

2014 Wood County

Locally Coordinated Public and Human Service Transportation Plan Update

Adopted

- March 13, 2014 -



Updated by: WSOS Community Action Commission

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Chapter 1 : Introduction

Until this document, Wood County has not developed an inclusive coordinated public-human service transportation plan that encompasses all aspects of transportation for underserved groups, including the elderly, disabled, and low income populations. A report was prepared by the Institute for Child & Family Policy, Bowling Green State University in 2008 which provided a framework for developing a final plan. It is upon this body of work that a group of stakeholders in Wood County began discussions and started the planning process that results in the completion of a Coordinated Plan. The original entity that commissioned the 2008 work by the Institute was Children's Resource Center, and that organization is included within the stakeholder committee that met several times in 2013 and 2014 to shape this plan.

Many of the disparate elements exist in Wood County to deliver a coordinated program of transportation. However, each service provider has continued to operate their program with minimal overall coordination, and a number of gaps in service have been identified. Those gaps are listed in a later chapter in this document.

This "Locally Developed Coordinated Public Transit –Human Services Transportation Plan" is an attempt to bring into one document a report on the work conducted to date by a very active stakeholder committee, as well as research conducted in part by Masters of Public Administration Graduate Students of the Political Science Department at Bowling Green State University. Further assistance in facilitating the plan has been provided by staff from WSOS Community Action Commission, Inc. In addition, the plan is adding information gained through the experience of every participating transportation provider. It also serves as a response to the need to ensure that projects selected for funding under certain specific funding sources must be derived from such a plan. The three specified programs have historically been the following:

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- | 49 USC Section 5310, the Elderly Individuals with Disabilities Program, which provides capital grants for the purpose of assisting organizations in providing transportation services to meet the special needs of elderly persons and persons with disabilities where existing transportation services are unavailable, insufficient or inappropriate.
 - | 49 USC Section 5317, the New Freedom Program, which previously provided grants for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990. There is a presumption that 5310 funded projects can meet needs previously funded under this program.

- | 49 USC Section 5316, the Job Access and Reverse Commute Program, which previously provided grants for the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. JARC funds are now allocated to states as part of their Section 5311 apportionment. Projects previously eligible for JARC funding are now specifically eligible under 5311.
- | 49 USC Section 5311, funds are now allocated to states using, in part, a service measure (revenue miles) in addition to population and land area data, specifics of which are being developed.

The plan was developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public. Participation by all of these sectors has been solicited, in several ways and in several venues, including the following:

- Completion of a public survey at the Wood County Fairgrounds during the county fair in August 2013;
- Completion of surveys and conducting of a focus group with elderly participants at Senior Centers and collection of surveys from homebound Seniors;
- Completion of surveys by disabled clients of Wood Lane;
- Collection of surveys by clients at the Wood County office of the Department of Job and Family Services;
- Furnishing of information about transportation services by a number of social service agencies providing transportation;
- Completion by a number of agencies of the "Framework for Progress" evaluation tool, and its subsequent review.
- The implementation of a strategic planning process by a number of stakeholders in a series of meetings during winter 2014, which identified strengths and weaknesses, opportunities and threats, identified known and perceived gaps in service, revealed demographic and survey information, and led to an identification of goals and strategies to be pursued in the development of a coordinated system of transportation for Wood County.
- Interviews with a large number of key informants who are considered stakeholders in the County's provision of transportation today.

Guidance from the U.S. and Ohio Departments of Transportation emphasize that the Local Plan should include the following elements:

- | An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
- | An inventory of available services that identifies areas of redundant service and gaps in service;
- | Strategies to address the identified gaps in service;
- | Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources; and
- | Prioritization of implementation strategies.

The following chapters of the plan are organized to present these required elements. After this introduction of the plan, which also offers an overview of rural transportation needs and the needs of the specific population groups cited above, the remainder of the plan is arranged as follows:

- **CHAPTER TWO** provides an overview and analysis of the demographics of Wood County and some of its political subdivisions, in an effort to understand the current and changing characteristics of the populations being served and needing transportation services. Wood County is very diverse, ranging from Toledo Metropolitan Area suburbs in the north, to a large and central city (Bowling Green) in the middle of the County, which is the centralized source of many human services, shopping opportunities, and employment and educational options, and a more rural, low-density region in the southern portion of the county.
- **CHAPTER THREE** presents an inventory of the available transportation services provided within Wood County for its residents. Affiliated social service agencies and partners are also described.
- **CHAPTER FOUR** presents a brief description of the transportation “infrastructure” in which a coordinated transportation system must operate. Information is provided about the County’s interlocking system of Interstate, U.S., State, and County highways, as well as some data on rail and air transportation facilities
- **CHAPTER FIVE** incorporates a discussion of the key trip generators within the County, with a special focus on trips generated by and for elderly, disabled, and low income persons.
- | **CHAPTER SIX** offers an updated look at the transportation sources available from a variety of state and federal offices, which can help fund specific portions of an overall coordinated system.
- | **CHAPTER SEVEN** presents an extensive description and analysis of the numerous

sources of public input listed above. An effort is made to identify areas where two or more sources of input point toward the same problem or suggested solution, and to point toward trends where needs cited by varying entities converge.

- **CHAPTER EIGHT** ties the needs and goals cited previously in the document together, lays out a blueprint for the beginning steps in framing and forming a coordination strategy, prioritizes the needs and goals based on local input, and then provides further discussion of the possible and likely future for transportation within Wood County for the public at large, and for the identified needs groups of those with disabilities, older adults, and persons with limited incomes.

It is important to acknowledge the many people who helped develop this plan and ensure that it represents the needs and opinions of key entities throughout the county as accurately and completely as possible.

The management and staff of the WSOS have attempted to assist the Wood County effort by facilitating the numerous meetings of the stakeholder committee, and by offering observations from their management of a neighboring transit system, TRIPS in Sandusky County.

The steering committee which included: the Wood County Committee on Aging, United Way of Wood County, Political Science Department of BGSU, National Easter Seals Project Action, and WSOS.

The membership of the Wood County Stakeholder Committee has been highly engaged and very helpful and forthcoming in their provision of information and suggestions. Agency officials are to be commended for their willingness to complete a number of survey instruments and voice their opinions in several venues. Those entities that contributed in the series of meetings held in Bowling Green between January and March 2014 are as follows:

Ability Center	The Cocoon Shelter
Area Office on Aging	Village of Pemberville
City of Bowling Green: Council, administration	Westhaven Apartments
BG Transit	Wood County ADAMHS Board
Bowling Green State University	Wood County Administrator (on behalf of Wood County Commissioners)
Black & White Cab	Wood County Committee on Aging
City of Bowling Green Police	Wood County DJFS
Children's Resource Center	Wood County Health District
Easter Seals	Wood County Hospital
Habitat for Humanity of Wood County, Ohio Inc.	Wood County DD aka Wood Lane
La Conexion de Wood County Inc.	Wood County NAMI
The Salvation Army	Wood County Planning Commission
Bowling Green Sentinel-Tribune	Wood County Reentry Coalition
TARTA	Wood County United Way
TMACOG	WSOS Board of Directors/staff

Many officials from local and county government, the economic development community, employers, and a number of others have also been most generous of their time in responding to questions and requests for information. The offering of the County Courthouse's fifth floor public meeting room to conduct committee meetings is greatly appreciated. Thanks are also again offered to the Bowling Green State University's Department of Political Science for the contributions of its students, who greatly assisted in the research and the content of this plan.

The Benefit of a Coordinated Transportation System

To the extent that it is feasible, coordination is recommended as a technique for better resource management in the delivery of transportation services in a geographic area as extensive as Wood County. A goal of coordination (and of this plan) is the minimization of duplication. Coordination requires shared powers, responsibility, management, and funding. Typical measurable goals are reduced unit costs, increased ridership, and improved cost effectiveness. Perhaps more subjective, but more important, are the goals of improved service to those who rely on public and coordinated transportation the most, including those who are disabled, elderly, or on limited income.

Expected benefits of a well-functioning coordinated system should include the following economic benefits as outlined by Federal Transit Administration in their "Transit Cooperative Research Program Report 91":

- | Additional funding: more total funding and a greater number of funding sources;
- | Increased efficiency: reduced cost per vehicle hour or per mile;
- | Increased productivity: more trips per month or passengers per vehicle hour;
- | Enhanced mobility: increased access to jobs or health care, or trips provided to passengers at a lower cost per trip; and
- | Additional economic benefits: increased levels of economic development in the community or employment benefits for those persons associated with the transportation service.

Other impacts of coordinating transportation, as cited in the report, include:

- | Improving service quality (more on-time services, drivers with better training, better vehicles, and more safety equipment);
- | Making transportation services available to more people (serving more than just one client group);

- | Having transportation services available to larger service areas (by expanding services to areas that previously had insufficient services);
- | Centralized oversight and management (having one central mobility management office instead of many offices); and
- | Reporting costs and outputs more accurately (for better systems management and funding accountability).

The Problem

During the 1990s, with assistance from the initial TEA-21 program, rural public transportation services grew, although less than 10 percent of Federal funding for public transportation went to rural areas. Public transportation was made available in some 60 percent of rural counties as a result of this effort, and two-thirds of the rural systems operated in single counties.

Income is a barrier in rural areas. The median household income in more urban communities is nearly \$10,000 more per year than in rural communities. Although the poverty rate is similar in both non-rural and rural communities, rural communities are roughly four times more likely to suffer from low educational attainment or low employment availability.

Serious challenges exist in providing accessibility and minimizing isolation for people who cannot drive or do not have access to an automobile. Transit service availability in rural communities such as those in Wood County is difficult to provide due to the high cost of delivering these services to a dispersed and low-density population. Survey responses indicate that rural communities are almost twice as likely to be served by demand-responsive transit as by fixed-route transit; the latter is simply impractical, given the limited resources available.

Rural transportation needs and demands are changing somewhat due to macro trends that are impacting rural America. One major economic change, for example, is the growth of the service sector. Private service industries such as health care, recreational activities, legal services, and business and financial services are among the relatively faster growing sectors in many rural areas. Much of this growth has been due to an aging and, in some cases, more affluent population, as well as growth in health related services, a demand for business support services, and growth in tourism and recreation, as witnessed in Ohio's northerly counties along Lake Erie.

Wood County witnessed dynamic population growth until the 1980's, after which it has experienced more "slow and steady" growth patterns. Indeed, there has been a centralization, to some degree, of economic activities toward urban centers, although recent activity such as the development of the CSX rail facility in North Baltimore contributes to a diversion of population throughout the county. However, the pattern of centralization rings true for the retail business sector in the county, as the northern

Wood County and Bowling Green (and, south of the county, Findlay) commercial area has become more predominant and small, independent retailers in smaller communities have been lost. Medical services, as well as others, have also centralized to some degree. This trend toward centralization has led many to move to larger centers, and people in the mid size and smaller communities now have to drive more.

In many cases, the smaller villages have been home to an aging population as many of their younger residents move to larger communities for employment and amenities. Another issue derives from welfare reform. Rural areas must face challenges in meeting the work requirements included with welfare legislation because of fewer job opportunities available in those rural areas, and the greater distance between job sites, requiring rural residents to drive to the more urbanized areas to find employment, as well as job training, child care, and other needed services.

Older persons face considerable transportation issues, particularly if a planning goal is to allow older residents to “age in place” without needing to move closer to amenities and services. There are more than 35 million people over the age of 65 in the United States, representing the county's fastest growing segment, and this number will double to 70 million by 2030. For good reason, the overwhelming proportion of these older Americans want to stay in their own homes as they age, according to an AARP housing study conducted in 2000.

In many respects, the transportation needs of older persons are similar to those of the general adult population – shopping, getting to work, medical appointments, going to restaurants, and visiting friends. Older consumers also desire control, autonomy, and choice, which are items that cannot easily be provided through rural services such as transportation. Increasing numbers of elderly may also require transportation to work, as full retirement becomes, for many, an option later in life than it was for past generations.

With a longer life expectancy also comes a larger number of older, “frail elderly”. While some can use curb-to-curb service, many others need door to door or “door through door” assistance, and the curb-only mode of transit becomes unusable. The continued growth of the frail elderly population in the coming years and decades will present a challenge to the traditional mode of transit. The growth of a system into a fixed route will not necessarily help this elderly population, since they need assistance beyond what can be provided from curb to curb at established stops.

The fact remains that the elderly comprise a large and growing market segment for public and contracted transportation. More than one in five Americans age 65 and older, or sixty-one percent, do not drive, and more than fifty percent of non-drivers age 65 or older stay home on any given day partially because they lack transportation options. This will become increasingly important; in 2020, 10,000 Americans will turn 65 every day. Older non-drivers will then have decreased abilities to participate in the community and the economy. (These findings are from “Aging Americans: Stranded without Options”, by the Surface Transportation Policy Project, April 2004)

There has been a growing recognition that transportation services are a vital component of any comprehensive medical care program. In many cases, the lack of available transportation presents a barrier to receiving adequate medical attention for some citizens, particularly those who are older, disabled, poor, rural residents, or members of minority groups. The additional burden of inadequate transportation compounds a situation often already made difficult by inadequate health insurance coverage. Medical transportation, which is a major component in Wood County's provision of transportation, plays a vital role in improving health care by encouraging greater use of preventive medical care, keeping people mobile and independent in their own homes, increasing overall health and well-being, reducing overall health care costs to society, and creating cost-sharing arrangements between the medical and transportation communities.

The above noted trends point to a growing need for transportation among the elderly. This need is exacerbated by the geographical dispersion that exists within rural and "exurban" areas such as southern and central Wood County. Suburban and rural locations are the fastest growing areas in the country, and these locations implicitly encourage (or, really, demand) automobile ownership and use. It was pointed out during a stakeholder meeting that people who moved to "the country" to realize the lower cost of living and lower real estate costs associated with such locations also must come to terms with the greater transportation costs associated with distance to employment and other needs. Further, public transportation is scarce and expensive to operate on a per-passenger mile basis. These challenges will continue.

Additional trends point to an increased need for transportation, and for efficiencies in the cost of transportation. Significant job-generating employers are often located in sites that are remote from the neighborhoods that house those people who are seeking employment. The result is a long commute for those people. In Wood County, the average commuting time is 19.8 minutes (from the 2008-2012 American Community Survey, U.S. Census), implying that there are many workers traveling from one community to another to work.

The cost of commuting has increased dramatically, driven largely by the steeply rising and unsteady cost of gasoline. This makes transportation in one's own car a less attractive (or affordable) option for many lower income households. The option of available public transportation becomes more attractive as the private cost of travel continues to increase.

Thus, in Wood County, the needs are varied but extensive, and the Stakeholder Committee identified an extensive list of needs or "gaps" in the current array of services offered. However, the Committee also represents a number of agencies, enterprises, and local governments that are exerting considerable energy to provide needed services for those residents and clients within their mission and purpose. The challenge is now to help coordinate these services through the strategies offered in Chapter 8, recognize where attention should be focused on the unserved, and work together to

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maximize resources, leverage, impact, and the quality of life for Wood County residents.

Chapter 2 : Demographics of Wood County

Target populations for this study include the elderly, disabled, and low-income persons. The total count for all three categories is 38,096 individuals¹, or 24 percent of Wood County's total population.

Figure 2:1a Map of Wood County, Ohio 2013²



I. Description of Wood County and Population Demographics

¹ This number is without a deduction for duplication in the count of low-income disabled persons due to information not being available.

² The Wood County Chapter of the Ohio Genealogical Society. Genealogy Research Sources. [Data File]. Retrieved from: http://www.google.com/imgres?rls=com.microsoft:enus:IESearchBox&biw=1680&bih=862&tbo=isch&tbnid=1uHGBUYSlfJ2BM:&imrefurl=http://www.wcogs.org/index.php%3Foption%3Dcom_content%26view%3Darticle%26id%3D4%26Itemid%3D4&docid=c9S9byOHEa_9kM&imgurl=http://www.wcogs.org/images/stories/WCOGS/www.odod.state.oh.jpg&w=480&h=610&ei=oWWbUebrL66GyQGDqIHYDA&zoon=1&iact=hc&vpx=392&vpy=99&dur=6156&hovh=253&hovw=199&tx=110&ty=146&page=1&tbnh=147&tbnw=116&start=0&ndsp=54&ved=1t:429,r:3,s:0,i:89

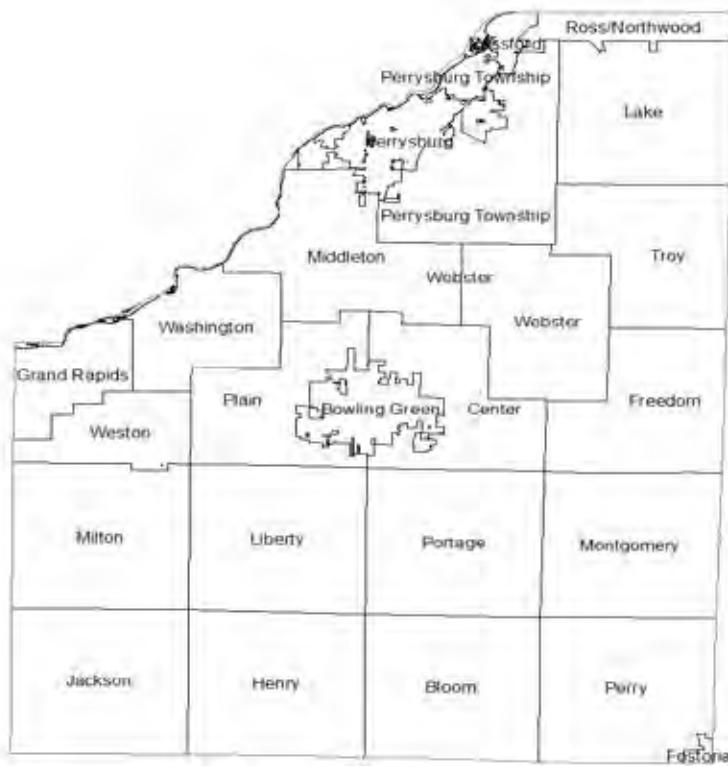
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Wood County, Ohio is located west of Ottawa, Sandusky, and Seneca Counties, north of Hancock County, east of Henry County, and south of Lucas County. The County has experienced rapid population growth since the 1950s. According to U.S. Census Bureau's 2009-2011 American Community Survey data, Wood County is home to approximately 49,403 households.³ The 2010 Census population estimate for the county is 125,488 persons.⁴ The increase from 2000 to 2010 showed a growth of approximately 3.65 percent or 4,423 people.⁵

Part of Wood County is 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 U.S. Census Bureau.

The county includes 5 cities, 21 villages and 19 townships. The U.S. Census Bureau provides estimates in all their figures for townships and for municipalities of 5,000 or more people. Thus, only the corporations of Bowling Green, Fostoria, Northwood, Perrysburg, and Rossford will be incorporated into the following data sets; all other data sets for villages of under 5,000 individuals will be displayed using the township subdivision that includes the village population. Figure 2-1b (below) will be the formatting style for all subsequent mapping.

Figure 2-1b: Map of U.S. Census Subdivisions: Wood County, Ohio



³ U.S. Census Bureau. 2009-2011 American Community Survey 3-Year Estimates. Profile of General Population and Housing Characteristics 2010: 2010 Demographic Profile Wood County, Ohio. [Data File: DP03]. Retrieved from:

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPD1

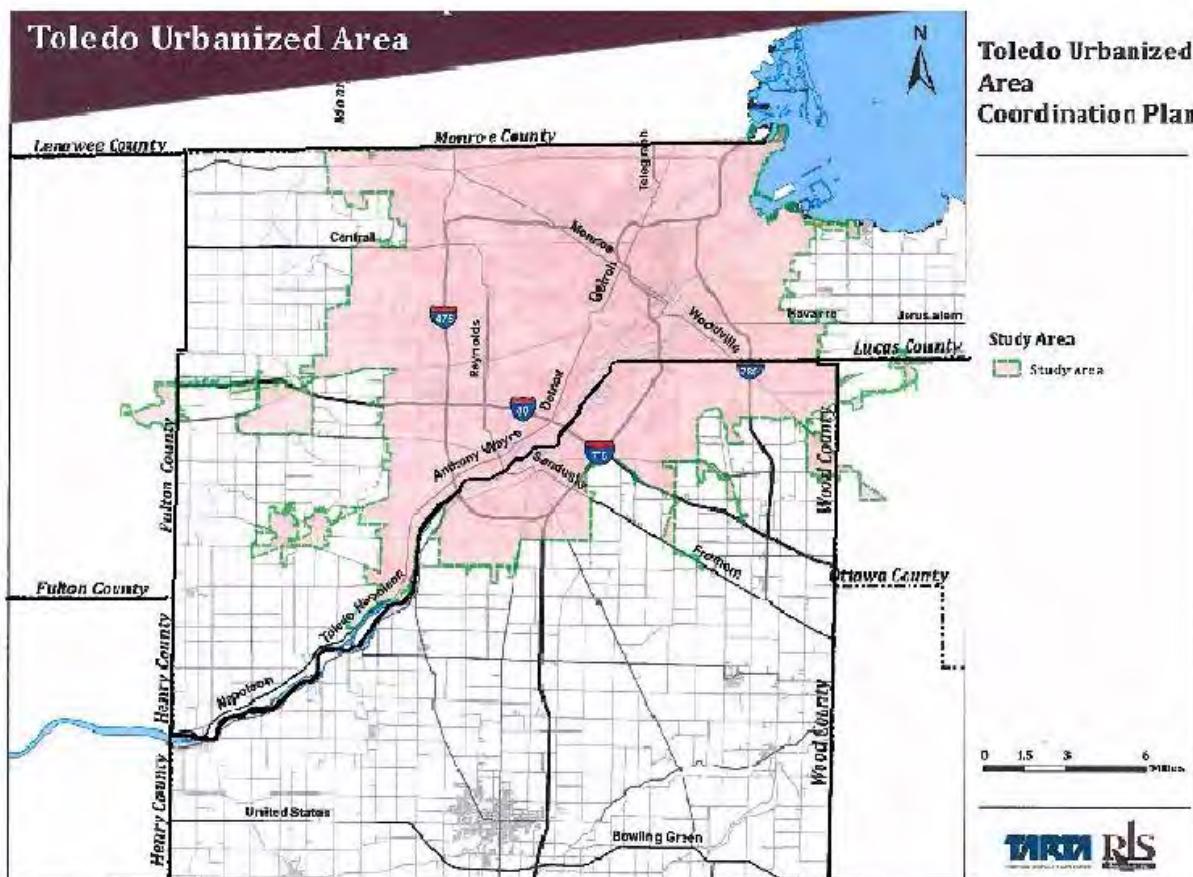
⁴ U.S. Census Bureau. 2009-2011 American Community Survey 3-Year Estimates. Profile of General Population and Housing Characteristics 2010: 2010 Demographic Profile Wood County, Ohio. [Data File: DP03]. Retrieved from:

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPD1

⁵ Ibid & The Ohio Department of Development. The Office of Policy, Research, and Strategic Planning. Ohio County Profiles. *Wood County*. May 21, 2013. Accessed from: <http://www.woodcounty.com/clientuploads/WoodCountyProfile.pdf>

Figure 2-1c⁶ (below) uses the TARTA graphic to detail the areas overlaid by the Toledo Urbanized Area.

Figure 2-1c: TARTA Map of the Toledo Urbanized Area: RLS Associates, Inc.⁷



II. Population Projections

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. Lake, Middleton, Perrysburg, and Washington townships are all expected to experience rapid growth in the next two decades. Overall, the townships are anticipated to decrease in their overall area as annexation by the fringe cities of Perrysburg, Rossford, Northwood, Walbridge, and Millbury continues as this century progresses. Ross Township was the first township in Wood County that ceased to exist due to annexation from municipalities; it was annexed by the

⁶ The Toledo Urbanized Area Coordinated Public and Human Service Transportation Plan Update. RLS Associates Inc. [Print]. Image modified June 17, 2013.

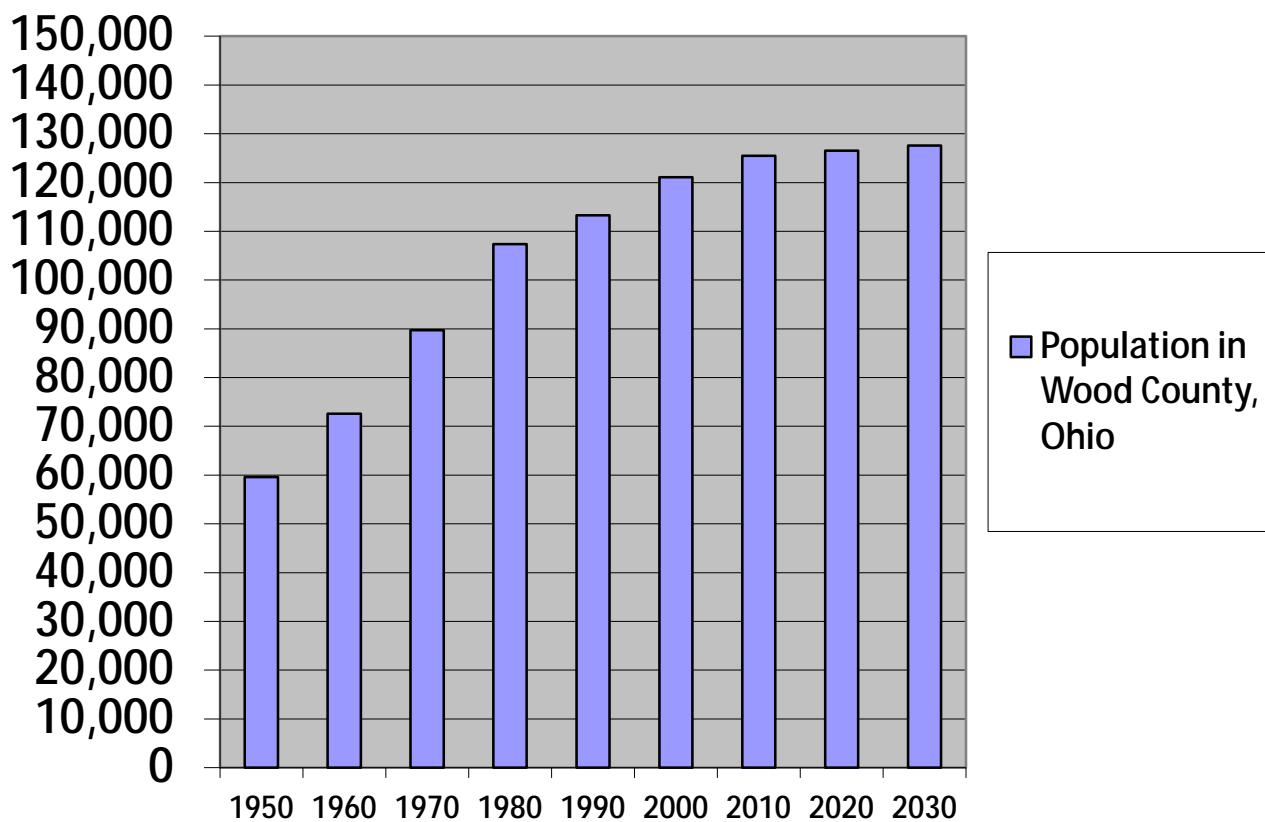
⁷ The Toledo Urbanized Area Coordinated Public and Human Service Transportation Plan Update. RLS Associates Inc. [Print]. Image modified June 17, 2013.

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city of Northwood on September 8, 1962.⁸ The Ohio Development Services Agency's Office of Research projects a modest population increase from the 2010 Census total of 125,488 to 126,540 in 2020 and 127,600 in 2030.⁹ Below, Figure 2-2 shows the County population change from 1950 to 2040, and Figure 2-3 is a graphic representing the population changes of Wood County from 1950-2030. In figures 2-2 & 2-3, one can see that Wood County is experiencing continued growth and is anticipated by the Ohio Department of Development to exceed 141,000 people by 2030.

Figure 2-2: Wood County Population 1950-2030									
Year	1950	1960	1970	1980	1990	2000	2010	2020	2030
Population	59,605	72,596	89,722	107,372	113,269	121,065	125,488	126,540	127,600

Figure 2-3: Historic and Projected Population Change: Wood County, Ohio



Wood County is comprised of 5 major urban centers; the cities of Bowling Green, Fostoria, Northwood, Perrysburg, and Rossford. Millbury, Northwood, Perrysburg, Rossford, and Walbridge all lie in the northern half of the county, within the Toledo Urbanized Area. The county seat, Bowling Green, is home to nearly one-fourth of all Wood County residents and serves as a major center of commerce, education, recreation, and health services. Some 60,040 Wood County residents live in or near the Toledo Urbanized Area, comprising 47.8 percent of the

⁸ The City of Northwood, Ohio. History. Retrieved from: <http://www.ci.northwood.oh.us/community/history> (Accessed: May 29, 2013).

⁹ See the Ohio DSA Office of Research, at <https://development.ohio.gov/files/research/P6090.pdf>

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county's population. This area is strongly saturated with residential housing, manufacturing centers, and business districts. For more specific city and village population estimates, Figure 2-4 (below) displays the current populations of Wood County, its cities and villages, and the overall township population.

Figure 2-4: Wood County, Ohio Jurisdictions and their 2010 Populations¹⁰

	2010 Population	Percent of County's Population
Wood County	125,488	100%
Cities	63,469	50.2%
Bowling Green	30,153	24.0%
Rossford	6,323	5.0%
Fostoria	1,038/13,130¹¹	0.6%
Northwood	5,319	4.2%
Perrysburg	20,636	16.4%
Villages	20,132	16.0%
Bairdstown	130	0.1%
Bloomdale	678	0.5%
Bradner	985	0.8%
Custar	179	0.1%
Cygnet	597	0.5%
Grand Rapids	965	0.8%
Haskins	1,188	1.0%
Hoytville	303	0.2%
Jerry City	427	0.3%
Luckey	1,012	0.8%
Millbury	1,200	1.0%
Milton Center	144	0.1%
North Baltimore	3,537	2.8%
Pemberville	1,485	1.2%
Portage	438	0.4%
Rising Sun	603	0.5%
Tontogany	362	0.3%
Walbridge	3,064	2.4%
Wayne	1,074	0.9%
West Millgrove	150	0.1%
Weston	1,611	1.3%
Townships	41,887	33.4%

Figures 2-5 and 2-6 depict the total population in Wood County by City and Township from 2000 and 2010, respectively. Large areas of growth included the cities of Fostoria and Perrysburg,

¹⁰ U.S. Census Bureau. 2009-2011 American Community Survey 3-Year Estimates. Retrieved from: <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>

¹¹ (Fostoria, Ohio is a city shared between three counties: Wood, Seneca, and Sandusky counties. Only 600-1000 +/-200 live in the Wood County limits).

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and Lake, Middleton, and Washington Townships. Most of the county's growth was concentrated in urban fringe areas which are indicative of moderate urban sprawl. Heavy areas of decline were present in Center, Milton, Montgomery, Perry, and Perrysburg Townships. Some of the loss in and around townships bordering municipalities can be attributed to annexation by the municipalities, as is the case with Perrysburg Township. Other factors that led to loss included declining birth rates, outmigration, and relatively high mortality rates. The highest population density patterns were seen in the northern half the county, indicating high urbanization in the Toledo Urbanized Area and the central part of the county which included the City of Bowling Green. The political subdivisions with greatest population density were two cities: Perrysburg with 1,792 persons per sq. mile and Bowling Green with 2,391 persons per sq. mile.¹²

Milton Township experienced the largest growth in population growing by 39.4 percent between 2000 and 2010, while it was closely followed up by the City of Fostoria (for the section of the city situated in Wood County only), which experienced a population increase of 28.8 percent during that same time period.¹³ The largest overall losses in population occurred in Center Township, which lost 11.4 percent of its population, and Perry Township, which lost 33.8 percent.¹⁴ Figures 2-5 to 2-8 (below) show the cities and townships in Wood Count, their populations in 2000 and 2010, their 2010 population densities, and the percent of population change:¹⁵

Figure 2-5

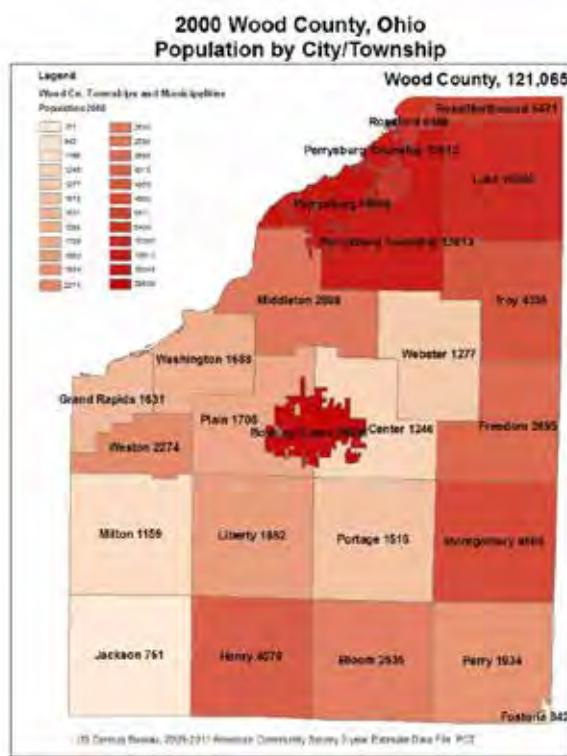
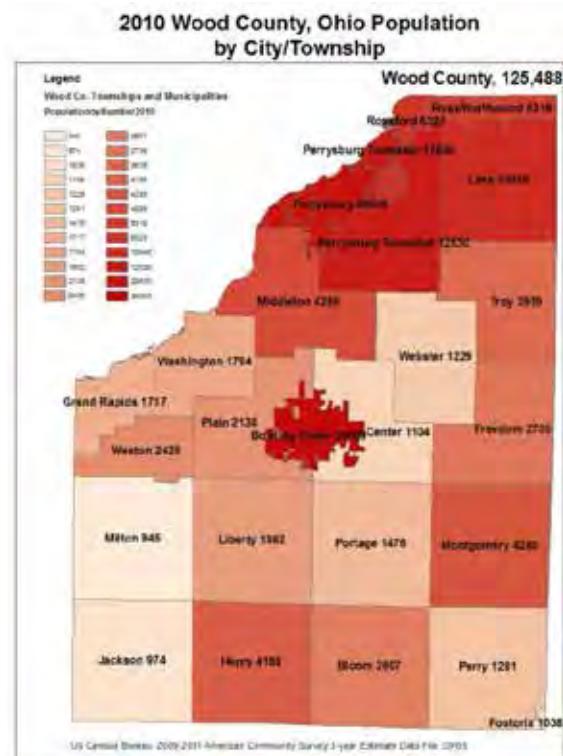


Figure 2-6



¹² U.S. Census Bureau. 2009-2011 American Community Survey Data: Population Estimates 3-Year Estimates. [Data File PCT001]. Retrieved from: <http://www factfinder census gov/aces/nav/jsf/pages/index xhtml>

¹³ U.S. Census Bureau. 2009-2011 American Community Survey Data: Population Estimates 3-Year Estimates. [Data File PCT001]. Retrieved from: <http://www factfinder census gov/aces/nav/jsf/pages/index xhtml>

¹⁴ U.S. Census Bureau. 2009-2011 American Community Survey Data: Population Estimates. 3-Year Estimates. [Data File PCT001]. Retrieved from: <http://www factfinder census gov/aces/nav/jsf/pages/index xhtml>

¹⁵ U.S. Census Bureau. 2009-2011 American Community Survey Data: Total Population. 3-Year Estimates. [Data File: PCT001]. Retrieved from: <http://www factfinder census gov/aces/nav/jsf/pages/index xhtml>

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Figure 2-7

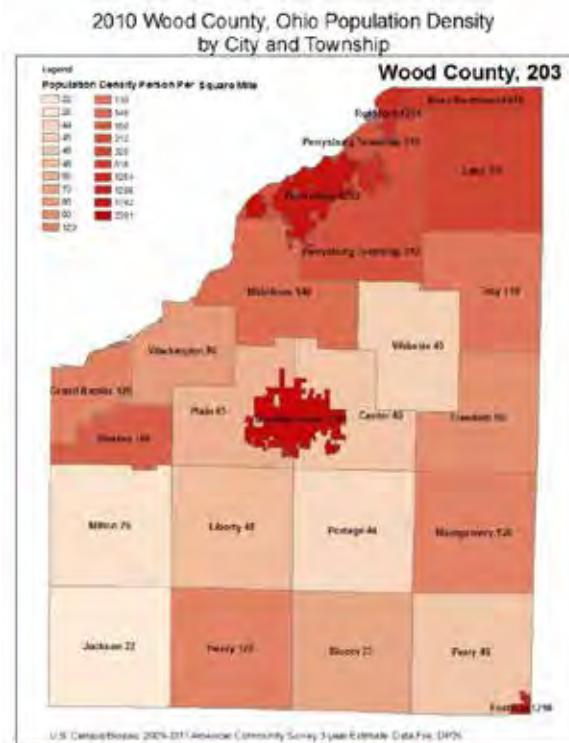
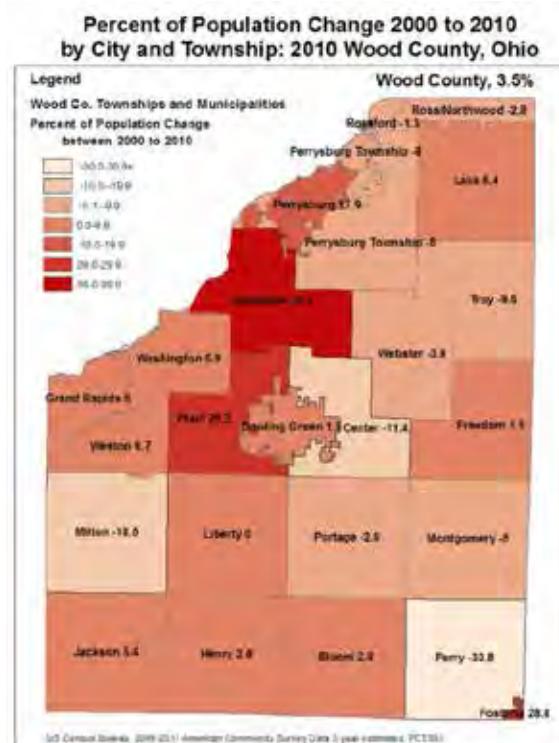


Figure 2-8



III. Elderly Population

Wood County is home to a wave of “baby boomers” and 15,389, or just over 12 percent of the population, is 65 years or older.¹⁶ The majority are in family households. The American Community Survey also recognizes that there are non-family households in which single elderly individuals may cohabitiate with one another or live alone. The U.S. Census Bureau does not distinguish between the two, but groups non-family households together. The total number of non-family households containing individuals aged 65 and older is 4,409 households out of 49,043 total households county-wide.¹⁷

Generally in Wood County, township and rural municipalities contain the highest percentages of elderly persons, while existing and newly developed urban areas tend to contain higher proportions of younger individuals. The U.S. elderly population (individuals aged 65 years or older) is 13.1% of the total population, compared with Wood County which is 12.3%¹⁸. Ohio's

¹⁶ U.S. Census Bureau. 2009-2011 American Community Survey. Profile of General Population and Housing Characteristics 2010: 2010 Demographic Profile Wood County, Ohio 3-Year Estimates. Retrieved from:

¹⁷ U.S. Census Bureau. 2009-2011 American Community Survey. Profile of General Population and Housing Characteristics: 2010: 2010 Census Summary File 1. [Data File: DP01]. Retrieved from:

Summary File 1. [Data File: DP01] Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_SF1_SF1DR1&prodType=table

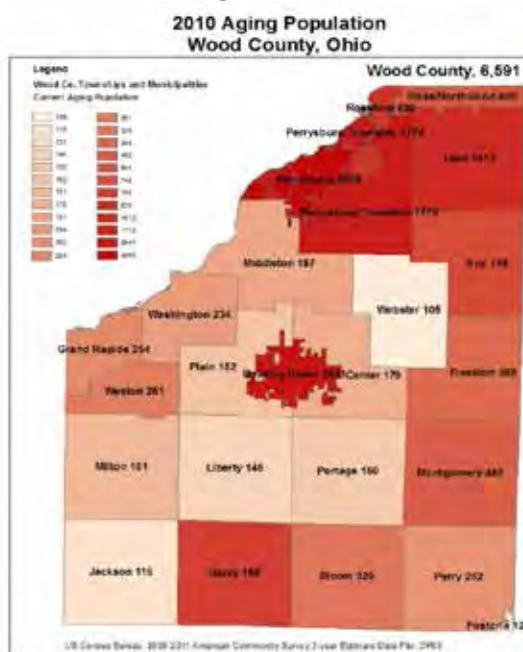
http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_SF1_SF1DP1&prodType=table
¹⁸ U.S. Census Bureau. American Community Survey. ACS Demographic and Housing Estimates: 2009-2011 American Community Survey 3-Year Estimates. [Data File: DP05]. Retrieved from:

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average elderly population is 14.1%, somewhat higher than Wood County's elderly proportion.¹⁹ One major reason why Wood County's population average 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 County, Owens Community College (with 20,031 enrolled students²⁰) and Bowling Green State University (with 17,706 enrolled students²¹). This is in addition to 21,740 enrolled pre-12th grade students.²²

The highest concentrations of elderly individuals in Wood County are in the City of Bowling Green and in Lake Township, Northwood, Perrysburg, Perrysburg Township, and Rossford; altogether these northern cities and townships which are a part of the Toledo Urbanized Area account for 7,467 elderly persons, or 48.5 percent of the county's elderly population.²³ Bowling Green's has 2,641 elderly individuals, or 17.2% of Wood County's senior citizens.²⁴ Additionally, large concentrations of seniors reside in and around North Baltimore and the far eastern townships that border Ottawa and Sandusky Counties. These townships include Freedom, Montgomery, Perry, and Troy; their combined elderly population is 1,842, or 12.0% of the entire county population.²⁵ Figure 2-9 , below, shows the total number of individuals aged 65 years and older per city/township in Wood County.

Figure 2-9



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Figure 2-1 displays the elderly population by city and township within Wood County, the city's/township's percentage of the total county's senior population, and the percentage rate with which elderly individuals comprise the city's/township's total population. Troy Township contains the highest percentage of seniors, whereby approximately 1 in every 5 citizens of Troy Township is a resident ages 65 years and over; this is followed closely behind by Henry Township with 18.2 percent.

**Figure 2-10: Elderly Population by City and Township Age 65 Years and Over:
2010, Wood County, Ohio²⁶**

Name of City/Township	Population Within City/ Township Limits	Percent of County's Senior Population	Percent of City/Township's Population
Bloom Township	329	2.1%	12.6%
Bowling Green City	2,641	17.2%	8.8%
Center Township	179	1.2%	16.2%
Fostoria City, Wood Co.	121	0.8%	11.6%
Grand Rapids Township	254	1.7%	14.8%
Henry Township	765	5.0%	18.3%
Jackson Township	116	0.8%	14.6%
Lake Township	1,612	10.5%	14.7%
Liberty Township	246	1.6%	13.2%
Middleton Township	287	1.9%	6.7%
Milton Township	161	1.0%	17.0%
Montgomery Township	462	3.0%	10.8%
Northwood City	600	3.9%	11.3%
Perry Township	252	1.6%	19.7%
Perrysburg City	2,665	17.3%	12.9%
Perrysburg Township	1,770	11.5%	14.1%
Plain Township	152	1.0%	7.1%
Portage Township	150	1.0%	10.2%
Rossford City	820	5.3%	13.0%
Troy Township	748	4.7%	19.0%
Washington Township	234	1.5%	13.0%
Webster Township	105	0.7%	8.5%
Weston Township	261	1.7%	10.7%

IV. Disabilities

Due to conflict surrounding the definition of disabilities as written into the Code of Federal Regulations, under Title 49, Part 37, § 37.3, 2010 U.S. Census data pertaining to disabilities were not released to the public due to federal level deliberation on what constitutes a disability.²⁷ Thus, the data presented below concerning Wood County disability status is a rough estimate, and it is subject to change as revisions are made in the federal code.

File DP02, Selected Social Characteristics in the United States, from the 2011 American Community Survey 1-Year Estimates for Wood County, tentatively tallied 4,724 disabilities among the Wood County population for persons 65 and older, 875 disabilities for person 18 and

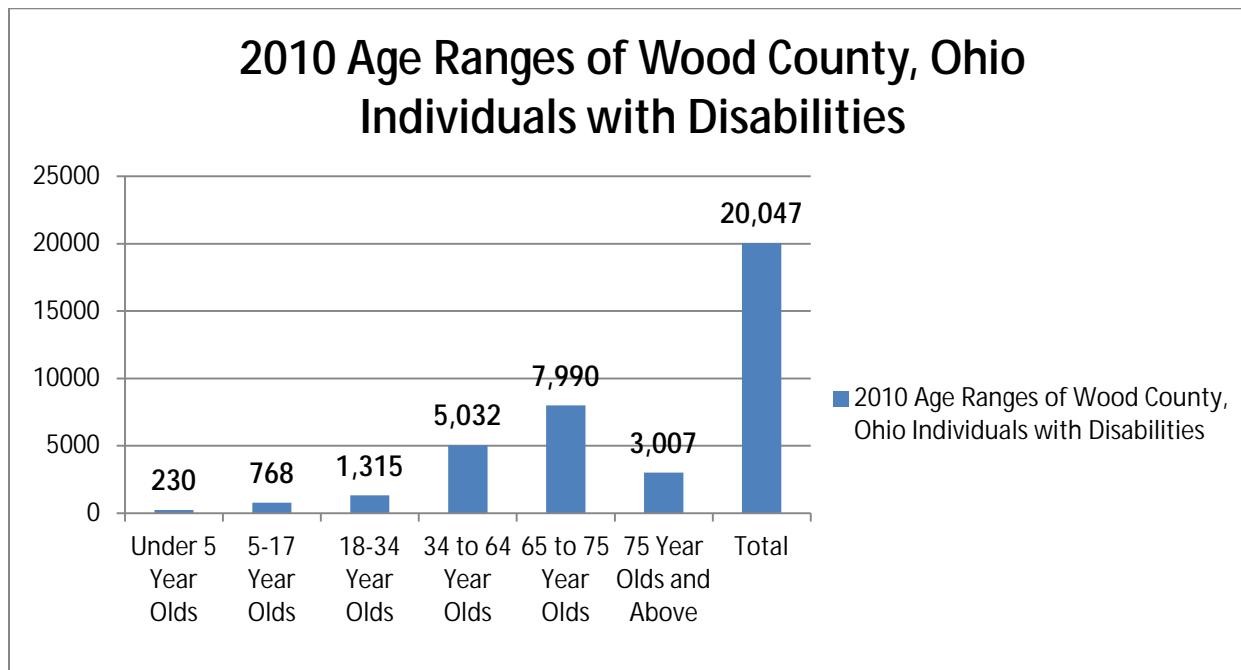
²⁶ U.S. Census Bureau. 2009-2011 American Community Survey 3-Year Estimates: ACS Demographic and Housing Estimates. [Data file: DP05]. Retrieved from: <http://factfinder2.census.gov/>

²⁷ U.S. Code of Federal Regulations. 49 CFR 37.3 Current as of May 28, 2013.

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under, and 5,721 for persons between the ages of 18 and 64.²⁸ Total disabilities for the County were measured at 11,320 affecting nearly 1 in 10 persons countywide.²⁹ The disabilities were classified as sensory, physical, mental, and self-care. All have some bearing upon demand and need for public or outside transportation. Figure 2-11, below, classifies disabilities by age group. Note that some individuals may have more than one disability, so this table is not a count of the number of disabled people, but rather the number of disabilities. Unfortunately, further subdivisions of the data based by township are not available at this time.

Figure 2-11: 2010 Wood County, Ohio Disability Assessment by Selected Age Ranges³⁰



V. Low Income Persons

Wood County is home to a significant number of people with low incomes. 2010 U.S. Census data indicate that Wood County has 49,043 households, of which 11,912 households (24.6 percent) earn less than \$25,000 a year.³¹ It is estimated that 15.3 percent of Wood County's population is estimated to fall below the poverty threshold; A larger percentage, 35.8 percent, of families with a female householder (no husband present) are in poverty status.³²

²⁸ U.S. Census Bureau. Selected Social Characteristics in the United States: 2011 American Community Survey 1-Year Estimates. [Data File: DP02]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_DP02&prodType=table

²⁹ U.S. Census Bureau. Selected Economic Characteristics: 2009-2011 American Community Survey 3-Year Estimates: [Data file: DP03]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_DP03&prodType=table

³⁰ U.S. Census Bureau. Selected Economic Characteristics: 2009-2011 American Community Survey 3-Year Estimates: [Data file: DP03]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_DP03&prodType=table

³¹ U.S. Census Bureau. Selected Economic Characteristics: 2009-2011 American Community Survey 3-Year Estimates: [Data file: DP03]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_DP03&prodType=table

³² U.S. Census Bureau. Selected Economic Characteristics: 2009-2011 American Community Survey 3-Year Estimates: [Data file: DP03]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_DP03&prodType=table

Figure 2-12: 2010 Wood County, Ohio Individuals Federally Recognized as Impoverished

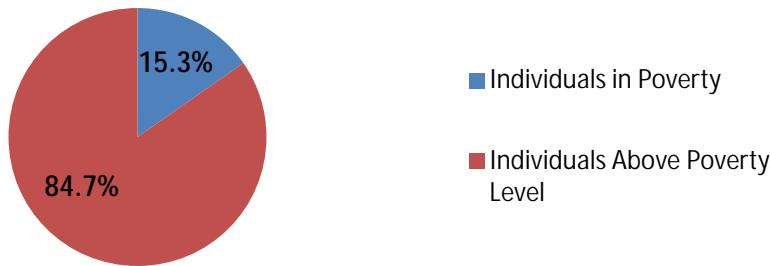


Figure 2-13 shows the percentage of low-income households in Wood County. It is important to note that Figure 2-13 does not account for the number of people per household who, according to federal guidelines, have fluctuating poverty thresholds based on the number of dependents within each household.

In 2011, the poverty rate for Wood County was 15.3% of the entire population (or 19,200 people); impoverished individuals age 65 years and over totaled 7,278, or 5.8 percent.³³ Female householder families in poverty (single mothers who head a household) numbered 1,487, for a 29.2 percent poverty rate. Female households account for 10.2 percent of the all households in Wood County.³⁴

Particularly high concentrations of low-income individuals reside the cities of Bowling Green (particularly in wards one, two, and a small section of ward three, on Bowling Green City's East Side, which includes everything east of Main Street) and the Wood County portion of the City of Fostoria (Note: the household income data assessment for Fostoria does not include non-Wood County, Ohio sections).³⁵ Household income varied throughout the county; with the exception of Perrysburg, most cities' average household income does not exceed \$60,000 annually.³⁶ Overall, the income distribution throughout the county varies widely depending on geography, community, and proximity to Toledo. Figure 2-13 (next page) displays the household income ranges in Wood County, Ohio by percentage.

Part of this transportation assessment included an analysis of workers' earnings and their mode of transportation to and from the work place; this is displayed in Figure 2-14. Largely, Figure 2-14 displays the ridership estimates for those workers commuting to work alone and those choosing to carpool or take an alternative method. Alternative methods include bicycling, public transit, taxi service, working from home, and walking. In 2010, there were an estimated 61,616 workers in Wood County; of that figure, 83.7 percent commuted to work alone in their own

³³ U.S. Census Bureau. Population and Housing Narrative Profile: 2011. 2011 American Community Survey 1 Year Estimates. [Data File: NP01].

³⁴ U.S. Census Bureau. Population and Housing Narrative Profile: 2011. 2011 American Community Survey 1-Year Estimates. [Data File: NP01]; and U.S. Census Bureau. Selected Social Characteristics in the United States: 2011 American Community Survey 1-Year Estimates. [Data File: DP02].

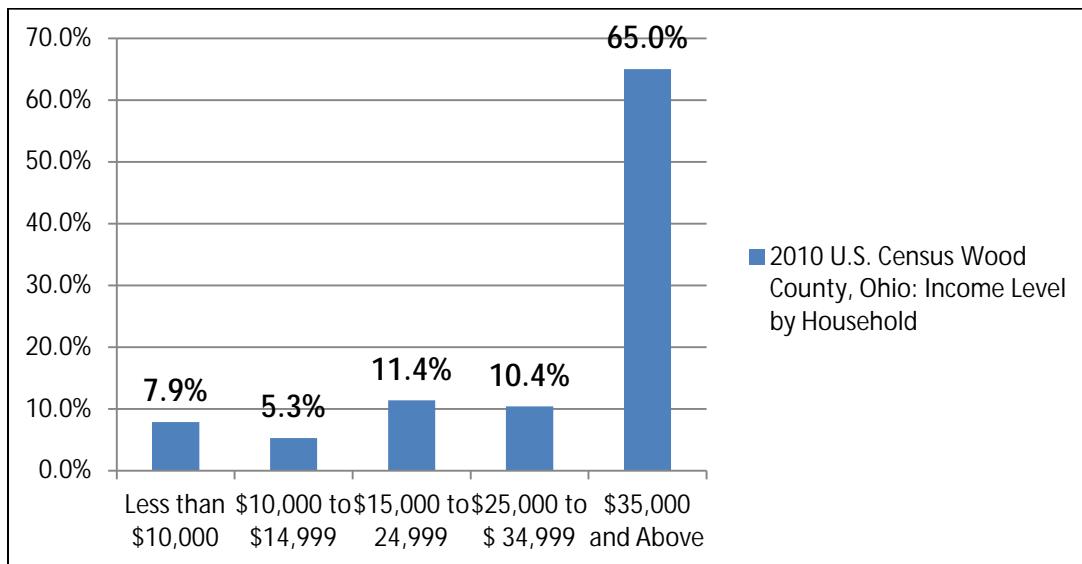
³⁵ TMACOG. Median Household Income by Census Block Groups-2010: Lucas, Wood, and Monroe Counties retrieved from: U.S. Census Bureau, Ohio Department of Transportation, and the Michigan Geographic Data Library.

³⁶ U.S. Census Bureau. 2009-2011 American Community Survey: Selected Economic Characteristics. [Data File: DP03]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_DP03&prodType=table

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vehicles, 6.5 percent shared a ride with another coworker or individual, and 8 percent choose to use alternative transportation.³⁷

Figure 2-13: Household Income Percentages in Wood County, Ohio³⁸



There is no correlation between income and the means used to commute to work. An accurate assessment of individuals using alternative transportation cannot be correlated with the statistical information in Figure 2-14 due to the low percentages reported among survey respondents for a rural county; this is a normal occurrence with statistical analyses. However, rural patterns tend to match urban ones in that individuals with lower incomes often cannot afford a vehicle of their own and must rely on alternative transportation. Factors that lead an individual to choose between modes of alternative transportation include: accessibility, affordability, availability, and connectivity. These four transportation demands will be discussed in further detail in subsequent chapters.

The next section (following Figure 2-14) explains the Federal low-income indicators of the percentage of families in poverty, individuals in poverty, median household income, and unemployment rates. These are illustrated in Figures 2-15, 2-16, 2-17, and 2-18.

In figure 2-15³⁹, the City of Fostoria contained the highest concentration of families in poverty; 34.9 percent of families in the Wood County portion of Fostoria are federally recognized as impoverished. Large concentrations (defined as 10 percent or more of total families by city/township) of impoverished individuals were identified in the City of Bowling Green and the following townships: Grand Rapids (14.6 percent), Lake (10.9 percent), Montgomery (12.9 percent), Plain (14.1 percent), and Weston (11.3 percent). Low concentrations (defined as 3 percent or less by city/township) of impoverished individuals were identified in the City of Perrysburg (2.5 percent) and these following townships: Center (0.0 percent), Jackson (2.2 percent), Middleton (0.6 percent), Washington (0.7 percent), and Webster (2.5 percent).

³⁷ The U.S. Census Bureau. Means of Transportation to Work by Workers' Earnings in the Past 12 Months (IN 2011 Inflation-Adjusted Dollars) Universe: Workers 16 Years and Over with Earnings 2009-2011 American Community Survey 3-Year Estimates. [Data File: B08119]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_B08119&prodType=table

³⁸ U.S. Census Bureau. Selected Economic Characteristics. 2009-2011 American Community Survey 3-Year Estimates. [Data File: DP03]. Retrieved from: <http://factfinder2.census.gov/>

³⁹ U.S. Census Bureau. 2009-2011 American Community Survey Data 3-Year Estimates. [Data File: DP03]. Retrieved from: <http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>

Figure 2-14: Income Range by Individual in Wood County, Ohio⁴⁰

Income Range	Wood County, Ohio			
	Total	Car, Truck, Van—Drove Alone	Car, Truck, Van—Carpooled	Other Transportation(Walked, Public Transit, Taxi, Motorcycle, Bicycle) or Worked from Home
	Estimate	Estimate	Estimate	Estimate
Workers 16 years and over with earnings	61,616 (100%)	51,561 (83.7%)	3,984 (6.5%)	4,904 (8.0%)
\$1 to \$9,999	20.2%	17.8%	18.5%	NA
\$10,000 to \$14,999	8.1%	7.4%	10.9%	NA
\$15,000 to \$24,999	14.4%	14.7%	17.1%	NA
\$25,000 to \$34,999	13.7%	14.0%	19.3%	NA
\$35,000 to \$49,999	15.4%	16.7%	10.9%	NA
\$50,000 to \$64,999	10.9%	11.3%	16.6%	NA
\$65,000 to \$74,999	5.6%	6.2%	3.6%	NA
\$75,000 or more	11.6%	11.9%	3.7%	NA
Total	100%	100%	100%	100%
Median Earnings for Workers (\$)	\$25,144			

Another indicator that is widely used, and can be seen in Figure 2-16⁴¹, is the percent of individual persons, rather than families or households, in poverty. High concentrations of low-income individuals live in and around Bowling Green (9,929 people) and the northern third of the county including: the cities of Northwood (328 people), Perrysburg (1,135 people), and Rossford (325 people) and the townships of Lake (1,478 people) and Perrysburg (1,303 people). Significantly large concentrations were also identified in these following scattered townships: Henry (423 people), Montgomery (870), Plain (406), and Weston (322).

Figure 2-17⁴² displays the median household income for cities and townships in Wood County. The lowest average median incomes were identified in Cities and Townships of: Fostoria

⁴⁰ The U.S. Census Bureau. Means of Transportation to Work by Workers' Earnings in the Past 12 Months (IN 2011 Inflation-Adjusted Dollars) Universe: Workers 16 Years and Over with Earnings 2009-2011 American Community Survey 3-Year Estimates. [Data File: B08119]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_B08119&prodType=table

⁴¹ U.S. Census Bureau. 2009-2011 American Community Survey Data 3-Year Estimates. [Data File: DP03]. Retrieved from: <http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>

⁴² U.S. Census Bureau. 2009-2011 American Community Survey Data 3-Year Estimates. [Data File: DP03]. Retrieved from: <http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>

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(\$33,571), Bowling Green (\$35,079), Bloom Township (\$47,669), Lake township (\$49,006), and Weston township (\$49,940). The largest average median household incomes were concentrated in the following four townships: Middleton (\$87,517), Washington (\$86,000), Portage (\$78,558), and Center (\$72,334). There is a wide discrepancy in household wage ranges county-wide.

The last indicator of low-income status reported here covers the average annual unemployment rates for the cities and townships taken at the time of the 2010 Census. This can be seen in figure 2-18.⁴³ The highest unemployment rate concentrations were documented in the Cities of Bowling Green (16.8 percent) and Fostoria (15.4 percent), and in Milton (12.4 percent), Montgomery (11.4 percent), Northwood (10.9 percent), Grand Rapids (10.9 percent), Weston (10.8 percent), and Henry (10.1 percent) Townships.

Average annual unemployment rates have decreased since the 2010 Census, but updated rates for subdivisions are not readily available. The Wood County rate, according to the Ohio department of Job and Family Services, has decreased from 9.7 percent in 2010 (with 6,400 unemployed), to 8.3 percent (5,500 unemployed) in 2011, 6.9 percent (4,600 unemployed) in 2012, and a slight increase to 7.1 percent (4,700 unemployed) in 2013.

