

# APPENDICES

# APPENDIX A

## Resolutions

County Commissioners' Office  
Allen County, Ohio  
December 14, 2017 Resolution #767-17

RE: BOARD OF COMMISSIONERS APPROVES A RESOLUTION OF SUPPORT FOR THE  
ENDORSEMENT OF THE WEST CENTRAL OHIO REGIONAL TRANSPORTATION  
COORDINATION PLAN

---

The Board of County Commissioners of Allen County, Ohio met in regular session on the  
14<sup>th</sup> day of December, 2017 with the following members present: Greg Sneary, Jay Begg and  
Cory Noonan

Commissioner Begg moved the adoption of the following:

**RESOLUTION**

**WHEREAS**, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for  
Users (SAFETEA-LU) required and Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) instituted  
the preparation of a locally developed Public Transit-Human Services Transportation Coordination Plan;  
and, hereinafter known as the "West Central Ohio Regional Transportation Coordination Plan, for local  
entities to retain eligibility for Federal Transit Administration (FTA) funding especially Section 5310  
Transportation for Elderly Persons and Persons with Disabilities; and,

**WHEREAS**, the Fixing America's Surface Transportation (FAST) Act modified the Elderly &  
Disabled Program (5310) and State of Good Repair Program (5337) and introduced a Bus and Bus  
Facilities Discretionary Grant (5335), in 2015 that essentially worked to change the historical structure of  
the grant application process and available funding for both fixed route and demand response  
transportation services -especially the elderly and disabled; and,

**WHEREAS**, the Lima-Allen County Regional Planning Commission (LACRPC) did, under a  
memorandum of understanding with the Ohio Department of Transportation and local political  
subdivisions, prepare the required locally developed Transportation Coordination Plan for West Central  
Ohio; and,

**WHEREAS**, the Plan was developed in a public planning process that included representatives of  
public, private and nonprofit transportation and human services providers, and consumers including the  
elderly and disabled, as well as the participation by the general public and local elected officials; and,

**WHEREAS**, the Plan provides for general public transportation with an emphasis on elderly,  
disabled, and economically disadvantaged populations; and,

**WHEREAS**, the Plan is based on interagency coordination that allows the participation of all  
state and federally funded agencies and programs with transportation needs in the proposed service area;  
and,

**WHEREAS**, the Plan was designed to meet, and currently meets, the planning and service  
compliance requirements of Federal Transit Administration programming and the Ohio Department of  
Transportation; and,

**WHEREAS**, to allow comment on the proposed Plan, the LACRPC conducted the public  
planning process and public meeting in compliance with the MPO's adopted Public Participation Plan;  
and,

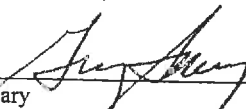
**WHEREAS**, the Plan focuses on furthering cooperative multi-agency services across a 4-county  
region of West Central Ohio inclusive of Allen, Auglaize, Mercer and Van Wert counties; now therefore

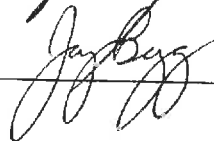
**BE IT RESOLVED THAT THE BOARD OF COUNTY COMMISSIONERS OF ALLEN  
COUNTY, OHIO**, recognizes the (1) public planning process as being compliant with mandates of  
SAFETEA-LU, MAP-21 and FAST legislation, and (2) the findings of the Plan as in the best interest of  
the residents of Allen County, Ohio, and (3) the strategies and recommendations contained therein.

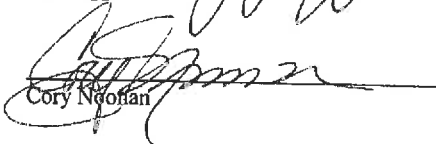
Commissioner Sneary seconded the resolution and upon the roll being called, the vote resulted as follows: Commissioner Sneary, yes; Commissioner Begg, yes; Commissioner Noonan, yes.

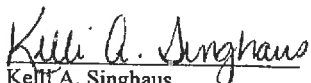
Adopted this 14th  
day of December, 2017

**BOARD OF COUNTY COMMISSIONERS  
ALLEN COUNTY, OHIO**

  
\_\_\_\_\_  
Greg Sneary

  
\_\_\_\_\_  
Jay Begg

  
\_\_\_\_\_  
Cory Noonan

  
\_\_\_\_\_  
Kelli A. Singhaus  
Clerk of the Board

On the 30<sup>th</sup> day of November, 2017, Commissioner Noonan moved to table the resolution until further notice. Motion seconded by Commissioner Begg. The roll was called and the vote was unanimous to table the resolution.

**IN THE MATTER OF AUGLAIZE COUNTY BOARD OF COMMISSIONERS APPROVING A  
RESOLUTION OF SUPPORT FOR THE ENDORSEMENT OF THE WEST CENTRAL OHIO  
REGIONAL TRANSPORTATION COORDINATION PLAN.**

\*\*\*\*\*  
The Board of County Commissioners of Auglaize County, Ohio met in regular session on the 28th day of  
November, 2017.

Commissioner Regula moved the adoption of the following:

**RESOLUTION**

**WHEREAS**, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required and Moving Ahead for Progress in the 21st Century (MAP-21) instituted the preparation of a locally developed Public Transit-Human Services Transportation Coordination Plan; and, hereinafter known as the "West Central Ohio Regional Transportation Coordination Plan, for local entities to retain eligibility for Federal Transit Administration (FTA) funding especially Section 5310 Transportation for Elderly Persons and Persons with Disabilities; and,

**WHEREAS**, the Fixing America's Surface Transportation (FAST) Act modified the Elderly & Disabled Program (5310) and State of Good Repair Program (5337) and introduced a Bus and Bus Facilities Discretionary Grant (5335), in 2015 that essentially worked to change the historical structure of the grant application process and available funding for both fixed route and demand response transportation services -especially the elderly and disabled; and,

**WHEREAS**, the Lima-Allen County Regional Planning Commission (LACRPC) did, under a memorandum of understanding with the Ohio Department of Transportation and local political subdivisions, prepare the required locally developed Transportation Coordination Plan for West Central Ohio; and,

**WHEREAS**, the Plan was developed in a public planning process that included representatives of public, private and nonprofit transportation and human services providers, and consumers including the elderly and disabled, as well as the participation by the general public and local elected officials; and,

**WHEREAS**, the Plan provides for general public transportation with an emphasis on elderly, disabled, and economically disadvantaged populations; and,

**WHEREAS**, the Plan is based on interagency coordination that allows the participation of all state and federally funded agencies and programs with transportation needs in the proposed service area; and,

**WHEREAS**, the Plan was designed to meet, and currently meets, the planning and service compliance requirements of Federal Transit Administration programming and the Ohio Department of Transportation; and,

**WHEREAS**, to allow comment on the proposed Plan, the LACRPC conducted the public planning process and public meeting in compliance with the MPO's adopted Public Participation Plan; and,

**WHEREAS**, the Plan focuses on furthering cooperative multi-agency services across a 4-county regional of West Central Ohio inclusive of Allen, Auglaize, Mercer and Van Wert counties; now therefore,

**BE IT RESOLVED THAT THE BOARD OF COUNTY COMMISSIONERS OF AUGLAIZE COUNTY, OHIO**, recognizes, recognizes the (1) public planning process as being compliant with mandates of SAFETEA-LU, MAP-21 and FAST legislation, and (2) the findings of the Plan as in the best interest of the residents of Auglaize County, Ohio, and (3) endorses the strategies and recommendations contained therein.

Resolution Continued

West Central Ohio Regional Transportation Coordination Plan – Support  
November 28, 2017 – Page two

Commissioner Spencer seconded the Resolution and upon the roll being called, the vote resulted in the adoption of the Resolution as follows:

Adopted this  
28th day of  
November, 2017

BOARD OF COUNTY COMMISSIONERS  
AUGLAIZE COUNTY, OHIO

ABSENT

John N. Bergman

Douglas A. Spencer, Yes

Douglas A. Spencer

Don Regula, (yes)

Don Regula

cc: Lima Allen County Regional Planning Commission  
Thomas Mazur

Date: NOVEMBER 28, 2017

In the: THE MERCER COUNTY COMMISSIONERS DECLARING THEIR SUPPORT FOR  
matter of: THE WEST CENTRAL WEST CENTRAL OHIO REGIONAL TRANSPORTATION  
COORDINATION PLAN

---

The Board of County Commissioners of Mercer County, Ohio met in regular session on the 28<sup>th</sup> day of November, 2017, at the Office of the Mercer County Commissioners with the following members present: Mr. Greg Homan, Mr. Rick Muhlenkamp, and Mr. Jerry Laffin. Also present was Mrs. Kim Everman, Clerk/Adm. of the Board.

Mr. Homan moved the adoption of the following:

**RESOLUTION # 17-1116**

WHEREAS, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required and Moving Ahead for Progress in the 21st Century (MAP-21) instituted the preparation of a locally developed Public Transit-Human Services Transportation Coordination Plan; and, hereinafter known as the "West Central Ohio Regional Transportation Coordination Plan, for local entities to retain eligibility for Federal Transit Administration (FTA) funding especially Section 5310 Transportation for Elderly Persons and Persons with Disabilities; and,

WHEREAS, the Fixing America's Surface Transportation (FAST) Act modified the Elderly & Disabled Program (5310) and State of Good Repair Program (5337) and introduced a Bus and Bus Facilities Discretionary Grant (5335), in 2015 that essentially worked to change the historical structure of the grant application process and available funding for both fixed route and demand response transportation services -especially the elderly and disabled; and,

WHEREAS, the Lima-Allen County Regional Planning Commission (LACRPC) did, under a memorandum of understanding with the Ohio Department of Transportation and local political subdivisions, prepare the required locally developed Transportation Coordination Plan for West Central Ohio; and,

WHEREAS, the Plan was developed in a public planning process that included representatives of public, private and nonprofit transportation and human services providers, and consumers including the elderly and disabled, as well as the participation by the general public and local elected officials; and,

WHEREAS, the Plan provides for general public transportation with an emphasis on elderly, disabled, and economically disadvantaged populations; and,

WHEREAS, the Plan is based on interagency coordination that allows the participation of all state and federally funded agencies and programs with transportation needs in the proposed service area; and,

WHEREAS, the Plan was designed to meet, and currently meets, the planning and service compliance requirements of Federal Transit Administration programming and the Ohio Department of Transportation; and,

WHEREAS, to allow comment on the proposed Plan, the LACRPC conducted the public planning process and public meeting in compliance with the MPO's adopted Public Participation Plan; and,

WHEREAS, the Plan focuses on furthering cooperative multi-agency services across a 4-county regional of West Central Ohio inclusive of Allen, Auglaize, Mercer and Van Wert counties; Now therefore,

BE IT RESOLVED, THAT THE BOARD OF COUNTY COMMISSIONERS OF MERCER COUNTY, OHIO, recognizes the (1) public planning process as being compliant with mandates of SAFETEA-LU, MAP-21 and FAST legislation, and (2) the findings of the Plan as in the best interest of the residents of Mercer County, Ohio, and (3) endorses the strategies and recommendations contained therein.

Date: NOVEMBER 28, 2017

In the: THE MERCER COUNTY COMMISSIONERS DECLARING THEIR SUPPORT FOR  
matter of: THE WEST CENTRAL WEST CENTRAL OHIO REGIONAL TRANSPORTATION  
COORDINATION PLAN

---

RESOLUTION # 17-1116 Continued

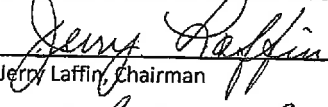
Mr. Muhlenkamp seconded the resolution and the roll being called upon its adoption the vote resulted as follows:


Mr. Homan, Yes;

Mr. Muhlenkamp, Yes;

Mr. Laffin, Yes;

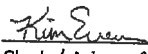
APPROVED BY THE BOARD OF COUNTY  
COMMISSIONERS OF MERCER COUNTY, OHIO

  
Jerry Laffin, Chairman

  
Rick Muhlenkamp, Vice Chairman

  
Greg Homan, Member

ATTEST:

  
Clerk / Adm. of the Board

**Date:** November 30, 2017

**Subject:** SUPPORT FOR ENDORSEMENT OF WEST CENTRAL OHIO REGIONAL  
TRANSPORTATION COORDINATION PLAN

---

The Board of County Commissioners of Van Wert County, Ohio, met in regular session in the office of said Board on the 30<sup>th</sup> day of November, 2017, with the following members present: Mr. Todd D. Wolfrum, Mr. Stan D. Owens, and Mr. Thad Lichtensteiger.

Mr. Wolfrum moved the adoption of the following **RESOLUTION**:

**WHEREAS**, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required and Moving Ahead for Progress in the 21st Century (MAP-21) instituted the preparation of a locally developed Public Transit-Human Services Transportation Coordination Plan; and, hereinafter known as the "West Central Ohio Regional Transportation Coordination Plan," for local entities to retain eligibility for Federal Transit Administration (FTA) funding, especially Section 5310 - Transportation for Elderly Persons and Persons with Disabilities; and

**WHEREAS**, the Fixing America's Surface Transportation (FAST) Act modified the Elderly & Disabled Program (5310) and State of Good Repair Program (5337) and introduced a Bus and Bus Facilities Discretionary Grant (5335) in 2015 that essentially worked to change the historical structure of the grant application process and available funding for both fixed route and demand response transportation services, especially the elderly and disabled; and

**WHEREAS**, the Lima-Allen County Regional Planning Commission (LACRPC) did, under a Memorandum of Understanding with the Ohio Department of Transportation (ODOT) and local political subdivisions, prepare the required locally developed Transportation Coordination Plan for West Central Ohio; and

**WHEREAS**, the Plan was developed in a public planning process that included representatives of public, private, and nonprofit transportation and human services providers, and consumers including the elderly and disabled, as well as the participation by the general public and local elected officials; and

**WHEREAS**, the Plan provides for general public transportation with an emphasis on elderly, disabled, and economically disadvantaged populations; and

**WHEREAS**, the Plan is based on interagency coordination that allows the participation of all state and federally funded agencies and programs with transportation needs in the proposed service area; and

**WHEREAS**, the Plan was designed to meet, and currently meets, the planning and service compliance requirements of FTA programming and the ODOT; and

**WHEREAS**, to allow comment on the proposed Plan, the LACRPC conducted the public planning process and public meeting in compliance with the MPO's adopted Public Participation Plan; and

**WHEREAS**, the Plan focuses on furthering cooperative multi-agency services across a four-county region of West Central Ohio inclusive of Allen, Auglaize, Mercer, and Van Wert counties; therefore, be it

RESOLVED, that this Board of Van Wert County Commissioners does hereby recognize the (1) public planning process as being compliant with mandates of SAFETEA-LU, MAP-21, and FAST legislation; (2) the findings of the Plan as in the best interest of the residents of Van Wert County, Ohio; and (3) endorse the strategies and recommendations contained therein.

Mr. Owens seconded the motion. The roll was called upon its adoption, and the vote resulted as follows: Mr. Wolfrum, Yea; Mr. Owens, Yea; and Mr. Lichtensteiger, Yea.

BOARD OF VAN WERT COUNTY COMMISSIONERS

Attest:

Todd D. Wolfrum  
Todd D. Wolfrum, Chairman of the Board

Ryanne Bollenbacher  
Ryanne Bollenbacher, Clerk

Stan D. Owens  
Stan D. Owens

Thad Lichtensteiger  
Thad Lichtensteiger

**RESOLUTION: THE ALLEN COUNTY REGIONAL TRANSIT AUTHORITY ADOPTS THE 4-COUNTY WEST CENTRAL OHIO REGIONAL TRANSPORTATION COORDINATION PLAN AS AMENDED**

WHEREAS, the Allen County Regional Transit Authority (ACRTA), was legally established by the Board of Commissioners of Allen County, Ohio, pursuant to §306.32 of the Ohio Revised Code, because such services were essential and in the best interests of the County that the transit authority be establishes; and,

WHEREAS, the ACRTA is charged with the responsibility of planning and providing safe, efficient, affordable, and appropriate public transportation services within Allen County pursuant to §49 of the United States Code; and,

WHEREAS, the ACRTA is a direct recipient of Federal funding made available thru the Federal Transit Administration (FTA) and receives formula funding (\$5307) from FTA to support its planning and operational needs; and,

WHEREAS, the Regional Transportation Coordination Plan has an expansive legislative history including the initial mandates established in SAFETEA-LU, MAP-21, and the FAST Act that now requires interested parties to participate in such coordinated planning in order to secure FTA 5310 Program funding; and,

WHEREAS, the ACRTA prioritizes services for funding and implementation with an emphasis on the transportation needs of individuals with disabilities, older adults, and economically disadvantaged populations; and,

WHEREAS, the ACRTA seeks to remain eligible for Federal funding; and,

WHEREAS, the ACRTA was a principal stakeholder in developing the Coordination Plan and that the Coordination Plan was developed in a public planning process that included representatives of public, private, and nonprofit transportation and human services providers, as well as, the elderly and disabled, members of the general public and local elected officials; and,

NOW, THEREFORE, BE IT RESOLVED that the West Central Ohio Regional Transportation Coordination Plan is approved and adopted.

Further, be it resolved that the Allen County Regional Transit Authority certifies the Coordination Plan was developed under the guidance of SAFETEA-LU and MAP-21 and that the Coordination Plan was designed to meet, and currently meets, the planning and service compliance requirements of the FTA programming.

ADOPTED THIS 5<sup>TH</sup> DAY OF DECEMBER 2017  
by the Allen County Regional Transit Authority

  
\_\_\_\_\_  
Allen County Regional Transit Authority  
Shelia Haney, Executive Director

  
\_\_\_\_\_  
Allen County Regional Transit Authority  
Richard Schroeder, Board President

**RESOLUTION:           TRANSPORTATION COORDINATING COMMITTEE OF THE LIMA-ALLEN  
COUNTY REGIONAL PLANNING COMMISSION ADOPTS AND ENDORSES  
THE 4-COUNTY WEST CENTRAL OHIO REGIONAL TRANSPORTATION  
COORDINATION PLAN**

WHEREAS, the Transportation Coordinating Committee (TCC) of the Lima-Allen County Regional Planning Commission (LACRPC) has been designated as the Metropolitan Planning Organization (MPO) for the Lima Urbanized Area, under Executive Order of the Governor of the State of Ohio; and,

WHEREAS, the LACRPC did, under a memorandum of understanding with local political subdivisions, prepare a locally developed Transportation Coordination Plan for west central Ohio pursuant to the planning requirements of the FAST Act, SAFETEA-LU and MAP-21 legislation; and,

WHEREAS, the Regional Transportation Coordination Plan was developed in a public planning process that included representatives of public, private, and nonprofit human service agencies and transportation providers, as well as, the general public, economic development professionals and elected officials; and,

WHEREAS, to allow comment on the proposed Plan, the MPO completed the Coordination Plan public planning process and public meetings in compliance with its adopted Public Participation Plan; and,

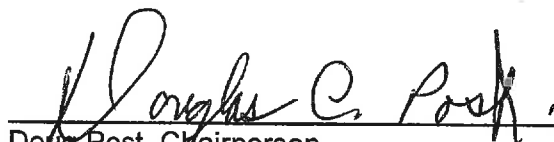
WHEREAS, the Regional Transportation Coordination Plan provides for general public transportation with an emphasis on elderly, disabled, and economically disadvantaged populations; and,


WHEREAS the Coordination Plan is based on interagency coordination that furthers the development of internal and external capacities to deliver clients needed transportation services across traditionally parochial political and geographic boundaries and funding streams, to meet the needs of residents across west central Ohio; and,

WHEREAS, the Coordination Plan focuses on developing and improving the transportation services of multiple agencies in Allen, Auglaize, Mercer and Van Wert counties across a multi-county service area;

NOW, THEREFORE, BE IT RESOLVED that the Transportation Coordinating Committee of the Lima Urbanized Area: (1) recognizes the aforementioned public planning process undertaken in the preparation of the 4-County West Central Ohio Regional Transportation Coordination Plan as being compliant with mandates of federal/state law; (2) accepts the Plan's findings as a true and accurate depiction of current services in west central Ohio; and, (3) adopts and endorses the strategies and recommendations of the West Central Ohio Regional Transportation Coordination Plan.

ADOPTED THIS 16<sup>th</sup> DAY OF NOVEMBER 2017

  
\_\_\_\_\_  
Doug Post, Chairperson  
Transportation Coordinating Committee

  
\_\_\_\_\_  
Attest: Thomas M. Mazur, Executive Director  
Lima-Allen County Regional Planning Commission

**RESOLUTION:           LIMA-ALLEN COUNTY REGIONAL PLANNING COMMISSION ACCEPTANCE  
AND ENDORSEMENT OF THE 4-COUNTY WEST CENTRAL OHIO  
REGIONAL TRANSPORTATION COORDINATION PLAN**

WHEREAS, the LACRPC did, under a memorandum of understanding with local political subdivisions, prepare a locally developed Transportation Coordination Plan for west central Ohio pursuant to the planning requirements of the FAST Act, SAFETEA-LU and MAP-21 legislation; and,

WHEREAS, the Regional Transportation Coordination Plan was developed in a public planning process that included representatives of public, private, and nonprofit human service agencies and transportation providers, as well as, the general public, economic development professionals and elected officials; and,

WHEREAS, to allow comment on the proposed Plan, the MPO completed the Coordination Plan public planning process and public meetings in compliance with its adopted Public Participation Plan; and,

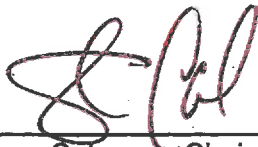
WHEREAS, the Regional Transportation Coordination Plan provides for general public transportation with an emphasis on elderly, disabled, and economically disadvantaged populations; and,

WHEREAS the Coordination Plan is based on interagency coordination that furthers the development of internal and external capacities to deliver clients needed transportation services across traditionally parochial political and geographic boundaries and funding streams, to meet the needs of residents across west central Ohio; and,

WHEREAS, the Coordination Plan focuses on developing and improving the transportation services of multiple agencies in Allen, Auglaize, Mercer and Van Wert counties across a multi-county service area;

NOW, THEREFORE, BE IT RESOLVED that the LACRPC (1) recognizes the public planning process as being compliant with mandates of FHWA and FTA guidance, and (2) accepts the findings of the Transportation Coordination Plan as in the best interest of the residents of Allen County, and those residents of West Central Ohio, and (3) accepts and endorses the findings, strategies and recommendations contained therein.

ADOPTED, THIS 21ST DAY OF DECEMBER 2017 at the regularly scheduled meeting of the Executive Committee of the Lima-Allen County Regional Planning Commission.



Shane Coleman, Chairperson  
Lima-Allen County Regional Planning Commission



Attest: Thomas M. Mazur, Executive Director  
Lima-Allen County Regional Planning Commission

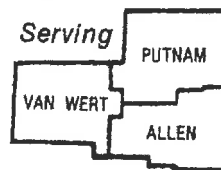
# Delphos Senior Citizens, Inc.

301 E. Suthoff Street  
Delphos, Ohio 45833

Phone: 419-692-1331

Fax: 419-692-0148

Email: delphosseniorcitizens@gmail.com



WHEREAS, the Lima Allen County Regional Planning Commission, as the Metropolitan Planning Organization for this area, was requested to act as the lead agency to develop a Public Transit – Human Services Transportation Coordination Plan (Regional Coordination Plan) for Allen, Auglaize, Mercer and Van Wert counties; and,

WHEREAS, representatives of Delphos Senior Citizens, Inc., have and will continue to participate in the planning and documentation of transportation needs of the elderly, disabled and persons with low incomes within the 4-county region of West Central Ohio; and,

WHEREAS, representatives of Delphos Senior Citizens, Inc., have and will continue to actively participate in the assessment of available transportation services to meet local demands and identify gaps in service by time of day and by place, and pledge to work collaboratively to develop possible strategies to address the shortcomings of available transportation services within the 4-county region; and,

WHEREAS, representatives of Delphos Senior Citizens, Inc., have and will continue to actively participate in the ongoing discussion, review and outreach necessary to provide a broad base of public involvement and support for the collection and dissemination of information necessary to represent the needs of the transportation dependent populations including individuals with disabilities and seniors across the 4-county region; and,

WHEREAS, the Lima Allen County Regional Planning Commission included Delphos Senior Citizens, Inc. as an integral part of the Regional Coordination Plan and identified critical capital items needed to serve the residents in the Delphos area and the surrounding communities in Allen and Van Wert counties;

NOW, THEREFORE, BE IT RESOLVED, the Board of Directors of Delphos Senior Citizens, Inc., as representatives of, and advocates for, the senior residents of the Delphos area requiring transportation services, do hereby adopt the Regional Coordination Plan and Capital Improvement Schedule developed by the Lima Allen County Regional Planning Commission.

Motion made by: Jane Sadler Seconded by: Vicki Gossman

Vote: 8 For 0 Against

Delphos Senior Citizens, Inc.  
Agency

Board President

Executive Director

December 11, 2017  
Date



## **Low Vision Coalition - Allen County Ohio**

c/o Goodwill Easter Seals  
2350 Allentown Road  
Lima, OH 45805

**RESOLUTION:      LOW VISION COALITION, ALLEN COUNTY, OHIO, ACCEPTANCE  
AND ENDORSEMENT OF THE 4-COUNTY WEST CENTRAL OHIO  
REGIONAL TRANSPORTATION COORDINATION PLAN**

WHEREAS, a significant portion of the organizational mission for the Low Vision Coalition of Allen County is assisting visually impaired individuals to achieve independence; and,

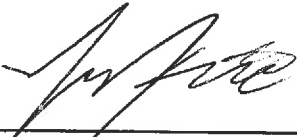
WHEREAS, achieving that independence requires reliable transportation to and from home, school, work, medical appointments, etc.; and,

WHEREAS, the West Central Ohio Regional Transportation Coordination Plan includes important opportunities/transportation services for the visually impaired that facilitate access to public transportation, including fixed route, ADA complementary paratransit, and demand response services as well as pedestrian facilities; and,

WHEREAS, access to such transportation services is able to help visually impaired individuals achieve independence;

NOW, THEREFORE, BE IT RESOLVED that the Low Vision Coalition of Allen County hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 29<sup>th</sup> day of November.

ADOPTED THIS 29<sup>TH</sup> DAY OF NOVEMBER 2017



---

Jacob King  
Low Vision Coalition

# **APPENDIX B**

**Media Press Release &  
Summary Sheet Comment Form**



## **LIMA-ALLEN COUNTY REGIONAL PLANNING COMMISSION**

130 West North Street Lima, Ohio 45801-4311  
Telephone: 419-228-1836 FAX: 419-228-3891  
[www.lacrpc.com](http://www.lacrpc.com)

Shane Coleman  
President

Doug Post  
President-Elect

Rhonda Eddy-Stienecker  
Treasurer

W. Dan Reiff  
Secretary

Thomas M. Mazur  
Executive Director

Contact: Thomas Mazur  
419-228-1836  
[tmazur@lacrpc.com](mailto:tmazur@lacrpc.com)

### **FOR IMMEDIATE RELEASE**

#### **The Lima-Alten County Regional Planning Commission released the DRAFT West Central Ohio Regional Transportation Coordination Plan for public review and comment**

Lima, Ohio (November 3, 2017): At the November meeting of the Citizens' Advisory and Accessibility Committee (CAAC), the **DRAFT West Central Ohio Regional Transportation Coordination Plan** was approved and released for public review and comment.

The **DRAFT Plan** is locally developed through a partnership with Allen, Auglaize, Mercer, and Van Wert counties to address federal mandates as contained in Fixing America's Surface Transportation (FAST) Act, the most recent legislation that reauthorized federal transportation programs. The mission of the Plan is to build a network of transportation professionals, social and human service authorities, as well as policymakers who recognize and understand the issues involved in the development, coordination, and delivery of needed transportation services to underserved populations. The Plan assesses the status of the region's specialized transportation needs, identifies the methods by which to improve identified services and meet the unmet needs of the target population, as well as to provide justification for local requests for federal funding to support identified local transportation services.

The **DRAFT Plan** will be available for 21 days for review and comment during normal business hours at the Lima-Alten County Regional Planning Commission located at 130 W. North Street in Lima, Ohio; staff is available to answer questions. The **DRAFT Plan** can also be accessed on the internet at [www.lacrpc.com](http://www.lacrpc.com) – Click on "What's New" on the website homepage and then click on the link for to the document to be reviewed.

# # #



**West Central Ohio**  
**Regional Transportation Coordination Plan**  
**Summary Sheet**

The West Central Ohio Regional Transportation Coordination Plan is a locally developed Plan undertaken with partners in Allen, Auglaize, Mercer, and Van Wert counties to address federal mandates as contained in Fixing America's Surface Transportation (FAST) Act, the most recent legislation that reauthorized federal transportation programs. The mission of the Plan is to build a network of transportation professionals, social and human service authorities, as well as policymakers who recognize and understand the issues involved in the development, coordination, and delivery of needed transportation services to underserved populations. The Plan assesses the status of the region's specialized transportation needs, identifies the methods by which to improve identified services and meet the unmet needs of the target population, and provides justification for local requests for federal funding to support identified local transportation services.

The Plan was developed through a collaborative effort between the Citizens' Advisory and Accessibility Committee (CAAC) of the Lima Allen County Regional Planning Commission and transportation service providers from across the west central Ohio, including the COLT and FACTS coalitions, as well as Van Wert County transportation services. The collaboration lead to the establishment of specific goals, including: 1) increase the capacity to serve the unmet transportation needs of the region's population; 2) provide more cost effective service delivery; 3) improve the quality of transportation services provided; and 4) ensure a wide range of available services are easily understood and accessible to residents, thereby establishing new priorities and initiatives. The Plan serves as the public record of progress, while taking the sometimes painful steps to document and address the prioritization of increasing needs in a period of limited fiscal resources.

This Plan is intended to serve as a template for transportation coordination efforts across the four-county area through the 2040 planning horizon. To that end, the Plan works to 1) provide demographic analyses of the transportationally disadvantaged populations; 2) assess the transportation needs of individuals with disabilities, older adults, and persons with limited incomes; 3) inventory all available services and identifies areas of both redundant services as well as gaps in service; 4) identify strategies to address the identified gaps-in-service; 5) develop strategies to eliminate redundant services as well as ways to increase the efficiency and utilization of resources; and 6) prioritize those strategies for implementation. More specifically, the objective of the Plan is to target the strategies and actions identified and proposed as well as to highlight those actions undertaken, accomplished, and/or dismissed, and to submit same to the Ohio Department of Transportation (ODOT), local transportation stakeholders, and the Boards of County Commissioners of Allen, Auglaize, Mercer and Van Wert counties.

The Plan is available for comment online at the LACRPC website – [www.lacrpc.com](http://www.lacrpc.com)—

Click on the “What’s New” icon and then the link to

“DRAFT West Central Ohio Regional Transportation Coordination Plan”

or visit the LACRPC at 130 W. North Street, Lima—weekdays between 8:00 a.m. and 5:00 p.m.,  
or call 419-228-1836.

# APPENDIX C

## Surveys

## –TRANSPORTATION SERVICES SURVEY –

**Please complete this survey and return prior to the June 16, 2017.**

### **PART A: Contact Information**

Agency Name:	
Agency Address:	
Phone:	
Name of Contact Person:	
Title/Department:	Email Address:
Phone:	
Name of Transportation Coordinator:	
Phone:	
Email Address:	

### **PART B: Agency Background Information**

<p>1. Which of the following best describes your organization and the type of services you provide to your clients?</p> <p> <input type="checkbox"/> Private, non-profit  <input type="checkbox"/> Private, for profit  <input type="checkbox"/> Public  <input type="checkbox"/> Other: _____         </p> <p>2. What geographic area does your agency serve? (Please check all that apply)</p> <p> <input type="checkbox"/> Allen County  <input type="checkbox"/> Auglaize County  <input type="checkbox"/> Hancock County  <input type="checkbox"/> Hardin County  <input type="checkbox"/> Logan County  <input type="checkbox"/> Mercer County  <input type="checkbox"/> Putnam County  <input type="checkbox"/> Shelby County  <input type="checkbox"/> Van Wert County  <input type="checkbox"/> West Central Ohio (9 county area)         </p> <p>3. Does your agency serve its clients out of more than one primary site location?</p> <p> <input type="checkbox"/> Yes  <input type="checkbox"/> No         </p> <p><b>(If yes, please attach additional information as to the specific locations of the other sites.)</b></p>	<p>4. Please indicate the type(s) of service your agency provides. (Please check <u>all</u> that apply.)</p> <p> <input type="checkbox"/> Adult Day Care  <input type="checkbox"/> Child Day Care  <input type="checkbox"/> Chore Services  <input type="checkbox"/> Congregate Nutrition  <input type="checkbox"/> Counseling  <input type="checkbox"/> Education/Training  <input type="checkbox"/> Head Start  <input type="checkbox"/> Home Delivered Meals  <input type="checkbox"/> Job Placement  <input type="checkbox"/> Medicaid  <input type="checkbox"/> Medical/Dental  <input type="checkbox"/> Mental Health  <input type="checkbox"/> Recreational/Social  <input type="checkbox"/> Rehabilitation  <input type="checkbox"/> Religious  <input type="checkbox"/> Residential Care  <input type="checkbox"/> Senior Center  <input type="checkbox"/> Sheltered Employment  <input type="checkbox"/> Transportation  <input type="checkbox"/> Volunteer Opportunities  <input type="checkbox"/> Welfare/Food Stamps  <input type="checkbox"/> Other, Please Specify: _____         </p> <p><b>(Please attach an agency brochure of programmatic services.)</b></p>
---	--

<p>5. Does your agency have eligibility requirements for clients?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>(If Yes, please check all that apply.)</p> <p><input type="checkbox"/> Age</p> <p><input type="checkbox"/> Elderly (60+) Non Disabled</p> <p><input type="checkbox"/> Youth</p> <p><input type="checkbox"/> Other: _____</p> <p><input type="checkbox"/> Disability</p> <p><input type="checkbox"/> Physical</p> <p><input type="checkbox"/> Mental/Emotional</p> <p><input type="checkbox"/> Income</p> <p><input type="checkbox"/> Other: _____</p>	<p>6. How many unduplicated clients does your agency serve in a year? _____</p> <p>7. What are your typical agency office hours? _____ to _____(ex. from 9:00 to 5:00)</p> <p>8. Which days of the week do you regularly provide program services? (Check <u>all</u> that apply.)</p> <p><input type="checkbox"/> Monday</p> <p><input type="checkbox"/> Tuesday</p> <p><input type="checkbox"/> Wednesday</p> <p><input type="checkbox"/> Thursday</p> <p><input type="checkbox"/> Friday</p> <p><input type="checkbox"/> Saturday</p> <p><input type="checkbox"/> Sunday</p>
---	--

### PART C: Client Needs & Available Services

<p>9. How do clients get to your center/site for agency services? (Please check <u>all</u> that apply.)</p> <p><input type="checkbox"/> Drive themselves</p> <p><input type="checkbox"/> Ride with family or friends</p> <p><input type="checkbox"/> Your agency vehicle transports them</p> <p><input type="checkbox"/> Staff transport them in personal cars</p> <p><input type="checkbox"/> Taxi</p> <p><input type="checkbox"/> Walk/Bike</p> <p><input type="checkbox"/> Carpool with other clients</p> <p><input type="checkbox"/> RTA (Transit/Uplift)</p> <p><input type="checkbox"/> Other agency transports</p> <p><input type="checkbox"/> N/A</p> <p>10. Please estimate the number of your clients that obtain your agency services on a typical day using each of the following means of travel:</p> <p>_____ % Drive themselves</p> <p>_____ % Ride with family or friends</p> <p>_____ % Your agency vehicle transports them</p> <p>_____ % Volunteers transport them</p> <p>_____ % Staff transport them in personal cars</p> <p>_____ % Taxi</p> <p>_____ % Walk/Bike</p> <p>_____ % Carpool with other clients</p> <p>_____ % RTA (Transit/Uplift)</p> <p>_____ % Other agency transports</p> <p><b>Total: <u>100</u> %</b></p> <p>_____ N/A</p> <p>11. How many of your clients are unable to drive themselves or do not have a vehicle available and thus are dependent upon some sort of transportation assistance? Please specify _____ %</p> <p>12. Do your clients use an inter-city transportation service such as Greyhound?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>13. What percentage of your clients use any of the transportation services require special equipment or assistance:</p> <p>_____ % requiring wheelchair lifts</p> <p>_____ % requiring car seats</p> <p>_____ % requiring personal care attendant</p> <p>_____ % requiring other: _____</p> <p><b>Total: <u>100</u> %</b></p>	<p>14. Are needed transportation services typically available to your clients to the extent that they can participate fully in the services that your agency provides?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>15. To what activities do you provide, purchase, or reimburse for client transportation? (Please check <u>all</u> that apply.)</p> <p><input type="checkbox"/> Adult Day Care</p> <p><input type="checkbox"/> Child Day Care</p> <p><input type="checkbox"/> Chore Services</p> <p><input type="checkbox"/> Congregate Nutrition</p> <p><input type="checkbox"/> Counseling</p> <p><input type="checkbox"/> Education/Training</p> <p><input type="checkbox"/> Head Start</p> <p><input type="checkbox"/> Home Delivered Meals</p> <p><input type="checkbox"/> Job Placement</p> <p><input type="checkbox"/> Medicaid</p> <p><input type="checkbox"/> Medical/Dental</p> <p><input type="checkbox"/> Mental Health</p> <p><input type="checkbox"/> Recreational/Social</p> <p><input type="checkbox"/> Rehabilitation</p> <p><input type="checkbox"/> Religious</p> <p><input type="checkbox"/> Residential Care</p> <p><input type="checkbox"/> Senior Center</p> <p><input type="checkbox"/> Sheltered Employment</p> <p><input type="checkbox"/> Transportation</p> <p><input type="checkbox"/> Volunteer Opportunities</p> <p><input type="checkbox"/> Welfare/Food Stamps</p> <p><input type="checkbox"/> Other, please specify: _____</p> <p>16. Estimate the age distribution of your clients:</p> <p>_____ % under 6 years of age</p> <p>_____ % 6 to 15 years of age</p> <p>_____ % 16 to 60 years of age</p> <p>_____ % 61+ years of age</p> <p><b>Total: <u>100</u> %</b></p>
---	---

## PART D: Agency Operated Transportation

If your agency operates its own vehicles to transport clients please complete this section. **IF YOUR AGENCY DOES NOT OPERATE VEHICLES TO TRANSPORT CLIENTS, PLEASE SKIP TO SECTION E.**

<p>17. What types of transportation services do you provide?</p> <ul style="list-style-type: none"><li><input type="checkbox"/> <b>Demand-Response Service</b> where origins, destinations, and schedules vary according to service requests; no specific routes or schedules exist.</li><li><input type="checkbox"/> <b>Subscription Service</b> routes and schedules are tailored to regular riders and are adjusted as riders leave or new riders join the route.</li><li><input type="checkbox"/> <b>Route or Point Deviation Service</b> schedule or major stops are fixed route varies according to specific requests for service.</li><li><input type="checkbox"/> <b>Fixed Route Service</b> routes, stops, and schedules do not vary; traditional bus service.</li><li><input type="checkbox"/> <b>Charter Services</b> group transportation for special events</li><li><input type="checkbox"/> <b>Other</b>, please specify: _____</li></ul> <p>18. How far in advance must clients request demand-response service? (Please specify.)</p> <ul style="list-style-type: none"><li><input type="checkbox"/> On demand</li><li><input type="checkbox"/> Within 8 hours</li><li><input type="checkbox"/> Within 12 Hours</li><li><input type="checkbox"/> Next Day</li><li><input type="checkbox"/> 24 Hours</li><li><input type="checkbox"/> 48 Hours</li><li><input type="checkbox"/></li></ul> <p>19. How are demand response services provided?</p> <ul style="list-style-type: none"><li><input type="checkbox"/> Curb to curb</li><li><input type="checkbox"/> Door to Door</li><li><input type="checkbox"/> Door thru Door</li><li><input type="checkbox"/> Other, please specify: _____</li></ul>	<p>20. Over what hours does your agency provide transportation services? _____ to _____ (ex. from 9:00 to 5:00)</p> <p>21. Which days of the week does your agency regularly provide transportation services? (Check <u>all</u> that apply.)</p> <ul style="list-style-type: none"><li><input type="checkbox"/> Monday</li><li><input type="checkbox"/> Tuesday</li><li><input type="checkbox"/> Wednesday</li><li><input type="checkbox"/> Thursday</li><li><input type="checkbox"/> Friday</li><li><input type="checkbox"/> Saturday</li><li><input type="checkbox"/> Sunday</li></ul> <p>22. What are the peak periods of demand for transport: from _____ to _____ A.M. from _____ to _____ P.M.</p> <p>23. How many 5310 vehicles are in the agency's transportation fleet? _____ vehicles. (Please complete separate Vehicle Utilization Form.)</p> <p>24. How many vehicles are typically on the street on an average day? _____ vehicles.</p> <p>25. How many vehicles operate during peak periods? _____ vehicles.</p>
<p>26. With whom do clients schedule demand-response or subscription transportation services?</p> <ul style="list-style-type: none"><li><input type="checkbox"/> Dispatcher/Scheduler</li><li><input type="checkbox"/> Secretary/Receptionist</li><li><input type="checkbox"/> Driver</li><li><input type="checkbox"/> Caseworker</li><li><input type="checkbox"/> Manager</li><li><input type="checkbox"/> Other, please specify: _____</li></ul> <p>27. How does the dispatcher/manager contact agency drivers?</p> <ul style="list-style-type: none"><li><input type="checkbox"/> Mobile radio</li><li><input type="checkbox"/> Pager</li><li><input type="checkbox"/> Cell phone</li></ul>	<p>28. Who operates the agency vehicles? (Please check <u>all</u> that apply.)</p> <ul style="list-style-type: none"><li><input type="checkbox"/> Full time drivers</li><li><input type="checkbox"/> Part time drivers</li><li><input type="checkbox"/> Volunteer drivers</li><li><input type="checkbox"/> Full time staff with other primary job functions</li></ul> <p>29. If full time staff with other job responsibilities are operating vehicles, what is their primary function? Please specify: _____</p> <p>30. How many full time _____ and part time _____ drivers does the agency employ?</p>

<p>31. Are agency drivers required to be CDL-certified?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>32. Does your agency have a random drug testing program policy?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>33. Do agency drivers receive any formalized driver training program?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>34. If yes, please specify the type of training and/or certification:</p> <p><input type="checkbox"/> Blood Borne-Pathogen</p> <p><input type="checkbox"/> Adult CPR</p> <p><input type="checkbox"/> Child CPR</p> <p><input type="checkbox"/> Defensive Driver</p> <p><input type="checkbox"/> First Aid</p> <p><input type="checkbox"/> Passenger Assistance Techniques</p> <p><input type="checkbox"/> Safety</p> <p><input type="checkbox"/> Sensitivity</p> <p><input type="checkbox"/> Other, please specify: _____</p> <p>35. Are agency drivers represented by a bargaining unit?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, which one: _____</p> <p>36. Are mandatory pre-trip vehicle inspections conducted before vehicles are put into use each day?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>37. Where are agency vehicles maintained? (Please check <u>all</u> that apply.)</p> <p><input type="checkbox"/> Private repair shop</p> <p><input type="checkbox"/> Dealership</p> <p><input type="checkbox"/> Governmental agency</p> <p><input type="checkbox"/> In-house, please specify: _____</p> <p><input type="checkbox"/> Other, please specify: _____</p>	<p>38. Where are agency vehicles stored? (Please check <u>all</u> that apply.)</p> <p><input type="checkbox"/> Agency site</p> <p><input type="checkbox"/> Secured agency site</p> <p><input type="checkbox"/> Agency site, secured and under roof</p> <p><input type="checkbox"/> Private facility</p> <p><input type="checkbox"/> Secured private facility</p> <p><input type="checkbox"/> Private facility, under roof and secured</p> <p><input type="checkbox"/> Secured under roof at governmental site</p> <p><input type="checkbox"/> Private residence</p> <p>39. How many motor vehicle crashes were agency vehicles involved in during 2016? _____ crashes</p> <p>40. How many times/days in 2016 were agency vehicles unavailable for service due to safety, maintenance, or mechanical failures? _____ times/days</p> <p>41. If any, how many spare vehicles do you have available to provide transportation services? _____</p> <p>42. How many one-way client trips did you provide in 2016? _____ trips</p> <p>43. How many hours of transportation service did your agency provide in 2016? _____</p> <p>44. How many vehicle miles of travel where incurred by your agency's vehicle fleet in 2016? _____ miles</p> <p>45. How many of the agency vehicles currently in use are beyond their useful life? _____ vehicle(s)</p> <p>46. How many requests for transportation services did your agency receive in 2016? _____</p>
---	--

<p>47. How many requests were you forced to deny in 2016? _____</p> <p>48. If your agency could not satisfy requests for transport services, did you refer your client to:</p> <p><input type="checkbox"/> Local taxi service</p> <p><input type="checkbox"/> Another Social Service Agency</p> <p><input type="checkbox"/> RTA</p> <p><input type="checkbox"/> Other, please specify. _____</p> <p>49. Do you track your clients' ability to secure transport from other service providers?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>50. If you track your clients' satisfaction with the transportation provided by other service providers, was the clients experience generally:</p> <p><input type="checkbox"/> Positive</p> <p><input type="checkbox"/> Neutral</p> <p><input type="checkbox"/> Negative</p> <p>51. Does your agency charge fares for transport services?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes,</p> <p><input type="checkbox"/> Is it mileage based?</p> <p><input type="checkbox"/> Is it hourly based?</p> <p><input type="checkbox"/> Other, please specify. _____</p>	<p>52. Does your agency request a contribution?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, what is the recommended contribution? _____</p> <p>53. Does your agency transport for any other agencies or organizations?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>54. If yes, please identify the total number of one way trips and miles incurred providing transportation for others.</p> <p style="text-align: center;">_____ trips          _____ miles</p> <p>55. Does your agency use scheduling software?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, what is the name of the software? _____</p> <p>56. Does your agency use a transportation app?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If yes, what is the name of the app? _____</p> <p>57. Are your vehicles equipped with AVL/GPS?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>
--	---

## PART E: Reimbursements

<p>58. Does your agency reimburse clients for providing their own transportation?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No, if no please go to Part F.</p> <p>59. What was the client reimbursement rate in 2016? _____</p> <p>60. How many miles of self-provided transportation did you reimburse in 2016? _____</p> <p>61. What was the total amount spent on client transportation reimbursements in 2016? _____</p>
--

## PART F: Purchase of Transportation Services from Another Organization

<p>62. Does your agency purchase client transportation from other organizations/entities?</p> <p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p> <p>If "Yes" please complete the table below. <b>Please add additional sheets if necessary.</b> If "No" please skip to Part G.</p>					
Name of organization from which transportation was purchased	Contact person & telephone number	Type of service purchased (fixed route, demand response)	Unit cost paid (per mile, per hour, or per trip)	Total cost incurred in 2016	Total one way trips provided in 2016

## PART G: COSTS TO PROVIDE CLIENT TRANSPORTATION

This section identifies the costs involved in transporting clients or reimbursing for their transportation.

63. If you are not using 2016 financial data, please indicate the financial period the survey data reflects.

\_\_\_\_\_

64. What were your agency's administrative outlays and expenditures during the past fiscal year for transporting clients? Please apportion salaries and other expenses attributable to transportation. For example, if the agency director or bookkeeper spends one day out of five on transportation tasks, list 20 percent of his/her salary and fringe.

Administrative and Indirect Expenses	Costs
Director's salary	\$
Director's fringe benefits	\$
Secretarial salary	\$
Secretarial fringe	\$
Bookkeeper's salary	\$
Bookkeeper's fringe	\$
Office supplies, materials, rent, telephone, and utilities	\$
Administrative travel	\$
Non-vehicle casualty and liability costs	\$
Other (Please specify.)	\$
<b>Total Administrative Expenses</b>	<b>\$</b>

65. What were your operating expenditures for transporting clients in the past fiscal year? If full-time staff function as drivers part time, please apportion their salaries accordingly and list under drivers' salaries.

Operating Expenses	Costs
Drivers' salaries	\$
Drivers' fringe benefits	\$
Dispatchers' salaries	\$
Dispatchers' fringe benefits	\$
Maintenance Salaries	\$
Maintenance Fringe Benefits	\$
Fuel and Oil	\$
Tires, parts, materials, and supplies	\$
Vehicle titles, fees, and licenses	\$
Taxes	\$
Vehicle and equipment leases and rentals	\$
Vehicle insurance	\$
Staff and/or volunteer mileage reimbursements	\$
Client reimbursement	\$
Purchased transportation	\$
Other – (Please specify.)	\$
<b>Total Operating Expenses</b>	<b>\$</b>

66. Because of the fluctuating nature of capital costs, please add the capital expenditures for the last 3 years, divide by 3 and enter the averages below.

Capital Costs – (3-year average)	Annual Cost
Vehicles	\$
Facilities	\$
Equipment	\$
<b>Total Capital Costs</b>	<b>\$</b>

67. What are the funding sources for the expenses identified in questions **64 to 66**? Please identify the major sources of funds for your agency's transportation services and the amount contributed by each in the past fiscal year. If transportation is funded out of various agency programs, please list those programs and estimate the approximate amount attributable to client transportation in each.

<b>Funding Program Assistance</b>	<b>Total</b> (funds allocated toward client transportation)
<b>Federal/State:</b>	
Community Services Block Grant	\$
FTA Section 5310	\$
FTA Section 5307	\$
FTA Section 5339	\$
Head Start	\$
Federal Capitalized Maintenance	\$
Federal Capital	\$
Federal Planning	\$
Federal Operations	\$
WIA – Workforce Investment Act	\$
Ohio Mobility Management Program	\$
Ohio Transit Preservation Partnership Program	\$
Ohio Public Transportation Grant Program – Urban	\$
Ohio Public Transportation Grant Program – Rural	\$
Elderly & Disabled Program	\$
MPO/CMAQ	\$
MPO/STP	\$
ODE/Developmental Disabilities	\$
ODH//Mental Health	\$
Medicaid	\$
Passport	\$
TANF	\$
Title IIIB	\$
Title XX (Social Services Block Grant)	\$
Vocational Rehabilitation	\$
Other (Please specify.)	\$
Other (Please specify.)	\$
Other (Please specify.)	\$
<b>Total Federal/State</b>	\$
<b>Local:</b>	
Advertising	\$
Contributions/Donations	\$
Fares	\$
Levies	\$
United Way	\$
Training	\$
Corporate Sponsorship	\$
Contract services (Please specify each contract.)	\$
Other (Please specify.)	\$
<b>Total Local</b>	\$

## PART H: Future Transportation Options

The following questions are intended to help measure existing conditions. The information is also needed to determine current deficiencies, future needs, and project costs for the planning horizon. Please be as specific as possible when answering the questions. Since the questions are more descriptive, you may fill in the answers on this sheet or supply us with the answers on sheets generated by your own agency.

68. Are you having any problems with your current method of getting clients to your site or service?

☐ Yes

☐ No

If YES, please explain:

69. Do you feel that additional transportation services, beyond those now available, are needed in order for your clients to have full access to the services your agency provides?

☐ Yes

☐ No

If YES, please explain:

70. Do you have a waiting list for clients because these individuals have no way to get to your services?

☐ Yes

☐ No

If YES, how many? \_\_\_\_\_

71. Are there geographic areas in which you would like to see more client transportation services operated?

☐ Yes

☐ No

If YES, please identify the areas that need service:

72. Are there activity centers or destinations which need more transportation services?

☐ Yes

☐ No

If YES, please identify what they are and where are they located:

73. What plans do you have during the next five years to expand (or reduce) agency programs or services? What impacts will these changes have on your client transportation needs?

74. What are the major transportation needs of your agency in the short term (1-5 years)? Please list specific projects. (Some examples include the following: acquisition of an additional lift equipped light transit vehicle (LTN 8-2); replacement of a light transit vehicle (LTV 16-2); additional two hours of early morning demand response service; Sunday demand response services; hire an additional driver or dispatcher; etc.).

75. Is there duplication of transportation services in your service area?

☐ Yes

☐ No

If YES, please describe the agencies involved as well as the areas and times when duplication exists.

76. Would you like to see more coordination of client transportation among the various local agencies?

☐ Yes

☐ No

If YES, please indicate the agencies which you would like to see involved.

77. Is RideShare (car pool or van pool) or BikeShare a viable option for your clients transportation needs?

☐ RideShare

☐ BikeShare

☐ No

78. What is the most important thing that could be done to improve transportation services for your clients?

79. What, if any, are the major obstacles or concerns you think should be addressed in attempting to improve client transportation services?

80. Would travel training programs be a viable option to meet your clients' transportation needs?

☐ Yes

☐ No

If YES, please specify:

81. Please add any comments you may have in the space below.

Thank you very much for your time and thoughtfulness. We greatly appreciate your assistance. The input you provided is very important. Please return the survey by **June 16, 2017**.

Once this "Transportation Services Survey 2017 Adobe Form" has been completed, save it to your computer using your agency's name as an identifier, such as "Transportation Services Survey 2017 Adobe Form - ACRTA". Then email the completed survey back to [lsteffen@lacrpc.com](mailto:lsteffen@lacrpc.com).

If, alternatively, you complete a hard copy of this survey, fax to 419-228-3891 or mail it to:

LACRPC - Lisa Steffen  
130 W. North Street  
Lima, OH 45801

If you need assistance in completing this survey, please contact  
Thomas Mazur or Lisa Steffen  
at 419-228-1836.

## UNMET NEEDS & GAPS IN SERVICE IN ALLEN COUNTY

Please complete and submit by **June 30, 2017**

Agency Name: \_\_\_\_\_ Respondent's Email: \_\_\_\_\_

Interested parties are invited to identify unmet needs and gaps in existing transportation services that limit mobility on the part of seniors, persons with disabilities, and those with low incomes. Online version of this survey available at <https://www.surveymonkey.com/r/AllenCounty-2>. Please check all that apply.

### **Non-Emergency Medical Transportation:**

Previous planning efforts have indicated that reaching medical/dental appointments for those who must rely on public transit or demand-response services has been a problem. Please identify those issues that currently limit mobility in your community:

- ☐ Needing to reach medical facilities in another city or county presents difficulties due to geographic boundaries, especially where eligibility requirements differ.
- ☐ Demand-response services require advance reservations, making it difficult to reach a doctor for a same-day appointment because of an illness or emergency.
- ☐ It is difficult to schedule a timely pick-up because of how long a medical appointment will last.
- ☐ Wait time for pick-up can be long and generally difficult for someone in ill health.
- ☐ Transit agency demand-response programs, most of which are curb-to-curb, require clients to wait outside for a pick-up, and if the service is late it can be a particular hardship for someone who is frail or ill, especially in hot, cold, or wet weather.
- ☐ Some people are too frail to utilize curb-to-curb service, and require greater assistance to and from the vehicle.
- ☐ People with developmental disabilities or dementia can be too confused to successfully reach an appointment without an escort.
- ☐ Van transportation itself can exacerbate certain medical conditions.
- ☐ Demand for demand-response services especially by dialysis clients keeps growing, decreasing capacity for other users.
- ☐ Other: Please specify \_\_\_\_\_

### **Demand Response:**

The following concerns extend to demand-response service in general. Please identify any issues with paratransit/Dial-a-Ride systems in your community that inhibit mobility:

- ☐ Requirements for advance scheduling;
- ☐ Insufficient service in terms of hours, capacity, and geographic areas served;
- ☐ Long waits for pick-ups;
- ☐ Difficulty of intercity connections;
- ☐ Curb-to-curb service is insufficient for those who need additional help to/from the vehicle or to carry packages;
- ☐ Too expensive;
- ☐ Other: Please specify \_\_\_\_\_

### **Fixed-Route Transit:**

For seniors, persons with disabilities, and low-income families who can or do use fixed-route transit, besides the concerns raised above, please identify any issues which you perceive are a barrier:

- ☐ Insufficient service, especially, evenings, weekends, holidays, and in more rural areas;
- ☐ Infrequent service sometimes results in especially long waits in inclement weather;
- ☐ Ride times that are long, especially if there is a need to transfer;
- ☐ Bus stops that are far from destinations and/or have poor physical access;
- ☐ Transit service is too slow – increase travel time;
- ☐ Insufficient transit information reaching the public;
- ☐ Lack of fixed-route transit near where people live and/or serving their destinations;
- ☐ Drivers not following rules and training concerning riders who are seniors or have disabilities;
- ☐ Too expensive;
- ☐ Other: Please specify \_\_\_\_\_

**General Accessibility Issues:**

Previous planning efforts have indicated that safe travel paths are missing between senior or disabled living areas and medical, cultural, and educational facilities as well as recreational sites, employment locations, retail centers, entertainment venues, and/or bus stops. Please identify those actions that would improve mobility in your community.

- ☐ Improve accessibility to bus stops (specify where) \_\_\_\_\_
- ☐ Install sidewalks (specify where) \_\_\_\_\_
- ☐ Install crosswalk improvements (specify where) \_\_\_\_\_
- ☐ Install ADA ramps (specify where) \_\_\_\_\_
- ☐ Insure that all senior centers are serviced by sidewalks and public transit services.
- ☐ Insure that all subsidized housing is served with sidewalks and public transit.
- ☐ Insure that all schools are served with sidewalks and public transit.
- ☐ Expand public transportation (RTA) service hours/days.
- ☐ Expand the transportation services provided by area social services in terms of days/hours.
- ☐ Other: Please specify \_\_\_\_\_

**Public Awareness Issues:**

Public awareness of existing public transportation services including RTA, social services and paratransit services as well as taxi services is said to be lacking. What issues limit the mobility of seniors and the disabled?

- ☐ Establish a central point of contact with health providers to disseminate information about specialized transportation services.
- ☐ Streamline communications/understanding between transport agencies and medical service providers to ensure appropriate services.
- ☐ Provide accessible and appropriate bus shelters on bus routes with route information.
- ☐ Provide automated phone based trip scheduling/planning services.
- ☐ Provide Wi-Fi service on all vehicles including buses and at all facilities.
- ☐ Other: Please specify \_\_\_\_\_

**Employment-Based Transportation Services:**

Transportation service for employment opportunities continues to be a problem for local business and industry. Job seekers especially low-income workers need a reliable and affordable means of traveling to and from work or training especially in the rural communities. Seniors reentering the workforce or remaining in the labor force longer also need a predictable, cost-effective means of traveling to work. Please identify those issues that currently limit employment-related mobility in your community.

- ☐ Low wage/entry level employees need a predictable, cost-effective means of traveling to work.
- ☐ Low wage/entry level employees are subject to unpredictable changes in their shifts which leads to less predictable travel patterns and makes it harder for workers to use public transit, paratransit, taxis, or social service agencies.
- ☐ Public transit, paratransit, taxis, and social service agencies are not available to employment sites in the more rural communities.
- ☐ Second- and third-shift schedules are difficult to accommodate with public transit, paratransit, taxis, or social service agencies.
- ☐ Taxis, public transit, and paratransit services are too expensive and/or often unavailable for work.
- ☐ Public transit, paratransit, and social service agencies have limited hours or routes that do not match with workers' needs.
- ☐ Advance scheduling requirements of public and social service agencies eliminate most transit or paratransit options.
- ☐ Encouraging low wage earners to shift to alternatives, such as public transportation services, can be difficult because of their unfamiliarity with such services.
- ☐ Other: Please specify \_\_\_\_\_

## Transportation Needs - Public Consumer Survey

Please complete and return by July 10, 2017

**Mark ALL of the transportation you or your family have used during the past 12 months to travel to work/appointments/shopping/social activities/etc.: (check all that apply)**

- |  |   |
|--|---|
| <input type="checkbox"/> Personal vehicle                  | <input type="checkbox"/> Private inter-city bus (Greyhound, GoBus, etc.)  |
| <input type="checkbox"/> Ride with a friend/family member  | <input type="checkbox"/> Private taxi (Uber, Lyft, Liberty Mobility, Black & White Cab, etc.)                   |
| <input type="checkbox"/> Carpool or vanpool                | <input type="checkbox"/> Faith-based organization (such as a church bus or van to go to services or activities) |
| <input type="checkbox"/> Human services/senior agency vans | <input type="checkbox"/> Bicycle or walk (other than for exercise)  |
| <input type="checkbox"/> RTA                               | <input type="checkbox"/> Volunteer transportation   |
| <input type="checkbox"/> Other:                            |   |

**What changes could be made to your local transportation options to make using them more useful to you? (check all that apply)**

- |   |   |
|---|---|
| <input type="checkbox"/> Wheelchair accessible vehicles | <input type="checkbox"/> No shared rides with others                                      |
| <input type="checkbox"/> Lower cost to ride             | <input type="checkbox"/> If vehicles operate on a fixed route/schedule with bus stops     |
| <input type="checkbox"/> Start earlier in the morning   | <input type="checkbox"/> Smaller vehicles   |
| <input type="checkbox"/> End later at night             | <input type="checkbox"/> Larger vehicles  |
| <input type="checkbox"/> Operate on Saturdays           | <input type="checkbox"/> More reliable/on-time for picking me up/dropping me off          |
| <input type="checkbox"/> Operate on Sundays             | <input type="checkbox"/> If you could ride to other parts of the state (such as Columbus) |
| <input type="checkbox"/> Other (please specify):        |   |

**Which of the following are your most commonly visited destinations or places you most often need to visit when transportation is available to you? (check all that apply)**

- |  |   |
|--|---|
| <input type="checkbox"/> My employer               | <input type="checkbox"/> School   |
| <input type="checkbox"/> Clinics or Hospitals      | <input type="checkbox"/> Senior program or human service agency activities and appointments |
| <input type="checkbox"/> Dialysis                  | <input type="checkbox"/> Social/Recreation activities/parks                                 |
| <input type="checkbox"/> Medical / Dental offices  | <input type="checkbox"/> Church/Faith-based organizations and activities                    |
| <input type="checkbox"/> Shopping/Grocery/Pharmacy | <input type="checkbox"/> Family functions   |
| <input type="checkbox"/> Other (please specify):   |   |

**Do you or a family member need transportation outside of the county in which you live, but sometimes or never have it?**

- |                              |                             |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

If yes, how often do you need it and to what city /town?

<b>I am _____ years old.</b>
<b>I am:</b> <input type="checkbox"/> Male <input type="checkbox"/> Female
<b>Is English your first language?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>In what city/town do you live (or city/town nearest your home)?</b>
<b>In what county do you live?</b>
<b>How many children under the age of 18 live in your household?</b>
<b>Including you, how many people live in your home?</b>
<b>Do you have a valid driver's license?</b>
<b>How many licensed drivers live with you?</b>
<b>Do you have a car?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>How many vehicles are available in your household?</b> <input type="checkbox"/> 0 <input type="checkbox"/> 2 <input type="checkbox"/> 1 <input type="checkbox"/> 3+
<b>Which of the following BEST applies to you? Are you presently:</b> <input type="checkbox"/> Employed outside the home <input type="checkbox"/> Disabled <input type="checkbox"/> Employed in your home <input type="checkbox"/> Student <input type="checkbox"/> Homemaker <input type="checkbox"/> Retired <input type="checkbox"/> Not employed
<b>If you work outside your home, who is your employer?</b>
<b>What is the city/town or county in which your employer is located?</b>
<b>Do you have a disability which requires you to use a cane, walker, wheelchair, and/or another device to help you get around?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Are you on Medicaid?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Do you use Medicaid transportation services?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Do you need wheelchair accessible transportation services?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

Personally, when do you need transportation most often for each of the following general purposes?  
(check all that apply)

	Medical/Health Care	Nutrition	Employment	Shopping	Recreation/ Social	Religious
12 a.m. – 6 a.m.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 a.m. – 8 a.m.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8 a.m. – 12 p.m.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12 p.m. – 3 p.m.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 p.m. – 6 p.m.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 p.m. – 9 p.m.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9 p.m. – 12 a.m.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other:

In the last month, how often have you -

	Never (0 times)	Sometimes (1-2 times)	Frequently (3-4 times)	Almost Always (5+ times)
Missed a medical appointment <b>IN</b> your community because you did not have a ride?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Missed a medical appointment <b>OUTSIDE</b> your community because you did not have a ride?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Have you been unable to shop for <b>GROCERIES</b> because you did not have a ride?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Have you been unable to get together with <b>FAMILY</b> because you did not have a ride?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Have you been unable to attend <b>SOCIAL FUNCTIONS</b> because you did not have a ride?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Have you been unable to go to a <b>RELIGIOUS</b> activity because you did not have a ride?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide your –

Name:

Address:

City, State, Zip Code:

# Employer's Transportation Survey

**Please complete and submit by September 13, 2017**

**The Regional Planning Commission is working with area stakeholders to identify transportation problems encountered by employers seeking to employ a reliable workforce. Please answer the following questions . . . to help us help you.**

**1. What sector (or NAICS code) best describes your operations: (check all that apply)**

- ☐ Manufacturing (31-33)
- ☐ Wholesale Trade (42)
- ☐ Retail Trade (44-45)
- ☐ Transportation & Warehousing (48-49)
- ☐ Finance & Insurance (52)
- ☐ Professional, Scientific & Technical Services (54)
- ☐ Employment Placement Agencies (56)
- ☐ Educational Services (61)
- ☐ Health Care & Social Assistance (62)
- ☐ Arts, Entertainment & Recreation (71)
- ☐ Accommodation & Food Service (72)
- ☐ Other Services Except Public Administration (81)
- ☐ Public Administration (92)

Other (please specify)

**2. How many shifts does your firm regularly staff/operate?**

- ☐ One (1)
- ☐ Two (2)
- ☐ Three (3)

Other (please specify)

**3. Does your firm utilize swing-shifts?**

- ☐ Yes
- ☐ No
- ☐ If so, please explain . . .

**4. Number of hourly employees?**

**5. Number of salary employees?**

**6. Are salary employees subject to unpredictable changes in their schedules?**

- ☐ Yes  
☐ No

**7. What is the turnover rate of hourly employees within the 1st year?**

**8. Are hourly employees subject to unpredictable changes in their shifts?**

- ☐ Yes  
☐ No

**9. Are your employees hampered in their commute to work by:**

- ☐ The lack of a valid driver's license?  
☐ The lack of insurance?  
☐ The lack of a reliable vehicle?  
☐ A disability which precludes them from driving alone?  
☐ Other (please specify)

**10. Is adequate transportation-related information provided to management by local transportation agencies/vendors?**

- ☐ Yes  
☐ No

**11. Does management perceive transportation as a problem in employee recruitment, disciplinary action, or retention?**

- ☐ Yes  
☐ No

**12. Please identify all issues that currently limit transportation accessibility to your facility.**

- ☐ Public transit, paratransit, taxi services, including Uber/Lyft and social service agencies are not available to employment sites because employment is located in a more rural community.
- ☐ Second- and third-shift schedules are too difficult to accommodate with public transit, paratransit, taxis, or social services agencies.
- ☐ Taxis, public transit, and paratransit services are too expensive and/or unavailable for work trips.
- ☐ Public transit, paratransit, and social service agencies have limited hours or routes that do not match workers' needs.
- ☐ Advance scheduling requirements eliminate most transit or paratransit options.
- ☐ Encouraging low wage earners to use transportation alternatives can be difficult because of their unfamiliarity with such services.
- ☐ Other (please specify)

**13. Does management have easy access to information regarding existing transportation services available to employees, including: public transit, social services, paratransit, and taxi services?**

- ☐ Yes
- ☐ No

**14. Has your firm established a central point of contact to disseminate information about transportation services to your employees and/or recruits?**

- ☐ Yes
- ☐ No

**15. Do you believe your firm would consider any of the following:**

- ☐ Work with students/school systems/colleges to provide younger students real work experience.
- ☐ Work with local transit and paratransit operations to better understand your needs and the transportation needs of your employees.
- ☐ Discuss possible transportation mobility management options/programs.
- ☐ Support technology for transportation coordination.
- ☐ Promote the development of ridesharing services (e.g. Uber/Lyft), car sharing services (e.g. ZipCar/car2go), or bike sharing services (e.g. ZAGSTER, CycleHop) within the community.
- ☐ Develop flexible part-time work hours to accommodate young students.
- ☐ Work with local officials to discuss using school buses to transport students and Ohio Works First participants to real world internships/employment opportunities.

- ☐ Support the development of a transportation brokerage model.
- ☐ Work with the State to develop Park & Ride lots at strategically located sites to support ridesharing, carpooling, or vanpooling opportunities.
- ☐ Offer employees participation in a federal commuter tax benefit program - and save on payroll taxes.
- ☐ Provide preferential parking and other perks to carpoolers or vanpoolers.
- ☐ Create a "transportation center" within your firm for transit and ride-sharing information.
- ☐ Designate an employee as a transportation coordinator to help organize carpooling and vanpooling.
- ☐ Work with a regional mobility manager to help establish a carpooling/vanpooling service within the firm.
- ☐ Offer Guaranteed Ride Home Programming.
- ☐ Utilize federal tax incentives that assist businesses to adapt their facility to be more accessible to customers and workers.
- ☐ Support/Promote a vehicle loan or donation program.
- ☐ Target the recruitment, employment, and training of area residents with disabilities.
- ☐ Target the recruitment, employment, and training of area seniors as employees.
- ☐ Other (please specify)

**16. Would you like to attend a meeting with economic development or chamber of commerce representatives to discuss how transportation issues affect your business?**

- ☐ Yes
- ☐ No

# **APPENDIX D**

## **Allen County Transportation Dependent Populations & Supplemental Maps & Tables**

## **APPENDIX D-1 TRANSPORTATION DEPENDENT POPULATIONS IN ALLEN COUNTY**

Appendix D presents information on individuals considered by the transportation industry to be dependent upon public transportation services in general and upon specialized transportation services in specific situations. These population groups possess certain characteristics that typically prevent driving, thus leaving public transportation and/or specialized paratransit services as the primary transportation option.

This Appendix defines the special-needs populations in light of Federal legislation and advances a discussion of the demographic trends and related socio-demographic information specific to Allen County. This appendix also presents the basis upon which the demand for transportation services will be analyzed in subsequent sections of the report.

### **D.1 Transportation Dependent Populations**

In sum, legislation identified specific populations that must be considered and provided fair treatment in all federally funded transportation programs, projects, and/or services under penalty of law, including: (1) seniors defined as 60 years of age or older; (2) the disabled, as defined as individuals suffering from a physical, mental, or emotional impairment that substantially limits one or more of the major life activities; (3) non-white minority populations; and (4) the poor, as defined by the United States Department of Housing & Urban Development. These transportation dependent groups make up the bulk, and are expected to frame in large measure, the demand for publicly supported transportation services, including specialized paratransit.

The U. S. Census Bureau provided information about elderly, disabled, minority, and impoverished populations. Unfortunately, there was considerable overlap between such groups and clear, distinct classifications were elusive. The remainder of Appendix D.1 provides an overview of the elderly, the disabled population, the minorities, and the poor living within Allen County.

### D.1.1 The Elderly

As defined by the OAA, "senior citizens" are those persons over the age of 60 years. However, for purposes of this report, and to represent the majority of government programs including Federal and State transportation policies, the age of 65 will be used to refer to the "elderly". As applicable, the report provides information to help differentiate between the 60+ (OAA) and 65+ (FHWA/FTA) populations to further support the public planning process.

For the past several decades, as baby-boomers have aged, seniors have represented an increasingly larger segment of society. In Allen County, from 1980 to 2015, the number of persons over 65 increased by 30.7 percent. Examining ACS 2015, and using the minimum fixed age of 65 years, the elderly population within Allen County grew to 16,271 persons, or approximately 15.6 percent of the County's total population. Table D-1 reveals the ACS 2015 elderly population within the County by age and gender cohorts.

ACS 2015 identified that the village of Bluffton (20.9%) and Cairo (20.7%), the City of Delphos (18.5%), along

TABLE D-1 2015 ALLEN COUNTY ELDERLY POPULATION BY GENDER & AGE COHORT			
Cohort	Male	Female	Total
65-69	2,479	2,523	5,002
70-74	1,615	2,070	3,685
75-79	1,268	1,370	2,638
80-84	853	1,600	2,453
85+	819	1,674	2,493
<b>Total</b>	<b>7,034</b>	<b>9,237</b>	<b>16,271</b>
ACS 2015			

with the townships of Amanda (16.2%), American (21.2%), Bath (17.7%), Jackson (16.8%), Perry (20.6%), Richland (18.1%) and Shawnee (19.0%) have significant concentrations of elderly, well above the County's 15.5 percent average. These heavy concentrations of elderly are also well above both the State (15.1%) and National (14.1%) averages. Table D-2 identifies the senior (60+ years) and elderly (65+ years) populations by political subdivision. Map D-1 identifies the elderly by percent of total population by political subdivision.

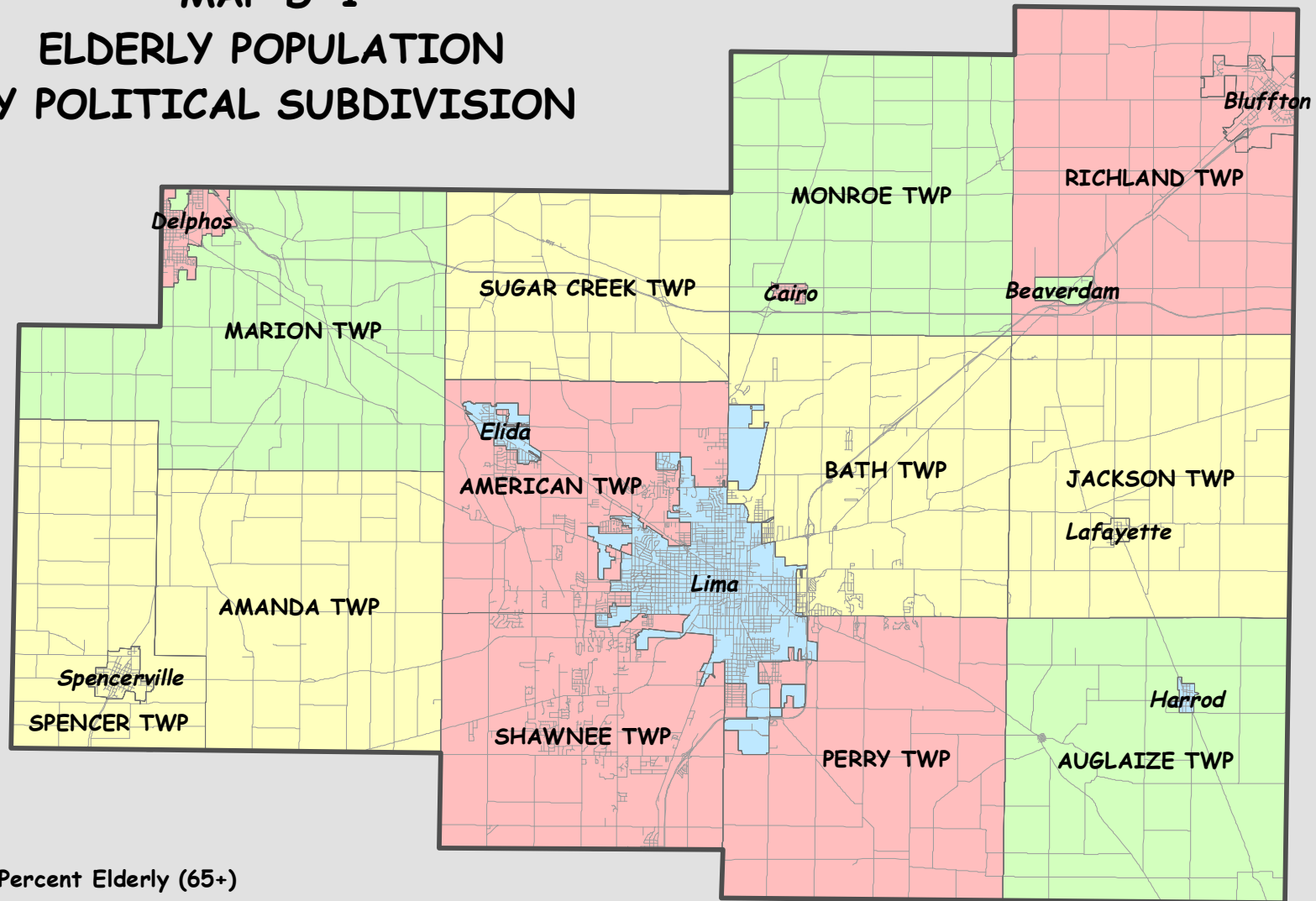
For purposes of addressing OAA concerns, the total population over 60 years of age equals 22,871 persons, or 21.7 percent of the total County population. The 60 to 64 age cohort is the youngest and largest cohort in the senior's classification, representing 28.9 percent of all seniors, and 6.3 percent of the total Allen County population. This is the start of the baby boomer generation and these younger "seniors" will continue to grow in terms of size and percent of total population.

Illustration D-1 depicts the "senior" population age cohorts as they existed at the time of ACS 2015. Illustration D-2 depicts the Allen County population by age cohort and gender. Notice the predominance of females increases in every older cohort.

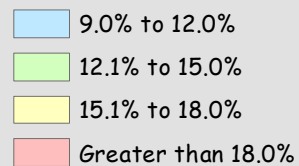
#### **D.1.2 The Disabled & Mobility Challenged Populations**

Various Federal legislative initiatives have established the civil rights of the disabled, especially as it relates to areas of employment, education, and transportation. Each of these Acts also utilize different terms and definitions to address specific criteria of eligibility and/or services.

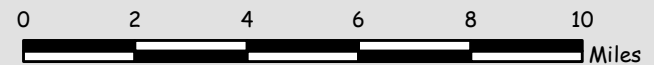
# MAP D-1 ELDERLY POPULATION BY POLITICAL SUBDIVISION



## Percent Elderly (65+)



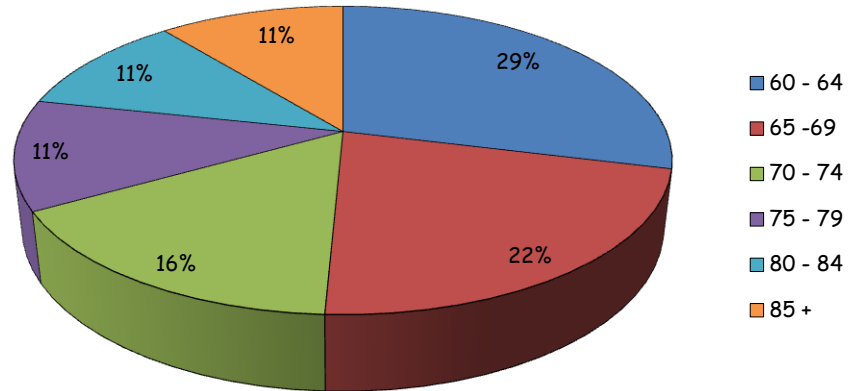
August 2017



<b>TABLE D-2</b> <b>2015 SENIOR &amp; ELDERLY POPULATIONS</b> <b>BY ALLEN COUNTY POLITICAL SUBDIVISIONS</b>				
Political Subdivision	Senior (60+)		Elderly (65+)	
	Total Senior	% Population	Total Elderly	% Population
Allen County	22,871	21.7	16,271	15.5
Bluffton Village (Part)	1,030	25.0	861	20.9
Delphos (Part)	949	24.2	725	18.5
Beaverdam Village	88	18.8	66	14.1
Cairo Village	119	29.0	85	20.7
Elida Village	342	17.4	210	10.7
Harrod Village	67	15.2	47	10.7
Lafayette Village	123	31.9	59	15.3
Lima	6,207	16.2	4,191	11.0
Spencerville Village	436	20.9	321	15.4
Amanda Township	439	21.9	326	16.2
American Township	3,375	27.5	2,604	21.2
Auglaize Township	446	19.3	297	12.9
Bath Township	2,302	23.9	1,703	17.7
Jackson Township	720	27.7	438	16.8
Marion Township	642	22.6	411	14.5
Monroe Township	318	17.3	224	12.2
Perry Township	1,018	29.2	720	20.6
Richland Township	456	26.8	309	18.1
Shawnee Township	3,300	26.9	2,332	19.0
Spencer Township	218	22.9	149	15.6
Sugar Creek Township	276	22.1	193	15.5
ACS 2015				

ACS 2015 estimates provided the information necessary to identify the disabled population residing in Allen County political subdivisions. Four (4) primary disability characteristics were identified, including: sensory, physical, mental, and self-care limitations. Within Allen County, ACS 2015 estimates identified 14,795 persons, age 5 or older, suffered from a disability, representing 15.4 percent of all non-institutionalized persons age 5 and older.

ILLUSTRATION D-1  
2015 SENOIR POPULATION BY AGE COHORT

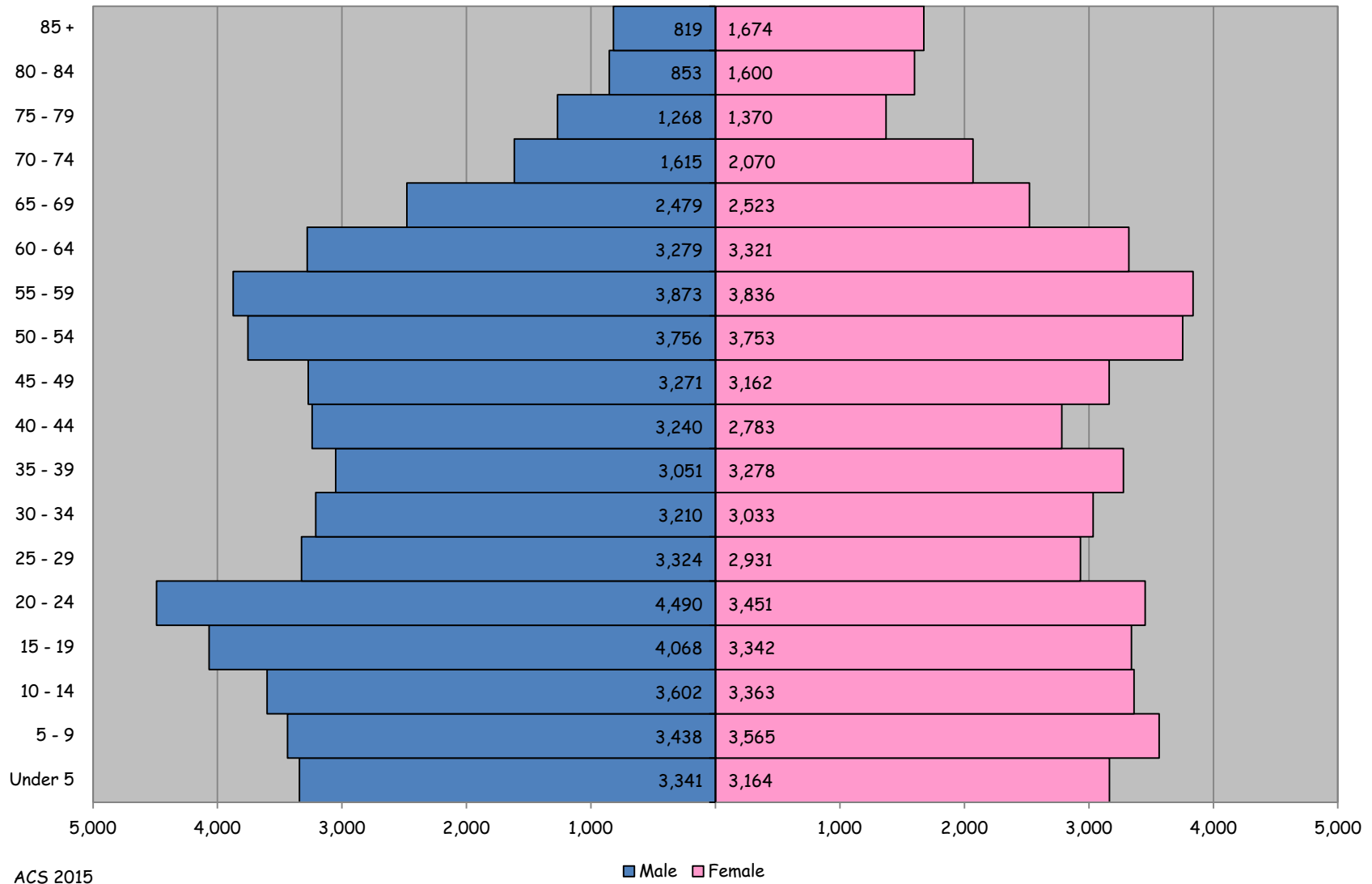


ACS 2015

Within the four primary conditions which define the disabled, the Census further identified persons whose disability restricted employment and those whose disability affected their ability to "go-outside-the-home" without assistance. While all disabilities are unfortunate, the U. S. Census Bureau identified those with a go-outside-the-home disability as "mobility-impaired". This mobility-impaired component of the larger disabled population is that group of individuals most likely in need of specialized paratransit consideration, as they would probably not be able to drive or utilize public fixed-route transportation services.

ACS 2015 estimates suggested that 7,098 persons were considered mobility-impaired, or 7.4 percent of all non-institutionalized individuals over the age of 5 years. Among those non-institutionalized persons, identified as 65 or older, 3,309 were considered mobility-impaired, or 20.3 percent of the total elderly population. According to ACS 2015 tabulations there were mobility-impaired persons residing in each political subdivision of Allen

ILLUSTRATION D-2  
2015 POPULATION BY AGE COHORT

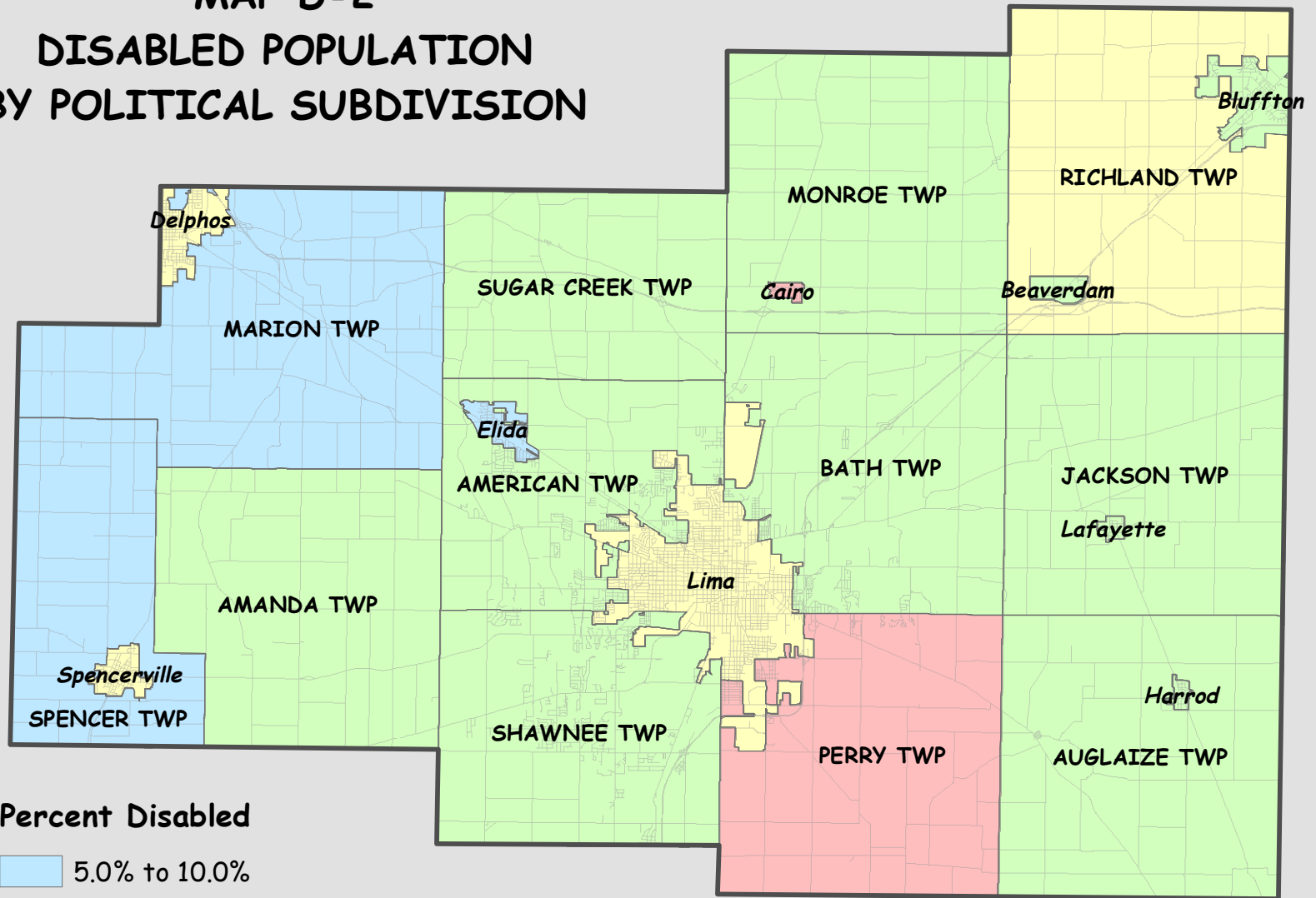


County, as identified in Table D-3. Map D-2 depicts the concentration of the disabled population, while Map D-3 identifies the smaller mobility-impaired population within each political subdivision. Political subdivisions with the highest concentrations of the disabled population include Cairo (25.7%), Perry Township (21.3%), Lima (18.5%), and Delphos (17.3%). These communities exceeded the County's total disabled population of 15.4 percent.

TABLE D-3 2015 NON-INSTITUTIONALIZED DISABLED POPULATION AGE 5 & OVER BY ALLEN COUNTY POLITICAL SUBDIVISIONS					
Political Subdivision	Population	Disabled Population	% Disabled	Mobility Challenged	% Mobility Challenged
Allen County	96,103	14,795	15.4	7,098	7.4
Bluffton Village (Part)	3,791	385	10.2	219	5.8
Delphos (Part)	3,604	624	17.3	269	7.5
Beaverdam Village	418	53	12.7	27	6.5
Cairo Village	382	98	25.7	61	16.0
Elida Village	1,844	158	8.6	72	3.9
Harrod Village	408	58	14.2	20	4.9
Lafayette Village	369	42	11.4	26	7.0
Lima	33,524	6,216	18.5	2,917	8.7
Spencerville Village	1,888	291	15.4	151	8.0
Amanda Township	1,968	290	14.7	161	8.2
American Township	11,462	1,583	13.8	862	7.5
Auglaize Township	2,191	256	11.7	168	7.7
Bath Township	9,107	1,280	14.1	530	5.8
Jackson Township	2,429	315	13.0	149	6.1
Marion Township	2,672	254	9.5	78	2.9
Monroe Township	1,771	241	13.6	129	7.3
Perry Township	3,307	703	21.3	318	9.6
Richland Township	1,483	227	15.3	93	6.3
Shawnee Township	11,420	1,541	13.5	789	6.9
Spencer Township	920	53	5.8	16	1.7
Sugar Creek Township	1,145	127	11.1	43	3.8
ACS 2015					

A number of these same communities experienced a proportion of mobility-impaired that is higher than the County average of 7.4 percent. The highest concentrations were found in several of the older

# MAP D-2 DISABLED POPULATION BY POLITICAL SUBDIVISION



## Percent Disabled

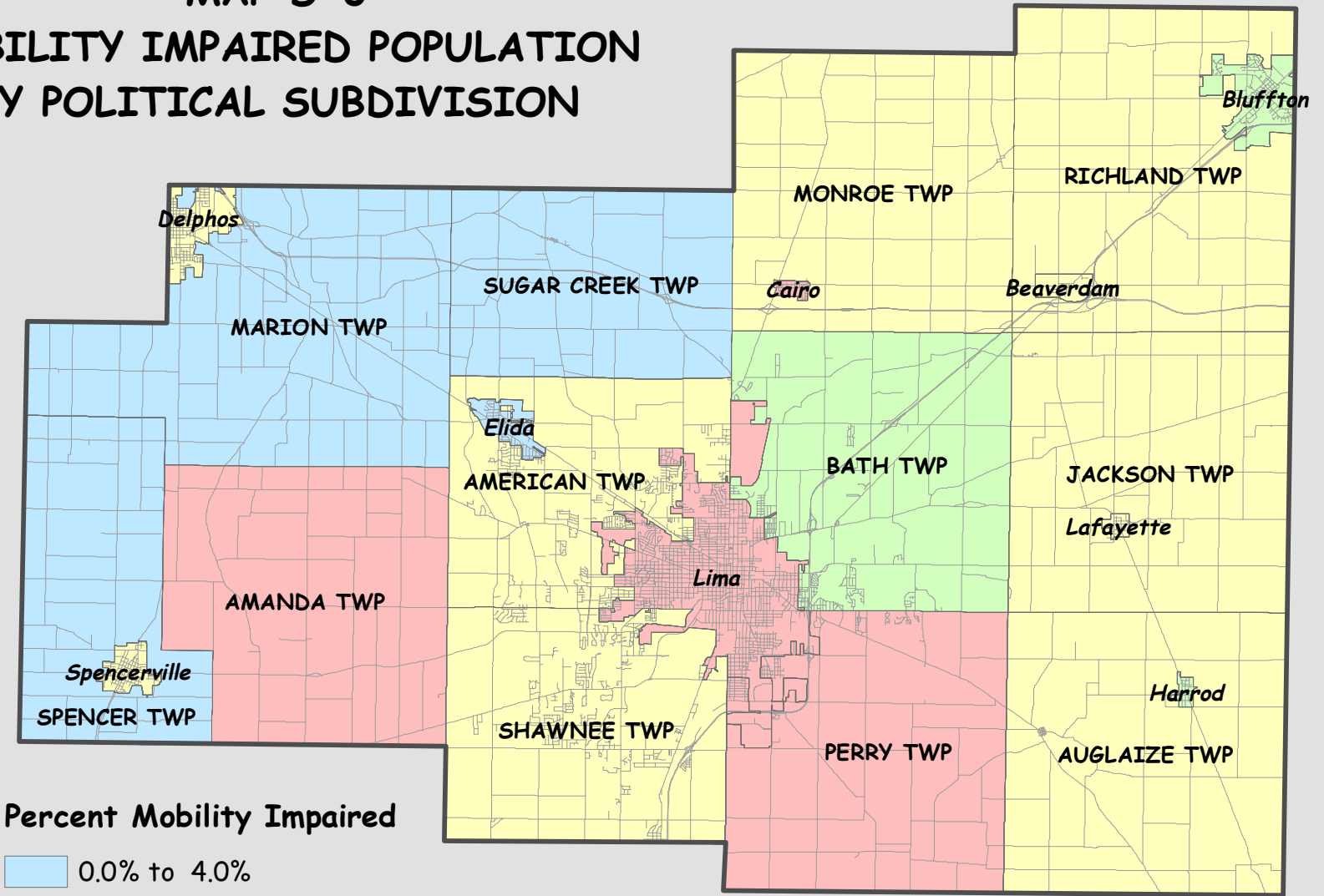
- 5.0% to 10.0%
- 10.1% to 15.0%
- 15.1% to 20.0%
- Greater than 20.0%



August 2017



# MAP D-3 MOBILITY IMPAIRED POPULATION BY POLITICAL SUBDIVISION

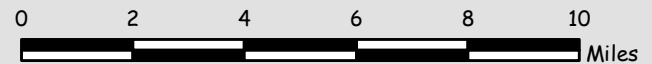


## Percent Mobility Impaired

- 0.0% to 4.0%
- 4.1% to 6.0%
- 6.1% to 8.0%
- Greater than 8.0%



August 2017



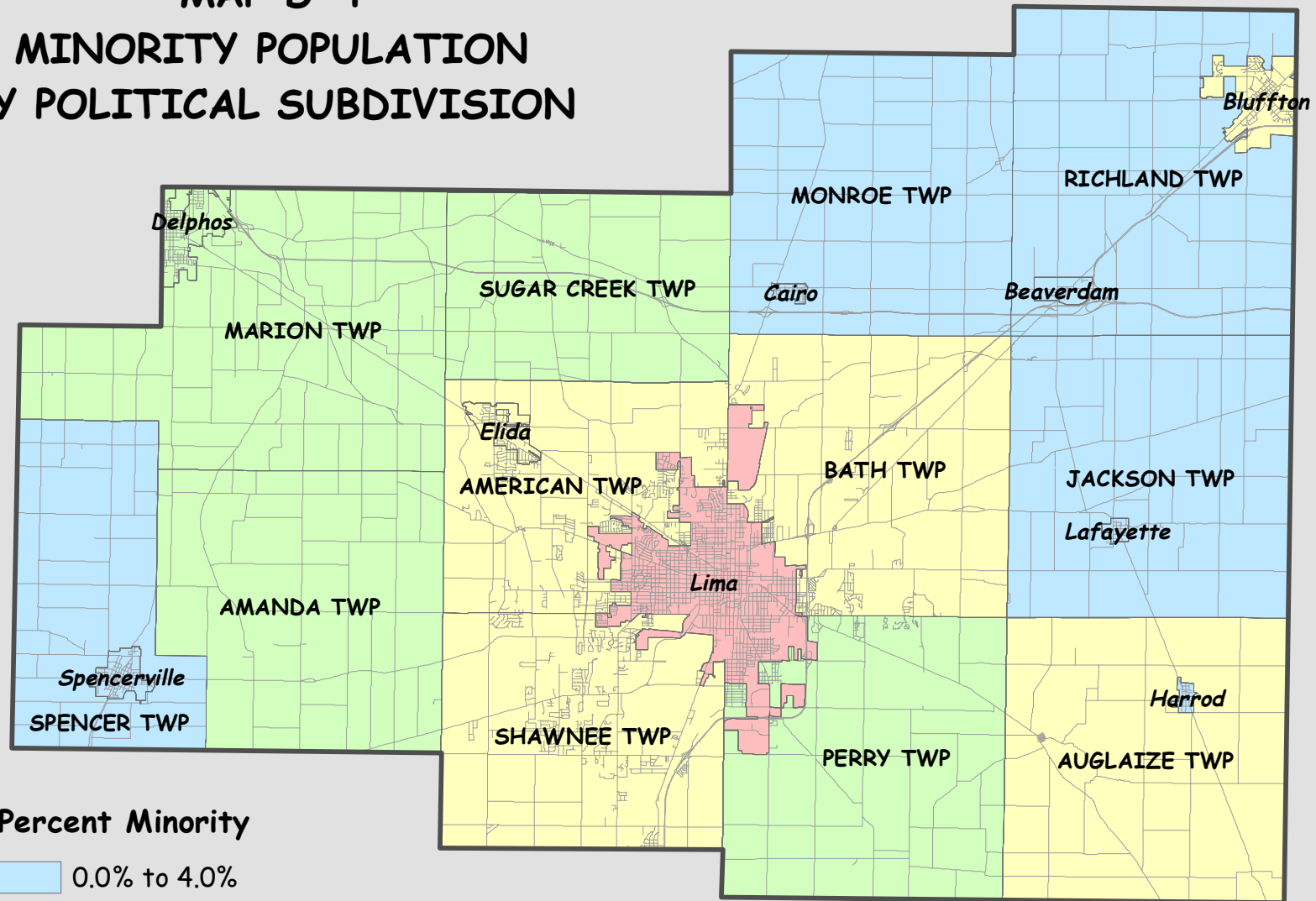
population centers including Lima (8.7%), Cairo (16.0%), and Perry Township (9.6%).

