strong>35</strong></td>
<td>Silgan Plastics Corp</td>
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<td>690 Woodland Dr</td>
<td>Ottawa</td>
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<td><strong>36</strong></td>
<td>Unverferth Manufacturing Co Inc</td>
<td>Manufacturing</td>
<td>601 Broad St</td>
<td>Kalida</td>
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<tr>
<td><strong>37</strong></td>
<td>Wal-Mart Stores Inc</td>
<td>Retail</td>
<td>1720 N Perry St</td>
<td>Ottawa</td>
</tr>
<tr>
<td><strong>38</strong></td>
<td>Ada Technologies</td>
<td>Manufacturing</td>
<td>805 E North Ave</td>
<td>Ada</td>
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<tr>
<td><strong>39</strong></td>
<td>AmerGrpplc/WilsonSporting Goods</td>
<td>Manufacturing</td>
<td>217 Liberty St</td>
<td>Ada</td>
</tr>
<tr>
<td><strong>40</strong></td>
<td>Hardin County Government</td>
<td>Govt</td>
<td>111 W Franklin St</td>
<td>Kenton</td>
</tr>
<tr>
<td><strong>41</strong></td>
<td>Hardin Memorial Hospital</td>
<td>Medical</td>
<td>921 E Franklin St</td>
<td>Kenton</td>
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<tr>
<td><strong>42</strong></td>
<td>International Paper Co</td>
<td>Manufacturing</td>
<td>1300 S Main St</td>
<td>Kenton</td>
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<tr>
<td><strong>43</strong></td>
<td>Kenton City Schools</td>
<td>School</td>
<td>200 Harding Ave</td>
<td>Kenton</td>
</tr>
<tr>
<td><strong>44</strong></td>
<td>Ohio Northern University</td>
<td>School</td>
<td>525 S Main St</td>
<td>Ada</td>
</tr>
</tbody>
</table>
## Major Trip Generators

<table>
<thead>
<tr>
<th>No.</th>
<th>Company Name</th>
<th>Industry</th>
<th>Address</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>45</td>
<td>Reliance Steel&amp;Alum/Precision Strip Inc</td>
<td>Manufacturing</td>
<td>190 Bales Rd</td>
<td>Kenton</td>
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<td>46</td>
<td>Sumitomo Bakelite/Durez Corp</td>
<td>Manufacturing</td>
<td>13717 US-68</td>
<td>Kenton</td>
</tr>
<tr>
<td>47</td>
<td>Triumph Group Inc</td>
<td>Manufacturing</td>
<td>200 Railroad St</td>
<td>Forest</td>
</tr>
<tr>
<td>48</td>
<td>Wyandot Memorial Hospital</td>
<td>Medical</td>
<td>885 N Sandusky Ave</td>
<td>Upper Sandusky</td>
</tr>
<tr>
<td>49</td>
<td>International Paper Co</td>
<td>Manufacturing</td>
<td>13823 N Vision Dr</td>
<td>Kenton</td>
</tr>
</tbody>
</table>

### Map 5: Map of Major Trip Generators

#### Map 5: HHWP Major Trip Generators

#### HHWP Coordination Plan

**Legend**
- Cities/Towns
- Major Trip Generators
- Interstate
- Highway
- Major Road
- Local Road
- Minor Road
- HHWP Counties
Analysis of Demographic Data
Approximately 14 percent of the County’s population is age 65 or older. And, the population of individuals between ages 50 and 64 make up another 18.5 percent of the population. Forty-three (43) percent of the population with disabilities is between the ages of 35 and 64 years. Another 22 percent of the population with disabilities is age 75 or older, and 14 percent of the population with disabilities is age 65 to 74.

Reportedly, 18.7 percent of the Hardin County population has an income below the Federal Poverty Level; this is the highest percentage in the four county region. More than 95 percent of the county’s population is white. The second most common race is Hispanic or Latino which makes up 1.5 percent of the population. Less than ½ percent of individuals in Hardin County indicated that they speak English less than very well. Therefore, all but 107 individuals in the county are proficient in the English language.