Figure 2-15

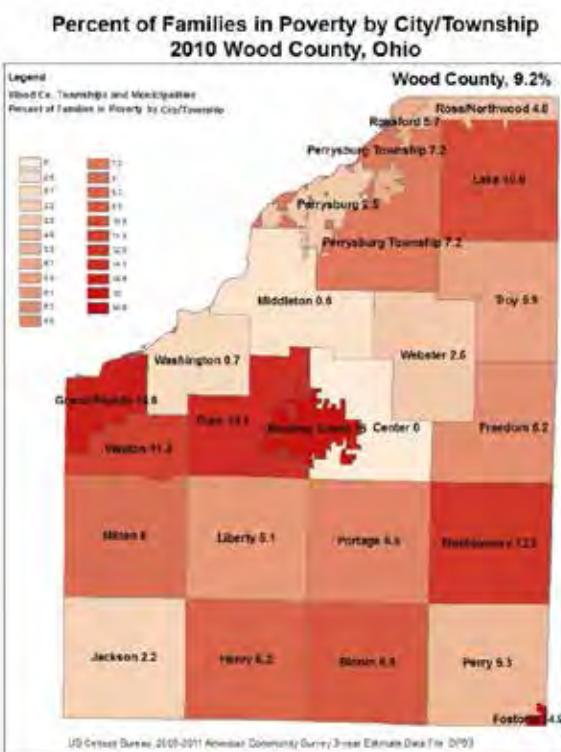
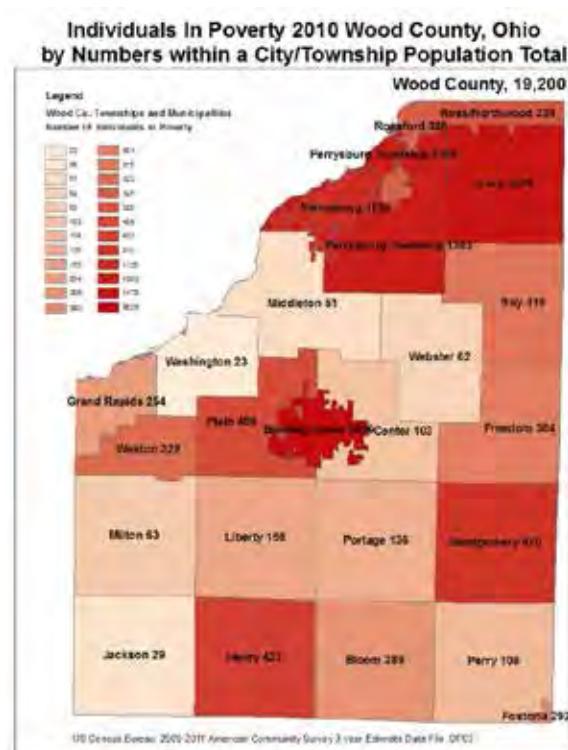


Figure 2-16



⁴³ U.S. Census Bureau. 2009-2011 American Community Survey Data 3-Year Estimates. [Data File: DP03]. Retrieved from: <http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>

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Figure 2-17

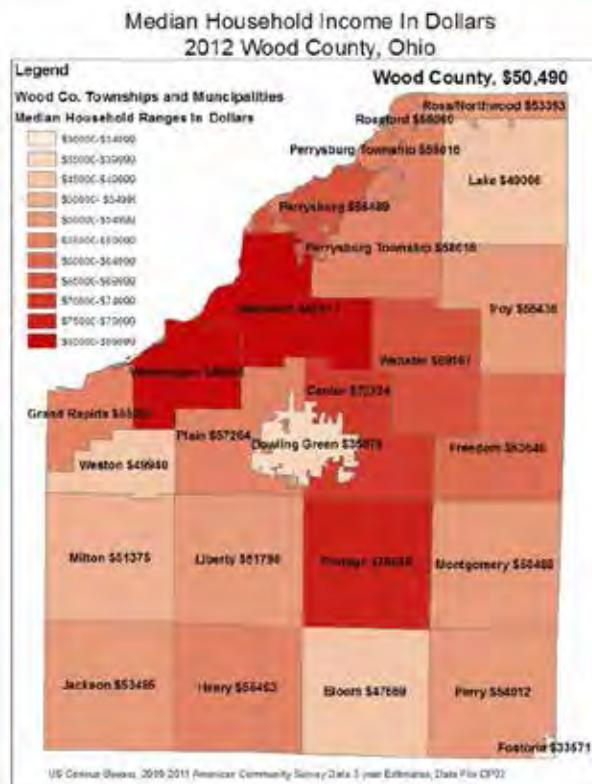
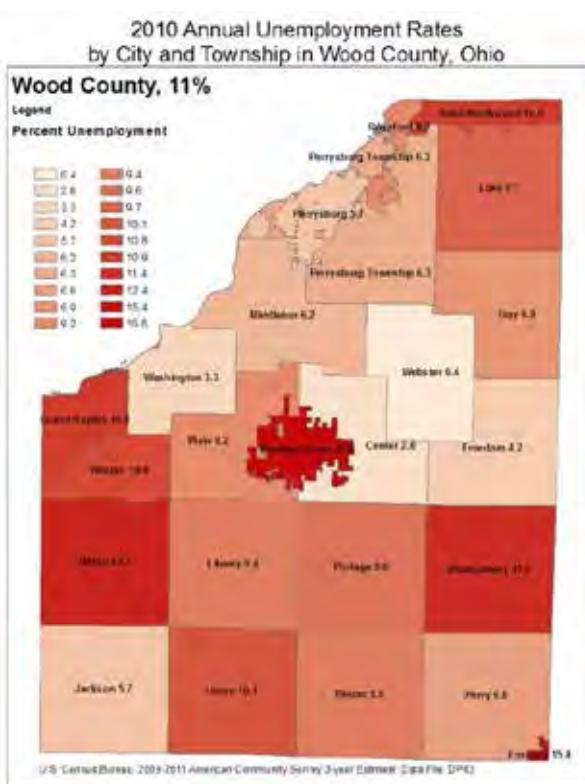


Figure 2-18



VI. Commuting Patterns

Figure 2-19 (next page) describes the ages and modes of transportation to the work place for Wood County residents who work. Of the 59,940 commuting workers in Wood County, 5,031 were workers ages 60 and over, or 8.4 percent of commuting workers. The U.S. Census acknowledges that it is difficult to estimate the number of commuters when sample sizes are so small, thus the following figures must be interpreted broadly.

Figure 2-20 shows the number of workers commuting to work by their percentage of poverty thresholds and mode of transportation. The difference between the two charts' totals (59,940 commuters in Figure 2-19 and 58,612 commuters in Figure 2-20) is part of the sampling error, a normal variance for this type of statistical data collection.

Of the 19,200 persons for whom poverty was determined in the 2010 Census, 14,209 (12.2%) had an income below 100 percent of the poverty level, 18,314 (14.6%) were between 125% and 149% of poverty level, and 22,831 (18.2%) were between 150% and 184% of the poverty level.⁴⁴

The U.S. Census provides additional information on how people travel in Wood County. As is typical for a rural county, most travelers rely on their own car, truck, or van, with 55,272 workers

⁴⁴ U.S. Census Bureau. Poverty Status in the Past 12 Months: 2008-2010 American Community Survey 3-Year Estimates. [Data File: S1701]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/sf/pages/productview.xhtml?pid=ACS_10_3YR_S1701&prodType=table

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aged 16 and over citing those vehicles as their means of transportation to work.⁴⁵

Figure 2-19: Wood County 2010 Population and mode of Transportation by Age⁴⁶

Age Group	Estimated Number of Individuals by Mode of Transportation in Wood County, Ohio						
	Total	Car, Truck, or Van --- Drove Alone	Car, Truck, or Van---Carpooled	Public Transportation (Excluding Taxis)	Walked	Other Means (Ex. Motorcycles, Bicycles, and Taxis)	Worked at Home
	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
Workers 16+ yrs	59,940	49,120	5,027	236	2,459	889	2,209
16-19 yrs	2,334	1,361	123	0	550	129	171
20-24 yrs	9,313	6,953	857	28	1,133	226	116
25-44 yrs	22,953	19,101	2,223	192	478	175	784
45-54 yrs	13,503	11,696	1,052	7	245	128	375
55-59 yrs	5,715	4,978	331	9	30	32	335
60-64 yrs	3,097	3,097	373	0	4	42	294
65 + yrs	1,934	1,934	68	0	19	157	134

Figure 2-20: Means of Transportation to Work by Poverty Status in the Past 12 Months in Wood County, Ohio.⁴⁷

Wood County, Ohio		
	Estimate	% of County Population
Total	58,612	46.7%
Below 100 percent of the poverty level	6,560	5.2%
100 to 149 percent of the poverty level	2,858	2.3%
At or Above 150 percent of the poverty level	49,194	39.2%
Car, Truck, or Van – drove alone:	48,886	40.0%
Below 100 percent of the poverty level	4,873	3.9%
100 to 149 percent of the poverty level	2,330	1.9%
At or Above 150 percent of the poverty level	41,683	33.2%
Car, Truck, or Van – Carpoled:	4,974	4.0%
Below 100 percent of the poverty level	646	0.5%
100 to 149 percent of the poverty level	245	0.2%
At or Above 150 percent of the poverty level	4,083	3.3%
Public Transportation (excluding taxicab):	236	0.2%
Below 100 percent of the poverty level	43	0.0%
100 to 149 percent of the poverty level	64	0.1%
At or Above 150 percent of the poverty level	129	0.1%
Walked:	1,491	1.2%

⁴⁵ The U.S. Census Bureau. Means of Transportation to Work by Workers' Earnings in the Past 12 Months (IN 2011 Inflation-Adjusted Dollars) Universe: Workers 16 Years and Over with Earnings 2009-2011 American Community Survey 3-Year Estimates. [Data File: B08119]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_B08119&prodType=table

⁴⁶ U.S. Census Bureau. 2009-2011 American Community Survey. [Data File: B08101]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_B08101&prodType=table

⁴⁷ The U.S. Census Bureau. American Community Survey. Means of Transportation to Work By Poverty Status in the Past 12 Months: Universe: Workers 16 years and over for whom poverty status is determined 2009-2011 American Community Survey 3-year Estimates. [Data File: B08122] Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_B08122&prodType=table

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Below 100 percent of the poverty level	611	0.5%
100 to 149 percent of the poverty level	97	0.1%
At or Above 150 percent of the poverty level	783	0.6%
	Estimate	% of County Population
Taxicab, Motorcycle, Bicycle, or Other Means:	862	0.7%
Below 100 percent of the poverty level	295	0.2%
100 to 149 percent of the poverty level	0	0.0%
At or Above 150 percent of the poverty level	567	0.5%
Worked at Home:	2,163	1.7%
Below 100 percent of the poverty level	92	0.1%
100 to 149 percent of the poverty level	122	0.1%
At or Above 150 percent of the poverty level	1,949	1.6%

It is helpful to understand where traffic patterns are most pronounced within the County, in an effort to establish where people who desire rides may most commonly need to travel. The Census provides some information on commuting and the trip to work, including the following data:

- I Of the County's 59,940 workers, 236 people take some form of public transportation.⁴⁸
- I It took residents a range of times to commute to work, with a mean travel time of nearly 20 minutes. Figure 2-21 is over a three year daily annual average for the various times that people left for their commutes and approximately how long it took each worker to arrive at their work place destination.

Figure 2-21: 2010 Time Associations with Commuting in Wood County, Ohio⁴⁹			
Time Leaving to Go to Work	% of Commuting Population	Travel Time to Work	% of Commuting Population
12:00am. to 4:59am.	2.9%	Less than 10 Minutes	21.2%
5:00am. to 5:29am.	2.6%	10-14 Minutes	16.0%
5:30am. to 5:59am.	3.8%	15-19 Minutes	16.8%
6:00am. to 6:29am.	5.8%	20-24 Minutes	16.9%
6:30am. to 6:59am.	10.1%	25-29 Minutes	7.6%
7:00am. to 7:29am.	15.7%	30-34 Minutes	10.5%
7:30am. to 7:59am.	15.8%	35-44 Minutes	5.0%
8:00am. to 8:29am.	9.2%	45-59 Minutes	3.1%
8:30am. to 8:59am.	5.0%	60 or More Minutes	2.9%
9:00am. to 11:59pm.	29.0%	Mean Travel Time to Work	19.7 Minutes

Figures 2-22 through 2-36 display the proportion of commuters by mode of transportation and by jurisdiction. In figure 2-22, the five subdivisions with the lowest percentages of individuals commuting to work by vehicle alone are: Bowling Green (64.5 percent), Fostoria (72.1 percent), Freedom Township (76.4 percent), Troy Township (82.0 percent), and Milton Township (82.3 percent). Figure 2-23 displays the communities having the highest incidence of carpooling, including Fostoria (22.5 percent), Henry Township (14.1 percent), Bloom Township (13.7 percent), Washington Township (11.9 percent), Bowling Green (11.2 percent), and Freedom

⁴⁸ The U.S. Census Bureau. Means of Transportation to Work by Workers' Earnings in the Past 12 Months (IN 2011 Inflation-Adjusted Dollars) Universe: Workers 16 Years and Over with Earnings 2009-2011 American Community Survey 3-Year Estimates. [Data File: B08119]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_B08119&prodType=table

⁴⁹ U.S. Census Bureau. Commuting Characteristics by Sex: 2009-2011 American Community Survey 3-Year Estimates. [Data File: S0801]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_S0801&prodType=table

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township (11.1 percent).

Figure 2-24⁵⁰ displays the number of individuals by percentage using public transportation as a part of the total number of commuters. The highest percentage of commuters using public transportation were located in Bloom Township (1.6 percent), Rossford (1.5 percent), Jackson Township (0.8 percent), and Montgomery Township (0.8 percent). It is evident that communities served by public transportation did not witness significant ridership by commuters to places of employment; these included two of the three areas in Wood County serviced by public transportation: Bowling Green (0.7 percent) and Perrysburg (0.0 percent). Due to the extremely low number of survey respondents for commuters using public transportation in the 2009-2011 American Community Survey, one may conclude that the map detailing public transit use in Wood County is not a good analysis of its use due to the fact that many of the highest percentages of public transportation respondents came from cities and townships not currently served by public transportation.

Figure 2-25⁵¹ displays the percentage of commuters traveling to work by other means, including bicycling, taking a taxi, and other means. Other than the City of Bowling Green (at 2.6 percent), townships surprisingly yielded the highest numbers of commuters using other means of transportation to and from the work place.

Figure 2-26⁵² shows the portion of people choosing to walk to their work place. Results varied here too; the largest percentages of respondents saying they walked were in Bowling Green (17.7 percent), Fostoria (5.4 percent) and the townships of Milton (2.9 percent), Jackson (2.2 percent), Freedom (2.2 percent), and Montgomery (1.8 percent). Low percentages of commuters walked to work in the northern half of the county including the municipalities of Northwood (0.9 percent), Perrysburg (0.9 percent), and Rossford (1.0 percent).

Figure 2-27⁵³ displays the percentage of workers who work at home. The highest concentrations of these individuals were located in the City of Perrysburg (6.0 percent) and the townships of Perry (8.2 percent), Freedom (6.5 percent), Webster (6.0 percent), Middleton (5.4 percent), and Grand Rapids (5.0 percent). Overall, townships had higher percentages of individuals working from home.

Figure 2-28⁵⁴ shows the total percentage of non-vehicle households by city/township. The highest portion of zero-vehicle households were located in the following subdivisions: Bowling Green (775 households), Perrysburg (435 households), Perrysburg Township (234 households), Lake Township (156 households), and Henry Township (105 households); altogether, Wood County had 1,948 zero-vehicle households as of 2010.

Figures 2-29 through 2-31 show the number of vehicles per household. Figure 2-29⁵⁵ displays one vehicle households by their total number per subdivision type. Figure 2-30⁵⁶ shows the

⁵⁰ U.S. Census Bureau. Commuting Characteristics by Sex: 2009-2011 American Community Survey 3-Year Estimates. [Data File: S0801]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_S0801&prodType=table

⁵¹ U.S. Census Bureau. Commuting Characteristics by Sex: 2009-2011 American Community Survey 3-Year Estimates. [Data File: S0801]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_S0801&prodType=table

⁵² U.S. Census Bureau. Commuting Characteristics by Sex: 2009-2011 American Community Survey 3-Year Estimates. [Data File: S0801]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_S0801&prodType=table

⁵³ U.S. Census Bureau. Commuting Characteristics by Sex: 2009-2011 American Community Survey 3-Year Estimates. [Data File: S0801]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_S0801&prodType=table

⁵⁴ U.S. Census Bureau. Commuting Characteristics by Sex: 2009-2011 American Community Survey 3-Year Estimates. [Data File: S0801]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_S0801&prodType=table

⁵⁵ U.S. Census Bureau. Commuting Characteristics by Sex: 2009-2011 American Community Survey 3-Year Estimates. [Data File: S0801]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_S0801&prodType=table

⁵⁶ U.S. Census Bureau. Commuting Characteristics by Sex: 2009-2011 American Community Survey 3-Year Estimates. [Data File: S0801]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_S0801&prodType=table

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number of two vehicle households by their total number per city/township, and Figure 2-31⁵⁷ displays the number of three or more vehicles per household by their total number.

Figure 2-22

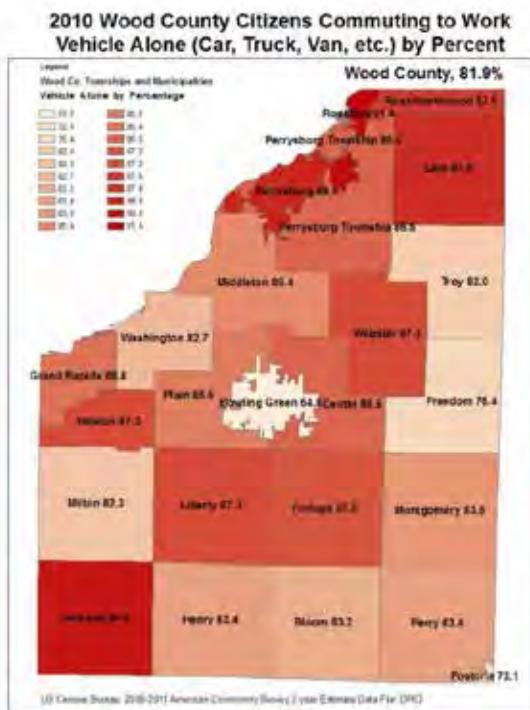


Figure 2-23

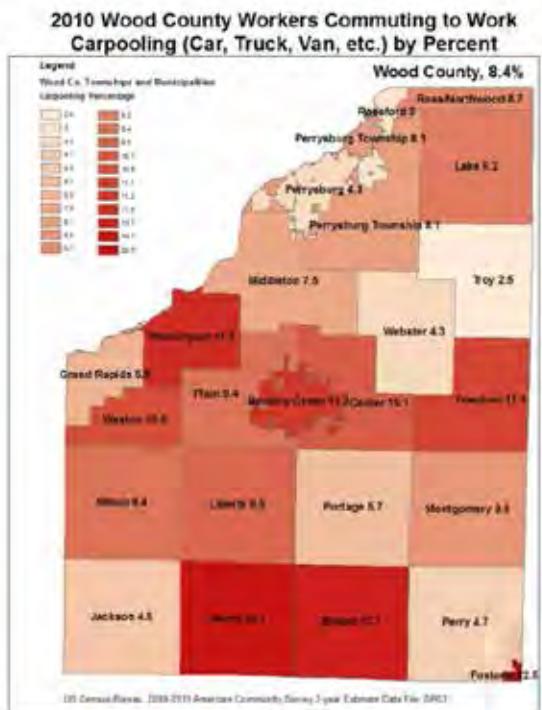


Figure 2-24

Figure 2-25

⁵⁷ U.S. Census Bureau. Commuting Characteristics by Sex: 2009-2011 American Community Survey 3-Year Estimates. [Data File: S0801]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_11_3YR_S0801&prodType=table

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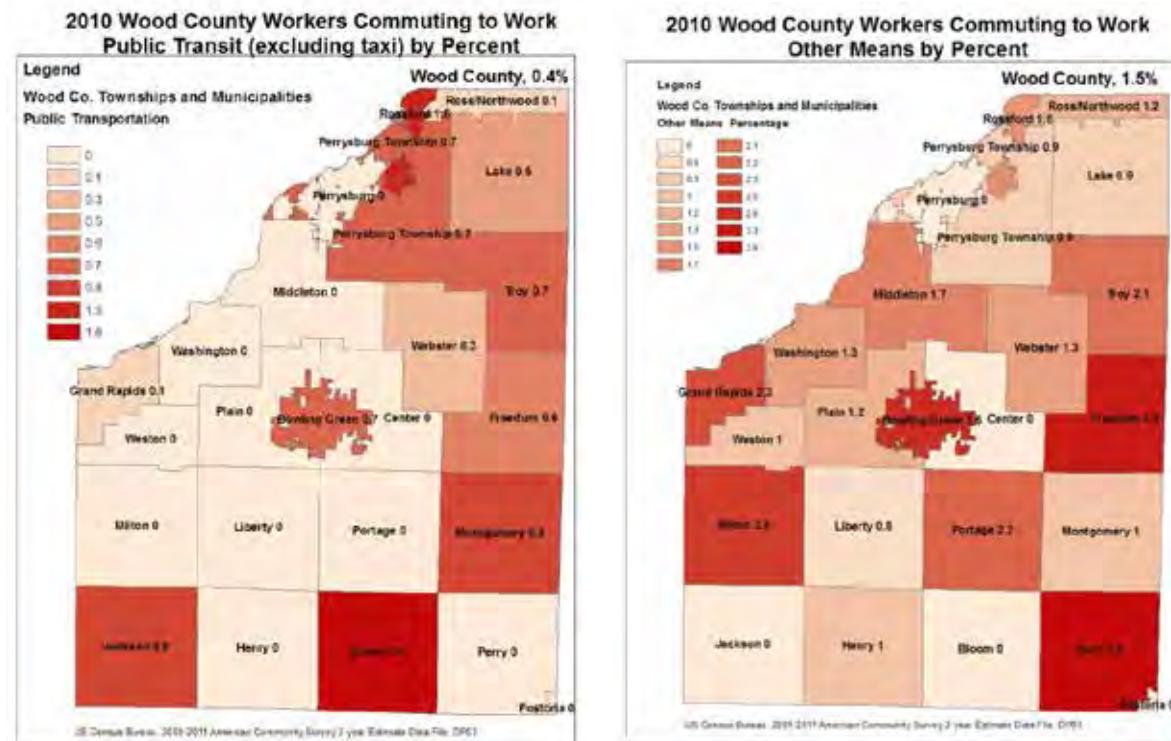


Figure 2-26

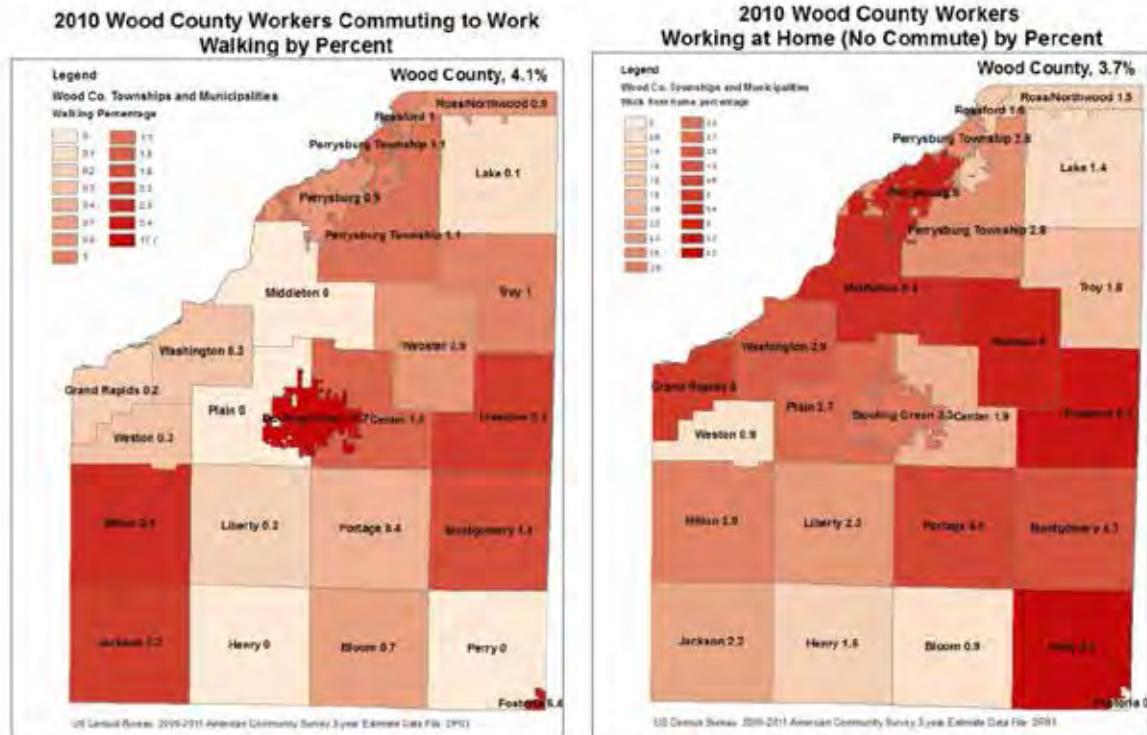
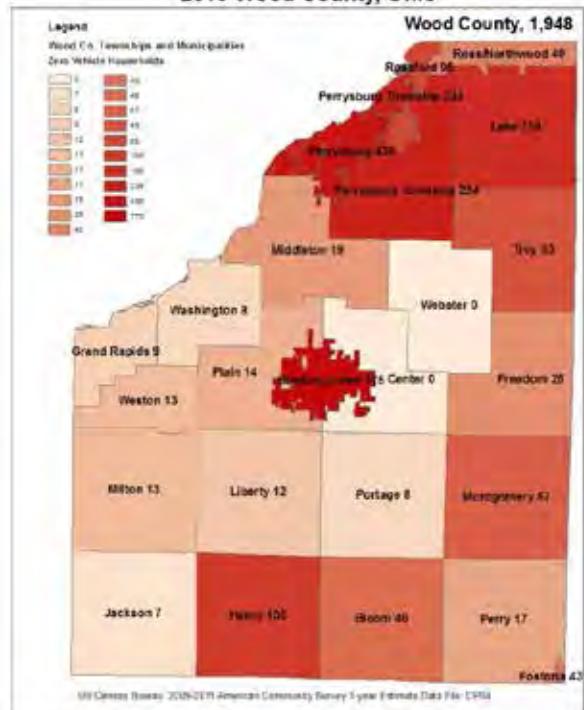


Figure 2-27

Figure 2-28

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**Zero-Vehicle Households by City/Township
2010 Wood County, Ohio**



**2010 Wood County, Ohio One Vehicle Households
by City and Township**

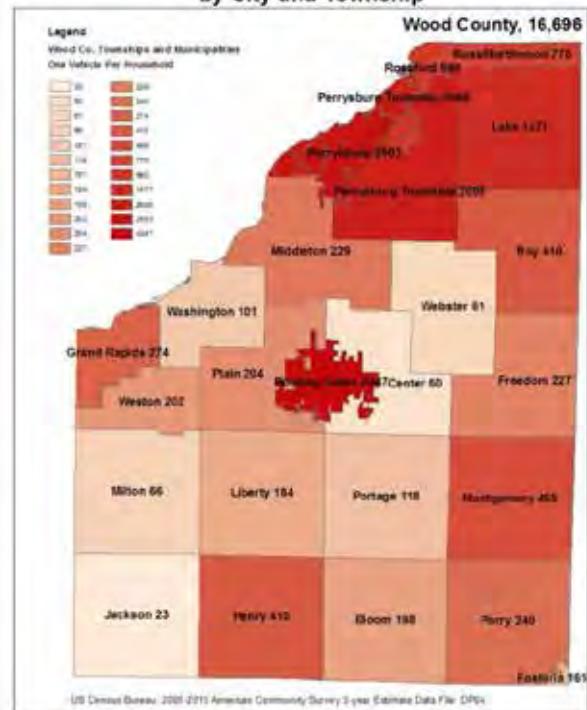


Figure 2-30

**2010 Wood County, Ohio Two Vehicle Households
by City and Township**

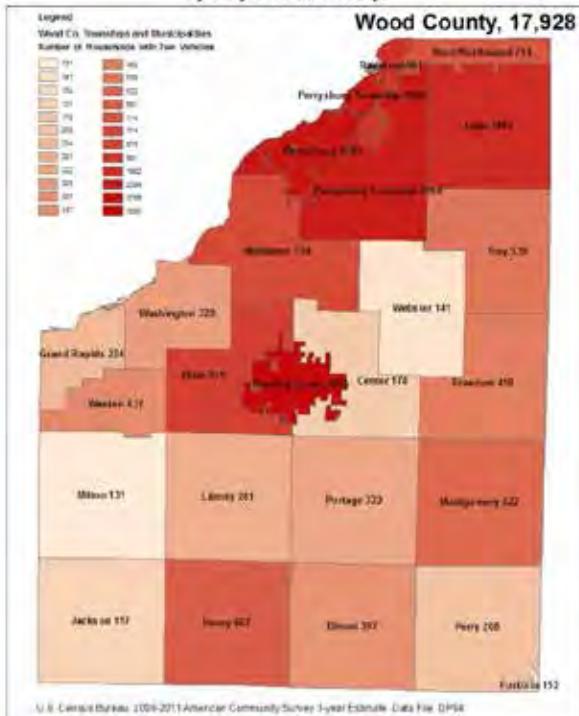
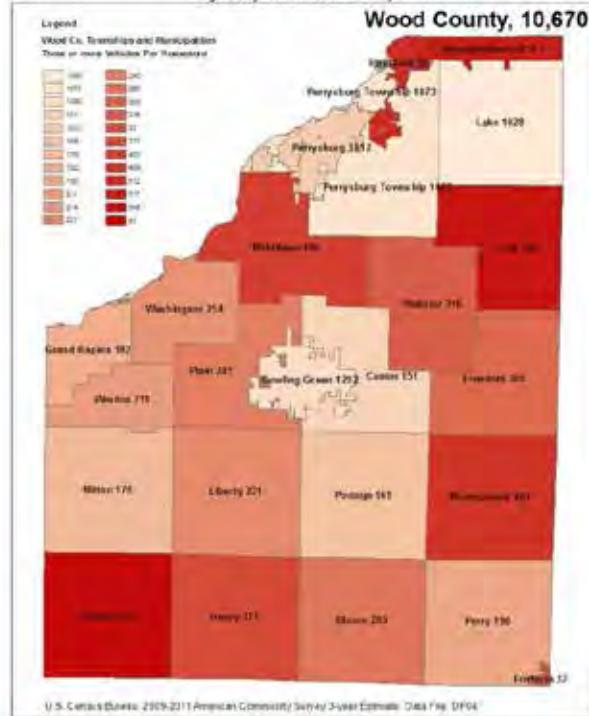


Figure 2-31

**2010 Wood County, Ohio 3- or more Vehicles per Household
by City and Township**



VII. Larger Trends in Transportation

It is important to review some of the more widespread trends in transportation and potentials for growth. The following discussion revolves around transportation observations made at the state or national level, however, many of them are ubiquitous issues, touching upon rural and urban areas.

The Ohio Department of Transportation issued a planning document entitled "Access Ohio 2004-2030". The third chapter of that document discussed trends in demographics, economics, and travel patterns. Some of the trends cited in that report provide assistance when plans are being made for local transportation services. Within the ODOT planning document, Ohio's population was projected to grow by 8.5 percent between 2000 and 2030, with the greatest growth (over twenty percent) in metropolitan fringe counties, such as Delaware and Medina.⁵⁸ Wood County is representative of an urban fringe county.

The increase in Ohio's elderly population is another expected trend. Ohio's population is aging, and the "baby boomers" comprise approximately one-third of the State's total population.⁵⁹ Between 2000 and 2030, it was projected that individuals over 65 years old would increase by 750,000 (or 49.8 percent) and those aged 35-54 years old will decrease by about 250,000 (or 7.4 percent), suggesting that there may be fewer people in the traditional workforce making trips during peak travel times.⁶⁰ Also, an increase in the number of older drivers may result in a greater mid-day peak. Although people over age 65 make 22 percent fewer overall trips than younger people, their number of non-work trips is comparable to those taken by people under 65. It is found that older men make substantially more non-work trips and travel slightly more miles than younger men, but because of their flexibility in scheduling, they tend to avoid peak times and make most of their trips between 9:00 a.m. and 1:00 p.m.⁶¹ As baby boomers continue to increase the overall profile of senior citizens throughout the state, increased longevity and declining disability rates may mean the elderly will be driving more than they do today.⁶² With more and more elderly within the County comes a potential for increased demand for coordinated human service agency transportation and public transportation.

Economic trends include an increase in the importance and proportion of service jobs in Ohio. Between 1990 and 2000, manufacturing employment fell from 22.8 percent of wage and salary employment to 18.5 percent, while service jobs increased from 24.4 to 28.8 percent.⁶³ This results in a higher proportion of nontraditional working hours, and extends the need for off-hours coordinated human service and public transportation to remain responsive to workers' needs.

Ohio's population will continue to increase slightly into 2040. The state population will grow

⁵⁸ The Ohio Department of Transportation. Division of Planning. The Office of Urban & Corridor Planning. Access Ohio 2004-2030 Statewide Transportation Plan. Print, 2004. Pg. 3-5. Retrieved from:
http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Documents/Final_Document1.pdf

⁵⁹ The Ohio Department of Transportation. Division of Planning. The Office of Urban & Corridor Planning. Access Ohio 2004-2030 Statewide Transportation Plan. Print, 2004. Pg. 3-5. Retrieved from:
http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Documents/Final_Document1.pdf

⁶⁰ The Ohio Department of Transportation. Division of Planning. The Office of Urban & Corridor Planning. Access Ohio 2004-2030 Statewide Transportation Plan. Print, 2004. Pg. 3-8. Retrieved from:
http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Documents/Final_Document1.pdf

⁶¹ The Ohio Department of Transportation. Division of Planning. The Office of Urban & Corridor Planning. Access Ohio 2004-2030 Statewide Transportation Plan. Print, 2004. Pg. 3-8 through 3-9. Retrieved from:
http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Documents/Final_Document1.pdf

⁶² The Ohio Department of Transportation. Division of Planning. The Office of Urban & Corridor Planning. Access Ohio 2004-2030 Statewide Transportation Plan. Print, 2004. Pg. 3-8. Retrieved from:
http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Documents/Final_Document1.pdf

⁶³ The Ohio Department of Transportation. Division of Planning. The Office of Urban & Corridor Planning. Access Ohio 2004-2030 Statewide Transportation Plan. Print, 2004. Pg. 3-17. Retrieved from:
http://www.dot.state.oh.us/Divisions/Planning/SPR/StatewidePlanning/Documents/Final_Document1.pdf

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from the 2010 Census total of 11,536,504 to 11,574,870 in 2020, 11,615,100 in 2030, and to 11,679,010 in 2040.⁶⁴ This is in comparison to the national population which today stands at 315,946,000 as of June 1, 2013.⁶⁵ By 2040, the U.S. population will have reached 369,821,000 individuals.⁶⁶ Today, Ohio's population represents 3.7 percent of the national population; by 2040 that figure will have fallen to 3.2 percent, conservatively. This is significant because some of Ohio's share of national resources and grant funding dollars will be diverted to other states, due to the decline in population against the national total.

⁶⁴ Dr. Jian He. Development Services Agency: Population Projections by Age and Sex. The Ohio Department of Development. Retrieved from: <http://development.ohio.gov/files/research/P6001.pdf>.

⁶⁵ U.S. Census Bureau. U.S. and World Population Clock. Accessed June 4, 2013. Retrieved from: <http://www.census.gov/popclock/>.

⁶⁶ U.S. Census Bureau. Population Division. Table 1-L. Projections of the Population and Components of Change for the United States: 2015 to 2060, Low Net International Migration Series. Retrieved from: <https://www.census.gov/population/projections/data/national/2012/summarytables.html>

Chapter 3 : Inventory of Transportation Service Providers

I. Overview of Inventory

The focus of this chapter is to list public and private human service agencies that provide either direct transportation or funding for transportation services. It is thus a listing of transportation resource in the community. The goal of the inventory is to identify service gaps in availability, coverage area, rider eligibility requirements, affordability, regional connectivity, and the overall accessibility of service.

The following list represents the general information collected from agencies and businesses through written surveys, as well as phone and in person interviews:

- 1). Formal name of the agency/organization.
- 2). Contact person, title, telephone number, email address, and street address.
- 3). Whether the agency or business contracts out to a third party transportation service provider, and if so, identification of a contact person with their title, telephone number, email address, and street address.
- 4). Location of each transportation service provider.
- 5). Number of individuals served in 2012, or the most recent year.
- 6). Number of one-way passenger trips in 2012, or the most recent year.
- 7). Number of vehicle miles driven in 2012, or the most recent year.
- 8). Fare rates charged, if any exist.
- 9). Eligibility requirements for riders, if requirements exist.
- 10). Service coverage area.
- 11). Days and hours available.
- 12). Targeted demographic group (seniors, disabled, low-income, etc.).
- 13). Type of service provided; described as demand-response, fixed route, flex route, monetary (cash vouchers), and information about available transportation service.
- 14). Whether the agency allows caregivers to ride with the rider, and the cost of the fare for the caregiver, if any exists.

- 15). Total hours of operation spent transporting riders during 2012, or most recent year, if available.
- 16). Current vehicle inventory; for each vehicle: make, model, seating capacity, ADA accessibility, and perceived condition of each individual vehicle that services the Wood County area.
- 17). Challenges faced.
- 18). Top travel destinations.
- 19). Resources used for transportation.

The inventory is organized by first identifying any changes in service providers from the 2008 Wood County Locally Coordinated Human Service plan. Next, the human service transportation providers are listed, followed by public transportation service providers, private transportation providers and taxi companies.

II. Changes in Service Providers from 2008 to 2013

A. Agencies and organizations that have ceased operation in Wood County from 2008 through 2013.

- 1.) Home Watch Caregivers-** Was a private transportation service for senior citizens. It has left the Toledo Area.
- 2.) Life Star-** A private medical transportation service ceased operation of its Wood County, Ohio service on July 1st, 2013. It serviced county wide with medical transportation.
- 3.) TARTA-** Suspended its Perrysburg City coverage on September 22, 2012 after the City of Perrysburg's residents voted via referendum to withdraw from the Toledo Area Regional Transit Authority. Ride Right temporarily operated in the city from September 22, 2012 to November 2012 and then withdrew from Perrysburg due to a lack of funding from the city; voters approved a property tax levy to support continued transportation service in May of 2013 and Ride Right operations were resumed on June 25, 2013.
- 4.) The Wood County Hospital Courtesy Shuttle-** ceased its service operation on July 1st, 2013. It served hospital visitors within the Hospital grounds.

B. Agencies and Organizations that have started operation in Wood County from 2008-2013.

- 1.) Ride Right -** resumed service coverage of Perrysburg's public transportation service as a third party transportation service contract provider on June 22, 2013. Ride Right is a for profit company that provides public transportation service.

III. Wood County Human Service Transportation Providers

A. Wood County Committee on Aging-Wood County, Ohio



The Wood County Committee on Aging (WCCOA) provides medical transportation only for area Seniors (60 and over) up to 3 times per month per individual, with service coverage as far north as Sylvania and as far south as Findlay.¹ They offer services to visit "family doctors, dentists, vision specialists, X-rays," and other medical providers in the three county area comprised of Lucas, Hancock, and Wood Counties. They also provide transportation for grocery shopping. WCCOA has two drivers; one is based in Rossford, and the other in Bowling Green.

WCCOA currently operates 12 passenger vehicles. Fleet capacity is estimated at 69 persons at any one time. Two vehicles are ADA accessible including a 2004 Ford F350 Bus with seating capacity for 11, and a 2012 Ford E-150 Van with seating capacity for 8 passengers. More detailed vehicle information can be seen below:

WCCOA Vehicle	Year	Make	Model	Seating Capacity	Current Mileage	Perceived Condition	Life Expectancy	Handicap Accessible (Yes/No)
1	2004	Ford	F-350	11	66,694	Good		Yes

¹ This section from Wood County Committee on Aging. Medical Transportation. [Web]. Retrieved from: <http://www.wccoa.net/svctransp.shtml>

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			Bus					
3	2005	Ford	Freestar	5	27,211	Good		
4	2008	Chevy	Impala	4	33,200	Good		
5	1999	DLOS	88	4	77,498	Fair		
6	2009	Ford	Taurus	4	57,717	Excellent		
7	2000	Ford	E-150 Van	5	56,669	Fair		
8	2001	Ford	Windstar	7	97,740	Fair		
9	2003	Ford	E-150 Van	5	58,989	Good		
10	2003	Ford	Taurus Wagon	8	116,511	Fair		
14	2009	Ford	Fusion	4	31,319	Excellent		
15	2010	Ford	Fusion	4	4,193	Excellent		
20	2012	Ford	E-150 Van	8	4,344	Excellent		Yes

A major concern for WCCOA is the need for county-wide public transportation coverage. WCCOA has a sliding fee scale based on incomes. Their fare is a suggested donation. A table for suggested donations recommended by WCCOA staff may be seen below:

Monthly Income	Suggested Cost-Share	Transportation Suggested Cost Per One-Way Trip
Less than \$1,387	0%	\$0
\$1,396 to \$1,628	10%	\$5.23
\$1,629 to \$1,861	20%	\$10.46
\$1,862 to \$2,093	30%	\$15.68
\$2,094 to 2,326	40%	\$20.91
\$2,327 to \$2,559	50%	\$26.14
\$2,560 to \$2,792	60%	\$31.37
\$2,793 to \$3,024	70%	\$36.60
\$3,025 to \$3,257	80%	\$41.82
\$3,258 to \$3,490	90%	\$47.05
More than \$3,491	100%	\$52.28

The contact person for the Wood County Committee on Aging is Denise Niese, the Executive Director, who may be reached at: 305 N. Main St., Bowling Green, Ohio 43402, or at (419) 353-5661, or at wccoa@wccoa.net.

B. Wood County Department of Job and Family Services- Bowling Green/Wood County

The Wood County Department of Job and Family Services (DJFS) manages the federal and state transfer payment assistance programs. Several of these programs offer indirect transportation services for the participants. DJFS provides client transportation both directly and through a contract with a third party provider, Black and White Cab, for Title XIX Non-emergency Transportation, Title XX, PRC, and Children Services Transportation. The agency prefers to provide transportation through the contracted taxi service, but as a last resort will use agency vehicles. In addition, there is a provision for gas cards for Workforce Investment Act (WIA) and Children Services Transportation. The eligibility requirements for transportation are dependent on eligibility for the various programs listed above and target primarily the low-income population. The following is a description of programs offering transportation assistance.

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· Medicaid

The Social Security Act Amendments of 1965 authorized the Medicaid program, also known as Title XIX. Medicaid is a publicly funded health insurance program that provides health coverage to families with low incomes, children, pregnant women, and individuals who are blind, aged, or disabled. The program is administered by County Departments of Job and Family Services. Depending on program eligibility, DJFS may be able to assist recipients with transportation needs to and from Medicaid-covered medical appointments with Medicaid providers through the Non-Emergency Transportation Program (NET).

· Children's Services

Transportation involves transporting parents of children involved with Children's Services for necessary appointments.

· Ohio Works First

In July 1997, Ohio Governor George Voinovich signed into law House Bill 408, the legislation that altered Ohio's welfare programs. Under this Bill, the State of Ohio adopted the name, Ohio Works First (OWF), for its counterpart to the Federal Temporary Assistance for Needy Families (TANF) program. OWF provides assistance to needy families with (or expecting) children, by furnishing parents with work, training, and other support services they need in order to attain self-sufficiency. During the in-take process, county DJFS employees conduct an appraisal of the applicant to determine which type of work-related activity is appropriate. In Wood County, OWF participants are eligible for transportation for education, training, and employment (which may include transportation to child care sites throughout the county).

All the agency cars are five passenger vehicles with the exception of one van that holds six passengers. None of the agency vehicles are handicap accessible.

	Year	Make	Model	Seating Capacity	Current Mileage	Perceived Condition	Life Expectancy	Handicap Accessible (Yes or No)	Handicap Seating Capacity
1	2005	Ford	Taurus	5		Fair		No	
2	2005	Ford	Taurus	5		Fair		No	
3	2008	Chevy	Uplander	6		Good		No	
4	2008	Chevy	Impala	5		Good		No	
5	2008	Chevy	Impala	5		Good		No	
6	2008	Chevy	Impala	5		Good		No	
7	2011	Ford	Fusion	5		Excellent		No	
8	2011	Ford	Fusion	5		Excellent		No	
9	2011	Ford	Fusion	5		Excellent		No	
10	2011	Ford	Fusion	5		Excellent		No	
11	2012	Ford	Escape	6		Excellent			

Wood County DJFS provided transportation and/or gas cards to 54 individuals in 2012. This included 2,424 one-way passenger trips. The coverage area includes Wood County and counties surrounding Wood County with occasional transportation to the Cleveland Clinic. The average cost of a trip is approximately \$40. At present the average cost per passenger mile is

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\$2.00. The agency does not charge a fare. Revenue for transportation is based on reimbursement for expenditures for those eligible for the appropriate programs, including Title XIX Medicaid Funding, Title XX Social Services Funding, PRC/TANF Funding, Workforce Investment Act Funding, Children Services Social Service, and Levy funding (which is a limited, last resort source). In 2012, the agency spent approximately \$70,000 on transportation. In 2013, the estimated expenditure was around \$34,000. For 2014 the agency is expanding the Title XIX program through subgrant agreements with various agencies.

The top travel destinations for DJFS clients are: Ruppert Center, Comprehensive Centers for Pain Management in Toledo and Lucas County, Dialysis Center of Bowling Green, and Behavioral Connections. This agency has identified transportation as a major obstacle for clients to find work and also keep a job due to unreliable transportation.² The agency identified funding as the greatest perceived challenge regarding transportation.

The contact persons for the Wood County Department of Job and Family Services for the survey information were former Assistant Director, Maricarol Torsok-Hrabovsky, and current Assistant Director, Michael Fuller, who may be reached at: 1928 East Gypsy Lane Road, P.O. Box 679, Bowling Green, OH 43402, 419-728-0190 or fullem01@odjfs.state.oh.us.

C. The Wood County Veterans Assistance Center- Wood County, Ohio.

The Wood County Veterans Assistance Center provides medical transportation to U.S. Veterans when no other means of transportation is available. Wood County Veterans Assistance Center Services data is unavailable with regard to vehicle inventory, availability of service, service coverage area, number of riders, fare rates, and eligibility of ridership.³ The contact person for the Wood County Veterans Assistance Center is Mary E. Hanna, the Executive Director, who may be reached at: 1616 E. Wooster St. Unit 22, Bowling Green, Ohio 43402, or at (419) 354-9147, or at wcvac@dacor.net.

D. Wood Lane Developmental Disabilities Board- Bowling Green/Wood County

Wood Lane DD is a school for individuals with developmental disabilities. It is overseen by the Wood County Board of Developmental Disabilities. The agency educates and provides employment opportunities to individuals with special needs, and greatly improves the quality of life for many Wood County residents. The agency has three locations: Wood Lane on Gypsy Lane, the Community Employment Component of Wood Lane and Day Habilitation located on Newton Road, and three businesses located in the Fairview Building. Transportation provided by the Wood County Board of DD is primarily to these three locations and miscellaneous community employment sites throughout Wood County.

The school educates pupils age 0-22 with educational necessities.⁴ The Wood County Board of DD operates fixed route and shuttle service. They operate 14 buses on 11 fixed-routes Monday through Friday from 6 am to 6 pm. Service coverage does not include weekends, nor is service available to the general public. Wood Lane School covers individuals in 15 school districts, but primarily educates individuals with developmental disabilities in the school districts of Bowling

² Torsok, Maricarol. Interview by Christopher Van Newhouse. WCDJFS office location. March 2013.

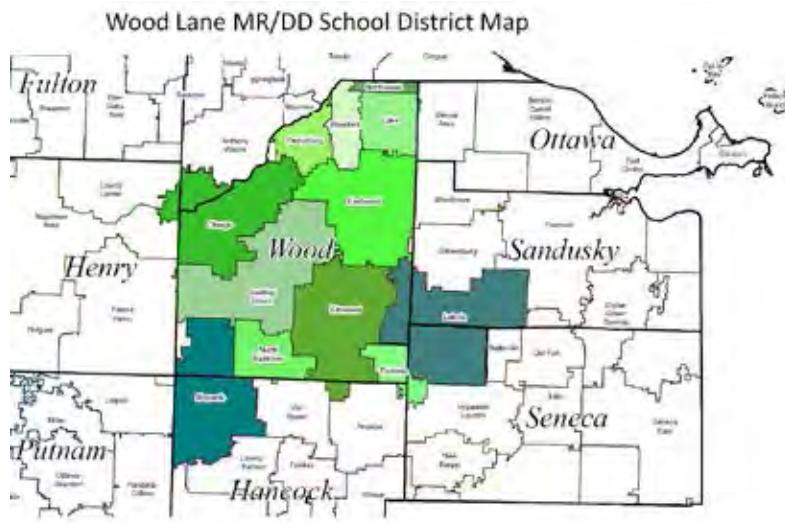
³ Wood County Veterans Assistance Center Services. Services. [Web]. (2013). Accessed: June 11, 2013. Retrieved from: <http://www.co.wood.oh.us/VeteransServices.asp>

⁴ Wood County Department of Developmental Disabilities. Wood Lane School. [Web]. Retrieved from: <http://www.woodlane.us/woodLaneSchool.php>

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Green, Eastwood, Elmwood, Lake, North Baltimore, Northwood, Otsego, and Rossford.⁵ The map below depicts the Wood Lane DD School District.

The agency also provides five shuttle vans for transportation on non-fixed routes Monday through Friday from 6 am to 6 pm. The shuttle services provide transportation for adult clients to their places of employment. Altogether, Wood Lane has a van fleet of 27 vehicles, not all of which are used to transport clients. System capacity is 350 ambulatory seats and 76 handicap seats as of December 2013.



Wood County Board of DD Vehicle Inventory									
Vehicle Number	Year	Make	Model	Seating Capacity	Current Mileage	Perceived Condition (Poor, Fair, Good, Excellent)	Life Expectancy (In Years)	Handicap Accessibility (Yes/No)	
V70	1998	Chevy	Astro		101				
V120	2000	Chevy	Express Van		37,417				
V123	2003	Ford	Econoline		64				
V138	2003	Ford	Windstar		14,551				
V139	2006	Ford	E-350 W/C		140				
V142	2006	Chevy	Van EX1		5,903				
V160	2006	Chevy	Express Van		23				
V171	2007	Ford	Econoline		20,710				
V180	2008	Ford	E-350 W/C		152				
V182	2008	Ford	Econoline		19,041				
V185	2009	Ford	E-350 W/C		111				
V194	2010	Ford	Econoline WC		93				
V196	2010	Ford	Econoline		7,878				

⁵ Wood County Department of Developmental Disabilities. Wood Lane School. [Web]. Retrieved from: <http://www.woodlane.us/woodLaneSchool.php>

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V197	2010	Ford	Econoline		7,805				
V202	2011	Ford	E-350 WC		20				
V203	2011	Ford	E-350 W/C		18				
V205	2011	Ford	E-350 W/C		23				
V207	2012	Dodge	Grand Caravan		34				
V209	2011	Ford	Econoline W/C		21,132				
V211	2012	Ford	Econoline		20,775				
V217	2013	Ford	E-350 W/C		139				
V218	2013	Ford	E-350 W/C		136				
V219	2009	Dodge	Grand Caravan		37,338				
V224	2013	Dodge	Grand Caravan		63				
V227	2013	Chevy	Express Van		19,400				
T13	1998	Chevy	Tahoe		90,591				
T218	1998	Chevy	S-10 Hot Shot		102,959				

Wood County Board of DD Bus Inventory

Vehicle Number	Year	Make	Model	Seating Capacity	Current Mileage	Perceived Condition	Life Expectancy (In Years)	Handicap Accessibility (Yes/No)
B37	2003	Thomas		72	575			
B38	2006	Thomas		72	500			
B39	2007	IC		72	924			
B40	2008	IC		72	1,090			
B41	2008	IC		72	1,090			
B42	2009	Blue Bird		72	599			
B43	2009	IC		72	1,093			
B44	2009	IC		72	1,217			
B10	2011	Blue Bird	Propane	72	584			
B11	2011	Blue Bird	Propane	72	585			
B12	2011	Blue Bird	Propane	72	580			
B13	2011	Blue Bird	Propane	72	586			
B14	2011	Blue Bird	Propane	72	584			
B15	2013	Blue Bird	Propane	72	780			

At times, Wood County Board of DD will contract transportation services out to a third party transportation service provider to supplement existing transportation services. They maintain a contract with Person Centered Services to meet this need. Their contact representative for their third party service is Steve Kiessling, who may be reached at 741 Commerce Dr. Perrysburg, Ohio 43551, or at (419) 874-4900.

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Eligibility is determined by school district, disability status, and availability of limited resources. Individuals must have a developmental disability as determined by the Wood County Board of DD to be eligible for transportation services. Clients are not charged directly for the cost of transportation; Medicaid is billed for individuals with waivers. Approximately 250 individuals were provided transportation services by Wood Lane in 2012. This equated to approximately 78,000 one-way passenger trips covering approximately 450,000 miles. Funding for their transportation budget is \$1.2 million annually, provided through local property taxes and Medicaid funding. The average cost per passenger trip is estimated at \$15.38 including all maintenance and administrative costs.

The greatest perceived challenge facing the Board of DD was noted as having enough vehicles and staff to transport adult passengers to community employment sites throughout Wood County. In addition, it was noted that the lack of Board-provided transportation on nights and weekends was also a challenge. At times, the widespread geography of Wood County contributes to difficulties in serving clients efficiently. Having either the internal resources or the availability of outside providers to cover these areas would be beneficial.

The contact person for Wood Lane DD Wood County is Scott McKeown, the Transportation Coordinator, who may be reached at: 1921 E. Gypsy Lane Rd., Bowling Green, Ohio 43402, or at (419) 352-5115, or at smckeown@woodlane.us.

E. Wood County Children's Services Association (Children's Resource Center)

The Wood County Children's Services Association offers services in child counseling, family counseling, parenting classes, and after-school therapeutic programs. Transportation is a necessary function for this organization. Their main demographic population includes children and adolescents participating in CRC treatment groups, and eligibility for transportation services is dependent upon client enrollment in the CRC Partial Hospitalization program and Intensive Outpatient programs. Eligible clients are not charged a fee for transportation services. The geographic service area includes Wood County and nearby communities.

Service availability is from 2 pm to 8 pm weekdays, and the Children's Resource Center's geographic operation is largely limited to Wood County, Ohio and its surrounding communities. The organization operates a transportation service based on flex routes which fluctuate daily. The primary destinations for transportation are the Children's Resource Center in Bowling Green, the Clients' homes, and the Clients' schools located in Wood County.

The CRC served 12,538 individuals (duplicate) in 2012. The transportation provided to service a number of these clients included 18,970 one-way trips that year. The total estimated miles traveled in 2012 by the organization's vehicles totaled 119,252 over an estimated 10,500 hours (or approximately 210 hours per week).

System capacity is limited to nine vehicles with 71 total ambulatory seats and 4 handicap seats. CRC receives 5310 funding to purchase vehicles at an 80% federal share and 20% local match. Fleet capacity is depicted on the table on the following page.

2014 Wood County Locally Coordinated Public and Human Service Transportation Plan

Children's Resource Center Vehicle Inventory								
Vehicle Number	Year	Make	Model	Ambulatory Seating (Non-Handicap)	Current Mileage	Perceived Condition (Poor, Fair, Good, Excellent)	Life Expectancy (In years)	Handicap Seating Capacity
1	2001	Dodge	Caravan	7	160,248	Fair	2yrs	0
2	2005	Dodge	Caravan	7	177,114	Good	3yrs	0
3	2006	Dodge	Caravan	7	155,932	Good		0
4	2007	Ford	Econoline	10	79,309	Good		1
5	2008	Chevy	Uplander	7	89,568	Good		1
6	2010	Ford	Econoline	12	56,709	Excellent		0
7	2010	Dodge	Caravan	7	50,660	Excellent		1
8	2012	Dodge	Caravan	7	38,856	Excellent		1
9	2013	Dodge	Caravan	7	5,631	Excellent		0

CRC noted that the greatest perceived challenge the agency faces in regards to transportation is funding sources. They indicated that the size of Wood County makes it expensive to service clients.

CRC spent approximately \$187,809 in 2012 for transportation related expenses at an estimated cost of \$1.57 per mile. CRC's investment in transportation services is for direct operation with no third party contracts. It was noted that transportation costs have historically been rolled into the service cost (mental health) with no revenue recovered.

The contact person for the Wood County Children's Services Association, doing business as Children's Resource Center, is Janelle C. LaFond, the Executive Director, who may be reached at 1045 Klotz Rd. Bowling Green, Ohio 43403, or at (419) 352-7538, or at janelleL@crc.wcnet.org.

F. Wood County Alcohol and Drug Addiction and Mental Health Service Board

The Alcohol, Drug Addiction and Mental Health Services Board and its affiliated agencies offer a wide variety of quality programs and services. Their mission statement reads: "The Wood County Alcohol, Drug Addiction and Mental Health Services Board advocates, plans, develops, funds, manages and evaluates community-based mental health and addiction prevention, treatment, and recovery services to improve the quality of life for the citizens of Wood County." Through December 2013 the ADAMHS Board contracted with CRC to provide intensive partial hospitalization program which contained an element of transportation within the per diem cost. Into 2014 that transportation cost will now be covered by Title XIX Non-Emergency Medical Medicaid funding from DJFS. Also the ADAMHS Board funds the Behavioral Connections Center to provide for social and recreational programming for adults with severe persistent mental illness, and transportation has been part of the unit cost. Behavioral Connections has since eliminated the transportation service due to issues related to the maintenance of vehicles and the hiring of qualified van drivers.

Most services offered by the ADAMHS Board are partially supported by Wood County levy funds and are accessible to all residents. Some services are provided, without cost, while others have a fee based on ability to pay. Contact information: 745 Haskins Road, Suite H, Bowling Green, OH 43402. Phone number 419-352-8475 or wcadamhs@wcadamh.org.

IV. Wood County Public Transportation Agencies

Service coverage of existing public transit services currently targets four localities: the cities of Bowling Green, Fostoria, Perrysburg, and Rossford. The City of Bowling Green operates BG Transit. Seneca County Agency Transportation (SCAT) currently services the Fostoria city limits in southeastern Wood County. The City of Perrysburg provides public transportation through the third party provider, Ride Right based out of St. Louis, Missouri and the City of Rossford is currently serviced by TARTA, the Toledo Area Regional Transit Authority. Thus, the population of Wood County currently served by public transportation is 58,043 (or 46 percent) of the county's 125,488 inhabitants. It is important to note that trip generation is not limited to the corporations of Bowling Green, Fostoria, Perrysburg, and Rossford. A regional issue persists with interconnectivity between villages, townships, municipalities, and counties within the surrounding northwest Ohio region. Many shopping districts, medical facilities, grocery stores, other retail stores, government services, employment locations, family or friends' residences, and educational opportunities for village and township residents exist in the surrounding settlements and districts, which at this time are not serviced by public transportation service.

A. BG Transit

BG Transit is a small public rural transit system operating within the City limits of Bowling Green. The Authority, which is under the administration of the City of Bowling Green, is funded by ODOT. The grantee for funding is thus not the County, but rather the City of Bowling Green.⁶ As such, the rural portions of Wood County which do not fall within the jurisdiction of TARTA through the Toledo Urbanized Area and which are beyond the Bowling Green city limits are not served by public transportation.

BG Transit contracts the operation of its transportation service to Black and White Cab Company based in Toledo, Ohio. Black and White Cab Co. supplies operating drivers, dispatch service, and expertise, while the City of Bowling Green owns and supplies the vehicles and is responsible for vehicle maintenance and grant management.⁷ A rider survey with 47 respondents conducted in 2011 showed that 77 percent scored their overall satisfaction with the service as excellent with 23 percent noting it was very good. Three themes were identified as a plan of action based on the survey results: 1.) Continued development and implementation of annual marketing plans for the B.G. Transit, 2.) Sustained, ongoing B.G. Transit passenger education efforts, and 3.) Maintenance of marketing and passenger education campaigns which stress B.G. Transit as public transportation and not a taxi system.

⁶ ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from: <http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication>StatusOfPublicTransitinOhio2012.pdf>

⁷ Bradely, Tina. Interview.



BG Transit is a demand-response rural transit system operating within a ten square mile region and serving 30,089 Wood County citizens.⁸ The system operates seven handicap accessible vehicles, including six modified minivans and one converted van, as of June 1, 2013. Total system capacity is 42 ambulatory passengers and 14 wheelchair passengers at high capacity peak operation. Their demand and response service fares are \$3.50 for base riders and \$1.75 per elderly and disabled riders; in the event that a passenger requires a caregiver, that attendant rides for free. All fare prices are one-way. Standard hours of operation for the public transit service are Monday-Friday from 6:00 am. to 8:00 pm and Saturdays from 10:00 am. to 4:00 pm. There is no current service coverage on Sundays or holidays. In 2011, B.G. Transit transported 36,211 passengers, of which 29,886 were elderly or disabled.

BG Transit is a 5311 funded system with a total annual operating cost for FY 2012 of \$567,183, which included: \$485,697 (85.6%) spent on operations and \$81,486 (14.4%) spent on administrative overhead. Sources of revenue included federal grants (\$249,448 or 44.0%), state grants (\$83,524 or 14.7%), state grants (elderly and disabled persons; \$52,131 or 9.2%), local grants (\$8,774 or 1.6%), general fare collection (\$68,287 or 12.0%), and other revenues (\$105,019 or 18.5%). It is important to note that a 50 percent match is required for a 5311 Rural Transit System and a portion of that match is contributed by contracts with the Wood County Board of Developmental Disabilities and the City of Bowling Green Community Development Block Grant funds as well as the City of Bowling Green General Fund. Operating expense per vehicle mile measured \$4.25, and the average operating cost per passenger trip was \$15.66, equating to an overall recovery ratio of 12.04 percent.

The contact person for B.G. Transit is Tina Bradley, the Grants Administrator, who may be reached at: The City of Bowling Green on 304 N. Church St., Bowling Green, Ohio 43402, or at (419) 354-6203, or at bgrants@bgohio.org.

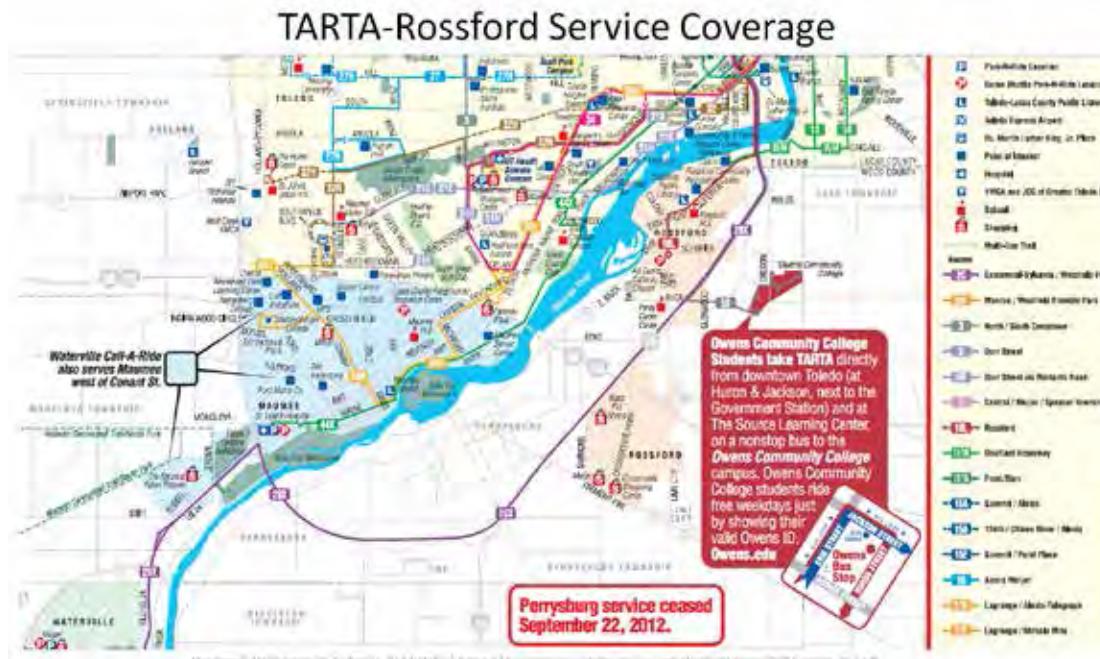
⁸ Data in this section is derived from ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from: <http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication>StatusOfPublicTransitInOhio2012.pdf>

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B. TARTA- Rossford Service Coverage

The Toledo Area Regional Transit Authority (TARTA) is an Urban Transit Authority operating in Lucas and Wood Counties in northern Ohio. It covers only the community of Rossford in Wood County. The City of Perrysburg used to be serviced by TARTA but its citizens voted to opt out of the transit agency in 2012.

