



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

**2015 - 2016**



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# Introduction

## I. INTRODUCTION

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

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

## METHODOLOGY

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

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

## PURPOSE

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

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Prior to MAP-21 there were three designated funding programs under the Federal Transit Administration (FTA) that were impacted by this plan: New Freedom Program (Section 5317), Job Access and Reverse Commute (Section 5316), and Specialized Transportation for Seniors and Individuals with Disabilities (Section 5310). With MAP-21, the New Freedom program was consolidated into the Section 5310 program. According to the FTA, the competitive selection process, which was required under the former New Freedom program is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former Section 5310 program. This includes public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for capital expenses requires a 20 percent local match.

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

# Demographics

## II. INVENTORY AND ANALYSIS OF EXISTING CONDITIONS

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Putnam County has a total area of 484 square miles and is located in the north-east portion of Ohio, bordered by Henry and Defiance Counties to the north; Hancock County to the east; Allen County to the south; and Paulding and Van Wert Counties to the west.

Exhibit II.1 illustrates the major cities and highways in Putnam County. The county is served by the following major highways: U.S. Route 224; and Ohio Routes 15, 12, 65, 108, 109, 114, 115, 189, 190, 613, 634, and 694.

### POPULATION

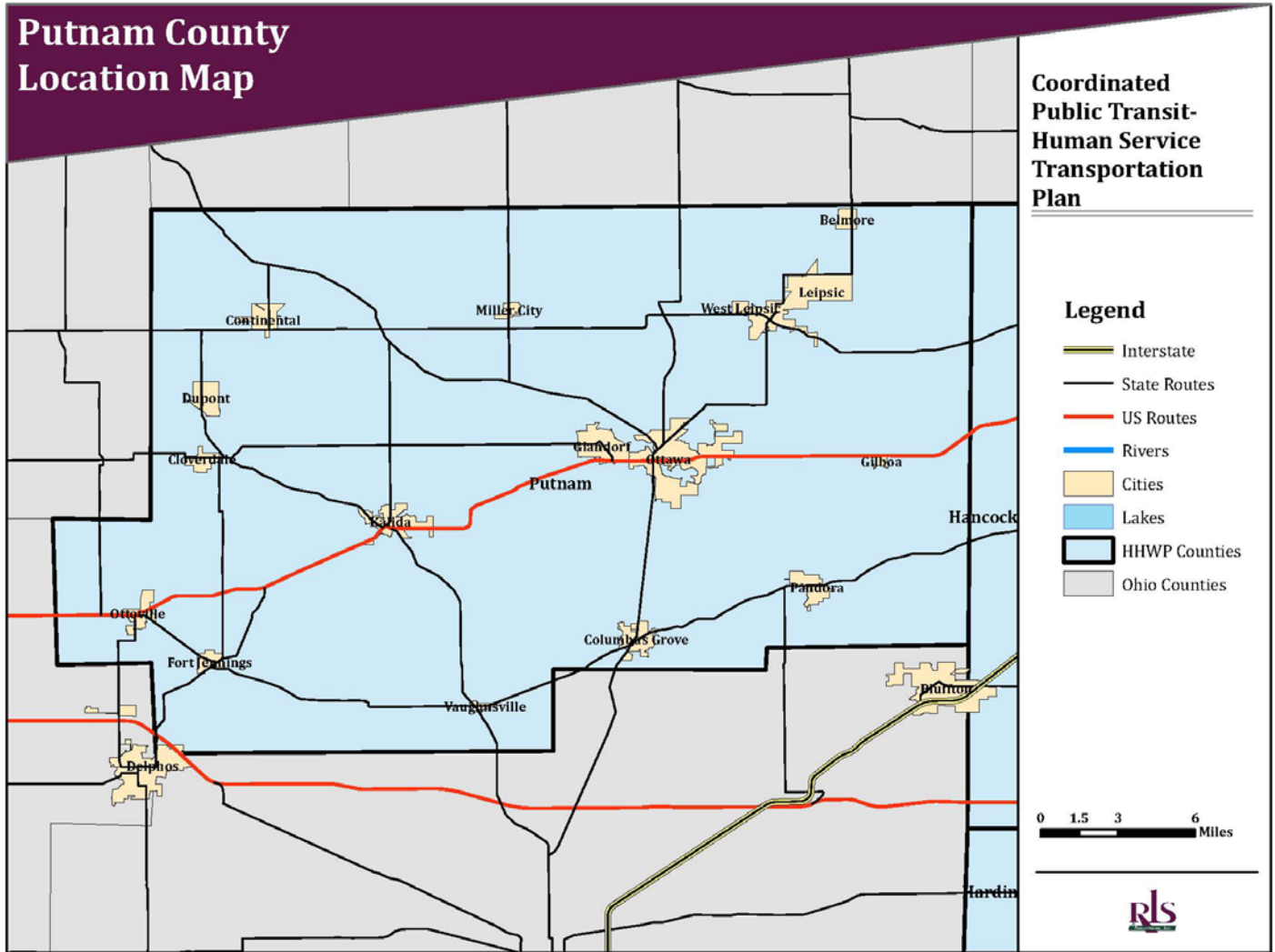
According to the U.S. Census American Community Survey (ACS) 5-Year Estimates 2008-2012, the population of Putnam County in 2012 was 34,201, a decrease of 525 or 1.5 percent from the Census 2000 population. The county seat and largest village is Ottawa with a population of 4,404 according to the ACS. Leipsic and Columbus Grove are the next largest places in the county (Exhibit II.2).

**Exhibit II.2: Putnam County Cites & Villages**

<b>Largest Places</b>	<b>2012 ACS</b>
Ottawa	4,456
Leipsic	2,114
Columbus Grove	1,937
Kalida	1,189

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

**Exhibit II.1 : Putnam County, OH Location Map**



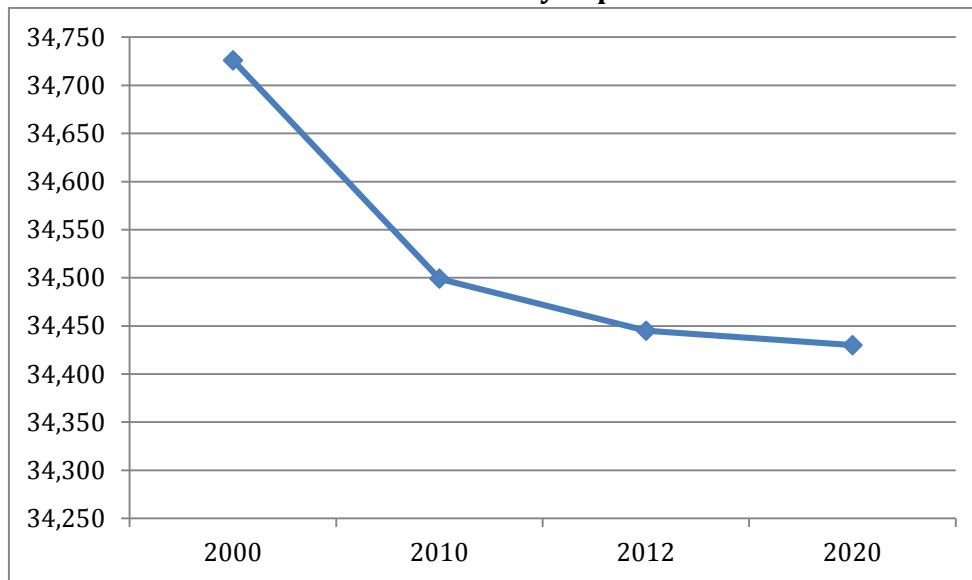
## **Population Density**

Exhibit II.3 is a map illustrating Putnam County population densities by Census block group. According to 2010 U.S. Census data, the block groups with high and moderately high population densities (over 243 persons per square mile) were located in and around Ottawa, Leipsic, and Continental. The next highest population density occurred in other areas around Ottawa, Glandorf, Leipsic, Ottoville, and Columbus Grove. Lower density block groups were found throughout the rest of the County.

## **Population Growth**

Between 2000 and 2012, Putnam County's population decreased 1.5 percent. The Ohio Development Services Agency is projecting that the population in Putnam will essentially stay the same over the next six years. The population is expected to decrease by only 15 individuals from 2012 to 2020. Exhibit II.4 visually represents the increase in population for Putnam County.

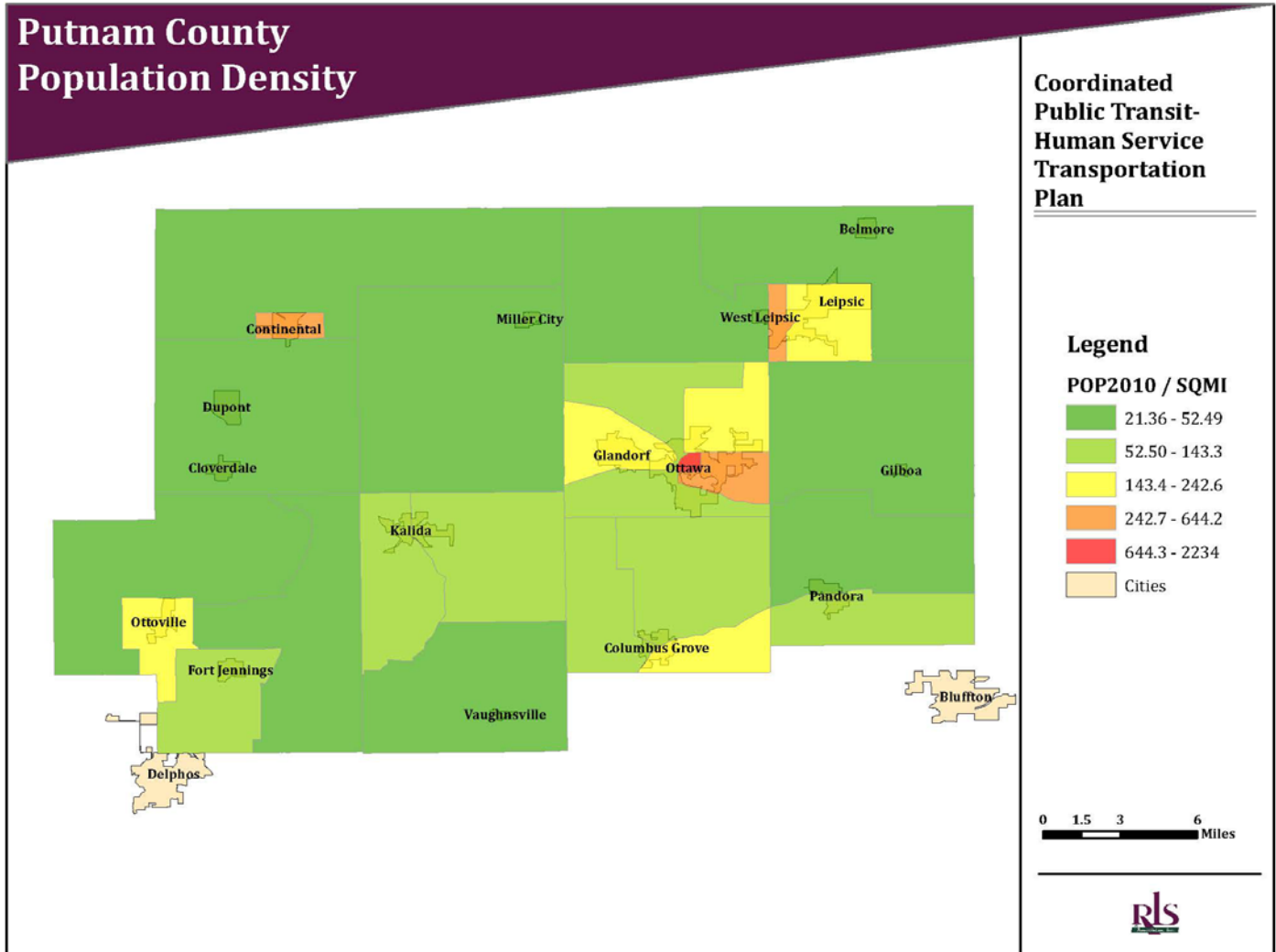
**Exhibit II.4: Putnam County Population Trends**



Source: Ohio Development Services Agency

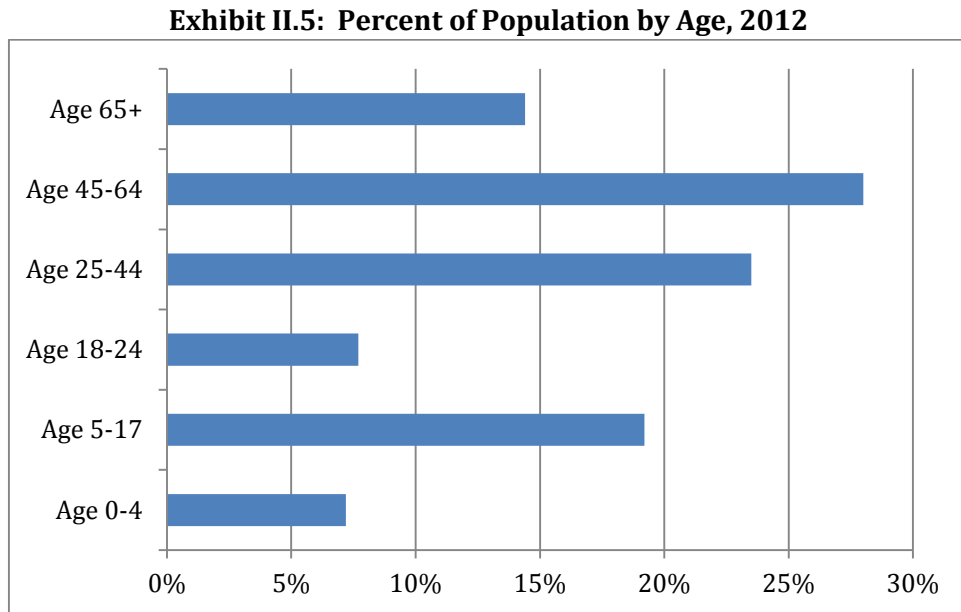


**Exhibit II.3: Putnam County, OH Population Density**



## **Age Distribution**

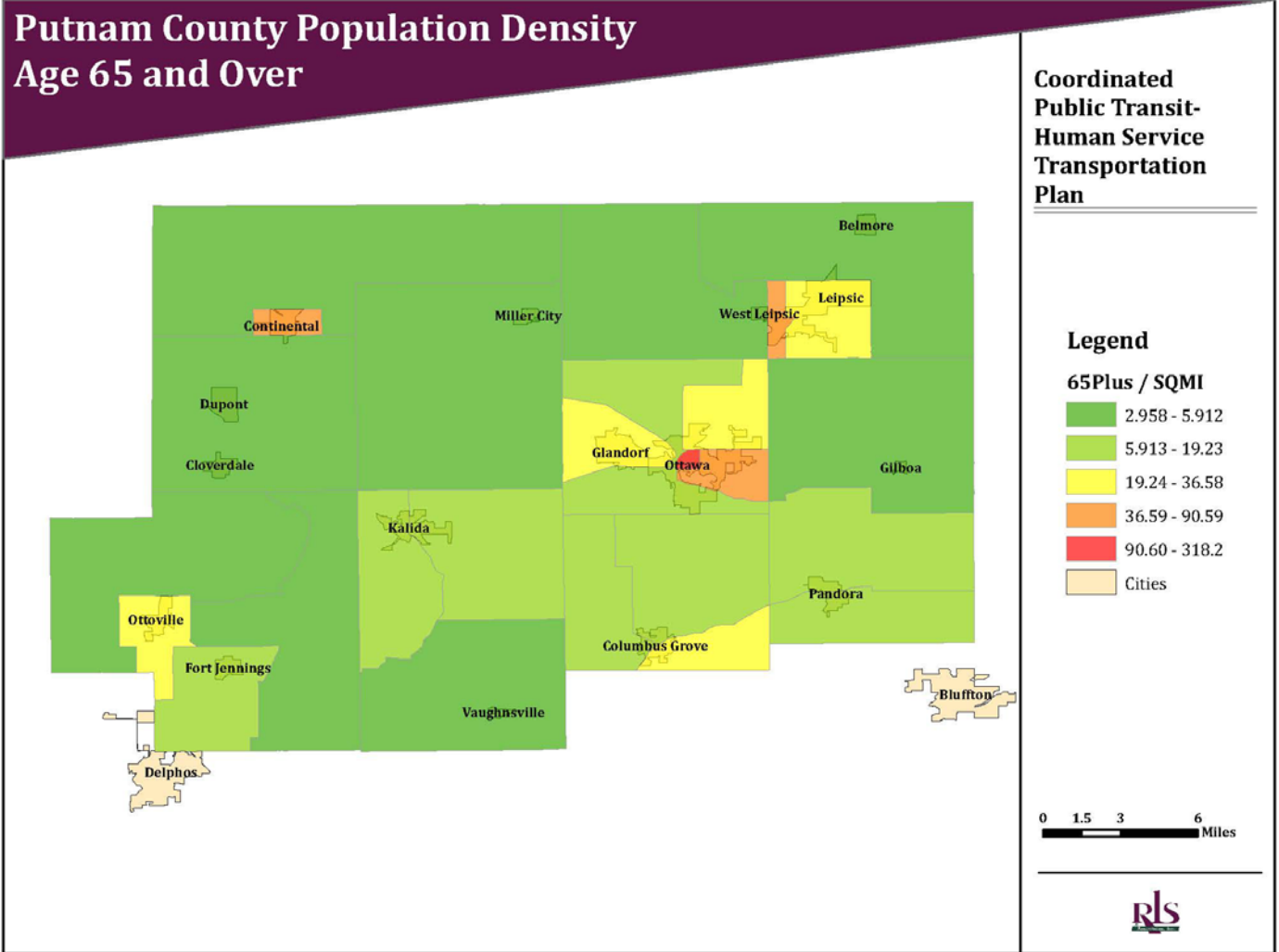
According to ACS, the largest age group was between ages 45 and 64, constituting 28 percent of the county's population (see Exhibit II.5). The group between ages 24 and 44 was the second largest, consisting of 23.5 percent of the population. Approximately 14.4 percent of the county's population was age 65 and older.



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

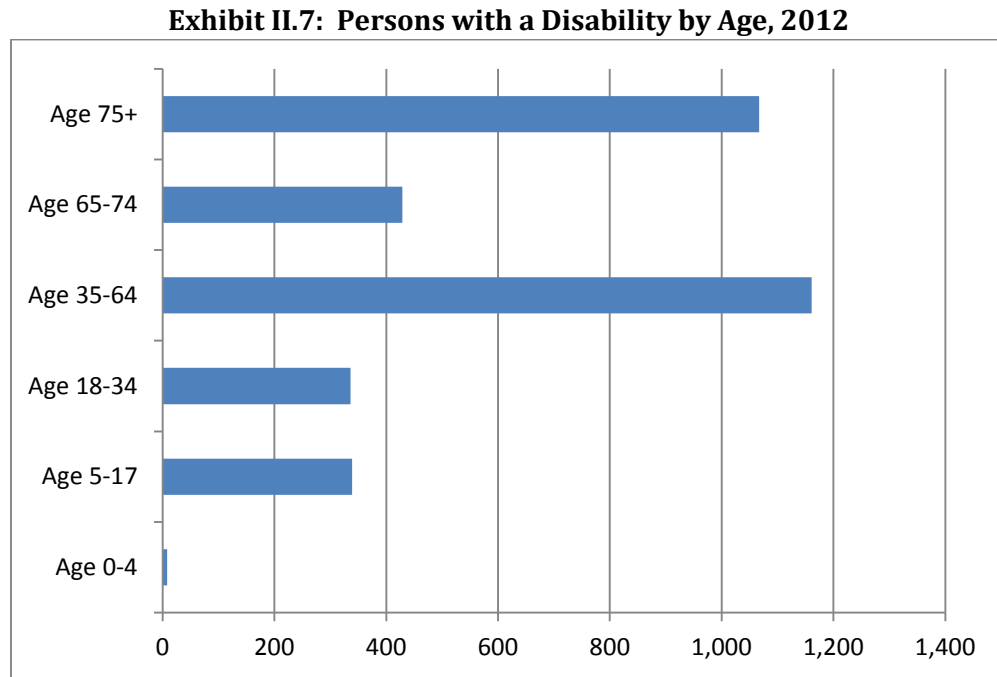
Exhibit II.6 shows the density of the older adult population by Census block group as a population per square mile. The block groups with the highest density of people age 65 and older were located in central Ottawa. Areas of moderate densities of persons age 65 and older are found in eastern Ottawa,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

**Exhibit II.6: Population Density, Age 65 Plus**



## **Individuals with Disabilities**

Disability incidence data was collected using the U.S. Census ACS 5-Year Estimates 2008-2012. The following exhibit (Exhibit II.7) shows the number of people in the County with a disability. Approximately 3,340 individuals reported having some type of disability. The 35 to 64 year old age group had the highest percentage, 34.8 percent, reported as having a disability. Disabilities include sensory, mental, physical, and self-care limitations.



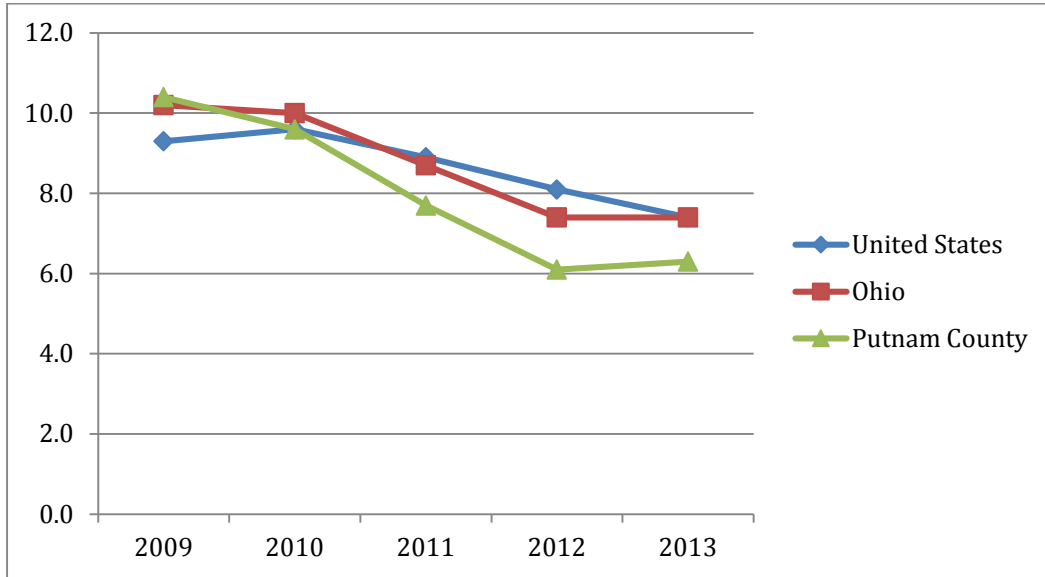
Source: U.S. Census American Community Survey 5-Year Estimates  
2008-2012

## **INDUSTRY AND LABOR FORCE**

### **Unemployment**

According to the Bureau of Labor Statistics, the unemployment rate for Putnam County in 2013 was 6%. Exhibit II.8 illustrates a comparison of unemployment rates in Putnam County, the State of Ohio, and the United States between 2009 and 2013. As depicted, unemployment in Putnam County has been consistently lower than the State since 2010. County unemployment rates have been decreasing since 2009.

**Exhibit II.8: Comparison of Unemployment Rates**

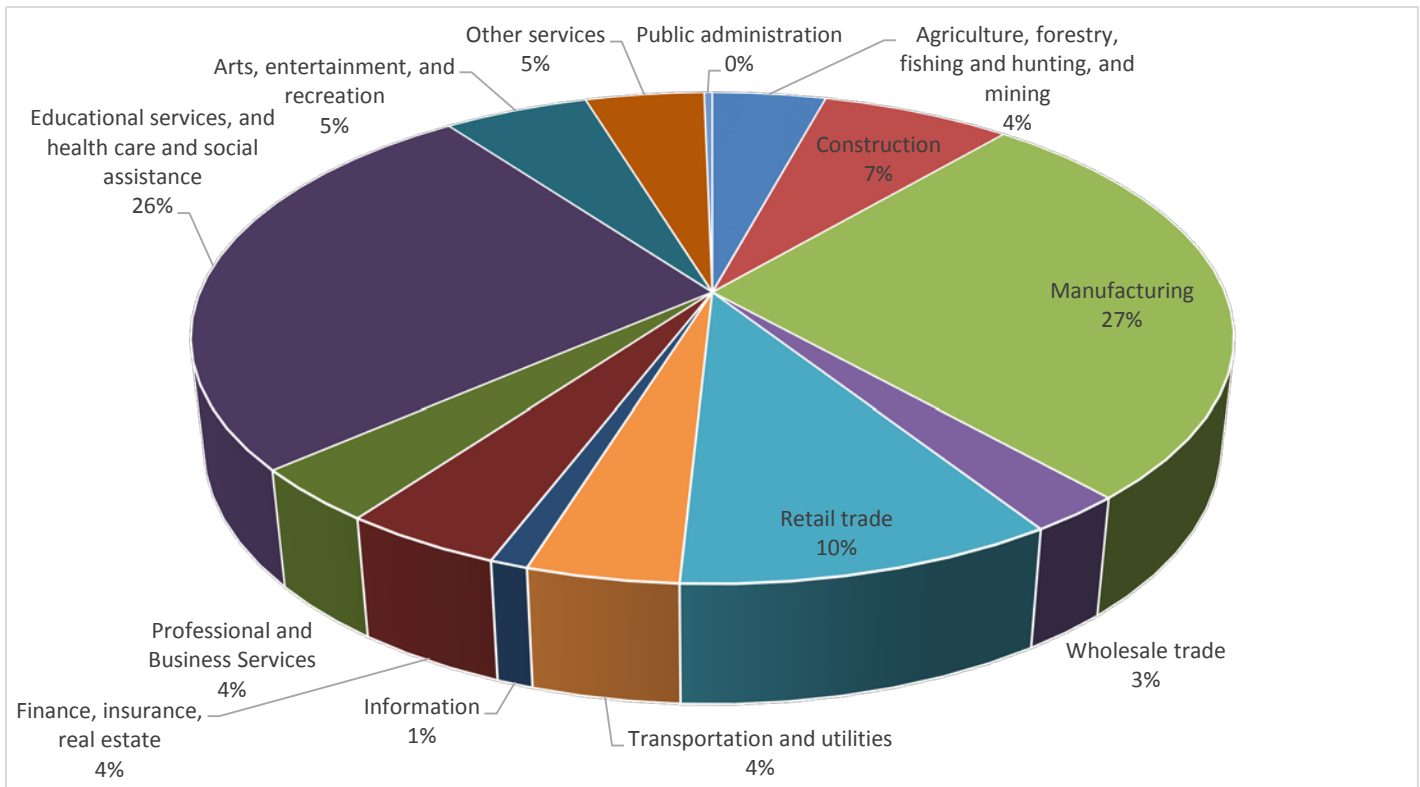


Source: United States Department of Labor, Bureau of Labor Statistics

**Employment and Earnings by Industrial Sector**

The Ohio Development Services Agency reports the total employment in Putnam County in 2012 was 16,500 persons. Manufacturing was the largest industry in the County with 3,106 employees (see Exhibit II.9). The service industries of trade, transportation, and utilities were the second largest category of employers with approximately 17 percent of the workforce. State, local, and federal governments employed 15 percent of the workforce.

