

Wood County

Coordinated Public and Human Services Transportation Plan

2022-2026

Great Lakes Community Action Partnership
For more information about this plan please contact
Mobility Management Coordinator at 419-334-5016
Funding for the development of this plan was provided by the
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TABLE OF CONTENTS

Contents

Executive Summary.....	4
I. Geographic Area	6
II. Population Demographics.....	9
III. Assessment of Available Services	14
Inventory of Transportation Provide	15
Existing Transportation Services.....	15
List of Transportation Service Providers.....	15
Assessment of Community Support for Transit.....	27
Safety	27
Vehicles	27
Summary of Existing Resources	39
IV. Assessment of Transportation Needs and Gaps.....	40
Local Demographic and Socio-Economic Data.....	41
Analysis of Demographic Data	43
General Public and Stakeholder Meetings/Focus Groups	44
Surveys.....	46
Challenges to Coordinated Transportation.....	62
Summary of Unmet Mobility Needs	63
V. Goals and Strategies	64
Developing Strategies to Address Gaps and Needs.....	64
Goal #1: Create sustainable fund models through partnership development.....	64
VI. Plan Adoption	72
Appendix A: List of Planning Committee Participants	73
Agency Representation	73
Appendix B: List of Annual Reviews and Plan Amendments	74
Annual Review [DATE]	74

Amendment [DATE] 74
Appendix C: Definitions..... 75

Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Wood County, Ohio. The plan was initially developed in 2014 and updated in 2021. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America's Surface Transportation (FAST) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. According to requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies new programs and rules for all Fiscal Year 2016 funds and authorizes transit programs for five (5) years.

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

1. Identify all community resources including:
 - B. G. Transit
 - Children's Resource Center
 - Wood County NET Plus
 - Wood County Committee on Aging
 - Wood County Board of DD
 - MTM Transit/Perrysburg Transit
2. Identify and Prioritize community transportation needs
 - Extension of service hours
 - Provision of weekend service
 - Provision of service to rural areas
3. Establish a clear plan for achieving shared goals
 - Continuation of regularly scheduled meetings of the stakeholder committee
 - Monitor progress and reach an understanding regarding responsibilities of each member

Fundamental to the Coordinated Transportation Plan process is the active and meaningful involvement of stakeholders. For projects selected for funding under the Section 5310 program, participation in planning activities must include participation and/or representation of the following, at minimum:

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

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

- A series of stakeholder group and planning committee meetings, to which members of the senior, disabled, and low-income population were invited.
- Invitations to the same meetings for leaders within agencies serving these groups, including B.G. Transit, CRC, Wood County Committee on Aging, Wood County Board of DD, Wood County Commissioners, Wood County DJFS, MTM Transit/Perrysburg Transit, SCAT, among others.
- Completion of surveys by a sample of persons representing the disabled, seniors, and the general population, many of whom are of low income, to learn of priorities and obstacles facing any of these user groups.
- Completion of an on-line survey by staff and representatives from the key transportation-related agencies mentioned above.
- Facilitation of a focus group of disabled persons to gain insight into their issues and obstacles faced when desiring public transportation services.

This plan was developed and adopted by the Wood County Transportation Stakeholder and Planning Committee. More information about the planning committee can be found in Appendix A.

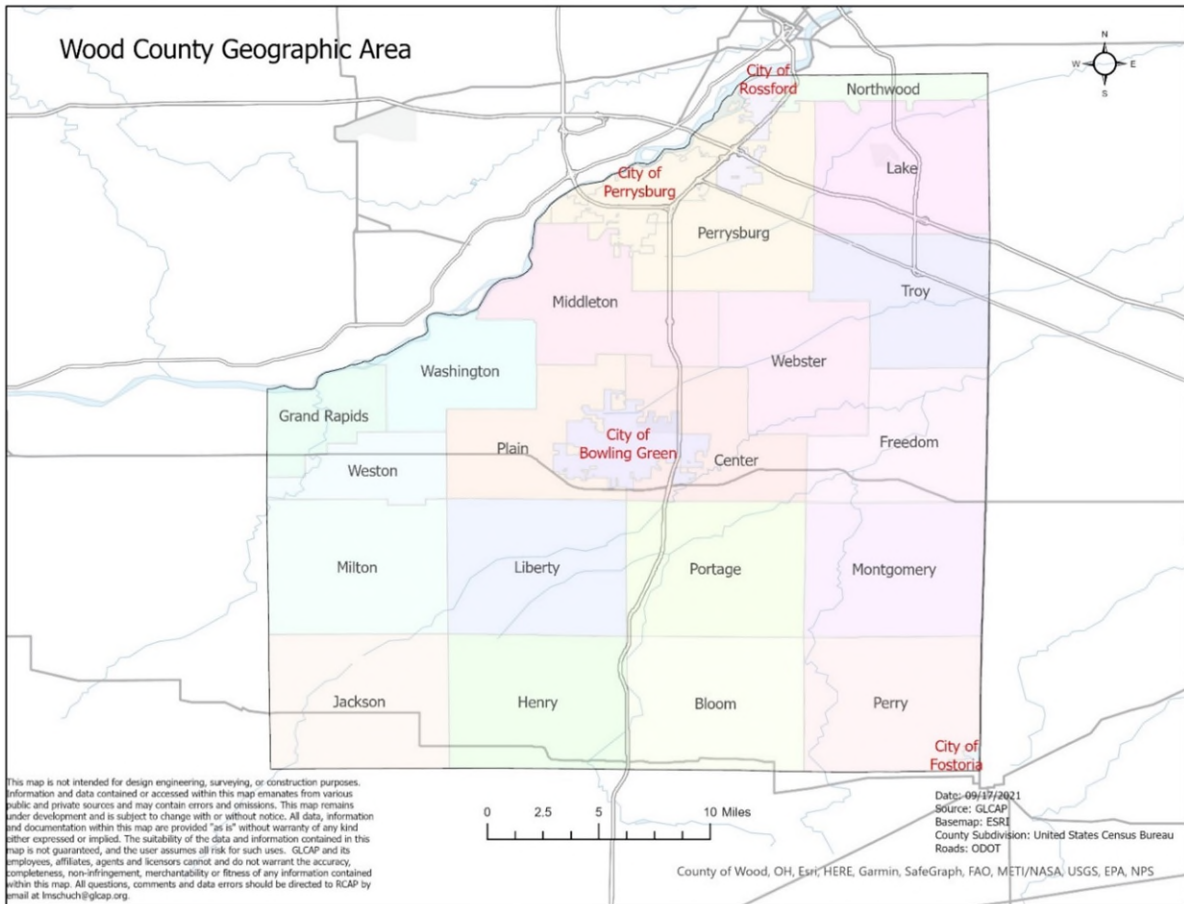
I. Geographic Area

This plan covers transportation services provided to residents of Wood County, Ohio. Wood County is located in northwest Ohio and is bordered on the west by Henry County, on the north by Lucas County, on the east by Ottawa, Sandusky and Seneca Counties and on the south by Hancock County. The northern portion of the County is included in the Toledo Urbanized area and includes the Cities of Perrysburg, Rossford and Northwood and is thus acknowledged as an urban fringe county. The entirety of Wood County is located within the Toledo Metropolitan Statistical Area (MSA) as designated by the US Census. The City of Fostoria in the southeast corner of the County has a substantial portion of its population in Seneca County and its transportation needs are served by the Seneca Crawford Area Transportation agency. The other main population center in Wood County is the City of Bowling Green, which is also the County seat, located in the center of the County.

The largest communities in Wood County are Bowling Green (with 31,578 population in 2018, making it the largest city in the GLCAP area), Perrysburg (21,570) Rossford (6,548), Northwood (5,420), and the village of North Baltimore to the south (3,543) ii. Many additional, smaller villages dot the county

Wood County has benefited economically from its location at the critical crossroads of the Ohio Turnpike I-80/90, with I-75, providing interstate highway access in all directions and to a number of large, metropolitan destinations. This location has brought the siting of a number of manufacturing and distribution centers. Additional developmental assets include the research, educational, and product commercialization capabilities of Bowling Green State University, and investments in rail transportation. Also located within the county are Owens Community College and Penta Career Center, two institutions that play crucial roles in preparing the area's workforce and matching their skills with the needs of local employers

Map 1: Basic map of the geographic area covered by the plan

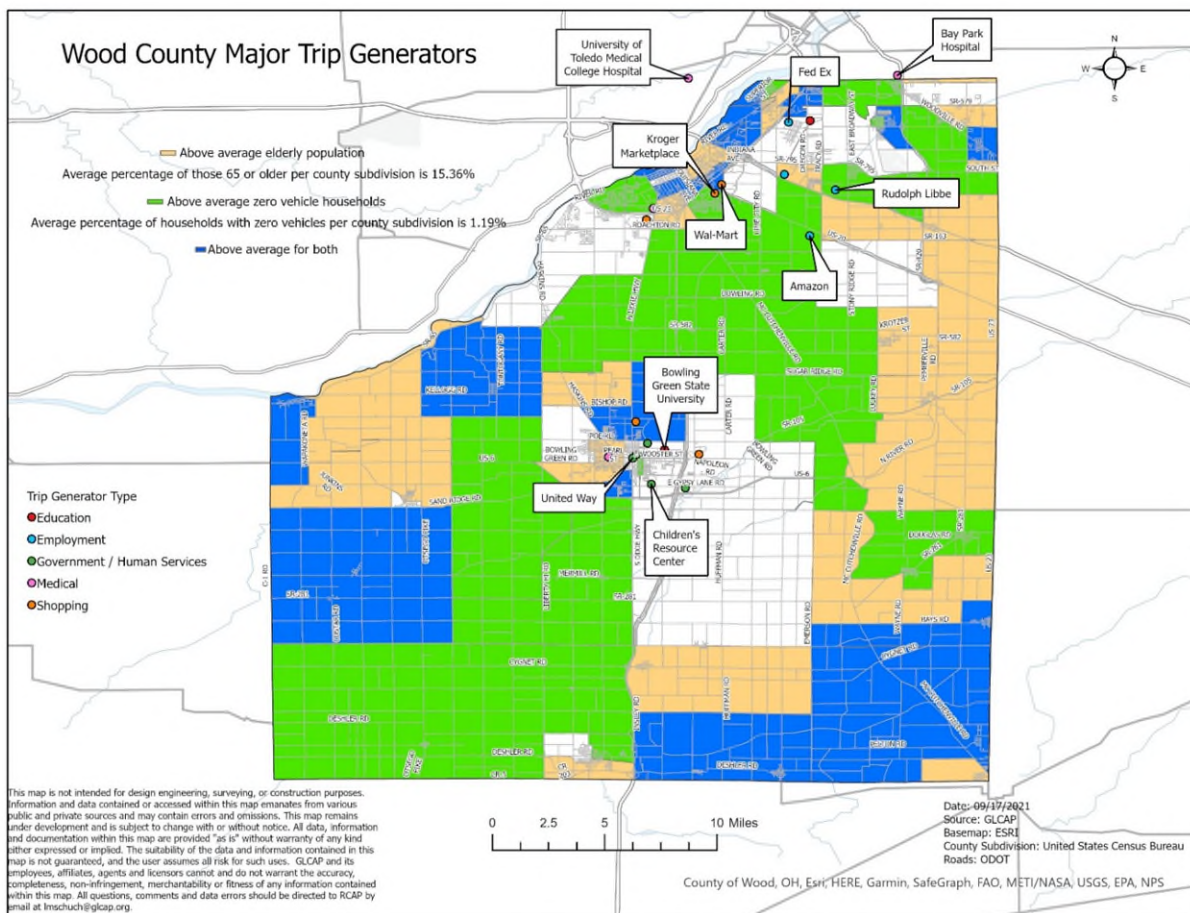


Input on trip generators was solicited from major transportation providers and users, and the information obtained led to a number of distinct clusters of destinations. These are depicted on the following map and fall into the following general categories:

- Medical offices clustered within or near the Cities of Bowling Green, Oregon, and Toledo, including Wood County Hospital, Bay Park Hospital and UT Medical College Hospital.
- Other general destinations include County and other governmental and social service offices, such as Wood County Department of Job and Family Services, Children’s Resources Center, and the County Courthouse and office building.

Education destinations include Bowling Green State University and Owens Community College in Oregon has also generated public transit trips.

Map 2: Major trip generators in the geographic area



II. Population Demographics

Wood County is in northwest Ohio with part of the County located within the Toledo Urbanized Area and is thus acknowledged as an urban fringe County. All of Wood County is within the Toledo Metropolitan Statistical Area (MSA) as designated by the US Census. Wood County includes 5 cities, 21 villages and 19 townships with approximately 50,000 households. The American Community Survey 2019 population for Wood County was 129,936 with a projected census population of 130,870 for 2020.

According to the American Community Survey, 2020, the overall population of Wood County is projected to steadily increase over the next 20 years. This projection is based on the economic growth in the county from the I-75 corridor from Toledo, Ohio thru Cincinnati, Ohio. Population growth is expected to continue steadily in the northern townships for the foreseeable future. Fringe townships adjacent to Lucas County are anticipated to experience significant population growth, which is expected to contribute to an increase in the overall population in Wood County as Ohio's overall population decentralization and dispersal patterns continue.

Please note that due to projections, estimations, and survey year data, that some totals may vary. Percentages may not sum to 100% due to rounding in the tables and charts below.