In 2011, TARTA's Rossford ridership numbered 65,200 trips on Call-A-Ride and fixed-route transit programs; 890 using the Muddy Shuttle, and 500 that used TARPS ADA Transit service.⁹ Rossford specifics are unknown, but system-wide, TARTA has nine community members, operates 37 routes and 11 park and ride locations, operates a \$28 million dollar budget with 325 employees, and has an inventory of between 96 to 154 full-sized buses and 72 minibuses all of which are ADA accessible with an average cost \$1.00 per fare ride.^{10¹¹} The system size is 150 square miles and it serves approximately 407,784 Northwest Ohio citizens. TARTA has a recovery ratio of 16.8 percent.¹² One feature of TARTA is that its source of revenue funding is largely through property taxes, which is unusual in the state of Ohio.



TARTA operates several services in and around the City of Rossford. Rossford is serviced by 2 fixed routes, Route 10L which follows Lime City Road, Superior St., and Miami St.; and Route 50 which serves the Owens Community College Campus. Route 50 serves downtown Toledo and the Owens Campus alone and is considered an express route with no stops in between. Routes 10, 10L, and 50 operate the following schedules as seen below:

⁹ TARTA March 2012 Community Report: City of Rossford. [Print].

¹⁰ The Toledo Blade. Shrinking TARTA Agrees to sell 11 Buses: Surplus Vehicles go to SW Ohio. (May 3, 2013). [Web]. Accessed: June 12,2013. Retrieved from: <http://www.toledoblade.com/local/2013/05/03/Shrinking-TARTA-agrees-to-sell-11-buses.html>

¹¹ TARTA March 2012 Community Report: City of Rossford. [Print].

¹² ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from: <http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication>StatusOfPublicTransitInOhio2012.pdf>

TARTA-Rossford Route 10L



419-243-RIDE
(419-243-7433)
tarta.com

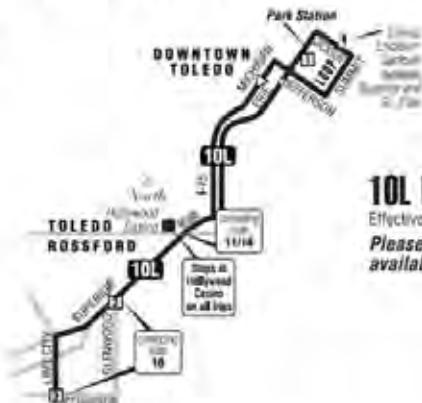
10L Monday-Friday Inbound (to Downtown)

6:55 AM	7:21 AM	7:47 AM
6:55	7:00	7:00
7:00	7:05	7:00
7:10	7:15	7:00
7:17	7:27	7:00

10L Monday-Friday Outbound (from Downtown)

6:30 AM	6:48 AM	6:45 AM
6:30	6:48	6:45
7:00	7:50	7:47
4:00	4:10	4:17

NOTES: • Diversion: Lineup on Jackson between Superior and St. Clair.
No service available: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.
Shaded areas denote afternoon times.



10L Rossford

Effective August 26, 2012

Please note casino service is available on route 10L.



10L

TARTA-Rossford Route 50

50



50 Owens Community College Express

Effective January 6, 2013



419-243-RIDE
(419-243-7433)
tarta.com



Fares and General Information

Adults and students—each trip	\$ 1.30
Children under age 4 go free (not included)	.98¢
Senior Citizens*	.50¢
Persons With Disabilities*	.50¢
Nectria Card Holders	.50¢
Tokens—10¢	.50¢
Wheel Chair	\$10.00
Monthly Pass	\$49.00
Senior/Classical/Wheel Pass**	\$ 5.00
Senior/Disabled Monthly Pass**	\$50.00
North TARTA Reduced Fare ID Card or Medicare Card	
Tokens and weekly passes are available at most area banks and TARTA offices, 1127 W. Central Ave., 419-243-RIDE (419-243-7433) TARTA.com, TTY users: 7-1-1 or 1-800-759-0730	
Schedules are subject to change without notice.	

All Selected Service is Open To The Public

- Waiting for a Bus
 - If stop is before an intersection...
 - ...wait here near intersection
 - If stop is after an intersection...
 - ...wait here near sign
 - If stop is mid-block...
 - ...wait here toward sign

50
Bus Route
Schedule and Map

50

50 Owens Community College Express

Effective January 6, 2013

How to Ride to Owens?
Hop on at Huron & Jackson to a northbound bus to Owens Community College weekdays just by showing your valid Owens Student ID.

Don't have an Owens ID?
Pay the regular 14¢/trip fare or show your OHIO weekly or monthly pass.



419-243-RIDE
(419-243-7433)
tarta.com 100%

Map Source: TARTA Spring 2013 Schedule. [PDF DataFile]. Retrieved from <http://www.tarta.com/wp-content/uploads/routes/50.pdf>

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In addition, TARTA provides Rossford with a demand-response transit service called Rossford Call-A-Ride. All fare rates for the three services have a flat, one-way rate of \$1.00 for adults and students, 50¢ for senior citizens, 50¢ for Medicare card holders, 50¢ for persons with disabilities, and children 6 and under ride for free.¹³ TARTA services for Routes 10, 10L, and 50 with time availability vary widely, and are shown in the figures above. For individuals wishing to use the Call-A-Ride service, the rider must call the TARTA dispatch center one to two hours in advance of the time they would like the pick-up service, and service coverage is limited to the city of Rossford.

TARTA offers two additional transportation services, both of which cover sporting events. During the Toledo Mud Hens (AAA) baseball games, TARTA offers the Muddy-shuttle, with transportation to the stadium at Washington Street from All Saints Catholic Church's parking lot on Lime City Road in Rossford. The shuttle fares are standard, and the shuttle leaves one hour prior to the game start and departs 20 minutes after the finish of the game or 20 minutes after the post-game fireworks if and when they are held. The service schedule operates the exact same way for the Walleye Shuttle to Toledo Walleye hockey games. The pick-up locations and departure and arrival schedules work the same way as the Muddy Shuttle, except that the downtown drop-off location is near the Huntington Center.

The greatest challenges noted on the survey by TARTA were: funding to meet demand, senior ridership up by 8 percent, more people looking for service with less money, and urban sprawl. It was noted that it is getting more difficult to provide services because of the growth on the urban fringe. The number one trip purpose identified was getting people to work.

The contact person for TARTA's Rossford Services is James K. Gee, the General Manager, who may be reached at: 1127 W. Central Ave. P.O. Box 792, Toledo, Ohio 43697-0792, or at (419) 245-5222, or at jgee@tarta.com.

C. Ride Right/Perrysburg Transit- City of Perrysburg

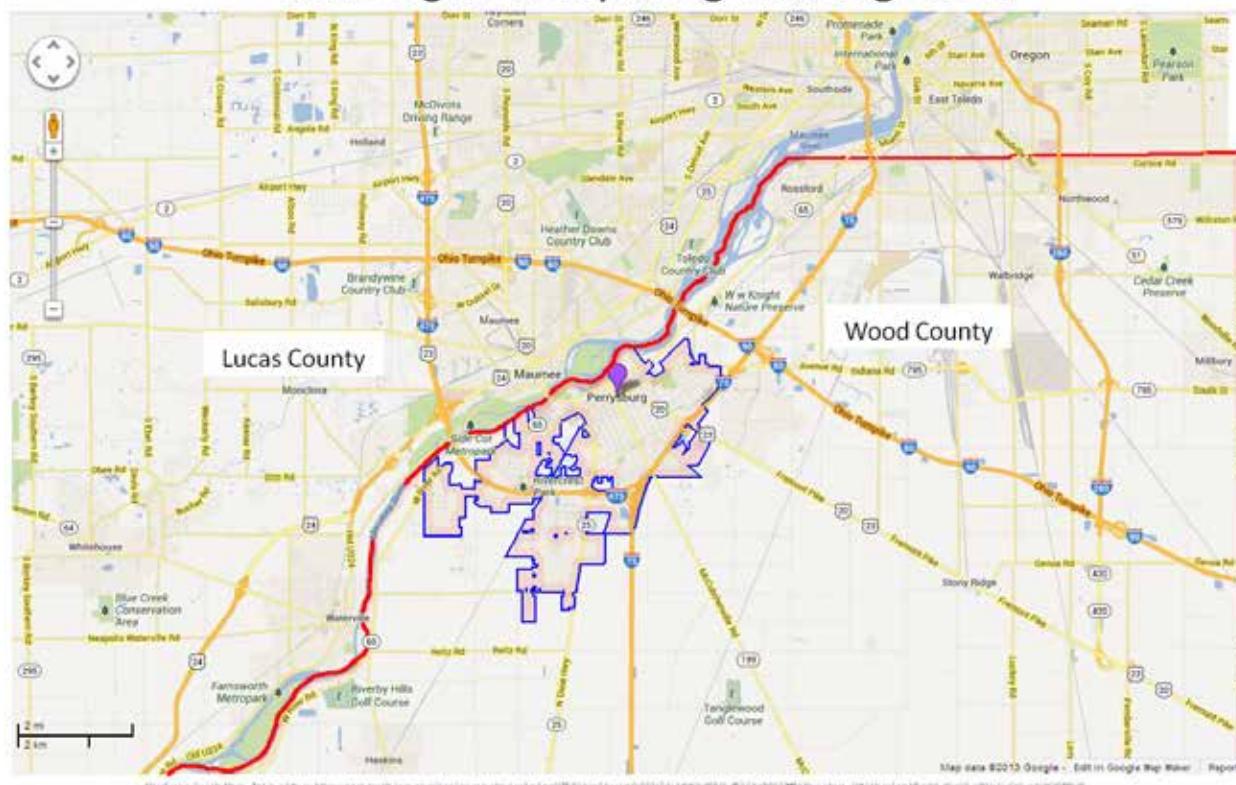
Ride Right is a private sector transportation provider based in St. Louis, Missouri. Ride Right temporarily operated in Perrysburg from September 22, 2013 to November 27, 2013, or until funding expired for the service. In May of 2013, Perrysburg voters overwhelmingly approved a new property tax to fund Ride Right services once again, and Ride Right resumed service for the City of Perrysburg on July 1, 2013.¹⁴ Service is currently limited to the City of Perrysburg as a demand response service with transfer points in Maumee and Rossford, Ohio. The formal name of Ride Right's operation in the city is known as Perrysburg Transit.

Ride Right operates a demand response system with a fleet of three Dodge Caravans and services the areas in Perrysburg and the immediate surrounding areas. The total handicap capacity is six seats and non-wheelchair passenger capacity is seven seats. Fares are \$1.00 per one-way trip, and passengers must be 13 years old or older to ride by themselves. Funding sources for Perrysburg Transit are provided through a property tax levy which provides \$450,000 a year for transportation service. Fare revenues provide an additional estimated \$12,000 annually.

¹³ TARTA. Information in this section is from TARTA Bus Route Timetable and Map. 10L Rossford. 10 Rossford. And Route 50. [Print], Muddy Shuttle Schedule, Walleye Shuttle Schedule.

¹⁴ Thompson, Matt. The Toledo Blade. Ride Right Service to Restart Week Early on June 24. (June 10, 2013). Accessed: June 10, 2013. Retrieved from: <http://www.toledoblade.com/local/2013/06/10/Ride-Right-service-to-restart-week-early-on-June-24.html>

Ride Right- Perrysburg Coverage Area



Perrysburg Transit has ten staff members covering the following hours of operation: Monday through Friday from 6:00 am. to 9:00 pm., Saturdays from 8:00 am. to 9:00 pm., and Sundays from 8:00 am to 9:00 pm.¹⁵ Peak system capacity is seven ambulatory passengers and six handicap passengers bringing the total fleet capacity to 13 passengers at any one time.

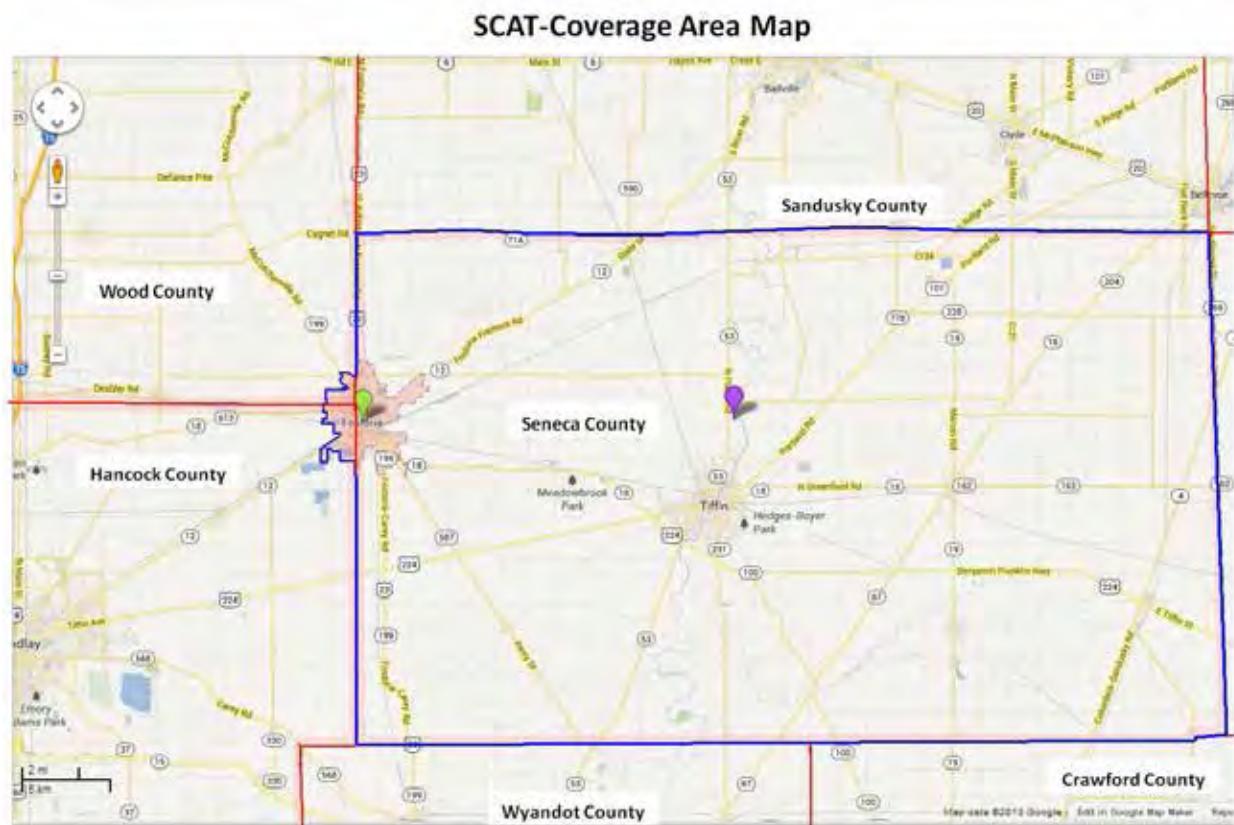
Perrysburg Transit								
Vehicle Number	Year	Make	Model	Seating Capacity	Current Mileage	Perceived Condition (Poor, Fair, Good, Excellent)	Life Expectancy (In Years)	Handicap Accessibility (Yes/No)
1	2012	Dodge	caravan	3		Good		Yes -2
2	2009	Dodge	caravan	2		Good		Yes – 2
3	2008	Dodge	caravan	2		good		Yes - 2

The top travel destinations for Perrysburg Transit have been Meijer, Way Public Library, Maumee Municipal Building, Hilton Garden Inn, WalMart, YMCA, Levis Commons, and Kroger.

The contact person for the City of Perrysburg is Tim Fischer, Deputy Finance Director, who may be reached at: 201 W. Indiana Ave., Perrysburg, Ohio 43551, (419) 872-7882, or at tfisher@ci.perrysburg.oh.us. The contact phone number for Ride Right, LLC, operating as Perrysburg Transit, is 419-872-8430.

¹⁵ Thompson, Matt. The Toledo Blade. Ride Right Service to Restart Week Early on June 24. (June 10, 2013). Accessed: June 10, 2013. Retrieved from: <http://www.toledoblade.com/local/2013/06/10/Ride-Right-service-to-restart-week-early-on-June-24.html>

D. Seneca County Agency Transportation (SCAT)-Fostoria City Citizens Only



Seneca County Agency Transportation (SCAT) services only the City of Fostoria in Wood County. SCAT is a publicly funded transportation service provider that serves the citizens of Seneca County and selected citizens who live in the City of Fostoria in Hancock and Wood counties. Transportation coverage into Wood County does not exceed the Fostoria City corporation limit. SCAT is a demand-response public transportation service.¹⁶

SCAT operates 550 square miles and serves 62,579 people in its service area. SCAT operates weekdays 5:00 am to 6:00 pm. Their vehicle fleet operates 26 gasoline powered vehicles, and it consists of 5 modified minivans, 1 standard minivan, 5 converted vans, 14 light transit vehicles-all narrow body make, and 1 AO transit vehicle. Total ambulatory seating capacity (non-Wheelchair seating) is 195 persons with an additional 46 seating areas designated for wheelchair accessible riders, bringing their total fleet capacity to 241 individuals. Of these, six vehicles operate in the City of Fostoria and they include five ten-passenger vans and one fourteen-passenger van. SCAT operates with 28 operational staff and two administrative staff. Fare rates for the City of Fostoria range from three to five dollars, depending on distance travelled. Fare rates are \$3 for trips up to 3 miles, \$4 for trips between 3 and 7 miles, and \$5 for trips longer than 7 miles; pricing is for one-way trips only. Elderly and disabled residents may qualify for discounted fares.

¹⁶ Data in this section is from ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from: <http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication>StatusOfPublicTransitInOhio2012.pdf>

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Total annual operating cost for FY 2012 was \$742,501 which included: \$605,798 (81.6%) spent on operations and \$136,708 (18.4%) spent on administrative costs. Sources of revenue included: federal grants (\$310,192 or 41.8%), state grants (\$39,497 or 5.3%), state grants (elderly and disabled persons \$0/0.0%), local grants (57,740/7.8%), general fare collection (16.5%), contract fares (\$200,430 or 27.0%), and other revenues (\$12,525 or 1.7%). Operating expenses per vehicle mile averaged \$1.70, and the average operating cost per passenger trip was \$12.17, equating to an overall recovery ratio of 43.44 percent.¹⁷

The contact information for Seneca County Agency Transportation tor (SCAT) Offices is: 3446 S. Twp. Rd. 151 P.O. Box 922, Tiffin, Ohio 44883, or at (419) 448-7344, or at scat@bright.net.

E. Toledo Metropolitan Area Council of Governments (TMACOG) Share-a-Ride- NW Ohio

TMACOG is a consortium of municipalities, townships, and counties in Northwestern Ohio and Southeastern Michigan who provide a coordinating and legal framework with which to approach regional issues. TMACOG provides much of the transportation planning in the region.

TMACOG operates SHARE-A-RIDE OHIO which is a carpool and vanpooling service for commuters with scheduled daily commutes. TMACOG provides guaranteed ride home service for residents in Monroe County, Michigan, and Lucas and Wood Counties in Ohio; TMACOG will reimburse the rider up to 4 times a year the cost of their commute by cab, bus, or car rental for a missed ride service in the event of an emergency or unscheduled work schedule deviation.¹⁸ Individuals wishing to use the service must register with Share-a-Ride Ohio through the following link: <http://www.rideshareohio.com/rp/service.asp?Authenticated=False>. Individuals wishing to inquire more information may reach TMACOG officials at (419) 241-1919 Ext. 132. All vehicle provision is at the consent and registration of the registrant.¹⁹

The contact person for transportation within TMACOG is Diane Reamer-Evans, the Transportation Project Manager, who may be reached at: 300 Martin Luther King Jr. Dr. Suite 300, Toledo, Ohio 43604, or at (419) 241-9155 Ext. 117, or at evans@tmacog.org.

V. Private Transportation Service Providers

A. Bowling Green Christian Missionary Alliance Church- Bowling Green

The Bowling Green Christian Missionary Alliance church has a 10-15 passenger shuttle bus that they use to pick up parishioners in the Bowling Green area for Sunday morning services. Individual trip generation requests are subject to change in service, coverage, availability, and fare costs at the discretion of the Transportation Administrator. Those wishing to use the shuttle for transport to and from the church on Sunday mornings may call Nate Tucker, the Transportation Administrator at (419) 352-3623 or reach him at transportation@bgalliance.org.

B. BG Airport Shuttle- Bowling Green, Ohio

BG Airport Shuttle is based in Bowling Green and operates a 24 hour / 7day a week transportation service. BG Airport Service operates a minimum fleet of two vehicles, with at

¹⁷ ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from: <http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication/StatusOfPublicTransitinOhio2012.pdf>

¹⁸ TMACOG. Guaranteed Ride Home. (2013). [Web]. Retrieved from: <http://www.tmacog.org/grh.htm>

¹⁹ TMACOG. Share-A-Ride. (2013). Accessed: June 11, 2013. [Web]. Retrieved from: <http://www.tmacog.org/share.htm>

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least one 8-passenger SUV and at least one 4-passenger sedan, bringing their ambulatory fleet capacity to 12 passengers. At this time, BG Airport Shuttle does not have ADA accessible service. This is a private, curb-to-curb transit service and is open to the general public. Top travel destinations include regional airports and bus stations. Fare rates for common destinations and service policies for BG Airport Shuttle service can be seen below; rates are subject to change.

Fares/Fees/Services offered by BG Airport Shuttle

Sedan Service Bowling Green to:

Detroit Airport

\$102, 1-2 persons, one way, one pick-up, one drop-off, one payment.
\$60 per person, two to seven passengers, one way, multiple pick-up and/or drop-off locations, multiple payments.

Toledo Airport

\$52, 1-2 persons, one way, one pick-up, one drop-off, one payment.
\$35 per person, two to seven passengers, one way, multiple pick-up and/or drop-off locations, multiple payments.

Toledo Amtrak, Greyhound, Megabus

\$45, 1-2 persons, one way, one pick-up, one drop-off, one payment.
\$30 per person, two to seven passengers, one way, multiple pickup and/or drop-off locations, multiple payments.

Cleveland, Columbus, Dayton Airport

\$230, 1-2 persons, one way, one pick-up, one drop-off, one payment.
\$136 per person, two to seven passengers, one way, multiple pickup and/or drop-off locations, multiple payments.

For SUV service add:

\$20 to Toledo destinations.
\$30 to Detroit Airport.
\$60 to Cleveland, Columbus, Dayton Airports.

Additional Fees for Sedan and SUV car service:

- \$10 each additional stop, 10 minute wait.
- \$15 inside terminal pick-up.
- \$15 International arrival, curbside pick-up.
- \$25 International arrival, inside terminal pick-up.
- \$40 pick-up between 11 p.m. and 6 a.m.
- \$40 holidays.

Standard service includes:

Their standard service includes: curbside pick-up and drop-off, 1 hour wait after flight lands, and a 10 minute wait for non-airport pick-up.

Additional Information:

BG Airport Shuttle offers payment through cash, check, Paypal, or preapproved direct bill; no shows are billed at quoted fare. They request a 48 hour cancellation requested, while providing 24/7 private, curb-to-curb car service. Their drivers are long-term residents of Bowling Green. BG Airport Shuttle also offers Courier/Delivery Service, and regional car service for meetings, dining out, shopping, and appointments.

Customized car service to meet individual needs.

Their fares, fees, and services listed here above are subject to change.

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The contact person for the BG Airport Shuttle is Thomas Baer, owner, who may be reached at: 1801 Windjammer Dr., Bowling Green, Ohio, 43402, or at (419) 308-5952, or at bgaairportshuttle@gmail.com.

C. BGSU Shuttle Service- Bowling Green, Ohio

BGSU Shuttle Service is fixed-route transportation service in Bowling Green, Ohio. The service is currently available for public use since prospective students and their parents without BGSU identification use the shuttle to commute from the BGSU Visitors Center around the campus on the Shuttle Service. Routes are open to the public for use, but are not advertised. There is no additional fare charge for the service for students; it is paid for by student academic fees. BGSU does offer a charter service to the public, and rates vary depending on distance and time needed to commute to the location.²⁰

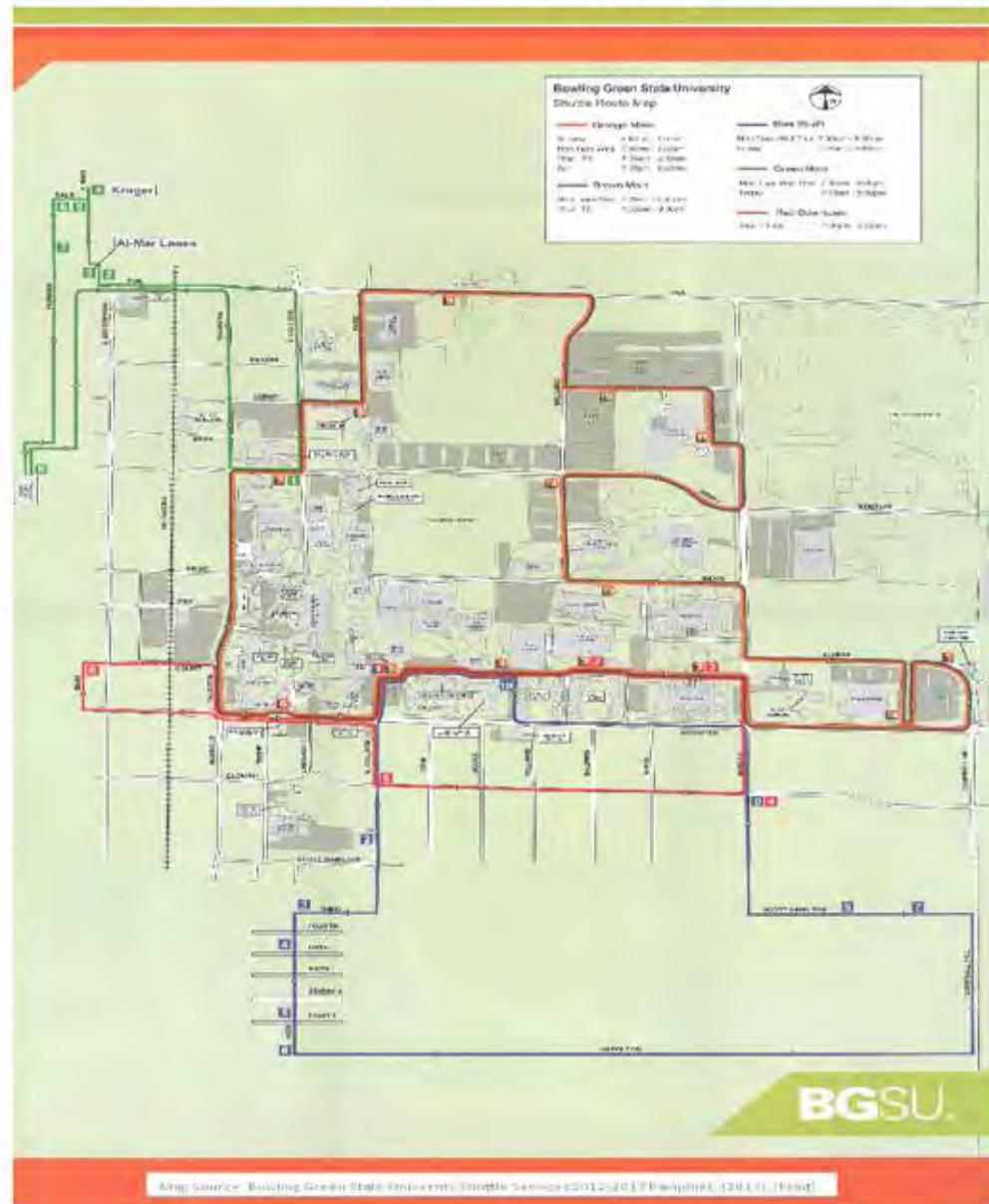
Currently, BGSU Shuttle service operates five fixed-routes and no demand-response services. BGSU Shuttle Service is a private transportation provider as no state or federal dollars are currently being used for its operation. BGSU Shuttle operates a tracker software program that is accessible to riders from computers and cell phones which aids in the time efficiency ratio for bus wait times; thus, wait times can be reduced from 20 minutes to 2 or 3 minutes if the software application is used effectively.²¹ Route times and days of operations can be seen in the tables below.

	Orange Route	Brown Route	Blue South	Green North	Red Downtown
Monday	7:30am-1:00am	7:30am-9:00pm	7:30am-9:30pm	7:30am-9:00pm	NA
Tuesday	7:30am-1:00am	7:30am-9:00pm	7:30am-9:30pm	7:30am-9:00pm	NA
Wednesday	7:30am-1:00am	7:30am-9:00pm	7:30am-9:30pm	7:30am-9:00pm	NA
Thursday	7:30am-2:30am	7:30am-9:00pm	7:30am-9:30pm	7:30am-9:00pm	7:00pm-2:30am
Friday	7:30am-2:30am	7:30am-9:00pm	7:30am-5:00pm	7:30am-5:00pm	7:00pm-2:30am
Saturday	7:00pm-2:30am	NA	NA	NA	7:00pm-2:30am
Sunday	5:00pm-1:00am	NA	NA	NA	NA

²⁰ Kane, Aaron. Interviewed by Christopher Van Newhouse and Robin Richter. BGSU Shuttle Services Office, Bowling Green, Ohio. April 2013.

²¹ BGSU Shuttle Services. BGSU Shuttle Tracker. [Web]. Retrieved from: <http://bgsu.transloc.com/>

BGSU Shuttle Service Route Map 2012-2013



In 2012, BGSU Shuttle Services served 351,215 passengers, logging 120,511 vehicle miles.²² This service took 12,950 hours. BGSU Shuttle Services currently maintains a fleet of seven vehicles; their specifications can be found on the following page:

²²Information in this section, including the inventory table, provided by Aaron Kane, interviewed by Christopher Van Newhouse and Robin Richter. BGSU Shuttle Services Office, Bowling Green, Ohio. April 2013.

BGSU Shuttle Service Vehicle Inventory: Spring 2013								
Vehicle	Year	Make	Model	Seating Capacity	Current Millage	Perceived Condition	Life Expectancy in Years	Handicap Accessible Yes or No
1	2002	BlueBird		42	102,384	Fair	2	No
2	2003	Euro Freight		24	62,000	Fair	2	No
3	2007	Bluebird		36	172,000	Poor	1	Yes
4	2009	Bluebird		36	105,000	Good	2	Yes
5	2012	Bluebird		24	49,000	Good	3-4	Yes
6	2012	Bluebird		33	52,000	Good	3-4	Yes
7	2012	Bluebird		33	55,000	Good	3-4	Yes

BGSU Shuttle Service's target population consists of the 22,000 BGSU faculty and students. Peak operational capacity is approximately 150 to 225 persons. BGSU Shuttle Services maintains a vehicle replacement plan with a replacement rate of one vehicle a year for seven years to update their aging fleet. The preferred retirement rate for their fleet vehicles is 200,000 miles. Recent upgrades to the system included rider counters, GPS/Web tracking software upgrades, and rider surveys.

The greatest challenge facing BGSU shuttle for transportation is the necessity to obtain a transit facility for vehicle repair and maintenance, operate a dispatch center and base of operation, and most importantly protect new vehicles with heated indoor environmental conditions, thereby minimizing outdoor weathering effects on newly acquired vehicles. This would allow newly acquired vehicles to outlast current Shuttle Service vehicles. Currently, they store their vehicles outdoors. Ohio winters, hail storms, moisture, and dust storms create harsh weathering effects on exposed vehicles. The increasing ridership and use of the service was also noted as a challenge. Other needs included expansion of service to the downtown area, a transportation link to Toledo, and continuing need for CDL drivers.

The contact person for BGSU Shuttle services is Aaron Kane, the Manager of Parking and Shuttle, who may be reached at: College Park Office Building, Room 1, Bowling Green State University, Bowling Green, Ohio, 43403, (419) 372-2779, or at akane@bgsu.edu.

D. Blakely Care Center

The Blakely Care Center operates one small Ford Bus on their campus. The capacity and the condition of the vehicle remains unknown at this time. The organization can be reached at: 850 W. Poe Rd., Bowling Green, Ohio 43402 or at (419) 352-7558.

E. Briar Hill Health Campus

Briar Hill Health Campus is a private enterprise that provides assisted living, senior care, nursing services, and adult daycare services. Briar Hill Health Campus contracts out to Life Star when medical transportation is required; they also have their own vehicle, a 1993 Ford Bus with ambulatory seating capacity for 11 and wheelchair capacity for 2. This vehicle's life expectancy is two to three years at current use rates. Their vehicle is used for community programs and doctors' appointments. The eligibility requirement for vehicle use is that the rider must be a resident of the community. The contact person for Briar Hill Health Campus is Steve Apple, the Executive Director, who may be reached at 600 Sterling Dr., North Baltimore, Ohio 45858, or (419) 257-2421, or at steve.apple@briarhillHC.com.

F. Comfort Keepers- Medical Transportation-Northwest Ohio

Comfort Keepers is a senior care service that provides transportation service coverage to their senior clients. Comfort Keepers has an office in Bowling Green, and it will provide transportation for its senior customers to any location in County. The extent of service coverage for trip destinations is unknown at this time. Eligibility for transportation is at the discretion of Comfort Keepers. Comfort Keepers is located at 1616 E. Wooster St., Unit 28, in Bowling Green, Ohio 43402, and a service representative can be reached at (419) 806-4033.

G. Grace Bible Baptist Church- Walbridge

Grace Bible Baptist Church in Walbridge operates a small 15-passenger van for church related events and programs. Grace Bible Baptist Church is located at 116 E. Union St., Walbridge, Ohio. Their pastor, David Stogsdill, may be reached there at (419) 661-5058.

H. Griswold Special Care- Medical Transportation

Griswold Special Care is a senior/disabled home assistance service. They provide varying types of care for disabled or elderly individuals who are unable to help themselves independently. Griswold Special Care provides incidental transportation for their paying clients, and can be reached at P.O. Box 863, Bowling Green, Ohio 43402, or at (419) 740-5175.

I. Heartland of Perrysburg- Perrysburg, Ohio

Heartland of Perrysburg is a skilled nursing care facility located in Perrysburg Township on U.S. Route 20 between Perrysburg and Rossford. Heartland of Perrysburg does not provide direct transportation to and from their facility. However, they do provide financial assistance to qualifying individuals for transportation based on medical trips to third party providers such as Ambulette, a service used by Medcorp Inc. Not all residents qualify for financial assistance; some insurance providers are required to pick up transportation coverage from the facility if their resident's insurance covers the cost; other times, Medicaid helps to cover transportation costs. Heartland schedules at least one trip daily from their facility to provide transportation to and from their facility for medical reasons. One of the most pressing transportation needs is for non-medical transportation including recreation, family visits, and entertainment. The Director may be reached at 10540 Fremont Pike (U.S. Route 20), Perrysburg, Ohio 43551, or at (419) 874-3578.

J. Home Instead Senior Care- Medical transportation

Home Instead Senior Care Service is an in-home senior care service with a location in Perrysburg. Home Instead Senior Care Service provides one-on-one transportation service to paying clients. They provide their clients with transportation service for doctor's appointments, medical testing and procedures, hairdressers/barber shops, visits with friends and family, religious services, lectures, plays, concerts, weddings, birthdays, graduations, reunions, drop offs to the dry cleaners, prescriptions, groceries, and general shopping. Home Instead Senior Care Service attempts to provide transportation that is responsive to the needs and wants of its paying client seniors. Its location in Wood County is at 130 W. Boundary St., Perrysburg, Ohio 43551, and a service representative can be reached at (419) 472-8181.

K. The Kidney Foundation of Northwest Ohio (KFNWO)- Northwest Ohio

The Kidney Foundation of Northwest Ohio (KFNWO) is a private, non-profit organization providing financial assistance to qualifying low-income individuals to pay for private transportation to and from kidney related medical appointments including dialysis, medical treatments, doctor visits, and hospital stays. KFNWO does not provide direct transportation to and from their clients' destinations; rather, it pays to have qualifying individuals use public or private services to transport their clients to and from their destinations. Some examples of third party transportation service providers used by KFNWO include TARPS (TARTA Service) and Black and White Cab Company. Qualifying individuals must be at or below 150 percent of the poverty level, which is about \$1,400 per month, in total income and have kidney related medical problems to qualify for transportation assistance. In 2012, KFNWO served at least 100 individuals with transportation assistance in Northwest Ohio. Funding sources for KFNWO are all privately generated and most of their expenditures go directly to providing transportation rather than administrative expenses. The contact person for the Kidney Foundation of Northwest Ohio is Karen Lindsey, Patient Services Coordinator, who may be reached at: 3100 W. Central Ave., Toledo, Ohio 43606, or at patientservices@kfnwo.org.

L. Lloyd's Lifts- Wood County, Ohio

Lloyd's Lifts is a volunteer transportation service that provides transit services to Wood County cancer patients anywhere their medical treatment requires them to be. There is no fare to the cancer patient; all costs are incurred at the volunteer's expense. Lloyd's Lifts has approximately 35 volunteers who provide transportation with their own vehicles. There is no limitation in service coverage area or times of availability. The contact person for Lloyd's Lifts is Time Westhoven, who may be reached at (419) 409-1000.

M. Medcorp- Wheelchair Transport- Northwest Ohio

Medcorp is a private ambulance and ambulette service that operates in western and northern Ohio. Transportation service is limited to paying clients. Fare rates, service coverage area, and times of availability are unknown at this time. For more information, contact Scott Arkebauer, the Director of Marketing/ Corporate Accounts Manager, who can be reached at (419) 344-7410.

N. Otterbein Portage Valley- Pemberville, Ohio

Otterbein Portage Valley is a nursing home and assisted living facility located north of Pemberville. The facility has two small buses used to transport its residents to and from various locations. Contact is Mike Coyle, the Director of Facilities, 20311 Pemberville Rd., Pemberville, Ohio 43450, (419) 833-7000, or mcoyle@otterbein.org.

O. Promedica Air and Mobile- Northwest Ohio

Promedica Air and Mobile is a transportation branch of the larger Promedica medical corporation that operates in the Toledo region. Promedica Air and Mobile provides ambulance and air transport for clients who require extensive critical care from one care facility to another. Matthew Phillips may be reached at: 3441 Granite Circle, Toledo, Ohio 43617, or at (419) 291-1684.

P. Promedica-St. Luke's Hospital Courtesy Van-Lucas and Wood Counties

Promedica St. Luke's Hospital's Courtesy Van provides transportation service for St. Luke's hospital users only. Eligible riders must be within a 20-mile radius (Bowling Green, Grand Rapids, Tontogany, Rossford, and Perrysburg) of the hospital for transportation service between their residence and the hospital. Eligibility is also conditional as there is no ADA accessibility for transit riders; only ambulatory passengers can be accommodated currently. The last requirement for eligibility is that the passenger's trip to the hospital cannot be for emergency transportation; trips to the emergency room are not permitted as Promedica St. Luke's Hospital's Courtesy Van is not licensed to transport passengers whose physical conditions requires emergency service. There is no cost to use the transportation service, and a 24 hour advanced scheduling notice is required before the time of service. Hours of operation are from 8:00 am to 2:30 pm for pick-ups and drop-offs, which cease after 4:30 pm. The transportation service allows its drivers to help aid riders for door to door service. St. Luke's Hospital's Courtesy Van Service operates a fleet of two vehicles, both new 2013 Dodge Caravans with room for three ambulatory passengers. Neither vehicle is handicap accessible; the total fleet passenger capacity is six people at any one time up to a twenty mile radius around the Hospital. The contact person for the Promedica St. Luke's Hospital Courtesy Van is Donna, who may be reached at (419) 893-5990.

Q. St. George's Orthodox Cathedral-Rossford

St. George's Orthodox cathedral provides gas cards to college students for their commute to school when resources allow. Eligibility is determined at the discretion of the ministry officer, who can be contacted at trophymbearer@att.net.

R. St. Mark's Lutheran Church- Bowling Green

St. Mark's Lutheran Church is located in Bowling Green, Ohio at 315 S. College Dr., Bowling Green, Ohio 43402. St. Mark's provides a volunteer church pick-up and drop-off on Sunday mornings for Communion services. Those wishing to use the service may contact the St. Mark's staff at (419) 352-0702.

S. Salvation Army

The Salvation Army provides transportation expense assistance. Eligibility is income based at 200% of poverty. They provide gasoline assistance for new employees before they receive their first pay check and for medical appointments. Their contact is at 1045 North Main Street, Unit 8, Bowling Green, 43402. Phone (419) 352-5918.

T. St. Timothy's Episcopal Church- Perrysburg

St. Timothy's Episcopal Church is located at 871 E. Boundary St. Perrysburg, Ohio 43551. St. Timothy's offers a volunteer driving service to pick-up and drop-off church goers on Sunday mornings. Those wishing to use the service may contact the church staff at (419) 874-5704.

U. TLC Healthcare- Northwest Ohio

TLC Healthcare is a private medical transportation service provider. They make approximately 400 one-way trips per day and their fleet has over 30 vehicles. Availability and fare rates are at TLC Healthcare's discretion. The contact person for TLC Healthcare is Orlena, Human Resource Management and Marketing Team Member, who may be reached at 5517 Telegraph Rd., Toledo, Ohio 43612, or at (419) 476-9350, or at hc@tlc-transport.com.

V. The United Way

The United Way's 2-1-1: First Call for Help service provides anonymous information and referral services to Lucas, Wood, Ottawa, Erie, and Hancock county residents 24 hours a day, 7 days a week. They maintain an information database of available transportation service providers that is accessible through the internet and by telephone. Their goal is to provide the most compatible human services to their telephone callers. Access to the service is achieved by dialing 2-1-1 or 1-800-650-HELP [4357], or on the internet, <http://www.unitedwaytoledo.org/211>.

Two specific sources of transportation assistance noted by the United Way in their referral sources included the following: If anyone has AIDS or HIV-A, the AIDS Resource Center can assist, at 3450 Central Ave., Suite 210, Toledo 43606. Phone 419-241-9444. In addition, if an individual is diagnosed with breast cancer and in need of transportation, contact the Pathstone Corporation, 2453 County Road V, Liberty Center, OH 43532. Phone 419-875-6654.

Dial 2-1-1 for transportation information.

W. Waterford at Levis Commons- Perrysburg

The Waterford at Levis Commons is a senior residential care facility located in Perrysburg. The Waterford provides transportation to their residents with one car and one bus. At this time transportation service is for residents of the Waterford only, and the vehicles operate at the discretion of the facility manager. The hours of operation for transportation services and service coverage area vary greatly. The contact person is Anne Mathews, the executive director, who may be reached at 7100 S. Wilkinson Way, Perrysburg, Ohio 43551, or at (419) 874-2564, or at amathews@capitalseniorliving.net.

X. Wood Haven Healthcare Center- Bowling Green

Wood Haven Healthcare Center is a senior care and nursing home facility owned and operated by the Board of Wood County Commissioners. The facility is located at 1965 E. Gypsy Lane Rd., in Bowling Green, Ohio 43402. The facility owns and operates one 15-passenger bus with an ADA accessible lift. The bus serves facility programs only. There is no additional fare for Wood Haven Healthcare residents to use the bus; funding comes through the various funding sources used by Wood Haven Healthcare Center. At this time, this transportation service is not open to the general public, and residents of Wood Haven Healthcare Center are not permitted to use the shuttle for medical or personal errands. The bus may operate up to 50 miles from Bowling Green, at times it is authorized to exceed this limit based on the program being used for implementation by Wood Haven Healthcare Center. The bus is a 1999 Ford Eldorado bus with 22,530 miles rated in good condition. The vehicle can be reconfigured for 14-passenger ambulatory capacity, 12-passenger ambulatory, and 2-passenger wheelchair, or 6-7-passenger ambulatory and 6-passenger wheelchair capacity due to its folding seats.

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The contact person for Wood Haven Healthcare Center is David Cecil, Administrator, who may be reached at: 1965 E. Gypsy Lane Rd., Bowling Green, Ohio 43402, or at (419) 353-8411, or at dcecil@co.wood.oh.us.

Y. YMCA- Fort Meigs Center- Perrysburg

The YMCA Fort Meigs Center is located at 13415 Eckel Junction Road in Perrysburg, 43551. The center has three minibuses that are used to transport school aged children for program and member specific times and locations. The Fort Meigs YMCA Center director can be contacted at (419) 251-9622.

Z. YMCA- Adventure Center- Perrysburg

The YMCA Adventure Center is a supplemental school learning environment for young children. The Center operates two minibuses for program specific transportation. At this time the busing service is only open to YMCA members and is used for program-specific transportation. The director can be reached at: 210 E. Boundary Street, Perrysburg, Ohio 43551, or at (419) 873-8202.

VIII. Bowling Green Taxi Information

A. BG Supercab- Bowling Green

BG Supercab is a small, locally owned taxi company operating in Bowling Green, Ohio. The company operates a fleet of six vehicles, of which only five are on the city streets at any one time. Fleet capacity varies depending on vehicle type; the company operates an assortment of four passenger, seven passenger, and twelve passenger vans. No vehicles are handicap accessible at this time. BG Supercab operates 24 hours a day and charges a flat fare rate of four dollars within the city limits and an additional two dollar fare for every mile outside of the city limits. The service coverage area is mostly limited to the Toledo Metropolitan Area and Wood County, Ohio. The contact person for BG Supercab is Brian Cultice, who can be reached at (419) 494-3380.

B. Black and White Cab Co.-Toledo Metropolitan Area and Toledo MSA

Black and White Cab Co. is a large private taxi service based in Toledo. The company provides cab or sedan service in the surrounding areas around Toledo. Their transit service is available 24 hours a day with trip initiation fee of \$2.00 and mileage charge of 23¢ for each 1/10mile thereafter or \$2.30 per full mile. Contact person for Black and White Cab Co is Scott Potter, Owner, who may be reached at: 4665 W. Bancroft Ave., Toledo, Ohio 43615, or at (419) 536-8294, or at spotter@bwtransportation.com.

C. Cori's Taxi- Bowling Green

Cori's Taxi is a small, local transportation provider based in Bowling Green. Users of Cori's Taxi are subject to the following fare rates and hours of operation: Riders within "the City of Bowling Green will be charged a one-way fare of \$4.00 per person for transportation anywhere within the City limits. Cori's Taxi will also take calls for other times that might be available with a prior appointment, depending on driver availability with the same per person rate of fare.

Appointments are available for trips from Bowling Green to Toledo Airport, passenger rail or bus stations for a flat rate of \$40. Appointments to Westfield Franklin Park Mall for a flat rate of \$55. Flat Rate from Bowling Green to Portage is \$7; Rudolph \$10; and North Baltimore \$35. Bowling Green to Detroit Airport for a flat rate of \$120. Flat rate trips are regardless of the number of passengers for a one way trip. Each additional stop is \$2 per stop. Wait time charge is \$2 per five (5) minutes of waiting. All other destinations not listed as flat rate will be charged \$4.00 per person and \$2.00 per mile outside of the corporate limits of Bowling Green. The number of passengers is limited by the legal capacity of the vehicle in operation. The daily hours of operation will be Monday through Sunday beginning at 6:00 a.m. ending at 10:00 p.m.²³

D. Manta Cars LLC- Wood County

Manta Cars LLC is a small taxi transportation provider based in Toledo. It is owned and operated by the Mansell family. Manta Cars LLC contracts part of its service provision out to government entities such as the Lucas County Department of Job and Family Services. The service provider covers distances as far as Cleveland, Ft. Wayne, Detroit, and others upon request. Fare rates vary widely depending on municipality, pick-up location, distance to drop-off destination, and the number of fare riders per trip generation. Rates are subject to change at the owner's discretion. Current Bowling Green City fares are subject to zone pricing; please call the Manta Cars LLC dispatcher for rates. Service availability is from 7:00 am to 7:00 pm Sunday through Thursday and 24 hour coverage on Friday and Saturday. Manta Cars LLC currently operates two Ford Windstars with ambulatory seating capacity for six per vehicle; thus the entire fleet capacity is 12 persons at any one time. There is no seating currently available for disabled individuals. Contact is Anthony Mansell, who may be reached at 634 Colburn St., Toledo, Ohio 43609, or at (419) 632-5723, or at tony16253@msn.com.

E. Reliable Taxi- Bowling Green

Reliable Taxi is a locally owned and operated taxi provider in Bowling Green. Reliable Taxi offers service 24 hours a day, 7 days a week, year-round, and is open to the general public. Reliable Taxi's main area of operation is the City of Bowling Green, but the service is available county-wide or at the owner's preference. In Bowling Green, service rates are four dollars per person in Bowling Green. For non-Bowling Green City trips, the four dollar initiation rate is nullified and a \$1.75 per mile rate applies at the point of pick-up. Children 14 years of age and under are not charged a fare, and there is no special discounted fare for the elderly or disabled. Reliable Taxi operates within a 100-mile service radius from the City of Bowling Green. For trips to destinations such as Detroit Wayne Metro Airport, multiple riders are charged, and can

²³ The Sentinel Tribune. *Learns Section: 11-09-12.* Accessed: July 17, 2013. Retrieved from: <http://www.sent-trib.com/legals/legals-11-09-12>.

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split among themselves, the total flat rate of \$1.75 per mile. Eligibility for ridership is independent movement in and out of the vehicle; at this time, Reliable Taxi cannot transport the physically challenged requiring additional assistance into the vehicle other than what that individual or a care provider can provide. Caregivers ride for free with the elderly or disabled individual. Reliable Taxi operates a fleet of three vans; their vehicle inventory is as follows:

Vehicle	Year	Make	Model	Ambulatory Seating Capacity (Non-Handicap)	Current Mileage	Perceived Condition	Life Expectancy of Vehicle in Years	Handicap Accessible (Yes/No)	Handicap Capacity
1	2008	Ford	E-350 Van	11	300,000	Excellent	NA	No	0
2	2007	Ford	E-350	11	175,000	Excellent	NA	No	0
3	2008	Ford	E-150	8	63,000	Excellent	NA	No	0

Peak times of operation include Friday and Saturday, and Sunday mornings. Top travel destinations include Walmart, Bowling Green State University, Meijer, and Krogers. Drivers have a wait time of ten to fifteen minutes for pick-ups. Drivers may wait for riders up to 15-20 minutes at a destination, but transit stops and fare pricing must be arranged with a Reliable Taxi service representative when the transit call is placed. Prices and rates are subject to change at the Owner's demand. The Owner and Operator may be reached at: 630 Sandridge Rd., Bowling Green, Ohio 43402, or at (419) 352-8294, or at reliableralph@gmail.com.

F. Yellow Cab of Toledo- Toledo Metropolitan Area

Yellow Cab of Toledo is a small urban taxi service that operates in and around the Toledo Metropolitan Area. They operate 24 hours a day. The contact person may be reached at (419) 474-7900.

Chapter 4 : Wood County Transportation Infrastructure Assets

The infrastructure asset chapter includes a discussion of highways, bicycle paths, rail, and airports. This document is not a transportation development plan or a transportation infrastructure improvement plan, but rather a coordination plan for human service agencies and public transit and therefore this section only presents an overview of the transportation infrastructure on which a coordinated transportation system must work and depend.

I. Major Existing Highway Systems

There are four major interstate highways running through Wood County. Interstate I-475 loops around the north-central part of the County in a semi-circle lip from bordering Lucas County. Interstate I-75 runs through the middle of the County from north to south temporarily merging with I-475 in Perrysburg to become a single highway for the northernmost several miles before reaching Lucas County at the Toledo City Limits. Interstate I-80/90 (The Ohio Turnpike) enters Wood County at the north-central part of the county sharing an exit connection with I-475/I-75 before continuing eastward towards Ottawa County. Interstate I-80/90 shares a ramp exit with I-280 which runs from the connecting point at I-80/90 northwards into the city of Oregon in Lucas County. The intersection of I-75 with the Ohio Turnpike (I-80-90) in northern Wood County creates a powerful logistics advantage for Wood County, with Interstate access in all directions and connectivity to major markets such as Cleveland, Chicago, Detroit, and Dayton/Cincinnati. This “crossroads” has led to significant economic development successes in locating new manufacturing and distribution centers.

In addition to these Interstate highways, there are several other major U.S. and State highways serving Wood County's transportation needs. U.S. Route 20 runs from Perrysburg in the north-central part of the county southeast toward Woodville and Fremont; the road is also known as the Fremont Pike. Ohio Route 199, also known as McCutchenville Road, runs from Perrysburg through Scotch Ridge to Fostoria to the south. Ohio Route 105 connects Bowling Green to Pemberville and Woodville, Ohio; it intersects McCutchenville Road and U.S. 20 in Woodville, in neighboring Sandusky County. U.S. Route 23 runs north to south along the eastern border of Wood County, separating the Seneca and Sandusky Counties from Wood. U.S. Highway 6 runs through the central part of the county from east to west connecting Bowling Green to Fremont, to the east, and Napoleon, in Henry County, to the west. Ohio Route 25, also known as Dixie Highway, connects the Wood County communities of Perrysburg, Bowling Green, Portage, and Cygnet running from north to south.

Among the lesser used highways serving the County's many smaller villages, Kellogg Rd. links the communities of Bowling Green, Tontogany, and Grand Rapids in the west-central part of the county. Ohio State Route 65 links Grand Rapids with the communities of Waterville and Perrysburg along the Maumee River. Ohio Route 235 links the villages of Weston and Hoytville

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north to south in the western side of the county. Ohio Route 281, also known as the Defiance Pike, links the central part of the county east to west below U.S. Hwy 6; the Defiance Pike connects the villages of Custar, Wayne, and Bradner. Lastly, Ohio Route 18 links the villages of Deshler in Henry County, Ohio with Bloomdale, Fostoria, Hoytville, and North Baltimore. Ohio Route 18 makes several major jogs around town centers in the southern part of Wood County but does link up with each population center.

The following map is a pictorial representation of the existing highway network within Wood County.

Figure 4.1: Map of Existing Highways in Wood County, Ohio 2013 (source: ODOT)



II. Existing County Roads

Wood County has an extensive grid-like pattern of county and township roads. According to the Wood County Engineer's Office, Wood County maintains 245 miles of County Roads and 790 miles of township roads. The office is also responsible for maintenance of 443 bridges

throughout the county, and some 2,500 culverts. Wood County's roads are not all paved, and some are single-lane paved streets.

III. Bicycle Corridors

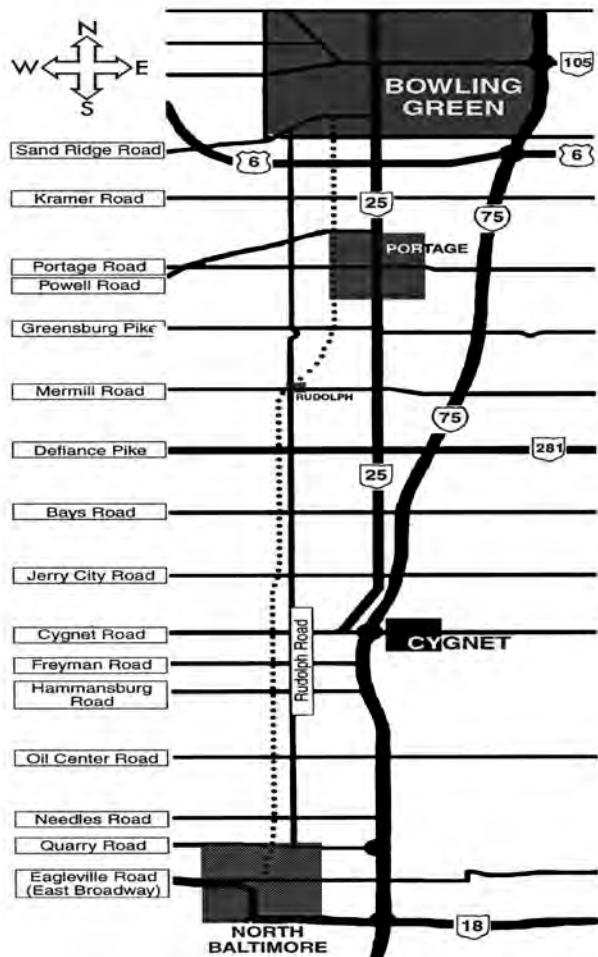


Figure 4.2: Slippery Elm Bike Trail¹

There are currently two bicycle corridors in Wood County. Slippery Elm bicycle corridor links North Baltimore to Bowling Green, and is run by the Wood County Park District. Second, the new Westside Bicycle Corridor in Perrysburg and Rossford is operated by the Toledo Metroparks.

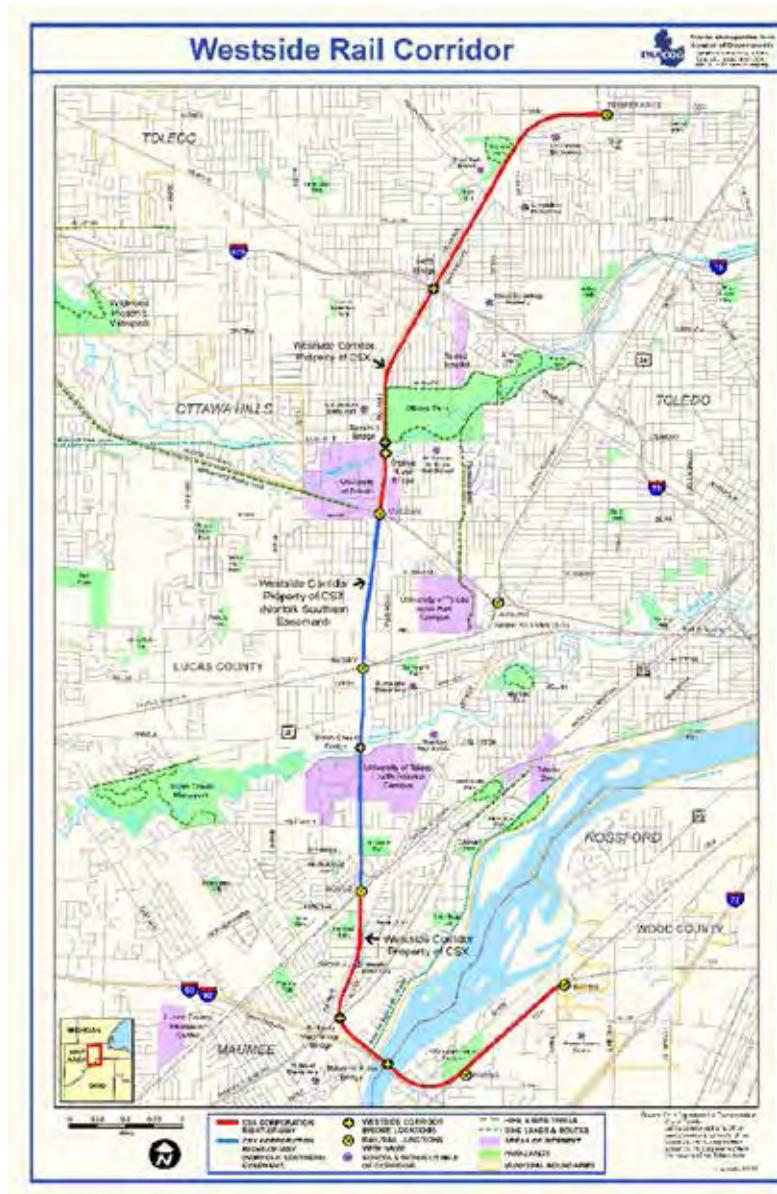
The Slippery Elm Trail is a 13 mile bicycle corridor linking the municipalities of Bowling Green, Portage, Rudolph, and North Baltimore. It is a recreation bicycle trail. The Slippery Elm Trail may be seen in Figure 4.2, to the left. The Westside Corridor is new bicycle route that will link Lucas County with the cities of Perrysburg and Rossford in Wood County. The route has potential to become a major pedestrian corridor, but its primary function will be for recreation. At this time there is no current plan to link up the Slippery Elm Trail with the Westside Corridor. The Westside Rail Corridor can be seen below in Figure 4.3. Both corridors used to be railways that were removed as a part of the Ohio Rails-to-Trials Program. Both bicycle corridors are open to bicyclists, pedestrians, and skaters.