### **D.1.3 Minority Populations**

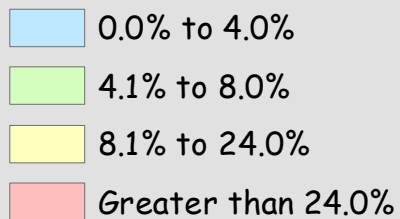
Federal policies have defined minority populations in a number of ways. Included are persons of all non-white races, Hispanics of any race, and persons of multiple races. The Census identifies seven major minority racial/ethnic classifications, including: American Indian and Alaska Natives; Black or African-American; Asian; Native Hawaiian and Other Pacific Islanders; persons of other races; persons of two or more races; and, persons of Hispanic or Latino origin. ACS 2015 revealed that representatives of all minority classifications, except Native Hawaiian and Other Pacific Islanders, lived within Allen County Region. Map D-4 depicts the minority population as a percent of the total population by political subdivision.

When consideration was given to Hispanic ethnicity, which can include persons of any race, the number of minority residents rose 10.3 percent from 2000 to 19,320 persons, or 18.4 percent of the total population in 2015. The largest minority population was the Black or African-American population which declined 4.1 percent in the last decade, to 12,685 persons, and accounting for approximately 65.7 percent of the total minority population. While the Black or African-American population was geographically disbursed across the County, it was largely concentrated within the City of Lima where it accounted for 27.4 percent of the City's total population and 82.5 percent of the total African-American population in Allen County. Hispanics, the second largest minority in the region, were also geographically distributed among Allen County. Table D-4

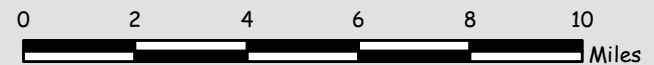
# MAP D-4 MINORITY POPULATION BY POLITICAL SUBDIVISION



## Percent Minority



August 2017



identifies the various minority populations by political subdivision.

#### **D.1.4 Poverty Status**

Federal policies have defined poverty status based on income. Poverty status was determined for persons, as well as, families in which household/family size plays a factor. ACS 2015 5-Year estimates tabulated the number of Allen County individuals and families whose incomes fell below the established poverty level; Table D-5 indicates that 17,713 individuals fell below the established poverty level, an increase of 6.3 percent since the ACS 2010 poverty levels were tabulated. ACS 2015 estimates indicated that 17.5 percent of all individuals, 17.0 percent (6,795) of all households, and 12.7 percent (3,325) of all families were below the established poverty level. For purposes of comparison, data revealed that 14.9 percent of all households, 11.5 percent of all families, and 15.8 percent of all individuals within the State of Ohio, were below the established poverty level.

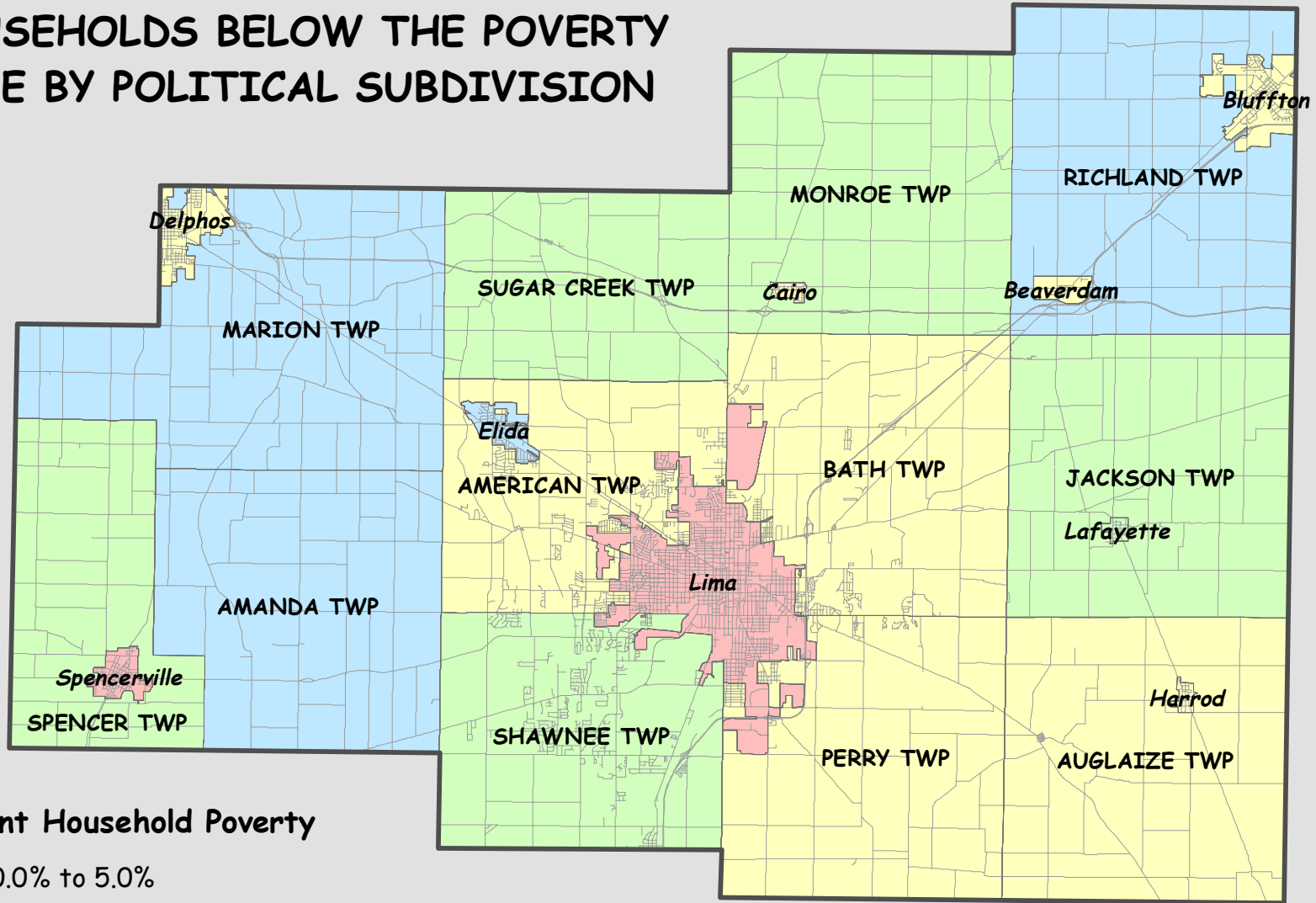
As depicted in the graphics below, poverty status more likely affected families with children (86.1%) than those without children (13.9%). Map D-5 depicts the poverty status of households by political subdivision, while Table D-6 identifies family poverty status.

Poverty rates have also been established for other protected populations. For example, 7.8 percent (1,215) of the elderly in Allen County were at, or below, the poverty level and made up 6.8 percent of all individuals beneath the poverty level. Further review suggested that for those elderly below poverty, the females (792) almost doubled the males (423). And although the largest

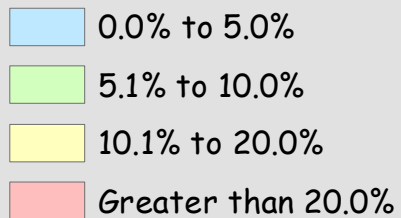
**TABLE D-4  
2015 MINORITY POPULATION BY ALLEN COUNTY POLITICAL SUBDIVISIONS**

Political Subdivision	Black/ African American	Asian	Hawaiian & Pacific Islander	American Indian	Other Races	Two or More Races	Hispanic or Latino Origin	Total	Percent
Allen County	12,685	791	0	297	559	2,978	2,813	19,320	18.4
Bluffton Village (Part)	126	34	0	0	0	40	135	335	8.1
Delphos (Part)	94	5	0	0	0	21	69	189	4.8
Beaverdam Village	0	0	0	0	0	0	7	7	1.5
Cairo Village	0	1	0	0	3	3	6	7	1.7
Elida Village	57	13	0	0	2	54	42	166	8.5
Harrod Village	0	0	0	0	0	0	0	0	0.0
Lafayette Village	0	0	0	0	0	1	3	4	1.0
Lima	10,468	251	0	240	230	1,664	1,196	13,642	35.7
Spencerville Village	46	0	0	4	7	24	11	81	3.9
Amanda Township	0	107	0	0	0	34	14	155	7.7
American Township	831	14	0	21	155	491	399	1,740	14.2
Auglaize Township	0	10	0	14	0	72	160	201	8.7
Bath Township	285	75	0	9	114	153	337	859	8.9
Jackson Township	0	0	0	0	0	7	48	55	2.1
Marion Township	105	0	0	0	0	11	25	141	5.0
Monroe Township	11	24	0	0	0	0	0	35	1.9
Perry Township	111	21	0	0	0	64	18	198	5.7
Richland Township	4	0	0	0	0	20	39	63	3.7
Shawnee Township	547	236	0	9	48	278	249	1,350	11.0
Spencer Township	0	0	0	0	0	37	0	37	3.9
Sugar Creek Township	0	0	0	0	0	4	55	55	4.4
ACS 2015									

# MAP D-5 HOUSEHOLDS BELOW THE POVERTY LINE BY POLITICAL SUBDIVISION



## Percent Household Poverty



August 2017



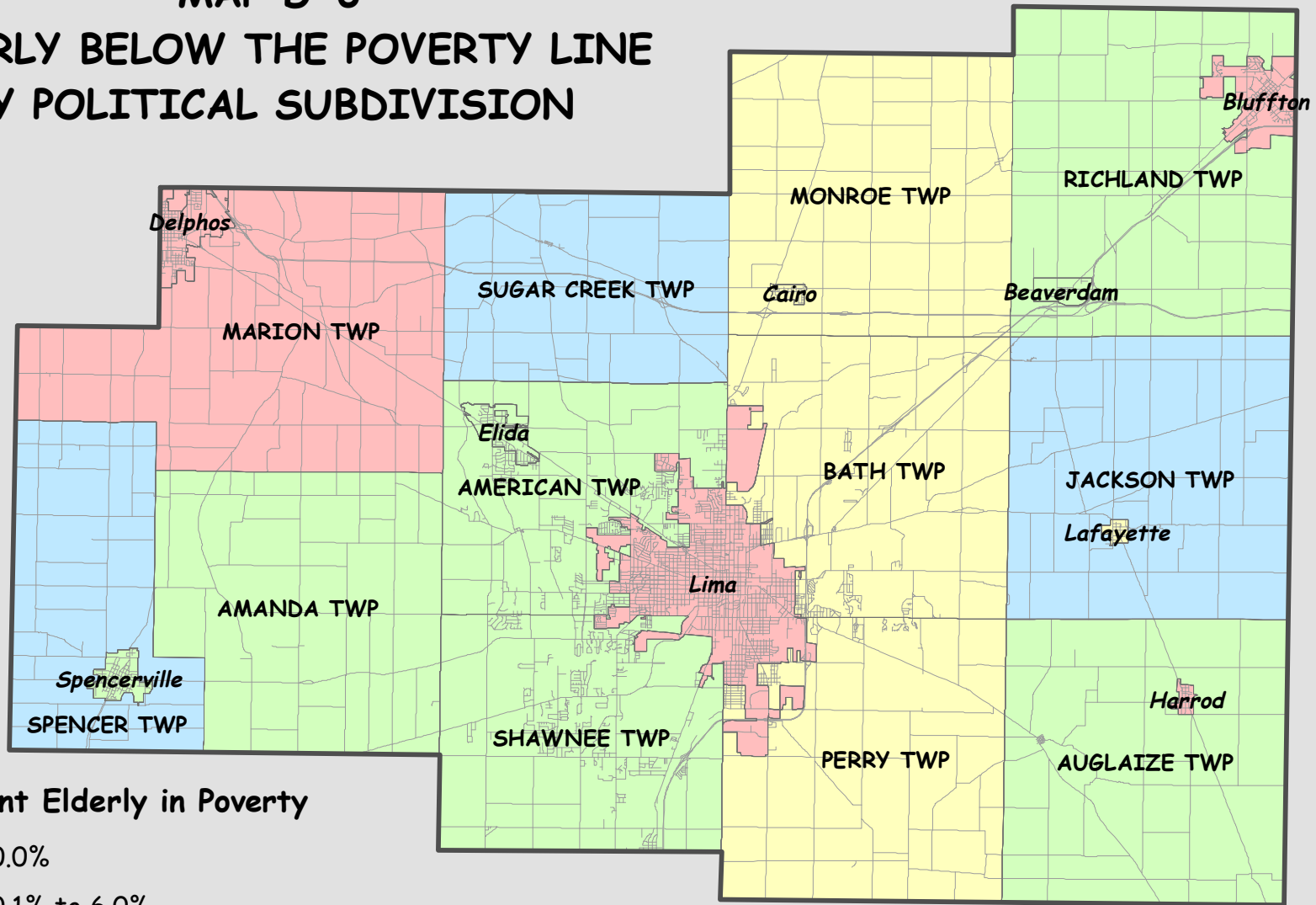
concentration was found in the City of Lima, all outlying areas were found to have concentrations of impoverished elderly persons. Map D-6 illustrates the incidence of poverty by subdivision as a percentage of the population 65 and older.

TABLE D-5 2015 RATIO OF INCOME TO POVERTY LEVEL AMONG INDIVIDUALS		
Poverty Level	Individuals	Percent
Below 50%	7,732	7.6
50% to 99%	9,981	9.8
100% to 149%	10,856	10.7
150% to 199%	10,504	10.4
200% or More	62,339	61.5
ACS 2015		

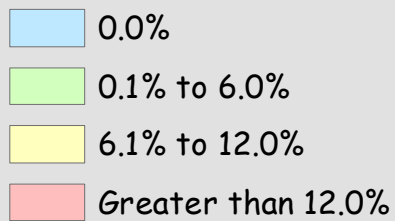
TABLE D-6 2015 POVERTY STATUS BY FAMILY STATUS				
Family Type	Total Families	Percent	Families in Poverty	Percent
Married w/ Children	7,246	27.7	469	6.5
Male Alone w/ Children	1,370	5.2	390	28.5
Female Alone w/ Children	4,201	16.0	2,004	47.7
Family - No Children	13,386	51.1	462	3.5
<b>Total</b>	<b>26,203</b>	<b>100.0</b>	<b>3,325</b>	<b>12.7</b>
ACS 2015				

Poverty rates for minority and disabled populations were somewhat more obscured. However, some data was available at macro levels. For example, for all African-Americans residing in Allen County, data indicated a poverty rate of 37.1 percent, while an estimated 41.4 percent of all American Indians, 1.8 percent of all Asians, and 37.1 percent of all Hispanics were considered to be living at some level of poverty. ACS 2015 estimates revealed that the poverty status for the disabled population within Allen County (26.4%) was above the State average of 24.2 percent.

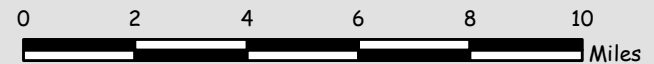
# MAP D-6 ELDERLY BELOW THE POVERTY LINE BY POLITICAL SUBDIVISION



## Percent Elderly in Poverty



August 2017



## **D.2 Demographic Trends**

With an eye on meeting the Federal and State legislation/policies on the delivery of transportation services, it was important to assess the implications of time on the character and size of the population to be served. The long term implications of providing transportation services were important in terms of assessing the human and fiscal resources necessary to serve the demands of a highly divergent and increasingly mobile population.

To that end, the CAAC attempted to address the planning year horizon of 2040 with demographic projections. Demographic projections were reviewed and compiled for the Allen County population and its various transportationally disadvantaged populations. Population projections were obtained from the Ohio Development Services Agency (ODSA). Other transportation dependent population groups were estimated using a step-down approach and based on demographic trend lines established using Census and American Community Survey (ACS) information.

### **D.2.1 The Elderly**

Population projections based on the 2010 Census enumerations along with ODSA calculations; the population of the United States is expected to be just shy of 400 million persons by 2040, with the elderly population for the United States to exceed 80 million. In 2010 Ohio's population was 11,536,504 and based on 2040 ODSA projections should reach 11,679,010; suggesting a minimal growth of 1.2 percent. Nearly 20.0 percent of all Ohioans will be 65 years of age or older by the year 2040, accounting for more than 2.3 million persons.

Based on population projections made by ODSA enumerations the elderly population in Allen County will be slightly lower than the state average in 2040 making up approximately 19.0 percent of the total Allen County

population. Table D-7 indicates the baby-boomer impact on growth in each of the age cohorts between 2020 and 2040. Data suggested that the elderly population will increase by 21.7 percent over the period 2010 through 2040; note the elderly being institutionalized. Table D-8 reveals that projections suggest a larger and increasingly older and more female population in 2040. Illustration D-3 identifies the 2040 population by age and gender by cohort.

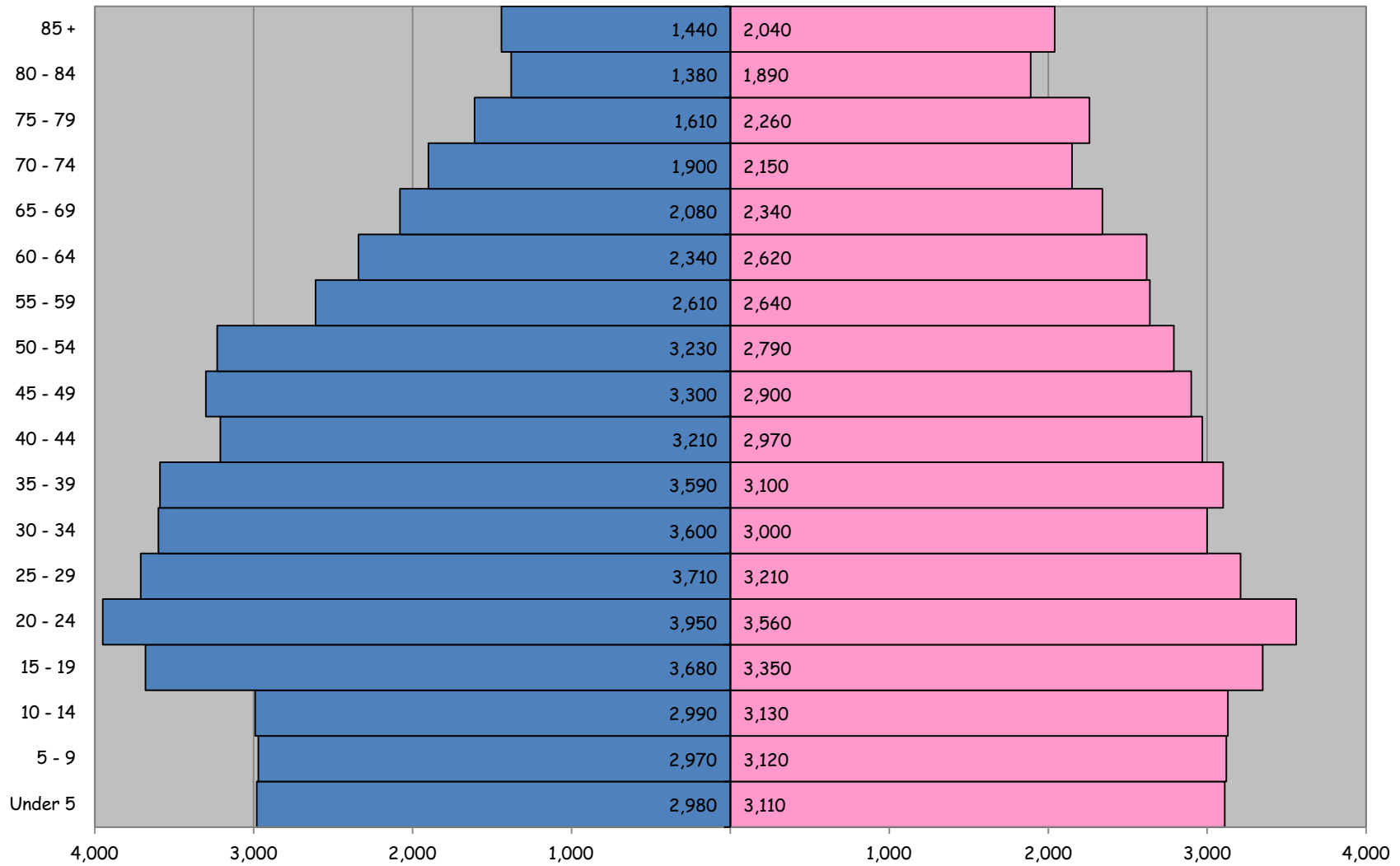
TABLE D-7 SENIOR & ELDERLY POPULATION ALLEN COUNTY PROJECTIONS THRU 2040						
Year	Senior (60+)		Total Elderly (65+)		Elderly Non-Institutionalized	
	Number	Percent	Number	Percent	Number	Percent
2020	25,650	24.8	18,620	18.0	17,856	17.2
2025	26,550	25.9	20,270	19.8	19,430	19.0
2030	26,090	25.7	20,840	20.5	19,945	19.7
2035	25,090	24.9	20,170	20.0	19,257	19.1
2040	24,050	23.9	19,090	18.9	18,201	18.1
Projections from ODSA						

TABLE D-8 2040 ELDERLY POPULATION BY AGE COHORT						
Age Group	2040 Projected Male	2040 Projected Female	2040 Projected Total	2015 Total	2015-2040 Population Change	Percent Change
65-69	2,080	2,340	4,420	5,002	-582	-11.6
70-74	1,900	2,150	4,050	3,685	365	9.9
75-79	1,610	2,260	3,880	2,638	1,242	47.1
80-84	1,380	1,890	3,270	2,453	817	33.3
85 +	1,440	2,040	3,480	2,493	987	39.6
<b>Total</b>	<b>8,410</b>	<b>10,680</b>	<b>19,100</b>	<b>16,271</b>	<b>2,829</b>	<b>17.4</b>
Projections from ODSA						

### D.2.2 The Disabled & Mobility Impaired

The data limitations require the use of ACS estimations along with ODSA tabulations and projections made there in from. This Plan assumed that the proportion of disabled among the larger Allen County population of all

**ILLUSTRATION D-3  
2040 POPULATION BY AGE COHORT**



ACS 2015

■ Male ■ Female

D - 20

non-institutionalized persons, age 5 and older, will remain the same within the various age cohorts through 2040. Such projections allowed the CAAC to consider the impact of age on disability and the implications of an aging population on the transportation providers. Assumptions also recognized the mobility-impaired population will increase, but remain the same proportionately across the various age cohorts.

Table D-9 indicates that the disabled community is projected to experience a slight increase in size (4.8% growth from 2015 thru 2040), similar to the mobility impaired population as it is projected to increase by 2.9 percent. The inverse relationship, between the total and disabled/mobility-impaired populations, can best be understood based on changing proportions of age cohorts with an increasing elderly population (21.2% of the elderly are mobility challenged). Regardless, transport providers should note the importance of the community's increasingly older population and its growing female orientation.

<b>TABLE D-9</b> <b>DISABLED &amp; MOBILITY IMPAIRED POPULATION</b> <b>ALLEN COUNTY PROJECTIONS THRU 2040</b>					
<b>Year</b>	<b>Total Population</b>	<b>Non-Institutionalized</b>	<b>Total Population 5+ Years</b>	<b>Disabled Population</b>	<b>Mobility Impaired Population</b>
2015	105,196	102,608	96,103	14,795	7,098
2020	103,560	101,083	94,793	14,844	7,185
2025	102,420	99,931	93,791	15,070	7,379
2030	101,450	98,945	92,835	15,230	7,511
2035	100,880	98,355	92,285	15,268	7,527
2040	100,750	98,219	92,129	15,153	7,438
Projections from ODSA					

### D.2.3 The Minority Populations

Illustration D-4 reveals that the minority population has increased in size since 1980. Based on ACS 2015, the Black/African-American population comprised 65.6 percent of the minority population, while other non-white populations comprised the remainder. Minority population projections through the 2040 planning period were compiled using a constant proportion method by which the size of the respective minority population remained constant within the larger minority population. Table D-10 identifies the minority population and Black/African-American population through the 2040 planning period.

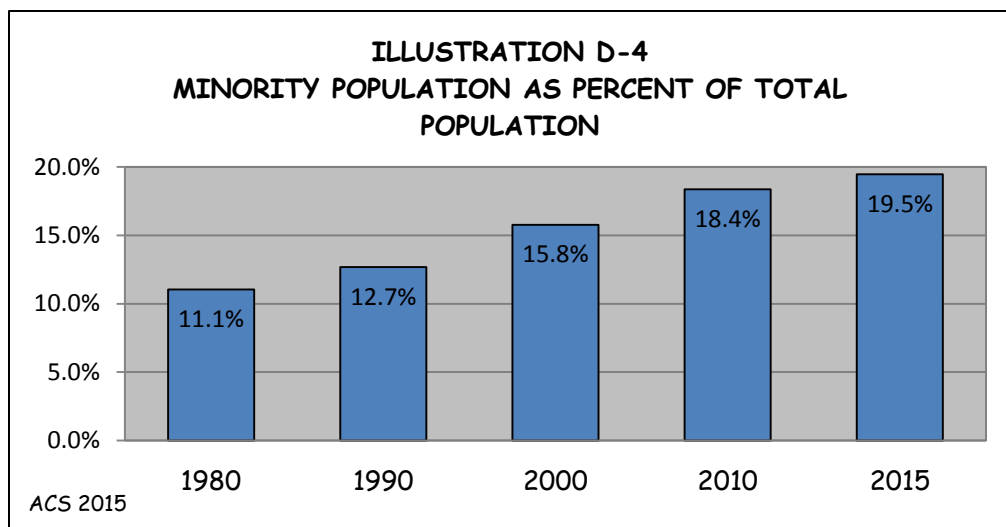
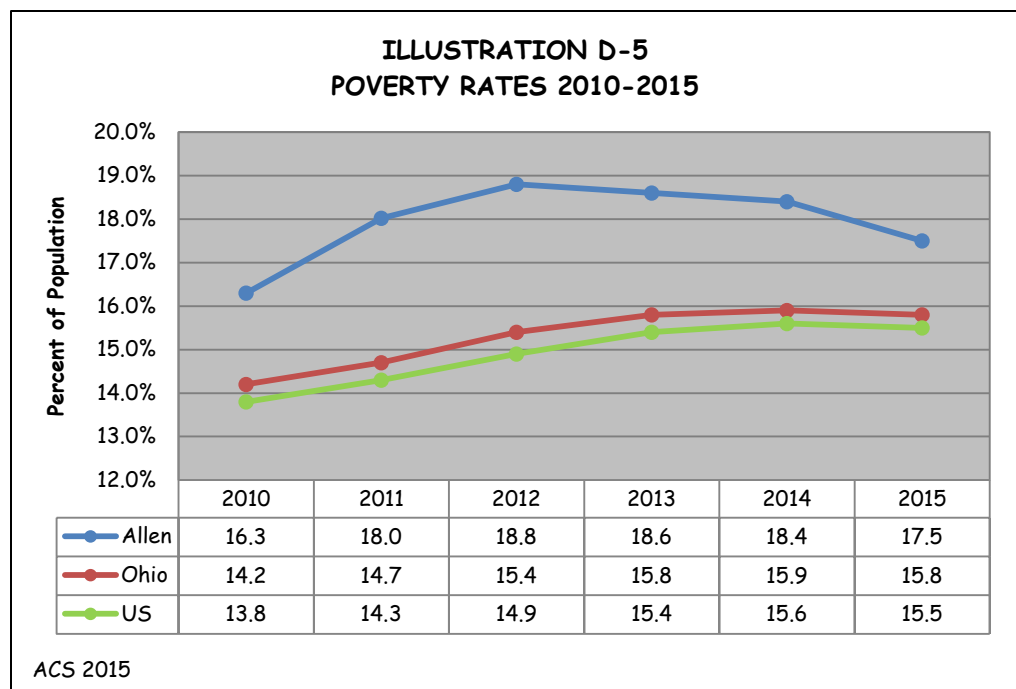


TABLE D-10 MINORITY POPULATION ALLEN COUNTY PROJECTIONS THRU 2040					
Year	Total Population	Total Minority Population	Percent Minority	Total Black/African American Population	Percent Black/African American Population
2015	105,196	19,320	18.4	12,685	12.1
2020	103,560	21,677	20.9	14,241	13.8
2025	102,420	22,874	22.3	15,028	14.7
2030	101,450	24,072	23.7	15,815	15.6
2035	100,880	25,269	25.0	16,602	16.5
2040	100,750	26,467	26.3	17,389	17.3
Projections from ODSA					

#### D.2.4 Poverty

The impoverished population, an additional subpopulation that must be addressed, was somewhat difficult to project to 2040. Estimates regarding a targeted population projected over such an extended period are subject to change because of such things as changes in the community's economic base, Federal programs, and/or the regulatory definition of poverty. Data regarding poverty are available for National, State, and county level estimates; however, each data source offers a somewhat different picture of poverty. Based on ACS estimates Illustration D-5 depicts these various data estimates which demonstrate a range regarding poverty status, between 2010 and 2015, with an average of 17.5 percent for Allen County.



ACS 2015 estimates suggested that the Nation's official poverty rate was 15.5 percent in 2015, slightly below the 2014 estimate (15.6%) that set a new high for poverty in the 2000s. The ACS 2015 estimates also reported that

the median household income rose 3.8 percent for American households from \$51,914 in 2010, to \$53,889 in 2015. In 2015, the Federal income threshold for poverty for a family of four was established at \$24,250. The household poverty rate rose from 13.0 percent in 2010 to 14.4 percent in 2015.

According to American Community Survey tabulations, Allen County reflected a slightly different trend. Poverty in Allen County reached its peak in 2012 at 18.8 percent and has decreased to 17.5 percent of the overall population in 2015. Overall median household income figures increased 8.3 percent between 2010 and 2015 from \$40,719 to \$44,103. The percent of children living in poverty decreased by 3.9 percent, for a reduction of 252 children between 2010 and 2015.

Projections thru 2040, reflected in Table D-11, reveal the size of the non-institutionalized population and the percentage of those impoverished. In 2015, the impoverished population was determined to be 17,956 persons, or 17.5 percent of the total non-institutionalized population. Projections for purposes of this Plan depict the impoverished population living at or below the mean poverty level established in 2015 (17.5%). Table D-11 depicts a shrinking impoverished population based on that fact alone. No effort was extended to reflect changes in the economic base, an aging population, geographic differences, or poverty among different subpopulations within the community.

TABLE D-11 POPULATION BELOW POVERTY LINE ALLEN COUNTY PROJECTIONS THRU 2040				
Year	Total Population	Non-Institutionalized	Total Impoverished Population	Percent Non-Institutionalized Impoverished
2015	105,196	102,608	17,956	17.5
2020	103,560	101,083	17,690	17.5
2025	102,420	99,931	17,488	17.5
2030	101,450	98,945	17,315	17.5
2035	100,880	98,355	17,212	17.5
2040	100,750	98,219	17,188	17.5
Projections from ODSA				

### D.3 Summary

Industry experts defined the transportation dependent as the: (1) elderly, (2) disabled, (3) non-white minority populations, and (4) impoverished. The U. S. Census Bureau identified the size of these populations and to some extent relative location of each. The protected classes were not mutually exclusive, and many persons were captured under multiple classifications. Therefore, many individuals were double and perhaps triple counted. Table D-12 identifies the respective size of the targeted population groups.

TABLE D-12 TARGETED TRANSPORTATION CHALLENGED POPULATIONS ALLEN COUNTY PROJECTIONS THRU 2040							
Year	Elderly	Senior <sup>1</sup>	Disabled	Mobility Impaired	Minority <sup>2</sup>	Poverty	Total Duplicated Residents
2015	16,271	22,871	14,795	7,098	16,507	17,956	72,627
2020	18,620	25,650	14,844	7,185	18,520	17,690	87,788
2025	20,270	26,550	15,070	7,379	19,544	17,488	90,544
2030	20,840	26,090	15,230	7,511	20,567	17,315	92,130
2035	20,170	25,090	15,268	7,527	21,590	17,212	92,332
2040	19,090	24,050	15,153	7,438	22,613	17,188	92,061
<sup>1</sup> Senior population (60+ years) estimates have been excluded from total duplicated residents.							
<sup>2</sup> Hispanic residents can be of any race and have been excluded from total duplicated residents.							

Examining the rationale behind demand estimates, it became evident that physical/cognitive limitations and poverty status in

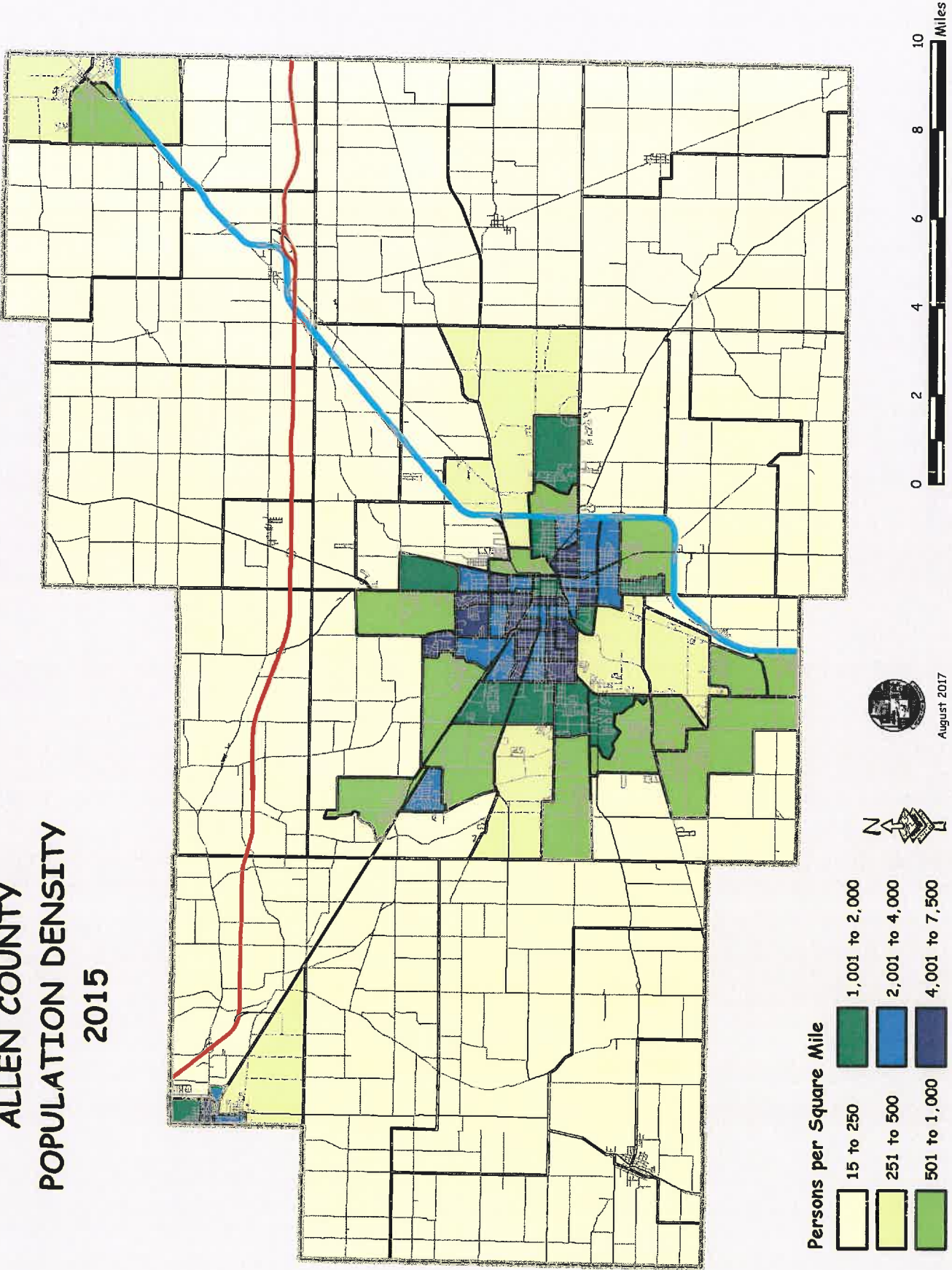
large measure, determined the extent of public transportation and specialized transportation services demanded across the community. Therefore, while recognizing the various targeted population groups as defined by Federal legislation, it was imperative that the Plan work to refine the estimates of the truly dependent populations.

Table D-13 was submitted based on 2015 ACS tabulations in order to identify the size and character of the specific targeted populations within Plan parameters. Both For Plan consistency purposes we are utilizing previous data analysis to provide planning level estimates of service demands for section 5 and 6 of this report.

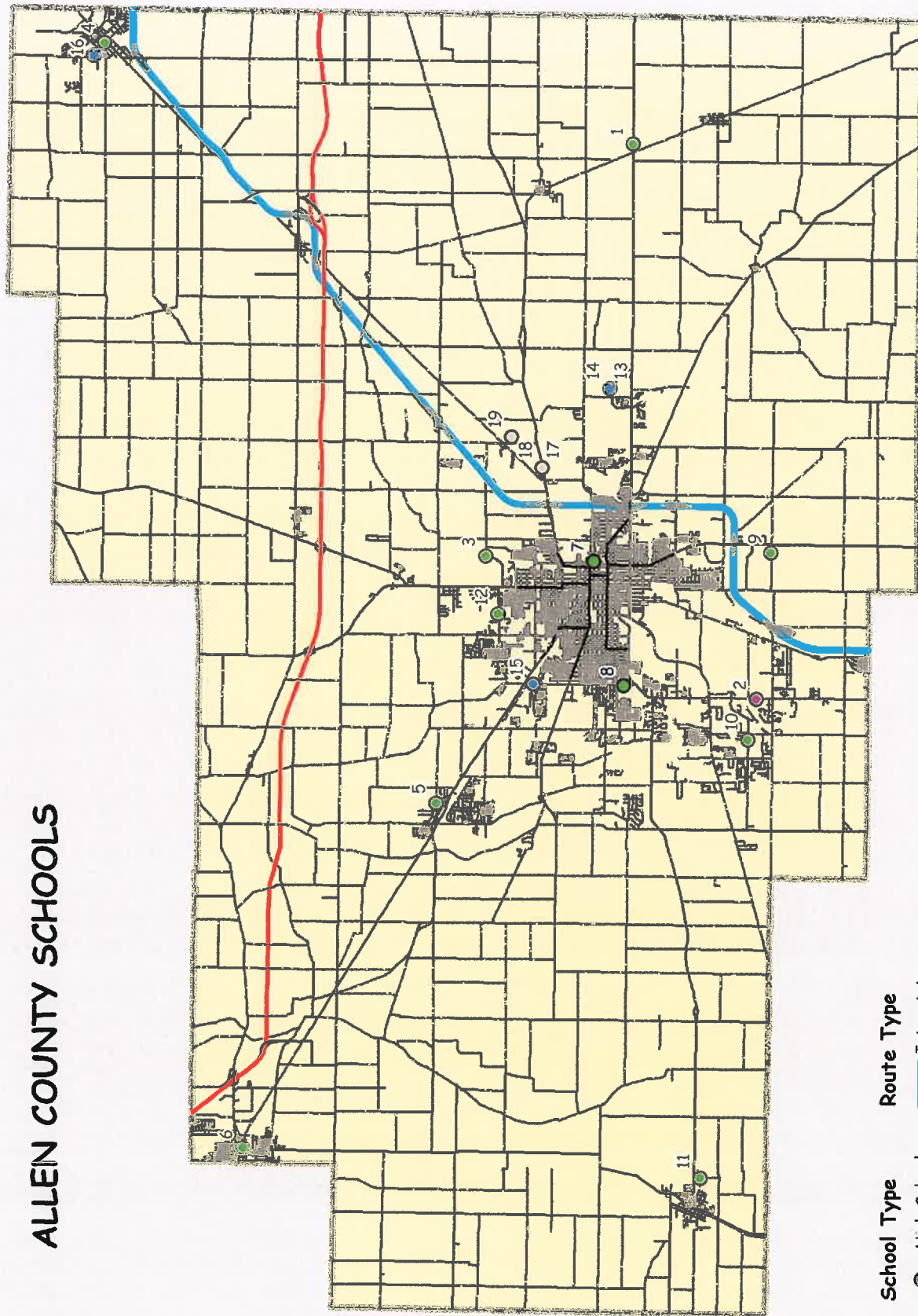
TABLE D-13 2015 TRANSPORTATION DEPENDENT POPULATION BY TYPE FOR ALLEN COUNTY						
Non- Institutionalized Population	Elderly <sup>1</sup>	Disabled <sup>2</sup>	Mobility Impaired <sup>3</sup>	Poverty <sup>4</sup>	Transportation Dependent Population	Percent Transportation Dependent
102,608	10,253	7,755	7,098	13,125	38,231	37.3%
<sup>1</sup> Reflects non-institutionalized elderly persons; excluding disabled and mobility impaired elderly persons. <sup>2</sup> Reflects all non-institutionalized persons with disabilities; excluding those persons with mobility impairments. <sup>3</sup> Reflects all non-institutionalized persons with mobility impairments. <sup>4</sup> Reflects all non-institutionalized impoverished persons; excluding those who are elderly or disabled.						

# APPENDIX D-2 ADDITIONAL ALLEN COUNTY MAPS & TABLES

ALLEN COUNTY  
 POPULATION DENSITY  
 2015



# ALLEN COUNTY SCHOOLS



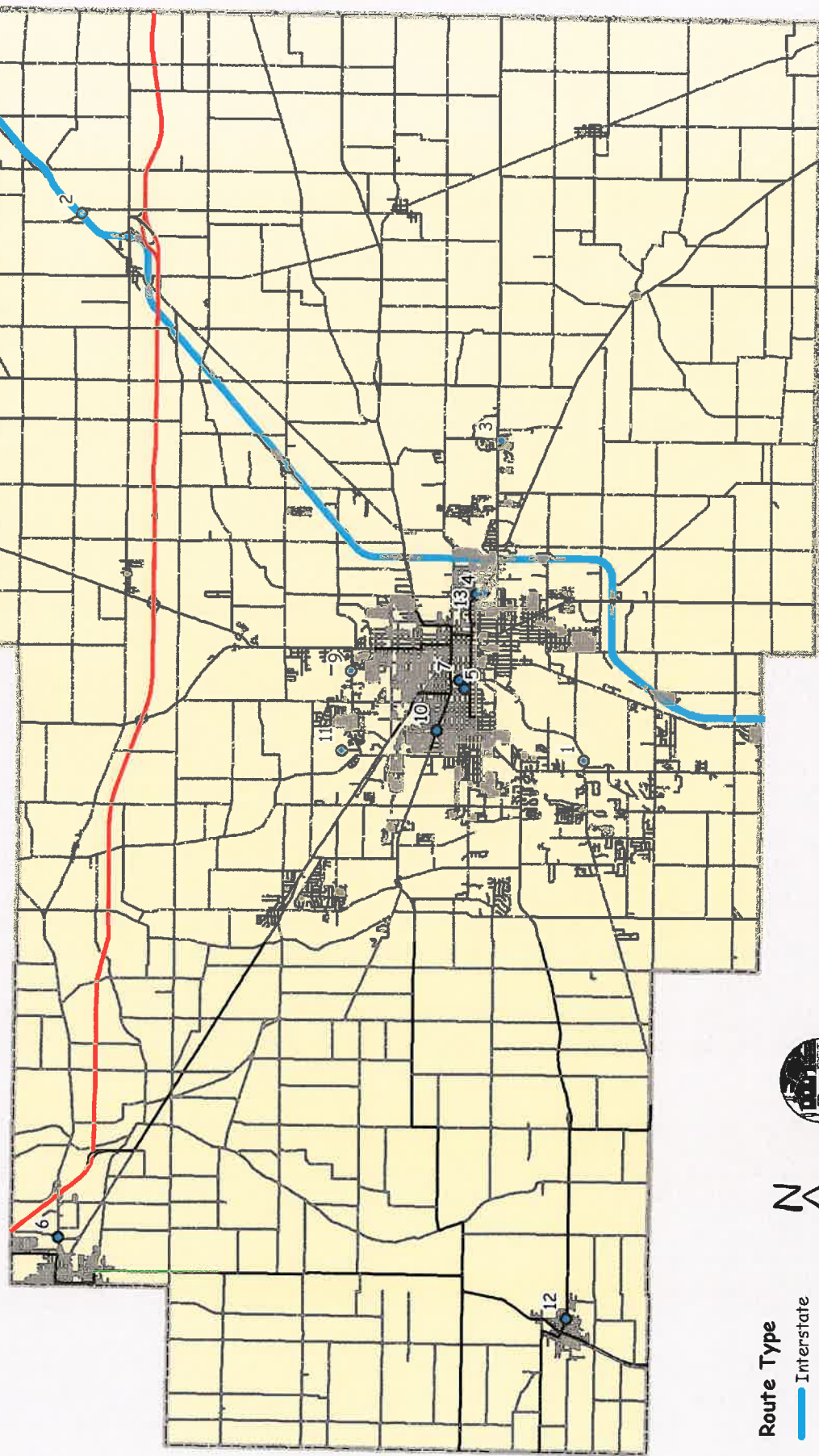
- | School Type      | Route Type    |
|------------------|---------------|
| ● High Schools   | — Interstate  |
| ● Colleges       | — US Route    |
| ● Career Centers | — State Route |
| ○ Other          | — Other       |



August 2017

ALLEN COUNTY SCHOOLS					
ID	Name	Address	City	State	ZIP
1	Allen East High School	9105 Harding Hwy	Harrod	OH	45850
2	Apollo Career Center	3325 Shawnee Rd	Lima	OH	45806
3	Bath High School	2850 Bible Rd	Lima	OH	45801
4	Bluffton High School	106 W College Ave	Bluffton	OH	45817
5	Elida High School	4500 Sunnydale St	Elida	OH	45807
6	Delphos St John High School	515 E 2nd St	Delphos	OH	45833
7	Lima Senior High School	1 Spartan Way	Lima	OH	45801
8	Lima Central Catholic High School	720 S Cable Rd	Lima	OH	45805
9	Perry High School	2770 E Breese Rd	Lima	OH	45806
10	Shawnee High School	3333 Zurmehly Rd	Lima	OH	45806
11	Spencerville High School	2500 Wisher Dr	Spencerville	OH	45887
12	Temple Christian School High School	982 Brower Rd	Lima	OH	45801
13	Rhodes State College	4240 Campus Dr	Lima	OH	45804
14	OSU - Lima Campus	4240 Campus Dr	Lima	OH	45804
15	University of Northwestern Ohio	1441 N Cable Rd	Lima	OH	45805
16	Bluffton University	1 University Dr	Bluffton	OH	45871
17	Allen County Board of Developmental Disabilities	2450 Ada Rd	Lima	OH	45801
18	Marimor Industries	2450 Ada Rd	Lima	OH	45801
19	Allen County Educational Service Center	1920 Slabtown Rd	Lima	OH	45801

# ALLEN COUNTY NURSING HOMES



- Route Type**
- Interstate
  - US Route
  - State Route
  - Other



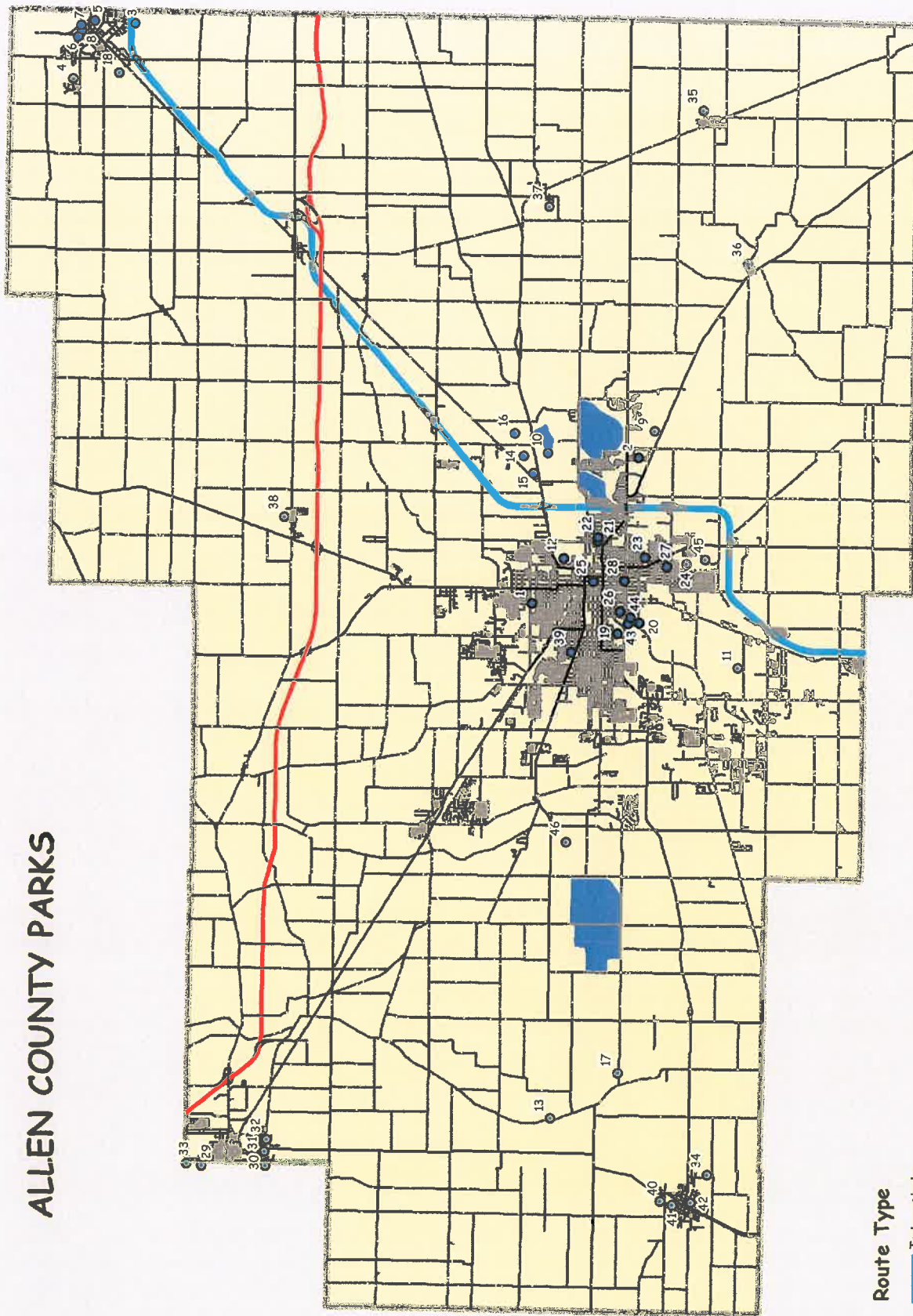
August 2017



ALLEN COUNTY NURSING HOMES

ID	Name	Address	City	State	Zip
1	Shawnee Manor	2535 Fort Amanda Rd	Lima	OH	45804
2	Richland Manor	7400 Swaney Rd	Bluffton	OH	45817
3	Lost Creek Care Center	804 S Mumaugh Rd	Lima	OH	45804
4	Golden Livingcenter - Lima	599 S Shawnee St	Lima	OH	45804
5	Springview Manor	883 W Spring St	Lima	OH	45805
6	Vancrest of Delphos	1425 E 5th St	Delphos	OH	45833
7	St. Rita's Transitional Care Unit	730 W Market St	Lima	OH	45801
8	Mennonite Memorial Home	410 W Elm St	Bluffton	OH	45817
9	Lima Manor	750 Brower Rd	Lima	OH	45801
10	Lima Convalescent Home	1650 Allentown Rd	Lima	OH	45805
11	Baton Rouge Medical & Rehab Center of Lima	2440 Baton Rouge Ave	Lima	OH	45805
12	Roselawn Manor	420 E 4th St	Spencerville	OH	45887
13	Lima Memorial Transitional Care	1001 Bellefontaine Ave	Lima	OH	45804
14	Willow Ridge of Mennonite Home Communities of Ohio	101 Willow Ridge Dr	Bluffton	OH	45817

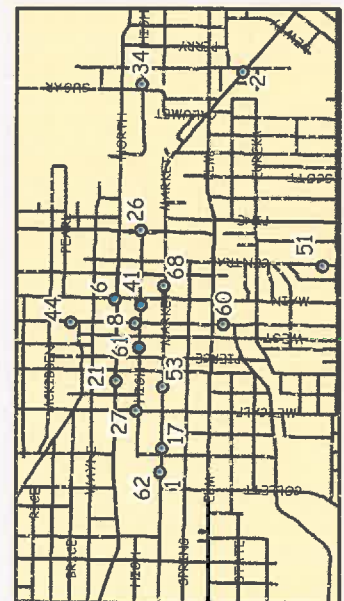
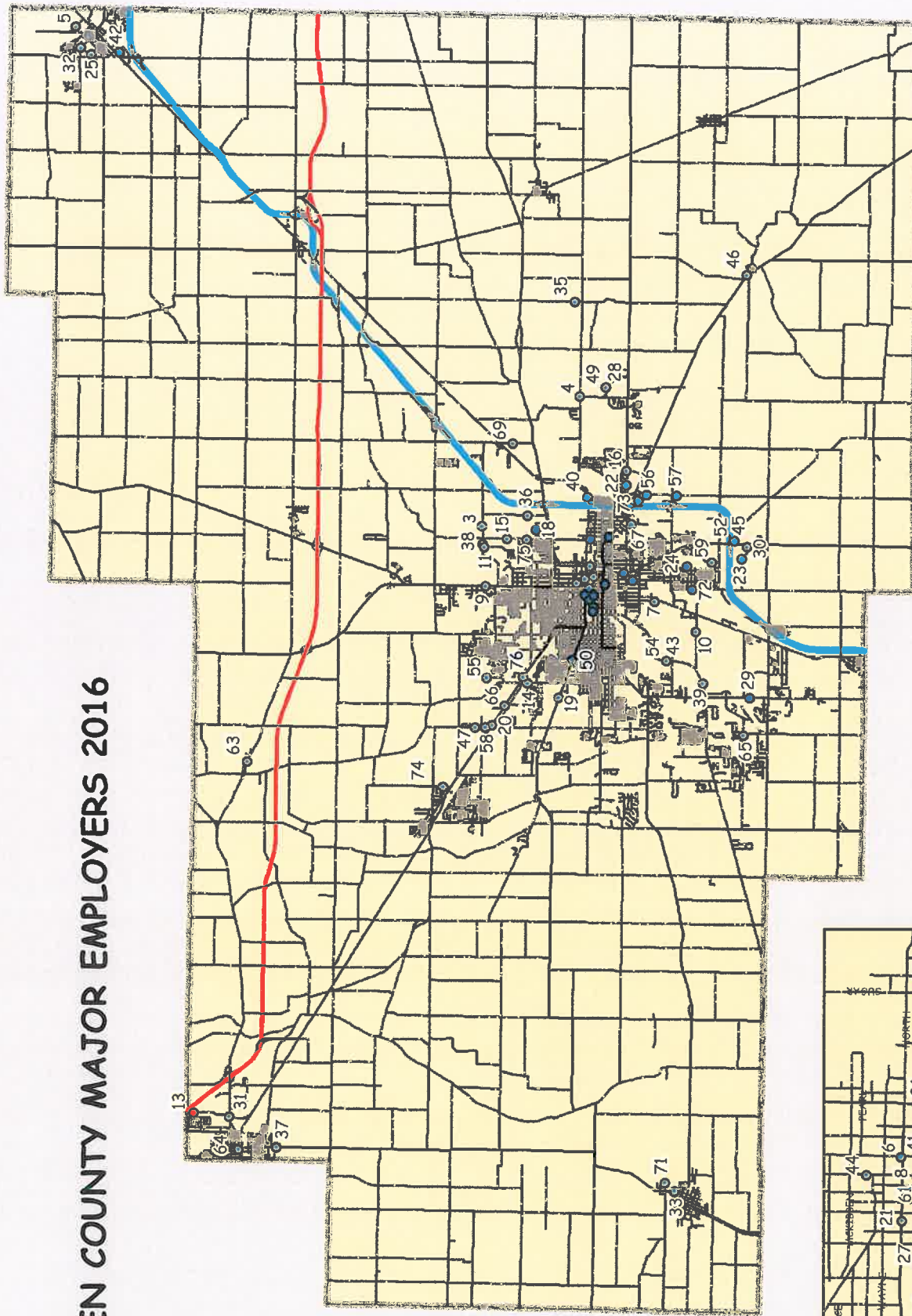
# ALLEN COUNTY PARKS



ALLEN COUNTY PARKS		
ID	Park Name	Jurisdiction
1	Robb Park	Lima Parks and Recreation
2	Allen County Fairgrounds	Allen County
3	Bluffton Park Land	Village of Bluffton
4	Swinging Bridge Nature Preserve	Bluffton University
5	Buckeye Park	Village of Bluffton
6	Buckeye Park	Village of Bluffton
7	Buckeye Park	Village of Bluffton
8	Buckeye Park	Village of Bluffton
9	Lippincot Bird Sanctuary	Johnny Appleseed Metro Park
10	Ottawa Metro Park	Johnny Appleseed Metro Park
11	Heritage Park	Johnny Appleseed Metro Park
12	Schoonover Park	Lima Parks and Recreation
13	Kendrick Woods	Johnny Appleseed Metro Park
14	McLean Teddy Bear Park	Johnny Appleseed Metro Park
15	McElroy Environmental Education Center	Johnny Appleseed Metro Park
16	Allen County Farm Park	Johnny Appleseed Metro Park
17	Agarter Road River Access	Johnny Appleseed Metro park
18	Motter Park	Johnny Appleseed Metro Park
19	Faurot Park	Lima Parks and Recreation
20	Hover Park	Lima Parks and Recreation
21	Lincoln Park	Lima Parks and Recreation
22	Lincoln Park	Lima Parks and Recreation
23	Cook Park	Lima Parks and Recreation
24	Dr. Martin Luther King Park	Lima Parks and Recreation
25	Town Square Park	Lima Parks and Recreation
26	Collett Street Recreation Area	Lima Parks and Recreation
27	Hope Street Recreation Area	Lima Parks and Recreation

ALLEN COUNTY PARKS		
ID	Park Name	Jurisdiction
28	Kibby Corners Park	Lima Parks and Recreation
29	Delphos Stadium Park	Delphos Parks and Recreation
30	St Johns Annex	Diocese of Toledo
31	Waterworks Park	Delphos Parks and Recreation
32	Park	Delphos Parks and Recreation
33	Stadium Park	Delphos Parks and Recreation
34	Spencer Township Community Park	Spencer Township
35	Village of Harrod Village Park	Village of Harrod
36	Westminster Village Baseball Park	Auglaize Township
37	Lafayette Village Park	Jackson Township
38	Village of Cairo Memorial Park	Village of Cairo
39	Baxter Park	Lima Parks and Recreation
40	Village of Spencerville Park	Village of Spencerville
41	Village of Spencerville Park	Village of Spencerville
42	Village of Spencerville Park	Village of Spencerville
43	Hover Park	Lima Parks and Recreation
44	Oxford/Vine Street Soccer Fields	Lima Parks and Recreation
45	Buttonbush Wetland Preserve	Lima Parks and Recreation
46	Harmon Woodlands Metro Park	Johnny Appleseed Metro Park

# ALLEN COUNTY MAJOR EMPLOYERS 2016

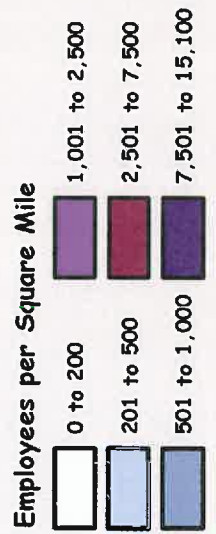
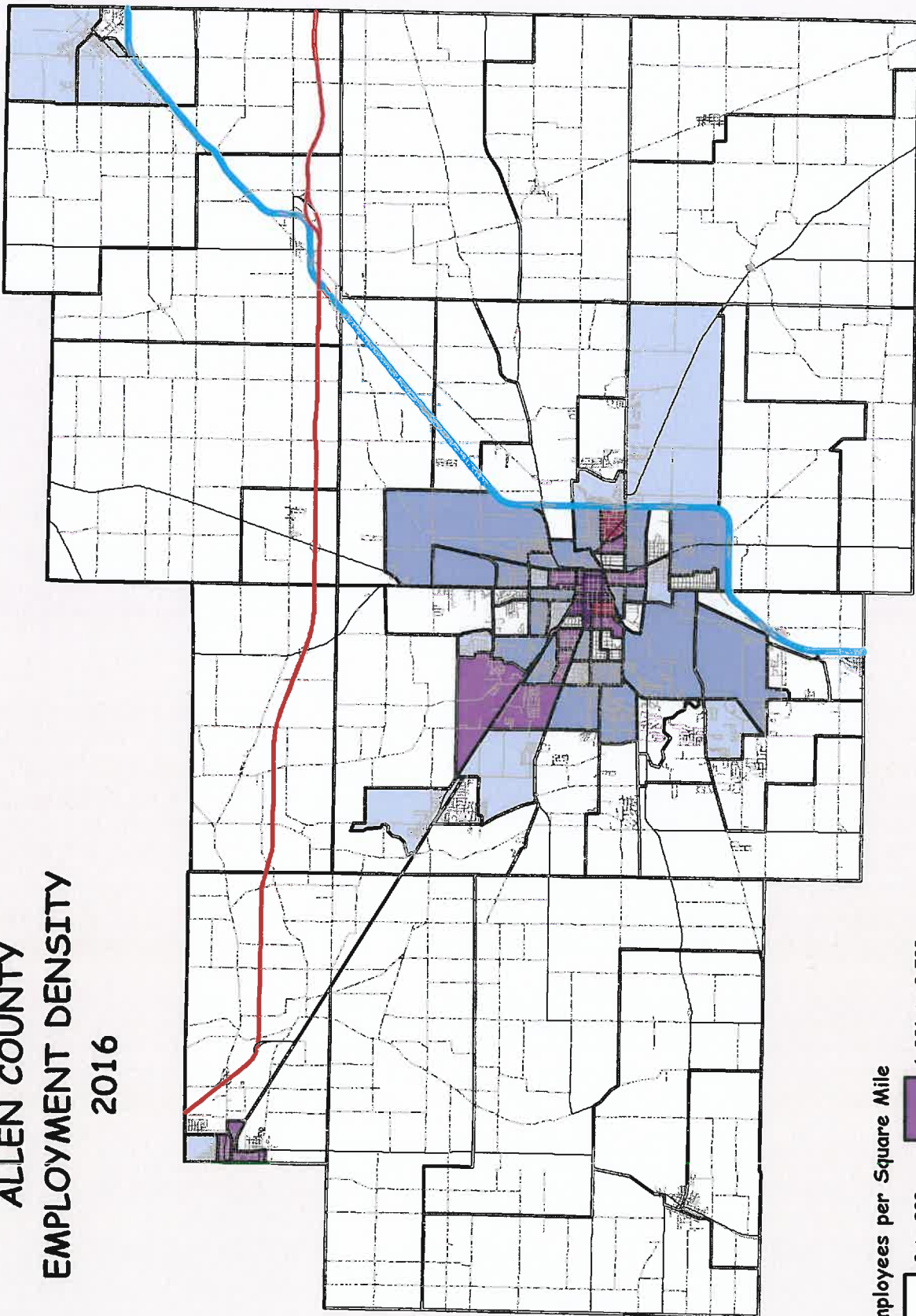


ALLEN COUNTY MAJOR EMPLOYERS 2016						
ID	Name	Site Address	City	State	Zip	NAICS
1	St. Rita's Medical Center	730 West Market St	Lima	OH	45801	622110
2	Lima Memorial Hospita	1001 Bellefontaine Ave	Lima	OH	45804	622110
3	Ford Motor Company	N. Sugar St	Lima	OH	45802	336310
4	Proctor & Gamble Manufacturing	3875 Reservoir Rd	Lima	OH	45801	325611
5	DTR Industries	320 Snider Rd	Bluffton	OH	45817	326220
6	Allen County	301 N Main St	Lima	OH	45802	624120
7	Lima Refining Company	1150 S Metcalf St	Lima	OH	45804	324110
8	Interim Personnel of Lima	216 N Elizabeth St	Lima	OH	45802	561320
9	Allen Correctional Institution	2338 N West St	Lima	OH	45801	922140
10	General Dynamics Land Systems, Inc.	1161 Buckeye Rd	Lima	OH	45804	336992
11	Dana Driveshaft Manufacturing, LLC	777 Bible Rd	Lima	OH	45801	336350
12	Dana Automotive Systems Group, LLC	777 Bible Rd	Lima	OH	45801	336350
13	Lakeview Farms	1700 Gressel Dr	Delphos	OH	45833	311511
14	University of Northwestern Ohio	1441 North Cable Rd	Lima	OH	45805	611310
15	Nickles Bakery	1950 N Sugar St	Lima	OH	45801	311812
16	Wal-Mart - East	2400 Harding Hwy	Lima	OH	45804	452910
17	Interim Health Care	675 West Market St Ste 209	Lima	OH	45801	621610
18	Spartan Stores Associates, LLC	1100 Prosperity Rd	Lima	OH	45801	424410
19	Wal-Mart - West	2450 Allentown Rd	Lima	OH	45805	452910
20	Meijer	3298 Elida Rd	Lima	OH	45805	452910
21	National Payroll Service, Inc.	539 W. North St	Lima	OH	45801	561320
22	Adecco	2100 Harding Hwy Ste G	Lima	OH	45804	561320
23	Bob Evans Foods	651 Commerce Pkwy	Lima	OH	45804	311991
24	Lima Community Health Center	441 E 8th St	Lima	OH	45804	621111
25	Bluffton University	1 University Dr	Bluffton	OH	45817	611310
26	High School of Mult. Intelligences	1 Spartan Way	Lima	OH	45801	611110
27	Patrick Staffing	200 N Metcalf	Lima	OH	45801	561320
28	James A. Rhodes State College	4240 Campus Dr	Lima	OH	45804	611210
29	Apollo Joint Vocational School District	3325 Shawnee Rd	Lima	OH	45806	611110
30	Lima Memorial Professional Corp.	951 Commerce Pkwy, Ste 101	Lima	OH	45804	561110
31	Vancrest, Ltd	1425 E. Fifth St	Lima	OH	45833	623311

ALLEN COUNTY MAJOR EMPLOYERS 2016						
ID	Name	Site Address	City	State	Zip	NAICS
32	Mennonite Memorial Home	410 W Elm St	Bluffton	OH	45817	623110
33	Charles River Laboratories, Inc.	640 N Elizabeth St	Spencerville	OH	45887	541712
34	Crothall Laundry Services, Inc.	1010 E High St	Lima	OH	45801	812320
35	Exel, Inc.	635 N Cool Rd	Lima	OH	45801	493110
36	Metokote Corp.	1340 Neubrecht Rd	Lima	OH	45801	332812
37	K & M Tire	965 Spencerville Rd	Delphos	OH	45833	423130
38	Ohio Dept. of Transportation	1885 McCullough St	Lima	OH	45801	926120
39	Shawnee Manor	2535 Ft Amanda Rd	Lima	OH	45804	623110
40	Nelson Staffing, Inc.	1801 Reservoir Rd	Lima	OH	45804	561910
41	East of Chicago Pizza	121 W High St ste 1200	Lima	OH	45801	722513
42	Blanchard Valley Regional Health Ctr	139 Garau St	Bluffton	OH	45817	622110
43	PCS Nitrogen Ohio, LP	1900 Ft Amanda Rd	Lima	OH	45805	325110
44	Mid American Cleaning Contractor	447 N Elizabeth St	Lima	OH	45801	561720
45	Orthopedic Institute of Ohio, Inc.	801 Medical Dr	Lima	OH	45804	621111
46	Rudolph Foods Company, Inc.	6575 Bellefontaine Ave	Lima	OH	45804	311919
47	Menards	2614 N Eastown Rd	Lima	OH	45807	444110
48	Coleman Professional Services	799 S Main St	Lima	OH	45805	624190
49	Ohio State University	4240 Campus Dr	Lima	OH	45804	611310
50	Lima Convalescent Home Foundation	1650 Allentown Rd	Lima	OH	45805	623110
51	WOCAP	540 S Central Ave	Lima	OH	45804	624410
52	Institute of Orthopedic Surgery	801 Medical Dr Ste B	Lima	OH	45804	622310
53	Custom Staffing Lima, Inc.	505 W Market St	Lima	OH	45801	561320
54	INEOS Nitriles USA, LLC	1900 Ft Amanda Rd	Lima	OH	45804	325110
55	Plus Management Services, LLC	2440 Baton Rouge Ave	Lima	OH	45805	623110
56	Sam's Club	1150 Greely Chapel Rd	Lima	OH	45804	452910
57	Pepsi Bottling Group	1750 Greely Chapel Rd	Lima	OH	45804	312111
58	Lowes Home Centers, Inc.	2411 N Eastown Rd	Lima	OH	45807	444110
59	Accubilt, Inc.	2550 Central Point Pkwy	Lima	OH	45804	336111
60	Lima Young Men's Christian Association	345 S Elizabeth St	Lima	OH	45801	813410
61	USPS - Lima	350 W High St	Lima	OH	45801	491110

ALLEN COUNTY MAJOR EMPLOYERS 2016						
ID	Name	Site Address	City	State	Zip	NAICS
62	SCCT Hospital of Lima & Mansfield	730 West Market St	Lima	OH	45801	622110
63	Elida Elementary School	300 Pioneer Rd	Lima	OH	45807	611110
64	Diocese of Toledo	331 E Second St	Delphos	OH	45833	611110
65	Shawnee High School	3333 Zurmehly Rd	Lima	OH	45806	611110
66	Kohls	Lima Center	Lima	OH	45805	452112
67	United Parcel Service	801 Industry Ave	Lima	OH	45804	492110
68	City of Lima	117 E Market St	Lima	OH	45801	922120
69	Allen County Educational Service Center	1920 Slabtown Rd	Lima	OH	45801	611710
70	Allen County Auditor	301 N Main St	Lima	OH	45801	922110
71	Advanced Comfort Products, Inc.	200 E North St	Spencerville	OH	45887	326150
72	Superior Forge Steel Corporation	1820 McLain Rd	Lima	OH	45804	332111
73	Olive Garden	1936 Roschman Ave	Lima	OH	45804	722511
74	Elida Middle School	4500 Sunnydale Ave	Elida	OH	45807	611110
75	Allen County Engineer	1501 N. Sugar Street	Lima	OH	45801	922120
76	PPG Coatings Services	2148 Elida Rd	Lima	OH	45805	444120

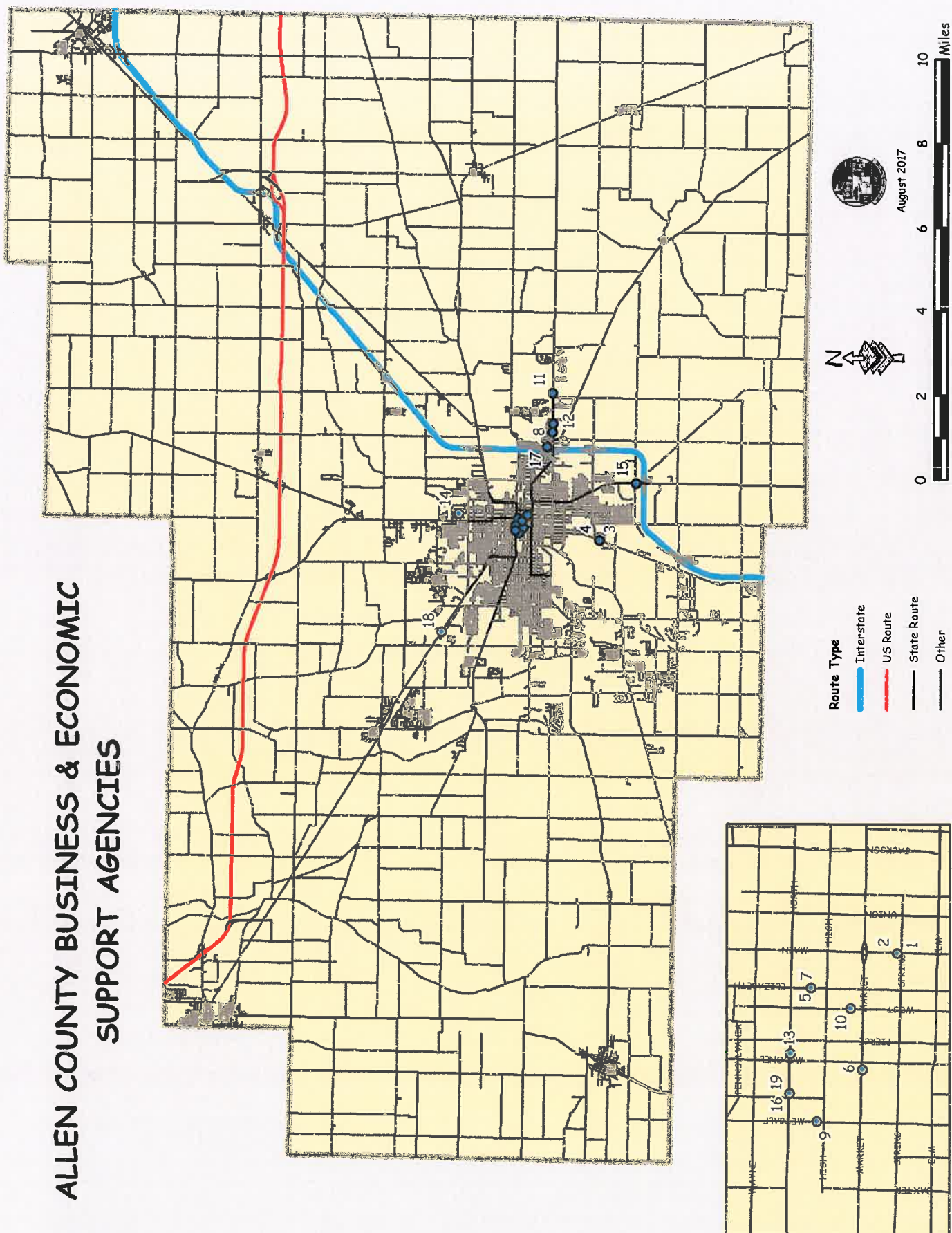
# ALLEN COUNTY EMPLOYMENT DENSITY 2016



August 2017



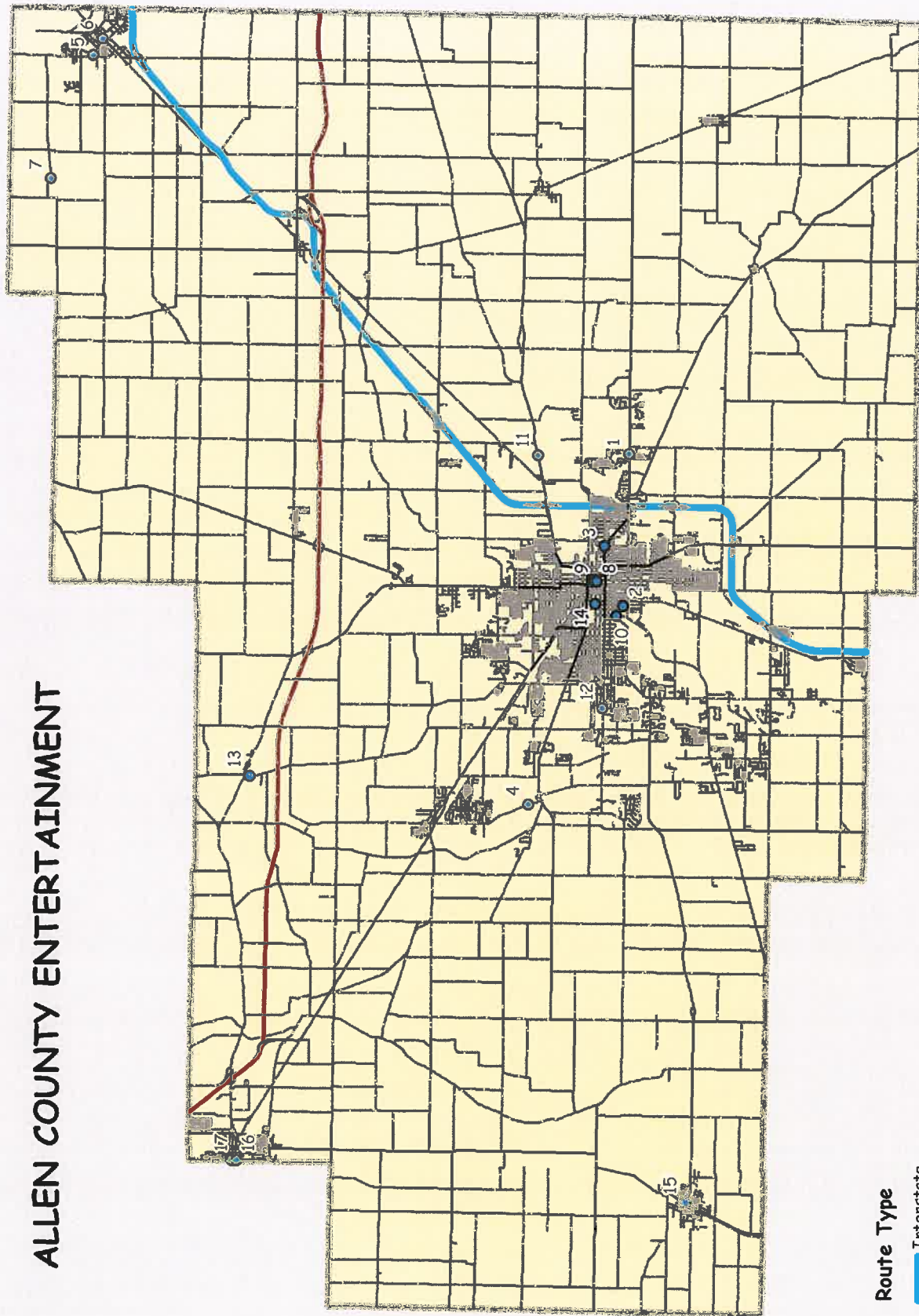
**ALLEN COUNTY BUSINESS & ECONOMIC  
SUPPORT AGENCIES**



# ALLEN COUNTY BUSINESS & ECONOMIC SUPPORT AGENCIES

ID	Name	Address	City	State	Zip
1	Lima/Allen County Chamber of Commerce	144 S Main St	Lima	OH	45801
2	Allen Economic Development Group	144 S Main St	Lima	OH	45801
3	Allen County Jobs & Family Services	1501 S Dixie Hwy	Lima	OH	45804
4	Allen County Unemployment and Career Center Office	1501 S Dixie Hwy	Lima	OH	45804
5	Accent Ohio	216 N Elizabeth St	Lima	OH	45801
6	Custom Staffing Lima Inc	505 W Market St	Lima	OH	45801
7	Spherion	216 N Elizabeth St	Lima	OH	45801
8	Adecco Staffing	2100 Harding Hwy	Lima	OH	45804
9	Patrick Staffing	200 N Metcalf St	Lima	OH	45801
10	Pyramid Staffing	112 N West St	Lima	OH	45801
11	All Star Staffing	3021 Harding Hwy	Lima	OH	45804
12	Manpower Lima	2318 Harding Hwy	Lima	OH	45804
13	Experience Works Inc	401 W North St	Lima	OH	45801
14	Perry & Associates Pro Recruiting	1519 N Main St	Lima	OH	45801
15	Tradesmen International	2727 St Johns Rd	Lima	OH	45804
16	CFA Staffing	543 W North St	Lima	OH	45801
17	Speedway Recruiting Center	2100 Lost Creek Blvd	Lima	OH	45804
18	Career Development Co	3000 Elida Rd	Lima	OH	45805
19	Surge Staffing	543 W North St	Lima	OH	45801

# ALLEN COUNTY ENTERTAINMENT



## Route Type

- Interstate
- US Route
- State Route
- Other



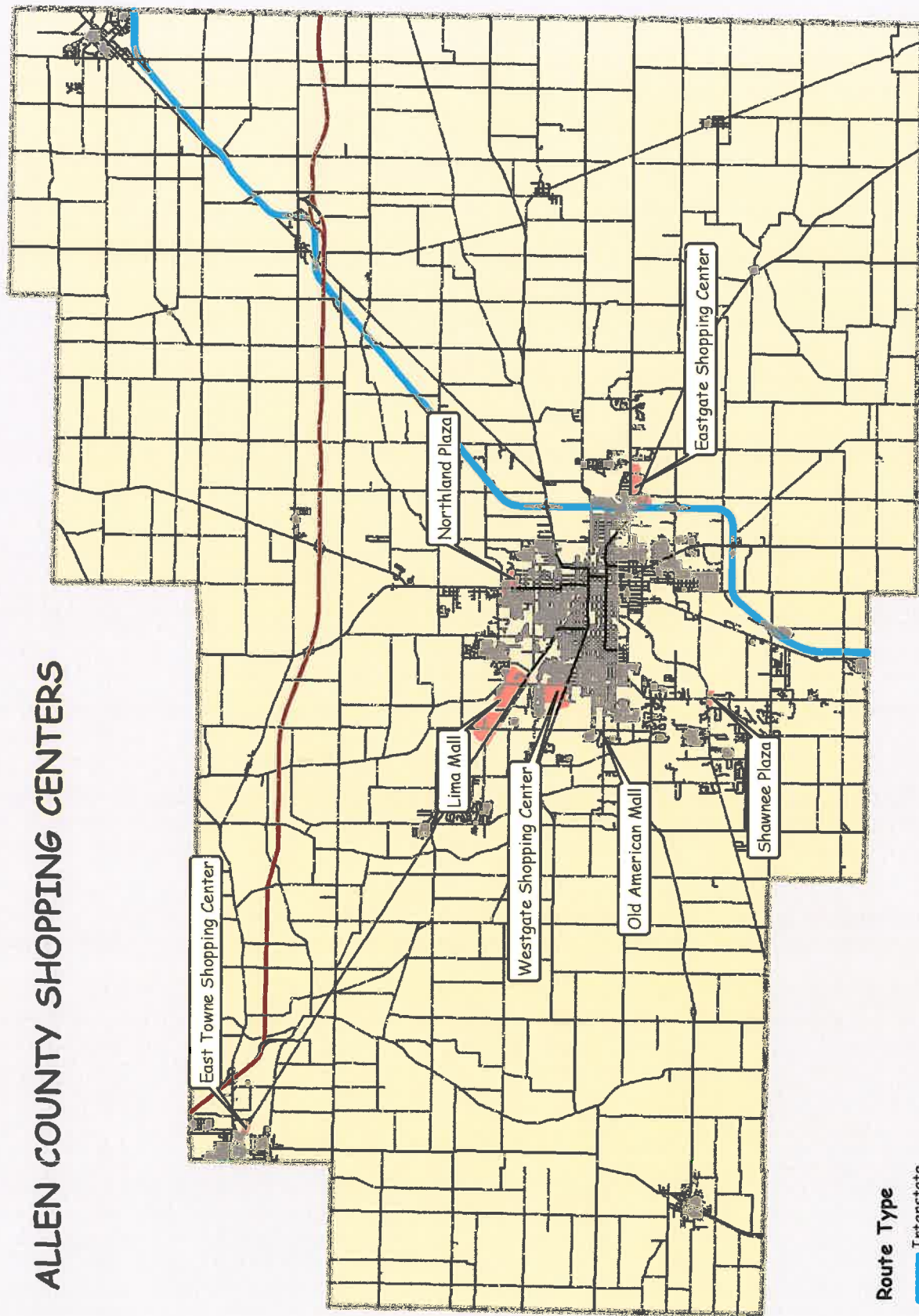
August 2017



# ALLEN COUNTY ENTERTAINMENT

ID	Name	Site Address	City	State	Zip	Type
1	Allen County Fair Grounds	2750 Harding Hwy	Lima	OH	45804	Outdoor
2	Lima Locos - Simmons Field	616 Heindel Ave	Lima	OH	45804	Sports
3	Lima Warriors - Spartan Stadium	100 Calumet Ave	Lima	OH	45804	Sports
4	Limaland Motorsports Park	1500 Dutch Hollow Rd	Lima	OH	45807	Sports
5	The Lion and Lamb Peace Arts Center	1 University Dr	Bluffton	OH	45817	Arts
6	Shannon Movie Theatre	119 S Main St	Bluffton	OH	45817	Arts
7	Swiss Homestead	8350 Bixel Rd	Bluffton	OH	45817	Historical
8	Artspace/Lima	65 Town Square	Lima	OH	45801	Arts
9	Crouse Performance Hall	7 Town Square	Lima	OH	45801	Arts
10	Encore Theatre	991 North Shore Dr	Lima	OH	45801	Arts
11	Ottawa Metro Park Amphitheater	2632 Ada Rd	Lima	OH	45801	Arts
12	Regal Cinema Movie Theatre	2830 W Elm St	Lima	OH	45805	Arts
13	Gomer Welsh Community Museum	7365 Gomer Rd	Gomer	OH	45809	Historical
14	Allen County Museum	620 W Market St	Lima	OH	45801	Historical
15	Spencerville Historical Museum	119 E 4th St	Spencerville	OH	45887	Historical
16	Delphos Postal Museum	339 N Main St	Delphos	OH	45833	Historical
17	Delphos Canal Museum	241 N Main St	Delphos	OH	45833	Historical

# ALLEN COUNTY SHOPPING CENTERS



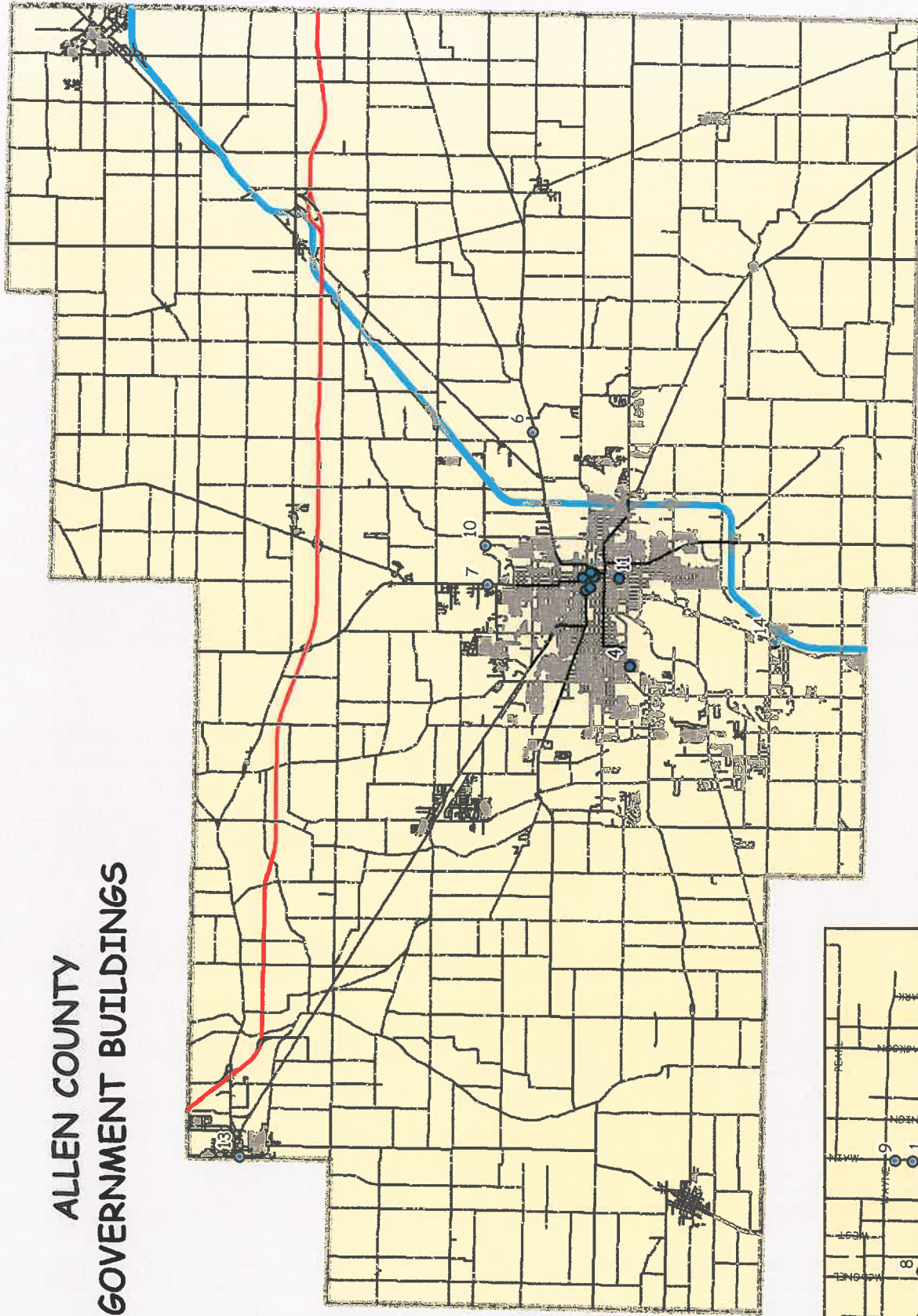
- Route Type**
- Interstate
  - US Route
  - State Route
  - Other



August 2017



# ALLEN COUNTY GOVERNMENT BUILDINGS

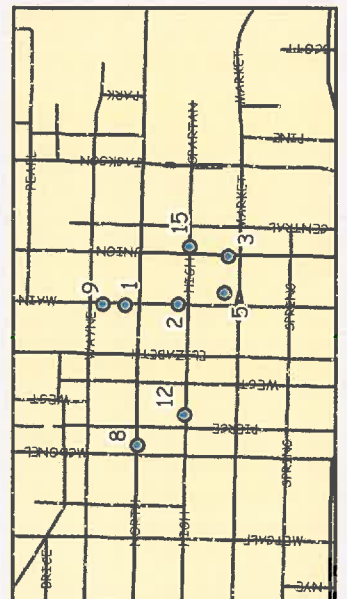


**Route Type**

- Interstate
- US Route
- State Route
- Other

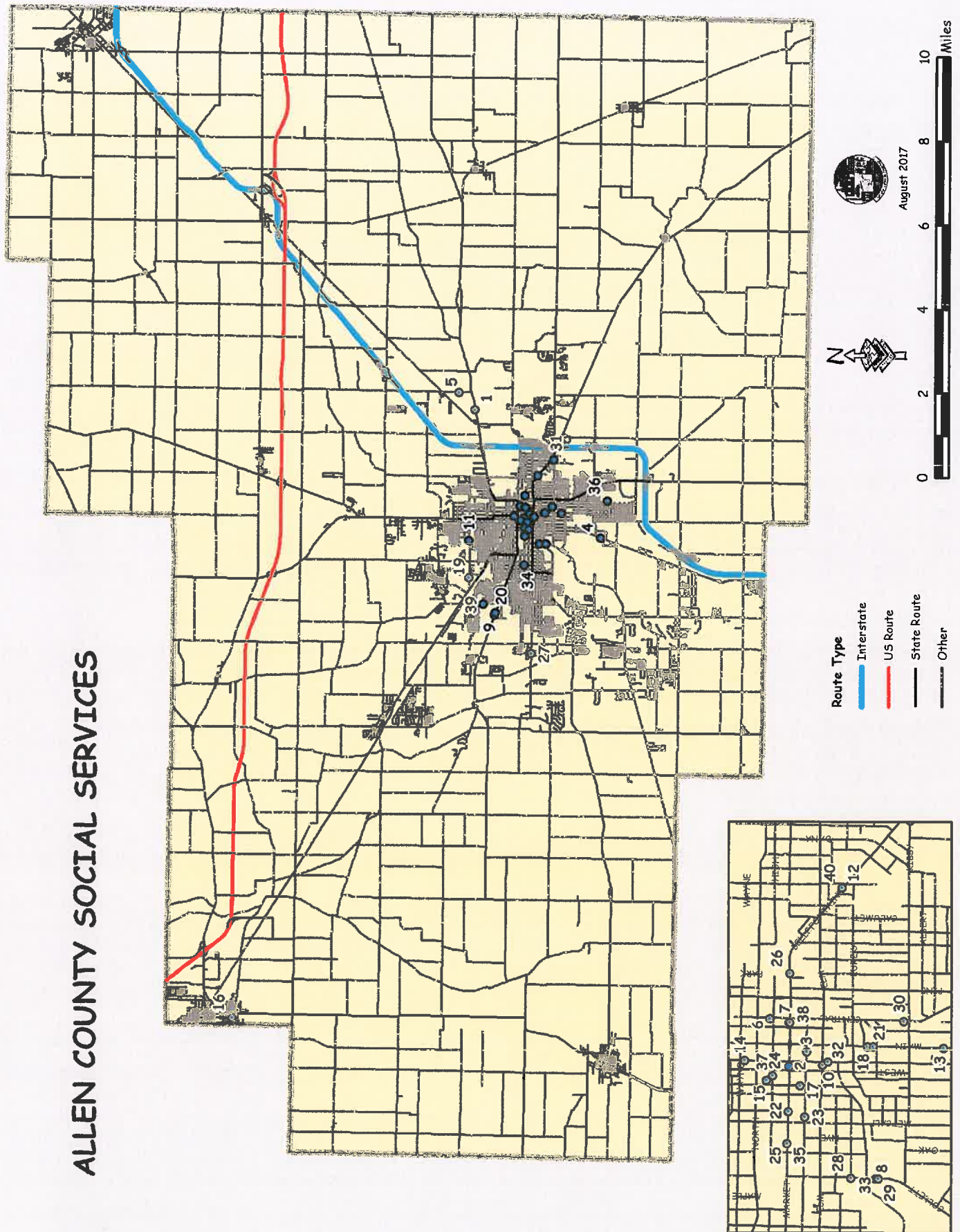


August 2017



ALLEN COUNTY GOVERNMENT BUILDINGS					
ID	Name	Address	City	State	Zip
1	Allen County Courthouse	301 N Main St	Lima	OH	45801
2	Ohio Third District Court of Appeals	204 N Main St	Lima	OH	45801
3	Lima Municipal Court	109 N Union St	Lima	OH	45801
4	Allen County Juvenile Court	1000 Wardhill Ave	Lima	OH	45805
5	City of Lima	50 Town Square	Lima	OH	45801
6	Allen County Commissioners Office	3125 Ada Rd	Lima	OH	45801
7	Allen Oakwood Correctional Institution	2338 N West St	Lima	OH	45801
8	Social Security Administration	401 W North St	Lima	OH	45801
9	Allen County Sheriff's Office	333 N Main St	Lima	OH	45801
10	Ohio Department of Transportation	1885 N McCullough St	Lima	OH	45801
11	Allen Metropolitan Housing Authority	600 S Main St	Lima	OH	45804
12	US Postal Service	350 W High St	Lima	OH	45801
13	US Postal Service	127 N Main St	Delphos	OH	45833
14	US Postal Service	3820 S Dixie Hwy	Lima	OH	45806
15	Allen County Regional Transit Authority	200 E High St	Lima	OH	45801