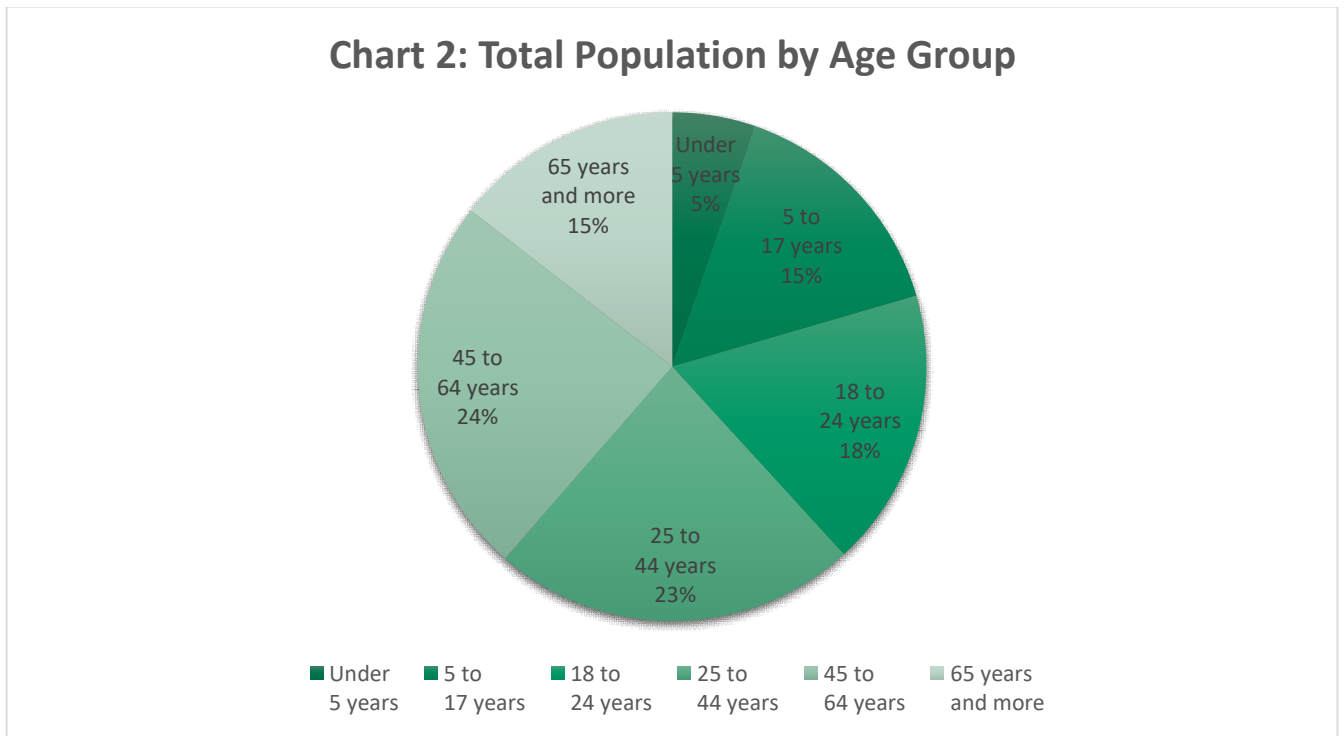
Wood County is projected to have minimal population growth through 2040, with females expected to grow and overtake the number of males in the County. An overall population growth of only 120 persons is expected by 2040. Chart 1 shows the current total population and the projected population.

Chart 1: Total Population Current and Projected for Five Years

Year	Total Population	Male	Female	Change
2020	130,870	64,710	66,150	+1550
2025	132,710	65,770	66,900	+1840
2030	134,280	66,710	67,520	+1570
2035	134,800	67,060	67,730	+520
2040	134,920	67,230	67,700	+120

According to the Ohio Developmental Service Agency's Office of Research County Profile, 2020, Wood County has a median age of 34.8 years. The most populous age group is 45-64 years at 24.1% with the second most populous group to be 25-44 years at 23.2%. Wood County's elderly population of 65 years and more is 14.5% of the total population. One major reason why the Wood County population's median age tends to be less than the state and national average is the number of young students enrolled in Wood County schools and the two major colleges in the County, Owens Community College and Bowling Green State University. Chart 2 shows the total population by age group.

Chart 2: Total Population by Age Group



Wood County is predominately a Caucasian County, making up 92% of the total population. The second most populous race is African American followed by individuals identifying with two or more races rounding out the third most populous sect. Chart 3 shows the percentage of total population by single race.

Chart 3: Total Population by Race

Population by Race	Number	Percent
ACS Total Population	129,936	100.0%
White	119,584	92.0%
African-American	3,459	2.7%
Native American	222	0.2%
Asian	2,164	1.7%
Pacific Islander	59	0.0%
Other	1,301	1.0%
Two or More Races	3,147	2.4%
Hispanic (may be of any race)	7,113	5.5%
Total Minority	15,009	11.6%

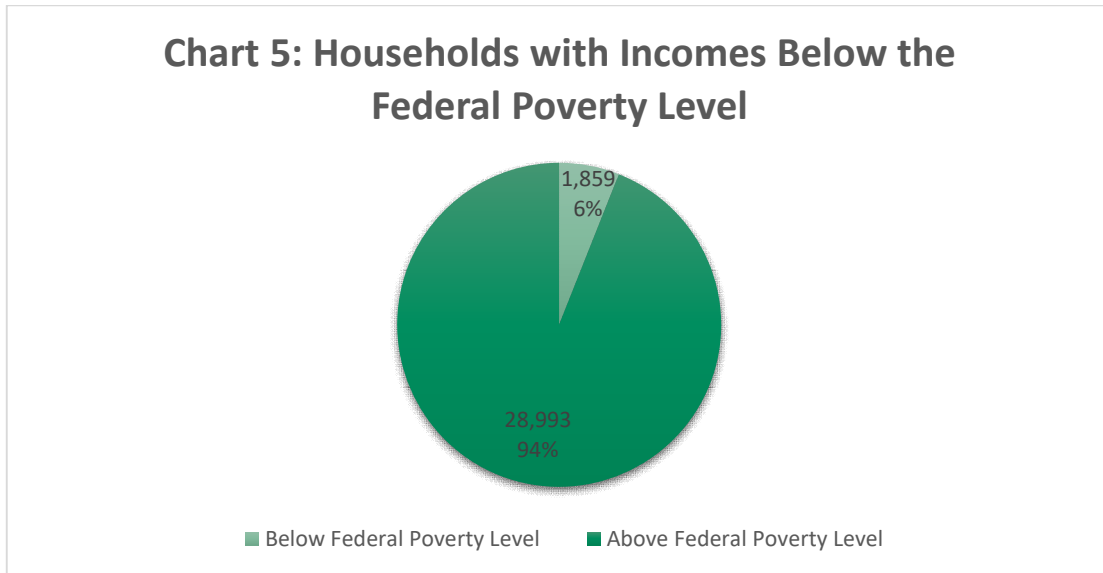
Wood County has approximately 16,998 individuals with a registered disability and of that total, 44.2% are over the age of 75, followed by 25.7% between the ages of 65 to 74. Chart 4 shows the number and percentage of people with disabilities.

Chart 4: Number and Percentage of People with Disabilities

Age	Total Population	With a Disability	Percent with a Disability
Under 5 years	6,792	100	1.5%
5 to 17 years	19,734	1,139	5.8%
18 to 34 years	39,092	3,811	9.7%
35 to 64 years	44,508	5,501	12.4%
65 to 74 years	11,975	3,075	25.7%
75 years and over	7,637	3,372	44.2%

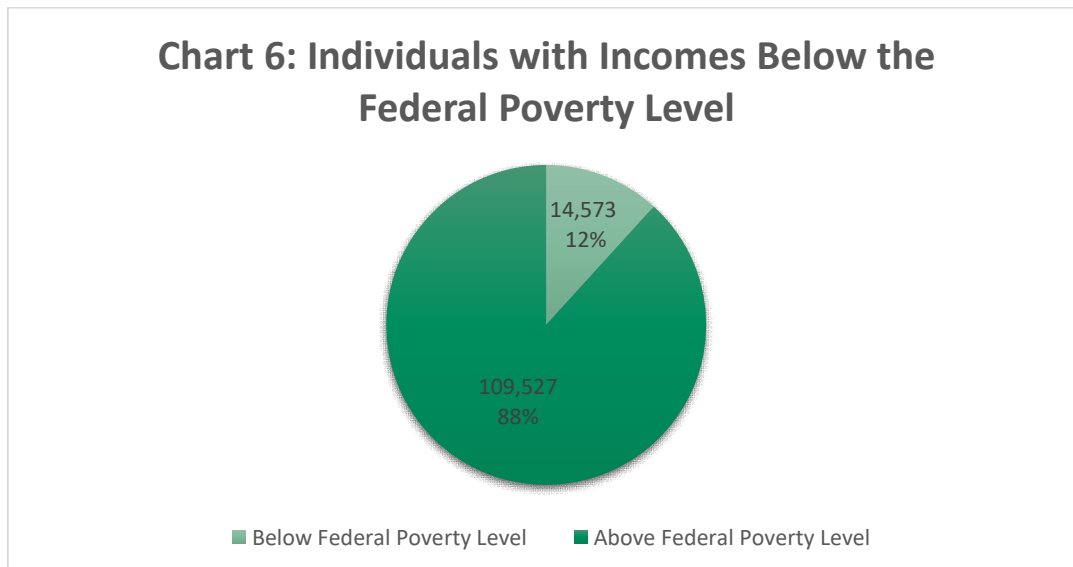
According to the State of Ohio Office of Research Wood County profile, 2020 edition, 1859 households live at or below the Federal Poverty Level. Chart 5 shows the number and percentage of households with incomes below the federal poverty level.

Chart 5: Number and Percentage of Households with Incomes Below the Federal Poverty Level



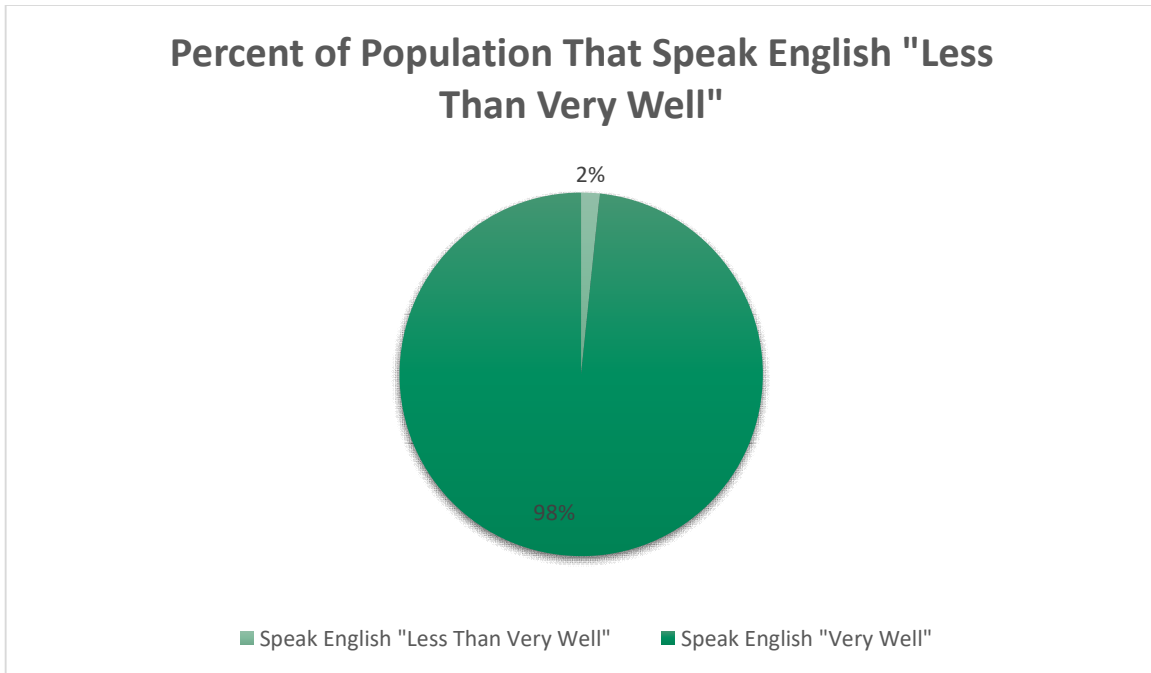
Per the 2019 American Community Survey, the estimate for individuals that live at or below the Federal Poverty Level within Wood County is 14,573 with a margin of error of $\pm 2,111$.

Chart 6: Number and Percentage of Individuals with Incomes Below the Federal Poverty Level



A person with Limited English Proficiency (LEP) is one that does not speak English as their primary language and has a limited ability to read, speak, write, or understand the English language. According to the American Community Survey, 2020 estimate, 2,016 individuals within Wood County could only speak English less than very well. Chart 7 shows the percent of population that speak English less than very well.

Chart 7: Percent of Population That Speak English "Less Than Very Well"



III. Assessment of Available Services

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

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

Interviews were conducted with each of the identified stakeholders.

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

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

Inventory of Transportation Provide

Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of 9 organizations provided information about their services.

List of Transportation Service Providers

Agency Name: BG Transit

Transportation Service Type: Public, on-demand, origin-to-destination
and contracted Other Services Provided: See Below Contact

Information: 1-800-579-4299

Hours: Monday - Friday 6:00 a.m. - 8:00 p.m. and Saturday 10:00 a.m. - 4:00 p.m.

Service Area: City of Bowling Green up to 1 mile radius
outside city limits

Eligibility Requirements: Public

Website: <https://www.bgo.io>

BG Transit is a general public transportation provider for the City of Bowling Green, with a 1-mile radius outside the city limits. BG Transit provides curb-to-curb service, offering low fare rides to employment, medical appointments, shopping, etc. Seven vehicles, all ADA (wheelchair) accessible, provide transportation to anyone needing a ride. Fares within the Bowling Green City corporation limits are \$4.00 for ages 4 to 64 years of age, \$2.00 for Seniors (65+), Disabled Persons and children ages 4 to 13 (Transit ID Card is required***) and \$2.00 for packages/bags that take up seat space. Fares for trips outside the City's corporation limits are \$4.50 General Fare; Elderly and Disabled Persons \$2.25; Package Fare \$2.25. Children under age 4, Personal Care Attendants and Language Interpreters ride free.

*** Transit ID Cards are issued by appointment only. Call 419-354-6203 to schedule an appointment between the hours of 8:30 a.m. and 3:30 p.m., Monday through Friday.

Agency Name: Black and White Paratransit

Transportation Service Type: Public, Non-Emergency Medical, LLC

Other Services Provided: See Below; (Refer to Tables 3.1- 3.6)

Contact Information: 419-534-0676 or 419-534-8294

Hours: 24/7, 365 days per year

Service Area: Lucas County and surrounding Areas

Eligibility Requirements: Public

Website: <http://www.blackwhitcab.com>

Agency Name: MTM Transit/ Perrysburg Transit

Transportation Service Type: Private For-Profit, On-demand

Other Services Provided: See Below; (Refer to Tables 3.1 -3.6)

Contact Information: 419-872-8430

Hours: Monday - Saturday 8:00 a.m. to 9:00 p.m. and Sunday 8:00 a.m. to 6:00 p.m.

Service Area: City of Perrysburg (Only – does not include the Township)

Eligibility Requirements: Public

Website: mtm-inc.net or visit the City of Perrysburg - ci.perrysburg.oh.us/public_service

MTM Transit/Perrysburg Transit provides curb to curb demand response transportation service in the city of Perrysburg. All vehicles are handicap accessible. Fares one way are \$1.00 per person. Children under 6 and PCA's ride at no charge. To reserve a ride or to cancel a trip, please call 419-872-8430. There are two connecting points outside of Perrysburg. One connecting point is in Rossford at Meijer Bus Stop on Route 20 and the other is in Maumee at the City of Maumee Municipal Building.

Agency Name: TARTA (Rossford Service)

Transportation Service Type: Public, Non-Profit, Call-a-Ride and Fixed Route

Other Services Provided: See Below; (Refer to Tables 3.1- 3.6)

Contact Information: 419-243-7433

Hours: **Rossford Call-a-Ride Monday** - Friday 6:00 a.m. to 11:00 p.m., Saturdays 7:00 a.m. to 9:00 p.m., Sundays 7:00 a.m. to 6:30 p.m.; **TARTA Fixed Route** Monday through Thursday 7:00 a.m. to 5:00 p.m., Fridays 7:30 a.m. to 2:15 p.m.