General Public and Stakeholder Meetings/Focus Groups
HARDIN COUNTY COUNCIL ON AGING, INC. hosted and facilitated THREE (3) local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. THIRTY-FOUR (34) of people participated in the meetings. Of those, twenty-three (23) self-identified as older adults and ELEVEN (11) self-identified as being a person with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

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

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

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

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

Surveys
The following survey summary includes the information gained from the following surveys that were performed. One-hundred twenty -our (124) surveys from the general public: five [5] individuals with disabilities completed the survey; [119] older adults completed the survey.
PUBLIC SURVEY RESULTS SUMMARY

A survey of the general public was conducted during July and August of 2017. All surveys were available online and in paper format distributed by stakeholders to their clients and to the public. 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 73 percent of respondents have a personal vehicle or ride with friends or family. The next most common response was using public or agency/program-sponsored transportation. For more information see Primary Modes of Transportation chart at end of transportation plan.

TRIP NEEDS BY DESTINATION

The survey asked respondents about their most commonly visited general destinations, and their most commonly visited community-specific locations. The Trip Needs by Destination chart can be found at the end of the transportation plan. As seen in the chart, the most common destination was to medical clinics or hospitals. Medical/dental offices and shopping/grocery/pharmacy were the next most common general trip destinations.

EMPLOYMENT STATUS

A little over 89 percent of survey respondents were retired. The next most common response was a homemaker. The Employment Status chart can be found at the end of the transportation plan.

AGE

A little over 41 percent of respondents were between the ages of 75-84. Twenty-four percent were 85 and over and also 65-74. The Age of Respondents chart can be found at the end of the transportation plan.

RESIDENCE

Most respondents live in Kenton (61.10 percent). The next most common residence is Dunkirk (7.80 percent). The chart for residence respondents can be found at the end of the transportation plan.

LANGUAGE

One hundred percent of the respondents speak English.

CHANGES TO MAKE LOCAL TRANSPORTATION MORE APPEALING

The respondents were given numerous options to suggest how to make the local transportation more appealing. The most common suggestion, at 41 percent, to be able to get transportation to other parts of the state. The next common suggestion at 27.54 percent was both have transportation available on Saturdays and "other" suggestions. This chart can be found at the end of the transportation plan.
TIME OF DAY TRANSPORTATION MOST NEEDED

The respondents were asked to choose what purpose they most need transportation for and at what times. The most general need for transportation and the times during the day can be found on the Time of Day Transportation Most Needed chart at the end of the transportation plan.

HARDIN COUNTY 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. All ratings were high, but the areas that received the highest ratings were the overall service quality, the drivers were friendly, polite and helpful, and cleanliness of the vehicles. The area that received the lowest rating was that transportation was not available when requested. This chart can be found at the end of the transportation plan.

Challenges to Coordinated Transportation

In addition to identifying needs, the planning committee gathered information from stakeholders and used their own professional experience to identify challenges to providing coordinated transportation services. These challenges include the: Geographic area, availability of drivers and vehicles, the time of day that transportation is needed and receiving the amount of funding required to keep the transportation running.
Summary of Unmet Mobility Needs

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

Exhibit 1: Prioritized Unmet Mobility Needs

<table>
<thead>
<tr>
<th>Rank</th>
<th>Unmet Need Description</th>
<th>Method Used to Identify and Rank Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal #1</td>
<td>Hancock, Hardin, Wyandot and Putnam County Region will encourage cooperation and communication among stakeholders to meet transportation needs.</td>
<td>Highest priority for immediate and ongoing implementation</td>
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<tr>
<td>Goal #2</td>
<td>Hancock, Hardin, Wyandot and Putnam County Region will work to increase knowledge of available transportation options among general public as well as influencers of local public opinion.</td>
<td>High</td>
</tr>
<tr>
<td>Goal #3</td>
<td>Hancock, Hardin, Wyandot and Putnam County Region will work to provide operational funding options and to support and expand accessible transportation options.</td>
<td>Moderate</td>
</tr>
<tr>
<td>Goal #4</td>
<td>Hancock, Hardin, Wyandot and Putnam County Region will work to identify and fill gaps in service and unmet needs.</td>
<td>Medium High</td>
</tr>
</tbody>
</table>
V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

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

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

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

Goal #1:
Hancock, Hardin, Wyandot and Putnam County Region will encourage cooperation and communication among stakeholders to meet transportation needs.

Need Addressed: It is imperative for transportation providers, stakeholders and those in need of transportation to develop working relationships, to understand transportation needs and to collaboratively work to meet those needs.

Strategy 1.1:
Each County Lead Agency will maintain a transportation coalition of transportation stakeholders.

Timeline: 2017-2022, ongoing

Action Steps: County coalitions will meet regularly in each county.

Parties Responsible for Leading Implementation: Hardin County Council on Aging, Inc. Who is the lead agency.
* Staff time for copying, sending out emails, and attending meetings

Cost Range: No additional direct costs. Indirect costs is to travel to meetings.