### Exhibit II.9: Employment by Industrial, 2012



Source: Ohio Development Services Agency County Profile, 2012

### Major Employers

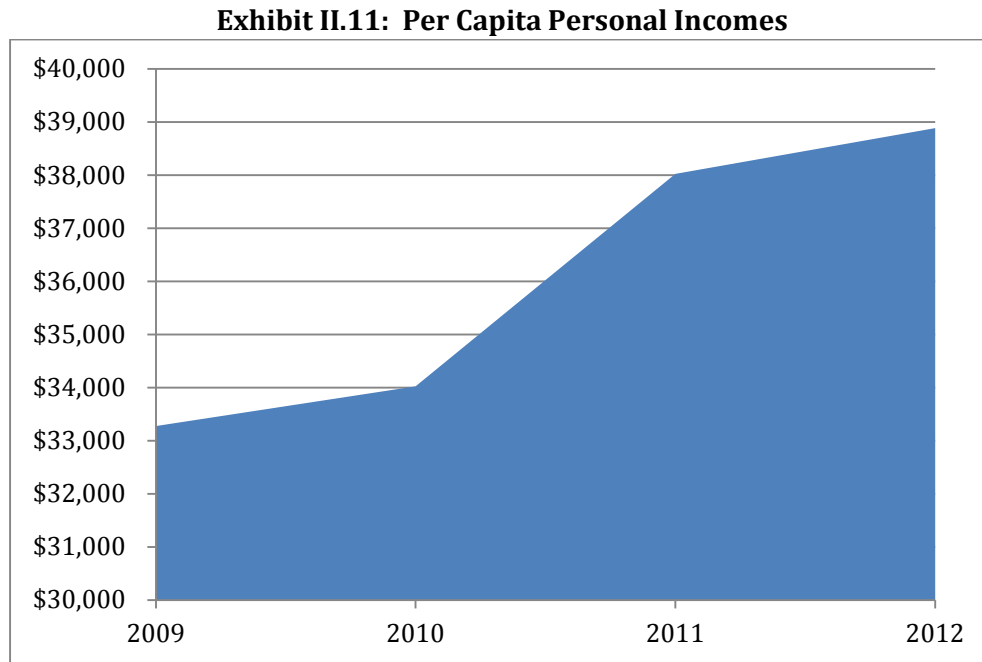
According to the Ohio Development Services Agency, the following is a list of major employers:

- ◆ Kalida Manufacturing, Inc.
- ◆ Midway Products/Progressive Stamping
- ◆ Ottawa-Glandorf Local Schools
- ◆ Mars, Inc./Iams Co.
- ◆ Pro-Tech Coating Company, Inc.
- ◆ Putnam County Government
- ◆ Schnipke Engraving Company, Inc.
- ◆ Silgan Plastics Corporation
- ◆ Unverferth Manufacturing Company, Inc.
- ◆ Walmart Stores, Inc.
- ◆ Whirlpool Corporation

## ECONOMIC PROFILE

### Household Income Measures

Exhibit II.11 illustrates the per capita personal income for Putnam County residents from 2009 to 2012. From 2010 to 2011 the per capita income rose sharply.

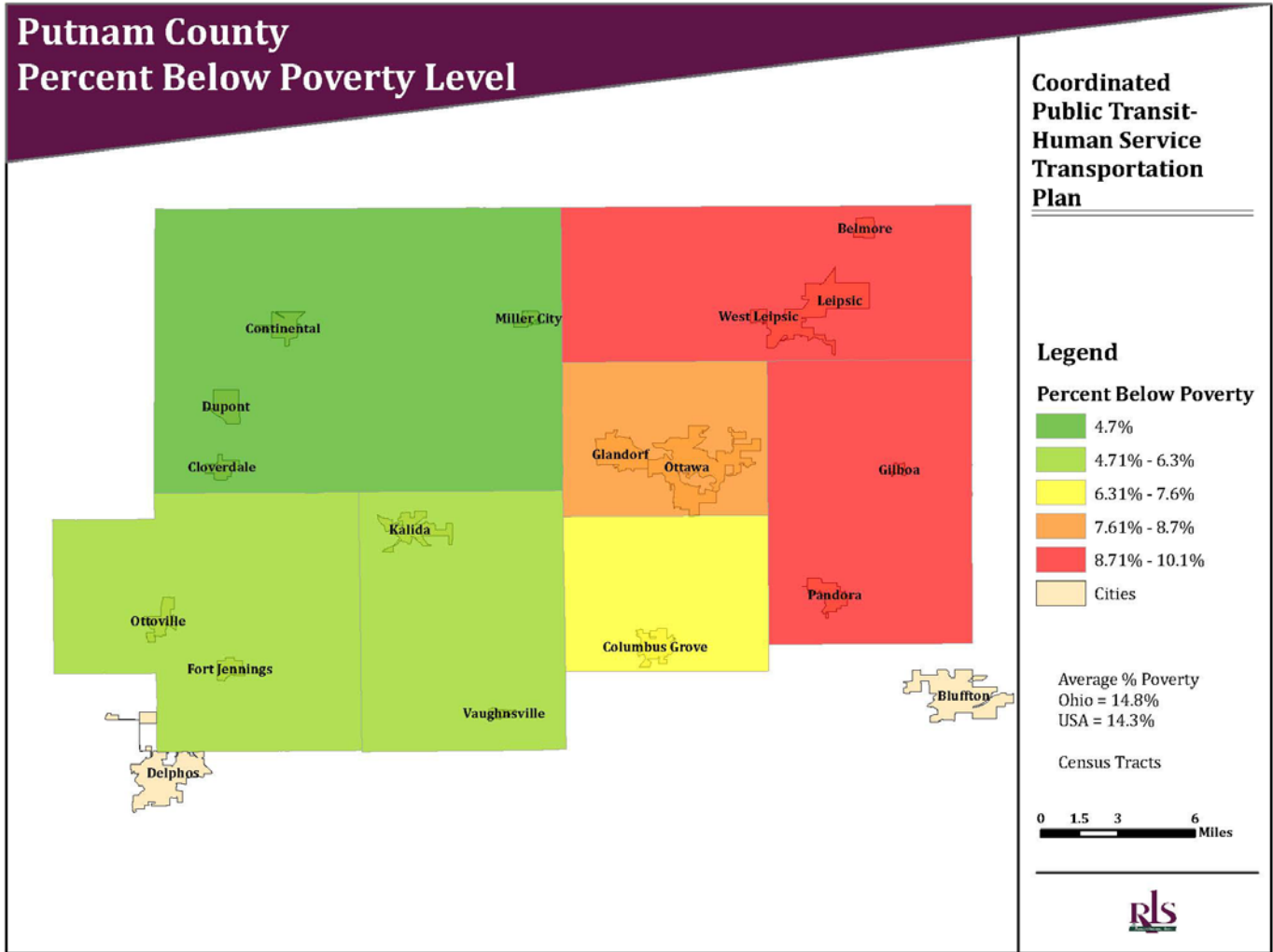


Source: U.S. Bureau of Economic Analysis, 2012

Exhibit II.12 illustrates the percentage of the population in each Census tract that is living in poverty. The high-percentage tracts were in the eastern part of Putnam County. The next highest percentage tracts were found in Ottawa and Glandorf. No area in Putnam County has a percentage of individuals living below the poverty level that is greater than the state or national poverty levels.

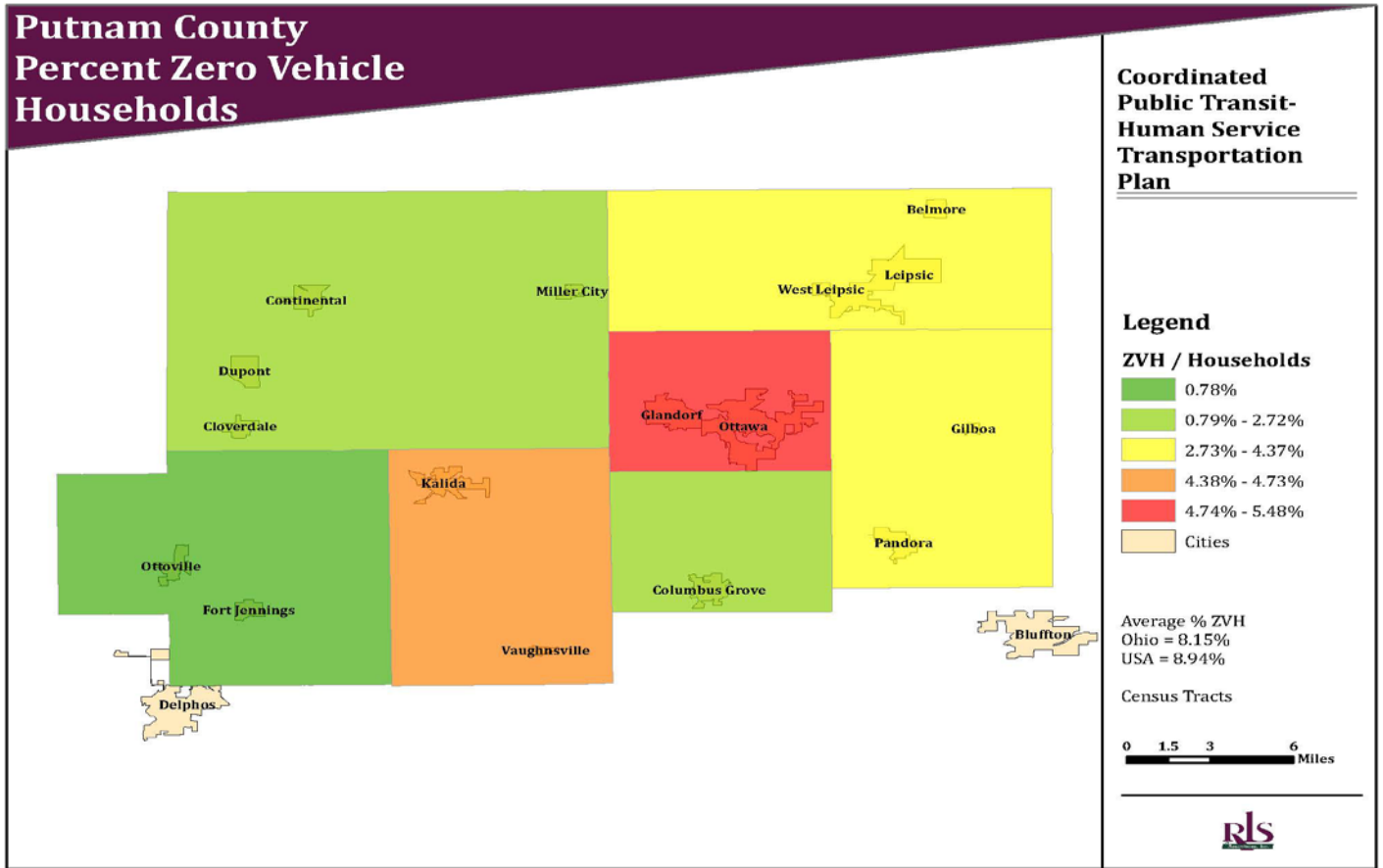
Zero-vehicle occupied housing unit status is another indicator of poverty. Exhibit II.13 is a map that displays the distribution of zero-vehicle households in Putnam County. The highest densities of households with zero vehicles are located in central and south-central Putnam County. All of the tracts in Putnam County were below the State and National zero vehicle household average.

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



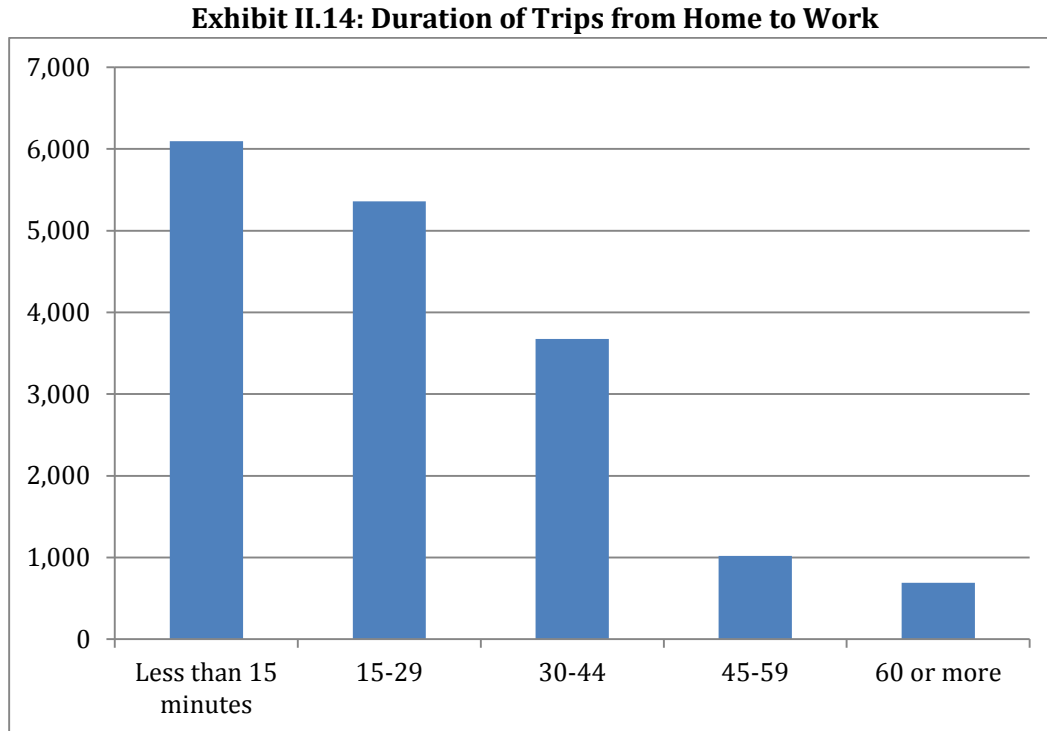


**Exhibit II.13: Putnam County Zero Vehicle Households**



## **Transportation to Work**

Exhibit II.14 shows the duration of trips from home to work for members of Putnam County's labor force. Most residents traveled less than 15 minutes from home to work, with the second largest group traveling between 15 and 29 minutes to get to work. The mean travel time to work is 22.6 minutes.



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

## **Home-Base to Work Trips**

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

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

Place of Work	Number of Putnam County Residents by Work Place
Putnam County	6,351
Allen County	3,552
Hancock County	2,312
Van Wert County	771
Defiance County	607
Mercer County	547
Auglaize County	394
Paulding County	379

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

### SUMMARY

Putnam County's population is projected to stay consistent until 2020 (almost a 0% decrease in population). Approximately 3,340 individuals in Putnam County have a disability. This represents nearly 10 percent of the total population.

There were approximately 7.3 percent of households earning less than \$15,000 per year according to the ACS. Although the per capita personal income is gradually increasing, these individuals will present ongoing challenges for service providers in Putnam County.

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

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

# Inventory

## III. INVENTORY OF EXISTING TRANSPORTATION SERVICES AND GAPS

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### INTRODUCTION

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

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

- HHWP Community Action Commission (HATS Transportation)
- Clymer Medical Transport, Inc.
- Area Agency on Aging 3
- Putnam County Health Department
- Putnam County Commissioners
- Meadows of Leipsic
- The Putnam Sentinel
- The Meadows at Putnam Acres
- United Way of Putnam County
- Putnam County Board of Developmental Disabilities
- Putnam County Council on Aging
- Ottawa-Glandorf Local Schools
- Hilty Home, Inc.
- Putnam County Job and Family Services
- Village of Ottoville
- St. Rita's Putnam County Ambulatory Care Center
- Meadows of Kalida
- Putnam County Office of Public Safety
- Veterans Service Commission of Putnam County

The following information is based upon the tabulations from the survey and interview database. A total of nine organizations provided information about their services. Summaries of organizations that directly operate and/or purchase transportation for consumers are listed in

Section A. Organizations that refer people to available transportation services are listed in Section B.

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

**Putnam County Council on Aging, Inc.**

The Putnam County Council on Aging is a private, non-profit entity providing information referral, transportation, outreach services, and caregiver support to seniors in Putnam County. The Council on Aging provides demand response door through door transportation services to Putnam County residents who are over sixty years old and who are not nursing home residents. The agency has 3 agency cars and 5 wheelchair accessible vans. No fares are charged but suggested donations are \$5 to \$10 for in county trips, \$10 to \$20 for brief out of county trips, and \$20 to \$25 for extended out of county trips. This service runs from 8:00 A.M. to 4:30 P.M., Monday through Friday and clients can travel to Putnam, Allen, Van Wert, Hancock, Defiance, Paulding, and Henry Counties.

In 2013, the Council on Aging provided 7,973 total trips for 293 unduplicated clients at a cost of \$244,020.28. This program is funded by a levy, United Way, state appropriations, passenger and other donations, and fundraising. In the future, the Council on Aging would like to see Hancock Area Transportation Services expand into Putnam County or a local agency take the lead in a Coordinated Transportation Grant.

**Putnam County Office of Public Safety**

The Putnam County Office of Public Safety is a department within Putnam County government. The Office of Public Safety provides health care and both emergency and non-emergency transportation services anytime and anywhere within Putnam County, and will also travel out of county. The Office of Public Safety provides ambulette and demand response transportation to Putnam County residents in need of these non-emergency services with 3 ambulette vehicles and 1 sedan. Medicaid covers the cost of the trip for many passengers; those who do not qualify for Medicaid are charged a fee of \$30, plus \$1 per mile.

Drivers provide door through door transportation services and assist with packages if needed. Almost all trips provided are non-emergency medical trips; however, some grocery and pharmacy trips as well as trips for court-appointed sessions are provided to individuals under 60. Personal care attendants are provided upon request and passengers are allowed to bring their own as well. The Office of Public Safety also provides referral information about other Putnam County transportation providers.

**The Veterans Service Commission of Putnam County**

The Veterans Service Commission of Putnam County is a county agency which provides aid to veterans in need. The Veterans Service Commission provides reimbursement for transportation

to VA medical centers for scheduled appointments at a rate of \$0.55 per mile for veterans who drive themselves to appointments, and at a rate of \$0.65 per mile for friends or family members who transport veterans to appointments.

### **Putnam County Board of Developmental Disabilities (The Brookhill Center)**

The Putnam County Board of Developmental Disabilities provides a wide range of services to both children and adults. Transportation is provided free of charge to individuals attending one of the day services provided by the agency. For those who work in the community, transportation is provided at a cost of 20 percent of the individual's earnings. Trips are provided from 8:00 AM to 3:30 PM Monday through Friday with two 13-passenger, wheelchair accessible vehicles. Trips are also provided through subcontracts with other agencies.

The cost of transportation for the Putnam County Board of Developmental Disabilities is approximately \$45,000 per year. The agency is state and locally funded.

### **The Meadows of Kalida**

The Meadows of Kalida is a skilled nursing and rehabilitation center as well as an assisted living center. The Meadows of Kalida provides transportation free of charge for medical appointments for clients (with the exception of assisted living clients) on Mondays, Wednesdays, and Fridays. On Tuesdays and Thursdays, the activities department on site has access to the agency vehicle for social outings. The agency vehicle is wheelchair accessible and can hold 14 passengers.

### **The Meadows of Leipsic**

The Meadows of Leipsic is a skilled nursing and rehabilitation center as well as an assisted living center. Transportation is provided directly by the agency to only skilled nursing and private pay clients using one 15-passenger, wheelchair accessible vehicle. Times and days of the week for the directly provided trips are flexible based on clients' needs. Trips for all other clients are provided utilizing other area transportation providers. The Putnam County Council on Aging provides trips for the assisted living clients and Integrity Ambulance Services provides trips for Medicaid-eligible clients.

### **The Meadows at Putnam Acres**

The Meadows at Putnam Acres is a skilled nursing and rehabilitation center as well as an assisted living center. Transportation is provided directly by the agency and free of charge, as long as clients do not require a stretcher or are not assisted living clients. The agency owns 4 total vehicles, 2 of which are wheelchair accessible, for taking clients to medical appointments, events, social activities, or simply for assisting them in running errands. This transportation is available 60 hours a week, Monday through Friday. Times are flexible based on clients' needs.

For clients requiring a stretcher, the Putnam County Office of Public Safety provides the trip. The Putnam County Council on Aging provides trips to assisted living clients.

**Hilty Home, Inc.**

Hilty Home, Inc. is a private, non-profit, senior care facility offering nursing home services, assisted living, rehabilitation, and dementia care services. Hilty Home provides transportation to clients through use of their own agency vehicles, which include one 15-passenger van for group social outings and one agency car for other appointments. Other transportation services are provided through volunteers, mileage reimbursement to family and friends, and through referrals to other community transportation options. Hilty Home provides door through door transportation from 8:00 AM to 6:00 PM Monday through Friday at no cost to the client, although donations are accepted. Hilty Home owns one 15 passenger wheelchair accessible bus for social outings and a wheelchair accessible minivan to take clients to appointments.

**Hancock Area Transportation Services (HATS)**

HATS is a department of the HHWP Community Action Commission, and is a Section 5311 rural public transportation system for Hancock County. The HHWP Community Action Commission (the CAC) is a private non-profit and is the designated grantee for HATS. As such, the CAC is responsible for general oversight and HATS handles the day-to-day operations. While the CAC provides many services to Hancock, Hardin, Wyandot, and Putnam Counties, HATS is only a public transportation provider for Hancock County. HATS provides low-cost, demand response transportation to anyone within Hancock County and for any purpose. There are no service eligibility requirements for passengers.

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

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

**Clymer Medical Transport, Inc.**

Clymer Medical Transport is a private, for-profit organization providing medical transportation in Hancock, Allen, Putnam, Hardin, Shelby, Logan, Van Wert, Preble, and Drake Counties. Transportation provided is door through door, demand response service and is only provided on a contractual basis through the Area Agency on Aging 3, Catholic Social Services, and the Care Coordination Program. Passengers must meet the eligibility requirements of these programs before they would be referred this service.

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

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

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

### **Area Agency on Aging 3**

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

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

### **The Putnam County Health Department**

The Putnam County Health Department provides health care and information referral services to Putnam County residents. The Health Department believes that less than five percent of its clients need transportation on a regular basis, but it does see a need for clients to get to the Health Department for immunizations. While the Health Department does not currently provide transportation in any way, the organization would be interested in participating in a co-produced transportation project in Putnam County.



**Village of Ottoville**

The Village of Ottoville does not currently provide any type of transportation to its residents, but believes that ten percent of residents need curb to curb transportation at least occasionally, especially to medical appointments.

**St. Rita's Putnam County Ambulatory Care Center**

St. Rita's is a private, non-profit organization located in Glandorf. St. Rita's provides health care and diagnostic services to Putnam, Hancock, Defiance, Allen, and Paulding Counties. While it is believed that only one percent of patients need transportation on an occasional basis, St. Rita's does face circumstances of patients not having a way home after receiving medical treatment, and does not currently provide transportation in any form. St. Rita's would be interested in a coordination transportation effort in Putnam County.

# Needs

## IV. ASSESSMENT OF UNMET NEEDS AND GAPS IN SERVICES

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### INTRODUCTION

Multiple components of community outreach activities were utilized to encourage public, private, and non-profit transportation providers to participate in the coordinated transportation planning efforts. The general public was encouraged to participate in a brief written survey that was available online and in paper versions at the many area human service agencies. The general public was also invited to attend a public meeting facilitated during the planning process. The public meeting was advertised in the local newspaper, through email invitations, flyers, and word-of-mouth. The public meeting took place on April 23, 2014.

Local transportation stakeholders were invited to attend and participate in public meetings. Invitations to the meetings were distributed via email to 42 organizations that represent older adults, individuals with disabilities, people with low incomes, and/or the general public in Putnam County.

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

### PUBLIC AND STAKEHOLDER MEETING SUMMARIES AND RESULTS

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

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

- ◆ Public Transportation – for the individuals who don't meet eligibility requirements of programs providing transportation
- ◆ 24/7 employment transportation for individuals with disabilities
- ◆ Additional transportation for social trips for individuals with disabilities
- ◆ Out-of-county emergency medical return trips. Clients are transported to the ER in an ambulance but they have no way home.
- ◆ Holiday transport
- ◆ Transportation to Columbus and Toledo
- ◆ Same day or short notice trips
- ◆ Transport for individuals in wheelchairs
- ◆ Vehicles which can accommodate wheelchair needs (size and weight)

- ◆ Independent Living facility transportation for the under 60 population for out of town trips
- ◆ Education on local transportation resources for isolated low-income communities
- ◆ An increase in veteran's available transportation
- ◆ Escort Service from the vehicle into the destination and possibly the transfer from a wheelchair
- ◆ Transportation to clinics for homebound individuals in emergency situations
- ◆ Network for sharing of information among agencies
- ◆ Expansion of HATS into Putnam County
- ◆ Funding for Public Transit

## **ELDERLY AND DISABLED FEEDBACK MEETING**

New guidance for the Section 5310 program went into effect on July 7, 2014. In order to be in compliance with the new circular, elderly and disabled individuals (not solely agencies representing these individuals) must be part of the public participation process. In order to ensure that adequate feedback from these populations is represented, the Putnam County Coordinated Public Transit-Human Services Transportation Plan was presented to Putnam County senior citizens and individuals with disabilities by the Putnam County Council on Aging Director, Jodi Warnecke, on May 11, 2015 at 2:00 p.m. at the Putnam County Council on Aging office, 1425 E. Fourth Street, Ottawa, OH 45875. Of 14 meeting participants, 100 percent of attendees identified themselves as being age 60 and older and 7 percent also identified themselves as being disabled.