IV. Existing Freight Rail Lines and Potential Passenger Rail Development

There are currently many existing rail lines that link the villages of Wood County, Ohio. Two corporations operate working rail lines in Wood County including CSX Transportation, which owns the majority of the rail linkages, and Norfolk Southern Corporation which owns the rest of the rail lines. At this time, there is no publicly owned government rail infrastructure in Wood County, and all existing rail linkages operate freight lines only. CSX Transportation

¹ Map Source: Wood County Park District. (2013). *Slippery Elm Trail*. [JPEG] Retrieved from: http://www.woodcountyparkdistrict.org/index.php?option=com_content&view=article&id=73:slippery-elm-trail&catid=39:parks&Itemid=76

Figure 4.3: Westside Bicycle Corridor²



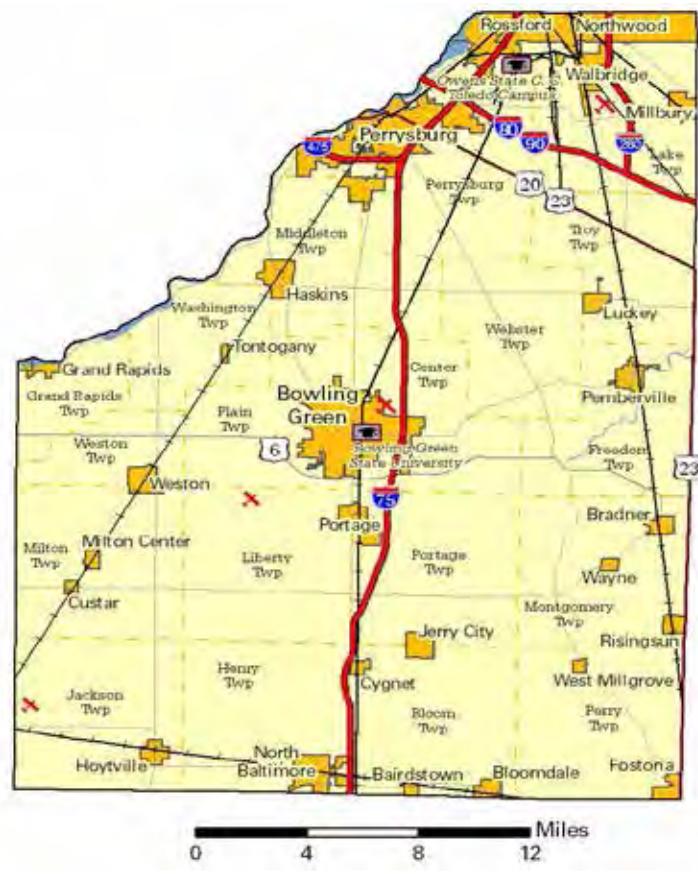
in North Baltimore, and possibly Deshler, Ohio.

There is a potential to operate light rail (passenger rail) on these freight lines that would reach many of Wood County's rural population through the establishment of interurban rail service. Much of the county's population lives within three miles of these rail transit connections and could in theory bike, walk, or drive to a rail station at each town.

operates a rail line through a connection in Deshler, Ohio in Henry County that links the population centers of Bairdstown, Bloomdale, Custar, Deshler, Fostoria, Haskins, Hoytville, Milton Center, North Baltimore, Perrysburg, Tontogany, and Weston. Additionally, linkages connect Rossford to Perrysburg continuing south to Bowling Green through Portage, Cygnet, and finally into North Baltimore. The eastside north/south corridor connects the villages of Rossford, Walbridge, Luckey, Pemberville, Bradner, and Fostoria. Norfolk Southern owns and operates the last linkage which connects the city of Northwood with Millbury. Existing rail infrastructure, though severely degraded, connects the village of Grand Rapids with Waterville in Lucas County; a few sections of the line have had their rail ties removed. A major limitation to the existing rail network is that there are no connections between some of the linkages, principally at the intersection of CSX's two lines

² Map Source: Toledo Metropolitan Area Council of Governments. (2013). *Westside Corridor Purchase is Complete: Tribute to Regional Partnership*. [JPEG] Retrieved from: http://www.tmacog.org/BP_11/Nov_11/11_2011_Westside_corridor.htm

Figure 4.4: Existing Rail Linkages in Wood County, 2013



The operation of a light rail system in Wood County on existing lines has its drawbacks, because it is not a curb to curb transportation service, which creates mobility issues for isolated civilians, principally including the elderly, the disabled, the mentally handicapped, or those whose destinations are too far from existing rail linkages to walk or bike efficiently. Additionally, the villages of Grand Rapids, Rudolph, Jerry City, West Millgrove, and Wayne would not receive service coverage without the laying of additional track. The establishment of light rail would effectively help to increase residential and business development along those rail corridors. Figures 4.6 and 4.7 quantify the number of people in Wood County who would and would not be served by the development of light rail on existing freight lines.

Figure 4.5: Map of Existing Private Rail Ownership, Wood County, 2013

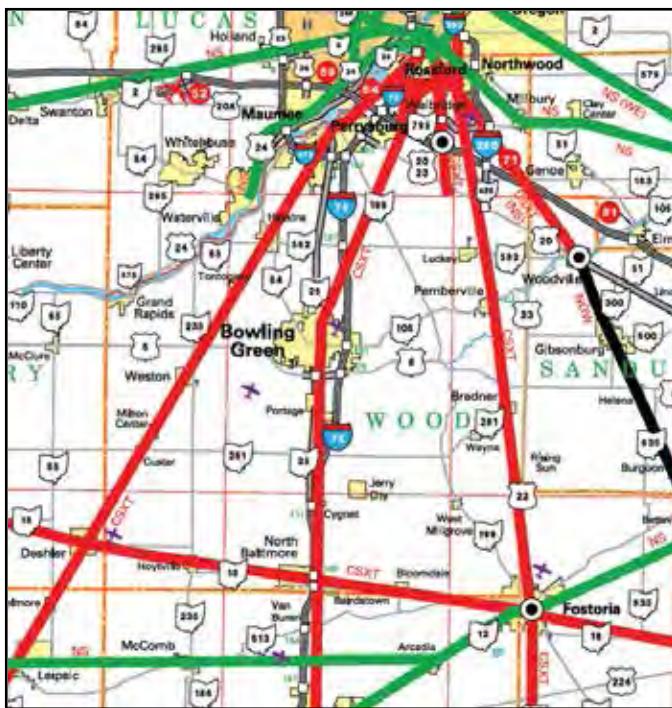


Figure 4.6: Potential Impact of Service Coverage of Light Rail Infrastructure in Wood County, 2013 (source: U.S. Census Bureau, American Factfinder)

Town	Village Population	Percent of County's Population
Bairdstown Village	130	0.1%
Bloomdale Village	678	0.5%
Bowling Green City	30,028	23.9%
Bradner Village	985	0.8%
Custar Village	179	0.1%
Cyнет Village	597	0.5%
Fostoria City*	(1,038 In Wood County) 13,441	(Wood 0.8%) NA
Haskins Village	1,188	1.0%
Hoytville Village	303	0.2%
Luckey Village	1,012	0.8%
Millbury Village	1,200	1.0%
Milton Center Village	144	0.1%
North Baltimore Village	3,432	2.7%
Northwood City	5,265	4.2%
Pemberville Village	1,371	1.1%
Portage Village	438	0.4%
Perrysburg City	20,623	16.4%
Risingsun Village	606	0.5%
Rossford City	6,293	5.0%
Tontogany Village	367	0.3%
Walbridge Village	3,019	2.4%
Weston Village	1,590	1.3%
Total Reachable Population Wood County Alone	80,486/125,488	64.1%
Deshler Village (Henry County)**	1,799	6.4% of Henry County Pop.
Total Reachable population including Deshler (Henry County) and Fostoria (Wood Hancock, Seneca Counties) as a whole	94,688 people	NA

*The Village of Fostoria, Ohio is shared between three counties: Hancock, Seneca, and Wood. Fostoria is a relatively large metropolitan area and contains many venues that present what one identifies as ride generation.

**The Village of Deshler, Ohio serves as CSX Transportation's Rail interchange from one rail line to another that links back into Wood County Ohio, interlinking with other existing rail in Perrysburg, Rossford, and Northwood, Ohio. The same can be said of CSX Transportation linkages in Hancock and Seneca County, Ohio; they exit Wood County lines only to re-link back in Wood County.

Figure 4.7: Population Centers in Wood County Not Currently Able to Be Serviced by the Potential Development of Passenger Light Rail 2013

Grand Rapids Village	965	0.8%
Jerry City Village	427	0.3%
Wayne Village	887	0.7%
West Millgrove Village	174	0.1%
Total Number of Civilians in Villages Not Currently Able to be Serviced by Potential Existing Rail Infrastructure	2,453	2.0%
Total Number in Townships and Villages Unable to Be Accounted For	45,404	36.2%

Source: U.S. Census Bureau, 2013, American Factfinder

V. Regional Airports

There are three regional airports that serve Wood County, and they are the Toledo Executive Airport in Lake Township, the Wood County Airport near Bowling Green, and Deshler Municipal Airport.

A. Toledo Executive Airport

Toledo Executive Airport is the largest regional airport in Wood County located in Lake Township. It is a medium size public airport with two paved runways. Runway 14/32 is an asphalt runway with dimensions of 5,829 x 100 ft, while runway 4/22 is an asphalt surface strip with dimensions of 3,799 x 75 ft. This airport charges a landing fee. Fuel is available on site, and the airport has a wind indicator. There is no control tower for the airport. Toledo Executive is sufficient to handle medium sized aircraft and services the northern half of Wood County, Ohio.

B. The Wood County Airport

The Wood County Airport is located directly north of Bowling Green, and is centrally located in Wood County. It is a small airport able to handle smaller aircraft due to the limited length of its runways (most runways should have a 5,000 foot comfort limit for larger aircraft to take off). The Wood County Airport has two asphalt runways. Runway 10/28 has dimensions of 4,199 by 75 feet, while runway 18/36 has dimensions of 2,628 x 50 feet. There is neither a landing fee nor tower to use this airport. Piston and jet fuel are available for sale, and this airport is located close to County offices. The airport has a lighted wind indicator.

C.. Deshler Municipal Landing Strip

Deshler Municipal Landing Strip is a small public airport located in Jackson Township in Southwestern Wood County, and it is the smallest public airport in the county. The airport has two turf runways. Runway 9/27 measures 2,480 by 70 feet, while runway 5/23 has dimensions of 1,725 by 60 feet. There is a wind indicator at the airport and no fuel services are available. There is no landing fee for the airport. Deshler Municipal Landing Strip is not able to handle large aircraft due to weight and tarmac conditions.

VI. Regional Planning Context

Interstate, U.S., and State highways are planned and maintained by the Ohio Department of Transportation (ODOT). Wood County is situated within ODOT's District 2. The ODOT Roadway Information Files and annual Highway Performance Monitoring system measure daily vehicle miles traveled by county. In Wood County, ODOT estimated that the average daily vehicle miles travelled in 2012 were 2,240,670. ODOT also conducts average 24-hour traffic counts along state and U.S. highways, and found the following peak traffic intersections for the following selected highways: for U.S. 6, 10,230 vehicles a day at S.R.199; for U.S. 20, 29,970 vehicles at I-75; for U.S. 23, 14,350 vehicles at the Seneca County line; for S.R. 25, 32,700 vehicles at the southern corporation line of Perrysburg; for I-75, 58,830 vehicles at I-475, growing to 66,290 vehicles at Wales Road; for I-280, 31,230 vehicles at Curtice Road; for I-475, 52,190 vehicles at I-75; and for S.R. 795, 19,370 vehicles at I-75. These numbers provide some general concept of the high level of traffic witnessed along Wood County's highways.

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ODOT also includes roadway improvements and upgrades in its “TRAC” long-term planning. The most significant current project involves widening I-75 to three lanes in each direction from North Baltimore south to Findlay.

Regional planning for transportation is carried out under the auspices of the Toledo Metropolitan Council of Governments (TMACOG). The long range transportation plan, “On the Move: 2015-2045 Transportation Plan” is underway, and will produce a prioritized list of projects, initiatives, and policies that will guide transportation investment in the Toledo metropolitan area including Wood County. A Transportation planning Committee helps develop this plan, which will be completed by July 1, 2015. It is based on eight goals: safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, project delivery, and personal mobility.

The Transportation Improvement Program (TIP) is more short-term, and is a coordination and funding document developed by state and local governments and authorities in the TMACOG planning area. The TIP lists all specific transportation projects and improvements that will use federal and state transportation funding over the next four state fiscal years. The TIP is thus a detailed list of funded projects for the area over the next four years, and is not a plan. The 2014-2017 TIP includes 195 projects with total construction costs of over \$1,466,000,000. For more detailed information, the reader is referred to the TMACOG website at www.tmacog.org .

Chapter 5 : Trip Origins and Destinations

This chapter will identify potential trip origin and destination points for riders of human service and public transportation. Section I will focus on three user groups (seniors, disabled citizens, and low-income residents), and it also features housing complexes for elderly, disabled, and low-income residents.

Section II identifies the destination or purpose of a trip, including shopping venues, libraries, museums, zoological centers, cultural and heritage centers, post-secondary education centers, employment centers, hospitals, pharmacies, doctors' offices, dialysis centers, parks, food pantries, and churches and other religious centers. It is acknowledged that these categories do not represent all the potential destinations that may be used by public and human service transportation riders, but they represent the vast majority of known trip destinations.

I. Target Populations: Anticipated Riders

A. Senior Citizens

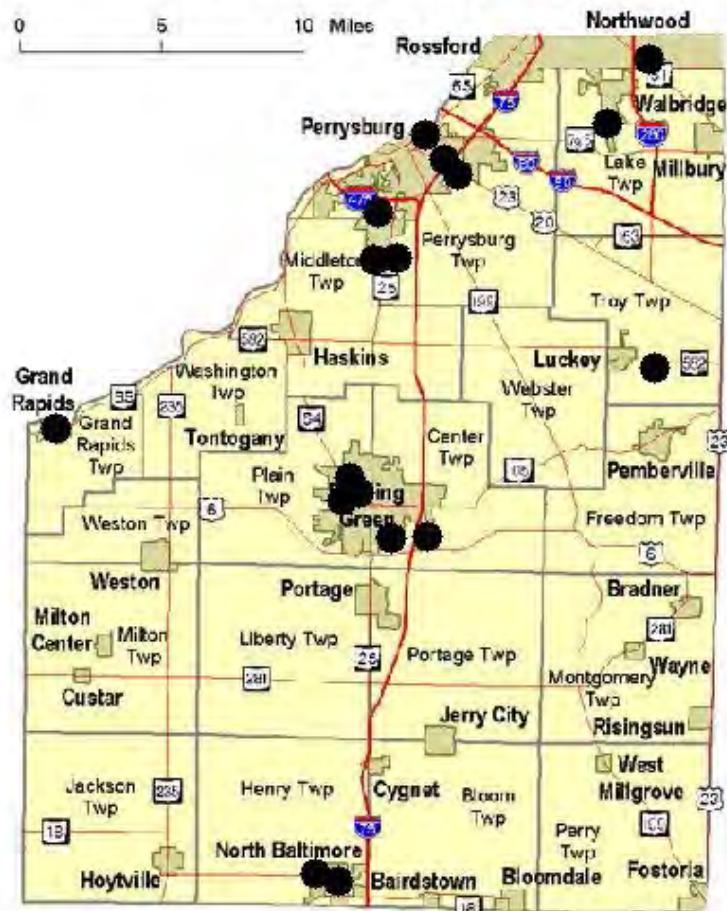
The elderly population in Wood County is anticipated to generate significant demand for transportation as they discontinue driving on their own due to the physical effects of aging on response times, physical exertion, and driver visibility impairment during motor vehicle operation. Seniors in Wood County numbered 15,276 in the 2010 Census, representing 12 percent of the County's total population.¹ Of this senior population, 4,503 self-identified as having a disability that affects normal daily function. Target elderly populations are often concentrated in assisted living facilities, nursing homes, senior housing developments (some of which are subsidized by USDA or HUD), and retirement housing communities throughout the county.

Within Wood County's borders are seventeen long-term care facilities, assisted living developments, nursing homes, retirement communities, and various other types of senior housing facilities. Figure 5.1 on the following page provides a map of Wood County senior residential housing complexes. Eleven of these facilities are known to have their own transportation services. A list of each location's name, phone number, address, number of senior residents, number of vehicles, and the facility type follows as Figure 5.2. The total number of vehicles that the listed facilities have identified in this study is fifteen. Information was not obtained to quantify the resources allocated to transportation by each individual facility, but should be considered as a factor to fully understand coordination strategies and priorities.

¹ U.S. Census Bureau. 2009-2011 American Fact Finder: Community Facts. (2013). [Data File]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPD1

Figure 5.1: A Map of Wood County Senior Housing Facilities by All Types²

Wood County Senior Housing Complexes and Care Facilities by All Types



Map Source: Edited from Ohio Genealogical Society.
Information Pulled from Various Sources Online.

Figure 5.2: Senior Care Facilities in Wood County³

Name	Phone Number	Address	Number of Residents	Number of Vehicles	Facility Type
Abundant Life of Perrysburg	(419) 874-4371	100 Trinity Court, Perrysburg, Ohio 43551	158 residents	1	Assisted Living
Blakely	(419) 352-7558	850 W. Poe Rd.,	79 beds	1	Nursing Home

² Map Retrieved from the Ohio Genealogical Society and modified at the WSOS Community Action Commission. Retrieved from: [³ Information retrieved from telephone calls to the various agencies and Google searches of their various websites.](http://www.google.com/imgres?um=1&sa=N&rls=com.microsoft:en-us:IE-SearchBox&hl=en&btiw=1680&bih=862&bm_isch&bnid=1uHGBUYSIfJ2BM:&imgrefurl=http://www.wcogs.org/index.php%3Foption%3Dcom_content%26view%3Darticle%26id%3D4%26Itemid%3D4&docid=c9S9byOHEa_9kM&imgurl=http://www.wcogs.org/images/stories/WCOGS/www.odod.state.oh.jpg&w=480&h=610&ei=vh3LUZyZDoalygHB6IGQBA&zoon=1&iact=rc&page=1&tbnh=141&tbnw=111&start=0&ndsp=50&ved=1t:429,r:2,s:0,i:87&tx=65&ty=90</p>
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Center of B.G.		Bowling Green, Ohio 43402			
Bowling Green Manor	(419) 352-4694	1021 West Poe Rd. B.G., Ohio 43402	100 beds	1	Nursing Home/Temporary Assistance Facility
Briar Hill Health Campus	(419) 257-2421	600 Sterling Dr. North Baltimore, Ohio 45872	63 residents	1	Assisted Living, Nursing Home, and Adult Daycare
Grand Rapids Care Center	(419) 832-5195	24201 3 rd . Street, Grand Rapids, OH 43522	29 Residents, 50 beds available	0	Nursing Home
Heritage Corner B.G.	(419) 353-3759	1069 Klotz Rd. Bowling Green, Ohio 43402	59 residents	2	Assisted Living, Independent Living, Skilled Nursing Home
Kingston Residence of Perrysburg	(419) 872-6200	333 East Boundary St., Perrysburg, Ohio 43551	86 residents	1	Assisted Living
Lake Town Senior Village	(419) 661-9700	4975 Lake Towne Dr., Toledo, Ohio 43605	Unknown	Unknown	Independent Living
Otterbein Portage Valley	(419) 833-7000	20311 Pemberville Rd., Pemberville, Ohio 43450	200 residents	2 buses several vehicles	Assisted Living, Skilled Nursing Home, Rehabilitation, and Independent Living.
Otterbein Skilled Nursing of Perrysburg	(419) 874-2428	3529 Rivers Edge Rd. Perrysburg, Ohio 43551	50 beds	0	Nursing Home
Parkcliffe Alzheimer's Community	(419) 381-9447	3055 East Plaza Blvd. Northwood, Ohio 43619	100 residents	0	Residential Care Homes, Assisted Living, Nursing Home
Perrysburg Commons Retirement Center	(419) 874-1931	10542 Fremont Pike, Perrysburg, Ohio 43551	Unknown	1 bus	Skilled Nursing, Nursing Home, and Independent Living, Assisted Living
St. Claire Commons-Perrysburg	(419) 931-0050	12469 Five Point Rd., Perrysburg, Ohio 43551	160 Residents Phase I 500 when construction is finished	1 Minibus 1 van	Assisted Living, Rehabilitation, Skilled Nursing,
Sterling House of	1-877-713-0911	121 N. Winter-garden Rd.,			

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Bowling Green		Bowling Green, Ohio 43402			
Waterford at Levis Commons-Perrysburg	(419) 874-2564	7100 South Wilkinson Way, Perrysburg, Ohio 43551	125 residents	1 Minibus 1 Car	Assisted Living, and Independent Living
Westhaven Apartments-North Baltimore	(419) 257-2717	220 Sprigg St., North Baltimore, Ohio 45872			Nursing Home, Assisted Living
Woodhaven Healthcare Senior Living & Rehabilitation	(419) 353-8411	1965 E. Gypsy Ln., Bowling Green, Ohio 43402	79 residents	1 bus	Nursing Home

B. Disabled

According to the 2010 U.S. Census, 9.4 percent of Wood County citizens (11,735 individuals) of all ages, including the elderly, identified as having a disability that may impair normal motor vehicle functioning capabilities and limit mobility.⁴ Disabled persons not over 65 years of age amounted to 7,115 individuals. Figure 5.4 lists forms of disability housing.

Figure 5.3: Wood County Low-Income Housing Communities⁵



⁴ Data for this section compiled from U.S. Census Bureau. 2009-2011 American Fact Finder: Community Facts. (2013). [Data File]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPPD1

⁵ Map Source was obtained through the Ohio Genealogical Society.

Figure 5.4: Low-Income Housing Communities in Wood County, Ohio⁶

Name	Contact	Phone	Address	# of Residents
Abundant Life of Perrysburg I	Abundant Life of Perrysburg Inc.	(419) 874-4371	100 Trinity Ct. Perrysburg, Ohio 43551	Information not available
Abundant Life of Perrysburg II	Abundant life of Perrysburg Inc.	(419) 874-4371	200 Zoar Dr. Perrysburg, Ohio 43551	Information not available
Amherst Village	Amherst Village Management	(419) 354-1501	1520-M Clough St. Bowling Green, Ohio 43402	300-800 residents
Cedar Park	Gribbin Real Estate Management LLC	(419) 352-2544	1002 3 rd . St. Bowling Green, Ohio 43402	Information not available
Charles Crest	Mercy Housing Management Group	(419) 666-6544	1202-04 Schreier Rd. Rossford, Ohio 43460	48 residents
Country Squire Apartments	Premier Management, LLC.	(419) 257-2806	655 S. Poe Rd. North Baltimore, Ohio 45872	Information not available
Elm House	Elm House Inc.	(419) 874-4406	129 Dr. McAuley's Ct. Perrysburg, Ohio 43551	Information not available
Fairview Manor	Owner's Management Company	(440) 439-3800	1020 N. Grove St. Bowling Green, Ohio 43402	Information not available
Fostoria Green	Showe Management Corp.	(419) 435-9463	1067 Carrie Lane. Fostoria, Ohio 44830	Information not available
Louisiana House	Carlos Cordova	(419) 874-2376	129 Dr. McAuley's Ct. Perrysburg, Ohio 43551	Information not available
The Residence Connection	Behavioral Connections of Wood County, Inc.	(419) 353-9003	1015 Klotz Rd. Bowling Green, Ohio 43402	14 housing units
Schleicher Homes AKA Lutheran Home of Mercy	Luther Home of Mercy	(419) 725-5206	3013 E. Plaza Blvd. Northwood, Ohio 43619	129 residents
Westhaven Apartments	National Church Residences	(419) 257-2717	220 Sprigg St. North Baltimore, Ohio 45872	Information not available
Wood County Village I	Behavioral Connections of Wood County, Inc.	(419) 354-7077	804 Thurstin Ave. Bowling Green, Ohio 43402	12 housing units
Wood County Village II	Behavioral Connections of Wood County, Inc.	(419) 352-5387	311 Parkview Dr. Bowling Green, Ohio 43402	18 housing units
Wood Lane Elder Haus I	Wood Lane DD	(419) 352-5115	1086 Fairview Ave. Bowling Green, Ohio 43402	Information not available
Wood Lane Elder Haus II	Wood Lane DD	(419) 352-5115	1084 Fairview Ave. Bowling Green, Ohio 43402	Information not available

⁶U.S. Department of Housing and Urban Development. Affordable Apartment Search. (Date Accessed: June 26, 2013). Retrieved from: http://www.hud.gov/apps/section8/results.cfm?city_name_text=&county_name_text=Wood&zip_code=&property_name_text=&client_group_type=&ma_xrec=20&state_code=OH&statename=Ohio

C. Individuals Living in Poverty

The total number of individuals living in poverty status, as of the 2010 Census, numbered 13.3 percent or 16,690 individuals county-wide.⁷ Figure 5.3 (page 4), is a map of low-income housing communities and Figure 5.4 (page 5) lists those low-income housing communities.

II. Destination or Trip purpose

A. Human Service Agencies

Several human service agencies are the destination for seniors, low-income individuals, and persons with disabilities. This list represents only a sample of some of those Wood County locations: Senior Centers, the Department of Job and Family Services, Woodlane, Board of Developmental Disabilities, Children's Resource Center, Health Department, County and City Governmental Offices, WSOS Jordan Center (Heating Emergency Assistance Program and Rental Housing Assistance), and the Social Security office.

B. Dialysis Centers

There is only one dialysis center located in Wood County and it is located centrally in Bowling Green, just north of the Wood County Hospital. There are 14 dialysis centers located within 25 miles of Wood County, most of which are located in Lucas County. A list of regional dialysis centers is compiled below in Figure 5.5, which displays the name, location, and telephone numbers of dialysis centers located within 30 miles of Wood County.

Figure 5.5: Dialysis Centers In or Near Wood County ⁸		
Name	Location	Phone Number
Hancock County, Ohio		
Blanchard Valley Dialysis Services	1717 Medical Blvd. Findlay, Ohio 45840	(419) 420-1633
Creighton Dialysis	1000 E. Main Cross St. Findlay, Ohio 45840	(419) 423-5184
Lucas County, Ohio		
Alexis Dialysis Center	5719 Jackman Rd. Toledo, Ohio 43613	(419) 471-1710
DaVita Toledo	1614 S. Byrne Rd. Toledo, Ohio 43614	1-866-544-5741
Fresenius Medical Care-Arrowhead Maumee Dialysis	322 West Dussel Dr. Maumee, Ohio 43537	1-866-434-2597
Fresenius Medical Care Toledo	3100 W. Central Ave. Toledo, Ohio 43606	1-866-434-2597
Fresenius Medical Care Toledo- Wernerts Corner	2532 W. Laskey Rd. Toledo, Ohio 43613	1-866-434-2597

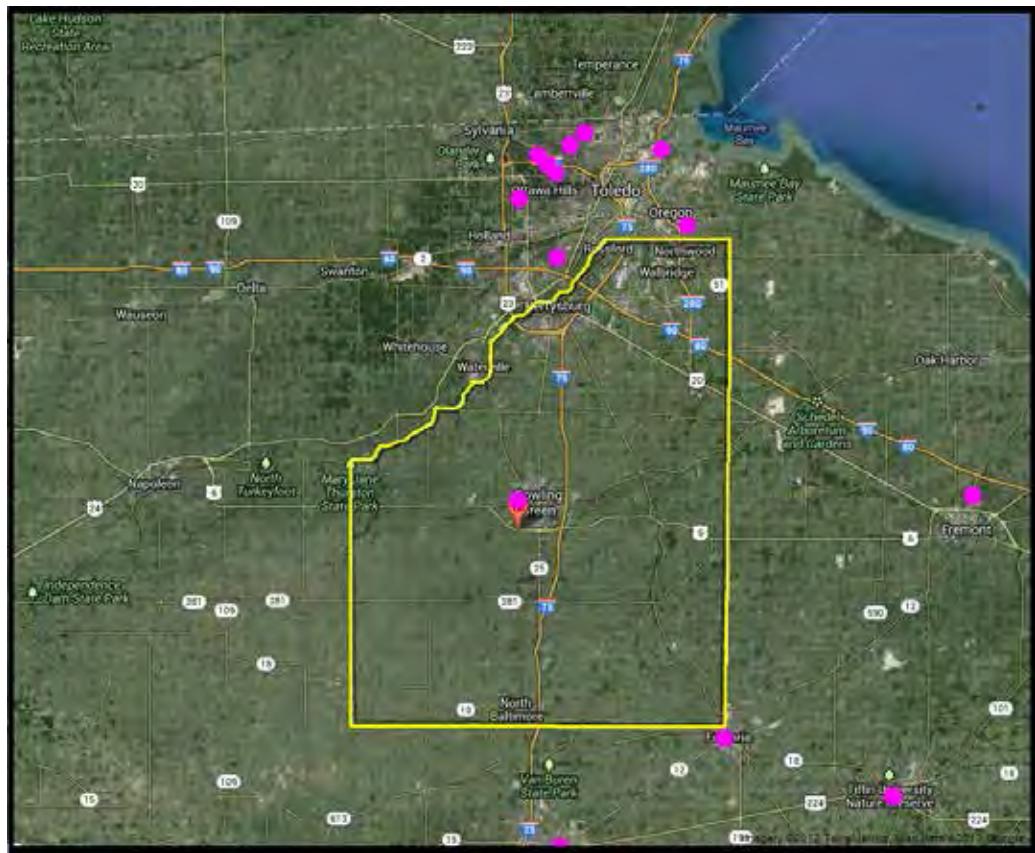
⁷ U.S. Census Bureau. 2009-2011 American Fact Finder: Community Facts. (2013). [Data File]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPPD1

⁸ Information Retrieved Online from Various Sources, All Public Access.

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Innovative Dialysis of Toledo	3829 Woodley Rd. Toledo, Ohio 43606	(419) 473-9900
Maumee Bay Dialysis	3310 Dustin Rd. Oregon, Ohio 43616	(419) 697-2191
Peritoneal Dialysis Center	4447 Talmadge Rd. Toledo, Ohio 43623	(419) 475-3000
Wildwood Dialysis Center	2249 N. Reynolds Rd. Toledo, Ohio 43615	(419) 535-7415
Sandusky County, Ohio		
DaVita Seneca Dialysis Center	10 St. Lawrence Dr. Tiffin, Ohio 44883	(419) 443-1051
Fremont Dialysis Center	2400 Enterprise Dr. Fremont, Ohio 43420	(419) 332-9104
Seneca County, Ohio		
Fostoria Community Dialysis	501 Van Buren St. Fostoria, Ohio 44830	(419) 436-6685
Wood County, Ohio		
U.S. Renal Care	1037 Conneaut Ave. Bowling Green, Ohio	(419) 353-1080

Figure 5.6: A Map of Dialysis Centers In or Near Wood County, Ohio



C.

Regional Doctors' Offices

It is not practical to list every doctor's office in this section because of the large number of such offices. Major concentrations of medical offices are found in Bowling Green, Fostoria,

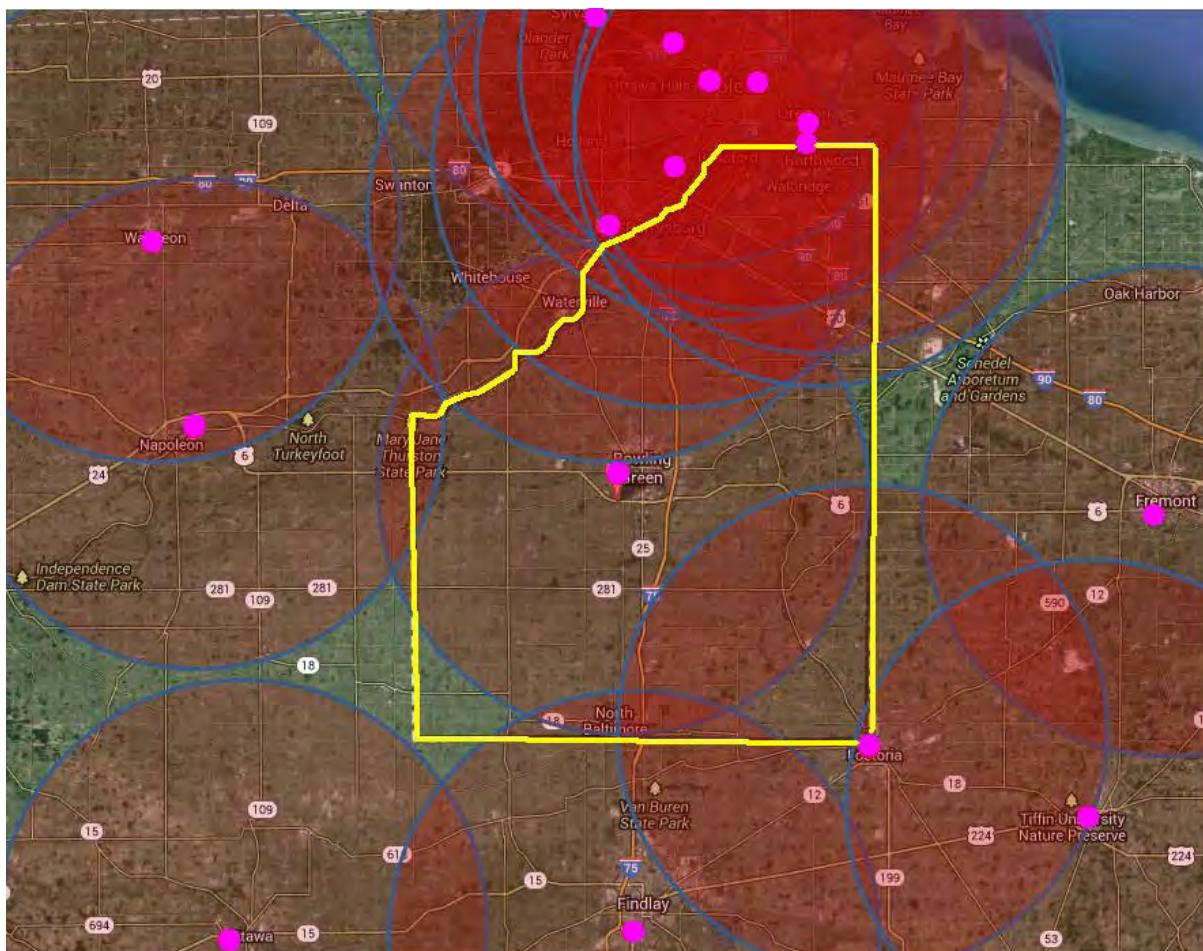
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Perrysburg, Northwood, and Rossford. Concentrations of these offices tend to be found in medical complexes or independent offices in and around large medical centers and hospitals. Doctors' offices include primary care physicians, optometrists, dentists, cardiologists, urologists, surgeons, pediatricians, podiatrists, and many other areas of specialization.

D. Regional Hospitals

There are seven major hospitals within a relatively short driving range for Wood County residents. They are: Bay Park Community Hospital in Oregon; St. Luke's Hospital in Maumee, Fostoria Community Hospital, Hancock County Hospital in Findlay, Henry County Hospital in Napoleon, Perrysburg Medical Center, and the Wood County Hospital in Bowling Green. Only the Wood County Hospital is in Wood County. Figure 5.7 is an overlapping map of hospitals surrounding Wood County. The yellow outline is Wood County, and each red circle represents a 12.5 mile radius surrounding the Hospitals.

Figure 5.7: A Map of Hospitals In or Near Wood County, Ohio with 12.5 Mile Radii⁹



⁹ Map Source Retrieved from Google Maps. Edits made at the WSOS Community Action Commission. Date Accessed: July 9, 2013. Retrieved from: <https://maps.google.com/maps?oe=&q=google+maps+wood+county+ohio&ie=UTF-8&hq=&hnear=0x883c753d0a339e15:0x16e869cc55d4e84e,Wood,+OH&gl=us&ei=ik3dUb6iGvDlyAHT9IGQDg&ved=0CC8Q8gEwAA>

E. Regional Pharmacies

There are 18 pharmacies within Wood County, and of these, five to ten are within two miles of the county border and also serve as a trip generator for local Wood County residents. Pharmacies identified as potential trip generators have been listed below in Figure 5.8. Figure 5.9 displays the regional pharmacies, their location, their phone number, and their store hours.

Figure 5.8: Regional Pharmacies near Wood County, Ohio¹⁰

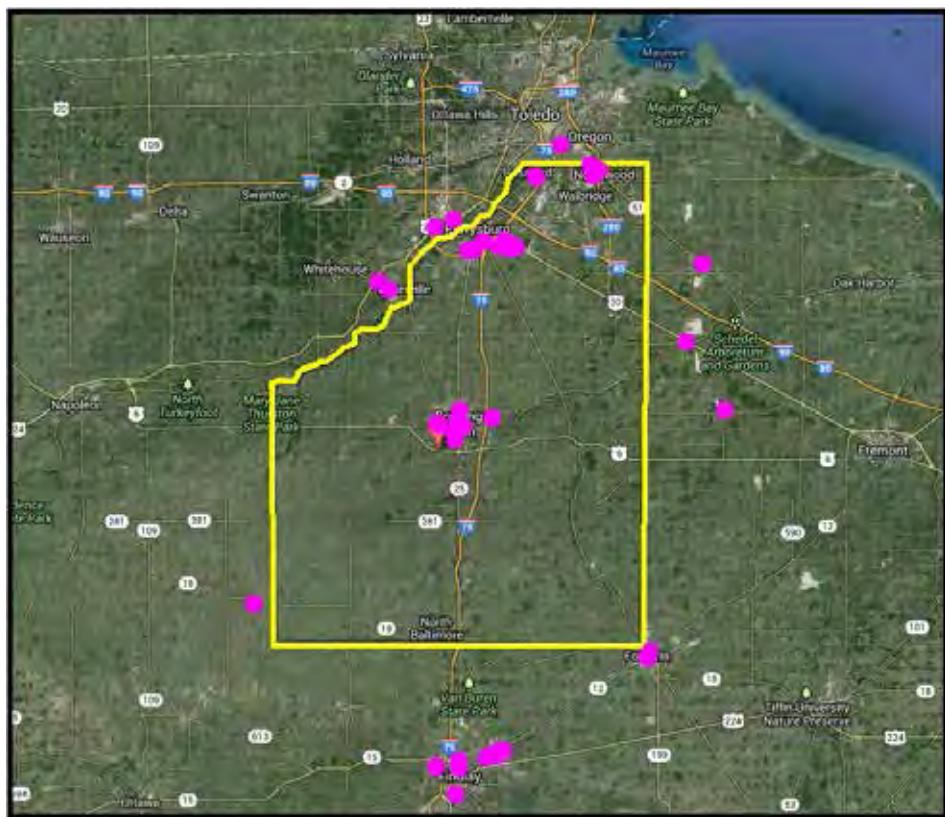
Name	Location	Phone	Hours of Operation
Bowling Green, Ohio Pharmacies			
Jaks Public Pharmacy	970 W. Wooster St. Bowling Green, Ohio	(419) 352-6423	Unavailable
Kroger Pharmacy Bowling Green, Ohio	1094 N. Main St. Bowling Green, Ohio 43402	(419) 353-5116	Mon-Fri 9am-9pm Sat 9am-7pm Sun 10am-6pm
Meijer Pharmacy Bowling Green, Ohio	2111 E. Wooster St. Bowling Green, Ohio 43402	(419) 373-8610	Mon-Fri 9am-9pm Sat 9am-7pm Sun 10am-6pm
Rite Aid Pharmacy Bowling Green, Ohio	740 S. Main St. Bowling Green, Ohio 43402	(419) 354-3911	Mon-Fri 8am-9pm Sat 9am-6pm Sun 10am-6pm
Walgreens Pharmacy Bowling Green, Ohio	1013 N. Main St. Bowling Green, Ohio 43402	(419) 345-1645	Mon-Fri 9am-9pm Sat 10am-6pm Sun 10am-6pm
Walmart Pharmacy Bowling Green, Ohio	131 W. Gypsy Lane Bowling Green, Ohio 43402	(419) 352-3396	Mon-Fri 9am-9pm Sat 9am-7pm Sun 10am-6pm
Fostoria, Ohio Pharmacies			
Kroger Pharmacy Fostoria, Ohio	126 W. High St. Fostoria, Ohio 44830	(419) 435-4190	Mon-Fri 9am-9pm Sat 9am-7pm Sun 10am-6pm
Rite Aid Pharmacy Fostoria, Ohio	113 N. Countryline St. Fostoria, Ohio 44830	(419) 435-7716	Mon-Sat 8am-9pm Sun 9am-9pm
Northwood, Ohio Pharmacies			
Rite Aid Pharmacy Northwood, Ohio	2674 Woodville Rd. Northwood, Ohio	(419) 693-1310	Unavailable
Oregon and Toledo, Ohio Pharmacies			
Meijer Pharmacy Oregon, Ohio	1725 S. Wheeling St. Oregon, Ohio 43616	(419) 697-2010	Mon-Fri 8am-9pm Sat 8am-6pm Sun 10am-6pm
Walgreens Toledo, Ohio	925 Woodville Rd. Toledo, Ohio 43605	(419) 693-4086	Mon-Sat 8am-10pm Sun 9am-9pm
Perrysburg, Ohio Pharmacies			
Buderer Drug Co.	26611 Dixie Hwy. Perrysburg, Ohio	(419) 318-3408	Mon-Fri 9am-6pm Sat-Sun Closed
Drug Store of Perrysburg	580 Craig Dr. Perrysburg, Ohio	(419) 873-9100	Unavailable
Kroger Pharmacy Perrysburg, Ohio	27386 Carronade Dr. Perrysburg, Ohio 43551	(419) 874-1981	Mon-Fri 8am-10pm Sat 8am-7pm Sun 10am-6pm

¹⁰ Information Retrieved Online from Various Sources, All Public Access.

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Rite Aid Pharmacy Perrysburg, Ohio	1175 Louisiana Ave. Perrysburg, Ohio	(419) 874-3587	Mon-Sun 8am-10pm
Walgreens Perrysburg, Ohio	10003 Fremont Pike Perrysburg, Ohio	(419) 872-8247	Mon-Sat 8am-9pm Sun 9am-9pm
Walmart Pharmacy Perrysburg, Ohio 43551	10392 Fremont Pike Perrysburg, Ohio 43551	(419) 874-0571	Mon-Fri 9am-9pm Sat 9am-7pm Sun 10am-6pm
Walt Church Hill's Market Pharmacy Perrysburg, Ohio	26625 Dixie Hwy. Perrysburg, Ohio 43551	(419) 872-6904	Mon-Fri 9am-7pm Sat 9am-5pm Sun 10am-4pm
Rossford, Ohio Pharmacies			
Giant Eagle Pharmacy	9880 Olde US 20 Rossford, Ohio 43460	(419) 874-4684	Mon-Fri 10am-5pm Sat 8am-7pm Sun 10am-5pm
Meijer Pharmacy Rossford, Ohio	10055 Olde US 20 Rossford, Ohio 43460	(419) 873-4164	Mon-Fri 8am-9pm Sat 8am-6pm Sun 10am-6pm
Rite Aid Pharmacy Rossford, Ohio	801 Dixie Hwy. Rossford, Ohio 43460	(419) 666-1583	Mon-Sun 8am-10pm
Target Pharmacy Rossford, Ohio	9666 Olde US 20 Rossford, Ohio 43460	(419) 872-9126	Mon-Fri 9am-7pm Sat 9am-5pm Sun 11am-5pm
Waterville, Ohio Pharmacies			
Rite Aid Pharmacy Waterville, Ohio	1330 Michigan Ave. Waterville, Ohio	(419) 878-8384	Mon-Sun 8am-9pm

Figure 5.9: A Map of Pharmacies In or Near Wood County, Ohio



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F. Employment

To assess employment numbers by total employers throughout the county, This section analyzes zip code data for Wood County, in order to assess employment by employer size in selected communities. It is important to note that some zip codes overlap into other county boundaries, and some of Wood County is included in zip codes other than the ones listed below. Major areas of employment are near and around Bowling Green, Perrysburg, Rossford, and Northwood. North Baltimore employs a significant number of employees at the newly developed CSX Transportation shipping hub west of town. Large numbers of employees work in the north and central parts of the county. Many major businesses congregate in urban areas and along major highway corridors such as Interstate Routes I-75, I-475, and I-280, as well as Ohio Route 25. Total number of employees, establishments, and employee densities are presented for each selected zip code in Figure 5.10.

Figure 5.10: Employees by Establishment, Location, and Number in Wood County, Ohio ¹¹									
Zip Code	Bowling Green 43402, 43403	Perrysburg 43551	Rossford 43460	Northwood 43619	Walbridge 43465	North Baltimore 45872	Pemberville 43450	Millbury 43447	Wood County Total
Total Number of Employees	11,587	20,279	2,239	5,284	3,048	1,401	529	865	47,431
Total Number of Estabs	768	978	136	242	85	71	65	73	2,729
Estabs with 50-99 Employees	23	49	4	16	5	2	0	1	105
Estabs with 100-249 Employees	11	24	5	9	2	1	1	2	55
Estabs with 250-499 Employees	4	5	0	2	3	2	0	0	16
Estabs with 500-999 Employees	1	4	0	1	1	0	0	0	7
Estabs with 1000+ Employees	0	1	0	0	0	0	0	0	1

G. Education Centers

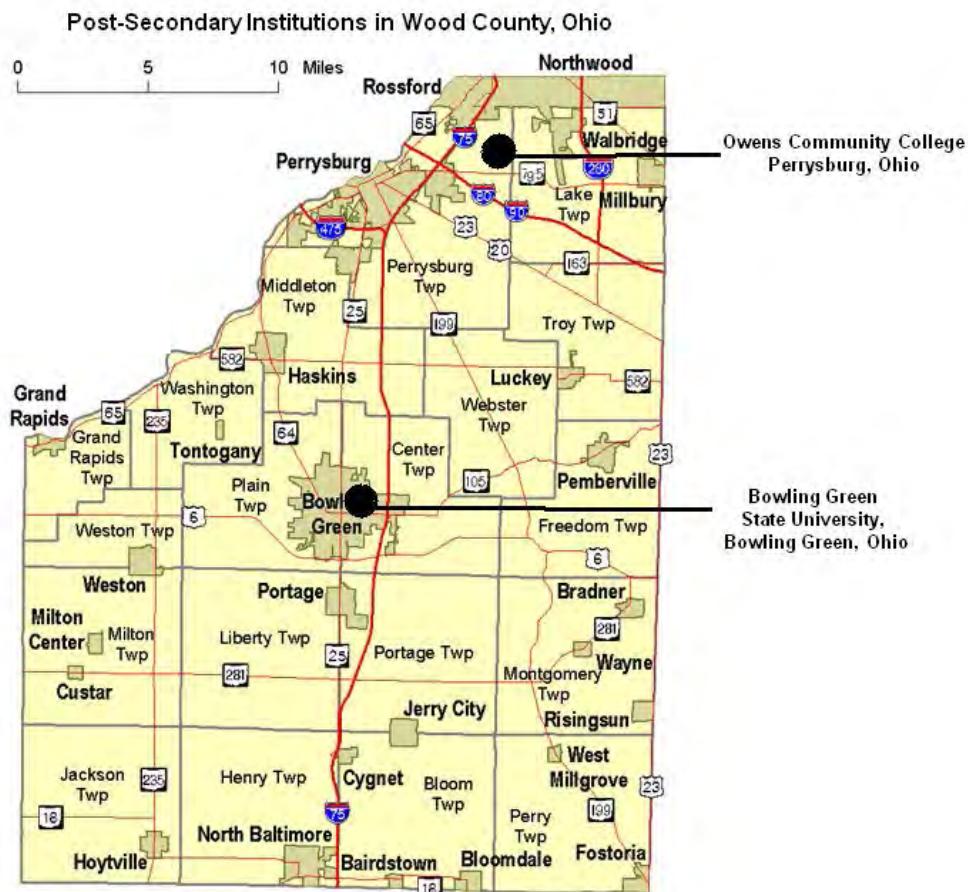
Another group of significant trip generators are educational institutions. College students enrolled within Wood County include 14,605 students at Owens Community College and approximately 18,000 Bowling Green State University, equating to a total post-secondary

¹¹ U.S. Census Bureau. 2009-2011 American Community Survey: 2011 Business Patterns. Accessed July 2, 2013. [Data File: CB1100CZ21]. Retrieved from: http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=BP_2011_00CZ1&prodType=table

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student population of 32,605.¹² Wood County post-secondary institutions are mapped in Figure 5.11 (below).

Figure 5.11: Post-secondary Institutions in Wood County



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Figure 5.12: Wood County Food Pantries and Soup Kitchens¹³					
Name	Location	Phone Number	Hours Available	Eligibility	Provisions
Food Pantries in Bowling Green					
BG Christian Food Pantry	541 W. Wooster St. Bowling Green, Ohio 43402	(419) 353-5174	Mon, Wed, Fri, Sat 1:00pm-3:00pm Thursdays 6:00pm-8:00pm	Any civilian first time, then Only Bowling Green residents	Food aid, referrals
First United Methodist Church	1526 E. Wooster St. Bowling Green, Ohio 43402	(419) 353-0682	1st Friday of the Month 10:00am-11:30am	Annual income of less than \$22,000. Proof of income and photo ID required	Food aid
Salvation Army Social Services of Bowling Green	1045 N. Main St. Bowling Green, Ohio 43402	(419) 353-5009	Mon-Tues & Thurs-Fri 9:00am-noon & 1:00pm-4:00pm Wednesdays 1:00pm-4:00pm	Must demonstrate a need Requirements: photo ID, birth certificate, Social Security card, and proof of income	Short-term emergency shelter, utility assistance, prescriptions, food aid, job referrals, housing, and temporary financial assistance
St. Aloysius Catholic Church Food Pantry	150 S. Enterprise St. Bowling Green, Ohio 43402	(419) 352-4195	Mon-Fri 10:00am-noon & 1:00pm-3:00pm	Must fill out a form that their income is below Federal guidelines, no restrictions on eligibility	Food aid
St. Thomas Moore Catholic Church Food Pantry	425 Thurstin Ave. Bowling Green, Ohio 43402	(419) 352-7555	Tuesdays 9:00am-noon & 1:00-4:30pm Thursdays 9:00am-noon & 1:00-4:30pm	Paperwork, but no denial. Food aid given only twice a month per family. Must be at poverty level.	Food Aid, referrals
United Christian Fellowship-The Common Good	113 Crim St. Bowling Green, Ohio 43402	(419) 806-4475	Mon-Fri & By Appt. 9:00am-9:00pm	Anyone	Left Over Panera Bread Items.
Food Pantries in Fostoria					
Fostoria Food Pantry	125 S. Main St. Fostoria, Ohio	(419) 436-9625	Call for Information	Call for Information	Food Aid

¹³ Suntopia.org. Accessed: July 3, 2013. Information Retrieved from: Suntopia.org/food_pantries.php

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The Sharing Kitchen	321 N. Main St. Fostoria, Ohio 44830	(419) 436-1667	Mon, Wed, & Fri 9:00am-11:30am on Premises	Call for Information	Hot meal and soup kitchen, clothing, and mobile library available too.
Food Pantries in Grand Rapids					
Otsego Food Pantry First Presbyterian Church	17770 Beaver St. Grand Rapids, Ohio 43522	(419) 832-4214	By Appt. Only	Call for Information, Documentation required, Must call for information	Food Aid
Food Pantries in Luckey					
Luckey Food Pantry Luckey Ecumenical Assistance Fund	P.O Box 54 Luckey, Ohio 43443	(419) 833-3231	Last Wednesday of the Month 1:00pm-3:00pm Last Thursday of the Month 6:00pm-8:00pm	Must demonstrate a need	Food Aid
Food Pantries in North Baltimore					
Salvation Army- North Baltimore/ Southern Wood County	123 E. Broadway North Baltimore, Ohio 45872	(419) 257-9064	Tues & Thurs 10:00am-4:00pm	Mst live in Hoytville, N.Baltimore, Bloomdale, Jerry City, Cygnet, or surrounding areas. Photo ID, Proof of household income, and address	Clothing, Utilities, Prescriptions, Food, Rent, Shelter
Food Pantries in Northwood					
Foundation Stone Christian Church	4532 Woodville Rd. Northwood, Ohio 43619	(419) 693-5149	By Appt. Only	NW Ohio. Food Aid given only once a month	Food Aid
Food Pantries in Pemberville					
Good Samaritan Fund and Community Food Pantry	220 Cedar St. Pemberville, Ohio 43450	(419) 287-4182	Mon-Thurs 11:00am-2:00pm	Photo ID, Proof of residence in the Eastwood School District, or utility bill with name and address attached.	Food Aid, Paper Products, Food Vouchers to the Pemberville IGA when Available.

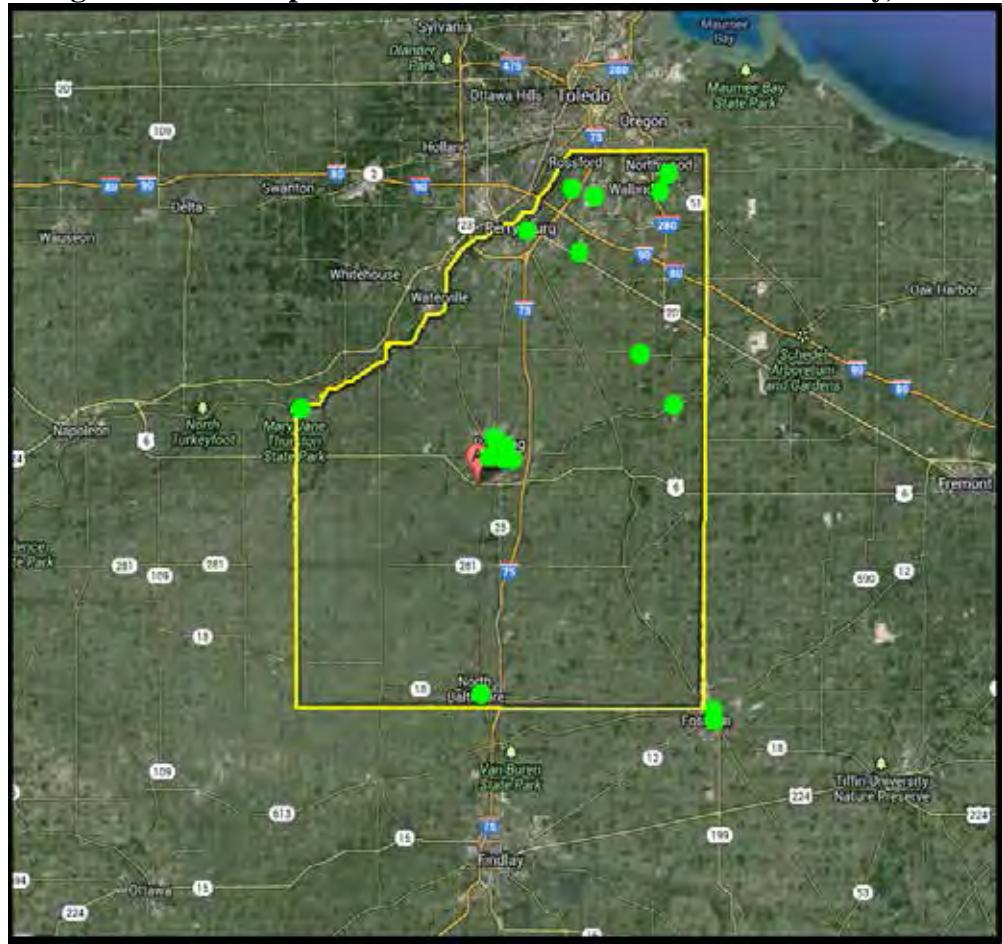
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Food Pantries and Soup Kitchens in Perrysburg					
Kitchen of Hope- Zoar Lutheran Church	314 E. Indiana Ave. Perrysburg, Ohio	(419) 874-4346	Last Friday of the Month	Free meal, no requirements	Hot Meal
Owens State Community College	Room 109 Heritage Hall 30335 Oregon Rd. Perrysburg, Ohio 43551	(800) 466-9367	Tuesdays 11:00am- 1:00pm	Must be a registered Owens student with a valid college ID	Food Aid
Perrysburg Township Regular Food Pantry	26609 Lime City Rd. Perrysburg, Ohio 43551	(419) 250-2870	Second Thursday of the Month 8:30am- 10:00am	Must be a resident of Zip code 43551	Food Aid
Perrysburg Township Senior Food Pantry	26609 Lime City Rd. Perrysburg, Ohio 43551	(419) 250-2870	Second Wednesday of the Month 8am-noon	Must be 60 years or over	Food Aid
St. Vincent De Paul Society- Toledo Chapter	P.O. Box 1338 Perrysburg, Ohio 43551	(419) 244-5171	By Appt. Only	Call for information	Food Aid, Utility and Rent Assistance, Clothing and Furniture, Medical Bills and Prescription Drugs, Bus Passes, Counseling and Referrals, Elderly Care
Food Pantries in Rossford					
All Saints Catholic Church	628 Lime City Rd. Rossford, Ohio 43460	(419) 666-1393	By Appt. Only	Must live in Rossford, or Northwood, Ohio west of East Broadway St.; Photo ID, Social Security Cards, Proof of Address, and Proof of income required	Food Aid, Utility bill assistance, bus fares. aid depends on resource availability, Produce from Church Garden when available
Food Pantries in Walbridge					
Food for Thought Toledo	4505 Walbridge Rd. Walbridge,	(419) 972-0022	3rd Monday of the Month	Photo ID, Social Security	Mobile Food Pantry

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	Ohio 43465		5pm-7pm	cards of self and all dependents in family	located at Walbridge Fire Station
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Figure 5.13: A Map of Food Pantries In or Near Wood County, Ohio



I. Shopping Venues

Places included in this category include: grocery stores, restaurants, retail stores, hair salons, financial services, gas stations, hardware stores, and specialty retail venues. Most are along major highway systems. Due to this concentration of commercial services and retailers, expedient transportation options may allow many passengers to share a ride to shopping areas. This would help to aid the overall efficiency of transportation service providers. Figure 5.13 displays the major shopping districts in and around Wood County with some of the shopping venues located in each area.

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Figure 5.13: Major Retail and Service Areas in Wood County		
Shopping Destination	Location	Types of Shopping Venues
Grand Rapids Downtown	Front St. Grand Rapids, Ohio	Art galleries, antiques, re-sale venues, restaurants, specialty shops, desert venues, florists, bookstores, and a gas station
Levis Commons Shopping Plaza	Route 25-Dixie Hwy. Perrysburg, Ohio	Clothing retailers, quality restaurants, a movie theater, specialty stores, a bookstore, furniture distributors, jewelers, banking centers, entertainment media distributors, retail centers, photography studios, spas, cell phone distributors, auto repair centers and shoe cobblers
Downtown Perrysburg Shopping District	Louisiana Ave. and Indiana Ave. Perrysburg, Ohio	Specialty restaurants, banking, pastry shops, clothing retailers, and a library.
U.S. 23 Major Retail District	U.S. Hwy 23, Carronade Dr., and Crossroads Parkway Perrysburg, and Rossford, Ohio	Gas stations, chain restaurants, food markets, big-box stores, sports stores, media retailers, hardware stores, pharmacies, clothing retailers, shoe cobblers, hotels, domestic home retailers, hair cutters, automobile retailers, and banking centers
Eckel Junction Road Shopping District	Eckel Junction Rd., Route 25-Dixie Hwy. Perrysburg, Ohio	Banking Centers, supermarkets, chain restaurants, specialty stores, shoe cobblers, furniture retailers, and specialty restaurants
Buck Road Shopping District	Buck Rd. Perrysburg, Ohio	Gas stations, chain restaurants, hotels, and coffee shops
Downtown Rossford	Route 65-Superior St. Rossford, Ohio	Pharmacies, spas, banking centers, barber shops, local mom & pop diners, and a library.
Great Eastern Shopping Plaza	Woodville Rd., Northwood, Ohio	Big-box stores, pharmacies, auto repair centers, chain restaurants, specialty restaurants, hobby and craft shops, and banking centers
Fostoria County Line Shopping District	North County Line St. Fostoria, Ohio	Banking Centers, big box stores, discount stores, gas stations, hotels, auto repair stores, and restaurants
Briar Hill Rd. Shopping Area	Briar Hill Rd. North Baltimore, Ohio	Gas stations, restaurants, and hotels
Downtown North Baltimore	Main St. North Baltimore, Ohio	Florists, auto retailers, restaurants, banking centers, and a public library
Downtown Weston	Main St. Weston, Ohio	Gas stations, restaurants, library, and a post office
North Bowling Green Shopping District	Route 25 from Simonds Rd. to Poe Rd. Bowling Green, Ohio	Discount stores, supermarkets, banking centers, tax review specialists, gas stations, chain restaurants, specialty restaurants, auto retailers, a mall, movie theater, specialty stores, and a bowling venue.
North-West Bowling Green Shopping District	Route 64 and the corner of Poe Rd. Bowling Green, Ohio	Banking centers, desert venues, and specialty restaurants

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West Bowling Green Shopping District	The Intersection of Wintergarden Rd. and W. Wooster St. Bowling Green, Ohio	Gas stations, an animal hospital, banking centers, a market, and a health gym.
Downtown Bowling Green Shopping District	Main St. and Wooster St. Bowling Green, Ohio	Mom and Pop restaurants, specialty restaurants, chain restaurants, bars and pubs, a craft store, a library, barber shops, desert venues, a hardware store, banking center, a post office, a food market, gas stations, and a pharmacy
East Wooster Shopping District	Wooster St. Bowling Green, Ohio	Big box stores, hotels, chain restaurants, specialty restaurants, gas stations, liquor stores, banking centers, coffee shops, cell phone retailers.
South Bowling Green Shopping District	Route 25- Dixie Hwy. from Napoleon Ave to U.S. Hwy 6 Bowling Green, Ohio	Discount stores, big-box stores, gas stations, banking centers, chain restaurants, auto repair centers, a pet store, a hardware store, an urgent care center, clothing retailers, a furniture outlet store, pharmacies, and a video retailer

An inclusive transportation system is thus faced with the challenge of serving a county of diverse characteristics and needs, from the densely arranged features and destinations in the Toledo suburbs in the northern end of the county, to the central city of Bowling Green and its array of services, shopping, medical facilities, restaurants, offices and the campus of a major State university, to the low-density, rural region of the southern portion of the county, largely dotted by small villages with limited amenities, requiring a drive to a regional center such as Bowling Green, Findlay, or Fostoria, for shopping and services. As this chapter points out, there are multiple destinations throughout the county and in adjoining counties as well, presenting a challenge in effectively coordinating these varying patterns of needs.