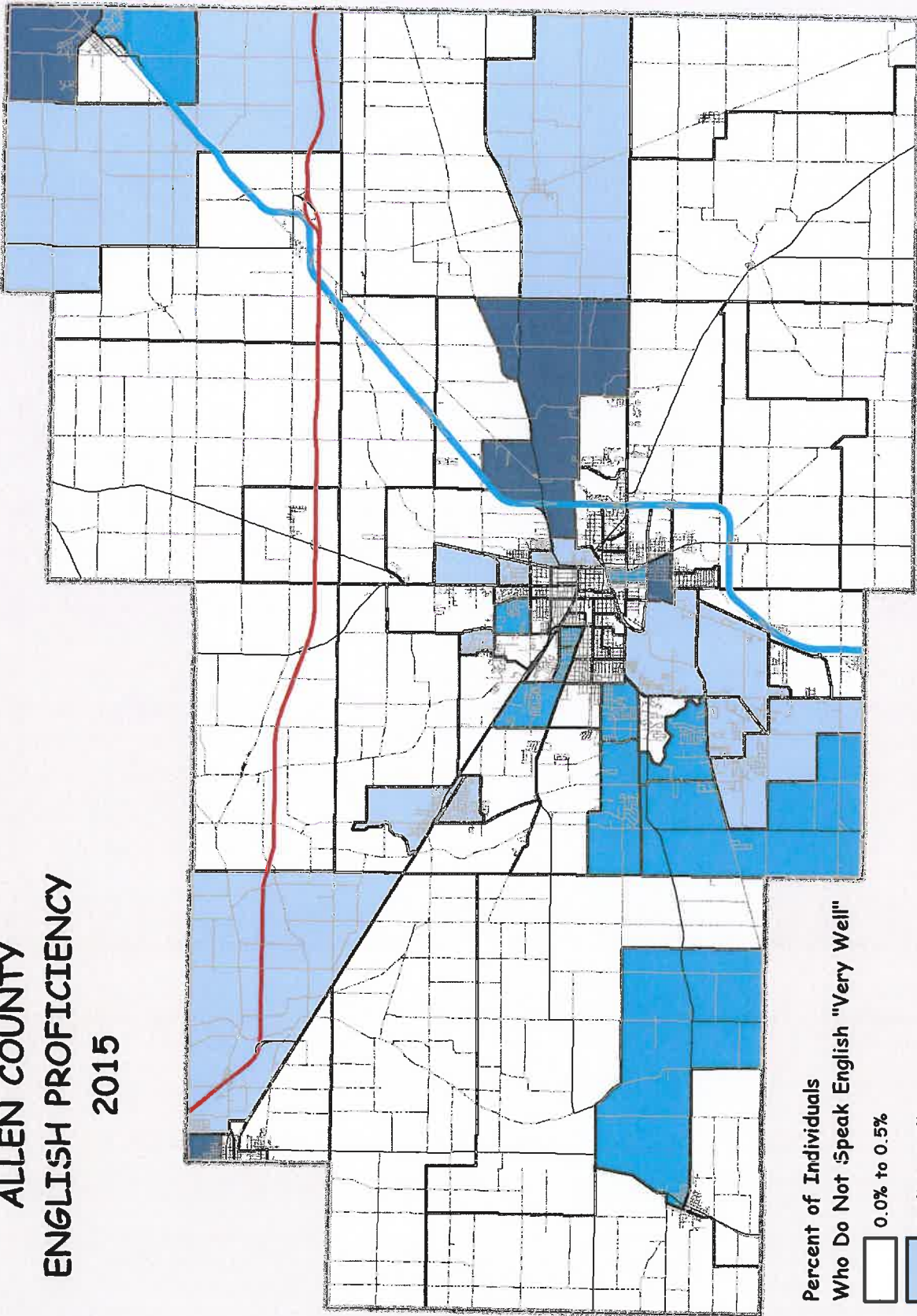
**ALLEN COUNTY SOCIAL SERVICES**



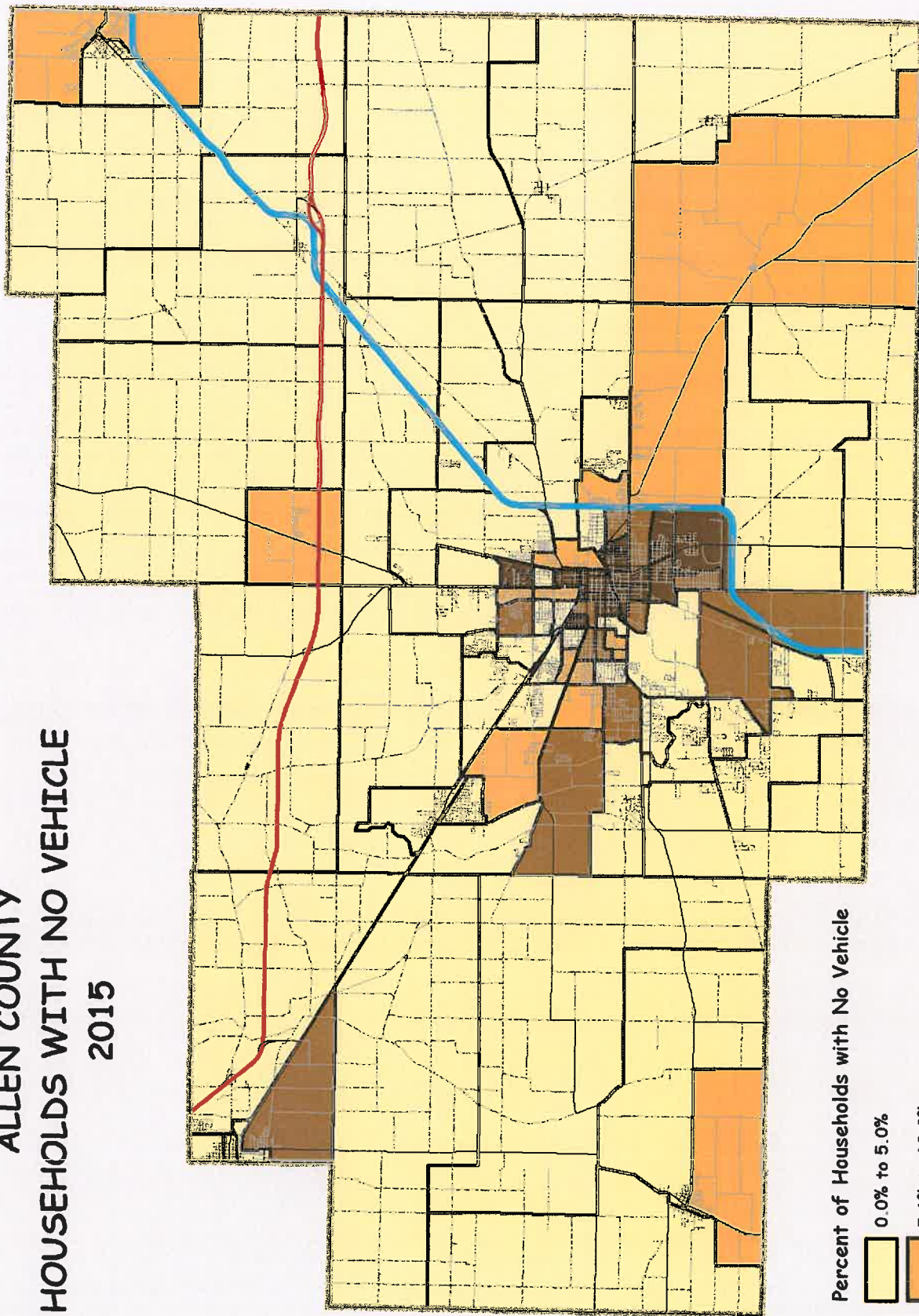
ALLEN COUNTY SOCIAL SERVICES						
ID	Name	Address	City	State	Zip	
1	Allen County Board of Developmental Disabilities	2500 Ada Rd	Lima	OH	45801	
2	Allen County Child Support Enforcement	200 W Market St	Lima	OH	45801	
3	Allen County Children Services	123 W Spring St	Lima	OH	45801	
4	Allen County Department of Jobs & Family Services	1501 S Dixie Hwy	Lima	OH	45804	
5	Allen County Educational Service Center	1920 Slabtown Rd	Lima	OH	45801	
6	Allen County Council on Aging	215 N Central Ave	Lima	OH	45801	
7	Allen County Health Department	219 E Market St	Lima	OH	45801	
8	American Red Cross of West Central Ohio	610 S Collett St	Lima	OH	45805	
9	Area Agency on Aging 3	2423 Allentown Rd	Lima	OH	45805	
10	Big Brothers Big Sisters	207 W Elm St	Lima	OH	45801	
11	Boy Scouts of America	752 W Robb Ave	Lima	OH	45801	
12	Children's Developmental Center	1001 Bellefontaine Ave	Lima	OH	45804	
13	Coleman Professional Services	799 S Main St	Lima	OH	45804	
14	Crime Victim Services	330 N Elizabeth St	Lima	OH	45801	
15	Crossroads Crisis Center	PO Box 643	Lima	OH	45802	
16	Delphos Senior Citizens, Inc.	301 E Suthoff St	Delphos	OH	45833	
17	Family Promise of Lima-Allen Co.	129 S Pierce St	Lima	OH	45801	
18	Family Resource Center of Northwest Ohio	530 S Main St	Lima	OH	45804	
19	Girl Scouts of Western Ohio	1870 W Robb Ave	Lima	OH	45805	
20	Goodwill Easter Seals - Lima Office	2350 Allentown Rd	Lima	OH	45805	
21	Guiding Light Ministries	592 S Main St	Lima	OH	45804	
22	Legal Aid of Western Ohio (LAWO)	545 W Market St	Lima	OH	45801	
23	Northwest Ohio Literacy Council	563 W Spring St	Lima	OH	45801	
24	Partnership for Violence Free Families	309 W High St	Lima	OH	45801	
25	Specialized Alternatives for Families and Youth	658 W Market St	Lima	OH	45801	
26	Salvation Army	614 E Market St	Lima	OH	45801	
27	Senior Citizens Services, Inc.	3400 W Elm St	Lima	OH	45807	
28	The ARC of Allen County	546 S Collett St	Lima	OH	45805	
29	United Way of Greater Lima, Inc.	616 S Collett St	Lima	OH	45805	
30	West Ohio Community Action Partnership	540 S Central Ave	Lima	OH	45804	

ALLEN COUNTY SOCIAL SERVICES						
ID	Name	Address	City	State	Zip	
31	West Ohio Food Bank	1380 E Kibby St	Lima	OH	45804	
32	YMCA / Lima Family	345 S Elizabeth St	Lima	OH	45801	
33	YWCA Child Care Resource and Referral	616 S Collett St	Lima	OH	45805	
34	Open Gates (Convenant Ministry Services)	1130 W Market St	Lima	OH	45805	
35	Lutheran Social Services	658 W Market St	Lima	OH	45801	
36	Health Partners of Western Ohio	441 E 8th St	Lima	OH	45804	
37	Partnership for Violence Free Families	309 W High St	Lima	OH	45801	
38	Women's Preventative Healthcare	219 E Market St	Lima	OH	45801	
39	Bureau of Services for the Visually Impaired	924 N Cable Rd	Lima	OH	45805	
40	Children's Developmental Center	1001 Bellefontaine Ave	Lima	OH	45804	

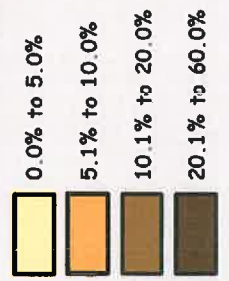
# ALLEN COUNTY ENGLISH PROFICIENCY 2015



# ALLEN COUNTY HOUSEHOLDS WITH NO VEHICLE 2015



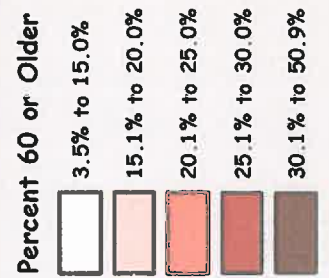
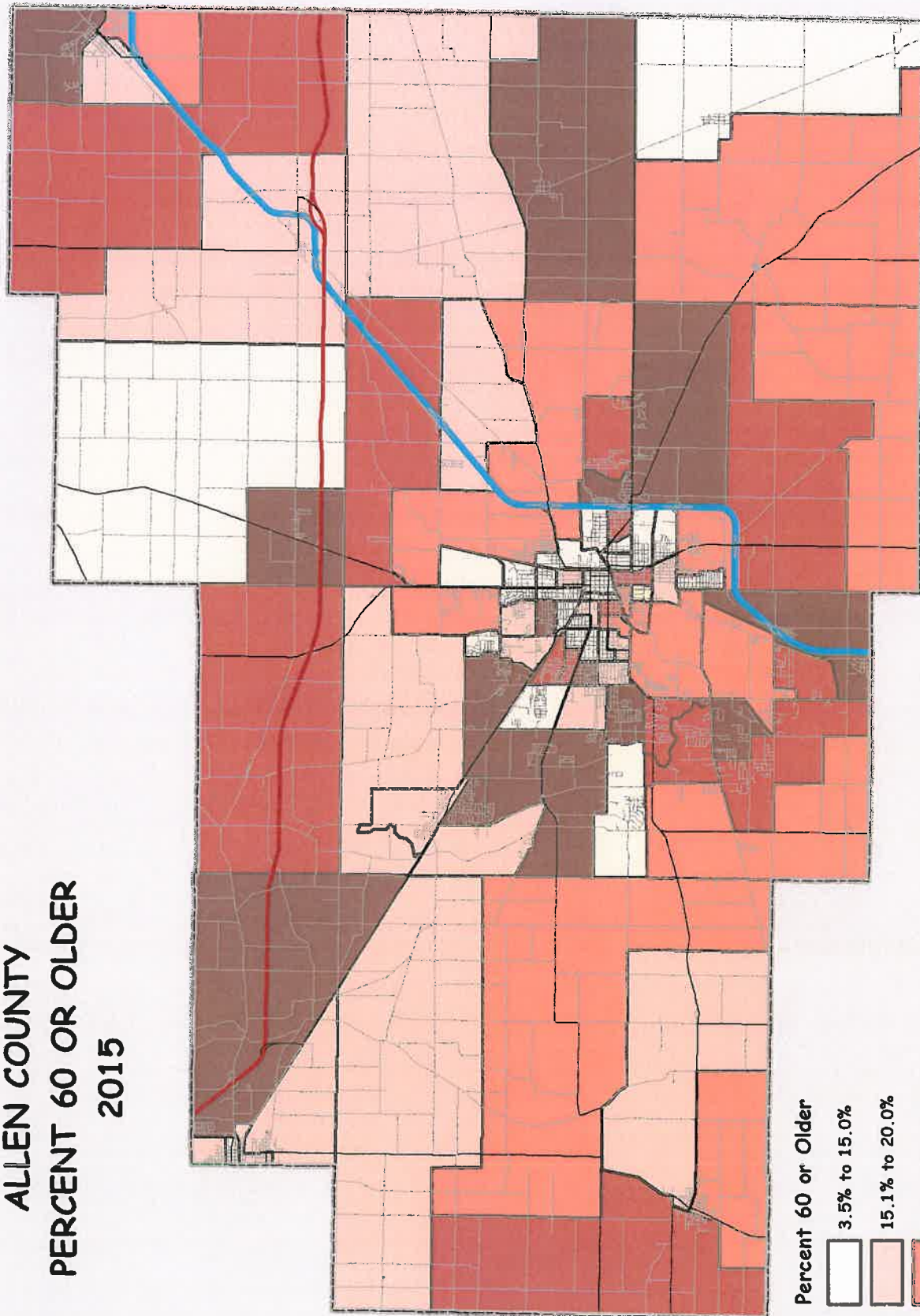
Percent of Households with No Vehicle



August 2017



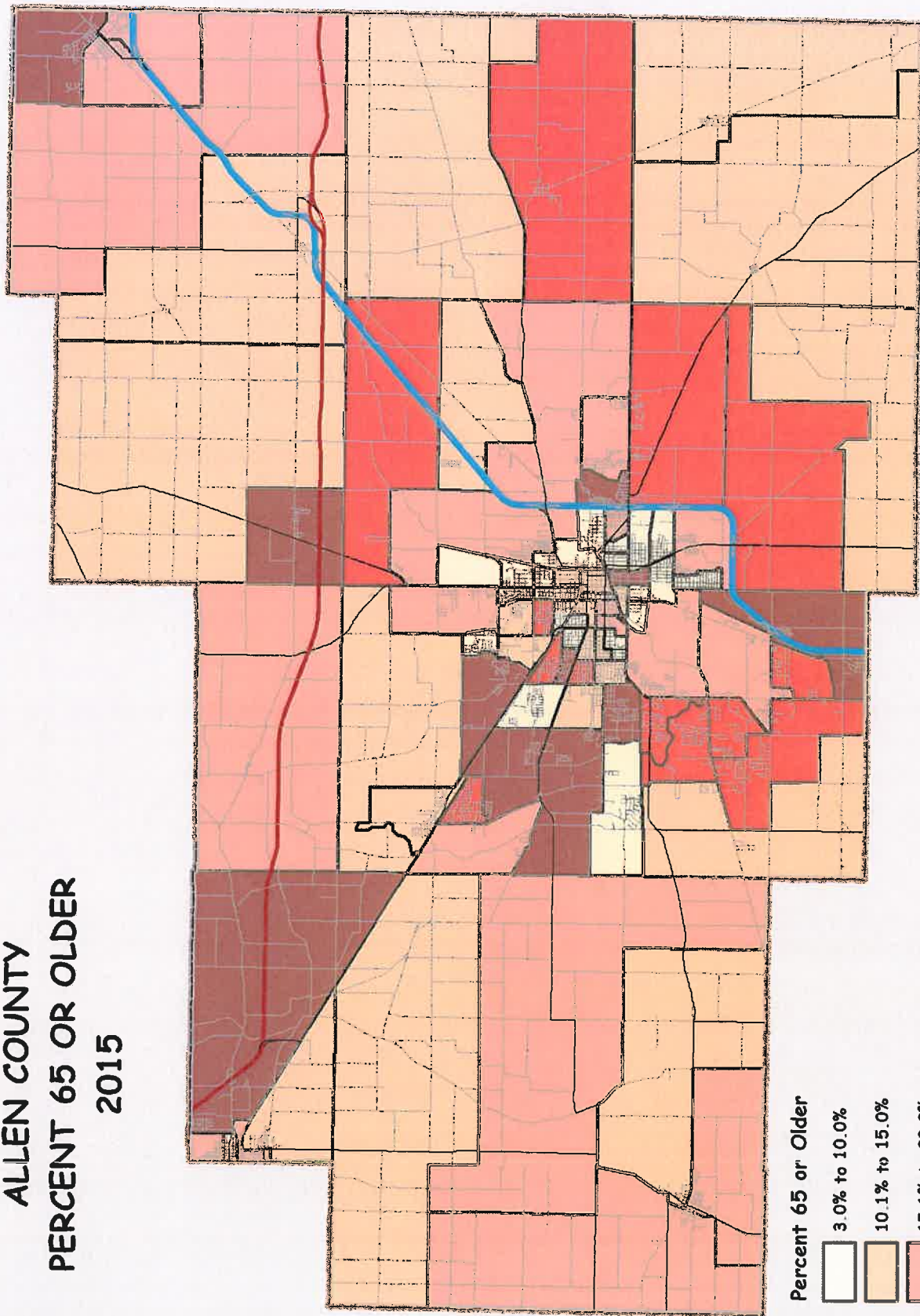
# ALLEN COUNTY PERCENT 60 OR OLDER 2015



August 2017



# ALLEN COUNTY PERCENT 65 OR OLDER 2015



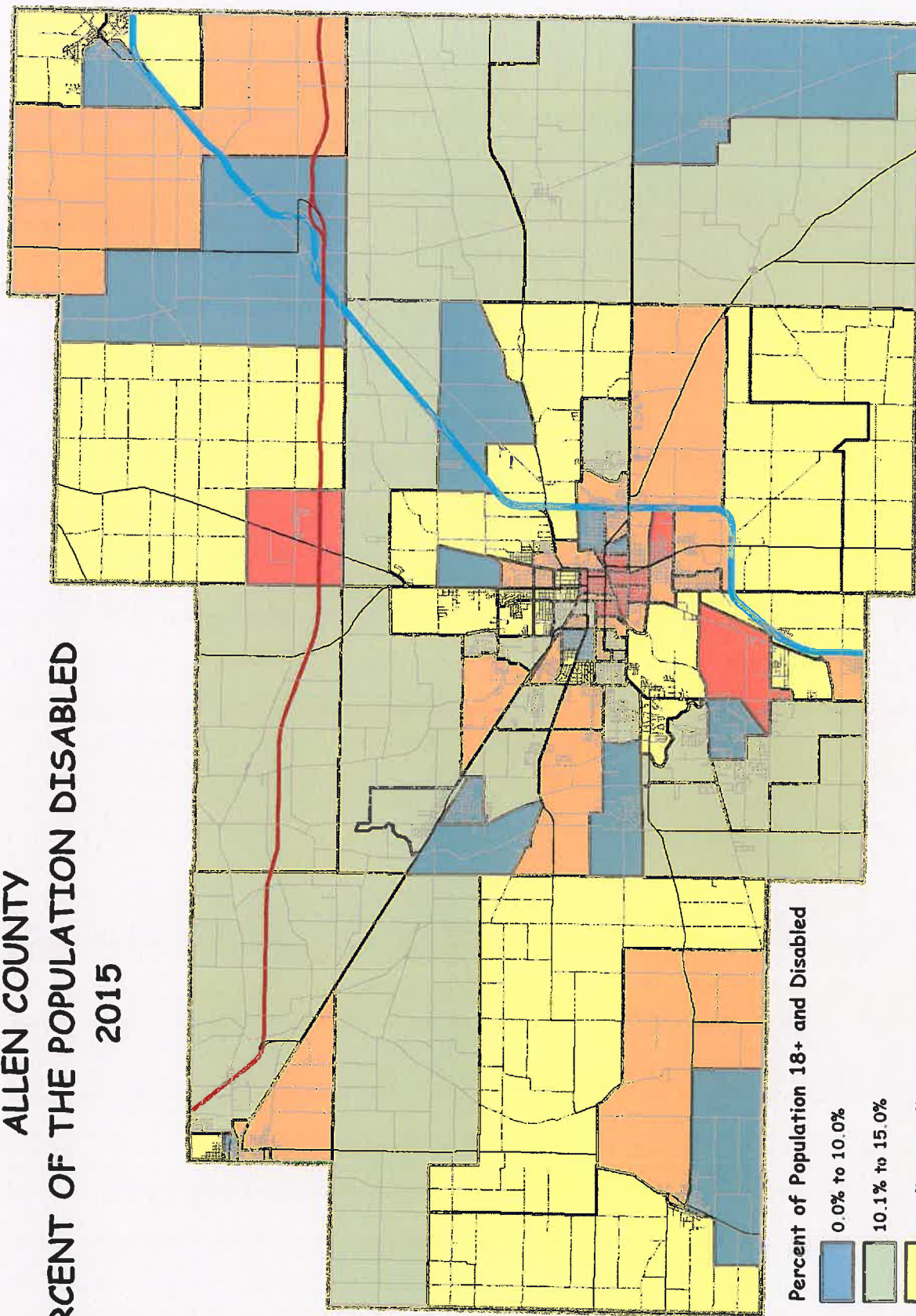
Percent 65 or Older



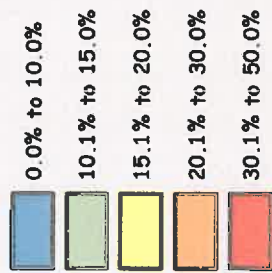
August 2017



# ALLEN COUNTY PERCENT OF THE POPULATION DISABLED 2015



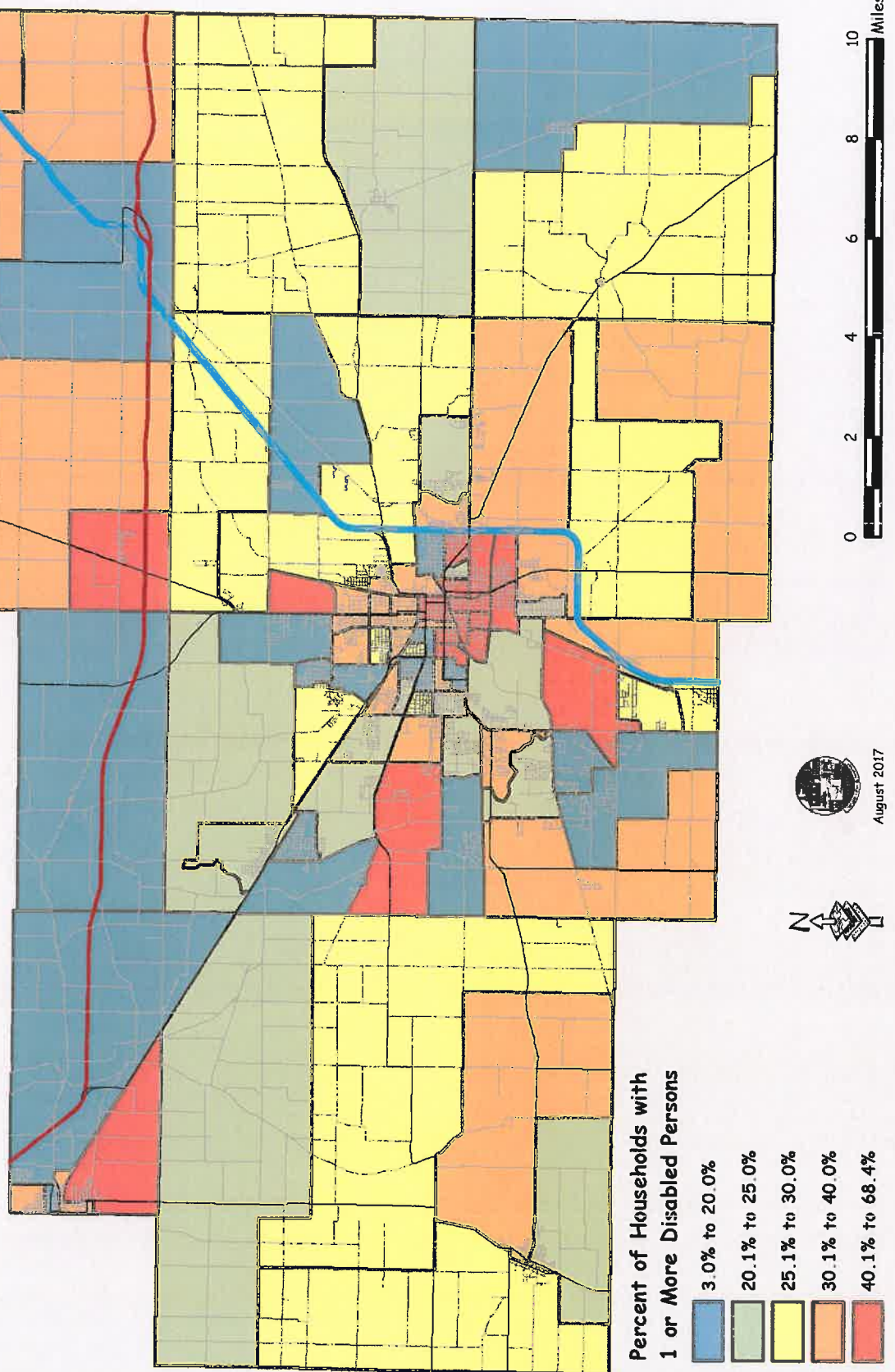
Percent of Population 18+ and Disabled



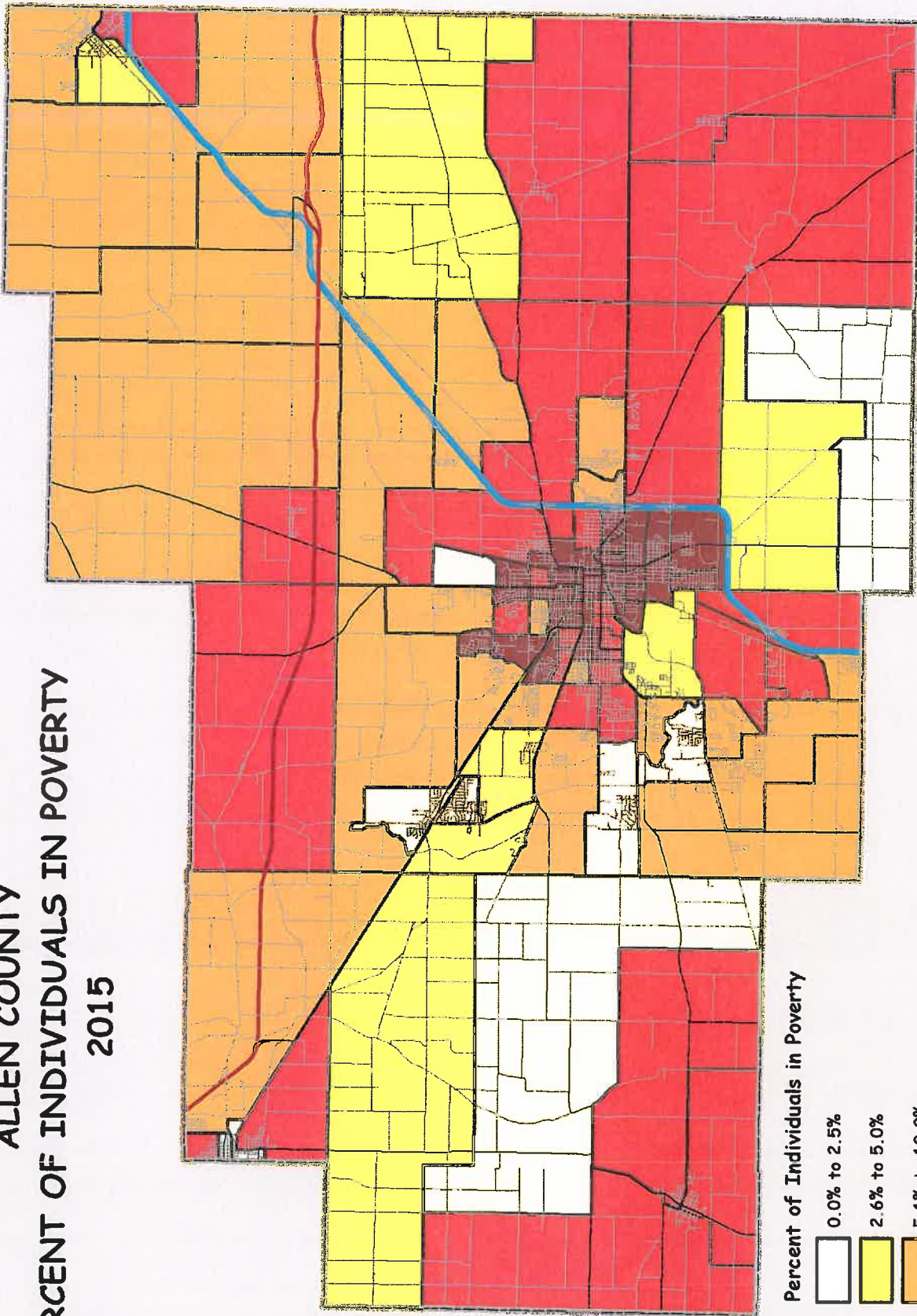
August 2017



# ALLEN COUNTY HOUSEHOLDS WITH DISABLED PERSONS 2015



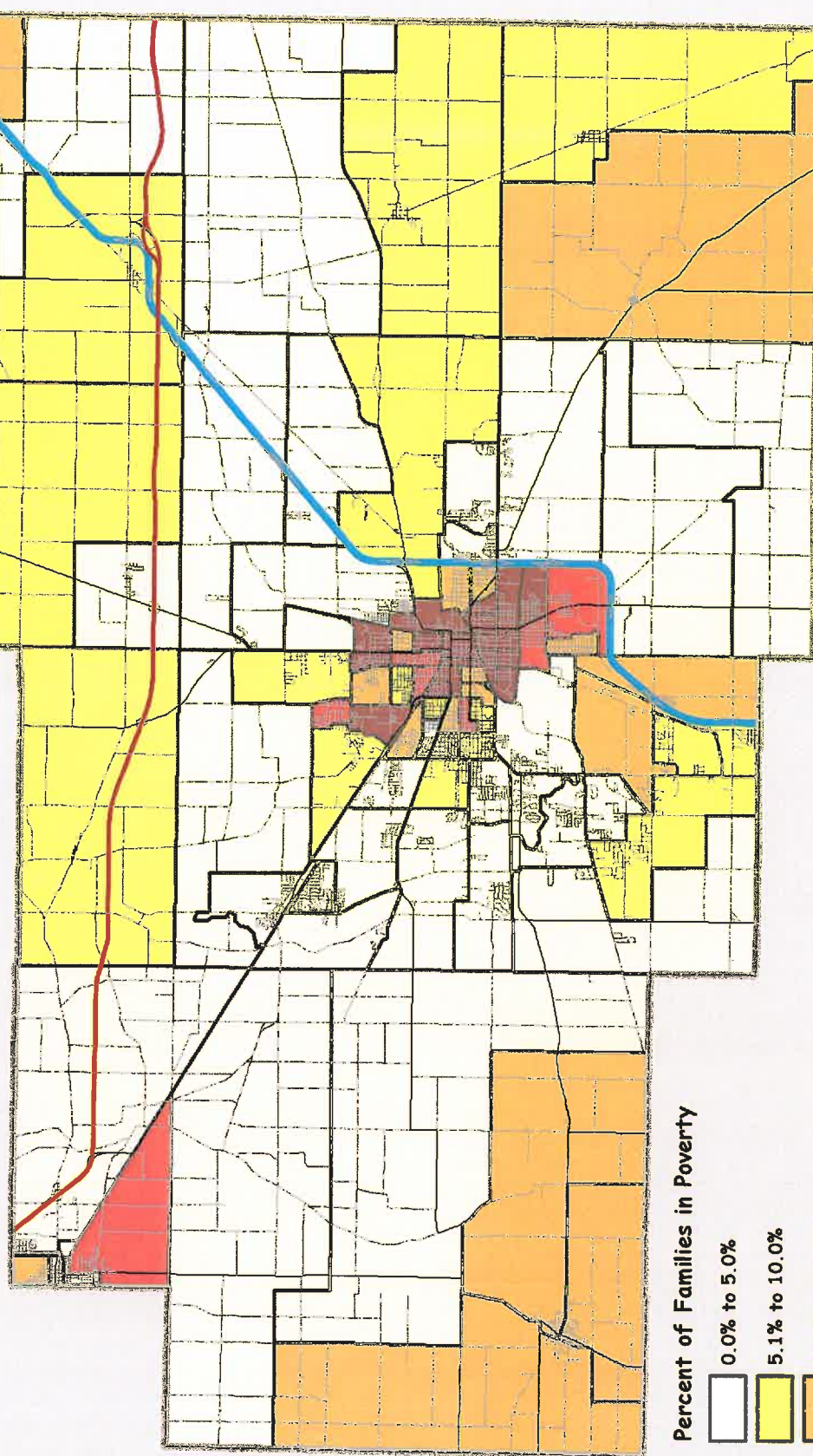
# ALLEN COUNTY PERCENT OF INDIVIDUALS IN POVERTY 2015



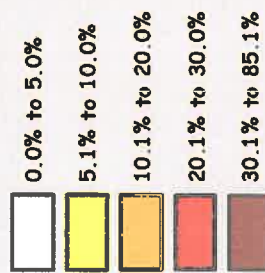
August 2017



# ALLEN COUNTY PERCENT OF FAMILIES IN POVERTY 2015



Percent of Families in Poverty



August 2017



# **APPENDIX E**

## **Auglaize County Transportation Dependent Populations & Supplemental Maps & Tables**

## **APPENDIX E-1 TRANSPORTATION DEPENDENT POPULATIONS IN AUGLAIZE COUNTY**

Appendix E presents information on individuals considered by the transportation industry to be dependent upon public transportation services in general and upon specialized transportation services in specific situations. These population groups possess certain characteristics that typically prevent driving, thus leaving public transportation and/or specialized paratransit services as the primary transportation option.

This Appendix defines the special-needs populations in light of Federal legislation and advances a discussion of the demographic trends and related socio-demographic information specific to Auglaize County. This appendix also presents the basis upon which the demand for transportation services will be analyzed in subsequent sections of the report.

### **E.1 Transportation Dependent Populations**

In sum, legislation identified specific populations that must be considered and provided fair treatment in all federally funded transportation programs, projects, and/or services under penalty of law, including: (1) seniors defined as 60 years of age or older; (2) the disabled, as defined as individuals suffering from a physical, mental, or emotional impairment that substantially limits one or more of the major life activities; (3) non-white minority populations; and (4) the poor, as defined by the United States Department of Housing & Urban Development. These transportation dependent groups make up the bulk, and are expected to frame in large measure, the demand for publicly supported transportation services, including specialized paratransit.

The U. S. Census Bureau provided information about elderly, disabled, minority, and impoverished populations. Unfortunately,

there was considerable overlap between such groups and clear, distinct classifications were elusive. The remainder of Appendix E.1 provides an overview of the elderly, the disabled population, the minorities, and the poor living within Auglaize County.

### E.1.1 The Elderly

As defined by the Older Americans Act (OAA), "senior citizens" are those persons over the age of 60 years. However, for purposes of this report, and to represent the majority of government programs including Federal and State transportation policies, the age of 65 will be used to refer to the "elderly". As applicable, the report provides information to help differentiate between the 60+ (OAA) and 65+ (FHWA/FTA) populations to further support the public planning process.

For the past several decades, as baby-boomers have aged, seniors have represented an increasingly larger segment of society. In Auglaize County, from 1980 to 2015, the number of persons over 65 increased by 51.0 percent. Examining ACS 2015, and using the minimum fixed age of 65 years, the elderly population within Auglaize County grew to 7,578 persons, or approximately 16.5 percent of the County's total population. Table E-1 reveals the ACS 2015 elderly population within the County by age and gender cohorts.

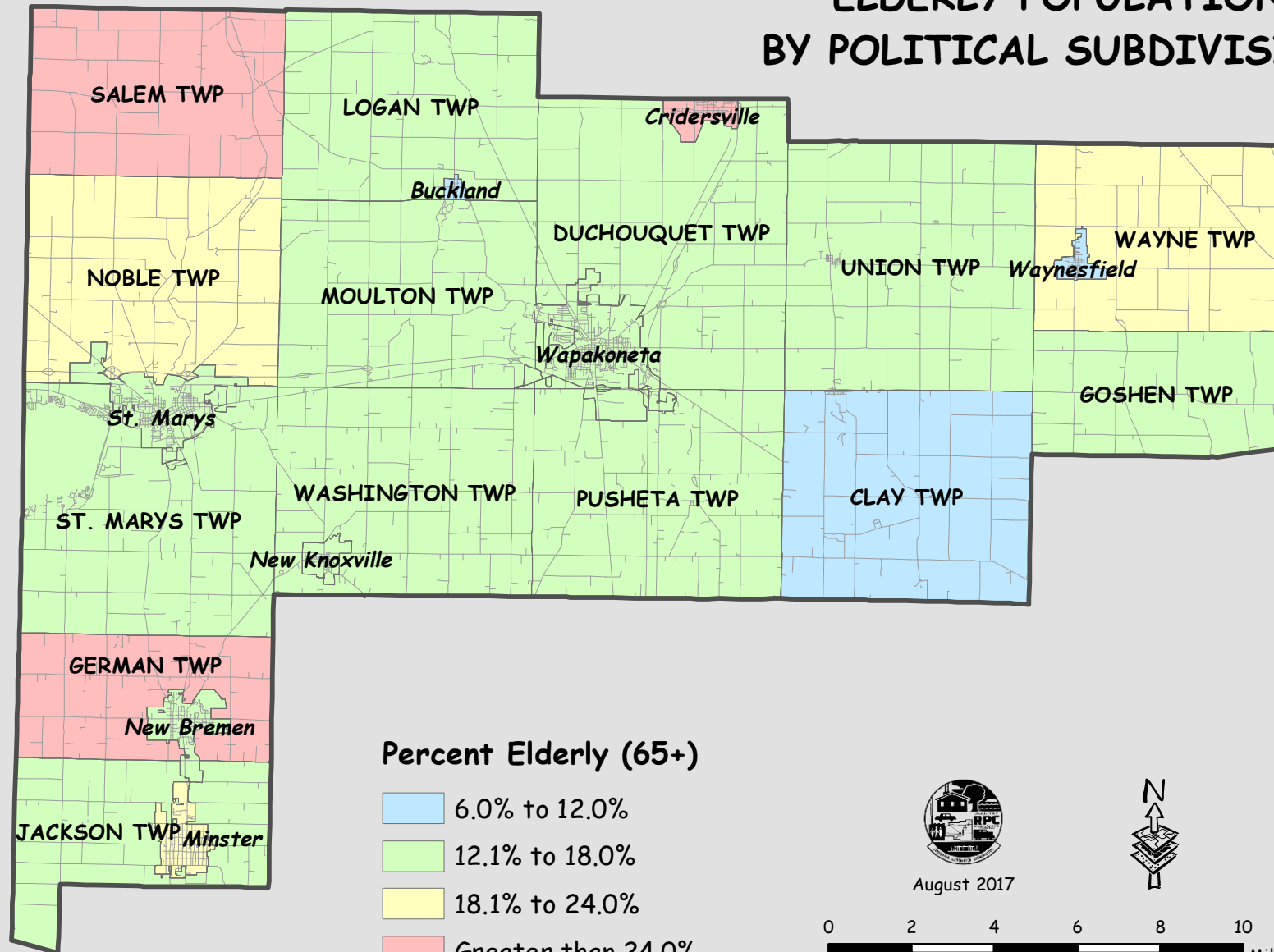
TABLE E-1 2015 AUGLAIZE COUNTY ELDERLY POPULATION BY GENDER & AGE COHORT			
Cohort	Male	Female	Total
65-69	1,072	1,178	2,250
70-74	757	896	1,653
75-79	612	676	1,288
80-84	450	735	1,185
85+	390	812	1,202
<b>Total</b>	<b>3,281</b>	<b>4,297</b>	<b>7,578</b>
ACS 2015			

ACS 2015 identified that the villages of Cridersville (25.0%) and Minster (19.1%) and the City of St. Marys (17.1%), along with the townships of German (26.6%),

Goshen (17.4%), Noble (21.9%), Salem (33.2%) and Wayne (18.1%) have significant concentrations of elderly, well above the County's 16.5 percent average. These heavy concentrations of elderly are also well above both the State (15.1%) and National (14.1%) averages. Table E-2 identifies the senior (60+ years) and elderly (65+ years) populations by political subdivision. Map E-1 identifies the elderly by percent of total population by political subdivision.

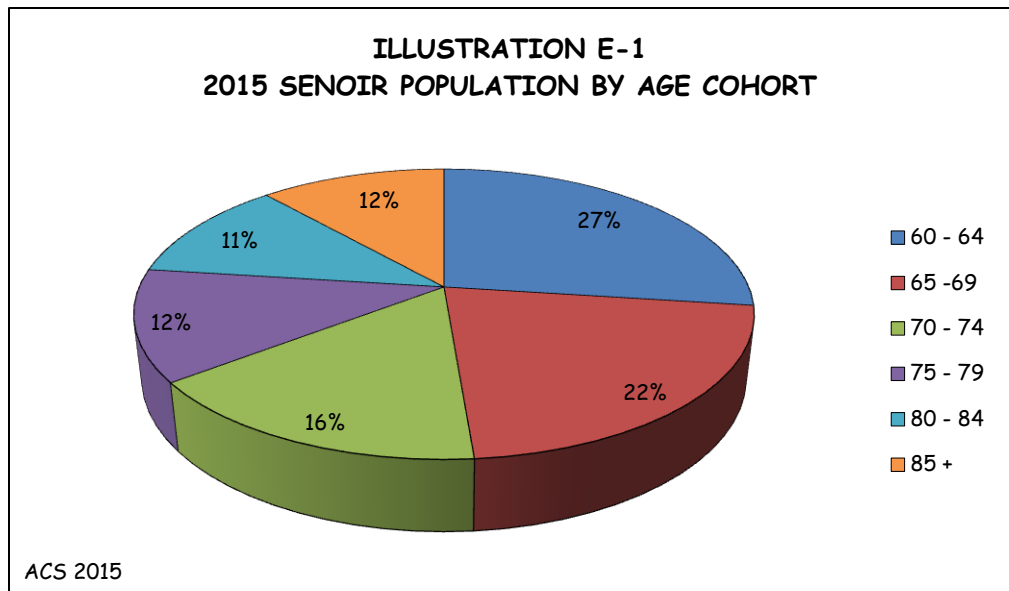
TABLE E-2 2015 SENIOR ELDERLY POPULATIONS BY AUGLAIZE COUNTY POLITICAL SUBDIVISIONS				
Political Subdivision	Senior (60+)		Elderly (65+)	
	Total Senior	% Population	Total Elderly	% Population
Auglaize County	10,387	22.6	7,578	16.5
Buckland Village	52	17.1	33	10.9
Cridersville Village	571	32.0	446	25.0
Minster Village	750	25.8	556	19.1
New Bremen Village	586	18.7	409	13.1
New Knoxville Village	156	16.8	131	14.1
St. Marys	1,801	22.2	1,388	17.1
Wapakoneta	2,191	22.4	1,622	16.6
Waynesfield Village	148	20.0	81	11.0
Clay Township	119	11.2	80	7.5
Duchouquet Township	566	19.6	393	13.6
German Township	203	32.5	166	26.6
Goshen Township	103	22.7	79	17.4
Jackson Township	131	17.1	99	12.9
Logan Township	222	22.5	143	14.5
Moulton Township	371	21.8	218	12.8
Noble Township	484	32.4	327	21.9
Pusheta Township	299	23.5	202	15.9
St. Marys Township	659	23.5	476	16.9
Salem Township	119	35.3	112	33.2
Union Township	429	21.7	301	15.2
Washington Township	245	25.1	163	16.7
Wayne Township	182	21.5	153	18.1
ACS 2015				

# MAP E-1 ELDERLY POPULATION BY POLITICAL SUBDIVISION



For purposes of addressing OAA concerns, the total population over 60 years of age equals 10,387 persons, or 22.6 percent of the total County population. The 60 to 64 age cohort is the youngest and largest cohort in the senior's classification, representing 27.0 percent of all seniors, and 6.1 percent of the total Auglaize County population. This is the start of the baby boomer generation and these younger "seniors" will continue to grow in terms of size and percent of total population.

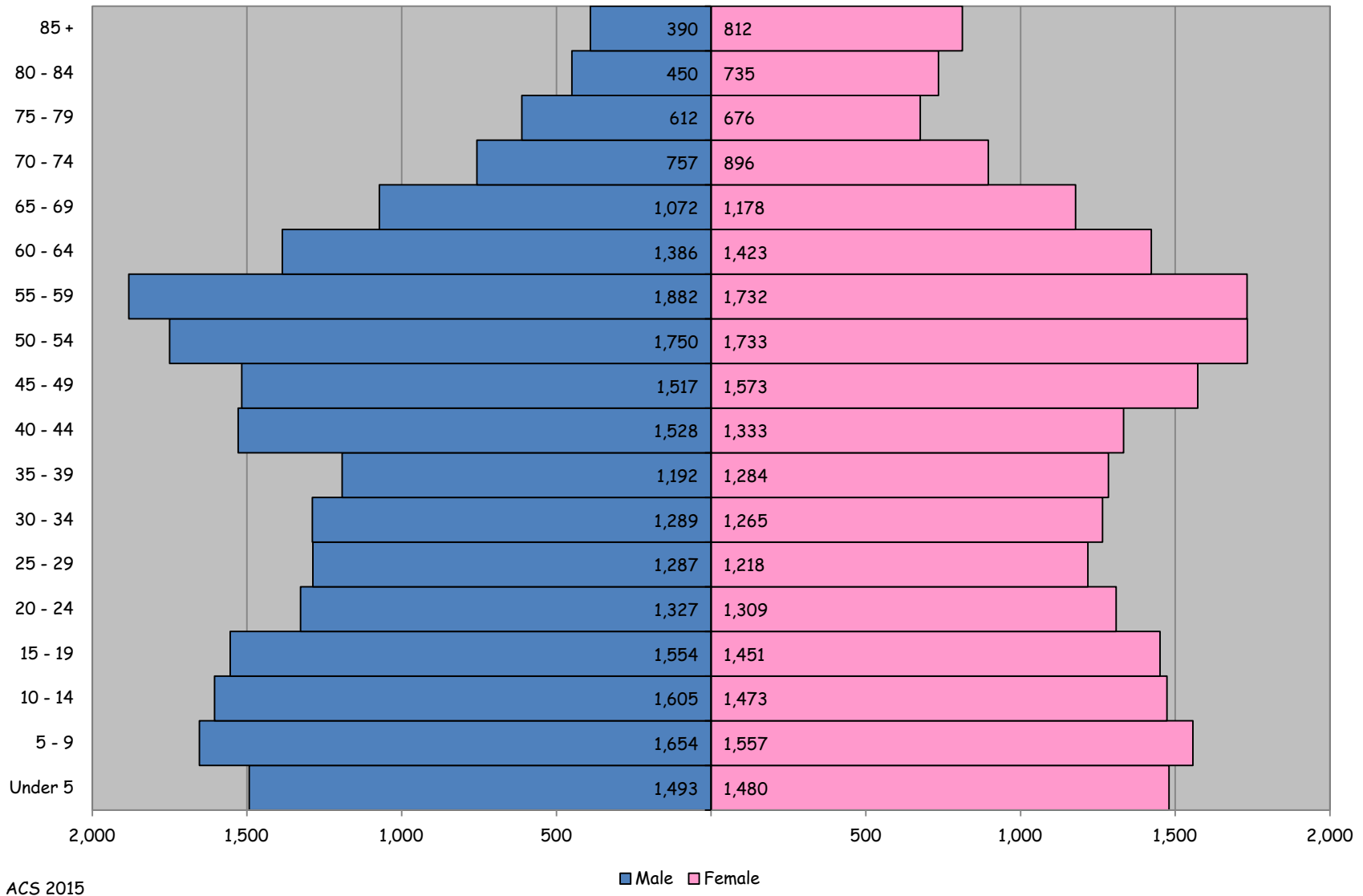
Illustration E-1 depicts the "senior" population age cohorts as they existed at the time of ACS 2015. Illustration E-2 depicts the Auglaize County population by age cohort and gender. Notice the predominance of females increases in almost every older cohort.



### **E.1.2 The Disabled & Mobility Challenged Populations**

Various Federal legislative initiatives have established the civil rights of the disabled, especially as it relates to areas of employment, education, and transportation. Each of these Acts also utilize different terms and definitions to address specific criteria of eligibility and/or services.

**ILLUSTRATION E-2  
2015 POPULATION BY AGE COHORT**



ACS 2015 estimates provided the information necessary to identify the disabled population residing in Auglaize County political subdivisions. Four (4) primary disability characteristics were identified, including: sensory, physical, mental, and self-care limitations. Within Auglaize County, ACS 2015 estimates identified 5,445 persons, age 5 or older, suffered from a disability, representing 12.8 percent of all non-institutionalized persons age 5 and older.

Within the four primary conditions which define the disabled, the Census further identified persons whose disability restricted employment and those whose disability affected their ability to "go-outside-the-home" without assistance. While all disabilities are unfortunate, the U. S. Census Bureau identified those with a go-outside-the-home disability as "mobility-impaired". This mobility-impaired component of the larger disabled population is that group of individuals most likely in need of specialized paratransit consideration, as they would probably not be able to drive or utilize public fixed-route transportation services.

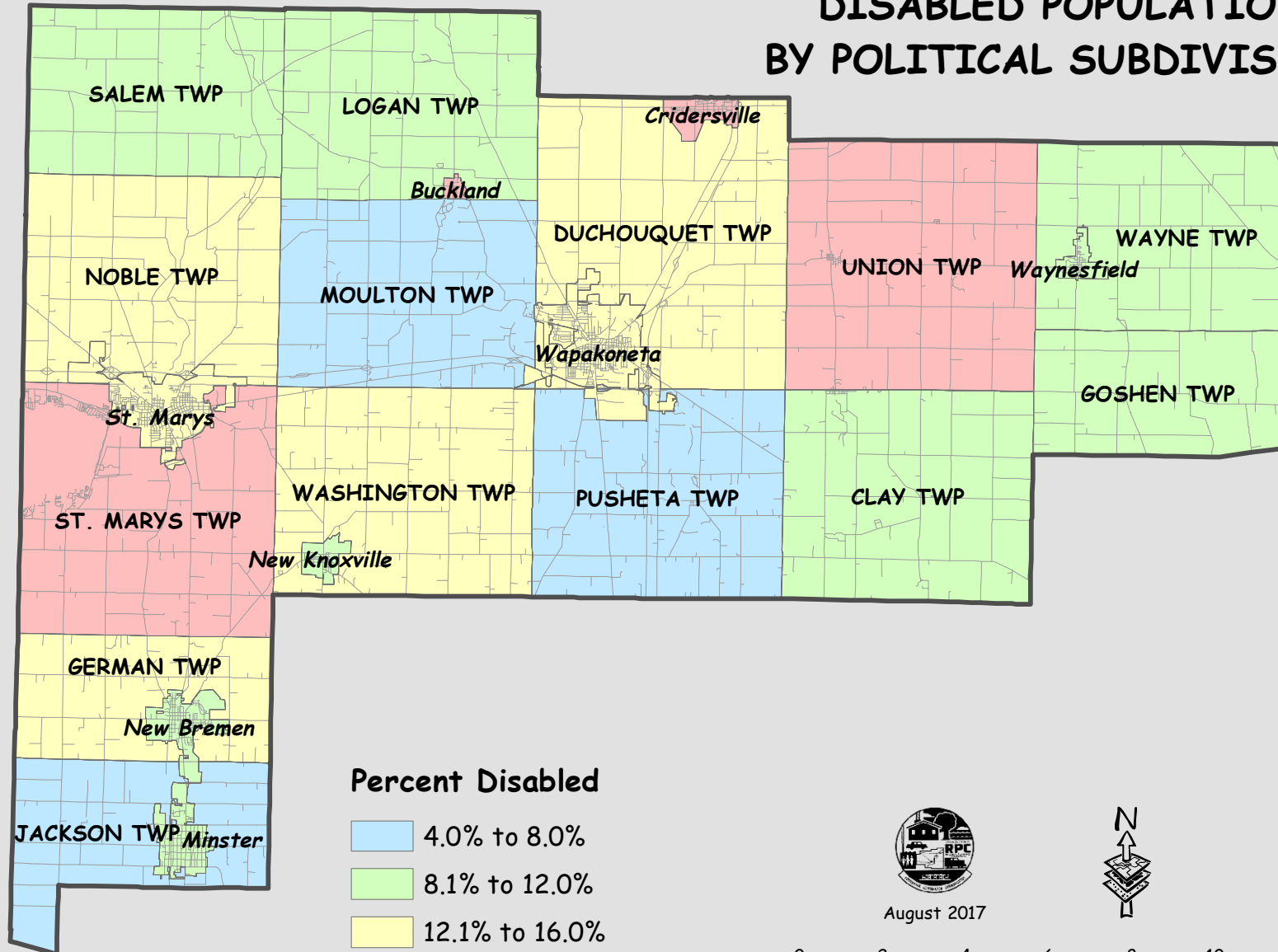
ACS 2015 estimates suggested that 2,756 persons were considered mobility-impaired, or 6.5 percent of all non-institutionalized individuals over the age of 5 years. Among those non-institutionalized persons, identified as 65 or older, 1,426 were considered mobility-impaired, or 18.8 percent of the total elderly population. According to ACS 2015 tabulations there were mobility-impaired persons residing in each political subdivision of Auglaize County, as identified in Table E-3. Map E-2 depicts the concentration of the disabled population, while Map E-3 identifies the smaller mobility-impaired population within each political subdivision. Political subdivisions with the

highest concentrations of the disabled population include the villages of Cridersville (19.3%) and Buckland (16.0%) as well as Noble (15.8%), St. Marys (16.2%) and Union Townships (16.1%). These communities significantly exceeded the County's total disabled population of 12.8 percent.

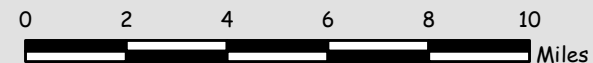
TABLE E-3 2015 NON-INSTITUTIONALIZED DISABLED POPULATION AGE 5 & OVER BY AUGLAIZE COUNTY POLITICAL SUBDIVISIONS					
Political Subdivision	Population	Disabled	% Disabled	Mobility Challenged	% Mobility Challenged
Auglaize County	42,389	5,445	12.8	2,756	6.5
Buckland Village	268	43	16.0	13	4.9
Cridersville Village	1,565	302	19.3	174	11.1
Minster Village	2,623	258	9.8	118	4.5
New Bremen Village	2,927	279	9.5	106	3.6
New Knoxville Village	823	76	9.2	51	6.2
St. Marys	7,441	1101	14.8	583	7.8
Wapakoneta	9,006	1233	13.7	681	7.6
Waynesfield Village	700	58	8.3	28	4.0
Clay Township	950	77	8.1	32	3.4
Duchouquet Township	2,765	397	14.4	161	5.8
German Township	583	80	13.7	39	6.7
Goshen Township	439	52	11.8	25	5.7
Jackson Township	734	43	5.9	8	1.1
Logan Township	976	83	8.5	20	2.0
Moulton Township	1,551	105	6.8	69	4.4
Noble Township	1,466	231	15.8	77	5.3
Pusheta Township	1,233	80	6.5	39	3.2
St. Marys Township	2,519	409	16.2	203	8.1
Salem Township	337	38	11.3	24	7.1
Union Township	1,785	287	16.1	159	8.9
Washington Township	961	131	13.6	88	9.2
Wayne Township	737	82	11.1	58	7.9
ACS 2015					

A number of these same communities experienced a proportion of mobility-impaired that is higher than the County average of 6.5 percent. The highest concentrations were found in several of the older population centers including Cridersville (11.1%) and St

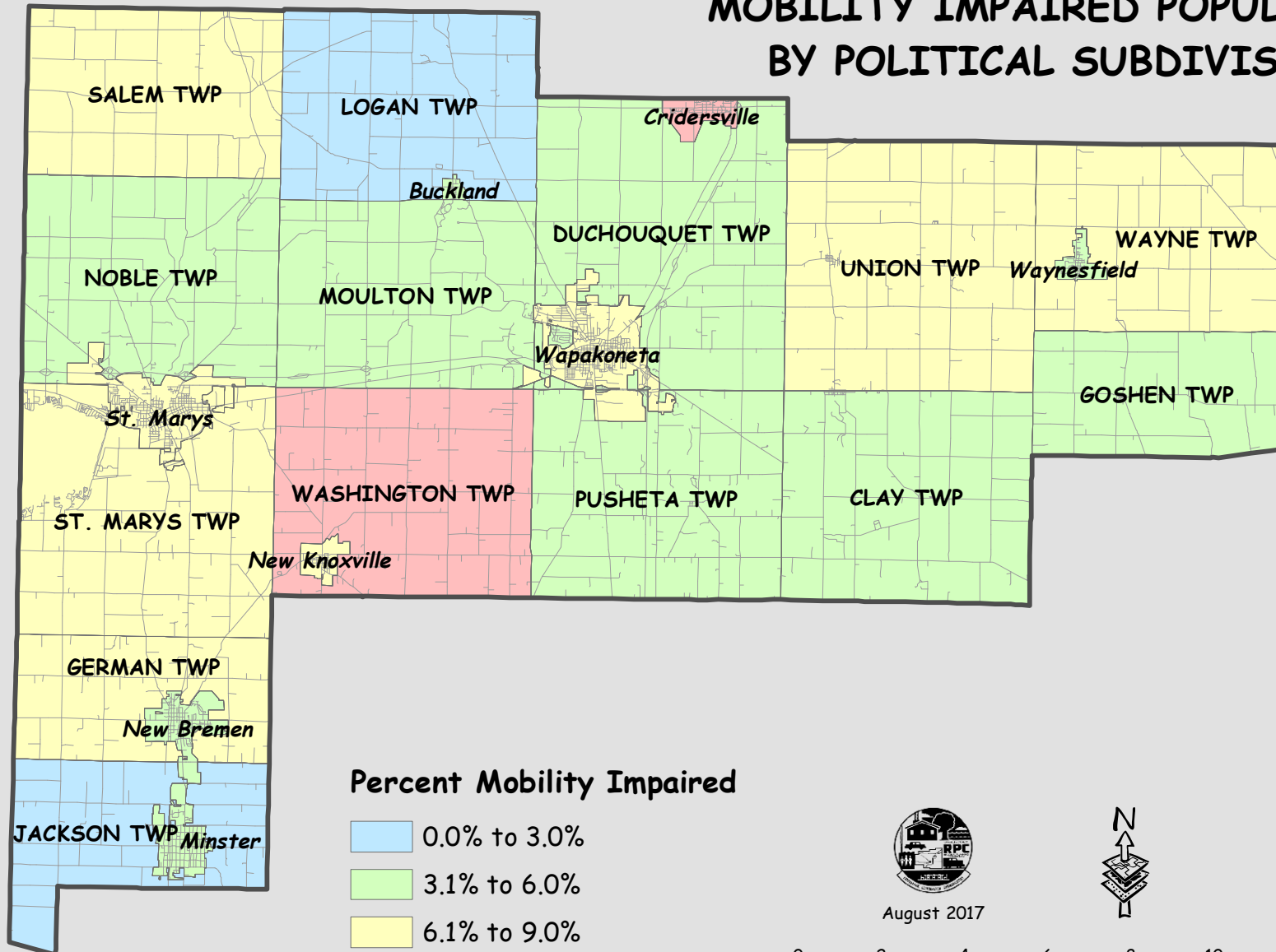
# MAP E-2 DISABLED POPULATION BY POLITICAL SUBDIVISION



August 2017



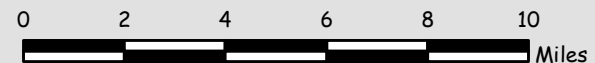
## MAP E-3 MOBILITY IMPAIRED POPULATION BY POLITICAL SUBDIVISION



### Percent Mobility Impaired



August 2017



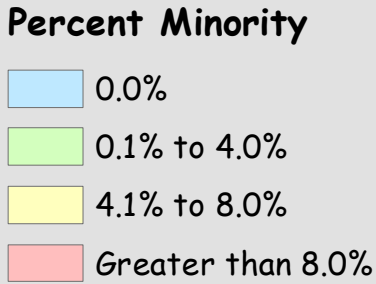
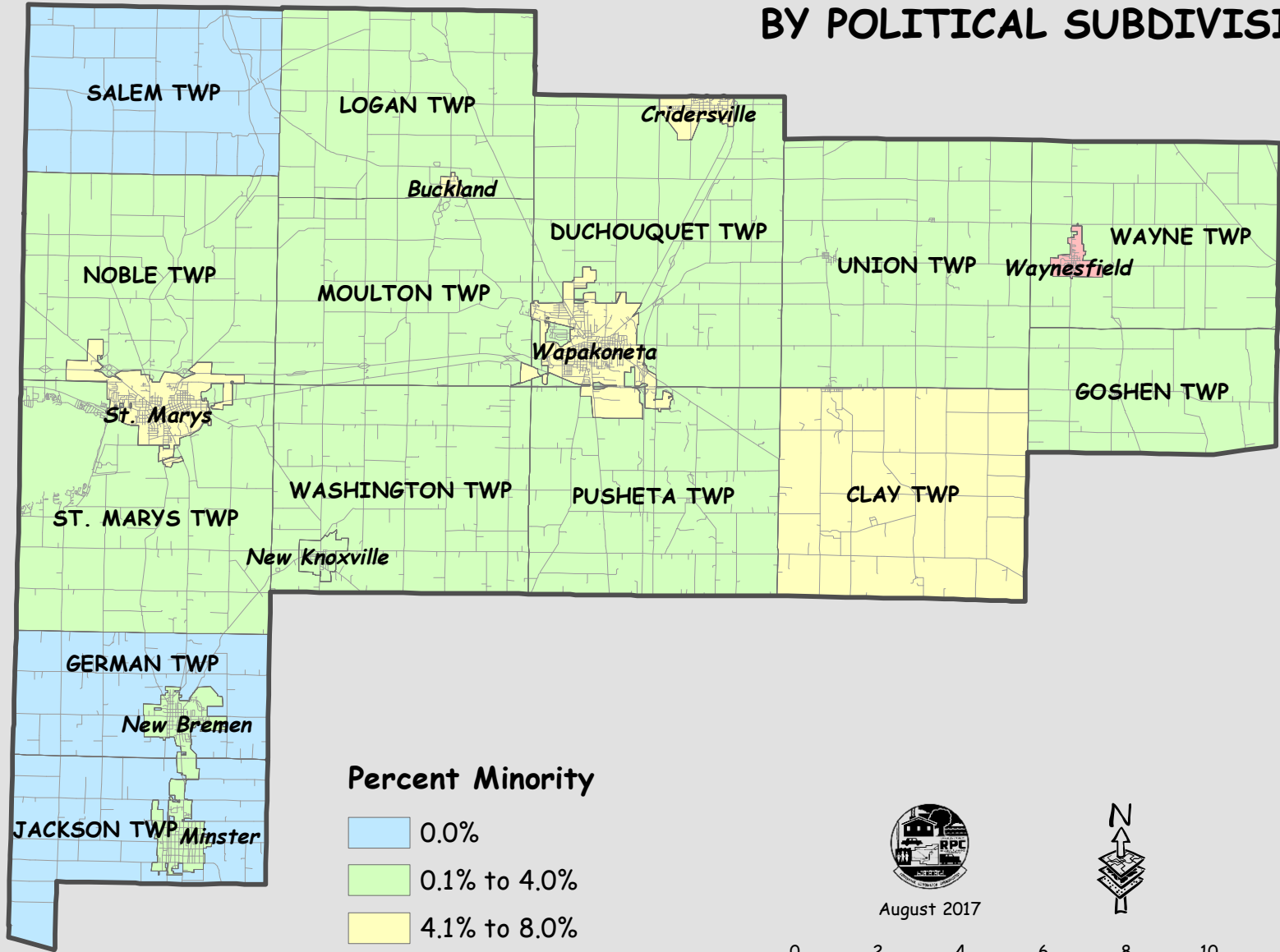
Marys (8.1%), Union (8.9%) and Washington (9.2%) Townships.

### **E.1.3 Minority Populations**

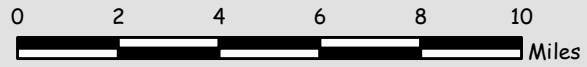
Federal policies have defined minority populations in a number of ways. Included are persons of all non-white races, Hispanics of any race, and persons of multiple races. The Census identifies seven major minority racial/ethnic classifications, including: American Indian and Alaska Natives; Black or African-American; Asian; Native Hawaiian and Other Pacific Islanders; persons of other races; persons of two or more races; and, persons of Hispanic or Latino origin. ACS 2015 revealed that representatives of all minority classifications lived within Auglaize County. Map E-4 depicts the minority population as a percent of the total population by political subdivision.

When consideration was given to Hispanic ethnicity, which can include persons of any race, the number of minority residents rose 20.8 percent from 2000 to 1,599 persons, or 3.5 percent of the total population in 2015. The largest minority population was the Hispanic or Latino population which rose 7.5 percent since 2000, to 632 persons, accounting for approximately 39.5 percent of the total minority population. While the Hispanic or Latino population was geographically disbursed across the County, it was largely concentrated within the Wapakoneta where it accounted for 2.8 percent of the City's total population and 43.2 percent of the total Hispanic or Latino population in the County. Asians, the second largest minority in the region, were also geographically distributed among Auglaize County. Table E-4 identifies the various minority populations by political subdivision.

# MAP E-4 MINORITY POPULATION BY POLITICAL SUBDIVISION



August 2017



**TABLE E-4**  
**2015 MINORITY POPULATION BY AUGLAIZE COUNTY POLITICAL SUBDIVISIONS**

Political Subdivision	Black/ African American	Asian	Hawaiian & Pacific Islander	American Indian	Other Races	Two or More Races	Hispanic or Latino Origin	Total	Percent
Auglaize County	207	235	19	112	167	456	632	1,599	3.5
Buckland Village	1	0	0	0	0	14	0	15	4.9
Cridersville Village	0	0	0	0	0	6	81	87	4.9
Minster Village	4	21	0	0	22	4	28	61	2.1
New Bremen Village	0	25	0	3	0	35	82	124	4.0
New Knoxville Village	0	0	0	0	0	18	4	22	2.4
St. Marys	63	61	0	58	0	149	20	351	4.3
Wapakoneta	112	68	0	13	60	76	273	514	5.3
Waynesfield Village	2	0	0	0	56	20	62	84	11.4
Clay Township	7	0	0	0	0	64	0	71	6.7
Duchouquet Township	0	0	0	14	22	9	40	63	2.2
German Township	0	0	0	0	0	0	0	0	0.0
Goshen Township	0	0	0	0	0	13	0	13	2.9
Jackson Township	0	0	0	0	0	0	0	0	0.0
Logan Township	8	10	0	0	0	0	0	18	1.8
Moulton Township	0	0	0	24	0	0	9	33	1.9
Noble Township	0	24	0	0	0	5	0	29	1.9
Pusheta Township	0	0	0	0	0	0	5	5	0.4
St. Marys Township	10	0	0	0	7	9	25	30	1.1
Salem Township	0	0	0	0	0	0	0	0	0.0
Union Township	0	26	0	0	0	10	0	36	1.8
Washington Township	0	0	0	0	0	19	3	19	1.9
Wayne Township	0	0	19	0	0	5	0	24	2.8
ACS 2015									

#### E.1.4 Poverty Status

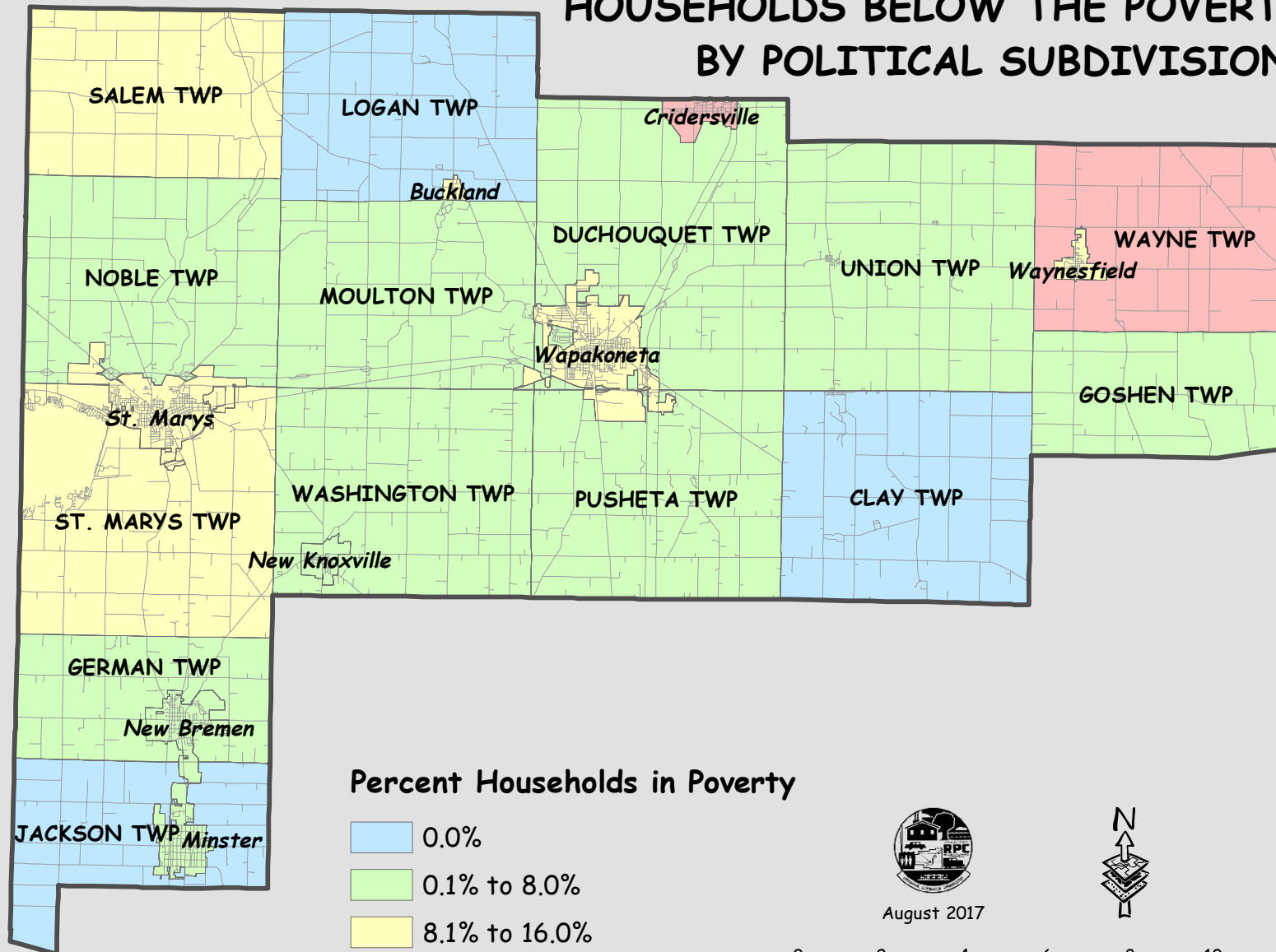
Federal policies have defined poverty status based on income. Poverty status was determined for persons, as well as, families in which household/family size plays a factor. ACS 2015 5-Year estimates tabulated the number of Auglaize County individuals and families whose incomes fell below the established poverty level; Table E-5 indicates that 4,010 individuals fell below the established poverty level, an increase of 23.3 percent since the ACS 2010 poverty levels were tabulated. ACS 2015 estimates indicated that 8.9 percent of all individuals, 8.9 percent (1,630) of all households, and 6.1 percent (762) of all families were below the established poverty level. For purposes of comparison, data revealed that 14.9 percent of all households, 11.5 percent of all families, and 15.8 percent of all individuals within the State of Ohio, were below the established poverty level.

TABLE E-5 2015 RATIO OF INCOME TO POVERTY LEVEL AMONG INDIVIDUALS		
Poverty Level	Individuals	Percent
Below 50%	1,522	3.4
50% to 99%	2,488	5.5
100% to 149%	4,366	9.7
150% to 199%	4,198	9.3
200% or More	32,593	72.2
ACS 2015		

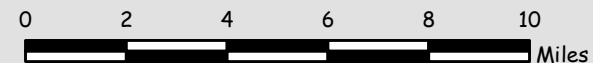
As depicted in the graphics below, poverty status more likely affected families with children (72.2%) than those without children (28.8%). Map E-5 depicts the poverty status of households by political subdivision, while Table E-6 identifies family poverty status.

Poverty rates have also been established for other protected populations. For example, 6.7 percent (481) of the elderly in Auglaize County were at, or below, the

# MAP E-5 HOUSEHOLDS BELOW THE POVERTY LINE BY POLITICAL SUBDIVISION



August 2017



poverty level and made up 12.0 percent of all individuals beneath the poverty level. Further review suggested that for those elderly below poverty, the females (346) accounted for 72.0 percent. And although the largest concentration were found in St. Marys and Waynesfield, almost half of all outlying areas were found to not have concentrations of impoverished elderly persons. Map E-6 illustrates the incidence of poverty by subdivision as a percentage of the population 65 and older.

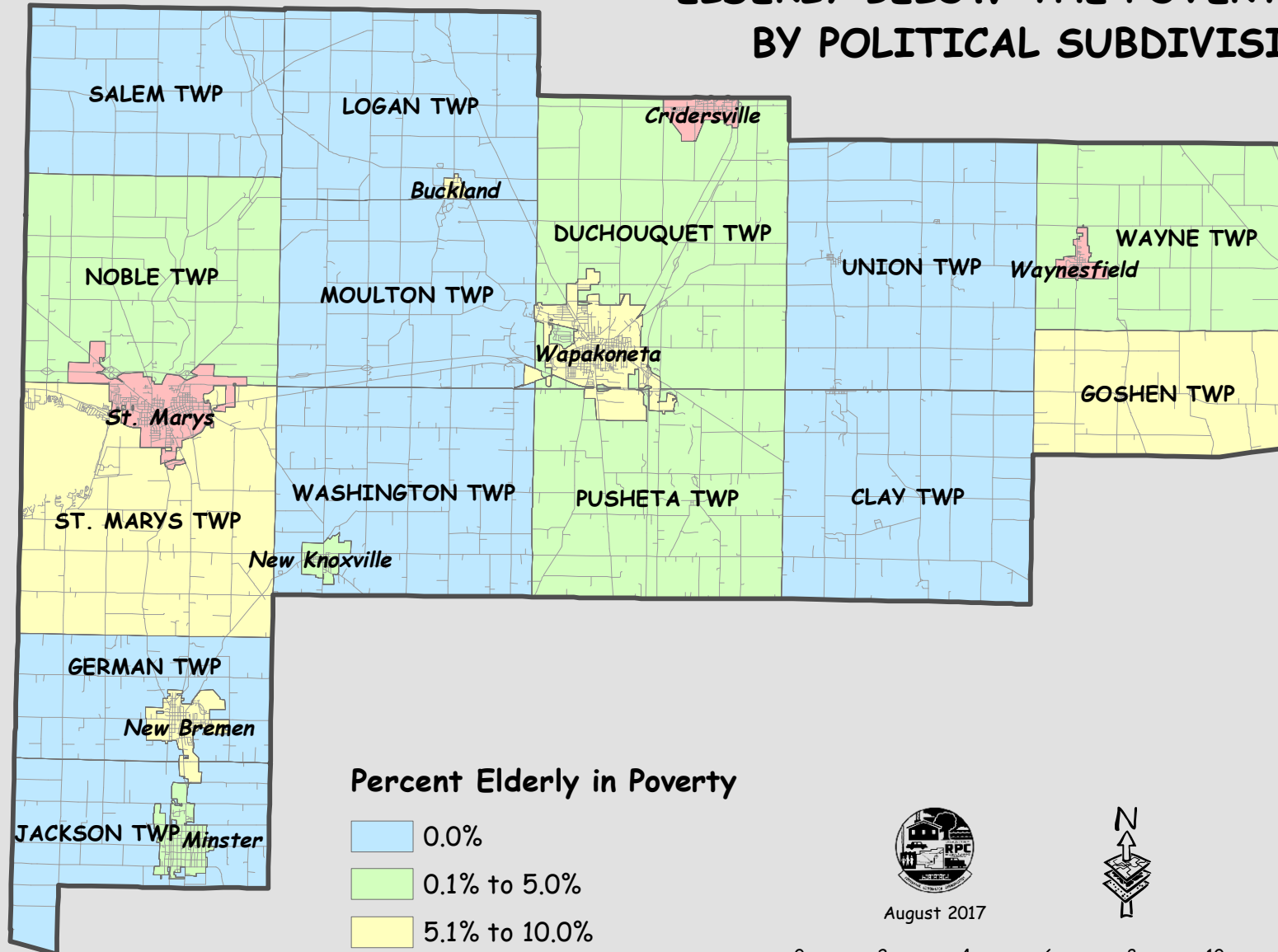
TABLE E-6 2015 POVERTY STATUS BY FAMILY STATUS				
Family Type	Total Families	Percent	Families in Poverty	Percent
Married w/ Children	3,975	31.9	194	4.9
Male Alone w/ Children	402	3.2	75	18.7
Female Alone w/ Children	929	7.5	281	30.2
Family - No Children	7,157	57.4	212	3.0
<b>Total</b>	<b>12,463</b>	<b>100.0</b>	<b>762</b>	<b>6.1</b>
ACS 2015				

Poverty rates for minority and disabled populations were somewhat more obscured. However, some data was available at macro levels. For example, for all African Americans residing in Auglaize County, data indicated a poverty rate of 34.5 percent, while an estimated 22.4 percent of all American Indians, 18.7 percent of all Asians, and 25.8 percent of all Hispanics were considered to be living at some level of poverty. ACS 2015 estimates revealed that the poverty status for the disabled population within Auglaize County (17.0%) was below the State average of 24.2 percent.

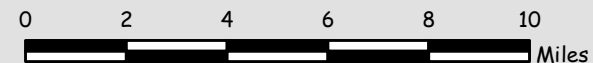
## E.2 Demographic Trends

With an eye on meeting the Federal and State legislation/policies on the delivery of transportation services, it was important to

# MAP E-6 ELDERLY BELOW THE POVERTY LINE BY POLITICAL SUBDIVISION



August 2017



assess the implications of time on the character and size of the population to be served. The long term implications of providing transportation services were important in terms of assessing the human and fiscal resources necessary to serve the demands of a highly divergent and increasingly mobile population.

To that end, the CAAC attempted to address the planning year horizon of 2040 with demographic projections. Demographic projections were reviewed and compiled for the Auglaize County population and its various transportationally disadvantaged populations. Population projections were obtained from the Ohio Development Services Agency (ODSA). Other transportation dependent population groups were estimated based on demographic trend lines established using Census and American Community Survey (ACS) information.

### **E.2.1 The Elderly**

Population projections based on the 2010 Census enumerations along with ODSA calculations; the population of the United States is expected to be just shy of 400 million persons by 2040, with the elderly population for the United States to exceed 80 million. In 2010 Ohio's population was 11,536,504 and based on 2040 ODSA projections should reach 11,679,010; suggesting a minimal growth of 1.2 percent. Nearly 20.0 percent of all Ohioans will be 65 years of age or older by the year 2040, accounting for more than 2.3 million persons.

Based on population projections made by ODSA enumerations the elderly population in Auglaize County will be slightly higher than the state average in 2040 making up approximately 20.2 percent of the total Auglaize County population. Table E-7 indicates the baby-boomer impact on growth in each of the age cohorts between 2020 and 2040. Data suggested that the elderly

population will increase by 27.3 percent over the period 2010 through 2040; note the elderly being institutionalized. Table E-8 reveals that projections suggest a larger and increasingly older and more female population in 2040. Illustration E-3 identifies the 2040 population by age and gender by cohort.

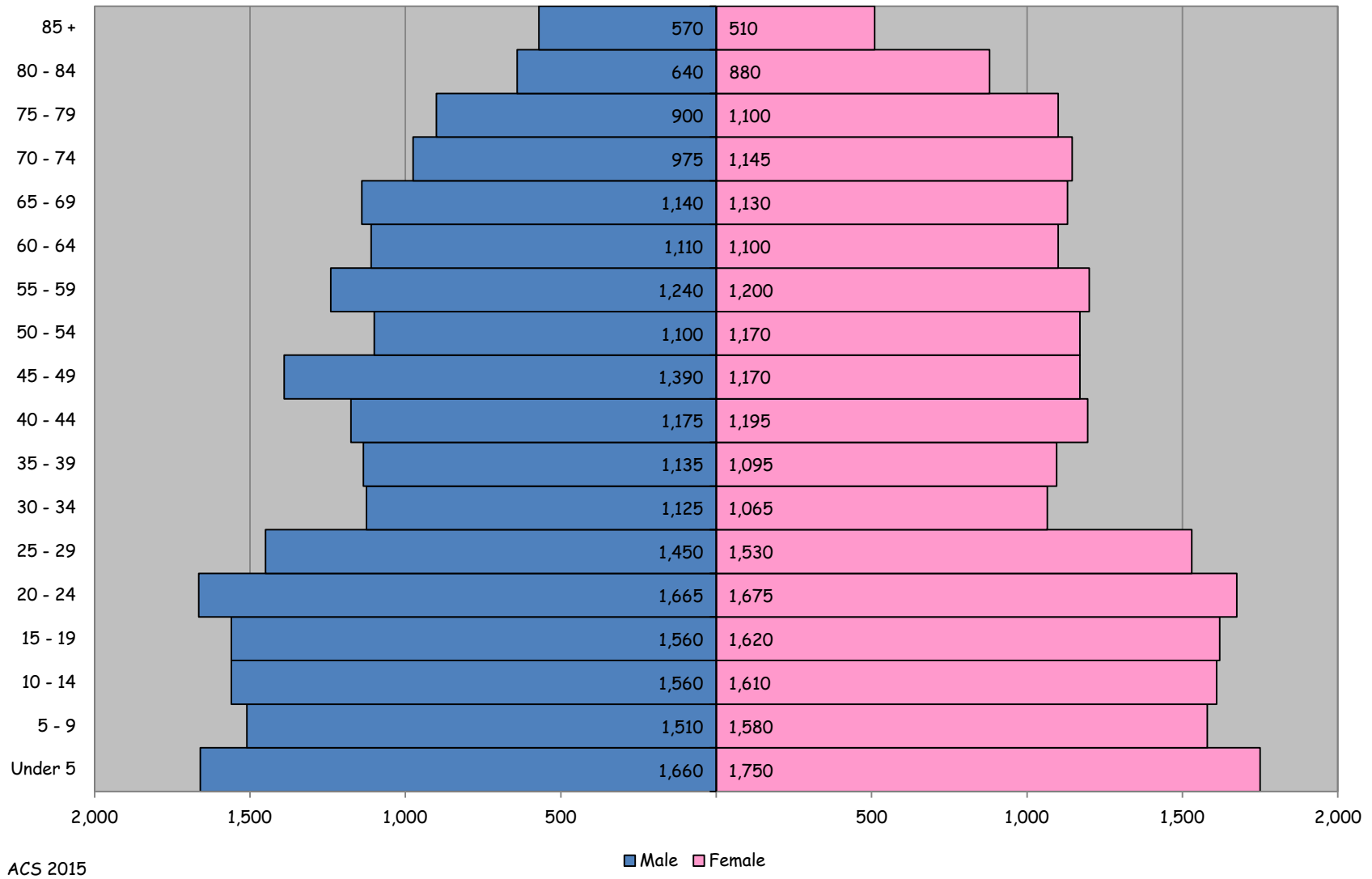
TABLE E-7 SENIOR & ELDERLY POPULATION AUGLAIZE COUNTY PROJECTIONS THRU 2040						
Year	Senior (60+)		Total Elderly (65+)		Elderly Non-Institutionalized	
	Number	Percent	Number	Percent	Number	Percent
2020	11,860	26.0	8,540	18.7	8,139	17.8
2025	12,610	27.9	9,440	20.9	9,002	19.9
2030	12,670	28.3	9,980	22.3	9,489	21.2
2035	12,180	27.5	9,680	21.9	9,171	20.7
2040	11,200	25.2	8,990	20.2	8,499	19.1
Projections from ODSA						

TABLE E-8 2040 AUGLAIZE COUNTY ELDERLY POPULATION BY AGE COHORT						
Age Group	2040 Projected Male	2040 Projected Female	2040 Projected Total	2015 Total	2015-2040 Population Change	Percent Change
65 - 69	1,140	1,130	2,270	2,250	20	0.9
70 - 74	975	1,145	2,120	1,653	467	28.3
75 - 79	900	1,100	2,000	1,288	712	55.3
80 - 84	640	880	1,520	1,185	335	28.3
85 +	570	510	1,080	1,202	-122	-10.1
<b>Total</b>	<b>4,225</b>	<b>4,765</b>	<b>8,990</b>	<b>7,578</b>	<b>1,412</b>	<b>18.6</b>
Projections from ODSA						

## E.2.2 The Disabled & Mobility Impaired

The data limitations require the use of ACS estimations along with ODSA tabulations and projections made there in from. This Plan assumed that the proportion of disabled among the larger Auglaize County population of all non-institutionalized persons, age 5 and older, will remain the same within the various age cohorts through

**ILLUSTRATION E-3  
2040 POPULATION BY AGE COHORT**



2040. Such projections allowed the CAAC to consider the impact of age on disability and the implications of an aging population on the transportation providers. Assumptions also recognized the mobility-impaired population will increase, but remain the same proportionately across the various age cohorts. Table E-9 indicates that the disabled community is projected to experience a slight uptick in size (1.0% from 2015 thru 2040), similar to the mobility impaired population as it increases over ACS 2012 tabulations (1.1%). The inverse relationship, between the total and disabled/mobility-impaired populations, can best be understood based on the age cohorts and the effect of declining total population with an increasing elderly population (19.9% of the elderly are mobility challenged). Regardless, transport providers should note the importance of the community's increasingly older population and its growing female orientation.

TABLE E-9 DISABLED & MOBILITY IMPAIRED POPULATION AUGLAIZE COUNTY PROJECTIONS THRU 2040					
Year	Total Population	Total Non-Institutionalized	Total Non-Institutionalized Population 5+ Years	Disabled Population	Mobility Impaired
2015	45,873	45,362	42,389	5,445	2,756
2020	45,610	45,109	41,939	5,470	2,774
2025	45,140	44,604	41,484	5,582	2,844
2030	44,710	44,128	40,948	5,706	2,929
2035	44,260	43,659	40,539	5,661	2,902
2040	44,430	43,842	40,432	5,492	2,785
Projections from ODSA					

### E.2.3 The Minority Populations

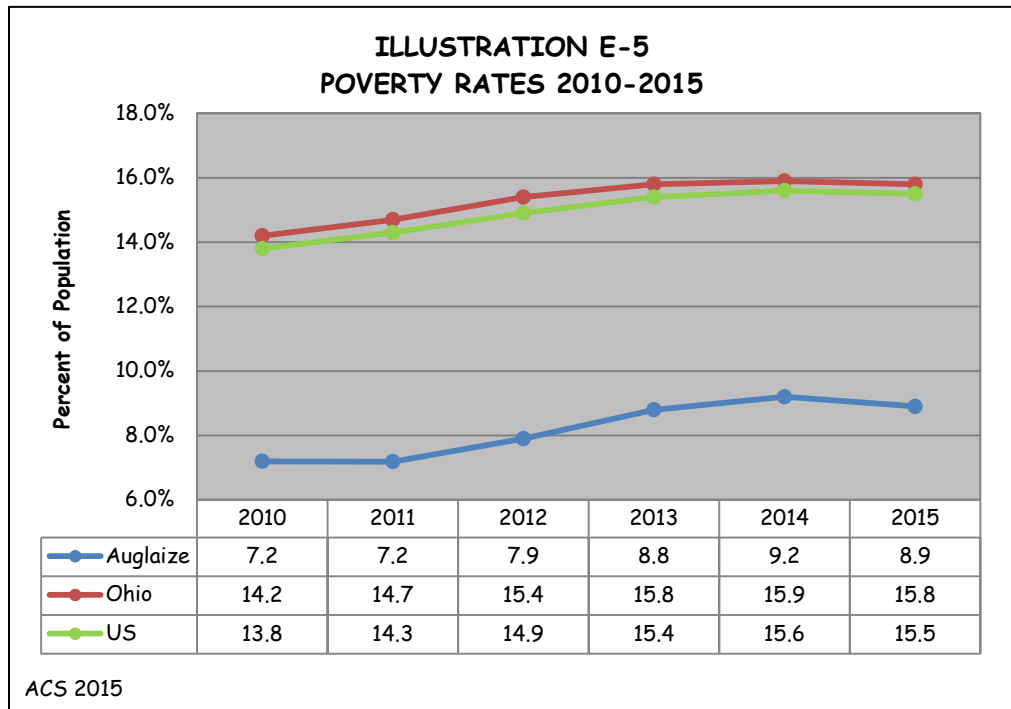
Illustration E-4 reveals that the minority population has increased in size since 1970. Based on ACS 2015, the Hispanic or Latino population comprised 39.5 percent of populations comprised the remainder. Minority population

projections through the 2040 planning period were compiled using a constant proportion method by which the size of the respective minority population remained constant within the larger minority population. Table E-10 identifies the minority population and Black/African-American population through the 2040 planning period.

TABLE E-10 MINORITY POPULATION AUGLAIZE COUNTY PROJECTIONS THRU 2040 <sup>1</sup>					
Year	Total Population	Total Minority Population	Percent Minority Population	Total Black/African American Population	Percent Black/African American Population
2015	45,873	1,599	3.5	207	0.5
2020	45,610	2,007	4.4	259	0.6
2025	45,140	2,242	5.0	289	0.6
2030	44,710	2,478	5.5	320	0.7
2035	44,260	2,714	6.1	350	0.8
2040	44,430	2,950	6.6	381	0.9
Projections from ODSA					

#### E.2.4 Poverty

The impoverished population, an additional subpopulation that must be addressed, was somewhat difficult to project to 2040. Estimates regarding a targeted population projected over such an extended period are subject to change because of such things as changes in the community's economic base, Federal programs, and/or the regulatory definition of poverty. Data regarding poverty are available for National, State, and county level estimates; however, each data source offers a somewhat different picture of poverty. Based on ACS estimates Illustration E-5 depicts these various data estimates which demonstrate a range regarding poverty status, between 2010 and 2015, with an average of 8.2 percent for Auglaize County.



ACS 2015 estimates suggested that the Nation's official poverty rate was 15.5 percent in 2015, slightly below the 2014 estimate (15.6%) that set a new high for poverty in the 2000s. The ACS 2015 estimates also reported that the median household income rose 3.8 percent for American households from \$51,914 in 2010, to \$53,889 in 2015. In 2015, the Federal income threshold for poverty for a family of four was established at \$24,250. The household poverty rate rose from 13.0 percent in 2010 to 14.4 percent in 2015.

According to American Community Survey tabulations, Auglaize County showed a similar trend. Poverty in the County decreased to 15.8 from a high of 15.9 in 2014. Overall median household income figures increased 4.3 percent between 2010 and 2015 from \$52,018 to \$54,274. The percent of children living in poverty increased by 16.6 percent, for an additional 184 children between 2010 and 2015.

Projections thru 2040, reflected in Table E-11, reveal the size of the non-institutionalized population and the percentage of those impoverished. In 2015, the impoverished population was determined to be 4,037 persons, or 8.9 percent of the total non institutionalized population. Projections for purposes of this Plan depict the impoverished population living at or below the mean poverty level established in 2015 (8.9%). Table E-11 depicts a shrinking impoverished population based on that fact alone. No effort was extended to reflect changes in the economic base, an aging population, geographic differences, or poverty among different subpopulations within the community.

TABLE E-11 POPULATION BELOW POVERTY LINE AUGLAIZE COUNTY PROJECTIONS THRU 2040 <sup>1</sup>				
Year	Total Population	Total Non- Institutionalized Population	Total Impoverished	Percent Non- Institutionalized Impoverished
2015	45,873	45,362	4,037	8.9
2020	45,610	45,109	4,015	8.9
2025	45,140	44,604	3,970	8.9
2030	44,710	44,128	3,927	8.9
2035	44,260	43,659	3,886	8.9
2040	44,430	43,842	3,902	8.9
Projections from ODSA				

### E.3 Summary

Industry experts defined the transportation dependent as the: (1) elderly, (2) disabled, (3) non-white minority populations, and (4) impoverished. The U. S. Census Bureau identified the size of these populations and to some extent relative location of each. The protected classes were not mutually exclusive, and many persons were captured under multiple classifications. Therefore, many individuals were double and perhaps triple counted. Table E-12 identifies the respective size of the targeted population groups.

<b>TABLE E-12</b> <b>TARGETED TRANSPORTATION CHALLENGED POPULATIONS</b> <b>AUGLAIZE COUNTY PROJECTIONS THRU 2040</b>							
Year	Elderly	Senior <sup>1</sup>	Disabled	Mobility Impaired	Minority <sup>2</sup>	Poverty	Total Duplicated Residents
2015	7,578	10,387	5,445	2,756	967	4,037	20,783
2020	8,540	11,860	5,470	2,774	1,213	4,015	22,012
2025	9,440	12,610	5,582	2,844	1,356	3,970	23,192
2030	9,980	12,670	5,706	2,929	1,499	3,927	24,042
2035	9,680	12,180	5,661	2,902	1,642	3,886	23,770
2040	8,990	11,200	5,492	2,785	1,784	3,902	22,953
<sup>1</sup> Senior population (60+ years) estimates have been excluded from total duplicated residents. <sup>2</sup> Hispanic residents can be of any race and have been excluded from total duplicated residents.							