Funding Sources: ODOT 5310 Operational Funding Grant, Local Grants, Transportation Contracts, Donations, Tax Levy

Performance Measures/Targets:

1. Representatives of each county's coalition agencies will look over the plan and come up with an appropriate timeline to accomplish strategy.
2. Number of written agreements between county agencies.
3. To achieve goals, the number of new actions taken.

Strategy 1.2:

Each County Coalition will have a Mobility Manager representative to serve as a liaison and transportation expert.

Timeline for Implementation: 2017-2022, ongoing

Action Steps: Mobility manager representative (s) will maintain an active presence in coalition meetings.

Parties Responsible for Implementation: Hardin County Council on Aging, Inc.

Parties Responsible for Supporting Implementation: Hardin County Transportation Coalition and Mobility Manager.

Resources Needed:

* Mobility Manager's salary and expenses to get to coalition meetings

Cost Range: Mobility Manager's salary plus travel expenses.

Funding Sources: ODOT 5310 Operational Funding Grant, Local Tax Levies, Contracted Agencies.

Performance Measures/Targets:

1. Mobility Manager's level of assistance to meet needs.
2. Mobility Manager's level of introducing key people who can help meet needs.
3. How many people helped with the Mobility Manager's expertise.

Strategy 1.3:

County Coalitions will come together in a regional forum to share updates and address regional
transportation concerns.

Timeline for Implementation: 2017-2022, ongoing

Action Steps: Regional transportation coalition will meet biannually to share updates and address regional transportation concerns.

Parties Responsible for Leading Implementation: Hardin County Council on Aging, Inc.

Parties Responsible for Supporting Implementation: Each of the four counties transportation coalition.

Resources Needed:

* Meeting place
* Travel expenses for each member of each county’s transportation coalition going to biannually meetings
* Time spent to prepare and copy materials for meetings

Cost Range:

Funding Source: ODOT 5310 Operational Funding Grant, Local Grants, Tax Levy, and Local transportation contracts.

Performance Measures/Targets:

1. Measure of updates from each of the four counties at the biannually regional transportation meetings.
2. Measure of outcome from ideas coming from the biannually regional transportation meetings.
3. Reports from each county on how many new members to the transportation coalition.

Goal #2

Hancock, Hardin, Wyandot and Putnam County Region will work to increase knowledge of available transportation options among general public as well as influencers of local public opinion.

Need Addressed: Community members and public officials gain a better awareness of transportation options and efforts that exist within the community.

Strategy 2.1: A centralized place will be maintained for individuals to access information on what community transportation options are available.

Timeline for Implementation: 2017-2022, ongoing
Action Step: A Call Center will be maintained for individuals to access information. This call center for Hardin County will be the Hardin County Council on Aging, Inc.

Parties Responsible for Leading Implementation: All community agencies who provide transportation, whether directly or indirectly.

Parties Responsible for Supporting Implementation: Hardin County Transportation Coalition.

Resources Needed:

* Materials to share the transportation information with the appropriate city, county, and other government offices.

Cost Range: Time spent coordinating this in Hardin County will be charged as is appropriate within each agency.

Funding Sources: ODOT 5310 Operational Funding Grant, Tax Levy, Local Contracts.

Performance Measures/Targets:

1. How many new inquiries about Hardin County transportation options either through taking or looking at the Hardin County Transportation Guide at the Hardin County Council on Aging, Inc.

2. How many people have logged onto mytransportation.org and gone under Hardin County section to find available transportation.

3. How many people have contacted other agencies about who to contact for transportation needs in Hardin County.

Strategy 2.2: Create an awareness campaign to promote the transportation needs within the county.

Timeline for Implementation: 2017-2022, ongoing

Action Step: Press releases, social media, brochures, advertising, etc. A written and web-based resource guide of transportation options will be maintained that identifies all transit providers, eligibility requirements, service area, service hours and cost.

Parties Responsible for Leading Implementation: Hardin County Transportation providers.

Parties Responsible for Supporting Implementation: Local and regional transportation coalition committee members. The goal will be to continue to be on the agenda once a year at the monthly Hardin County United Way meetings and other private and/or public meetings.
Resources Needed: A Hardin County agency will be responsible for coordinating and sharing the information with the appropriate city, county, other government offices, and the general public. All transit providers will be responsible for providing detailed information about their transportation service.

Cost Range: No additional direct expenses. Indirect expenses is time spent sharing information.