Service Area: Rossford Service Area (Only)

Eligibility Requirements: Public

Website: <http://www.tarta.com>

TARTA provides Call-a-Ride and Fixed Route transportation services in Rossford. There are currently two fixed routes in Rossford. All vehicles are ADA accessible for riders. Fares are a flat rate; \$1.25 each way for adults and students and seniors and individuals with a disability can ride for \$0.60. For Call-a-Ride service, simply call TARTA dispatch one to two hours before transportation services are needed.

Agency Name: Seneca Crawford Area Transportation (SCAT)

Transportation Service Type: Public transportation - demand response (Fostoria Only)

Other Services Provided: This agency also manages public transportation in neighboring Seneca and Crawford Counties.

Contact Information: 3446 S. Twp. Rd. 151, Tiffin, Ohio 419-448-7344 or 419-937-2428 **Hours:** Monday - Friday 5 a.m. to 6 p.m.

Service Area: All of Fostoria **Eligibility Requirements:** Public

Website: <http://www.senecascats.org/>

Seneca County Agency Transportation (SCAT) is a private nonprofit organization that provides transportation in Seneca and Crawford Counties and Metro Fostoria. SCAT became a private non-profit organization in 1995.

Much of the early coordination efforts consisted of human service agencies referring individuals to SCAT for their transportation needs. SCAT continued to grow and in 2001 this coordinated transportation program became a rural transit system.

The motto of the organization is "Public Transportation is for Everyone!" The mission is "to serve the public of Seneca and Crawford Counties and Metro Fostoria by providing a safe, reliable, affordable, and efficient public transportation system." The goal of SCAT is to ensure the freedom of mobility, thus enhancing the value of life for all individuals within their service area.

SCAT operates a demand response public transportation system, Monday through Friday from 5:00 a.m. until 6:00 p.m. It is a curb-to-curb, door-to-door upon request, rural, public transportation system that provides local and out-of-county trips to the public in Seneca County. (This entity now also manages the public transit system in neighboring Crawford County.) Passenger fares are based on destination and range from \$2.00 to \$5.00. Elderly and Disabled fare discounts range from \$1.00 to \$2.50 for eligible consumers.

Agency Name: Wood County Committee on Aging

Transportation Service Type: Public Non-Profit, On-demand service for medical appointments only

Other Services Provided: See Below; (Refer to Tables 3.1- 3.6)

Contact Information: 419-353-5661 or 1-800-367-4935 **Hours:** Monday - Friday 9:00 a.m. to 2:30 p.m.

Service Area: Wood County

Eligibility Requirements: Wood County residents aged 60 and older

Website: <http://wcco.net>

Wood County Committee on Aging provides free transportation to Wood County seniors age 60 and older up to three times per month. Service is provided for medical appointments and services such as tests, dental visits, vision specialists and mental health providers on a first come first serve basis. Donations are accepted to offset costs.

Agency Name: Wood County DJFS

Transportation Service Type: Public Non-Profit, On-demand for Medical Appointments and Services only through the Net Plus Program.

Other Services Provided: See Below; (Refer to Tables 3.1- 3.6)

Contact Information: (Net Plus) 1-844-353-6779 **Hours:** Monday - Friday 8:00 a.m. to 4:00 p.m.

Service Area: Wood, Hancock, Henry, Lucas, Ottawa, Sandusky and Seneca Counties **Eligibility**

Requirements: Public

Website: <https://www.woodcountyjfs.com/netplus/>

For transportation services through the Net Plus program call the hotline at least five business days before your scheduled appointment. There are no income or asset limits to use this free service. Callers are screened to determine program eligibility. Transportation services are based on provider availability. Passenger care attendants, and service animals ride for free, simply notify the dispatcher when reservations are made. Vehicles are ADA accessible. Transportation can only be provided for medical appointments and services, dental visits, vision specialists, pharmacy services, mental health services

and addiction treatment appointments and services. Transportation to places such as grocery stores and banks is not available.

Agency Name: Wood County Veteran's Assistance Center

Transportation Service Type: Public Non-Profit, On-demand

Other Services Provided: See Below; (Refer to Tables 3.1- 3.6)

Contact Information: 419-354-9147

Hours: Call for available hours

Service Area: VA Medical Centers Only

Eligibility Requirements: Veterans only. Transportation provided when no other means are available.

Website: <https://www.co.wood.oh.us/VeteransServices.asp>

The Wood County Veteran's Assistance Center provides transportation services to Wood County veterans who have no other means of transportation to get to medical appointments and services at VA Medical Centers.

Agency Name: Wood County Board of Developmental Disabilities

Transportation Service Type: Public Non-Profit, School Bus Transportation for students; limited transportation for adult activities and events.

Other Services Provided: See Below; (Refer to Tables 3.1- 3.6)

Contact Information: 419-352-5115 or 1-800-356-3218 **Hours:** Monday - Friday 6:00 a.m. to 6:00 p.m.

Service Area: Wood County

Eligibility Requirements: Client receiving services from Wood Lane

Website: <https://woodlane.us>

Wood Lane provides school bus transportation services for children attending Wood Lane School. Additionally, Wood Lane provides limited transportation services for adults for non-vocational events at no charge to individuals and their families.

Agency Name: Wood County Children's Services Association (Children's Resource Center)

Transportation Service Type: Public Non-Profit, Flex Route for Medical Appointments and Services only through the Net Plus Program.

Other Services Provided: See Below; (Refer to Tables 3.1- 3.6)

Contact Information: (NET PLUS) 1-844-353-6779

Hours: Monday - Friday 8:00 a.m. to 4:00 p.m.

Service Area: Wood, Hancock, Henry, Lucas, Ottawa, Sandusky, and Seneca Counties

Eligibility Requirements: Public

Website: <https://www.woodcountyjfs.com/netplus/>

For transportation services through the Net Plus program call the hotline at least five business days before your scheduled appointment. There are no income or asset limits to use this free service. Callers are screened to determine program eligibility. Transportation services are based on provider availability. Passenger care attendants, and service animals ride for free, simply notify the dispatcher when

reservations are made. Vehicles are ADA accessible. Transportation can only be provided for medical appointments and services, dental visits, vision specialists, pharmacy services, mental health services and addiction treatment appointments and services. Transportation to places such as grocery stores and banks is not available.

Agency Name: WLI – Work Leads to Independence

Transportation Service Type: Non-Profit agency, Non-Medical Transportation, origin-to-destination, on-demand, and contracted

Other Services Provided: See Below: (Refer to Tables 3.1-3.6)

Contact Information: 419-352-5059

Hours: Monday – Friday 6:00 a.m. to 6:00 p.m.

Service Area: Wood, Lucas, and Hancock Counties

Eligibility Requirements: Public

Web-site: <https://www.yourwli.com>

Work Leads to Independence is a non-profit agency providing transportation services in Wood, Lucas, and Hancock Counties. WLI provides origin-to-destination, on-demand, Non-Medical Transportation, and contracted services. WLI will provide door to door services and all vehicles are equipped with ambulatory seating. Three vehicles are wheelchair accessible.

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

Table 3.1: Organizational Characteristics

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)	Number of Annual One-Way Passenger Trips	Average Number Trip Denials per Week	Are Vehicles Only Available for Human Service Agency Clients (Y/N) *
Wood County Committee on Aging	Y	N	Public Non-Profit	1,639	0	N
Wood County Department of Jobs and Family Services	Y	Y	Public Non-Profit	2,600	Information not provided	N
Wood County Veteran’s Assistance Center	Y	N	Public Non-Profit	Unknown	Unknown	N
Wood County Board of DD	Y	N	Public Non-Profit	Unknown	Information not provided	Y
Black and White Paratransit	Y	N	LLC	38,000	1-2	N
B.G. Transit	N	Y	Public	30,850	1.77	N
TARTA-Rossford Service Coverage	Y	N	Public Non-Profit	65,200	Information not provided	N
MTM Transit / Perrysburg Transit-Perrysburg Only	Y	N	Private For Profit	Unknown	Information not provided	N
Seneca Crawford Area Transportation (SCAT)-Fostoria Only	Y	N	Public Non-Profit	Information not provided	Information not provided	N
WLI – Work Leads to Independence	N	N	Public Non-Profit	2,600	Information not provided	Y

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

The participating organizations provide a wide range of transportation including fixed route, shuttle service, on-demand, flex route, demand response, dial-a-ride, and ADA paratransit. All the participating organizations provide services on weekdays. Five operate transportation on Saturdays and four on Sundays. Evening services after 6 p.m. are operated by six organizations. The following table depicts the transportation service characteristics by agency.

Table 3.2: Transportation Service Characteristics

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
Wood County Committee on Aging	On-demand	M-F: 9A-2:30 P	N	Door through Door Wheelchair accessibility, ambulatory seating	Y
Wood County Department of Jobs and Family Services	On-demand	M-F: 8A-4P Schedule 24 hours in advance for trips	Y	Curb to Curb Wheelchair accessibility, ambulatory seating	Y
Wood County Veteran’s Assistance Center	On-demand	Unknown	N	Unknown	Unknown
Wood County Board of DD	Limited Service	Varies M-F 4:30 p.m. – 7:30 p.m.; Sat & Sun 8:30 a.m. – 7:30 p.m.	N	Curb to Curb Wheelchair accessibility, ambulatory seating	Y
Wood County Children	Flex route	M-F: 2P-8P	Y	Curb to Curb	Y

Services Association (Children's Resource Center)				Wheelchair accessibility, ambulatory seating	
B.G. Transit	Demand-response Origin-to-destination	M-F: 6A-8P SAT: 10A-4P	N	Curb to Curb, Door to Door (upon request) Wheelchair accessible	Y
Black and White Paratransit	Non-Emergency Medical	24/7-365	Y	Door to Door	CPR/First Aid, DoDD D.R.I.V.E. Defensive Driving 40 Hours In-house
TARTA-Rossford Service Coverage	Call-A-Ride Fixed Route	M-F: 5A-11:40P SAT: 6:40A-9:50P SUN: 6:40A-7:10P Holidays: 6:40A-3P	N	Fixed Stops Curb to Curb Wheelchair accessibility, ambulatory seating	Y
MTM Transit / Perrysburg Transit-Perrysburg Only	On-demand	M-F: 6A-9P SAT: 8A-9P SUN: 8A-6P	N	Curb to Curb, Wheelchair accessibility, Ambulatory seating	Y
SCAT-Fostoria Only	Demand-response	M-F: 5A-6P	N	Curb to Curb Door to door Wheelchair accessible	Y
WLI – Work Leads to Independence	On-demand, Origin-to-destination, Non-Medical Transportation	M-F: 6A-6P	Y	Door through Door wheelchair accessibility, curb to curb, ambulatory seating	Y

Transportation-related expenses and revenues also differ by organization. Fares, donations, and program income are common revenue sources for transportation operators in Wood County. The table below provides a summary of expenses and revenues for public and non-profit transportation programs.

Table 3.3: Transportation-Related Expenses and Revenues

Agency Name	Fare Structure	Donations Accepted (Y/N)	Number of Full-Time & Part-Time Drivers	Number of Full-Time & Part-Time Schedulers/ Dispatchers	Revenue Sources (most recent Fiscal Year)	Total Annual Transportation Expenses
Wood County Committee on Aging	Suggested donation based on income	Y	2	N/a drivers self-schedule	Information not provided	Information not provided
Wood County Department of Jobs and Family Services	No fees, reimbursement through appropriate programs	N	Information not provided	Information not provided	Title XIX-Medicaid Title XX-Social Services PRC/TANF, Workforce Investment Act, Children’s Services Social Service, and local levy	Information not provided
Black and White Paratransit	Mileage Interval	N	34	4	“Fairbox” Revenue	Private provider
Wood County Board of DD	N/A	N	School Bus Drivers	Information not provided	Local property taxes Medicaid	\$485,000
Wood County Children’s Services	No fees, reimbursement through appropriate programs	N	1-FT 5-PT	2-FT	Information not provided	\$200,000

B.G. Transit	\$4.00-adults \$2.00 elderly/disabled in City limits; \$4.50-adults elderly/disabled \$2.25 outside corporation limits (attendant rides free)	N	5 FT 3 PT	2 FT	Fares, Other state and federal grants, City General Funds	\$596,912
TARTA/TARPS /Call-A-Ride – Rossford only	\$1.25-adults and children (6 and up) 60¢- Seniors and disabled	N	Information not provided	Information not provided	Fares, Local property tax levy	\$28 MIL
MTM Transit/ Perrysburg Transit	\$1.00	N	Information not provided	Information not provided	Fares Local property tax levy	\$462,000
SCAT	\$3.00-\$5.00 for city and county trips; \$25.00 for adjacent county trips (round trip); reduced fares for elderly and disabled	N	Information not provided	Information not provided	Fares, Federal and state grants Contracts	\$750,000
WLI – Work Leads to Independence	Information not provided	N	6 FT, 2 PT	2 FT	Medicaid and fares	Information not provided

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

Table 3.4: Alternative/ Active Transportation Options

Transportation Option	Availability	Cost	Usage	Service Area
B.G. Airport Shuttle	24/7	Varies depending on destination	Local and regional airports and bus stations	Wood County
B.G.SU Shuttle Service	Varies	Information not provided	Current and prospective students needing to get around campus but also open to the general public	B.G.SU Campus
TMACOG-GOHIO commute	24/7	Information not provided	Trip planning service for biking, walking ride sharing http://www.tmacog.org/share.htm	All counties in TMACOG service area
Bike Trails	Dusk-Dawn	Free	Primarily recreation but also links several municipalities and to Lucas County	Lucas and Wood Counties

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

Table 3.5: Transportation Resources

Transportation Resource	Availability	Cost	Usage	Service Area
Websites	24/7	N/A	Unknown	Wood County
Hotlines (i.e. 2-1-1)	24/7	N/A	Contact 2-1-1 or Text 898-211 to get Connected to Transportation Options	Wood, Lucas & Ottawa County
GLCAP – Mobility Management	M-F 8:00 – 4:30	None	N/a	Wood, Ottawa, Seneca, Sandusky, Erie, & Huron Counties

The following table illustrates the technology used by each transportation provider for scheduling, dispatching, and/or GPS tracking vehicles.

Table 3.6: Technology

Agency Name	Name of Scheduling Software	Do you have an App for Transportation (Y/N)?	Name of Dispatching Software	AVL System/ GPS (Y/N)
TARTA	unknown	Y	Information not provided	Y
Black and White Paratransit	iCabbi	iCabbi	iCabbi	Y
B.G.SU	unknown	Y	Information not provided	Y

Assessment of Community Support for Transit

Community support for transit was made evident throughout the planning process. The survey process reached both users of transportation services and non-users. Their acknowledgment of the value of available resources as well as their expression of willingness to use services when needed was strong and consistent across all groups surveyed and interviewed. This included the general public, as well as seniors through surveys and focus groups conducted at Wood County public events and Wood County senior and disability advocacy groups.