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

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

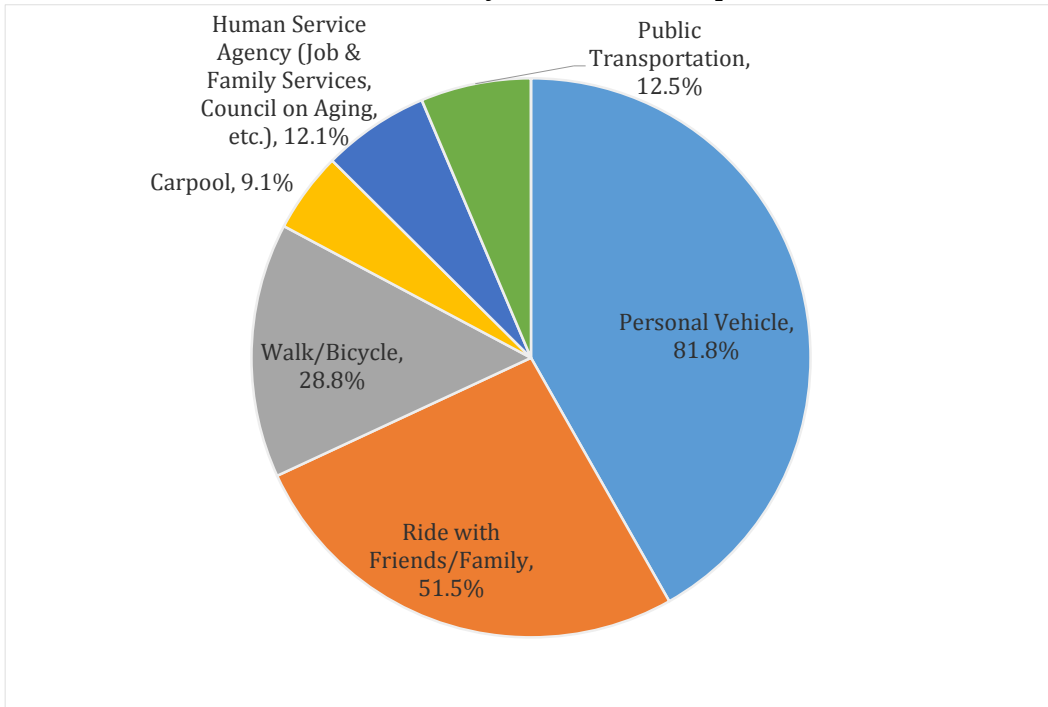
## **PUBLIC SURVEY RESULTS SUMMARY**

A survey of the general public was conducted during May and June of 2014. The general public survey was available online and in paper format distributed by stakeholders to their clients and to the public. A total of 69 surveys were completed. A summary of the survey results follows.

### **Modes of Transportation**

The survey asked respondents which modes of transportation they used in the past 12 months. Almost 82 percent of respondents own a personal vehicle. The next most common response was riding with friends and family, with 51.5 percent of responses. Over 12 percent responded that they have used some form of public transportation in the last 12 months.

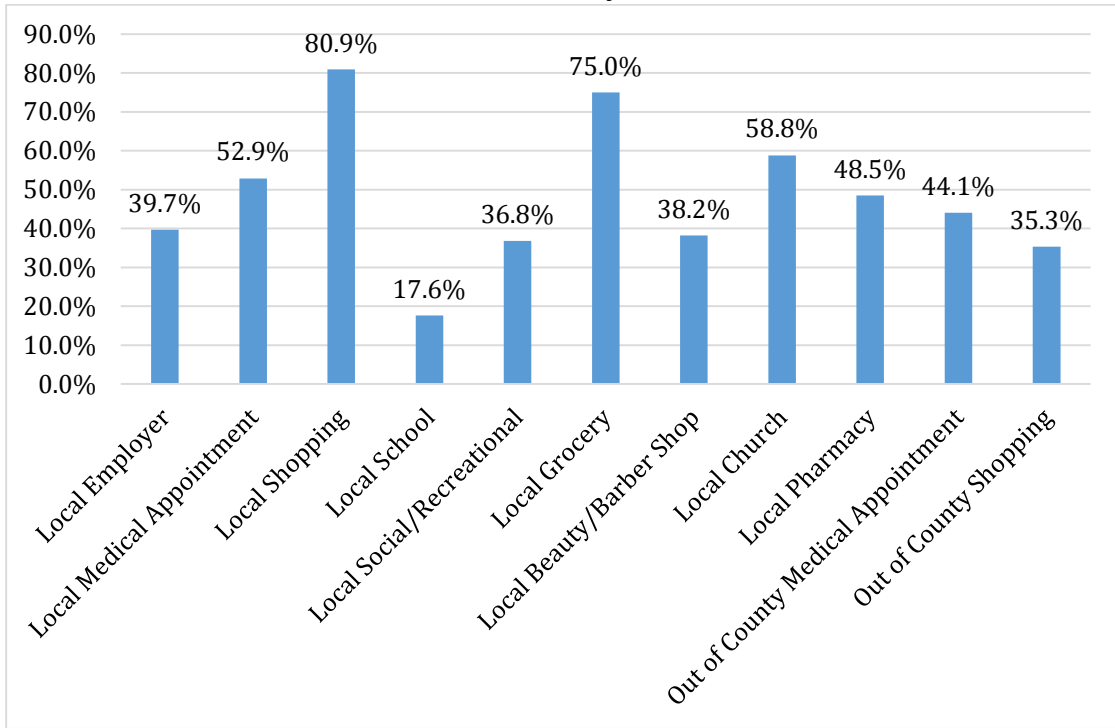
### Exhibit IV.1: Primary Modes of Transportation



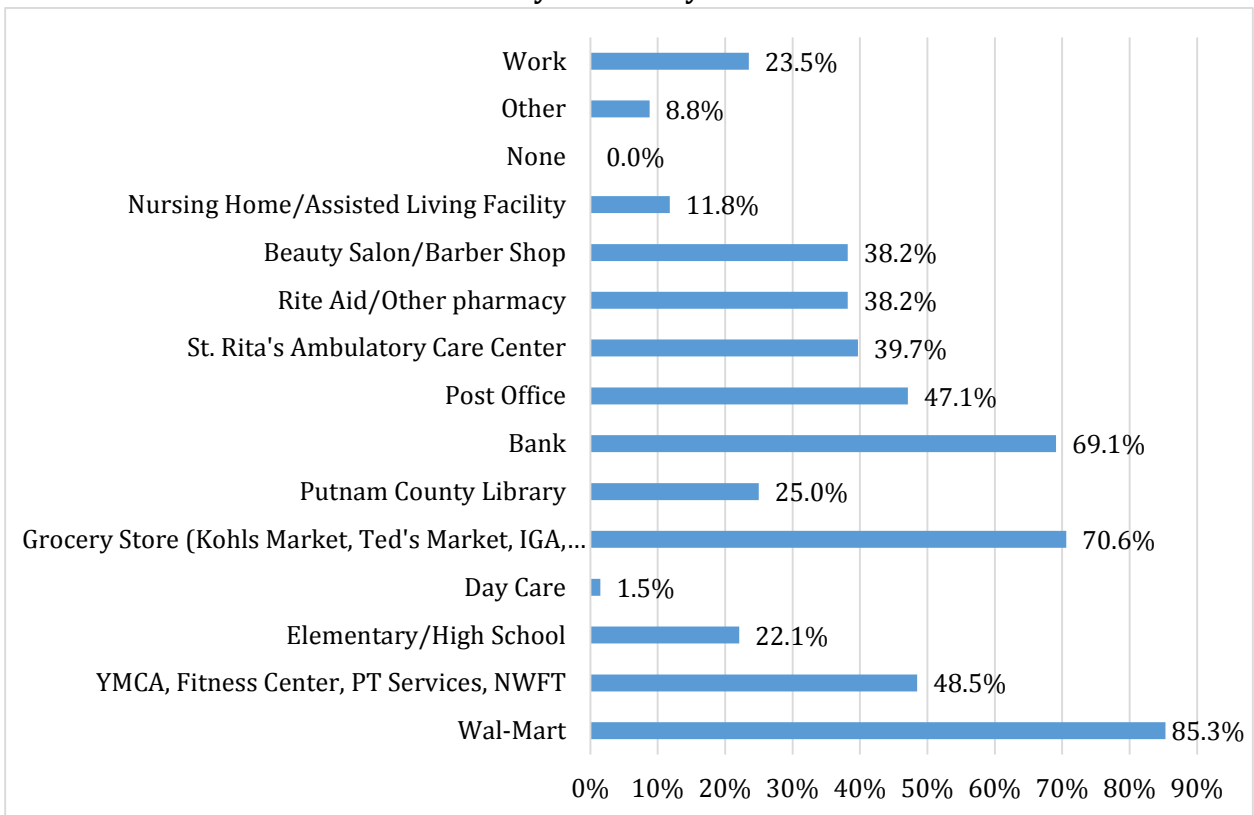
### Trip Needs, by Destination

The survey asked respondents about their most commonly visited general destinations, their most commonly visited community-specific locations, and the most commonly visited cities or villages for work and/or pleasure. Exhibit IV.2, Exhibit IV.3, and Exhibit IV.4 outline the results. As seen in Exhibit IV.2, the most common general destination was local shopping with 80.9 percent of respondents. The local grocery store and church were the next most common destinations (75 percent and 58.8 percent, respectively). Exhibit IV.3 outlines the most commonly visited local destinations. Wal-Mart has the highest demand, receiving 85.3 percent of responses. Other common responses are grocery stores with 70.6 percent and the bank with 69.1 percent of responses. Exhibit IV.4 demonstrates that Ottawa is the village most traveled to locally for work and/or pleasure with 82.8 percent of responses. Allen County received 59.4 percent of responses, while Hancock County received 46.9 percent.

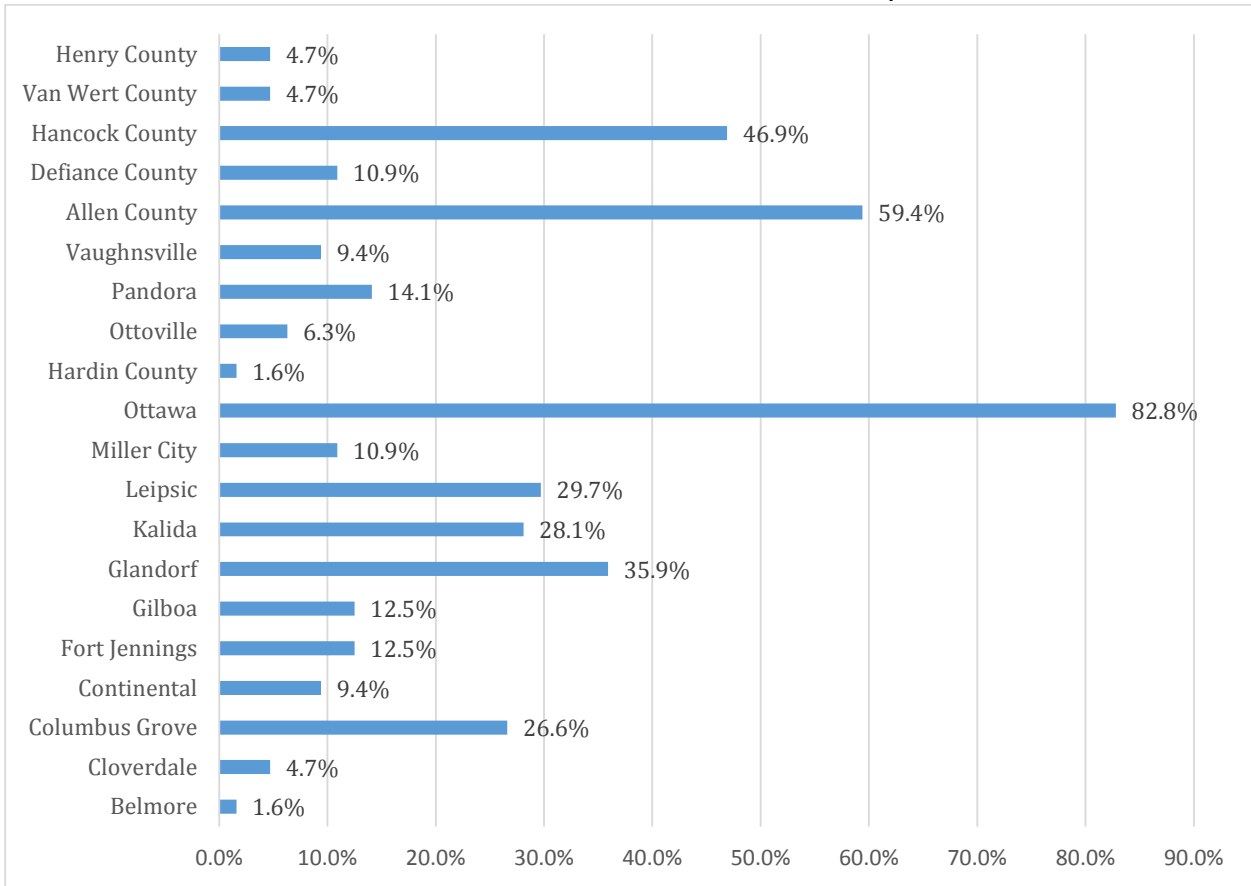
**Exhibit IV.2: Most Commonly Visited Destinations**



**Exhibit IV.3: Putnam County Commonly Visited Local Destinations**



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



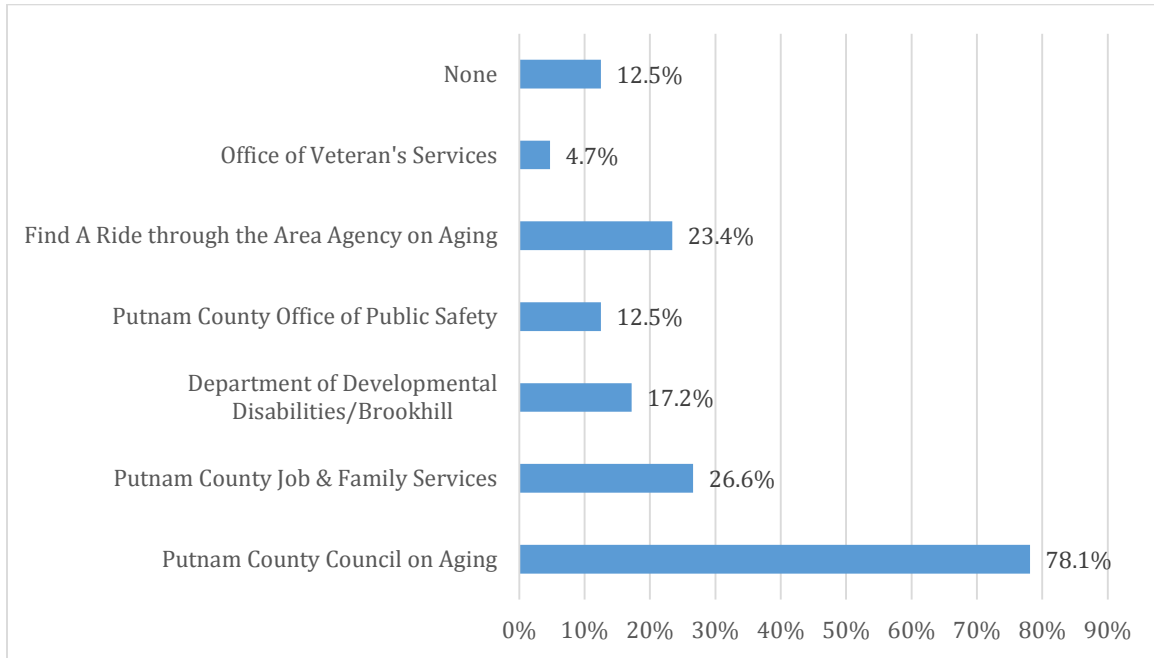
**Community Transportation**

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

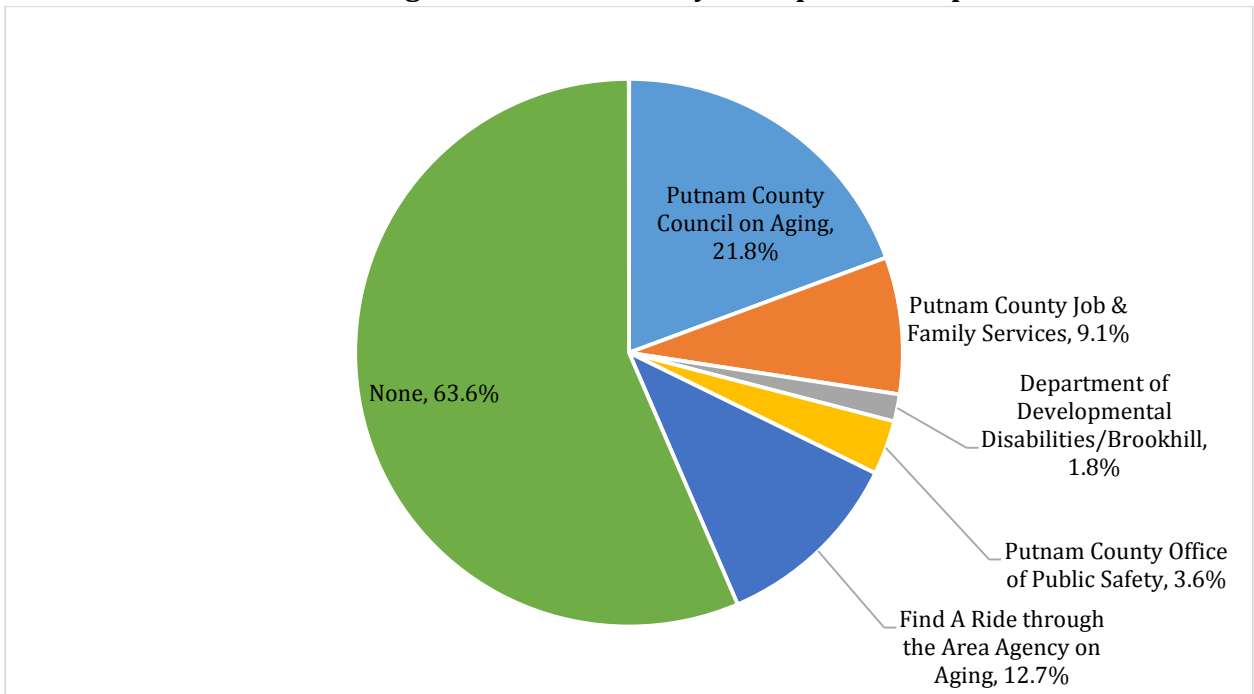
Respondents were most familiar with Putnam County Council on Aging Transportation as well as Putnam County Job and Family Services and the Find A Ride Program through the Area Agency on Aging. Out of those respondents, 21.8 percent have used Putnam County Council on Aging Transportation. Two other common services used include the Find A Ride Program through the Area Agency on Aging and the Putnam County Job and Family Services transportation (with 12.7 and 9.1 percent of responses, respectively). The majority, 63.6 percent, reported using none of the community transportation options. Of those who do NOT use community transportation, the vast majority of respondents (74.5 percent) reported owning a personal car as the reason for why they do not use public transportation. If they did not have another transportation option or

if it might provide cost savings, they would be most likely to use public transportation in the forms of fixed route and human service demand responsive services.

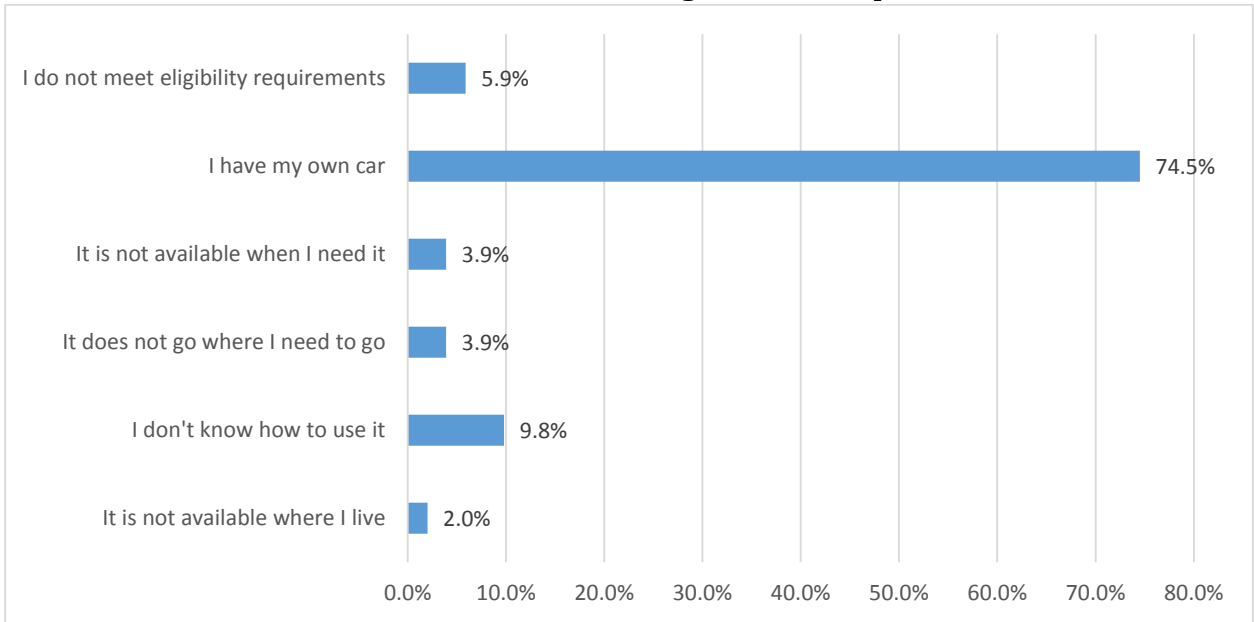
**Exhibit IV.5: Familiarity with Local Community Transportation Options**



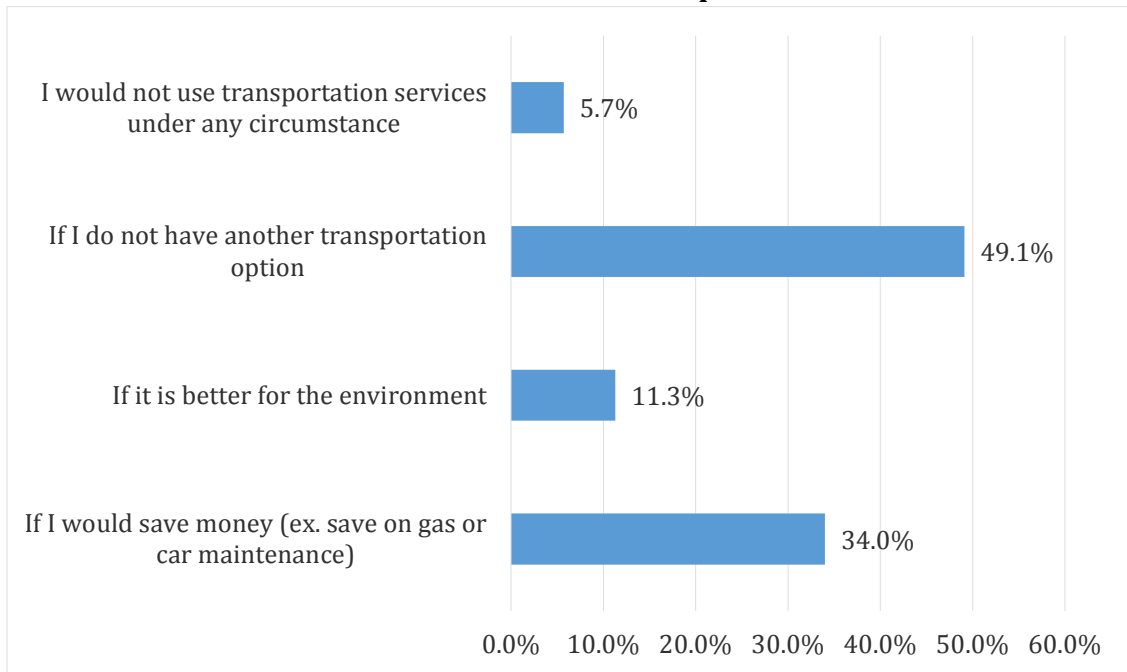
**Exhibit IV.6: Usage of Local Community Transportation Options**