Funding Sources: ODOT 5310 Funding Grant, Local Contracts, Tax Levy, Donations

Performance Measures/Targets:

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

Strategy 2.3: Develop and maintain transportation reports with information on transportation provided.

Timeline for Implementation: 2017-2022, ongoing

Action Step: Review and compare common metrics that can be shared with public, local officials and community leaders.

Parties Responsible for Leading Implementation: Transportation providers will give statistical reports to community officials and leaders. These reports can be the ones for state and federal funding.

Parties Responsible for Supporting Implementation: The Hardin County Transportation Coalition.

Resources Needed: No direct expenses. Indirect costs is time preparing and distributing statistical reports.

Cost Range: No direct costs.

Funding Source: None

Performance Measures:

1. Number of local officials who have become advocates for Hardin County transportation.
2. Number of statistical reports distributed in the community.
3. Local funding provided in support of Hardin County transportation is secured.
Goal #3
Hancock, Hardin, Wyandot and Putnam County will each work to provide operational funding options and to support and expand accessible transportation options.

Need Addressed: The region seeks to overcome transportation disparities.

Strategy 3.1: Maintain and obtain appropriate fleet of vehicles.

Timeline for Implementation: 2017-2022, ongoing

Action Step: Agencies acquire wheelchair/handicap accessible vehicles and provide preventative maintenance on all vehicles.

Parties Responsible for Leading Implementation: Hardin County transportation providers that provide transportation for individuals with disabilities and older adults.

Parties Responsible for Supporting Implementation: Hardin County Transportation Coalition.

Resources Needed:
1. Maintenance of vehicles
2. Purchase of new additional or replacement vehicles
3. Local match funds for Federal or State grant secured vehicles.

Cost Range: Expenses for purchase of new additional or replace vehicles.

Funding Sources:
1. ODOT 5310 Grant (with 20% local match) for new additional or replacement vehicles.
2. Local matches like: foundations, donations, contracted transportation, local grants, local tax levies, or other grant programs such as the Older Americans Act.

Performance Measures:
1. A vehicle replacement plan is developed by transportation providers and updated annually.
2. Replacement vehicles are purchased in a timely manner and local match is secured.
3. Passengers receive safe transportation with accessible vehicles.

Strategy 3.2: To sustain and maintain transportation services.

Timeline for Implementation: 2017-2022, ongoing

Action Step: Work with all transportation disparities.

Parties Responsible for Leading Implementation: All public, private, and human service agency transportation providers in Hardin County.

Parties responsible for Supporting Implementation: Hardin County Transportation Coalition
Resources Needed: Capital expenses associated with vehicle purchases and operating expenses associated with providing transportation.

Cost Range: Capital and operating transportation expenses.

Funding Sources: ODOT Section 5310 Grants for Capital, Van Maintenance and Operating Expenses.

Performance Measures:
1. Number of Individuals served.
2. Number of trips taken.
3. Number of vehicles in Hardin County.

Strategy 3.3: To expand transportation services.

Timeline for Implementation: 2017-2022, ongoing

Action Step:
1. Explore a fixed route option
2. Gohio Commute will be advertised throughout the region as a commuting, biking, and transportation option.
3. Explore more on demand, affordable service.

Parties Responsible for Leading Implementation: Hardin County transportation providers.

Parties Responsible for Supporting Implementation: Hardin County Transportation Coalition.

Resources Needed: Determined by specific programs.

Cost Range: No additional direct expenses.

Funding Sources: Using all existing and future funding from federal, state and local sources.

Performance Measures:
1. Number of consumers transported.
2. Agreements with programs signed.
3. Out of county transportation options are increased for Hardin County.

Strategy: Building community investment in public transportation services.

Action Step:
1. Continue to meet with human service organizations and businesses that understand the transportation needs within each community.
2. Seek additional funding to support or expand public transportation (Ex. HATS-Hancock Area Transportation Service)

Parties Responsible for Leading Implementation: Hardin County Transportation Coalition steering committee.

Parties Responsible for Supporting Implementation: Hardin County Transportation Coalition.

Resources Needed:
1. Survey on the public opinion of public transportation.
2. Survey on local government officials’ opinion of public transportation.
3. Obtaining means of public transportation.

Cost Range: No direct costs for researching option.

Funding Sources: No direct costs while planning option.

Performance Measures:
1. Public Surveys.
2. Officials Surveys.
3. Affordable option numbers.

Goal #4

The Hancock, Hardin, Wyandot and Putnam County Region will work to identify and fill gaps in transportation service and unmet needs.