Per Bowling Green Public Community Development Block Grant FY 2020-2024, improvement activities (e.g., tree planting, sidewalk reconstruction projects, etc.) received a low priority ranking. Unless added funding materializes or other unforeseen circumstances arise, these projects will not be undertaken in the five-year planning period.

Safety

Safety is practiced in Wood County through the provision of required courses to drivers with B.G. Transit, TARTA, and MTM Transit/Perrysburg Transit. Transit leadership is qualified to provide some of the training, which makes it much more accessible.

Typical topics covered in trainings for public transit drivers include policy and procedures, drug and alcohol policy and symptoms, safety and hepatitis B/blood borne pathogens, defensive driving, fire extinguisher operation, CPR and first aid, securing a wheelchair and hospital discharge, AOOA Minimum Standards and Passport code of ethics and competencies, meal route consumer guidelines, and transport of non-ambulatory clients.

Vehicles

Survey/Interview participants listed a combined total of 115 vehicles. Approximately 84% of the vehicles are wheelchair accessible. A vehicle utilization table is provided at the end of this chapter (Table 6).

Six of the transportation providers provide at least one wheelchair accessible vehicle, while some organizations have an entire fleet of wheelchair accessible vehicles. As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. These are utilized on a regular basis. The number of wheelchair accessible vehicles is deemed sufficient to meet demand during regularly scheduled hours. Demand during evening and weekend hours is focused on medical emergency transport. Expansion of transportation services to off peak hours and Sundays could benefit those with mobility impairments. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.

Table 3.7: Vehicle Utilization Table

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
B.G. Transit											
1E	Dodge	Dodge Caravan	2018	2C7WDGBG7JR243249	5	1	6	M-F: 6A-8P SAT: 10A-4P	Excellent	5311	Bowling Green Corp limits and up to 1 mile outside
2D	Dodge	Entervan	2016	2C7WDGBG7GR262327	4	1	6	SAME	Good	5311	SAME
3E	Dodge	Grand Caravan	2019	2C7WDGBGXER162302	5	1	6	SAME	Excellent	5311	
4D	Dodge	Entervan	2016	2C7WDGBG9GR262295	4	1	6	SAME	Good	5311	SAME
5D	Dodge	Caravan	2019	2C7WDGBG6KR683741	5	1	6	SAME	Excellent	5311	SAME
6C	Ford	E350	2012	1FTDS3EL2CDA86361	9	2	6	SAME	Marginal	5311	SAME
ds											
7D	Dodge	Caravan	2017	2C7WDGBGXHR718581	5	1	6	SAME	Adequate	5311	SAME
BGSU / Groome Transportation LLC											
4168	Dodge	Grand Caravan	2011	2D4RN4DG7BR77XXXX	7	0	6	Varies	Not Provided	Not Provided	BGSU Campus & Bowling Green City
414	Ford	E450	2018	1FD4E4F2JDC2XXXX	24	2	5	Mon-Fri 7:30 a.m.-10:00 p.m.	Not Provided	Not Provided	BGSU Campus & Bowling Green City
415	Ford	E450	2018	1FD4E4F2JDC2XXXX	24	2	5	Mon-Fri 7:30 a.m.-10:00 p.m.	Not Provided	Not Provided	BGSU Campus & Bowling Green City

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
416	Ford	E450	2018	1FDFE4FS8JDC2XXXX	24	2	5	Varies	Not Provided	Not Provided	BGSU Campus & Bowling Green City
417	Ford	E450	2018	1FDFE4FS1JDC2XXXX	24	2	5	Mon-Fri 7:30 a.m.- 1:00a.m.	Not Provided	Not Provided	BGSU Campus & Bowling Green City
418	Ford	F550	2018	1FDAF5GY5HEFXXXX	30	2	3	Mon-Fri 7:30 a.m.-10:00 p.m.	Not Provided	Not Provided	BGSU Campus & Bowling Green City
419	Ford	F550	2018	1FDAF5GY3HEF0XXXX	30	2	7	Thurs-Sun 7:30 pm.m-2:30 a.m.	Not Provided	Not Provided	BGSU Campus & Bowling Green City
CRC											
1	Dodge	Caravan	2015	2C7WDGBG3FR634356	5	Yes	5	M-F: 8A-4P	Good	CRC/Net	Wood County +
2	Ford	N/A	2014	1FTDS3EL0EDB13382	5	No	5	SAME	Good	CRC	Wood County
3	Dodge	Caravan	2017	2C7WDGBG5HR793091	5	Yes	5	SAME	Good	CRC/Net	Wood County +
5	Ford	N/A	2007	1FTSS34LX7DB36972	10	Yes	5	SAME	Good	CRC	Wood County
7	Ford	N/A	2010	1FTDS3EL0ADA10974	12	No	5	SAME	Good	CRC	Wood County
8	Dodge	Caravan	2010	2D4RN4DE1AR420558	6	Yes	5	SAME	Good	CRC/Net	Wood County +
9	Dodge	Caravan	2012	2C4RDGBG9CR180726	6	Yes	5	SAME	Good	CRC/Net	Wood County +
10	Dodge	Caravan	2013	2C4RDGBG3DR740684	6	No	5	SAME	Good	CRC/Net	Wood County +
11	Dodge	Caravan	2016	2C7WDGBG7GR202869	6	Yes	5	SAME	Good	CRC/Net	Wood County +
Black and White Paratransit											
401	Ford	Transit Wagon	2018	Not Provided	8	3/2 Lift	MTWTFSS	24/7	Excellent	N/A	SAME
402	Ford	Transit Wagon	2018	Not Provided	8	3/2 Lift	MTWTFSS	24/7	Excellent	N/A	SAME

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
403	Ford	Transit Wagon	2018	Not Provided	8	3/2 Lift	MTWTFSS	24/7	Excellent	N/A	SAME
404	Ford	Transit Wagon	2018	Not Provided	8	3/2 Lift	MTWTFSS	24/7	Excellent	N/A	SAME
405	Ford	Transit Wagon	2018	Not Provided	8	7/1 Lift	MTWTFSS	24/7	Excellent	N/A	SAME
406	Ford	Transit Wagon	2018	Not Provided	8	4/1 Lift	MTWTFSS	24/7	Excellent	N/A	SAME
407	Ford	Transit	2016		3	3/2 Lift	MTWTFSS	24/7	Good	N/A	SAME
520	Dodge	Grand Caravan	2015	2C4RDGB.G.8FR623394	4	1	MTWTFSS	24/7	Good	N/A	SAME
524	Chevrolet	Malibu	2012	1G1ZB5E06CF172647	5	0	MTWTFSS	24/7	Good	N/A	SAME
525	Chevrolet	Malibu	2012	1G1ZB5E09CF294628	5	0	MTWTFSS	24/7	Good	N/A	SAME
526	Chevrolet	Malibu	2012	1G1ZB5E05CF201720	5	0	MTWTFSS	24/7	Good	N/A	SAME
529	Toyota	Sienna	2014	5TDZK3DC9ES509922	5	1	MTWTFSS	24/7	Good	N/A	SAME
532	Toyota	Sienna	2014	5TDZK3DC9ES509192	5	1	MTWTFSS	24/7	Excellent	N/A	SAME
533	Toyota	Sienna	2014	5TDZK3DC5ES508850	5	1	MTWTFSS	24/7	Excellent	N/A	SAME
534	Toyota	Sienna	2014	5TDZK3DC8ES500502	5	1	MTWTFSS	24/7	Excellent	N/A	SAME
535	Toyota	Sienna	2014	5TDZK3DC6ES512289	5	1	MTWTFSS	24/7	Excellent	N/A	SAME
536	Toyota	Sienna	2014	5TDZK3DC9ES511198	5	1	MTWTFSS	24/7	Excellent	N/A	SAME
537	Chevrolet	Malibu	2015	1G11C5SL7FU101224	4	0	MTWTFSS	24/7	Excellent	N/A	SAME
538	Chevrolet	Malibu	2015	1G11C5SL2FF235871	4	0	MTWTFSS	24/7	Excellent	N/A	SAME
539	Chevrolet	Malibu	2014	1G11C5SL1EF189898	4	0	MTWTFSS	24/7	Excellent	N/A	SAME

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
541	Dodge	Grand Caravan	2017	2C7WDGB.G.2HR838973	4	2	MTWTFSS	24/7	New	N/A	SAME
542	Ford	E Series	2017	1FDEE3FS6HDC72053	8	4	MTWTFSS	24/7	New	N/A	SAME
543	Ford	Grand Marquis	2009	2MEFM75W72X656462	4	0	MTWTFSS	24/7	Good	N/A	Same
544	Ford	Grand Marquis	2008	2MEFM74V68X607058	4	0	MTWTFSS	24/7	Good	N/A	Same
545	Ford	Grand Marquis	2009	2MEHM75V09X634927	4	0	MTWTFSS	24/7	Good	N/A	Same
546	Chevrolet	Impala	2014	1G11Y5SL7EU146728	4	0	MTWTFSS	24/7	Good	N/A	Same
547	Ford	Grand Marquis	2003	2FAHP74W73X115812	4	0	MTWTFSS	24/7	Good	N/A	Same
548	Toyota	Sienna	2020	5TDZZ3DC8LS087151	2	1	MTWTFSS	24/7	New	N/A	Same
597	Ford	E Series	2012	Not Provided	8	4	MTWTFSS	24/7	Good	N/A	SAME
Seneca Crawford Area Transportation (SCAT)-Fostoria Only											
33	Dodge	Van	2010	1FTD53L1BDA86060	6	1	5	M-F: 5A-6P	Not provided	SCAT	Seneca, Crawford, and adjacent counties
35	Ford	Bus	2013	1FDEE3FS6DDAD62840	11	2	5	SAME	Not provided	SCAT	SAME
36	Ford	Bus	2013	1FDED3FS8DDA62841	11	2	5	SAME	Not provided	SCAT	SAME
37	Ford	Bus	2013	1FDEE3FSXDDA62842	11	2	5	SAME	Not provided	SCAT	SAME
38	Dodge	Van	2014	2C4RDGCG0ER162141	3	1	5	SAME	Not provided	SCAT	SAME

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
39	Dodge	Van	2015	2C7WGB.G.2FR541960	4	1	5	SAME	Not provided	SCAT	SAME
40	Ford	Bus	2015	1FDEE3FL3FDA19598	6	2	5	SAME	Not provided	SCAT	SAME
41	MV-1	MV-1	2015	57WMD1A65EM100816	3	2	5	SAME	Not provided	SCAT	SAME
42	LTN	Bus	2016	1FDEE3FS4GDC57212	6	2	5	SAME	Not provided	SCAT	SAME
43	LTV-FS	Bus	2016	1FDEE3FS9GDC56864	6	2	5	SAME	Not provided	SCAT	SAME
44	LTN	Bus	2016	1FDEE3FS9GDC57206	6	2	5	SAME	Not provided	SCAT	SAME
45	MMV	Van	2016	2C7WDGB.G.0GR372457	6	1	5	SAME	Not provided	SCAT	SAME
46	MMV	van	2016	2C7WDGB.G.1GR372466	6	1	5	SAME	Not provided	SCAT	SAME
47	MMV	Van	2013	2C4RDGB.G.5DR617501	4	1	5	SAME	Not provided	SCAT	SAME
48	MMV	Van	20130	2C4RDGB.G.5DR617501	4	1	5	SAME	Not provided	SCAT	SAME
49	SMV	Van	2014	2C4RDGB.G.2ER246303	6	0	5	SAME	Not provided	SCAT	SAME
50	MMV	Van	2012	2C4DGB.G.6CR298484	6	1	5	SAME	Not provided	SCAT	SAME
51	MMV	Van	2015	2C7WDGB.G.F9FR536769	6	1	5	SAME	Not provided	SCAT	SAME

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
53	Ford	Bus	2013	1FDEE3L700AC85407	6	1	5	SAME	Not provided	SCAT	SAME
54	Ford	Bus	2016	1FDEE3FL2GDC27179	8	1	5	SAME	Not provided	SCAT	SAME
55	Ford	Bus	2016	2C7WDGB.G.4HR793096	8	1	5	SAME	Not provided	SCAT	SAME
56	Dodge	Van	2016	2C4RDGB.G.2GR34077	8	1	5	SAME	Not provided	SCAT	SAME
57	Ford	Bus	2017	1FDEE3FS7JDC06519	10	2	5	SAME	Not provided	SCAT	SAME
58	Ford	Bus	2017	1FDEE3FS0JDC06524	10	2	5	SAME	Not provided	SCAT	SAME
59	Ford	Bus	2017	1FDEE3FS6JDC06527	10	2	5	SAME	Not provided	SCAT	SAME
60	Dodge	Van	2018	2C7WDG8G7JR3235	10	2	5	SAME	Not provided	SCAT	SAME
Wood County Committee on Aging											
2-NB	N/A	Colorado	2006	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
3-B.G.	Ford	Freestar	2005	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
4-B.G.	Chevy	Impala	2005	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
6-NE	N/A	Taurus	2009	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
7-B.G.	Ford	E-150 Van	2000	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
9-Wayne	Ford	E-150 Van	2003	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
11-RF	N/A	Colorado	2007	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
12-B.G.	GMC	Sierra	2007	Information not provided	N/A	N/A	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
14-B.G.	Ford	Fusion	2009	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
15-RF	Ford	Fusion	2010	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
17-B.G.	GMC	Canyon	2008	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
19-PB	Chevy	Colorado	2010	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
20-RF	Chevy	Colorado	2010	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
21-B.G.	Chevy	Colorado	2011	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
22-B.G.	Chevy	Silverado	2014	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
23-B.G.	Ford	Taurus	2015	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
24-B.G.	Chevy	Colorado	2016	Information not provided	N/A	N/A	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
25-B.G.	Ford	E-350 Bus	2017	Information not provided	N/A	N/A	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
26-B.G.	Chevy	Silverado 1500	2017	Information not provided	N/A	N/A	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
27-B.G.	Ford	Transit	2018	Information not provided	N/A	N/A	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
28-RF	Ford	Transit Connect	2019	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
29-BG	Chevy	Colorado	2020	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
30-BG	Chevy	Colorado	2020	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
31-BG	Ford	F150	2020	Information not provided	Information not provided	Information not provided	5	M-F: 9A-2:30P	Information not provided	Information not provided	Wood County
Wood County Board of DD											
C189	Ford	Fusion	2008	3FAHP07Z68R213751	4	N/A	4	6AM-6PM	Good	N/A	Wood County
V196	Ford	Econoline	2010	1FBNE3BL1ADA68130	12	N/A	3	6AM-6PM	Good	N/A	Wood County
V203	Ford	E-350	2011	1FTSS3EL3BDB35976	6	2	3	6AM-6PM	Good	N/A	Wood County
V211	Ford	Econoline	2012	1FBNE3BL5CDA18527	12	N/A	3	6AM-6PM	Good	N/A	Wood County
V217	Ford	E-350	2013	1FTNS2EL5DDA19236	6	2	3	6AM-6PM	Good	N/A	Wood County
V218	Ford	Econoline	2013	1FTNS2EL3DDA19235	6	2	3	6AM-6PM	Good	N/A	Wood County
V211	Ford	Econoline	2012	1FBNE3BL5CDA18527	12	N/A	3	6AM-6PM	Good	N/A	Wood County