Chapter 6 : Relevant Transportation Policies, Funding, Grants, and Pertinent Information

There are eighty federal programs that can fund transportation. The top six include: Medicaid, Veterans Medical Care Benefits, TANF (Ohio Works First), 5310 Capital Assistance Program for Elderly Persons and Persons with Disabilities, Title III Part B of the Older Americans Act, and Social Services Block Grant. With all of these sources, federal efforts on transportation coordination began in 1977 with a Government Accounting Office (GAO) report. In 1986, a memorandum of understanding was signed between the Department of Health and Human Services and the Department of Transportation to create the Coordinating Council on Access and Mobility (CCAM). Work has continued and the Department of Transportation has been a leader in allowing other federal sources to be used as match for several Federal Transit Administration programs.

Chapter 6 includes information on funding and grant sources, public laws, and policies in transportation service provision. Chapter 6 is not a complete listing of all federal, state, or local regulations; neither is chapter 6 meant to be used as a legal or procedural guide to implement and comply with government regulations. Additional listing of federal laws and regulations regarding transportation can be found through the Ohio Office of transit's webpage: <http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/FederalCompliance.aspx>.

I. Medicaid Title XIX and XX

A.) Title XIX

The Social Security Act Amendments of 1965 authorized the Medicaid program, also known as Title XIX. Medicaid is a publicly-funded health insurance program that provides health coverage to families with low incomes, children, pregnant women, and individuals who are blind, aged, or disabled. The program is administered by county Departments of Job and Family Services. Depending on program eligibility, DJFS may be able to assist recipients with transportation needs to and from Medicaid-covered medical appointments with Medicaid providers through the Non-Emergency Transportation Program (NET). The (NET) program "is designed to provide transportation for Medicaid eligible recipients.¹ Each county [is required to] prepare a (NET) plan outlining how the county will meet the transportation needs of their local recipients. Counties may contract with transportation providers for these services or may provide the services using county staff."² Ohio Revised Code sections 5101:3-24 outline the

¹ Van Buren Triple. M. Monitoring Assessment Tool-Medicaid CFDA#93.778: Title XIX- Non-Emergency Transportation. Accessed: June 11, 2013. [Web]. Retrieved from: http://jfs.ohio.gov/ofs/bmcs/Title_XIX-NET.pdf

² Van Buren Triple. M. Monitoring Assessment Tool-Medicaid CFDA#93.778: Title XIX- Non-Emergency Transportation. Accessed: June 11, 2013. [Web]. Retrieved from: http://jfs.ohio.gov/ofs/bmcs/Title_XIX-NET.pdf

framework for County Boards when establishing transportation service coverage.³ Wood County DJFS currently has a contract with Black and White Cab for the provision of services.

B.) Title XX, Social Services Block Grant

The U.S. Department of Health and Human Services administers the Social Services Block Grant (SSBG), also known as Title XX. SSBG funding is used to provide a variety of social services at the local level. Transportation is one of 29 core services that counties can offer using this funding. Ohio Revised Code sections 5101:2-25 outline the specific requirements counties must take when using Title XX funds for transportation provisions. The Wood County Department of Job and Family Services (WCDJFS) "provides transportation through the Title XX and Non-Emergency Medicaid Transportation programs to eligible consumers to get to required medical, routine medical, and behavioral health care services."⁴ "Eligibility is based on documentation of income and need or Medicaid recipient status. [Their] service may also be used to assist those eligible under Title XX to receive assistance to get to the grocery store and Laundromat."⁵ Title XX funding is used to help move low-income individuals to and from places of necessity.

II. Veterans Medical Care Benefits

The Veterans Service Office and Commission provides a wide range of assistance to veterans and their families. In Wood County the Commission transports veterans to VA medical facilities in Toledo, Cleveland, and Ann Arbor, Michigan. The local office is funded through a state-mandated property tax millage generated at the county level.

III. TANF (Ohio Works First)

Wood County DJFS provides transportation for parents of children involved with children's services for necessary appointments. This service is provided by WCDJFS employees.

IV. Title III, Part B Older Americans Act

Title III, Part B of the Older Americans Act authorizes the funding for transportation for seniors to medical appointments, to nutrition sites, and for shopping, etc. The Area Office on Aging funds the Wood County Committee on Aging to provide transportation for senior citizens age 60 and older. This contract is a fixed price (per mile) purchase-of-service contract. Eligibility is based solely on age and not income. A suggested donation to help defray costs is requested of participants.

V. 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

³ Van Buren Triple, M. Monitoring Assessment Tool-Medicaid CFDA#93.778: Title XIX- Non-Emergency Transportation. Accessed: June 11, 2013. [Web]. Retrieved from: http://jfs.ohio.gov/ofs/bmcs/Title_XIX-NET.pdf

⁴ The Wood County Department of Jobs and Family Services. Transportation Services. (2013). Accessed: June 11, 2013. [Web]. Retrieved from: http://www.woodcountyjfs.com/SocServ_transportation.html

⁵ The Wood County Department of Jobs and Family Services. Transportation Services. (2013). Accessed: June 11, 2013. [Web]. Retrieved from: http://www.woodcountyjfs.com/SocServ_transportation.html

A. Specialized Transportation Program. [Section 5310]

49 U.S. Code Section 5310 recipients are those that use federal grantee dollars to provide transportation to elderly and disabled persons.⁶ Grantees must verify that their programs that provide transportation to elderly and disabled individuals are included in a locally developed, coordinated public transit-human services transportation plan such as this one which you are reading now. One of the goals is to reduce duplication in service coverage, coordinate limited funding between various public and private entities to maximize service availability and cost savings. In Wood County the recipient of 5310 funds in 2013 for vehicles was Children's Resource Center. In past years, in addition to the Children's Resource Center, the Wood County Committee on Aging has also been a recipient of 5310 funds for vehicles. The 5310 funding requires a 20 percent local match.

B. The Ohio Coordination Program [49 U.S.C. Section 5310]

The Ohio Coordination Program is authorized under the 49U.S.C 5310. The efforts of the coordination program should help to aid transportation provision in counties where no public transit system exists, and should add to existing service efficiency between existing transit systems, human service agencies, and private transportation service providers.⁷ "The coordination program must demonstrate that interagency coordination is occurring; a lead agency is required to administer and facilitate day-to-day operations, execute memorandums of understanding with all participating agencies, and have a full time mobility manager."⁸ Eligible projects and expenses that may use mobility management funding are: "salaries and fringes, utilities, office supplies, postage, travel, and marketing of the coordination project."⁹ "Mobility managers are considered a capital expense and 80 percent of the direct cost of the mobility manager is reimbursable."¹⁰ There has been no application submitted from any entity in Wood County for these funds.

C. New Freedom Program 5317 [Consolidated Under MAP-21 into [Section 5310]

The new freedom program is a product of SAFETEA-LU. The program is designed to enhance and compliment existing federal ADA requirements for transportation providers under the Americans with Disabilities Act of 1990.¹¹ The New Freedom Program allows transportation service providers to use funds to develop additional or complimentary mobility assets and services that are designed to increase both the mobility and access of disabled individuals.¹² New Freedom funds may be used to cover operating or capital expenses; however, capital expenses may not exceed 80 percent of the project costs, and the 20 percent of the local share may not be met by another other FTA funding.¹³ Additionally, the FTA will not allow more than

⁶ Toledo Metropolitan Area Council of Governments. Transit Funding 101: As it applies to the Lucas and Wood County, Ohio And Southern Monroe County, Michigan. (August 2012). Retrieved from:
http://www.tmacog.org/TransportationMeetings/Passenger_Rail/August_2012/Transit_Funding_101.pdf

⁷ ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

⁸ ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

⁹ ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

¹⁰ ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

¹¹ ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

¹² ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

¹³ ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

50 percent of New Freedom Program funds to be used towards operating costs.¹⁴ The New Freedom Program was repealed under MAP-21. New Freedom Program types are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities (5310) provision of the new MAP-21 guidelines. No entity in Wood County has applied for these funds.

VI. Elderly and Disabled Transit Fare Assistance Program [O.R.C. 5501.07 (B)]

The Elderly and Disabled Transit Fare Assistance Program is a state allocated program to provide reimbursement for Ohio transit agencies that provide reduced fare rates to elderly and disabled individuals.¹⁵ These funds are used to offset the transit agencies fare box revenue losses by offering discounted fares.¹⁶ This program is authorized under the Ohio Revised Code section 5501.07 (B).¹⁷ The City of Bowling Green Transit provides reduced rate fares to the elderly through this program.

VII. Federally Funded Public Transportation

A. Rural Transit Program (Section 5311)

The Rural Transit Program is funding by FTA for use in rural areas; those population centers not exceeding 50,000 people.¹⁸ Funds are formula based determined by population, area, and existing transit service.¹⁹ Ohio also distributes funds to rural transit systems via the Ohio Public Transportation Grant Program.²⁰ Under the new MAP21 rules the previously funded SAFETEA-LU (JARC) projects are now eligible to apply for Job Access and Reverse Commute funds under Section 5311 funds for transportation of low-income individuals in rural areas.²¹ The 5311 program requires a 50 percent local match which can be in the form of contracted services from sources such as Title IIIB Older American Act, Title XIX Non-Emergency Medical Transportation, Veterans Administration, TANF Ohio Works First, and the Ohio Department of Developmental Disabilities waiver. The City of Bowling Green Transit is the 5311 provider within the City Limits. As such the rural parts of Wood County (those parts not falling within the Toledo Urbanized Area) do not have access to federally funded public transportation.

In addition to the City of Bowling Green Transit, another 5311 funded system provides service in Wood County. SCAT is a small rural transit agency that operates in Seneca County,

¹⁴ ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

¹⁵ ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

¹⁶ ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

¹⁷ ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

¹⁸ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from: http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

¹⁹ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from: http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

²⁰ ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

²¹ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from: http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

Ohio and the city limits of Fostoria in Hancock and Wood Counties. SCAT is a 5311 recipient and the grantee is a private non-profit agency the Seneca County Agency Transportation. Logistically, SCAT chooses to operate in an overlapping region with HATS, the Hancock Area Transportation Service. This is due to the fact that the City of Fostoria resides in three different counties. Administratively, SCAT chooses to operate within the entire city limit, choosing to be customer focused. HATS only operates in the Hancock County side of the City of Fostoria. Most of Fostoria resides in Seneca County, Ohio.

B. Urban Transit Program (Section 5307)

The Urban Transit Program provides Ohio's urban centers with sources of funding for both the capital and operating costs of their public transit systems. For urban areas with populations between 50,000-200,000, those areas are funded by the Federal Transit Administration and are subject to 5307 provisions from the Governor's Apportionment fund.²² Urban areas in excess of 200,000 people receive their federal apportionment from the FTA directly.²³ TARTA is the 5307 recipient. TARTA derives a large portion of their required match from property tax revenue.

C. Sections 5311 and 5307 Service Areas

Section 5307 funding is not allowed to be used to service transportation needs in federally recognized section 5311 areas.²⁴ Wood County, Ohio exists within two Federal Transit Administration recognized areas. There exists an urbanized district (5307) that is under the direction of the Toledo Area Regional Transit Authority (TARTA), while BG Transit, a rural entity, has been given special designation for operation (5311) in the city of Bowling Green only, south of the Toledo Urbanized District.²⁵ [See Figures 6.1 & 6.2 for details] In addition, SCAT operates a rural public transit system (5311) in the Southeastern part of the county serving the City of Fostoria, Ohio, while Ride Right (locally funded property tax) reinitiated public transportation coverage in the City of Perrysburg, Ohio on July 1, 2013. This bring the total number of public transportation agencies in Wood County, Ohio to four, which may be the largest number of operating public transportation service providers for any single county in Ohio. Federally funded public transit systems operating in this area may not infringe on the jurisdiction of another except for in cases of treaty or contracted service charter, or at discretion of their grant funding operator.

The overlap of county jurisdictions with transit jurisdictions creates confusion and coordination issues between different transportation agencies and the various retail, medical, educational, entertainment, and business centers located within these overlap areas. Only Federal Transit Administration grantees and subgrantees are subject to limitations in service provision within their jurisdictions. For instance, the City of Perrysburg, Ohio provides public transportation solely through property tax funding; therefore they are not subject to federal

²² ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

²³ ODOT: Transit Grant Program. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.dot.state.oh.us/Divisions/Finance/Pages/Budget.aspx>

²⁴ Federal Transportation Administration. Formula Grants for Other than Urbanized Areas (5311). Accessed: July 2, 2013. Retrieved from: http://www.ftp.dot.gov/grants/13093_3555.html

²⁵ The Ohio Department of Transportation. (2013). *Ohio Transit Agencies*. [PDF Link] Retrieved from: <http://www.dot.state.oh.us/Divisions/Planning/Transit/Pages/OhioTransitAgencies.aspx> [Select BG Transit] and [Select Toledo Area Regional Transit Authority].

grantee regulations in regards to limitations in service area coverage. If Perrysburg chooses, they could provide service anywhere.

VIII. Toledo Urbanized Area

The Toledo Urbanized Area is a product of the U.S. Census Bureau's efforts to map population clusters exceeding 50,000 residents.²⁶ The Toledo Urbanized Area code is UA: 87868 and all federal and state transportation funding intended for the residents of this district cannot be shared with rural authorities.²⁷ Under U.S. Federal Code 5307: The Federal Transportation Administration grants funding to urban areas (U.S. Census Bureau Urban Areas exceeding 50,000 residents) monetary supplements to aid in the transportation needs of those areas. TARTA is the designated recipient of Section 5307 funds.²⁸

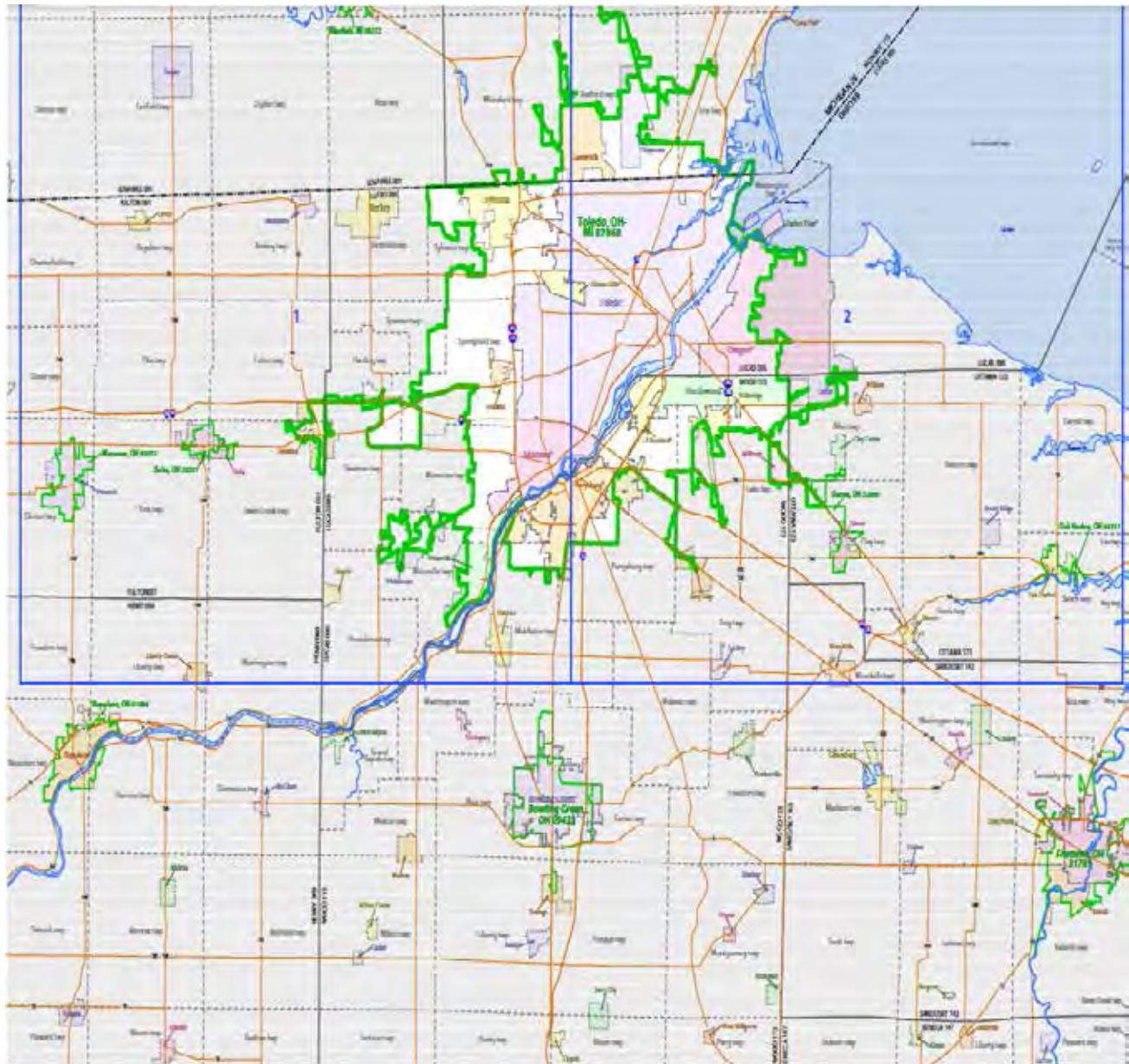
The communities and township falling under the Toledo Urbanized district in Wood County, Ohio include: Lake Township, Middleton Township, Millbury, Northwood, Perrysburg, Perrysburg Township, Rossford, Stony Ridge, and Troy Township. Not all areas of Lake Township, Middleton Township, Perrysburg Township, Stony Ridge, and Troy Township reside within the current 2010 federally designated Toledo Urbanized District. See Figure 6.1 below for the current map of the Toledo Urbanized Area. Figure 6.2 displays the 2000 federally designated Toledo Urbanized Area; the boundary limits are redrawn as necessary after every 10 year census.

²⁶ U.S. Census Bureau. Geography: 2010 Census Urban and Rural Classification and Urban Area Criteria. Accessed: July 2, 2013. Retrieved from: <http://www.census.gov/geo/reference/ua/urban-rural-2010.html>

²⁷ U.S. Census Bureau. Geography: 2010 Census Urban and Rural Classification and Urban Area Criteria. Accessed: July 2, 2013. Retrieved from: <http://www.census.gov/geo/reference/ua/urban-rural-2010.html>

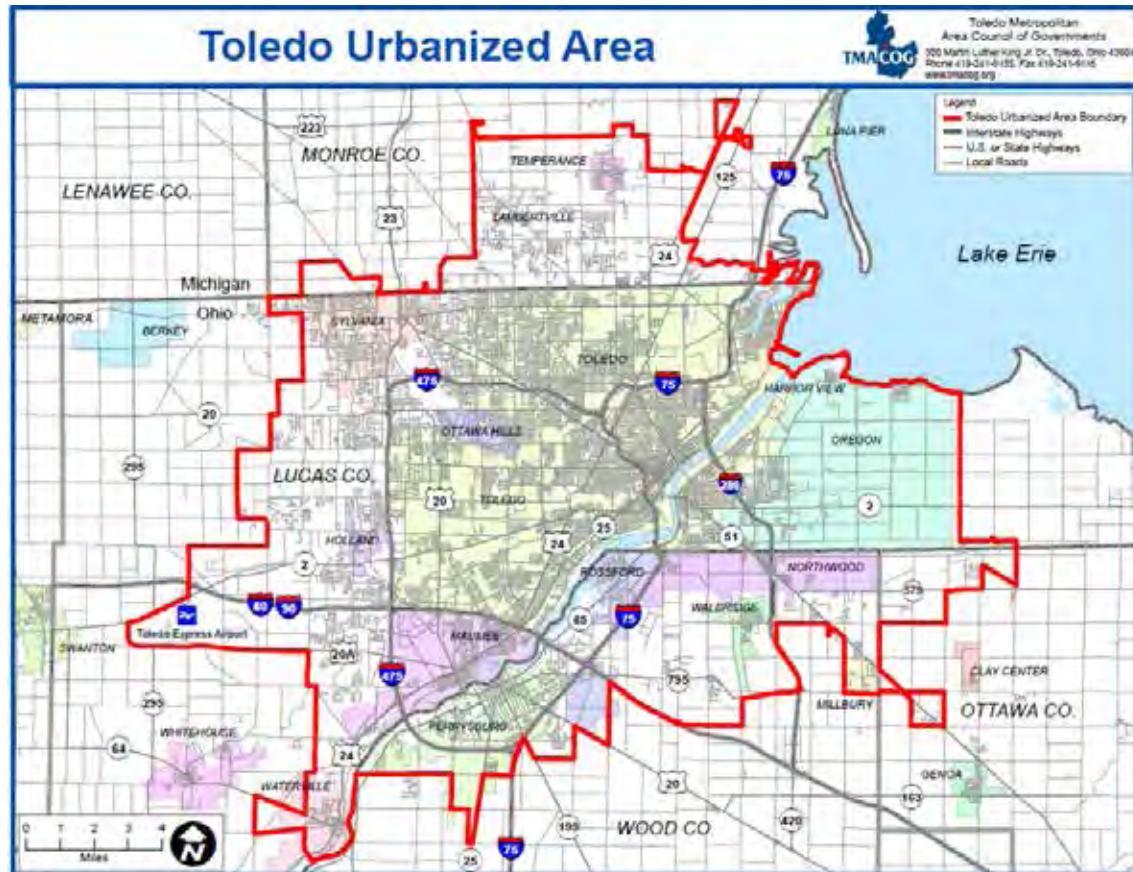
²⁸ Toledo Metropolitan Area Council of Governments. Transit Funding 101: As it applies to the Lucas and Wood County, Ohio And Southern Monroe County, Michigan. (August 2012). Retrieved from: http://www.tmacog.org/TransportationMeetings/Passenger_Rail/August_2012/Transit_Funding_101.pdf

Figure 6.1: 2013 Toledo Urbanized Area Boundary Limits



Map Source: U.S. Census Bureau. [PDF Data File] (2013). Accessed: July 9, 2013. Retrieved from:
http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua87868_toledo_oh--mi/DC10UA87868_000.pdf

Figure 6.2: The Toledo Urbanized Area Before 2013



Map Source: The Toledo Area Metropolitan Council of Governments. (2013). *The Toledo Urbanized Area*. Retrieved from: www.tmacog.org/Transportation/Map.../Urbanized%20Area_web.pdf

A. TARTA- Wood County Presence

TARTA used to operate in Perrysburg, but in 2012 residents of the city of Perrysburg under Ohio Revised Code sections 306.322, 306.55, and 306.551 voted their municipality out of the Toledo Area Regional Transit Authority as allowed and authorized under 2011 Ohio Am. Sub. House Bill 153.²⁹ Under these sections, counties exceeding 400,000 persons with an established RTA that levied property tax for revenue and contained a board of political subdivisions, both of which TARTA has are legally permitted by the Ohio Revised Code to withdraw from the RTA until November 5, 2013 when the authorization expires.³⁰ TARTA is one of only a few public transportation providers that collect part of their revenue through property taxes.

²⁹ Ohio Am. Sub. H.B. 153. Sections 306.322, 306.35, 306.55, and 306.551.

³⁰ Ohio Am. Sub. H.B. 153. Sections 306.322, 306.35, 306.55, and 306.551.

B. Ride Right-Perrysburg, Ohio

Following with the Ohio Am. Sub. House Bill 153 authorization, in 2012, residents of the City of Perrysburg voted to opt of TARTA's service coverage area. TARTA service was suspended on September 22, 2012 after a referendum held earlier that year whereby 57 percent of voters opted to suspend property tax funded TARTA service coverage to their municipality.³¹ Perrysburg's public transportation is funded through property taxes and contracted out to an out-of-state third party provider. The City of Perrysburg is not required to abide by grant funding mandates (Sections 5307 nor 5311) due to the fact that it receives no federal or state assistance to operate its transit system. However, Perrysburg's Ride Right is required to operate as directed federally where mandates apply to the general public or where specific provisions of Congress, the FTA, or ODOT are made.

C. Background: Urban Regional Transit Authority Opt -out Option

Regional Transit Authorities (RTA), of which the Toledo Regional Transit Authority (TARTA) is considered, operates mostly in major areas of Ohio. Revenues for TARTA's operations come from property taxes, vehicle fares, and federal and state subsidies.³² Almost all RTAs in Ohio use sales tax as their main revenue source, not property taxes as is the case in Toledo. TARTA is the only urban transit authority that collects its local funding via property taxes; TARTA has worked toward an initiative in the past to move away from property taxes to sales taxes.³³ This funding method became an issue in November 2007 as residents in the TARTA service area were asked to vote on a 1.5 mill replacement levy that would provide a 10-year support plan for TARTA, raising their property taxes to an estimated total of \$1.2 million; this levy was to be in addition to an existing 1 mill TARTA-related property tax that expires in 2011.³⁴ Many officials and residents felt the tax bill was not congruent with services. A TARTA-funded survey found that only 26 percent of Perrysburg residents claimed they used TARTA's services in the previous two years.³⁵ In order to address the perceived disparity between property taxes due versus consumer usage of TARTA's services, Perrysburg and Rossford area residents and officials became interested in possible state legislation to allow a process of withdrawal from the RTA.

In northwest Ohio, TARTA is comprised of nine districts (Toledo, Maumee, Ottawa Hills, Rossford, Spencer Township, Sylvania, Sylvania Township, and Waterville of which only one is in Wood County). When voting on levies and tax-related legislation, the votes of these eight districts are not considered separately. The board of trustees at TARTA is comprised of 17 members, 9 of whom represent Toledo, with one representative on the board for each of the outlying subdivisions.

In March 2007, Ohio Senator Randy Gardner introduced Senate Bill 88, known as the

³¹ Patch, David. The Toledo Blade. OH: Perrysburg's Vote to Leave TARTA Spurs Questions. (March 8, 2012). [Web]. Accessed: June 8, 2013. Retrieved from: <http://www.masstransitmag.com>.

³² Patch, David. "Maumee Eyes Withdrawing from TARTA: Officials Open Investigation Into Op-out, Tax Proposals." *The Toledo Blade*. (2012). Accessed: July 8, 2013. Retrieved from: <http://www.toledoblade.com/local/2012/05/30/Maumee-eyes-withdrawing-from-TARTA.html#5ueHfkasaK9BbCiS.99>

³³ Patch, David. "Maumee Eyes Withdrawing from TARTA: Officials Open Investigation Into Op-out, Tax Proposals." *The Toledo Blade*. (2012). Accessed: July 8, 2013. Retrieved from: <http://www.toledoblade.com/local/2012/05/30/Maumee-eyes-withdrawing-from-TARTA.html#5ueHfkasaK9BbCiS.99>

³⁴ "TARTA May Ask Voters for 1.5-mill Levy." *The Toledo Blade*. (2007). Accessed: July 8, 2013. Retrieved from: <http://www.toledoblade.com/frontpage/2007/05/26/TARTA-may-ask-voters-for-1.5-mill-levy.html>

³⁵ Ryan, Carl. "Perrysburg Council Wants City to Opt-out of TARTA." *The Toledo Blade*. (2008). Accessed: July 8, 2013. Retrieved from: <http://www.toledoblade.com/South/2008/09/11/Perrysburg-council-wants-city-to-opt-out-of-TARTA.html>

Mass Transit Voters' Rights bill. Ohio Representative Bob Latta introduced the comparable House Bill 208 in May 2007. Senate Bill 88/House Bill 208 was assigned to committees in both houses of State government, but never made it past committee assignment.³⁶

In December of 2007, Bob Latta won the 5th Congressional seat vacated with the death of Congressman Paul Gillmor. Randy Gardner vacated his Ohio Senate seat in order to replace leaving Latta in Ohio House of Representatives. In February of 2008, Ohio Representative Gardner introduced a revised Mass Transit Voters' Rights bill in the Ohio House.³⁷ The bill would allow regions to exit a RTA or apply for inclusion on a 3-year trial basis. The proposed legislation applies to public transit systems in which one participating district is comprised of at least 400,000 citizens and to those RTA's funded through property taxes.³⁸

On November 28, 2007, then-Senator Randy Gardner came to Perrysburg to meet with voters and officials regarding voters' rights and public transportation. Voters in the Perrysburg/Rossford region did reject the 1.5 mill TARTA replacement levy, as did Maumee, Waterville, and Spencer and Sylvania Townships, but overall votes accepted the public transportation levy.³⁹ Part of the discussion with Senator Gardner included participants' agreement that public transportation is a valuable service to members of the Perrysburg community, but voters believe that a more cost-effective service than TARTA could be implemented. Senator Gardner encouraged the community to take local action, collaborating with one another to come up with a solution.

The Ohio Legislative Service Commission's analysis of the bill's fiscal impact predicted no loss in revenues at the state level but a potential loss in tax revenues for the RTA upon withdrawal of a subdivision. Although it is uncertain, the decrease in service costs necessary to serve fewer subdivisions may offset the loss the RTA would experience in tax revenues from the withdrawn subdivision (Ohio Legislative Service Commission, 2007).

The Ohio Developmental Disabilities Council (ODDC) produced a position paper on SB 88/HB 208, expressing concern over the bill's lack of demand for a replacement plan once a subdivision withdraws from an RTA. This is of utmost concern to those who depend upon public transportation to travel, leaving individuals incapable of reliable transportation or independent movement with few affordable transportation options. Also recognized in the ODDC document is the impact of only a small number (14%) of the voting population living with a disability, leaving them with little power when voting in a general or special election regarding a subdivision's withdrawal from the RTA (Ohio Developmental Disabilities Council, 2007).

On March 6, 2012, under the authorization of Ohio Am. Sub House Bill 153, voters of the City of Perrysburg voted to opt of the Toledo Regional Transit Authority creating a coverage gap in 2012. City leaders hired a private company, Ride Right, to operate a temporary transportation service; which it did so until funding ran out that year on November 27th. TARTA had ceased operation in Perrysburg on September 22, 2012.⁴⁰ On November 6, 2012 residents of Perrysburg, Ohio voted against a measure to fund a public transit service that would have

³⁶ Ryan, Carl. "Senator Urges Local Solution for Complaints About TARTA." (2007). Accessed: July 8, 2013. Retrieved from: <http://www.toledoblade.com/frontpage/2007/11/29/Senator-urges-local-solution-for-complaints-about-TARTA.html>

³⁷ Ryan, Carl. "Senator Urges Local Solution for Complaints About TARTA." (2007). Accessed: July 8, 2013. Retrieved from: <http://www.toledoblade.com/frontpage/2007/11/29/Senator-urges-local-solution-for-complaints-about-TARTA.html>

³⁸ Messina, Ignazio. "TARTA Opt-out Will Hurt Region, McNamara Says." *The Toledo Blade*. (2008). Accessed: July 8, 2013. Retrieved from: <http://www.toledoblade.com/frontpage/2008/04/01/TARTA-opt-out-will-hurt-region-McNamara-says.html>.

³⁹ Ryan, Carl. "Senator Urges Local Solution for Complaints About TARTA." (2007). Accessed: July 8, 2013. Retrieved from: <http://www.toledoblade.com/frontpage/2007/11/29/Senator-urges-local-solution-for-complaints-about-TARTA.html>

⁴⁰ Ryan, Carl. "Senator Urges Local Solution for Complaints About TARTA." (2007). Accessed: July 8, 2013. Retrieved from: <http://www.toledoblade.com/frontpage/2007/11/29/Senator-urges-local-solution-for-complaints-about-TARTA.html>

provided a 1.25 mill operating levy for the city; it was not until May 6, 2013 that city residents had approved a new ballot levy that would appropriate 0.8mill levy that would provide some transportation options to the most needy in the community.⁴¹ Ride Right resumed transportation coverage in Perrysburg, Ohio on July 1, 2013. Authorization to withdraw from TARTA expired on November 5, 2013.⁴²

VIII. MAP-21-Moving Ahead for Progress in the 21st Century

In July of 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law as a replacement for the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).⁴³ MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system.⁴⁴ These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.⁴⁵ The aim of MAP-21 is to improve U.S. highways, create jobs, support economic growth, consolidate complex transportation programs, and promote innovation.⁴⁶ A single amount of approximately \$38 billion per year is authorized to fund core programs, providing a total of \$105 billion dollars of investment in transportation provisions for Americans during its authorization period.⁴⁷ Under MAP-21, Congress has appropriated \$10.6 billion for FY 2013 and \$10.7 billion for FY 2014 to provide for the needs of public transportation providers nationally.⁴⁸ For FY 2013, each State receives roughly the same total apportionment as in FY 2012. In FY 2014, the total amount available for distribution will be divided proportionally among the States based on the share of apportionments each State received for FY 2012, adjusted, if necessary, to ensure that no state receives less than 95 cents of every dollar it contributed to the Highway Account of the Highway Trust Fund.⁴⁹ The most important funding aspect under the new MAP-21 for transit operators has to do with grant applications under the Federal Transportation Administration's Transportation Infrastructure Finance and Innovation Act (TIFIA).

Relevant changes in MAP21 not already discussed that impact Human service or Rural Public Transportation follow.

A. New Programs Included in MAP-21 that were Not Present in SAFETEA-LU

⁴¹ Thompson, Matt. "Public Transportation Levy Passes in Perrysburg." *The Toledo Blade*. (2013). Accessed: July 8, 2013. Retrieved from: <http://www.toledoblade.com/Politics/2013/05/07/Public-transportation-levy-passes-in-Perrysburg.html>

⁴² Ohio Am. Sub. H.B. 153. Sections 306.322, 306.35, 306.55, and 306.551.

⁴³ U.S. Department of Transportation. The Federal Highway Administration. "MAP-21-Moving Ahead for Progress in the 21st Century." Accessed: July 8, 2013. Retrieved from: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

⁴⁴ U.S. Department of Transportation. The Federal Highway Administration. "MAP-21-Moving Ahead for Progress in the 21st Century." Accessed: July 8, 2013. Retrieved from: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

⁴⁵ U.S. Department of Transportation. The Federal Highway Administration. "MAP-21-Moving Ahead for Progress in the 21st Century." Accessed: July 8, 2013. Retrieved from: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

⁴⁶ U.S. Department of Transportation. The Federal Highway Administration. "MAP-21-Moving Ahead for Progress in the 21st Century." Accessed: July 8, 2013. Retrieved from: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

⁴⁷ U.S. Department of Transportation. The Federal Highway Administration. "MAP-21-Moving Ahead for Progress in the 21st Century." Accessed: July 8, 2013. Retrieved from: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

⁴⁸ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions*. (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from: http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

⁴⁹ U.S. Department of Transportation. The Federal Highway Administration. "MAP-21-Moving Ahead for Progress in the 21st Century." Accessed: July 8, 2013. Retrieved from: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

1.) Emergency Relief (Section 5324): The Emergency Relief Program provides aid to public transit systems and states during emergency situations. *The FTA defines an emergency “as natural disasters affecting a wide area or a catastrophic failure from an external cause for which the governor of a state has declared an emergency (and the Secretary of Transportation has concurred) or the President has declared a major disaster.”⁵⁰ “The program funds capital projects to protect, repair, reconstruct, or replace equipment and facilities. It also funds transit agency operating costs related to evacuation, rescue operations, temporary public transportation service, or changing public transportation route service before, during, or after an emergency in an area directly affected. The grants only cover expenses not reimbursed by the Federal Emergency Management Agency (FEMA). The program will provide immediate funding, similar to the FHWA emergency program. Funding will be appropriated by Congress as needed.⁵¹*

2.) Asset Management Provisions (Section 5326): “MAP-21 requires [the] FTA to define the term ‘state of good repair’ and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. Based on that definition, [the] FTA must then develop performance measures under which all FTA grantees will be required to set targets. All FTA grantees and their subrecipients are required to develop transit asset management plans. These plans must include, at a minimum, capital asset inventories, condition assessments, and investment prioritization. Each designated recipient of FTA formula funding will be required to report on the condition of its system, any change in condition since the last report, targets set under the above performance measures, and progress towards meeting those targets. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs (TIPs). [The] FTA will support this effort through technical assistance, including the development of an analytical process or decision support tool that allows recipients to estimate their capital investment needs over time and assists with asset investment prioritization.⁵²

3.) Safety (Section 5329): “MAP-21 grants [the] FTA the authority to establish and enforce a new comprehensive framework oversee the safety of public transportation throughout the United States. [The] FTA will implement the new law in consultation with the transit community and the U.S. Department of transportation’s (DOT) Transit Rail Advisory Committee for Safety (TRACS), which has been working since September of 2010 to help guide this effort.⁵³

Safety Performance Criteria and Standards: Under the new law, the FTA must develop safety performance criteria for all modes of public transportation (rail, bus, etc.). The FTA must also develop minimum safety performance standards for vehicles not regulated by other

⁵⁰ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from:
http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

⁵¹ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from:
http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

⁵² U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from:
http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

⁵³ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from:
http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

*Federal agencies. In addition, the FTA must develop a public transportation safety certification training program for individuals involved in transit safety.*⁶⁴

Grantee Safety Plans: *The new law requires all recipients of FTA funding to develop agency safety plans that include performance targets, strategies, and staff training. For rural recipients, the plan may be drafted by the State. For small urban systems, the FTA must issue a rule designating which small urban systems may have their safety plans drafted by the State. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement plans.*⁶⁵

4.) State of Good Repair Grants (Section 5337): “MAP-21 establishes a new grant program to maintain public transportation systems in a state of good repair. This program replaces the Fixed Guideway Modernization Program (Section 5309). Funding is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and intensity bus (high intensity bus refers to buses operating in high occupancy vehicle (HOV) lanes.) Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan to receive funding. The new formulas comprises: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes. Authorized funding for this program is \$2.1 billion in FY 2013 and \$2.2 billion in FY 2014.”⁶⁶

5.) Transit-Oriented Development Planning Pilot: “MAP-21 creates a new discretionary pilot program for transit-oriented development (TOD) planning grants. Eligible activities include comprehensive planning in corridors with new rail, bus rapid transit, or core capacity projects. [MAP-21 states that grants under this subsection are to “assist in financing comprehensive planning associated with an eligible project” and that “eligible project” means a new fixed guideway capital project or core capacity improvement project, as those terms are defined in {49U.S.C. 5309 (Capital Investment Grants/ ‘New Starts’)}]. The comprehensive plans should seek to enhance economic development, ridership, and other goals; facilitate multimodal connectivity and accessibility; increase access to transit hubs for pedestrian and bicycle traffic; enable mixed-use development; identify infrastructure needs associated with the project; and include private sector participation. MAP-21 authorizes \$10 million for FY 2013 and \$10 million for FY 2014.”⁶⁷

B. Programs Modified from SAFETEA-LU to MAP-21

1). Metropolitan, Statewide, and Nonmetropolitan Planning Programs (Sections 5303, 5304, 5305): “These programs provide funding and procedural requirements for multimodal transportation planning in metropolitan areas, and states that is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of

⁶⁴ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from:
http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

⁶⁵ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from:
http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

⁶⁶ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from:
http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

⁶⁷ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from:
http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

transportation investment priorities. \$127 million is authorized in FY 2013 and \$129 million in FY 2014.

"Allows Designation of Regional Transportation Planning Organizations: *Regional transportation planning organizations comprised of volunteer local government and transportation officials may be designated to assist the state in addressing the needs of non-metropolitan areas. Accordingly, 'statewide planning' has been renamed 'statewide and non-metropolitan planning' to signify the important role local officials play in the development of statewide plans and programs in non-metropolitan areas of states."*⁵⁸

C. Other Notable MAP-21 Requirements or Provisions

1.) Government Share for Vehicles, Equipment, and Facilities for Complying or Maintaining Compliance with the Americans with Disabilities Act or the Clean Air Act: *An FTA grant used for acquiring vehicles to comply with or maintain compliance with the Americans with Disabilities Act (ADA) or the Clean Air Act can now cover 85 percent of the net project costs. FTA grants for vehicle-related equipment or facilities needed to comply with or maintain compliance with the ADA or Clean Air Act remains at 90 percent of net project costs of the equipment or facilities attributable to compliance with the Act (the incremental cost).*⁵⁹

2.) Transportation Infrastructure Finance and Innovation Act Program (TIFIA) TIFIA is a subcategory under the MAP-21 transportation provision. The program is administered by the U.S. Department of Transportation for the purpose of providing to public and human service transportation agencies "secured (direct) loans, loan guarantees, and standby lines of credit."⁶⁰ Mostly this loan program is reserved for very large venture capital development projects; those that exceed a minimum project cost of \$50 million or an intelligent transportation system project costs that have a minimum of \$15 million dollars.

3.). Surface Transportation Program (STP) Surface Transportation Flexible Funds (STP) are federally allocated to states for various uses.⁶¹ These funds are allowed to be used by the applicant to provide public transportation where deemed appropriate, however most of these funds are provided for pavement repairs.⁶² MAP-21 has allowed for the continuation of the STP Program. STP funds are provided to "states and localities for projects to preserve or improve conditions and performance on any Federal-aid Highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects and public bus terminals and facilities."⁶³ STP funds are federally financed grants to eligible aid recipients who are sub-applicants after states.

⁵⁸ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from: http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

⁵⁹ U.S. Dept. of Transportation. The Federal Transit Administration. *Moving Ahead for Progress in the 21st Century (MAP-21): A Summary of Public Transportation Provisions.* (8/22/2012). [PDF Data File]. Accessed: July 9, 2013. Retrieved from: http://www.fta.dot.gov/documents/MAP21_essay_style_summary_v5_MASTER.pdf

⁶⁰ U.S. Department of Transportation. Federal Transportation Administration. "Transportation Infrastructure Finance and Innovation Act (TIFIA) Program." (2013). Accessed: July 8, 2013. Retrieved from: <http://www.fta.dot.gov/grants/12861.html>

⁶¹ Toledo Metropolitan Area Council of Governments. *Transit Funding 101: As it applies to the Lucas and Wood County, Ohio And Southern Monroe County, Michigan.* (August 2012). Retrieved from: http://www.tmacog.org/TransportationMeetings/Passenger_Rail/August_2012/Transit_Funding_101.pdf

⁶² Toledo Metropolitan Area Council of Governments. *Transit Funding 101: As it applies to the Lucas and Wood County, Ohio And Southern Monroe County, Michigan.* (August 2012). Retrieved from: http://www.tmacog.org/TransportationMeetings/Passenger_Rail/August_2012/Transit_Funding_101.pdf

⁶³ U.S. Department of Transportation. The Federal Highway Administration. "MAP-21-Moving Ahead for Progress in the 21st Century." Accessed: July 8, 2013. Retrieved from: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

4.) Transportation Alternatives (TA) TA program funds are new product of the MAP-21 program. “This program is funded at a level equal to two percent of the total of all MAP-21 authorized Federal-aid highway and highway research funds, with the amount for each State set aside from the State’s formula apportionments.”⁶⁴ Eligible activities can include the “transportation alternatives program; recreational trails program; safe routes to school program; and planning, designing, or constructing roadways within the right of way of former Interstate routes or other divided highways.”⁶⁵ 50 percent of all allocated TA funds provided to states must be distributed based on a population formula; thereby be suballocated. “States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for use of the suballocated funds; eligible applicants include: tribal governments, local governments, transit agencies, and school districts.”⁶⁶

X. Federal Compliance

There are a number of Federal Compliances required for public and private transportation service providers to adhere to during operation and ownership of vehicular assets as a condition of human transportation as required by federal law. In short it is far too taxing to list every detailed law and regulation related to federal compliance records. Instead this section will highlight some federal mandates. Of these there exists the Americans with Disability Act (ADA) that requires a set number of public fleet vehicles be wheelchair accessible; it is recommended that every newly acquired vehicle have ADA access.⁶⁷ Occupational Safety and Health Administration (OSHA) requirements, particularly in regards to vehicular operation, blood borne pathogens, and an overall general safe working environment are required for the responsible agency’s employees.⁶⁸ The Federal Transit Administration maintains Vehicle Charter regulations that must be adhered to and not infringe on private transportation market provision in accordance with FTA regulations, and drivers may not ever be under the operation of mind altering drugs or alcohol during vehicle operation as mandated by federal law.⁶⁹ Transportation Service Providers that use their vehicles for advertising are subject to all Federal Communications Commission (FCC) regulations.⁷⁰ Additionally, public transportation service providers must adhere to the regulations and mandates of the Disadvantaged Business Enterprise Program only if they receive \$250,000 or more of federally allocated dollars.⁷¹ Further still, the Federal Motor Carrier Safety Administration maintains strict regulations on all

⁶⁴ U.S. Department of Transportation. The Federal Highway Administration. “MAP-21-Moving Ahead for Progress in the 21st Century.” Accessed: July 8, 2013. Retrieved from: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

⁶⁵ U.S. Department of Transportation. The Federal Highway Administration. “MAP-21-Moving Ahead for Progress in the 21st Century.” Accessed: July 8, 2013. Retrieved from: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

⁶⁶ U.S. Department of Transportation. The Federal Highway Administration. “MAP-21-Moving Ahead for Progress in the 21st Century.” Accessed: July 8, 2013. Retrieved from: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

⁶⁷ ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from:

<http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication/StatusOfPublicTransitinOhio2012.pdf>

⁶⁸ ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from:

<http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication/StatusOfPublicTransitinOhio2012.pdf>

⁶⁹ ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from:

<http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication/StatusOfPublicTransitinOhio2012.pdf>

⁷⁰ ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from:

<http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication/StatusOfPublicTransitinOhio2012.pdf>

⁷¹ ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from:

<http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication/StatusOfPublicTransitinOhio2012.pdf>

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public and private non-profit transportation providers whose service coverage leaves state boundaries.⁷² The U.S. Department of Labor places conditions on both public and private transportation providers in regards to the operating conditions of their employees; all operators must comply with DOL standards and regulations.⁷³ Lastly, public and private service providers receiving any government financial assistance are subject to the procedures and policies of the Office of Management and Budget; all records and financial actions are subject to OMB regulations.⁷⁴

⁷² ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from:
<http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication/StatusOfPublicTransitinOhio2012.pdf>

⁷³ ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from:
<http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication/StatusOfPublicTransitinOhio2012.pdf>

⁷⁴ ODOT: Status of Public Transit in Ohio July 2012. [PDF Data File] Retrieved from:
<http://www.dot.state.oh.us/Divisions/Planning/Transit/Documents/Programs/Publication/StatusOfPublicTransitinOhio2012.pdf>

Chapter 7 : Community Input

I. Introduction

This chapter documents the needs assessment process and summarizes the data collected. Multiple entities were involved in gathering input. They included WSOS Community Action Commission, the Wood County Committee on Aging, the Bowling Green State University Political Science Department's MPA Graduate Program, Wood Lane, and the Wood County Department of Job and Family Services.

The public, riders, seniors, low-income persons, disabled populations and other stakeholders were contacted to provide input. Various methods of data gathering were used, including paper surveys (one for target populations and a second for the public); four focus groups; a stakeholder meeting; one-on-one interviews with agencies, and the Framework For Action Self Assessment Tool. There were 177 responses for Survey I targeted to gather input from elderly, disabled and low income, and 467 responses to Survey II which targeted gathering input from the general public.

II. Survey I: Target Populations – (seniors, low-income & disabled)

Survey I was prepared by BGSU MPA students using the template from the 2008 Coordinated Planning document for Wood County. Students then conducted the survey in February, March, and April of 2013. The survey was distributed at seven sites: the lobby of the Wood County Department of Job and Family Services; at Wood Lane [Wood County's Board of DD]; at Weston Public Library; at the senior centers in Bowling Green, North Baltimore, and Pemberville; and distributed through the Wood County Committee on Aging's Homebound meal delivery program. Jointly, the BGSU MPA students collected 177 surveys. Survey I was entirely a hard copy, paper distribution. The Survey I tool is located in the Appendix. Below is a description of each survey collection location and or method. Following that are the survey results.

A. Locations and Demographic Profile of Respondents

1. North Baltimore Senior Center. Those present to take the survey were both residents of Wood Haven (an independent senior living facility) and/or participants in the lunch program at the North Baltimore Senior Center. The survey was given to arriving seniors. Survey respondents who had questions about the survey were aided by a BGSU MPA student. In total, 18 surveys were collected.

2. Pemberville Senior Center. Surveys were distributed to each table so that each senior could fill out a survey as they waited for their lunch to arrive. Assistance was provided by both the BGSU MPA student and WSOS Director. 20 surveys were collected.

3. Bowling Green Senior Center. Surveys were distributed to seniors as they entered the facility. The time was early evening around 5pm before the 6pm dinner. Survey respondents

who had questions had them answered by BGSU MPA students. In total, 20 surveys were collected that evening.

4. Weston Public Library. No members of the public attended the planned focus group, so no surveys were collected at the Weston location.

5. Homebound Seniors. The Wood County Committee on Aging distributed paper surveys to homebound seniors in March 2013. Surveys were distributed to seniors with their home delivered meal by the drivers. Drivers were asked to have the seniors fill out the survey and the Driver would collect it the next time they dropped off meals. 60 surveys were returned by Wood County Committee on Aging staff to BGSU MPA students the following week.

6. Board of Mental Rehabilitation and Developmental Disabilities. In March 2013, BGSU MPA students handed out surveys to Wood Lane staff for them to collect data from their clients, and collected 55 surveys a week later. Individuals who took this survey included three groups: developmentally challenged individuals, their caretakers, and their family members.

7. Department of Job and Family Services. Surveys and a collection box for were placed inside the JFS lobby for a week in April 2013 to collect needs surveys from the low-income population. However, response rates at the WCDJFS were very low, and the response rates noticeably skewed the survey results which can be seen in figure 7.1. Only four surveys were completed and collected at that location. These surveys had collected and distributed in a very visible location, but few choose to take the survey during their wait times.

B. Survey I Collection Results Summary

In total 177 surveys were collected. As seen in Figure 7.1, two-thirds (or 66%) of respondents were 65 years old or over. The respondents were nearly split evenly between those who lived in a township or urban area not listed in the survey, and those within the City of Bowling Green. When asked how the respondent traveled to their destination, they could choose multiple answers. The top three modes of travel were: using a family member (68%), using a friend (27%), and using a social service agency (26%). The top five travel destinations for respondents were (1) the doctors' office (85%), (2) the grocery store (65%), (3) a hair appointment (50%), (4) the hospital (48%), and (5) travel to a restaurant (42.94%). Nearly half (46%) said they had never used any public transportation system before; with (34%) who said that they have. When asked why individuals had not used public transportation before, one-third (35%) of respondents answered that they never needed to use public transportation. When asked how often they needed a ride from another person, the most common response was that they needed a ride from someone else every day of the week (21%), which was followed closely by never having required a ride from another person (16%). Over half (57%) of survey respondents said they do not have an accessible vehicle. When asked whether or not the survey respondent needed a vehicle that was handicap accessible, 29 percent said yes. Survey respondents were also asked whether or not they had ever used Bowling Green Transit, a taxi service, or the services of another similar agency; approximately one-fourth (26%) had used BG Transit at some time. Survey respondents were also asked about the time transportation was available; nearly half (48%) said that there were times when they could not

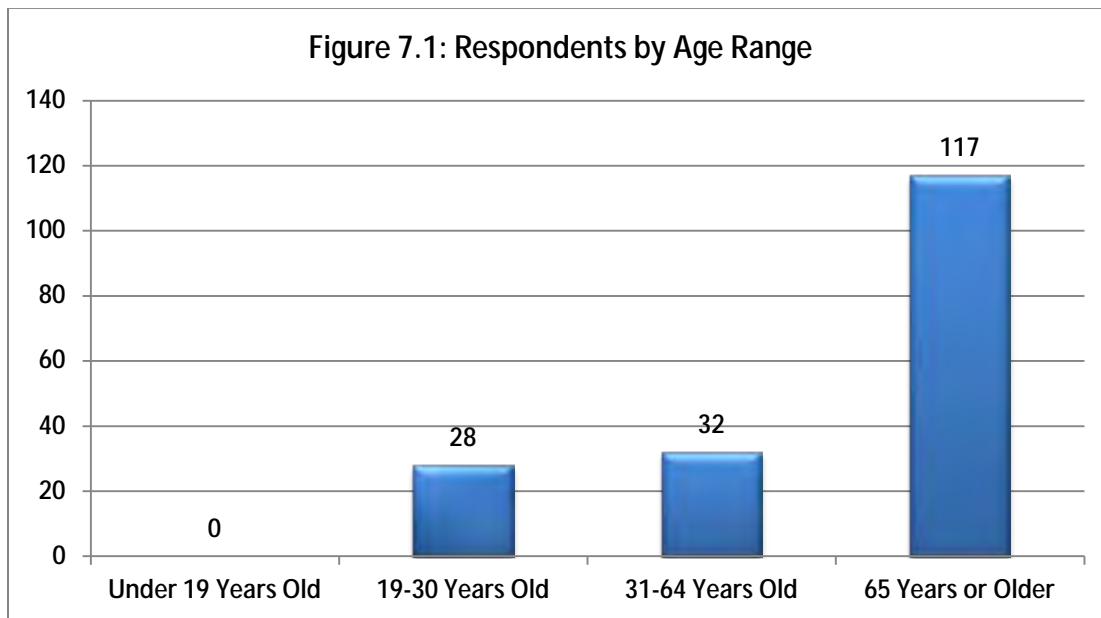
get transportation. Last, respondents made a number of open responses regarding how public transportation services in Wood County could be improved. Among the top response themes were:

- 1) The need for public transportation to be available in rural areas of Wood County and between bordering counties;
- 2) The need for affordable transportation;
- 3) The need to expand current hours of operation of the public transportation system within Bowling Green; and
- 4) The need for information on how to use public transportation.

C. Survey I Results by Question

1.) Question: “Your age: ?”

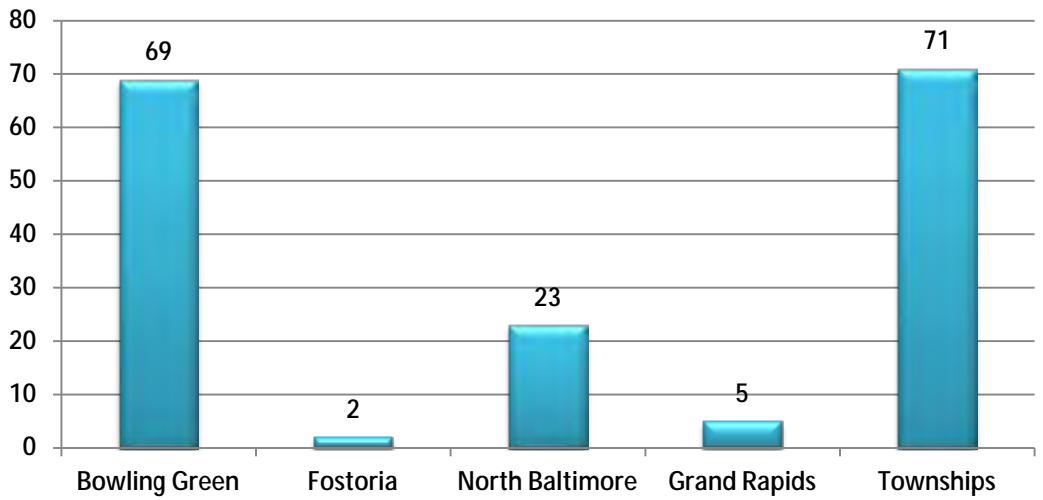
Out of the 177 respondents, sixty-six percent (66%) of those surveyed were over the age of 65, 18% between 31 and 64 years, and 9% between 19 and 30 years, with no survey respondents who were under the age of 19. (84%) of those surveyed were in access of 31 years or older.



2.) Question: “Where do you live?”

Figure 7.2 demonstrates that respondents were nearly equally split between those that live within the City of Bowling Green (43%) and those that reside in the outer townships and municipalities listed (57%). Additionally, a portion of the population within the townships category lives in the villages and cities in the northern parts of Wood County such as Rossford or Perrysburg.

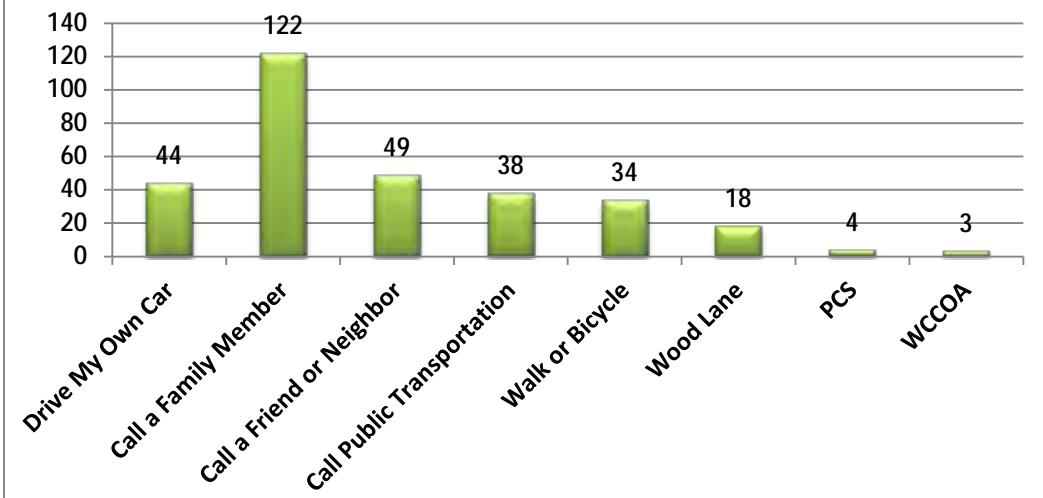
Figure 7.2: Respondents by Location



3.) Question: “How do you get where you need to go?”

Figure 7.3 identifies and quantifies the most commonly used methods of transportation by survey respondents, who could choose all answers that applied to their situation. By far, most survey respondents used family members to travel to their destinations (68%). Some 27% relied on a friend for transportation, followed closely by 24% of respondents who drove their own car. Another important factor is that many people who are 65 or older may have a car and drive it occasionally but in many cases their family members or neighbors will do the driving for them. Thirty-five percent used some form of human service or public transportation; 14% of respondents said they used a human service transportation provider, which includes Wood Lane, PCS, and Wood County Committee on Aging. Interestingly enough, among the respondents, thirty-eight (or 21%) said they used public transportation to travel to the locations they needed to go.

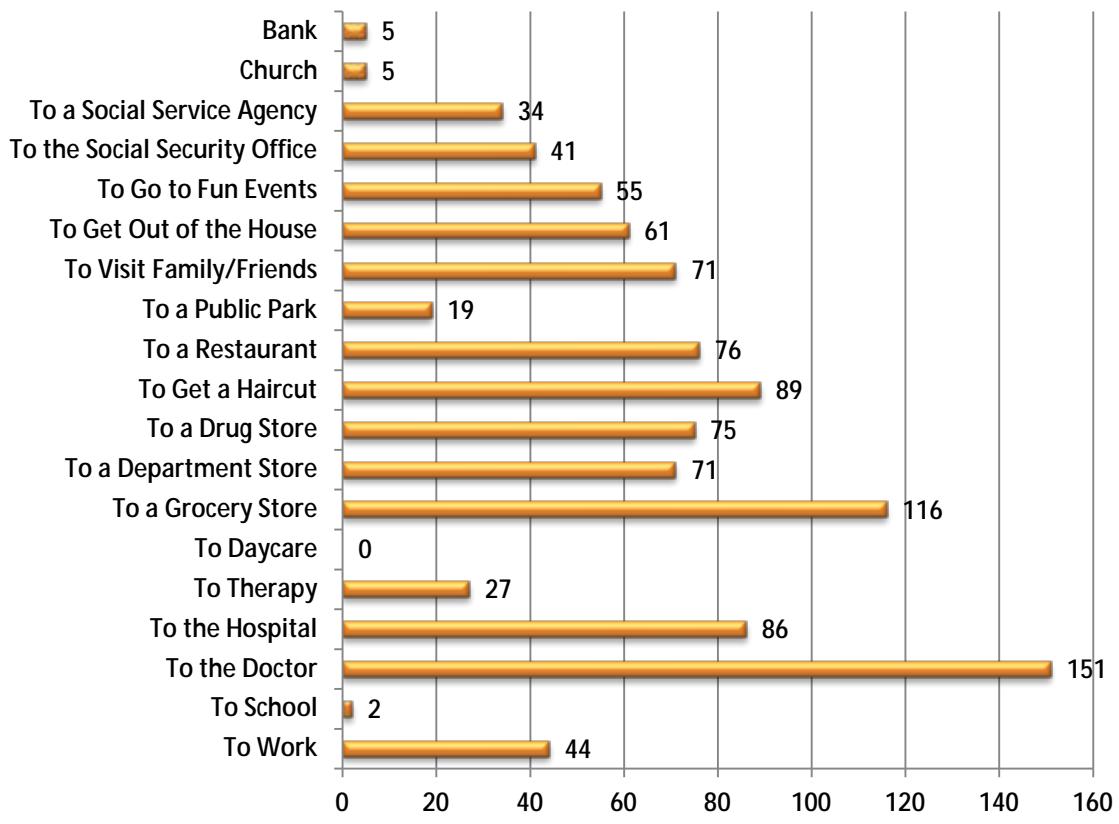
Figure 7.3: Most Frequently Used Mode of Transportation



4.) Question: “Please check all the places where you sometimes need a ride”

Figure 7.4 exhibits the number of survey respondents by their top travel destinations. Respondents could choose all that applied. By far, the largest trip generator among survey respondents was a doctor’s visit (85%), and a distant second was grocery shopping (65%). From there, half (50%) identified haircut appointments, 48% hospital visits, 43% a restaurant, 42% a drug store, and 40% to visit family and/or friends. Additional write-in destinations included banks and churches. Daycare, which was an option that respondents may have chosen, was not selected by any respondent in all 177 survey responses, showing the advanced age of most of our survey respondents. Further still, (25%) of respondents said that there do need alternative transportation to their work places.