Need Addressed: The region will recognize opportunities for transportation service enhancement.

Strategy 4.1: Utilize Mobility Management to identify the gaps in service and develop solutions.

Timeline for Implementation: 2017-2022, ongoing.

Action Step: Continue to meet and build relationships with employers, human service organizations and transportation users.

Parties Responsible for Leading Implementation: Hardin County Transportation Coalition.

Parties Responsible for Supporting Implementation: Hardin County transportation providers, officials and public.

Resources Needed:
1. Mobility Management
2. Surveys for employer, human service organizations and transportation users.
3. Meeting places.

Cost Range: Expenses for mobility management.

Funding Source: ODOT 5310 Mobility Manager Grant

Strategy 4.2: Support transportation options for life activities.

Timeline for Implementation: 2017-2022, ongoing.

Action Step: Promote ride share options.

Parties Responsible for Leading Implementation: Hardin County Transportation Coalition.

Parties Responsible for Supporting Implementation: Local officials, employers, and public.

Resources Needed:

1. Ride share drivers

2. Access to Gohio Commute.

3. Material to inform public.

Cost Range: Cost for Gohio Commute.

Funding Sources: Existing federal, state and local funding options.

Performance Measures:

1. Reports showing number of people helped.

2. Opinion of riders.

3. Reports from employers.

Strategy 4.3: Support transportation for people with disabilities, older adults, and low income individuals.

Timeline for Implementation: 2017-2022, ongoing.

Action steps:

1. Support parking and infrastructure that enhances accessibility.

2. Explore more on demand, affordable service.

Parties Responsible for Leading Implementation: Hardin County Transportation Coalition.

Parties Responsible for Supporting Implementation: Hardin County government officials and Hardin County transportation providers.

Resources Needed:

1. Plans for parking and infrastructures.
2. More transportation providers.

Cost Range: More vehicles.

Funding Sources:
1. ODOT 5310 vehicle funding.
2. Local money.
3. Local grants.

Performance Measures:
1. Satisfaction with services are increased/decreased.
2. Gaps and unmet needs are addressed.
3. Number of people helped.
VI. Plan Adoption

Describe the process for plan adoption. The plan development process must include older adults, individuals with disabilities, members of the general public, and representatives from public, private and non-profit transportation and human services providers. This is separate from the plan adoption process.

1. June 22, 2017 Regional Transportation Meeting with Hancock, Hardin, Wyandot and Putnam Counties
5. August 14, 2017 Meeting with the Seniors and Disabled that attend daily activities at The Hardin County Council on Aging, Inc.
6. September 7, 2017 Regional Transportation Meeting
7. September 19, 2017 Hardin County Transportation Coalition Steering Committee.
8. September 26, 2017 Regional Transportation Meeting.
9. October 11, 2017 Meeting of the Hardin County Transportation Coalition.
10. November 9, 2017 Regional Transportation meeting to sign the Approval Resolution for the regional transportation plan.
11. November 13, 2017 Hardin County Transportation Coalition meeting to sign the Approval Resolution of the 2017-2022 Transportation Plan.
Appendix A: List of Planning Committee Participants

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

Agency Representation

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bette Bibler</td>
<td>HCCoA</td>
</tr>
<tr>
<td>Jason Seggerson</td>
<td>Harco Industries</td>
</tr>
<tr>
<td>Erin Rodabaugh Gallegos</td>
<td>HHWPCAC</td>
</tr>
<tr>
<td>John C. Folk</td>
<td>HCDJFS</td>
</tr>
<tr>
<td>Alexis Hilyard</td>
<td>WOCAP</td>
</tr>
<tr>
<td>Randy Rogers</td>
<td>Hardin County Commissioner</td>
</tr>
<tr>
<td>Erica Petrie and Beca Sheidler</td>
<td>AAA3</td>
</tr>
</tbody>
</table>

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

BETTE A. BIBLER
HARDCOUNTY COUNCIL ON AGING, INC.
491-673-1102
HCCOA@HARDINCOA.NET
Appendix B: List of Annual Reviews and Plan Amendments

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

Bette A. Bibler
Hardin County Council on Aging, Inc.
419-673-1102
hcoca@hardincoa.net

Annual Review:
We know the first plan was August, 2007 for the years 2008-2012. We did updates for 2009, 2010 and 2011 thru May 2012. The next plan was done for 2013-2017. The next plan was done for 2015-2018. We did an update for August, 2015 thru December, 2016. The process of being adopted for these plans were the same. The process was going over the plan, then making any revisions by the transportation plan committee. After all the changes it was then signed by everyone present at the Hardin County Transportation meeting. After this it was taken to the Hardin County Commissioners to be adopted and signed by them. Then it was turned over to the Ohio Department of Transportation.