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
V217	Ford	E-350	2013	1FTNS2EL5DDA19236	6	2	3	6AM-6PM	Good	N/A	Wood County
V218	Ford	Econoline	2013	1FTNS2EL3DDA19235	6	2	3	6AM-6PM	Good	N/A	Wood County
V227	Chevy	Express	2013	1GAZG1FAXD1153048	12	N/A	2	6AM-6PM	Good	N/A	Wood County
V229	Dodge	Grand Caravan	2014	2C4RDGB.G.0ER335027	6	N/A	4	6AM-6PM	Good	N/A	Wood County
V236	Ford	G5	2016	1FDFF4FS9GDC49195	8	4	1	6AM-6PM	Good	N/A	Wood County
B42	BlueBird	Diesel	2009	Information not provided	12	6-7	5	6AM-6PM	Good	N/A	Wood County
B10	BlueBird	Propane	2011	Information not provided	12	6-7	5	6AM-6PM	Good	N/A	Wood County
B11	BlueBird	Propane	2011	Information not provided	12	6-7	5	6AM-6PM	Good	N/A	Wood County
B12	BlueBird	Propane	2011	Information not provided	12	6-7	5	6AM-6PM	Good	N/A	Wood County
B13	BlueBird	Propane	2011	Information not provided	12	6-7	5	6AM-6PM	Good	N/A	Wood County
B14	BlueBird	Propane	2011	Information not provided	12	6-7	5	6AM-6PM	Good	N/A	Wood County
B15	BlueBird	Propane	2013	Information not provided	12	6-7	5	6AM-6PM	Good	N/A	Wood County
WLI – Work Leads to Independence											
V160	Chevy	Express Van	2006	1GAHG35U661250768	6	N/A	5	6AM-6PM	Good	N/A	Wood, Lucas, Hancock Counties
V171	Ford	Econoline	2007	1FBNE31L47DA19515	6	N/A	5	6AM-6PM	Good	N/A	Same

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
V182	Ford	Econoline	2008	1FBNE1L18DA30425	6	N/A	5	6AM-6PM	Good	N/A	Same
V185	Ford	350WC	2009	1FTSS34L49DA27555	6	1	5	6AM-6PM	Good	N/A	Same
V197	Ford	Econoline	2010	1FBNE3BL9ADA86083	6	N/A	5	6AM-6PM	Good	N/A	Same
V202	Ford	350WC	2011	1FTSS3EL8BDB35973	6	1	5	6AM-6PM	Good	N/A	Same
V207	Dodge	Gr. Caravan	2012	2C4RDGBG0CR258169	6	N/A	5	6AM-6PM	Good	N/A	Same
V213	GMC	Cutaway	2011	1GD072CA3B1152309	6	N/A	5	6AM-6PM	Good	N/A	Same
V217	Ford	350WC	2013	1FTNS2EL5DDA19236	6	1	5	6AM-6PM	Good	N/A	Same
V224	Dodge	Gr. Caravan	2013	2C4RDGBG5DR765277	6	N/A	5	6AM-6PM	Good	N/A	Same
V204	Ford	F350	2015	1FBZX2ZM9FKA62129	12	N/A	5	6AM-6PM	Good	N/A	Same

Summary of Existing Resources

Wood County has several key social service agencies options available for low-income, seniors and individuals with disabilities for transportation needs related to employment, medical services, and social service agency appointments. There are fewer options available to the general public.

Wood County has a variety of transportation providers and services that operate in localized municipalities. Several service providers also serve either specific demographics or only provide transportation for specific trip purposes.

Wood County transportation providers have a wide variety of vehicles available to serve the various purposes of the transportation network they serve, including transporting individuals, large groups, and wheelchair access. These agencies generally stagger the age of components of their fleets to maintain an affordable program of fleet replacement from year to year. Using this practice, there is nearly always a need to replace at least one or two vehicles annually.

There are definite gaps in service for the general public that are not eligible for subsidized transportation as well as after-hours and weekend services for employment, social activities, emergency transportation and shopping opportunities across all user categories. Individuals located within the Cities of Bowling Green, Perrysburg, Northwood, and Rossford have the greatest number of transportation options available to them, as well as the option to walk or ride bikes to conduct their daily business.

The geographic size and rural nature of most of Wood County presents a challenge to providing transportation service. Most of the transportation services available in Wood County are limited to the urban areas. Rural residents generally have to pay higher transportation costs due to the additional time and resources required to carry out these trips versus urban trips that have higher density of clients and lower travel times which reduces costs.

Bicycle options in Wood County: The city of Bowling Green also has the Bicycle Safety Commission. The Commission develops and implements bicycle safety educational projects, identifies and recommends the establishment of recognizable bicycle routes, participates in local events in support of and relating to bicycle safety, recommends legislation that supports bicycling, and supports and participates in other activities relating to bicycling in the city.

IV. Assessment of Transportation Needs and Gaps

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

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

Great Lakes Community Action Partnership a variety of stakeholders in the area in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. More information on how the lead agency engaged stakeholder and the general public is available upon request.

The following methods were used to assess transportation needs and gaps

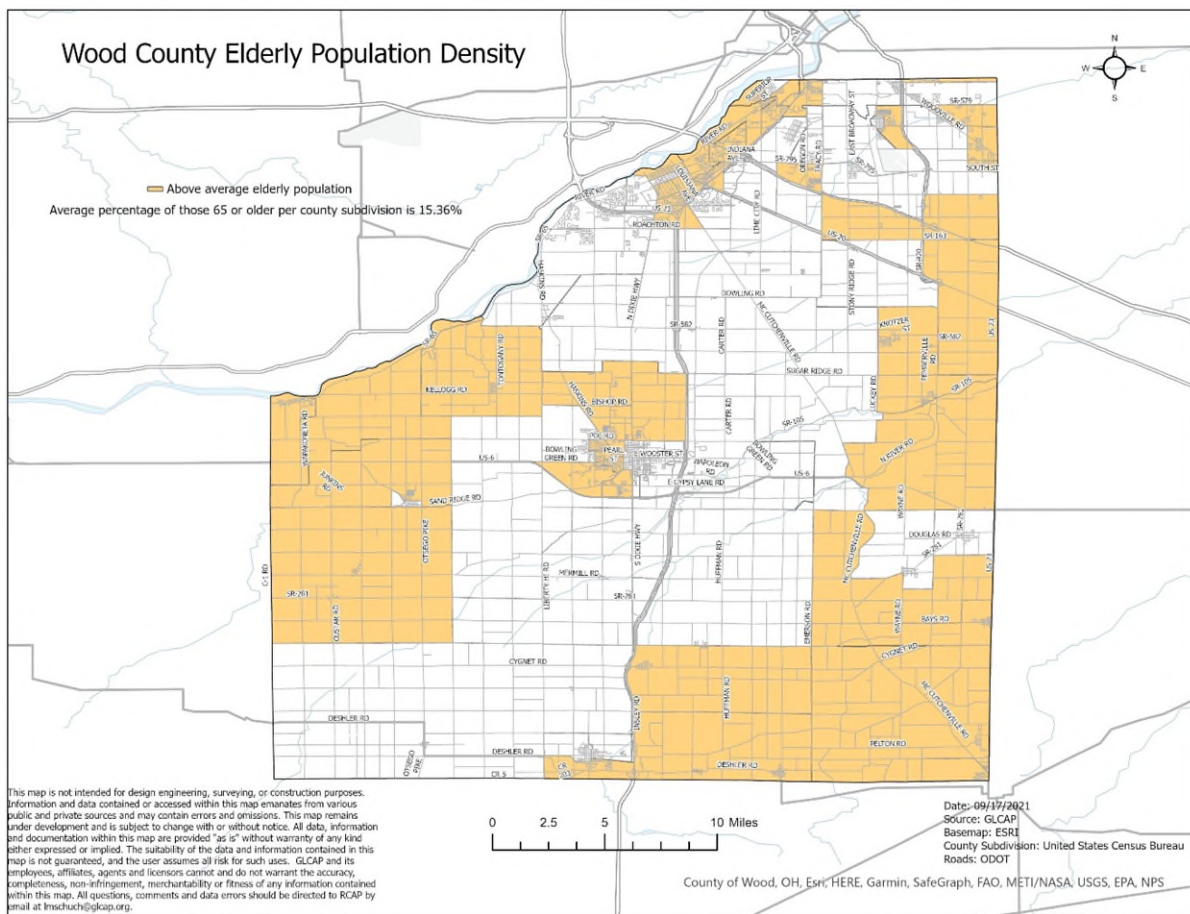
- Assessment of data and demographics
- Interviews with stakeholders
- Public Surveys
- Focus Groups with target demographics

Local Demographic and Socio-Economic Data

Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because a comparison of where the highest and lowest densities individuals who are most likely to need transportation live. This information can then be compared to the locations of (1) major trip generators, and (2) available transportation services.

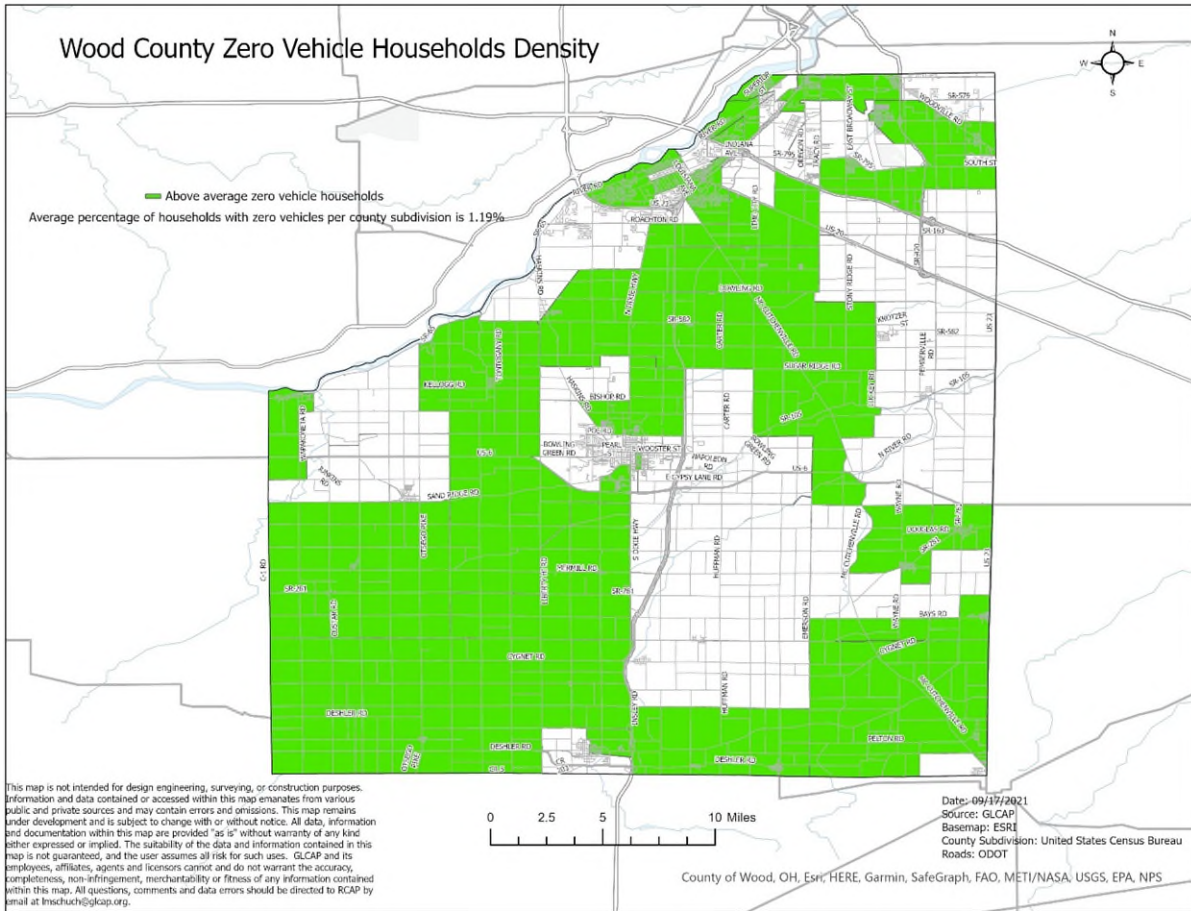
The following exhibit [4.1] illustrates the areas where the number of older adults (age 65 and older) is at or above the Wood County average. The map shows that the highest concentration of older adults can be found in the urban areas, particularly the cities of Rossford, Perrysburg, and Bowling Green. The Villages of Walbridge and North Baltimore also have a relatively high population of older individuals.