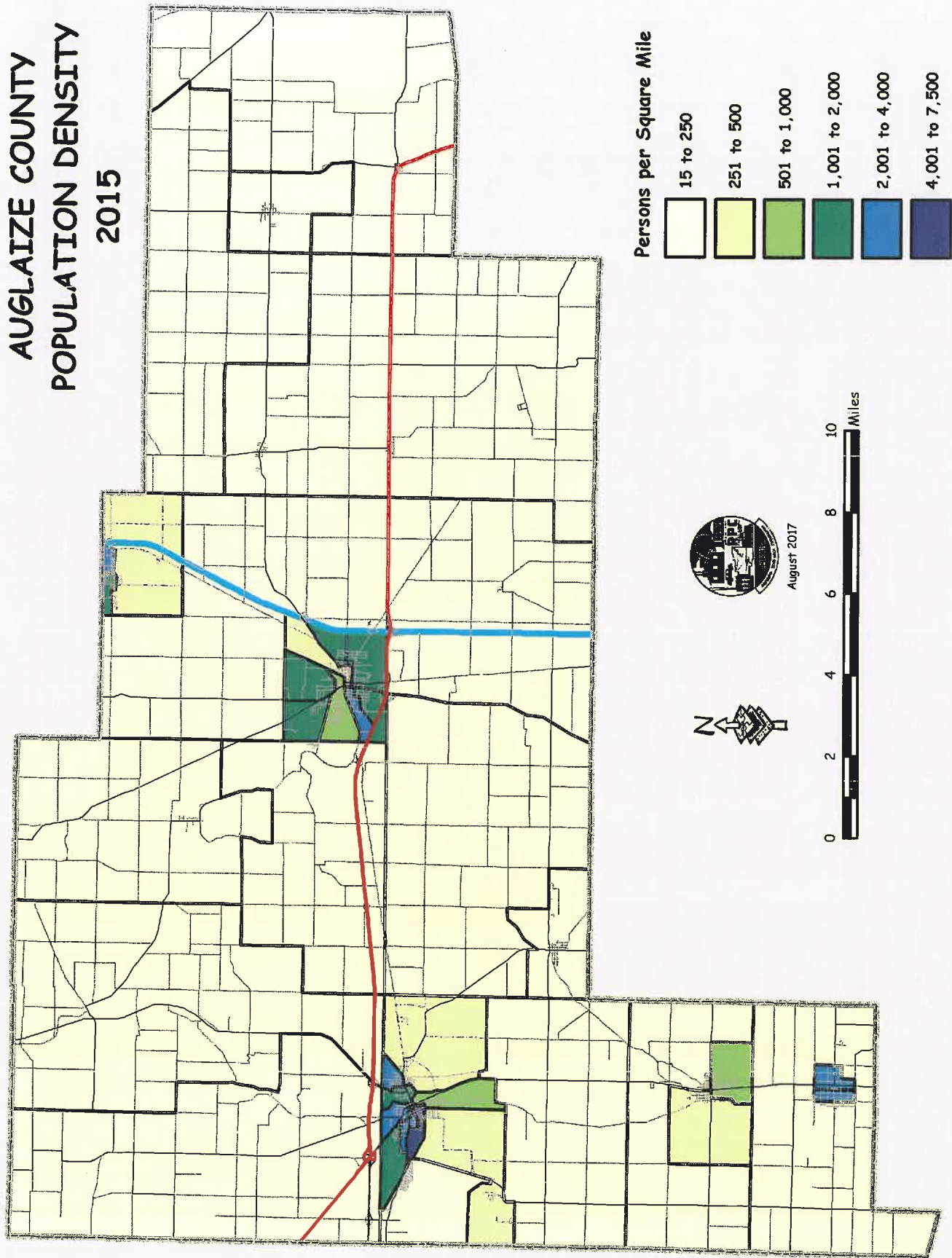
Examining the rationale behind demand estimates, it became evident that physical/cognitive limitations and poverty status in large measure, determined the extent of public transportation and specialized transportation services demanded across the community. Therefore, while recognizing the various targeted population groups as defined by Federal legislation, it was imperative that the Plan work to refine the estimates of the truly dependent populations.

Table E-13 was submitted based on 2015 ACS tabulations in order to identify the size and character of the specific targeted populations within Plan parameters. Both For Plan consistency purposes we are utilizing previous data analysis to provide planning level estimates of service demands for section 5 and 6 of this report.

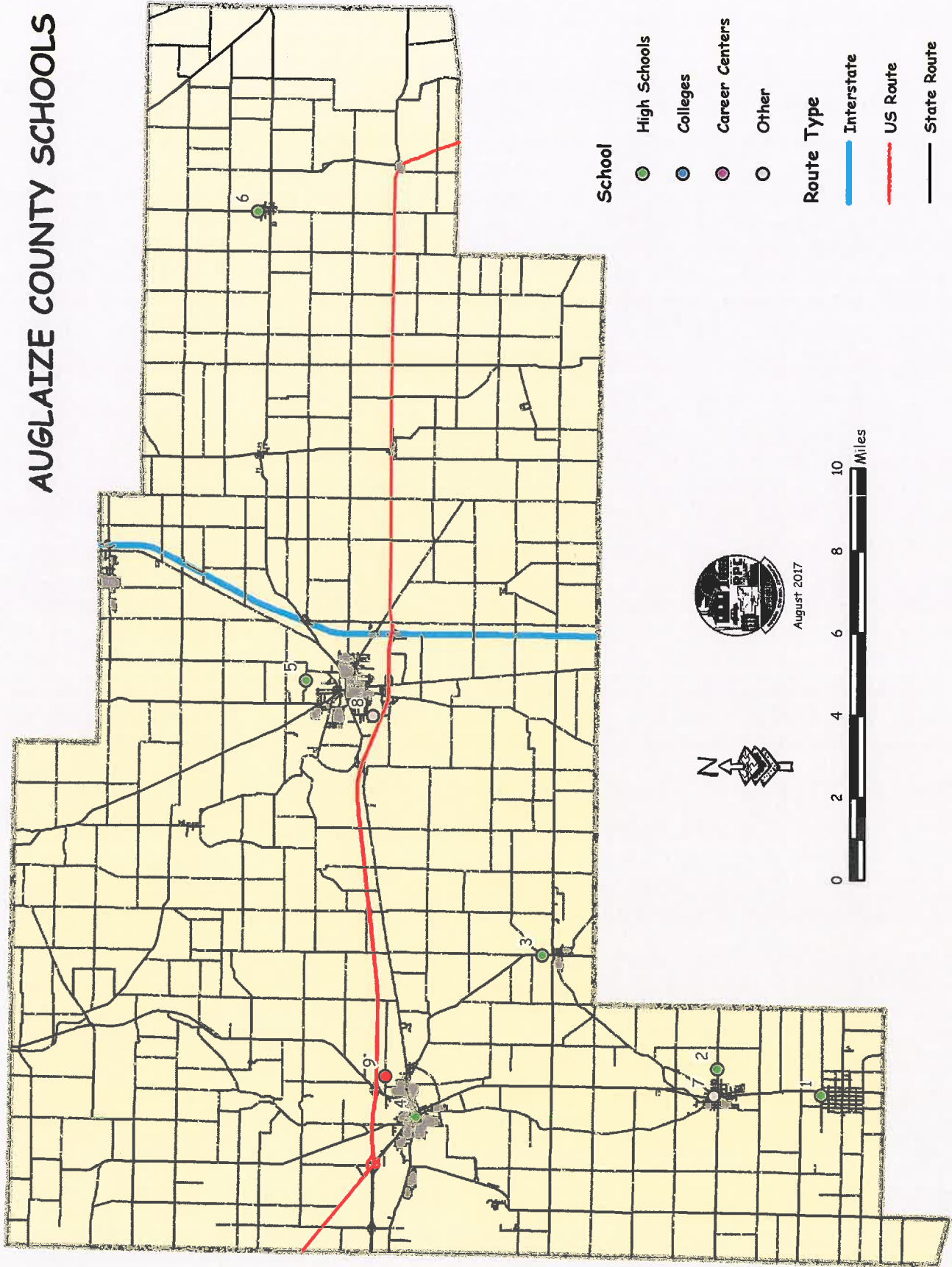
<b>TABLE E-13</b> <b>2015 TRANSPORTATION DEPENDENT POPULATION BY TYPE</b> <b>FOR AUGLAIZE COUNTY</b>						
Non-Institutionalized Population	Elderly <sup>1</sup>	Disabled <sup>2</sup>	Mobility Impaired <sup>3</sup>	Poverty <sup>4</sup>	Transportation Dependent Population	Percent Transportation Dependent
45,362	4,755	2,657	2,756	2,829	12,997	28.7
<sup>1</sup> Reflects non-institutionalized elderly persons; excluding disabled and mobility impaired elderly persons. <sup>2</sup> Reflects all non-institutionalized persons with disabilities; excluding those persons with mobility impairments. <sup>3</sup> Reflects all non-institutionalized persons with mobility impairments. <sup>4</sup> Reflects all non-institutionalized impoverished persons; excluding those who are elderly or disabled.						

APPENDIX E-2  
ADDITIONAL AUGLAIZE COUNTY MAPS & TABLES

AUGLAIZE COUNTY  
POPULATION DENSITY  
2015



# AUGLAIZE COUNTY SCHOOLS

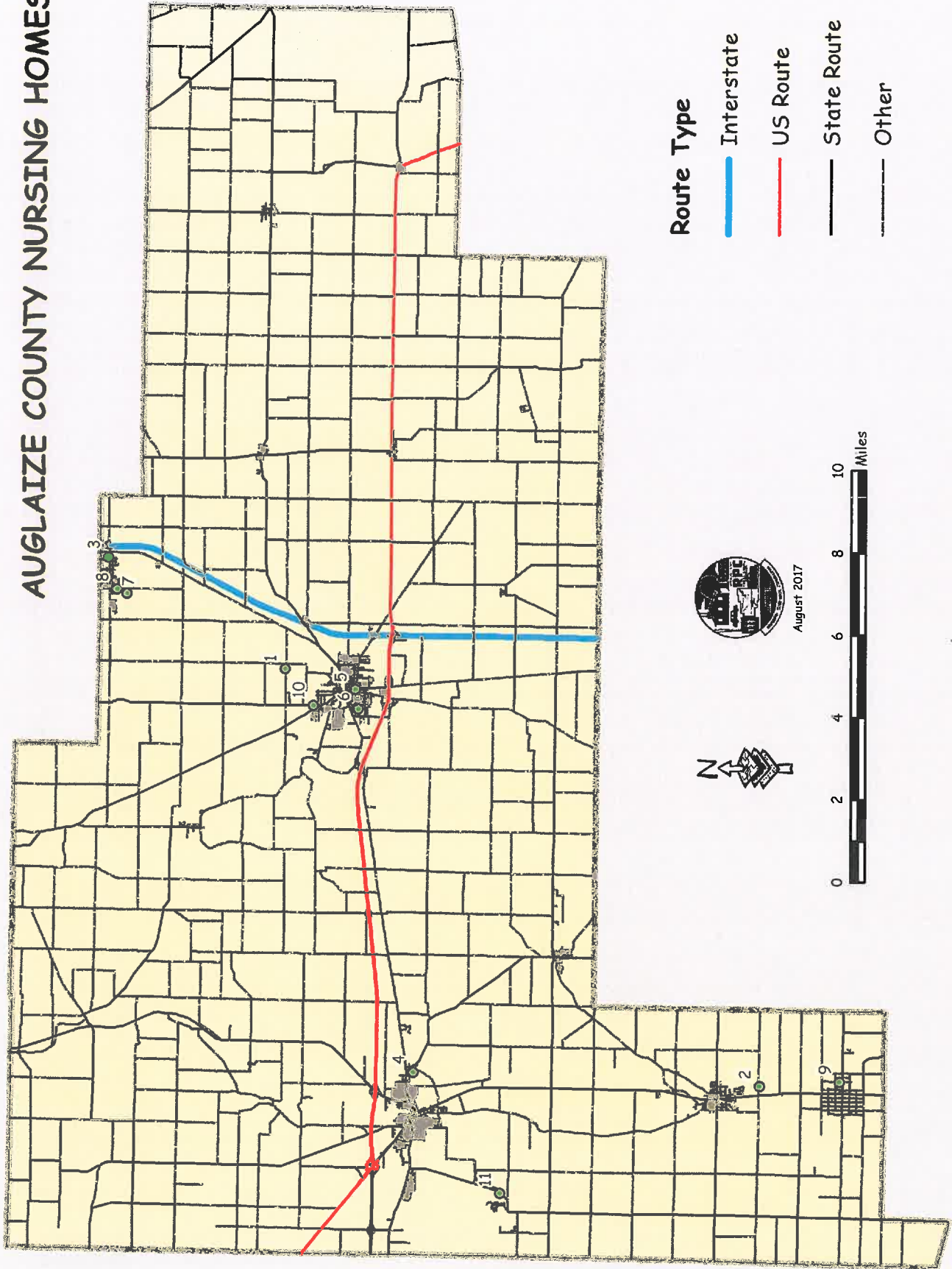


August 2017



AUGLAIZE COUNTY SCHOOLS						
ID	Name	Address	City	State	ZIP	
1	Minster High School	100 E 7th St	Minster	OH	45865	
2	New Bremen High School	901 E Monroe St	New Bremen	OH	45869	
3	New Knoxville High School	345 N Main St	New Knoxville	OH	45871	
4	St Marys Memorial High School	2250 OH-66 North	St Marys	OH	45885	
5	Wapakoneta High School	1 Redskin Tr	Wapakoneta	OH	45895	
6	Waynesfield-Goshen High School	500 N Westminster St	Waynesfield	OH	45896	
7	Auglaize County Board of Developmental Disabilities	20 E 1st St	New Bremen	OH	45869	
8	Auglaize County Educational Service Center	1045 Dearbaugh Ave, #2	Wapakoneta	OH	45895	
9	Tri Star Career Compact	809 McKinley Rd	St Marys	OH	45885	

# AUGLAIZE COUNTY NURSING HOMES



**Route Type**

- Interstate
- US Route
- State Route
- Other

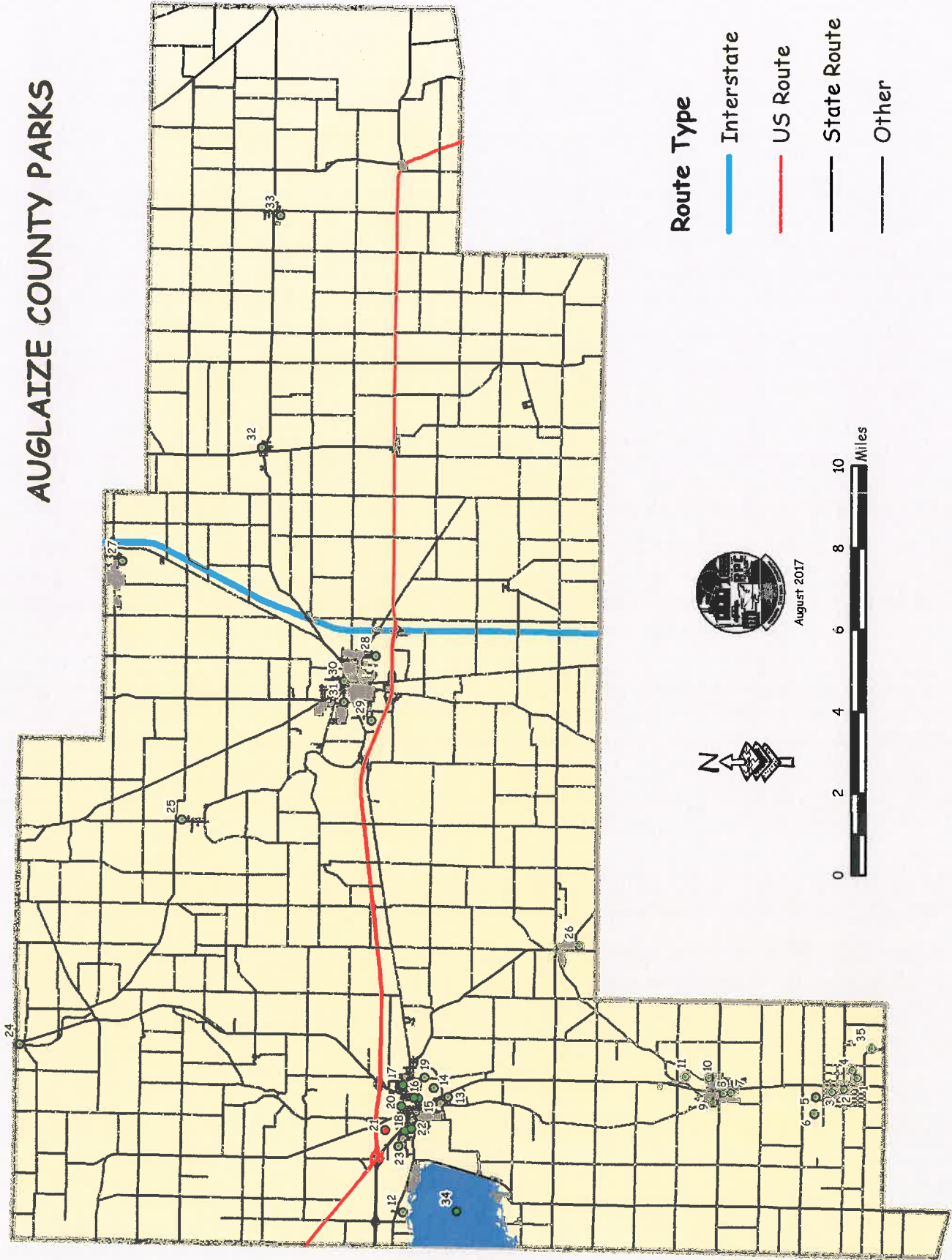


August 2017



AUGLAIZE COUNTY NURSING HOMES						
ID	Name	Address	City	State	Zip	
1	Auglaize Acres Nursing Home	13903 Infirmary Rd	Wapakoneta	OH	45895	
2	Elmwood Assisted Living of New Bremen	711 S Walnut St	New Bremen	OH	45869	
3	Cridersville Health Care Center	603 E Main St	Cridersville	OH	45806	
4	Vancrest	1140 S Knoxville Ave	St Marys	OH	45885	
5	New Vision Nursing & Home Care	310 Perry St	Wapakoneta	OH	45895	
6	Gardens of Wapakoneta	505 Walnut St	Wapakoneta	OH	45895	
7	Otterbein Senior Lifestyle Choices	100 Red Oak Dr	Cridersville	OH	45806	
8	Aspire Home Health Care Services	306 Reichelderfer Rd	Cridersville	OH	45806	
9	Otterbein Retirement	11230 OH-364	St Marys	OH	45885	
10	Wapak Manor	1010 Lincoln Ave	Wapakoneta	OH	45895	
11	Heritage Manor	24 N Hamilton St	Minster	OH	45865	

# AUGLAIZE COUNTY PARKS

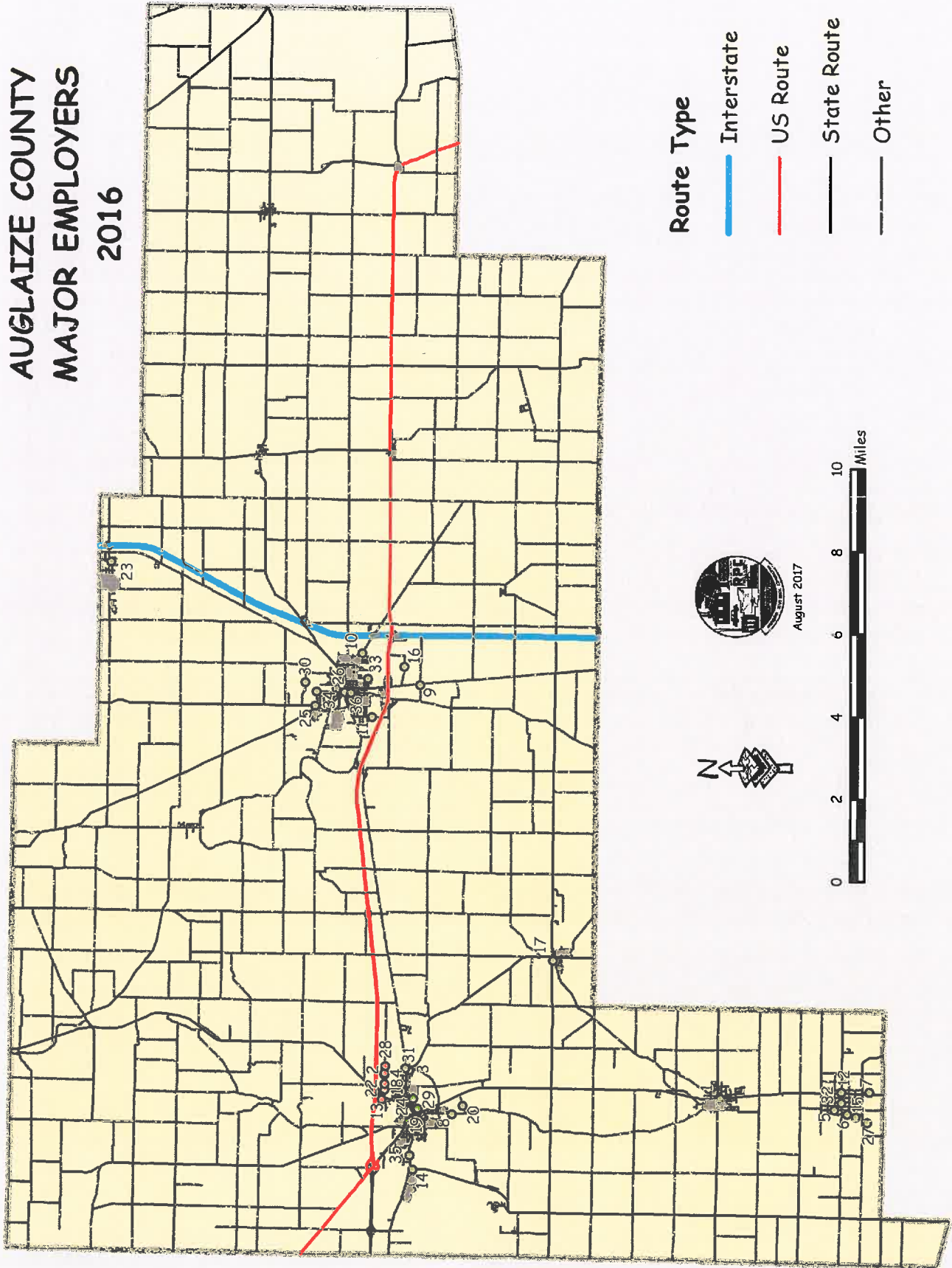


- Route Type**
- Interstate
  - US Route
  - State Route
  - Other

AUGLAIZE COUNTY PARKS		
ID	Park Name	Jurisdiction
1	Paris Street Park	Village of Minster
2	Minster Machine Centennial Park	Village of Minster
3	Park	Village of Minster
4	Second Street Walkway	Village of Minster
5	Miami Erie Park	Village of Minster
6	Four Seasons Recreational Park	Village of Minster
7	Jaycee's Park	Village of New Bremen
8	Lion's Club Park	Village of New Bremen
9	Park	Village of New Bremen
10	Bremenfest Park	Village of New Bremen
11	Kuenning-Dicke Nature Preserve	Village of New Bremen
12	State Park	Grand Lake St. Mary's
13	Larkin Field	City of St. Mary's
14	K. C. Geiger Park	City of St. Mary's
15	Memorial Park	City of St. Mary's
16	Heritage Park	City of St. Mary's
17	Armstrong Park	City of St. Mary's
18	Aquatic Center Park	City of St. Mary's
19	Kiwanis Park	City of St. Mary's
20	Kuck's Kiwanis Cove Park	City of St. Mary's
21	Rolling Hills Park	City of St. Mary's
22	Williams-Edwards Park	City of St. Mary's
23	West Oaks Park	City of St. Mary's
24	Deep Cut State Park	Salem Township
25	Buckland Park	Logan Township
26	New Knoxville Community Park	Village of New Knoxville
27	Tower Park	Village of Cridersville

AUGLAIZE COUNTY PARKS		
ID	Park Name	Jurisdiction
28	Veterans' Memorial Park	City of Wapakoneta
29	Auglaize County Fairgrounds	City of Wapakoneta
30	Belcher Park	City of Wapakoneta
31	Harmon Field	City of Wapakoneta
32	Park	Village of Uniopolis
33	Park	Village of Waynesfield
34	St Mary's State Park	Grand Lake St. Mary's
35	Lake Loramie Park	Jackson Township

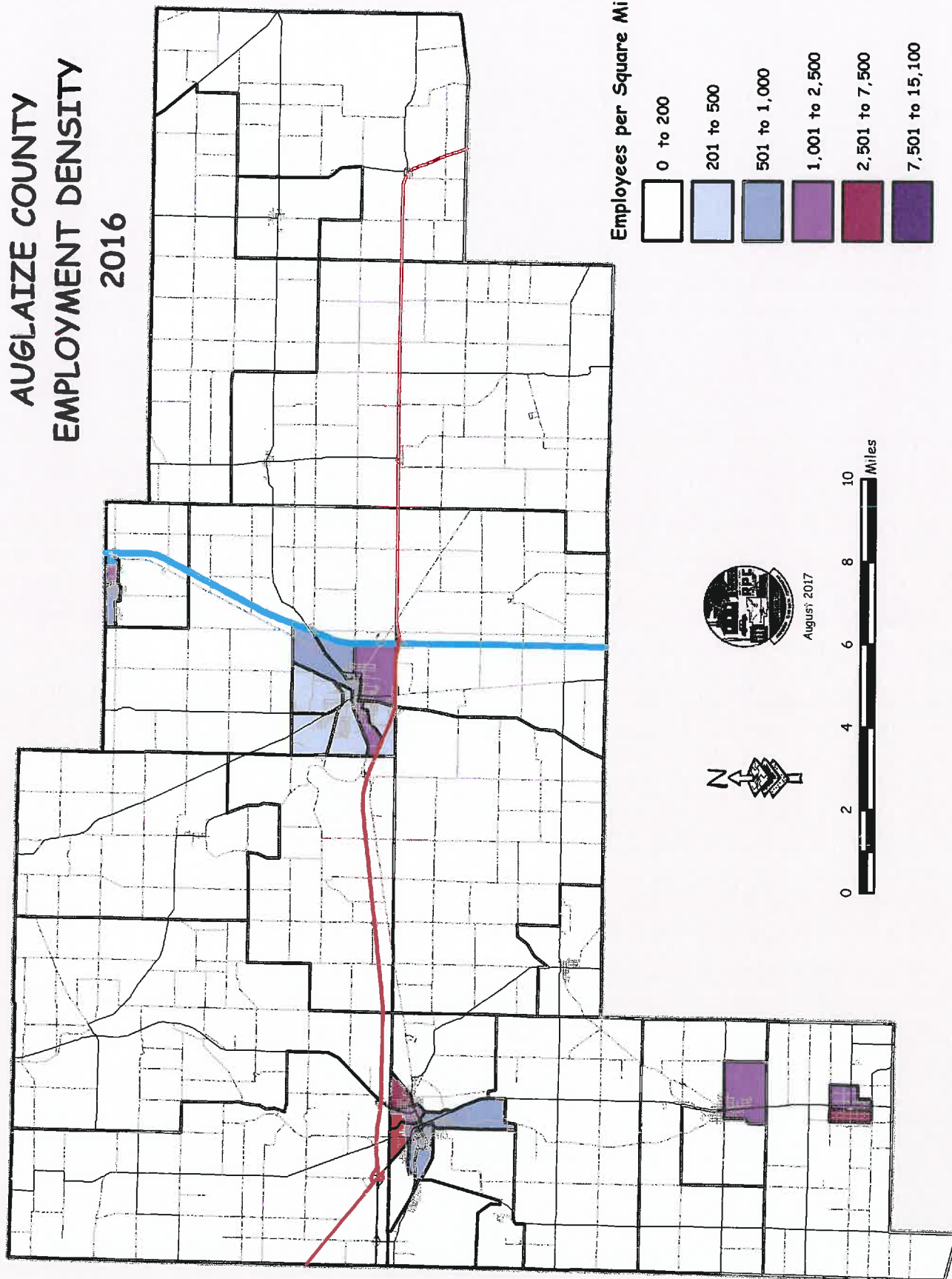
# AUGLAIZE COUNTY MAJOR EMPLOYERS 2016



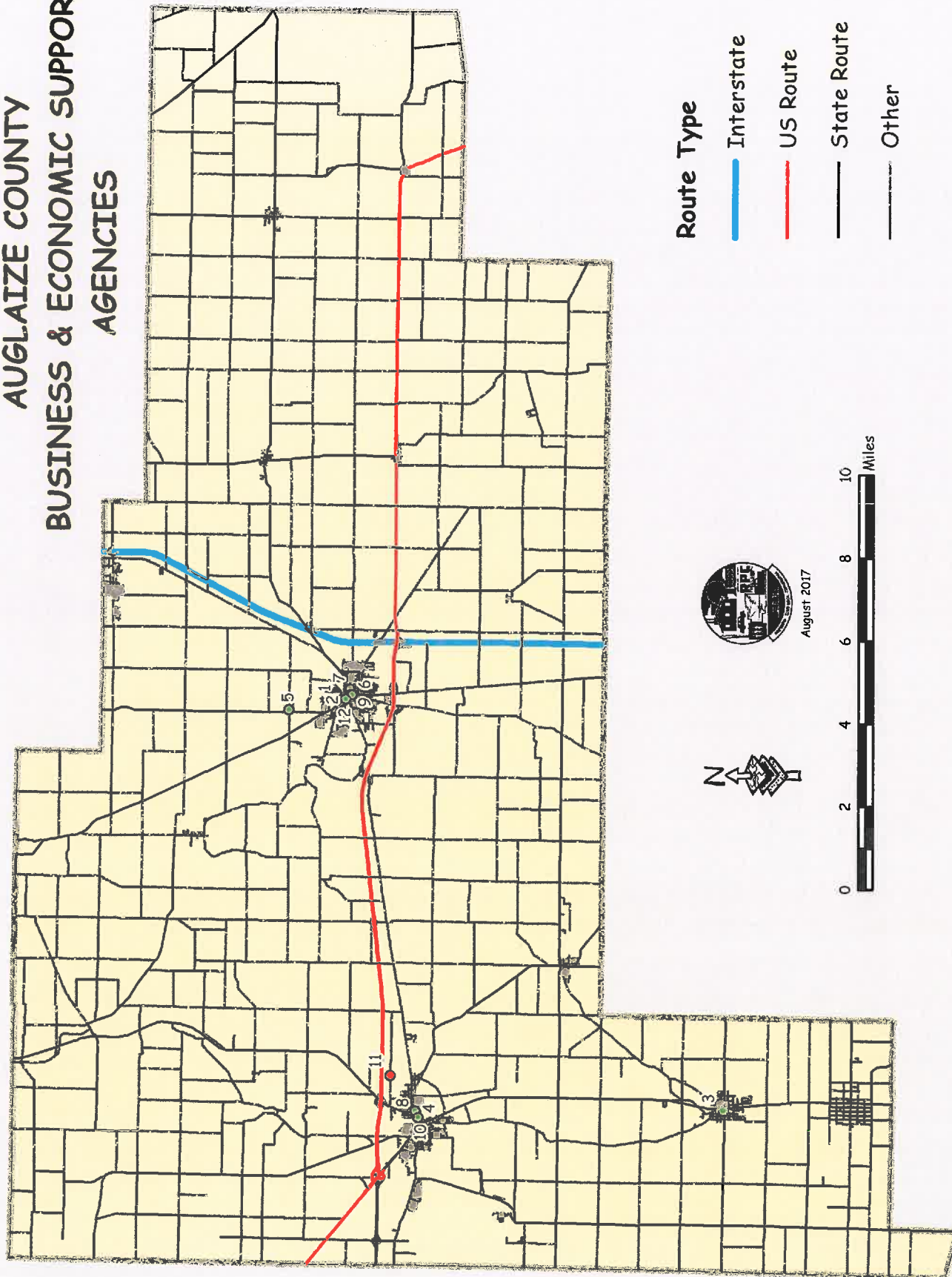
AUGLAIZE COUNTY MAJOR EMPLOYERS 2016						
ID	Name	Site Address	City	State	Zip	NAICS
1	Crown Equipment Corp	44 S Washington St	New Bremen	OH	45869	333924
2	AAP St. Marys Corp.	1100 McKinley Rd	St Marys	OH	45885	336390
3	Joint Township District Memorial Hospital	200 St Clair Street	St Marys	OH	45885	622110
4	Setex, Inc.	1111 McKinley Rd	St Marys	OH	45885	336360
5	Nidec Minster Corporation	240 W 5th St	Minster	OH	45865	333517
6	Precision Strip	86 South Ohio St	Minster	OH	45865	423510
7	The Dannon Company, Inc.	216 Southgate Drive	Minster	OH	45865	311511
8	Veyance Technologies	1115 S Wayne St	St Marys	OH	45885	326291
9	General Aluminum Mfg Co	13663 Short Rd	Wapakoneta	OH	45895	331524
10	Wal-Mart	1257 Bellefontaine St	Wapakoneta	OH	45895	452910
11	Auglaize County Educational Service	1045 Dearbaugh Ave	Wapakoneta	OH	45895	611710
12	Wagner's IGA Market, Inc	257 E 4th St	Minster	OH	45865	445110
13	Kroger	475 Fortman Rd	St Marys	OH	45885	445110
14	Otterbein St Marys	11230 Sr 364	St Marys	OH	45885	623312
15	Crown Equipment Corporation	245 Boulder Ln	Minster	OH	45865	333924
16	Millers Textile Services	520 Commerce Drive	Wapakoneta	OH	45895	812331
17	Crown Equipment Corp	07587 St Rt 219	New Knoxville	OH	45871	333924
18	Murotech Ohio Corporation	550 McKinley Rd	St Marys	OH	45885	336310
19	Capabilities, Inc.	124 S Front St	St Marys	OH	45885	624310
20	We Can Too, LLC	311 S Park Dr	Saint Marys	OH	45885	624310
21	Safeway Specialty Products, Inc.	245 Boulder Lane	Minster	OH	45865	322211
22	Omni Manufacturing, Inc.	901 McKinley Rd	St Marys	OH	45885	332119
23	Otterbein Gridersville	100red Oak Dr	Gridersville	OH	45806	623312
24	St. Marys Foundry, Inc.	405 East South St	St Marys	OH	45885	331511
25	Wapakoneta Manor	1010 Lincoln Hwy	Wapakoneta	OH	45895	623110
26	G.A. Wintzer & Son Co.	12279 S Dixie Hwy	Wapakoneta	OH	45895	311613
27	Globus Printing & Packaging, Inc.	1 Executive Pkwy	Minster	OH	45865	323111
28	Westaff	1301 McKinley Road	St Marys	OH	45885	561320
29	Memorial High	101 W South St	St Marys	OH	45885	611110
30	Wapakoneta High	1 Redskin Trail	Wapakoneta	OH	45895	611110

AUGLAIZE COUNTY MAJOR EMPLOYERS 2016						
ID	Name	Site Address	City	State	Zip	NAICS
31	Parker Hannifin Corp	1700 E Spring St	St Marys	OH	45885	333995
32	Village of Minster	5 W Fourth St	Minster	OH	45865	921140
33	American Trim	Krein & Gibbs St #3	Wapakoneta	OH	45895	332999
34	Wapakoneta Elementary	900 N Blackhoof St	Wapakoneta	OH	45895	611110
35	A W Holdings LLC	1621 Celina Rd	St Marys	OH	45885	624120
36	Auglaize County	209 S Blackhoof St Suite 102	Wapakoneta	OH	45895	623210

# AUGLAIZE COUNTY EMPLOYMENT DENSITY 2016

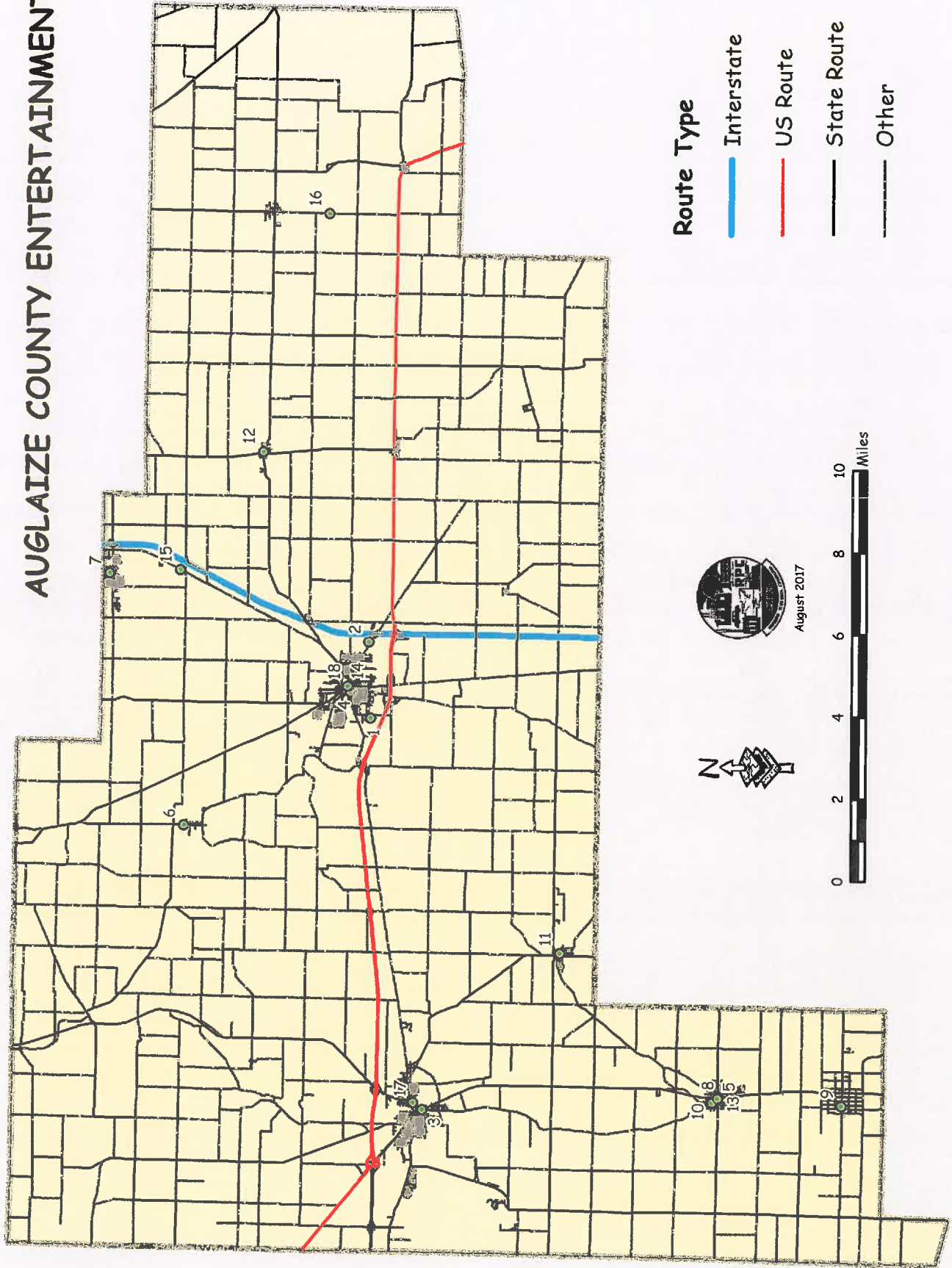


# AUGLAIZE COUNTY BUSINESS & ECONOMIC SUPPORT AGENCIES



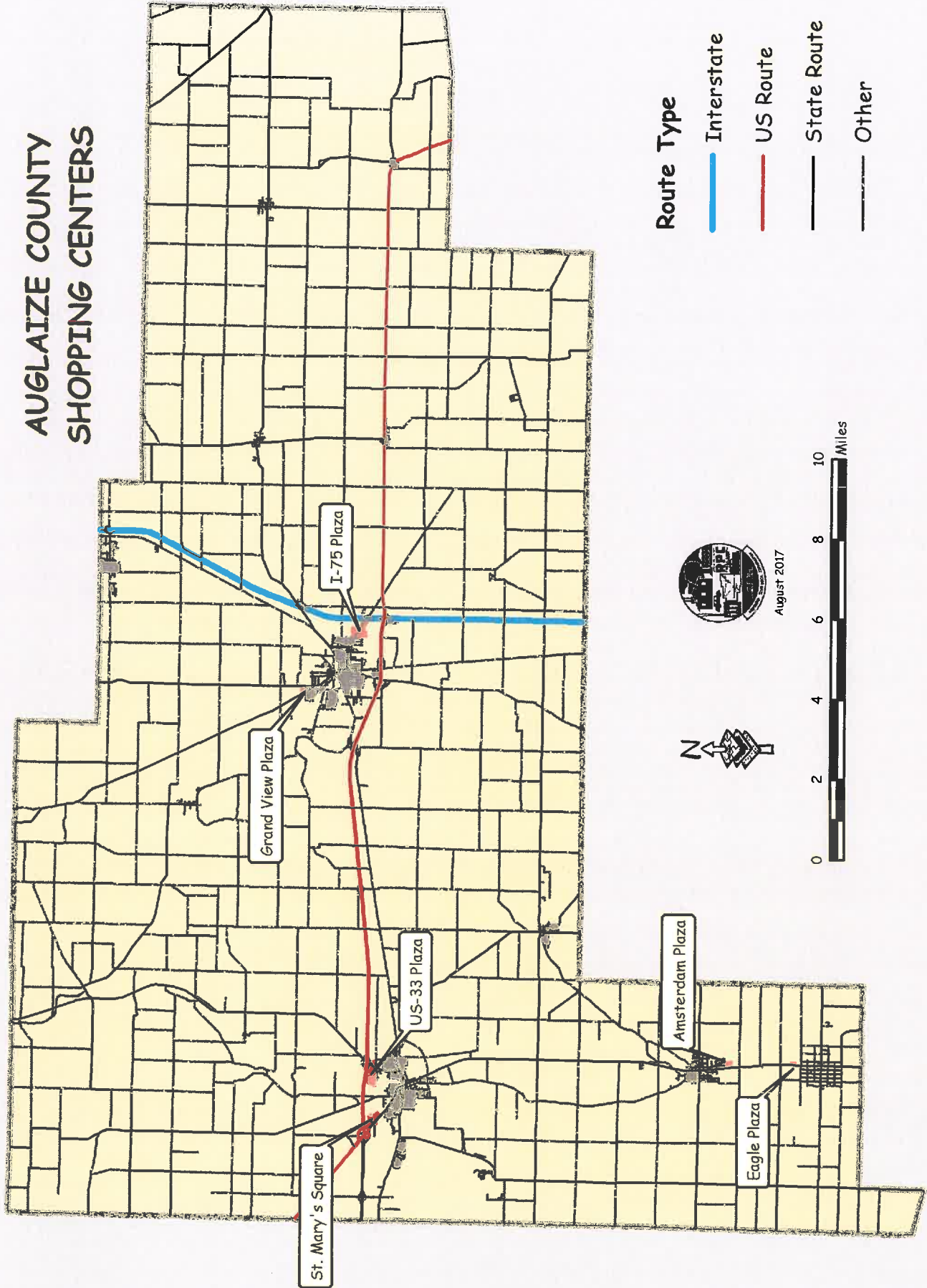
AUGLAIZE COUNTY BUSINESS & ECONOMIC SUPPORT AGENCIES					
ID	Name	Address	City	State	Zip
1	Wapakoneta Economic Development	30 E Auglaize St	Wapakoneta	OH	45895
2	Wapakoneta Chamber of Commerce	30 E Auglaize St	Wapakoneta	OH	45895
3	Southwestern Auglaize County Chamber of Commerce	22 N Water St	New Bremen	OH	45869
4	St Marys Area Chamber of Commerce	301 E Spring St	St Marys	OH	45885
5	Ohio Means Jobs	13093 Infirmary Rd	Wapakoneta	OH	45895
6	Minute Men Staffing Services Wapakoneta	116 E Auglaize St	Wapakoneta	OH	45895
7	Custom Staffing Wapakoneta	1 W Auglaize St	Wapakoneta	OH	45895
8	Spherion	323 E Spring St	St Marys	OH	45885
9	Experience Works	15 Willipie St	Wapakoneta	OH	45895
10	Bane Staffing	129 E Spring St	St Marys	OH	45885
11	Westaff	1301 McKinley Rd	St Marys	OH	45885
12	CBS Personnel Services	101 Defiance St	Wapakoneta	OH	45895

# AUGLAIZE COUNTY ENTERTAINMENT

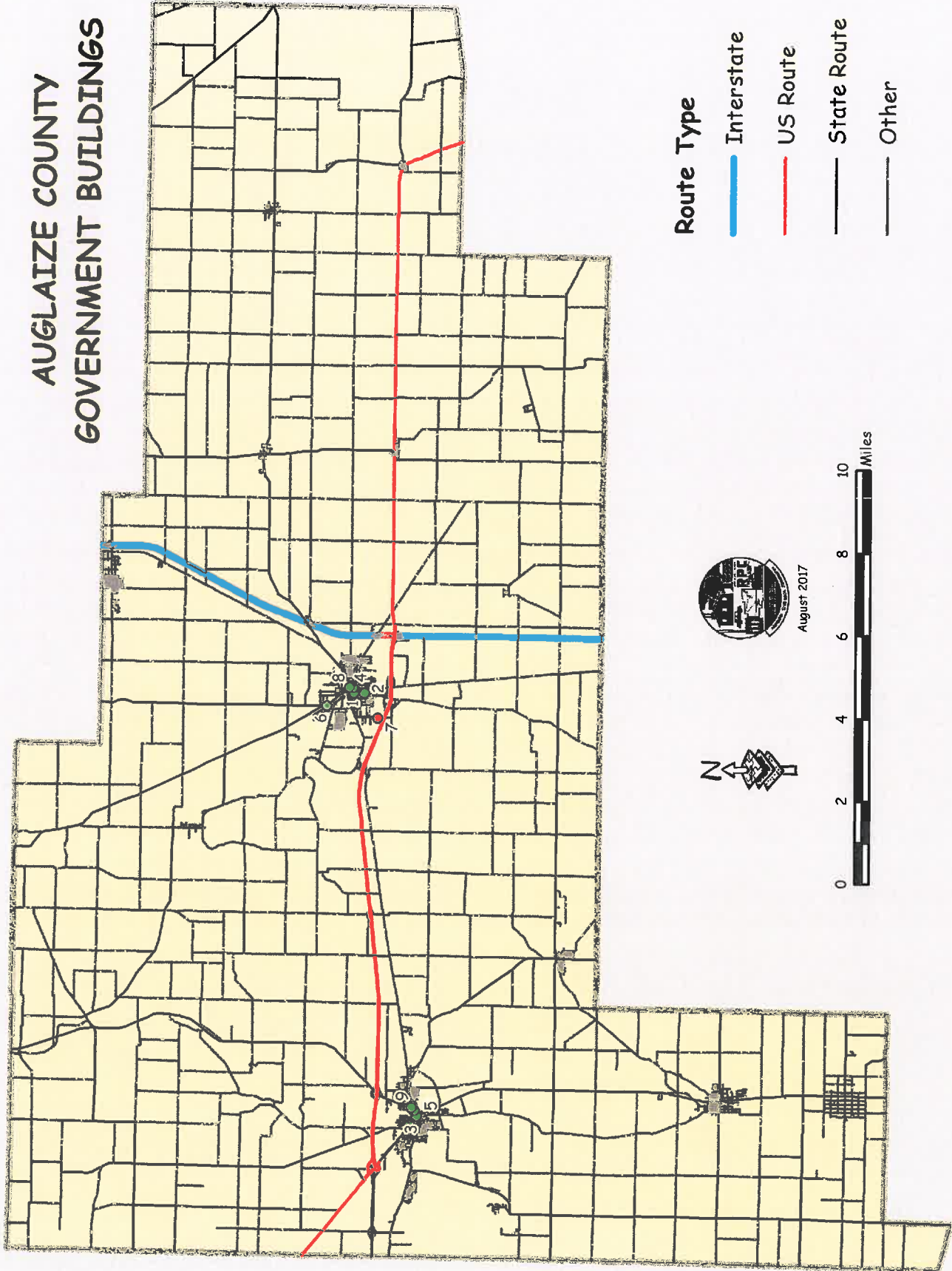


AUGLAIZE COUNTY ENTERTAINMENT						
ID	Name	Site Address	City	State	Zip	Type
1	Auglaize County Fairgrounds	1001 Fairview Dr	Wapakoneta	OH	45895	Outdoor
2	The Armstrong Air and Space Museum	500 Apollo Dr	Wapakoneta	OH	45895	Historical
3	Daniel Mooney Museum	223 S Main St	St. Mary's	OH	45885	Historical
4	Wapakoneta Museum	206 W Main St	Wapakoneta	OH	45895	Historical
5	Bicycle Museum of America	7 W Monroe St	New Bremen	OH	45869	Historical
6	Buckland Historical Museum	306 N Main St	Buckland	OH	45819	Historical
7	Cridersville Historical Museum	111 W Sugar St	Cridersville	OH	45806	Historical
8	Lockkeepers House Visitors Center	OH-66 & OH-274	New Bremen	OH	45869	Historical
9	Minster Historical Museum	112 W 4th St	Minster	OH	45865	Historical
10	New Bremen Historical Museum	120 N Main St	New Bremen	OH	45869	Historical
11	New Knoxville Historical Museum	107 E German St	New Knoxville	OH	45871	Historical
12	Uniopolis Historical Museum	75 E Ohio St	Uniopolis	OH	45888	Historical
13	Lock One Theater	8 W Monroe St	New Bremen	OH	45869	Arts
14	Wapa Theatre	15 Willipie St	Wapakoneta	OH	45895	Arts
15	Cridersville Speedway	19140 S Dixie Hwy	Cridersville	OH	45806	Sports
16	Waynesfield Motorsports Park	15595 Waynesfield Rd	Waynesfield	OH	45896	Sports
17	Arts Place	207 E Spring St	St Marys	OH	45885	Arts
18	Riverside Arts Center	3 W Auglaize St	Wapakoneta	OH	45895	Arts

# AUGLAIZE COUNTY SHOPPING CENTERS



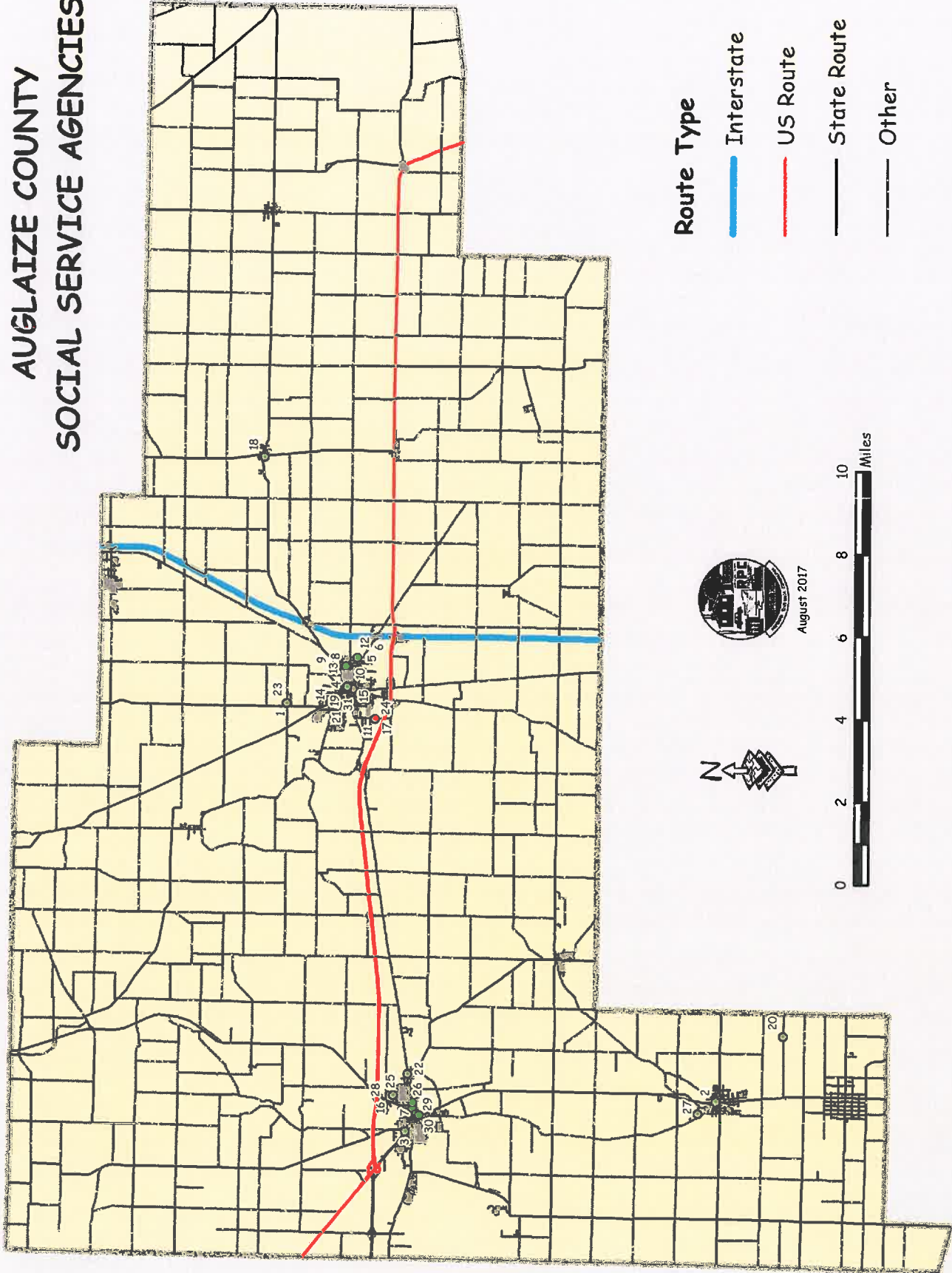
# AUGLAIZE COUNTY GOVERNMENT BUILDINGS



- Route Type**
- Interstate
  - US Route
  - State Route
  - Other

AUGLAIZE COUNTY GOVERNMENT BUILDINGS						
ID	Name	Address	City	State	Zip	
1	Auglaize County Courthouse	209 S Blackhoof St	Wapakoneta	OH	45895	
2	Auglaize County Clerk of Court	604 S Blackhoof St	Wapakoneta	OH	45895	
3	Auglaize Municipal Court	114 N Main St	St Marys	OH	45885	
4	Auglaize County Common Pleas	201 Willipie St	Wapakoneta	OH	45895	
5	City of St Marys	101 E Spring St	St Marys	OH	45885	
6	City of Wapakoneta	701 Parlette Ct	Wapakoneta	OH	45895	
7	Auglaize County Sheriff's Office	1051 Dearbaugh Ave	Wapakoneta	OH	45895	
8	US Postal Service	12 Willipie St	Wapakoneta	OH	45895	
9	US Postal Service	120 N Chestnut St	St Marys	OH	45885	

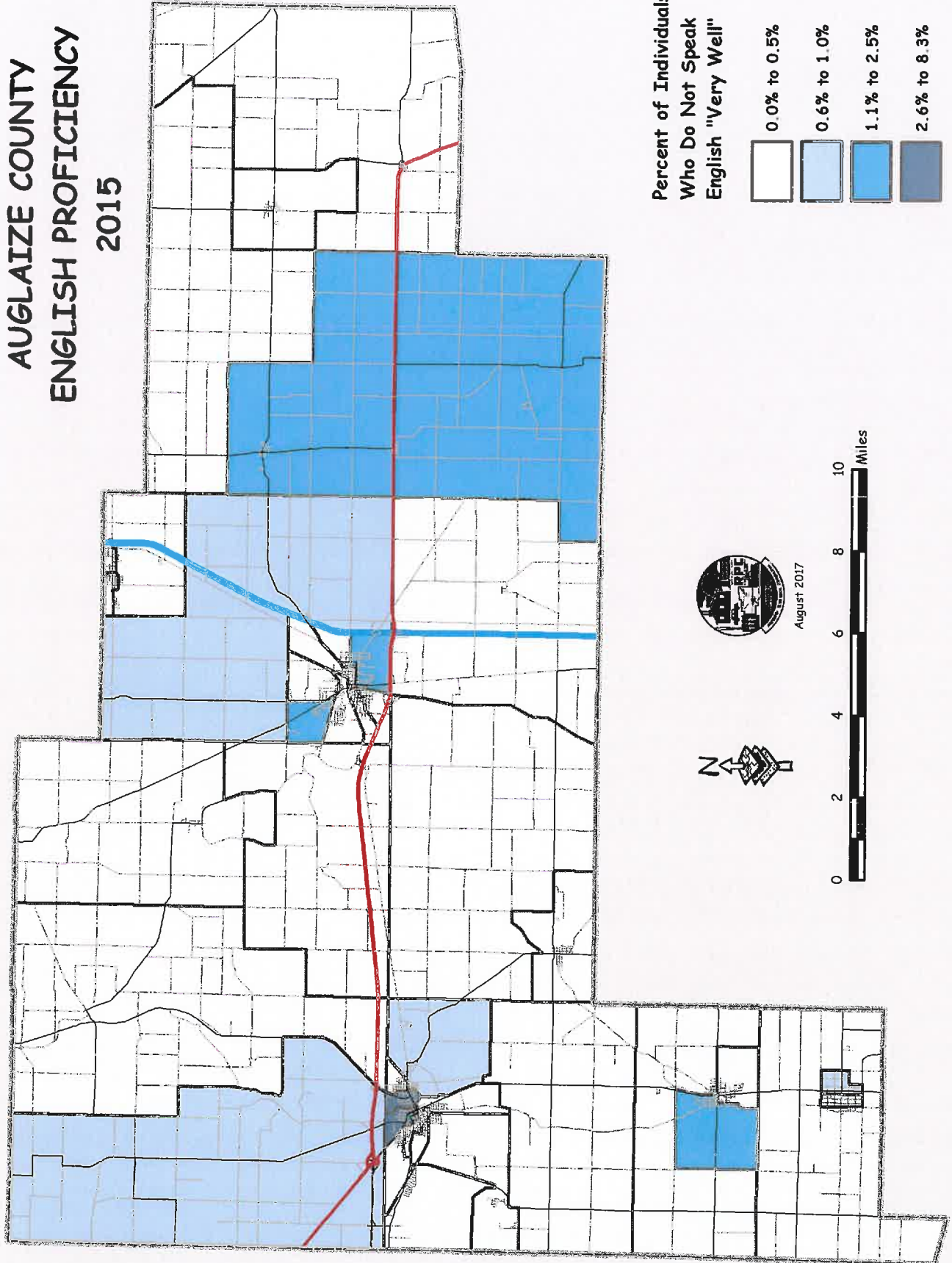
# AUGLAIZE COUNTY SOCIAL SERVICE AGENCIES



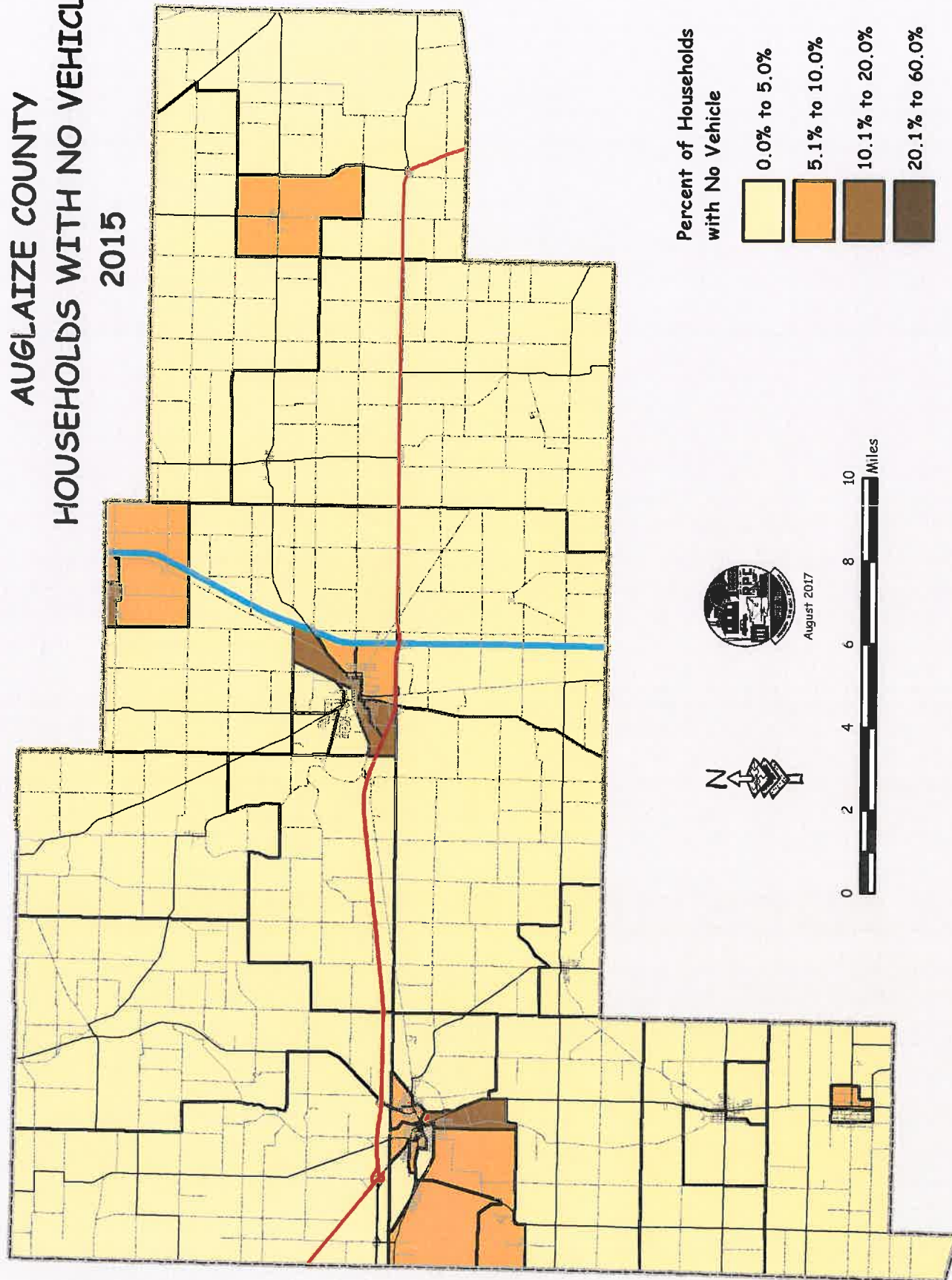
AUGLAIZE COUNTY SOCIAL SERVICES						
ID	Name	Address	City	State	Zip	
1	Ohio Means Jobs	13093 W Infirmary Rd	Wapakoneta	OH	45895	
2	Auglaize County Board of Developmental Disabilities	20 E 1st St	New Bremen	OH	45869	
3	Auglaize County Council on Aging	610 Indiana Ave	Saint Marys	OH	45885	
4	Auglaize County Council on Aging	25 E Auglaize St	Wapakoneta	OH	45895	
5	Auglaize County Women, Infants and Children (WIC)	214 S Wagner Ave	Wapakoneta	OH	45895	
6	Auglaize County Health Department	214 S Wagner Ave	Wapakoneta	OH	45895	
7	Big Brothers/Big Sisters	204 E Spring St	Saint Marys	OH	45885	
8	Child Support Enforcement	12 N Wood St	Wapakoneta	OH	45895	
9	Children's Service Agency	12 N Wood St	Wapakoneta	OH	45895	
10	Crisis Center, Inc.	2 N Wood St	Wapakoneta	OH	45895	
11	Family and Children First	1045 Dearbaugh Ave	Wapakoneta	OH	45895	
12	Help Me Grow	214 S Wagner Ave	Wapakoneta	OH	45895	
13	Auglaize County Job & Family Services	12 N Wood St	Wapakoneta	OH	45895	
14	United Way of Auglaize County	30 E Auglaize St	Wapakoneta	OH	45895	
15	Victim Assistance Program	201 S Willipie St	Wapakoneta	OH	45895	
16	We Care Center	720 Armstrong St	Saint Marys	OH	45885	
17	Head Start	1045 Dearbaugh Ave	Wapakoneta	OH	45895	
18	Capabilities	124 South St	Wapakoneta	OH	45895	
19	Riverside Arts Center	3 W Auglaize St	Wapakoneta	OH	45895	
20	YMCA South Branch	04075 Wuebker Rd	Minster	OH	45865	
21	Mercy Unlimited	38 E Auglaize St	Wapakoneta	OH	45895	
22	Agape Ministries	1220 E Spring St	Saint Marys	OH	45885	
23	West Ohio Community Action Partnership	13093 W Infirmary Rd	Wapakoneta	OH	45895	
24	Family Resource Center	1045 Dearbaugh Ave	Wapakoneta	OH	45895	
25	Family Resource Center	720 Armstrong St	Saint Marys	OH	45885	
26	Resource and Opportunity Center	128 S Spruce St	Saint Marys	OH	45885	
27	Auglaize Industries	330 W Boesel Ave	New Bremen	OH	45869	

AUGLAIZE COUNTY SOCIAL SERVICES						
ID	Name	Address	City	State	Zip	
28	Coleman Behavioral Health	720 Armstrong St	Saint Marys	OH	45885	
29	Family Life Center of Auglaize County	104 W Spring St	Saint Marys	OH	45885	
30	Cancer Association of Auglaize County	120 S Front St	Saint Marys	OH	45885	
31	Coleman Professional Services	16 E Auglaize St	Wapakoneta	OH	45895	

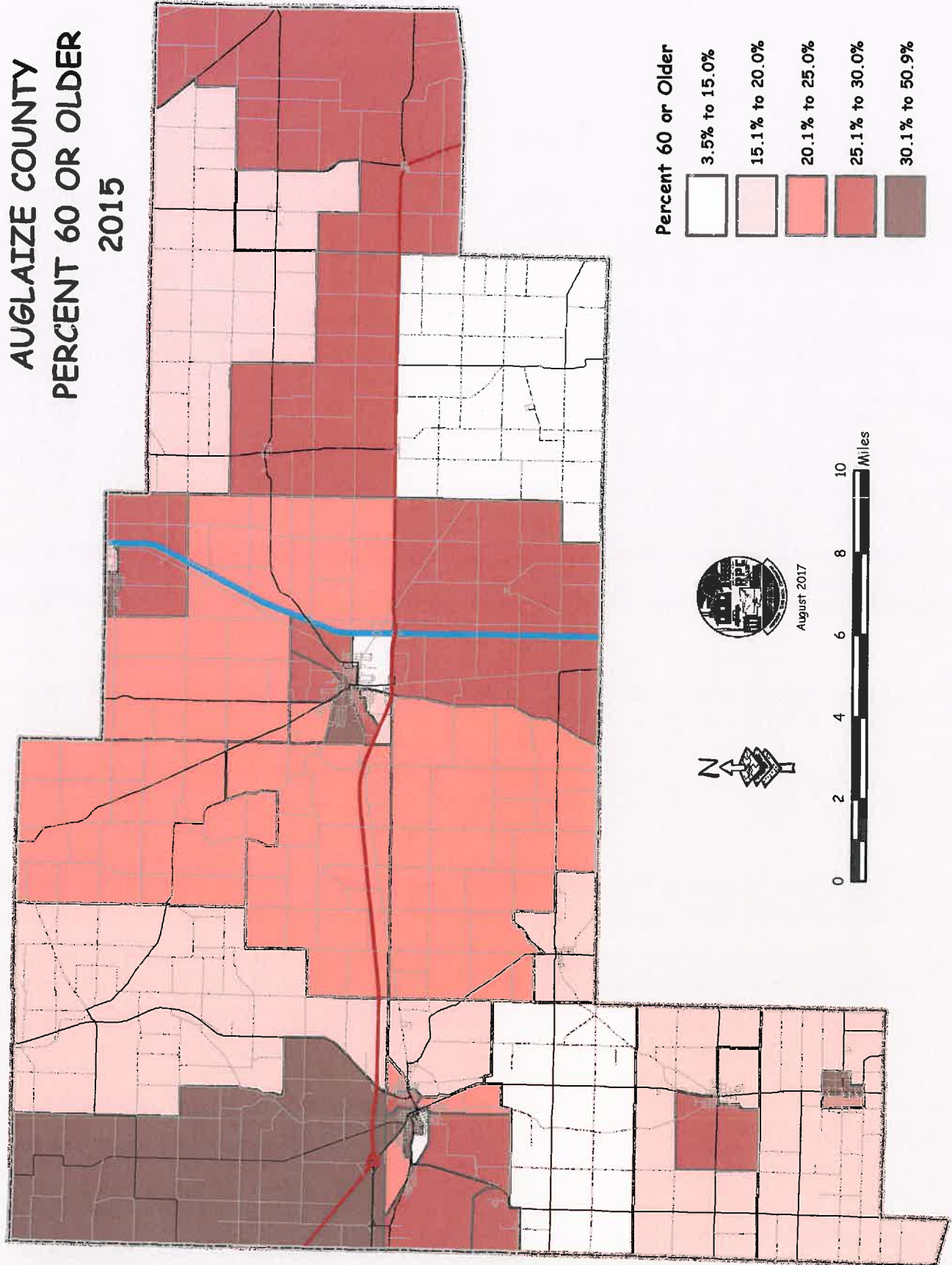
# AUGLAIZE COUNTY ENGLISH PROFICIENCY 2015



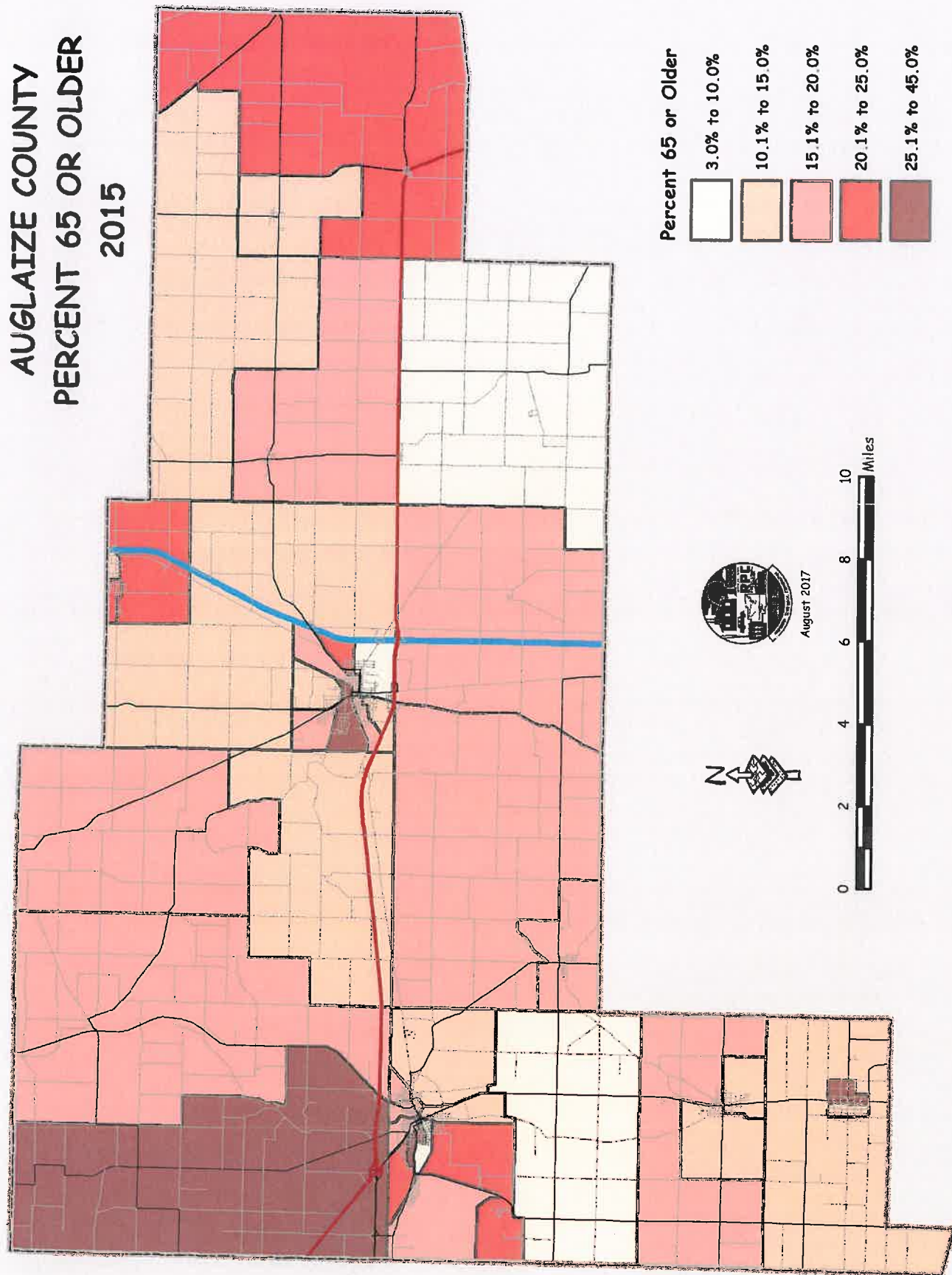
# AUGLAIZE COUNTY HOUSEHOLDS WITH NO VEHICLE 2015



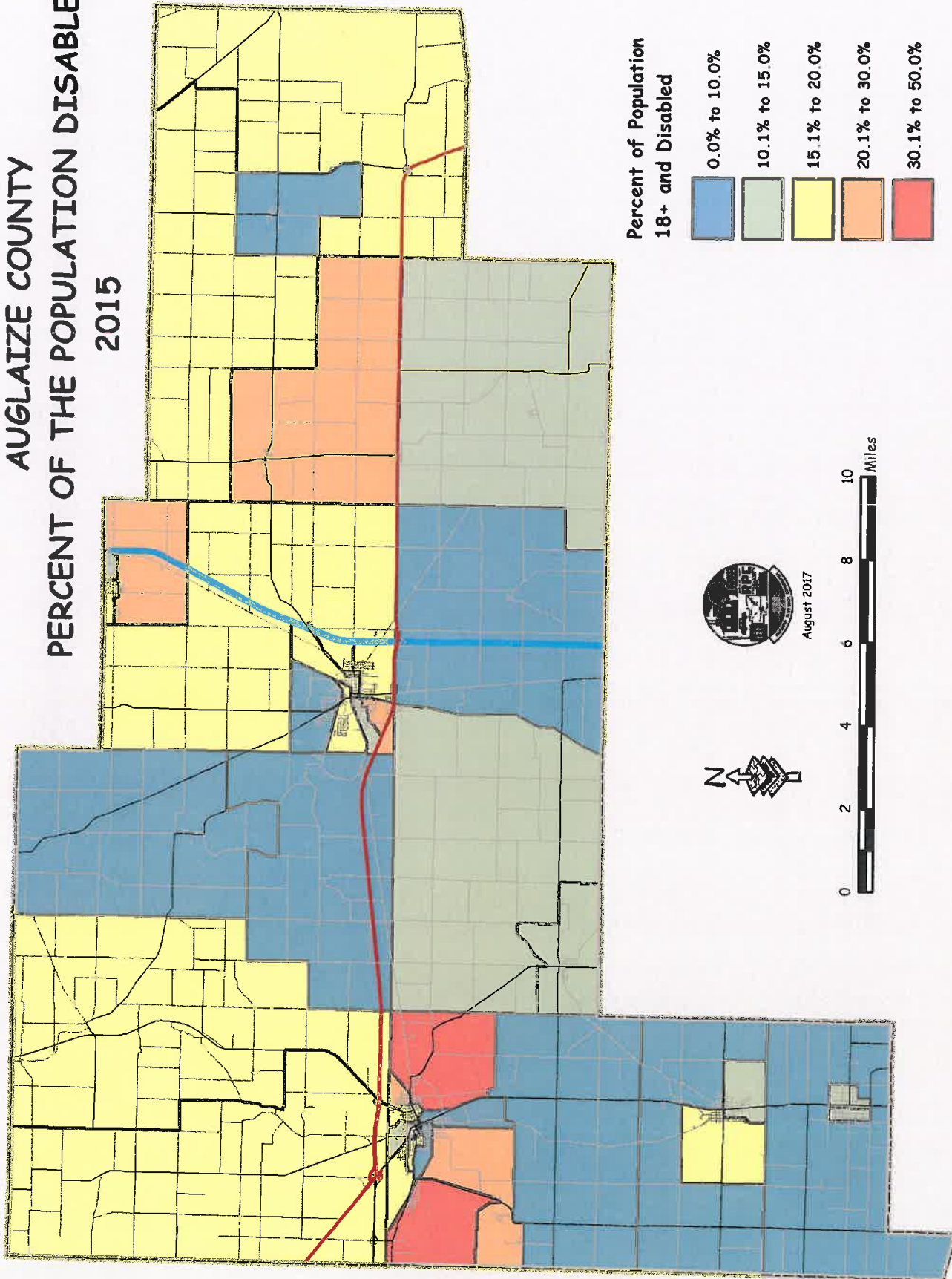
# AUGLAIZE COUNTY PERCENT 60 OR OLDER 2015



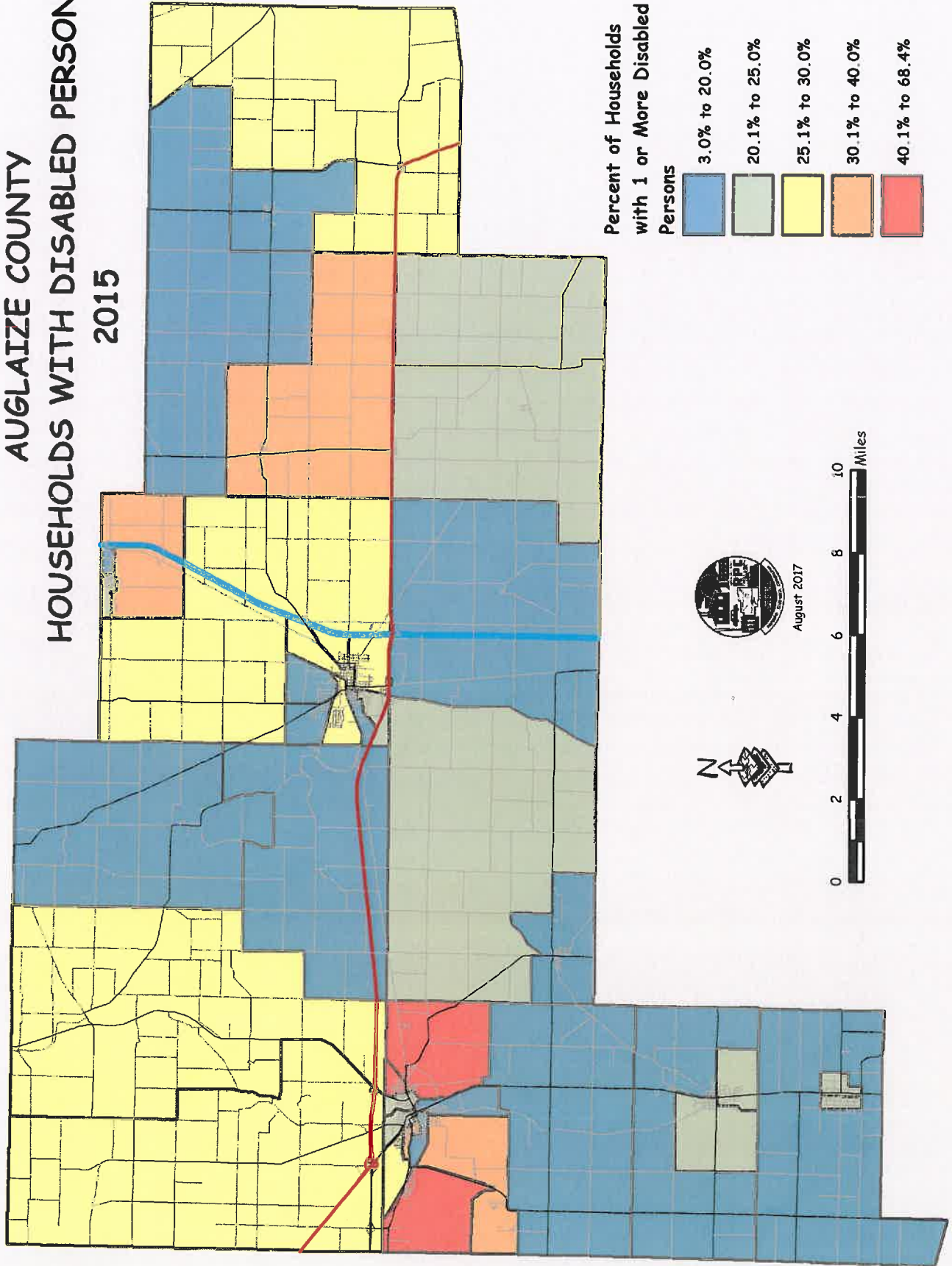
# AUGLAIZE COUNTY PERCENT 65 OR OLDER 2015



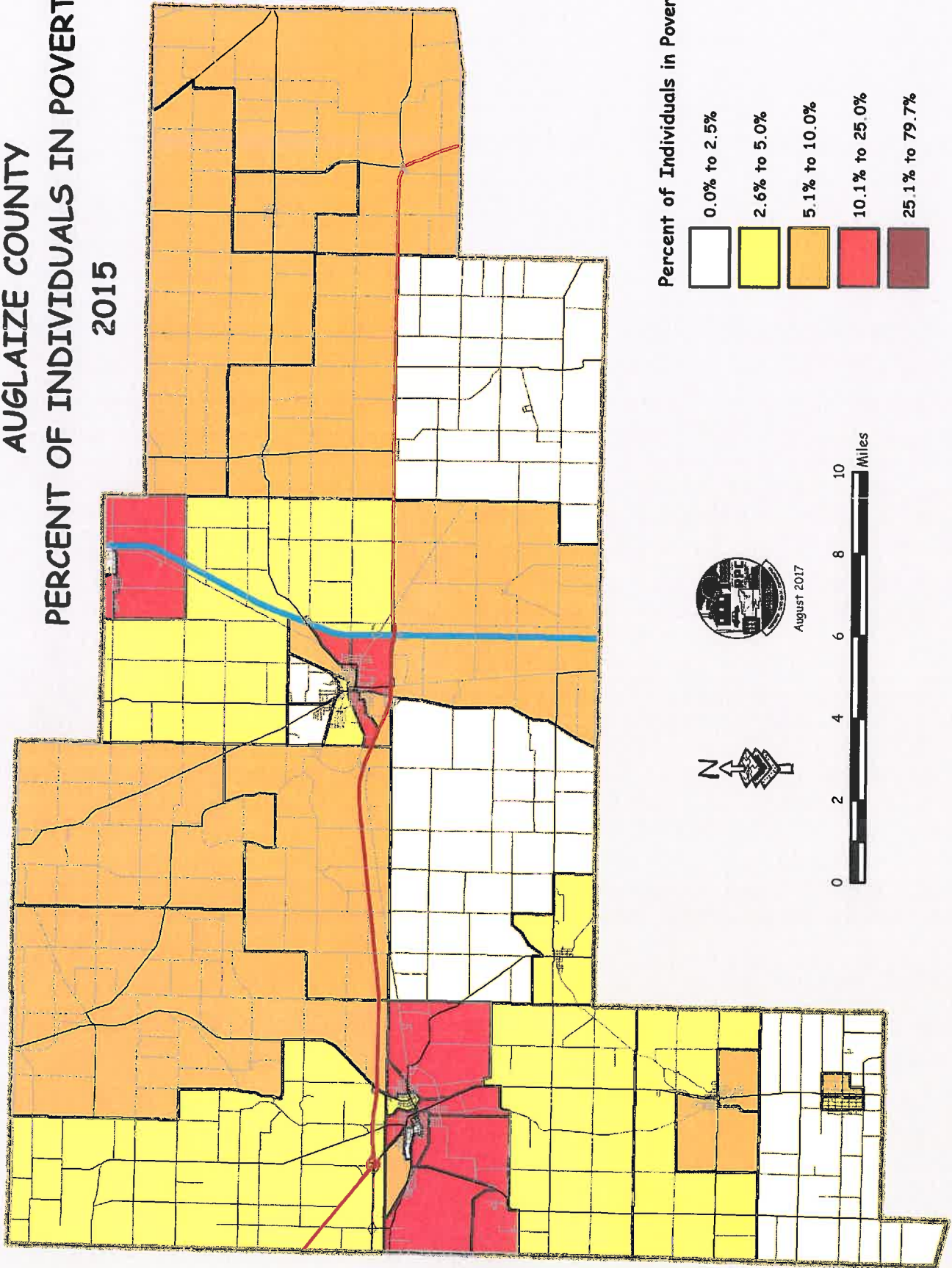
# AUGLAIZE COUNTY PERCENT OF THE POPULATION DISABLED 2015



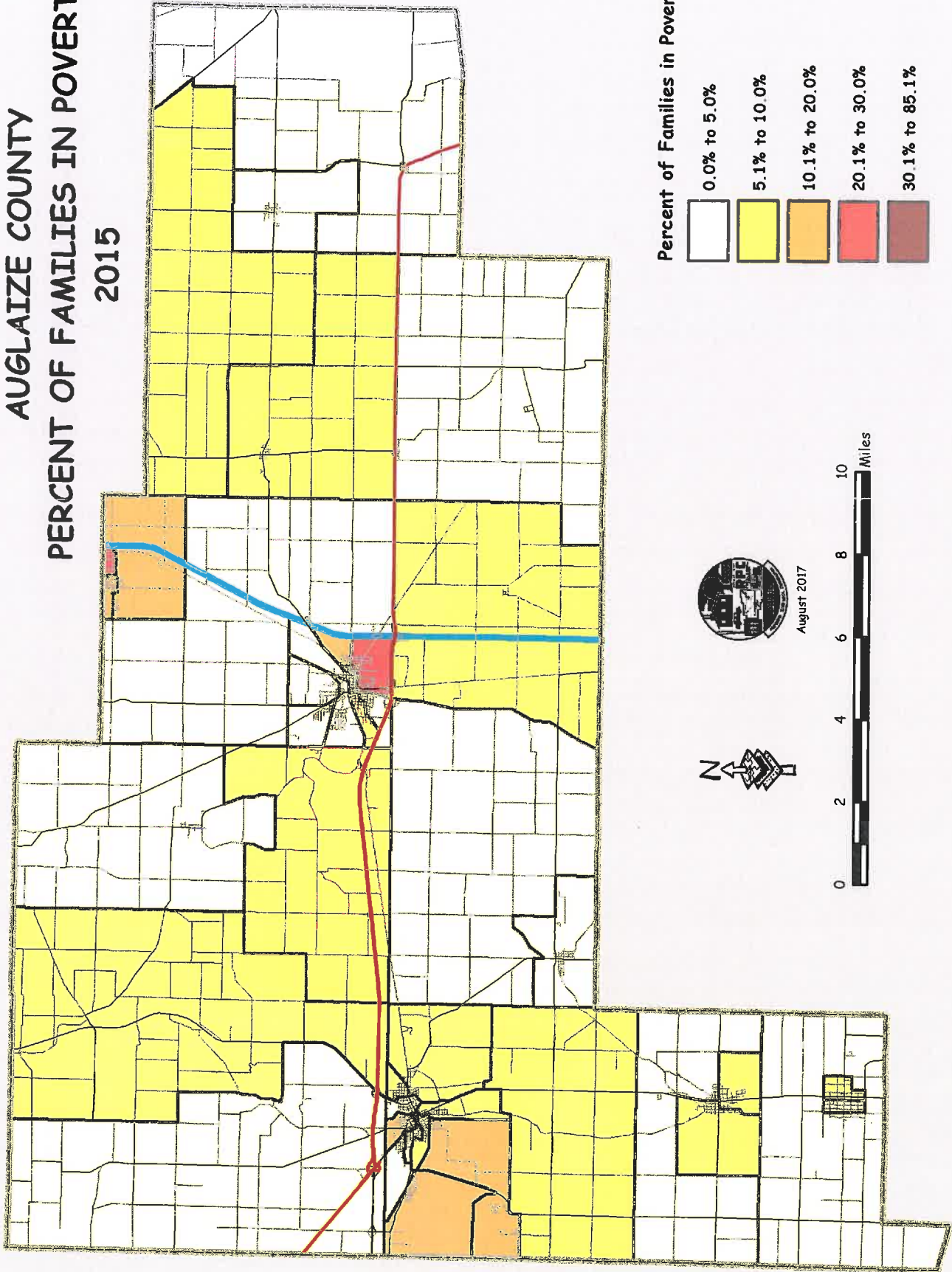
# AUGLAIZE COUNTY HOUSEHOLDS WITH DISABLED PERSONS 2015



# AUGLAIZE COUNTY PERCENT OF INDIVIDUALS IN POVERTY 2015



# AUGLAIZE COUNTY PERCENT OF FAMILIES IN POVERTY 2015



# **APPENDIX F**

## **Mercer County Transportation Dependent Populations & Supplemental Maps & Tables**

## **APPENDIX F-1 TRANSPORTATION DEPENDENT POPULATIONS IN MERCER COUNTY**

Appendix F presents information on individuals considered by the transportation industry to be dependent upon public transportation services in general and upon specialized transportation services in specific situations. These population groups possess certain characteristics that typically prevent driving, thus leaving public transportation and/or specialized paratransit services as the primary transportation option.

This Appendix defines the special-needs populations in light of Federal legislation and advances a discussion of the demographic trends and related socio-demographic information specific to Mercer County. This appendix also presents the basis upon which the demand for transportation services will be analyzed in subsequent sections of the report.

### **F.1 Transportation Dependent Populations**

In sum, legislation identified specific populations that must be considered and provided fair treatment in all federally funded transportation programs, projects, and/or services under penalty of law, including: (1) seniors defined as 60 years of age or older; (2) the disabled, as defined as individuals suffering from a physical, mental, or emotional impairment that substantially limits one or more of the major life activities; (3) non-white minority populations; and (4) the poor, as defined by the United States Department of Housing & Urban Development. These transportation dependent groups make up the bulk, and are expected to frame in large measure, the demand for publicly supported transportation services, including specialized paratransit.

The U. S. Census Bureau provided information about elderly, disabled, minority, and impoverished populations. Unfortunately,

there was considerable overlap between such groups and clear, distinct classifications were elusive. The remainder of Appendix F.1 provides an overview of the elderly, the disabled population, the minorities, and the poor living within Mercer County.

### F.1.1 The Elderly

As defined by the OAA, "senior citizens" are those persons over the age of 60 years. However, for purposes of this report, and to represent the majority of government programs including Federal and State transportation policies, the age of 65 will be used to refer to the "elderly". As applicable, the report provides information to help differentiate between the 60+ (OAA) and 65+ (FHWA/FTA) populations to further support the public planning process.

For the past several decades, as baby-boomers have aged, seniors have represented an increasingly larger segment of society. In Mercer County, from 1980 to 2015, the number of persons over 65 increased by 59.5 percent. Examining ACS 2015, and using the minimum fixed age of 65 years, the elderly population within Mercer County grew to 6,693 persons, or approximately 16.4 percent of the County's total population. Table F-1 reveals the ACS 2015 elderly population within the County by age and gender cohorts.

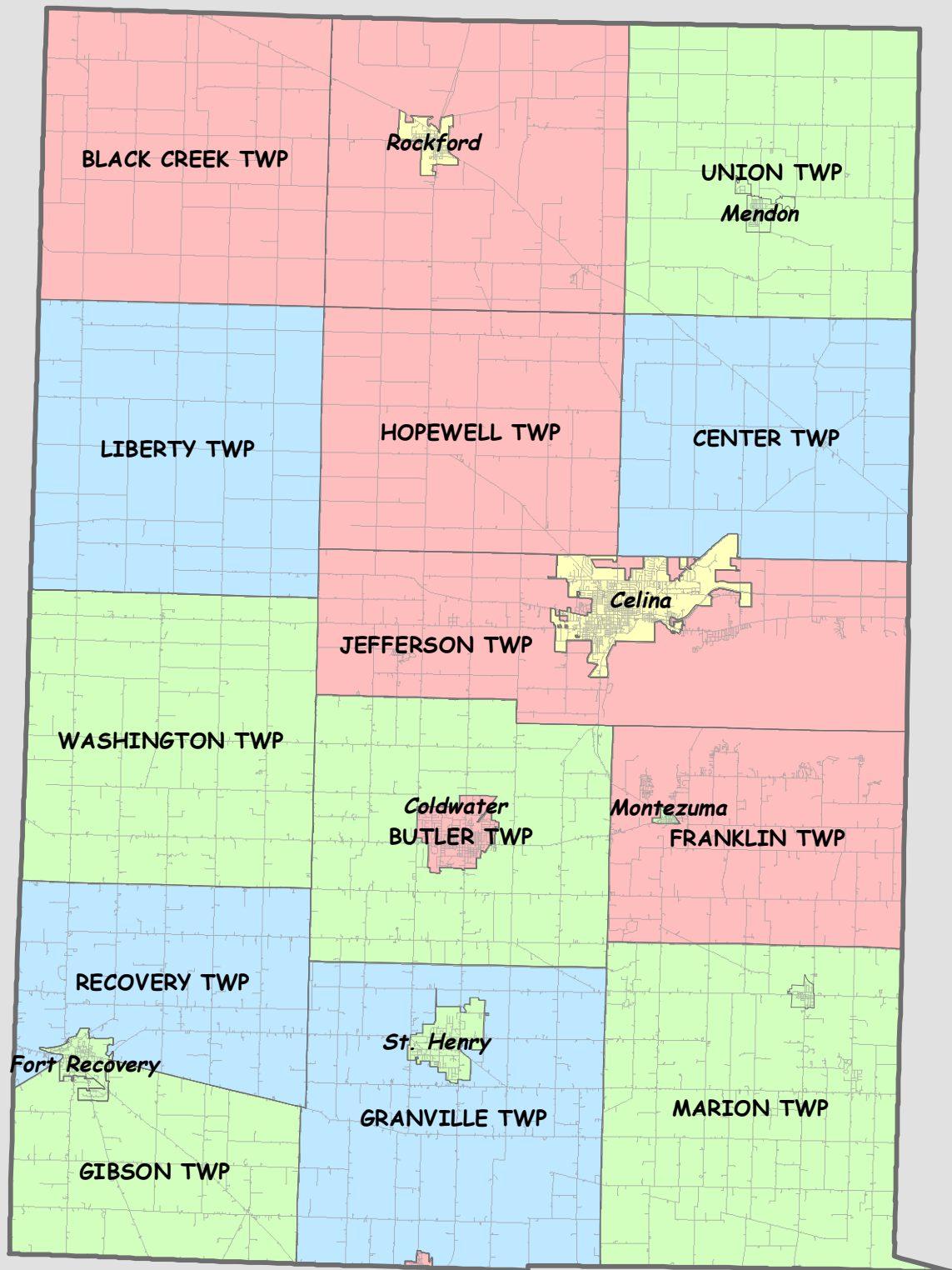
TABLE F-1 2015 MERCER COUNTY ELDERLY POPULATION BY GENDER & AGE COHORT			
Cohort	Male	Female	Total
65-69	992	1,001	1,993
70-74	680	740	1,420
75-79	456	667	1,123
80-84	373	574	947
85+	462	748	1,210
<b>Total</b>	<b>2,963</b>	<b>3,730</b>	<b>6,693</b>
ACS 2015			

ACS 2015 identified that the villages of Chikasaw (21.2%), Coldwater (20.2%) and Burkettsville (20.4%), along with the townships of Black Creek (27.1%), Dublin (23.3%), Franklin (29.9%), Hopewell (21.8%) and

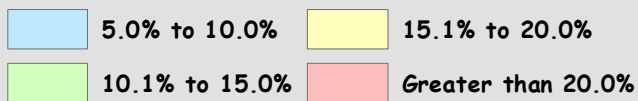
Jefferson (26.0%) have significant concentrations of elderly, well above the County's 16.4 percent average. These heavy concentrations of elderly are also well above both the State (15.1%) and National 14.1%) average's. Table F-2 identifies the senior (60+ years) and elderly (65+ years) populations by political subdivision. Map F-1 identifies the elderly by percent of total population by political subdivision.

<b>TABLE F-2</b> <b>2015 SENIOR &amp; ELDERLY POPULATIONS</b> <b>BY MERCER COUNTY POLITICAL SUBDIVISIONS</b>				
Political Subdivision	Senior (60+)		Elderly (65+)	
	Total Senior	% Population	Total Elderly	% Population
Mercer County	8,917	21.8	6,693	16.4
Burkettsville Village (Part)	48	28.7	34	20.4
Celina	2,179	21.0	1,626	15.7
Chickasaw Village	100	27.5	77	21.2
Coldwater Village	1,107	25.6	876	20.2
Fort Recovery Village	283	18.0	230	14.6
Mendon Village	127	22.8	97	17.4
Montezuma Village	48	23.1	27	13.0
Rockford Village	251	20.9	194	16.2
St. Henry Village	406	16.1	262	10.4
Black Creek Township	150	33.9	120	27.1
Butler Township	367	17.7	260	12.6
Center Township	209	14.4	141	9.7
Dublin Township	307	27.5	260	23.3
Franklin Township	780	40.5	575	29.9
Gibson Township	175	19.6	123	13.8
Granville Township	140	9.8	97	6.8
Hopewell Township	237	26.0	199	21.8
Jefferson Township	965	35.1	715	26.0
Liberty Township	113	11.9	74	7.8
Marion Township	459	17.5	370	14.1
Recovery Township	171	14.4	117	9.8
Union Township	122	16.1	96	12.7
Washington Township	173	16.3	123	11.6
ACS 2015				

# MAP F-1 ELDERLY POPULATION BY POLITICAL SUBDIVISION



Percent Elderly (65+)

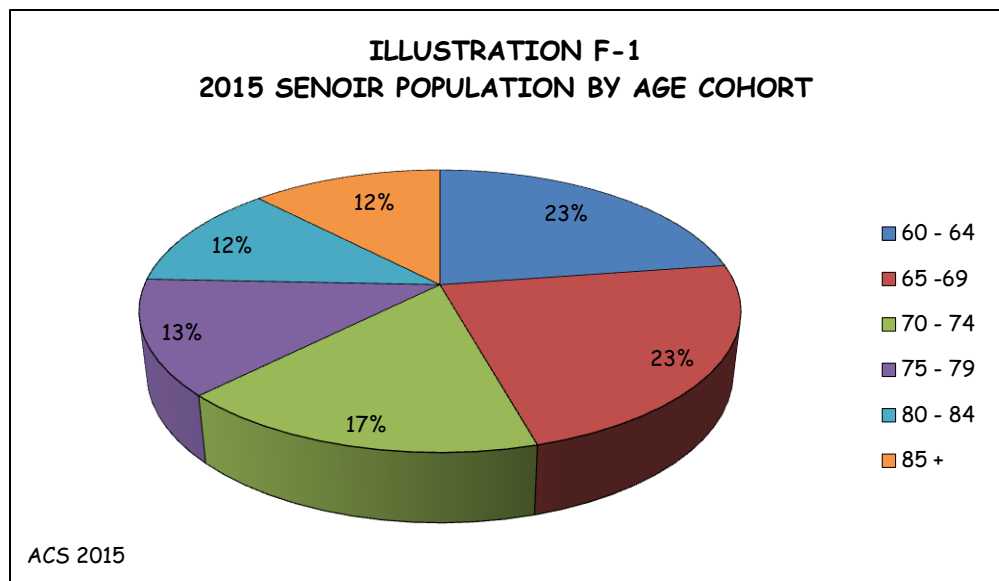


August 2017



For purposes of addressing OAA concerns, the total population over 60 years of age equals 8,917 persons, or 21.8 percent of the total County population. The 60 to 64 age cohort is the youngest and largest cohort in the senior's classification, representing 33.2 percent of all seniors, and 5.4 percent of the total Mercer County population. This is the start of the baby boomer generation and these younger "seniors" will continue to grow in terms of size and percent of total population.