November 13, 2017 the Hardin County Coordinated Transportation Plan was accepted by the Hardin County Coordinated Agencies. This plan is for 2017-2022.

Amendment
At its meeting on October 10, 2018 the Hardin County Coordinated Transportation Coalition reviewed the current Coordinated Public Transit-Human Services Transportation Plan in its entirety and have made the following minor changes.

- **List of Transportation Service Providers – Pg. 9**
  
  **Name:** Harco Industries, Inc.
  **Contact:** Dave Schaub - 205 N. Ida St., Kenton, OH 43326; 419-674-4159 or dschaub@harcoindustries.org

  **Name:** Kenton Taxi
  **Contact:** 327 Decatur St., Kenton, OH 43326; 419-673-0952 or kentontaxi@yahoo.com

- **Table 1: Organizational Characteristics – Pg. 12**
  
  Kenton Taxi – **Number of Annual One-Way Passenger Trips** is now 6800 and **Average Number Trip Denials per Week** is now 2.

- **Table 4: Alternative/Active Transportation Options – Pg. 16**
  
  Kenton Taxi is now listed as a Transportation Option.

  **Signature:** [Signature]
  **Name:** Ben Scheider
  **Agency:** Area Agency on Aging 3
  **Date:** 10/10/18

  **Signature:** [Signature]
  **Name:** Rick Eilert
  **Agency:** Area Agency on Aging 3
  **Date:** 10/10/18

  **Signature:** [Signature]
  **Name:** David Schudt
  **Agency:** Harco Industries
  **Date:** 10/10/18

  **Signature:** [Signature]
  **Name:** Karen Newsome
  **Agency:** Kenton-Hardin Health Dept.
  **Date:** 10/10/18

  **Signature:** [Signature]
  **Name:** Sandy Fisher
  **Agency:** Hardin Co. EHS
  **Date:** 10/10/18
Appendix C: Definitions

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

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

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

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

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

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

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

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

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

Section 5307 Program – The Urbanized Area Formula Grants program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in
urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.

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

**Unmet Transportation Needs** – Transportation that is wanted or desired but is not currently available.
Below are the agencies or businesses that offer Hardin County Transportation Options write-ups:

**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 7:30 AM to 4:00 PM, Monday through Friday.

In 2016, the Council on Aging provided 16,166 total trips. We bill agencies under contract a cost of $2.50 per mile. For 2017, the Council on Aging currently has thirteen vehicles, all but one of which is wheelchair accessible. These vehicles were obtained with both Section 5310 funds and agency funds. 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. Hardin County Council on Aging also takes people to run their local errands.

**Harco Industries, Inc.**
Harco Industries, Inc. is a Non-profit agency providing Transportation, Adult Day Services, Vocational Habilitation and other services. Harco’s mission is To help persons with developmental disabilities maximize independence and Inclusion in the community. Harco provides both fixed route and scheduled on-demand transportation with its current fleet of 3 accessible and 1 non-accessible vehicle. Harco currently operated 3 accessible and 1 non-accessible vehicle.

**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, Miami, Champaign 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. Clymer Medical Transport, Inc. accepts private pay clients. Referrals are not necessary to use our
services. They do not accept straight Medicaid or Medicare. Clymer Medical Transport has 18 total vehicles, 10 of them are wheelchair accessible.

**Hardin County Veterans Service Office**
Veterans Service Office transports eligible Hardin County veterans. They will take trips to Columbus and Dayton VA medical facilities. They have no wheelchair accessible vehicles. They can take up to eight (8) individuals at a time on a first come, first serve basis. The trips are usually for AM appointments from Monday-Friday.

**American Cancer Society**
American Cancer Society is open to any cancer related appointment. Available whenever a volunteer is available. There are no wheelchair accessible vehicles. County residents with a current cancer diagnosis going to a cancer treatment related appointment.

**Comfort Keepers**
Comfort Keepers cover the following counties: Allen, Auglaize, Hardin, Mercer, Putnam and Van Wert counties. They operate 7 days a week and 24 hours a day. There are no wheelchair accessible vehicles. They require a two hour minimum for caregiver service at $24.00 per hour and $.50 per mile cost for use of caregiver’s vehicle or no mileage cost for use of client vehicle.