**Exhibit IV.7: Reasons for NOT Using Public Transportation**

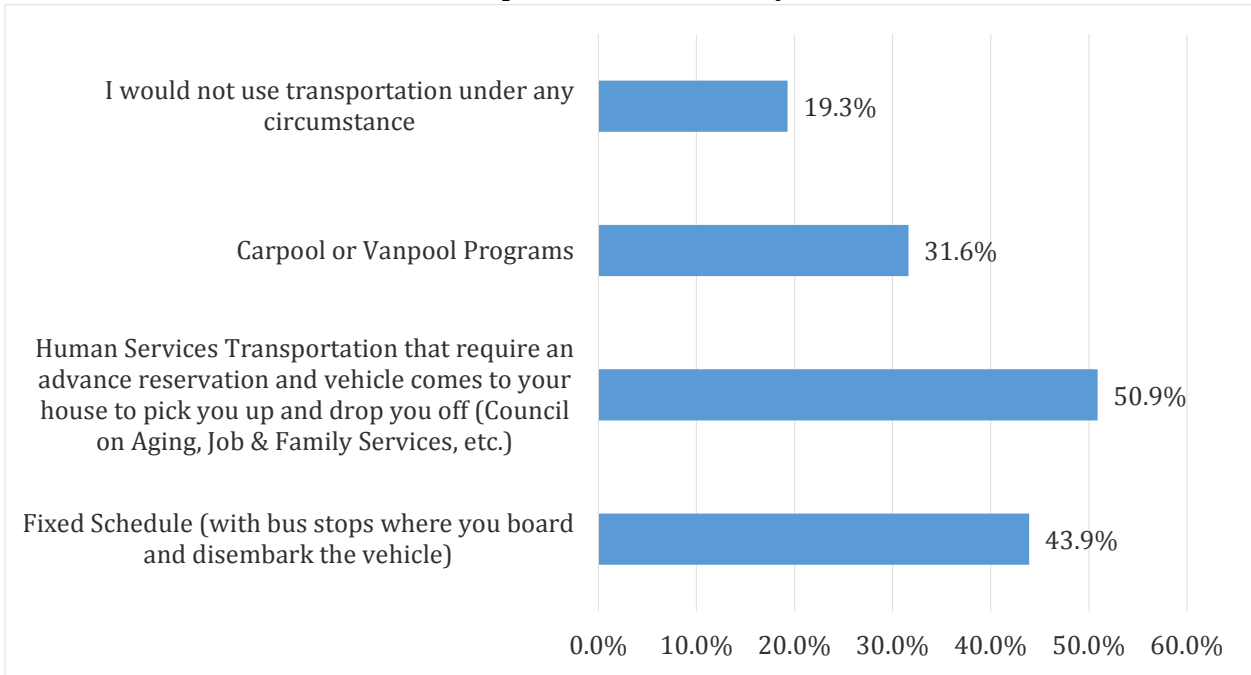


**Exhibit IV.8: Reasons for Possible Public Transportation Use in the Future**





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

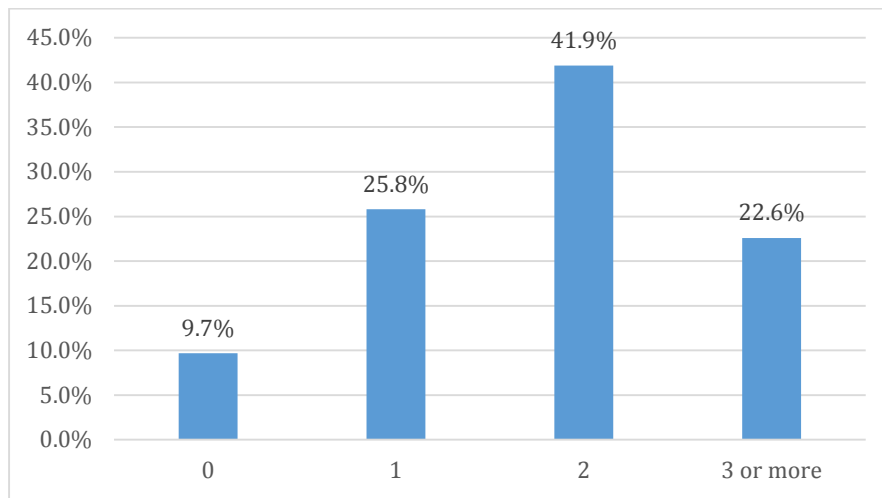


**Demographic and Socio-Economic Survey Results**

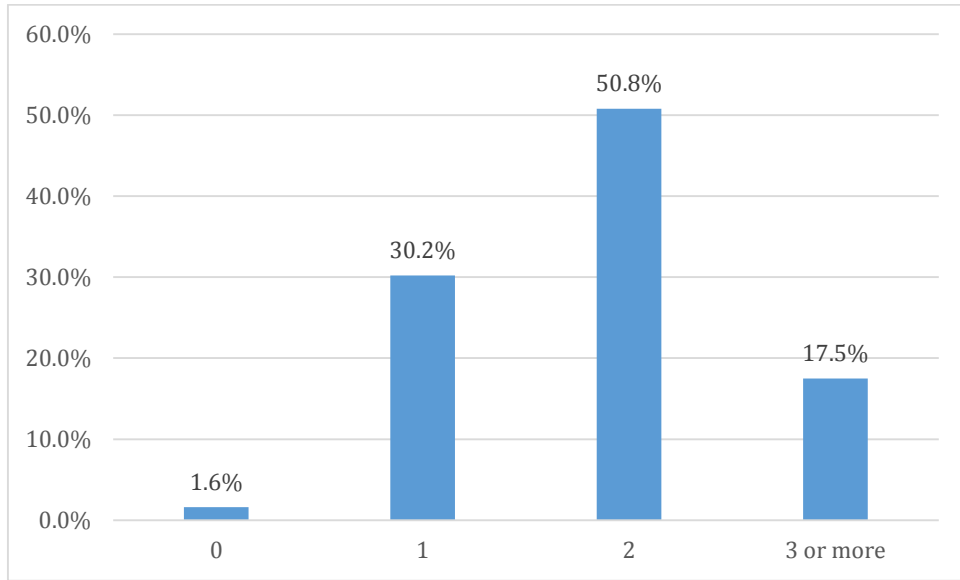
***Vehicle Status***

Most respondents possess at least one to two vehicles in their household, with one to two drivers. Nearly 10 percent reported being a zero-vehicle household and 1.6 percent reported having zero drivers of either legal driving age or with a valid Driver’s License.

**Exhibit IV.10: Number of Vehicles Per Household**



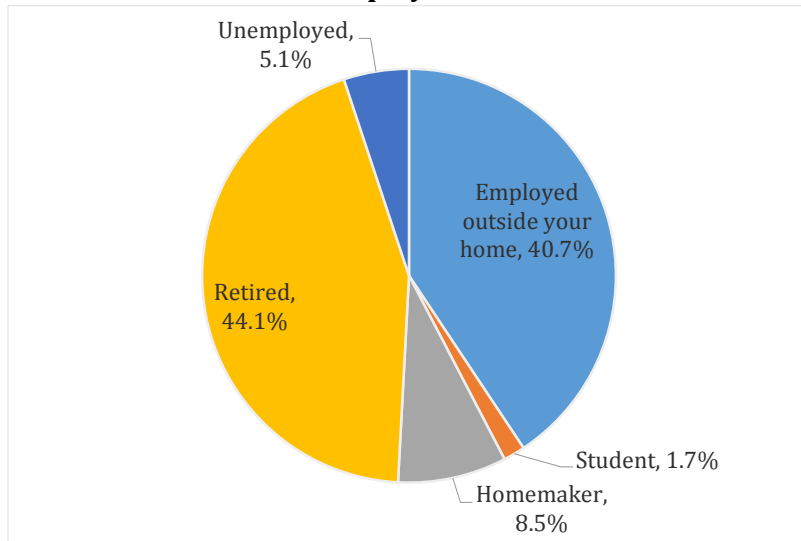
**Exhibit IV.11: Number of Valid Drivers Per Household**



***Employment Status***

Most survey respondents were retired, with 44.1 percent of responses. The next most common response was employment outside of the home, with nearly 41 percent of responses. Homemakers comprised 8.5 percent of responses, and 5.1 percent of respondents were unemployed.

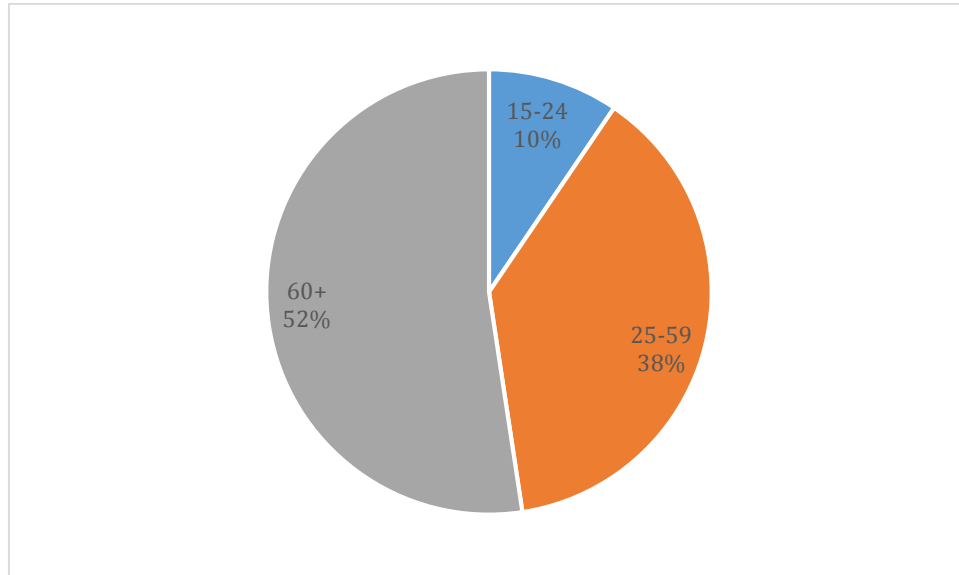
**IV.12: Employment Status**



## Age

Fifty-two percent of respondents were between the ages 60 and older. Thirty-eight percent were between the ages of 25 to 59.

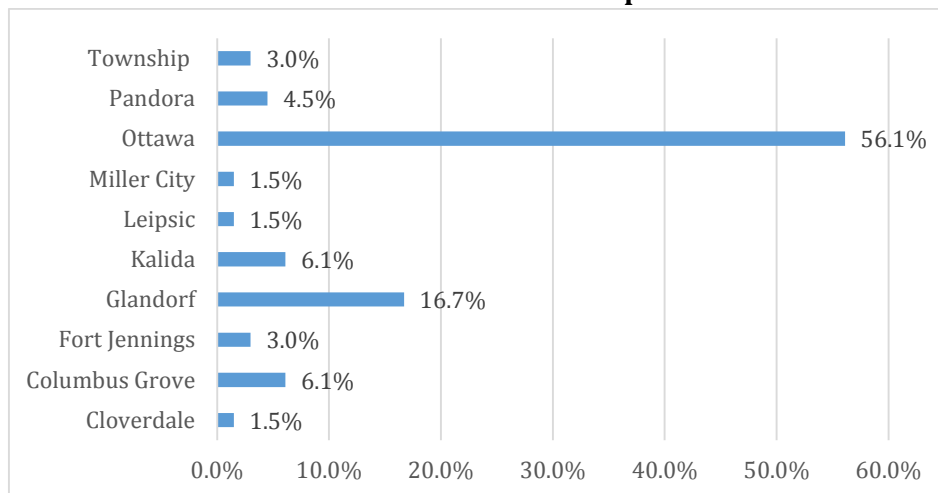
**Exhibit IV.13: Age of Respondents**



## Residence

Most respondents live in Ottawa (56.1 percent). Another 16.7 percent answered that they live in Glandorf. The next most common responses were Columbus Grove and Kalida, each with 6.1 percent of responses.

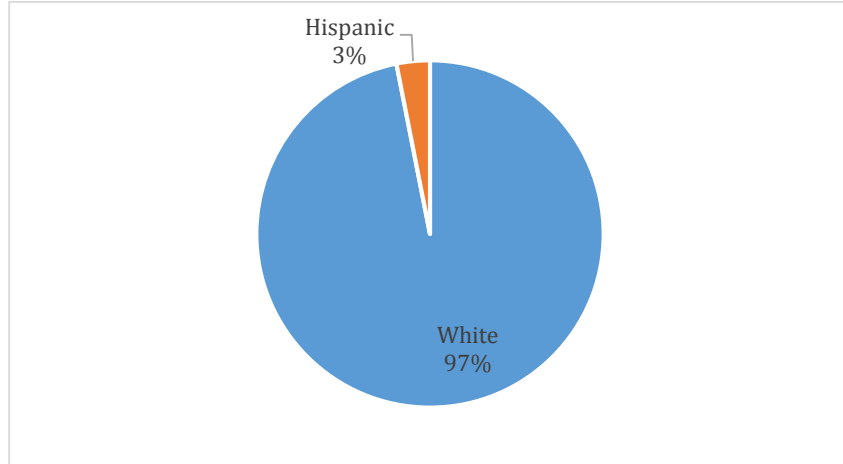
**Exhibit IV.14: Residence of Respondents**



**Race**

The majority of respondents consider themselves to be white (97 percent). The only other race chosen on the survey was Hispanic, which received 3 percent of responses.

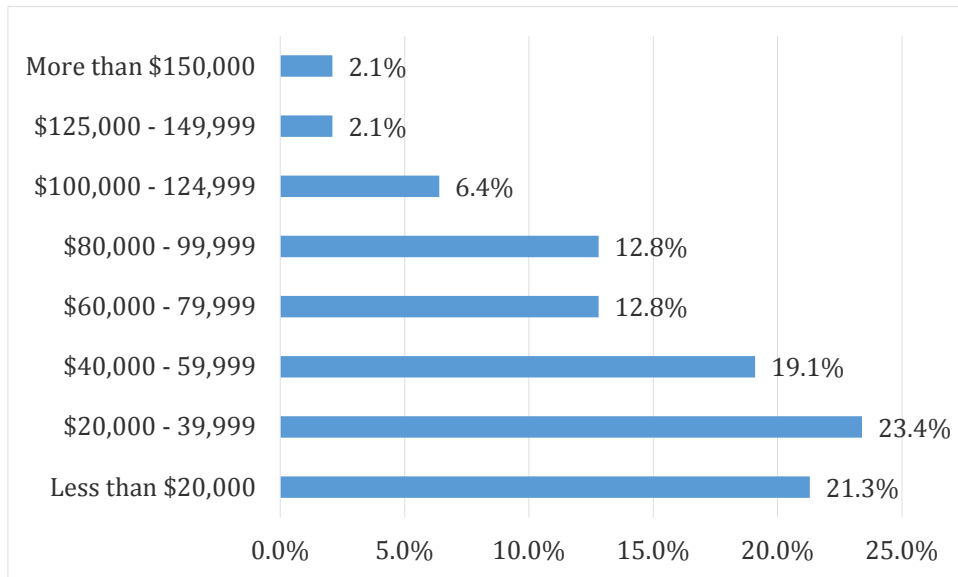
**Exhibit IV.15: Self-Perceived Race of Respondents**



**Annual Income**

The majority of respondents reported an annual income of between \$20,000 and \$39,000 (23.4 percent). The next most common responses were an annual income of less than \$20,000 and an annual income between \$40,000-\$59,000 (receiving 21.3 and 19.1 percent of responses, respectively).

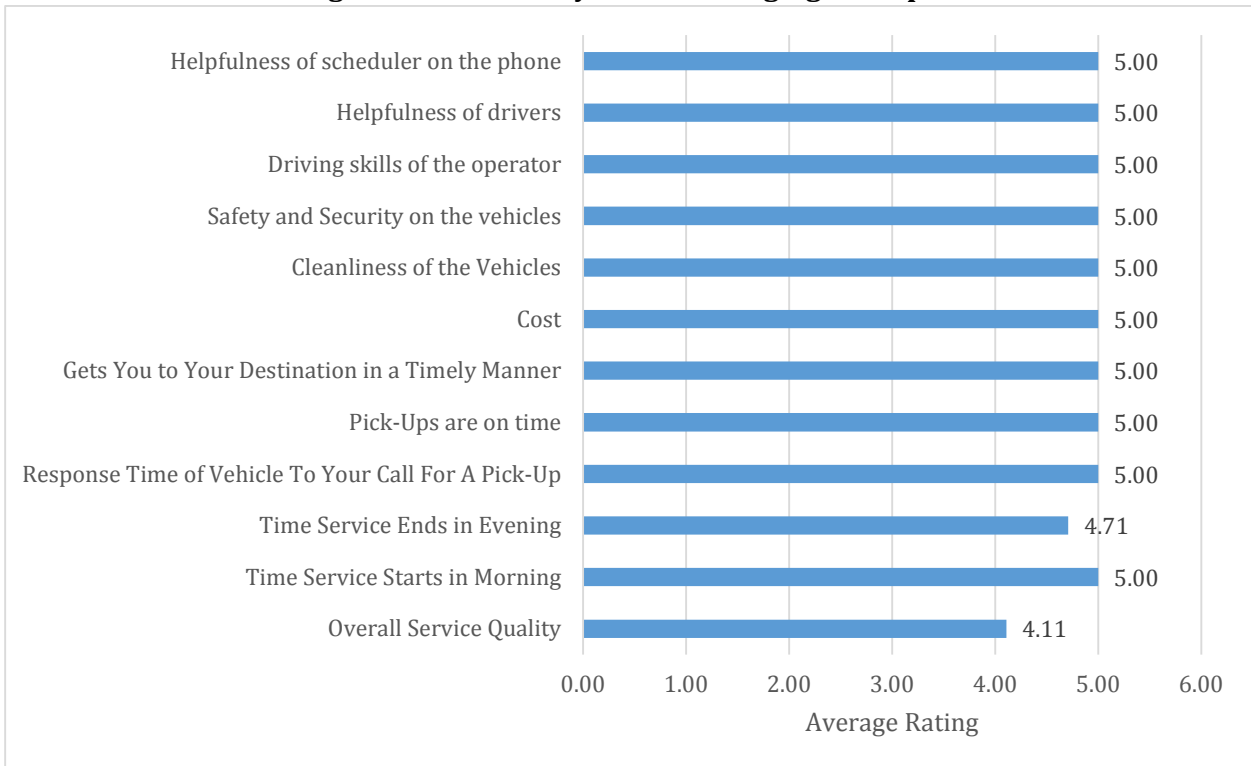
**Exhibit IV.16: Annual Income**



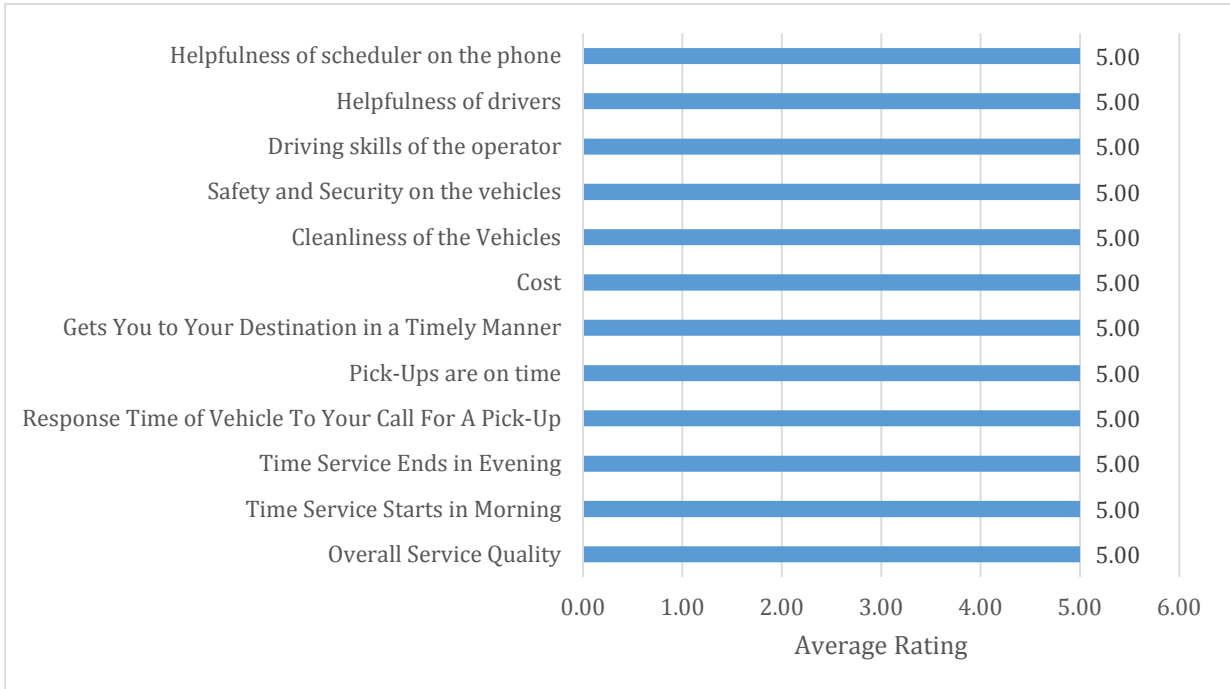
### Community Transportation Service Ratings

If the respondents had any experience using community transportation services, they were requested to rate the services they received. Exhibit IV.17 displays the results. For the Putnam County Council on Aging, most areas received the very satisfied rating from 11 eleven respondents. The areas that received slightly lower ratings were the time services end in the evening and the overall service quality. Five respondents had used the Putnam County Job and Family Services transportation service, and all areas received a very satisfied rating. Two respondents rated the Office of Public Safety transportation service, which received neutral ratings for most topic areas and very dissatisfied ratings for the cost and hours of service topic areas. Two respondents rated the Find A Ride Program through the Agency on Aging 3, and all topic areas received very satisfied ratings. Only one respondent rated the Office of Veterans Services transportation service, with all very satisfied ratings except for the hours of service, which the respondent did not rate at all. The Department of Developmental Disabilities transportation service received no responses.

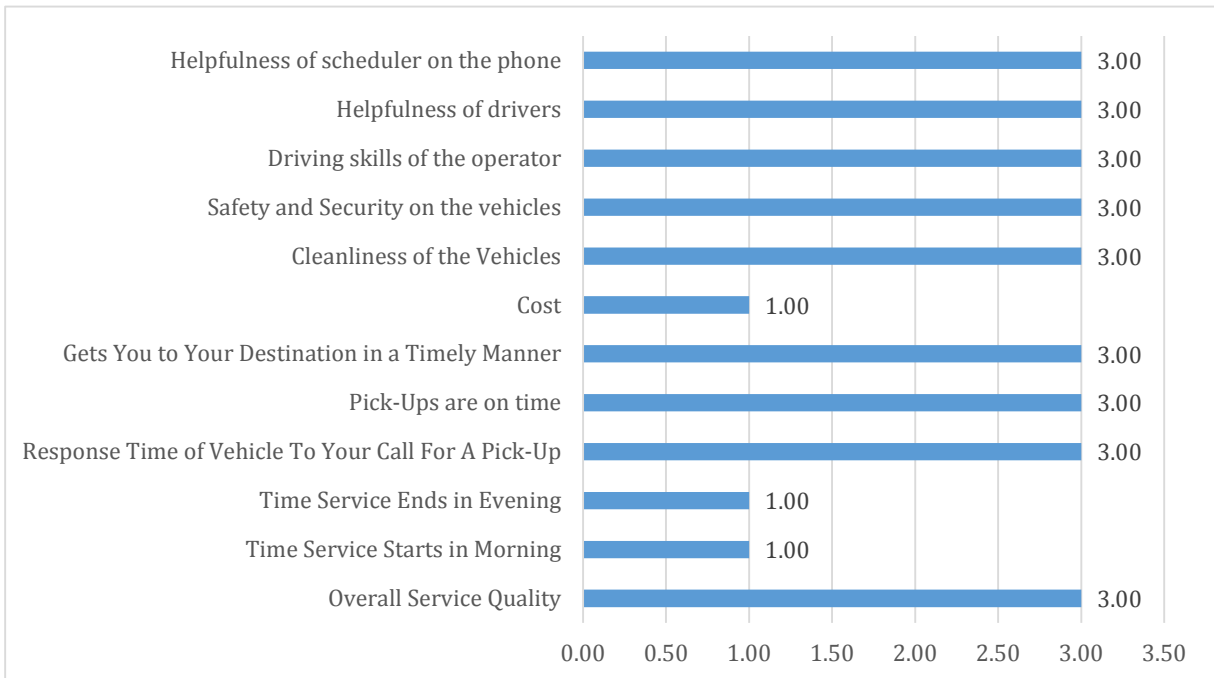
**Exhibit IV.17: Rating of Putnam County Council on Aging Transportation Services**



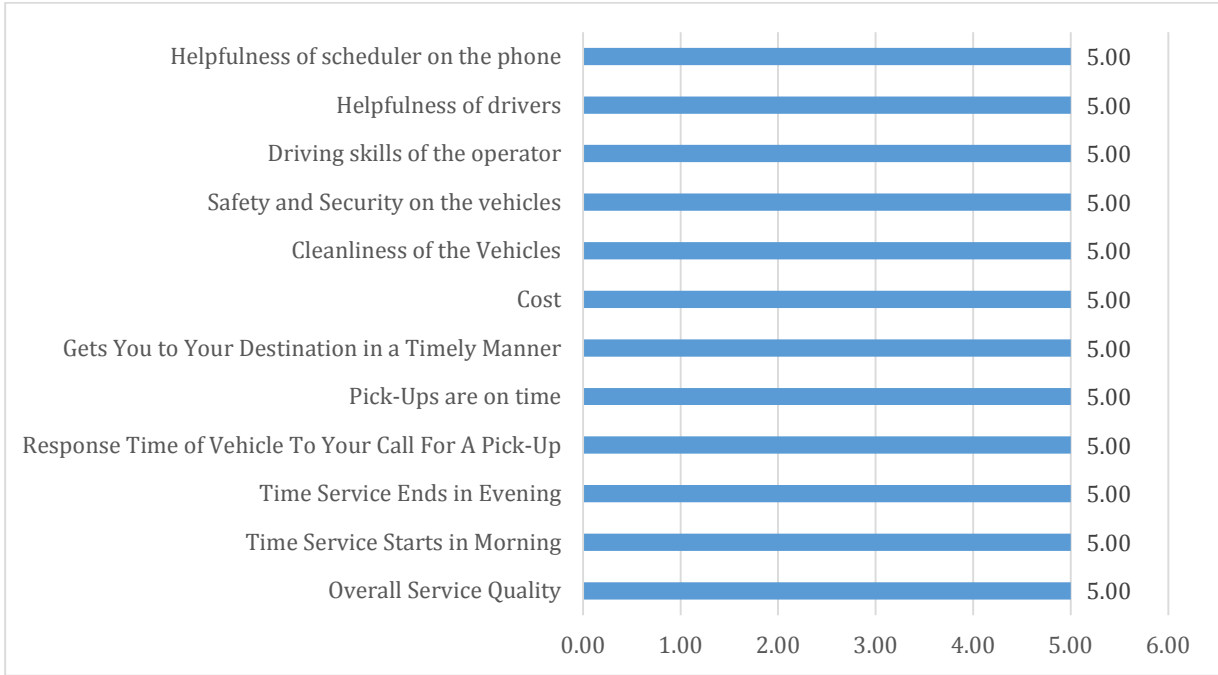
**Exhibit IV.18: Rating of Putnam County Job and Family Services Transportation Services**



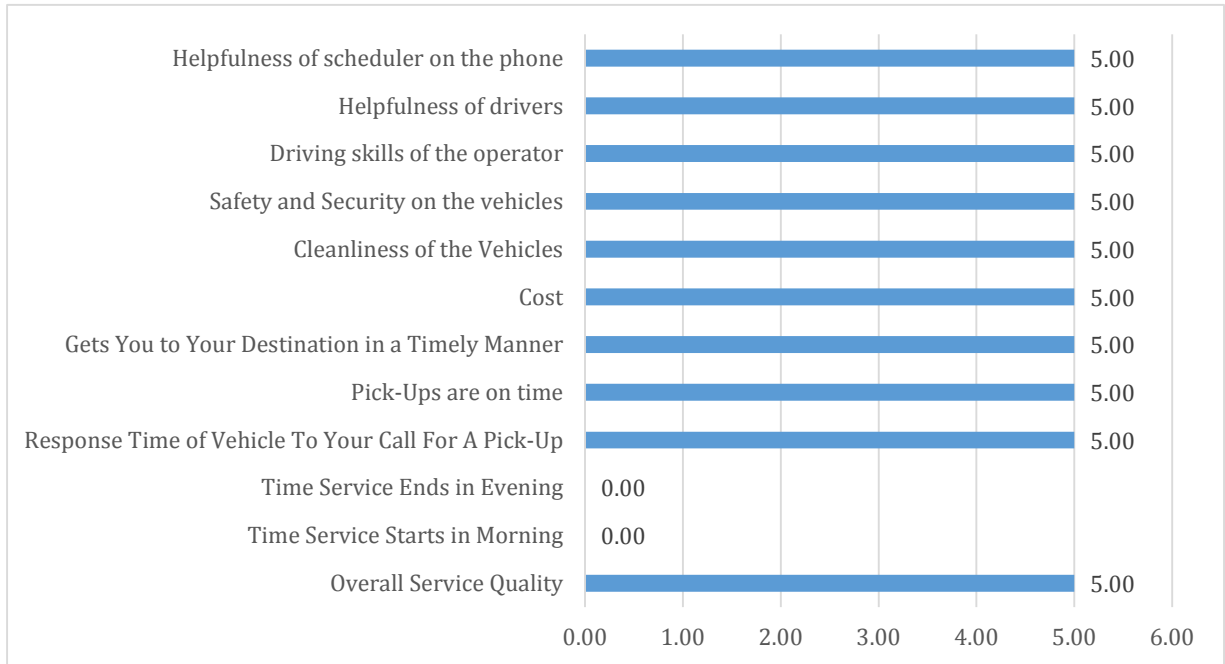
**Exhibit IV.19: Rating of the Putnam County Office of Public Safety Transportation Services**



**Exhibit IV.20: Rating of the Find A Ride Service through the Area Agency on Aging 3**



**Exhibit IV.21: Rating of the Office of Veterans Services Transportation Service**



## **EMPLOYER SURVEY RESULTS SUMMARY**

Putnam County employers were also invited to participate in a survey. As the survey included questions with open-ended answers, not all of these questions are included in the summary. A full copy of all questions and answers is included in the Appendix.