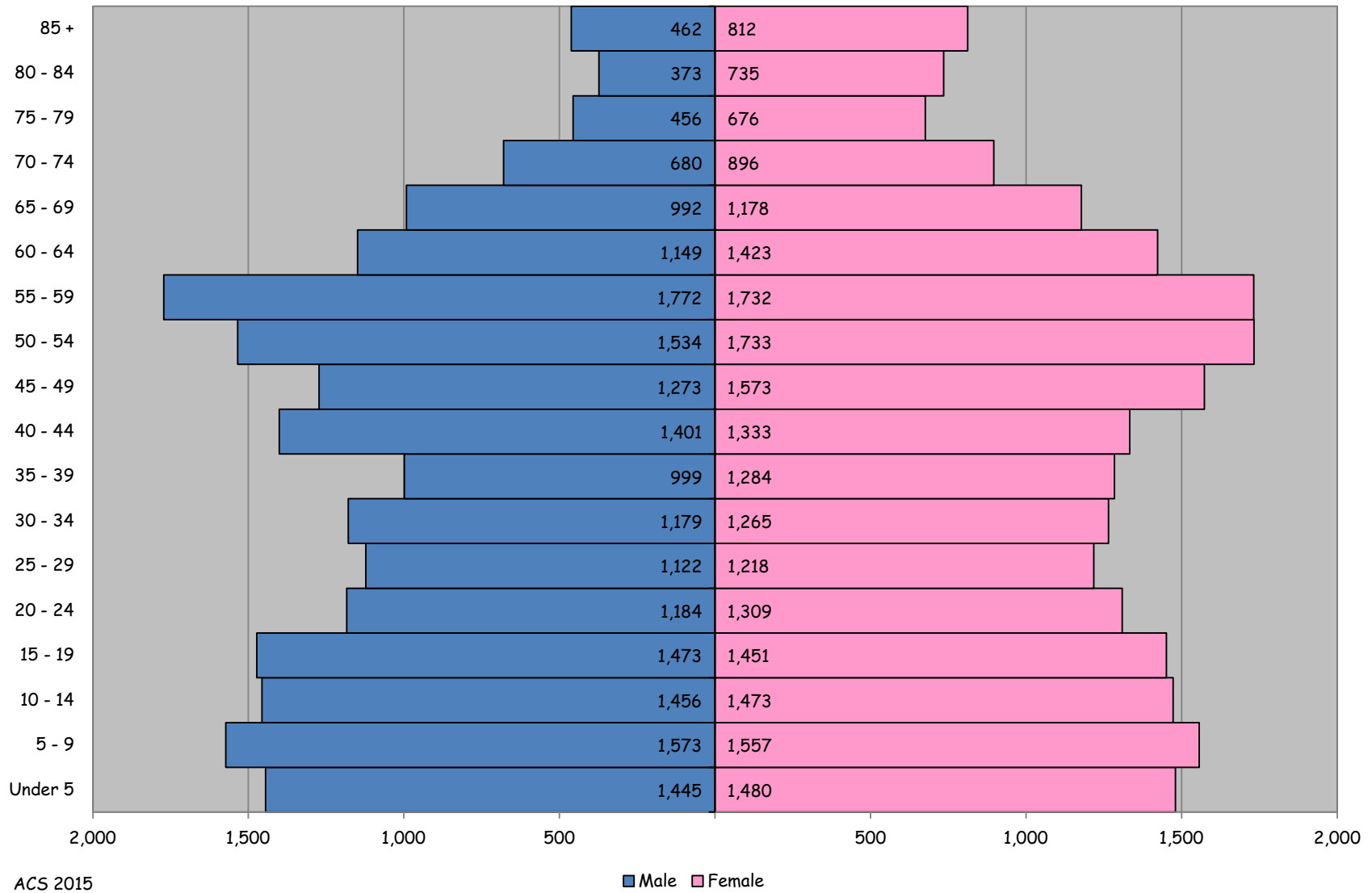
Illustration F-1 depicts the "senior" population age cohorts as they existed at the time of ACS 2015. Illustration F-2 depicts the Mercer County population by age cohort and gender. Notice the predominance of females increases in almost every older cohort.



### **F.1.2 The Disabled & Mobility Challenged Populations**

Various Federal legislative initiatives have established the civil rights of the disabled, especially as it relates to areas of employment, education, and transportation. Each of these Acts also utilize different terms and definitions to address specific criteria of eligibility and/or services.

ILLUSTRATION F-2  
2015 POPULATION BY AGE COHORT



ACS 2015 estimates provided the information necessary to identify the disabled population residing in Auglaize County political subdivisions. Four (4) primary disability characteristics were identified, including: sensory, physical, mental, and self-care limitations. Within Mercer County, ACS 2015 estimates identified 4,400 persons, age 5 or older, suffered from a disability, representing 11.7 percent of all non-institutionalized persons age 5 and older.

Within the four primary conditions which define the disabled, the Census further identified persons whose disability restricted employment and those whose disability affected their ability to "go-outside-the-home" without assistance. While all disabilities are unfortunate, the U. S. Census Bureau identified those with a go-outside-the-home disability as "mobility-impaired". This mobility-impaired component of the larger disabled population is that group of individuals most likely in need of specialized paratransit consideration, as they would probably not be able to drive or utilize public fixed-route transportation services.

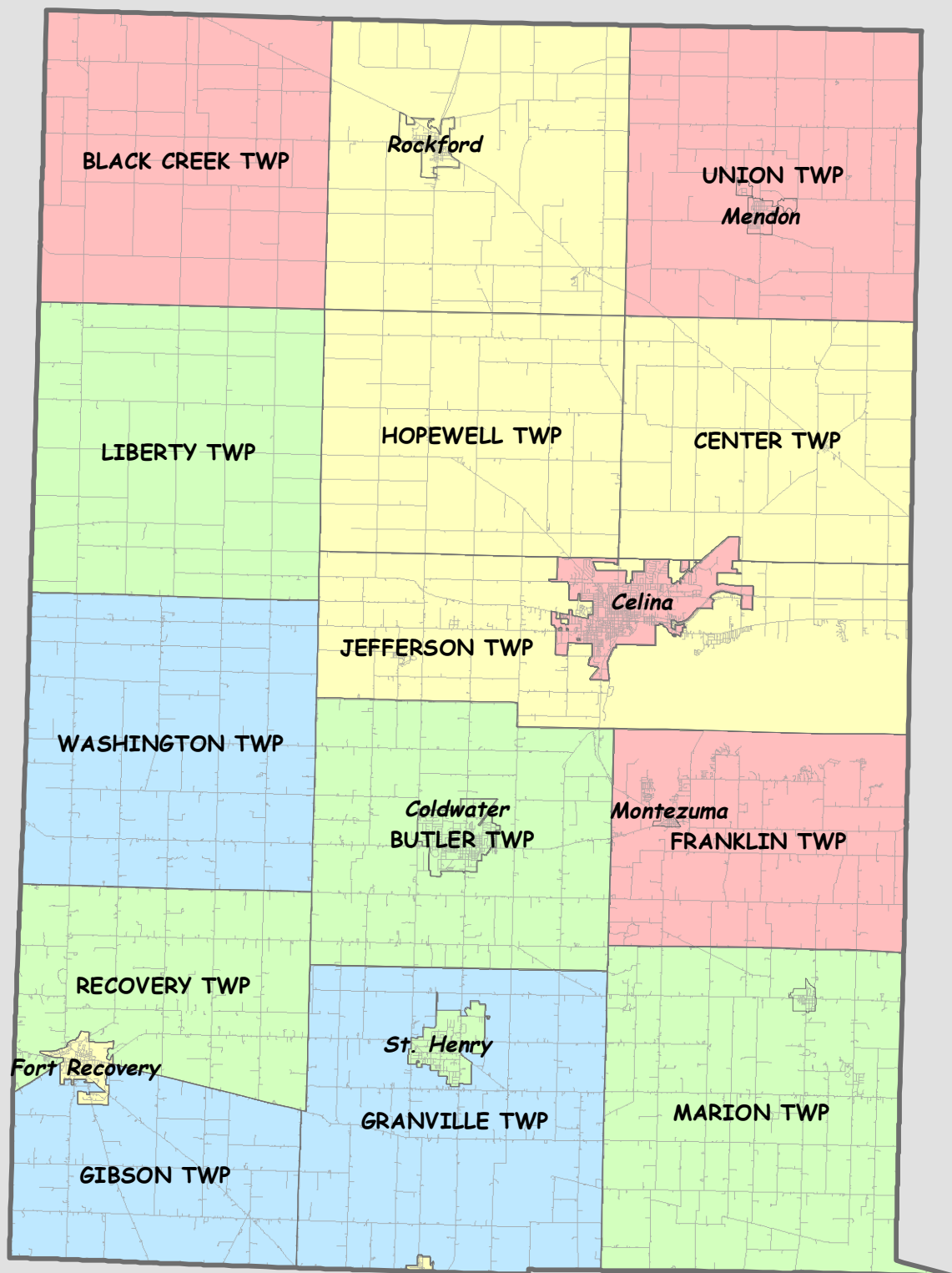
ACS 2015 estimates suggested that 2,317 persons were considered mobility-impaired, or 6.1 percent of all non-institutionalized individuals over the age of 5 years. Among those non-institutionalized persons, identified as 65 or older, 1,350 were considered mobility-impaired, or 20.1 percent of the total elderly population. According to ACS 2015 tabulations there were mobility-impaired persons residing in each political subdivision of Mercer County, as identified in Table F-3. Map F-2 depicts the concentration of the disabled population, while Map F-3 identifies the smaller mobility-impaired population within each political subdivision. Political subdivisions with the

highest concentrations of the disabled population include Montezuma (29.8%), Celina (16.1%) and Mendon (18.8%) as well as Black Creek (18.1%), Franklin (18.8%) and Union (16.6%) townships. These communities significantly exceeded the County's total disabled population of 11.7 percent.

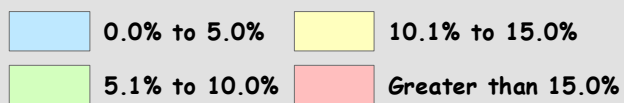
TABLE F-3 2015 NON-INSTITUTIONALIZED DISABLED POPULATION AGE 5 & OVER BY MERCER COUNTY POLITICAL SUBDIVISIONS					
Political Subdivision	Population	Disabled	% Disabled	Mobility Challenged	% Mobility Challenged
Mercer County	37,750	4,400	11.7	2,317	6.1
Burkettsville Village (pt)	163	17	10.4	9	5.5
Celina	9,736	1,563	16.1	835	8.6
Chickasaw Village	338	38	11.2	23	6.8
Coldwater Village	3,964	391	9.9	239	6.0
Fort Recovery Village	1,437	168	11.7	99	6.9
Mendon Village	506	95	18.8	56	11.1
Montezuma Village	191	57	29.8	27	14.1
Rockford Village	1,074	111	10.3	65	6.1
St. Henry Village	2,342	130	5.6	64	2.7
Black Creek Township	415	75	18.1	42	10.1
Butler Township	1,923	123	6.4	37	1.9
Center Township	1,323	192	14.5	145	11.0
Dublin Township	971	108	11.1	55	5.7
Franklin Township	1,863	351	18.8	210	11.3
Gibson Township	732	37	5.1	11	1.5
Granville Township	1,295	61	4.7	25	1.9
Hopewell Township	826	106	12.8	43	5.2
Jefferson Township	2,618	361	13.8	156	6.0
Liberty Township	780	49	6.3	0	0.0
Marion Township	2,309	150	6.5	89	3.9
Recovery Township	1,202	68	5.7	24	2.0
Union Township	733	122	16.6	55	7.5
Washington Township	1,009	27	2.7	8	0.8
ACS 2015					

A number of these same communities experienced a proportion of mobility-impaired that is higher than the County average of 6.1 percent. The highest concentrations were found in several of the older

# MAP F-2 DISABLED POPULATION BY POLITICAL SUBDIVISION



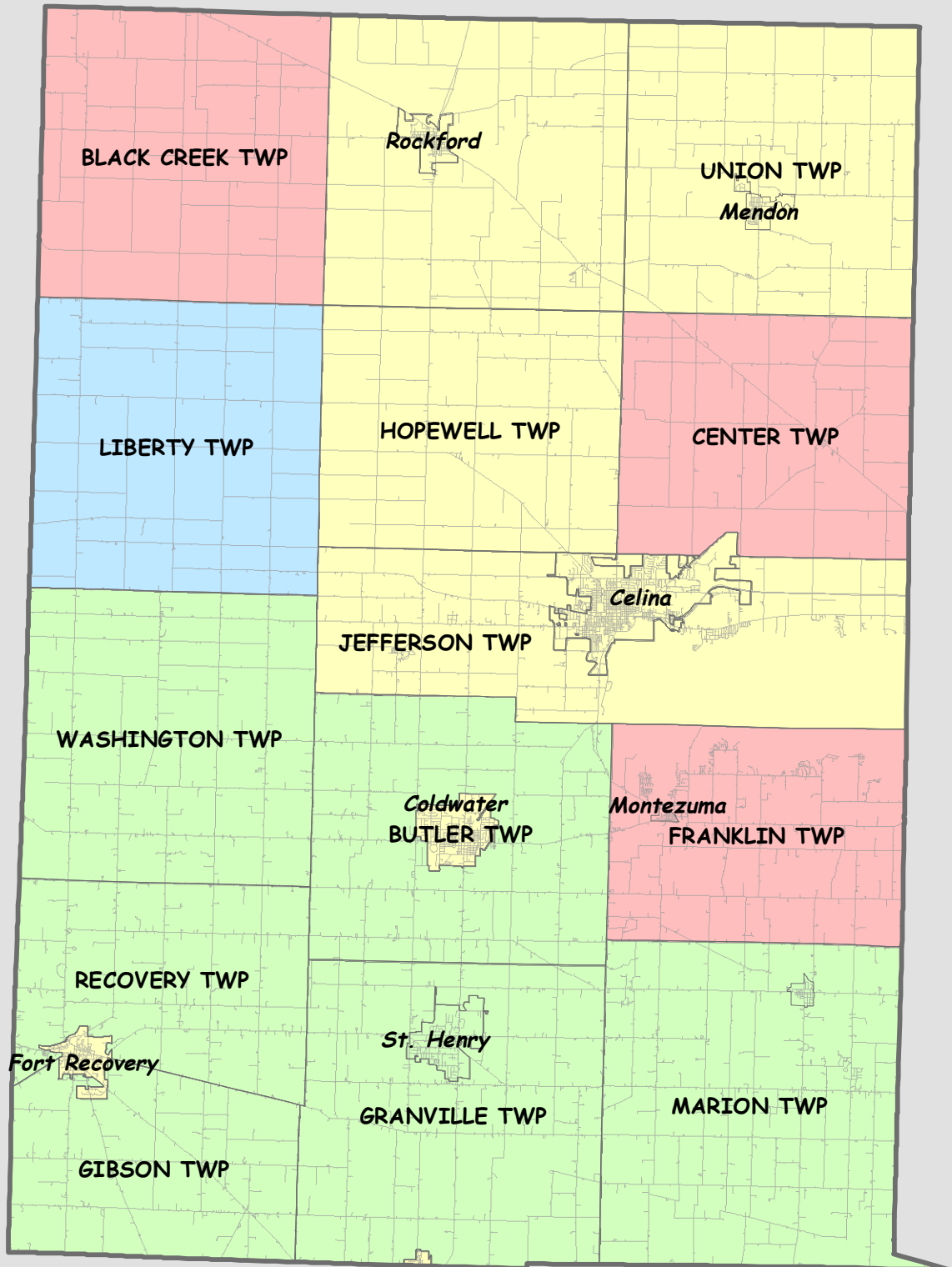
Percent Disabled



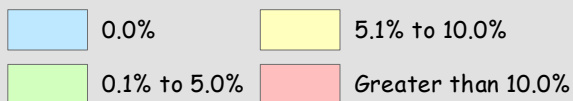
August 2017



# MAP F-3 MOBILITY IMPAIRED POPULATION BY POLITICAL SUBDIVISION



## Percent Mobility Impaired



August 2017



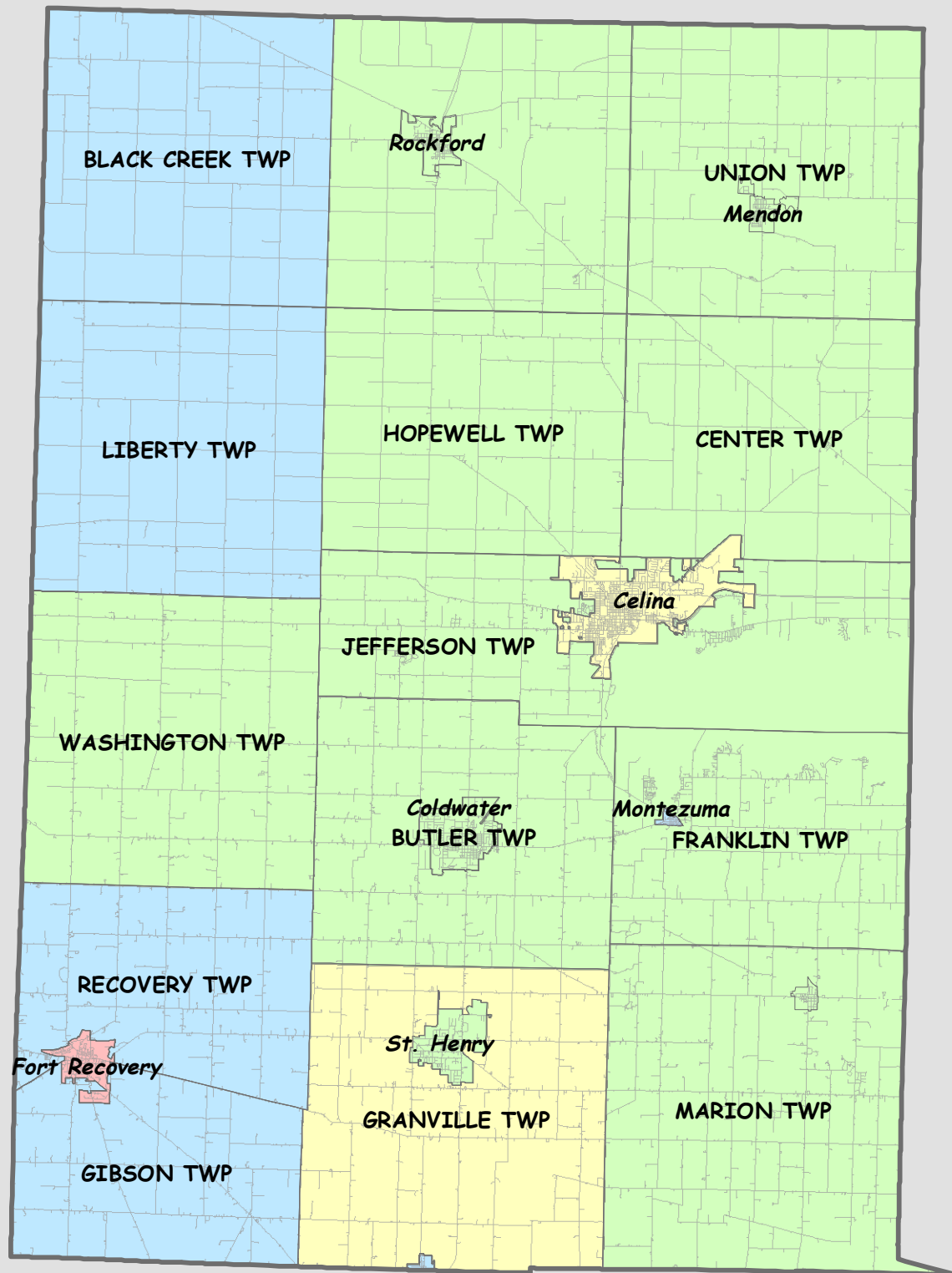
population centers including Montezuma (14.1%), Celina (8.6%) and Mendon (11.1%) as well as Black Creek (10.1%), and Franklin (11.3%) townships.

### **F.1.3 Minority Populations**

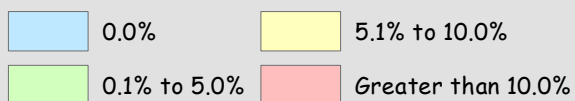
Federal policies have defined minority populations in a number of ways. Included are persons of all non-white races, Hispanics of any race, and persons of multiple races. The Census identifies seven major minority racial/ethnic classifications, including: American Indian and Alaska Natives; Black or African-American; Asian; Native Hawaiian and Other Pacific Islanders; persons of other races; persons of two or more races; and, persons of Hispanic or Latino origin. ACS 2015 revealed that representatives of all minority classifications lived within Mercer County. Map F-4 depicts the minority population as a percent of the total population by political subdivision.

When consideration was given to Hispanic ethnicity, which can include persons of any race, the number of minority residents rose 58.4 percent from 2000 to 1,559 persons, or 3.8 percent of the total population in 2015. The largest minority population was the Hispanic or Latino population which rose 45.1 percent since 2000, to 682 persons, accounting for approximately 43.7 percent of the total minority population. While the Hispanic or Latino population was geographically disbursed across the County, it was largely concentrated within Celina where it accounted for 1.7 percent of the City's total population and 26.2 percent of the total Hispanic or Latino population in the County. African Americans, the second largest minority in the region, were also geographically distributed among Mercer County. Table F-4 identifies the various minority populations by political subdivision.

# MAP F-4 MINORITY POPULATION BY POLITICAL SUBDIVISION



## Percent Minority



August 2017



#### F.1.4 Poverty Status

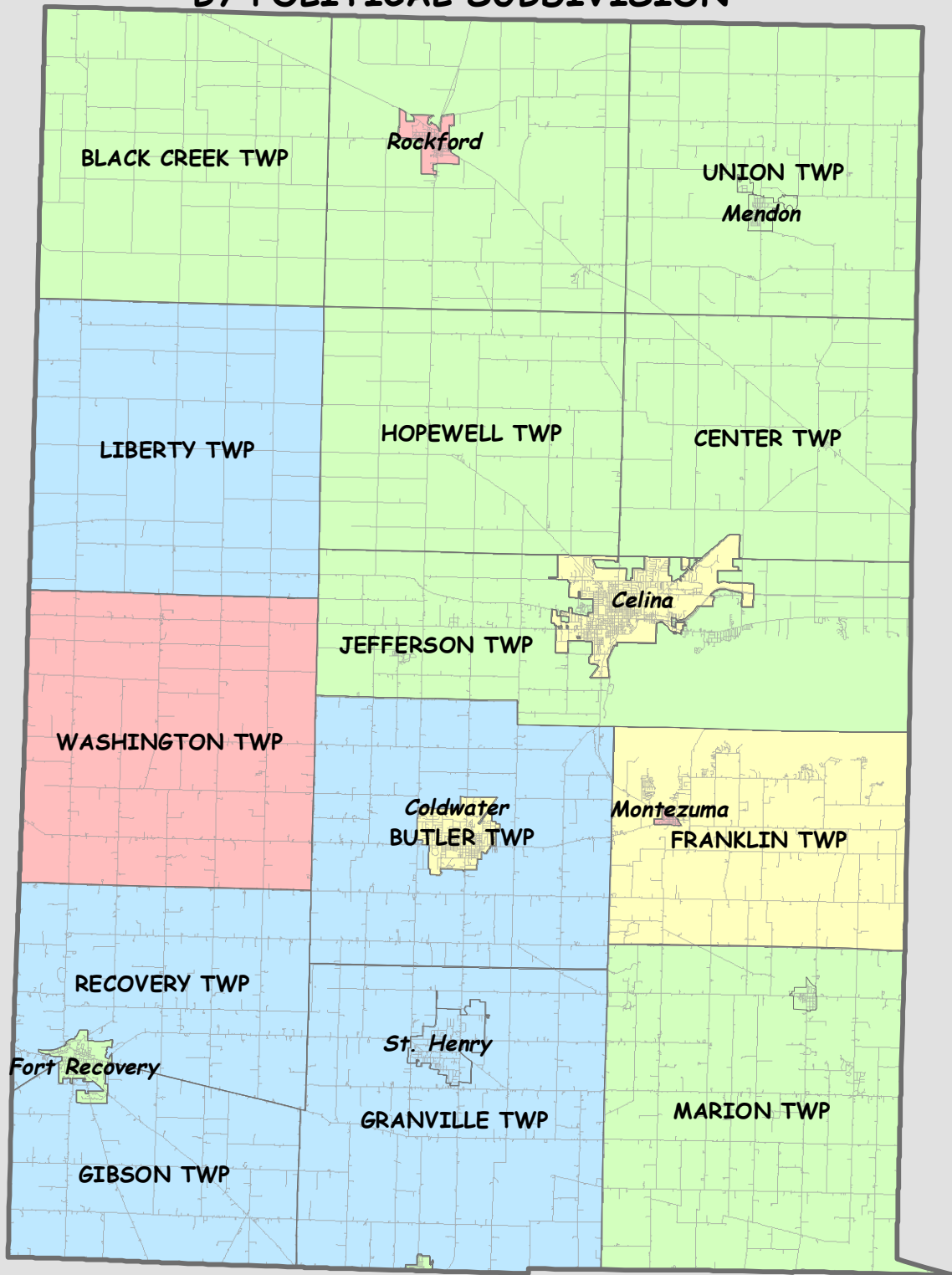
Federal policies have defined poverty status based on income. Poverty status was determined for persons, as well as, families in which household/family size plays a factor. ACS 2015 5-Year estimates tabulated the number of Mercer County individuals and families whose incomes fell below the established poverty level; Table F-5 indicates that 3,399 individuals fell below the established poverty level, an increase of 1.2 percent since the ACS 2010 poverty levels were tabulated. ACS 2015 estimates indicated that 8.4 percent of all individuals, 8.7 percent (1,391) of all households, and 5.3 percent (588) of all families were below the established poverty level. For purposes of comparison, data revealed that 14.9 percent of all households, 11.5 percent of all families, and 15.8 percent of all individuals within the State of Ohio, were below the established poverty level.

TABLE F-5 2015 RATIO OF INCOME TO POVERTY LEVEL AMONG INDIVIDUALS		
Poverty Level	Individuals	Percent
Below 50%	1,268	3.1
50% to 99%	2,131	5.3
100% to 149%	3,393	8.4
150% to 199%	4,287	10.6
200% or More	29,224	72.5
ACS 2015		

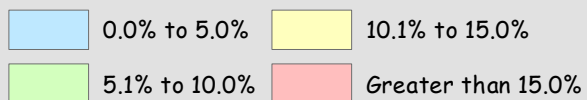
As depicted in the graphics below, poverty status more likely affected families with children (79.5%) than those without children (20.5%). Map F-5 depicts the poverty status of households by political subdivision, while Table F-6 identifies family poverty status.

Poverty rates have also been established for other protected populations. For example, 6.2 percent (374) of

# MAP F-5 HOUSEHOLDS BELOW THE POVERTY LINE BY POLITICAL SUBDIVISION



## Percent Households in Poverty



August 2017



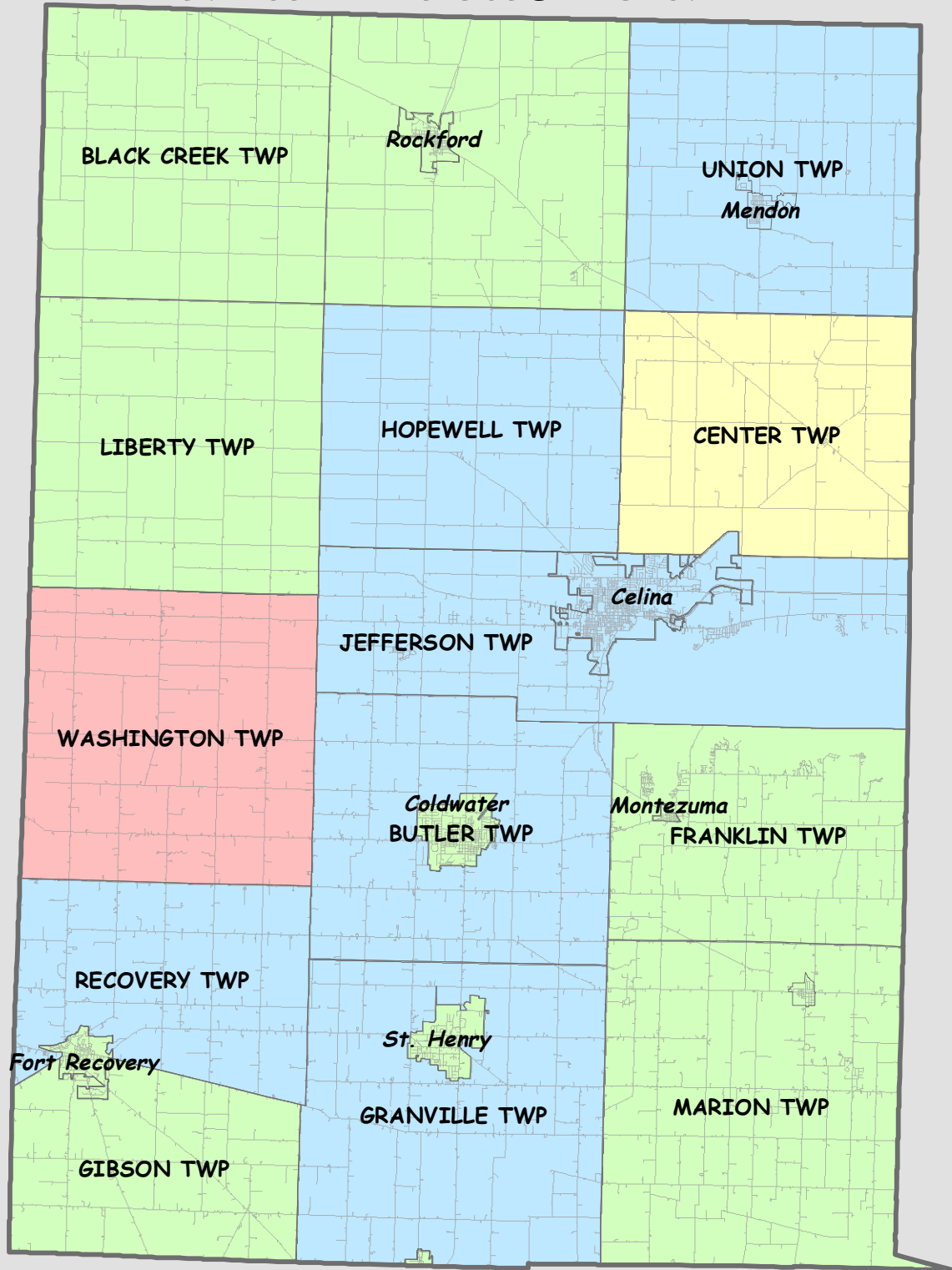
the elderly in Mercer County were at, or below, the poverty level and made up 11.0 percent of all individuals beneath the poverty level. Further review suggested that for those elderly below poverty, the females (274) accounted for 73.3 percent. And although the largest concentration was found in Washington Township, all but three (3) of the outlying areas were found to have concentrations of impoverished elderly persons. Map F-6 illustrates the incidence of poverty by subdivision as a percentage of the population 65 and older.

TABLE F-6 2015 POVERTY STATUS BY FAMILY STATUS				
Family Type	Total Families	Percent	Families in Poverty	Percent
Married w/ Children	3,647	32.9	124	3.4
Male Alone w/ Children	407	3.7	55	13.5
Female Alone w/ Children	710	6.4	288	40.6
Family - No Children	6,335	57.1	120	1.9
<b>Total</b>	<b>11,099</b>	<b>100.0</b>	<b>587</b>	<b>5.3</b>
ACS 2015				

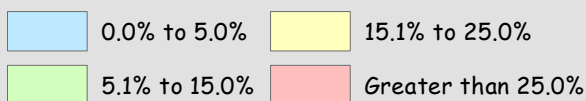
Poverty rates for minority and disabled populations were somewhat more obscured. However, some data was available at macro levels. For example, for all African Americans residing in Mercer County, data indicated a poverty rate of 36.6 percent, while an estimated 42.8 percent of all American Indians, 45.0 percent of all native Hawaiians, and 27.0 percent of all Hispanics were considered to be living at some level of poverty.

Poverty status for the disabled population was made available at the county level in 2015. ACS 2015 estimates revealed that the poverty status for the disabled population within Mercer County (14.9%) was below the State average of 24.2 percent.

# MAP F-6 ELDERLY BELOW THE POVERTY LINE BY POLITICAL SUBDIVISION



Percent Elderly in Poverty



August 2017



## **F.2 Demographic Trends**

With an eye on meeting the Federal and State legislation/policies on the delivery of transportation services, it was important to assess the implications of time on the character and size of the population to be served. The long term implications of providing transportation services were important in terms of assessing the human and fiscal resources necessary to serve the demands of a highly divergent and increasingly mobile population.

To that end, the CAAC attempted to address the planning year horizon of 2040 with demographic projections. Demographic projections were reviewed and compiled for the Mercer County population and its various transportationally disadvantaged populations. Population projections were obtained from the Ohio Development Services Agency (ODSA). Other transportation dependent population groups were estimated based on demographic trend lines established using Census and American Community Survey (ACS) information.

### **F.2.1 The Elderly**

Population projections based on the 2010 Census enumerations along with ODSA calculations; the population of the United States is expected to be just shy of 400 million persons by 2040, with the elderly population for the United States to exceed 80 million. In 2010 Ohio's population was 11,536,504 and based on 2040 ODSA projections should reach 11,679,010; suggesting a minimal growth of 1.2 percent. Nearly 20.0 percent of all Ohioans will be 65 years of age or older by the year 2040, accounting for more than 2.3 million persons.

Based on population projections made by ODSA enumerations the elderly population in Mercer County will be slightly higher than the state average in 2040 making up approximately 21.2 percent of the total Mercer

County population. Table F-7 indicates the baby-boomer impact on growth in each of the age cohorts between 2020 and 2040. Data suggested that the elderly population will increase by 11.4 percent over the period 2020 through 2040; note the elderly being institutionalized. Table F-8 reveals that projections suggest a larger and increasingly older and more female population in 2040. Illustration F-3 identifies the 2040 population by age and gender by cohort.

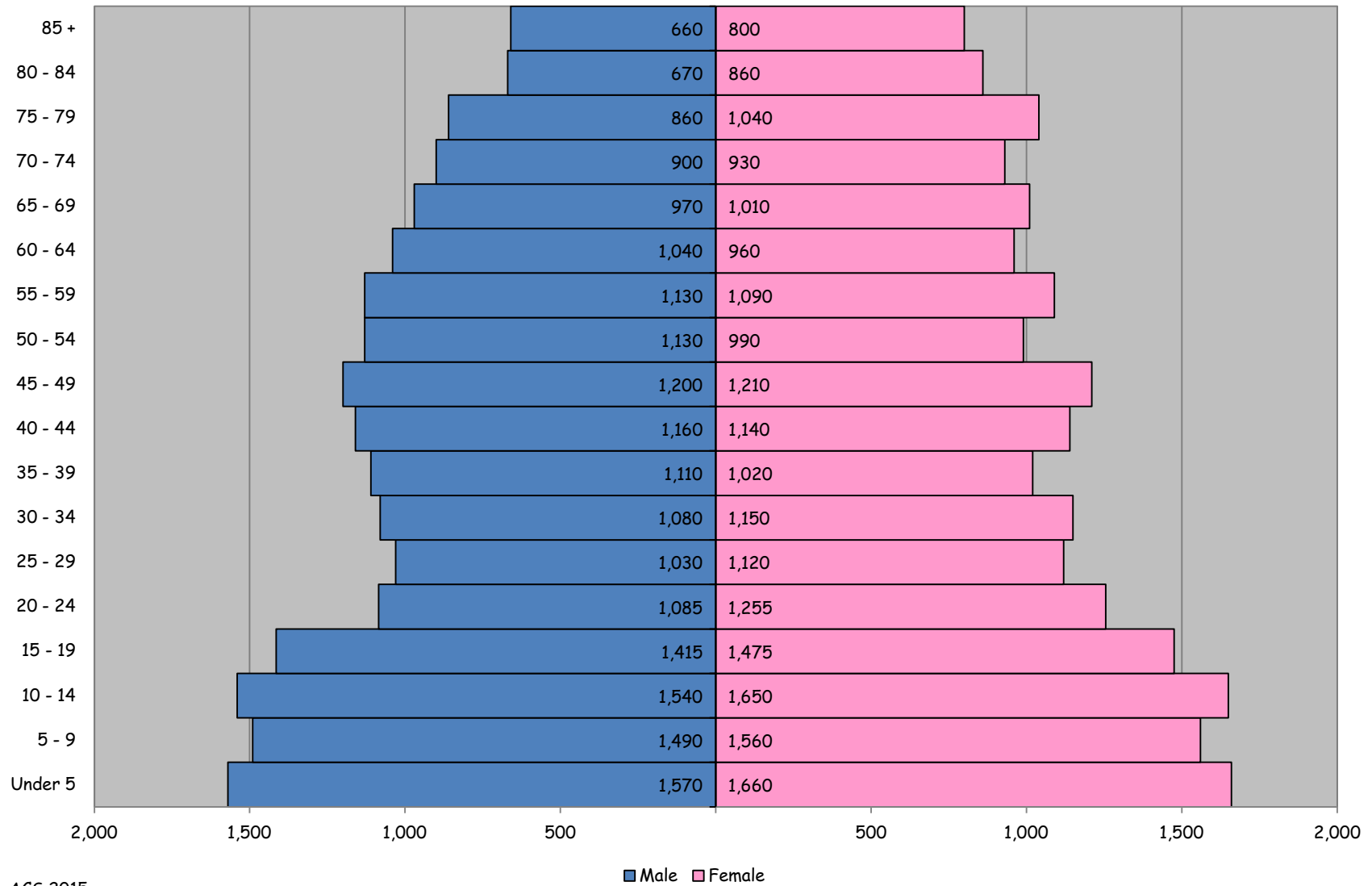
TABLE F-7 SENIOR & ELDERLY POPULATION MERCER COUNTY PROJECTIONS THRU 2040						
Year	Senior (60+)		Total Elderly (65+)		Elderly Non-Institutionalized	
	Number	Percent	Number	Percent	Number	Percent
2020	10,780	26.3	7,810	19.0	7,527	18.3
2025	11,460	27.8	8,730	21.2	8,418	20.4
2030	11,480	27.8	9,250	22.4	8,895	21.6
2035	11,190	27.2	9,070	22.1	8,690	21.1
2040	10,700	26.1	8,700	21.2	8,316	20.3
Projections from ODSA						

TABLE F-8 2040 MERCER COUNTY ELDERLY POPULATION BY AGE COHORT						
Age Group	2040 Projected Male	2040 Projected Female	2040 Projected Total	2015 Total	2015-2040 Population Change	Percent Change
65 - 69	970	1,010	1,980	1,993	-13	-0.7
70 - 74	900	930	1,830	1,420	410	28.9
75 - 79	860	1,040	1,900	1,123	777	69.2
80 - 84	670	860	1,530	947	583	61.6
85 +	660	800	1,460	1,210	250	20.7
<b>Total</b>	<b>4,060</b>	<b>4,640</b>	<b>8,700</b>	<b>6,693</b>	<b>2,007</b>	<b>30.0</b>
Projections from ODSA						

## F.2.2 The Disabled & Mobility Impaired

The data limitations require the use of ACS estimations along with ODSA tabulations and projections made there in from. This Plan assumed that the proportion of

**ILLUSTRATION F-3**  
**2040 POPULATION BE AGE COHORT**



ACS 2015

F - 20

disabled among the larger Mercer County population of all non-institutionalized persons, age 5 and older, will remain the same within the various age cohorts through 2040. Such projections allowed the CAAC to consider the impact of age on disability and the implications of an aging population on the transportation providers. Assumptions also recognized the mobility-impaired population will increase, but remain the same proportionately across the various age cohorts. Table F-9 indicates that the disabled community is projected to experience an uptick in size (11.6% from 2015 thru 2040), similar to the mobility impaired population as it increases over ACS 2015 tabulations (14.0%). The inverse relationship, between the total and disabled/mobility-impaired populations, can best be understood based on the age cohorts and the effect of declining total population with an increasing elderly population (20.2% of the elderly are mobility challenged). Regardless, transport providers should note the importance of the community's increasingly older population and its growing female orientation.

<b>TABLE F-9</b> <b>DISABLED &amp; MOBILITY IMPAIRED POPULATION MERCER COUNTY</b> <b>PROJECTIONS THRU 2040</b>					
<b>Year</b>	<b>Total Population</b>	<b>Total Non-Institutionalized</b>	<b>Total Non-Institutionalized Population 5+ Years</b>	<b>Disabled Population</b>	<b>Mobility Impaired</b>
2015	40,863	40,492	37,750	4,400	2,317
2020	41,030	40,651	37,651	4,542	2,429
2025	41,230	40,824	37,794	4,745	2,558
2030	41,240	40,795	37,625	4,930	2,672
2035	41,110	40,641	37,631	4,982	2,689
2040	40,960	40,488	37,258	4,913	2,641
Projections from ODSA					

### F.2.3 The Minority Populations

Illustration F-4 reveals that the minority population has increased in size since 1980. Based on ACS 2015, the Hispanic or Latino population comprised 43.7 percent of the minority population, while other non-white populations comprised the remainder. Minority population projections through the 2040 planning period were compiled using a constant proportion method by which the size of the respective minority population remained constant within the larger minority population. Table F-10 identifies the minority population and Black/African-American population through the 2040 planning period.

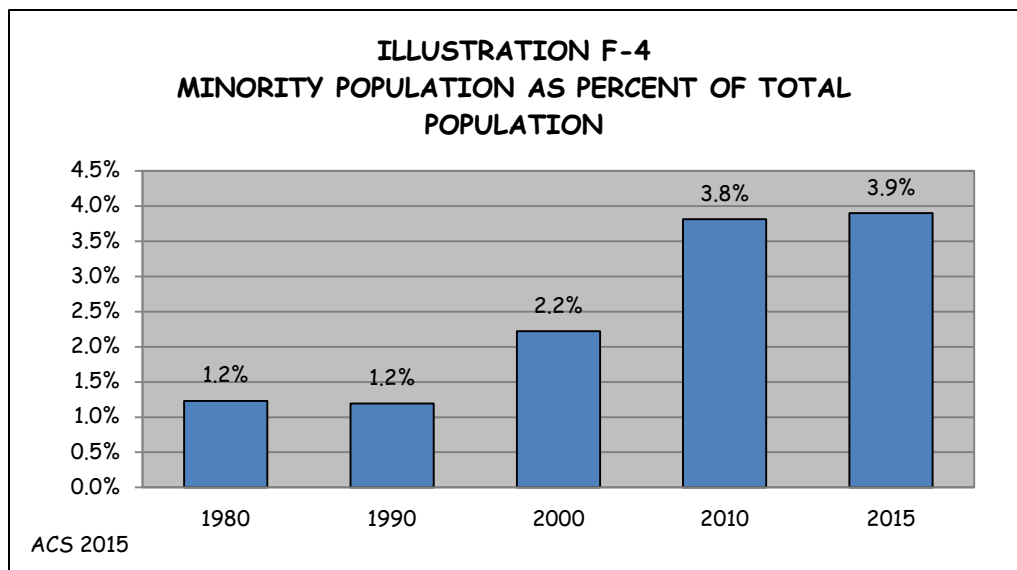
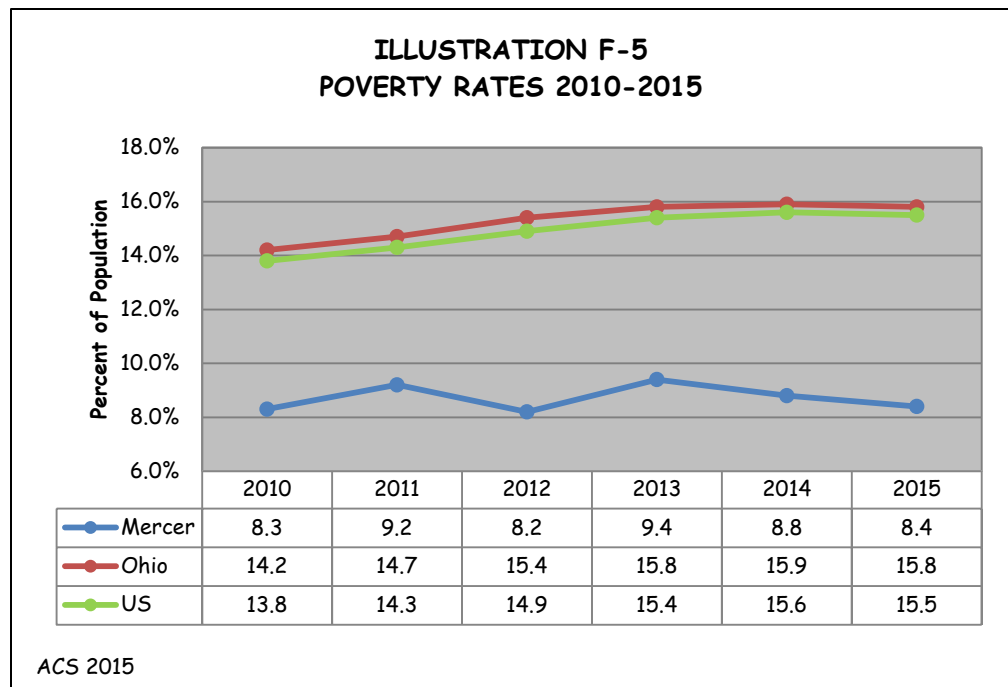


TABLE F-10 MINORITY POPULATION MERCER COUNTY PROJECTIONS THRU 2040					
Year	Total Population	Total Minority Population	Percent Minority Population	Total Black/African American Population	Percent Black/African American Population
2015	40,863	1,559	3.8	178	0.4
2020	41,030	1,778	4.3	203	0.5
2025	41,230	1,963	4.8	224	0.5
2030	41,240	2,148	5.2	245	0.6
2035	41,110	2,333	5.7	266	0.6
2040	40,960	2,518	6.1	287	0.7
Projections from ODSA					

#### F.2.4 Poverty

The impoverished population, an additional subpopulation that must be addressed, was somewhat difficult to project to 2040. Estimates regarding a targeted population projected over such an extended period are subject to change because of such things as changes in the community's economic base, Federal programs, and/or the regulatory definition of poverty. Data regarding poverty are available for National, State, and county level estimates; however, each data source offers a somewhat different picture of poverty. Based on ACS estimates Illustration F-5 depicts these various data estimates which demonstrate a range regarding poverty status, between 2010 and 2015, with an average of 8.7 percent for Mercer County.



ACS 2015 estimates suggested that the Nation's official poverty rate was 15.5 percent in 2015, slightly below the 2014 estimate (15.6%) that set a new high for poverty in the 2000s. The ACS 2015 estimates also reported that

the median household income rose 3.8 percent for American households from \$51,914 in 2010, to \$53,889 in 2015. In 2015, the Federal income threshold for poverty for a family of four was established at \$24,250. The household poverty rate rose from 13.0 percent in 2010 to 14.4 percent in 2015.

According to American Community Survey tabulations, Mercer County reflected a different trend. Poverty in the County has fluctuated and only showed an overall increase of 0.1 percent between 2010 and 2015. Overall median household income figures increased 6.8 percent between 2010 and 2015 from \$49,719 to \$53,099. The percent of children living in poverty increased by 7.3 percent, for an additional 70 children between 2010 and 2015.

Projections thru 2040, reflected in Table F-11, reveal the size of the non-institutionalized population and the percentage of those impoverished. In 2015, the impoverished population was determined to be 3,401 persons, or 8.4 percent of the total non institutionalized population. Because of the variations depicted in Illustration F-5, projections for purposes of this Plan depict the impoverished population living at or below the mean poverty level established in 2015 (8.4%). Table F-11 depicts a stable impoverished population based on that fact alone. No effort was extended to reflect changes in the economic base, an aging population, geographic differences, or poverty among different subpopulations within the community.

TABLE F-11 POPULATION BELOW POVERTY LINE MERCER COUNTY PROJECTIONS THRU 2040				
Year	Total Population	Total Non-Institutionalized Population	Total Impoverished	Percent Non-Institutionalized Impoverished
2015	40,863	40,492	3,401	8.4
2020	41,030	40,651	3,415	8.4
2025	41,230	40,824	3,429	8.4
2030	41,240	40,795	3,427	8.4
2035	41,110	40,641	3,414	8.4
2040	40,960	40,488	3,401	8.4
Projections from ODSA				

### F.3 Summary

Industry experts defined the transportation dependent as the: (1) elderly, (2) disabled, (3) non-white minority populations, and (4) impoverished. The U. S. Census Bureau identified the size of these populations and to some extent relative location of each. The protected classes were not mutually exclusive, and many persons were captured under multiple classifications. Therefore, many individuals were double and perhaps triple counted. Table F-12 identifies the respective size of the targeted population groups.

TABLE F-12 TARGETED TRANSPORTATION CHALLENGED POPULATIONS MERCER COUNTY PROJECTIONS THRU 2040							
Year	Elderly	Senior	Disabled	Mobility Impaired	Minority	Poverty	Total Duplicated Residents
2015	6,693	8,917	4,400	2,317	877	3,401	17,688
2020	7,810	10,780	4,542	2,429	1,000	3,415	19,196
2025	8,730	11,460	4,745	2,558	1,104	3,429	20,567
2030	9,250	11,480	4,930	2,672	1,208	3,427	21,487
2035	9,070	11,190	4,982	2,689	1,312	3,414	21,468
2040	8,700	10,700	4,913	2,641	1,417	3,401	21,071
<sup>1</sup> Senior population (60+ years) estimates have been excluded from total duplicated residents.							
<sup>2</sup> Hispanic residents can be of any race and have been excluded from total duplicated residents.							

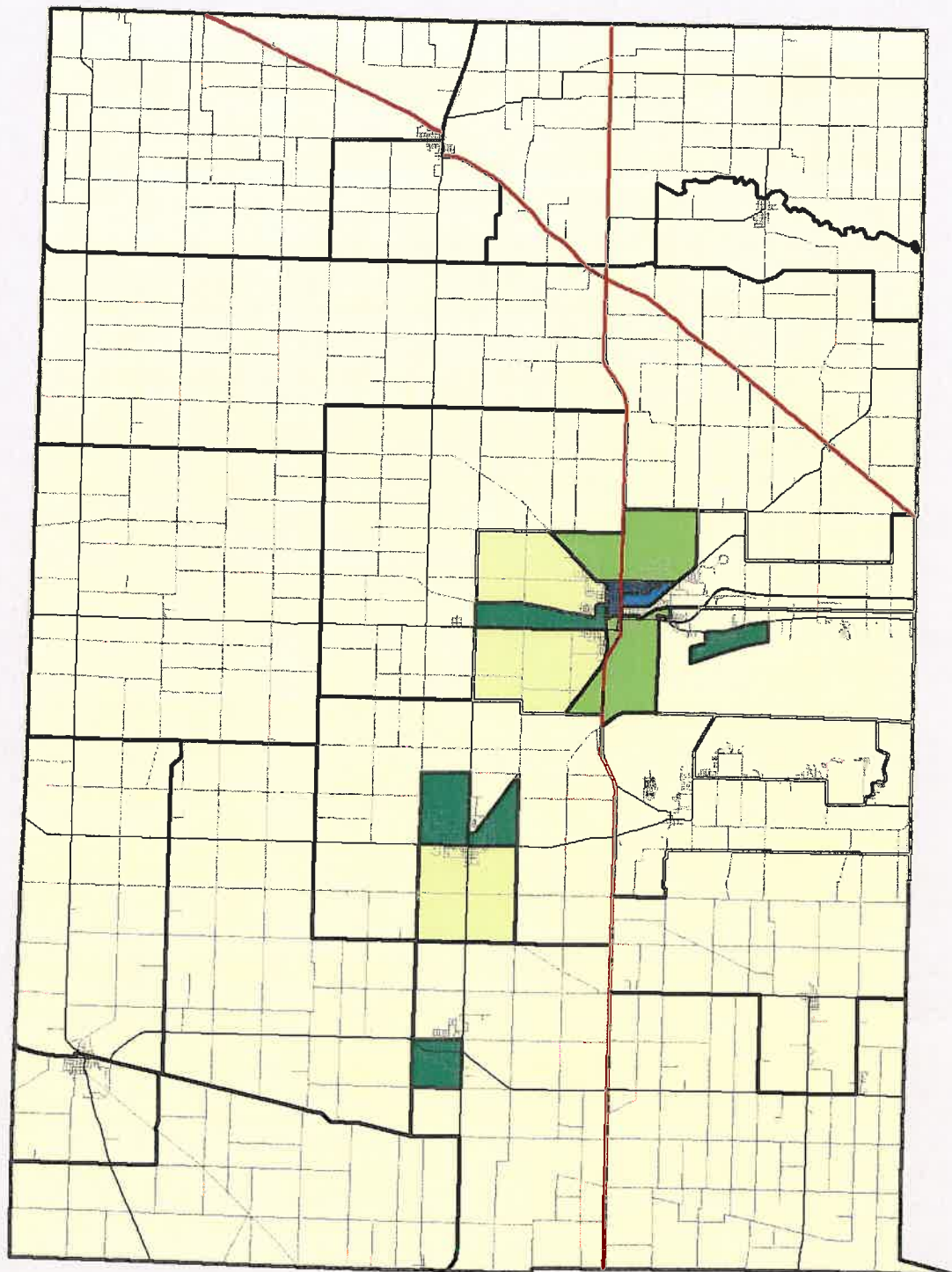
Examining the rationale behind demand estimates, it became evident that physical/cognitive limitations and poverty status in large measure, determined the extent of public transportation and specialized transportation services demanded across the community. Therefore, while recognizing the various targeted population groups as defined by Federal legislation, it was imperative that the Plan work to refine the estimates of the truly dependent populations.

Table F-13 was submitted based on 2015 ACS in order to identify the size and character of the specific targeted populations within Plan parameters. Both For Plan consistency purposes we are utilizing previous data analysis to provide planning level estimates of service demands for section 5 and 6 of this report.

TABLE F-13 2015 TRANSPORTATION DEPENDENT POPULATION BY TYPE FOR MERCER COUNTY						
Non-Institutionalized Population	Elderly <sup>1</sup>	Disabled <sup>2</sup>	Mobility Impaired <sup>3</sup>	Poverty <sup>4</sup>	Transportation Dependent Population	PCT Transportation Dependent
40,492	4,193	2,110	2,317	2,521	11,141	27.5%
<sup>1</sup> Reflects non-institutionalized elderly persons; excluding disabled and mobility impaired elderly persons. <sup>2</sup> Reflects all non-institutionalized persons with disabilities; excluding those persons with mobility impairments. <sup>3</sup> Reflects all non-institutionalized persons with mobility impairments. <sup>4</sup> Reflects all non-institutionalized impoverished persons; excluding those who are elderly or disabled.						

APPENDIX F-2  
ADDITIONAL MERCER COUNTY MAPS & TABLES

MERCER COUNTY POPULATION DENSITY 2015



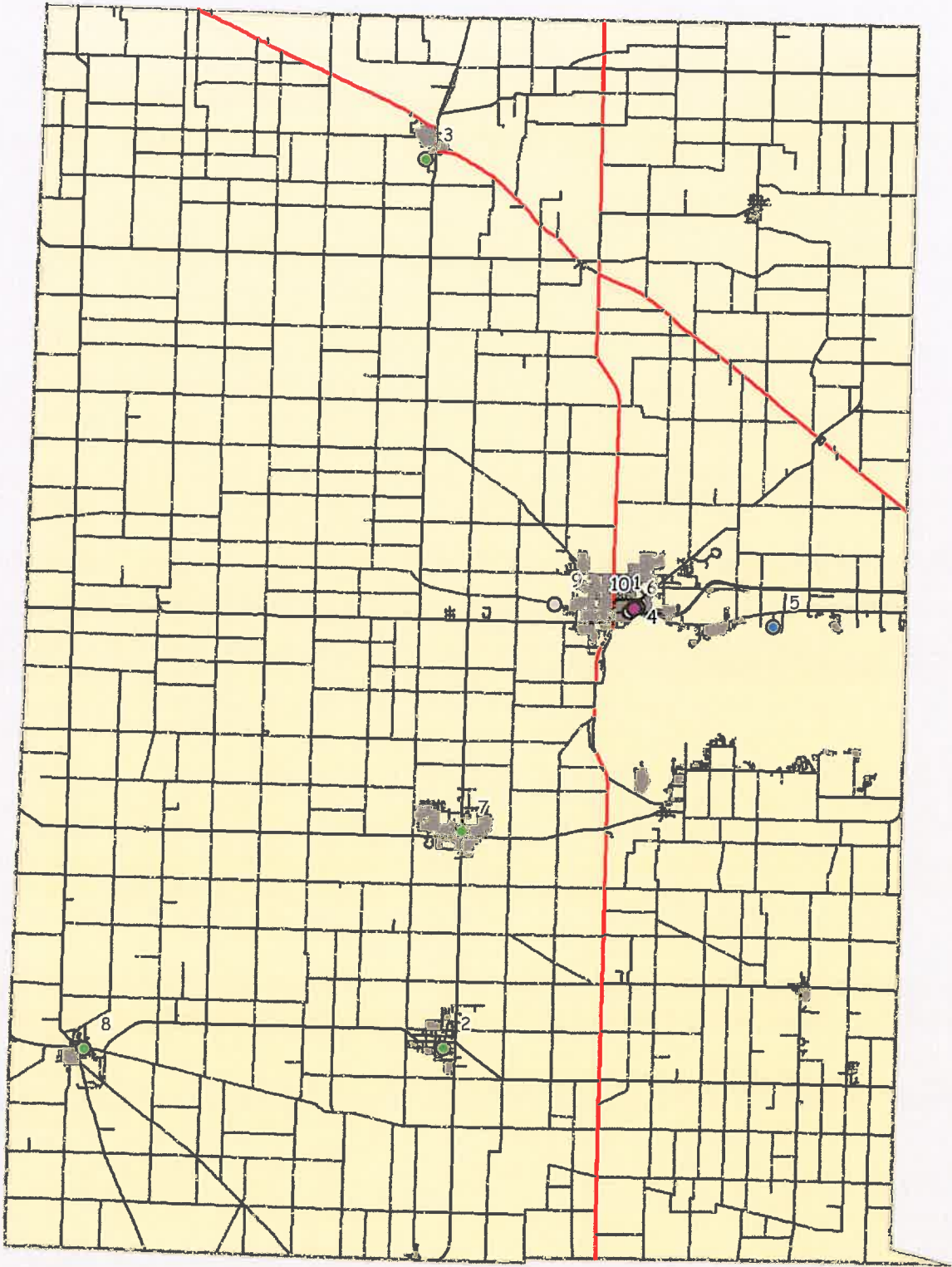
Persons per Square Mile



August 2017



# MERCER COUNTY SCHOOLS



Name	Route Type
High Schools	Interstate
Colleges	US Route
Career Centers	State Route
Other	Other

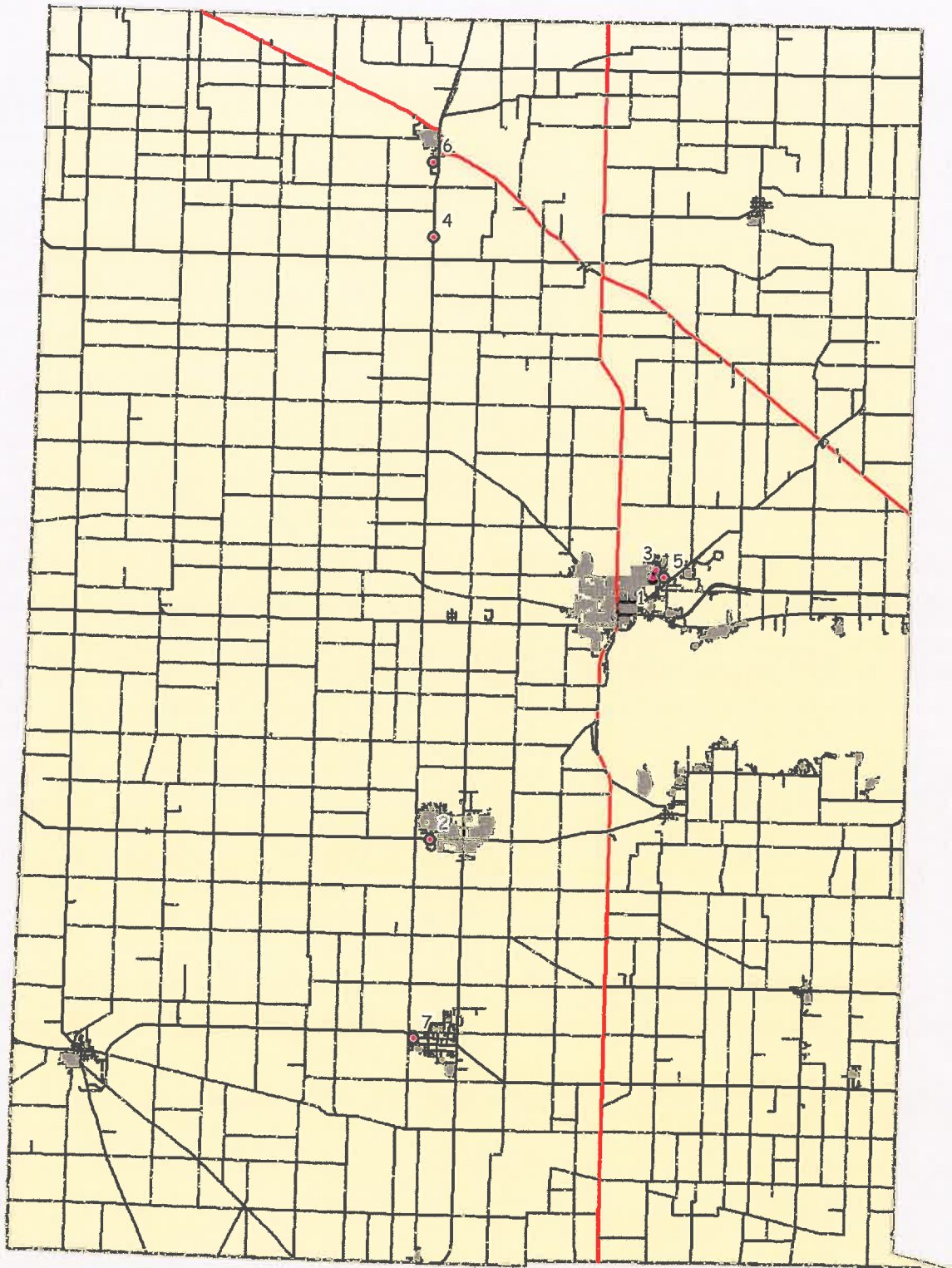


August 2017



MERCER COUNTY SCHOOLS					
ID	Name	Address	City	State	ZIP
1	Celina High School	585 E Livingston St	Celina	OH	45822
2	St Henry High School	391 E Columbus St	St Henry	OH	45883
3	Parkway High School	400 Buckeye St	Rockford	OH	45882
4	Mercer County Educational Service Center	441 E Market St	Celina	OH	45822
5	Wright State University - Lake Campus	7600 Lake Campus Dr	Celina	OH	45822
6	Mercer County Alternative School	441 E Market St	Celina	OH	45822
7	Coldwater High School	310 N 2nd St	Coldwater	OH	45858
8	Ft Recovery High School	400 Butler St	Ft Recovery	OH	45846
9	Mercer County Board of Developmental Disabilities	4980 Mud Pike Rd	Celina	OH	45822
10	Tri-Star Career Compact	558 E Livingston St	Celina	OH	45822

# MERCER COUNTY NURSING HOMES

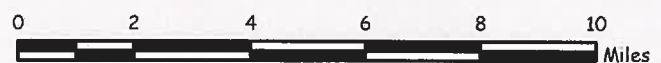


## Route Type

- Interstate
- State Route
- US Route
- Other

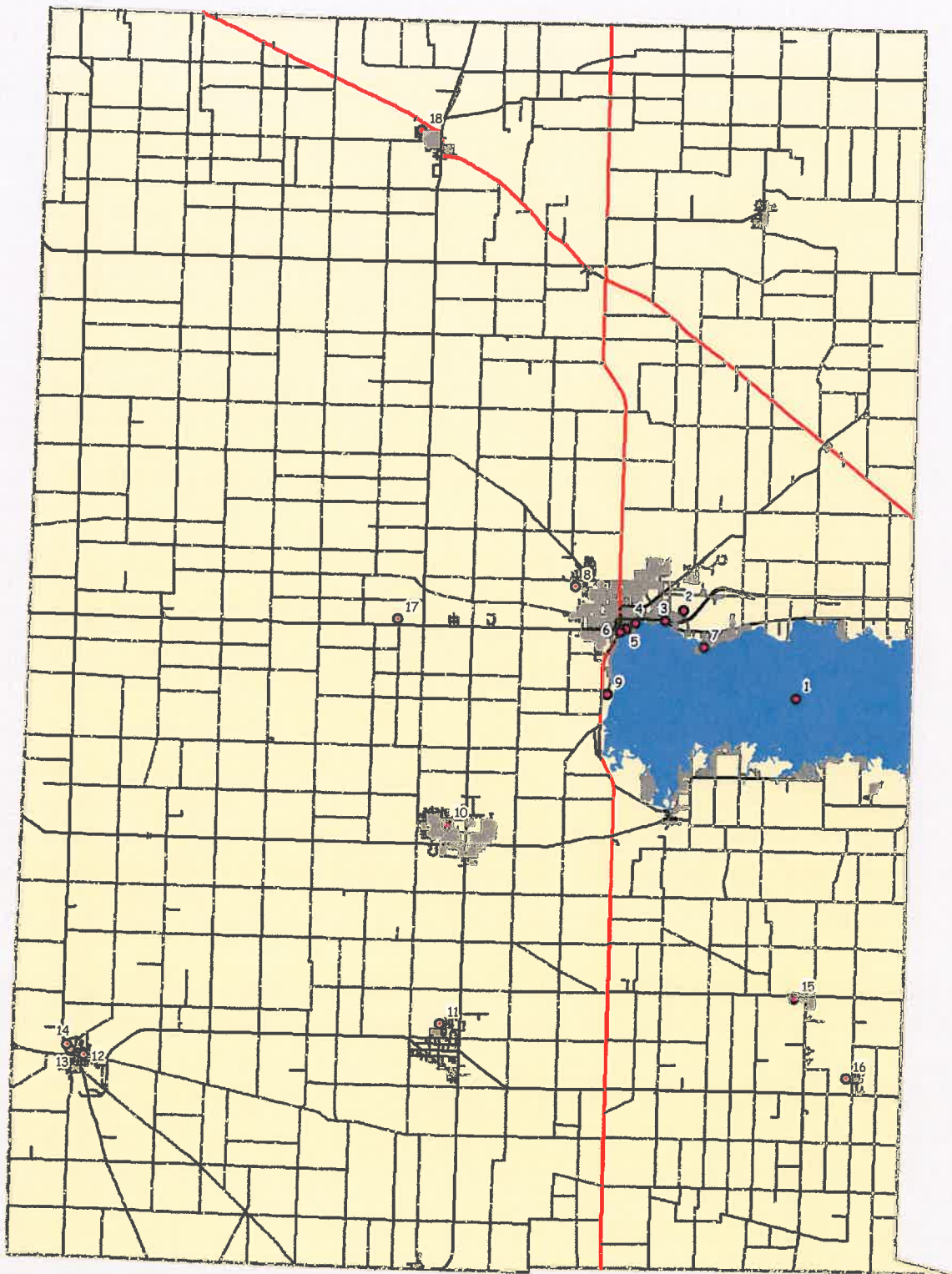


August 2017



MERCER COUNTY NURSING HOMES					
ID	Name	Address	City	State	Zip
1	Celina Manor	1001 Myers Rd	Celina	OH	45822
2	Briarwood Village	S Woodview Dr	Coldwater	OH	45828
3	Miller House	1506 Meadowview Dr	Celina	OH	45822
4	The Laurels of Shane Hill	10731 OH-118	Rockford	OH	45882
5	Gardens of Celina	1301 Myers Rd	Celina	OH	458122
6	Colonial Nursing Center	203 Buckeye St	Rockford	OH	45882
7	Gardens of St. Henry	522 Western Ave	St. Henry	OH	45883

# MERCER COUNTY PARKS



## Route Type

- Interstate
- US Route
- State Route
- Other

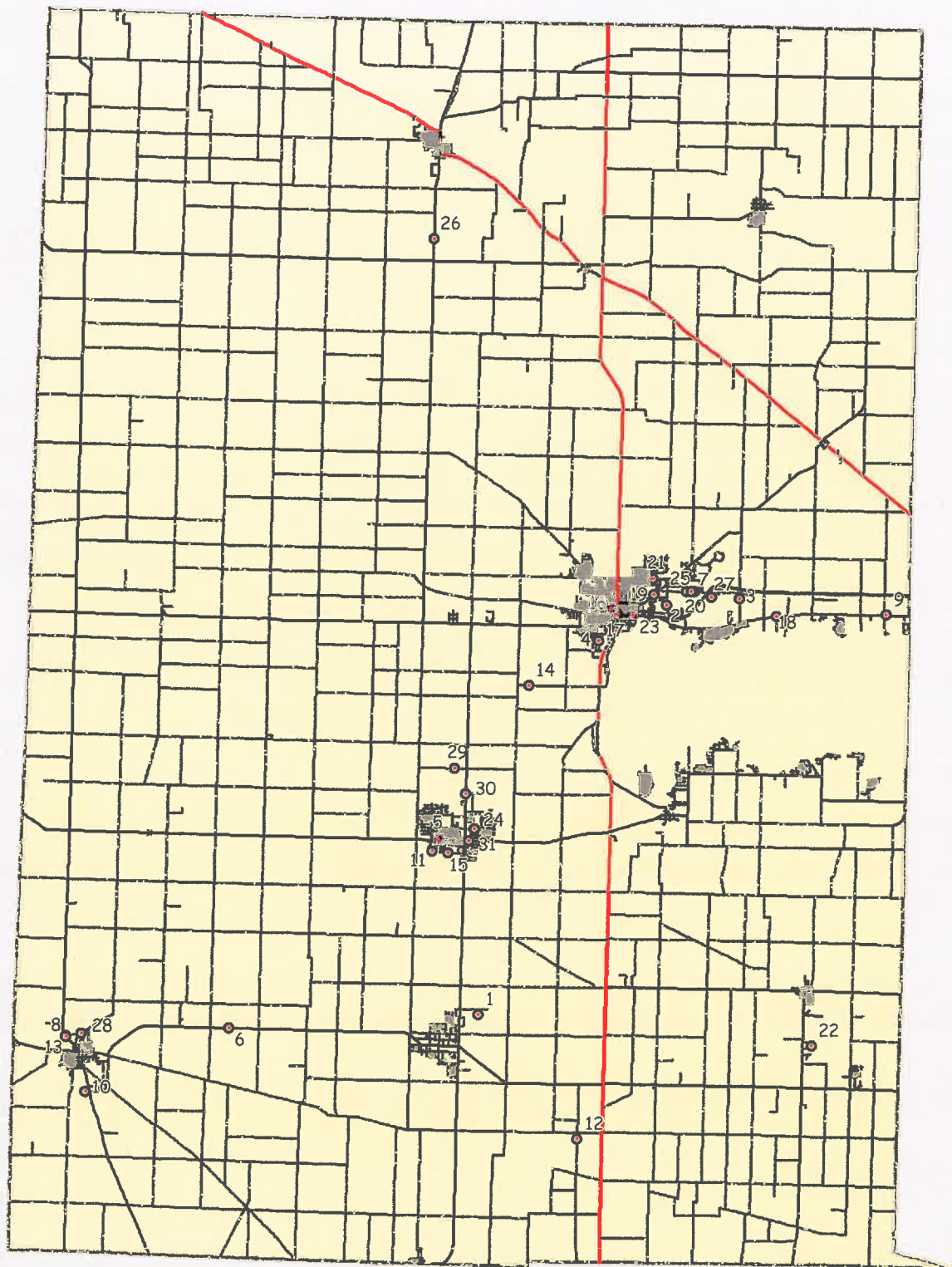


August 2017



MERCER COUNTY PARKS		
ID	Park Name	Jurisdiction
1	St. Mary's State Park	Grand Lake St. Mary's
2	Eastview Park	City of Celina
3	Edgewater Park	City of Celina
4	Pullman Bay Park	City of Celina
5	Merzelina Park	City of Celina
6	North Shore Park	City of Celina
7	Harbor Point State Park	Jefferson Township
8	Westview Park	City of Celina
9	West Bank Park	Jefferson Township
10	Coldwater Memorial Park	Village of Coldwater
11	St. Henry Park	Village of St. Henry
12	Monument Park	Village of Ft. Recovery
13	Fort Site Park	Village of Ft. Recovery
14	Ambassador Park	Village of Ft. Recovery
15	Chickasaw Community Park	Village of Chicksaw
16	Marion Heritage Park	Marion Township
17	Bunge Park	Jefferson Township
18	Shanes Park	Village of Rockford

# MERCER COUNTY MAJOR EMPLOYERS 2016



## Route Type

- Interstate
- US Route
- State Route
- Other

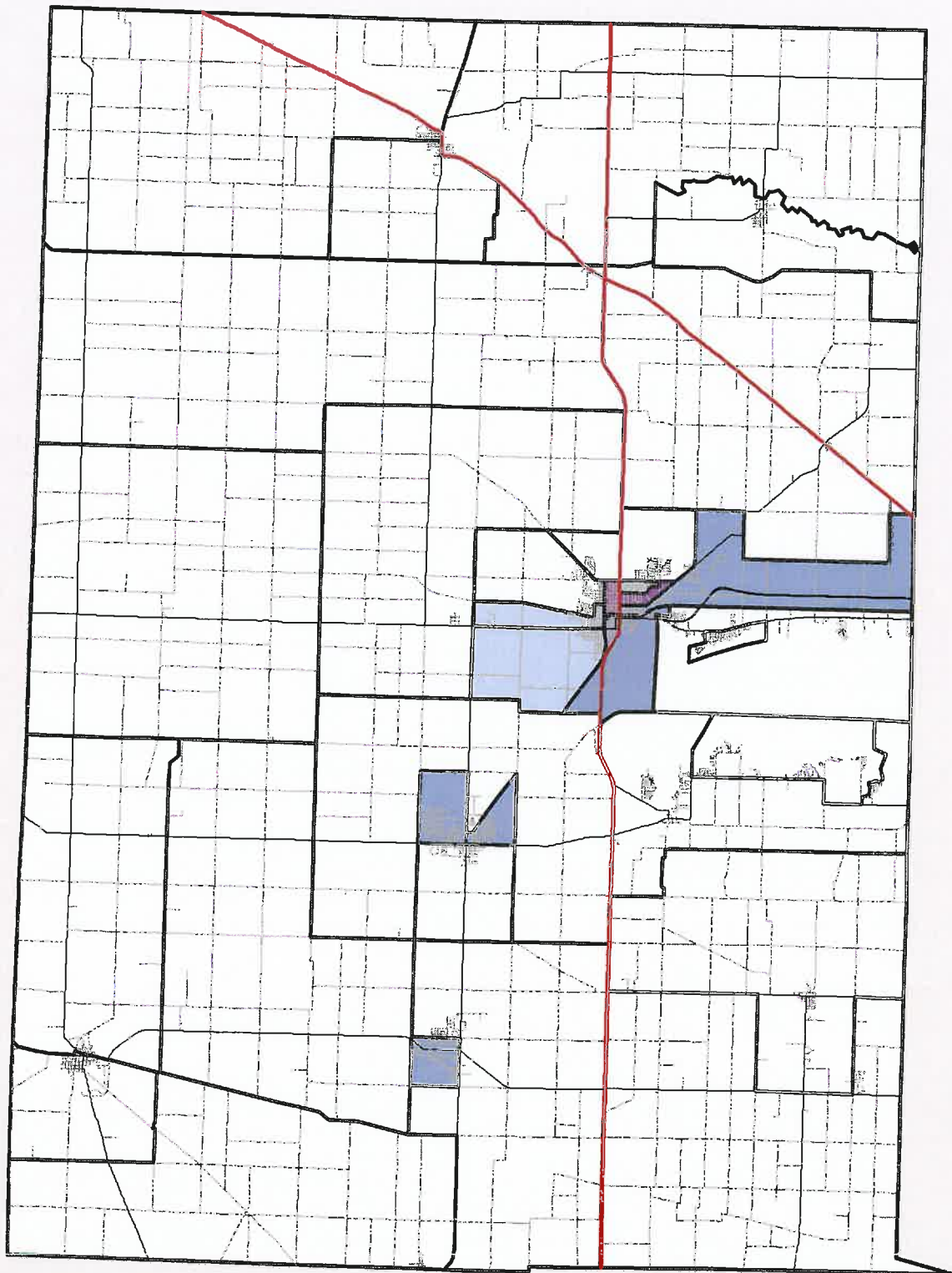


August 2017



MERCER COUNTY MAJOR EMPLOYERS						
ID	Employer	Site Address	City	State	Zip	NAICS
1	Cooper Farms Processing	1 Cooper Farms Dr	St Henry	OH	45883	311615
2	Crown Equipment Corp	410 Grandlake Rd	Celina	OH	45822	333924
3	Celina Aluminum Precision Technology	7059 Staeger Rd	Celina	OH	45822	336310
4	Reynolds & Reynolds	Murlin & Pine Sts	Celina	OH	45822	323111
5	Mercer County Joint Township Hosp	800 West Main St	Coldwater	OH	45828	622110
6	Cheeseman, LLC	2200 SR 119	Ft Recovery	OH	45846	484122
7	Wal-Mart	1950 Havemann Rd	Celina	OH	45822	452910
8	Ft Recovery Industries	2440 SR 49	Ft Recovery	OH	45846	331523
9	Midwest Logistics Systems, Ltd.	8779 SR 703	Celina	OH	45822	484121
10	Jr Manufacturing, Inc.	900 W Industrial Dr	Ft Recovery	OH	45846	336360
11	Briarwood Manor	100 Don Desch Dr	Coldwater	OH	45828	623110
12	Bruns Construction Enterprises Inc.	1429 Cranberry Rd	St Henry	OH	45883	236220
13	Cooper Farms Feed Mill	2321 SR 49 North	Ft Recovery	OH	45846	311119
14	Pax Machine Works, Inc.	5139 Monroe Road	Celina	OH	45822	336370
15	Standard Register, Inc. (Taylor Communications)	515 W Sycamore St	Coldwater	OH	45828	323111
16	Celina Insurance Group	1 Insurance Square	Celina	OH	45822	524126
17	Copy Super Center	108 North Main St	Celina	OH	45822	323113
18	Wright State University	7600 SR 703	Celina	OH	45822	611310
19	Celina High School	715 E Wayne	Celina	OH	45822	611110
20	Menards	1920 Havemann Rd	Celina	OH	45822	444110
21	Celina Manor	1001 Myers Rd	Celina	OH	45822	623110
22	Moeller Trucking, Inc	8100 Industrial Dr	Maria Stein	OH	45860	484230
23	Mercer County Educational Service Ctr	441 E Market St	Celina	OH	45822	611710
24	Basic Grain Products Inc.	300 - 310 E Vine St	Coldwater	OH	45828	311919
25	Manpower of Dayton	1915 Havemann Rd	Celina	OH	45822	561320
26	The Laurels of Shane Hill	10731 St, Ste 118	Rockford	OH	45882	623110
27	Eighth Floor Promotions, LLC (Visions Awardcraft)	One Visions Pky	Celina	OH	45822	327991
28	Cooper Farms, Inc.	2351 Wabash Rd	Ft Recovery	OH	45846	112310
29	Rehabilitative Services, Inc.	4390 Buschor Rd	Coldwater	OH	45828	621340
30	Coldwater Machine Co., LLC	911 N 2nd St	Coldwater	OH	45828	333514
31	Vallorbs Jewel Co.	210 E Main St	Coldwater	OH	45828	333111

# MERCER COUNTY EMPLOYMENT DENSITY 2016



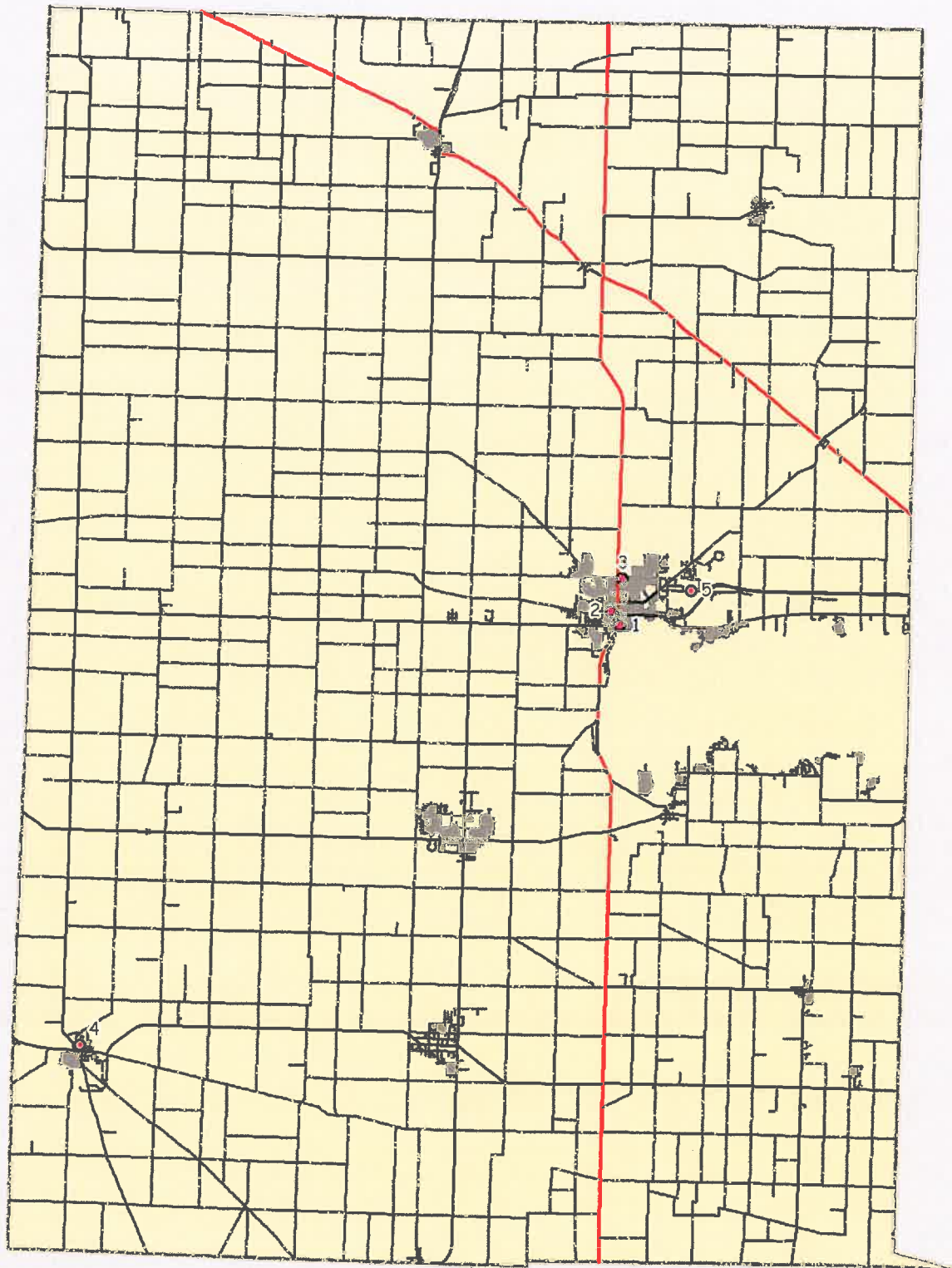
## Employees per Square Mile







August 2017



# MERCER COUNTY BUSINESS & ECONOMIC SUPPORT AGENCIES

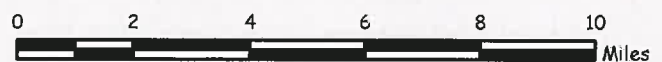


## Route Type

- |  |   |
|--|---|
|  Interstate |  State Route |
|  US Route   |  Other       |

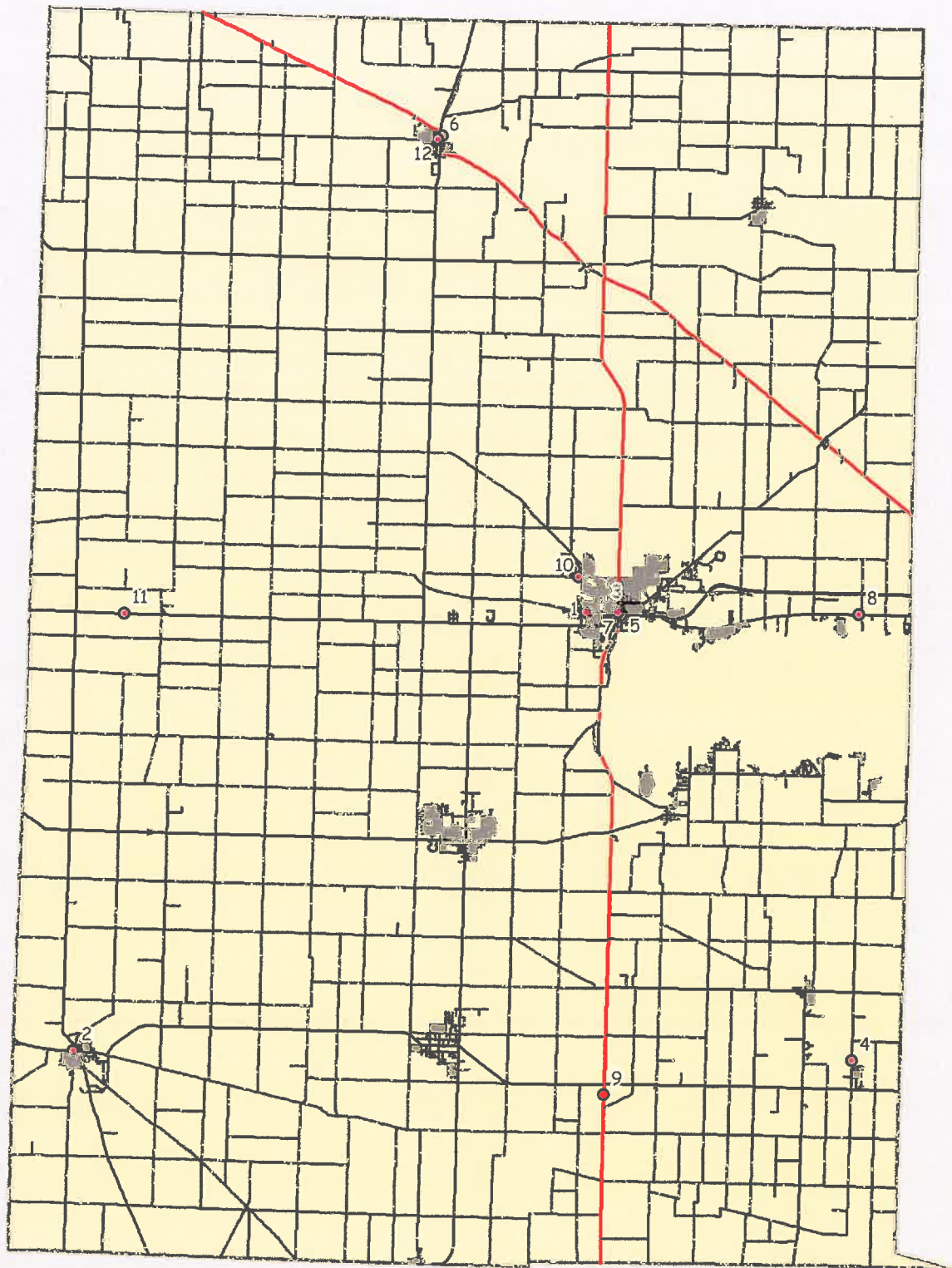


August 2017



MERCER COUNTY BUSINESS & ECONOMIC SUPPORT AGENCIES					
ID	Name	Address	City	State	Zip
1	Celina-Mercer County Chamber of Commerce	121 E Logan St	Celina	OH	45822
2	Mercer County Job and Family Services	220 W Livingston St	Celina	OH	45822
3	Discovering Abilities - CA Employment & Services	121 E Forest St	Celina	OH	45822
4	Western Staff Services	114 E Broadway St	Fort Recovery	OH	45846
5	Manpower Celina	1915 Havemann Rd	Celina	OH	45822

# MERCER COUNTY ENTERTAINMENT



## Route Type

- Interstate
- US Route
- State Route
- Other

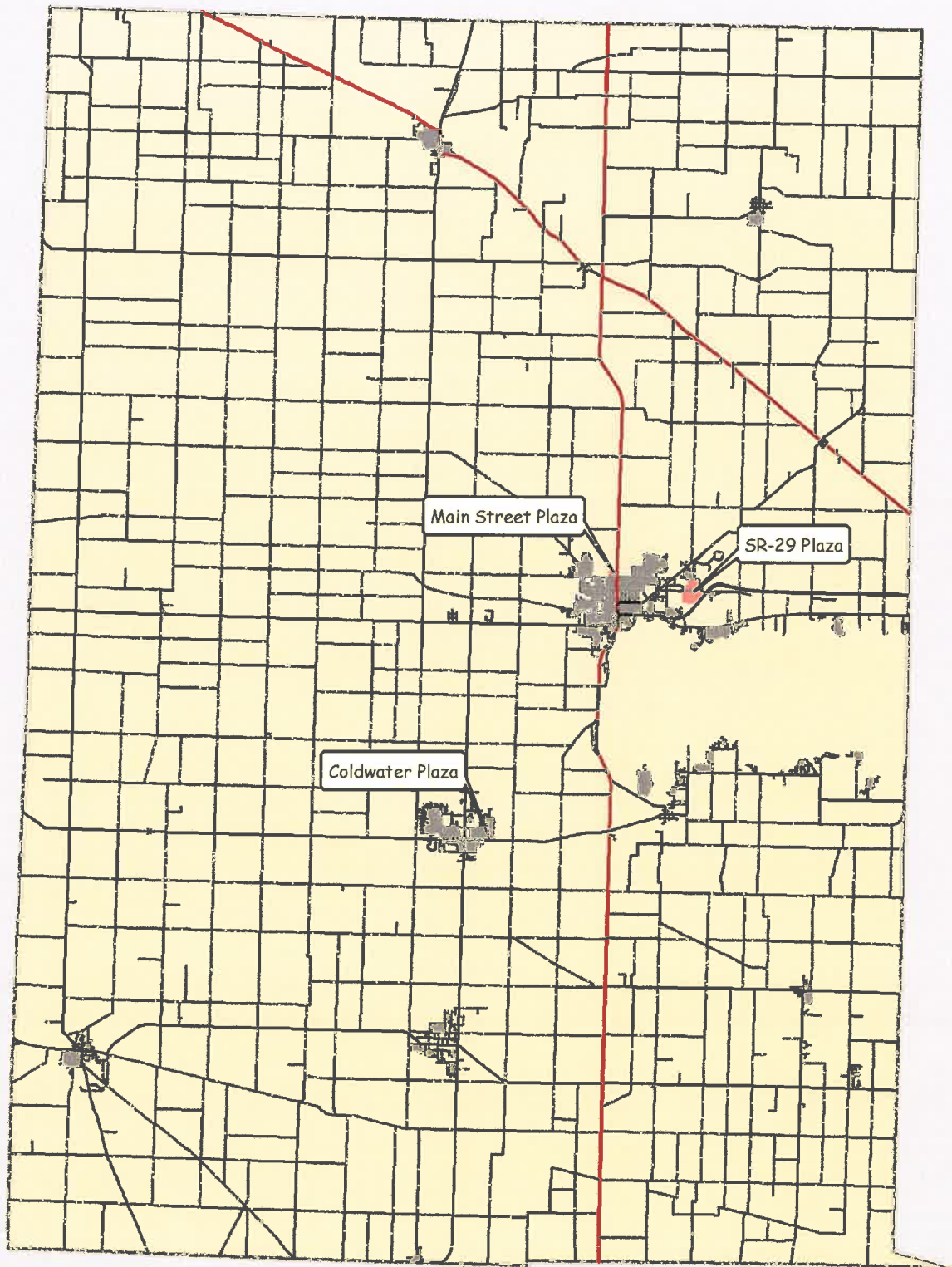


August 2017



MERCER COUNTY ENTERTAINMENT						
ID	Name	Site Address	City	State	Zip	Type
1	Mercer County Fairgrounds	1001 W Market St	Celina	OH	45822	Outdoor
2	Fort Recovery State Museum	1 Fortsite St	Fort Recovery	OH	45846	Historical
3	Langsdon Mineral Collection	303 N Main St	Celina	OH	45822	Historical
4	Maria Stein Heritage Museum	2291 St Johns Rd	Maria Stein	OH	45860	Historical
5	Mercer County Historical Museum	130 E Market	Celina	OH	45822	Historical
6	Shanes Crossing Historical Museum	151 E Columbia St	Rockford	OH	45882	Historical
7	Chakeres Celina Cinema 5	116 N Main St	Celina	OH	45822	Arts
8	Lake Drive-In Theatre	8477 OH-703	Celina	OH	45822	Arts
9	Starlight Drive-In	1889 US 127	St. Henry	OH	45883	Arts
10	Grand Lake Mariners Collegiate Baseball	953 Fairground Dr	Celina	OH	45822	Sports
11	Mack Arena	1001 OH-29	Celina	OH	45822	Sports
12	Rockford Belle	135 Market St	Rockford	OH	45882	Arts

# MERCER COUNTY SHOPPING CENTERS



## Route Type

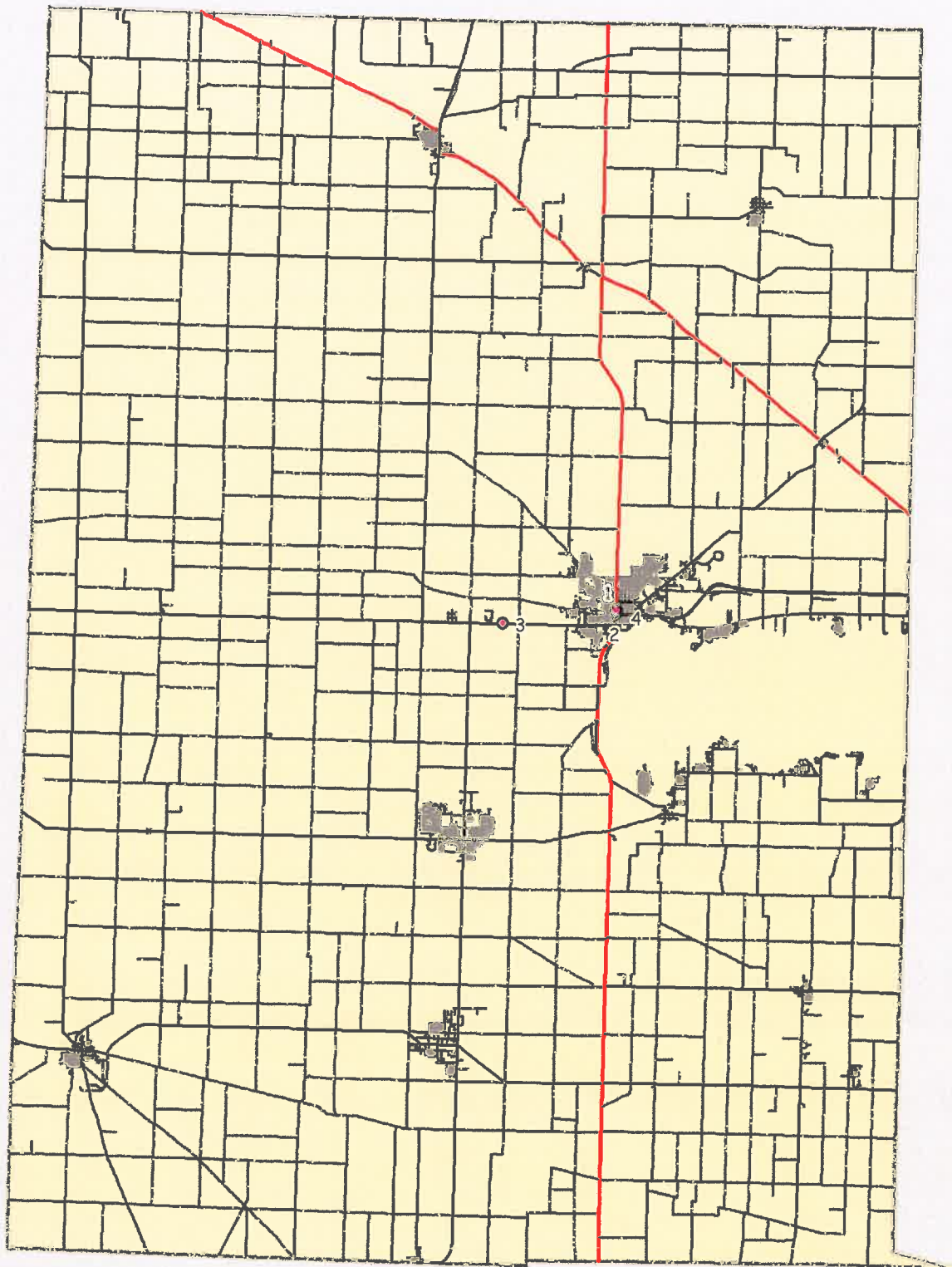
- Interstate
- State Route
- US Route
- Other