**Kenton Taxi**
Kenton Taxi takes trips all over Ohio, and accommodates as able from Kenton. There are no wheelchair accessible vehicles. None of the vehicles have a lift, but clients can be accommodated if they are able to get out of their wheelchair and transfer to a car. The trips are pre-arranged any time. On demand trips are from Monday thru Thursday 9 am-11pm., Friday and Saturday 8am-2am’ and Sunday 10 am-5pm.

**Hancock Area Transportation Service (HATS)**
Hancock Area Transportation service (HATS) is a department of the Hancock Hardin Wyandot Putnam Community Action Commission (HHWPCAC). It is located at 440 Scott Avenue, Findlay, Ohio 45840. They can be reached at 419-423-7261. This is a Section 5311 rural public transportation system. The HHWP Community Action Commission is a private non-profit organization and is the designated grantee for HATS. As such, the HHWP Community action Commission is responsible for general oversight, and HATS handles the day-to-day operations. HATS provides low-cost, demand
response, public transportation to anyone within Hancock County and for any purpose. There are no service eligibility requirements for passengers.

HATS is funded in part by the Federal Transit Administration, Ohio Department of Transportation, the United Way of Hancock County, contracts, local contributions, fares, and community donations.

HATS currently serves 3,066 public transportation consumers and provided 41,967 trips in 2015. The fleet consists of 17 vehicles, of which only two (2) are not wheelchair accessible. HATS operates Monday through Friday, 7:15 a.m. to 9:30 p.m. and Saturdays, 7:15 a.m. to 4:30 p.m. Office hours are 8:00 a.m. to 4:30 p.m. HATS observes all HHWP CAC holidays. Upcoming holidays are posted in each vehicle and a list is available upon request.

Fare Structure:

- Zone 1 City of Findlay $1.50 per trip. Zone 1 includes trips with a pick-up and/or drop off within Findlay city limits
- Zone 2 Hancock county $2.50 per trip. Zone 2 includes trips with a pick-up and/or drop off within Hancock County, but outside of Findlay city limits.
- Zone 3 Out of County fares vary and trips are coordinated. Call for details and availability.

Elderly and disabled passengers pay half fare on trips taken in Zones 1 and 2. Elderly and disabled applications are available upon request.

While HATS currently operates primarily in Hancock County, transportation contracts can be established in surrounding areas. Call 419-423-7261 for individualized pricing and details.

CareSource Transportation

If a CareSource member must travel 30 miles or more from their home to receive covered healthcare services, CareSource will provide transportation to and from the provider’s office. CareSource also offers additional transportation services. This includes up to 30 one-way trip to medical visits, WIC and redetermination appointments per member per calendar year. Members can contact CareSource for assistance at least 48 hours (two business days) before they need a ride.

In addition to the transportation assistance that CareSource provides, members can still receive assistance with transportation for certain services through the local County Department of Job and Family Services Non-
Emergency Transportation (NET) program. CareSource members can call their local County Department of Job and Family Services for questions or assistance with NET services.

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 that provides social services and referral information for older adults, persons with disabilities and caregivers. The traditional service area is Allen, Auglaize, Hancock, Hardin, Putnam, Mercer, and Van Wert Counties, but AAA3 provides partial programming in additional counties. AAA3 employs a Mobility Manager that works to meet transportation needs in the seven county traditional service area. AAA3 administers a transportation call center, manages a website listing of transportation options in the region, and provides transportation through contract to older adults and people with disabilities who have no other transportation options through the FIND A RIDE program. AAA3 leases ten vehicles to local transportation providers to increase transportation availability in the region.

**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. While only one percent of the 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 NET transportation for 340 Hardin County residents currently of which 245 are active with the Kenton Taxi and 95 with the Council on Aging. NET transportation is available for all ages qualifying for Ohio Medicaid. For clients qualifying for non-emergency medical transportation, Hardin County Job and Family Services contracts with the Kenton Taxi and the Hardin County Council on Aging for medical transportation needs. The trips range from 1-2 time per week to 1-2 times per month for NET transportation clients. The Kenton Taxi requires a three business day notice for all scheduled medical appointments. The Hardin County Council on Aging requires a Twenty-four (24) hour notice for in county and Two (2) week notice for out of county scheduled medical appointments. If a client is wheelchair bound, they must use the services of the Hardin County Council on Aging due to handicap accessibility. Applications are available at Hardin County Job and Family Services and applications can be accepted by phone by contacting the NET Transportation Coordinator, Jamie Morrison at 419-675-1130.