Twenty employers responded to the survey. The employers who chose to identify themselves were the following:

- ◆ The Meadows of Leipsic
- ◆ The Meadows of Kalida
- ◆ The Putnam County District Library
- ◆ F O E 2234
- ◆ Unarco Material Handling
- ◆ Schroeder and Company, CPA's, LLC
- ◆ Crime Victim Services
- ◆ Gerdeman-Hovest, Inc.
- ◆ St. Rita's Putnam County Ambulatory Care Center
- ◆ Vibra Tech, Inc.
- ◆ OG Family and General Dentistry
- ◆ Touches from the Heart
- ◆ Putnam County Community Thift Store
- ◆ JB Machining Concepts, LLC
- ◆ Ottawa Area Chamber of Commerce
- ◆ Putnam County HomeCare and Hospice
- ◆ Kneuve and Sons, Inc.

Of these employers, 20 percent identified that they were in the medical field, another 15 percent were in manufacturing, and government and non-profit organizations each represented 10 percent of respondents. The remaining employers were health and human service organizations, CPA firms, construction related businesses, retail businesses, and restaurants. Most employers are located in Ottawa or Glandorf, but other locations mentioned were Leipsic, Kalida, and Pandora.

Sixty-three percent of respondents do not have branches in other counties. Of the 37 percent that do, these branches are mostly located in Allen and Hancock Counties. Other counties mentioned were Paulding, Lucas, Wood, and Seneca Counties.

Employers were asked how many people they employ at their Putnam County branch office, and of 20 respondents filling out the survey, nine responded. Four employers responded that they have less than 25 employees. Three responded that they have between 50 and 100 employees, and two employers responded that they have over 300 employees. Fifty-three percent of employers estimated that these employees travel 6 to 10 miles one-way to work. Thirty-five percent estimated that employees travel 11 to 20 miles one-way to work. Another 12 percent estimated employees travel only 0 to 5 miles one-way to work. None estimated that employees



travel over 20 miles to work and only 12 percent of employers offer programs that encourage employees to take other transportation options or carpool to work. The overwhelming most common location employees commute from is Ottawa, with almost 94 percent of responses. Other common locations are Leipsic, Kalida, Columbus Grove, Miller City, Glandorf, and Pandora.

When asked which transportation options employees use to get to work, employers believe that nearly 100 percent use a personal vehicle. For those employees that do not have a personal vehicle, they use family and friends or carpool with co-workers to get to work. Seventy-five percent of employer respondents don't believe that lack of transportation causes difficulty in finding a reliable work force. Of the 25 percent that believe that lack of transportation has affected their employees, the responses indicated that this occasionally causes difficulties or that it has caused difficulties once before. Over twelve percent of employer respondents indicated that they have been unable to employ an individual due to that individual's lack of transportation.

If public transportation were available, only 6.7 percent of respondents believed their employees would use it. Six employers indicated that they would participate in a survey of employees to gauge interest in public transportation, and 7 employers indicated they would participate in educating their employees on the current transportation options provided.

Seventy-five percent of respondents were not aware of the tax advantages available to employers who provide commuter benefits, and 31 percent of those who were not aware would like to learn more about what is available to them.

One hundred percent of respondents indicated that they would not be interested in paying a public transportation fare for employees without personal transportation to get to work. Only 13.2 percent indicated that they would be willing to establish and administer an employee payroll deduction plan to cover either all or a portion of the cost for transportation services.

## **RIDER SURVEY RESULTS**

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

All Council on Aging clients are 60 years of age and older, but of the 83 respondents, 43.1 percent were between the ages of 80 and 89. The next most common age group was 70 to 79, which received 28.8 percent of responses. The majority of respondents live in Ottawa (34.3 percent), but other common responses were Monroe and Perry.

Of the 41 percent of respondents who require a mobility device, the most common mobility devices used are walkers or canes. Twenty-two percent require manual wheelchairs. The majority of respondents only ride with the Council on Aging occasionally (42.6 percent), and

nearly 28 percent of respondents ride once or twice a week. Most respondents began riding at their current frequency in 2013.

By far the most common trip need was for out of county medical trips, which received 78.3 percent of responses. In-county medical appointments were the next most common trip needs with 40.7 percent of responses. Other common trip needs were to the hospital, bank, grocery and other shopping. Out of county riders indicated that the counties they travel to most commonly are Allen and Hancock Counties. Overwhelmingly, respondents indicated that the current hours and days of the Council on Aging's operation meets their needs. The most common days of travel are Tuesday, Wednesday, and Thursday. Of all respondents, 64.4 percent still drive from home to doctor appointments, essential errands, social activities, work, etc. Nearly 52 percent of respondents use the Council on Aging to fulfill their daily travel needs.

Respondents agreed that the telephone and newspaper are the two best ways to get information about the transit system. Nearly 75 percent responded that they do not use the internet one or more times per week.

Respondents were asked to rate their satisfaction of various aspects of the Council on Aging's transportation services, including overall service quality, cost, ease of scheduling a trip, service area, and many others. The vast majority of responses for each aspect of service were that the respondents are very satisfied with the services provided.

## V. GOALS, PRIORITIES & STRATEGIES

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### COORDINATED TRANSPORTATION GOALS

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

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

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

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

***Goal #3: Putnam County will increase issue awareness and appreciation of community and public transit among influencers of local public opinion.***

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

***Goal #5: Putnam County will work to provide operational funding options for meeting the transportation needs of target populations.***

***Goal #6: Putnam County will build on the HHWP Community Action Commission's regional mission to explore options for expanding community transportation service within Putnam County.***

***Goal #7: Putnam County will continue to identify gaps in service and unmet needs.***

## COORDINATED TRANSPORTATION STRATEGIES AND PRIORITIES

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

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

### **GOAL #1: Putnam County will encourage cooperation and communication among regional stakeholders.**

**Strategy 1.1:** Local coordination partners will create a regional coordination coalition. This coalition will meet quarterly. Current four-county steering committee members will be the base membership of the coalition, and will discuss the addition of other necessary community members representing transit-dependent populations.

**Strategy 1.1.1:** Local coordination partners will establish an online communication network such as a secure Facebook page to allow members to share information and respond to questions in an effective manner that does not require a face-to-face meeting.

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

**Implementation Time Frame:** Years 2015-2016

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

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

**Performance Measures:**

- ◆ Regional Coordination Coalition established.
- ◆ Online network of communication or Facebook network established.
- ◆ Number of quarterly meetings held per year.

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

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

**Strategy 2.1:** Add links and brief descriptions of services and eligibility requirements of other community transportation providers to the HHWP Community Action Commission's website and to city, county, and other government websites.

**Strategy 2.1.1:** Develop a community transportation resource guide that identifies all transit providers, eligibility requirements, service area, service hours, and cost to the rider. The Putnam County Transportation Resource Guide should be made available to all social and human service organizations as well as countywide distribution to the general public.

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

**Implementation Time Frame:** Years 2015-2016

**Staffing Implications:** HHWP will assume the lead in the development of the transportation resource guide. An HHWP employee will be responsible for gathering the needed information from other providers and ensuring this information is added to their website. A Putnam County agency will be responsible for coordinating and sharing the information with the appropriate city, county, and other government websites. All transit providers will be responsible for providing detailed information about their transportation service.

**Priority:** High

**Performance Measures:**

- ◆ As information is available and added to existing websites, the number of "hits" the new information pages receive.
- ◆ Resource guide is developed and distributed.
- ◆ Number of passenger trips provided per mile and hour is increased.
- ◆ Self-sufficiency of local residents is preserved and improved (measured through surveys) due to knowledge of transportation options for necessary services.

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

**Potential Grant Funding Sources:** Time spent coordinating this effort can be charged to the CSBG. The use of CSBG funds is subject to approval by the Ohio Development Services Agency. Time spent coordinating this in Putnam County will be charged as is appropriate within each agency.

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

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

**Implementation Time Frame:** Years 2015-2016

**Staffing Implications:** No additional staff is required.

**Priority:** High

**Performance Measures:**

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

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

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

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

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

**Strategy 3.1.1:** Distribute transportation ridership reports to community officials on at least a quarterly basis. The distribution of reports can be completed via email or by U.S.

postal service. The statistical information will help ensure local officials and community leader remain aware of the valuable services provided.

**Responsible Parties:** Transportation providers and/or the regional coordination coalition members will be responsible for reaching out to community officials and leaders. Reports routinely generated for state and federal program funding could be used to accomplish this strategy.

**Implementation Time Frame:** Years 2015-2016

**Staffing Implications:** No additional staff is required.

**Priority:** High

**Performance Measures:**

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

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

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

**GOAL #4: Putnam County will increase wheelchair accessible transportation within the community.**

**Strategy 4.1:** All new and replacement vehicles purchased will be wheelchair accessible vehicles as is appropriate to meet community needs. Accommodations for large mobility devices will be considered.

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

**Implementation Time Frame:** Years 2015-2016

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

**Priority:** High

**Performance Measures:**

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

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

**Potential Grant Funding Sources:** New and replacement vehicles may be purchased using Section 5311 and Section 5310 funding (with a 20% local match for both). Potential sources of local match include foundations, donations, or other grant programs such as the Older Americans Act.

**Strategy 4.2:** Develop and maintain an appropriate vehicle replacement plan. Maintain a fleet of vehicles in Putnam County that is at least 80% wheelchair accessible.

**Responsible Parties:** All transportation providers.

**Implementation Time Frame:** Years 2015-2016

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

**Priority:** High

**Performance Measures:**

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

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

**Potential Grant Funding Sources:** New and replacement vehicles may be purchased using Section 5311 and Section 5310 funding (with a 20% local match for both). Potential sources of local match include foundations, donations, or other grant programs such as the Older Americans Act.



**GOAL #5: Provide operational funding options for meeting the transportation needs of target populations.**

**Strategy 5.1:** Encourage human service agencies and other organizations that require transportation services for their under 60 consumers to contract with the HHWP Community Action Commission or other local providers, when possible. Agencies and organizations may realize a savings by purchasing services rather than providing them in-house. Contract rates will be determined by the provider and include the fully allocated costs associated with the provision of the transportation services provided.

**Responsible Parties:** Putnam County Stakeholders and all transportation providers in Hancock, Hardin, Wyandot, and Putnam Counties.

**Implementation Time Frame:** Years 2015-2016

**Staffing Implications:** No new staff expansions are projected for Putnam County.

**Priority:** Moderate

**Performance Measures:**

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

**Implementation Budget:** If fully allocated cost is charged for new contracts, new costs for this strategy will be minimal to providers. Organizations paying for expensive taxi rides for clients could potentially save money by contracting out the service.

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

**Strategy 5.2:** Investigate hiring a Contract Grant Writer to maximize grant application opportunities. Researching and writing grants is time consuming and requires extensive research and excellent writing skills. Experience and knowledge of grants and grant writing always makes the odds better for being awarded a grant. The diverse experience many professional grant writers have can be a bonus, as exposure to different ideas, trends, and kinds of work can filter into other proposals. Utilizing grant writing professionals to locate appropriate grants for community transportation and then completing the grant writing process could be financially beneficial while allowing staff to focus on other coordination goals.

**Responsible Parties:** The Regional Coordination Coalition

**Implementation Time Frame:** Years 2015-2016

**Staffing and Budget Implications:** Dependent on Grant Writer Contract – one time use or long term contract for multiple grants. Rates typically range from 5 percent to 10 percent of the grant request.

**Priority:** Moderate

**Performance Measures:**

- ◆ Grant Writer selected.
- ◆ Number of grants submitted.
- ◆ Number of grants awarded.
- ◆ Amount of funding is increased from new grants.

**Potential Grant Funding Sources:** This strategy could prove to be an excellent fundraising move; however, it is not an eligible expense for state and federal grants. Grant writer fees will require local funds.

**GOAL #6: Build on HHWP's regional mission and existing resources to explore options for expanding community transportation services in Putnam County.**

**Strategy 6.1:** Implement volunteer transportation programs, such as the Transportation Ally Program and the Independent Transportation Network.

**Responsible Parties:** The Regional Coordination Coalition

**Implementation Time Frame:** 2015-2016

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

**Priority:** Moderate

**Performance Measures:**

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

**Implementation Budget:** To be determined by specific programs.

**Potential Grant Funding Sources:** The Area Agency on Aging 3 has offered \$200 to put towards a trial run of The Transportation Ally Program. The United Way in Hancock County has

shown interest in implementing the Independent Transportation Network and could possibly secure funding to bring that program to the region.

**GOAL #7: Continue identifying gaps in transportation services and unmet needs.**

**Strategy 7.1:** Conduct annual transportation consumer and provider surveys.

**Responsible Parties:** Putnam County transportation providers.

**Implementation Timeframe:** 2015-2016

**Staffing Implications:** No additional staff is necessary.

**Priority:** High

**Performance Measures:**

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

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

**Potential Grant Funding Sources:** The printing expense is the only additional cost for this strategy.

# Summary

## VI. EXECUTIVE SUMMARY

---

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

Data provided from the U.S. Census, The Ohio Development Services Agency's County Profiles, and the American Community Survey indicated that the population remains consistent in Putnam County and is expected to remain consistent through 2020. Ottawa, which is also the county seat, is the most populated village followed by Leipsic and Columbus Grove. The eastern and central parts of the county have the highest concentration of low-income and zero-vehicle households, and nearly 10 percent of the Putnam County population has a disability. Over 14 percent of the population is elderly.

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

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

The surveys showed that most Putnam County residents do not rely on agency transportation options, but instead drive cars or ride with friends. While many respondents were aware of the transportation provided by the Council on Aging, most other providers were not known to provide these services. Common destinations are for shopping and grocery trips, as well as medical trips. Wal-Mart was the resounding most popular destination within the county. For out-of-county trips, 60 percent of respondents go to Allen County frequently for shopping and medical needs.

Many goals in this plan are continued from the previous plan, but include updated strategies for achieving progress. The goals seek to increase general public and public knowledge of transportation resources available to them, wheelchair-accessible transportation, funding and options for Putnam County residents currently unserved. The goals also seek to encourage and

cultivate coordination among transportation stakeholders and to continue to evaluate and understand the county's unmet needs.



[Signature] 9/15/15  
Name Date

Elin J. Radebush Selles 9/15/15  
Name Date

Jodi M. Wernicke 9-15-15  
Name Date

\_\_\_\_\_  
Name Date

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Name Date





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





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- ◆ Sign-In Sheet
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- ◆ Notice to Stakeholders
- ◆ Notice to the Public
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- ◆ Sign-In Sheet

### **SECTION A-5: PUTNAM COUNTY EMPLOYER SURVEY**

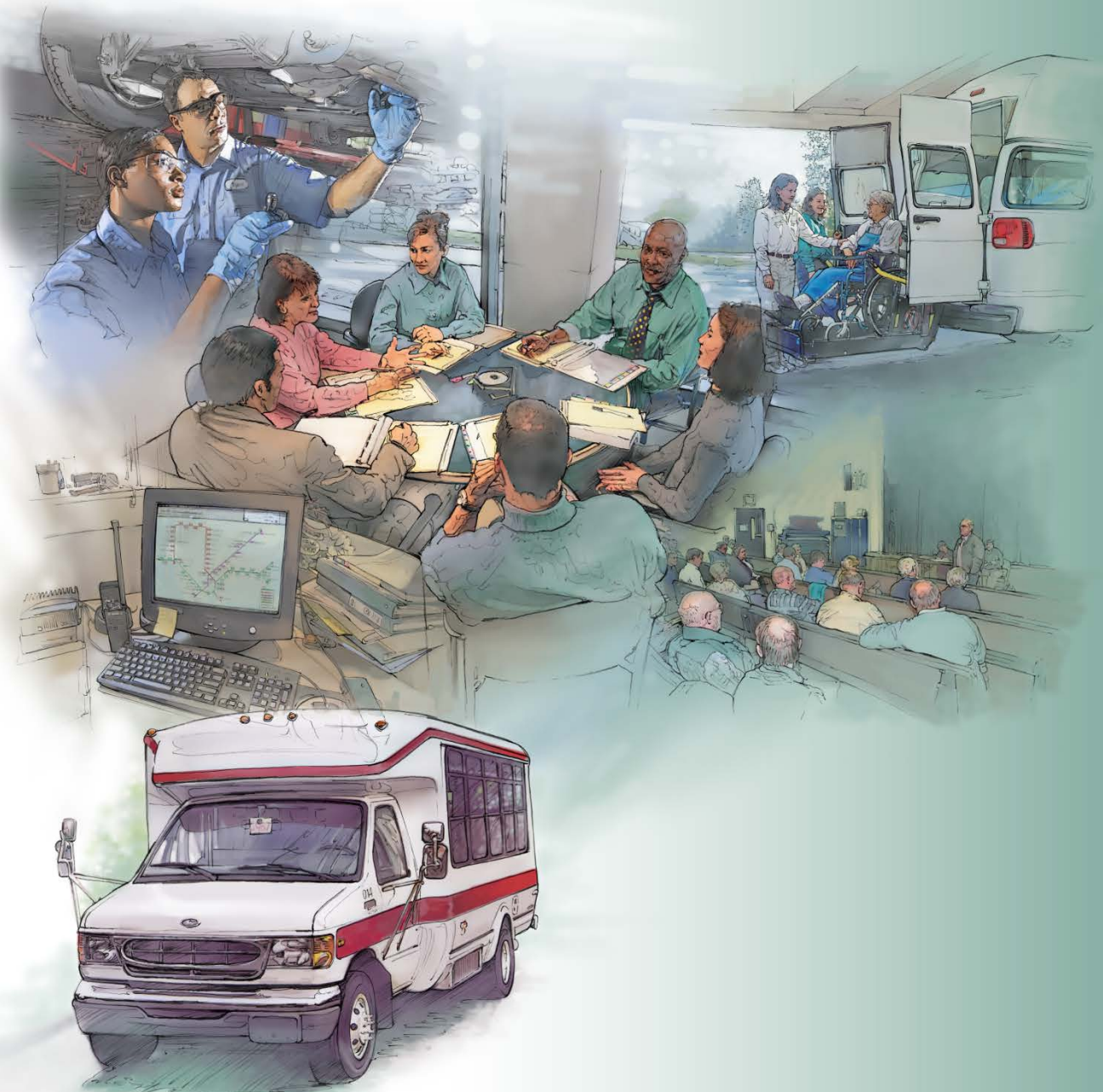
- ◆ Employer Survey Results, taken from SurveyMonkey

### **SECTION A-6: 62 FEDERAL FUNDING SOURCES FOR TRANSPORTATION**



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

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



Sign-In Sheet

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

Name	Organization	Address	E-mail	Phone Number
Bette Ribler	Hardin County Council on Aging	Address: 100 Memorial Ave. City: Kenton Zip: 43326	hccab@hardincoc.net	619-673-1102
Melissa Prater Mobility Manager Hardin Co.	Hardin Co. Council on Aging	Address: 180 Memorial Ave. City: Kenton Zip: 43326	hccamp@hardincoc.net	419-675-3610
Erica Petrie	AAA 3	Address: 200 E. High St 2nd Floor City: Lima Zip: 45801	epetrie@aaa3.org	419-371-5942
Josh Anderson	HHWP	Address: 122 Jefferson St. City: Findlay OH Zip: 45846	janderson@hhwpcc.com	(419) 423-3955
Dave Salucci	HHWP dsalucci@hhwpcc.com	Address: (same as above) City: _____ Zip: _____	dsalucci@hhwpcc.com	11

Sign-In Sheet

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

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

Sign-In Sheet

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

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

Sign-In Sheet

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

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



Moving Public Transportation into the Future

## Coordinated Public Transit-Human Services Transportation Plan Update

### Steering Committee Meeting


March 17, 2014

Presented by: RLS & Associates, Inc.






## Meeting Objectives


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



## Project Tasks


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

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




## Previous Plan Update

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



## Previous Plan Update

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



## Previous Plan Update

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



## Previous Plan Update

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

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## Previous Plan Update

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

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## Previous Studies/Surveys

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

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## Steering Committee

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

Proposed survey start date April 7<sup>th</sup>.

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## Surveys

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

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## Marketing Materials

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

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## Public Meetings

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

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## Next Steps

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

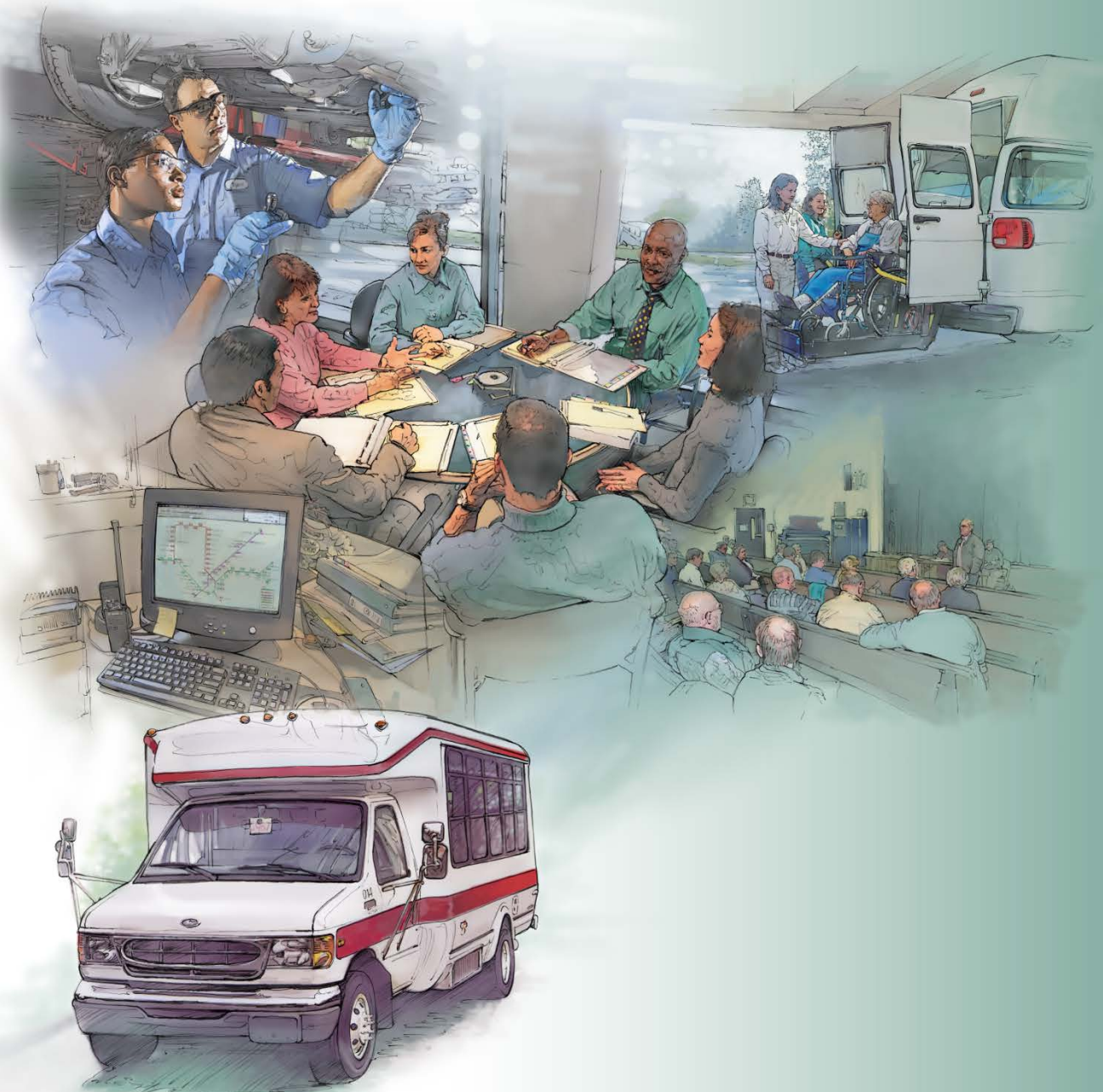
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**Coordinated Public Transit-Human Services  
Transportation Plan Update  
APPENDIX**

**Section A-2:  
Putnam County Public Stakeholder Meeting  
April 23, 2014**



Putnam County is conducting a coordinated public transit-human services transportation plan update meeting. The public meeting will be held on **April 23, 2014 from 10:00AM to 12:00PM at the Putnam County Library 124 Putman Parkway Ottawa, Ohio**. The agenda includes a discussion of the content of the current locally developed coordinated public transit and human service transportation plan, unmet transportation needs, existing coordination efforts, and the process for developing an action plan for improving coordination efforts in the region over the next four years. **This public meeting will provide a unique opportunity for the public to share transit needs and vision for their community. Transportation providers, human service agencies, and other advocates will also want to attend to discuss this important topic.**

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

One of the MAP-21 requirements is that projects and organizations planning to apply for funding from the programs listed above *must* be part of a “locally developed coordinated public transit-human services transportation plan.” This plan must be developed through a process that includes representatives from public, private, and non-profit transportation services, human services providers and the general public. Putman County initially developed a coordinated public transit-human services transportation plan in 2010. This existing plan must be updated to include transportation and mobility strategies for the next four years.