August 2017



# MERCER COUNTY GOVERNMENT BUILDINGS

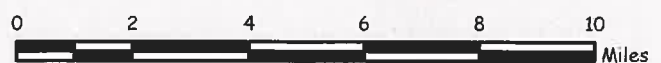


## Route Type

- Interstate
- US Route
- State Route
- Other

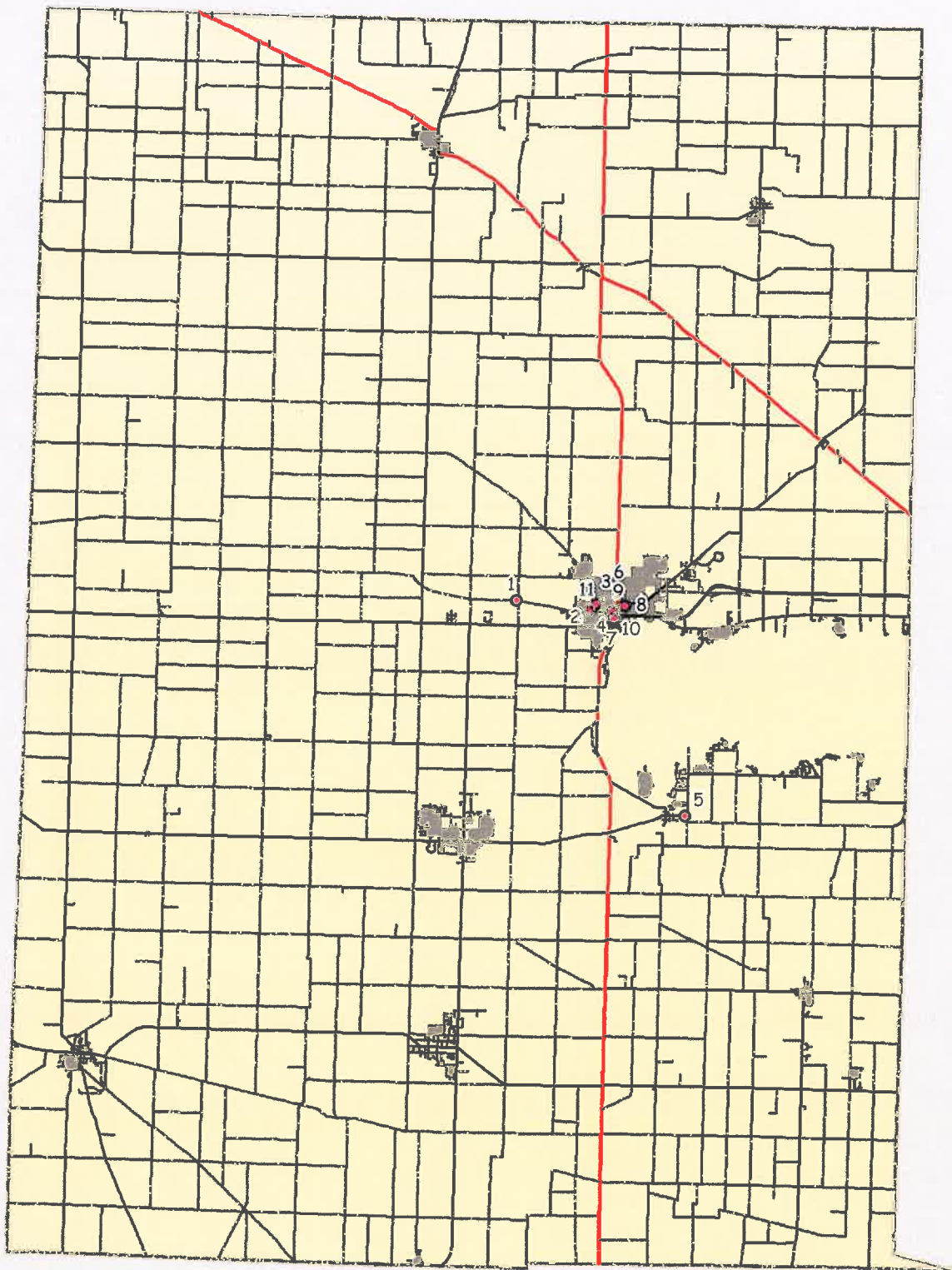


August 2017



MERCER COUNTY GOVERNMENT BUILDINGS					
ID	Name	Address	City	State	Zip
1	Mercer County Common Pleas Court	101 N Main St	Celina	OH	45822
2	Celina Municipal Court	202 N Main St	Celina	OH	45822
3	Mercer County Sheriff's Department	4835 OH-29	Celina	OH	45822
4	US Postal Service	201 N Main St	Celina	OH	45822

# MERCER COUNTY SOCIAL SERVICES

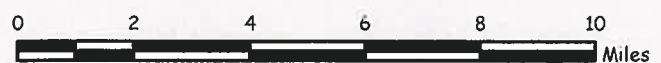


## Route Type

- Interstate
- State Route
- US Route
- Other

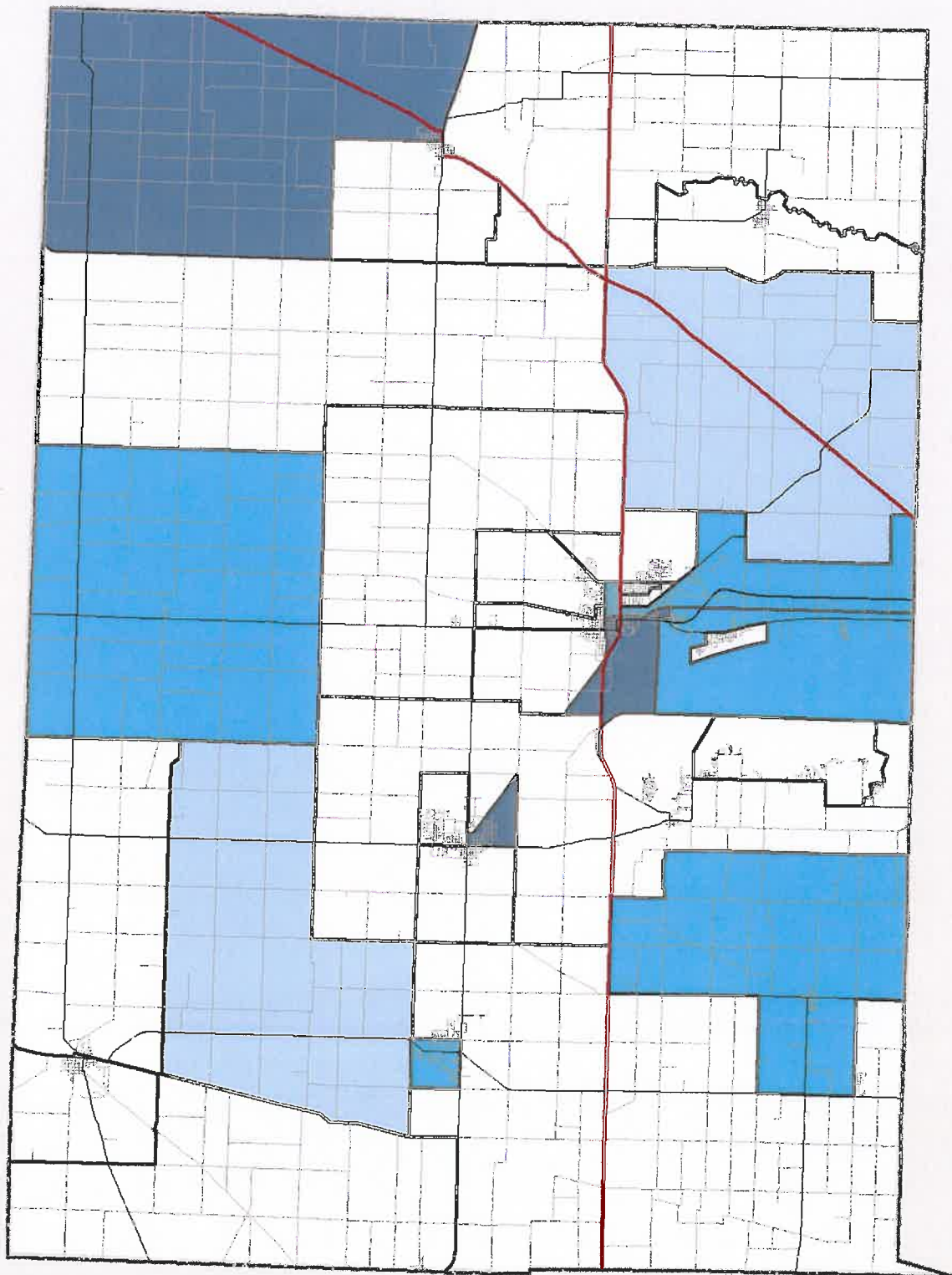


August 2017



MERCER COUNTY SOCIAL SERVICES						
ID	Name	Address	City	State	ZIP	
1	Mercer County Board of Developmental Disabilities	4980 Mud Pike	Celina	OH	45822	
2	Mercer County Council on Aging	217 Riley St	Celina	OH	45822	
3	Mercer County Health Department	220 W Livingston St	Celina	OH	45822	
4	Mercer County Child Support Enforcement	220 W Livingston St	Celina	OH	45822	
5	Mercer County Head Start	6731 OH-219	Celina	OH	45822	
6	Mercer County Medical Reserve Corps	220 W Livingston St	Celina	OH	45822	
7	Mercer County Help Me Grow	117 W Fayette St	Celina	OH	45822	
8	North American Indian Cultural Center	304 E Anthony St	Celina	OH	45822	
9	Victim Assistance Program	119 N Walnut St	Celina	OH	45822	
10	OUR Home Family Resource Center	117 W Fayette St	Celina	OH	45822	
11	Mercer County Salvation Army Service Center	420 N Brandon Ave	Celina	OH	45822	

# MERCER COUNTY ENGLISH PROFICIENCY 2015



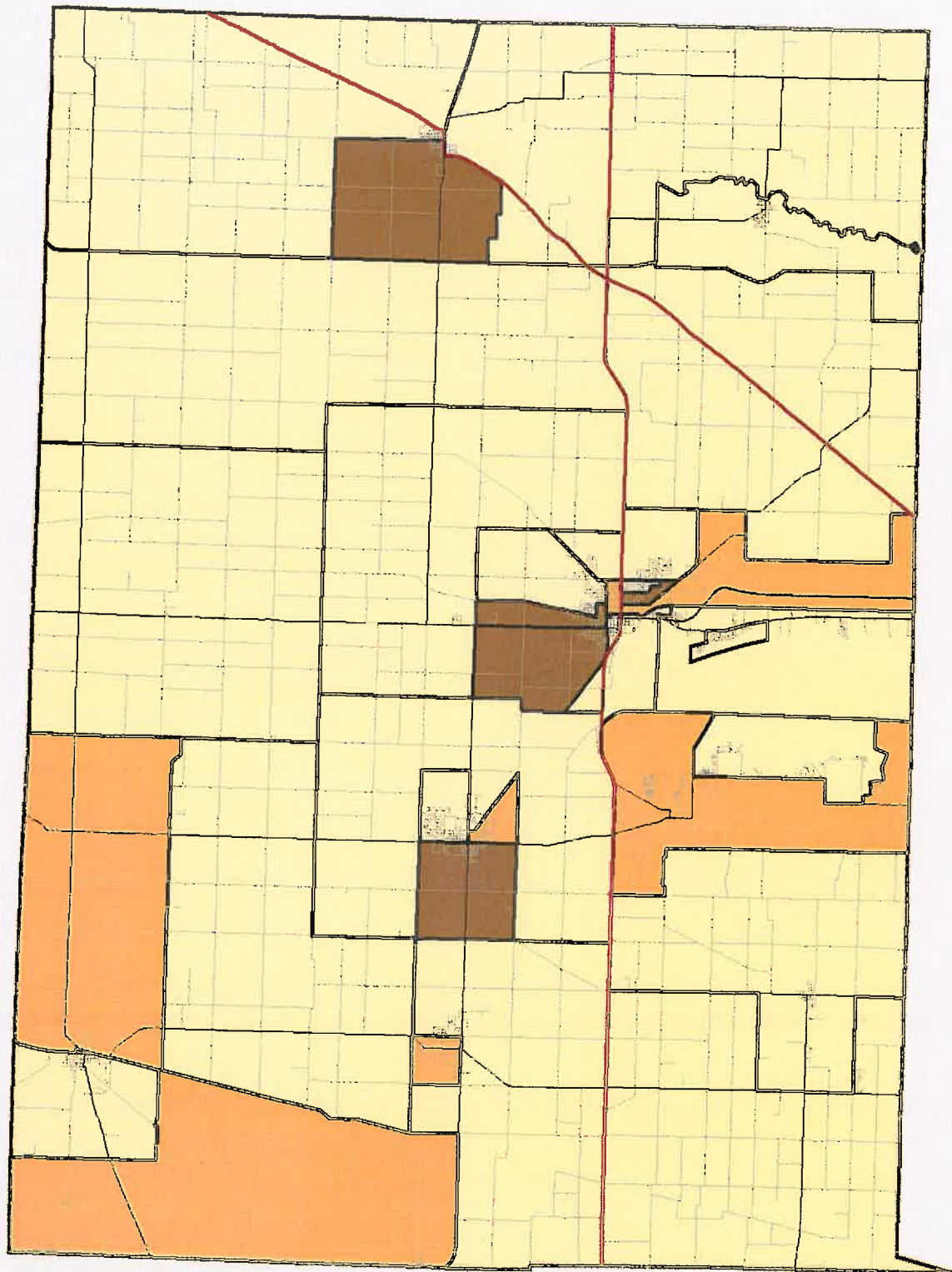
Percent of Individuals Who Do Not Speak English  
"Very Well"



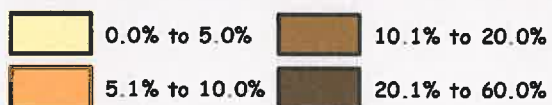
August 2017



# MERCER COUNTY HOUSEHOLDS WITH NO VEHICLE 2015



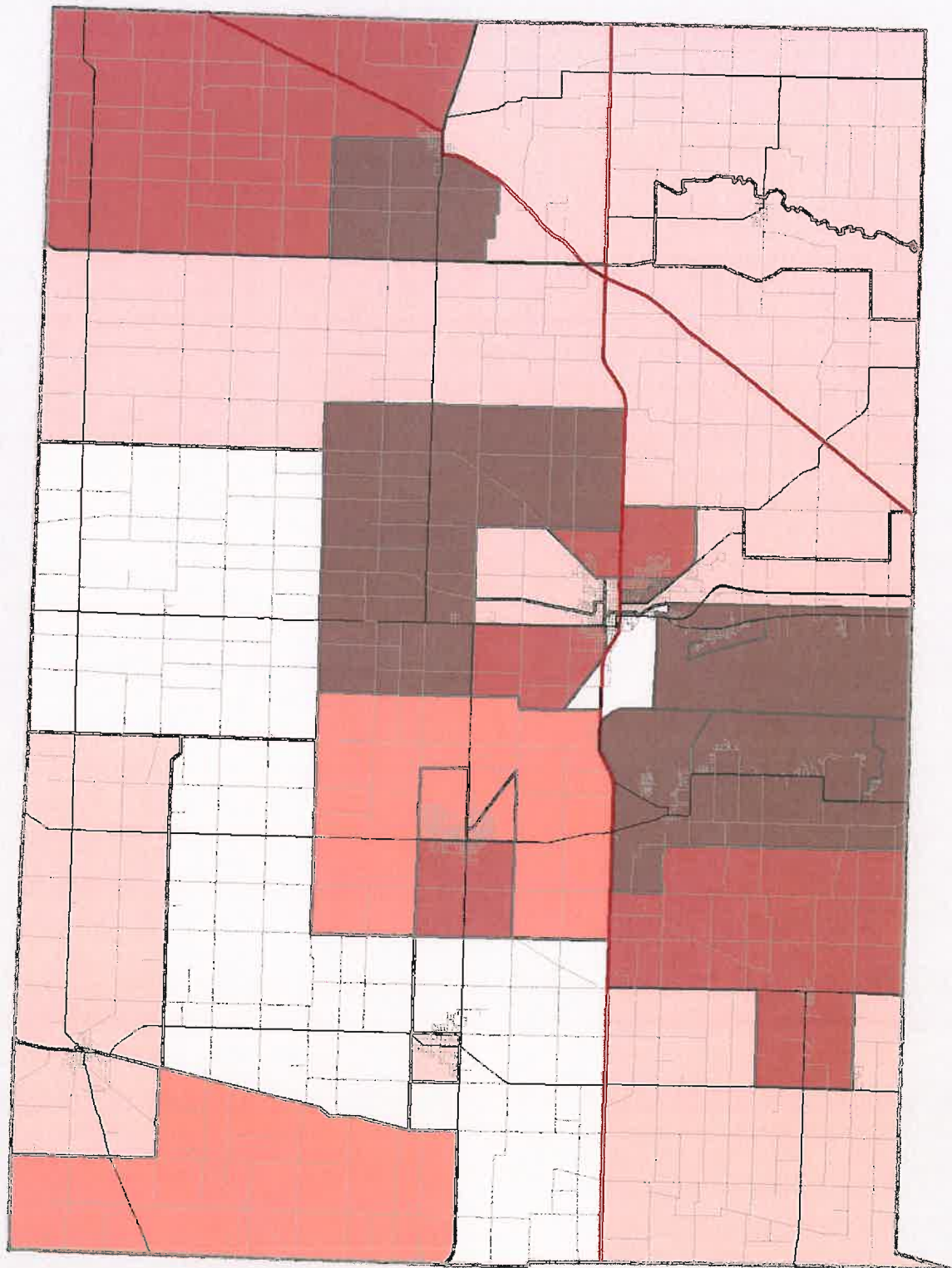
Percent of Households with No Vehicle



August 2017



# MERCER COUNTY PERCENT 60 OR OLDER 2015



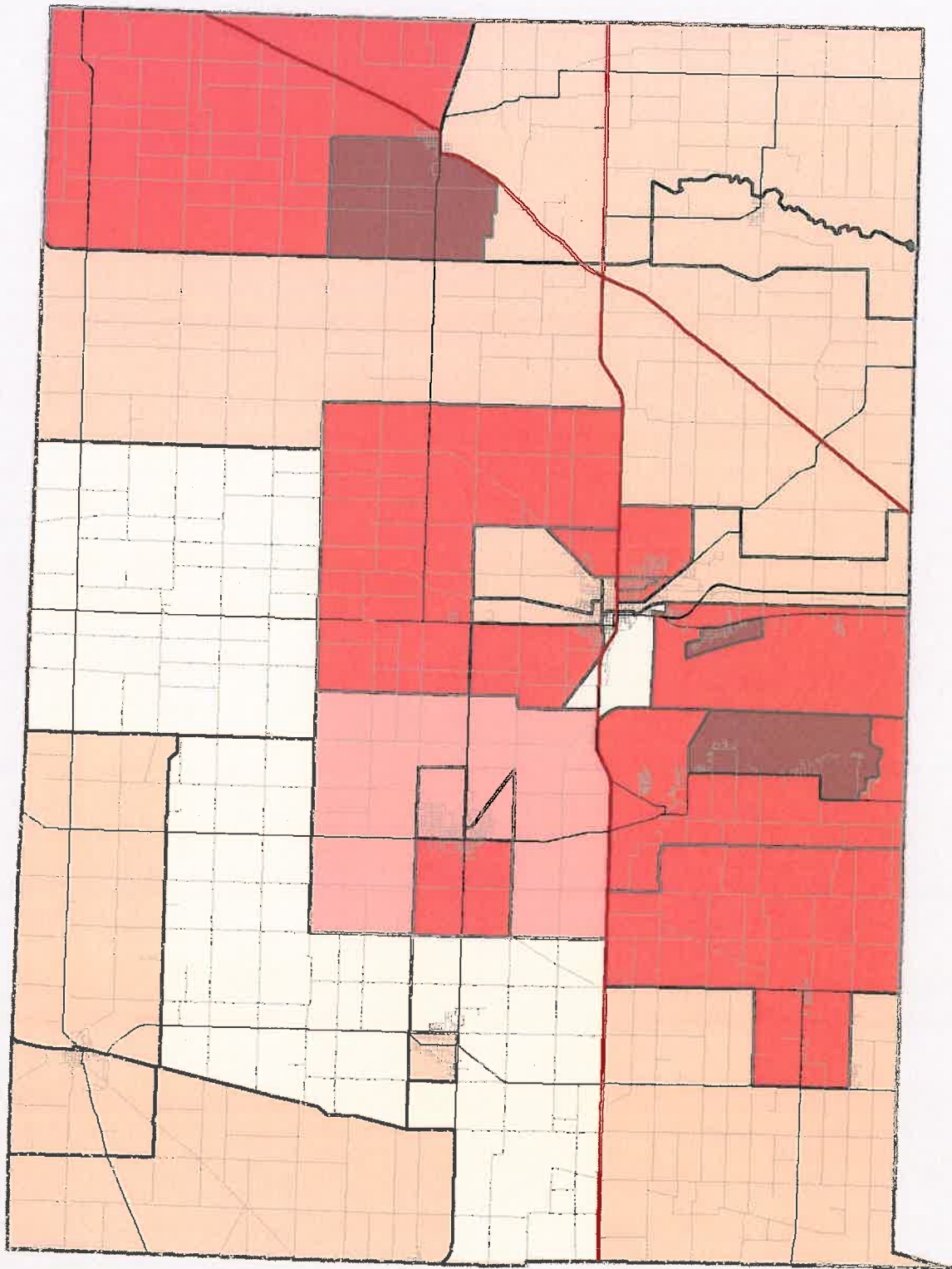
## Percent 60 or Older



August 2017



# MERCER COUNTY PERCENT 65 OR OLDER 2015



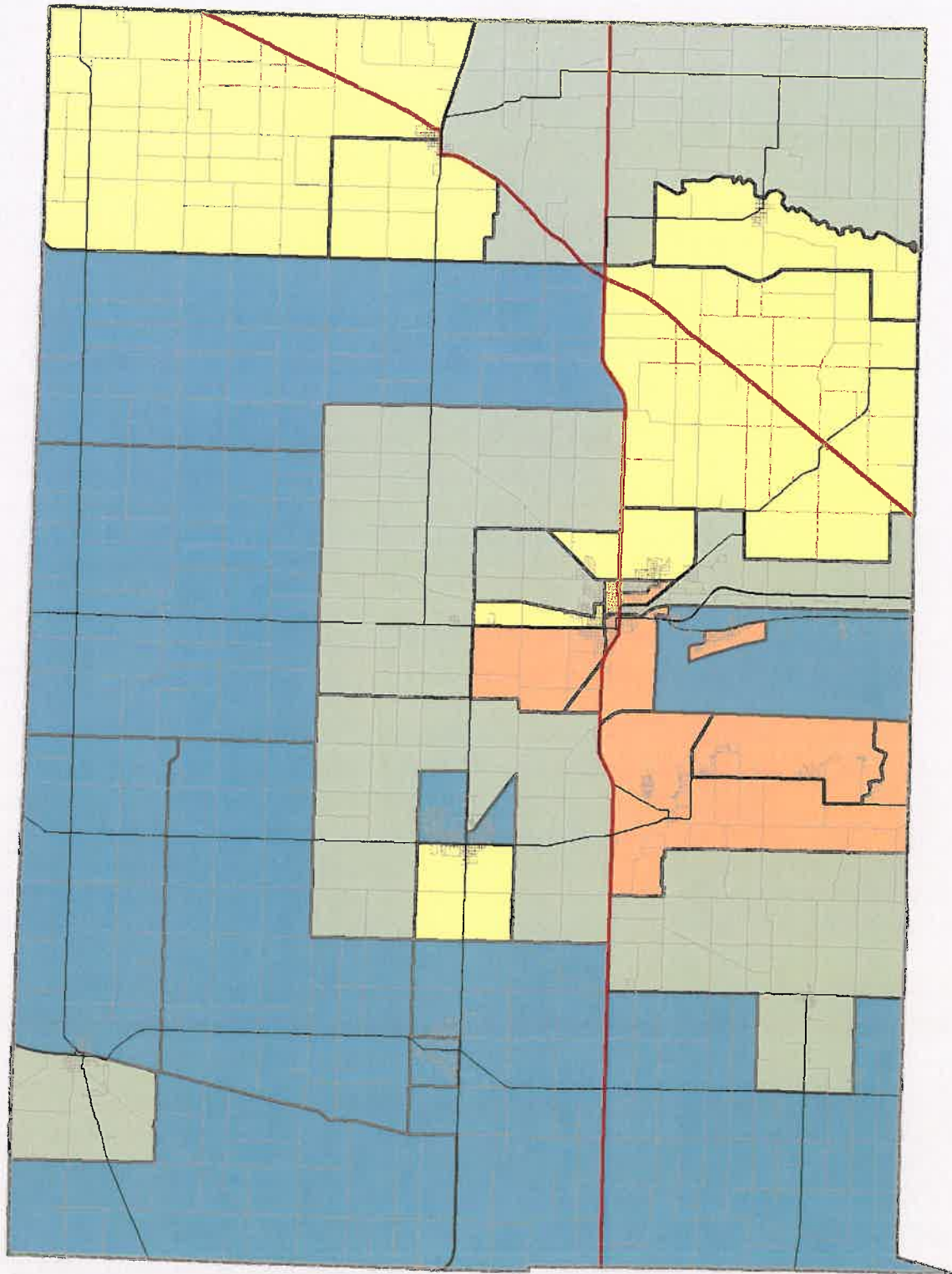
Percent 65 or Older



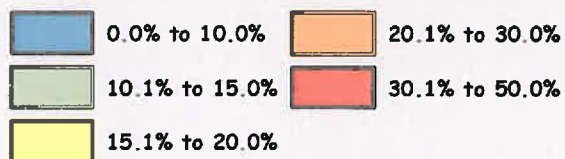
August 2017



# MERCER COUNTY PERCENT OF THE POPULATION DISABLED 2015



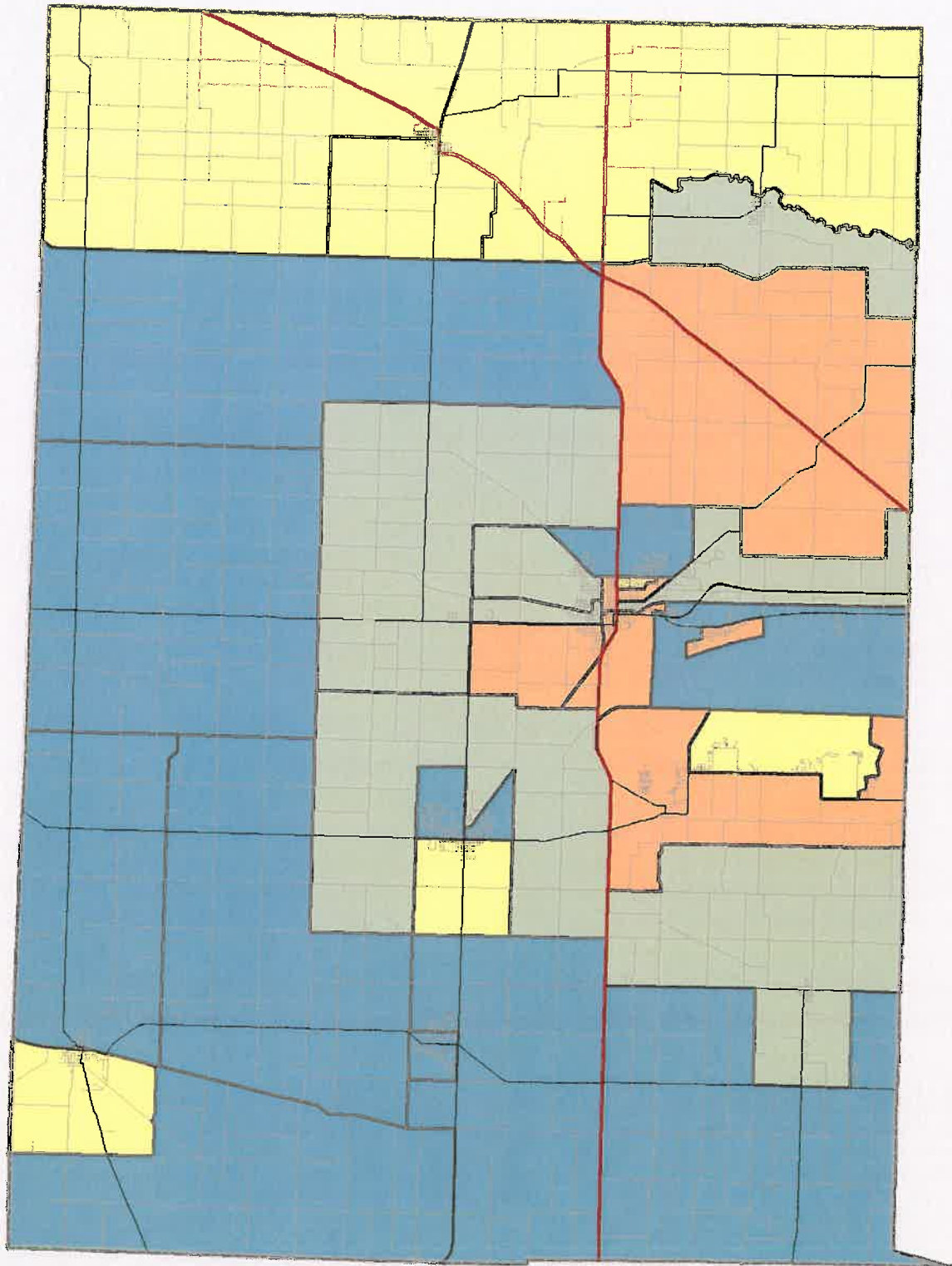
Percent of Population 18+ and Disabled



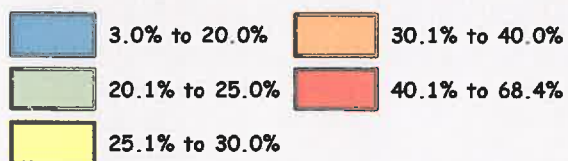
August 2017



# MERCER COUNTY HOUSEHOLDS WITH DISABLED PERSONS 2015



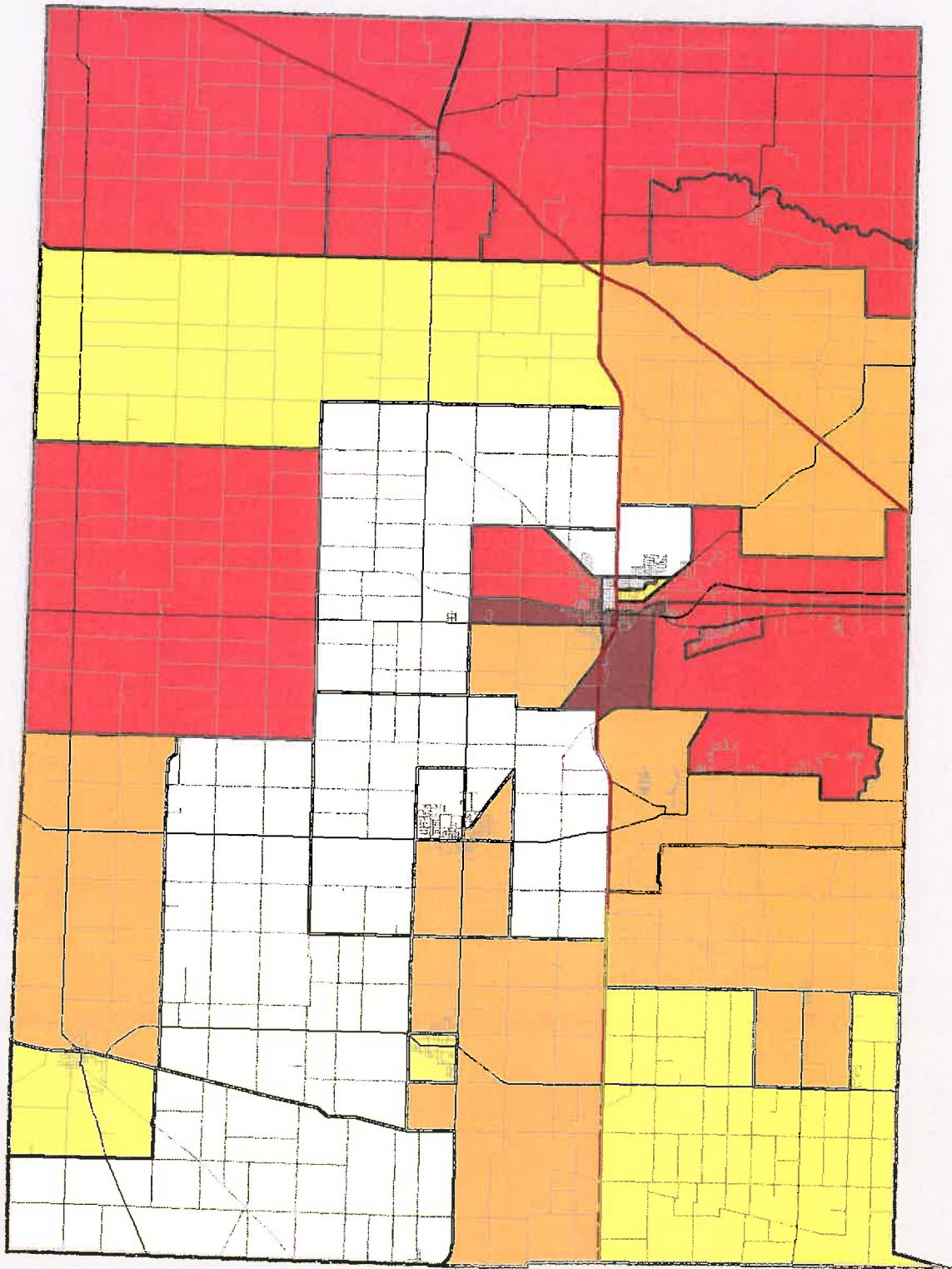
Percent of Households with 1 or More Disabled Persons



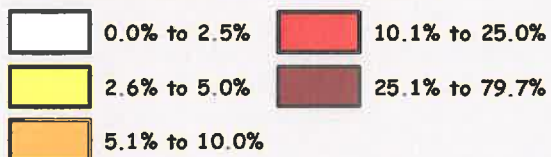
August 2017



# MERCER COUNTY PERCENT OF INDIVIDUALS IN POVERTY 2015



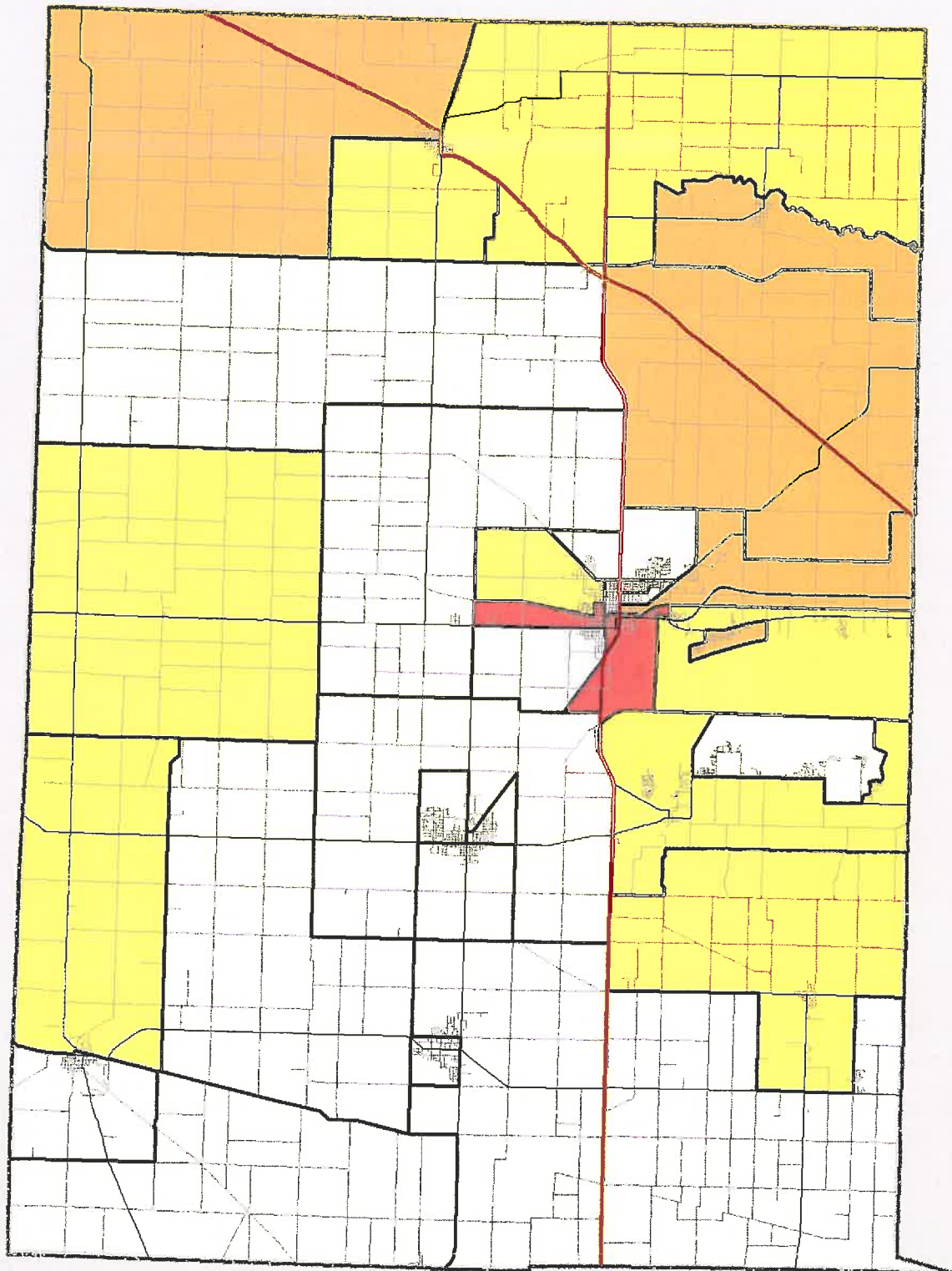
Percent of Individuals in Poverty



August 2017



# MERCER COUNTY PERCENT OF FAMILIES IN POVERTY 2015



## Percent of Families in Poverty



August 2017



# **APPENDIX G**

## **Van Wert County Transportation Dependent Populations & Supplemental Maps & Tables**

## **APPENDIX G-1 TRANSPORTATION DEPENDENT POPULATIONS IN VAN WERT COUNTY**

Appendix G presents information on individuals considered by the transportation industry to be dependent upon public transportation services in general and upon specialized transportation services in specific situations. These population groups possess certain characteristics that typically prevent driving, thus leaving public transportation and/or specialized paratransit services as the primary transportation option.

This Appendix defines the special-needs populations in light of Federal legislation and advances a discussion of the demographic trends and related socio-demographic information specific to the Van Wert County. This appendix also presents the basis upon which the demand for transportation services will be analyzed in subsequent sections of the report.

### **G.1 Transportation Dependent Populations**

In sum, legislation identified specific populations that must be considered and provided fair treatment in all federally funded transportation programs, projects, and/or services under penalty of law, including: (1) seniors defined as 60 years of age or older; (2) the disabled, as defined as individuals suffering from a physical, mental, or emotional impairment that substantially limits one or more of the major life activities; (3) non-white minority populations; and (4) the poor, as defined by the United States Department of Housing & Urban Development. These transportation dependent groups make up the bulk, and are expected to frame in large measure, the demand for publicly supported transportation services, including specialized paratransit.

The U. S. Census Bureau provided information about elderly, disabled, minority, and impoverished populations. Unfortunately,

there was considerable overlap between such groups and clear, distinct classifications were elusive. The remainder of Appendix G.1 provides an overview of the elderly, the disabled population, the minorities, and the poor living within Van Wert County.

### **G.1.1 The Elderly**

As defined by the OAA, "senior citizens" are those persons over the age of 60 years. However, for purposes of this report, and to represent the majority of government programs including Federal and State transportation policies, the age of 65 will be used to refer to the "elderly". As applicable, the report provides information to help differentiate between the 60+ (OAA) and 65+ (FHWA/FTA) populations to further support the public planning process.

For the past several decades, as baby-boomers have aged, seniors have represented an increasingly larger segment of society. In Van Wert County from 1980 to 2015, the number of persons over 65 increased by 23.7 percent. Examining ACS 2015, and using the minimum fixed age of 65 years, the elderly population within Van Wert County grew to 5,050 persons, or approximately 17.7 percent of the County's total population. Table G-1 reveals the ACS 2015 elderly population within the County by age and gender cohorts.

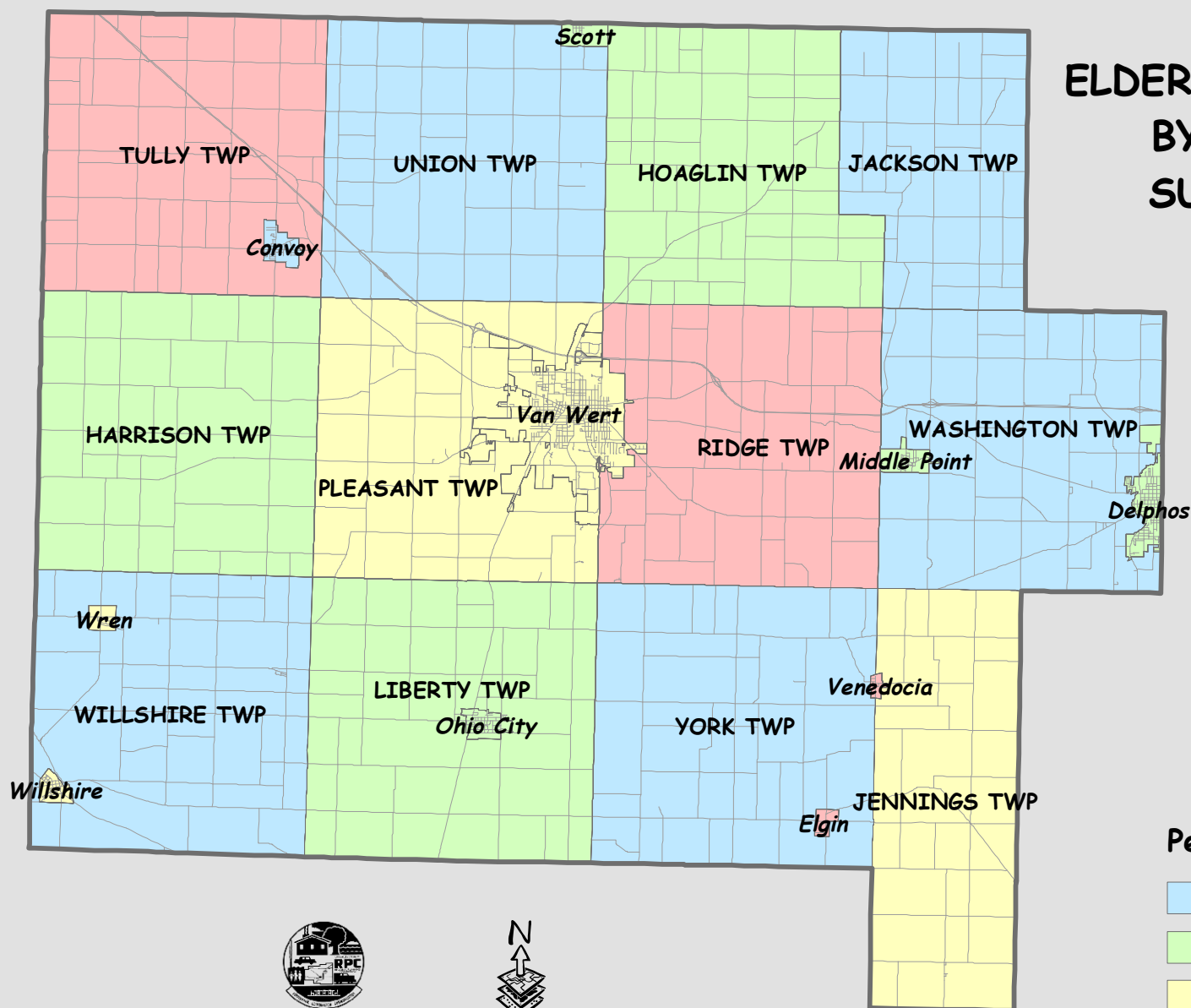
TABLE G-1 2015 VAN WERT COUNTY ELDERLY POPULATION BY GENDER & AGE COHORT			
Cohort	Male	Female	Total
65-69	727	846	1,573
70-74	513	582	1,095
75-79	386	512	898
80-84	286	463	749
85+	228	507	735
<b>Total</b>	<b>2,140</b>	<b>2,910</b>	<b>5,050</b>
ACS 2015			

ACS 2015 identified that the villages of Elgin (34.4%), Venedocia (27.5%), Willshire (20.8%), and Wren (24.5%), the city of Van Wert (20.6%), along with the townships of Jennings (22.0%), and Tully (30.2%) have significant

concentrations of elderly, well above the County's 17.7 percent average. These heavy concentrations of elderly are also well above both the State (15.1%) and National (14.1%) averages. Table E-2 identifies the senior (60+ years) and elderly (65+ years) populations by political subdivision. Map G-1 identifies the elderly by percent of total population by political subdivision.

<b>TABLE G-2</b> <b>2015 SENIOR &amp; ELDERLY POPULATIONS</b> <b>BY VAN WERT COUNTY POLITICAL SUBDIVISIONS</b>				
Political Subdivision	Senior (60+)		Elderly (65+)	
	Total Senior	% Population	Total Elderly	% Population
Van Wert County	6,938	24.3	5,050	17.7
Convoy Village	267	20.8	186	14.5
Delphos (part)	751	22.5	550	16.5
Elgin Village	11	34.4	11	34.4
Middle Point Village	164	30.7	104	19.5
Ohio City Village	154	20.5	117	15.5
Scott Village (part)	46	25.0	31	16.8
Van Wert City	2,801	26.0	2,219	20.6
Venedocia Village	45	29.4	42	27.5
Willshire Village	118	29.6	83	20.8
Wren Village	66	33.0	49	24.5
Harrison Township	277	26.0	178	16.7
Hoaglin Township	141	31.3	82	18.2
Jackson Township	91	20.2	53	11.8
Jennings Township	129	25.7	110	22.0
Liberty Township	188	23.0	158	19.4
Pleasant Township	447	22.3	273	13.6
Ridge Township	201	18.6	156	14.4
Tully Township	290	37.6	233	30.2
Union Township	165	25.9	85	13.3
Washington Township	246	20.0	127	10.4
Willshire Township	119	11.2	103	9.7
York Township	123	14.4	89	10.4
ACS 2015				

# MAP G-1 ELDERLY POPULATION BY POLITICAL SUBDIVISION



## Percent Elderly (65+)

- 5.0% to 15.0%
- 15.1% to 20.0%
- 20.1% to 25.0%
- Greater than 25.0%

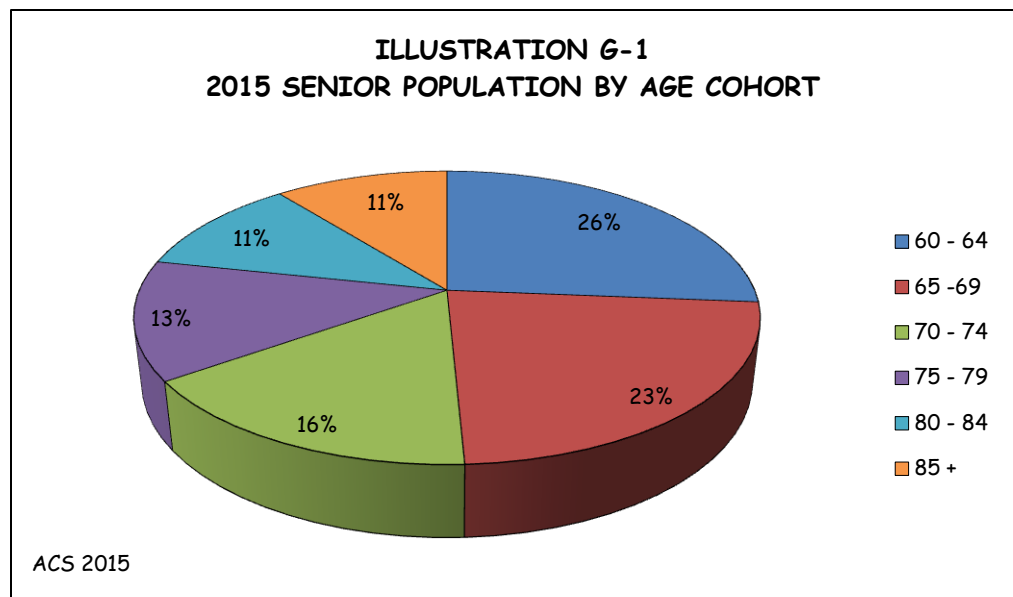


August 2017



For purposes of addressing OAA concerns, the total population over 60 years of age equals 6,938 persons, or 24.3 percent of the total County population. The 60 to 64 age cohort is the youngest and largest cohort in the senior's classification, representing 25.9 percent of all seniors, and 6.3 percent of the total Van Wert County population. This is the start of the baby boomer generation and these younger "seniors" will continue to grow in terms of size and percent of total population.

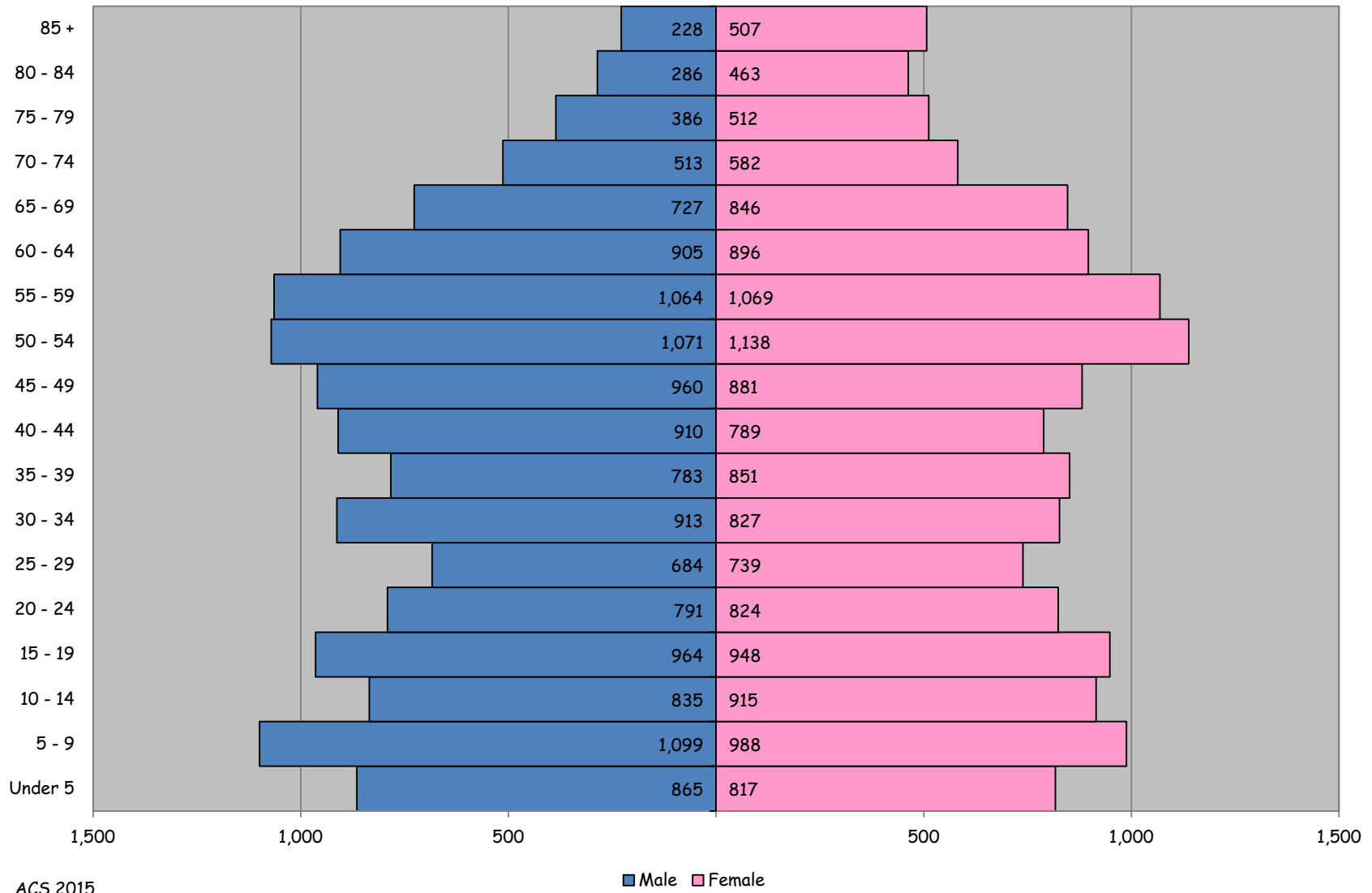
Illustration G-1 depicts the "senior" population age cohorts as they existed at the time of ACS 2015. Illustration G-2 depicts the Van Wert County population by age cohort and gender. Notice the predominance of females increases in almost every older cohort.



### **G.1.2 The Disabled & Mobility Challenged Populations**

Various Federal legislative initiatives have established the civil rights of the disabled, especially as it relates to areas of employment, education, and transportation. Each of these Acts also utilize different terms and definitions to address specific criteria of eligibility and/or services.

ILLUSTRATION G-2  
2015 POPULATION BY AGE COHORT



ACS 2015 estimates provided the information necessary to identify the disabled population residing in Van Wert County political subdivisions. Four (4) primary disability characteristics were identified, including: sensory, physical, mental, and self-care limitations. Within Van Wert County, ACS 2015 estimates identified 4,134 persons, age 5 or older, suffered from a disability, representing 15.5 percent of all non-institutionalized persons age 5 and older.

Within the four primary conditions which define the disabled, the Census further identified persons whose disability restricted employment and those whose disability affected their ability to "go-outside-the-home" without assistance. While all disabilities are unfortunate, the U. S. Census Bureau identified those with a go-outside-the-home disability as "mobility-impaired". This mobility-impaired component of the larger disabled population is that group of individuals most likely in need of specialized paratransit consideration, as they would probably not be able to drive or utilize public fixed-route transportation services.

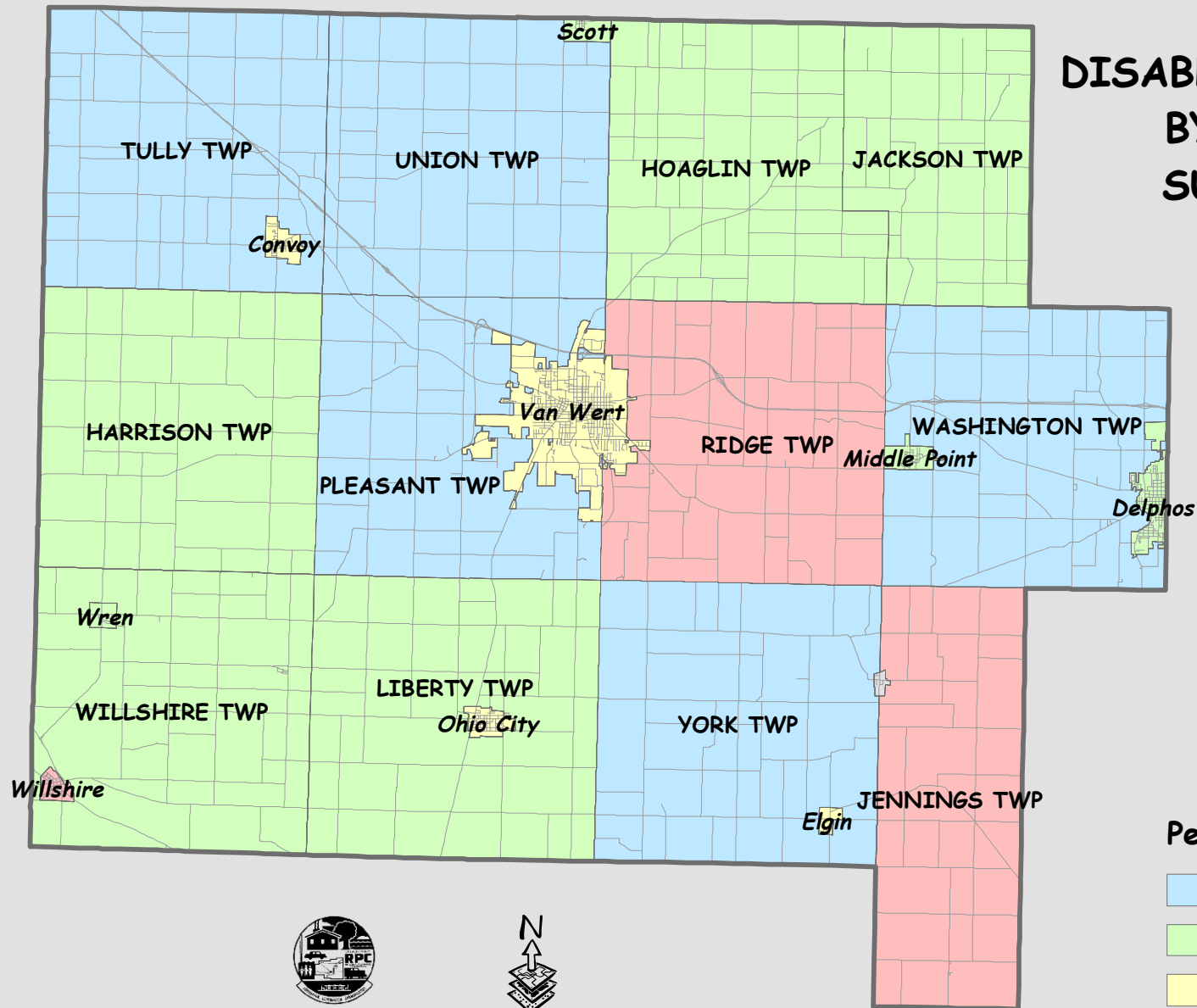
ACS 2015 estimates suggested that 2,142 persons were considered mobility-impaired, or 8.0 percent of all non-institutionalized individuals over the age of 5 years. Among those non-institutionalized persons, identified as 65 or older, 1,086 were considered mobility-impaired, or 21.5 percent of the total elderly population. According to ACS 2015 tabulations there were mobility-impaired persons residing in all but two political subdivisions of Van Wert County, as identified in Table G-3. Map G-2 depicts the concentration of the disabled population, while Map G-3 identifies the smaller mobility-impaired population within each political subdivision. Political

subdivisions with the highest concentrations of the disabled population include the villages of Convoy (18.2%), Elgin (18.8%), Ohio City (18.4%), and Willshire (23.3%), the city of Van Wert (19.5%), along with the townships of Jennings (22.0%), and Ridge (24.6%). These communities significantly exceeded the County's total disabled population of 15.5 percent.

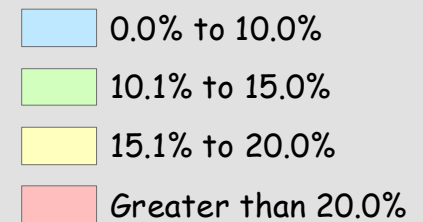
TABLE G-3 2015 NON-INSTITUTIONALIZED DISABLED POPULATION AGE 5 & OVER BY VAN WERT COUNTY POLITICAL SUBDIVISION					
Political Subdivision	Population	Disabled	% Disabled	Mobility Challenged	% Mobility Challenged
Van Wert County	26,613	4,134	15.5	2,142	8.0
Convoy Village	1,108	202	18.2	104	9.4
Delphos (part)	3,112	458	14.7	291	9.4
Elgin Village	32	6	18.8	3	9.4
Middle Point Village	512	66	12.9	56	10.9
Ohio City Village	701	129	18.4	86	12.3
Scott Village (part)	175	18	10.3	16	9.1
Van Wert	9,841	1,918	19.5	995	10.1
Venedocia Village	141	22	15.6	11	7.8
Willshire Village	391	91	23.3	44	11.3
Wren Village	194	25	12.9	7	3.6
Harrison Township	1,002	119	11.9	55	5.5
Hoaglin Township	451	62	13.7	32	7.1
Jackson Township	405	58	14.3	18	4.4
Jennings Township	474	104	22.0	59	12.5
Liberty Township	765	93	12.2	10	1.3
Pleasant Township	1,822	163	9.0	0	0.0
Ridge Township	1,120	276	24.6	204	18.2
Tully Township	709	32	4.5	0	0.0
Union Township	629	46	7.3	17	2.7
Washington Township	1,203	72	6.0	29	2.4
Willshire Township	1,000	110	11.0	67	6.7
York Township	826	64	7.7	38	4.6
ACS 2015					

A number of these same communities experienced a proportion of mobility-impaired that is higher than the County average of 8.0 percent. The highest concentrations were found in several of the older population centers including Ohio City (12.3%),

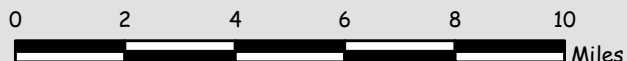
# MAP G-2 DISABLED POPULATION BY POLITICAL SUBDIVISION



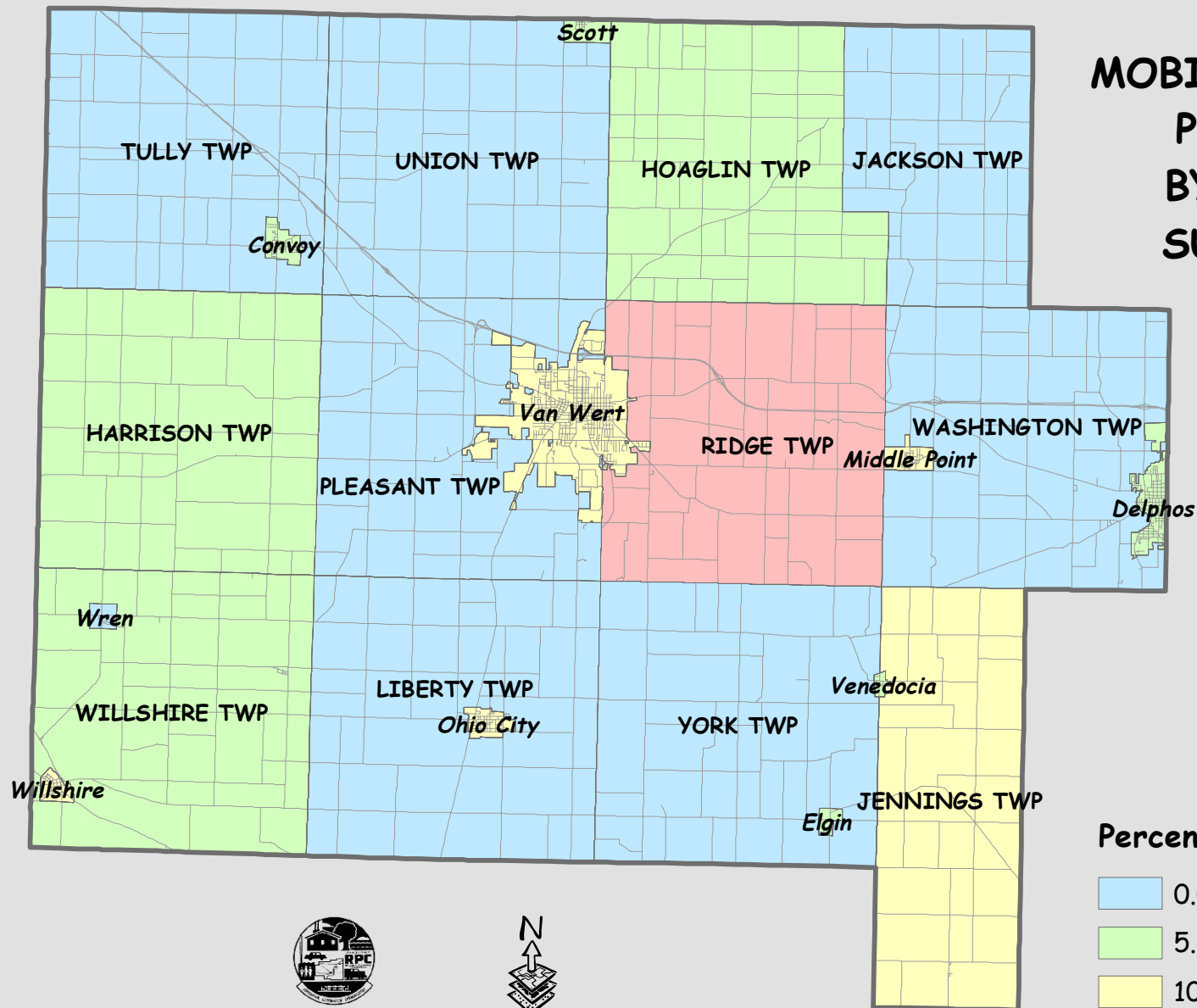
## Percent Disabled



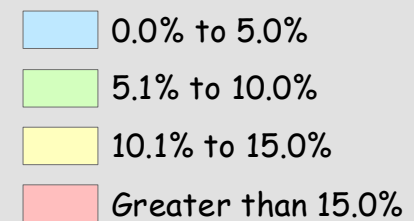
August 2017



# **MAP G-3** **MOBILITY IMPAIRED** **POPULATION** **BY POLITICAL** **SUBDIVISION**



## **Percent Elderly in Poverty**



August 2017



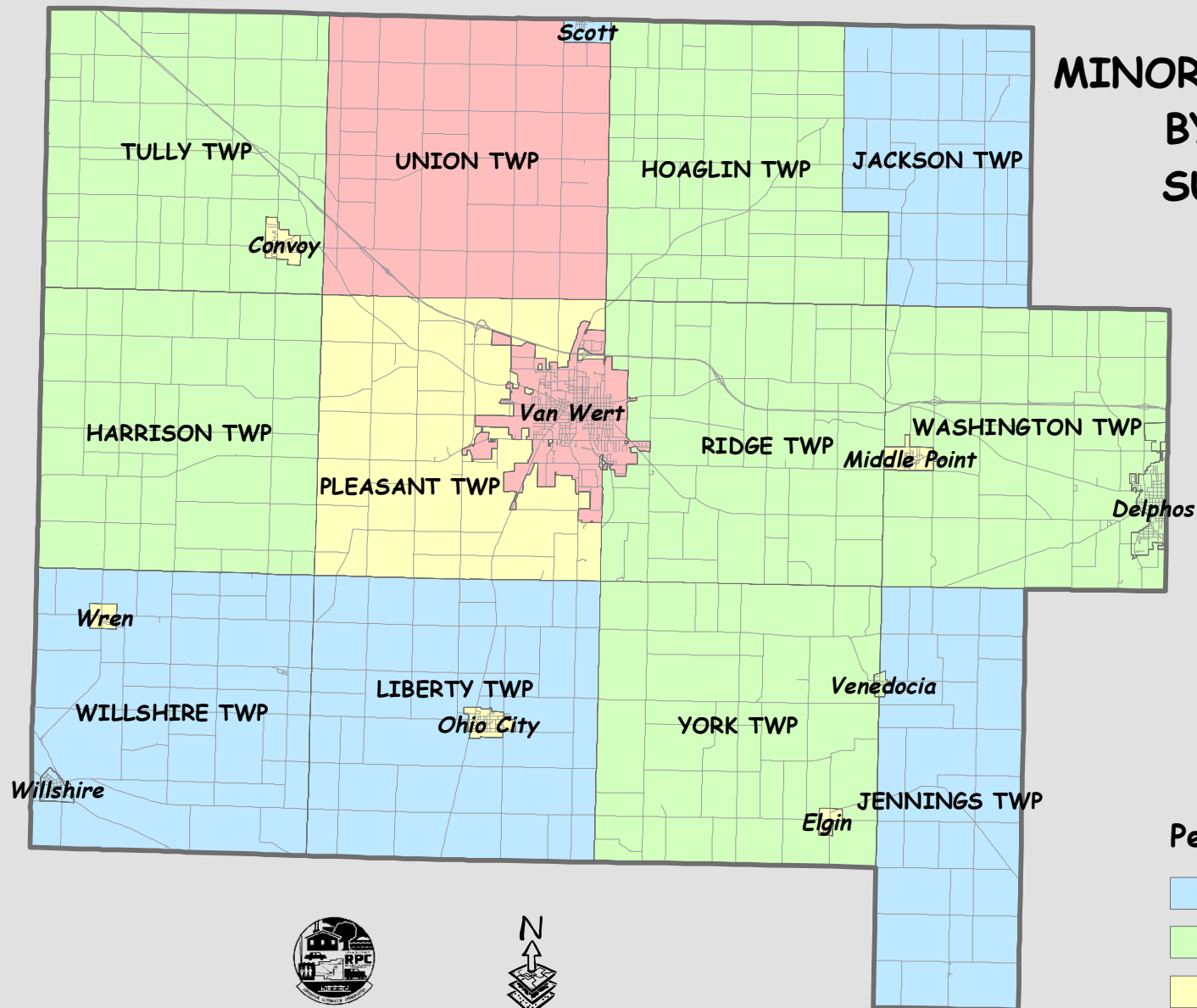
Willshire (11.3%), and Jennings (12.5%) and Ridge (18.2%) townships.

### **G.1.3 Minority Populations**

Federal policies have defined minority populations in a number of ways. Included are persons of all non-white races, Hispanics of any race, and persons of multiple races. The Census identifies seven major minority racial/ethnic classifications, including: American Indian and Alaska Natives; Black or African-American; Asian; Native Hawaiian and Other Pacific Islanders; persons of other races; persons of two or more races; and, persons of Hispanic or Latino origin. ACS 2015 revealed that representatives of all minority classifications, except for Hawaiian and Other Pacific Islanders lived within Van Wert County. Map G-4 depicts the minority population as a percent of the total population by political subdivision.

When consideration was given to Hispanic ethnicity, which can include persons of any race, the number of minority residents rose 41.1 percent from 2000 to 1,520 persons, or 5.3 percent of the total population in 2015. The largest minority population was the Hispanic or Latino Origin population which rose 42.6 percent since 2000, to 790 persons, accounting for approximately 52.0 percent of the total minority population. While the Hispanic or Latino population was geographically disbursed across the County, it was largely concentrated within the City of Van Wert where it accounted for 4.8 percent of the City's total population and 66.0 percent of the total Hispanic or Latino population in the County. African Americans, the second largest minority in the region, were also geographically distributed among Van Wert County. Table G-4 identifies the various minority populations by political subdivision.

# MAP G-4 MINORITY POPULATION BY POLITICAL SUBDIVISION



## Percent Minority



August 2017



**TABLE G-4**  
**2015 MINORITY POPULATION BY VAN WERT COUNTY POLITICAL SUBDIVISIONS**

Political Subdivision	Black/ African American	Asian	Hawaiian & Pacific Islander	American Indian	Other Races	Two or More Races	Hispanic or Latino Origin	Total	Percent
Van Wert County	257	80	0	43	230	368	790	1,520	5.3
Convoy Village	0	6	0	0	12	48	23	77	6.0
Delphos (part)	18	0	0	0	0	50	16	84	2.5
Elgin Village	0	0	0	0	0	2	0	2	6.3
Middle Point Village	0	0	0	0	0	0	28	28	5.2
Ohio City Village	0	0	0	3	5	7	28	38	5.0
Scott Village (part)	0	0	0	0	0	0	0	0	0.0
Van Wert	203	57	0	35	113	130	521	913	8.5
Venedocia Village	0	0	0	0	0	5	0	5	3.3
Willshire Village	0	0	0	0	0	0	0	0	0.0
Wren Village	0	0	0	5	0	7	0	12	6.0
Harrison Township	0	0	0	0	0	22	7	29	2.7
Hoaglin Township	0	0	0	0	0	0	5	5	1.1
Jackson Township	0	0	0	0	0	0	0	0	0.0
Jennings Township	0	0	0	0	0	0	0	0	0.0
Liberty Township	0	0	0	0	0	0	0	0	0.0
Pleasant Township	12	0	0	0	41	73	40	126	6.3
Ridge Township	0	0	0	0	40	4	100	99	9.1
Tully Township	11	0	0	0	0	12	5	28	3.6
Union Township	8	17	0	0	19	0	17	61	9.6
Washington Township	0	0	0	0	0	8	0	8	0.7
Willshire Township	0	0	0	0	0	0	0	0	0.0
York Township	5	0	0	0	0	0	0	5	0.6
ACS 2015									

#### **G.1.4 Poverty Status**

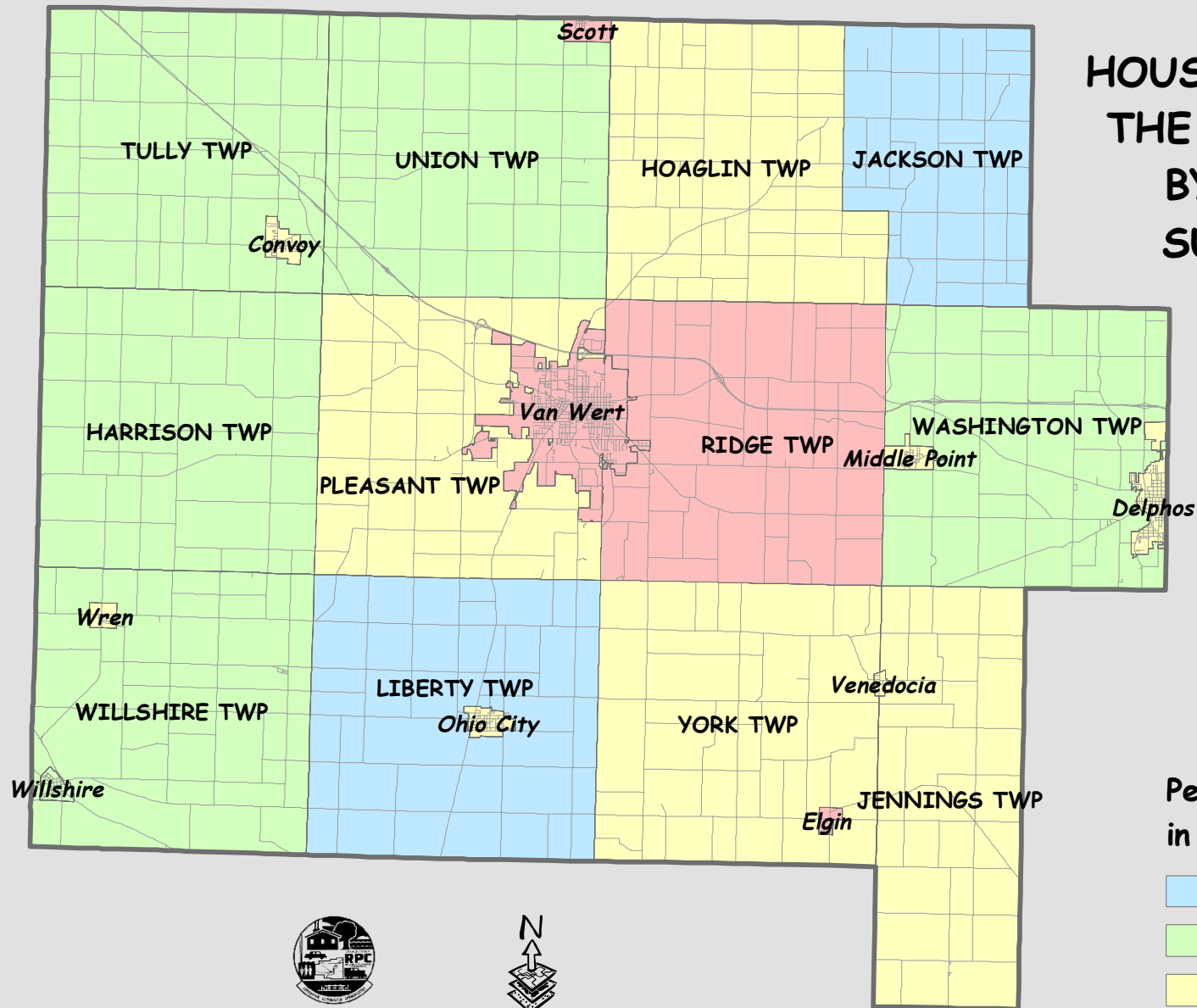
Federal policies have defined poverty status based on income. Poverty status was determined for persons, as well as, families in which household/family size plays a factor. ACS 2015 5-Year estimates tabulated the number of Van Wert County individuals and families whose incomes fell below the established poverty level; Table G-5 indicates that 3,600 individuals fell below the established poverty level, an increase of 43.6 percent since the ACS 2010 poverty levels were tabulated. ACS 2015 estimates indicated that 12.8 percent of all individuals, 11.7 percent (1,332) of all households, and 9.1 percent (715) of all families were below the established poverty level. For purposes of comparison, data revealed that 14.9 percent of all households, 11.5 percent of all families, and 15.8 percent of all individuals within the State of Ohio, were below the established poverty level.

TABLE G-5 2015 RATIO OF INCOME TO POVERTY LEVEL AMONG INDIVIDUALS		
Poverty Level	Individuals	Percent
Below 50%	1,491	5.3
50% to 99%	2,109	7.5
100% to 149%	2,775	9.9
150% to 199%	3,353	12.0
200% or More	18,312	65.3
ACS 2015		

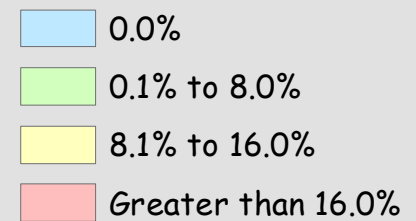
As depicted in the graphics below, poverty status more likely affected families with children (71.6%) than those without children (28.4%). Map G-5 depicts the poverty status of households by political subdivision, while Table G-6 identifies family poverty status.

Poverty rates have also been established for other protected populations. For example, 6.3 percent (285) of the elderly in Van Wert County were at, or below, the

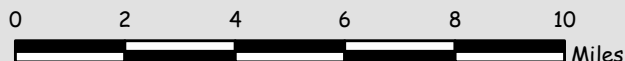
# MAP G-5 HOUSEHOLDS BELOW THE POVERTY LINE BY POLITICAL SUBDIVISION



## Percent Households in Poverty



August 2017



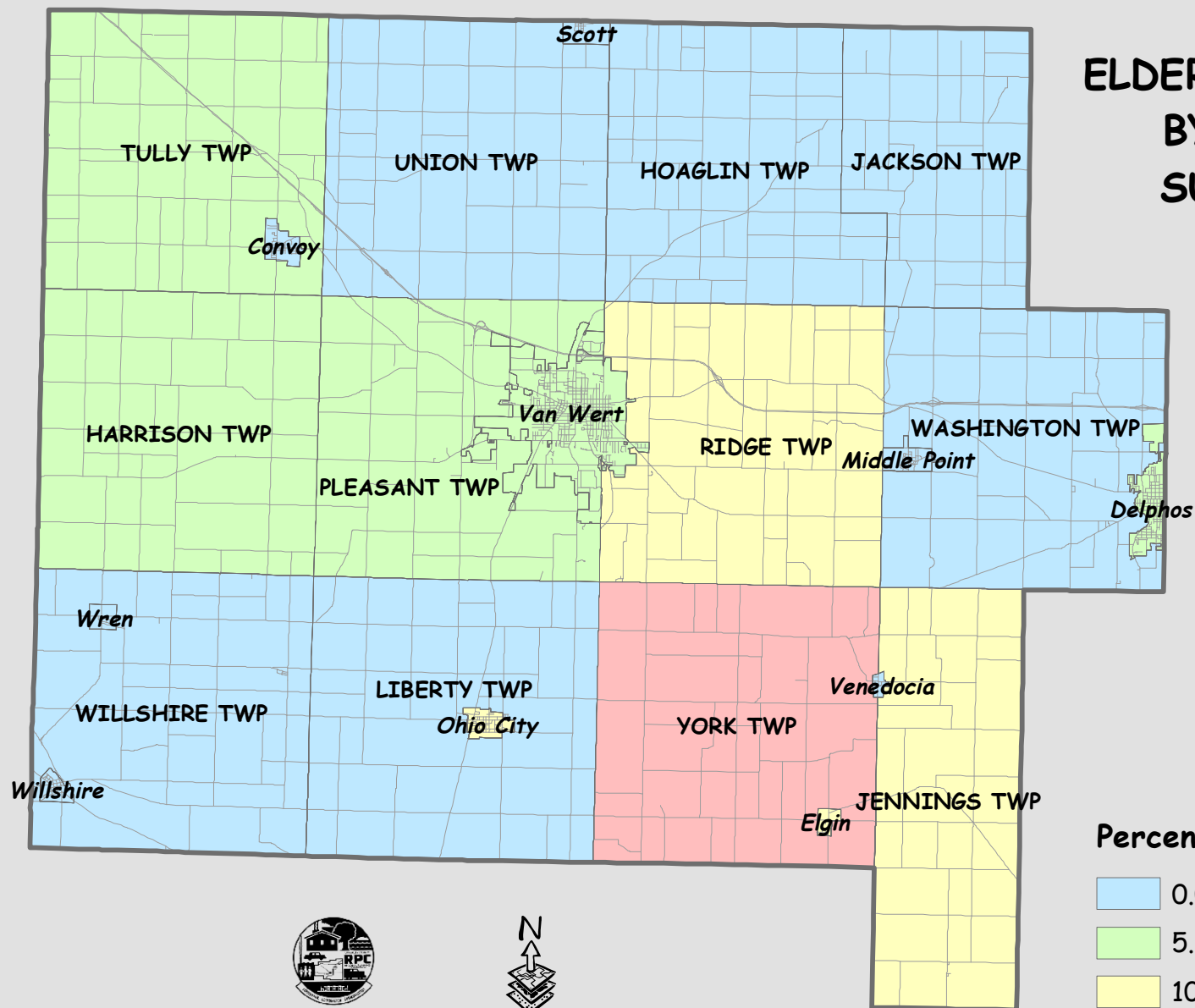
poverty level and made up 7.9 percent of all individuals beneath the poverty level. Further review suggested that for those elderly below poverty, the females (188) almost doubled the males (97). While the largest concentration was found in York Township, nine of the outlying areas were found to have no concentrations of impoverished elderly persons. Map G-6 illustrates the incidence of poverty by subdivision as a percentage of the population 65 and older.

TABLE G-6 2015 POVERTY STATUS BY FAMILY STATUS				
Family Type	Total Families	Percent	Families in Poverty	Percent
Married w/ Children	2,332	29.7	189	8.1
Male Alone w/ Children	258	3.3	29	11.2
Female Alone w/ Children	740	9.4	294	39.7
Family - No Children	4,521	57.6	203	4.5
<b>Total</b>	<b>7,851</b>	<b>100.0</b>	<b>715</b>	<b>9.1</b>
ACS 2015				

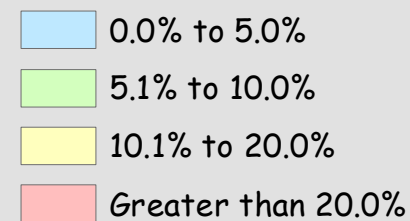
Poverty rates for minority and disabled populations were somewhat more obscured. However, some data was available at macro levels. For example, for all African Americans residing in Van Wert County, data indicated a poverty rate of 41.1 percent, while an estimated 13.9 percent of all American Indians, and 24.5 percent of all Hispanics were considered to be living at some level of poverty.

Poverty status for the disabled population was made available at the county level in 2015. ACS 2015 estimates revealed that the poverty status for the disabled population within Van Wert County (25.8%) was above the State average of 24.2 percent.

# MAP G-6 ELDERLY IN POVERTY BY POLITICAL SUBDIVISION



## Percent Elderly in Poverty



August 2017



## **G.2 Demographic Trends**

With an eye on meeting the Federal and State legislation/policies on the delivery of transportation services, it was important to assess the implications of time on the character and size of the population to be served. The long term implications of providing transportation services were important in terms of assessing the human and fiscal resources necessary to serve the demands of a highly divergent and increasingly mobile population.

To that end, the CAAC attempted to address the planning year horizon of 2040 with demographic projections. Demographic projections were reviewed and compiled for the Van Wert County population and its various transportationally disadvantaged populations. Population projections were obtained from the Ohio Development Services Agency (ODSA). Other transportation dependent population groups were estimated based on demographic trend lines established using Census and American Community Survey (ACS) information.

### **G.2.1 The Elderly**

Population projections based on the 2010 Census enumerations along with ODSA calculations; the population of the United States is expected to be just shy of 400 million persons by 2040, with the elderly population for the United States to exceed 80 million. In 2010 Ohio's population was 11,536,504 and based on 2040 ODSA projections should reach 11,679,010; suggesting a minimal growth of 1.2 percent. Nearly 20.0 percent of all Ohioans will be 65 years of age or older by the year 2040, accounting for more than 2.3 million persons.

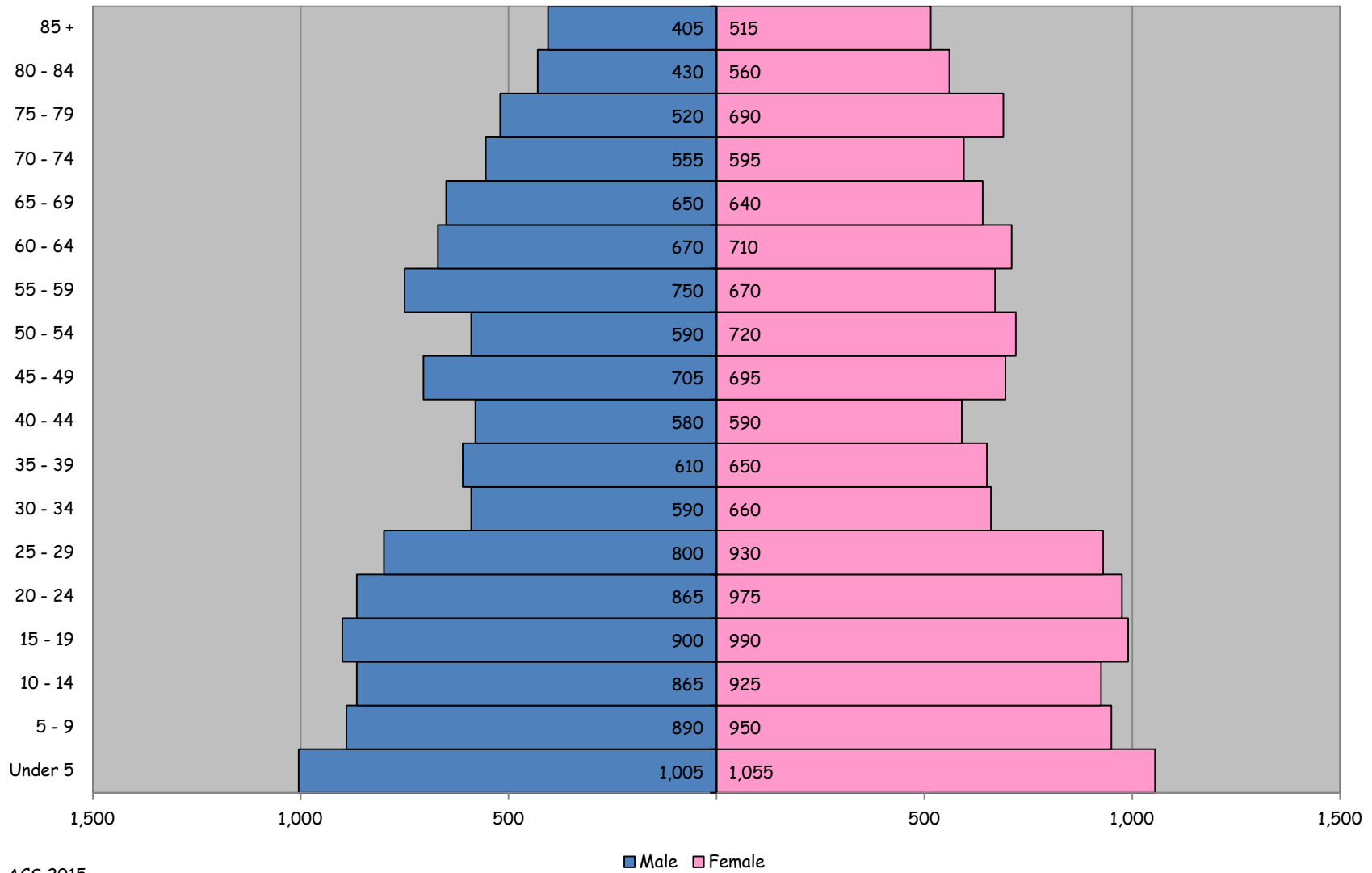
Based on population projections made by ODSA enumerations the elderly population in Van Wert County will be slightly higher than the state average in 2040 making up approximately 21.5 percent of the total Van

Wert County population. Table G-7 indicates the baby-boomer impact on growth in each of the age cohorts between 2010 and 2040. Data suggested that the elderly population will increase by 3.0 percent over the period 2020 through 2040; note the elderly being institutionalized. Table G-8 reveals that projections suggest a larger and increasingly older and more female population in 2040. Illustration G-3 identifies the 2040 population by age and gender by cohort.

<b>TABLE G-7</b> <b>SENIOR &amp; ELDERLY POPULATION VAN WERT COUNTY PROJECTIONS</b> <b>THRU 2040</b>						
Year	Senior (60+)		Total Elderly (65+)		Elderly Non-Institutionalized	
	Number	Percent	Number	Percent	Number	Percent
2020	7,420	26.9	5,400	19.6	5,169	18.7
2025	7,740	28.9	5,880	21.9	5,629	21.0
2030	7,570	28.9	6,100	23.3	5,827	22.2
2035	7,270	28.2	5,860	22.7	5,577	21.6
2040	6,940	26.8	5,560	21.5	5,278	20.4
Projections from ODSA						

<b>TABLE G-8</b> <b>2040 VAN WERT COUNTY ELDERLY POPULATION</b> <b>BY AGE COHORT</b>						
Age Group	2040 Projected Male	2040 Projected Female	2040 Projected Total	2015 Total	2015-2040 Population Change	Percent Change
65 - 69	780	920	1,700	1,573	127	8.1
70 - 74	730	850	1,580	1,095	485	44.3
75 - 79	600	650	1,250	898	352	39.2
80 - 84	345	525	870	749	121	16.2
85 +	250	450	700	735	-35	-4.8
<b>Total</b>	<b>2,705</b>	<b>3,395</b>	<b>6,100</b>	<b>5,050</b>	<b>1,050</b>	<b>20.8</b>
Projections from ODSA						

**ILLUSTRATION G-3  
2040 POPULATION BY AGE COHORT**



### **G.2.2 The Disabled & Mobility Impaired**

The data limitations require the use of ACS estimations along with ODSA tabulations and projections made there in from. This Plan assumed that the proportion of disabled among the larger Van Wert County population of all non-institutionalized persons, age 5 and older, will remain the same within the various age cohorts through 2040. Such projections allowed the CAAC to consider the impact of age on disability and the implications of an aging population on the transportation providers. Assumptions also recognized the mobility-impaired population will increase, but remain the same proportionately across the various age cohorts. Table G-9 indicates that the disabled community is projected to experience a decrease in size (-5.9% from 2015 thru 2040), similar to the mobility impaired population as it decreases over ACS 2015 tabulations (-3.3%). The relationship can best be understood based on the effect of a declining total population with an increasing elderly population (21.5% of the elderly are mobility challenged). Transport providers should note the importance of the community's increasingly older population and its growing female orientation.

TABLE G-9 DISABLED & MOBILITY IMPAIRED POPULATION VAN WERT COUNTY PROJECTIONS THRU 2040					
Year	Total Population	Total Non-Institutionalized	Total Non-Institutionalized Population 5+ Years	Disabled Population	Mobility Impaired
2015	28,576	28,295	26,613	4,137	2,142
2020	27,610	27,345	25,425	3,964	2,073
2025	26,800	26,518	24,678	3,974	2,095
2030	26,190	25,887	24,127	3,972	2,120
2035	25,820	25,507	23,667	3,941	2,108
2040	25,900	25,588	23,528	3,892	2,071
Projections from ODSA					

### G.2.3 The Minority Populations

Illustration G-4 reveals that the minority population has increased in size since 1980. Based on Census 2015, the Hispanic or Latino population comprised 52.0 percent of the minority population, while other non-white populations comprised the remainder. Minority population projections through the 2040 planning period were compiled using a constant proportion method by which the size of the respective minority population remained constant within the larger minority population. Table G-10 identifies the minority population and Black/African-American population through the 2040 planning period.

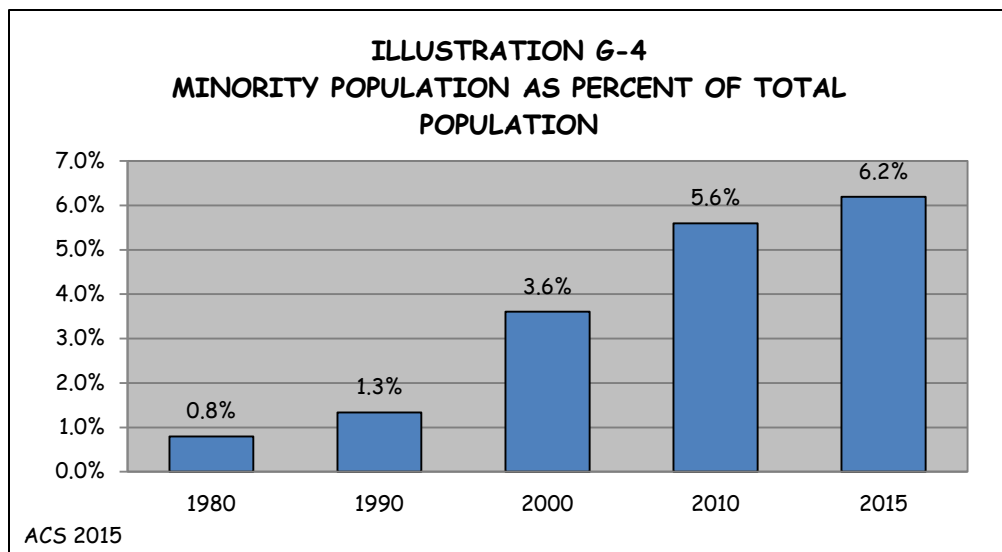
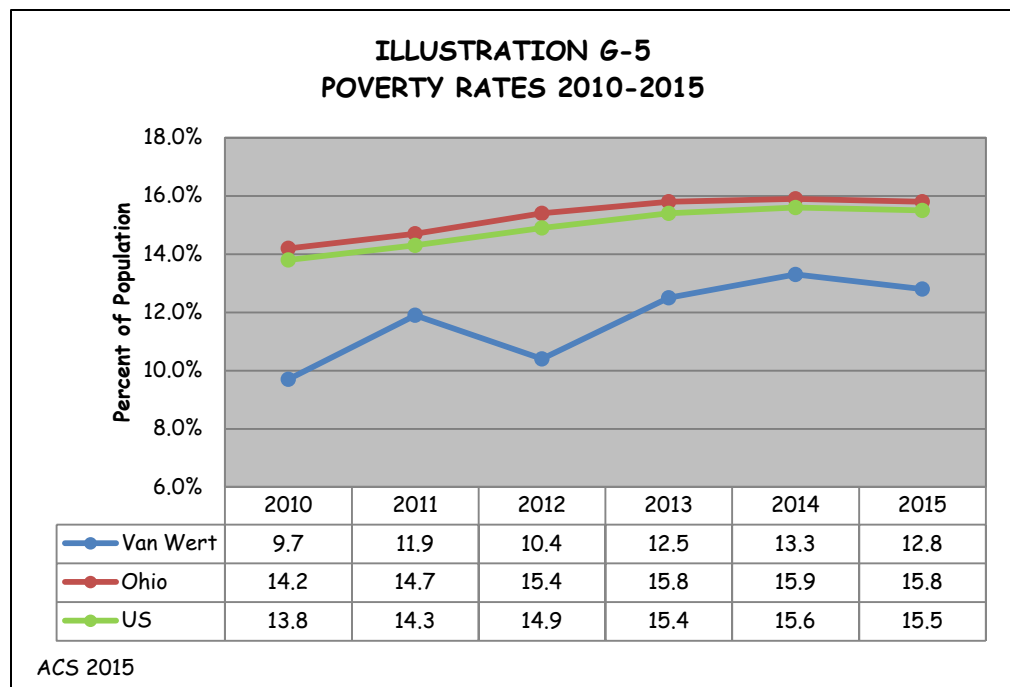


TABLE G-10 MINORITY POPULATION VAN WERT COUNTY PROJECTIONS THRU 2040					
Year	Total Population	Total Minority Population	Percent Minority Population	Total Black/African American Population	Percent Black/African American Population
2015	28,576	1,520	5.3	257	0.9
2020	27,610	2,007	7.3	339	1.2
2025	26,800	2,242	8.4	379	1.4
2030	26,190	2,478	9.5	419	1.6
2035	25,820	2,714	10.5	459	1.8
2040	25,900	2,950	11.4	499	1.9
Projections from ODSA					

### G.2.4 Poverty

The impoverished population, an additional subpopulation that must be addressed, was somewhat difficult to project to 2040. Estimates regarding a targeted population projected over such an extended period are subject to change because of such things as changes in the community's economic base, Federal programs, and/or the regulatory definition of poverty. Data regarding poverty are available for National, State, and county level estimates; however, each data source offers a somewhat different picture of poverty. Based on ACS estimates Illustration G-5 depicts these various data estimates which demonstrate a range regarding poverty status, between 2010 and 2015, with an average of 11.8 percent, for Van Wert County.