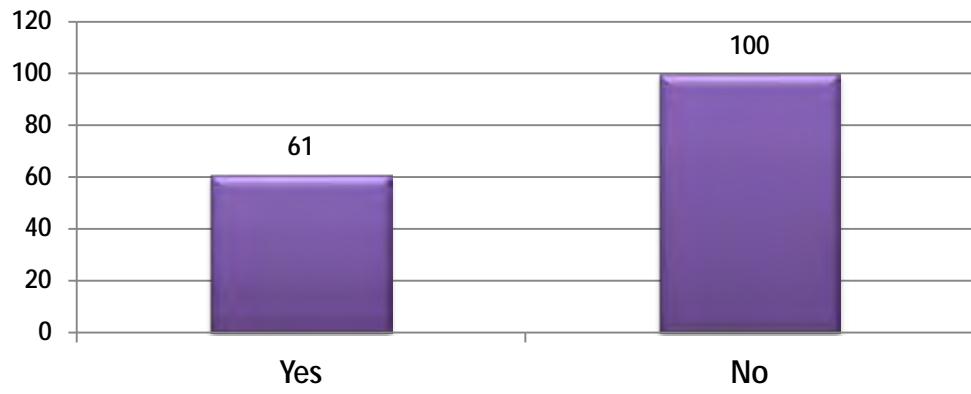
Figure 7.4: Respondents by Travel Destinations



5.) Question: Have you ever used public transportation?

Figure 7.5 shows that most of the survey respondents have never used public transportation before; and it is possible based on additional survey responses that many members of the public do not know how to use public or agency transit service, requiring education to make the service available for their use. About one-third (34%) of respondents have used public transportation services in their lives either within or outside of Wood County.

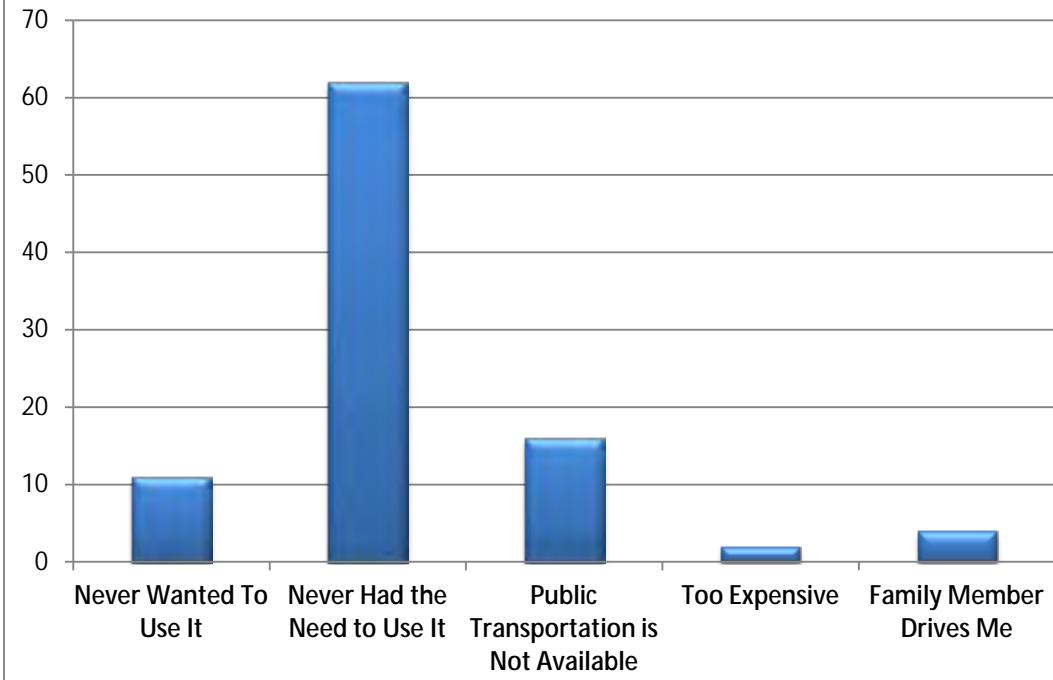
Figure 7.5: Has the Survey Respondent Ever Used Public Transportation Before?



6.) Question: In relationship to question 5 “If No, why not?”

Figure 7.6 shows some of the more prevalent reasons why people have not used public transportation before. The survey provided three options for this answer: 1.) I never wanted to use it, 2.) I never had the need, and 3.) “other” (with a space to write in an answer; 35%) selected the “I never had the need”, (14%) wrote in as the reason that public transportation was not available or too costly, and (6%) chose “I never wanted to use it”. Additional write-in reasons included: the use of family members, and long wait times.

Figure 7.6: If Survey Respondent Has Never Used Public Transportation Before, Why?



7.) Question: “How often do you need a ride from someone else?”

Figure 7.7 displays the frequency at which survey respondents required a ride from another person. Sixty-six percent (66%) of respondents needed another person to transport them at least once a month or more, with (51%) needing a ride at least once a week, (21%) needed daily transportation and eight percent listed other times. The remainder, 17 percent, said that they never require a ride from another person.

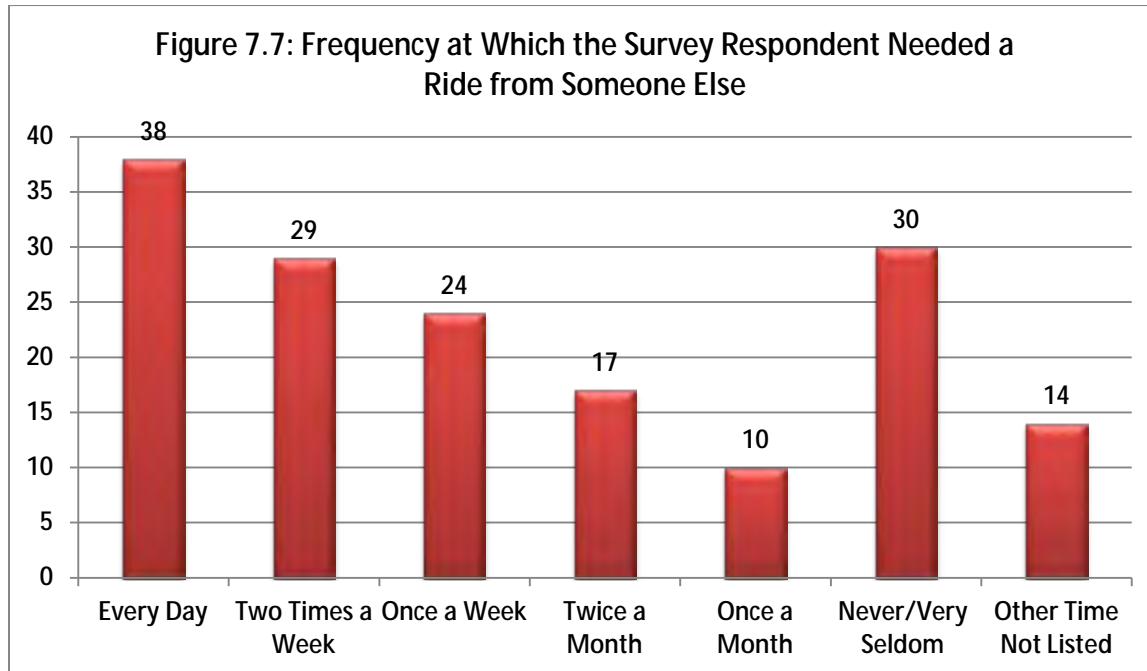
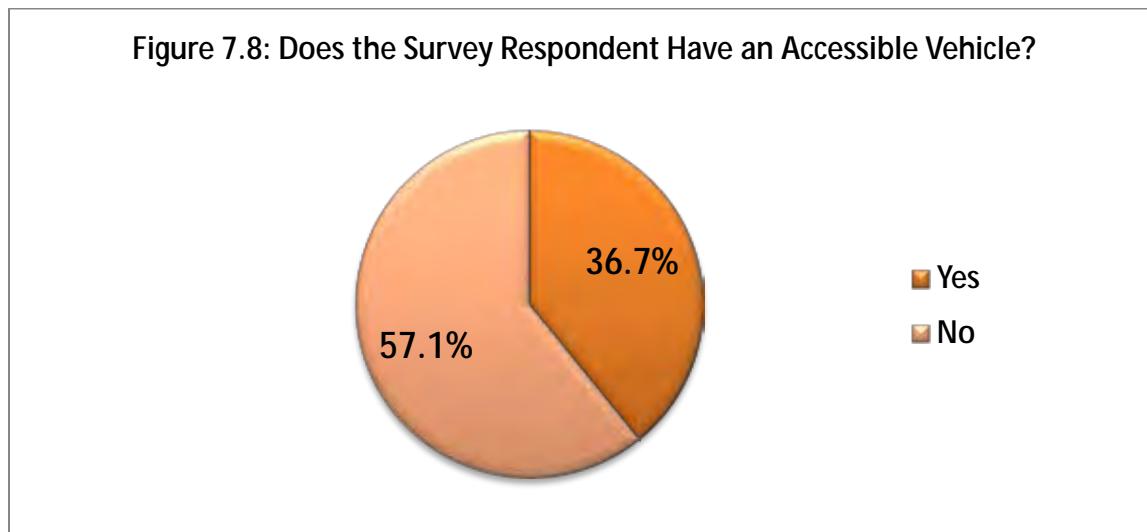
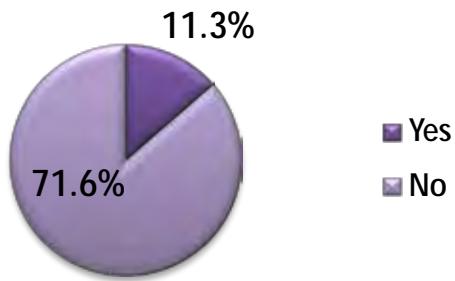
**8.) Question: “Do you have an accessible vehicle?”**

Figure 7.8 shows whether or not a survey respondent had an accessible vehicle to provide them transportation. Well over half (57%) indicated they do not have an accessible vehicle.



9.) Question: “Do you need an accessible vehicle?”

Figure 7.9: Does the Survey Respondent Need an Accessible Vehicle?

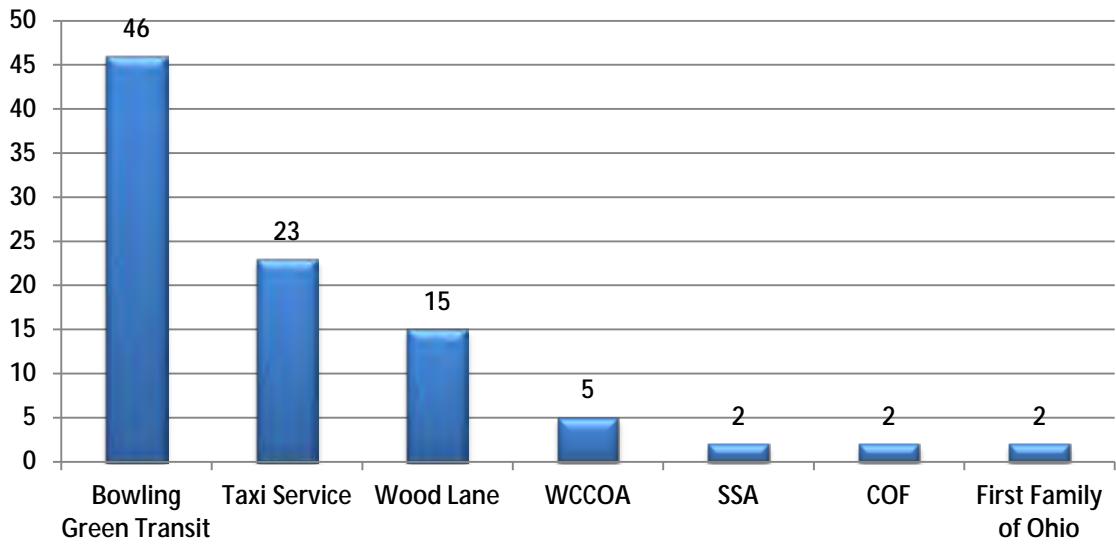


Correspondingly, Figure 7.9 exhibits whether or not a survey respondent needed accessible transportation for their own travel use. Together, Figure 7.8 shows that the majority of those surveyed do not have access to a vehicle, and figure 7.9 shows that most survey respondents (71%) did not need accessible transportation.

10.) Question: “Have you used public transportation in Wood County?”

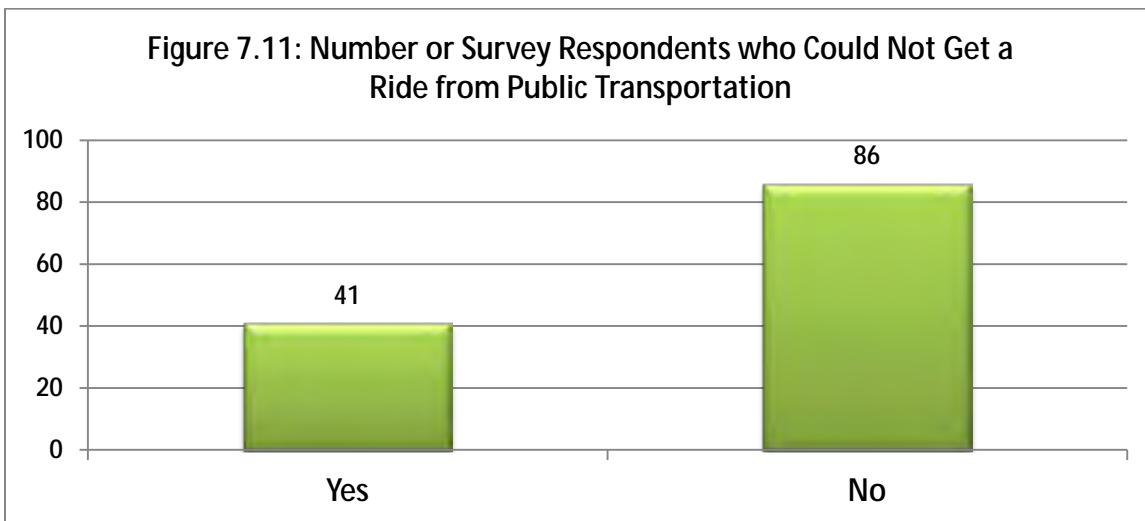
Figure 7.10 addresses whether a survey respondent has used a public transportation service specifically in Wood County before. Not surprisingly, most respondents (54%) have used a form of public transportation including either City of Bowling Green Transit, taxi service, or another human service agency. One can see that of those who had used a service in Wood County, one-fourth (26%) used BG Transit, 13% used a taxi service, and eight percent of those surveyed said that they had used Wood Lane’s transit system. After that, only three percent used the WCCOA service and other notable responses included the Social Security Administration, COF, and First Family of Ohio.

Figure 7.10: Number of Survey Respondents who Have Used Public Transportation Services in Wood County



11.) Question: “Have there been times when you could not get a ride from public transportation?”

Figure 7.11 displays whether or not current public transit services adequately provides for respondents' time needs. Nearly half of respondents (48%) chose to indicate that they were not experiencing issues with the availability of public transportation services in Wood County. About one-fourth (23%) noted that there had been times they could not get a ride from public transportation. Over one-fourth (28%) of those taking the survey did not respond to this question.



12.) Question: Final Comments

There was space at the bottom of the survey for respondents to answer the question: "How can public transportation be improved in Wood County to best serve you and the people you know who need it?", or to provide other comments. A list of those responses can be found in the Appendix.

III. Focus Groups and Guided Discussion March and April 2013

In March and April, 2013, a series of focus groups were held throughout Wood County to engage the public in the process of identifying needs related to transportation. To accomplish this effort, WSOS Community Action Commission facilitated the four focus groups which were held at: the North Baltimore, Pemberville, and Bowling Green Senior Centers, and the Weston Public Library. All venues were open to the public and were advertised in local media outlets. There were no members of the public in attendance at the Weston Meeting. The three remaining venues' attendees were comprised mostly of senior citizens. The meetings were attended by both BGSU MPA students who aided in the event and by the WSOS Senior and Transportation Director, who facilitated the dialogue using flip charts and colored markers. Discussion results were noted and recorded on large sheets of paper. Subsequent interpretation of those results was carried out by WSOS Community Action Commission staff members. Input was gathered relating to two basic questions: 1.) What is being done well for

the community around public and human service transportation? and 2.) What needs to be improved?

A. North Baltimore Senior Center Focus Group

The North Baltimore Senior Center Focus Group was held in early spring of 2013 at a luncheon at the Center, operated by the Wood County Committee on Aging. Approximately 25 people were in attendance at this event. An introduction of the Wood County Coordinated Transportation Plan was given to the audience.

1.) *What is working well:*

- a. Transportation is available to medical appointments from Lifestar LLC. (Lifestar is no longer serving Wood County as of July 2013.)
- b. City of Bowling Green Transit, the public transportation agency has adequate transportation service inside the City Limits.

2.) *What needs to be improved:*

- a. The high cost of private transportation service to and from medical appointments.
- b. Difficulty to become eligible or qualified to receive discounted fares.
- c. Much of the county lacks public transportation coverage.
- d. Few private transportation options are available in rural areas.
- e. The audience recognized that many of the vans, cars, or buses used privately or publicly make it very difficult for mobility impaired individuals to access safely or comfortably. The audience recommended that all future purchases of public transportation vehicles should have a lift to aid mobility impaired persons; this was especially recommended for taxi service providers.
- f. It was noted that BG Transit does not allow any wait times at the bank or grocery store to shop; they drop passengers off and leave immediately, even if personal business takes only a few minutes to complete.
- g. Another major identified area of concern was associated with limitations on the size of parcels allowed to be carried onto a transit vehicle by passengers. Grocery bags seemed to be the biggest area of distress.
- h. Wait times for passengers could exceed thirty minutes when waiting for pick-up.

B. Pemberville Senior Center Focus Group

In April 2013, a focus group was conducted at the Pemberville Senior Center. Approximately, 50 individuals were in attendance during the Center's lunchtime. Staff explained to the seniors that the discussion and survey responses would be used for the development of the coordination plan. In addition to WSOS, WCCOA, and BGSU Students, the Area Office on Aging of Northwest Ohio was represented.

1.) *What is working well*

- a. The Wood County Committee on Aging's medical transportation service coverage provided fairly good service
- b. Friends driving friends also was highly praised.

2.) *What needs to be improved/concerns*

- a. Lack of county-wide public transportation
- b. There was a concern was how much it would cost to fund county wide public transportation.

The meeting was cut short due to the fact that lunch was ready and everyone was dismissed. During lunch, WSOS staff and BGSU MPA students traveled among the crowd answering questions and talking about the coordinated plan and Wood County public transportation services and agencies.

C. The Wood County Senior Center (Bowling Green) Focus Group

WSOS Community Action Commission held another focus group at the Wood County Senior Center in Bowling Green. All four members of the BGSU MPA economic development team were present to aid in the facilitation of the discussion group. The WSOS director opted for small group round table discussions due to the acoustics of the setting. Approximately 24 people participated. Other staff in attendance included two from the Wood County Planning Commission. Each discussion round table operated independently. Each student led a discussion with their respective table and gathered input. The agenda included a brief welcome and icebreaker, a transportation coordination explanation, conducting the survey and a 35-minute discussion, and a concluding wrap-up.

WSOS staff and BGSU students facilitated the discussions independent of one another. Each was to facilitate a discussion based around seven key themes: medical appointments, geographic service coverage, availability and times of service coverage, fleet vehicles and their amenities, customer service, transportation to work, and transportation to school. Because of the format and varying degrees of detail in each discussion, the results are not quantified in this report.

D. Weston Public Library Focus Group

A last focus group was set up at the Village of Weston's Public Library in March 2013. WSOS staff members and BGSU MPA students set up on location for a discussion, however no members of the public were present despite advertising conducted through personal invitations and notification in the Bowling Green Sentinel Tribune (The County Paper). Heavy rain may have contributed to a lack of attendance.

IV. Survey II: (Public)

A. Wood County Fairgrounds Site

Between July 29th and August 5th in 2013, WSOS partnered with the Wood County Committee on Aging to work a booth at the Wood County Fair, where staff and volunteers asked the public to fill out transportation need surveys. This "Survey II" was modified from the original "Survey I" to gather more specific input from the general public and can be found in the Appendix. The survey was entitled the "Wood County Transportation Survey" at the Wood County Fair. It was

presented in digital and paper formats for respondents' convenience; survey takers had the option to take a two-sided paper survey attached to a clip board or take the survey on computer kiosk. The digital component was created through a software program known as Lime Survey. Included in the survey were questions identifying age; disability; veteran status; low-income perception; hazardous roadway driving preferences; feasibility of scheduling appointments due to limitations in transportation; mobility disability; personal public transportation use in Wood County; public transportation service usage frequencies; recommendation on public transportation usage; associations of persons who use public transportation; personal modes of travel; closest village to one's residence; location and/or type of venue of destination; a written assessment on how current public transportation can be improved; and an option to voluntarily provide the respondent's name, address, and phone number. Subsequent sections in this chapter cover the specific results of this survey.

B. Survey II Results

A total of 467 surveys were collected and show that just over half (51%) of respondents were from the workforce age cohort; over one-fourth (27%) were over the age of 65; and the next largest responding age group were under 19 year olds at (21%). Other findings:

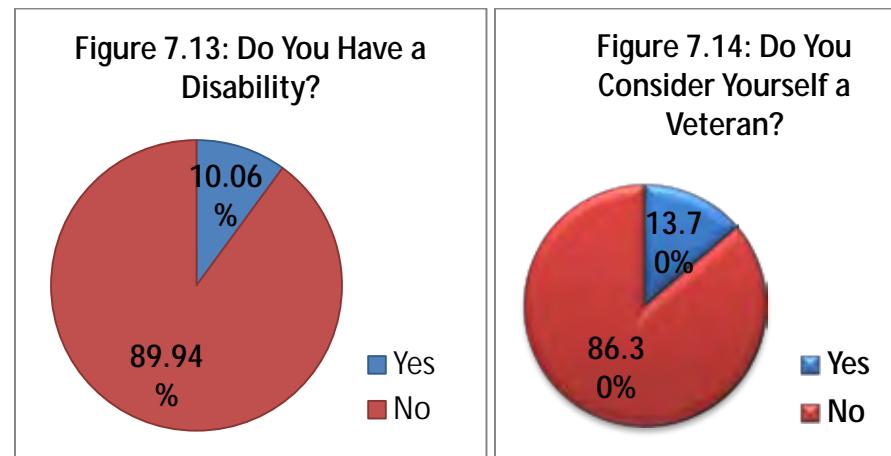
- 10% of individuals reported that they had some sort of self-identified disability, with only 6% of respondents using some kind of mobility assistance device
- 14% of respondents identified that they were past or current veterans
- 33% of those surveyed considered themselves to be low-income individuals
- 7.5% of survey respondents reported that they used public transportation several times a year or more
- 18% of individuals identified personal challenges in obtaining transportation to appointments that would force them to change appointment times or cancel them altogether.
- Of those surveyed, 24% acknowledged that the cost of owning and maintaining a vehicle was a real burden.

1.) Question: "Your age:"

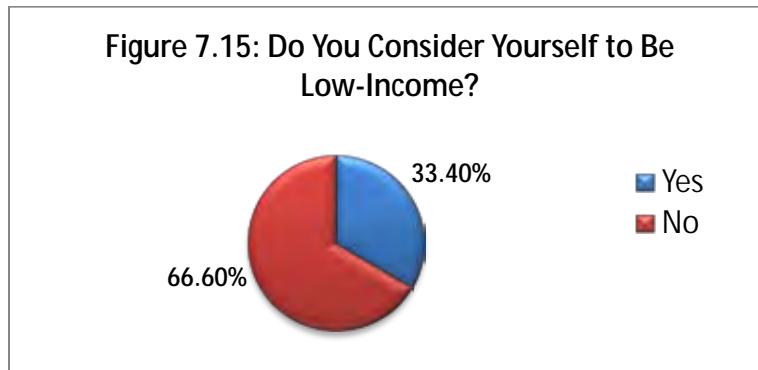
The table below shows that the majority of respondents (51%) were from age 20 through 64. This age cohort includes the majority of people who might work and would need a form of transportation to commute to work. Large portions of respondents were young minors (21%) and senior citizens (27%). One can see the percentage by age range in the table below:

Age Range	Percent of Survey Takers
Under 19 Years Old	21%
20-29 Years Old	8%
30-39 Years Old	8%
40-49 Years Old	11%
50-59 Years Old	14%
60-64 Years Old	10%
65+ Years Old	27%

2.) Question: “Are you disabled?”



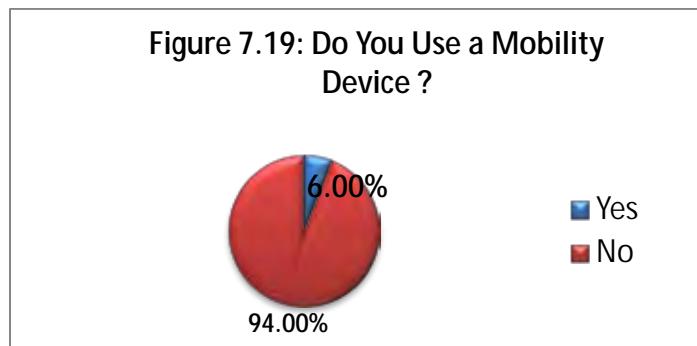
4). Question: “Do you consider yourself to be low-income?”



5). Question: “Do you use public transportation?” see question #10

6) Question: “Do you use a Mobility Devise such as a cane, walker, wheel chair, etc.?”

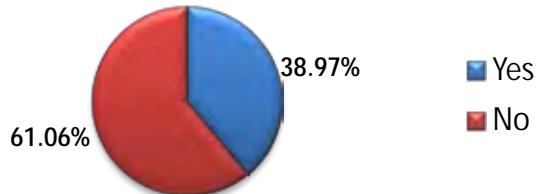
Figure 7.19 is a critical question in the survey at identifying mobility impaired individuals who are a large targeted demographic group of potential users of public and human service transportation. Only (6%) of survey respondents reported that they used a mobility assistance devise such as a wheelchair, cane, or walker to aid in their mobility independence.



7). Question: “Do you feel that driving on busy roads or ice and snow is dangerous and would you feel more comfortable riding and letting someone else drive?”

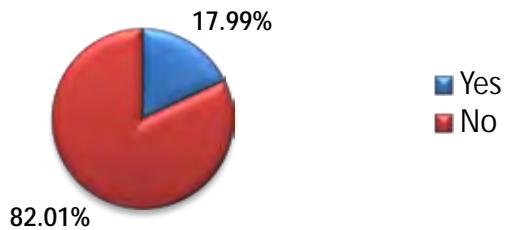
Figure 7.16 is designed to gauge the level of comfort among survey respondents when commuting during hazardous roadway conditions. Over one-third (39%) of those surveyed responded that they would prefer having an alternative driver under these conditions.

Figure 7.16: Do You Feel that Driving On Busy Roads or Ice and Snow is Dangerous and Would Feel More Comfortable Riding and Letting Someone Else Drive?



8.) Question: “Do you find it challenging to get transportation and sometimes cancel appointments?” (82%) do not find it challenging.

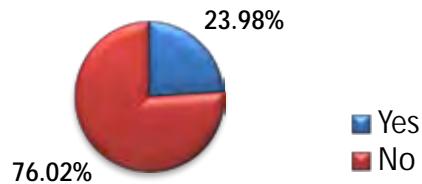
Figure 7.17: Do You Find It Challenging to Get Transportation and Sometimes Cancel Appointments?



9.) Question: “Is the cost of owning and maintaining a vehicle becoming a burden for you?”

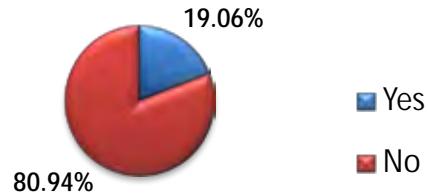
Figure 7.18 presents a potential issue for low-income households. Vehicle ownership and maintenance can place a severe strain on some individuals and families. Many respondents may not identify with federal low-income designations, but vehicular ownership is often a critical determinant in evaluating mobility independence. Those not able to afford to own or maintain a vehicle rely on others for transportation. Nearly one-fourth (24%) of survey respondents reported they considered it a burden.

Figure 7.18: Is the Cost of Owning and Maintaining a Vehicle Becoming a Burden For You?



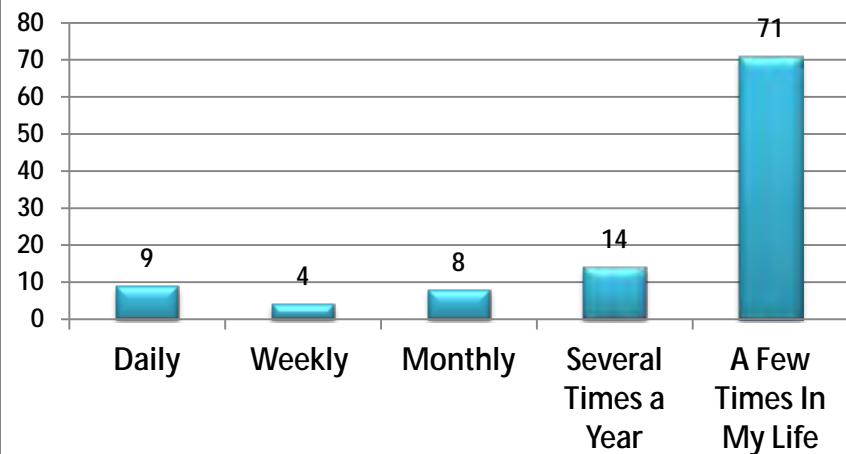
10.) Question: “Have you ever been transported by Public Transportation?” Nearly one-fifth (19%) indicated that had used a public transportation service.

Figure 7.20: Have You Ever Been Transported by Public Transportation in Wood County?

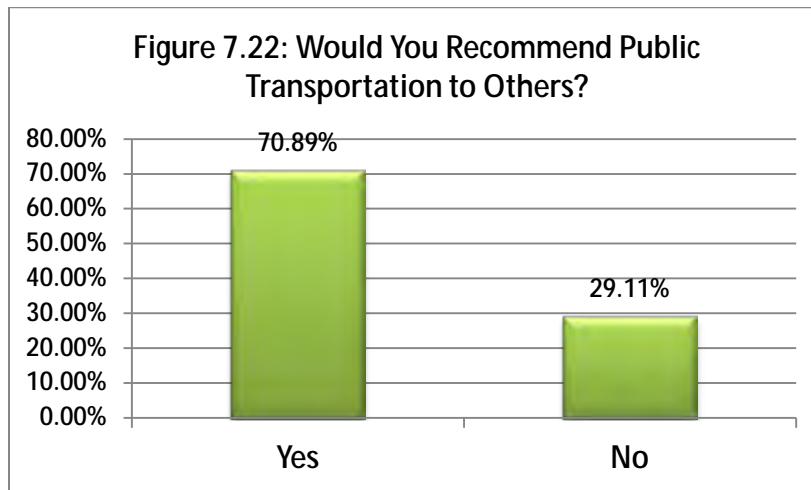


11.) Question: “If yes, how often do you use the service?” (This is a follow up to Question 10.) 7.5% of survey respondents reported that they used public transportation several times a year or more. Extrapolating from this, based on Wood County’s population, this would indicate that 9,375 people in Wood County may be using some form of public transportation several times a year or more.

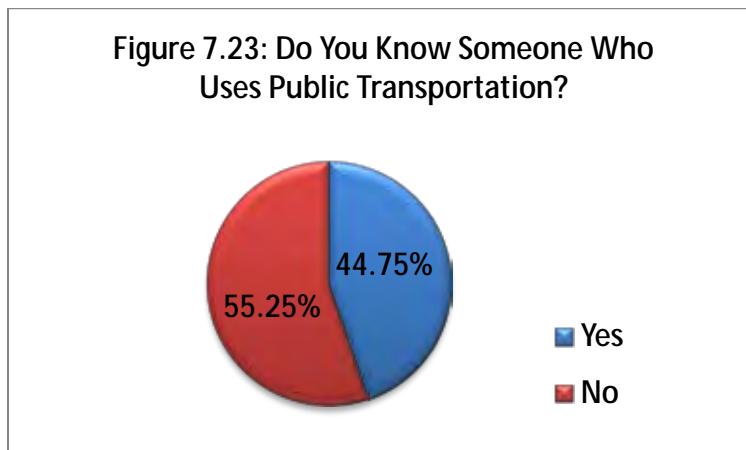
Figure 7.21: How Often Do You Use the Service?



12.) Question: “If yes, would you recommend public transportation to others?” this is a follow up to question 10.



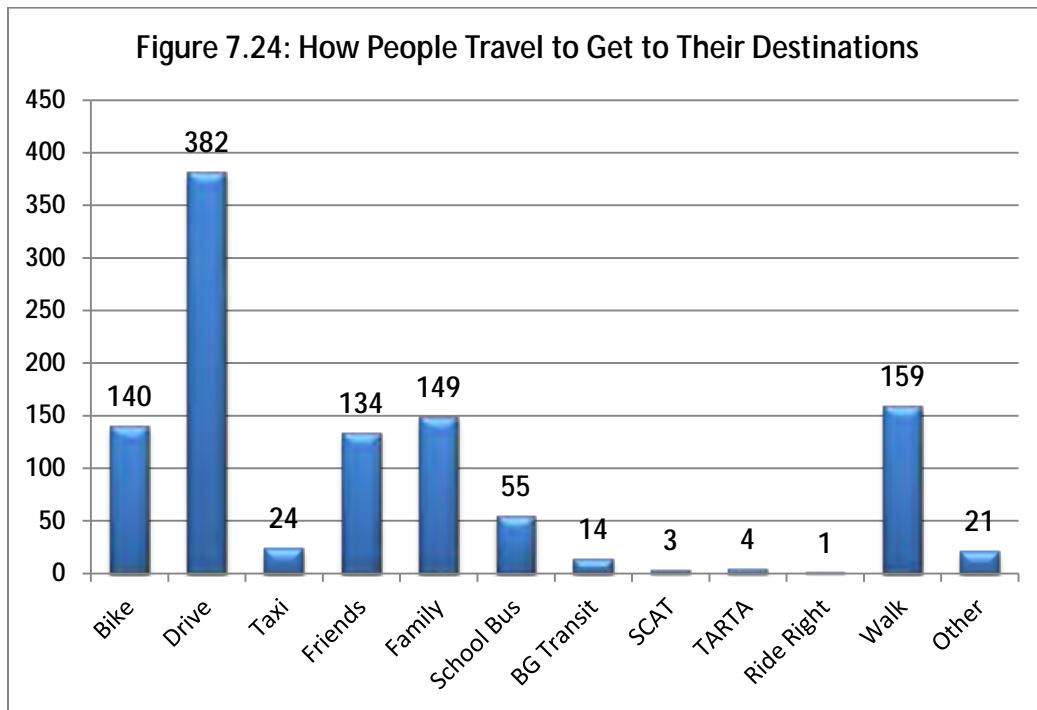
13.) Question: “If no, do you know someone who uses public transportation?” is a follow up to question 10.



14.) Questions 14 and 17: “How do you get to your needed destination?”

The following modes of transportation were options survey respondents could choose from: bicycles, driving, taxi services, friends, school bus transportation services, BG Transit, SCAT, TARTA, Ride Right, walking, and “other”. There was space for respondents to write in another option under “other”. Survey respondents were asked to check all options that they have used. As one may see in the graph on the following page, the most common method of transportation by survey respondents is driving with 82% having chosen to drive to their destinations. This is in line with the national average of 67%, taking into account that national population statistics include all ages from birth, and that there were very few if any respondents under the age of 10 who filled out the survey. Four other categories have significant use, with approximately 30% claiming to use them: biking, walking, use of family, and use of friends.

A total of 22 out of 467 respondents or five percent have used public transportation to get to needed destinations in Wood County. Roughly five percent of surveyed respondents reported that they used public transportation services on a regular basis, based on question 11 where respondents indicated they used public transportation monthly or more. Also of note, there is nearly the same number of users of taxi services (24) as of public transportation users (22).



15.) Question: “Where do you live?”

Just over half of respondents (52%) were from areas within Wood County outside of the City of Bowling Green. There were 184 respondents (or 38.40%) from the City of Bowling Green, and 10% of respondents from outside of the County. Every city and village, with the exception of Moline, had at least one survey respondent participate in the survey. It is important to note that survey respondents were asked to identify the closest city/village to their residence even if it were 3-4 miles away from their rural residence.

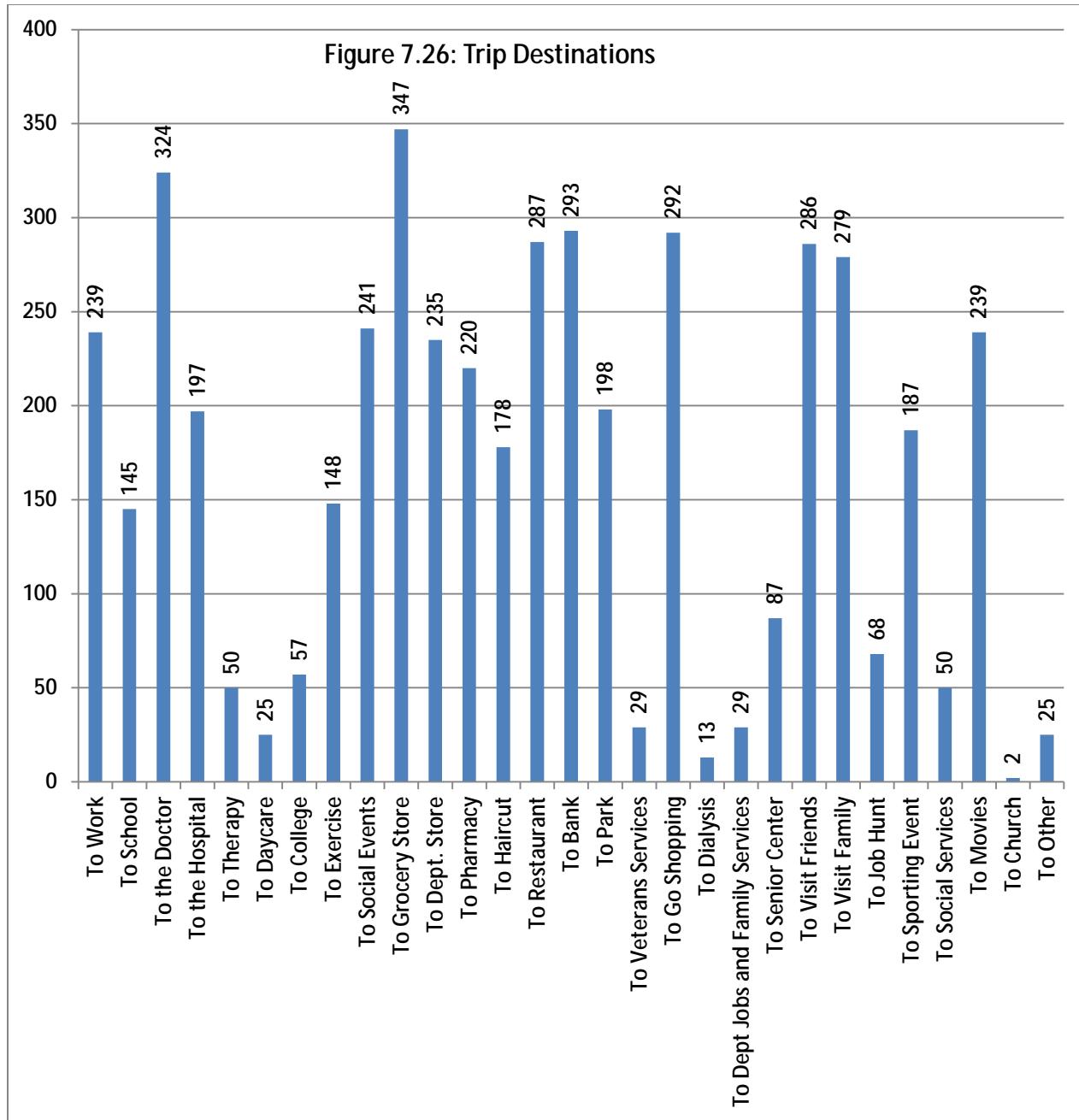
Village/City of Residence	Number of Survey Respondents	Percentage of Survey Respondents
Bairdstown	2	0.43%
Bloomdale	19	4.07%
Bowling Green	184	38.40%
Bradner	9	1.93%
Cyнет	14	3.00%
Custar	3	0.64%
Dowling	1	0.21%
Dunbridge	3	0.64%

Village/City of Residence	Number of Survey Respondents	Percentage of Survey Respondents
Fostoria	8	1.71%
Grand Rapids	8	1.71%
Hammansburg	3	0.64%
Haskins	7	1.50%
Hoytville	2	0.42%
Jerry City	3	0.64%
Lemonye	4	0.86%
Lime City	2	0.43%
Luckey	10	2.14%
Millbury	5	1.07%
Milton Center	2	0.42%
Moline	0	0.00%
New Rochester	2	0.43%
North Baltimore	18	3.85%
Northwood	7	1.50%
Pemberville	16	3.43%
Perrysburg	31	6.64%
Portage	5	1.07%
Risingsun	3	0.64%
Rossford	5	1.07%
Rudolph	6	1.28%
Scotch Ridge	4	0.86%
Stony Ridge	8	1.71%
Sugar Ridge	1	0.21%
Tontogany	9	1.93%
Walbridge	8	1.71%
Wayne	11	2.36%
West Millgrove	3	0.64%
Weston	18	3.85%
Outside Wood County	47	10.06%

16.) Question: “Please check all the places where you would like a ride:”

Figure 7.26 shows a summary of the frequency of trip destination answers given by survey respondents. The grocery store (74%) and doctor's office (65%) stand out as the top two trip destinations. Clustered in the second tier around 60% each were: the bank, shopping, family, friends, and restaurants. Another 51% indicated a key trip destination would be to work. Also around that category, at 50%, were: movies, department store and to social events.

An interesting fact for comparison is that nationally the percentage of workers who usually travel to work using public transportation has remained at about (5%) since the 1990 Census. (5%) of Wood County's population is approximately 6,250 people. See question 14 for the frequency of public and private taxi transportation use.



18.) Question: An area was provided on the survey for respondents to share suggestions on how transportation can improve.

Themes generated from their comments are grouped below:

- There were 54 comments around the need for transportation to be available in the rural parts of Wood County, for better coordination, to consider regional transportation, to connect with Toledo, to provide more options in general, and to have more transportation available within the City of Bowling Green.

- There were 38 comments that centered around a theme of improvements to existing public transportation options. Some of those comments included: improving the cleanliness of vehicles, larger seats, more accessible vehicles, reduced wait times, and the need for more bus stops.
- There were 19 comments that indicated a need for more information, publicity, and advertising on the availability and extent of current services.
- There were 16 comments that dealt with the need for more affordable transportation options.
- There were 13 comments requesting extended hours of operation of services. (Some of these may relate more to the availability theme but were separated out because of the quantity).
- There were 7 comments around using bicycles more as well as rail transportation, 5 comments indicating that things are going well, and 4 suggestions related to earth friendly initiatives.

V. Stakeholder Meeting

In April 2013, Wood County stakeholders were asked to use the Framework for Action Self Assessment Tool and participate in an introductory meeting held at the Department of Job and Family Services in Bowling Green. Twenty-six stakeholders attended. The agenda included:

- 1.) Presentations from the BGSU MPA students on the work they completed toward the preparation of this plan,
- 2.) An overview of coordination and relevant policy review by the Office of Transit from ODOT, and
- 3.) A facilitated input session conducted by WSOS Community Action Commission staff to further prioritize elements of the Framework For Action Self Assessment and gather additional feedback from stakeholders.

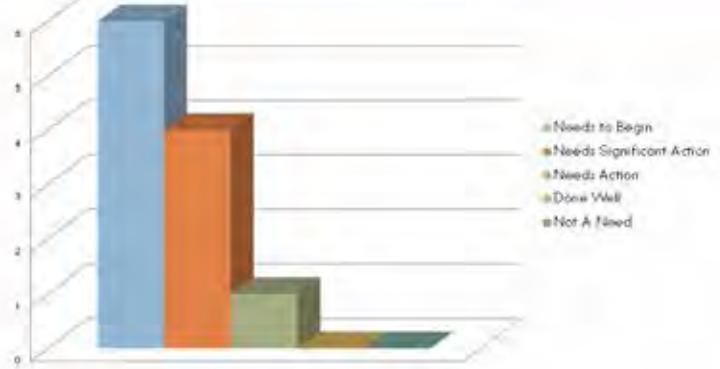
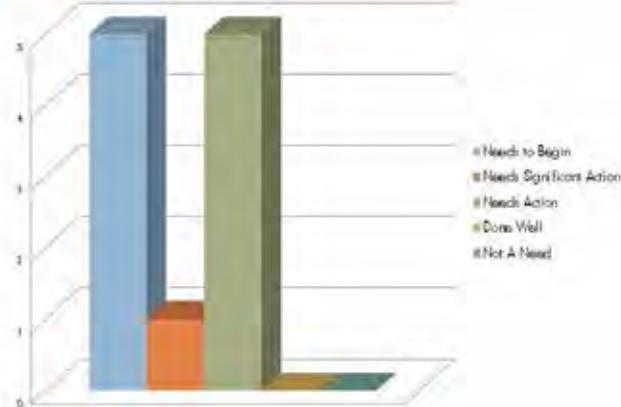
Among those agencies in attendance were: the Wood County Alcohol, Drug Addiction, and Mental Health Services Board, the Bowling Green City Police, Black and White Cab Company (representing the interests of the City of Bowling Green Transit), the Children's Resource Center, the Wood County Department of Job and Family Services, the Wood County Health Department, West Haven Apartments, the Mayor of Pemberville, the Toledo Metropolitan Area Council of Governments, United Way, the Wood County Board of Mental Rehabilitation/Developmental Disabilities/Wood Lane, United Way of Wood County, the Wood County Education Service Center, the Wood County Committee on Aging, a Bowling Green State University Political Science Professor, Bowling Green State University Public Administration graduate students, and the WSOS Community Action Commission. Those stakeholders that were not in the meeting but identified by those present that should be included in future stakeholder meetings were: Ride Right, TARTA, SCAT, and the Wood County Commissioners.

Framework for Action Self Assessment results

Section I. Making things happen by working together.

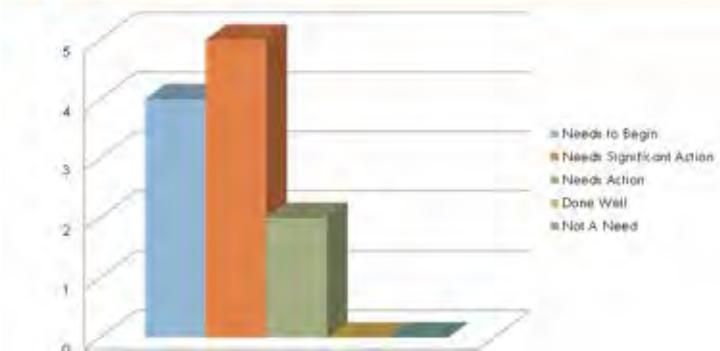
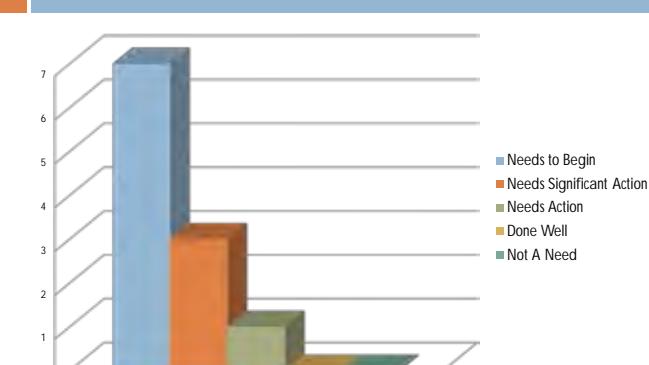
1. Have leaders and organizations defined the need for change and articulated a new vision for the delivery of coordinated transportation services?

2. Is a governing framework in place that brings together providers, agencies, and consumers? Are there clear guidelines that all embrace?

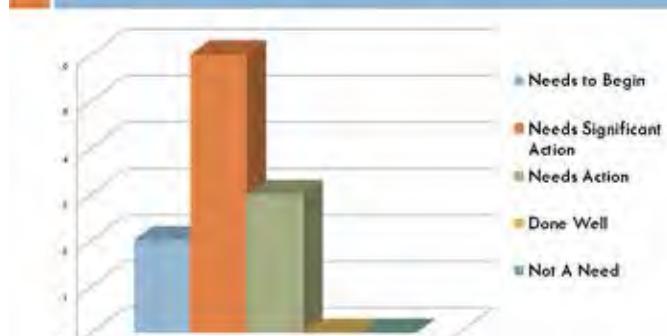


3. Does the governing framework cover the entire community and maintain strong relationships with neighboring communities and state agencies?

4. Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?

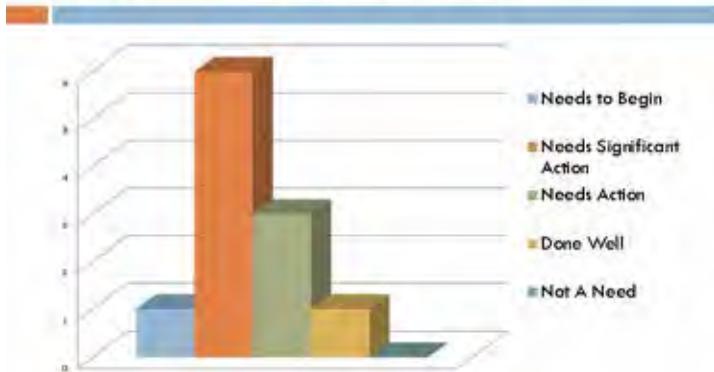


5. Is there positive momentum? Is there growing interest and commitment to coordinating human services transportation trips and maximizing resources?

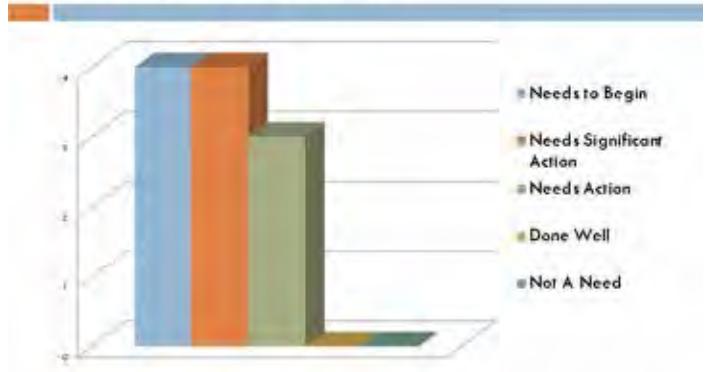


Section II. Taking stock of community needs and moving forward

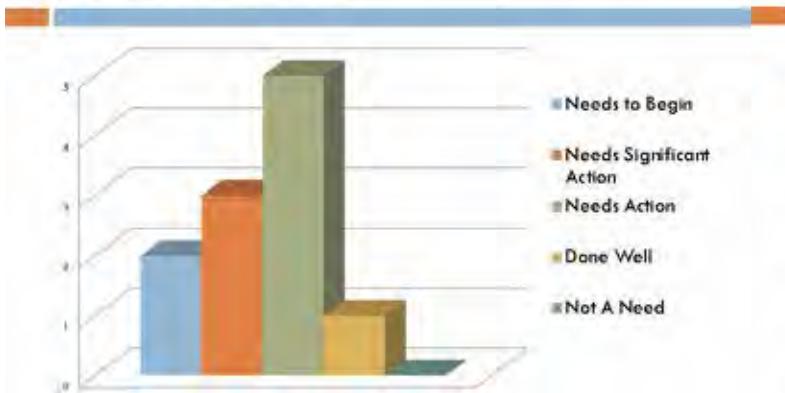
6. Is there an inventory of community transportation resources and programs that fund transportation services?



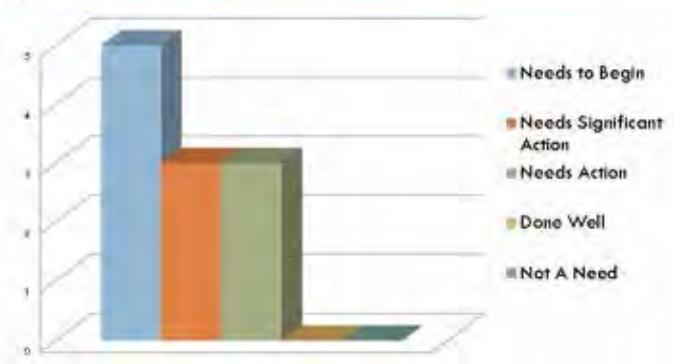
7. Is there a process for identifying duplication of services, underused assets, and service gaps?



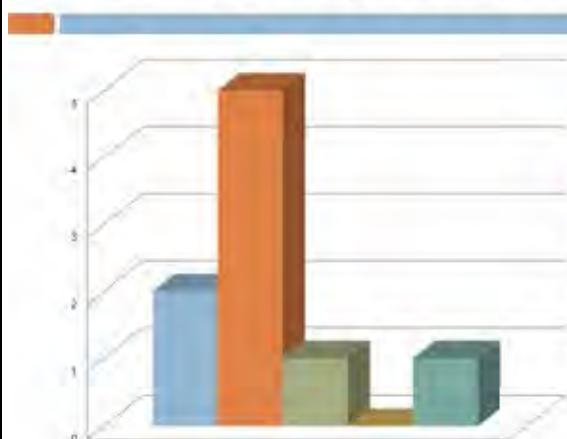
8. Are the specific transportation needs of various target populations well documented?



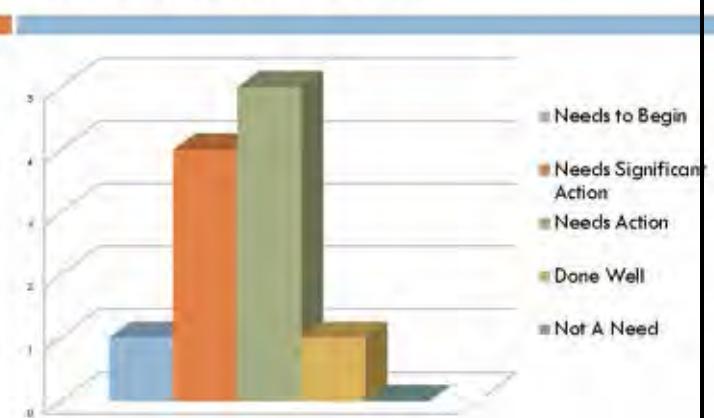
9. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/or reduce costs?



10. Are transportation line items included in the annual budgets for all human service programs that provide transportation services?



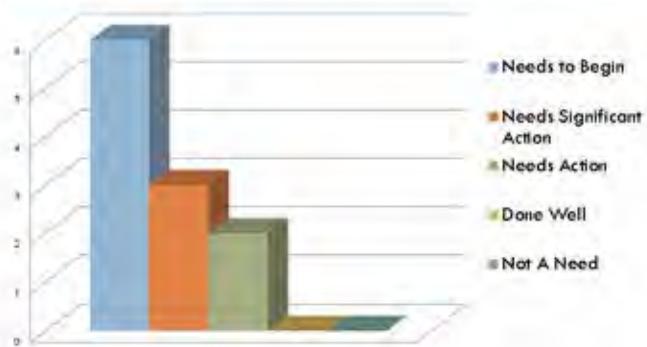
11. Have transportation users and other stakeholders participated in the community transportation assessment process?



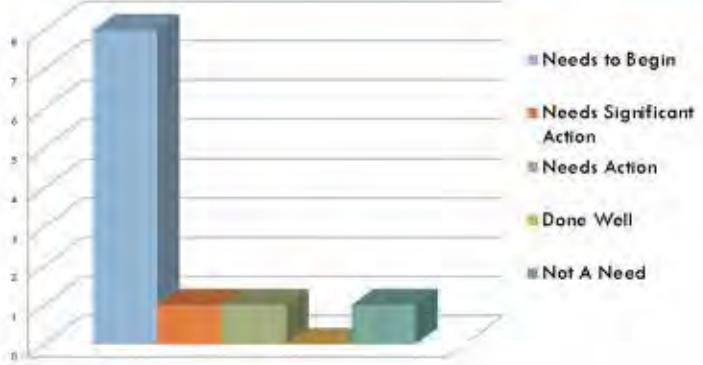
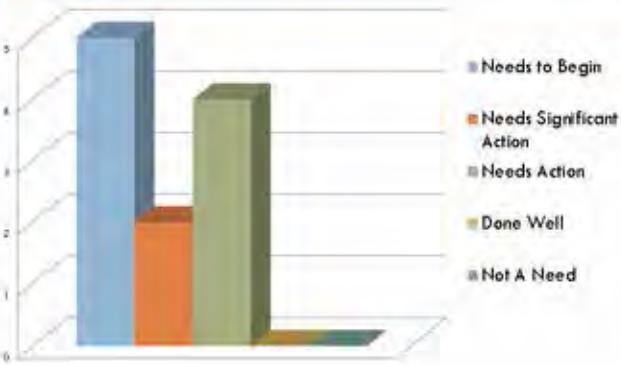
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12. Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve coordination?

13. Is clear data systematically gathered on core performance issues such as cost per delivered trip, ridership, and on-time performance? Is the data systematically analyzed to determine how costs can be lowered and performance improved?



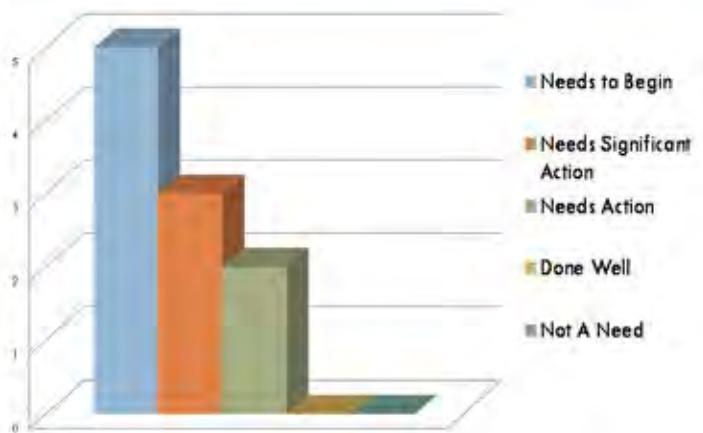
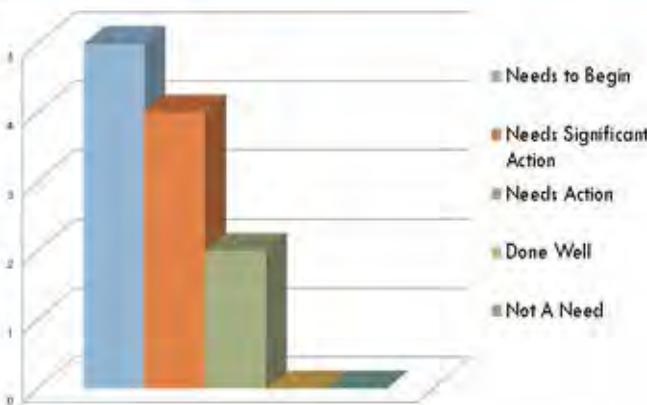
15. Is data being collected on the benefits of coordination? Are the results communicated strategically?



Section III. Putting Customers First.

16. Does the transportation system have an array of user-friendly and accessible information sources?

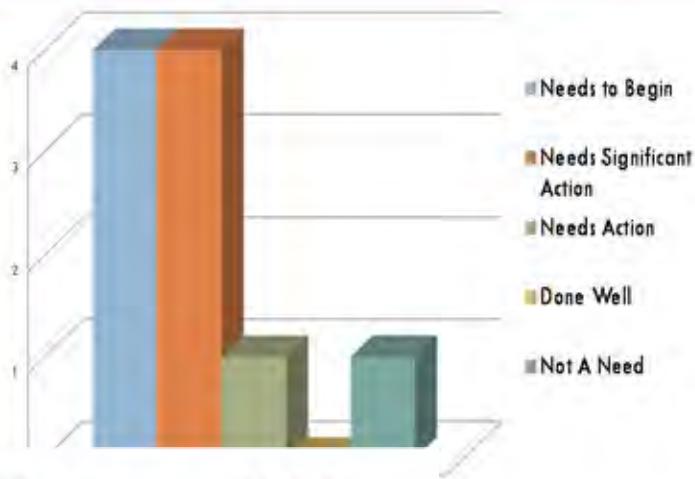
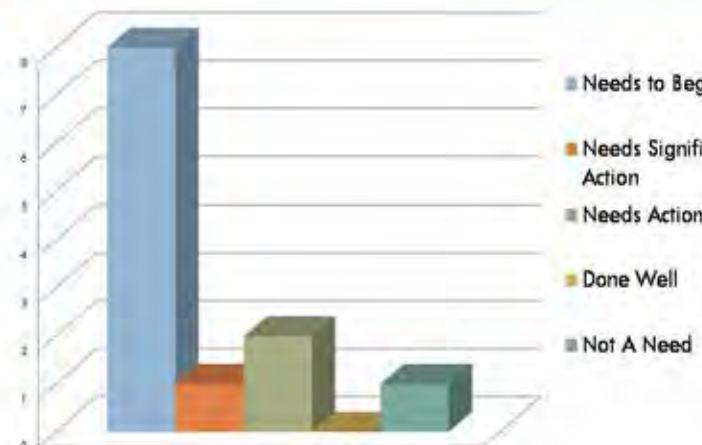
17. Are travel training and consumer education programs available on an ongoing basis?



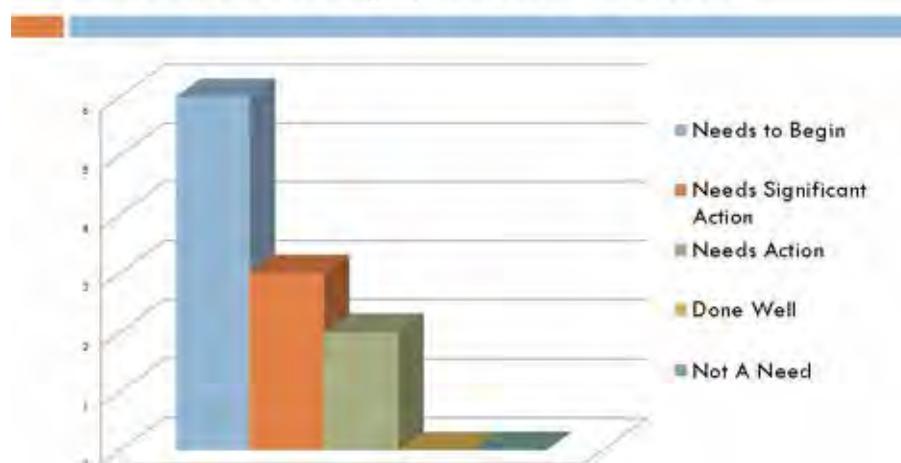
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18. Is there a seamless payment system that supports user-friendly services and promotes customer choice of the most cost-effective service?