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

If you have questions about this meeting please contact, Claire Helmers at 937-299-5007 or [chelmerns@rlsandassoc.com](mailto:chelmerns@rlsandassoc.com) .

The Putnam County Library is an accessible facility. If you require any additional assistance, please contact, Claire Helmers at 937-299-5007 or [chelmerns@rlsandassoc.com](mailto:chelmerns@rlsandassoc.com) .

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

# **PUBLIC MEETING**

**For:**

## **Development of the Putnam County Coordinated Public and Human Services Transportation Plan**

---

***Wednesday, April 23<sup>rd</sup> 10:00 AM to 12:00 PM  
Putnam County Library  
124 Putnam Parkway  
Ottawa, OH 45875***

- Meeting facilities are handicap accessible.

---

### **Why:**

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

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

**Project funded in part by Putnam County Council on Aging, Inc.**

## **Putnam County 2014 Coordinated Public Transit-Human Services Transportation Plan Update**

### Public Stakeholder Meeting Summary

The RLS team facilitated an initial outreach meeting at The Putnam County Library in Ottawa, OH on April 23, 2014 at 10:00 a.m. The purpose of the meeting was to gather input from area stakeholders and the general public about the opportunities to coordinate transportation services to meet the travel needs of Putnam County. Invitations were emailed to local public and private transportation providers, human services agencies, senior centers, and other private and public non-profit organizations that serve low income persons, older adults, and individuals with disabilities throughout the region.

Invitations were sent to 42 organizations. The general public was notified of the meeting through notices published in the local newspaper, on buses and city facilities, and on the Council on Aging's website. Thirteen people representing 12 organizations and the general public attended the workshop. Attendees included representatives from public transportation providers, human service agencies, the general public and planning organizations. Organizations represented included:

- Putnam County Health Department
- Putnam County Commissioners
- Meadows of Leipsic
- HHWP Community Action Commission
- Area Agency on Aging 3
- The Putnam Sentinel
- The Meadows at Putnam Acres
- United Way of Putnam County
- Putnam County Board of Developmental Disabilities
- Putnam County Council on Aging
- Ottawa-Glandorf Local Schools
- General Public

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

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

- Public Transportation – for the individuals who don't meet eligibility requirements of programs providing transportation
- 24/7 employment transportation for individuals with disabilities

- Additional transportation for social trips for individuals with disabilities
- Out-of-county emergency medical return trips. Clients are transported to the ER in an ambulance but they have no way home.
- Holiday transport
- Transportation to Columbus and Toledo
- Same day or short notice trips
- Transport for individuals in wheelchairs
- Vehicles which can accommodate wheelchair needs (size and weight)
- Independent Living facility transportation for the under 60 population for out of town trips
- Education of local transportation resources for isolated low-income communities
- An increase in veteran's available transportation
- Escort Service from the vehicle into the destination and possibly the transfer from a wheelchair
- Transportation to clinics for homebound individuals in emergency situations
- Network for sharing of information among agencies
- Expansion of HATS into Putnam County
- Funding for Public Transit

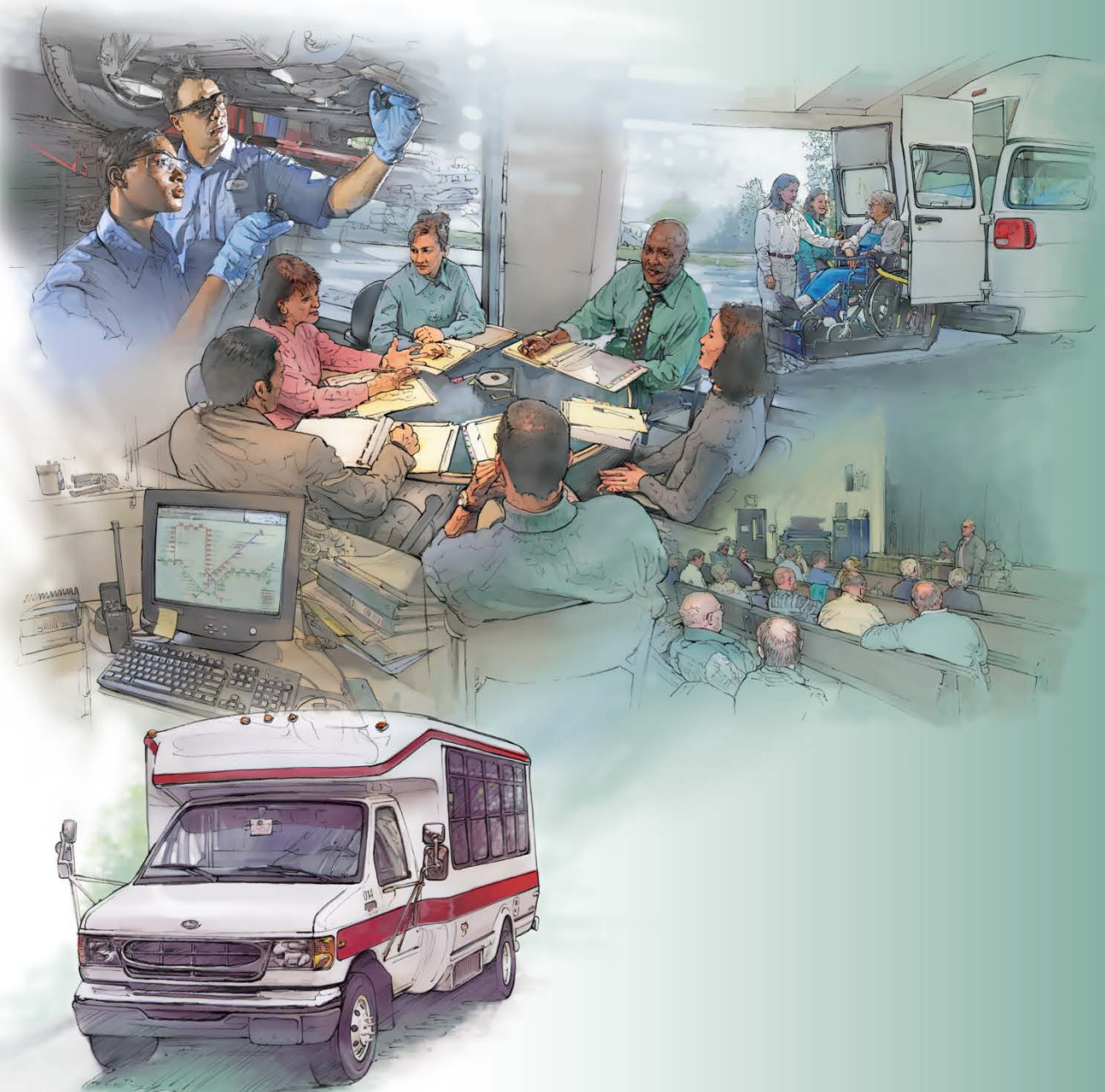
The RLS & Associates, Inc. team will consider the comments made and include them in a draft plan for the county. The facilitator urged the attendees to advocate for and participate in distributing the public survey for this project. The survey aims to gauge the current perception of the existing transportation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

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



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

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



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

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

**SIGN-IN:**

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





Moving Public Transportation  
Into the Future

## HHWP Coordinated Public Transit-Human Services Transportation Plan Update

Stakeholders Meeting

August 20, 2014

Presented by: RLS & Associates, Inc.

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## Meeting Objectives

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

2

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## COMMON UNMET NEEDS

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## Unmet Needs

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

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## Unmet Needs

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

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## UNMET NEEDS: HANCOCK COUNTY

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## Unmet Needs

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

## **UNMET NEEDS: HARDIN COUNTY**



## Unmet Needs

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

## **UNMET NEEDS: PUTNAM COUNTY**



## Unmet Needs

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

## **UNMET NEEDS: WYANDOT COUNTY**



## Unmet Needs

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

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## PUBLIC SURVEY RESULTS

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## Survey

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

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## Most Common Local Destinations

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

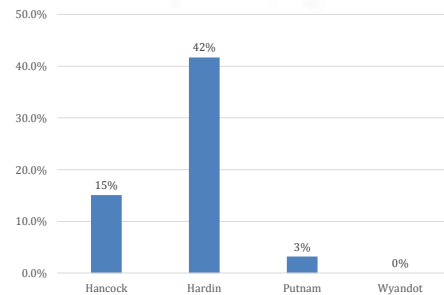
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## Common Destinations for Work/Pleasure

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

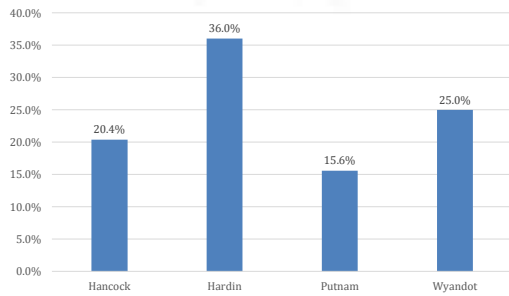
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## Unfamiliarity with All Local Transportation Options



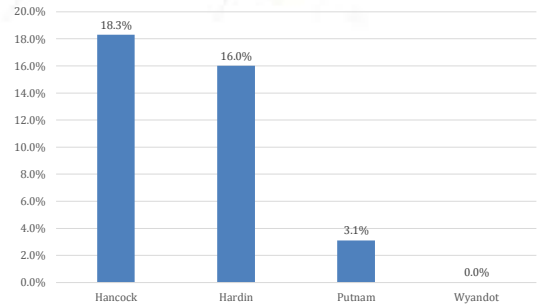
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## Zero Vehicle Households



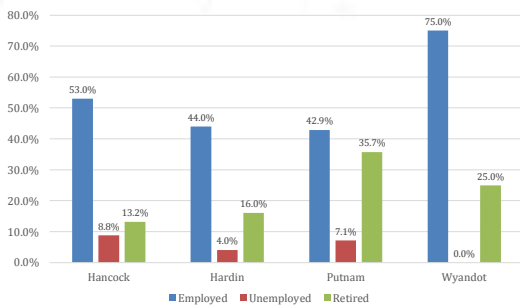
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## Zero Driver Households



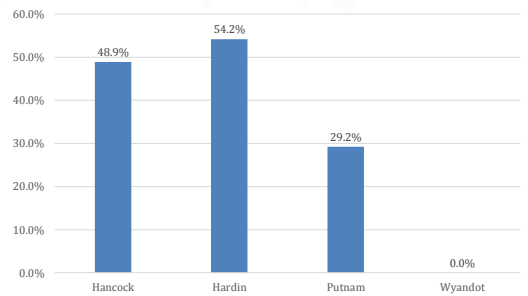
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## Employment Status



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## Annual Income of Less Than \$20,000



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## GOALS AND STRATEGIES

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## Previous Plan Goals

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

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## Previous Plan Goals

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

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## Updated Goals

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

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## New Goals

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

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## Goal Suggestions

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

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## Strategies

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

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## Strategies

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

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## Strategies

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

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## Strategies

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

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## Strategies

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

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## Strategies Other Goals

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

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## Prioritize

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

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## NEXT STEPS

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## Draft Final Reports

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

## Final Plan

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

## Participation Reminder

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



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

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





**Input is needed from Older Adults and  
Individuals with Disabilities to Help Improve  
Transportation Services in Putnam County.**



The Putnam County Council on Aging will be hosting an open meeting on Putnam County's Transportation Strategies on:

**Date: Monday, May 11, 2015**

**Time: 2:00 to 3:00 p.m.**

**Location: Putnam County Council on Aging  
1425 E. Fourth Street, Ottawa, OH 45875**

The purpose of this meeting is to obtain feedback from older adults and individuals with disabilities on Putnam County's strategies for improving transportation and mobility options in the county.

For more information on this meeting or to RSVP, please contact Jodi Warnecke at 419-523-4121 or 1-800-589-8508

Sign-In Sheet

Putnam County 2015 Coordinated Public Transit-Human Services Transportation Plan Update  
 May 11, 2015

Name	Do you consider yourself:			Address (Optional)	E-mail	Phone Number
	60+	Disabled	Prefer Not to Say			
Robert Hamburg				1511 2nd 19 Hagerman	—	532-3882
Gary Kuhnman				6360 Road 10 Leipsic	—	419-243-3323
Mary Jo Bockrath				12433 Rd. K Ottawa, OH	backfarm@bright.net	419-538-6853
Marie Gerding				11996 St. Rt 634 Claverdale, Ohio 45827	Gerding5@bright.net	419-488-2524 419-343-3219
Jan Crawford				276 Northview Ct Ottawa OH 45875	jan.crawford@gmail.com	419-523-3232

\*Elderly and Disabled Status is kept anonymous.

Sign-In Sheet

Putnam County 2015 Coordinated Public Transit-Human Services Transportation Plan Update  
 May 11, 2015

Name	Do you consider yourself:			Address (Optional)	E-mail	Phone Number
	60+	Disabled	Prefer Not to Say			
Alicia Whiting				425 S. Water St 71. Lemoyne, PA 45842		419-234-7293
Mary Jane Whiffle				14546 STEWART Edinboro (Hess) PA 45830		419-696-3930
Jordan J. Baering				12041 Rd. 6 Ottawa, OH 45875	linnielee@bright.net	419-456-3286
Janie Zehner				18812 Rd B-13 CENTRAL OH 45831		419-398-2229
Janie Plummer				Rd-1 156-26736RD OH 45842		419-453-3598

Sign-In Sheet

Putnam County 2015 Coordinated Public Transit-Human Services Transportation Plan Update  
 May 11, 2015

Name	Do you consider yourself:			Address (Optional)	E-mail	Phone Number
	60+	Disabled	Prefer Not to Say			
Joe Orlando				2013 Rd 7 Leipsic OH 43010		943-2229
Martha Davis				210 Bellvue Dr Pvt. 104 Putnam		419 968-1008
Carey Anthony				501 N. High St. P.O. Box 264 Pandora, OH 45877		419-303- 6955
Doreen Foster				8361 Road 5H Leipsic OH 45856		419-943- 2869








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

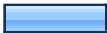





**Section A-5:  
Putnam County Employer Survey Results**









## 1. Identification of Organization

		Response Percent	Response Count
Company Name:		94.7%	18
<b>Name:</b>		100.0%	19
<b>Title:</b>		100.0%	19
Email Address:		94.7%	18
Phone Number:		94.7%	18
		<b>answered question</b>	<b>19</b>
		<b>skipped question</b>	<b>2</b>



## 2. Nature of business:

		Response Percent	Response Count
Manufacturing		15.0%	3
Medical		20.0%	4
Government		10.0%	2
Human Service Agency		5.0%	1
Non-Profit		10.0%	2
Tourism		0.0%	0
<b>Other (please specify)</b>		<b>40.0%</b>	<b>8</b>
<b>answered question</b>			<b>20</b>
<b>skipped question</b>			<b>1</b>

### 3. Location of Main Office:






		Response Percent	Response Count
Address:		89.5%	17
Address 2:		42.1%	8
City/Town:		100.0%	19
State:		100.0%	19
ZIP:		94.7%	18
Country:		89.5%	17
<b>answered question</b>			<b>19</b>
<b>skipped question</b>			<b>2</b>

### 4. Does your company have additional branches within another county?






		Response Percent	Response Count
Yes		36.8%	7
No		63.2%	12
If Yes, please list which county?			7
<b>answered question</b>			<b>19</b>
<b>skipped question</b>			<b>2</b>



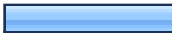



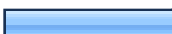
**5. Please indicate the city or town of branch locations:**

		Response Percent	Response Count
Branch 1		100.0%	7
Branch 2		100.0%	7
Branch 3		57.1%	4
Branch 4		42.9%	3
Branch 5		28.6%	2
		<b>answered question</b>	<b>7</b>
		<b>skipped question</b>	<b>14</b>






## 6. How many employees does your branch offices have?

		Response Percent	Response Count
<b>1-10 employees</b>		<b>33.3%</b>	<b>3</b>
11-25 employees		11.1%	1
26-50 employees		0.0%	0
<b>51-100 employees</b>		<b>33.3%</b>	<b>3</b>
101-200 employees		0.0%	0
201-300 employees		0.0%	0
301-400 employees		11.1%	1
401-500 employees		11.1%	1
501 or more employees		0.0%	0
		<b>answered question</b>	<b>9</b>
		<b>skipped question</b>	<b>12</b>








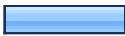
## 7. Number of Company Provided Parking Spaces on Branch Office Site(s):

		Response Percent	Response Count
1-10		25.0%	2
11-25		12.5%	1
26-50		0.0%	0
51-100		12.5%	1
101-200		25.0%	2
201-300		0.0%	0
301 or more		25.0%	2
<b>answered question</b>			<b>8</b>
<b>skipped question</b>			<b>13</b>



## 8. How many total employees does your company have?

		Response Percent	Response Count
1-10 employees		42.1%	8
11-25 employees		15.8%	3
26-50 employees		15.8%	3
51-100 employees		0.0%	0
101-200 employees		0.0%	0
201-300 employees		0.0%	0
301-400 employees		5.3%	1
401-500 employees		0.0%	0
501 or more employees		21.1%	4
<b>answered question</b>			<b>19</b>
<b>skipped question</b>			<b>2</b>

### 9. How many employees does your main business headquarters have?

		Response Percent	Response Count
1-10 employees		35.3%	6
11-25 employees		17.6%	3
26-50 employees		5.9%	1
51-100 employees		5.9%	1
101-200 employees		5.9%	1
201-300 employees		5.9%	1
301-400 employees		5.9%	1
401-500 employees		0.0%	0
501 or more employees		17.6%	3
<b>answered question</b>			<b>17</b>
<b>skipped question</b>			<b>4</b>

### 10. Does the number of employees change seasonally?

		Response Percent	Response Count
Yes		36.8%	7
No		63.2%	12
If Yes, please indicate the percentage increase of employees for seasonal employment			4
<b>answered question</b>			<b>19</b>
<b>skipped question</b>			<b>2</b>




### 11. Number of company provided parking spaces on business headquarters site:

		Response Percent	Response Count
1-10		27.8%	5
11-25		16.7%	3
26-50		16.7%	3
51-100		5.6%	1
101-200		16.7%	3
201-300		0.0%	0
301 or more		16.7%	3
<b>answered question</b>			<b>18</b>
<b>skipped question</b>			<b>3</b>

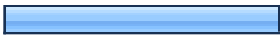

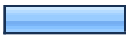


### 12. Are parking spaces shared with customers?

	Yes	No	Rating Count
Main Office:	94.7% (18)	5.3% (1)	19
Branch Office:	100.0% (8)	0.0% (0)	8
<b>answered question</b>			<b>19</b>
<b>skipped question</b>			<b>2</b>



### 13. How many miles does an average employee travel one way from home to work?

		Response Percent	Response Count
0-5		11.8%	2
<b>6-10</b>		<b>52.9%</b>	<b>9</b>
11-20		35.3%	6
21-30		0.0%	0
31-50		0.0%	0
51 or more		0.0%	0
<b>answered question</b>			<b>17</b>
<b>skipped question</b>			<b>4</b>








### 14. What percentage of your employees make below \$25,500 per year?

		Response Percent	Response Count
<b>0-10%</b>		<b>41.2%</b>	<b>7</b>
11-20%		11.8%	2
21-30%		0.0%	0
31-40%		17.6%	3
41-50%		11.8%	2
Over 51%		17.6%	3
<b>answered question</b>			<b>17</b>
<b>skipped question</b>			<b>4</b>

**15. Does your company offer any programs that encourage employees to take other transportation options or carpool to work?**

		Response Percent	Response Count
Yes		11.8%	2
No		88.2%	15
If Yes, please specify:			1
<b>answered question</b>			<b>17</b>
<b>skipped question</b>			<b>4</b>

**16. Please indicate transportation providers in your area which you are aware:**

		Response Percent	Response Count
Putnam County Council on Aging		93.3%	14
Putnam County Job & Family Services		40.0%	6
Department of Developmental Disabilities/Brookhill		66.7%	10
Putnam County Office of Public Safety		26.7%	4
Find A Ride through the Area Agency on Aging		20.0%	3
Office of Veteran Services		26.7%	4
Other (please specify)		6.7%	1
<b>answered question</b>			<b>15</b>
<b>skipped question</b>			<b>6</b>



**17. If you are familiar with the transportation services provided by Putnam County Council on Aging, what is your impression of the services provided? Rate each category from 1 to 5 where 1 = Needs Improvement and 5 = Great**

	1	2	3	4	5	Rating Average	Rating Count
Hours of Operation	0.0% (0)	0.0% (0)	12.5% (1)	<b>50.0% (4)</b>	37.5% (3)	4.25	8
Days of Operation	0.0% (0)	0.0% (0)	12.5% (1)	<b>50.0% (4)</b>	37.5% (3)	4.25	8
Route Travel Pattern Design	0.0% (0)	0.0% (0)	20.0% (1)	0.0% (0)	<b>80.0% (4)</b>	4.60	5
Appropriate Stop Locations	0.0% (0)	0.0% (0)	25.0% (1)	25.0% (1)	<b>50.0% (2)</b>	4.25	4
Service Area	0.0% (0)	0.0% (0)	<b>40.0% (2)</b>	20.0% (1)	<b>40.0% (2)</b>	4.00	5
On time performance	0.0% (0)	0.0% (0)	0.0% (0)	28.6% (2)	<b>71.4% (5)</b>	4.71	7
Fares	0.0% (0)	0.0% (0)	20.0% (1)	0.0% (0)	<b>80.0% (4)</b>	4.60	5
Handicap Accessibility	0.0% (0)	0.0% (0)	0.0% (0)	28.6% (2)	<b>71.4% (5)</b>	4.71	7
Ease of Scheduling a Trip( for route deviation and county service)	14.3% (1)	0.0% (0)	14.3% (1)	14.3% (1)	<b>57.1% (4)</b>	4.00	7
<b>answered question</b>							<b>8</b>
<b>skipped question</b>							<b>13</b>

**18. If you are familiar with the transportation services provided by Putnam County Job & Family Services, what is your impression of the services provided? Rate each category from 1 to 5 where 1 = Needs Improvement and 5 = Great**

	1	2	3	4	5	Rating Average	Rating Count
Hours of Operation	0.0% (0)	0.0% (0)	<b>50.0% (1)</b>	0.0% (0)	<b>50.0% (1)</b>	4.00	2
Days of Operation	0.0% (0)	0.0% (0)	<b>50.0% (1)</b>	0.0% (0)	<b>50.0% (1)</b>	4.00	2
Route Travel Pattern Design	0.0% (0)	0.0% (0)	<b>100.0% (1)</b>	0.0% (0)	0.0% (0)	3.00	1
Appropriate Stop Locations	0.0% (0)	0.0% (0)	0.0% (0)	<b>100.0% (1)</b>	0.0% (0)	4.00	1
Service Area	0.0% (0)	0.0% (0)	<b>100.0% (1)</b>	0.0% (0)	0.0% (0)	3.00	1
On time performance	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	<b>100.0% (1)</b>	5.00	1
Fares	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	<b>100.0% (1)</b>	5.00	1
Handicap Accessibility	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	<b>100.0% (1)</b>	5.00	1
Ease of Scheduling a Trip( for route deviation and county service)	0.0% (0)	0.0% (0)	<b>100.0% (1)</b>	0.0% (0)	0.0% (0)	3.00	1
						<b>answered question</b>	<b>2</b>
						<b>skipped question</b>	<b>19</b>

**19. If you are familiar with the transportation services provided by the Department of Developmental Disabilities/Brookhill, what is your impression of the services provided? Rate each category from 1 to 5 where 1 = Needs Improvement and 5 = Great**

	1	2	3	4	5	Rating Average	Rating Count
Hours of Operation	0.0% (0)	0.0% (0)	0.0% (0)	33.3% (1)	<b>66.7% (2)</b>	4.67	3
Days of Operation	0.0% (0)	0.0% (0)	0.0% (0)	33.3% (1)	<b>66.7% (2)</b>	4.67	3
Route Travel Pattern Design	0.0% (0)	0.0% (0)	0.0% (0)	<b>50.0% (1)</b>	<b>50.0% (1)</b>	4.50	2
Appropriate Stop Locations	0.0% (0)	0.0% (0)	0.0% (0)	<b>50.0% (1)</b>	<b>50.0% (1)</b>	4.50	2
Service Area	0.0% (0)	0.0% (0)	0.0% (0)	<b>50.0% (1)</b>	<b>50.0% (1)</b>	4.50	2
On time performance	0.0% (0)	0.0% (0)	0.0% (0)	<b>50.0% (1)</b>	<b>50.0% (1)</b>	4.50	2
Fares	0.0% (0)	0.0% (0)	0.0% (0)	<b>50.0% (1)</b>	<b>50.0% (1)</b>	4.50	2
Handicap Accessibility	0.0% (0)	0.0% (0)	0.0% (0)	<b>50.0% (1)</b>	<b>50.0% (1)</b>	4.50	2
Ease of Scheduling a Trip( for route deviation and county service)	0.0% (0)	0.0% (0)	0.0% (0)	<b>50.0% (1)</b>	<b>50.0% (1)</b>	4.50	2
<b>answered question</b>							<b>3</b>
<b>skipped question</b>							<b>18</b>

**20. If you are familiar with the transportation services provided by Putnam County Office of Public Safety, what is your impression of the services provided? Rate each category from 1 to 5 where 1 = Needs Improvement and 5 = Great**

	1	2	3	4	5	Rating Average	Rating Count
Hours of Operation	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	<b>100.0% (1)</b>	5.00	1
Days of Operation	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	<b>100.0% (1)</b>	5.00	1
Route Travel Pattern Design	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Appropriate Stop Locations	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Service Area	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
On time performance	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Fares	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Handicap Accessibility	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Ease of Scheduling a Trip (for route deviation and county service)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	<b>100.0% (1)</b>	5.00	1
<b>answered question</b>							<b>1</b>
<b>skipped question</b>							<b>20</b>