Exhibit 4.1: Map of Population Density of Individuals Age 65 and Older



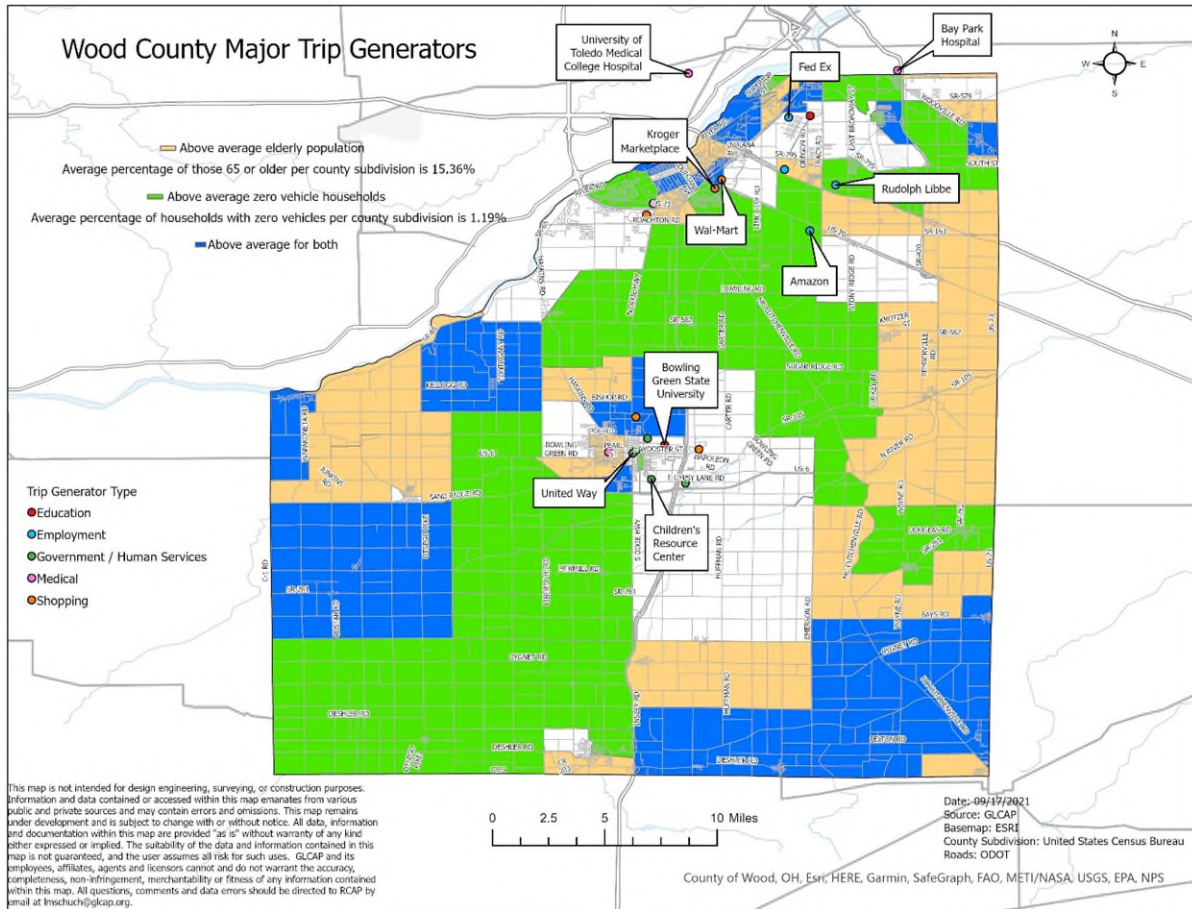
The exhibit below indicates the areas where the number of zero vehicle households is above the Wood County average. The absence of a vehicle in the household is often an indication of the need for transportation services. Concentrations of homes with no vehicles as depicted in Exhibit 4.2, are greatest in Bowling Green and Perrysburg. Grand Rapids, Weston, and Custar on the Western side of the county, and Millbury, Pemberville, Luckey, and Rising Sun areas have higher instances of zero vehicle households on the Eastern side of the county

Exhibit 4.2: Map of Density of Zero Vehicle Households



The next exhibit illustrates the location of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle. The major trip generators as reported by the transportation providers in Wood County include medical, educational, and governmental or social service agencies.

Exhibit 4.3: Map of Major Trip Generators



Analysis of Demographic Data

A variety of demographic data was presented and analyzed in Section II of this report and Section IV presented further presentation and analysis of data with regard to potential geographic clusters of specific needs, particularly the elderly population and households without private vehicles, as well as transportation generators.

General Public and Stakeholder Meetings/Focus Groups

Great Lakes Community Action Partnership hosted and facilitated four local meetings and focus groups to discuss the unmet transportation needs and gaps in mobility and transportation. 17 people participated in the meetings. Of those, 1 self-identified as an older adult and 16 self-identified as being a person with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

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

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

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

Participants discussed more than 10 mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meeting[s]. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at the end of this section provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

While the survey process involved a large sample of seniors it was more efficient to conduct a focus group of disabled persons at the Board of Developmental Disabilities with the self-advocacy group. This focus group meeting was facilitated by GLCAP Mobility Management staff with 16 individuals in attendance. The meeting was held on August 6, 2021.

Those in attendance were asked what specific transportation challenges they faced, and the following responses were received:

- Back up transportation when primarily relying on friends and family
- Evening and weekend hours
- Getting to out-of-county destinations
- Traveling from Bowling Green to Perrysburg
- Payment for transit fares can be expensive as a barrier to inclusion
- Scheduling procedures and advanced notice
- Getting transportation for social activities

- Wood County does not have a county-wide public transportation system

When asked if anyone had used taxi services before a few individuals raised their hands. GLCAP discussed the pros and cons of every form of transportation to help educate the group on making choices that meet their specific needs. GLCAP also offered travel training to the group to help take the fear and stress out of using public transit for the first time. GLCAP representatives handed out a Wood County Public Transportation Provider List along with a “Getting Around Wood County Travel Guide”.

The Wood County Planning Committee met three times while preparing this plan. In addition, Wood County has an active county-wide stakeholder committee that meets quarterly. Members of the stakeholder committee comprised the planning committee.

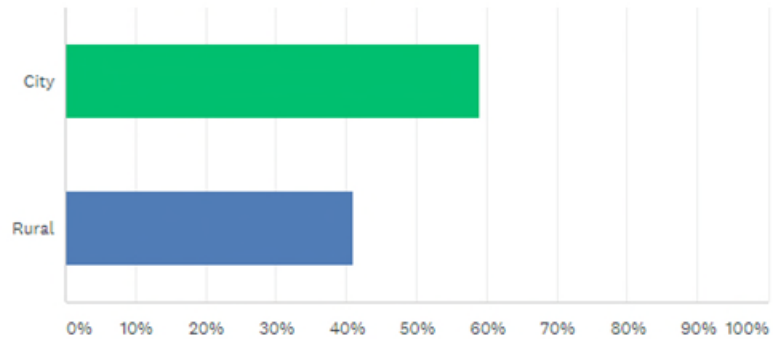
The first planning committee meeting took place on June 16, 2021, and included an introduction of all present, overview of GLCAP as the planning entity, definition of the coordinated plan and its purposes, role of the lead agency and planning committee, and a description of the planning process as envisioned. Future meetings were tentatively described and scheduled.

A second meeting held on August 18, 2021, included the distribution of surveys, a description of the major components that would be included in the final plan, a group discussion of needs and gaps in transportation services, and a time for any questions or comments. A final meeting was held on October 13, 2021, to approve and adopt the coordinated plan.

Surveys

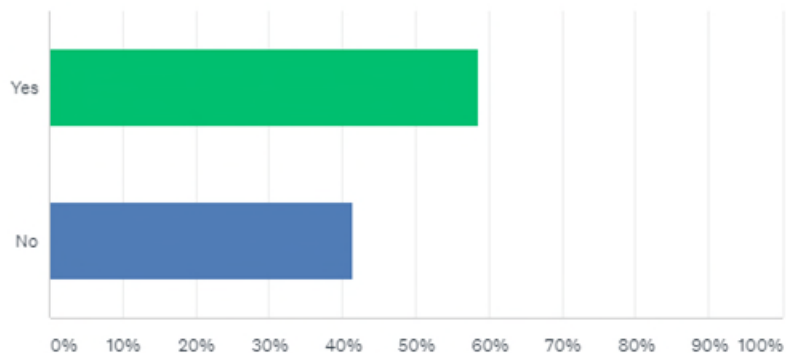
The following survey summary includes the information gained from the following surveys that were performed. Two hundred and nineteen surveys from the general public: two hundred and thirteen were from the older adults in the general public and an additional six were from older adults. The following section outlines the questions and responses of respondents.

1. Do you live in a city or rural area?



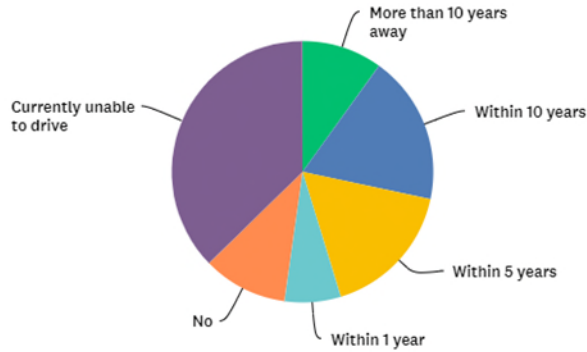
Summary: 58.96% of respondents report they live in the city and 41.04% of respondents report they live in a rural area.

2. Are you currently able to drive yourself where you need to go?



Summary: 58.54% of respondents report they are able to drive where they need to go and 41.46% of respondents report they are not able to drive where they need to go.

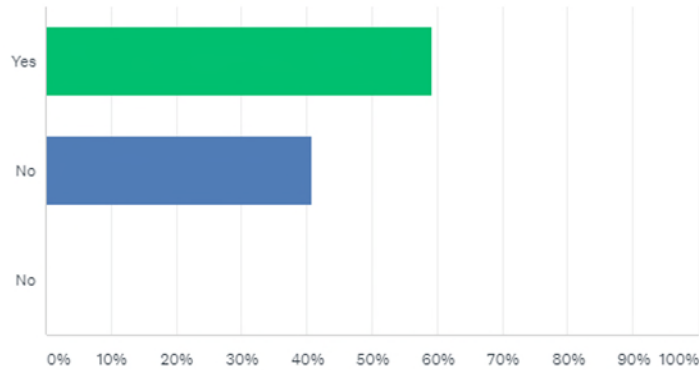
3. Do you anticipate a time when you will no longer be able to drive yourself?



Summary Data:

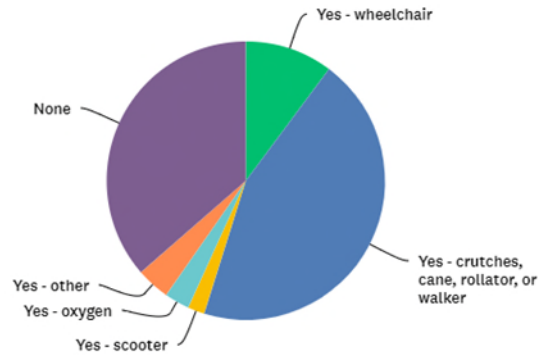
ANSWER CHOICES	RESPONSES
More than 10 years away	9.95%
Within 10 years	18.41%
Within 5 years	16.92%
Within 1 year	6.97%
No	10.45%
Currently unable to drive	37.31%

4. Do you have a disability that affects your travel?



Summary: 59.22% of respondents report they have a disability that affection their travel and 40.78% of respondents report they do not have a disability that affect their travel. Due to the availability of certain populations for surveying, we suspect a potential sampling bias in the response to this question.

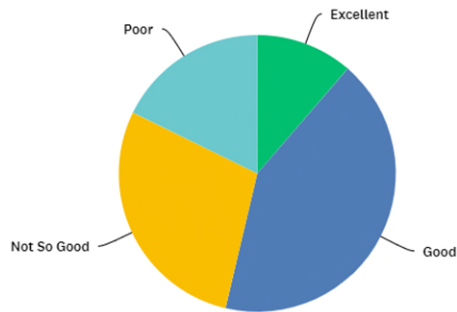
5. If yes, do you use equipment to help you?



Summary Data:

ANSWER CHOICES	RESPONSES
Yes - wheelchair	10.19%
Yes - crutches, cane, rollator, or walker	44.66%
Yes - scooter	1.94%
Yes - oxygen	2.91%
Yes - other	3.88%
None	36.41%

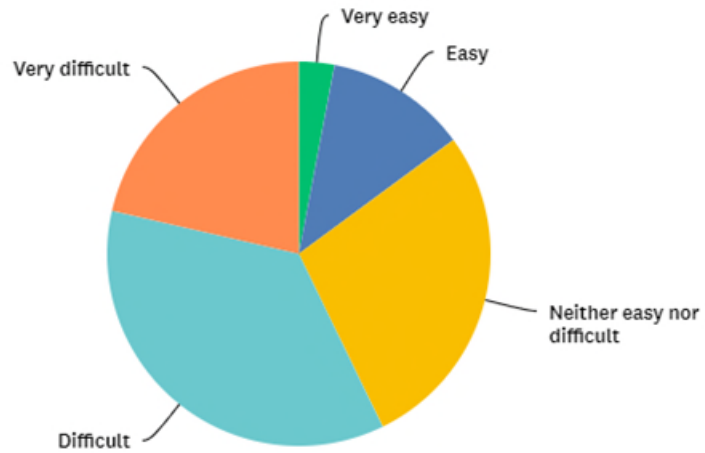
6. Other than driving yourself, how would you rate other travel options?



Summary Data:

ANSWER CHOICES	RESPONSES
Excellent	11.33%
Good	42.36%
Not So Good	28.57%
Poor	17.73%

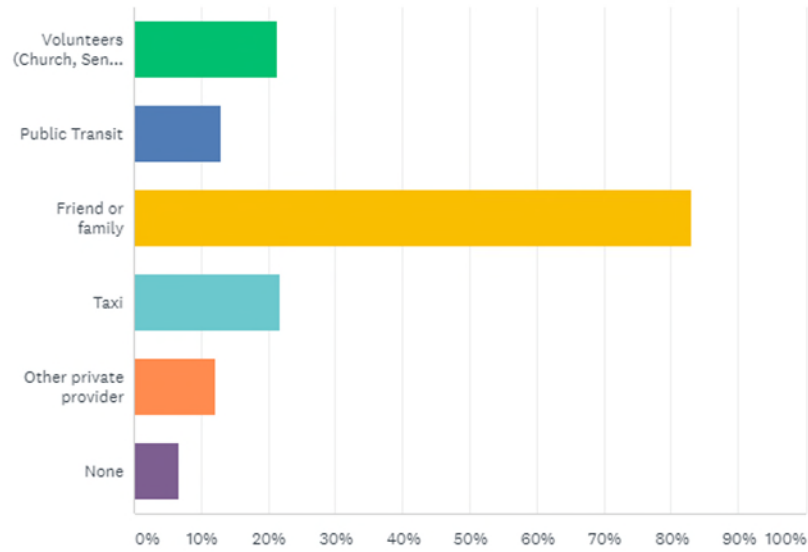
7. If you stopped driving, how hard would it be to get to where you need to go?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Very easy	2.99%
▼ Easy	11.94%
▼ Neither easy nor difficult	27.86%
▼ Difficult	35.82%
▼ Very difficult	21.39%

8. Other than driving yourself, what transportation service are available to you?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Volunteers (Church, Senior Services)	21.26%
▼ Public Transit	13.04%
▼ Friend or family	83.09%
▼ Taxi	21.74%
▼ Other private provider	12.08%
▼ None	6.76%

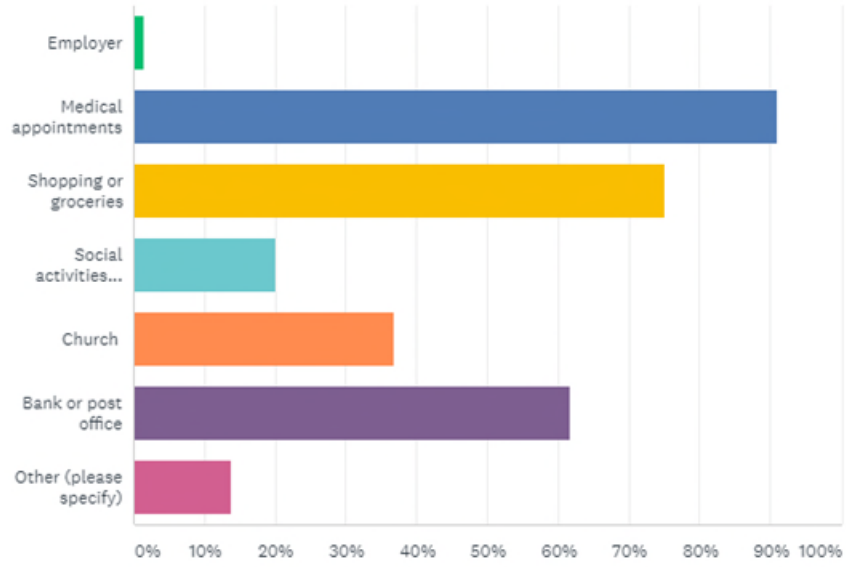
9. From the list below, how often do you use the following transportation methods to get to the places you need to go to?