ACS 2015 estimates suggested that the Nation's official poverty rate was 15.5 percent in 2015, slightly below the 2014 estimate (15.6%) that set a new high for poverty in the 2000s. The ACS 2015 estimates also reported that the median household income rose 3.8 percent for

American households from \$51,914 in 2010, to \$53,889 in 2015. In 2015, the Federal income threshold for poverty for a family of four was established at \$24,250. The household poverty rate rose from 13.0 percent in 2010 to 14.4 percent in 2015.

According to American Community Survey tabulations, Van Wert County reflected a similar although less stable trend. Poverty in the County increased to a high of 13.3 in 2014 and began decreasing in 2015 to 12.8 percent of the overall population. Overall median household income figures increased 8.2 percent between 2010 and 2015 from \$44,415 to \$48,060. The percent of children living in poverty increased by 36.8 percent, for an additional 318 children between 2010 and 2015.

Projections thru 2040, reflected in Table G-11, reveal the size of the non-institutionalized population and the percentage of those impoverished. In 2015, the impoverished population was determined to be 3,622 persons, or 12.8 percent of the total non institutionalized population. Projections for purposes of this Plan depict the impoverished population living at or below the mean poverty level established in 2015 (12.8%). Table G-11 depicts a shrinking impoverished population based on that fact alone. No effort was extended to reflect changes in the economic base, an aging population, geographic differences, or poverty among different subpopulations within the community.

TABLE G-11 POPULATION BELOW POVERTY LINE VAN WERT COUNTY PROJECTIONS THRU 2040				
Year	Total Population	Total Non- Institutionalized Population	Total Impoverished	Percent Non- Institutionalized Impoverished
2015	28,576	28,295	3,622	12.8
2020	41,030	27,345	3,500	12.8
2025	41,230	26,518	3,394	12.8
2030	41,240	25,887	3,313	12.8
2035	41,110	25,507	3,265	12.8
2040	40,960	25,588	3,275	12.8
Projections from ODSA				

### G.3 Summary

Industry experts defined the transportation dependent as the: (1) elderly, (2) disabled, (3) non-white minority populations, and (4) impoverished. The U. S. Census Bureau identified the size of these populations and to some extent relative location of each. The protected classes were not mutually exclusive, and many persons were captured under multiple classifications. Therefore, many individuals were double and perhaps triple counted. Table G-12 identifies the respective size of the targeted population groups.

TABLE G-12 TARGETED TRANSPORTATION CHALLENGED POPULATIONS VAN WERT COUNTY PROJECTIONS THRU 2040							
Year	Elderly	Senior <sup>1</sup>	Disabled	Mobility Impaired	Minority <sup>2</sup>	Poverty	Total Duplicated Residents
2015	5,050	6,938	4,137	2,142	730	3,622	15,681
2020	5,400	7,420	3,964	2,073	964	3,500	15,900
2025	5,880	7,740	3,974	2,095	1,077	3,394	16,420
2030	6,100	7,570	3,972	2,120	1,190	3,313	16,696
2035	5,860	7,270	3,941	2,108	1,304	3,265	16,478
2040	5,560	6,940	3,892	2,071	1,417	3,275	16,216
<sup>1</sup> Senior population (60+ years) estimates have been excluded from total duplicated residents.							
<sup>2</sup> Hispanic residents can be of any race and have been excluded from total duplicated residents.							

Examining the rationale behind demand estimates, it became evident that physical/cognitive limitations and poverty status in large measure, determined the extent of public transportation and specialized transportation services demanded across the community. Therefore, while recognizing the various targeted population groups as defined by Federal legislation, it was imperative that the Plan work to refine the estimates of the truly dependent populations.

Table G-13 was submitted based on 2015 ACS tabulations in order to identify the size and character of the specific targeted populations within Plan parameters. Both For Plan consistency purposes we are utilizing previous data analysis to provide planning level estimates of service demands for section 5 and 6 of this report.

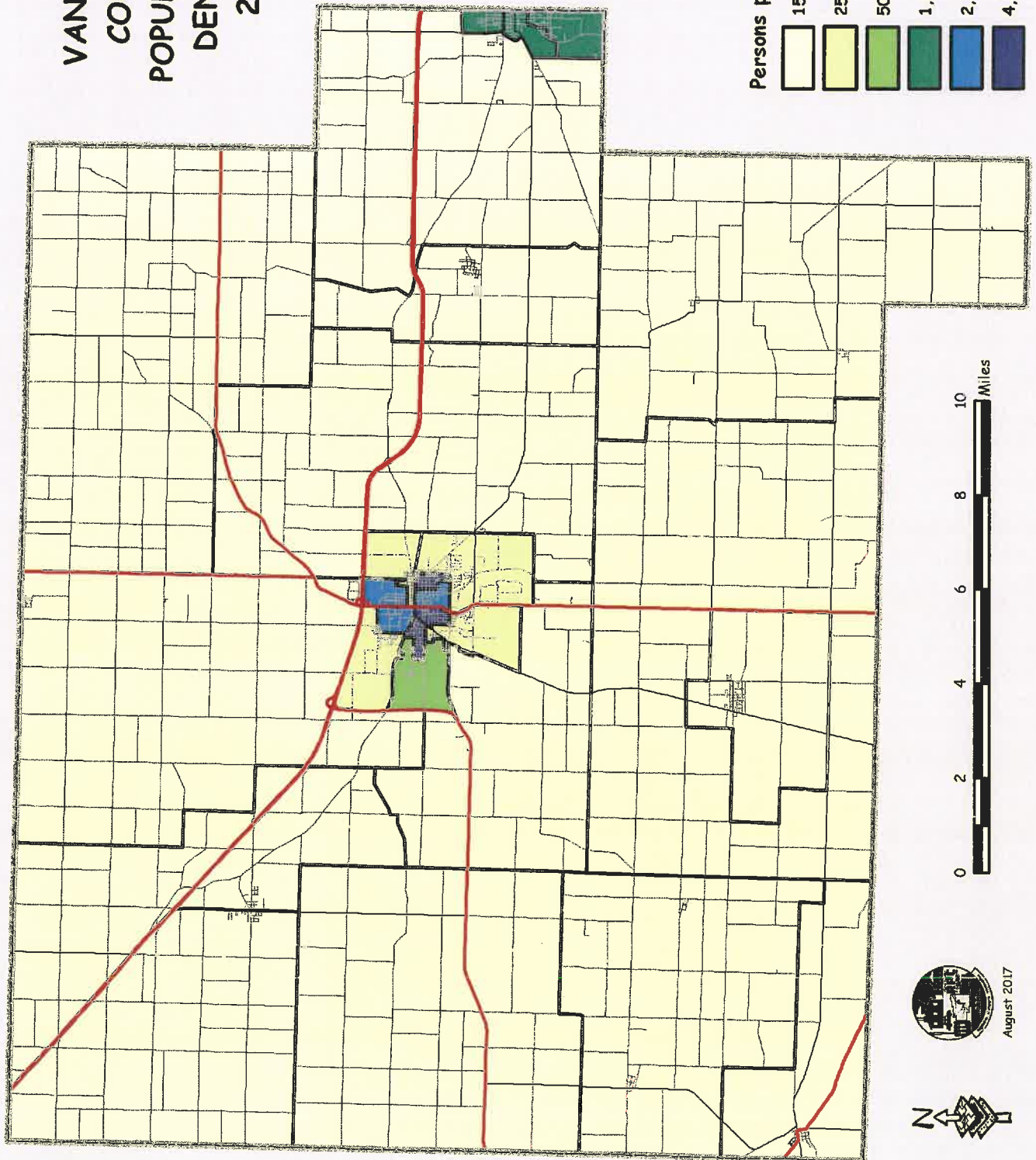
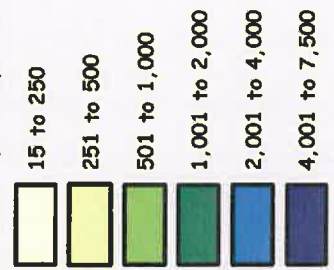
<b>TABLE G-13</b> <b>2015 TRANSPORTATION DEPENDENT POPULATION BY TYPE</b> <b>FOR VAN WERT COUNTY</b>						
<b>Non-Institutionalized Population</b>	<b>Elderly<sup>1</sup></b>	<b>Disabled<sup>2</sup></b>	<b>Mobility Impaired<sup>3</sup></b>	<b>Poverty<sup>4</sup></b>	<b>Transportation Dependent Population</b>	<b>PCT Transportation Dependent</b>
28,295	3,104	1,940	2,142	2,430	9,616	34.0%
<sup>1</sup> Reflects non-institutionalized elderly persons; excluding disabled and mobility impaired elderly persons. <sup>2</sup> Reflects all non-institutionalized persons with disabilities; excluding those persons with mobility impairments. <sup>3</sup> Reflects all non-institutionalized persons with mobility impairments. <sup>4</sup> Reflects all non-institutionalized impoverished persons; excluding those who are elderly or disabled.						

# APPENDIX G-2

## ADDITIONAL VAN WERT COUNTY MAPS & TABLES

### VAN WERT COUNTY POPULATION DENSITY 2015

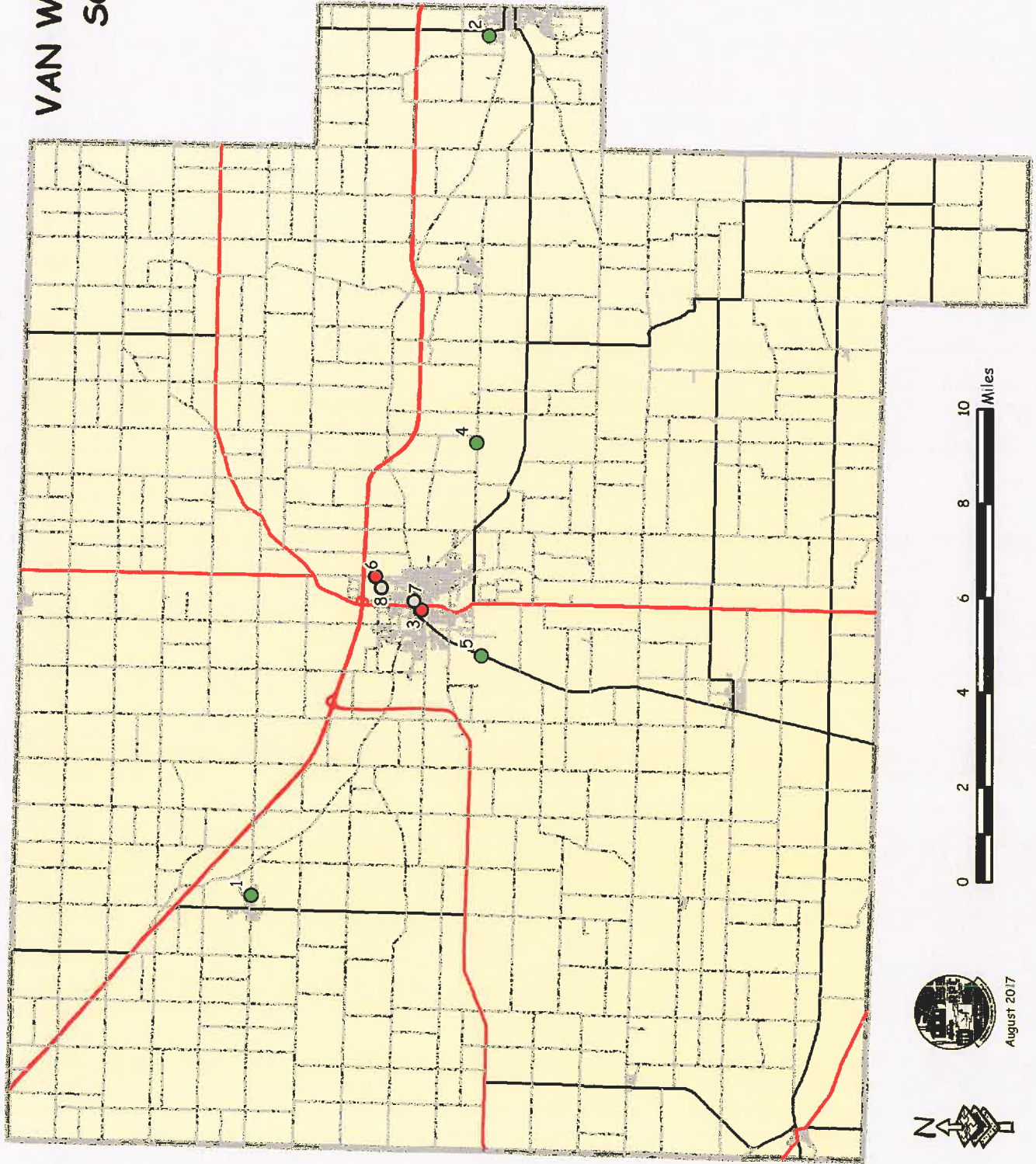
Persons per Square Mile



August 2017

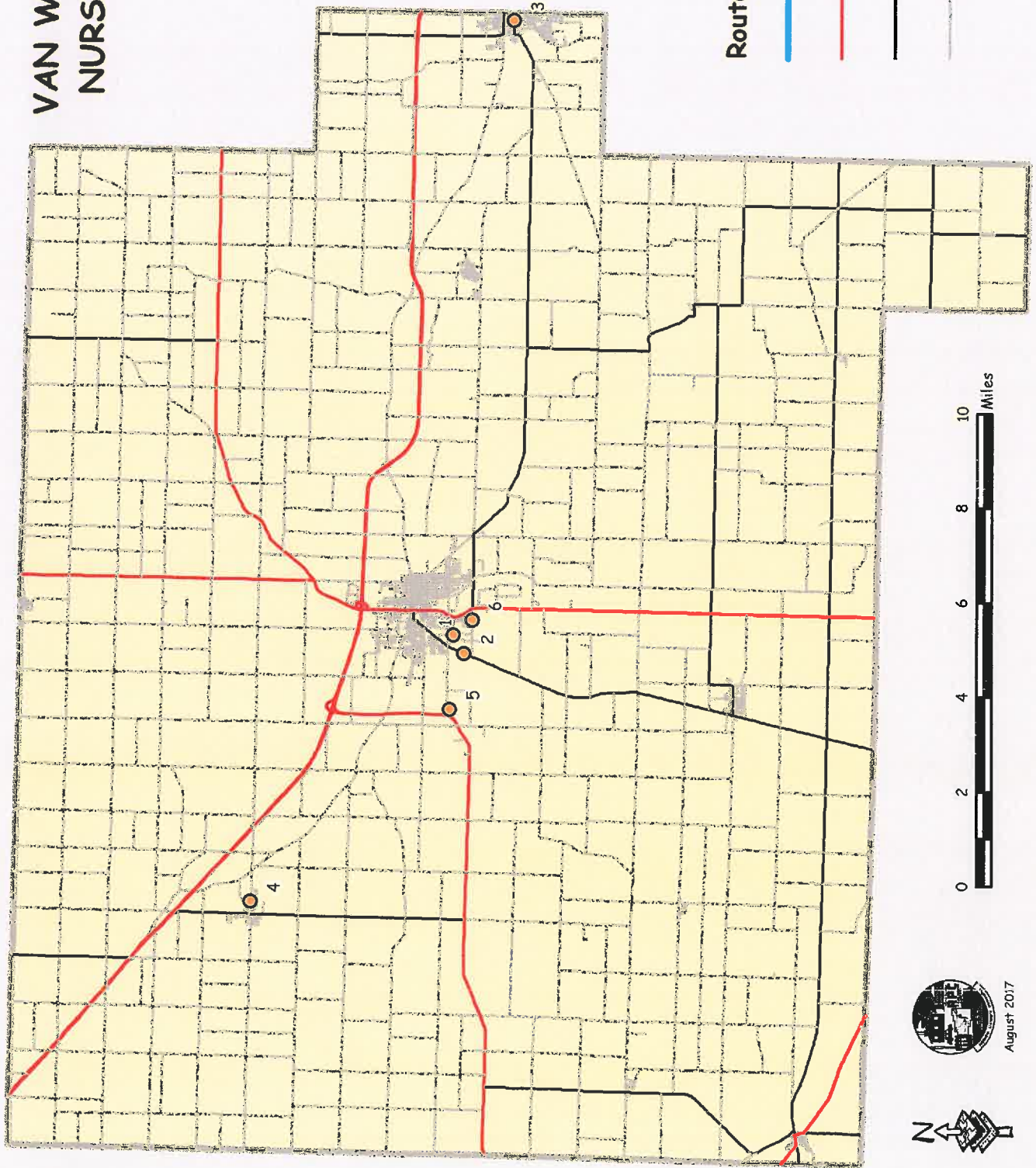


# VAN WERT COUNTY SCHOOLS



VAN WERT COUNTY SCHOOLS						
ID	Name	Address	City	State	ZIP	
1	Crestview High School	531 E Tully St	Convoy	OH	45832	
2	Delphos Jefferson High School	901 Wildcat Ln	Delphos	OH	45833	
3	Lifelinks Community School	205 W Crawford St	Van Wert	OH	45891	
4	Lincolnview High School	15945 Midle Point Rd	Van Wert	OH	45891	
5	Van Wert High School	10708 OH-118	Van Wert	OH	45891	
6	Vantage Career Center	818 N Franklin St	Van Wert	OH	45891	
7	Wassengerg Arts Center	138 E Main St	Van Wert	OH	45891	
8	Van Wert County Board of Developmental Disabilities	525 Augustine Dr	Van Wert	OH	45891	

# VAN WERT COUNTY NURSING HOMES



**Route Type**

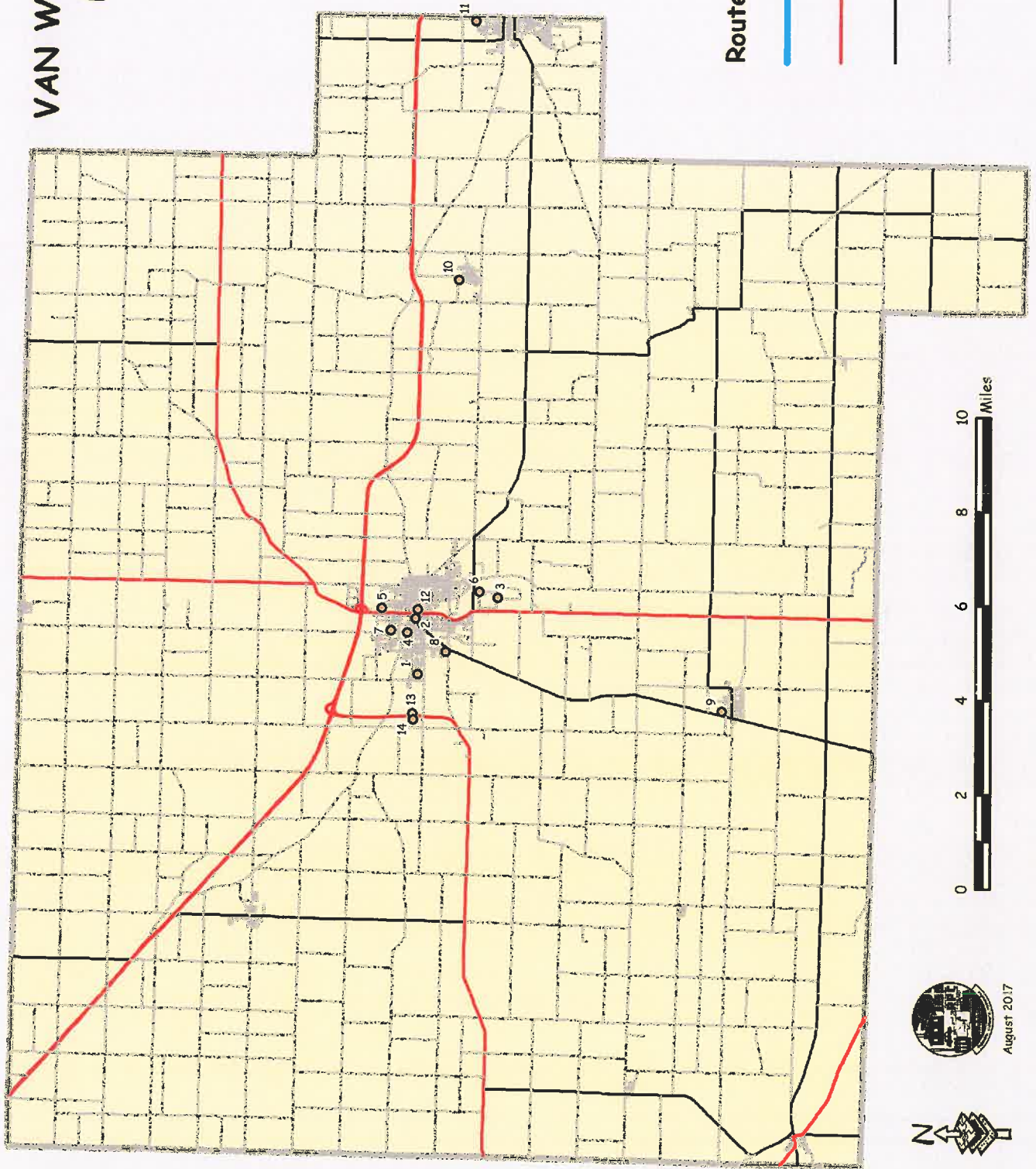
- Interstate
- US Route
- State Route
- Other

0 2 4 6 8 10 Miles

August 2017

VAN WERT COUNTY NURSING HOMES						
ID	Name	Address	City	State	Zip	
1	Hearth and Home	1118 Westwood Dr	Van Wert	OH	45891	
2	Homestead Village Apartments	1254 S Shannon St	Van Wert	OH	45891	
3	Sarah Jane Living Center	328 W 2nd St	Delphos	OH	45833	
4	Van Crest of Convoy	510 E Tully St	Van Wert	OH	45891	
5	Vancrest health Care Center	10357 Van Wert Decatur Rd	Van Wert	OH	45891	
6	Van Wert Manor	160 Fox Rd	Van Wert	OH	45891	

# VAN WERT COUNTY PARKS



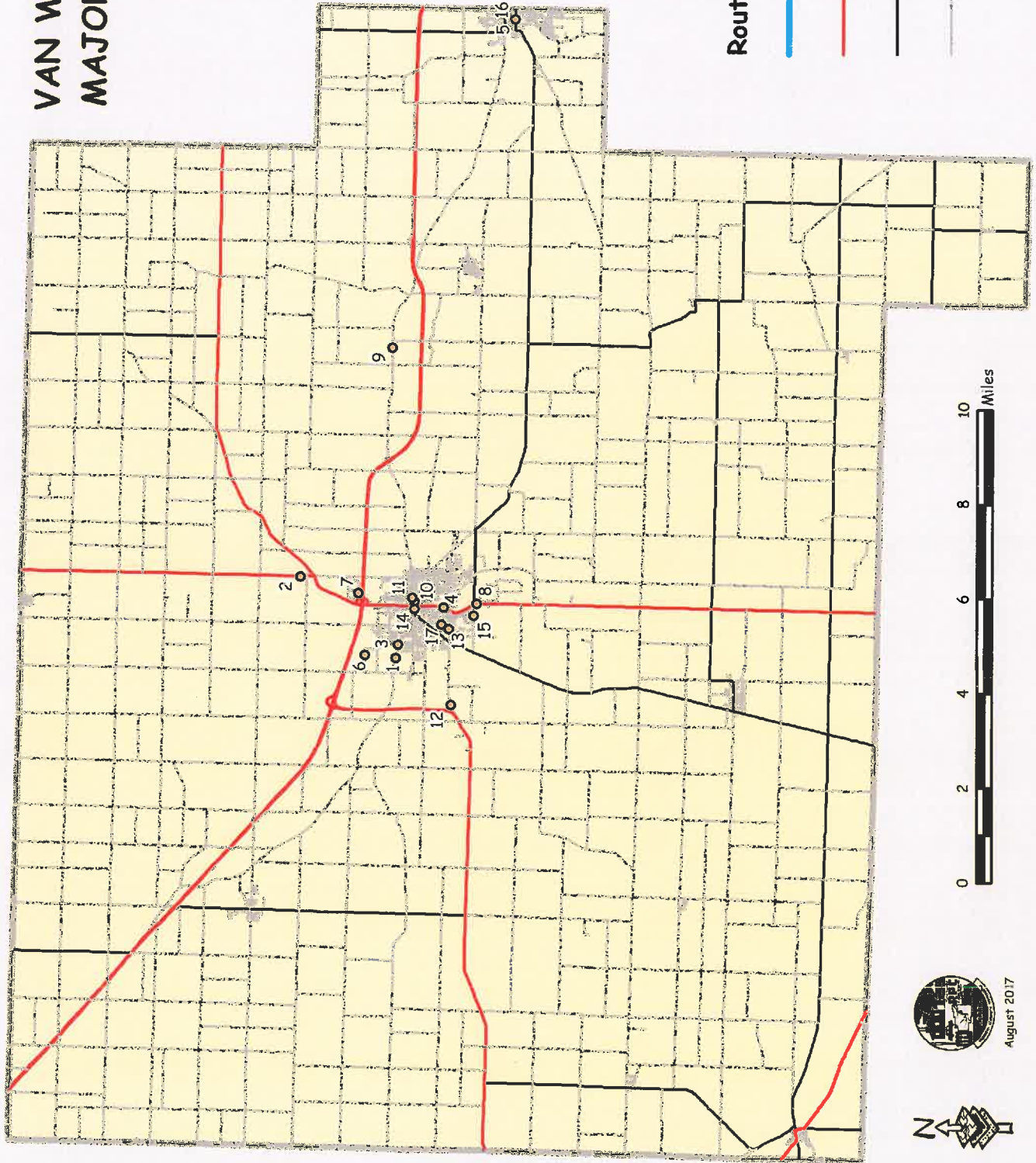
**Route Type**

- Interstate
- US Route
- State Route
- Other



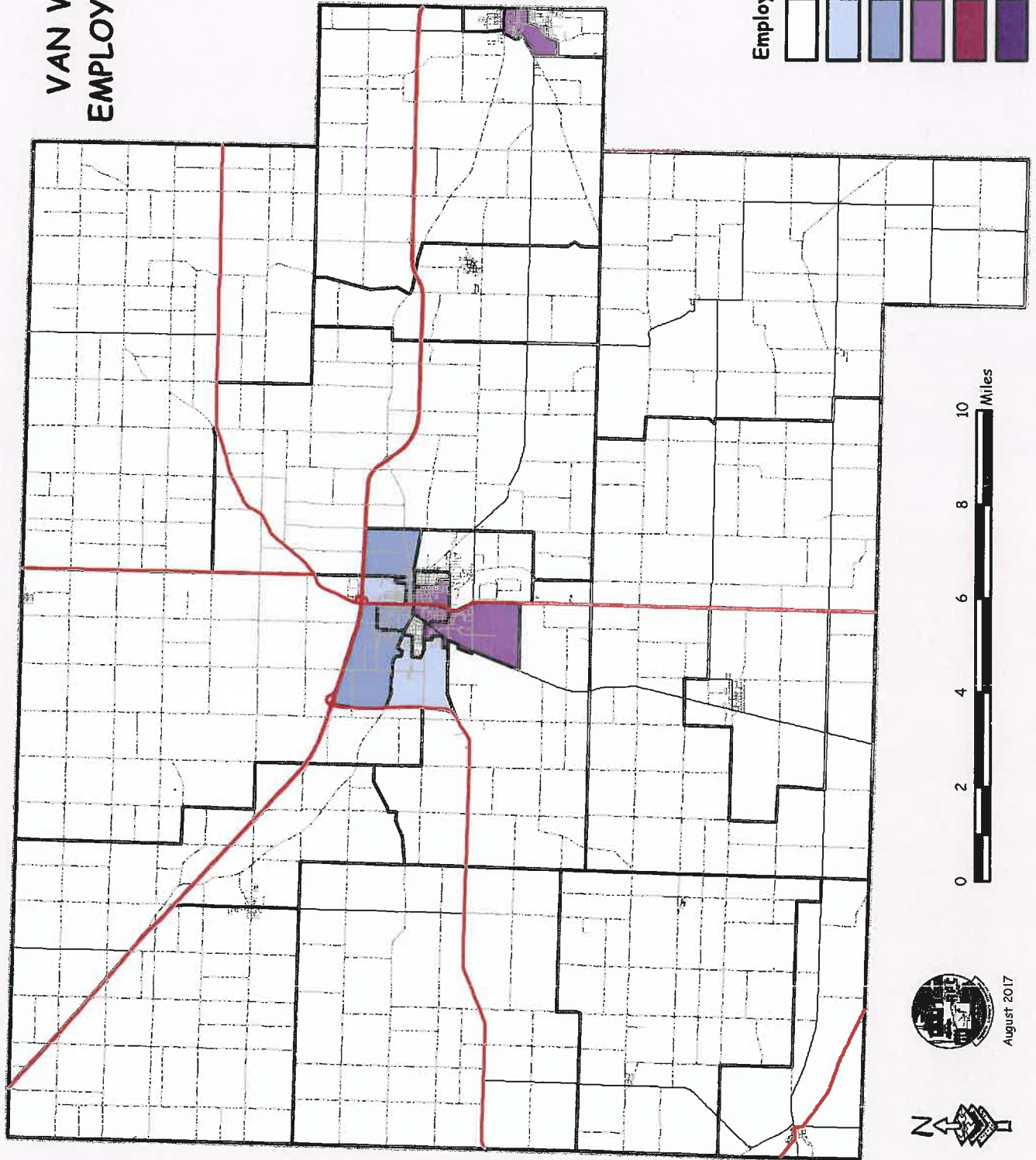
VAN WERT COUNTY PARKS		
ID	Park Name	Jurisdiction
1	Smiley Park	City of Van Wert
2	Fountain Park	City of Van Wert
3	Rotary Park-Recreation Park Area	City of Van Wert
4	Memorial Park	City of Van Wert
5	Jubilee Park	City of Van Wert
6	Hiestand Park	City of Van Wert
7	Wesley Park	City of Van Wert
8	Dickason Park	City of Van Wert
9	Fireman's Park	Village of Ohio City
10	Middle Point Ball Park	Village of Middle Point
11	Stadium Park	City of Delphos
12	Ward Park	City of Van Wert
13	Van Wert Park District	Van Wert Park District
14	Van Wert Park District	Van Wert Park District

# VAN WERT COUNTY MAJOR EMPLOYERS 2016

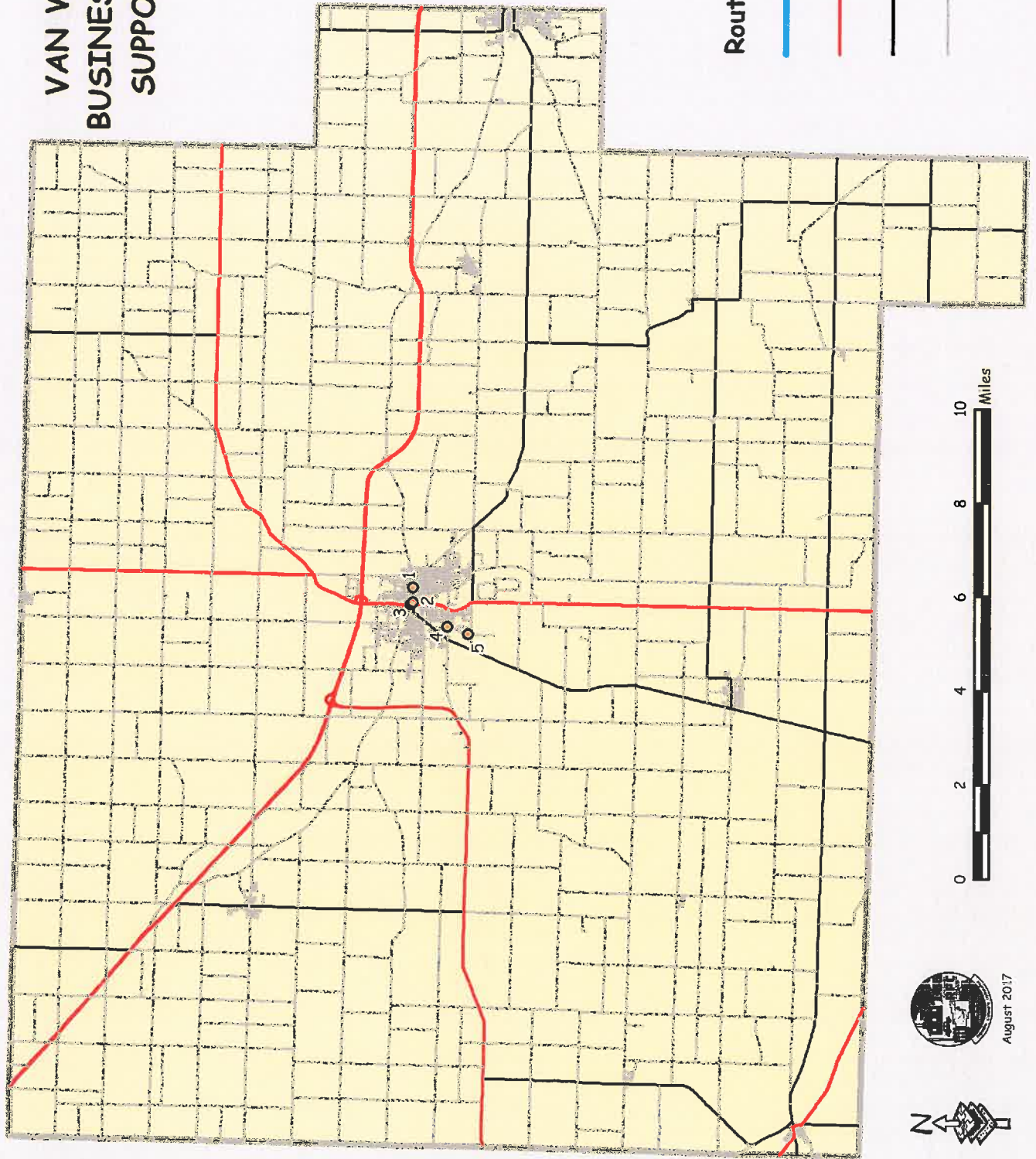


VAN WERT COUNTY MAJOR EMPLOYERS 2016						
ID	Name	Site Address	City	State	Zip	NAICS
1	Eaton Aeroquip, LLC	1225 W Main St	Van Wert	OH	45891	332919
2	Cooper Farms	6793 US Rt 127	Van Wert	OH	45891	424470
3	Federal-Mogul Corporation	150 Fisher Rd	Van Wert	OH	45891	339991
4	Central Mutual Ins. Co., Inc.	800 S Washington St	Van Wert	OH	45891	524126
5	Toledo Molding & Dye	24086 St Rt 697	Delphos	OH	45833	336390
6	Braun Industries, Inc.	1170 Production Dr	Van Wert	OH	45891	336211
7	Wal-Mart	301 Town Center Blvd	Van Wert	OH	45891	452910
8	Van Wert County Hospital	1250 S Washington St	Van Wert	OH	45891	622110
9	Ridgeview Hospital	17872 Lincoln Hwy	Middle Point	OH	45863	622210
10	R & R Employment, Inc.	147 E Main St Ste A	Van Wert	OH	45891	561330
11	Peoplelink, LLC	118 North Walnut St	Van Wert	OH	45891	561320
12	Vancrest Nursing Home	10357 Van Wert Decatur Rd	Van Wert	OH	45891	623110
13	Greif Packaging, LLC	975 Glenn St	Van Wert	OH	45891	322219
14	Therapy Solutions, LLC	120 W Main St Ste 200	Van Wert	OH	45891	621340
15	Van Wert Manor	160 Fox Rd	Van Wert	OH	45891	623110
16	Unverferth Manufacturing	24325 St Rt 697	Delphos	OH	45833	333111
17	Staffmark Investment	641 W Ervin Road	Van Wert	OH	45891	561320

# VAN WERT COUNTY EMPLOYMENT DENSITY 2016

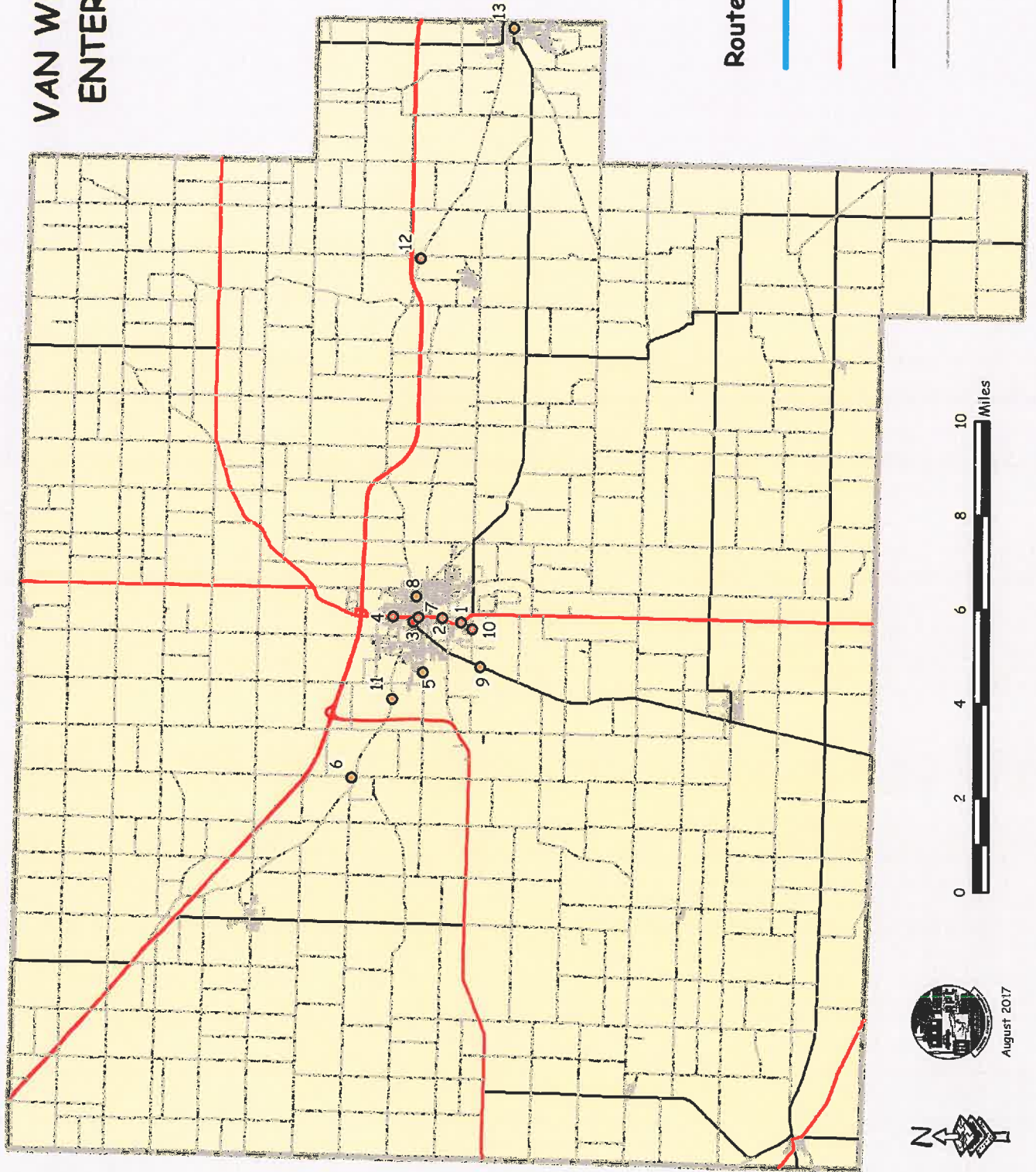


# VAN WERT COUNTY BUSINESS & ECONOMIC SUPPORT AGENCIES



VAN WERT COUNTY BUSINESS & ECONOMIC SUPPORT AGENCIES						
ID	Name	Address	City	State	Zip	
1	Van Wert Economic Development	515 E Main St	Van Wert	OH	45891	
2	Van Wert Chamber of Commerce	118 N Washington St	Van Wert	OH	45891	
3	R & R Employment Inc	111 E Main St	Van Wert	OH	45891	
4	Staffmark	641 W Ervin Rd	Van Wert	OH	45891	
5	Custom Staffing Van Wert Inc	1198 Westwood Dr	Van Wert	OH	45891	

# VAN WERT COUNTY ENTERTAINMENT



**Route Type**

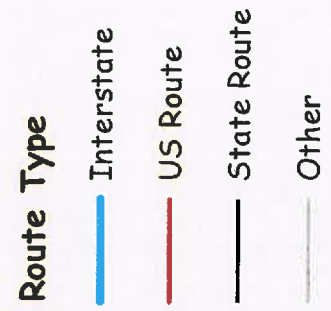
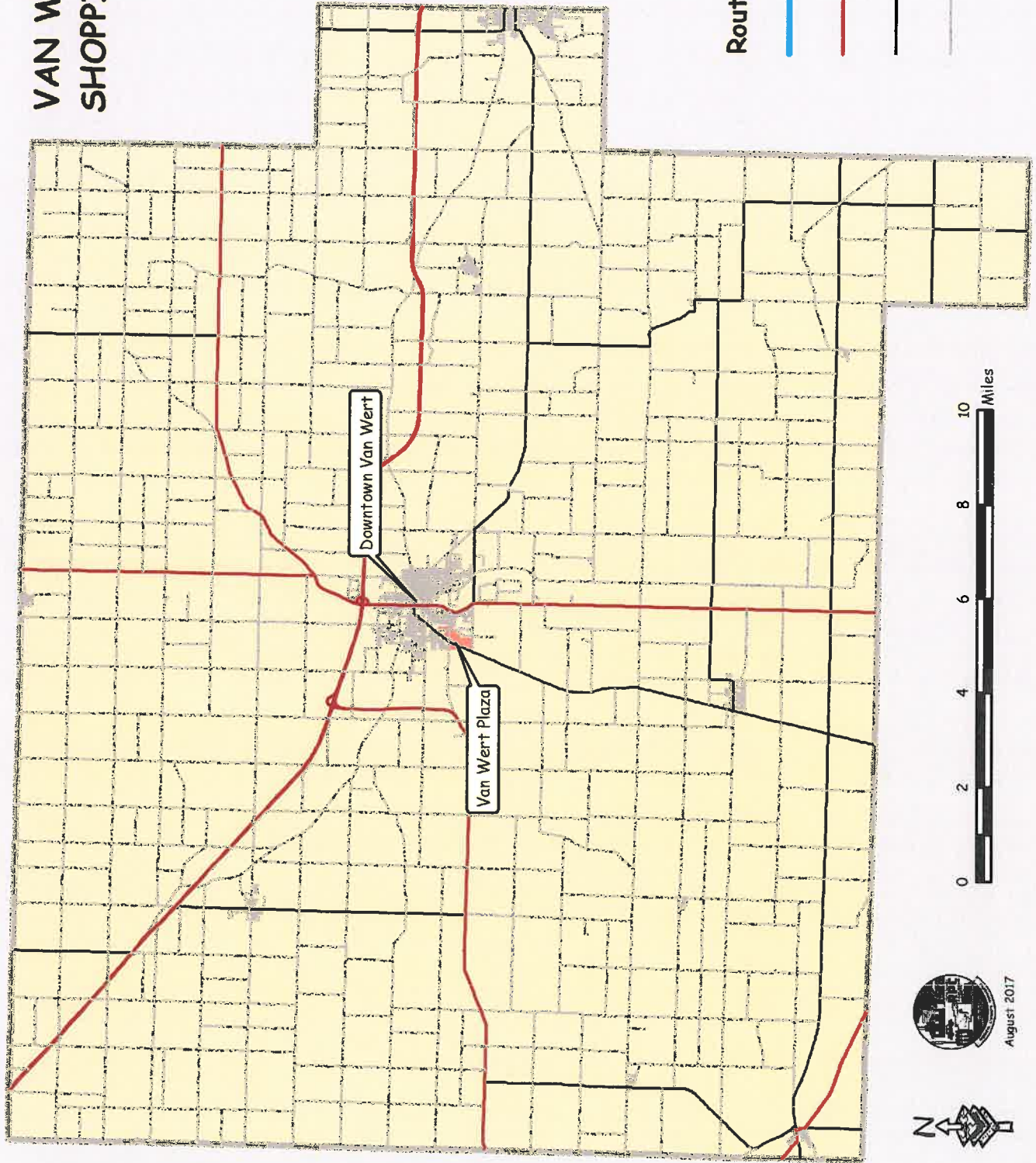
- Interstate
- US Route
- State Route
- Other

0 2 4 6 8 10 Miles

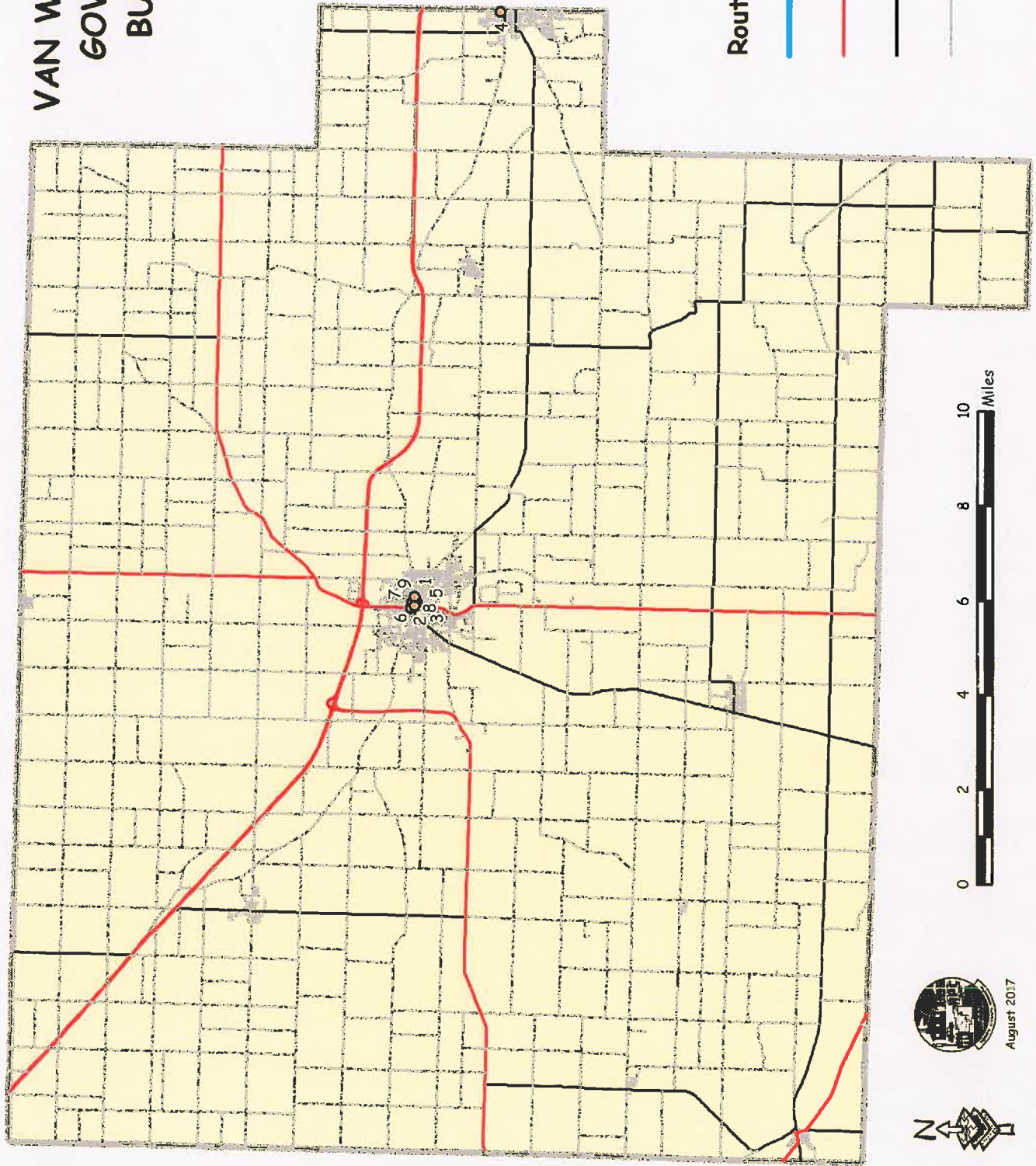


VAN WERT COUNTY ENTERTAINMENT						
ID	Name	Site Address	City	State	Zip	Type
1	Van Wert County Fairgrounds	1055 S Washington St	Van Wert	OH	45891	Outdoor
2	Antique Fire Equipment Museum	800 S Washington St	Van Wert	OH	45891	Historical
3	Brumback Library	215 W Main St	Van Wert	OH	45891	Historical
4	Van Wert Historical Museum	602 N Washington St	Van Wert	OH	45891	Historical
5	Children's Garden & Butterfly House	1409 Leeson Ave	Van Wert	OH	45891	Outdoor
6	Hat Creek Rodeo	8020 Richey Rd	Van Wert	OH	45891	Sports
7	The Wassenberg Art Center	214 S Washington St	Van Wert	OH	45891	Arts
8	Van Wert Civic Theater	118 S Race St	Van Wert	OH	45891	Arts
9	Niswonger Performing Arts Center	10700 OH-118	Van Wert	OH	45891	Arts
10	Off Stage Productions	220 Fox Rd	Van Wert	OH	45891	Arts
11	Van Wert Cinema 5	10709 Lincoln Hwy	Van Wert	OH	45891	Arts
12	Van-Del Drive-In	19986 Lincoln Hwy	Middle Point	OH	45863	Arts
13	Delphos Area Art Guild	309 W 2nd St	Delphos	OH	45833	Arts

# VAN WERT COUNTY SHOPPING CENTERS



# VAN WERT COUNTY GOVERNMENT BUILDINGS



**Route Type**

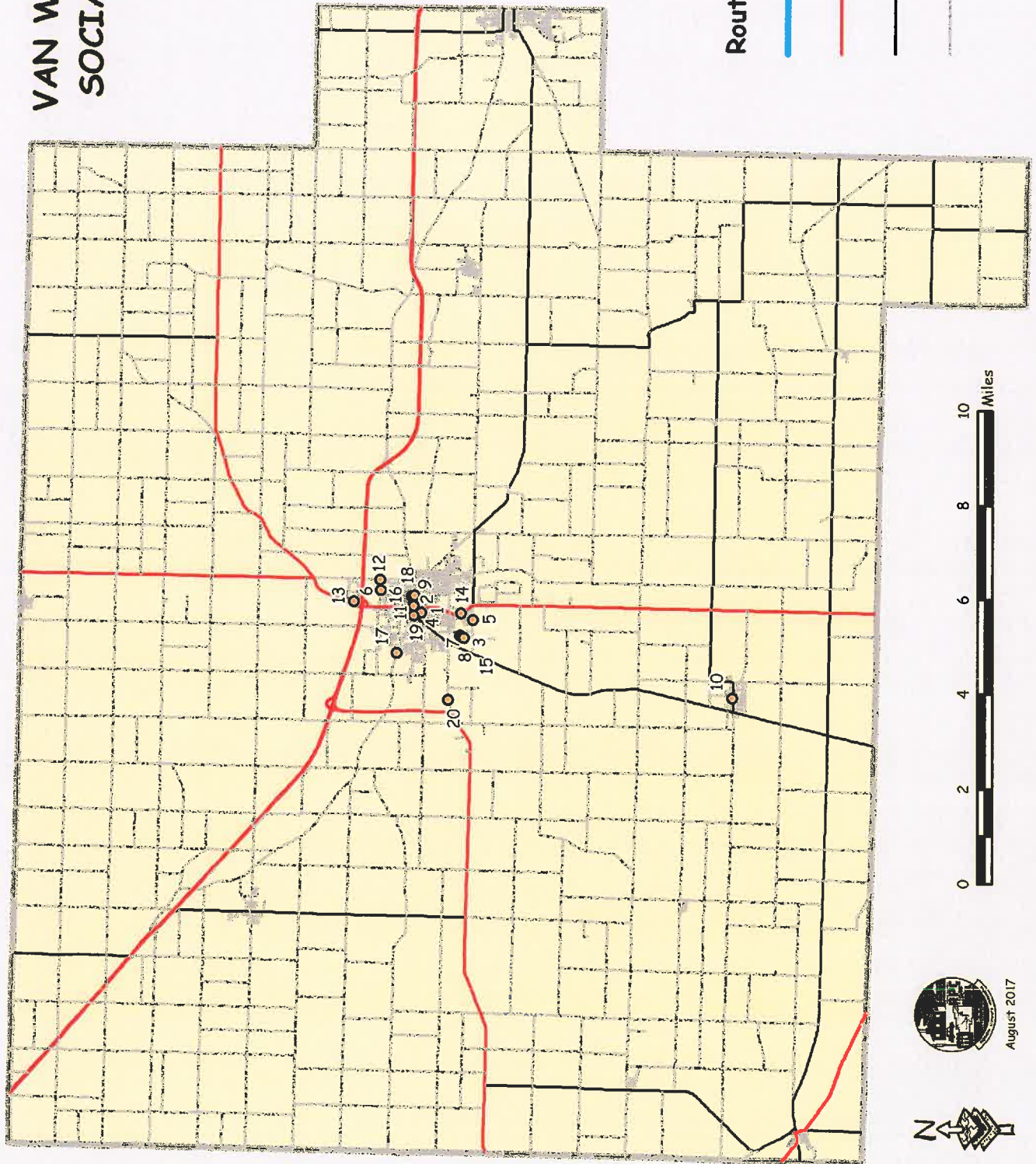
- Interstate
- US Route
- State Route
- Other

0 2 4 6 8 10 Miles



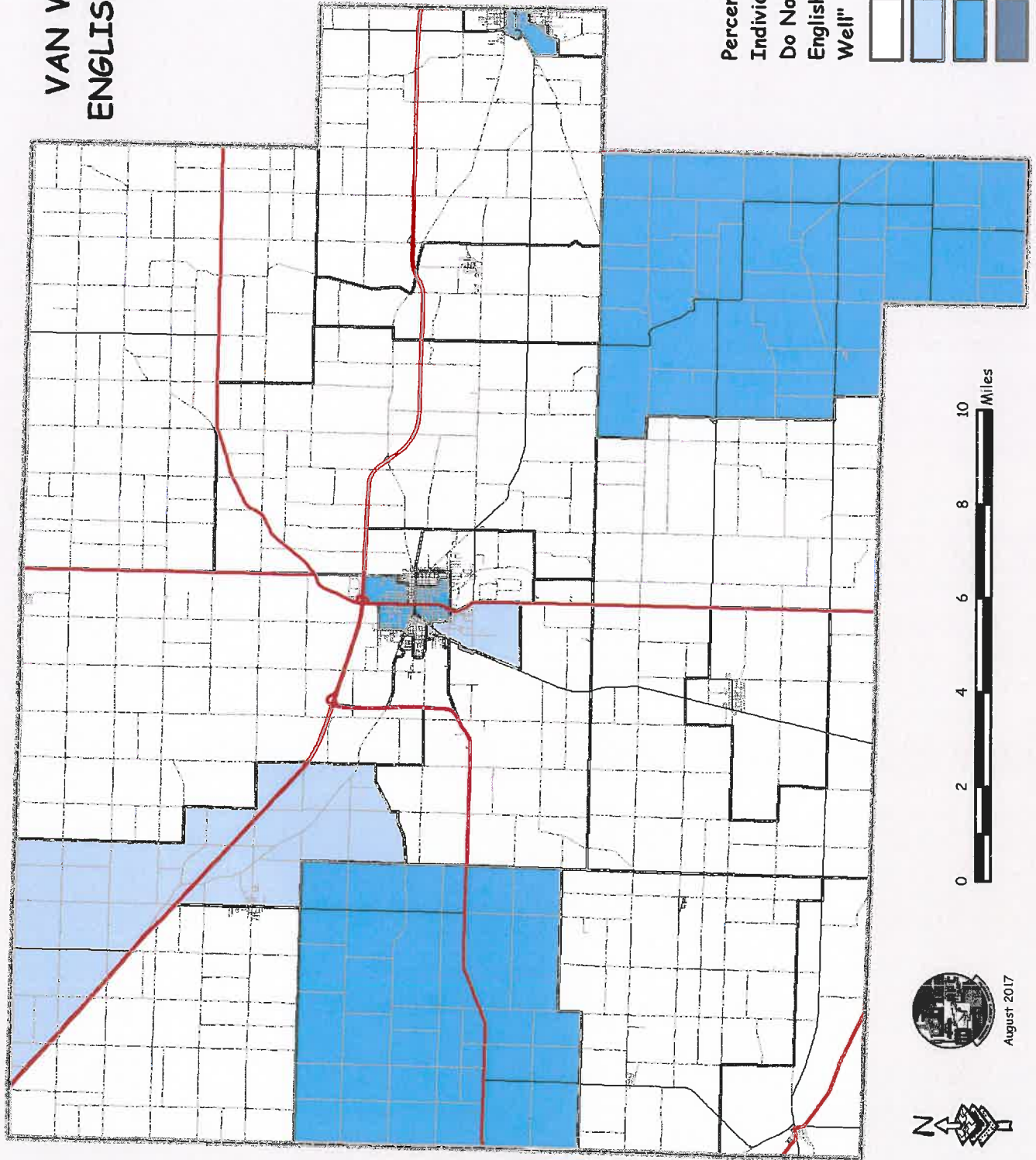
VAN WERT COUNTY GOVERNMENT BUILDINGS					
ID	Name	Address	City	State	Zip
1	Van Wert Municipal Court	124 S Market St	Van Wert	OH	45891
2	Van Wert County Clerk-Courts	121 E Main St	Van Wert	OH	45891
3	Van Wert County Probate Court	108 E Main St	Van Wert	OH	45891
4	Delphos Municipal Building	608 N Canal St	Delphos	OH	45833
5	Van Wert County Board of Commissioners	200 E Main St	Van Wert	OH	45891
6	Van Wert County Jail	204 N Washington St	Van Wert	OH	45891
7	Van Wert Sheriff's Office	113 N Market St	Van Wert	OH	45891
8	Van Wert County Commission	114 E Main St	Van Wert	OH	45891
9	US Postal Service	314 E Main St	Van Wert	OH	45891

# VAN WERT COUNTY SOCIAL SERVICES

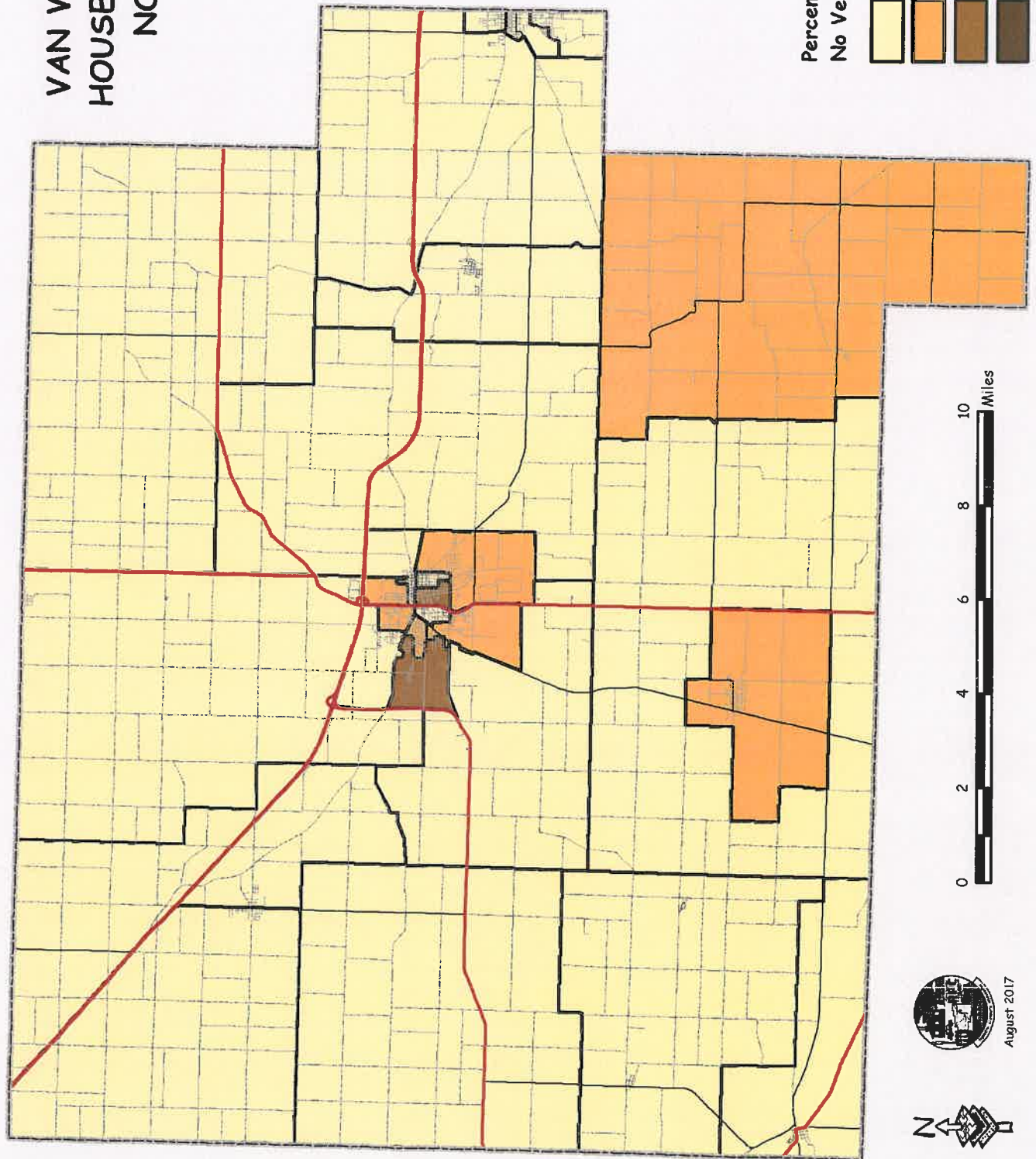


VAN WERT COUNTY SOCIAL SERVICES						
ID	Name	Address	City	State	Zip	
1	Van Wert Job & Family Services	114 E Main St	Van Wert	OH	45891	
2	Van Wert County Victims Services	114 E Main St	Van Wert	OH	45891	
3	Van Wert County Health Department	1179 Westwood Dr	Van Wert	OH	45891	
4	Van Wert County Family & Children First	205 W Crawford St	Van Wert	OH	45891	
5	Van Wert County Council on Aging	220 Fox Rd	Van Wert	OH	45891	
6	Van Wert County Board of Developmental Disabilities	525 Augustine Dr	Van Wert	OH	45891	
7	United Way of Van Wert County	1151 Westwood Dr	Van Wert	OH	45891	
8	The Angel Foundation	1157 Westwood Dr	Van Wert	OH	45891	
9	Salvation Army	120 N Cherry St	Van Wert	OH	45891	
10	Ohio City Youth		Ohio City	OH	45874	
11	Northwestern Ohio Community Action Commission	114 E Main St	Van Wert	OH	45891	
12	Help Me Grow	813 N Franklin St	Van Wert	OH	45891	
13	Goodwill	206 Towne Center Blvd	Van Wert	OH	45891	
14	Family Health Care of Northwest Ohio	1052 S Washington St	Van Wert	OH	45891	
15	Community Health Professionals	1159 Westwood Dr	Van Wert	OH	45891	
16	Buckeye Y Youth	147 E Main St	Van Wert	OH	45891	
17	American Red Cross	1220 Lincoln Hwy	Van Wert	OH	45891	
18	YWCA	408 E Main St	Van Wert	OH	45891	
19	YMCA	241 W Main St	Van Wert	OH	45891	
20	Wee Care Learning Center	10485 Van Wert Decatur Rd	Van Wert	OH	45891	

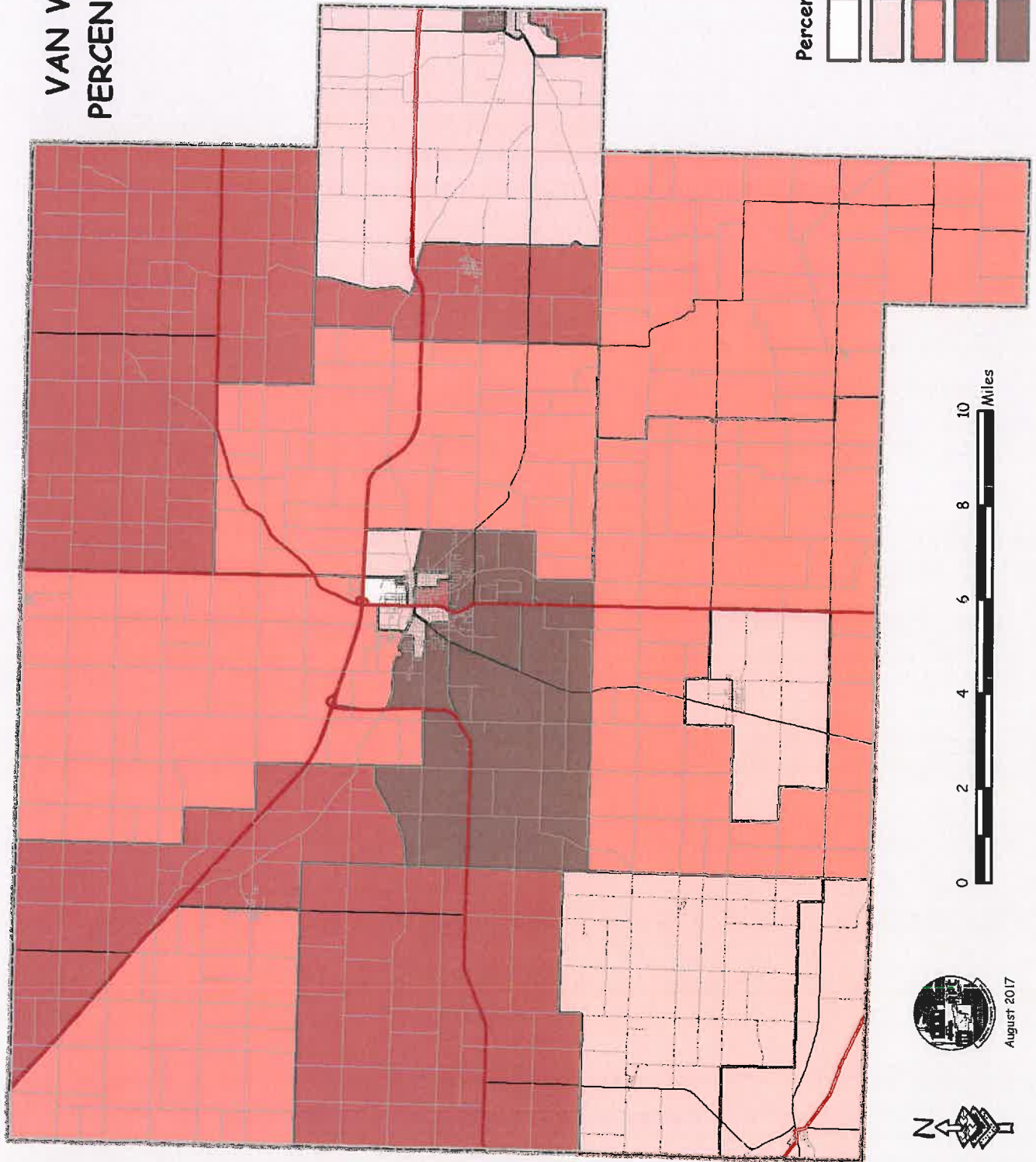
# VAN WERT COUNTY ENGLISH PROFICIENCY 2015



# VAN WERT COUNTY HOUSEHOLDS WITH NO VEHICLE 2015



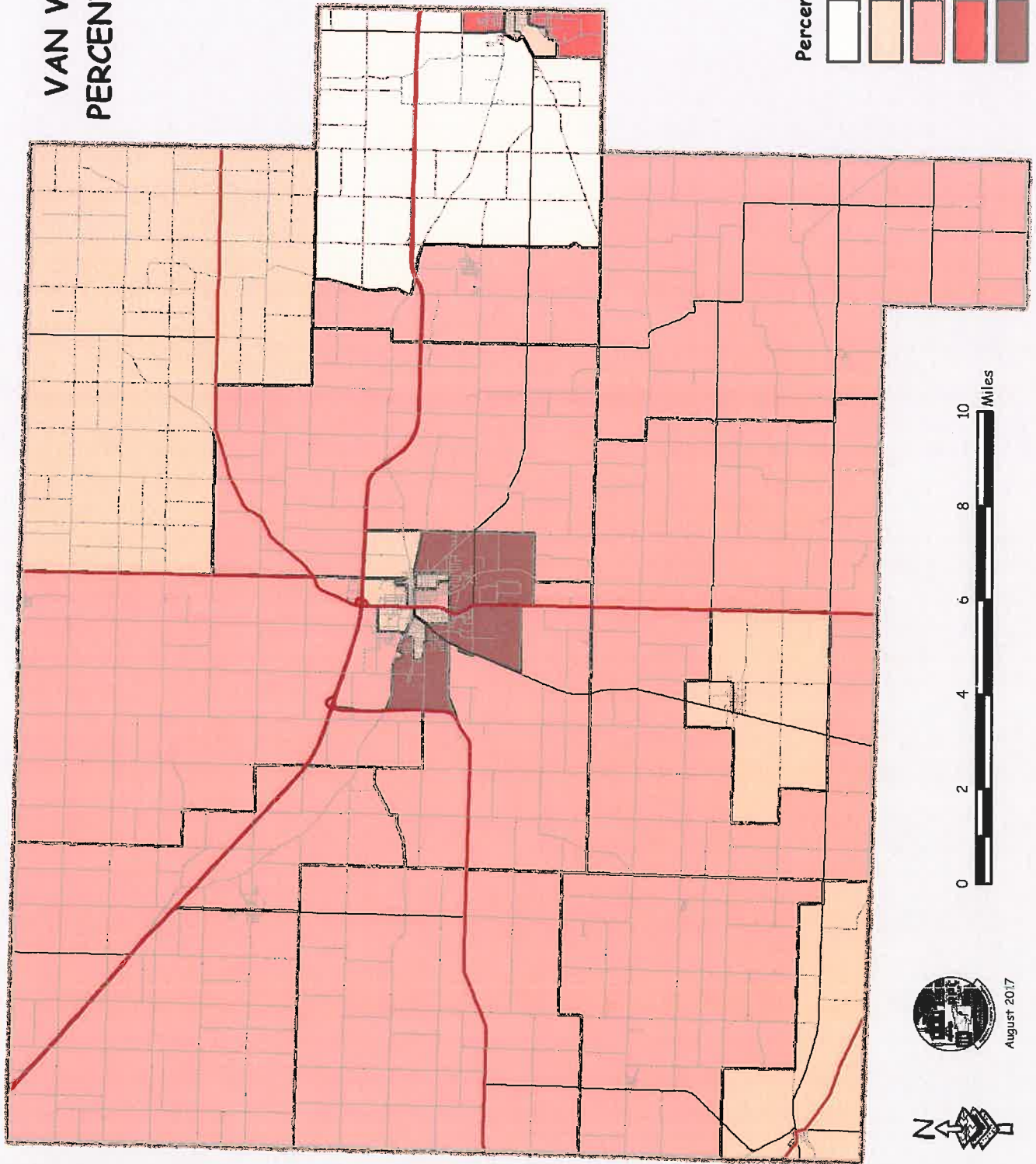
# VAN WERT COUNTY PERCENT 60 OR OLDER 2015



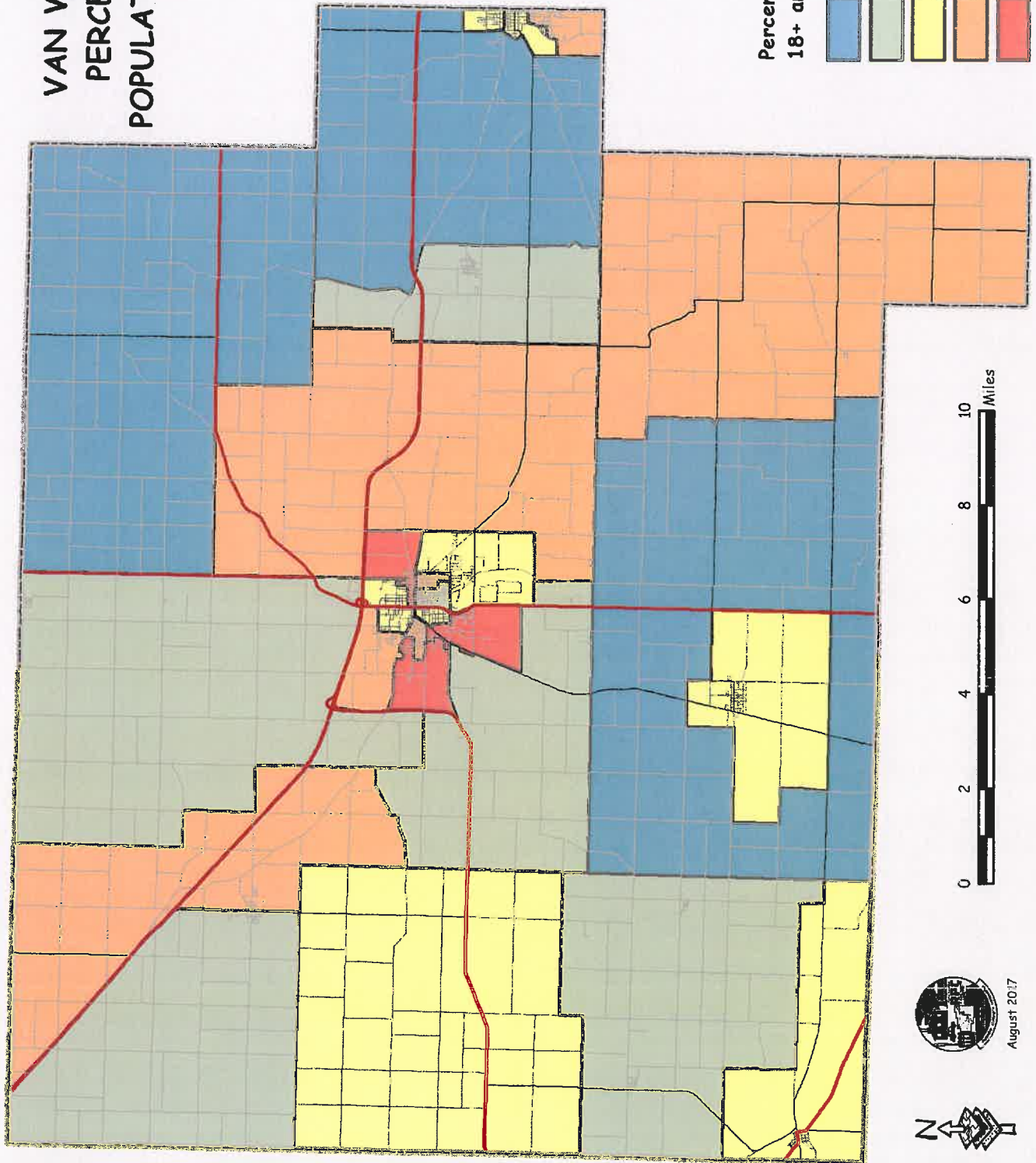
August 2017



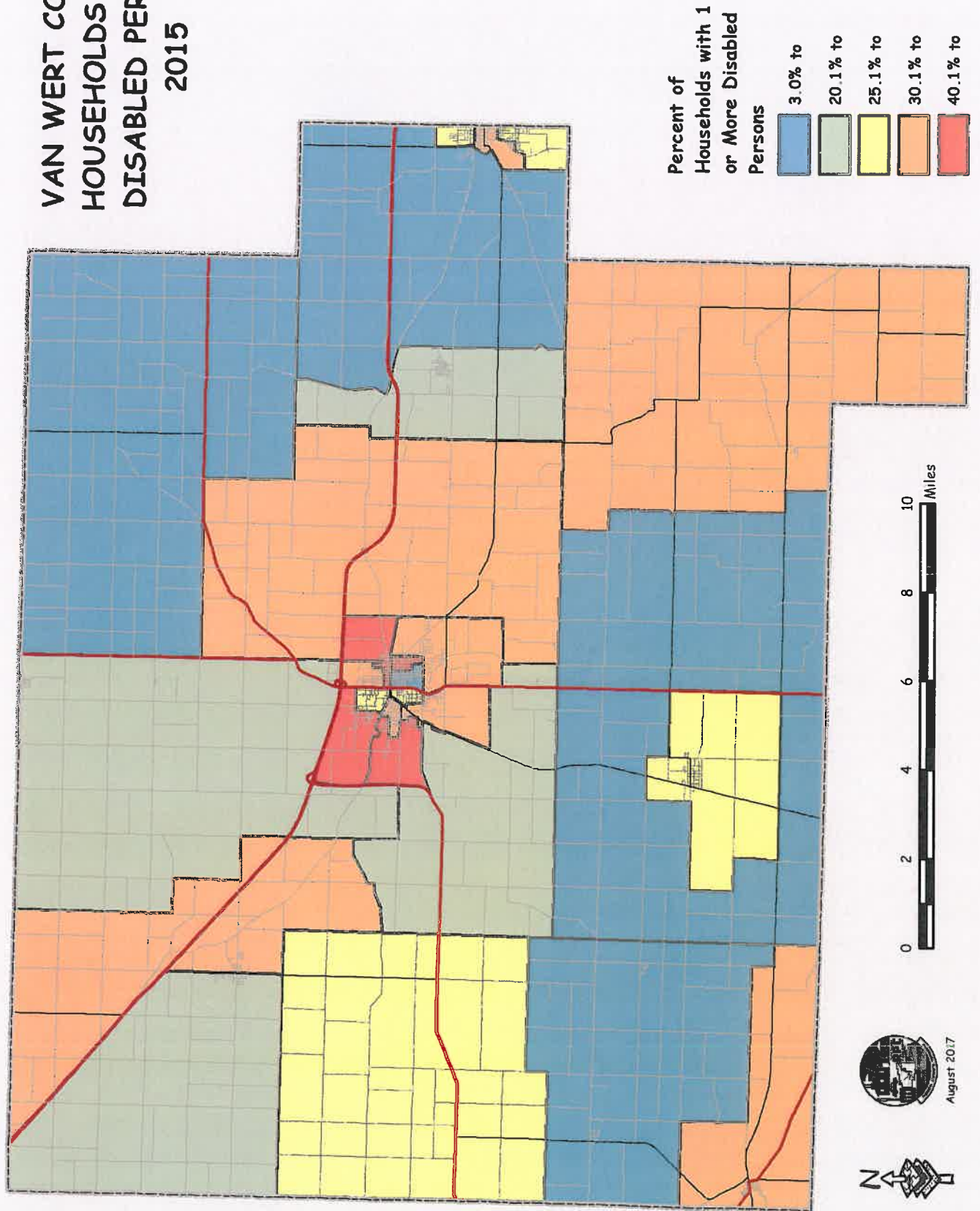
# VAN WERT COUNTY PERCENT 65 OR OLDER 2015



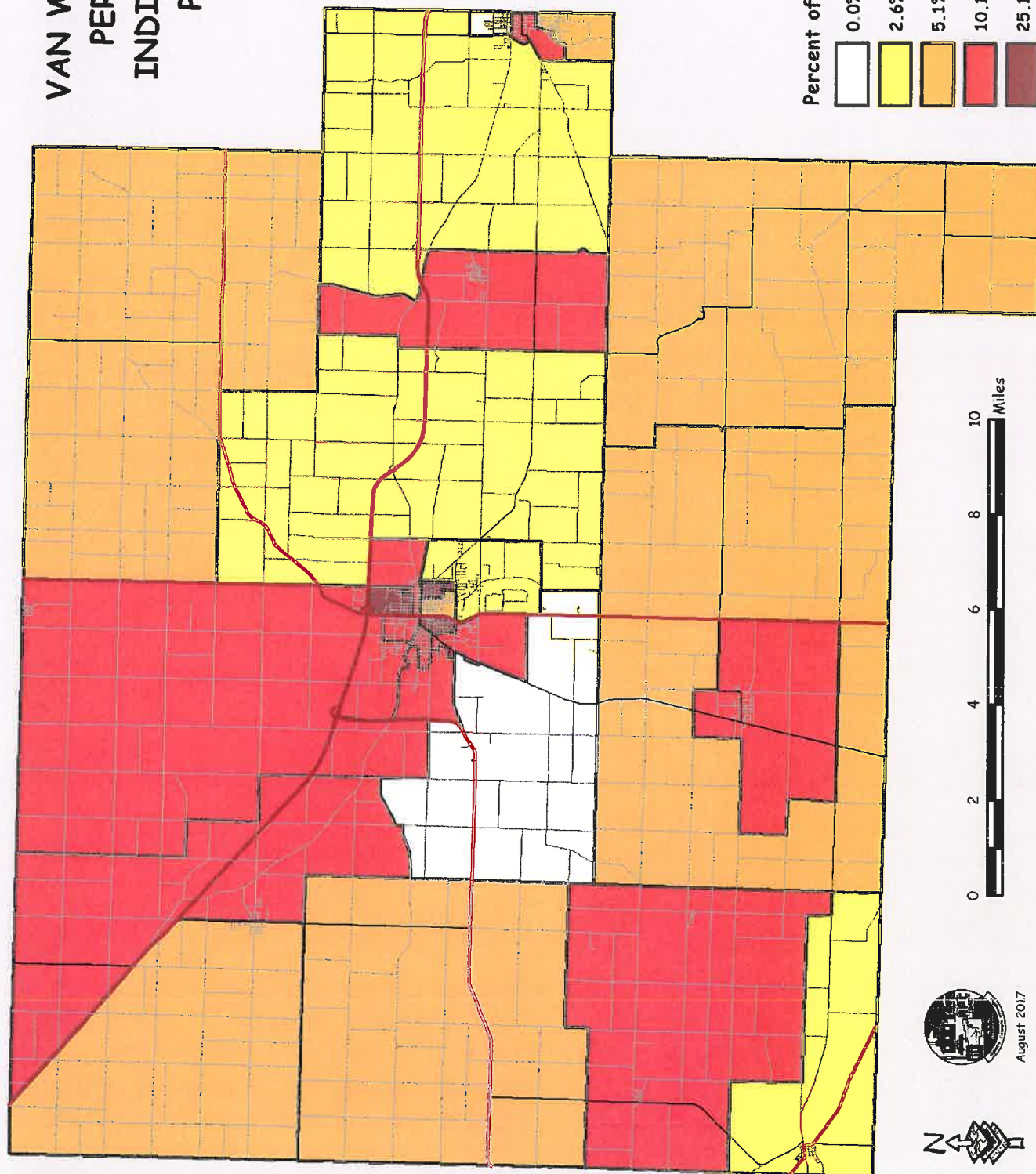
# VAN WERT COUNTY PERCENT OF THE POPULATION DISABLED 2015



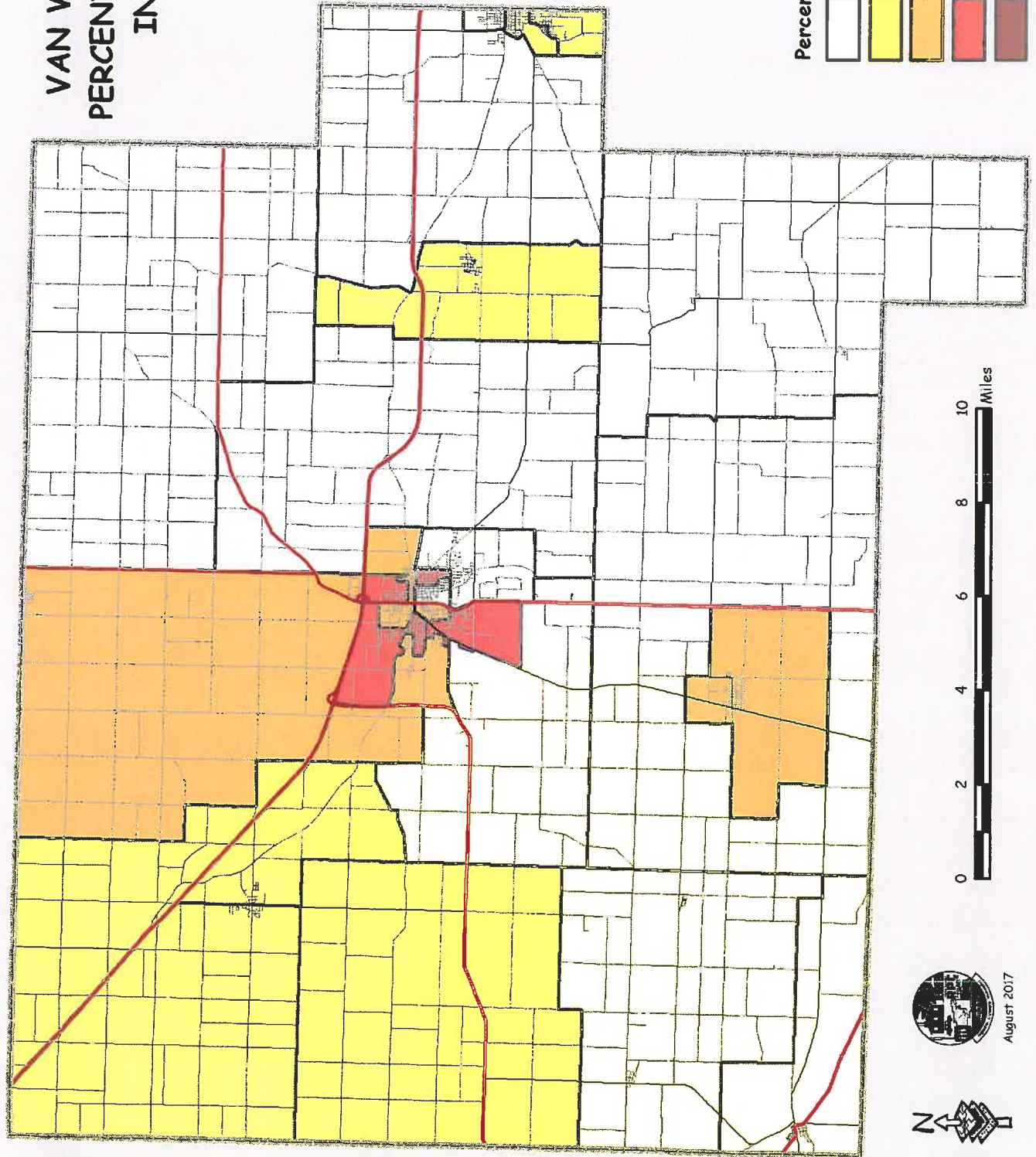
# VAN WERT COUNTY HOUSEHOLDS WITH DISABLED PERSONS 2015



# VAN WERT COUNTY PERCENT OF INDIVIDUALS IN POVERTY 2015



# VAN WERT COUNTY PERCENT OF FAMILIES IN POVERTY 2015



# **APPENDIX H**

**Inventory of Federal Programs  
Providing Transportation Services to the  
Transportation-Disadvantaged**

## INVENTORY OF FEDERAL PROGRAMS PROVIDING TRANSPORTATION SERVICES TO THE TRANSPORTATION-DISADVANTAGED

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
<b>Department of Agriculture, Food and Nutrition Service</b>					
Food Stamp Employment and Training Program	Food Stamp Act of 1977, as amended	1 U.S.C. § 2015(d)(4)(I)(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
<b>Department of Education, Office of Elementary and Secondary Education</b>					
21 <sup>st</sup> -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
<b>Department of Education, Office of Innovation and Improvement</b>					
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 under-performing schools who choose to transfer to higher performing schools
<b>Department of Education, Office of Special Education and Rehabilitative Services</b>					
Assistance for Education of All Children with Disabilities	Individuals with Disabilities Education Act	20 U.S.C. § 1401(a)(22), 1411(a)(1)	Purchase and operate vehicles, contract for service	To access educational services	Children with disabilities
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
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
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
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
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
<b>Department of Health and Human Services, Administration for Children and Families</b>					
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
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
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

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
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
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
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
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
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
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
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
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
<b>Department of Health and Human Services, Administration on Aging</b>					
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
Program for American Indian, Alaskan Native, and Native American 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
<b>Department of Health and Human Services, Centers for Medicare &amp; Medicaid Services</b>					
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 services	Recipients are generally low-income persons, but states determine specific eligibility
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 services	Beneficiaries are primarily children from low-income families, but states determine eligibility

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
<b>Department of Health and Human Services, Health Resources and Services Administration</b>					
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 services	Medically underserved populations
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 services	Uninsured or underinsured populations
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 services	Residents of areas with significant perinatal health disparities
HIV Care Formula Grants	Ryan White Comprehensive AIDS Resources Emergency Act of 1990	42 U.S.C. §§ 300ff-21(a), 23(A)(2)(B)	Bus passes, tokens, taxis, vanpools, vehicle purchase by providers, mileage reimbursement	To access health care services	Persons with HIV or AIDS
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 services	Mothers, infants and children, particularly from low-income families
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 services	Medically underserved populations in rural areas
<b>Department of Health and Human Services, Substance Abuse and Mental Health Services Administration</b>					
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
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
<b>Department of Housing and Urban Development, Office of Community Planning and Development</b>					
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
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
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
<b>Department of Housing and Urban Development, Office of Public and Indian Housing</b>					
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
<b>Department of the Interior, Bureau of Indian Affairs</b>					
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
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

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
<b>Department of Labor, Employment and Training Administration</b>					
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
Migrant and Seasonal Farmworker	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
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
Senior Community Service Employment Program	Older Americans Act of 1965	42 U.S.C. § 3056©(6)(A)(iv)	Mileage reimbursement, reimbursement for travel costs, and payment for cost of transportation	To access employment placements	Low-income persons ages 55 or over
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
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
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
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
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
Workforce Investment Act Dislocated Worker Program	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2864(e)(2)	Transportation allowance of 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
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
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
<b>Department of Labor, Employment Standards Administration</b>					
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
<b>Department of Labor, Veterans Employment and Training Service</b>					
Homeless Veterans' Reintegration Project	Homeless Veterans Comprehensive Assistance Act of 2001	38 USCA §§ 2011, 2021	Bus tokens	To access employment services	Homeless veterans

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
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
<b>Department of Transportation, Federal Transit Administration</b>					
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
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
Capital Investment Grants	Transportation Equity Act for the 21 <sup>st</sup> 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 the elderly persons and persons with disabilities
Job Access and Reverse Commute	Transportation Equity Act for the 21 <sup>st</sup> Century	49 U.S.C. § 5309 note	Expand existing public transportation or initiate new service	To access employment and related services	Low income persons, including persons with disabilities
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
Urbanized Area Formula Program	Title 49 Recodification, P.L. 103-272, as amended	49 U.S.C. § 5307	Capital assistance, and come 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
<b>Department of Veterans Affairs, Veteran Benefits Administration</b>					
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
<b>Department of Veterans Affairs, Veterans Health Administration</b>					
VA Homeless Providers Grant and Per Diem Program	Homeless Veterans Comprehensive Service Programs Act of 1992	38 U.S.C. § 7721 note	20 vans were purchased under this program	General trips	Homeless veterans
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

# **APPENDIX I**

## **Transportation Funding Programs**

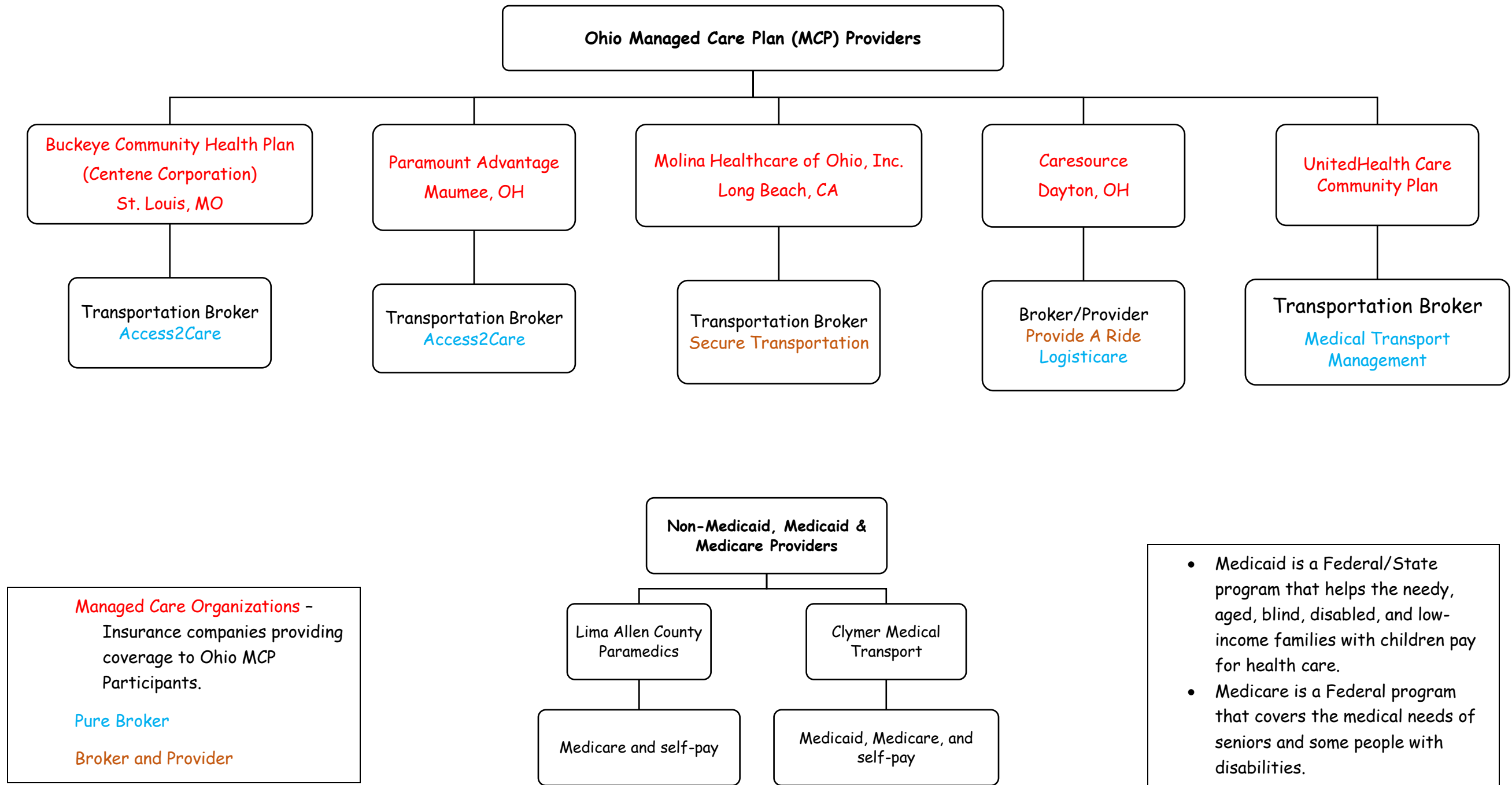
FOURTEEN PROGRAMS IDENTIFIED BY CTAA AS REGULARLY PROVIDING FUNDING FOR TRANSPORTATION

Agency	Program	Description
Department of Education	Vocational Rehabilitation Grants	Assists states in operating programs that provide vocational rehabilitation services for individuals with disabilities. Services include counseling, training, job placement, and other supportive services, including transportation.
Department of Health and Human Services	Grants for Supportive Services and Senior Centers	Assists states in developing a community-based system of services for older individuals. Services provided include nutrition services, caregiver support services, senior centers, and transportation services.
	Program for Native Americans, Alaskan Native and Native Hawaiian Elders	Assists tribal organizations in the delivery of supportive services to older Native Americans. Services provided include nutrition services, caregiver support services, senior centers, and transportation services.
	Head Start	Assists local grantees in providing a program of comprehensive health, educational, and other services to promote school readiness for low-income children. Transportation to and from program services is generally provided.
	Medicaid	Assists states in payments for medical assistance to populations that meet categorical eligibility (such as families with children or persons who are elderly or disabled) as well as income and resource requirements. States are required to assure transportation to medical services.
	Temporary Assistance for Needy Families	Provides grants to states or tribes to assist needy families with children. Grantees have the flexibility to use funds in any manner that meets the purposes of the program, which can include transportation to services.
Department of Labor	Senior Community Service Employment Program	Assists states and other grantees in providing work opportunities in community service activities for low-income individuals 55 years of age and older. Transportation to training and job placements can be provided.
	Workforce Innovation and Opportunity Act Adult Services program	Assists states in providing workforce investment activities. "Intensive" services provided to low-income participants include occupational and basic skills training, and transportation can be provided to access such services.
	Workforce Innovation and Opportunity Act Dislocated Worker Program	Assists states in providing workforce investment activities. "Intensive" services provided to low-income participants include occupational and basic skills training, and transportation can be provided to access such services.
	Workforce Innovation and Opportunity Act Youth Activities	Assists states in providing workforce investment activities that will help low-income youth acquire the skills, training, and support needed to achieve employment success, Transportation can be provided to access services.
Department of Transportation	Capital Investment Grants	Assists states in financing facilities for use in mass public transportation service. Projects can include those that are designed to meet the special needs of elderly or disabled individuals.
	Urbanized Area Formula Program	Assists urbanized areas in financing capital projects for use in mass transportation service. Ten percent of funds may be used to pay for ADA paratransit operating costs. JARC projects are eligible under this program.
	Rural Transit Assistance Program	Assists rural areas with capital and operating expenses needed to provide public transportation service. Ten percent of funds may be used to pay for ADA paratransit operating costs. JARC projects are eligible under this program.
	Capital Assistance Program for Elderly Persons and Persons with Disabilities	Provides financial assistance to nonprofit organizations in meeting the transportation needs of elderly persons and persons with disabilities where public transportation services are unavailable, insufficient, or inappropriate. Funds may be used for eligible capital expenses, such as purchasing vehicles, or to contract for service.
Sources: CTAA and catalog of Federal Domestic Assistance.		