19. Are customer ideas and concerns gathered at each step of the coordination process? Is customer satisfaction data collected regularly?



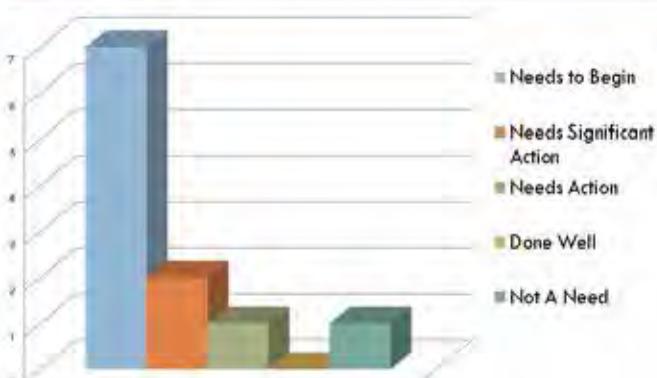
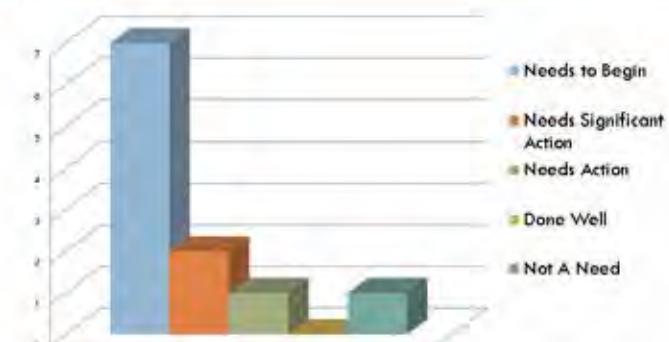
20. Are marketing and communications programs used to build awareness and encourage greater use of the services?



Section IV Adapting Funding For Greater Mobility

21. Is there a strategy for systematic tracking of financial data across programs?

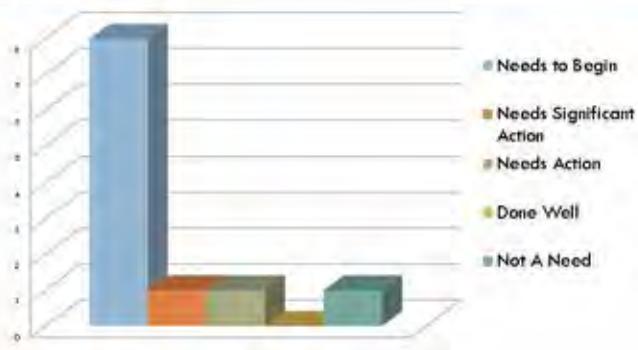
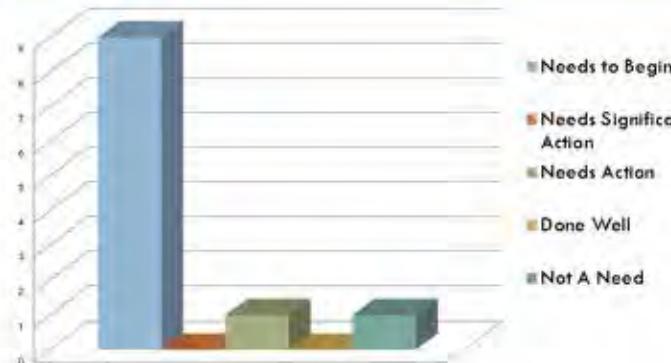
22. Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms?



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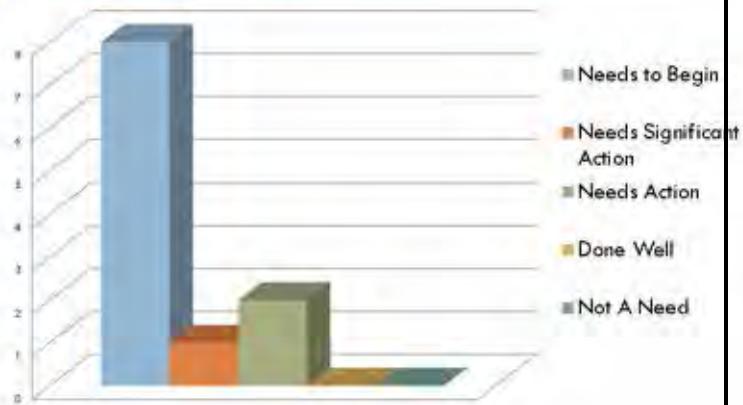
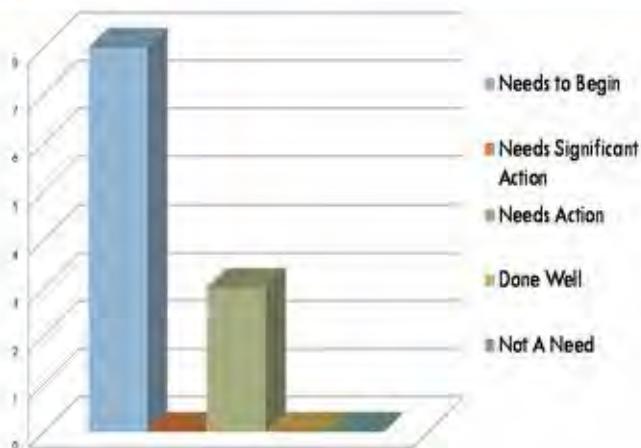
23. Has an arrangement among diverse transportation providers been created to offer flexible services that are seamless to customers?

24. Are support services coordinated to lower costs and ease management burdens?



25. Is there a centralized dispatch system to handle requests for transportation services from agencies and individuals?

26. Have facilities been located to promote safe, seamless and cost-effective transportation services?



A. Framework for Action Self Assessment facilitated discussion

The discussion that followed the presentation of the Framework for Action Self-Assessment results was conducted in a manner that would allow the stakeholders to determine where coordinated transportation within Wood County falls along the spectrum and what areas need to be addressed.

Higher priority for action questions were: 1, 2, 3, 4, 8, 11, 15 and 16. Lower priority for action questions were: 9, 11, 12, 13, 14, 17, 18, 19, 21, 22, 24, 26. On the following pages are comments related to specific Framework questions:

Question 1: Need for vision – Who does it? Where does that start?

Question 3: Need-Strong to Begin – “Governing Framework”

- I75 – Three lane growth
- Should the plan cover northern Wood County? If so, how?
- Will growth in population change urban, rural boundary and therefore change the plan?
- Work on countywide and don’t get stalled out on boundaries.
- Coordinate with TARTA plan that covers part of county.

Question 4: Needs a commitment by local elected officials.

Question 8: Need to come up with numbers to support the need. Until we have documented numbers, can’t move forward – “almost like a market study.”

Question 10: Three of the attending agencies have transportation budget line item.

Question 11: Could collect data from other agencies.

- Township trustees need contacted (requested by Health Dept.) – they could give a lot of data.
- Regional Planning Commission?

Question 15: Data on benefits of coordination. United Way can track 211.

Question 16: Make Wood County Transportation Provider Guide available (requested by ADAMHS Brd).

- Capacity of existing providers.
- Provide list to all Emergency Service Providers: Law Enforcement, Fire Dispatch Centers, Emergency Rooms, and Medical Providers.

Question 20: Currently reactive vs. marketing. Waiting until people come to us.

Question 23: Could come from the idea of a centralized processing point for the provision of services. (See question #1)

Question 25: i.e. see Black & White dispatch from Lucas County

B. Additional Stakeholder Needs Identified.

DJFS – Public assistance clients need transportation to work to qualify for assistance.

BG Police – Parents need transportation to take kids, if incarcerated.

TMACOG – Assistance to facilitate Region Transportation perspective.

Mayor of Pemberville – For the most part population is self-reliant. Little to no issues within village; need “perhaps” to work outside village.

United Way – Receives 211 calls for transportation needs and is not always able to meet those needs with existing sources and options.

ADAMHS Board – Need specialized transportation. It is not a good fit for Mental Health clients to receive service from police. Some clients can't make it to appointments (dr., counseling, medical) due to lack of transportation.

CRC – Provide transportation for child and adolescent group program. Need transportation from 2 – 8:30 p.m. Need to help families in crisis – many times they do not have cash, fuel, or a car. Social services have to go to client.

Woodlane – Need connections across county (Community to Community).

North Baltimore West Haven – Residents need more options available for accessible transportation. For residents under 60, there are no transportation services available. There is a need for transportation to Findlay and other areas for grocery shopping.

Health Department – Some clients have had to cancel appointments due to no transportation.

Wood County Commission on Aging – Transportation resources are limited and thus limit the number of trips per month that can be provided to seniors to 3 times/month/person. Socialization is an important service for seniors but transportation is limited to the greatest needs, which tend to be to medical appointments.

Wood County Education Service Center – There is a need to streamline transportation for 18,000 kids to and from school. There are transportation barriers for Work & Youth Employment Programs, and GED/Education. Several kids need CRC mental health services. And there is a need for transportation for preschool students.

Chapter 8 : Moving Ahead - Strategies

Through a series of facilitated meetings, members of the steering committee that has been guiding the Wood County Coordinated Human Services Transportation Plan developed the set of prioritized strategies for the formation and delivery of a coordinated public and human service transportation plan. A process was used in which committee members were asked to identify what they perceived to be the highest priority issue with regard to realizing public and human service transportation in Wood County, and the sum of these individual comments helped frame the ensuing discussion.

The steering committee met on February 10, 2014 to develop a series of strategies that would address the highest priority needs and concerns expressed by the committee and by individual entities throughout the county.

At the February 10 meeting, attendees were presented with a list of general topics that summarize most of the comments received to date pertaining to needs and gaps in transportation. Those topics were as follows:

- Overall coordination of services and organizational structure
- Improving countywide efficiencies and minimizing duplication of services
- Formalizing communications between participating entities
- Effectively marketing the array of services offered:
 - (a) marketing the need and this initiative to local and regional officials;
 - (b) marketing the services offered to the customer base and subsets.
- Capital needs by individual entities regarding
 - (a) fleets and vehicles;
 - (b) buildings and structures; and
 - (c) equipment, hardware, and software.
- Improving transportation access for hard-to-reach customer groups
- Reaching county-wide coordination with systems in the Toledo metropolitan region
- Monitoring and evaluation to ensure a sustained, responsive, and continuously improved system

Meeting participants were asked to independently offer what they consider to be the most important, highest priority issue with regard to the development of a coordinated human services transportation system in Wood County. The responses received from participants are listed as a Reference section at the end of this chapter.

The written responses were collected and grouped under general headings in order to guide the discussion of smaller, single issue groups for the remainder of the meeting. Those groups were asked to begin to formulate a strategy around the three overarching general headings that were developed. The three general categories were:

A) Governance, Organization, Budgeting and Financing, and Assuring Coordinated Services;

B) Overcoming Geographic Needs (including access to rural areas and inter-county

coordination), and Coordinating Services; and

C) Meeting Human Service Needs (including low income, seniors, disabled, veterans, and other needs).

The output of the three committees was distributed to all committee members, and in a follow-up meeting on February 26, the goals and strategies were refined and revised by consensus of the whole committee. Additional goals and strategy recommendations were offered by the planning lead, WSOS Community Action Commission, based on their experience in other areas, and those strategies were also revised or approved by the committee by consensus. The resulting overall strategy, which bears the approval of the committee, is the result of this process.

Because this is an overall process to create a new structure in which strategies are interdependent, little time was spent prioritizing the strategies, since it was the consensus of the committee that all of the strategies were important in developing the overall system.

A. Governance, Organization, and Budget/Funding

While a large number of entities provide transportation services for distinct user groups and geographic areas, there is currently no consistent or coordinated system of transportation throughout Wood County. The primary initial need in Wood County is develop a unifying strategy and an organizational structure that can oversee the disparate elements that make up the whole of the transportation system.

Goal A1: Develop a coordinating organizational structure

Partnering Agencies and organizations: all interested stakeholders

Strategies:

1. Get current service and assistance providers together to define and discuss existing service and assess each entity's willingness to coordinate. (Within 1 year)
2. Determine the level of willingness of stakeholders to jointly fund a Transportation Coordinator position. (1-3 years)
3. Determine which organizations would be willing to host that position (Within 4 years)
4. Determine excess capacity with regard to vehicles and dispatcher services in the current human service system, and work to eliminate duplication and excess capacity. (1-3 years)

Goal A2: Investigate the use of other coordination models that appear to match Wood County's needs among human service agencies.

Partnering Agencies and organizations: All interested agencies

1. Meet with Henry County transportation officials and leadership from other transportation systems with known "best practices" to investigate Wood County's potential use of an applicable model or combinations of multiple models in Wood County. (Within 1 year)

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2. Outline the components of the systems identified in preceding strategy that may have potential and applicability for Wood County. (Within 1 year)
3. Identify obstacles to implementing the selected model. (Within 1 year)
4. Mobilize assets to address and overcome barriers to implementing the model, and adjust the model as applicable. (2-3 years)
5. Engage potential stakeholders in implementation of the model. (2-3 years)

Goal A3: Hire a Mobility Manager to oversee the development of the Wood County coordinated system. (All activities for this goal within one year)

Partnering Agencies and organizations: Children's Resource Center, Wood County Committee on Aging, municipalities (Mayors), Township Trustee association, DJFS, Health District, Wood Lane, Library Districts, Wood County ADAMHS Board, and all other interested stakeholders

1. Identify available unused federal funding that could be used to support a mobility manager.
2. Identify additional funding sources.
3. Identify and obtain commitment of local match funding sources to meet requirements.
4. Identify partners (nonprofit agencies and governmental jurisdictions).
5. Identify a lead agency that will hire the Mobility Manager.
6. Develop the job description, advertise the position, and hire a mobility manager

B. Overcoming Geographic Obstacles – rural areas, inter-county transportation

Goal B1: Has been removed from the body of the plan to the appendix. Goal B1 and related strategies are to be reviewed and further studied. The Coordinated Plan is to be annually updated which will be an opportunity to readdress this goal.

Goal B2: Explore the ITN (Independent Transportation Network) America Volunteer Transportation model

Partnering Agencies and Organizations: All interested partners within the coordinating committee

1. Participate in regional discussions sponsored by the Ohio Department of Aging and the Governor's Council on Aging in Northwest Ohio. (Ongoing)
2. Clarify the capacity needs for establishment of a rural network. (Within 2 years)
3. Identify inter-county agencies interested in ground floor participation and discuss structural models of implementation. (Within 2 years)

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4. Explore financing options. (Within 2 years)
5. Develop memorandums of understanding, contracts, or responses to applicable grant applications. (Within 3 years)

Goal B3: Coordinate with TMACOG (Toledo Metropolitan Area Council of Governments) and within the structure of TARTA (Toledo Area Regional Transit Authority) on 5310 funding applications based on ODOT determination of rural versus urban funding streams as new changes are put in place (related activities are ongoing)

Partnering Agencies and Organizations: All applicable agencies and organizations.

1. Entities interested in applying for 5310 funding will contact the appropriate agency for guidance, on a case by case basis, as applicable.

Goal B4: Look for opportunities to coordinate Wood County transportation efforts with Lucas County.

Strategies/Action steps to be determined.

C. Meeting human service needs for transportation in Wood County.

Goal C1: Provide access to human services for those needing transportation.

Partnering Agencies and organizations: Wood County officials, BGSU, Woodlane, Children's Resource Center, Cocoon Shelter, DJFS, Behavioral Connection, ADAMHS Board, United Way, Wood County Hospital, Wood County Health District, Wood County Committee on Aging, The Salvation Army, and other interested agencies and organizations

1. Conduct a needs assessment and develop a procedure for the continued collection of standardized data. Convene a meeting of service providers to determine how to quantify and standardize data collection through a uniform survey instrument. Clarify the level of need among specific customer groups. Seek to collect data that will be useful in the creation of a Transportation Development Plan. (2-3 years).
2. Coordinate with and reflect ongoing human service needs and provided services within the Coordinated Human Services Transportation Plan. (2-3 years).

Goal C2: Ensure affordability of transportation for all who need it.

Partnering Agencies and organizations: Same as for goal C1.

1. Explore how different agencies in the system could possibly coordinate resources to provide affordable transportation for those who fall outside all program guidelines. (Within 2-3 years)
2. Support the expansion of the scope of Wood County Title XIX Non-Emergency Medical Transportation Plan so that potentially eligible Medicaid clients do not fall outside locally established program guidelines. Increase the capacity to service the additional transportation demand through an enhanced network of human service and private providers by eliminating the locally imposed access restrictions that exist in the current plan. (Ongoing)

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3. Distribute information on the new eligibility criteria to all stakeholders and human service agencies for the purpose of educating staff who make referrals and deal directly with clients. Also, take steps to make the information available to the direct customers. (Within 1 year; also see Goal C3)
4. Develop a call center and intake process to handle the expansion of Title XIX Non-emergency medical transportation clients. The call center must have adequate Medicaid eligibility determination procedures, scheduling, referral, and record keeping capacity. Establish performance measures for the call center. (Within 1 year)
5. Implement formal agreements between participating agencies to initiate trip sharing or subcontracting to improve efficiency and share costs with or without a Call Center. By matching unfilled seats with another provider's clients, vehicle capacity is maximized and operating costs can be reduced. The agency providing the trip will be reimbursed for that passenger's trip (at the fully allocated cost). This could be implemented by the Call Center or independently of the call center by agreement between two agencies or among many agencies. (Within 2-3 years)
6. Provide transportation for people who do not fit within special categories, using available funding reflected in strategy 1 above. (Within 2-3 years)
7. In conjunction with the Call Center implementation for Title XIX non-emergency Medicaid transportation revision, develop a funding structure and method of intake for those who either fall outside of the eligibility guidelines due to income or other reasons and/or whose transportation destination would otherwise not fall under a current funded program. Establish performance measures, documentation procedures and reporting system to provide to coordinating agencies. (Within 2-3 years)
8. Explore the further expansion to a county-wide call center regardless of funding sources. (Within 2-3 years)
9. (Capital Needs) Provide for the ongoing replacement of existing human service vehicle fleets to service the transportation needs of low-income, seniors, disabled and veterans. (Ongoing)
10. (Capital Needs) Provide for the expansion of existing human service vehicle fleets to service the increase in Medicaid eligible clients and other underserved populations. (Ongoing)
11. (Capital Needs) Explore scheduling software and call center technology, radio and/or cell phone communication technology that will increase the efficiency and ultimately the affordability of transportation to low-income, senior, disabled and veteran populations, and others. (within 1 year)

Goal C3: Promote awareness of existing transportation options

Partnering Agencies and organizations: Human service agencies, public transport entities, all of which provide information on eligibility, service parameters, and costs.

1. Develop a comprehensive transportation guide for Wood County, in printed and electronic form. (In coordination with Goal A3 with reference to the Mobility Manager; Within 6 months)
2. Provide for continuous updating of the electronic version and periodic updates to the print

2014 Wood County Locally Coordinated Public and Human Service Transportation Plan

version. (Ongoing)

3. Establish a travel training program. This could be but is not limited to rolling out with the Call Center. (Within 3 years)
4. All materials need to be developed in Spanish and with alternatives available for those who are hearing or visually impaired. (Ongoing as materials are developed)

References for Chapter 8: Comments provided by participants in the February 10, 2014 meeting, grouped by category

1. Oversight, planning and coordination

- Planning – need a clear identification of need, multiple gaps, and plans that identify priorities, but implementation will take real buy-in by stakeholders, commitment to sharing resources, and overcoming turf issues for the betterment of the community.
- Develop a plan so that entities can receive state and other funding.
- Coordination of the different transportation services within the cities and county.
- Establishment of the organization with control of transportation assets, dispatch and scheduling.
- Need for a governing network – eliminate the potential for turf wars – many services already exist
- There seem to be many possibilities for transportation throughout Wood County, but many people are likely unaware of the options. A discussion is needed among all the existing providers to coordinate efforts, followed by public education about the services currently available.
- Need one key agency or coordinator position to link all areas of transportation available in the county.

2. Collaboration, efficiencies, and affordability

- Creating a collaborative and sustainable solution that has large support from organizations and agencies, but directly meets need of low-income, elderly and disabled populations.
- Affordable public transportation county-wide and beyond with sufficient hours to meet needs (evenings, weekends, etc.). This includes the ability to schedule round trips.
- Have a larger route in Bowling Green and Wood County.
- Cross-system collaboration, using what we have more effectively – more clarification of existing services
- Affordable options for non-medical transport needs (groceries, court, job-seeking, etc.)
- Transportation should be affordable to the poorest resident, and available whenever needed.
- There is a need for crisis transportation (dialysis, cancer, crisis intervention), and for economic development enhancement transportation (Doctor/counselor visits, hospital visits, and shopping, movies, and restaurants)
- Make the cost of a ride really affordable for low income people
- There is a need for affordable transportation for individuals who are disabled, elderly, or low income to and from work in the evenings and on weekends throughout Wood County.

3. Funding

- Getting the system funded, and sustaining it with ongoing funding
- Where will the start-up money come from? Does it include vehicles, office, salaries for coordinator?
- Why aren't the 5310 providers tapping into JARC and New Freedom dollars to meet unmet clients' needs?

4. Overcoming geographic constraints and challenges

- Access for transportation to those outside the service area providers (i.e. BG Transit) and without funded programming access (i.e. Medicaid eligible JFS clients).
- Seeking to establish a true county-wide transportation system and expansion of public transportation into rural areas.
- B.G. Transit needs to expand for county-wide coverage
- Need to improve, coordinate, and expand existing services so rural areas are covered and the most important customer needs are met.
- Affordable transportation for families in need outside the city limits, bringing people from outlying towns into the city (presumably Bowling Green) for groceries, medical, etc.
- Lack of public transit outside Bowling Green and Perrysburg.
- Connecting rural residents to the rest of the County, especially those who are senior citizens and disabled (and who have very limited options).
- Ensure that the transportation system is connected regionally (Toledo/Findlay) and takes advantage of existing strengths elsewhere.

5. Communication

- How to get information about transportation that is currently available out to those who need it?

APPENDIX :

- I. Outreach Activities**
- II. Sample Surveys**
- III. Stakeholder Meeting Agendas**
- IV. Letters of Support**
- V. Communication, Press, Comments**
- VI. Goal B1 moved to Appendix**
- VII. Resolution Adopting Plan**

APPENDIX I : Outreach Activities

2013/14 Wood County Coordinated Human Services Transportation Plan Update #10

WSOS Community Action Commission is updating the 2008 Coordinated Public Transit – Human Services Transportation Plan. The purpose of the Plan is to minimize duplication of service, achieve efficiencies, and meet needs of individuals with disabilities, older adults, and individuals with low incomes.

Activities Conducted:

January 2013

- Partnered with BGSU Faculty, Russell W. Mills, Ph.D. to mentor a group of BGSU MPA students on a Service-Learning Project for POLS 6600: SEMINAR IN LOCAL ECONOMIC DEVELOPMENT, Spring 2012. Four students participated in the project to help update the Wood County Plan.

February 2013

- Collected 4 surveys from Wood Co Job & Family Services
- Collected 55 surveys from Wood Co. Board of Developmental Disabilities clients.
- Collected 132 surveys from Wood County Committee on Aging home bound Seniors

March 2013

- Completed relevant transportation policy review for plan.
- Conducted four focus groups in North Baltimore, Pemberville, West Millgrove, and Bowling Green and collected 49 surveys.
- Conducted interviews with Human Service Agencies and other Stakeholders

April 2013

- Distributed and collected Framework for Action survey from Stakeholder Group
- Held Stakeholder meeting, gathered input on other entities to invite to the process. 25 people attended.
- BGSU Students presented results on tasks completed as part of their class project.

May 2013

- WSOS hired BGSU Student to continue work on the plan update.

June 2013

- Completed update to demographic section of plan.
- Created two new sections called Trip Generation, and Transportation Assets for plan.
- Completed phone interviews of agencies for these sections.

July 2013

- Collected 467 general public surveys on transportation needs at the Wood County Fair.

August 2013

- Compiled survey results, analyzed, developed written report for plan.

October 2013

- Participated in Wood County Community Health Partners group to incorporate transportation into the Wood County Community Health Improvement Plan

November 2013

- Requested funding support to continue project from United Way of Wood County. Received.
- Requested technical assistance support from Easter Seals Project Action. Received. Ongoing.

December 2013

- Completed gathering Human Service Transportation inventory.
- Compiled Data and posted draft chapters for review by Stakeholders.

2013/14 Wood County Coordinated Human Services Transportation Plan Update #10

Activities Conducted:

January 2014

- Held Stakeholder meeting on 1/13 to review data collected, survey results, inventories. Identified gaps. 30 people attended.
- Distributed first Wood County Transportation Bulletin highlighting the needs.
- Met with Wood County Commissioners to provide update on plan progress.
- Held Stakeholder meeting 1/29 to review best practices from across the state of coordination models. 39 people attended.

February 2014

- Held Stakeholder meeting on 2/10, 2:00 – 5:00 p.m. to brainstorm specific coordination strategies to consider. 31 people attended.
- Conducted presentation on plan progress on 2/19 to TMACOG Public Transit and Passenger Rail Committee.
- Held Stakeholder meeting on 2/26, 2:00 – 5:00 p.m. to clarify strategies and identify entities that could be involved in implementation. 28 people attended.
- Finalized chapter on strategies and priorities.

March 2014

- 3/3/14 Distributed final report on draft plan to Stakeholders for electronic approval and or letters of support.
- 3/4/14 Met with Commissioners to review Plan and gather input/feedback.
- 3/10/14 Held Public Hearing at WCCOA, five attended.
- 3/11/14 Incorporated stakeholder and community feedback from Public Hearing, and email communication into plan.
- 3/11/14 Submitted plan to Commissioners for adoption via resolution.

Planned Activities:

- 3/13/14 Tentative date for resolution to adopt plan by Commissioners
- 3/19/14 Share adopted plan with all Stakeholders (In time for a couple to submit application to ODOT for 5310 Specialized Transportation Program funding deadline 3/21/14.)
- Submit plan to ODOT.
- Develop educational materials for public distribution.

May – August 2014

- Hold implementation committee meetings.

FOCUS GROUPS



Tuesday, March 26th

**North Baltimore Senior Center, 514 W. Water St.
North Baltimore at 11:00AM**

**Weston Public Library, 13153 Main St.,
Weston at 5:30 PM**

Thursday, March 28th

**Pemberville Area Senior Center, 220 Cedar St.,
Pemberville at 11:00AM**

**Wood County Senior Center, 305 N. Main St.,
Bowling Green at 5:00 PM**

**YOUR INPUT IS NEEDED TO ASSESS THE
TRANSPORTATION NEEDS OF WOOD COUNTY**

BGSU

For More Info Contact: Robin Richter
WSOS Senior & Transportation Services Director
419-332-2015

WSOS
COMMUNITY ACTION

**DEPARTMENT OF POLITICAL SCIENCE
MASTER OF PUBLIC ADMINISTRATION**

BOWLING GREEN STATE UNIVERSITY

ECONOMIC DEVELOPMENT SUMMIT**Wednesday, April 24, 2013 | 6 p.m.**

Holiday Inn Express
2150 Wooster Street
Bowling Green, OH 43402

Refreshments and hors d'oeuvres will be served.

*Event will showcase four projects by students of
the BGSU Master of Public Administration Program*

- » Bowling Green Workforce Needs Assessment
- » Bowling Green Buy Local Campaign
- » Wood County Regional Airport Revenue Study
- » WSOS Coordinated Transportation Plan

Please RSVP to Russell W. Mills, Ph.D. at millsrw@bgsu.edu



For more information visit us at
www.bgsu.edu/departments/pols

Department of Political Science
Bowling Green State University
124 Williams Hall
Bowling Green, OH 43403
(419) 372-2921

Sponsored by the Department of Political Science and the Office of Service-Learning

Service-Learning Project
POLS 6600: SEMINAR IN LOCAL ECONOMIC DEVELOPMENT

Spring 2013 Bowling Green State University

Excerpts from syllabus.

Instructor:	Russell W. Mills, Ph.D.
Office:	108 Williams Hall
Phone:	(Office) 419-372-7329 (Cell-for emergencies only) 412-779-2980
Email:	millsrw@bgsu.edu

The goal of this seminar is to acquire a command of the fundamental approaches to economic development in local communities. . . Specifically, this course will be taught as a service-learning seminar where students will have the opportunity to work with a community partner on an applied economic development project in the Northwest Ohio region.

Project Descriptions

Coordinated Public Transportation & Human Services Plan

Community Partner: WSOS

Contact: Robin Richter

Effective coordination of transportation services can save money and improve accessibility to transportation for all citizens. Wood County has made strides toward achieving a coordinated transportation plan with the foundation laid by a report prepared by the BGSU Institute for Child & Family Policy, June 2008. This report stops short of an approved planning document, which would be the goal of the service-learning project. As noted in the report the required elements of a Wood County coordinated human services transportation plan are: assessment of needs, resources, gap analysis, strategies to address gaps, and priorities for implementation. The plan should be created using the Framework for Action: Building the Fully Coordinated Transportation System (US Dept of Transportation, 2003).

Bowling Green Workforce Needs Assessment

Community Partner: Bowling Green Community Development Foundation

Contact(s): Sue Clark and Sue Clanton

The goal of this project is to produce a Workforce Needs Assessment of employers in the city of Bowling Green for the Bowling Green Community Development Foundation.

Buy Local Campaign

Community Partner: Bowling Green Community Development Foundation

Contact(s): Sue Clark and Sue Clanton

The goal of this project is to work with local businesses in the city of Bowling Green to develop and implement a strategy for marketing and promoting their businesses to students at Bowling Green State University as well as within the larger Bowling Green region.

Wood County Regional Airport Alternative Revenue Study

Community Partner: Wood County Regional Airport

Contact: Matt McVicker

The goal of this project is to examine and analyze possible alternative sources of revenue for the Wood County Regional Airport.

APPENDIX II: Sample Surveys

Wood County Transportation Survey

1.) What is your age? ____ Under 19 ____ 20-29 ____ 30-39 ____ 40-49 ____ 50-59 ____ 60-64 ____ Over 65

2.) Are you Disabled?..... ____ Yes ____ No

3.) Are you a Veteran?..... ____ Yes ____ No

4.) Do you consider yourself to be Low-Income?..... ____ Yes ____ No

5.) Do you feel that driving on busy roads or ice and snow is dangerous and would feel more comfortable riding and letting someone else drive?..... ____ Yes ____ No

6.) Do you find it challenging to get transportation and sometimes cancel appointments?

..... ____ Yes ____ No

7.) Is the cost of owning and maintaining a vehicle becoming a burden for you?... ____ Yes ____ No

8.) Do you use a Mobility Devise such as a cane, walker, wheel chair, etc.?..... ____ Yes ____ No

9.) Have you ever been transported by public transportation in Wood County?.... ____ Yes ____ No

-If Yes --- How often do you use the service?

____ Daily ____ Weekly ____ Monthly ____ Several times a year ____ A few times in my life

-Would you recommend public transportation to others?..... ____ Yes ____ No

- Do you know someone who uses public transportation?..... ____ Yes ____ No

10.) How do you get to your destinations? Please Check all that apply:

Bike Drive Taxi Friends School Bus

BG Transit SCAT TARTA Ride Right Walk

Family Other _____ (Please Write-In).

(PLEASE TURNOVER AND COMPLETE PAGE #2)

11.) Please check which city/village you live closest to:

- | | | | |
|--|---|--|---|
| <input type="checkbox"/> Bairdstown | <input type="checkbox"/> Bloomdale | <input type="checkbox"/> Bowling Green | <input type="checkbox"/> Bradner |
| <input type="checkbox"/> Cygnet | <input type="checkbox"/> Custar | <input type="checkbox"/> Dowling | <input type="checkbox"/> Dunbridge |
| <input type="checkbox"/> Fostoria | <input type="checkbox"/> Grand Rapids | <input type="checkbox"/> Hammansburg | <input type="checkbox"/> Haskins |
| <input type="checkbox"/> Hoytville | <input type="checkbox"/> Jerry City | <input type="checkbox"/> Lemoyne | <input type="checkbox"/> Lime City |
| <input type="checkbox"/> Luckey | <input type="checkbox"/> Millbury | <input type="checkbox"/> Milton Center | <input type="checkbox"/> Moline |
| <input type="checkbox"/> New Rochester | <input type="checkbox"/> North Baltimore | <input type="checkbox"/> Northwood | <input type="checkbox"/> Pemberville |
| <input type="checkbox"/> Perrysburg | <input type="checkbox"/> Portage | <input type="checkbox"/> Risingsun | <input type="checkbox"/> Rossford |
| <input type="checkbox"/> Rudolph | <input type="checkbox"/> Scotch Ridge | <input type="checkbox"/> Stony Ridge | <input type="checkbox"/> Sugar Ridge |
| <input type="checkbox"/> Tontogany | <input type="checkbox"/> Walbridge | <input type="checkbox"/> Wayne | <input type="checkbox"/> West Millgrove |
| <input type="checkbox"/> Weston | <input type="checkbox"/> I do not live in Wood County, Ohio. | | |

12.) Please Check all the places where you drive to or would like a ride to:

- | | | |
|---|--|---|
| <input type="checkbox"/> To Work | <input type="checkbox"/> To the Grocery Store | <input type="checkbox"/> To Dialysis |
| <input type="checkbox"/> To School | <input type="checkbox"/> To a Department Store | <input type="checkbox"/> To the Dept of Job and Family Services |
| <input type="checkbox"/> To the Doctor | <input type="checkbox"/> To a Pharmacy | <input type="checkbox"/> To Senior Center |
| <input type="checkbox"/> To the Hospital | <input type="checkbox"/> To Have My Hair Done | <input type="checkbox"/> To Visit Friends |
| <input type="checkbox"/> To Therapy | <input type="checkbox"/> To a Restaurant | <input type="checkbox"/> To Visit Family |
| <input type="checkbox"/> To Day Care | <input type="checkbox"/> To a Bank | <input type="checkbox"/> To Job Hunt/Interview |
| <input type="checkbox"/> To College | <input type="checkbox"/> To the Park | <input type="checkbox"/> To Sporting Event |
| <input type="checkbox"/> To Exercise | <input type="checkbox"/> To Veterans Services | <input type="checkbox"/> To Social Services |
| <input type="checkbox"/> To Social Events | <input type="checkbox"/> To Go Shopping | <input type="checkbox"/> To Go to the Movies |

Other _____ (Please Write-In).

13.) Please use this space to tell us how public transportation can be improved:

14.) Name, Address, and Phone Number (Response is Optional):

THANK YOU FOR COMPLETING OUR SURVEY!

Wood County Coordinated Human Service Transportation Plan – Transportation Provider Survey

Administered by: WSOS Community Action Commission

Please take a few moments to answer the following questions about your agency's transportation needs and resources. The survey is 23 questions long and has 5 pages.

Q1). Please provide the formal name of your agency/business below:

(_____).

Q2). Please provide a contact person for your agency/business, with their name, phone number, email, and address below:

Name:	
Title:	
Address:	
Phone Number:	
Email:	

Q3). Does your agency/business provide transportation directly or contract with someone else to provide transportation?

YES NO

If you answered "No" to Q1, please stop the survey now. If yes, does your agency contract out to a third party provider?

YES NO

If yes, what is the name and contact information (address, email, phone number, and person of contact) of the third party provider?

(_____)

Q4). Does your agency/organization have multiple locations? If so, Please list all of your business/agency's location below:

Address	City	County	State

If information for question Q5, Q6, Q7, Q8, and Q9 is unavailable, please list your most recent statistical data including the year of the data or an estimate.

Q5). How many total individuals did your agency/organization serve in 2012?

Q6). How many one-way passenger trips did your agency/organization provide to clients/riders in 2012?

Q7). How many total miles did your business/agency's vehicles travel in 2012?

Q8). How many hours did your business/organization spend (in total) transporting clients/riders in 2012?

Q9). What is your average cost per passenger trip?

Q10). Does your agency/organization charge a fare rate for clients/riders? YES NO

If yes, please list your pricing rates below, if not applicable right NA per each box that it is not applicable to your agency/organization:

<i>Disabled</i>	<i>Seniors</i>	<i>Children (with age ranges)</i>	<i>One-way fare</i>	<i>Round-trip</i>	<i>All Other fares (with brief explanation)</i>

Q11). What are the eligibility requirements for a client/rider to use your business/agency's transportation service? ("Your response does not need to be too detailed.")

Q12). What is your business/ agency's coverage, meaning the area of operation?

(Responses can include Municipalities, Counties: Ex. Bowling Green, Wood County).

Q13). What are the time availabilities of your business/agency's service coverage?

Q14). What is/are your business/agency's targeted demographic group (ex. Seniors, Handicap, Persons with developmental disabilities, children, general public, etc.)?

Q15). Please describe the type of transportation your business/agency provides: taxi, demand-response, fixed route, or flex-routes?

Q16). If you are a specialized transportation (5310) provider especially elderly-care transportation agencies and organizations, what type of service provisions do you offer? (Ex. Transportation for assisted living, nursing homes, independent living, general public)? If yes, do you allow care attendant to ride with the client/rider? Do you charge a fare for the care attendant?

Q17). What is the top travel destination of your business/agency's clients/riders in ranking order from most traveled to least traveled?

Top Travel Destination by Rank	Destination (Name of Place, City, County) [Ex. Krogers, Bowling Green, Wood]
1 Most Traveled	
2	
3	
4	
5	
6	
7	
8 Least Traveled	

Q18). Please list the Year/Make/Model and seating capacity of your business/agency's vehicles; the Current Mileage and perceived condition, and whether or not each vehicle is handicap accessible.

	Year	Make	Model	Ambulator y Seating Capacity (Non- Handicap)	Current Mileage	Perceived Condition Poor, Fair, Good, or Excellent	Expected Life Expectanc y of Vehicle in Years	Handicapl e Accessibl e (Yes or No)	Handica p Seating Capacity
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
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18									
19									
20									
21									
22									
23									
24									
25									

If your business/agency has more than 25 vehicles please list them on the last page; If its significantly more please list only those vehicles transporting clients/riders within Wood County Limits Only. Additionally, only vehicles designated for operation in Wood County, Ohio should be included in this space.

Q19). What is your peak system capacity; how many total seats do you have available for passengers to cope with transportation demands?

	Ambulatory (Non-Wheelchair bound) Capacity	Handicap (Wheel chaired Passenger Capacity)
Number of Seats Available		

Q20). What is the greatest perceived challenge your business/agency faces in regards to transportation?

Q21). Does your agency/organization find that clients are too widespread geographically to provide efficient transportation services?

YES

NO

If you answered yes to the above question, briefly explain what you believe would help your business/organization to limit its geographical distribution.

Q22). What are your sources of revenue used for transportation, and what is your total transportation annual revenue? (estimate welcome)

Q23). What are your total transportation expenditures relating to passenger transportation for the last year? (estimate welcome)

Thank you for your time and input, the results of this survey will be available to all those who submitted information and will aid in the transportation needs of the citizens of Wood County!

WOOD COUNTY TRANSPORTATION PROVIDERS
 (this list is not all inclusive)

Most are handicap accessible

SERVICE PROVIDED	AGENCY	SERVICE AREA	ELIGIBILITY/COST
Medical Appt's Appointments. Between 9am and 2:30 pm	Wood County Committee on Aging 1-800-367-4935	Wood County	Wood County Residents; age 60+; donations
Grocery Shopping by van with group	Wood County Committee on Aging 1-800-367-4935	Wood County	Wood County Residents; age 60+; donations
Public Transportation 6am to 8pm	Bowling Green Transit 1-800-579-4299	City of Bowling Green	\$1.75 for Seniors 65+
Medical/Dental and RX pickup	Wood County Department of Jobs & Family Services 1-888-282-1118	Wood County; will drive to areas outside of county (Toledo, Findlay)	Income eligible. Medicaid.
Mobile ambulance	Promedica 1-800-589-4994	27 counties Ohio and Michigan	Call
Limited transportation to Cancer treatment appointments	Lloyds Lifts - volunteers 419-409-1000	Wood County clients	Call
For testing or treatment at St. Lukes. No wheelchairs.	St. Luke's Hospital Courtesy Van 419-893-5990	Northern Wood County	No charge. Service is to St. Luke's only.
Public Transportation	Seneca County Agency Transportation 1-800-722-8852	Seneca County, but includes all of Fostoria within City Limits.	3 miles and less \$3.00, 7 miles \$4.00, 7+ miles \$5.00
Taxi Service 24 hour	Black and White Cab 419-536-8294	Wood County, Toledo area	\$4.30 1 st mile; \$2.30 per mile after. \$.40 per minute for unloaded miles. Call

SERVICE PROVIDED	AGENCY	SERVICE AREA	ELIGIBILITY/COST
Medical and incidental Transportation 24 hour	Comfort Keepers 419-874-4880	Wood and Lucas Co.	\$20 per hour and \$.51/min
Kidney Issues	The Kidney Foundation of NOW 419-329-2196	Northwest Ohio	End Stage Renal Disease. Emergency funding only. Some income guidelines.
Curb to curb, no wheelchair.	BG Airport Shuttle 419-308-5952	No set area.	Call
Medical Transport. Non-handicap	Home Instead Senior Care 419-352-6563	Wood County and other counties	Mainly existing clients.
Medical Transport	Home Watch Caregivers 419-517-7300	Various	Must have other services with agency
Medical Transport	Griswold Special Care 419-354-4500	Wood and Lucas	2 hours/\$38.00, 3 hours/\$50.00 plus \$.50 per mile
Medical Transport	The Veterans Administration	Toledo VA Clinic and Ann Arbor Hospital	Wood Co. Vets Only.
Wheel chair transport 24/7	MedCorp 1-800-295-7723	Open	Accepts Medicare/Medicaid, \$30 plus \$3.00 per mile.
Wheelchair and ambulatory	TLC Health Care 1-866-476-9358	Wood County only if a PASSPORT client.	Varies
Wheelchair and stretcher	Life Star 419-245-6220	Wood County & Toledo	Base rate \$45.00 plus \$1.25 per mile.

APPENDIX III: Stakeholder Meeting Agendas

Wood County Coordinated Human Services Transportation Plan
Focus Group Meetings - 1 hour

5 min. Welcome

5 min. Elements of the coordinated plan include:

- (1) An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
- (2) An inventory of available services that identifies areas of redundant service and gaps in service;
- (3) Strategies to address the identified gaps in service;
- (4) Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources; and
- (5) Prioritization of implementation strategies.

10 min. Pass out Surveys

Questions for Discussion (7 items x 5 min = 35 min.)

What unmet needs can be identified for:

- 1. Medical appointments
- 2. Geographic
- 3. Time of day? Day of the week?
- 4. Vehicles and Amenities
- 5. Customer Service
- 6. Employment
- 7. Education

2 min. Thank you for your input. These ideas will be typed up and included in the report to the Stakeholder Committee to help them develop strategies and priorities for improving Transportation services in Wood County.



HELPING PEOPLE HELP THEMSELVES - SINCE 1965

Dear Community Stakeholder,

You are cordially invited to attend a meeting to discuss human service and public transportation in Wood County:

DATE: Thursday, April 11, 2013
TIME: 1:00 p.m. to 4:30 p.m.
LOCATION: Wood County Department of Job and Family Services
1928 E. Gypsy Lane Road, Bowling Green

This stakeholder meeting is one step in a process to update the 2008 Wood County Human Service Transportation Plan.

The agenda will include:

- | | |
|---|--|
| • Wood County Demographics | - James McConnell, BGSU MPA Student |
| • Wood County Public Transportation Inventory | - Chris Van Newhouse, BGSU MPA Student |
| • Survey Responses | - Dominic Wells, BGSU MPA Student |
| • Relevant Policy Review | - David Walker, ODOT |
| • Framework for Action Self Assessment Results | - Desmond Carter, BGSU MPA Student |
| • Prioritization of Assessment – Group Discussion | - Ben Kenny, Facilitator, WSOS |
| • Next Steps | - Robin Richter, WSOS |

Enclosed is a pre-meeting activity which should take 10 to 15 minutes to fill out.

To make the meeting as productive as possible we respectfully request that you fill out the enclosed Self Assessment prior to the meeting and bring the one page rankings with you. We will collect these at registration, compile them and present the collective results mid-way through the meeting. These results will be used to start a dialogue and subsequent prioritization of action steps. The goal of the Self Assessment Tool is to help stakeholders build a shared perspective and determine how we will move forward together.

Please RSVP to r richter@wsos.org or call 419-332-2015. If you have any questions about the project feel free to give me a call at the same number.

Plan Update Steering Committee:

Denise Niese, Executive Director, Wood County Committee on Aging,

Roger Anderson, Board Member, Wood County Committee on Aging & past Board Member WSOS & retired BGSU,

Russell W. Mills, Professor, Bowling Green State University Department of Political Science,

and Robin Richter, Director, WSOS Community Action.

**Wood County Coordinated Public Transit-Human Services Transportation Plan
Update
Stakeholder Meeting #2
AGENDA**

**January 13, 2014
2:00 – 5:00 p.m.**

**Wood County Office Building, One Courthouse Square, Bowling Green
5th Floor Hearing Room**

Purpose of Meeting: Review data collected and identify gaps and needs.

2:00	Registration
2:00 - 2:10	Welcome, around the room introductions – Robin Richter, WSOS Director of Senior/Transportation Services
2:10 - 2:20	Overview of Planning Process - Robin
2:20 – 2:25	Demographics – Chris Van Newhouse, Consultant & BGSU MPA Student
2:25 – 2:35	Q & A Demographics – facilitated by Ben Kenny, WSOS Development Specialist
2:35 – 2:45	Inventory – Chris Van Newhouse
2:45 – 2:55	Q & A on Inventory – Ben Kenny
2:55 – 3:00	Transportation Infrastructure/Assets – Chris V.
3:00 – 3:10	Q & A on Inventory – Ben Kenny
3:10 – 3:20	Trip Origin & Destination – Chris V.
3:20 – 3:25	Q & A on Trip Origin & Des. – Ben K.
3:25 – 3:35	Break
3:35 – 3:45	Funding – Robin Richter
3:45 – 3:55	Q & A on Funding – facilitated by Robin R.
3:55 – 4:00	Community Input, Survey I – Chris V. (Hold questions till after Survey II)
4:00 – 4:20	Community Input, Survey II – Chris V.
4:20 - 4:45	Q & A on Community Input & identification of gaps and needs – Ben Kenny
4:45 – 5:00	Next Steps – Robin

Wood County Locally Coordinated Human Service & Public Transportation Plan

STAKE HOLDER MEETING AGENDA

January 29, 2014

2:00 to 5:00 p.m.

2:00 p.m. Welcome & Introductions

**2:10 p.m. Coordination Possibilities Are Endless – Robin Richter, WSOS
(Power Point adapted from Easter Seals Project Action)**

~ Panel Moderator – Denise Niese, Wood County Committee on Aging ~

2:20 p.m. Best Practice Model Panel:

- Coordination Council Model - Colette Cordova, Area Office on Aging of Northwest Ohio
- Coordination of Rides – Mike Saneholtz, Henry County Transportation Network

Q & A

3:00 p.m. Best Practice Model Panel:

- Taxi Models of Mobility Management – Scott Potter, Black & White Cab Company
- United Way involvement – John Urbanski, United Way of Hancock Co.

Q & A

3:40 p.m. Break

3:50 p.m. Public Transit Structure Options – Robin Richter, WSOS

4:00 p.m. Best Practice Model Panel for County-wide Public Transportation:

- Board of Developmental Disabilities Model – Bill Lowe, Ottawa County Transportation Agency
- Council on Aging Model – Lucinda Smith, Senior Enrichment Services (Huron Co.)
- City to County Expansion – Thomas Schwan, Sandusky Transit System (Erie Co.)
- Private non-profit model - Linda Good, past SCAT Executive Director

Q & A

Adjourn

Wood County Coordinated Human Services Transportation Plan
Stakeholder Committee Meeting
Monday, February 10, 2014
2:00-5:00 p.m.

Agenda

2:00	Welcome	Robin Richter
2:10	Summary and Discussion of Gap Analysis from Input Received	Ben Kenny
2:30	Exercise: Write down the greatest issue or challenge that you feel needs to be addressed with action planning in coordinating human service transportation in Wood County.	
2:40	Review and Status of the Planning Process Overview of Previous Meeting Definition of Terms and Clarification of Plan	Robin Richter
2:55	Framing the Plan: Review and Discussion of General Topics	Ben Kenny
3:05	Break	
3:15	Breakout: Small Groups Discuss Selected General Topics Use the provided forms to: 1. Define the issue(s) within each topic 2. Brainstorm action steps to effectively address the issue(s) 3. List partnering agencies that have a role within the action plan	
3:45	Reports from each of the Small Groups Questions or requests for clarification from others Additional suggested action steps from others	
5:00	Adjourn	

Wood County Coordinated Human Services Transportation Plan
Needs/Gap Analysis: Summary of Input Gathered
February 10, 2014

- **Barriers to establishment of a true county-wide system**
 - Excessive start-up cost for a county-wide system
 - Need good documentation of the extent of need, conducted like a market study. It is difficult to quantify the extent of need by certain groups.
 - Need for input – use surveys that have been conducted by others; address CHIP health planning questions.
 - Need for a governing framework
 - Need for support among local leadership
 - Need to develop flexible services that are seamless to customers among the diverse transportation providers.
 - Need to develop and nurture partnerships, leaving doors open to emerging opportunities.
 - Coordinate with Long Term Transportation Planning undertaken by TMACOG
- **Need for transportation to be available in rural areas and between bordering counties**
 - Lack of service in many of the County's rural areas
 - Few private transportation options in rural areas
 - People move to rural areas for lower cost of living but then face transportation barriers; trend toward decentralized population but centralized services
 - Need to meet demand in southern end of county for transportation to Findlay; similarly, from Wood to Lucas County. Need for connection to Toledo, TARTA, and other neighboring communities.
- **Need for affordable transportation**
 - Confusion over eligibility requirements for the various programs.
 - There are people who "fall through the cracks" – some have viable needs but are not eligible for established programs.
 - Some people just started a job but cannot yet afford a car; some cannot afford upkeep on their car; for some, insurance and licensee fees are a hurdle.
- **Challenges in providing service to mobility impaired persons**
 - Many agencies' vehicles are not sufficiently accessible.
 - Lack of infrastructure designed for accessibility: curb cuts, slower timed walk light cycles.
 - Need for "door through door" assistance rather than "curb to curb".
 - It can be difficult to document and thus "prove" some disabilities
 - Need for transportation of disabled persons to and from their workplace, often after hours or during the weekend.
- **Need for public awareness of available services**
 - Need for information on how to use public transportation, on available services and their eligibility requirements.
 - Need for more advertising/information on services available, using a variety of media.
 - People have to be carefully educated about the services offered. Seniors, among others, can have cognitive issues with comprehension.

- Need for information on transportation resources from a very accessible, centralized and user friendly source point, without a complicated phone menu.
 - Need for an education program for senior housing development managers
- **Need to improve existing services**
 - Coordination should lower costs and ease management burdens
 - Improve cleanliness of vehicles, provide larger seats, reduce wait times, increase bus stops
 - How can a service accommodate people with multiple (serial) destinations?
 - Certain purposes are not subsidized but service is needed: shopping, services, banks.
 - Need for expanded hours: weekend transportation, B.G. after 8:00 p.m.
 - Immediate service is frequently needed without delay or pre-registration. Needs such as illness are immediate.
 - Wait times can be excessive
 - Need to fill in gaps left by any discontinued services, such as taxi businesses in B.G.
- **Need for transportation to serve specific customer needs**
 - Size of parcels allowed in vehicles can prohibit grocery bags: carry-on limitations
 - Public assistance clients need transportation to work to qualify for assistance
 - Special needs of homeless – use annual point in time survey.
 - Transportation is needed to ER follow-ups with primary care physician, and with hospital discharges; need for non-emergency medical transportation; reliable transportation for dialysis appointments.
 - New needs will arise from Medicaid expansion in Ohio.
 - Mental health clients need specialized transportation – not a good fit to receive service from Police
 - Need assistance to families in crisis; crisis intervention transportation, taking stress off law enforcement agencies.
 - Need for transportation for child and adolescent group program.
 - Needs for seniors who lose their driving privileges.
 - Difficult to provide transportation for socialization among seniors
 - Growing segment with dementia need caregivers to ride with them.
 - Need for Veterans' transportation to Veterans' facilities, which takes a vehicle out of circulation for a whole business day (Ann Arbor, Wright-Patterson in Dayton)
 - Needs of school students: need to streamline their transportation, barriers to Work and Youth Employment program, and for GED students. Some need CRC mental health services. Need for transportation for preschool students.
 - Needs for transportation of non-traditional students and those being retrained
 - There is a need for people whose license has been suspended
 - Consider needs of those in the court system needing a ride from/to court, probation office, jail.
 - Parents need transportation to take kids, if incarcerated
 - Develop partnerships with private employers.
- **Need for increased promotion and use of alternative transportation and infrastructure**
 - Bikes, trains, more "earth friendly" transportation
 - Connect to principles of livability, universal community design, and smart growth; encourage healthy practices such as walking and bicycling.

Wood County Coordinated Human Services Transportation Plan
Stakeholder Committee Meeting
Wednesday, February 26, 2014
2:00-5:00 p.m.

Agenda

2:00	Welcome	Robin Richter
2:05	Review Status of the Planning Process	Robin Richter
2:15	Review Strategies for WC Coordinated Plan developed at 2/10 mtg. a. Clarification b. Changes	Ben Kenny
2:45	Review Additional Recommended Strategies & Determine if some/all should be added	Robin - review Ben - document
3:15	Discussion around plan adoption, support &/or approval a. Group consensus in principal & documentation via meeting minutes b. Letter of Support - samples c. Electronic approval d. Keep meeting scheduled for 3/13?	Ben
3:30	Adjourn	

APPENDIX IV: Letters of Support

Stakeholder Plan Approval - March 13, 2014

AGENCY	NAME	RESPONSE	LETTERS OF SUPPORT
Wood County United Way	Kate Sommerfeld	Approve	
The Salvation Army	Tracy Knappins	Approve	
Wood County Committee on Aging	Roger Anderson	Approve	X
WSOS Community Action	Robin Richter	Approve	
Wood County Committee on Aging	Denise Niese	Approve	
Wood County Reentry Coalition	Charlie Hughes	Approve	
Bowling Green City Council	John Zanfardino	Approve	
Village of Pemberville	Gordon Bowman	Approve	
Wood County Hospital	Deb Chatfield	Approve	
Children's Resource Center	Janelle LaFond	Approve	
TMACOG	Diane Reamer-Evans	Approve	
WSOS Board of Directors – Wood County	Charlie Stelle	Approve	
Wood County Planning Commission	Katie Baltz	Approve	
	Melanie Stretchbery		
Wood County Board of DD	Donna Beam	Approve	X
	Scott McKeown		
	Thomas Kiger	Approve	
Westhaven Apartments	Lucy Coppes	Approve	
Area Office on Aging	Colette Cordova	Approve	
Wood County Department of Job & Family Services	Michael Fuller	Approve	X
Wood County ADAMHS Board	Tom Clemons		X
Area Office on Aging	Billie Johnson		X
WSOS Board of Directors	Mel Browning		X
National Church Residences	Van Ambrose		X

WOOD COUNTY

Alcohol, Drug Addiction
and Mental Health
Services Board

RECEIVED

FEB 24 2014

745 Haskins Road, Suite H
Bowling Green, Ohio 43402-1600
(419) 352-8475
FAX (419) 352-3349
Email: wcadamhs@wcadamh.org

Robin Richter

Director Senior Services & Transportation W.S.O.S. Community Action Commission, Inc.
P.O. Box 590
Fremont, OH 43420

Dear Ms. Richter:

I am writing to inform you that affordable transportation for county residents who suffer from mental illness and addictions is a critical need for Wood County. The Wood County Alcohol, Drug Addiction and Mental Health Services Board has analyzed client needs assessment information and has made expanding transportation a major objective in the Board's three-year strategic plan. We recognize that affordable transportation is often necessary for people to recover successfully from serious behavioral health illnesses.

Our strategic plan is based upon multiple sources of needs assessment information. We have met with client groups, have surveyed mental health and addiction treatment providers, surveyed client and family support groups and have gathered information in a public forum. We estimate over five hundred adults currently receiving services would benefit greatly from having access to affordable transportation to and from treatment services, supportive services and for basic living needs. It is clear to us that the ADAMHS Board and the community need to work together to address these transportation needs in an efficient, effective and an accountable way.

We support the work of the stakeholders in Wood County who are working to revise the County's transportation plan. We thank you for the leadership that you and WSOS are providing. We will continue to actively participate in the process.

Sincerely,



Tom Clemons, MA

Executive Director

Wood County Alcohol, Drug Addiction and Mental Health Services Board



February 18, 2014

Robin Richter, Director
Senior Services & Transportation
WSOS Community Action Commission, Inc.
P.O. Box 590
Fremont, Ohio 43420

RE: Adoption of Wood County Coordinated Transportation Plan

Dear Ms. Richter:

On behalf of National Church Residences we strongly support the crucial need for multiple agencies to work together to meet, the various transportation needs of Wood County.

The adoption of a coordinated plan that identifies the transportation needs of seniors, individuals with disabilities, and individuals with low income would be a valuable resource in Wood County. A plan that addresses the gaps in service, redundancies, as well as the inventory of available services that would recommend strategies that address the issues to better meet the needs is very much needed at this time.

We look forward to working with you and participating in an ongoing evaluation of the development of a Coordinated Transportation Plan.

Sincerely,

Van J. Ambrose

Vice President of Foundations

yambrose@nationalchurchresidences.org

Direct: (614) 273-3505

Cell: 614-205-1334

Fax: (614) 451-0351

2335 North Bank Drive Columbus, Ohio 43220



February 27, 2014

Robin Richter, Director
Senior Services & Transportation
WSOS Community Action Commission
P.O. Box 590
Fremont, Ohio 43420

Dear Ms. Richter:

This letter is in support of the development of the 2014 Wood County Coordinated Transportation Plan.

The adoption of a coordinated plan that identifies the transportation needs of older adults, people with disabilities, and low income individuals will create a valuable resource for residents of Wood County. A plan that identifies available resources and potential collaborative opportunities will strengthen the relationships of service providers throughout the County.

The Wood County Committee on Aging looks forward to working with WSOS as this initiative moves forward.

Sincerely,

A handwritten signature in black ink that reads "Roger C. Anderson".

Dr. Roger C. Anderson, President
Wood County Committee on Aging Governing Board

c: Denise Niese, WCCOA, Executive Director

Ohio's first nationally accredited senior center



WOOD LANE

Wood County Board of Developmental Disabilities

1921 East Gypsy Lane Road Bowling Green, OH 43402 *RECEIVED*
Phone 419-352-5115

MAR 13 2014

www.woodlane.us

March 10, 2014

Robin Richter
Director Senior Services & Transportation, WSOS Community Action Commission, Inc.
P.O. Box 590
Fremont, OH 43420

Dear Ms. Richter:

We are writing in support of the effort to increase access to affordable transportation that will benefit individuals with developmental disabilities in Wood County.

Individuals with developmental disabilities are active citizens - living, working and contributing in their respective community. However, a lack of transportation service limits individuals interested in exploring opportunities outside of their immediate neighborhood, town or village.

The Wood County Board of Developmental Disabilities (Wood Lane) offers transportation service and collaborates with private providers, local transit and taxi operators to meet the needs of the individuals we serve. Despite these efforts, lack of affordable transportation is a significant obstacle to many Wood County citizens served by our Board.

Based upon the potential benefit for individuals with developmental disabilities, we support the work to revise the Wood County Human Service Transportation Plan. Wood Lane is appreciative of the opportunity we have had as a stakeholder in the development of this plan, and we thank you for your leadership in the process. We look forward to continuing our participation.

Sincerely,

Melanie Stretchberry
Superintendent

Donna Beam
Director of Operations

Scott McKeown
Transportation Coordinator

WOOD LANE
Works!

Children's Services
Fax 419-352-9602

Early Intervention Jordan Family
Developmental Center
812 North College Drive Bowling Green, OH 43402
Phone 419-353-7407 ext. 244 Fax 419-352-5325

Adult Services
Fax 419-352-3145

Wood Lane
Toll Free 800-356-3218 TDD 419-352-4142
Fax 419-354-4376

Service and Support Administration
Fax 419-353-2816

Transportation
Fax 419-353-7453

Community Employment Services
705 West Newton Road Bowling Green, OH 43402
Phone 419-352-5059 Fax 419-354-4320

Maintenance
1090 Fairview Avenue Bowling Green, OH 43402
Phone 419-353-8700 Fax 419-352-6786

In Equal Opportunity Employer



HELPING PEOPLE HELP THEMSELVES - SINCE 1965

March 11, 2014

Wood County Commissioners
5th Floor
County Office Building
One Courthouse Square
Bowling Green, OH 43402

Dear Commissioners,

The WSOS Board met this evening and passed a resolution in support of the Wood County Locally Coordinated Public and Human Service Transportation Plan update. The WSOS Board includes six citizens of Wood County including myself. Two have been actively involved in the transportation stakeholder committee meetings.

The adoption of a coordinated plan that identifies the transportation needs of older adults, people with disabilities, and low income individuals and defines strategies for collaboration will create a valuable resource for service providers in Wood County.

Staff and WSOS Wood County Board members look forward to working with local agencies to move this process forward with the end result of improving access to transportation services for the citizens of Wood County.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Browning".