**21. If you are familiar with the transportation services provided by Find A Ride through the Area Agency on Aging, what is your impression of the services provided? Rate each category from 1 to 5 where 1 = Needs Improvement and 5 = Great**

	1	2	3	4	5	Rating Average	Rating Count
Hours of Operation	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Days of Operation	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Route Travel Pattern Design	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Appropriate Stop Locations	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Service Area	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
On time performance	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Fares	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Handicap Accessibility	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Ease of Scheduling a Trip (for route deviation and county service)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
						<b>answered question</b>	<b>0</b>
						<b>skipped question</b>	<b>21</b>




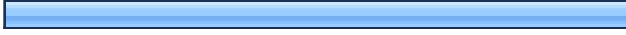



**22. If you are familiar with the transportation services provided by Office of Veteran Services, what is your impression of the services provided? Rate each category from 1 to 5 where 1 = Needs Improvement and 5 = Great**

	1	2	3	4	5	Rating Average	Rating Count
Hours of Operation	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Days of Operation	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Route Travel Pattern Design	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Appropriate Stop Locations	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Service Area	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
On time performance	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Fares	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Handicap Accessibility	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
Ease of Scheduling a Trip (for route deviation and county service)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.00	0
<b>answered question</b>							<b>0</b>
<b>skipped question</b>							<b>21</b>







**23. If the Putnam County Transportation Steering Committee could do one thing for your company to improve transportation in your area, what would it be?**

	Response Count
	9
<b>answered question</b>	<b>9</b>
<b>skipped question</b>	<b>12</b>

**24. What are your days of operation? Check all that apply**







		Response Percent	Response Count
Monday		93.8%	15
<b>Tuesday</b>		<b>100.0%</b>	<b>16</b>
<b>Wednesday</b>		<b>100.0%</b>	<b>16</b>
Thursday		93.8%	15
Friday		93.8%	15
Saturday		68.8%	11
Sunday		31.3%	5
		<b>answered question</b>	<b>16</b>
		<b>skipped question</b>	<b>5</b>

## 25. What are your company's Monday thru Friday shift times?











		Response Percent	Response Count
1st Shift Start time:		100.0%	16
1st Shift End time:		93.8%	15
2nd Shift Start time:		50.0%	8
2nd Shift End time:		50.0%	8
3rd Shift Start time:		37.5%	6
3rd Shift End time:		37.5%	6
		<b>answered question</b>	<b>16</b>
		<b>skipped question</b>	<b>5</b>









## 26. What are your company's Saturday and Sunday shift times?

		Response Percent	Response Count
1st Shift Start time:		100.0%	12
1st Shift End time:		91.7%	11
2nd Shift Start time:		41.7%	5
2nd Shift End time:		41.7%	5
3rd Shift Start time:		41.7%	5
3rd Shift End time:		41.7%	5
		<b>answered question</b>	<b>12</b>
		<b>skipped question</b>	<b>9</b>


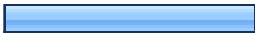


















**27. Does your company operate on the following holidays? (Select all that apply)**

		Response Percent	Response Count
New Year's Day		20.0%	3
<b>Martin Luther King Day</b>		<b>80.0%</b>	<b>12</b>
<b>Presidents Day</b>		<b>80.0%</b>	<b>12</b>
Memorial Day		20.0%	3
Independence Day		26.7%	4
Labor Day		20.0%	3
<b>Columbus Day</b>		<b>80.0%</b>	<b>12</b>
<b>Veterans Day</b>		<b>80.0%</b>	<b>12</b>
Thanksgiving Day		20.0%	3
Christmas Day		13.3%	2
		<b>answered question</b>	<b>15</b>
		<b>skipped question</b>	<b>6</b>

## 28. What are your company's holiday shift times?


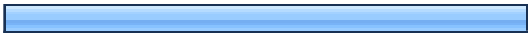
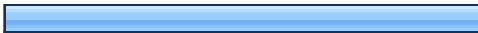



		Response Percent	Response Count
1st Shift Start time:		100.0%	13
1st Shift End time:		61.5%	8
2nd Shift Start time:		23.1%	3
2nd Shift End time:		23.1%	3
3rd Shift Start time:		23.1%	3
3rd Shift End time:		23.1%	3
		<b>answered question</b>	<b>13</b>
		<b>skipped question</b>	<b>8</b>

**29. Where do most of your employees commute from? (Check all that apply)**



		Response Percent	Response Count
Belmore		0.0%	0
Cloverdale		18.8%	3
Columbus Grove		37.5%	6
Continental		18.8%	3
Dupont		6.3%	1
Fort Jennings		37.5%	6
Gilboa		12.5%	2
Glandord		31.3%	5
Kalida		37.5%	6
Leipsic		43.8%	7
Miller City		37.5%	6
<b>Ottawa</b>		<b>93.8%</b>	<b>15</b>
Ottoville		25.0%	4
Pandora		31.3%	5
Vaughnsville		6.3%	1
Allen County		25.0%	4
Defiance County		6.3%	1
Hancock County		18.8%	3
Paulding County		12.5%	2
Van Wert County		6.3%	1
Henry County		6.3%	1
Hardin County		0.0%	0
Wyandot County		0.0%	0

Other (please specify)	0.0%	0
<b>answered question</b>		<b>16</b>
<b>skipped question</b>		<b>5</b>

**30. Approximately how many current employees use the following transportation options for travel to work (please use number or percentage estimates)?**

		Response Percent	Response Count
Share rides with co-workers (carpool)		85.7%	12
Family Members		78.6%	11
Friends		71.4%	10
<b>Personal Vehicle</b>		<b>100.0%</b>	<b>14</b>
Human Services Transportation (Council on Aging, Job & Family Services, etc.)		64.3%	9
Other (please specify)		21.4%	3
<b>answered question</b>			<b>14</b>
<b>skipped question</b>			<b>7</b>

**31. Has your business had difficulty finding a dependable work force due to a potential employee's lack of transportation?**


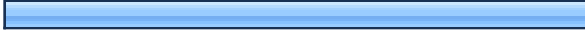
		Response Percent	Response Count
Yes		25.0%	4
No		75.0%	12

If Yes, please explain: 4

answered question	16
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skipped question	5
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**32. Have you ever been unable to employ an individual because of a lack of transportation?**



		Response Percent	Response Count
Yes		12.5%	2
No		87.5%	14

If Yes, please explain: 2



answered question	16
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skipped question	5
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**33. If public transportation were available to your current employees, do you believe that they would take advantage of it for meeting their employment related transportation needs and seeking gainful employment?**

		Response Percent	Response Count
Yes		6.7%	1
No		93.3%	14
answered question			15
skipped question			6



**34. Would you be willing to assist in a survey of your employees to determine their interest in public transportation?**

		Response Percent	Response Count
Yes		37.5%	6
No		62.5%	10
answered question			16
skipped question			5



**35. Would your company be willing to participate in transportation efforts by educating employees about their transportation options?**

		Response Percent	Response Count
Yes		43.8%	7
No		56.3%	9
answered question			16
skipped question			5


**36. Is your company aware of the tax advantages available to employers who provide employees with commuter benefits?**

		Response Percent	Response Count
Yes		25.0%	4
No		75.0%	12
answered question			16
skipped question			5

**37. If no to the above question, would you be interested in learning more about this tax advantage?**



		Response Percent	Response Count
Yes		30.8%	4
No		69.2%	9
answered question			13
skipped question			8

**38. Would your company be willing to participate in the payment of a reasonable fare for each of your employees who might use public transportation to get to work?**



		Response Percent	Response Count
Yes		0.0%	0
No		100.0%	15
answered question			15
skipped question			6



**39. What would be the maximum amount per round trip that your company would be willing to consider paying for each employee daily?**

		Response Percent	Response Count
\$1-2		20.0%	1
\$2-3		0.0%	0
\$3-4		0.0%	0
\$4-5		0.0%	0
Other (please specify)		80.0%	4
answered question			5
skipped question			16


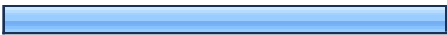



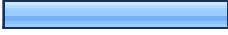
**40. Would your company be willing to establish and administer an employee payroll deduction plan to cover either all or a portion of the cost for transportation service?**

		Response Percent	Response Count
Yes		13.3%	2
No		86.7%	13
answered question			15
skipped question			6

**41. What are your company's future expansion plans at this site (including parking)?**

	Response Count
	10
answered question	10
skipped question	11

**42. If there are expansion plans, where do you believe the additional employees as a result of future expansion will commute from?**

		Response Percent	Response Count
Putnam County		66.7%	2
Allen County		66.7%	2
Defiance County		66.7%	2
Hancock County		66.7%	2
Paulding County		66.7%	2
Van Wert County		33.3%	1
Henry County		0.0%	0
Hardin County		0.0%	0
Wyandot County		0.0%	0
Other (please specify)		0.0%	0
		<b>answered question</b>	<b>3</b>
		<b>skipped question</b>	<b>18</b>

**43. Do you have any other ideas, comments, or issues concerning current or future public transportation that you would like to tell us about?**

	Response Count
	6
<b>answered question</b>	<b>6</b>
<b>skipped question</b>	<b>15</b>



**Page 1, Q1. Identification of Organization**

1

Company Name:	The Meadows of Leipsic	Jun 18, 2014 11:04 AM
Name:	Dee Cramer-Smith	Jun 18, 2014 11:04 AM
Title:	Ex. Dir.	Jun 18, 2014 11:04 AM
Email Address:	denise.cramersmith@meadowsofleipsic.com	Jun 18, 2014 11:04 AM
Phone Number:	419-943-2103	Jun 18, 2014 11:04 AM

2

Company Name:	Putnam COunty District Library	Jun 18, 2014 10:57 AM
Name:	Kelly Ward	Jun 18, 2014 10:57 AM
Title:	Director	Jun 18, 2014 10:57 AM
Email Address:	wardke@oplin.org	Jun 18, 2014 10:57 AM
Phone Number:	419-523-3747ext10	Jun 18, 2014 10:57 AM

3

Company Name:	F O E 2234	May 6, 2014 10:48 AM
Name:	John Buescher	May 6, 2014 10:48 AM
Title:	Secretary	May 6, 2014 10:48 AM
Email Address:	foe2234@gmail.com	May 6, 2014 10:48 AM
Phone Number:	419-523-6637	May 6, 2014 10:48 AM

4

Company Name:	unarco material handling	May 6, 2014 10:25 AM
Name:	steve dunn	May 6, 2014 10:25 AM
Title:	plant manager	May 6, 2014 10:25 AM
Email Address:	sdunn@unarcorack.com	May 6, 2014 10:25 AM
Phone Number:	419-384-3211	May 6, 2014 10:25 AM

5

Company Name:	The Meadows of Kalida	May 1, 2014 1:38 PM
Name:	Steve Apple	May 1, 2014 1:38 PM
Title:	Executive Director	May 1, 2014 1:38 PM

**Page 1, Q1. Identification of Organization**

Email Address:	stephen.apple@meadowsofkalida.com	May 1, 2014 1:38 PM
Phone Number:	419-308-5618	May 1, 2014 1:38 PM
6		
Company Name:	Schroeder & Co., CPA's, LLC	May 1, 2014 9:58 AM
Name:	Nicholas V. Schroeder, CPA	May 1, 2014 9:58 AM
Title:	CPA	May 1, 2014 9:58 AM
Email Address:	nick@schroedercocpas.com	May 1, 2014 9:58 AM
Phone Number:	419-523-6191	May 1, 2014 9:58 AM
7		
Company Name:	Crime Victim Services	May 1, 2014 7:05 AM
Name:	Tammy Baumunk	May 1, 2014 7:05 AM
Title:	Program Supervisor	May 1, 2014 7:05 AM
Email Address:	tbaumunk@crimevictimservices.org	May 1, 2014 7:05 AM
Phone Number:	419-523-1111	May 1, 2014 7:05 AM
8		
Company Name:	Gerdeman-Hovest, Inc.	Apr 30, 2014 12:04 PM
Name:	Jean Gerdeman	Apr 30, 2014 12:04 PM
Title:	Office Manager	Apr 30, 2014 12:04 PM
Email Address:	Jean.Gerdeman@GerdHov.com	Apr 30, 2014 12:04 PM
Phone Number:	419.523.6630	Apr 30, 2014 12:04 PM
9		
Company Name:	St. Rita's Putnam County Amb. Care	Apr 30, 2014 11:54 AM
Name:	Karen Vorst	Apr 30, 2014 11:54 AM
Title:	Director	Apr 30, 2014 11:54 AM
Email Address:	kavorst@health-partners.org	Apr 30, 2014 11:54 AM
Phone Number:	419-226-4411	Apr 30, 2014 11:54 AM
10		
Company Name:	Vibra Tech Inc	Apr 30, 2014 11:21 AM

**Page 1, Q1. Identification of Organization**

Name:	Todd Pester	Apr 30, 2014 11:21 AM
Title:	Area Manager	Apr 30, 2014 11:21 AM
Email Address:	toddp@vibratechinc.com	Apr 30, 2014 11:21 AM
Phone Number:	419-422-6253	Apr 30, 2014 11:21 AM
11		
Name:	Justin	Apr 30, 2014 10:25 AM
Title:	Manager	Apr 30, 2014 10:25 AM
12		
Company Name:	OG Family & General Dentistry	Apr 30, 2014 9:40 AM
Name:	Cindy Burgei	Apr 30, 2014 9:40 AM
Title:	office manager	Apr 30, 2014 9:40 AM
Email Address:	ogfamgen@bright.net	Apr 30, 2014 9:40 AM
Phone Number:	4195387400	Apr 30, 2014 9:40 AM
13		
Company Name:	Touches from the Heart	Apr 30, 2014 6:12 AM
Name:	Ron Honigford	Apr 30, 2014 6:12 AM
Title:	Secretary/Treasurer	Apr 30, 2014 6:12 AM
Email Address:	touches@bright.net	Apr 30, 2014 6:12 AM
Phone Number:	419-538-6666	Apr 30, 2014 6:12 AM
14		
Company Name:	Putnam County Community Thrift Store	Apr 29, 2014 7:37 PM
Name:	Phyllis Macke	Apr 29, 2014 7:37 PM
Title:	Treasurer	Apr 29, 2014 7:37 PM
Email Address:	pjmacke@gmail.com	Apr 29, 2014 7:37 PM
Phone Number:	419-523-4753	Apr 29, 2014 7:37 PM
15		
Company Name:	St. Rita's Putnam County Ambulatory Care Center	Apr 29, 2014 3:34 PM
Name:	Teresa VanOss	Apr 29, 2014 3:34 PM

**Page 1, Q1. Identification of Organization**

Title:	Office Coordinator	Apr 29, 2014 3:34 PM
Email Address:	tvanoss@health-partners.org	Apr 29, 2014 3:34 PM
Phone Number:	4192264429	Apr 29, 2014 3:34 PM
16		
Company Name:	JB Machining Concepts, LLC.	Apr 29, 2014 3:29 PM
Name:	John Blankemeyer	Apr 29, 2014 3:29 PM
Title:	Owner	Apr 29, 2014 3:29 PM
Email Address:	jbmachining@gmail.com	Apr 29, 2014 3:29 PM
Phone Number:	4195230096	Apr 29, 2014 3:29 PM
17		
Company Name:	Ottawa Area Chamber of Commerce	Apr 29, 2014 2:52 PM
Name:	Amy Sealts	Apr 29, 2014 2:52 PM
Title:	Executive Director	Apr 29, 2014 2:52 PM
Email Address:	ottawachamber@earthlink.net	Apr 29, 2014 2:52 PM
Phone Number:	419-523-3141	Apr 29, 2014 2:52 PM
18		
Company Name:	Putnam Co. HomeCare & Hospice	Apr 28, 2014 12:14 PM
Name:	Lisa Gerdeman	Apr 28, 2014 12:14 PM
Title:	Account Clerk Supervisor	Apr 28, 2014 12:14 PM
Email Address:	lgerdeman@pchh.net	Apr 28, 2014 12:14 PM
Phone Number:	(419) 523-4449, ext. 225	Apr 28, 2014 12:14 PM
19		
Company Name:	Knueve & Sons, Inc.	Apr 26, 2014 7:05 AM
Name:	Dan Knueve	Apr 26, 2014 7:05 AM
Title:	President	Apr 26, 2014 7:05 AM
Email Address:	service@knueve.com	Apr 26, 2014 7:05 AM
Phone Number:	4195323699	Apr 26, 2014 7:05 AM

**Page 2, Q2. Nature of business:**

1	CPA Firm	May 1, 2014 9:59 AM
2	Construction	Apr 30, 2014 12:05 PM
3	Liability Seismology- Vibration Monitoring for construction/quarry/oil&gas	Apr 30, 2014 11:23 AM
4	Dental	Apr 30, 2014 9:45 AM
5	Retail	Apr 30, 2014 8:03 AM
6	Restaurant	Apr 30, 2014 6:13 AM
7	Business Organization	Apr 29, 2014 2:53 PM
8	HVAC, Plumbing, Water Treatment	Apr 26, 2014 7:07 AM





**Page 2, Q3. Location of Main Office:**

1

Address:	901 E Main	Jun 18, 2014 11:05 AM
Address 2:	`	Jun 18, 2014 11:05 AM
City/Town:	Leipsic	Jun 18, 2014 11:05 AM
State:	OH	Jun 18, 2014 11:05 AM
ZIP:	45856	Jun 18, 2014 11:05 AM

2

Address:	136 Putnam Parkway	Jun 18, 2014 10:58 AM
City/Town:	Ottawa	Jun 18, 2014 10:58 AM
State:	OH	Jun 18, 2014 10:58 AM
ZIP:	45875	Jun 18, 2014 10:58 AM
Country:	USA	Jun 18, 2014 10:58 AM

3

Address:	135 W Main St.	May 6, 2014 10:49 AM
City/Town:	Ottawa	May 6, 2014 10:49 AM
State:	OH	May 6, 2014 10:49 AM
ZIP:	45875	May 6, 2014 10:49 AM
Country:	USA	May 6, 2014 10:49 AM

4

Address:	407 e washington st	May 6, 2014 10:26 AM
Address 2:	po box 266	May 6, 2014 10:26 AM
City/Town:	pandora	May 6, 2014 10:26 AM
State:	OH	May 6, 2014 10:26 AM
ZIP:	45877	May 6, 2014 10:26 AM
Country:	usa	May 6, 2014 10:26 AM

5

City/Town:	Louisville	May 1, 2014 1:42 PM
State:	KY	May 1, 2014 1:42 PM

**Page 2, Q3. Location of Main Office:**

6

Address:	315 East Main Street	May 1, 2014 9:59 AM
City/Town:	Ottawa	May 1, 2014 9:59 AM
State:	OH	May 1, 2014 9:59 AM
ZIP:	45875	May 1, 2014 9:59 AM
Country:	United States	May 1, 2014 9:59 AM

7

Address:	338 E Third St	May 1, 2014 7:06 AM
City/Town:	Ottawa	May 1, 2014 7:06 AM
State:	OH	May 1, 2014 7:06 AM
ZIP:	45875	May 1, 2014 7:06 AM
Country:	United States	May 1, 2014 7:06 AM

8

Address:	11017 Road 7	Apr 30, 2014 12:05 PM
Address 2:	P.O. Box 328	Apr 30, 2014 12:05 PM
City/Town:	Ottawa	Apr 30, 2014 12:05 PM
State:	OH	Apr 30, 2014 12:05 PM
ZIP:	45875	Apr 30, 2014 12:05 PM
Country:	USA	Apr 30, 2014 12:05 PM

9

Address:	601 St. Rt. 224 Box 100	Apr 30, 2014 11:55 AM
City/Town:	Glandorf	Apr 30, 2014 11:55 AM
State:	OH	Apr 30, 2014 11:55 AM
ZIP:	45848	Apr 30, 2014 11:55 AM
Country:	USA	Apr 30, 2014 11:55 AM

10

Address:	109 East First Street	Apr 30, 2014 11:23 AM
Address 2:	PO Box 577	Apr 30, 2014 11:23 AM

**Page 2, Q3. Location of Main Office:**

City/Town:	Hazleton	Apr 30, 2014 11:23 AM
State:	PA	Apr 30, 2014 11:23 AM
ZIP:	18201	Apr 30, 2014 11:23 AM
Country:	USA	Apr 30, 2014 11:23 AM
11		
Address:	112 Dr Thatye Drive	Apr 30, 2014 9:45 AM
City/Town:	Glandorf	Apr 30, 2014 9:45 AM
State:	OH	Apr 30, 2014 9:45 AM
ZIP:	45848	Apr 30, 2014 9:45 AM
Country:	United States	Apr 30, 2014 9:45 AM
12		
City/Town:	Ottawa	Apr 30, 2014 6:39 AM
State:	OH	Apr 30, 2014 6:39 AM
ZIP:	45875	Apr 30, 2014 6:39 AM
Country:	USA	Apr 30, 2014 6:39 AM
13		
Address:	136 S. Main	Apr 30, 2014 6:13 AM
Address 2:	PO Box 1	Apr 30, 2014 6:13 AM
City/Town:	Glandorf	Apr 30, 2014 6:13 AM
State:	OH	Apr 30, 2014 6:13 AM
ZIP:	45848	Apr 30, 2014 6:13 AM
Country:	USA	Apr 30, 2014 6:13 AM
14		
Address:	101 West Main St	Apr 29, 2014 7:37 PM
City/Town:	Ottawa	Apr 29, 2014 7:37 PM
State:	OH	Apr 29, 2014 7:37 PM
ZIP:	45875	Apr 29, 2014 7:37 PM

**Page 2, Q3. Location of Main Office:**

Country:	USA	Apr 29, 2014 7:37 PM
15		
Address:	601 State Route 224	Apr 29, 2014 3:35 PM
Address 2:	PO Box 100	Apr 29, 2014 3:35 PM
City/Town:	Glandorf	Apr 29, 2014 3:35 PM
State:	OH	Apr 29, 2014 3:35 PM
ZIP:	45848	Apr 29, 2014 3:35 PM
Country:	usa	Apr 29, 2014 3:35 PM
16		
Address:	995 Sugar Mill Drive	Apr 29, 2014 3:30 PM
City/Town:	Ottawa	Apr 29, 2014 3:30 PM
State:	OH	Apr 29, 2014 3:30 PM
ZIP:	45875	Apr 29, 2014 3:30 PM
Country:	United States	Apr 29, 2014 3:30 PM
17		
Address:	129 Court Street	Apr 29, 2014 2:53 PM
Address 2:	PO Box 68	Apr 29, 2014 2:53 PM
City/Town:	Ottawa	Apr 29, 2014 2:53 PM
State:	OH	Apr 29, 2014 2:53 PM
ZIP:	45875	Apr 29, 2014 2:53 PM
Country:	USA	Apr 29, 2014 2:53 PM
18		
Address:	139 Court St.	Apr 28, 2014 12:15 PM
City/Town:	Ottawa	Apr 28, 2014 12:15 PM
State:	OH	Apr 28, 2014 12:15 PM
ZIP:	45875	Apr 28, 2014 12:15 PM
Country:	USA	Apr 28, 2014 12:15 PM
19		

**Page 2, Q3. Location of Main Office:**

Address:	102 E. Water Street	Apr 26, 2014 7:07 AM
Address 2:	PO Box 265	Apr 26, 2014 7:07 AM
City/Town:	Kalida	Apr 26, 2014 7:07 AM
State:	OH	Apr 26, 2014 7:07 AM
ZIP:	45853-0265	Apr 26, 2014 7:07 AM
Country:	Putnam	Apr 26, 2014 7:07 AM

**Page 2, Q4. Does your company have additional branches within another county?**

1	Allen, Hancock	Jun 18, 2014 11:05 AM
2	out of state	May 6, 2014 10:26 AM
3	Putnam, Ottawa, Lucas, Wood, Allen, Hancock, Senica plus more around the state	May 1, 2014 1:42 PM
4	Allen	May 1, 2014 7:06 AM
5	Hancock	Apr 30, 2014 6:39 AM
6	Allen	Apr 29, 2014 3:35 PM
7	Hancock County and Paulding County	Apr 26, 2014 7:07 AM



**Page 3, Q5. Please indicate the city or town of branch locations:**

Branch 1		
1	Lima	Jun 18, 2014 11:06 AM
2	springfield, tn	May 6, 2014 10:27 AM
3	Beaver Dam	May 1, 2014 1:44 PM
4	Ottawa	May 1, 2014 7:06 AM
5	Findlay	Apr 30, 2014 6:40 AM
6	Lima, Ohio	Apr 29, 2014 3:35 PM
7	Findlay Ohio	Apr 26, 2014 7:08 AM
Branch 2		
1	Findlay	Jun 18, 2014 11:06 AM
2	lewisville, tx	May 6, 2014 10:27 AM
3	Findlay	May 1, 2014 1:44 PM
4	Lima	May 1, 2014 7:06 AM
5	Marion	Apr 30, 2014 6:40 AM
6	Delphos, Ohio	Apr 29, 2014 3:35 PM
7	Paulding Ohio	Apr 26, 2014 7:08 AM
Branch 3		
1	N Baltimore	Jun 18, 2014 11:06 AM
3	Ottawa	May 1, 2014 1:44 PM
5	Clyde	Apr 30, 2014 6:40 AM
6	Wapakoneta, Ohio	Apr 29, 2014 3:35 PM
Branch 4		
1	Ottawa	Jun 18, 2014 11:06 AM
3	Leipsic	May 1, 2014 1:44 PM
5	Greenville	Apr 30, 2014 6:40 AM
Branch 5		
1	Kalida	Jun 18, 2014 11:06 AM
3	Lima	May 1, 2014 1:44 PM



**Page 4, Q10. Does the number of employees change seasonally?**

1	30.00%	May 1, 2014 10:00 AM
2	20%	Apr 30, 2014 12:06 PM
3	5%	Apr 30, 2014 6:42 AM
4	20	Apr 30, 2014 6:14 AM

**Page 5, Q15. Does your company offer any programs that encourage employees to take other transportation options or carpool to work?**

1	Points program for carpooling. they can use points to buy things in a catalog	Jun 18, 2014 11:07 AM
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**Page 6, Q16. Please indicate transportation providers in your area which you are aware:**