Summary Data:

	OFTEN	SOMETIMES	NEVER
Drive a vehicle	44.32% 82	24.32% 45	31.35% 58
Ride with family or friends	44.26% 81	43.72% 80	12.02% 22
Walk	10.30% 17	22.42% 37	67.27% 111
Ride public transportation, like a bus or train	0.60% 1	7.19% 12	92.22% 154
Use a taxi or cab service	3.43% 6	16.00% 28	80.57% 141
Ride a bicycle	1.24% 2	6.83% 11	91.93% 148
Ride with a volunteer	5.99% 10	28.14% 47	65.87% 110
Use a ridesharing service, like Uber or Lyft	0.58% 1	4.68% 8	94.74% 162

*Respondents reported the most common methods of transportation they use to get to their destination are, driving a vehicle or riding with family or friends. Riding with friends and family is consistently cited, throughout the various counties in the region, as the preferred alternative to driving oneself.

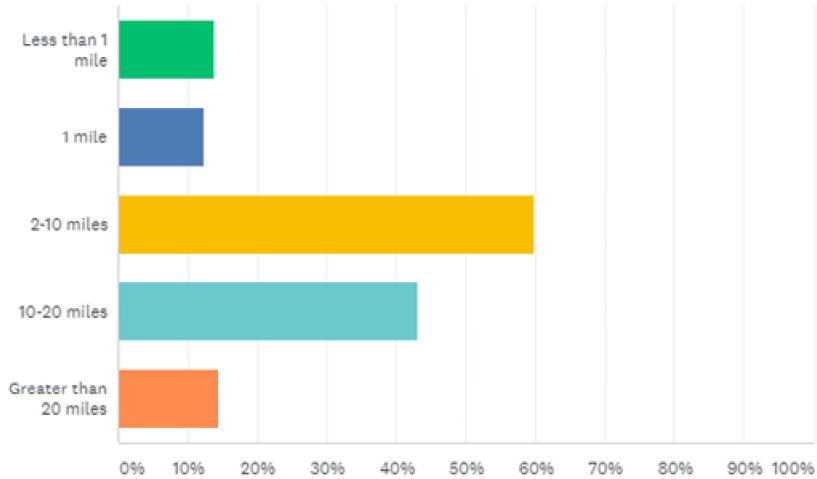
10. Which of the following are your most commonly visited destination?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Employer	1.44%
▼ Medical appointments	90.91%
▼ Shopping or groceries	75.12%
▼ Social activities (senior center)	20.10%
▼ Church	36.84%
▼ Bank or post office	61.72%
▼ Other (please specify)	Responses 13.88%

11. How far are the place that you most often need to go? Check all that apply.



Summary Data:

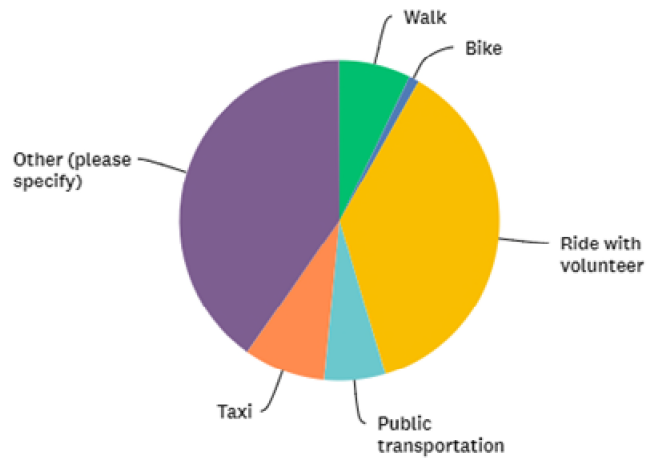
ANSWER CHOICES	RESPONSES
▼ Less than 1 mile	13.86%
▼ 1 mile	12.38%
▼ 2-10 miles	59.90%
▼ 10-20 miles	43.07%
▼ Greater than 20 miles	14.36%

12. If you were looking for information on transportation options, which would you be most likely to use?

ANSWER CHOICES	RESPONSES
▼ Family, friends, or colleagues	72.91%
▼ Computer search	12.32%
▼ Telephone book	9.85%
▼ Someone living in your community	8.87%
▼ Transportation provider agency	9.36%
▼ Organization that offers services for older adults	23.15%
▼ Senior Center	34.48%
▼ Area Office on Aging	29.56%
▼ Someone at your place of worship	10.84%
▼ Organization that offers services for disabled	6.90%
▼ Aging and Disability Resource Center	7.88%
▼ Library	4.93%
▼ Center for Independent Living	1.48%
▼ A community center	2.46%
▼ Mobility Manager or Mobility Management Program	1.97%

Summary: Respondents were asked to choose an option of transportation they would be most likely to use. Respondents reported they would use family, friends or colleagues, but were also likely to use the area office on aging. This reveals a potential sampling bias, as more seniors than other demographics responded to the survey.

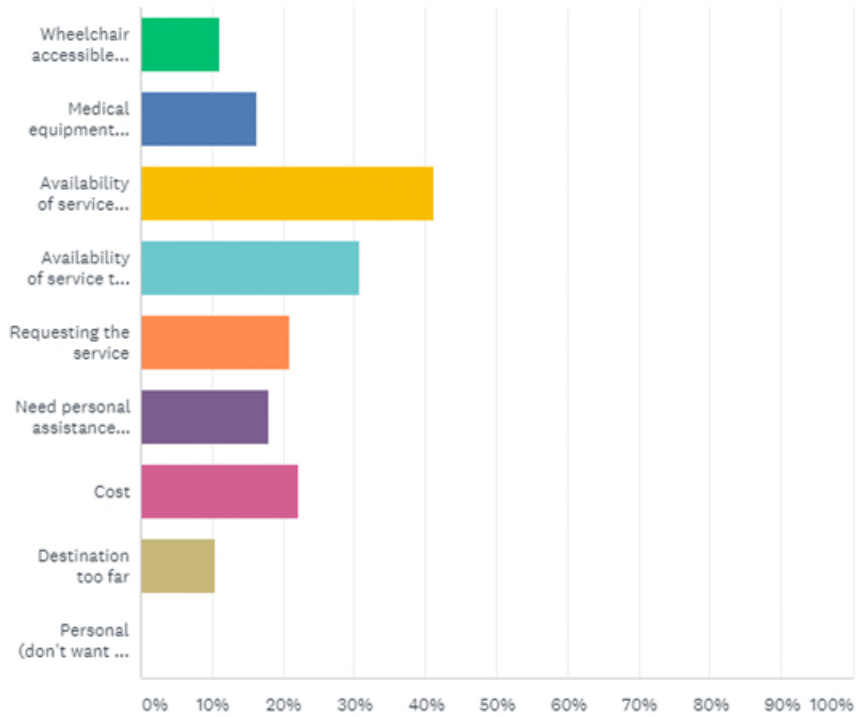
13. What transportation would you be most likely to use?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Walk	7.22%
▼ Bike	1.03%
▼ Ride with volunteer	37.11%
▼ Public transportation	6.19%
▼ Taxi	8.25%
▼ Other (please specify)	Responses 40.21%

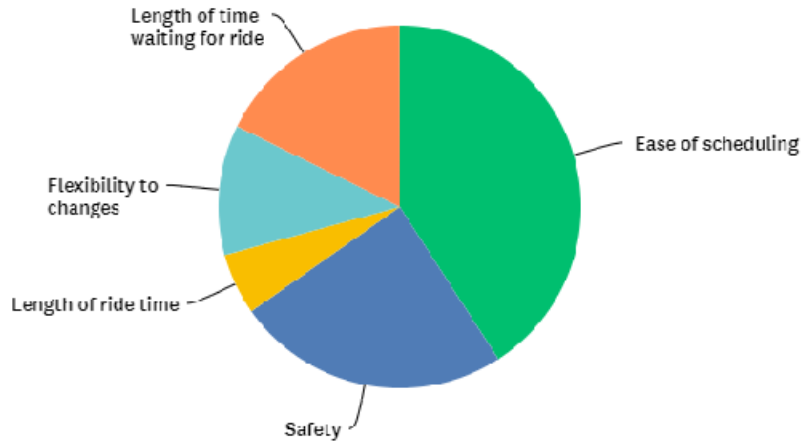
14. What makes using a transportations service most difficult?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Wheelchair accessible vehicles	11.05%
▼ Medical equipment and/or mobility aids	16.28%
▼ Availability of service where I live	41.28%
▼ Availability of service to where I need to go	30.81%
▼ Requesting the service	20.93%
▼ Need personal assistance beyond transportation	18.02%
▼ Cost	22.09%
▼ Destination too far	10.47%
▼ Personal (don't want to be a burden)	0.00%

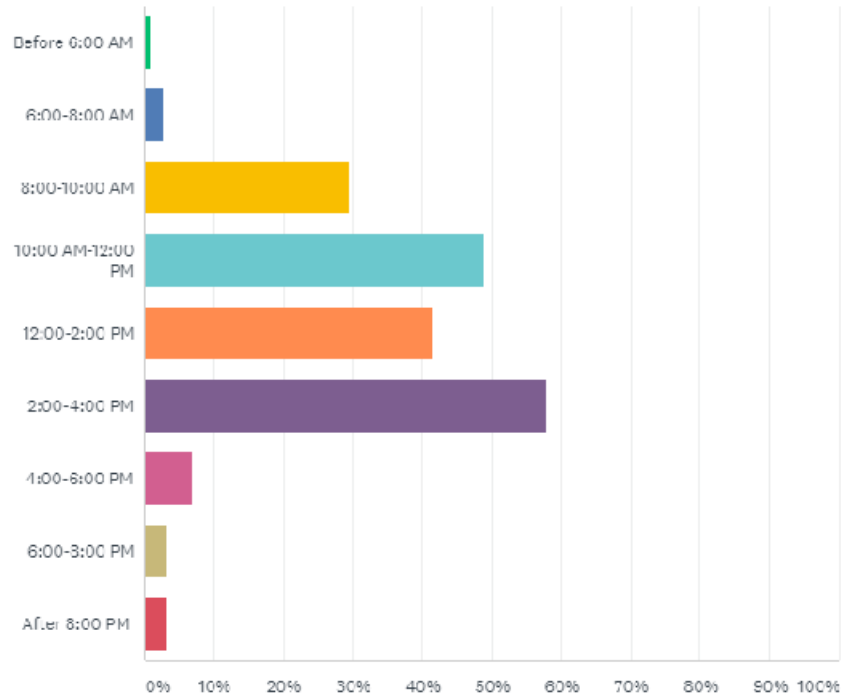
15. What is most important when using a transportation service?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Ease of scheduling	40.85%
▼ Safety	24.39%
▼ Length of ride time	5.49%
▼ Flexibility to changes	11.59%
▼ Length of time waiting for ride	17.68%

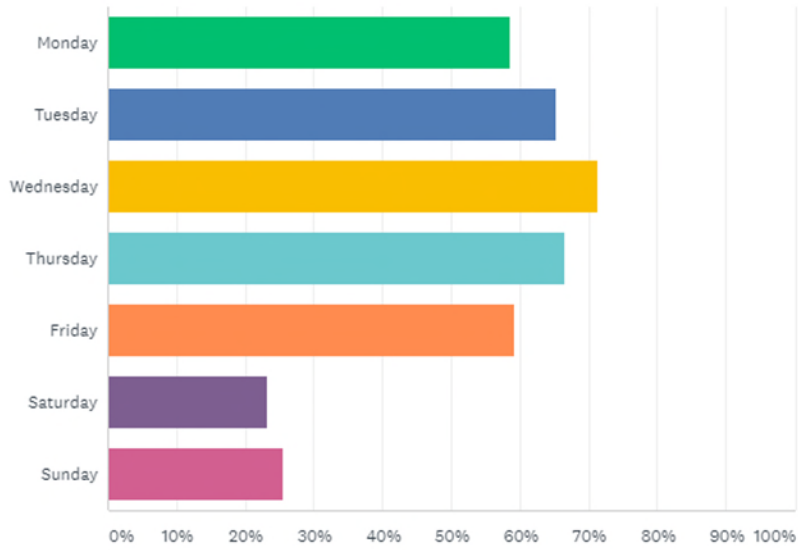
16. What hours of the day are you most likely to need transportation? Pick to that most apply?



Summary Data:

ANSWER CHOICES	RESPONSES
Before 6:00 AM	1.05%
6:00-8:00 AM	2.63%
8:00-10:00 AM	29.47%
10:00 AM-12:00 PM	48.95%
12:00-2:00 PM	41.58%
2:00-4:00 PM	57.89%
4:00-6:00 PM	6.84%
6:00-8:00 PM	3.16%
After 8:00 PM	3.16%

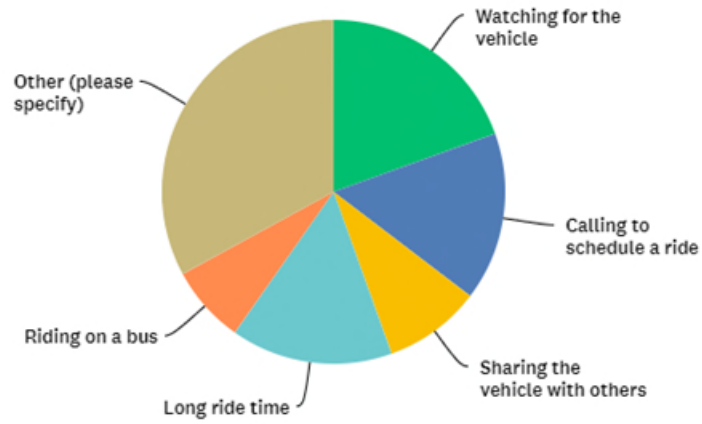
17. What days of the week are you most likely to need transportation? Check all that apply.