# **APPENDIX J**

## **Medicaid Managed Care Plan Transportation Providers**

FOR-PROFIT TRANSPORTATION PROVIDERS IN ALLEN COUNTY  
OHIO MEDICAID MANAGED CARE PLAN & MEDICARE



# **APPENDIX K**

**ODOT Template/Guidance Material**

**Table K-1  
Regional Transportation Issues**

**Accessibility To Public Facilities & Services**

People walk and bike for many reasons, such as to get to school, get to work, for leisure or fun or to improve their health. Walking is our oldest and most basic form of transportation, but some have no other option available to them. Walking, rolling in a wheelchair, and bicycling are the easiest and most affordable ways to travel. Adding public transit to those modes allows those interested in pursuing such active transportation to commit to longer trips. But barriers exist, particularly for young children, the disabled and older adults. Many streets in this country are designed with cars and trucks in mind, not pedestrians or bicyclists. And such streets can be even less convenient if you need a walker or wheelchair. Each of us does it every day as some part of every trip. At the same time, walking has generally received little or no attention in the planning, design, and development of our communities. There are tremendous opportunities to improve conditions for walking and in so doing, to make our communities more livable.

Unmet Need (Type of Trip /Restrictions/Issues)	Rank	Affected Parties	Dynamics	Potential Strategies	Goals			
					Capacity	Cost	Quality	Accessibility
It is dangerous to walk or bike area roadways. Area streets and right-of-ways need to accommodate alternative travel options including active transportation and transit options. Pedestrian and bicycle infrastructure needs to be developed and provided so as to be convenient, well-lit, safe, and accessible to all user groups.	44	Young Elderly Disabled Economically Captive Health Advocates Environmental Advocates Transit Providers Law Enforcement Safety Services Bike/Ped Safety Professionals	Weather Urban/Rural Character Roadway Characteristics Land Use Jurisdictional Responsibilities	<ul style="list-style-type: none"> <li>Investigate adopting "Vision Zero" which looks to redesign traffic policies with the goal of no fatalities for pedestrians, bicyclists.</li> </ul>				✓
				<ul style="list-style-type: none"> <li>Identify and program gaps in pedestrian paths to public facilities/institutions for regulated maintenance by property owners, local government capital improvement programs or in transit/MPO safety improvement plans.</li> </ul>	✓	✓		✓
				<ul style="list-style-type: none"> <li>Develop and enact Safe Street policies which consider the needs of all roadway users - not just vehicles - in building and maintaining roadways.</li> </ul>	✓	✓		✓
				<ul style="list-style-type: none"> <li>Consider undertaking safety assessments of/at selected intersections and corridors before undertaking any major roadway rehabilitation/reconstruction project in order to better integrate the needs of all roadway users in the project. When streets and roads are newly built or altered, they must have ramps wherever there are curbs or other barriers to entry from a pedestrian walkway. When new sidewalks or walkways are built or altered, they must contain curb ramps or sloped areas wherever they intersect with streets or roads. While resurfacing a street or sidewalk is considered an alteration for these purposes, filling in potholes alone will not trigger the alterations requirements.</li> <li>Establish a Pedestrian &amp; Bicycle Task Force to identify and help prioritize needed improvements with local elected officials.</li> </ul>			✓	✓
Pedestrians and those that use wheelchairs or other mobility aids cannot use fixed route transit when there are no sidewalks to get to fixed routes. Safe non-motorized travel, and safe access to transit stops, is essential for disadvantaged residents seeking to reach jobs, schools, and other opportunities.	23	Young Elderly Disabled Economically Captive Health Advocates Environmental Advocates Transit Providers Transit Patrons Engineers of Jurisdiction	Weather Urban/Rural Character Jurisdictional Responsibilities	<ul style="list-style-type: none"> <li>Eliminate barriers. Sidewalks or paths between destinations must be designed, built, and maintained to be fully accessible, well-connected, safe, and attractive for all users.</li> </ul>	✓		✓	✓
				<ul style="list-style-type: none"> <li>Improved communications between roadway agencies, elderly and disabled advocacy groups and transit operators is essential to improving the transportation network. Transit agencies and their customers as well as the elderly and disabled can often identify gaps in the transportation network, but they do not typically have the authority to eliminate/construct the missing sidewalks to close those gaps.</li> </ul>	✓	✓	✓	✓
				<ul style="list-style-type: none"> <li>Identify and program gaps in pedestrian paths to the fixed route system for regulated maintenance by property owners, local government capital improvement programs or in transit/MPO safety improvement plans.</li> </ul>			✓	✓
				<ul style="list-style-type: none"> <li>Develop Safe Routes to School programming to educate parents, students, teachers and public officials on the improvements necessary to minimize barriers encountered by students on their commutes from and to school and home.</li> </ul>	✓	✓	✓	✓

**Table K-1**  
**Regional Transportation Issues**

**Accessibility To Public Facilities & Services**  
**(Continued)**

Unmet Need (Type of Trip /Restrictions/Issues)	Rank	Affected Parties	Dynamics	Potential Strategies	Goals			
					Capacity	Cost	Quality	Accessibility
The elderly and disabled encounter barriers when attempting to access public services due to the lack of relevant assistive technologies, at public facilities including schools, government offices and parks because they are not truly accessible, and services/systems that are nonexistent, or where the lack of services/policies interfere with a person's ability to be independent and to function in society.	28	Elderly Disabled Economically Captive Advocates for Elderly & Disabled Transit Providers Transit Patrons Local Elected Officials Local Jurisdiction Engineers	Weather Urban/Rural Character Built/Green Field Environments Jurisdictional Responsibilities	<ul style="list-style-type: none"> <li>Local roadway authorities should inventory the public road right-of-way to identify barriers (e.g. utility poles, construction zones) to public facilities including government offices/services.</li> <li>Local governments and interested stakeholders should work collaboratively to identify barriers in the public right-of-way to include: curbs, sidewalks, pedestrian crossings, pedestrian signals, shared use trails, parking lots and bus stops. Way finding signage and traffic signals should also be reviewed as to their inclusion in such a plan.</li> <li>Local governments should adopt/amend their mandated ADA Transition Plans to ensure their programs and services are accessible to persons with disabilities. This requirement extends not only to physical access at government facilities, programs, and events -- but also to policy changes that governmental entities must make to ensure that all people with disabilities can take part in, and benefit from, the programs and services of local governments.</li> <li>Inclusion of people with disabilities into everyday activities involves practices and policies designed to identify and remove barriers that hamper individuals' ability to have full participation in society, the same as people without disabilities.</li> </ul>			✓	✓
						✓	✓	✓
							✓	✓

**Table K-2**  
**Regional Transportation Issues**

**Demand Response Concerns**

Demand response transportation services reflect a user-oriented form of public transport characterized by flexible routing and scheduling of small/medium vehicles operating in a shared-ride mode between pick-up and drop-off locations based according to a passenger's needs. Often such services reflect special transportation services for the elderly, the poor, and people with disabilities. Such services are provided as complementary paratransit services in communities with a public transit agency. Such services are common in rural communities, where fixed route transit service is ineffective or unavailable and such services are provided to area residents regardless of age or disability. Dial-A-Ride transportation programs generally fall within the scope of such operations/programs. The most flexible demand response services offer on-demand door-to-door services from any origin to any destination. Such services reflect a myriad of public, private for profit and private not-for-profit service providers.

Unmet Need (Type of Trip /Restrictions/Issues)	Rank	Affected Parties	Dynamics	Potential Strategies	Goals			
					Capacity	Cost	Quality	Accessibility
Requirements for advance scheduling are problematic; many agencies request 24-hour advance reservations.	44	Elderly Disabled I, E&D Families People in Poverty Transportation Providers	Unforeseen Circumstances Eligibility Criteria	<ul style="list-style-type: none"> <li>Support technology for mobility management and transportation coordination.</li> <li>Create a centralized transportation information center to fully coordinate trips, including schools, medical facilities and employment opportunities.</li> <li>Identify communications technology between and amongst the local stakeholders to assess needs.</li> <li>Consider transportation brokerage system model to better coordinate transportation services amongst available providers.</li> </ul>	✓ ✓ ✓ ✓	✓   ✓	✓ ✓ ✓  	✓ ✓ ✓ ✓
Insufficient service in terms of hours, capacity, and geographic areas served. The diversity of needs spread over 365 days per year with demands for 24/7 will certainly exceed available resources. Populations in rural communities are overlooked and underserved.	45	Elderly Disabled I, E&D Families People in Poverty Transportation Providers	Eligibility Requirements Access to Provider Services Range of Provider Services Capacity of Provider Geographic Availability of Provider Service Temporal Availability of Provider Service	<ul style="list-style-type: none"> <li>Promote the development of rideshare, car share and bike share services.</li> <li>Reach out to the private taxi and limousine services for possible coordination.</li> <li>Assess potential for public transit services hours of service and service area to be extended across the region.</li> <li>Assess feasibility of introducing additional intracity bus services to outlying communities on a limited schedule and upon a trial basis.</li> <li>Assess the feasibility of establishing smart demand response and paratransit services to park and ride lots.</li> </ul>	✓ ✓ ✓ ✓ ✓	✓ ✓  ✓ ✓	     	✓ ✓ ✓ ✓ ✓
Long waits for pick-ups.	31	Elderly Disabled I, E&D Families People in Poverty Transportation Providers Social Service Agencies	Health Weather Elements Shelter	<ul style="list-style-type: none"> <li>Integrate real-time passenger information technologies to support information-based transportation decisions.</li> <li>Implement a fully integrated transport system reflective of demand response, paratransit, public transit and intracity bus services across the region.</li> <li>Investigate feasibility of developing "smart cards" for better integrating intraregional workforce commutes.</li> </ul>	✓ ✓ ✓	✓  ✓	✓  ✓	✓ ✓ ✓
Lack of wheelchair transportation capabilities.	8	Elderly Disabled I, E&D Families People in Poverty Transportation Providers Social Service Agencies	Access to Provider Services Range of Provider Services Capacity of Provider	<ul style="list-style-type: none"> <li>Acquire wheelchair lift or ramp equipped vehicles.</li> <li>Identify vehicle leasing or sharing programs.</li> <li>Consider transportation brokerage system model to better coordinate transportation services amongst available providers.</li> </ul>	✓ ✓  ✓	✓ ✓  ✓	   	✓ ✓  ✓
Curb-to-curb service is insufficient for those who need additional help to/from the vehicle or to carry packages.	24	Elderly Disabled I, E&D Families Transportation Providers	Eligibility Requirements Policies - Level of Service Range of Provider Services Capacity of Provider	<ul style="list-style-type: none"> <li>Develop customer care standards to be accepted by all providers.</li> <li>Develop and advance education process regarding driver training for <u>all</u> transportation providers, including private for-profit providers</li> </ul>	✓ ✓	 ✓	✓ ✓	✓ ✓

**Table K-2  
Regional Transportation Issues**

**Demand Response Concerns  
(Continued)**

Unmet Need (Type of Trip /Restrictions/Issues)	Rank	Affected Parties	Dynamics	Potential Strategies	Goals			
					Capacity	Cost	Quality	Accessibility
Too expensive.	49	Elderly Disabled I, E&D Families People in Poverty Transportation Providers Social Service Agencies	Eligibility Criteria Distance Range of Provider Services Capacity of Provider Geographic Availability of Provider Service Temporal Availability of Provider Service	<ul style="list-style-type: none"> <li>Promote the development of rideshare, car share and bike share services.</li> <li>Reach out to the private taxi and limousine services for possible coordination.</li> <li>Implement a fully integrated transport system reflective of demand response, paratransit, public transit and intracity bus services across the region.</li> <li>Implement rideshare programming as a cost-effective, voluntary alternative commuting option inclusive of van pool and carpooling.</li> <li>Identify potential need for Joint Client Identification processes and work with interested FACTS, COLT and VWTC members to address same.</li> <li>Acquire and implement scheduling and dispatching software across coordination partners.</li> <li>Assess potential for public transit services hours of service and service area to be extended across the region.</li> <li>Assess feasibility of introducing additional intracity bus services to outlying communities on a limited schedule and upon a trial basis.</li> <li>Assess the feasibility of establishing smart demand response and paratransit services to park and ride lots.</li> <li>Consider transportation brokerage system model to better coordinate transportation services amongst available providers.</li> </ul>	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓	✓ ✓ ✓ ✓  ✓  ✓ ✓ ✓ ✓	✓  ✓  ✓  ✓  ✓  ✓	✓ ✓ ✓ ✓  ✓  ✓  ✓ ✓
Difficulty of inter-city connections.	52	Elderly Disabled I, E&D Families People in Poverty Transportation Providers Social Service Agencies	Eligibility Requirements Distance Access to Provider Services Range of Provider Services Capacity of Provider Geographic Availability of Provider Service Temporal Availability of Provider Service	<ul style="list-style-type: none"> <li>Promote the development of rideshare, car share and bike share services.</li> <li>Reach out to the private taxi, limousine and ride sourcing services for possible coordination.</li> <li>Identify accounting practices and software requirements to establish uniform standards across each of the agencies in the region.</li> <li>Assess potential for public transit services hours of service and service area to be extended across the region.</li> <li>Assess feasibility of introducing additional intracity bus services to outlying communities on a limited schedule and upon a trial basis.</li> <li>Assess the feasibility of establishing smart demand response and paratransit services to park and ride lots.</li> <li>Consider transportation brokerage system model to better coordinate transportation services amongst available providers.</li> </ul>	✓ ✓  ✓ ✓ ✓ ✓	✓ ✓  ✓  ✓ ✓	       	✓   ✓ ✓ ✓ ✓
There is a lack of transportation for youth to get to off-campus after school activities.	21	Students Parents Children	Access to Provider Services Temporal Availability of Provider Service Capacity of Provider Geographic Availability of Provider Service	<ul style="list-style-type: none"> <li>Consider transportation brokerage system model to better coordinate transportation services amongst available providers.</li> <li>Reach out to the private taxi and limousine services for possible coordination.</li> <li>Work with school and parents to establish carpooling programs.</li> </ul>	✓ ✓ ✓	✓ ✓ ✓	   	✓ ✓ ✓

<div>Table K-3</div> <div>Regional Transportation Issues</div>								
Employment Based Transportation Services								
Currently, area employers are experiencing difficulty in attracting or retaining qualified candidates for employment. Some suggest that one of the more primary reasons employment opportunities are not being filled is that many of the low income, those without a vehicle, or those who cannot or choose not to drive, and/or the disabled are without transportation options. Reasons notwithstanding, transportation service for employment opportunities continues to be a problem for local business and industry. Job seekers especially low-income workers need a reliable and affordable means of traveling to and from work or training, especially in the rural communities. Seniors and the disabled entering or reentering the workforce, or remaining in the workforce longer, also need a predictable, cost effective means of traveling to work.								
Unmet Need (Type of Trip /Restrictions/Issues)	Rank	Affected Parties	Dynamics	Potential Strategies	Goals			
					Capacity	Cost	Quality	Accessibility
Low wage/entry level employees need a predictable, cost-effective means of traveling to work.	53	Employees Employee Families Employee Candidates Employment Agencies Employers Transportation Providers	Weather Cost of Transportation Employees Self-Reliance Access to Provider Services Range of Provider Services Capacity of Provider Geographic Availability of Provider Service Temporal Availability of Provider Service	• Promote the development of ridesharing services, car sharing services, or bike sharing services within the community.	✓	✓		✓
				• Reach out to the private taxi and limousine services for possible coordination.	✓	✓		✓
				• Work with the State to develop Park & Ride lots at strategically located sites to support shuttle services, ridesharing, carpooling, and/or vanpooling opportunities.	✓			✓
				• Employers should create an on-site "transportation center" where transit and ride-sharing information is available.	✓	✓	✓	✓
				• Employers should designate an employee as a transportation coordinator to help organize carpool and vanpool opportunities for employees.	✓	✓	✓	✓
				• Employers should work with a regional mobility manager to help establish carpooling/vanpooling services within interested businesses / clusters of employment.	✓	✓	✓	✓
				• Community stakeholders should support/promote a vehicle loan or donation program.	✓	✓	✓	✓
				• Support the development of a brokerage model to better coordinate transportation services amongst available service providers.	✓	✓		✓
Some low wage/entry level employees are subject to unpredictable changes in their shifts that lead to less predictable travel patterns and make it harder for some workers to use demand response, taxis, or social service agencies to get to and from work.	49	Employees Employee Families Employee Candidates Employment Agencies Employers Transportation Providers	Weather Employers Support Cost of Transportation Employee's Self-Reliance Flexible Scheduling Mandatory Overtime Child Care Commitments Educational Commitments Capacity of Provider Geographic Availability of Provider Service Temporal Availability of Provider Service	• Promote the development of ridesharing services, car sharing services, or bike sharing services within the community.	✓	✓		✓
				• Reach out to the private taxi and limousine services for possible coordination.	✓	✓		
				• Support a Guaranteed Ride Home Program.			✓	✓
				• Work with the State to develop Park & Ride lots at strategically located sites to support shuttle services, ridesharing, carpooling, and/or vanpooling opportunities.	✓			✓
				• Employers should create an on-site "transportation center" where transit and ride-sharing information is available.	✓	✓	✓	✓
				• Employers should designate an employee as a transportation coordinator to help organize carpool and vanpool opportunities for employees.	✓	✓	✓	✓
				• Employers should work with a regional mobility manager to help establish carpooling/vanpooling services within interested businesses/clusters of employment.	✓	✓	✓	✓
				• Support the development of a brokerage model to better coordinate transportation services amongst available service providers.	✓	✓		✓

<div>Table K-3</div> <div>Regional Transportation Issues</div> <div>Employment Based Transportation Services</div> <div>(Continued)</div>									
Unmet Need (Type of Trip /Restrictions/Issues)	Rank	Affected Parties	Dynamics	Potential Strategies	Goals				
					Capacity	Cost	Quality	Accessibility	
The disabled and seniors who are entering or reentering the workforce, or remaining in the workforce longer, need a predictable, accessible, and cost effective means of traveling to and from work that is appropriate to meet their unique needs.	18	Employees Employee Families Employee Candidates Employment Agencies Employers Transportation Providers Advocacy Groups Social Service Agencies	Employee's Resources Employee's Constraints Employee's Self-Reliance Employers Support Cost of Transportation Flexible Scheduling Access to Provider Services Geographic Availability of Provider Service Temporal Availability of Provider Service Range of Provider Services Capacity of Provider	• Encourage individuals to overcome their fears of public transportation including ridesourcing, vanpooling and carpooling options by supporting travel training programs.	✓	✓		✓	
				• Promote the development of ridesharing services, car sharing services, or bike sharing services within the community.	✓	✓		✓	
				• Reach out to the private taxi and limousine services for possible coordination.	✓	✓		✓	
				• Work with the State to develop Park & Ride lots at strategically located sites to support shuttle services, ridesharing, carpooling, and/or vanpooling opportunities.	✓			✓	
				• Employers should create an on-site "transportation center" where transit and ride-sharing information is available.	✓	✓	✓	✓	
				• Employers should designate an employee as a transportation coordinator to help organize carpool and vanpool opportunities for employees.	✓	✓	✓	✓	
				• Employers should work with a regional mobility manager to help establish carpooling/vanpooling services within interested businesses / clusters of employment.	✓	✓	✓	✓	
Second- and third-shift schedules are difficult to accommodate with taxis, or social service agencies.	45	Employees Employee Families Employee Candidates Employment Agencies Employers Transportation Providers Social Service Agencies	Employee's Resources Employers Support Cost of Transportation Employee's Self-Reliance Flexible Scheduling Mandatory Overtime Child Care Educational Institutions Capacity of Provider Geographic Availability of Provider Service Temporal Availability of Provider Service	• Support the development of a brokerage model to better coordinate transportation services amongst available service providers.	✓	✓		✓	
				• Work with local transit and demand response operations to better understand the transportation needs of employees.	✓	✓	✓	✓	
				• Discuss possible transportation mobility management options/programs with mobility manager.	✓	✓		✓	
				• Support technology for transportation coordination.	✓	✓	✓	✓	
				• Promote the development of ridesharing services, car sharing services, or bike sharing services within the community.	✓	✓	✓	✓	
				• Work with the State to develop Park & Ride lots at strategically located sites to support ridesharing, carpooling, and/or vanpooling opportunities.	✓			✓	
				• Employers should create an on-site "transportation center" where transit and ride-sharing information is available.	✓	✓	✓	✓	
				• Employers should designate an employee as a transportation coordinator to help organize carpooling and vanpooling.	✓	✓	✓	✓	
				• Employers should work with a regional mobility manager to help establish a carpooling/vanpooling service within the firm.	✓	✓	✓	✓	
				• Work with employers/stakeholders should consider Offering Guaranteed Ride Home Programming.	✓	✓	✓	✓	
				• Support the development of a brokerage model to better coordinate transportation services amongst available service providers.	✓	✓		✓	



<p><b>Table K-3</b></p> <p><b>Regional Transportation Issues</b></p> <p><b>Employment Based Transportation Services</b></p> <p><b>(Continued)</b></p>								
Unmet Need (Type of Trip /Restrictions/Issues)	Rank	Affected Parties	Dynamics	Potential Strategies	Goals			
					Capacity	Cost	Quality	Accessibility
Demand response and social service agencies have limited hours or routes that do not match with workers' needs.	30	Employees Employee Families Employee Candidates Employment Agencies Employers Transportation Providers Advocacy Groups	Trip Purpose Restrictions Service Area Restrictions Providers Temporal Availability Appropriateness of Vehicle Capacity of Provider	<ul style="list-style-type: none"> <li>• Work with local transit and demand response operations to better understand the transportation needs of your employees.</li> <li>• Discuss possible transportation mobility management options/programs with mobility manager.</li> <li>• Support technology for transportation coordination.</li> <li>• Promote the development of ridesharing services, car sharing services, or bike sharing services within the community.</li> <li>• Work with the State to develop Park &amp; Ride lots at strategically located sites to support ridesharing, carpooling, or vanpooling opportunities.</li> <li>• Designate an employee as a transportation coordinator to help organize carpooling and vanpooling.</li> <li>• Work with a regional mobility manager to help establish a carpooling/vanpooling service within the firm.</li> <li>• Promote bike share to expand reach of first-mile/last-mile opportunities.</li> <li>• Support the development of a brokerage model to better coordinate transportation services amongst available service providers.</li> </ul>	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓	✓  ✓ ✓  ✓ ✓ ✓  ✓	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓
Advance scheduling requirements of social service agencies eliminate most demand response options.	40	Employees Employee Families Employee Candidates Employment Agencies Employers Transportation Providers Advocacy Groups Social Service Agencies	Weather Cost of Transportation Employees Self-Reliance Access to Provider Services Range of Provider Services Capacity of Provider Geographic Availability of Provider Service Temporal Availability of Provider Service	<ul style="list-style-type: none"> <li>• Work with local transit and demand response operations to better understand the transportation needs of your employees.</li> <li>• Discuss possible transportation mobility management options/programs with mobility manager.</li> <li>• Support technology for transportation coordination.</li> <li>• Promote the development of ridesharing services, car sharing services, or bike sharing services within the community.</li> <li>• Work with the State to develop Park &amp; Ride lots at strategically located sites to support ridesharing, carpooling, or vanpooling opportunities.</li> <li>• Designate an employee as a transportation coordinator to help organize carpooling and vanpooling.</li> <li>• Work with a regional mobility manager to help establish a carpooling/vanpooling service within the firm.</li> <li>• Support the development of a brokerage model to better coordinate transportation services amongst available service providers.</li> </ul>	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓	✓  ✓ ✓  ✓ ✓ ✓  ✓	✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓
Taxis and social service transportation is too expensive and/or often unavailable for work purposes.	46	Employees Employee Families Employee Candidates Employment Agencies Employers Transportation Providers Advocacy Groups	Employee's Resources Employers Support Cost of Transportation Employee's Self-Reliance Flexible Scheduling Mandatory Overtime Child Care Educational Institutions Capacity of Provider Geographic Availability of Provider Service Temporal Availability of Provider Service	<ul style="list-style-type: none"> <li>• Develop transportation hubs to minimize costs associated with many-to one trips.</li> <li>• Work with the State to develop Park &amp; Ride lots at strategically located sites to support ridesharing, carpooling, or vanpooling opportunities.</li> <li>• Discuss possible transportation mobility management options/programs with mobility manager.</li> <li>• Support technology for transportation coordination.</li> <li>• Promote the development of ridesharing services, car sharing services, or bike sharing services within the community.</li> <li>• Work with employers to designate an employee as a transportation coordinator to help organize carpooling and vanpooling.</li> <li>• Work with a regional mobility manager to help establish a carpooling/vanpooling service within area employers.</li> <li>• Support the development of a brokerage model to better coordinate transportation services amongst available service providers.</li> </ul>	✓ ✓ ✓ ✓ ✓ ✓ ✓	✓ ✓ ✓ ✓ ✓ ✓ ✓	✓  ✓ ✓ ✓ ✓ ✓	✓ ✓ ✓ ✓ ✓ ✓ ✓

Table K-4 Regional Transportation Issues								
Non-Emergency Medical Transportation (NEMT) Services								
Healthcare services are essential to every segment of the population. Ill or elderly persons, non-drivers, those who live in areas without mass transit and people who cannot use transit because of medical conditions may all face transportation barriers impeding their access to needed healthcare services. And we know area residents, especially children, miss or delay necessary health care services because of the lack of available transportation. Without family members or friends many find the only available option is non-emergency medical transportation (NEMT) services. Such services however are limited in the rural areas of the region.								
Unmet Need (Type of Trip /Restrictions/Issues)	Rank	Affected Parties	Dynamics	Potential Strategies	Goals			
					Capacity	Cost	Quality	Accessibility
Transportation demands for dialysis treatment and chemotherapy is emphatically a life-sustaining need and an ever increasing population. With the lack of service providers in smaller rural markets, transportation to larger metropolitan areas is often necessary. The availability of out-of-county travel is often limited by social service providers and costs for such services often prove to be prohibitive to some.	70	I, E&D I, E&D Families Health Care Providers Insurance Carriers Transportation Providers	Medical Insurance Coverage Cost of Transportation Access to Transportation Provider Services Capacity of Transportation Provider Scheduling Limitations Geographic Availability of Provider Service Temporal Availability of Provider Service	<ul style="list-style-type: none"> <li>Identify advocacy groups who may be able to provide vouchers to cover the costs of transportation services.</li> <li>Work with medical providers to develop appropriate travel training to ensure these clients are transported by empathetic, knowledgeable and well-trained staff that can maximize the riders comfort in difficult situations.</li> <li>Work with providers to ensure that the most appropriate, accessible and safe vehicles are utilized in such transports and that vehicles carry the requisite equipment to ensure the transport is comfortable for the rider.</li> <li>Promote development of after-hours transportation programs; work to advance volunteer driver programs.</li> <li>Support the development of a brokerage model to better coordinate transportation services amongst available service providers.</li> </ul>	✓    ✓  ✓  ✓	✓    ✓  ✓  ✓	✓    ✓  ✓  ✓	✓    ✓  ✓  ✓
Some of these NEMTS, especially those serving persons restricted to a gurney or on oxygen/respirator, may require specially equipped vehicles with trained personnel who are not readily available or affordable. Complicating delivery of the service are scheduling limitations and costs prohibitive to some.	8	I, E&D I, E&D Families Health Care Providers Insurance Carriers Transportation Providers	Access to Provider Services Medical Insurance Coverage Cost of Transportation Scheduling Limitations Capacity of Transportation Provider Geographic Availability of Provider Temporal Availability of Provider	<ul style="list-style-type: none"> <li>Current policies limit scheduling to 48 hours prior to appointments. Work with medical care providers to acknowledge and prioritize such transports to allow for advanced scheduling of necessary medical services.</li> <li>Quantify and qualify the patients who need such specialized services to ensure that the transportation service providers are staffed and equipped properly when needed.</li> <li>Work with local legislators and medical service providers to allow such transports as eligible/reimbursable medical costs under Medicaid and Medicare Insurance Programs.</li> <li>Increase specialized transportation service providers.</li> </ul>	✓  ✓  ✓  ✓	✓  ✓  ✓  ✓	✓  ✓  ✓  ✓	✓  ✓  ✓  ✓
Demand-response services require advance reservations, making it difficult to reach a health care professional for a same-day appointment because of an illness or emergency.	52	I, E&D I, E&D Families Health Care Providers Transportation Providers	Flexible Scheduling Access to Provider Services Geographic Availability of Provider Temporal Availability of Provider Cost of Transportation Range of Provider Services Capacity of Provider	<ul style="list-style-type: none"> <li>Advance regional call-center capabilities to improve coordinated planning and assistance for real time scheduling of paratransit riders.</li> <li>Implement technology and software that analyzes routing and dispatching across several providers to integrate management of rides to healthcare providers across west central Ohio. Such software will allow social service agencies to bid on-demand and long term and shared ride contracts so agencies/people can mix their means of transportation and associated costs.</li> <li>Support the development of a brokerage model to better coordinate transportation services amongst available service providers.</li> </ul>	✓  ✓  ✓	✓  ✓  ✓	✓  ✓  ✓	✓  ✓  ✓

<b>Table K-4</b> <b>Regional Transportation Issues</b> <b>Non-Emergency Medical Transportation (NEMT) Services</b> <b>(Continued)</b>								
Unmet Need (Type of Trip /Restrictions/Issues)	Rank	Affected Parties	Dynamics	Potential Strategies	Goals			
					Capacity	Cost	Quality	Accessibility
Demand-response programs, some of which are curb-to-curb, require clients to wait outside for a pick-up, and if the service is late it can be a particular hardship for someone who is frail or ill, especially in hot, cold, or wet weather. Moreover, wait time for pick-up can be long and generally difficult for someone in ill health.	34	I, E&D I, E&D Families Health Care Providers Transportation Providers	Weather Flexible Scheduling Access to Provider Services Geographic Availability of Provider Temporal Availability of Provider Cost of Transportation Range of Provider Services Capacity of Provider	• Integrate real time scheduling and dispatching service capabilities.	✓	✓	✓	✓
				• Develop and integrate customer-care standards with local medical providers to ensure appropriate services are provided for the client regardless of the transportation provider.	✓	✓	✓	✓
				• Install appropriately lighted and heated bus shelters.			✓	✓
				• Require personal care attendants as necessary.	✓		✓	✓
Coordination of transportation for those being admitted or discharged from area hospitals/healthcare facilities is difficult as weather, other destinations before home, time and clients' conditions are unpredictable. Such variability works to undermine the delivery of timely, efficient services.	42	I, E&D I, E&D Families Health Care Providers Transportation Providers	Weather Stability of Passenger Range of Provider Services Capacity of Provider Cost of Transportation	• Apply mobility management as part of the hospital discharge process in order to better understand clients needs, transport concerns and discharge process.	✓	✓	✓	✓
				• Mobility manager should encourage all medical discharge staff to include transportation on their post-hospitalization discussions with patients.	✓	✓	✓	✓
				• Develop a training program to train staff at local health care providers to act as mobility managers to help persons schedule their needed transportation services to access needed medical services.	✓	✓	✓	✓
				• Integrate a "navigator" within social/healthcare services to assist residents with understanding costs/insurance coverage of available transportation services.		✓	✓	✓

<div>Table K-5</div> <div>Regional Transportation Issues</div>								
Public Awareness Issues								
Public awareness of existing transportation services including RTA, human and social service agencies including demand response services, private taxi services and ridesourcing services is said to be lacking across the region. The existing number of providers varies by service area and clientele and new technologies are complicating and challenging the delivery of current information. The degree to which currently available information regarding transportation services needs to be elevated across the region using various mediums and targeted to the ill, elderly & disabled, social & human service agencies and health care providers.								
Unmet Need (Type of Trip /Restrictions/Issues)	Rank	Affected Parties	Dynamics	Potential Strategies	Goals			
					Capacity	Cost	Quality	Accessibility
Need to establish a central point of contact to regularly disseminate information about specialized transportation services.	48	Ill, Elderly & Disabled COLT, FACTS & Van Wert Coalitions Transportation Providers	Available Technology Stakeholder Engagement	• Establish a Mobility Manager to connect clients with transportation providers using a "1-Call/1-Click" service center model.	✓		✓	✓
				• The Mobility Manager will maintain and update <a href="http://mytransportation.org">http://mytransportation.org</a> with current transportation provider information for all transportation providers in the area.	✓			✓
				• RTA, and Goodwill/Easter Seals should continue to provide defensive driver education and travel training opportunities.	✓	✓	✓	
				• The Mobility Manager will serve as a repository for available training activities for drivers including driver education, bloodborne pathogen training, CPR certification, sensitivity training, and defensive driving training.	✓		✓	✓
				• The Mobility Manager will maintain strong relationships with transportation coalitions and keep stakeholders updated with current transportation provider information in the community.	✓		✓	✓
Need to streamline communications/understanding between transport agencies, medical service providers and consumers to ensure appropriate services.	50	Ill, Elderly & Disabled COLT, FACTS & Van Wert Coalitions Transportation Providers Hospitals & Health Care Providers	Available Technology Stakeholder Engagement	• The Mobility Manager will maintain and update <a href="http://mytransportation.org">http://mytransportation.org</a> with current transportation provider information including cost, hours of availability, trip boundaries, types of vehicles available, current contact information, and website.	✓		✓	✓
				• The Mobility Manager will develop and distribute informational packets regarding the availability of services to local health care providers.	✓		✓	✓
				• The Mobility Manager will investigate advertising in the medical space, including hospital websites, online health management tools (ex. MyChart), or other health-related websites.		✓		
				• The Mobility Manager will prepare a newsletter touting accomplishments of coalition members, healthcare providers, and other community stakeholders.	✓			✓
				• Coalition members will work with local colleges/universities to maintain up-to-date, effective, and efficient marketing strategies.	✓	✓		✓
				• The Mobility Manager will work to launch a social media campaign to identify potential users and advertise services while keeping costs at minimum.	✓	✓		✓
				• Transportation Service providers need to provide automated phone-based trip scheduling/planning services.	✓	✓	✓	

<div>Table K-5</div> <div>Regional Transportation Issues</div>								
Public Awareness Issues (Continued)								
Unmet Need (Type of Trip /Restrictions/Issues)	Rank	Affected Parties	Dynamics	Potential Strategies	Goals			
					Capacity	Cost	Quality	Accessibility
Employees lacking reliable transportation face attendance and on-time performance issues and exacerbate employers labor needs with training and turnover rates escalate. Employees need reliable options for their commutes to work.	49	Employers Employees Chambers of Commerce Transportation Service Providers Local Elected Officials	Wages Commute Distance Available Technology Stakeholder Engagement	<ul style="list-style-type: none"> <li>The Mobility Manager will leverage the power of technology to connect commuters in the same geographic area with vanpool and carpool using the Gohio Platform.</li> <li>Area Chambers of Commerce and the Mobility Manager will work to develop transportation services including in-plant ride-matching services using the Gohio platform to help employees who live in close proximity connect with one another.</li> <li>The Mobility Manager will promote participation in employee carpool programs that offer powerful organization-wide benefits. Encourage employer-sponsored rideshare programs that serve as company-wide carpools for employees.</li> <li>The RPC and RTA will work to integrate the various mode-shares within the Gohio Program.</li> <li>The RPC and RTA will identify local challenges to the Gohio Program and develop applicable infographics based on incentives and capabilities of the RideAmigos platform to assist with public awareness and recruitment events.</li> </ul>	✓	✓		✓
					✓	✓	✓	✓
					✓	✓	✓	✓
							✓	✓
							✓	✓
The general public, including consumers, are not aware of available transportation services.	50	Ill, Elderly & Disabled Consumers COLT, FACTS & Van Wert Coalitions Transportation Providers Hospitals & Health Care Providers Area Stakeholders	Geography of Providers Shelf-life of Information Services Eligibility Criteria	<ul style="list-style-type: none"> <li>The Transportation Coalitions will work with the RTA, AAA<sup>3</sup> and RPC to develop a marketing campaign to: (1) educate individuals of the availability of the various transportation services available (including public transit, private not for profit providers, private taxis, ridesourcing companies), and (2) drive individuals to the "My Transportation" and "Gohio" sites. The marketing campaign should consider including: radio ads (traditional/internet), digital/mobile marketing, PSAs, billboards, print advertising, management of social media pages (including boosted posts), ads on transit buses, paratransit vehicles, benches, etc.</li> </ul>	✓	✓	✓	✓

<b>Table K-6</b> <b>Organizational Characteristics</b>								
Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public)	Service Area	What are the Eligibility Requirements to use Transportation Services (e.g. age, income)	Are Vehicles Only Available for Human Service Agency Clients (Y/N)*	Number of Annual One-Way Passenger Trips	Average Number Trip Denials per Week
Allen County Council on Aging, Inc. (ACCOA)	Yes	No	Private Non-Profit	Allen	Elderly (60+)	Yes	22,699	2
Allen County Job and Family Services (ACJFS)	Yes	ACRTA, B&W Taxi, DSC, GW, WOCAP	Public	Allen	Elderly (60+), Youth, Disability, Physical, Mental/Emotional, Income	Yes	24,611	2-3 per week
Allen County Regional Transit Authority (ACRTA)	Yes	No	Public	Allen	Fixed Route - None Demand Response - None ADA - Elderly (60+), Disabled, Physical, Mental/Emotional	No	36,459 (ADA Only)	0
Area Agency on Aging 3 (AAA3)	No	ACCOA, ACRTA, AuCOA, CMT, DSC, GW, LH, VCCOA, WOCAP	Private Non-Profit	Allen, Auglaize, Hancock, Hardin, Mercer, Putnam, Van Wert	Elderly (60+), Disability	No	12,038	0
Auglaize County Council On Aging (AuCOA)	Yes	AAA3	Private Non-Profit	Allen, Auglaize, Mercer, Shelby	Elderly (60+)	No	23,687	2
Clymer Medical Transport, Inc. (CMT)	Yes	No	Private For-Profit	Allen, Auglaize, Champaign, Darke, Hancock, Hardin, Logan, Mercer, Miami, Preble, Putnam, Shelby, Van Wert	No Requirements	No	13,702	7.25
Coleman Professional Services (CPS)	Yes	ACRTA, B&W Taxi	Private Non-Profit	Allen, Auglaize, Hardin	Mental/Emotional	Yes	N/A	0
Delphos Senior Citizens, Inc. (DSC)	Yes	No	Private Non-Profit	Delphos Area	Elderly (60+), Income	No	5,196	1.3
Foundations Behavioral Health Center (FBHC)	Yes	WOCAP	Private Non-Profit	Mercer	Mental/Emotional	Yes	N/A	N/A
Goodwill Easter Seals Miami Valley (GW)	Yes	No	Private Non-Profit	Allen, Auglaize, Hardin, Mercer, Putnam, Van Wert	No Requirements	No	5,450	12
Liberty Mobility NOW (LMN)	Yes	No	Private For-Profit	Allen, Van Wert	No Requirements	No	N/A	N/A
Lima/Allen County Paramedics (LACP)	Yes	No	Private Non-Profit	Allen	Physical	No	N/A	N/A
Lutheran Homes (LH)	Yes	No	Private Non-Profit	Allen, Auglaize, Hancock, Hardin, Mercer, Putnam, Van Wert	Elderly (60+)	Yes	N/A	N/A
Marimor Industries (MI)	Yes	B&W Taxi	Private Non-Profit	Allen	Disability	Yes	41,022	0
Mercer County Council On Aging (MCCOA)	Yes	No	Private Non-Profit	Mercer	Elderly (60+), Disability	No	6,064	0
Mercer County Board of DD (MCBDD)	No	MCBDD Service Providers	Public	Mercer	Disability	Yes	42,251	N/A
Mercer Job and Family Services (MCJFS)	No	WOCAP	Public	Mercer	Youth, Disability, Income	Yes	1,272	N/A

**Table K-6  
Organizational Characteristics  
(Continued)**

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public)	Service Area	What are the Eligibility Requirements to use Transportation Services (e.g. age, income)	Are Vehicles Only Available for Human Service Agency Clients (Y/N)*	Number of Annual One-Way Passenger Trips	Average Number Trip Denials per Week
Mercer Residential Services (MRS)	Yes	No	Private Non-Profit	Auglaize, Mercer, Van Wert	Disability, Mental/Emotional	Yes	1,572	N/A
Our Home Family Resource Center (OHFRC)	No	WOCAP	Private Non-Profit	Mercer	Income	Yes	120	N/A
Thomas Edison Center (TEC)	Yes	No	Private Non-Profit	Van Wert	Age, Disability	Yes	N/A	N/A
Van Wert County Council on Aging (VCCOA)	Yes	No	Private Non-Profit	Van Wert	No Requirements	No	5,623	0
Van Wert County Hospital (VCH)	No	Liberty Mobility, Van Wert Taxi	Private Non-Profit	Allen, Mercer, Putnam, Van Wert	No Requirements	No	N/A	N/A
Van Wert Job and Family Services (VCJFS)	Yes	No	Public	Van Wert	Income	Yes	626	N/A
West Ohio Community Action Partnership (WOCAP)	Yes	No	Private Non-Profit	Allen, Auglaize, Mercer	Age, Disability, Income	No	13,873	10
Westwood Behavioral Health Center (WBHC)	Yes	No	Private Non-Profit	Van Wert	Mental/Emotional	Yes	500	1

<b>Table K-7</b> <b>Transportation Service Characteristics</b>						
<b>Agency Name</b>	<b>Mode of Service</b>	<b>Days &amp; Hours of Operation</b>	<b>Provides Medicaid-Eligible Trips (Y/N)</b>	<b>Level of Passenger Assistance Provided</b>	<b>Training Courses Required for Drivers</b>	<b>Driver Training Instructors and/or Resources</b>
Allen County Council on Aging, Inc. (ACCOA)	Demand Response	M-F (7am-5pm)	Yes	Door thru Door	DRIVE, Adult CPR, First Aid, Bloodborne Pathogens, Defensive Driving, Passenger Assistance Training, Safety, Sensitivity	LACP, Red Cross, Michael Bosch, Debbie Schmidt
Allen County Job and Family Services (ACJFS)	Demand Response	M-F (8am-4:30pm)	Yes	Curb to Curb	Defensive Driving	None
Allen County Regional Transit Authority (ACRTA)	Demand Response Fixed Route ADA Complementary	M-F, SAT (5:45am-10:15pm)	Yes	Door to Door	MUI, ADA, Adult & Child CPR, Bloodborne Pathogens, Defensive Driving, Passenger Assistance Training, First Aid, Safety, Sensitivity	Red Cross, ACRTA
Area Agency on Aging 3 (AAA3)	Demand Response	M-F (8am-4:30pm)	Yes	Door thru Door	N/A	N/A
Auglaize County Council On Aging (AuCOA)	Demand Response	M-F (8:30am-4:30pm)	No	Door thru Door	DRIVE, Adult & Child CPR, First Aid, Bloodborne Pathogens, Defensive Driving, Passenger Assistance Training, Safety, Sensitivity	Licensed Instructors, Online Training
Clymer Medical Transport, Inc. (CMT)	Demand Response	M-F, SAT (4am-9:30pm)	Yes	Door thru Door	DRIVE, Defensive Driving, Adult and Child CPR, First Aid, HIPAA, SUR-LOK, Bloodborne Pathogens, Lift Operation, Passenger Assistance Training, Safety, Sensitivity	Greg Shrader (DRIVE Trainer) Sarah Beery (CPR/First Aid Instructor) Josh Beery (CPR/First Aid Instructor) National Safety Council (Defensive Driving Online)
Coleman Professional Services (CPS)	Demand Response	M-F (8am-5pm)	Yes	Door thru Door	None	None
Delphos Senior Citizens, Inc. (DSC)	Demand Response	M-F (8am-5pm)	N/A	Door thru Door	DRIVE, First Aid, Adult CPR, Passenger Assistance Training, Defensive Driving	Delphos Fire Department, Community Health Professionals, Clymer Medical Transport, ACRTA, ACCOA, PCCOA, Ohio Department of Aging (online)
Foundations Behavioral Health Center (FBHC)	Demand Response	M-F (8am-5pm)	No	Curb to Curb	Adult CPR, Bloodborne Pathogens, Defensive Driving, Passenger Assistance Training, First Aid, Safety, Sensitivity	N/A
Goodwill Easter Seals Miami Valley (GW)	Demand Response	M-F, SAT (4:45am-11:30pm)	Yes	Door to Door	DRIVE, Adult & Child CPR, First Aid, Bloodborne Pathogens, Defensive Driving, Passenger Assistance Training, Safety, Sensitivity	Relias Training Module: DODD Training and Dementia/Alzheimer's Training
Liberty Mobility NOW (LMN)	Demand Response	24/7	No	Door to Door	Passenger Assistance Training, Sensitivity	N/A
Lima/Allen County Paramedics (LACP)	Demand Response	M-F, SAT (24hrs)	N/A	Door thru Door	Paramedic and EMT Training	N/A
Lutheran Homes (LH)	Demand Response	M-F (8am-4pm)	N/A	Curb to Curb	Adult CPR, First Aid, Defensive Driving	N/A
Marimor Industries (MI)	Demand Response, Subscription	24/7	No	Curb to Curb	Adult & Child CPR, First Aid, Defensive Driving	Transportation Coordinator and Michelle Caserta, Mobility Manager-Sidney

**Table K-8**  
**Transportation-Related Expenses and Revenues**

Agency Name	Fare	Donations Accepted (Y/N)	Number of Full-Time & Part-Time Drivers	Number of Schedulers/ Dispatchers	Revenue Sources (most recent Fiscal Year)	Total Annual Transportation Expenses
Allen County Council on Aging, Inc. (ACCOA)	No Fee	Yes	5 Full-Time / 7 Part-Time	2	Senior Service Levy; PASSPORT, Title III	\$425,030
Allen County Job and Family Services (ACJFS)	No Fee	No	1 Part-Time	0	Title XX, PRC, TANF, FSET, WIOA	\$272,373
Allen County Regional Transit Authority (ACRTA)	Yes	Yes	20 Full-Time / 5 Part-Time	2	FTA, ODOT, fares, fuel sales, lease, lottery, vending, city assistance	\$2,917,677
Area Agency on Aging 3 (AAA3)	No Fee	Yes	N/A	1	5310, Older Americans Act, United Way, St. Rita's Medical Center, American Cancer Society in-kind, Coleman Professional Services	\$400,289
Auglaize County Council On Aging (AuCOA)	No Fee	Yes	5 Full-Time / 3 Part-Time	2	Levy Money	\$66,187
Clymer Medical Transport, Inc. (CMT)	Yes	No	8 Full-Time / 14 Part-Time	1	Area Agency on Aging 3 (Passport and Find-A-Ride), Catholic Social Services (Passport), Fares	\$311,438
Coleman Professional Services (CPS)	No Fee	No	10 Full-Time	N/A	Medicaid, Mental Health and Recovery Services Board	\$30,000
Delphos Senior Citizens, Inc. (DSC)	No Fee	Yes	1 Full-Time / 4 Part-Time	2	Title XX, Passport, Find-A-Ride, Contracts, Client Donations, United Ways, ODOT Capitalized Maintenance Program, Organization Donations and Levy	\$78,741
Foundations Behavioral Health Center (FBHC)	No Fee	No	1 Full-Time / 1 Part-Time	N/A	N/A	\$105,750
Goodwill Easter Seals Miami Valley (GW)	Yes	No	1 Full-Time / 4 Part-Time	1	Medicaid Waiver (DD), Private Pay, Assisted Rides, PASSPORT, OOD, Home Choice, DJFS	\$167,585
Liberty Mobility NOW (LMN)	Yes	No	N/A	N/A	N/A	N/A
Lima/Allen County Paramedics (LACP)	Yes	No	30 Full-Time / 8 Part-Time	N/A	N/A	N/A
Lutheran Homes (LH)	No Fee	No	1 Full-Time / 1 Part-Time	N/A	N/A	N/A
Marimor Industries (MI)	Yes	No	19 Part-Time	2	5310, Medicaid, Opportunities for Ohioans with Disabilities	N/A
Mercer County Council On Aging (MCCOA)	No Fee	Yes	6 Part-Time	N/A	Passport, Donations, Levies	\$240,485
Mercer County Board of DD (MCBDD)	N/A	N/A	N/A	N/A	N/A	N/A
Mercer Job and Family Services (MCJFS)	N/A	N/A	N/A	N/A	N/A	N/A
Mercer Residential Services (MRS)	Yes	No	10 Full-Time / 1 Part-Time	N/A	Medicaid, Donations	\$416,527
Our Home Family Resource Center (OHFRC)	N/A	N/A	N/A	N/A	N/A	N/A
Thomas Edison Center (TEC)	No Fee	No	9 Part-Time	N/A	N/A	\$84,000
Van Wert County Council on Aging (VCCOA)	No Fee	Yes	5 Part-Time	1	Levies, United Way, Donations	\$77,568
Van Wert County Hospital (VCH)	N/A	N/A	N/A	N/A	N/A	N/A
Van Wert Job and Family Services (VCJFS)	No Fee	No	1 Part-Time	N/A	N/A	\$42,662
West Ohio Community Action Partnership (WOCAP)	Yes	No	16 Full-Time / 11 Part-Time	1	Medicaid, TANF, Find-A-Ride, Wapak Economic Development, CCMEP, Healthier Buckeye, Fatherhood, Local, United Way, DD, Mental Health	\$845,832
Westwood Behavioral Health Center (WBHC)	No Fee	No	1 Full-Time / 4 Part-Time	N/A	Project Women Grant	\$153,369

Table K-9 Transportation Options					
Agency Name	Transportation Option	Availability	Cost	Usage	Service Area
Allen County Council on Aging, Inc. (ACCOA)	Wheelchair-accessible vehicles	M-F (7am-5pm)	No Fee	Residents age 60 or older living independently	Allen
Allen County Job and Family Services (ACJFS)	JFS County Car	Part-Time (based on schedule)	N/A		Allen
Area Agency on Aging 3 (AAA3)	Taxi	N/A	Depends on taxi company	Significant, Allen, Hancock, and Hardin contract with JFS to provide NEMT transportation	Allen, Hancock, Hardin, Van Wert
	Volunteer transportation through American Cancer Society	Anytime a volunteer is available	No Fee	426 trips in CY 2016	Allen, Auglaize, Hancock, Hardin, Mercer, Putnam, Van Wert
	Liberty Transportation	Anytime a driver is available	\$1 / mile	just started February 2017- 70 trips in first six weeks	Van Wert
	Mennonite Home Health	Monday thru Friday from 8:00 a.m. to 4:30 p.m. unless approved before hand	\$15 to \$18 / hour	unsure	Bluffton
	Ride Share	Coming soon	Varies	not started yet	Allen, Auglaize, Hancock, Hardin, Mercer, Putnam, Van Wert
Clymer Medical Transport, Inc. (CMT)	Unknown	Monday thru Friday from 4:00 a.m. to 7:00 p.m., Saturday and Sunday for dialysis only, outside of these hours by volunteer only	Varies	13,702 one-way trips	Allen, Auglaize, Champaign, Darke, Hancock, Hardin, Logan, Mercer, Miami, Preble, Putnam, Shelby, Van Wert
Coleman Professional Services (CPS)	Black and White Cab	24/7	\$7.00 (Average Fee)	Every other Day	Allen
	RTA	7:30 a.m. to 7:00 p.m.	\$1.00 (Average Fee)	Daily	Allen
Van Wert County Council on Aging (VCCOA)	Over 60	8:00-17, M-F, or by appointment	Donation	Seniors	Van Wert & surrounding
	Under 60	8:00-17, M-F, or by appointment	Donation	Under 60	Van Wert & surrounding
West Ohio Community Action Partnership (WOCAP)	Employment	24/7	\$2.60	30.17%	Allen, Auglaize, Mercer
	Medical	24/7	\$2.60	69.83%	Allen, Auglaize, Mercer

**Table K-10  
Transportation Resources**

<b>Agency Name</b>	<b>Transportation Resource</b>	<b>Availability</b>	<b>Cost</b>	<b>Usage</b>	<b>Service Area</b>
Allen County Council on Aging, Inc.	Senior Levy Dollars	100%	N/A	N/A	N/A
	PASSPORT Program	N/A	N/A	N/A	N/A
Allen County Department of Job and Family Services	For JFS use only	N/A	N/A	N/A	N/A
Allen County Regional Transit Authority	FTA Grants, State Grants, CMAQ	Yearly		Yearly	Allen
Area Agency on Aging 3	Transportation Call Center	Monday thru Friday from 8:00 a.m. to 4:30 p.m.	Free to users	400-600 new callers every year	Allen, Auglaize, Hancock, Hardin, Mercer, Putnam, Van Wert
	www.mytransportation.org	Anytime	Free to users	Approximately 200 hits a month	Allen, Auglaize, Hancock, Hardin, Mercer, Putnam, Van Wert
	Beyond Driving with Dignity - for older adults making decisions about driving retirement	Scheduled in advance	Donation based	2-5 assessments completed per year	Allen, Auglaize, Hancock, Hardin, Mercer, Putnam, Van Wert
	AARP Smart Driver classes	Scheduled in advance	\$15 to AARP Members/\$20 to non-members	Approximately 5 classes per year	Allen, Auglaize, Hancock, Hardin, Mercer, Putnam, Van Wert
	CarFit	Scheduled in advance	Free to users	1 event, starting in 2017 in Mercer County	N/A
Auglaize County Council On Aging	only agency in this area that provides transportation	N/A	N/A	N/A	N/A
Clymer Medical Transport, Inc.	Unknown	Monday thru Friday from 4:00 a.m. to 7:00 p.m., Saturday and Sunday for dialysis only, outside of these hours by volunteer only	Base rate and mileage charge varies per contract	13,702 one-way trips	Allen, Auglaize, Champaign, Darke, Hancock, Hardin, Logan, Mercer, Miami, Preble, Putnam, Shelby, Van Wert
Coleman Professional Services	Black and White Cab	Daily		As needed	Allen
	ACRTA	Daily		As needed	Allen
Delphos Senior Citizens, Inc.	N/A	N/A	N/A	N/A	N/A
Goodwill Easter Seals Miami Valley	N/A	N/A	N/A	N/A	N/A
Marimor Industries	N/A	N/A	N/A	N/A	N/A
West Ohio Community Action Partnership	N/A	N/A	N/A	N/A	N/A

**Table K-11  
Technology**

Agency Name	Scheduling Software	Do you have an App for Transportation (Y/N)?	Name of Dispatching Software	AVL System/ GPS (Y/N)
Allen County Council on Aging, Inc. (ACCOA)	ServTracker	Yes	N/A	N/A
Allen County Job and Family Services (ACJFS)	No Software	No	No Software	No
Allen County Regional Transit Authority (ACRTA)	Ecolane	No	Ecolane	Yes - DR only
Area Agency on Aging 3 (AAA3)	Assisted Rides	No	N/A	No
Auglaize County Council On Aging (AuCOA)	No Software	No	No Software	No
Clymer Medical Transport, Inc. (CMT)	No Software	No	No Software	Yes
Coleman Professional Services (CPS)	No Software	No	No Software	No
Delphos Senior Citizens, Inc. (DSC)	No Software	No	No Software	No
Foundations Behavioral Health Center (FBHC)	No Software	No	No Software	No
Goodwill Easter Seals Miami Valley (GW)	No Software	No	No Software	No
Liberty Mobility NOW (LMN)	Liberty Mobiltiy App	Yes	No Software	No
Lima/Allen County Paramedics (LACP)	Zoll	No	N/A	No
Lutheran Homes (LH)	No Software	No	No Software	No
Marimor Industries (MI)	Assisted Rides	No	No Software	No
Mercer County Council On Aging (MCCOA)	Access	No	No Software	No
Mercer County Board of DD (MCBDD)	No Software	No	No Software	No
Mercer Job and Family Services (MCJFS)	No Software	No	No Software	No
Mercer Residential Services (MRS)	Advisor	No	No Software	No
Our Home Family Resource Center (OHFRC)	No Software	No	No Software	No
Thomas Edison Center (TEC)	No Software	No	No Software	No
Van Wert County Council on Aging (VCCOA)	No Software	No	No Software	No
Van Wert County Hospital (VCH)	No Software	No	No Software	No
Van Wert Job and Family Services (VCJFS)	No Software	No	No Software	No
West Ohio Community Action Partnership (WOCAP)	Assisted Rides	No	Assisted Rides	No
Westwood Behavioral Health Center (WBHC)	Exact	No	No Software	No

Table K-12 Vehicle Utilization												
Veh #	Make	Model	Year	Vin #	Odometer	Capacity	WC Capacity	Service Days	Service Hours	Vehicle Condition	Program	Service Area
Allen County Council on Aging												
37681	Ford	Pacer II	2017	1FDEE3FS3HDC37681	1,213	8	2	Mon - Fri	7am - 5pm	Excellent	5310	Allen
49164	Ford	Pacer II	2016	1FDEE3FS1GDC49164	18,457	8	2	Mon - Fri	7am - 5pm	Excellent	5310	
32891	Ford	Pacer II	2015	1FDEE3FL0FDA32891	33,160	8	2	Mon - Fri	7am - 5pm	Excellent	5310	
102302	MV-1	MV-1	2014	57WMD2A69EM102302	7,480	4	1	Mon - Fri	7am - 5pm	Excellent	5310	
75816	Ford	3DC	2014	1FDEE3FL5EDA75816	31,109	8	2	Mon - Fri	7am - 5pm	Excellent	5310	
12634	Ford	3DC	2013	1FDEE3FL1DDB12634	50,958	8	2	Mon - Fri	7am - 5pm	Very Good	5310	
67538	Ford	Pacer II	2012	1FTDS3EL8CDA67538	75,420	8	2	Mon - Fri	7am - 5pm	Very Good	5310	
22855	Ford	35D	2011	1FTDS3EL6BDA22855	74,044	9	1	Mon - Fri	7am - 5pm	Very Good	5310	
10994	Ford	3SD	2010	1FTDS3EL6ADA10994	97,403	9	1	Mon - Fri	7am - 5pm	Very Good	5310	
25590	Ford	E350	2009	1FTDS34L69DA25590	103,453	9	1	Mon - Fri	7am - 5pm	Good	5310	
190438	Chevy	Uplander	2007	1GBDV13W17D190438	83,762	5	1	Mon - Fri	7am - 5pm	Good	5310	
21022	Ford	35D	2006	21022	157,240	8	2	Mon - Fri	7am - 5pm	Good	5310	
Auglaize County Council on Aging												
Auggie	Ford	E350	2010	1FDEE3FL8ADA105619	203,120	8	2	Mon - Fri	8:30 - 4:30	1	5310	Auglaize Mercer Shelby Allen
Brutus	Ford	E350	2011	1FDEE3FL2BDA29906	181,484	8	2	Mon - Fri	8:30 - 4:31	2	5310	
Irish	Ford	E350	2013	1FDEE3FS9DDB21721	95,512	10	2	Mon - Fri	8:30 - 4:32	5	5310	
Rocky	Ford	E350	2014	1FDEE3FS9EDB17685	86,283	10	2	Mon - Fri	8:30 - 4:33	5	5310	
Willie	Dodge	Grand Caravan	2015	2C7WDGGBGFR614262	33,890	3	1	Mon - Fri	8:30 - 4:34	5	5310	
Challenger	Ford	E350	2017	1FDEE3FS1HDC02332	51,078	3	1	Mon - Fri	8:30 - 4:35	5	5310	
Clymer Medical Transport												
100	Nissan	Altima	2015	1N4L3AP0FC499095	N/A	4	0	Mon - Sat	4am - 7pm	Excellent	N/A	Allen Auglaize Shelby Mercer Van Wert Putnam Hancock Hardin Logan Champaign Miami Darke Preble
101	Dodge	Caravan	2011	2D4RN4DG4BR765439		4 plus WC	1	Mon - Sat	4am - 7pm	Fair		
102	Toyota	Sienna	2014	5TDKK3DC4ES427274		2 plus WC	1	Mon - Sat	4am - 7pm	Excellent		
103	Honda	Accord	2004	1HGCM56347A103952		4	0	Mon - Sat	4am - 7pm	Good		
104	Toyota	Camry	2013	4T1BF1FK8DU252143		4	0	Mon - Sat	4am - 7pm	Excellent		
105	Dodge	Caravan	2011	2D4RN4DGCBR765364		2 plus WC	1	Mon - Sat	4am - 7pm	Fair		
107	Chrysler	Towne and Country	2010	2A4RR5D14AR422819		2 plus WC	1	Mon - Sat	4am - 7pm	Good		
108	Toyota	Sienna	2014	5TDYK3DC2ES444715		2 plus WC	1	Mon - Sat	4am - 7pm	Excellent		
111	Honda	Accord	2009	1HGCP26369A055969		4	0	Mon - Sat	4am - 7pm	Good		
112	Honda	Accord	2015	1HGCR2F74FA267584		4	0	Mon - Sat	4am - 7pm	Excellent		
113	Honda	Accord	2007	1HGCM56417A002791		4	0	Mon - Sat	4am - 7pm	Good		
114	Toyota	Sienna	2013	5TDKK3DC1DS292785		2 plus WC	1	Mon - Sat	4am - 7pm	Excellent		
115	Toyota	Camry	2014	4T4BF1FKXER440721		4	0	Mon - Sat	4am - 7pm	Excellent		
116	Toyota	Sienna	2012	5TDYK3DC4CS229589		2 plus WC	1	Mon - Sat	4am - 7pm	Excellent		
117	Toyota	Sienna	2013	5TDYK3DCXDS378221		2 plus WC	1	Mon - Sat	4am - 7pm	Excellent		
118	Dodge	Caravan	2010	2D4RN4DE7AR263571		2 plus WC	1	Mon - Sat	4am - 7pm	Fair		
119	Toyota	Sienna	2013	5TDKK3DC5DS304260		2 plus WC	1	Mon - Sat	4am - 7pm	Excellent		
120	Toyota	Sienna	2014	5TDYK3DC2ES452040		2 plus WC	1	Mon - Sat	4am - 7pm	Excellent		
121	Toyota	Sienna	2013	5TDKK3DC4DS405094		2 plus WC	1	Mon - Sat	4am - 7pm	Excellent		
122	Toyota	Sienna	2015	5TDZK3DC3FS682224		2 plus WC	1	Mon - Sat	4am - 7pm	Excellent		

Table K-12 Vehicle Utilization (Continued)												
Veh #	Make	Model	Year	Vin #	Odometer	Capacity	WC Capacity	Service Days	Service Hours	Vehicle Condition	Program	Service Area
Coleman Professional Services												
1	Toyota	Corolla	2014	2T1BURHE9EC166225	N/A	3	N/A	As needed	As needed	Good	Case Management/Recovery Coach	Allen Auglaize Hardin
2	Toyota	Corolla	2014	2T1BURHE9EC170551		3		As needed	As needed	Good		
3	Toyota	Corolla	2014	5YFBURHE0EP118581		3		As needed	As needed	Good		
4	Toyota	Corolla	2014	2T1BURHEXEC158294		3		As needed	As needed	Good		
5	Toyota	Corolla	2014	2T1BURHE1EC118024		3		As needed	As needed	Good		
6	Toyota	SIENNA	2014	5TDKK3DC2ES439648		3		As needed	As needed	Good		
7	Toyota	Corolla	2014	2T1BURHE0EC151841		3		As needed	As needed	Good		
8	Toyota	Corolla	2014	5YFBURHE1EP123935		3		As needed	As needed	Good		
9	GMC	Savana	2013	1GTW7FCA2D1126146		5		As needed	As needed	Good		
10	Toyota	Corolla	2005	1NXBR32E252364036		3		As needed	As needed	Good		
11	Toyota	Corolla	2015	2T1BURHE4FC474470		3		As needed	As needed	Good		
12	Toyota	Corolla	2015	2T1BURHE1FC439109		3		As needed	As needed	Good		
13	Toyota	Corolla	2015	2T1BURHE3FC479272		3		As needed	As needed	Good		
14	Toyota	Corolla	2015	2T1BURHE4FC467955		3		As needed	As needed	Good		
15	Toyota	Corolla	2015	2T1BURHE6FC449666		3		As needed	As needed	Good		
16	Toyota	Corolla	2015	2T1BURHEXFC471024		3		As needed	As needed	Good		
17	Toyota	Corolla	2015	2T1BURHE6FC443530		3		As needed	As needed	Good		
Delphos Senior Center												
2011	Ford	3SD	2011	1FTDS3ELO8DA91444	85,650	10	2	5	8am - 5pm	Fair	N/A	Delphos Area
2015	MV1	MV1	2015	57WMD2C63FM100043	14,132	4	1	5	8am - 5pm	Excellent		
2016	Dodge	CAR	2016	2C7WDGBG2GR202858	15,967	5	1	5	8am - 5pm	Excellent		
2009	Ford	Van	2009	1FTDS34L99DA25583	77,302	10	2	5	8am - 5pm	Fair		
Foundations Behavioral Health Center												
1	Chevy	Impala	2015	2G11X55L959134159	20,746	6	No	Mon - Fri	8am - 5pm	Good	N/A	Mercer
2	Chevy	Impala	2008	2G1WTK8K581326762	79,898	6	No	Mon - Fri	8am - 5pm	Fair		
3	Chevy	Impala	2010	WG1WA5EK7A1238199	94,772	6	No	Mon - Fri	8am - 5pm	Fair		
4	Chevy	Impala	2008	WG1WB58K989225812	109,140	6	No	Mon - Fri	8am - 5pm	Fair		
5	Chevy	Cobalt	2007	1G1AK55F077402216	125,343	5	No	Mon - Fri	8am - 5pm	Poor		
6	Chevy	Cruze	2015	1G1PA5SN0F7101432	25,954	5	No	Mon - Fri	8am - 5pm	Good		
7	Chevy	Cruze	2011	1G1PC5SH387139586	82,721	5	No	Mon - Fri	8am - 5pm	Good		
8	Chevy	Express Van	2014	1G1AZGIFG2F1112158	73,801	11	No	Mon - Fri	8am - 5pm	Good		
Goodwill - Easter Seals												
1	Dodge	Caravan	2012	2C4RDGBG8CR265239	N/A	3	1	6	5am - 11pm	Good	N/A	Allen Auglaize Hardin Mercer Putnam Van Wert
2	Dodge	Caravan	2012	2C4RDGBG4CR265237		3	1	6	5am - 11pm	Good		
3	Toyota	Corolla	2008	1NXBR30E58Z970518		3	0	6	5am - 11pm	Good		
4	Ford	E350	2006	1FDWE35L76DA25085		12	1	6	5am - 11pm	Good		
5	Ford	E250	2014	1FTNS2EW2EDA59527		7	1	6	5am - 11pm	Good		

**Table K-12  
Vehicle Utilization  
(Continued)**

Veh #	Make	Model	Year	Vin #	Odometer	Capacity	WC Capacity	Service Days	Service Hours	Vehicle Condition	Program	Service Area
Marimor												
3	GMC	Savannah Passenger	2009	1GJGG25K991150754	N/A	12	N/A	24/7	24/7	Good		Allen
4	GMC	Savannah Passenger	2009	1GJGG25K391151866		12		24/7	24/7	Good		
6	Dodge	Modified/WC	2000	2B6LB31Z7YK179058				24/7	24/7	Fair		
8	Ford	Modified/WC	2009	1FTDS34L79DA25579				24/7	24/7	Good	5310	
9	Ford	Modified/WC	2014	1FTNS2EW2EDA18430				24/7	24/7	Good	5310	
10	Ford	Passenger	2010	1FBNE3BL7ADA92626		12		24/7	24/7	Good		
11	Ford	Modified/WC	2011	1FTDS3EL1BDA22861				24/7	24/7	Good	5310	
12	Ford	Modified/WC	2011	1FTDS3ELGBDA91447				24/7	24/7	Good		
14	Ford	Modified/WC	2011	1FTDSEL4BDA91446				24/7	24/7	Good		
15	GMC	Savannah Passenger	2012	1GJW7RFA7C1185455		12		24/7	24/7	Good		
16	GMC	Savannah Passenger	2012	1GJW7RFA3C1186747		12		24/7	24/7	Good		
17	Ford	Modified/WC	2012	1FTDS3EL1CDA67543				24/7	24/7	Good	5310	
18	GMC	Savannah Passenger	2013	1GJW7RFA9D1191890		12		24/7	24/7	Good		
19	GMC	Savannah Passenger	2013	1GJW7RFAXD1191185		12		24/7	24/7	Good		
20	Ford	Modified/WC	2013	1FTDS3ELXDDB02033				24/7	24/7	Good	5310	
21	GMC	Savannah Passenger	2014	1GJW7RFGXE1172786		12		24/7	24/7	Good		
22	GMC	Savannah Passenger	2014	1GJW7RFG8E1173452		12		24/7	24/7	Good		
23	Ford	Modified/WC	2014	1FTDS3EL7EDA90344				24/7	24/7	Good	5310	
24	Ford	Turtle	1999	1FDXE4051XHA25084		12		Mon - Fri	7am-5pm	Good		
25	Thomas	Frontliner	2000	4UZAAXBV02CJ71895				Mon - Fri	7am-5pm	Good		
Regional Transportation Authority												
V2007	Ford	E450	2007	1FDXE45PX7DA27041	151,745	12	2	Mon - Sat	5am - 10pm	Fair	Demand Response	Allen
2050	Tesco	Ford	2012	1FD4E4F53CDA32512	85,694	16	4	Mon - Sat	5am - 10pm	Fair	Demand Response	
2051	Tesco	Ford	2012	1FD4E4F55CDA32513	100,366	16	4	Mon - Sat	5am - 10pm	Fair	Demand Response	
2052	Tesco	Ford	2012	1FD4E4F57CDA32514	88,858	16	4	Mon - Sat	5am - 10pm	Fair	Demand Response	
2053	Tesco	Ford	2012	1FD4E4F52CDB21925	61,133	18	4	Mon - Sat	5am - 10pm	Fair	Demand Response	
2054	Tesco	Ford	2012	1FD4E4F51CDB21933	64,607	18	4	Mon - Sat	5am - 10pm	Fair	Demand Response	
2061	Tesco	Chevrolet	2011	1GB6G5CG9B1111658	59,858	11	3	Mon - Sat	5am - 10pm	Poor	Demand Response	
2062	Tesco	Chevrolet	2015	1GB6G5CL1C1180536	48,737	19	3	Mon - Sat	5am - 10pm	Poor	Demand Response	
2063	American Bus	Ford 450	2016	1FD4E4FSXGDC53420	10,555	18	3	Mon - Sat	5am - 10pm	Good	Demand Response	
2064	American Bus	Ford 450	2016	1FD4E4F51GDC57808	12,243	18	3	Mon - Sat	5am - 10pm	Good	Demand Response	
2065	American Bus	Ford 450	2016	1FD4E4F53GDC53419	9,850	18	3	Mon - Sat	5am - 10pm	Good	Demand Response	
2066	American Bus	Ford 450	2016	1FD4E4F51GDC53421	6,741	18	3	Mon - Sat	5am - 10pm	Good	Demand Response	
2067	American Bus	Ford 450	2016	1FD4E4F58GDC57806	12,944	18	3	Mon - Sat	5am - 10pm	Good	Demand Response	
2068	American Bus	Ford 450	2016	1FD4E4FSXGDC57807	13,882	18	3	Mon - Sat	5am - 10pm	Good	Demand Response	
2002	Tesco	MV1	2016	57WMD2C68GM100427	116	3	1	Mon - Sat	5am - 10pm	Excellent	Demand Response	
2003	Tesco	MV1	2016	57WMD2C68GM100430	121	4	1	Mon - Sat	5am - 10pm	Excellent	Demand Response	
2004	Tesco	MV1	2016	57WMD2C6XGM100588	115	4	1	Mon - Sat	5am - 10pm	Excellent	Demand Response	
21T	Ford	F250	2011	1FTBF2B60CEA13486	9,760	2	0	N/A	N/A	Good		

<div> <div>Table K-12</div> <div>Vehicle Utilization</div> <div>(Continued)</div> </div>												
Veh #	Make	Model	Year	Vin #	Odometer	Capacity	WC Capacity	Service Days	Service Hours	Vehicle Condition	Program	Service Area
Regional Transportation Authority (Continued)												
13E	Ford	Explore	2013	1FM5K8B87DGB71161	19,082	8	0	N/A	N/A	Good		
Trolley	Chance	Trolley	1991	1C9CS2DS5MW077587	184,872	20	0	N/A	N/A	Good		
2001	MV1	MV1	2016	57WMD2C6XGM100090	114	3	1	Mon - Sat	5am - 10pm	Excellent	Demand Response	
1040	Gillig	Bus 35'	2004	15GGB291641072555	227,670	32	2	Mon - Sat	5am - 10pm	Fair	Fixed Route	
1041	Blue Bird	Bus 29'	2007	1N90349567A140006	214,243	24	2	Mon - Sat	5am - 10pm	Poor	Fixed Route	
1044	Gillig	Bus 30'	2009	15GGE271291091430	303,594	23	2	Mon - Sat	5am - 10pm	Fair	Fixed Route	
1045	Gillig	Bus 35'	2009	15GGB271491176678	278,724	33	4	Mon - Sat	5am - 10pm	Fair	Fixed Route	
1046	Gillig	Bus 35'	2009	15GGB271491176679	258,698	33	4	Mon - Sat	5am - 10pm	Fair	Fixed Route	
1055	Gillig	Bus 35'	2013	15GGB2711D1182478	151,997	30	2	Mon - Sat	5am - 10pm	Good	Fixed Route	Allen
1056	Gillig	Bus 35'	2013	15GCB2713D1182479	139,590	30	2	Mon - Sat	5am - 10pm	Good	Fixed Route	
2057	Eldorado	Bus 35'	2013	SWEASSKN1EH487119	33,781	30	3	Mon - Sat	5am - 10pm	Good	Fixed Route	
2058	Eldorado	Bus 35'	2013	SWEASSKNXE487118	31,004	30	3	Mon - Sat	5am - 10pm	Good	Fixed Route	
1059	Gillig	Bus 35'	2014	15GGB2717E1182079	77,836	33	4	Mon - Sat	5am - 10pm	Good	Fixed Route	
1060	Gillig	Bus 30'	2014	15GGE2710E1092750	78,880	25	2	Mon - Sat	5am - 10pm	Good	Fixed Route	
1070	Gillig	Bus 30'	2016	15GGE2718G1093082	13,025	23	2	Mon - Sat	5am - 10pm	Excellent	Fixed Route	
1071	Gillig	Bus 35'	2016	15GGB2719H1186204	2,543	31	4	Mon - Sat	5am - 10pm	Excellent	Fixed Route	
WOCAP												
2	Chevy	Mid Bus	1997	1GBHG31R2V1063863	N/A	23	N/A	Mon - Fri	7:30 - 4:30	Fair	Head Start	
3	Chevy	Mid Bus	1997	1GBHG31R5V1049276		23	N/A	Mon - Fri	7:30 - 4:30	Fair	Head Start	
4	Chevy	Mid Bus	1997	1GBHG31RXV1063352		23	N/A	Mon - Fri	7:30 - 4:30	Fair	Head Start	
8	Chevy	Microbird	2015	1GB3G3BG2F1226889		25	N/A	Mon - Fri	7:30 - 4:30	Excellent	Head Start	
10	Navistar	Mid Bus	1997	1HVBEABK4TH374044		36	N/A	Mon - Fri	7:30 - 4:30	Good	Head Start	
12	GMC	Blue Bird	1999	1GDG7T1D9XJ519593		36	N/A	Mon - Fri	7:30 - 4:30	Good	Head Start	
13	International	Mid Bus	2000	1HVBEABM4YH303774		36	N/A	Mon - Fri	7:30 - 4:30	Good	Head Start	
14	Chevy	Mid Bus	2001	1GBJG31R711194671		29	N/A	Mon - Fri	7:30 - 4:30	Good	Head Start	Allen
15	Chevy	Mid Bus	2001	1GBJG31R211195100		29	N/A	Mon - Fri	7:30 - 4:30	Good	Head Start	
16	Chevy	Mid Bus	2001	1GBJG31R211195159		29	N/A	Mon - Fri	7:30 - 4:30	Good	Head Start	
26	Ford	F250 4X4	2012	1FT722B60CEA64363		3	N/A	N/A	N/A	Excellent	Maintenance	
27	Chrysler	Mini Van	2003	1C4GJ25B83B198157		7	N/A	Mon - Fri	7:30 - 4:30	Fair	Head Start	
28	Dodge	Grand Caravan	2011	2D4RN4DG0BR617563		7	N/A	Mon - Fri	7:30 - 4:30	Excellent	Head Start	
29	Dodge	Mini Van	1999	2B4GP25GXXR181035		7	N/A	Mon - Fri	7:30 - 4:30	Fair	Head Start	
30	GMC	Sienna 25	2012	1GTW7FCAXC1103728		1	N/A	Mon - Fri	7:30 - 4:30	Excellent	Head Start	
1	Dodge	Grand Caravan	2011	2D4RN3DG3BR701404		7	N/A	Mon -Sun	24/7	Fair	COLT	Allen
3	Dodge	Grand Caravan	2010	2D4RN5D11AR444331		7	N/A	Mon -Sun	24/7	Excellent	COLT	Auglaize
4	Chrysler	Town & Country	2006	2A4GP54L86R808083		7	N/A	-----	-----	Not Running	COLT	Mercer
5	Chrysler	Town & Country	2006	2A4GP54L76R822914		7	N/A	-----	-----	Not Running	COLT	

Table K-12 Vehicle Utilization (Continued)												
Veh #	Make	Model	Year	Vin #	Odometer	Capacity	WC Capacity	Service Days	Service Hours	Vehicle Condition	Program	Service Area
WOCAP (Continued)												
6	Chrysler	Town & Country	2007	2A4GP54L67R294476	N/A	7	N/A	Mon -Sun	24/7	Fair	COLT	Allen Auglaize Mercer
10	Dodge	Braun Enter Van	2012	2C4RDGBG9CR180723		4	1	Mon -Sun	24/7	Excellent	COLT	
11	Dodge	Braun Enter Van	2014	2C72DGBG6ER319744		4	1	Mon -Sun	24/7	Excellent	COLT	
12	Dodge	Braun Enter Van	2012	2C4RDGBG4CR265240		4	1	Mon -Sun	24/7	Excellent	COLT	
13	Chrysler	Town & Country	2003	2C8GP44313R321494		7	N/A	Mon -Sun	24/7	Good	COLT	
14	Dodge	Caravan	2005	1D4GP24R15B143097		7	N/A	Mon -Sun	24/7	Good	COLT	
15	Chrysler	Town & Country	2013	2C4RC1BG2DR604255		7	N/A	Mon -Sun	24/7	Good	COLT	
16	Chevy	Malibu	2012	1G1ZB5E0XCF209148		7	N/A	Mon -Sun	24/7	Excellent	COLT	
17	Dodge	Braun Enter Van	2016	2C72DGBG8GR202881		3	1	Mon -Sun	24/7	Excellent	COLT	
18	Dodge	Braun Enter Van	2016	2C7WDGBG8GR202895		3	1	Mon -Sun	24/7	Excellent	COLT	
19	Dodge	Braun Enter Van	2016	2C7WDGBG8GR202878		3	1	Mon -Sun	24/7	Excellent	COLT	
20	Dodge	Grand Caravan	2006	1D4GP24R026B616572		7	N/A	Mon -Sun	24/7	Excellent	COLT	
21	Dodge	Grand Caravan	2017	2C7WDGBG0HR618375		7	N/A	Mon -Sun	24/7	Excellent	COLT	
22	Chevy	Venture	2004	1GNDX03EX4D109513		7	N/A	Mon -Sun	24/7	Good	COLT	
Van Wert County Council on Aging												
7001	Ford	Maxi Van	2005	A88414	128,505	8	2	Mon - Fri	8am - 5pm	Poor	Demand Response	Van Wert
7004	Ford	Maxi Van	2009	A25584	93,574	8	2	Mon - Fri	8am - 5pm	Fair	Demand Response	
7006	Dodge	Minivan	2009	602742	48,399	4	0	Mon - Fri	8am - 5pm	Good	Demand Response	
7007	Dodge	Minivan MMV	2016	643331	9,490	4	1	Mon - Fri	8am - 5pm	Excellent	Demand Response	

# **APPENDIX L**

**Assessment: Infrastructure,  
Information, Safety, Bike Share,  
Shared Ride Programs & Community Support**

**ASSESSMENT:**  
**INFRASTRUCTURE, INFORMATION, SAFETY, BIKE SHARE,**  
**SHARED RIDE PROGRAMS & COMMUNITY SUPPORT**

The West Central Ohio region spans some 1,700 square miles and reflects both urban and rural characteristics. The presence and extent of availability and support for public transportation varies across the region in terms of the extent of service providers, the scope of services provided, and the public support for such services. Within the 4-county region, only Allen County is considered an urban county and only the Lima Urbanized Area has been classified as an urbanized area by the US Census Bureau. Across Auglaize, Mercer and Van Wert counties there are several urban clusters but the population density typically associated with fixed route public transportation services is only present within the Lima Urbanized Area. The remainder of the region is served by paratransit services - some 30 different paratransit and taxis services serve the 4-county area. See Section 3 for more population, demographic and density information; see Section 5 for more information on the various transportation providers.

**Technological Infrastructure:**

With the exception of the ACRTA, none of the transportation agencies operating in the region use sophisticated software for scheduling, dispatching, accounting, inventories, and/or maintenance functions. The paratransit operators do not use GIS/GPS or AVL software. The ACRTA uses such technology with their demand response services; the ACRTA demand response service also uses tablets for trip schedules including special instructions for client information and service requirements. The ACRTA uses enunciators only on the fixed route system. All providers use cellphones and/or 2-way radios for internal communications with drivers.

Currently, there is no centralized scheduling or coordination of trips or a brokerage service. All 5310 Program agencies provide live assistance

during normal operating hours. The Find-A Ride program offers live assistance between the hours of 8:00 AM and 4:00 PM. There is no one-click or 24-hour call center operating within the region. All not-for-profit and government agencies use their websites for general transport information and public education purposes. Additional operational characteristics are presented in Section 6.3.4. Plan priorities are identified in Section 7.1. Appendix K provides agency-based information related to technology.

### **Information:**

Information provided by each transit operator including paratransit provider varies across the region. The ACRTA provides a broad array of technical information on its public transportation services including fixed route, complementary paratransit and demand response services. The MPO provides more technically oriented information on the ACRTA and local paratransit providers on its website including Transit Development Plans, Comprehensive Operational Analyses and Transportation Coordination Plans. Both agencies look to inform the general public and elected officials about the benefits of transit. The AAA<sup>3</sup> has a website which provides more general information for those individuals seeking "ride" information relative to transit and paratransit including costs, service area and contact information. All of the various Councils on Aging, sheltered workshops, county departments of Veterans Services Commissions as well as, most of the various nonprofit paratransit operators e.g., Goodwill Easter Seals, WOCAP, mental health providers, etc., use websites to provide information relative to their paratransit services being provided and the respective contact information. Appendix K provides insights as to transportation resources and service information.

The integration of local transportation services into more local community plans was nonexistent. None of the paratransit operators were identified in any of the county health needs assessments, workforce development plans, or education transportation plans. The

Health Assessments conducted in 2017 for Allen County (4%) and Auglaize County (2%) did not identify transportation as a principal barrier to health care. The Van Wert County Plan (2017) recognized a lack of transportation services across the County but did not quantify the gap in available services. The only strategy offered was to expand the Regional Transportation Coordination Plan. Mercer County (2016) did not identify the lack of transportation as a barrier to health care.

The Workforce Development Board of Area 8 and the Allen Economic Development Group, collectively representing all 4 counties, did not identify transportation as a barrier to employment; nor did the Plans specify how transportation, if needed, was to be provided. The education transportation plans of area school districts that were made available for review did not identify paratransit operators as partners in any general or specific terms. However, the Allen and Auglaize Emergency Management Agencies established MOUs with local transportation providers to assist in transportation evacuations for special-needs populations. Public transportation services provided by the ACRTA were an integral part of the Allen County Transportation Plan; no such plans were produced for Auglaize, Mercer or Van Wert counties.

### **Safety:**

Safety is considered critical by all parties involved in regional transportation services. All of the 5310 transit and paratransit providers are served by private and public sector safety program vendors. The FACTS Coalition, COLT Coalition and ACRTA collectively work to expand availability and access to comprehensive driver training programs across the region. For information regarding the coordination of driver education please see Chart 6-1. Appendix K provides the extent of driver training by agency.

The ACRTA routinely tracks all crashes by frequency and severity and posts such information to the agency and MPO websites. The MPO tracks other factors associated with safety including: the number of

vehicles beyond useful life, the percent of accessible vehicles in the respective fleet, and the reliability of vehicles. The nonprofit operators of 5310 Program vehicles must address safety in their policy and procedure manuals and are required to provide information to ODOT relative to any crashes involving active 5310 Program vehicles. However, because of semi-annual reporting forms limited crash data is available. The extent of safety-related data collected and by private and public non-profit operators is limited. For more information relative to safety see Section 5; Section 5.6 provides operational characteristics for the 5310 Program recipients.

The 24+ members of the FACTS Coalition have signed an MOA with the Allen County Emergency Management Agency to support emergency evacuation plans in addition of several which signed agreements with the EMA office in Auglaize County. The ACRTA has an adopted Emergency Management Plan and supports local preparedness planning at the 2 largest hospitals within the region.

### **Shared Ride Programs:**

The FACTS Coalition has worked to assess the possibilities associated with formal vanpools and informal carpools as well as volunteer driver programming (American Cancer Society). Conversations between the MPO and several economic development officials turned positive with localized employer based carpool programs. After a request the MPO offered to partner with the Ohio Association of Regional Councils, the Mid-Ohio Regional Planning Commission and the AAA<sup>3</sup> on "RideAmigo" software capabilities to support the integration of such services across the region.

### **Bike Share:**

Bike Share programming was reviewed with a broad array of interested stakeholders in the Spring of 2017. The MPO worked with local Chamber of Commerce and Economic Development officials to assess their interest in developing such services. After several discussions

with various vendors, representatives of ZAGSTER Inc., were scheduled for meetings in Lima. The Regional Planning Commission prepared a feasibility study for the installation, marketing, maintenance, storage, requisite app-based software, and delivery of services within Allen County. Some 11 station and 75 bicycle units were identified as the first of a phased roll-out; costs approached \$100,000 annually for full service. While interest persists in Lima and with the Johnny Appleseed Park District no formal action has taken place. Currently, no-bike share programs exist across the region.

### **App-Based Transportation Services:**

Based on the high costs of paratransit transportation services the MPO worked with Lima City officials, county commissioners, local chamber officials, economic development professionals and representatives of County departments of JFS to assess the merits of securing new technology-based transportation services. Beginning in 2016 conversations with Uber began; after several teleconferences with the corporate office Lima was dismissed presumably as being too small and rural a market. Discussions with Google WAZE program representatives over Google's interest to use Allen County as a pilot area for the carpooling software continued thru February of 2017 when calls were ignored. Subsequently, inquiries of interest were shared with Lyft; local advances were initially ignored. However in the summer of 2017, Lyft began advertising service availability in Allen County. In October 2017 their app identified as many as 7 drivers willing to serve the region. The Mobility Manager was ultimately successful in securing the services of "Liberty Mobility Now" within the Van Wert County community. Using a mix of seed funding secured from the Van Wert County Hospital, United Way and the Van Wert County Health Department, Liberty Mobility Now was able to initiate limited services in January 2017. Based on their success Liberty Mobility was able to expand to Allen County in September 2017. In October 2017 Liberty was in the process of recruiting and training new drivers.

### **Community Support:**

Community support takes various forms across the region. Most often we look at the relationships the individual agencies have forged within their respective community. The extent of the relationships indicates a certain level of community support and an acknowledgement of the services being provided by the transportation provider. The more vigorous outreach practiced by the agency the broader community support. Many of the government services and not-for profit providers receive some measure of public funding from federal, state and/or local governments.

However, in this region public support is expressed in terms of public levies and foundation support. The various Councils on Aging currently receive some level of support from a county-wide property tax. The sheltered workshops also receive financial support from property tax levies. The ACRTA receives limited financial support from the City of Lima. A sales tax levy was placed on the ballot in Allen County for the November election. The levy subsequently failed. Media coverage and press releases follow.

# APPENDIX M

## Definitions

## APPENDIX M

### DEFINITIONS

**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.

# APPENDIX N

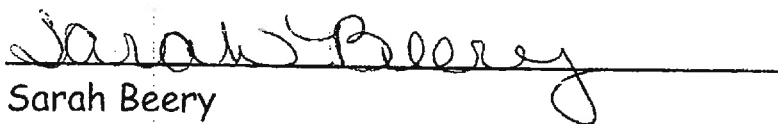
## Self Certifications

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Clymer Medical Transport, Inc., hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



Sarah Beery

Clymer Medical Transport, Inc.

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, the Allen County Commissioners, hereby accept the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.

Jay Begg

Allen County Commissioner

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Marimor Industries, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

Rochelle Benfield

Marimor Industries

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Area Agency on Aging, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



Jacquie Bradley

Area Agency on Aging 3

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Liberty Mobility Now, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

Kim Bruns

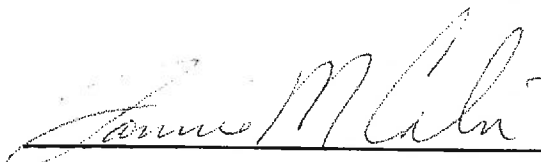
Liberty Mobility Now

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Coleman Professional Services, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



Tammie Colon

Coleman Professional Services

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Delphos Senior Citizens, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

Alice Curth

Delphos Senior Citizens

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, West Ohio Community Action Partnership, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

Jackie Fox

West Ohio Community Action Partnership

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Goodwill/Easter Seals, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

Karen Garland

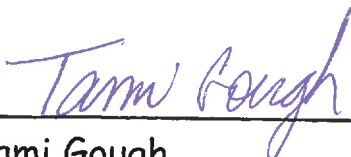
Goodwill/Easter Seals

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Allen County Public Health, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

Tami Gough

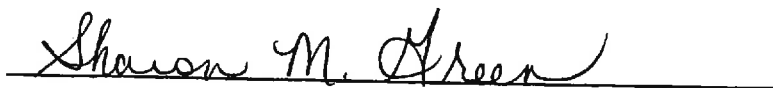
Allen County Public Health

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Mercer County Council on Aging, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



Sharon Green

Mercer County Council on Aging

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, the Allen County Regional Transit Authority, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.

  
\_\_\_\_\_  
Shelia Haney  
Allen County Regional Transit Authority

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Allen County Council on Aging, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.

  
\_\_\_\_\_  
Michael Hensley  
Allen County Council on Aging

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Allen County Job & Family Services, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

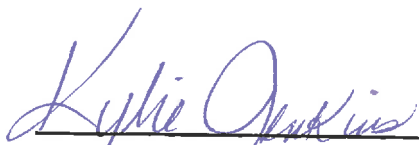
Marilyn Horstman  
Allen County Job & Family Services

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Allen Metropolitan Housing Authority, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



Kylie Jenkins


Allen Metropolitan Housing Authority

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, the Low Vision Coalition, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

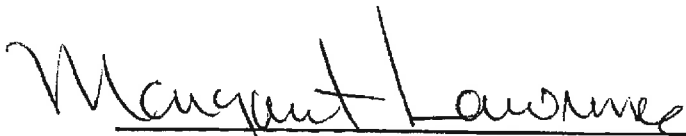
Jacob King  
Low Vision Coalition

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Coleman Professional Services, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



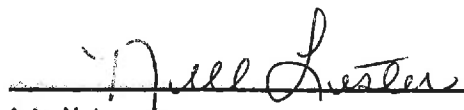
Margaret Lawrence  
Coleman Professional Services

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, West Central Ohio Health Ministries Program, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.

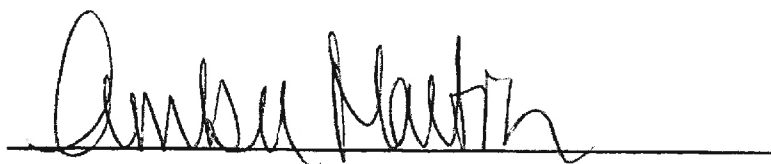
  
\_\_\_\_\_  
Nell Lester  
West Central Ohio Health Ministries Program

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Allen County Family & Children First Council, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.

A handwritten signature in cursive script, reading "Amber Martin", is written over a horizontal line.

Amber Martin

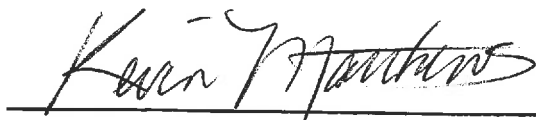
Allen County Family & Children First Council

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Van Wert County Council on Aging, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

Kevin Matthews


Van Wert County Council on Aging

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Lima/Allen Chamber of Commerce, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.

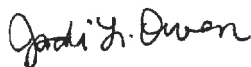
 President/CEO  
Jed Metzger  
Lima/Allen Chamber of Commerce

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, the Low Vision Coalition, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

Jodi Owen  
Low Vision Coalition

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, West Ohio Community Action Partnership, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



Holly Rex

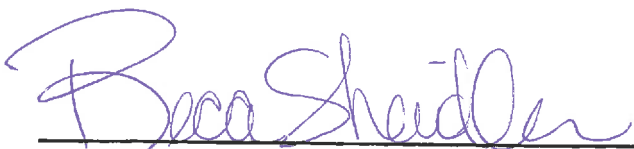
West Ohio Community Action Partnership

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Area Agency on Aging 3, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

Beca Sheidler

Area Agency on Aging 3

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, ODOT District One, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



12/8/2017

---

Charles Schreck  
ODOT District One

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, the Allen Economic Development Group, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

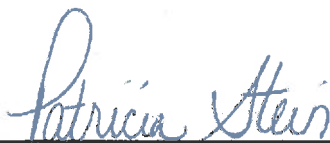
Jeff Sprague  
Allen Economic Development Group

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, the Allen County Regional Transit Authority, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

Patricia Stein

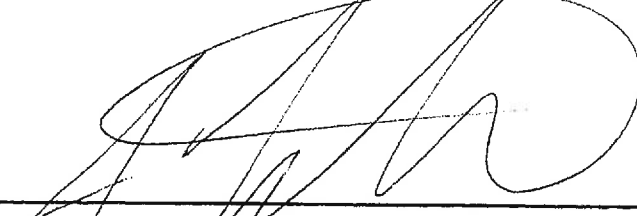
Allen County Regional Transit Authority

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Activate Allen County, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

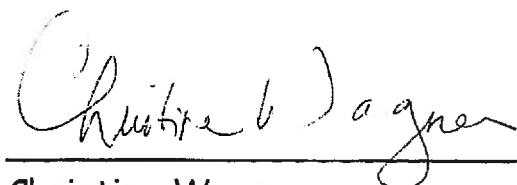
Josh Unterbrink  
Activate Allen County

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Children's Developmental Center, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.



---

Christine Wagner

Children's Developmental Center

## SELF CERTIFICATION

As a member of the Citizens Accessibility Advisory Committee, I have participated in:

- the analysis of demographic data reflecting the transportation disadvantaged including the elderly and disabled;
- the data collection and analysis of pertinent transportation provider profiles at the local and regional levels;
- the various generators of traffic including: shopping facilities, hospitals and health care facilities, drug treatment centers, adult day care facilities, government and social service agencies, and employers;
- an assessment of available services and gaps in service;
- an investigation of current and projected demand for transportation services;
- the exploration of possible coordination strategies and obstacles to such coordination; and,
- a recommended project listing of warranted capital items.

As a result of these efforts and the broad base of input from area government and social service agencies including the concerns of the elderly and disabled, Auglaize County Council on Aging, hereby accepts the findings and recommendations contained in the Regional Transportation Coordination Plan and approves the Plan as submitted this 7<sup>th</sup> day of December 2017.

Robert Warren

Robert Warren

Auglaize County Council on Aging