1	Facility bus with a part time van driver	May 1, 2014 1:48 PM
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**Page 6, Q23. If the Putnam County Transportation Steering Committee could do one thing for your company to improve transportation in your area, what would it be?**

1	We get calls often from people who have no transportation to either drop off or pick out books	Jun 18, 2014 11:01 AM
2	n/a	May 6, 2014 10:28 AM
3	Help persue Flood Mitigation with Army Corp of Engineering	May 1, 2014 10:12 AM
4	Offer public transportation options.	May 1, 2014 7:08 AM
5	We have no specific needs at the Amb. Care Center.	Apr 30, 2014 12:00 PM
6	Develop a system to where we could reserve street parking in front of the store when we know they are coming.	Apr 30, 2014 6:20 AM
7	Have transportation services available to all ages and levels of income.	Apr 29, 2014 7:40 PM
8	Services are adequate.	Apr 29, 2014 3:38 PM
9	All of my employees own their own cars and I believe they prefer the freedom of driving to work. Most live less than 3 miles from work.	Apr 29, 2014 3:35 PM



**Page 7, Q25. What are your company's Monday thru Friday shift times?**

1st Shift Start time:		
1	7am	Jun 18, 2014 11:02 AM
2	10:00 am	May 6, 2014 10:53 AM
3	6:00 AM	May 6, 2014 10:30 AM
4	6:00AM	May 1, 2014 1:53 PM
5	8:00am	May 1, 2014 10:16 AM
6	8:00 am	May 1, 2014 7:10 AM
7	7:00 a.m.	Apr 30, 2014 12:09 PM
8	7a	Apr 30, 2014 12:03 PM
9	8:00	Apr 30, 2014 11:28 AM
10	Mon 1-7, Tues-Thur 8-5 Fri 8-noon	Apr 30, 2014 9:50 AM
11	7:00am	Apr 30, 2014 6:47 AM
12	8:00am	Apr 30, 2014 6:23 AM
13	10:00 a.m.	Apr 29, 2014 7:42 PM
14	7;00am	Apr 29, 2014 3:42 PM
15	7:30	Apr 29, 2014 3:37 PM
16	7:00 am	Apr 26, 2014 7:15 AM
1st Shift End time:		
1	4pm	Jun 18, 2014 11:02 AM
2	6:00 pm	May 6, 2014 10:53 AM
3	2:30 PM	May 6, 2014 10:30 AM
4	2:00PM	May 1, 2014 1:53 PM
5	5:00pm	May 1, 2014 10:16 AM
6	4:30 pm	May 1, 2014 7:10 AM
7	4:30 p.m.	Apr 30, 2014 12:09 PM
8	3p or 7p	Apr 30, 2014 12:03 PM
9	4:30	Apr 30, 2014 11:28 AM

**Page 7, Q25. What are your company's Monday thru Friday shift times?**

11	3:30pm	Apr 30, 2014 6:47 AM
12	3:00pm	Apr 30, 2014 6:23 AM
13	5:00 p.m.	Apr 29, 2014 7:42 PM
14	3:30pm	Apr 29, 2014 3:42 PM
15	4:30	Apr 29, 2014 3:37 PM
16	5:00 pm	Apr 26, 2014 7:15 AM
<b>2nd Shift Start time:</b>		
1	130pm	Jun 18, 2014 11:02 AM
2	4:00 pm	May 6, 2014 10:53 AM
4	2:00PM	May 1, 2014 1:53 PM
5	N/A	May 1, 2014 10:16 AM
8	3p or 4p	Apr 30, 2014 12:03 PM
11	2:00pm	Apr 30, 2014 6:47 AM
14	3:00pm	Apr 29, 2014 3:42 PM
15	N/A	Apr 29, 2014 3:37 PM
<b>2nd Shift End time:</b>		
1	8pm	Jun 18, 2014 11:02 AM
2	12:00 pm	May 6, 2014 10:53 AM
4	10:00PM	May 1, 2014 1:53 PM
5	N/A	May 1, 2014 10:16 AM
8	10p or 11p	Apr 30, 2014 12:03 PM
11	10:30pm	Apr 30, 2014 6:47 AM
14	11:30pm	Apr 29, 2014 3:42 PM
15	N/A	Apr 29, 2014 3:37 PM
<b>3rd Shift Start time:</b>		
4	10:00PM	May 1, 2014 1:53 PM
5	N/A	May 1, 2014 10:16 AM

**Page 7, Q25. What are your company's Monday thru Friday shift times?**

8	7p or 11p	Apr 30, 2014 12:03 PM
11	10:30pm	Apr 30, 2014 6:47 AM
14	1:00pm	Apr 29, 2014 3:42 PM
15	N/A	Apr 29, 2014 3:37 PM
3rd Shift End time:		
4	6:00AM	May 1, 2014 1:53 PM
5	N/A	May 1, 2014 10:16 AM
8	7a	Apr 30, 2014 12:03 PM
11	7:00am	Apr 30, 2014 6:47 AM
14	7:00am	Apr 29, 2014 3:42 PM
15	N/A	Apr 29, 2014 3:37 PM



**Page 7, Q26. What are your company's Saturday and Sunday shift times?**

**1st Shift Start time:**

1	830am	Jun 18, 2014 11:02 AM
2	12: pm	May 6, 2014 10:53 AM
3	6:00 AM	May 6, 2014 10:30 AM
4	6:00AM	May 1, 2014 1:53 PM
5	8:00am	May 1, 2014 10:16 AM
6	7a or 11a	Apr 30, 2014 12:03 PM
7	varies	Apr 30, 2014 11:28 AM
8	10:00am	Apr 30, 2014 6:23 AM
9	10:00 a.m.	Apr 29, 2014 7:42 PM
10	7:00am	Apr 29, 2014 3:42 PM
11	N/A	Apr 29, 2014 3:37 PM
12	8:00 am	Apr 26, 2014 7:15 AM

**1st Shift End time:**

1	3pm	Jun 18, 2014 11:02 AM
2	1:00 pm	May 6, 2014 10:53 AM
3	11:30 AM	May 6, 2014 10:30 AM
4	2:00PM	May 1, 2014 1:53 PM
5	5:00pm	May 1, 2014 10:16 AM
6	3p or 7p	Apr 30, 2014 12:03 PM
8	2:30pm	Apr 30, 2014 6:23 AM
9	2:00 p.m.	Apr 29, 2014 7:42 PM
10	3:30pm	Apr 29, 2014 3:42 PM
11	N/A	Apr 29, 2014 3:37 PM
12	12:00 pm	Apr 26, 2014 7:15 AM

**2nd Shift Start time:**

4	2:00PM	May 1, 2014 1:53 PM
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**Page 7, Q26. What are your company's Saturday and Sunday shift times?**

5	N/A	May 1, 2014 10:16 AM
6	3p or 4p	Apr 30, 2014 12:03 PM
10	3:00pm	Apr 29, 2014 3:42 PM
11	N/A	Apr 29, 2014 3:37 PM
2nd Shift End time:		
4	10:00PM	May 1, 2014 1:53 PM
5	N/A	May 1, 2014 10:16 AM
6	10p or 11p	Apr 30, 2014 12:03 PM
10	11:30pm	Apr 29, 2014 3:42 PM
11	N/A	Apr 29, 2014 3:37 PM
3rd Shift Start time:		
4	10:PM	May 1, 2014 1:53 PM
5	N/A	May 1, 2014 10:16 AM
6	7p or 11p	Apr 30, 2014 12:03 PM
10	11:00pm	Apr 29, 2014 3:42 PM
11	N/A	Apr 29, 2014 3:37 PM
3rd Shift End time:		
4	6:00AM	May 1, 2014 1:53 PM
5	N/A	May 1, 2014 10:16 AM
6	7a	Apr 30, 2014 12:03 PM
10	7:00am	Apr 29, 2014 3:42 PM
11	N/A	Apr 29, 2014 3:37 PM



**Page 7, Q28. What are your company's holiday shift times?**

**1st Shift Start time:**

1	9am	Jun 18, 2014 11:02 AM
2	same	May 6, 2014 10:53 AM
3	6:00 AM	May 6, 2014 10:30 AM
4	same	May 1, 2014 1:53 PM
5	8:00am	May 1, 2014 10:16 AM
6	7:00 .am.	Apr 30, 2014 12:09 PM
7	same as above	Apr 30, 2014 12:03 PM
8	varies	Apr 30, 2014 11:28 AM
9	8:00am	Apr 30, 2014 6:23 AM
10	10:00 a.m.	Apr 29, 2014 7:42 PM
11	7:00am	Apr 29, 2014 3:42 PM
12	N/A	Apr 29, 2014 3:37 PM
13	7:00 am	Apr 26, 2014 7:15 AM

**1st Shift End time:**

3	2:30 PM	May 6, 2014 10:30 AM
5	5: pm	May 1, 2014 10:16 AM
6	4:30 p.m.	Apr 30, 2014 12:09 PM
9	3:00pm	Apr 30, 2014 6:23 AM
10	2:00 p.m.	Apr 29, 2014 7:42 PM
11	3:30pm	Apr 29, 2014 3:42 PM
12	N/A	Apr 29, 2014 3:37 PM
13	5:00 pm	Apr 26, 2014 7:15 AM

**2nd Shift Start time:**

5	N/A	May 1, 2014 10:16 AM
11	3:00pm	Apr 29, 2014 3:42 PM
12	N/A	Apr 29, 2014 3:37 PM

**Page 7, Q28. What are your company's holiday shift times?**

**2nd Shift End time:**

5	N/A	May 1, 2014 10:16 AM
11	11:30pm	Apr 29, 2014 3:42 PM
12	N/A	Apr 29, 2014 3:37 PM

**3rd Shift Start time:**

5	N/A	May 1, 2014 10:16 AM
11	11:00pm	Apr 29, 2014 3:42 PM
12	N/A	Apr 29, 2014 3:37 PM

**3rd Shift End time:**

5	N/A	May 1, 2014 10:16 AM
11	7:00am	Apr 29, 2014 3:42 PM
12	N/A	Apr 29, 2014 3:37 PM



**Page 7, Q30. Approximately how many current employees use the following transportation options for travel to work (please use number or percentage estimates)?**

Share rides with co-workers (carpool)

1	0	Jun 18, 2014 11:02 AM
2	7	May 6, 2014 10:30 AM
3	<5%	May 1, 2014 1:53 PM
4	0	May 1, 2014 10:16 AM
5	0	May 1, 2014 7:10 AM
6	0	Apr 30, 2014 12:03 PM
8	0	Apr 30, 2014 9:50 AM
9	10	Apr 30, 2014 6:47 AM
10	0	Apr 30, 2014 6:23 AM
11	0	Apr 29, 2014 7:42 PM
12	0	Apr 29, 2014 3:42 PM
14	0	Apr 26, 2014 7:15 AM

Family Members

1	0	Jun 18, 2014 11:02 AM
3	5%	May 1, 2014 1:53 PM
4	2	May 1, 2014 10:16 AM
5	0	May 1, 2014 7:10 AM
6	0	Apr 30, 2014 12:03 PM
8	0	Apr 30, 2014 9:50 AM
9	5	Apr 30, 2014 6:47 AM
10	20	Apr 30, 2014 6:23 AM
11	0	Apr 29, 2014 7:42 PM
12	0	Apr 29, 2014 3:42 PM
14	0	Apr 26, 2014 7:15 AM

Friends

1	0	Jun 18, 2014 11:02 AM
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**Page 7, Q30. Approximately how many current employees use the following transportation options for travel to work (please use number or percentage estimates)?**

3	5%	May 1, 2014 1:53 PM
4	0	May 1, 2014 10:16 AM
5	0	May 1, 2014 7:10 AM
6	0	Apr 30, 2014 12:03 PM
8	0	Apr 30, 2014 9:50 AM
10	10	Apr 30, 2014 6:23 AM
11	0	Apr 29, 2014 7:42 PM
12	0	Apr 29, 2014 3:42 PM
14	0	Apr 26, 2014 7:15 AM
Personal Vehicle		
1	25	Jun 18, 2014 11:02 AM
2	29	May 6, 2014 10:30 AM
3	90%	May 1, 2014 1:53 PM
4	10	May 1, 2014 10:16 AM
5	100	May 1, 2014 7:10 AM
6	100%	Apr 30, 2014 12:03 PM
7	3	Apr 30, 2014 11:28 AM
8	9	Apr 30, 2014 9:50 AM
9	335	Apr 30, 2014 6:47 AM
10	70	Apr 30, 2014 6:23 AM
11	100	Apr 29, 2014 7:42 PM
12	100	Apr 29, 2014 3:42 PM
13	100%	Apr 29, 2014 3:37 PM
14	24	Apr 26, 2014 7:15 AM
Human Services Transportation (Council on Aging, Job & Family Services, etc.)		
1	0	Jun 18, 2014 11:02 AM
3	0	May 1, 2014 1:53 PM

**Page 7, Q30. Approximately how many current employees use the following transportation options for travel to work (please use number or percentage estimates)?**

4	0	May 1, 2014 10:16 AM
5	0	May 1, 2014 7:10 AM
6	0	Apr 30, 2014 12:03 PM
8	0	Apr 30, 2014 9:50 AM
11	0	Apr 29, 2014 7:42 PM
12	0	Apr 29, 2014 3:42 PM
14	0	Apr 26, 2014 7:15 AM
Other (please specify)		
4	0	May 1, 2014 10:16 AM
5	0	May 1, 2014 7:10 AM
14	12 company vehicle	Apr 26, 2014 7:15 AM

**Page 8, Q31. Has your business had difficulty finding a dependable work force due to a potential employee's lack of transportation?**

1	occasionally	May 6, 2014 10:31 AM
2	At times this becomes an issue.	May 1, 2014 1:56 PM
3	Do not have valid drivers' license	Apr 30, 2014 12:10 PM
4	A few years ago we had a waitress who struggled with this. No one at the current time.	Apr 30, 2014 6:25 AM

**Page 8, Q32. Have you ever been unable to employ an individual because of a lack of transportation?**

1	how would we know	May 6, 2014 10:31 AM
2	Do not have valid drivers' license	Apr 30, 2014 12:10 PM



**Page 9, Q39. What would be the maximum amount per round trip that your company would be willing to consider paying for each employee daily?**

1	wouldn't get involved	May 6, 2014 10:32 AM
2	0	Apr 29, 2014 7:44 PM
3	\$0.00	Apr 29, 2014 3:39 PM
4	0	Apr 26, 2014 7:17 AM

**Page 9, Q41. What are your company's future expansion plans at this site (including parking)?**

1	none	Jun 18, 2014 11:03 AM
2	none	May 6, 2014 10:32 AM
3	None at this time.	May 1, 2014 2:02 PM
4	N/A	May 1, 2014 10:18 AM
5	none	Apr 30, 2014 12:05 PM
6	none	Apr 30, 2014 11:31 AM
7	unsure	Apr 30, 2014 6:50 AM
8	none	Apr 30, 2014 6:25 AM
9	None	Apr 29, 2014 3:43 PM
10	None - Maxed out with current building codes.	Apr 29, 2014 3:39 PM

**Page 9, Q43. Do you have any other ideas, comments, or issues concerning current or future public transportation that you would like to tell us about?**

1	we are tax exempt so tax savings means nothing to us	Jun 18, 2014 11:03 AM
2	no	May 6, 2014 10:32 AM
3	No needs at PCACC.	Apr 30, 2014 12:05 PM
4	Our Ottawa office is a rendezvous point. We travel from the office all over Ohio, Indiana, and Michigan...sometimes daily. This service would not benefit us directly.	Apr 30, 2014 11:31 AM
5	no	Apr 30, 2014 6:50 AM
6	Public transportation is not needed for our employees but I believe it is much needed within the county for the elderly and low income.	Apr 29, 2014 7:44 PM



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

**Section A-6:  
62 Federal Funding Sources for Transportation**



### GAO Summary of Sixty-Two Programs

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

No.	Agency	Department/ Branch	Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials	Fiscal year 2001 federal spending on transportation
6	DOE	Department of Education, Office of Special Education and Rehabilitative Services	Independent Living Services for Older Individuals Who Are Blind	Workforce Investment Act of 1998	29 U.S.C. § 796k(e)(5)	Referral, assistance, and training in the use of public transportation	To access program services, for general trips	Persons aged 55 or older who have Significant visual impairment	No actual data or estimate available from the federal agency
7	DOE	Department of Education, Office of Special Education and Rehabilitative Services	Independent Living State Grants	Workforce Investment Act of 1998	29 U.S.C. §§ 796e-2(1) and 705(18)(xi)	Referral, assistance, and training in the use of public transportation	To access program services, employment opportunities	Persons with a significant disability	No actual data or estimate available from the federal agency
8	DOE	Department of Education, Office of Special Education and Rehabilitative Services	Supported Employment Services for Individuals with Most Significant Disabilities	Workforce Investment Act of 1998	29 U.S.C. §§ 795g and 705(36)	Transit subsidies for public and private transportation (e.g. bus, taxi, and paratransit), training in the use of public transportation	To access employment placements, employment services, and vocational rehabilitation services	Persons with most significant disabilities	No actual data or estimate available from the federal agency
9	DOE	Department of Education, Office of Special Education and Rehabilitative Services	Vocational Rehabilitation Grants	Rehabilitation Act of 1973, as amended	29 U.S.C. § 723(a)(8)	Transit subsidies for public and private transportation (e.g. bus, taxi, and paratransit), training in the use of public transportation	To access employment placements, employment services, and vocational rehabilitation services	Persons with physical or mental impairments	\$50,700,000 (estimate)
10	HHS	Department of Health and Human Services, Administration for Children and Families	Child Care and Development Fund	Child Care and Development Block Grant Act of 1990, as amended	42 U.S.C. § 9858c	States rarely use CCDF funds for transportation and only under very Restricted circumstances	To access child care services	Children from low-income families	\$0 (estimate)

No.	Agency	Department/ Branch	Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials	Fiscal year 2001 federal spending on transportation
11	HHS	Department of Health and Human Services, Administration for Children and Families	Community Services Block Grant Programs	Community Opportunities, Accountability, Training, and Educational Services Act of 1998	42 U.S.C. § 9904	Taxi vouchers, bus tokens	General trips	Low-income persons	No actual data or estimate available from the federal agency
12	HHS	Department of Health and Human Services, Administration for Children and Families	Developmental Disabilities Projects of National Significance	Developmental Disabilities Assistance and Bill of Rights Act of 2000	42 U.S.C. § 15002, 15081(2)(D)	Transportation information, feasibility studies, planning	General trips	Persons with developmental disabilities	No actual data or estimate available from the federal agency
13	HHS	Department of Health and Human Services, Administration for Children and Families	Head Start	Augustus F. Hawkins Human Services Reauthorization Act of 1990	42 USCA § 9835(a)(3)(C) (ii)	Purchase and operate vehicles, contract with transportation providers, coordinate with local education agencies	To access educational services	Children from low-income families	\$514,500,000 (estimate)
14	HHS	Department of Health and Human Services, Administration for Children and Families	Refugee and Entrant Assistance Discretionary Grants	Refugee Act of 1980, as amended	8 U.S.C. § 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
15	HHS	Department of Health and Human Services, Administration for Children and Families	Refugee and Entrant Assistance State Administered Programs	Refugee Act of 1980, as amended	8 U.S.C. § 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
16	HHS	Department of Health and Human Services, Administration for Children and Families	Refugee and Entrant Assistance Targeted Assistance	Refugee Act of 1980, as amended	8 U.S.C. § 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency

No.	Agency	Department/ Branch	Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials	Fiscal year 2001 federal spending on transportation
17	HHS	Department of Health and Human Services, Administration for Children and Families	Refugee and Entrant Assistance Voluntary Agency Programs	Refugee Act of 1980, as amended	8 U.S.C. § 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
18	HHS	Department of Health and Human Services, Administration for Children and Families	Social Services Block Grants	Social Security Act, as amended	42 U.S.C. § 1397a(a)(2)(A)	Any transportation related use	To access medical or social services	States determine what categories of families and children	\$18,459,393
19	HHS	Department of Health and Human Services, Administration for Children and Families	State Councils on Developmental Disabilities and Protection and Advocacy Systems	Developmental Disabilities Assistance and Bill of Rights Act of 2000	42 U.S.C. §15002, 15025	State Councils provide small grants and contracts to local organizations to establish transportation projects or collaborate in improving transportation for people with disabilities; Protection and Advocacy Systems ensure that people with disabilities have access to public transportation as required by law	All or general trips	Persons with developmental disabilities and family members	\$786,605 (partial outlay)
20	HHS	Department of Health and Human Services, Administration for Children and Families	Temporary Assistance for Needy Families	Personal Responsibility and Work Opportunity Reconciliation Act of 1996, as amended	42 U.S.C. § 604(a), (k)	Any use that is reasonably calculated to accomplish a purpose of the TANF program and the allowable matching portion of JARC grants	General trips	No assistance is provided to families without a minor child, but states determine Specific eligibility	\$160,462,214 (partial outlay)j
21	HHS	Department of Health and Human Services, Administration on Aging	Grants for Supportive Services and Senior Centers	Older Americans Act of 1965, as amended	42 U.S.C. § 3030d (a)(2)	Contract for services	To access program services, medical, and for general trips	Program is targeted to persons aged 60 or over	\$72,496,003

No.	Agency	Department/ Branch	Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials	Fiscal year 2001 federal spending on transportation
22	HHS	Department of Health and Human Services, Administration on Aging	Program for American Indian, Alaskan Native, and Native Hawaiian Elders	Older Americans Act of 1965, as amended	42 U.S.C. § 3057, 3030d(a)(2)	Purchase and operate vehicles	To access program services, medical, and for general trips	Program is for American Indian, Alaskan Native, and Native Hawaiian elders	No actual data or estimate available from the federal agency
23	HHS	Department of Health and Human Services, Centers for Medicare & Medicaid Services	Medicaid	Social Security Act, as amended	42 U.S.C. § 1396a, 1396n(e)(1)(A)	Bus tokens, subway passes, brokerage services	To access health care	Recipients are generally low income persons, but states determine specific eligibility	\$976,200,000
24	HHS	Department of Health and Human Services, Centers for Medicare & Medicaid Services	State Children's Health Insurance Program	Medicare, Medicaid, and SCHIP Benefits Improvement and Protection Act of 2000	42 U.S.C. § 1397jj(a)(26), -27	Any transportation related use	To access health care	Beneficiaries are primarily children from low-income families, but states determine eligibility	\$4,398,089
25	HHS	Department of Health and Human Services, Health Resources and Services Administration	Community Health Centers	Public Health Service Act, as amended	42 U.S.C. § 254b(b)(1)(A) (iv)	Bus tokens, vouchers, transportation coordinators, and drivers	To access health care	Medically underserved populations	\$4,200,000 (estimate)
26	HHS	Department of Health and Human Services, Health Resources and Services Administration	Healthy Communities Access Program	Public Health Service Act, as amended	42 U.S.C. § 256(e)(1)(B)(iii)	Improve coordination of transportation	To access health care	Uninsured or underinsured populations	No actual data or estimate available from the federal agency
27	HHS	Department of Health and Human Services, Health Resources and Services Administration	Healthy Start Initiative	Public Health Service Act, as amended	42 U.S.C. § 254c-8(e)(1)	Bus tokens, taxi vouchers, reimbursement for use of own vehicle	To access health care	Residents of areas with significant perinatal health disparities	No actual data or estimate available from the federal agency



No.	Agency	Department/ Branch	Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials	Fiscal year 2001 federal spending on transportation
28	HHS	Department of Health and Human Services, Health Resources and Services Administration	HIV Care Formula Grants	Ryan White Comprehensive AIDS Resources Emergency Act of 1990	42 U.S.C. § 300f-21(a), 23(a)(2)(B)	Bus passes, tokens, taxis, vanpools, vehicle purchase by providers, mileage reimbursement	To access health care	Persons with HIV or AIDS	\$19,500,000
29	HHS	Department of Health and Human Services, Health Resources and Services Administration	Maternal and Child Services Grants	Social Security Act, as amended	42 U.S.C. § 701(a)(1)(A)	Any transportation related use	To access health care	Mothers, infants and children, particularly from low income families	No actual data or estimate available from the federal agency
30	HHS	Department of Health and Human Services, Health Resources and Services Administration	Rural Health Care, Rural Health Network, and Small Health Care Provider Programs	Health Centers Consolidation Act of 1996	42 U.S.C. § 254c	Purchase vehicles, bus passes	To access health care	Medically underserved populations in rural areas	No actual data or estimate available from the federal agency
31	HHS	Department of Health and Human Services, Substance Abuse and Mental Health Services Administration	Community Mental Health Services Block Grant	ADAMHA Reorganization Act, as amended	42 U.S.C. § 300x-1(b)(1)	Any transportation related use	To access program services	Adults with mental illness and children with emotional disturbance	No actual data or estimate available from the federal agency
32	HHS	Department of Health and Human Services, Substance Abuse and Mental Health Services Administration	Substance Abuse Prevention and Treatment Block Grant	ADAMHA Reorganization Act, as amended	42 U.S.C. § 300x-32(b)	Any transportation related use	To access program services	Persons with a substance related disorder and/or recovering from substance related disorder	No actual data or estimate available from the federal agency
33	HUD	Department of Housing and Urban Development, Office of Community Planning and Development	Community Development Block Grant	Housing and Community Development Act of 1974	42 U.S.C. § 5305(a)(8)	Purchase and operate vehicles	General trips	Program must serve a majority of low income persons	\$6,761,486 (partial outlay)

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

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

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

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

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60	DVA	Department of Veterans Affairs, Veterans Health Administration	Automobiles and Adaptive Equipment for Certain Disabled Veterans and Members of the Armed Forces	Disabled Veterans and Servicemen's Automobile Assistance Act of 1970	38 U.S.C. § 3902	Purchase of personal vehicles, modifications of vehicles	General trips	Veterans and service members with disabilities	\$33,639,000
61	DVA	Department of Veterans Affairs, Veterans Health Administration	VA Homeless Providers Grant and Per Diem Program	Homeless Veterans Comprehensive Service Programs Act of 1992	38 U.S.C. § 7721	20 vans were purchased under this program	General trips	Homeless veterans	\$565,797
62	DVA	Department of Veterans Affairs, Veterans Health Administration	Veterans Medical Care Benefits	Veterans' Benefits Improvements Act of 1994	38 U.S.C. § 111	Mileage reimbursement, contract for service	To access health care services	Veterans with disabilities or low incomes	\$126,594,591

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