**Health Partners of Western Ohio**

Health Partners of Western Ohio offers medical services, oral health services, dispensing pharmacy services and behavioral health services.

We do not turn anyone away for inability to pay. The Kenton Community Health Center site is located at 111 W. Espy St., Kenton, Ohio. Office hours Monday-Friday are by appointment from 8 am – 4:30 pm by calling 419-679-5994. Open for walk-ins Monday-Friday from 4:30 pm – 8 pm.

Health Partners of Western Ohio is a federally funded organization and we are unable to spend any dollars outside of direct patient care. We understand the importance and concern relative to the transportation needs of the community. However, we cannot allocate any of our resources to other agencies for individuals who are not patients of the health center. We will support any efforts within the community to obtain transportation or funding for such in the form of letters of support, and MOU or MOA to utilize said services.
**Love in the Name of Christ of Hardin County (Love INC)**

Love, Inc. does not provide any direct transportation to clients. Neither does Love, Inc. have “volunteer drivers” to assist with this need. If possible we can help pay for the cost of transportation to job interviews, or short distance trips for a specific need if arrangements can be made with the taxi company or other provider. On rare occasions, bus tickets can be provided to get someone “back home” who lives a distance away. We do provide occasional “gas cards” ($10-$20 in value) for people with a verified, (Dr. appointments, job interview, etc.). We do run into transportation needs or requests that we cannot assist currently due to limited community resources.

**Ohio Hi-Point Career Center**

Ohio Hi-Point Career Center is a public school that provides career technical education to over 4,000 students in 14 school districts across five counties. On the main campus, we serve 540 students and serve all the others through satellite programs in our students’ home districts. In Hardin County, OHP is a partner with Upper Scioto Valley Schools, Kenton City Schools, and Ridgemont Local Schools. We have eight satellite programs that serve middle and high school students in USV and Kenton. We work with the schools through career education, job training and on-the-job placement of students in business-related internships. Transportation is provided by our partner schools for students to our location at no charge. OHP is seeking to run a pilot program with local transportation providers to help get students without driver’s licenses in school-to-work programs to our business partners.

**Agencies Represented at Hardin County Transportation Meetings:**

Kenton/Hardin County Health Department, American Red Cross, Hardin County United Way, Hardin County Chamber/Business Alliance, HHWPCAC, WOCAP, Hardin County Council on Aging, Harco Industries, Hardin County Job and Family Services, Hardin County Commissioners, Ohio Hi-Point Career Center, AAA3, Kenton Nursing & Rehab, CareSource, Love, Inc., Hardin Hills Health Center, Not By Choice, PVFF, and Kenton Community Health Center,
Primary Modes of Transportation

- Personal Vehicle, Ride with Friends/Family: 72.73%
- Public or Agency/Program-Sponsored Transportation Services: 23.86%
- Bicycle or Walk: 10.23%
- Carpool or Vanpool: 6.82%
- Public Transportation or Human Service Agency: 6.82%
- Flexible Public Transit Routes: 5.68%
Language of Respondents

Changes To Make Local Transportation More Appealing

- If I Could Ride to Other Parts of the State: 41%
- Lower the Cost to Ride: 34.78%
- Operate on Saturdays: 27.54%
- Operate on Sundays: 18.84%
- End Later at Night: 13.04%
- Start Earlier in the Morning: 10.14%
- Smaller Vehicles: 2.90%
- Larger Vehicles: 1.45%
- If Vehicles Operate on a Fixed Route: 8.70%
- Wheelchair Accessible Vehicles: 15.94%
- More Reliable/On-Time for Picking Me Up: 18.84%
- Other: 27.54%
Time of Day Transportation Most Needed

- Recreation/Social
- Shopping
- Employment
- Nutrition
- Medical/Health Care

- 9pm-12am
- 6pm-9pm
- 3pm-6pm
- 12 pm-3pm
- 8 am-12pm
- 6 am-8 am
- 12am-6am

Percentage of transportation needs by time of day for various activities.
When Needed

I Felt the Pick Up Times Were on Time

I Felt the Safety and Security on the Vehicles Was Good

I Felt the Call Was Answered Promptly

I Felt the Scheduler Was Helpful on the Phone

I Felt the Vehicles Were Clean

I Felt the Vehicles Were Easy to Get In and Out Of

I Was Satisfied With the Arrival Time of my Appointment

The Driver Obeyed Traffic Rules

Felt Safe While Being Transported

80.00% 85.00% 90.00% 95.00% 100.00% 105.00%