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Monday	58.54%
▼ Tuesday	65.24%
▼ Wednesday	71.34%
▼ Thursday	66.46%
▼ Friday	59.15%
▼ Saturday	23.17%
▼ Sunday	25.61%

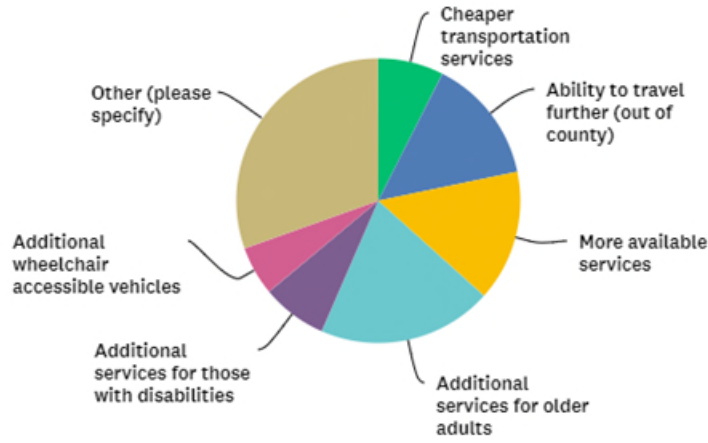
18. What would you dislike most about using a transportation service?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Watching for the vehicle	19.51%
▼ Calling to schedule a ride	15.85%
▼ Sharing the vehicle with others	9.15%
▼ Long ride time	15.24%
▼ Riding on a bus	7.32%
▼ Poor weather	0.00%
▼ Other	0.00%
▼ Other (please specify)	Responses 32.93%

19. What would you like to see in your community that would help you get around better?



Summary Data:

ANSWER CHOICES	RESPONSES
▼ Cheaper transportation services	7.45%
▼ Ability to travel further (out of county)	14.29%
▼ More available services	14.91%
▼ Additional services for older adults	19.88%
▼ More bicycle/pedestrian friendly streets	0.00%
▼ Additional services for those with disabilities	7.45%
▼ Additional wheelchair accessible vehicles	5.59%
▼ Other (please specify)	Responses 30.43%

Challenges to Coordinated Transportation

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

- Geographic size of Wood County
- Disbursement of population centers
- Regional coordination
- Lack of funding streams to facilitate growth in transit systems
- Lack of transportation options for certain trip purposes
- Hesitancy to alter client schedules and expectations
- Public awareness and perception of available services
- Inability to link trips using public transportation
- Public expectation is for on-demand services
- Excessive wait time for taxis
- Federal Transit Administration compliance versus private transportation providers
- Limited access to public transportation due to poor sidewalks, front porch, door and/or steps in need of repair for safe egress
- Public transportation requires a waiting period before using

Summary of Unmet Mobility Needs

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

Exhibit 4.4: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Increase marketing and awareness of services	Online survey, interviews, focus groups, committee meetings
2	Simplify public transit payment options	Online survey, interviews, focus groups, committee meetings
3	Limited transportation funding	Online survey, interviews, focus groups, committee meetings
4	Targeted services for specialized populations	Online survey, interviews, focus groups, committee meetings
5	Expanded service hours access for elderly/disabled	Online survey, interviews, focus groups, committee meetings
6	Need additional options for reliable employment transportation	Online survey, interviews, focus groups, committee meetings
7	Unique geography negatively affects efficiency	Online survey, interviews, focus groups, committee meetings
8	On-demand service models	Online survey, interviews, focus groups, committee meetings
9	Lack of understanding/poor perception of demand response service	Online survey, interviews, focus groups, committee meetings

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

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

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

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

Goal #1: Create sustainable fund models through partnership development

Need(s) Being Addressed:

- Increase marketing and awareness of services
- Simplify public transit payment options
- Limited transportation funding
- Targeted services for specialized populations
- Expanded service hours access for elderly/disabled
- Need additional options for reliable employment transportation
- Unique geography negatively affects efficiency
- On-demand services: medical transportation
- Lack of understanding/poor perception of demand response service

Strategy 1.1:

Advocate maintaining Wood County Net-Plus Program for medical transportation within and outside of the Wood County

Strategy 1.2:

Increase MOU partnerships to document coordination and define roles

Strategy 1.3:

Explore joint-use projects and funding opportunities when/where possible

Strategy 1.4:

Identify opportunities for vehicle and resource sharing (i.e., training, drivers, trips, facilities, maintenance)

Strategy 1.5:

Develop scoring and review criteria for project application letters of support

Strategy 1.6:

Seek diversified funding streams for sustainable service expansion and capital replacement

Timeline for Implementation: Medium; On-going

Action Steps:

- Increase transparency of MOUs within stakeholder group to identify other potential partnerships
- Review and discuss funding applications as stakeholder group in advance of funding applications
- Develop standard MOU, cooperative driving agreement, and vehicle lease agreement templates
- Increase participants in the stakeholder group (to include public)
- Score and rank 5310 project applications prior to LOS

Parties Responsible for Leading Implementation:

- B.G. Transit
- MTM Transit/Perrysburg Transit
- JFS
- Black and White Cab
- All other transportation providers

Parties Responsible for Supporting Implementation:

- Mobility Manager
- Public and Private Transit Agencies
- Wood County Commissioners
- local human service agencies

Resources Needed:

- Staff time
- contract services with adjoining transit systems vehicles, and sustainable funding sources

Potential Cost Range: \$50,000 - \$75,000

Potential Funding Sources: Local jurisdictions, Wood County transit agencies, and grants.

Performance Measures/Targets:

1. Measure: Number of coordinated meetings
 - Target: Minimum of four meetings per year
 - Target: Increase number of regular participants by four
2. Measure: Identify opportunities to fund expanded fleet
 - Target: Establish a Capital Replacement Account
 - Target: Increase contracted transportation funding to reallocate general fund contributions to capital
3. Measure: Documented partnership and cooperative relationships
 - Target: Document current relationship
 - Target: Increase/expand documented relationships or partnerships

Goal #2: Increase ridership & awareness of existing Wood County services

Need(s) Being Addressed:

- Increase marketing and awareness of services
- Simplify public transit payment options
- Limited transportation funding
- Targeted services for specialized populations
- Expanded service hours access for elderly/disabled
- Need additional options for reliable employment transportation
- Unique geography negatively affects efficiency
- On-demand services: medical transportation
- Lack of understanding/poor perception of demand response service

Strategy 2.1:

Conduct information sharing, marketing, and outreach to continue to inform and educate Wood County residents

Strategy 2.2:

Analyze demand response service hours and areas to maximize resource utilization

Strategy 2.3:

Increase transit and mobility providers in Wood County

Strategy 2.4:

Explore strategies to increase driver recruitment and retention

Strategy 2.5:

Promote private ride share and carpool options to employers and other interested parties

Timeline for Implementation: Medium

Action Steps associated with the strategy for achieving the goal:

- Mobility management attend community events to increase awareness
- Update and distribute getting around guides at Wood County events and in public offices
- Integrate providers into GOOhio Commute for Wood County
- Connect with medical providers in county for distribution of mobility management materials

Parties Responsible for Leading Implementation:

- Transportation providers,
- all public and private human service agencies

Parties Responsible for Supporting Implementation:

- Mobility Manager
- Local jurisdictions
- political leaders
- non-profits
- planning organizations, and stakeholder committee members that participate in the planning effort

Resources Needed:

- Staff time
- political leaders
- stakeholder committee

Potential Cost Range: \$5,000 - \$15,000

Potential Funding Sources: Local jurisdictions, human service agencies, transit systems, and grants.

Performance Measures/Targets:

1. Measure: Marketing and advertising of transportation services
 - Target: Include more than 90% of active providers in Wood County Getting Around Guides
 - Target: Distribute 20% more Getting Around Guides to advertise transportation provider options
2. Measure: Increase ridership throughout Wood County
 - Target: Establish annual ridership and performance metrics
 - Target: Increase overall County ridership by 10%
3. Measure: Provide travel training support to facilitate/encourage ridership
 - Target: Increase travel trainings in Wood County by 50%
 - Target: Increase travel training referrals by 50%

Goal #3: Assess feasibility of long-term service options/improvements

Need(s) Being Addressed:

- Increase marketing and awareness of services
- Simplify public transit payment options
- Limited transportation funding
- Targeted services for specialized populations
- Expanded service hours access for elderly/disabled
- Need additional options for reliable employment transportation
- Unique geography negatively affects efficiency
- On-demand services: medical transportation
- Lack of understanding/poor perception of demand response service

Strategy 3.1:

Assess feasibility of incremental service area expansion

Strategy 3.2:

Continue to explore local coordination between transit providers and stakeholders

Strategy 3.3:

Build on current relationship and coordination opportunities with TMACOG

Strategy 3.4:

Continue to support 5310 projects for unique and high demands that cannot be met by 5311

Strategy 3.5:

Explore strategies to assess effectiveness of current service areas and hours

Strategy 3.6:

Explore grantee designation & governance options

Strategy 3.7:

Advocate for continuation of Wood County Board of DD Pilot Project

Timeline for Implementation: Long-term

Action Steps associated with the strategy for achieving the goal:

- Conduct assessment of transit needs throughout county
- Continue discussions for standardized fare structure between providers
- Explore cost savings using 5310 funding to increase fleet expansion
- Explore feasibility of deviated-fixed service to increase total service capacity
- Grow stakeholder meeting group
- Assess Wood Co Board of DD expansion opportunities

Parties Responsible for Leading Implementation:

- Transportation providers

- all public and private human service agencies

Parties Responsible for Supporting Implementation:

- Mobility Manager
- Local jurisdictions
- political leaders
- non-profits
- planning organizations, and stakeholder committee members that participate in the planning effort

Resources Needed:

- Staff time
- political leaders
- stakeholder committee

Potential Cost Range: \$3,000 – \$10,000

Potential Funding Sources: Local jurisdictions, human service agencies, transit systems, and grants.

Performance Measures/Targets:

1. Measure: Expand service availability
 - Target: Expand service hours, areas, or trip purposes in at least one service during planning period
2. Measure: Explore additional funding opportunities
 - Target: Apply to at least one additional funding source (i.e., 5310)
 - Target: Identify at least one partnership or joint-use opportunity
3. Measure: Determine most important ridership performance metrics as a group
 - Target: Define and document target performance metrics
 - Target: Report progress from providers to work toward common goals

Goal #4: Improve customer experience using available transit and mobility services

Need(s) Being Addressed:

- Make crossing county line a possibility; more affordable and easier. Consider connections and transfers. Expand current services beyond medical trips, both in and out of Wood County.
- Increase marketing and awareness of services
- Simplify public transit payment options
- Limited transportation funding
- Targeted services for specialized populations
- Expanded service hours access for elderly/disabled
- Need additional options for reliable employment transportation
- Unique geography negatively affects efficiency

- On-demand services: medical transportation
- Lack of understanding/poor perception of demand response service

Strategy 4.1:

Assess for alternative, simplified fare and half fare payment amounts/payment methods

Strategy 4.2:

Improve transfers and connections with other providers

Strategy 4.3:

Increase use of technology to share trip and ride information with riders and agencies

Strategy 4.4:

Explore ease-of-use improvements that reduce perceived barriers for vulnerable populations

Strategy 4.5:

Explore marketing/branding campaign that promotes positive passenger experience

Parties Responsible for Leading Implementation:

- Transit Providers,
- Local jurisdictions and county government officials

Parties Responsible for Supporting Implementation:

- Mobility manager
- non-profits
- all public, private, and human service agency transportation providers
- planning organizations, and stakeholder committee members that participate in the planning effort

Resources Needed:

- Staff time
- contract services with adjoining transit system
- vehicles
- matching software to coordinate services

Potential Cost Range: \$7,500 - \$12,000

Potential Funding Sources: Local jurisdictions, 5311/5310, human service agencies, transit systems, and grants.

Performance Measures/Targets:

1. Measure: Increase capacity for connections between providers
 - Target: Identify service area connection points
 - Target: Pilot test connections between at least two providers
2. Measure: Use travel training to develop and increase ridership with apprehensive populations
 - Target: Conduct minimum of ten travel trainings in Wood County
 - Target: Increase referrals for travel training
3. Measure: Explore marketing/branding campaign that promotes positive passenger experience
 - Target: Make 1 video promoting positive passenger experience
 - Target: Assess marketing campaign

VI. Plan Adoption

This plan was developed with the input of older adults, individuals with disabilities, members of the general public, private and nonprofit transportation and human services providers.

The input of these sources was gathered through discussion at meetings, surveys conducted during meetings or on-line, face-to-face interviews, discussion with individual riders, and by other means. Other local, state, and national surveys and plans were read and reviewed for relevant data.

Results from user surveys, interviews, development plans, data collections and other methods were used to compile a list of needs that had emerged. The Planning Committee was surveyed on-line via *Survey Monkey* to prioritize these needs.

The above actions were consolidated into the current document. Goals were developed to address the highest priorities and gaps indicated by the information gathered.

The draft plan was distributed to the Transportation Stakeholder and Planning Committee and feedback requested. Several members provided proposed changes prior to a scheduled committee meeting to review the Draft. The plan was further discussed, modified, and adopted during a scheduled meeting of the Transportation Stakeholder and Planning Committee on October 13, 2021. A public hearing was held October 26, 2021, with the plan provided and open for public comment. The plan was provided to the Wood County Commissioners with the intent for the Commissioners to formally adopt the plan with a resolution on November 30, 2021.

Appendix A: List of Planning Committee Participants

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

Agency Representation

Name	Agency
Scott Potter, Clark Gross	Black and White Transportation
Tom Kelly	Bowling Green State University
Vivian Miller	Bowling Green State University
Martha Woelke	BG Transit/City of Bowling Green
Patty Harrelson	Children’s Resource Center
Ruthann House	Great Lakes Community Action Partnership
Michelle Emge	MTM Transit/Perrysburg Transit
Marissa Bechstein	TMACOG
TBD	United Way Wood County
Brent Baer, Scott McKeown	Wood County Board of Developmental Disabilities
Andrew Kalmar, Carri Stanley, Marcy Collins	Wood County Commissioners
Denise Niese	Wood County Commission on Aging
Michael Fuller, Shannon Fisher	Wood County Department of Job and Family Services
Ben Robison	Wood County Health Department
Angel Mercer	Wood County Hospital
Zach Migura	Wood County Veterans Services
Doreen Ehler, Melinda Kale	Work Leads to Independence (WLI)

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

Mobility Management Coordinator

Great Lakes Community Action Partnership

419-334-5016

Appendix B: List of Annual Reviews and Plan Amendments

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

Mobility Management Coordinator

Great Lakes Community Action Partnership

419-334-5016

Annual Review

Provide a brief description of any annual reviews that have occurred, including a summary of the review meeting and a brief summary of any changes were made.

Amendment

If the plan has been amended between annual reviews, include that information here.

Appendix C: Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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