Mel Browning
WSOS Board Chair



**Area Office on Aging
of Northwestern Ohio, Inc.**

2155 Arlington Avenue
Toledo, Ohio 43609-1997
Telephone 419.382.0624
Toll Free 1.800.472.7277
Fax 419.382.4560
www.areaofficeonaging.com

PASSPORT Program
419.382.0624
Fax 419.382.4603

Western Office
419.592.6206
Fax 419.592.6421

Eastern Office
419.621.0115
Fax 419.621.0155

Phil Walton
Chairman

March 7, 2014

Billie Johnson
President / CEO

Robin Richter, Director
Senior Services & Transportation
WSOS Community Action Commission, Inc.
P.O. Box 590
Fremont, Ohio 43420

Re: Adoption of Wood County Coordinated Transportation Plan

Dear Ms. Richter:

On behalf of the Area Office on Aging of NWO, we support the need for agencies to work together for more coordinated efforts to meet the needs of transportation in Wood County.

The adoption of the coordinated plan identifies the needs of seniors, individuals with disabilities and those that are low income. Additionally, the plan identifies gaps in services, as well as thoroughly inventories the current transportation. Throughout the planning process input was gathered from the community including transportation providers and consumer agencies to gather input and recommend strategies.

We appreciate the efforts that you have taken to move this plan into implementation and look forward to working with you in the future for complete development of the plan.

Sincerely,

Ms. Billie Johnson
President/CEO

Equal Opportunity Employer

*Serving Older Ohioans in Defiance, Erie, Fulton, Henry, Lucas, Ottawa, Paulding, Sandusky, Williams and Wood Counties
Funded in part by: Ohio Department of Aging, Senior Services Levy, United Way, Donations, other State and Federal programs.*



Wood County Department of Job and Family Services

David Wigent, Director

1928 East Gypsy Lane Road, P.O. Box 679

Bowling Green, Ohio 43402

• Phone: (419) 352-7566 • Toll Free 1-888-282-1118 • Fax: (419) 353-6091

Board of County Commissioners-

James F. Carter • Doris I. Herringshaw, Ed.D • Joel M. Kuhlman

March 13, 2014

Robin Richter, Director
Senior Services & Transportation
WSOS Community Action Commission, Inc.
P.O. Box 590
Fremont, Ohio 43420

RE: Wood County Coordinated Transportation Plan

Dear Ms. Richter:

It has been a pleasure to participate in the Stakeholder meetings during the development of the Wood County Coordinated Transportation Plan. The Wood County Department of Job and Family Services fully supports the adoption of the plan as submitted to the Board of Commissioners of Wood County.

Adoption of the coordinated transportation plan will assist the consumers of our agency. The plan identifies that transportation is needed for various individuals within our community including the elderly, disabled, low income and medically needy, all of which utilize our services here at WCDJFS.

As long as funding continues within our agency, we will operate our Title XIX, Title XX and PRC transportation programs to help assist our consumers in accessing transportation. We are confident that the adoption of the coordinated transportation plan will continue to provide entities in our community with the ability to maintain current funding for their vehicles and transportation programs.

We also look forward to participation in meetings and ongoing evaluations concerning the coordinated transportation plan. Also, we will continue to work with community agencies to continue to maximize the transportation needs offered through our funding sources.

Sincerely,

Michael Fuller
Assistant Director

MSF



www.jobsolutions.net • www.co.wood.oh.us • www.woodcountyjfs.com

Reasonable accommodations will be attempted for any person who is disabled.

Requests must be made to this office twenty-four (24) hours prior to the time accommodations are required.

APPENDIX V: Communication, Press, Comments

ROBIN RICHTER - Wood County Selected as ATTS Team

From: Accessible Transportation Technical Support Project <ATTS@easterseals.com>
To: "kate.sommerfeld@unitedwaywoodcounty.org" <kate.sommerfeld@unitedwaywood...>
Date: 11/29/2013 9:29 AM
Subject: Wood County Selected as ATTS Team
CC: Krystian Boreyko <Kboreyko@easterseals.com>, "Accessible TransportationT...

Hello Robin, Denise, Russell and Kate,

We are happy to say that your community has been accepted for the Accessible Transportation Technical Support Project. We are very excited to work with you and provide technical assistance to the Wood County area.

My colleague, Krystian Boreyko, will be your direct Easter Seals Project ACTION support staff. He will be in touch very soon to set up your project kick-off meeting. Krystian can be reached at (800) 659-6428 or via email at kboreyko@easterseals.com.

Congratulations on your acceptance as an ATTS community.

Kristi McLaughlin
Training and Technical Assistance Specialist
Easter Seals Project ACTION
1425 K Street NW, Suite 200
Washington, DC 20005
800-659-6428 202-347-3066
TDD 202-347-7385 Fax 202-737-7914
ATTS@easterseals.com

Be an angel of change. Change the lives of people living with disabilities. Earn your wings at
<http://www.easterseals.com>.

Public transit needs aired

Written by PETER KUEBECK Sentinel Staff Writer

Saturday, 30 March 2013 08:12



Robin Richter of WSOS speaks with seniors Willard Misfeldt (left) and Jack Kleinduring (right) during a transportation forum at the Wood County Committee on Aging headquarters in Bowling Green, Ohio. (Photo: Enoch Wu/Sentinel-Tribune)

Considering the attention public transportation has gotten in Perrysburg and Rossford in recent years, one might think transit is a concern restricted to northern Wood County alone. But a countywide project is seeking to clarify the kinds of transportation needs seen throughout the county.

"Part of the problem we have with the public transportation portfolio of the county" is that, with exceptions like Rossford and Bowling Green, the Wood County lacks ready access to public transit, said Chris Van Newhouse. He is one of the students in the master of public administration program at Bowling Green State University working on the project as part of a seminar course.

"It's part of the planning process to update the 2008 Locally Coordinated Human Services Transportation Plan" originally prepared by the BGSU Institute for Child and Family Policy, said Robin Richter, WSOS director of senior and transportation services, who is coordinating the effort. Funding for some

projects in Wood County is contingent upon the plan and its outcomes.

"We had an interest in trying to look at the greater rural parts of Wood County" and the transportation needs and gaps, she said. The students are leading the process, conducting interviews, distributing surveys and holding focus groups - held last week in North Baltimore, Weston, Pemberville, and Bowling Green.

The lack of public transportation in Wood County has been an issue for some time. In interviews earlier this year, former United Way Wood County Director Nick Kulik and Wood County Alcohol, Drug Addiction and Mental Health Services Director Tom Clemons acknowledged concerns created by a lack of transportation solutions in the county.

During the focus group help in Bowling Green Thursday at the Wood County Senior Center, Richter recognized that the situation is somewhat different in Bowling Green, which offers its own call-ahead transportation system called BG Transit.

However, "there are people in the community, they can't get out, can't come to things like this (meeting)," she said, stating public transportation has the potential to be "an affordable option so you can access other services in the community."

She pointed out the differences in transportation services between Wood and Sandusky counties: while Wood County has a number of public and private transit providers, none of them are cohesive, and many have restrictions for use based on health, income eligibility and other factors.

In Sandusky County, "it is a county-wide system," offering trips throughout the county for \$3. "There's a lot of good things going on in Wood County as far as transportation," she said, "but I think we can do better."

Richter and the students then worked with groups of audience members to discuss the issues and concerns about a lack of public transit.

Among the topics discussed:

- The use of personal vehicles.
- Expenses placed on caregivers looking after those without transit. "We're all going to live a lot longer than the generation before us," said Richter.
- Issues when family members live far away.
- The difficulty of driving at night for some mobile elderly.
- The fact that some elderly have jobs or volunteer and may not have access to transportation.

One attendee pointed out that when she lived in Perrysburg Township, that area was not serviced by either Perrysburg, which had TARTA service at the time, or the rest of Wood County.

"They're sort of out in limbo-land," she said.

"I get the most calls out of Northwood" and Walbridge, said Richter.

The students will be making a presentation of their findings April 24 at 6 p.m. in the Holiday Inn Express in Bowling Green, 2150 E. Wooster St., as part of BGSU's Economic Development Summit.

-
-

Last Updated on Saturday, 30 March 2013 08:19

Grant will help meet transit needs

A group of Wood County human services agencies recently received \$7,500 from the United Way to help coordinate transportation services for their clients.

In addition, the National Easter Seals Office agreed to provide technical assistance to the group via its Accessible Transportation Technical Support Project.

The funds come as a coordinated human service and public transportation plan is being updated this year.

The first plan was completed in 2008 by the Bowling Green (See GRANT on 5)

Grant

(Continued from 1)

State University Institute for Child and Family Policy, with the Children's Resource Center leading the effort.

The goals for the 2014 update are very similar to the first plan: assess need, inventory current services, identify strategies, and create an action plan to

implement those strategies.

"We believe this is an important service to our clients," said Kate Sommerfeld, executive director of the local United Way, "and we believe in putting our money where it is most needed."

WSOS is the lead agency for the 2014 update. A

steering committee began meeting in 2013, facilitated by WSOS Transportation Director Robin Richter.

A study was conducted by graduate students at BGSU and a presentation made to human service agency stakeholders in April. Additional survey work was conducted, including the collection of nearly 500 surveys at the Wood County Fair, to

gather input on transportation needs in the county.

Five meetings of the interested organizations are planned for 2014 and will begin on Monday. Attendees will review the data collected, identify unmet needs and develop strategies to meet those needs.

For more information on this planning effort, call Richter at 419-334-8911.

County looks for Rx for medical transit

Written by ALEX ASPACHER Sentinel Staff Writer

Friday, 17 January 2014 10:29



Health insurance is becoming more accessible, but coverage doesn't mean much if a patient can't get to their doctor's office. That's the puzzle officials are trying to solve by putting together a plan that would fill some of the gaps in public transportation. Wood County is buzzing with health care changes. The Affordable Care Act has expanded eligibility for Medicaid, and the county health district has received what's expected to be ongoing funding to expand services at its clinic.

To help people reach those services, Wood County Job and Family Services representatives are working on a multi-agency program that would further expand public transit offerings to medical appointments.

"I think it's a good time to bring this into the mix. Those services are going to be wonderful, but if people can't get there, you lose some value," JFS Director Dave Wigent said while outlining the plan to county commissioners Thursday.

"This is a sneaky project where we're cobbling together existing things so we don't have to start from scratch."

Past obstacles to county transportation efforts included the cost of owning vehicles and purchasing fuel, as well as conflicts with insurance. This plan would ease some of those concerns, as transportation would be provided by a contract company or agency, such as Black & White Transportation or the Children's Resource Center, which owns vans, Wigent said.

An 800-number would be available to call in advance to arrange a ride through a transportation coordinator.

Some of the structure is already in place, like Non-Emergency Transportation, a Medicaid benefit that is under-used by people in Wood County and paid for with federal funding. The overall transportation program would hinge on getting more people involved with NET, also a contract service.

"We do not pay a penny here in Wood County for someone receiving that service," Wigent said. "The feds pay it all."

NET is available to all Medicaid clients at or below 138 percent of the federal poverty level, and some up to 200 percent. The plan being formed would likely use other sources to cover anyone with household income up to 300 percent of the poverty level - about \$70,000 for a family of four. People with income above that threshold typically rely on their own vehicles rather than public transportation, Wigent said.

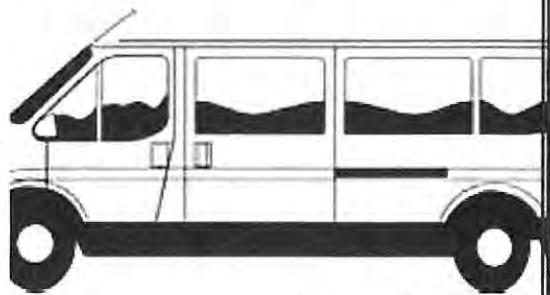
This program is separate from other transportation efforts underway in the county. WSOS Community Action is currently conducting a series of meetings to take inventory of what is available in Wood County and survey the need for additional transportation options. A meeting Jan. 29 will weigh which practices statewide are best and should be used as a model for the WSOS plan. "That is not this," Wigent said, distinguishing between the projects. "This would be strictly to get people to those appointments, primarily within Wood County, that they need to get to in order to maintain physical and mental health and get drug addiction-treatment services. "Our idea is very narrowly-focused."

Wigent estimated that as much as 80 percent of the transportation program could be paid for by leveraging state and federal funding sources available to JFS. The rest would be filled in by asking for contributions from agencies that would benefit, such as Wood County Hospital, the Wood County Alcohol, Drug Addiction and Mental Health Services Board, and the health district.

"They're all extremely positive about the idea," Wigent said.

If all goes well, the program could be put together over the next three or four months, he said.

WOOD COUNTY COORDINATED TRANSPORTATION BULLETIN



Bringing you updates from planning meetings of Wood County agencies

January 13, 2014

Wood County groups discuss local transportation services

Twenty-one Wood County agencies were represented at a meeting in Bowling Green on Monday, January 13, to begin reviewing information required to develop a plan for a Wood County coordinated transportation system

These groups were invited by a steering committee of representatives of five agencies who began this process in 2013. The steering committee is composed of: representatives from Wood County United Way, Wood County Committee on Aging, Bowling Green State University and WSOS Community Action Commission.

The process is being facilitated by WSOS Transportation Director Robin Richter

Items reviewed at the meeting included:

1. Results of surveys of county residents conducted in 2013
2. Demographic data on groups of residents most likely to use public transportation such as low-income residents, senior citizens, veterans and their families, and those with disabilities
3. An inventory of available transportation services
4. Transportation infrastructure of the county
5. Funding sources of the current transportation services and what kinds of other opportunities exist.
6. The places that people are going when using human service agency and public transportation
7. A list of transportation service gaps among the groups of residents who need public transportation.

United Way of Wood County has contributed funding to help with the planning effort. Kate Sommerfeld, Director of United Way in Wood County, noted that "Over the past year, United Way in Wood County has engaged community partners across the non-profit, education, government faith-based and the business sectors to identify the most pressing community issues. It has become increasingly clear that transportation is one of the most critical needs in Wood County. Many individuals and families in our community do not have available resources to access transportation for medical appointments or finding or maintaining a job. United Way is financially investing in the transportation initiative to find collaborative and innovative transportation solution for Wood County."

The stakeholder group will meet twice per month in January and February to discuss all that should be included in the plan to coordinate services among human service and public transportation providers. Then, the group will meet once in March to review the plan, which will then be submitted to Wood County commissioners for their approval.

The next meeting, which is set for January 29, will address the best management practices of transportation systems in the state that may be used as strategies in the Wood County plan.

A list of the organizations represented at the meetings

The 21 organizations represented at Monday, January 13th meeting included:

- The Wood County ADAMS Board
- The Northwest Ohio Area Office on Aging
- City of Bowling Green Transit
- Bowling Green State University
- Bowling Green Police Department
- Community Employment Services of Wood Lane
- The Salvation Army
- Westhaven Apartments
- Wood County Committee on Aging
- Wood County Re-entry Coalition
- WSOS Community Action Commission
- Black & White Transportation

- Village of Pemberville
- Wood County United Way
- Children's Resource Center
- Toledo Metropolitan Area Council of Governments (TMACOG)
- Cocoon Shelter
- Wood County Department of Job and Family Services
- Wood County Commissioners' Office, and
- The Ability Center.

Note: Other Wood County organizations have been invited but were unable to attend this meeting. If you are interested in participating please contact llbeers@wsos.org

Future meeting dates

Here is a calendar of meetings of those groups working together to develop the Wood County transportation system.

All meetings are held at the Wood County courthouse in the conference room on the 5th floor.

Here are the meeting dates and the topics of each meeting:

- Wednesday, January 29, at 2 to 5 p.m. Review of recommended best management practices followed by question and answer session.
- Monday, February 10 from 2 to 5 p.m. At this meeting, attendees will brainstorm specific coordination strategies that could be considered for the Wood County plan
- Wednesday, February 26, from 2 to 5 p.m. This meeting will prioritize the strategies discussed at the previous meeting and identify those entities who could possibly par-

ticipate in the plan's implementation. A draft of the plan will be distributed for comments after this meeting.

- Thursday, March 20, from 2 to 5 p.m. At this meeting, the final plan will be adopted and an implementation committee established.
- In April steering committee members will submit the final plan to Wood County commissioners for their review and adoption. Once commissioners have done their part, the plan will then be submitted to the Ohio Department of Transportation (ODOT) for its blessing, and hopefully, funding.
- Once ODOT has weighed in on this, then meetings of the implementation committee will begin in May.

Unmet needs as determined by attendees at January 13 meeting

The first in a series of stakeholder and participant agency meetings was held on January 13, 2014. Following the presentations was a facilitated session in which attendees were asked to offer their observations on transportation needs. Those needs were grouped by major user categories, including low income persons, seniors, disabled persons, and veterans. This was followed by a discussion of any other overarching or specialized needs or gaps in transportation services. The following is a summary of the responses provided by those in attendance.

LOW INCOME HOUSEHOLD NEEDS/GAPS/ISSUES

The cost of transportation can be prohibitive; one comment noted that the cost of BG Transit was too high for some.

People who "fall through the cracks" regarding program eligibility, and are not eligible for service because they do not meet program requirements, should be considered.

One program provides gas cards to individuals, but this assistance is not helpful when the individual does not have a car.

There are people who have just started employment and cannot yet afford a car or its upkeep.

There are households where no vehicle is available; in some cases, their license may be suspended.

There can be prohibitive costs in the case where passengers have multiple or serial destinations in mind, and they must pay for multiple rides.

Households purchase low cost used cars, and cannot afford necessary vehicle repair costs to keep them running.

License fees and insurance costs can pose a barrier to car ownership.

There are times when transportation may be needed but is unavailable. Examples include weekend transportation, and transportation availability in Bowling Green after 8:00 p.m.

There is a lack of transportation service availability noted particularly in southern, more rural, Wood County.

A lot of low income households may move to rural areas because of the relatively low cost of living, but are then located a greater distance from essential destinations such as grocery stores, banks, thrift stores, and services.

A need was noted for access to stores, services, and banks; such trip purposes are not typically able to be subsidized by any program.

Even when people can obtain a ride to a food bank or pantry, they face carry-on limitations if they have multiple bags to carry.

There has been a trend toward an increasingly decentral-

ized population as the county's population spreads out away from city centers, posing greater transportation challenges. This decentralization is juxtaposed against increasingly centralized services.

Future services may follow the Amazon model, with services provided from an on-line platform. This may pose new delivery issues for transportation providers.

ELDERLY POPULATION NEEDS/GAPS/ISSUES

No immediate or very short-term transportation response is available; many systems require advance notice of a day or more.

Needs are often immediate, such as in the case of an illness.

There is a need for education.

There are cognitive issues with seniors in comprehending necessary procedures. Related to this, even if someone is eligible for PASSPORT, they will often prefer asking a neighbor for transportation, which can present a burden.

Transportation is often needed for emergency room follow-ups with a Primary Care Physician. Some need rides to and home from the physician's office.

Discharge planners at hospitals need to be aware of transportation resources (AOoA grant).

There is a growing population with dementia (50 percent of seniors aged 85 and older) who need caregivers to ride.

There is often a lack of infrastructure with accessibility features, such as sidewalk curb cuts or slower timed walk cycles on traffic signals.

Seniors are prone to lose driving privileges.

Seniors may have a car in the garage, but their family has taken the keys for perceived safety reasons. It can be difficult to determine when a senior can no longer drive safely.

The population aged 55 to 65 includes many who need transportation services but who do not meet eligibility guidelines.

There is a need to effectively communicate available and applicable transportation resources, and to have a very accessible, centralized, and user friendly point for information, without a complicated phone menu.

In many cases, one's family may be an unreliable source for assistance. They may have a lack of knowledge about available and applicable programs, or they simply may not be able to help.

There is a need for an education program for senior housing development managers, so they are knowledgeable about available transportation resources and opportunities. HUD is looking to provide a Caregiver grant. The representatives from Westhaven Apartments (in

Unmet needs continued . . .

(in North Baltimore) recommended that other facilities should apply for service coordinator grants.

DISABLED POPULATION NEEDS/GAPS/ISSUES

"Curb to curb" transportation sometimes offers limited benefits and does not eliminate barriers to the use of the transportation. For many, there is a need for door to door or, in many cases, door *through* door assistance. In many cases, the vehicles providing services may not be accessible.

Some face problems in documenting the existence or extent of their disability, particularly when it is not predominantly visible.

There is a need for crisis intervention transportation, which takes some stress off law enforcement agencies.

There is also a need for affordable non-emergency medical transportation.

It can be difficult to locate suitable transportation for commuting across county lines from Wood to Lucas County for work, or from Lucas to Wood. Similarly, some want transportation to or from Findlay/Hancock County.

Open access is needed for caregivers, where a caregiver can be on board with the disabled rider. This needs to be framed so the caregiver issue will not limit use of the service for the disabled.

There is a need for crisis medical transportation home from a hospital. Currently, they often get a ride home from the Police Department. Also, many will call an ambulance for non-emergency travel to the hospital because it is free to them.

There is a great need for reliable and regular transportation for dialysis, which can often be needed several times a week.

There are transportation needs by disabled riders for social, recreational, and emotional well-being. NET does not cover these needs.

Disabled individuals may need transportation to and from their workplace, often after hours or during the weekend.

VETERAN POPULATION NEEDS/GAPS/ISSUES

Veteran riders must typically travel a long distance to Veterans' facilities located in Ann Arbor MI, or Wright-Patterson Air Force Base in Dayton. A trip to a Veterans facility may take a vehicle out of circulation for a whole business day.

There can be challenges in connecting elderly veterans with the Veterans Administration.

MISCELLANEOUS NEEDS/GAPS/ISSUES

This effort should, to the extent to which it is feasible, make use of other organizations' surveys; piggy-backing on

existing and planned surveys may be a low cost information resource.

Planning should address CHIP Planning (health related) transportation questions.

It is difficult to quantify how many people within differing needs groups are affected or in need of transportation.

New systems, routes, and strategies should be designed so they do not provide an advantage to one retail operation over a competing one (such as a "big box")

There is an expressed need for connecting riders to grocery stores and meeting other important personal needs (which may not be funded under any specific program).

Transportation planning is linked to principles of livability, universal community design, and smart growth, in which public transportation alternatives can be considered and healthy community policies that encourage and facilitate walking and bicycling are encouraged.

There is a need to develop and nurture partnerships, leaving open doors for emerging opportunities during the planning process. This effort should be coordinated with the Long Term Transportation Planning being undertaken by TMACOG. Also, partnerships should be established or enhanced between private employers, nonprofit human services agencies and public transit.

Census data can help identify the extent of households by geographic area which do not have a car.

The planning process can include consideration of the homeless. To quantify the extent of this population, the process may be able to incorporate results of the upcoming January 2014 census of homeless persons.

There are perceived gaps in services resulting from the discontinuation of some programs and operations. For example, two taxi services have had their licenses discontinued in Bowling Green. There is an available list of additional discontinued services.

Planning should include consideration of the transportation needs of those in the court system, needing a ride to/from court, the probation office, and jail.

There are needs for those not just taking training courses, but "non-traditional" students who are being retrained.

Many individuals may have a combination of needs, including mental health, behavioral health, and criminal behavior.

There will inevitably be new numbers of people in need and now eligible for service because of the Medicaid expansion in Ohio.

This process should be conducted within a regional framework, with consideration of how it can effectively link to adjacent systems including TARTA and Hancock County's transit system. One current issue is that the City of Perrysburg does not currently have a direct link to TARTA.

County eyes new road plan

Written by HAROLD BROWN Sentinel City Editor

Thursday, 30 January 2014 09:56



Work on updating a coordinated transportation plan for Wood County moved ahead Wednesday afternoon with a look at how other Northwest Ohio counties have developed and operate their networks.

"There are so many possibilities. You are the stakeholders. It is up to you to identify what can be done," said Robin Richter, director of senior and transportation services for WSOS Community Action.

Richter is facilitator for the plan update, which started in January 2013 and is to be completed by late March. The original plan was completed in 2008 and needs to be updated every five years to enable agencies to qualify for federal and state grants to support their transportation needs.

Richter updated the Wood County Commissioners Tuesday morning on the status of the plan update. She told commissioners an inventory of public and private transportation in the county "had opened people's eyes to the vast amount of resources available." She said surveys of residents had also shown where services are lacking. Richter said it is not her job to tell Wood County what to do, but to give stakeholders an idea of what could be done.

Commissioners will be asked to review and adopt the plan in March, which will then be submitted to the Ohio Department of Transportation, which oversees transportation grants.

Speakers Wednesday were Colette Cordova, the Area Office on Aging of Northwest Ohio; Mike Saneholtz, Henry County Transportation Network; Scott Potter of Black and White Cab Co., Toledo; John Urbanski, United Way of Hancock County; Bill Lowe, Ottawa County Transportation Agency; Lucinda Smith, Huron County; Thomas Schwam, Sandusky Transit System in Erie County; and Linda Good, past executive director of Seneca County Area Transit. Denise Neise, of the Wood County Committee on Aging, moderated the panel.

Saneholtz said the Henry County system serves 29,000 residents, with 9,000 living in Napoleon, the only city in the county, which is more than 500 square miles. Saneholtz said the key to success has been understanding and education. "We are very fortunate. Other counties have not gotten together. We have gotten together and do everything." He is full-time coordinator of the service.

Urbanski said a United Way survey in 2003 indicated transportation was ranked third on the list of needs in Hancock County, with a population of 72,000, about 40,000 living in Findlay. United Way provides \$287,000 a year in a \$960,000 budget for the Hancock Area Transportation System.

He said transportation remains an issue in the county, but the system helps people get to work and do other necessary tasks.

Urbanski also talked about ITN America, which has helped establish volunteer-based transportation networks in 22 cities, the closest being in Cincinnati. The ITN model requires a population center of 200,000, which Urbanski said could be established in a rural area stretching from Bowling Green to Lima. He attempted to raise \$50,000 to push the concept in Findlay, but was not successful. Urbanski said the Ohio Department of Aging is looking at the idea. "This is

not meant to replace but supplement what we have." He said Ohio State-Lima, Ohio Northern at Ada, Owens Community College, BGSU and University of Findlay could all help on the volunteer end of the plan.

Potter, whose firm contracts to operate BG Transit, said his business has benefitted by being able to dispatch Bowling Green rides from Toledo, using systems that have developed over the past 13 years. "The private sector is not the answer to everything, but it can be part of the solution," Potter said. He added that making a payroll every two weeks helps to make sure than an operation is "lean and mean."

Lowe said the need and desire is for transportation around the clock, seven days a week. He said people have come to expect transportation as a part of their lives in the 21st century. "The Millennials are not car-centric. They want to be using their iPads and iPods. People want to participate in society."

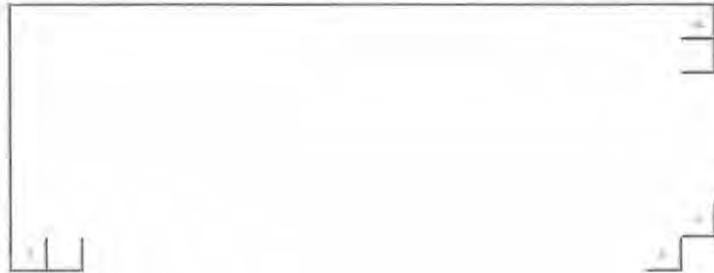
Ottawa County provides about 100,000 trips a year. Lowe said forming the system had to overcome turf wars. "For a while it was people saying what they couldn't do instead of finding ways to make things work."

Schwan said Sandusky and Perkins Township have developed a fixed route system that is providing 120,000 rides, most getting people to and from work. He said that area's service economy is a key to the success.

"People coordinate their systems when they realize what (money) they could save." The system has other vehicles serving Erie County that have come from agencies that operated their own systems in the past.

The stakeholders will meet again Feb. 10 at 2 p.m. to brainstorm coordination strategies for consideration. The meetings are held in the fifth-floor Commissioner's Hearing Room of the Wood County Office Building.

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County transit plan speeds up

Written by HAROLD BROWN Sentinel City Editor

Tuesday, 11 February 2014 10:14



Stakeholders learned at the start of a work session Monday they have less time than anticipated to finish work on updating Wood County's Coordinated Human Services Transportation Plan.

Robin Richter, director of senior and transportation services for WSOS Community Action, who is facilitating the effort, told the group the deadline set by the Ohio Department of Transportation is now late March. The timeline called for the group to adopt a plan at a March 20 meeting and submit it to the Wood County Commissioners in early April, and then to the ODOT.

Richter will be adjusting the meeting schedule to meet the deadline.

The ODOT deadline is important for agencies that want to apply for grants to help cover the cost of transportation vehicles, both new and replacement.

Richter noted there are at least 80 funding sources, based on data gathered by the group. The sources range from tax support to agencies such as United Way and the Salvation Army.

Monday's meeting produced a list of possible strategies to consider in developing the plan. The strategies will be prioritized at a Feb. 26 meeting at 2 p.m. in the Commissioner's Hearing Room of the Wood County Office Building.

Attendees split into three groups Monday.

Governance, organization and budgeting:

- Gather all who provide transportation and are interested in coordinating services together. Find out what each offers, from basic transportation to gas vouchers.
- Determine if one (or more) of the stakeholders is willing to fund a transportation coordinator for the system.
- Determine if a stakeholder is willing to host that position or should the job be handled by a private contractor.
- Determine the capacity of existing vehicles, if there is excess capacity and how it can be coordinated.

Human services needs:

- Gather the stakeholders and look for duplication.
- Create a human services coordinating committee.
- Continue needs assessment and add transportation needs into data collection.
- Move toward a Transportation Development Plan.
- Promote awareness of existing transportation options. Develop a transportation guide both printed and online.

Geography:

- Investigate how Henry County coordinates their system. Henry County's transportation coordinator was one of the speakers at the group's Jan. 29 meeting. Identify the obstacles, how to mobilize assets and get stakeholders involved.
- Hire a mobility manager.
- Identify unused or untapped funding, optional funding methods, local sources for matching funds and identify partners.

OPINION

County should stop spinning wheels

It's not uncommon to hear Wood County officials brag about their teamwork and their ability to find solutions where other counties fail due to partisanship or turf battles. And in most cases, they are probably right.

But when it comes to providing transportation to those without their own vehicles, a decade or more of efforts have consistently stalled out in Wood County. The roadblocks have repeatedly been identified — too large of a rural geographic area to cover, a lack of adequate funding, difficulty securing insurance.

However, while Wood County's efforts sat idling, nearly every other county in the area has accelerated their transportation efforts and created systems to meet the needs of their citi-



Jan Larson
McLaughlin

FROM THE NEWSROOM

zens. They encountered some of the same difficulties, but found detours around them.

It's time for Wood County to live up to its reputation of seeking solutions rather than spinning its wheels on a coordinated transportation system.

It's time for us to get on the bus — and provide rides for others in need.

WSOS Community Action Commission has given local officials the vehicle to do so. The agency is leading a series of

meetings to find public transportation solutions for Wood County. And finally, people are focusing on how to make it happen — rather than dwelling on all the reasons to not get involved.

After all, Wood County with its 621 square miles is a tough place to traverse for those without cars. Aside from pockets of public transportation in the north and in Bowling Green, the rest of the county has no buses, taxi cabs or public transit vans.

A survey conducted last year showed increasing local transportation needs. Many identified problems getting to medical appointments, therapy, daycare, the grocery store, pharmacy or church. Several stated they have to hitch rides with others to get to work — while others said they had to turn down employ-

ment because they had no reliable way to get to the job.

These are people who have been easy to ignore. They have little clout when it comes to convincing government to change.

Last year in an effort to put the transportation effort into gear, Robin Richter of WSOS told the story of a Grand Rapids area couple in their 80s, who have difficulty getting to doctors' appointments, the grocery store and the hardware store. She put a human face on the complicated issue. But still the issue stalled.

But this year, Richter has shared stories about neighboring counties that have all overcome the barriers to public transportation.

For example, to the west, Henry County serves 29,000 residents in a very rural 500

square miles.

To the south, Hancock County works with United Way to come up with a \$960,000 budget for the Hancock Area Transportation System.

To the east, Ottawa County provides about 100,000 trips a year. The coordinator there said they first had to overcome turf wars and resist the trap of focusing on why the system wouldn't work. And the City of Sandusky and Perkins Township have developed a system that provides 120,000 rides a year, primarily getting people to work.

Now's the chance for Wood County to get on the bus. If we are serious about serving residents and putting people to work, then it's time to apply the gas instead of the brake on a coordinated public transportation system.

Health board asked to pitch in for transports

Written by ALEX ASPACHER, Sentinel Staff Writer

Friday, 14 February 2014 10:30



Wood County Board of Health members were asked Thursday to help fill in the gaps as Job and Family Services pursues an expanded transportation system.

Federal and state funding would make up 80 to 90 percent of the program, which is designed to offer rides to medical appointments, primarily within Wood County, said JFS Director Dave Wigent.

Wigent has asked the county boards of health and drug addition and mental health services to "put some skin in the game," as it would be a benefit to clients of those agencies.

Wigent and Michael Fuller, JFS assistant director, explained that while their funding would cover most transportation users within 200 percent of the poverty level, keeping the program simple and accessible to all in the county would require a buy-in from a few other groups. The request was for up to \$50,000, though Wigent said he does not expect all that money would be used. Nothing would be provided up front, but when JFS funding could not be applied to a ride, which averages \$50, an invoice could be sent to the health district or the Wood County Alcohol, Drug Addiction and Mental Health Services Board, if they agree to help.

"I'm emphasizing the 'up to' (\$50,000), because it would not surprise me if we only spent a fraction of that," Wigent said, noting that most families above the 200-percent line have access to their own private transportation. "Those funds would be reserved for clients that we couldn't fund through the JFS funding sources."

This would be an expansion of the Non-Emergency Transportation program, which Wigent said is in place at some level in every county in Ohio. Wigent and Fuller outlined the details to the health board but asked for no firm commitment Thursday.

Still to be arranged is who would coordinate the program and service the 800-number residents could call to schedule a ride. Wigent said the Affordable Care Act has expanded access to programs like Medicaid, but health care coverage doesn't mean much to someone who can't get to a doctor's appointment.

Keeping funding local, rather than applying for grants, allows the project to remain under control by participants and narrow in scope, he said. And if it's not operating as intended, it can be modified or shut down at the organizers' discretion.

During a discussion of health district clients who are eligible for Medicaid but do not apply for it, board member Frank McLaughlin suggested making it a requirement.

Wigent agreed and said terms of eligibility could be included in a memorandum of understanding between participating agencies.

"The MOU would have eligibility criteria, and I agree with you," Wigent said. "If someone's eligible for Medicaid, we're not going to fund (transportation) for them out of local levy dollars.

"The feds have had fun pushing costs down to us for years, I want to push a few back in their direction," Wigent said.

Responding to questions from health board member Richard Strow about whether the service could bring new clients to the health district, Wigent said it was tough to predict usage before setting up the program. But Wigent said he wouldn't be surprised if the district came out "in a wash or on top" by serving new clients who previously did not use health district services because they lacked transportation.

"This is sort of the 'Field of Dreams' approach - build it and they will come," Wigent said.

Separately, the board accepted the resignation of a long-time member Thursday.

Sandy Flick, who joined the board in 1999, said she was stepping down for professional reasons, with demands increasing in her position with the University of Toledo Medical Center.

Flick said she deeply appreciated the work of her fellow board members and also Health Commissioner Pam Butler, who she called "a gem."

In other business, the board approved:

- Up to \$18,000 for a job audit to be performed by law firm Fishel, Hass, Kim and Albrecht. Butler said she did not believe such an audit has ever been performed by the district.
- A \$16,028.99 contract with Robert Half Finance and Accounting.
- Strategic planning retreats for the board not to exceed \$3,500.
- Paying \$180 to the Wood County Recorder to file judgment entries required to collect a \$15,000 fine assessed to Louis Bauer, 545 Glenwood Road, Rossford. The filing was required to begin a foreclosure action in an attempt to collect the long-standing fine.

Last Updated on Friday, 14 February 2014 10:46

Wood County Locally Coordinated Public Transit-Human Services Transportation Plan Update

Presented by: Robin Richter, Director Senior & Transportation Services, WSOS
Community Action Commission, Inc.
March 10, 2014

Presentation Objectives

- Purpose of Plan
- Needs and Gap Assessment
- Strategies and Goals to Address Needs and Gaps in Service
- Public Questions & Comments

Purpose of Plan

A locally developed "Coordinated Plan" identifies the transportation needs of individuals with disabilities, older adults, people with low incomes, and the general public.

It provides strategies for meeting those local needs

Purpose of Plan

The Plan is a funding prerequisite for Federal Transit Administration (FTA) Programs

The plan is not intended to be an implementation plan. It is a framework for local Stakeholders to use as a guide for developing actions.

The plan identifies gaps and unmet needs in transportation service and provides general strategies for working together to address

The suggested strategies are intended to improve services

Funding Prerequisite

The Plan is a funding prerequisite for Federal Transit Administration (FTA) programs.

5310

- Specialized Transportation Program. Example: vehicles, equipment
- Mobility Management. Example: staffing to coordinate
- New Freedom. Example: Passenger Assistants, door-to-door service, accessibility improvements.

Job Access and Reverse Commute

- Now folded into 5307/5311. In the past examples: Extended hours of service, voucher program, mobility management, and vanpools.

Stakeholders:

Ability Center	BG Sentinel-Tribune
Area Office on Aging	TARTA
City of Bowling Green	TMACOG
BG Transit	The Cocoon Shelter
Children's Resource Center	Village of Pemberville
Habitat for Humanity	Westhaven Apartments
La Conexion de Wood County Inc.	ADAMHS Board
The Salvation Army	County Administrator
NAMI	DJFS
Planning Commission	Health District
Reentry Coalition	WC Hospital
	DD aka Wood Lane

Required Elements of the Plan

- Assessment of Available Services (inventory)
- Assessment of Needs for Individuals with Disabilities, Older Adults, and People with Low Incomes;
- Strategies, Activities and/or Projects to Address the Identified Gaps between Current Services and Needs, as well as Opportunities to Improve Efficiencies in Service Delivery;
- Priorities for Implementing Based on Resources, Time, and Feasibility for Specific Strategies.

Current Transportation Inventory

- 43 entities provide direct transportation or resources
 - 8 - Human Service
 - 4 - Public Transit Providers
 - 19 - Private non-taxi
 - 5 - Private churches
 - 6 - Private taxi

Identified Unmet Needs and Gaps in Mobility

- Challenges:**
- Need for transportation to be available in rural areas and between bordering counties
 - Need for affordable transportation
 - Challenges in providing service to mobility impaired persons
 - Need for public awareness of available services

Identified Unmet Needs and Gaps in Mobility

- Challenges:**
- Need to improve existing services
 - Need for transportation to serve specific customer needs
 - Need for increased promotion and use of alternative transportation infrastructure

Suggested Strategies & Goals to Address Gaps and Needs

Wood County Strategies and Goals 2014

- Strategy A:** Governance, Organization, Budgeting and Financing, and Assuring Coordinated Services
- Strategy B:** Overcoming Geographic Needs (including access to rural areas and inter-county coordination), and Coordinating Services
- Strategy C:** Meeting Human Service Needs (including low income, seniors, disabled, veterans, and other needs).

Strategy A: Governance, Organization, and Budget/Funding

Goal A1: Develop a coordinating organizational structure

Goal A2: Investigate the use of other models that appear to match Wood County's needs among human service agencies

Goal A3: Hire a Mobility Manager to oversee the development of the Wood County coordinated system

Strategy B: Overcoming Geographic Obstacles – rural areas, inter-county transportation

Goal B1: Provide rural public transportation and conduct a Transportation Development Plan (TDP)

Goal B2: Explore the ITN America Volunteer Transportation model

Goal B3: Coordinate with TMACOG ...

Strategy C: Meeting human service needs for transportation in Wood County

Goal C1: Provide access to human services for those needing transportation

Goal C2: Ensure affordability of transportation for all who need it

Goal C3: Promote awareness of existing transportation options

Next Steps

Incorporate questions and comments from this meeting in the appendix to the plan

Adopt Plan

Establish a Coordinating Council

Begin Process for Implementation

Thank you

Time for
Questions
& Comments

Sentinel

Wednesday, March 5, 2014

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WSOS

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Fate of transit in hands of county

By HAROLD BROWN
Sentinel City Editor

Framers of the 2014 Wood County Locally Coordinated Public and Human Service Transportation Plan sought feedback Tuesday from the three people who will decide its fate.

"Feel free to reach out with your comments. If you are in a quandary about something, we can sit down and talk," Robin Richter, director of Senior and Transportation Services for WSOS, told the Board of Wood County Commissioners. She has served as coordinator for the plan, working for more than a year with numerous Wood County social services agencies, two of which need the plan to be able to continue to apply for grants to purchase and replace transportation vehicles. Efforts to complete the plan have intensified since Jan. 1, with a March 21 deadline for the plan to be filed with the Ohio Department of Transportation.

The plan will update one completed in 2008 and will initially be of benefit to the Children's Resource Center and the Wood County Committee on Aging, who use the document to seek grants. CRC will be seeking new vehicles this year. Richter said the plan has also been written to help agencies apply for grants to expand the

(See TRANSIT on 5)

Wednesday, March 5, 2014 - Page 5

Transit

(Continued from 1)
services to senior citizens and the disabled.

Adopting the plan would not lock any entity into following through on the strategies it contains, Richter said.

Residents will have an opportunity to comment on the plan Monday from 5 to 6 p.m. at the Wood County Senior Center, 305 N. Main St.

Richter gave commissioners a preliminary report of the 139-page document, concentrating on the eight-page chapter eight "Moving Ahead: Prioritized Strategies." Approximately 30 agencies have been involved at some point in the meetings that developed the strategies. In 2013 a series of surveys were conducted to help determine transportation needs.

One meeting of stakeholders in January was focused on representatives from other rural Northwest Ohio counties sharing how their transportation efforts are coordinated.

Richter said stakeholders brought many ideas, questions and opinions to the discussion. "I believe the more challenges you face and the differences of opinion you hear, you get a better product in the end. The comments have helped make a plan that can work for everyone," she said.

Jim Carter, president of the board, said the document "Would represent a big step for Wood County."

Commissioner Doris Herringshaw said "Wood County has dabbled in this (transportation) a little through the years, but was not looked at in this depth. Many things have changed."

Commissioner Joel Kuhlman noted that Perryburg has not been involved. Richter explained that the northern area of Wood County is included in the Lucas County Urbanized Area and works through the Toledo Metropolitan Area Council of Governments and TARTA. "We do speak to that in the plan," she said.

Richter made special mention of the work of the students of Russell Mills of the Department of Political Science at Bowling Green State University, the BGSU gerontology department and the National Easter Seals Project Action.

WSOS is a community action agency serving Wood, Sandusky, Ottawa and Seneca counties.

The draft final report can be downloaded at: <http://www.wsos.org/mobility/WoodCo/Wood%20County%20LCHSTP%202014.pdf>.

Fate of transit in hands of county

Written by HAROLD BROWN, Sentinel City Editor

Wednesday, 05 March 2014 08:42

Framers of the 2014 Wood County Locally Coordinated Public and Human Service Transportation Plan sought feedback Tuesday from the three people who will decide its fate.

"Feel free to reach out with your comments. If you are in a quandary about something, we can sit down and talk," Robin Richter, director of Senior and Transportation Services for WSOS, told the Board of Wood County Commissioners. She has served as coordinator for the plan, working for more than a year with numerous Wood County social services agencies, two of which need the plan to be able to continue to apply for grants to purchase and replace transportation vehicles. Efforts to complete the plan have intensified since Jan. 1, with a March 21 deadline for the plan to be filed with the Ohio Department of Transportation.

The plan will update one completed in 2008 and will initially be of benefit to the Children's Resource Center and the Wood County Committee on Aging, who use the document to seek grants. CRC will be seeking new vehicles this year. Richter said the plan has also been written to help agencies apply for grants to expand the services to senior citizens and the disabled.

Adopting the plan would not lock any entity into following through on the strategies it contains, Richter said.

Residents will have an opportunity to comment on the plan Monday from 5 to 6 p.m. at the Wood County Senior Center, 305 N. Main St.

Richter gave commissioners a preliminary report of the 139-page document, concentrating on the eight-page chapter eight "Moving Ahead: Prioritized Strategies." Approximately 30 agencies have been involved at some point in the meetings that developed the strategies. In 2013 a series of surveys were conducted to help determine transportation needs.

One meeting of stakeholders in January was focused on representatives from other rural Northwest Ohio counties sharing how their transportation efforts are coordinated.

Richter said stakeholders brought many ideas, questions and opinions to the discussion. "I believe the more challenges you face and the differences of opinion you hear, you get a better product in the end. The comments have helped make a plan that can work for everyone," she said.

Jim Carter, president of the board, said the document "Would represent a big step for Wood County."

Commissioner Doris Herringshaw said "Wood County has dabbled in this (transportation) a little through the years, but was not looked at in this depth. Many things have changed."

Commissioner Joel Kuhlman noted that Perrysburg has not been involved. Richter explained that the northern area of Wood County is included in the Lucas County Urbanized Area and works through the Toledo Metropolitan Area Council of Governments and TARTA. "We do speak to that in the plan," she said.

Richter made special mention of the work of the students of Russell Mills of the Department of Political Science at Bowling Green State University, the BGSU gerontology department and the National Easter Seals Project Action.

WSOS is a community action agency serving Wood, Sandusky, Ottawa and Seneca counties.

The draft final report can be downloaded at: <http://www.wsos.org/mobility/WoodCo/Wood%20County%20LCHSTP%202014.pdf>.

Last Updated on Wednesday, 05 March 2014 09:41

NOTICE

The Annual Financial Report for the Village of Bloomdale, 2013 has been completed. The report is available for inspection, week days between 11:00 and 12 p.m., at the office of the Clerk Treasurer, 206 Vine Street, Bloomdale, Ohio 44817, or by calling 419-454-2941.

Shirley Rosendale
Clerk Treasurer
Village of Bloomdale
Mar. 5, '14

**PUBLICATION
OF NOTICE
REVISED CODE
SEC. 2115.16**

To all persons interested in the Estate of Dennis Michael Brown, Deceased, Wood County Probate Court, Case No. 20141066. The fiduciary in the estate has filed an inventory and appraisal of the trust. A hearing on the inventory and appraisal will be March 28, 2014, at 10:00 o'clock A.M. in the court. The court is located on the second floor in the Wood County Courthouse, One Courthouse Square, Bowling Green, Ohio. Any person desiring to file exceptions to said inventory must file them at least five days prior to the day set for hearing.

DAVID E. WOESSNER,
Probate Judge/Clerk
By: Sue Peery,
Deputy Clerk
(SEAL)
Mar. 5, 12, '14

**PUBLICATION
OF NOTICE
REVISED CODE
SEC. 2115.16**

To all persons interested in the Estate of Ann Marie Fuller, Deceased, Wood County Probate Court, Case No. 20131477. The fiduciary in the estate has filed an inventory and appraisal of the trust. A hearing on the inventory and appraisal will be

Case No. 20147018. Applicant hereby gives notice to all interested persons that the applicant has filed an Application for Change of Name in the Probate Court of Wood County, Ohio requesting the change of name of Teresa Kathleen Chmelovski to Tracey Kathleen Chmelovski. The hearing on the Application will be held on the 16th day of April 2014 at 9:00 o'clock a.m. in the Probate Court of Wood County, located at One Courthouse Square, 2nd Floor, Bowling Green, Ohio

Teresa Kathleen Chmelovski
Mar. 5, '14

**PUBLICATION
OF NOTICE
REVISED CODE
SEC. 2115.16**

To all persons interested in the Estate of Dorothy M. Grodi, Deceased, Wood County Probate Court, Case No. 20131508. The fiduciary in the estate has filed an inventory and appraisal of the trust. A hearing on the inventory and appraisal will be March 28, 2014, at 10:00 o'clock A.M. in the court. The court is located on the second floor in the Wood County Courthouse, One Courthouse Square, Bowling Green, Ohio. Any person desiring to file exceptions to said inventory must file them at least five days prior to the day set for hearing.

DAVID E. WOESSNER,
Probate Judge/Clerk
By: Sue Peery,
Deputy Clerk
(SEAL)
Mar. 5, 12, '14

**PUBLICATION
OF NOTICE
REVISED CODE
SEC. 2115.16**

To all persons interested in the Estate of James M. Nehrig, Deceased, Wood County Probate Court, Case No.

**COUNCIL OF THE CITY
OF BOWLING GREEN,
OHIO.**

Kay D. Scherleik,
Clerk of Council
Mar. 5, '19, '14

**PUBLICATION
OF NOTICE
REVISED CODE
SEC. 2115.16**

To all persons interested in the Estate of Helen L. Sharp, Deceased, Wood County Probate Court, Case No. 20131475. The fiduciary in the estate has filed an inventory and appraisal of the trust. A hearing on the inventory and appraisal will be March 21, 2014, at 10:00 o'clock A.M. in the court. The court is located on the second floor in the Wood County Courthouse, One Courthouse Square, Bowling Green, Ohio. Any person desiring to file exceptions to said inventory must file them at least five days prior to the day set for hearing.

DAVID E. WOESSNER,
Probate Judge/Clerk
By: Sue Peery,
Deputy Clerk
(SEAL)
Feb. 26, Mar. 5, '14

**PUBLICATION
OF NOTICE
REVISED CODE
SEC. 2115.16**

To all persons interested in the Estate of Daniel Lee Rittner, Jr. To Daniel Lee Corrigan Case No. 20147017. Applicant hereby gives notice to all interested persons that the Applicant has filed an Application for Change of Name in the Probate Court of Wood County, Ohio, requesting the change of name of Daniel Lee Rittner, Jr. to Daniel Lee Corrigan. The hearing on the Application will be held on the 11th day of April, 2014 at 1:30 o'clock p.m. in the Probate Court of Wood County, located at One Courthouse Square, 2nd Floor, Bowling Green, Ohio.

Daniel Lee Rittner, Jr.
Mar. 5, '14

**PUBLICATION
OF NOTICE
REVISED CODE
SEC. 2115.16**

To all persons interested in the Estate of Mary Ann Zunk, Deceased, Wood County Probate Court, Case No. 20141028. The fiduciary in the estate has filed an inventory without appraisal of the trust. A hearing on the inventory without appraisal will be March 21, 2014, at 10:00 o'clock A.M. in the court. The court is located on the second floor in the Wood County Courthouse, One Courthouse Square, Bowling Green, Ohio, at its office in the Wood County Office Building, One Courthouse Square, Bowling Green, Ohio, and opened thereafter.

Such Proposals as herein concerned shall be for the following as described:-
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BG voices transportation plan concerns (3-12-14)

WRITTEN BY HAROLD BROWN, SENTINEL CITY EDITOR

WEDNESDAY, 12 MARCH 2014 10:41

Bowling Green officials Tuesday asked the Wood County Commissioners to remove a portion of the goals from a proposed coordinated transportation plan they are being asked to approve Thursday morning. A delegation of Mayor Richard Edwards, Municipal Administrator John Fawcett and Grants Administrator Tina Bradley told the commissioners they support the idea of coordinated transportation but are concerned about the cost implications and the potential threat to funding that supports the city's existing public transit operations.

The trio is specifically concerned about a section that calls for completing a Transportation Development Plan for the county.

The 139-page plan is an update of a 2008 plan that is needed to allow groups like the Wood County Committee on Aging and Children's Resource Center to apply for grants to purchase or replace transportation vehicles. The plan needs to be in place with the Ohio Department of Transportation for agencies to file grant applications this month. It has been in development for more than a year. "When I read parts of this document little bells start going off. I see cost implications," Mayor Richard Edwards said. "We have an efficient operation in Bowling Green, supported by grants and a high demand for the service. County wide I have heard no discussions of the issues, such as at meetings of the mayor's association or TMACOG. There are people around who see the need for the service and we have heard from United Way there is a need."

"There are so-called stakeholders involved but they do not represent political subdivisions. We embrace the overall concept and want to help any way we can," Edwards said.

Bradley said "there are a lot of viable pieces and parts" in the plan but called for removal of "Goal B1: and all five of the action steps. It is not germane to coordination and is highly unusual and unique. This would take precedence over other parts of the plan and not be in the spirit of coordination."

She said recent plans of Wood County Jobs and Family Services to enhance its services needs to be given time to work. "Looking out five years what we see now could be different."

Bowling Green does not seek grants from ODOT through the same program as WCCOA and CRC. However, Bradley said including the section the city wants removed could open the door to others running the city's system.

Wood County Administrator Andrew Kalmar said in talking to Robin Richter, facilitator of the group working on the plan, she would at least like to keep the transportation plan idea in an appendix of the report. Fawcett asked what that would benefit. Kalmar said Richter indicated that would reflect the fact that the idea has been discussed. "But that still leaves it there for ODOT to look at."

Commissioner Joel Kuhlman suggested the section be deleted. "It's a five-year plan. We could always put it back at anytime."

Committee on Aging Director Denise Niese told commissioners the "process of gathering information showed tremendous commitment that has created relationships and created commitment."

"This does represent a lot of time and great ideas," Commission President Jim Carter said.

Edward said city representatives learned about transportation in Oxford during a visit last summer. He said Miami University has since become the key transportation provider in Butler County. In May much of the same group is planning a visit to Kent, where Kent State University operates the Portage County system. "We have more to learn," he said.

"There is no need to reinvent the wheel. We hear you loud and clear," Carter said.

"Our goal is not to jeopardize anything we already have in the county," Commissioner Doris Herringshaw said. "We want to make Wood County a better place for transportation. We now know all of the resources we have. No one knew all of this."

The action steps city officials want deleted call for: seeking funding for the transportation plan; contacting with the commissioners, villages and townships; calling for pooling of resources; hiring a consultant to do the transportation plan; and planning for unserved areas. The section projects the work would be done over the next three years.

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Cindi 2014-03-12 13:52

We need something that runs at night & on weekends, like other cities have.

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Mr. Greenfield 2014-03-12 15:49

Now, what exactly are we afraid of in this plan?

Why isn't BG leading the county on this? I figured we would be the ones pushing for innovation and change, not sitting back fearful of change, at least, that's the way the article makes the city look.

I'd like to read more about what the city didn't like in the plan and why, and why these other people writing the plan put this scary stuff in there in the first place.

Is BGSU going to start providing transit services to the entire county, like Miami U and Kent U do for their counties? That might not be bad. I'd like to see those BGSU buses going to more places in town. Maybe to Perrysburg and Toledo.

The university is the big cheese in Wood Co and should be more of a leader.

[Reply](#) | [Reply with quote](#) | [Quote](#)



Anonymous 2014-03-13 12:48

yeah...just what we need..bring more crime from Toledo...right to downtown BG..get right on that

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County objects to BG request that could cripple transportation plan

WRITTEN BY HAROLD BROWN SENTINEL CITY EDITOR

FRIDAY, 14 MARCH 2014 10:07



Wood County Commissioners Thursday morning approved an updated Public-Human Service Transportation plan update, moving a section of the plan that Bowling Green officials do not like to an appendix, rather than removing it completely from the document, as the city requested.

The updated plan, when submitted to the Ohio Department of Transportation, helps human service agencies apply for grants to purchase new or replacement vehicles to transport their clients.

Tuesday morning commissioners heard city officials ask that a

section listing a Transportation Development Plan as a goal be removed from the plan. City officials believe the mention of the TDP could threaten money the city receives for its on-demand transit service and in the long-run expose the city to additional costs.

The amended plan indicates the idea of a TDP should be part of annual reviews of the entire document. A TDP would be needed if agencies and political subdivisions wanted to coordinate transportation services across the county. Bowling Green has been represented at the stakeholder meetings, along with agencies and a few other political subdivisions, where the updated plan was developed.

Human service agencies seek the grants through the 5310 program, while the city gets its funding through the 5311 program, which is reserved for rural public transportation in eight rural communities in the state. Both of the grants are administered by ODOT. Among the county agencies that use the 5310 grants are the Children's Resource Center and the Wood County Committee on Aging.

Commissioner Joel Kuhlman said he left Tuesday's meeting thinking the idea would be to strike the section BG dislikes. "I got a few calls about that and not everyone was happy," said Kuhlman, a former member of BG City Council.

Wood County Administrator Andrew Kalmar said a TDP would not be tied to any one source of funding but could be tied to any funding source. "This plan is not specific. If we leave it in, the TDP could be explored but it (the plan) is not saying 'We're going to take your money, and your money, and your money.'"

Commissioner Doris Herringshaw indicated she was OK with putting the disputed section into the appendix. "It can be a part of the annual review and put into the document later if those reviewing request it. I would not want to get rid of it now."

"A lot of folks have done a lot of work on this and I assume this (work) will continue. This is in its infancy and will continue to grow," Commissioner Jim Carter said.

Carter added he had received no comments - for or against the plan.

Robin Richter, director of transportation for WSOS Community Action, who has facilitated the update, attended the session and indicated afterward she was happy with the commissioner's action.

"There is a lot of good work in the plan," Richter said. "You shoot for the moon with a document like this. I'm pleased this was moved to an appendix and not struck out. It sends a different message. To be able to help people we need all of the stakeholders involved," she said.

Richter said she was on her way Thursday to meet with a couple of members of the stakeholders steering committee to set dates for future meetings. "We've got the momentum going, let's get on with it and keep things moving," she said.

Add comment

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Summary of Comments and Suggestions. 3/13/14

1. **Add Strategy.** It was suggested that an additional strategy be added to look for opportunities to coordinate Wood County efforts with Lucas County efforts as appropriate, since both are part of the same overall region and there are many overlapping agencies, needs and interests. (Diane Reamer-Evans, TMACOG, via email 3/7/14)

Action: Included under the overarching category of **B. Overcoming Geographic Obstacles – rural areas, inter-county transportation.** Added Goal B4: Look for opportunities to coordinate Wood County transportation efforts with Lucas County. No action steps were added at this time.

2. **Goal A2: Investigate the use of other models that appear to match Wood County's needs among human service agencies.** It was suggested that words be added "to clarify models for what. (coordination models?). (Diane Reamer-Evans, TMACOG, via email 3/7/14)

Action: Added the word "coordination" to Goal A2.

3. **GoalB1: 2. Timing.** There was a question about the timing of strategies listed under Goal B1:2. (Diane Reamer-Evans, TMACOG, via email 3/7/14)

No Action: Section has been lined out.

4. **Request for clarification. C. Meeting human service needs for transportation in Wood County. Goal C1: 2. Coordinate with and reflect ongoing human service needs and provided services within the Coordinated Human Services Transportation Plan.** (Diane Reamer-Evans, TMACOG, via email 3/7/14)

Clarification: This is a general call to action for an ongoing coordination effort to continue amongst human service agencies using the Coordinated Human Services Transportation Plan as a guide for that effort.

5. **Chapter 3: Inventory contact change needed.** Under the United Way section change the contact to reflect only "Dial 2-1-1" instead of including a staff person as the contact. (Kate Sommerfeld, United Way of Wood County, via email 3/6/14)

Action: staff person deleted.

6. **Request addition of language to Goal A1: 4 Determine excess capacity with regard to vehicles and dispatcher services in the current system, and work to eliminate duplication and excess capacity.** It was requested to add the words "human services" to clarify the intent of this strategy. (Tina Bradley, City of Bowling Green, BG Transit, via email 3/4/14)

Action: The words were added. The modified Goal A1: 4. Determine excess capacity with regard to vehicles and dispatcher services in the current human services system, and work to eliminate duplication and excess capacity.

7. **Clarification on Goal B1: Provide rural public transportation and conduct a Transportation Development (TDP).** Please provide added detail regarding the purpose of the TDP (Goal B-1)? (Tina Bradley, City of Bowling Green, BG Transit, via email 3/4/14.)

Clarification: The Goal B1 is an attempt by those in the Stakeholder group to use a transportation service design tool to provide options that could lead to getting service to unserved rural parts of Wood County.

8. **Clarification on Goal B1: Provide rural public transportation and conduct a Transportation Development (TDP).** There was a question about the meaning of the phrase "rural public transportation" and whether in this goal it referred to 5311 in any way. (Tina Bradley, City of Bowling Green, BG Transit, via email 3/4/14.)

Clarification: To gather more insight or clarification on Strategy B. and Goal B1, one could review the Appendix section of Chapter 8 where none of the comments get specific about the 5311 funding stream. The plan is taking a higher level approach to coordination to meet the apparent needs identified in earlier Chapters.

9. **Question.** Is there a chance that people other than the clients of existing agencies can use transportation sources. (Public Hearing participant, 3/10/14)

Answer: Coordination efforts of human service agencies may very well result in an expansion of services to those who have not been able to be clients before due to the efficiencies that can be put in place. An example of the effort moving forward on Title XIX Non-Emergency Medicaid was provided.

10. **Question.** Is there a chance for transportation other than to the Senior Center, and/or medical appointments? (Public Hearing participant, 3/10/14)

Answer: Coordination efforts of human service agencies may very well result in an expansion of destinations to existing clients as well as new due to the efficiencies that can be put in place.

11. **Question.** How many taxi's does BG Transit have? Is it possible to reduce the cost of the taxi service? (Public Hearing participant, 3/10/14)

Answer: Six taxi company's were identified in the plan inventory chapter. One possibility to reduce the cost of taxi service could be through a Job Access Reverse Commute funded voucher program.

12. **Question.** BG Transit had reduced fares for seniors using a City issued ID card; is this still available? (Public Hearing participant, 3/10/14)

Answer: It was suggested that the participant contact BG Transit directly about reduced fares for seniors.

13. **General comments.** (Public Hearing participant, 3/10/14)

- a. The plan is accurate in identifying needs and partners.
- b. A job well done.

- c. Well done in terms of participation and being part of process – everyone had a chance to provide input.
14. **Move Goal B1 and strategies to the appendix. Goal B1: Provide rural public transportation and conduct a Transportation Development (TDP).** (Wood County Commissioners, verbal 3/13/14.)

Action: Goal B1 and the strategies moved to a single sheet in the appendix. Notation made within the planning document of the requested move.

APPENDIX VII: Goal B1 moved to Appendix

Goal B1: Has been removed from the body of the plan to the appendix. Goal B1 and related strategies are to be reviewed and further studied. The Coordinated Plan is to be annually updated which will be an opportunity to readdress this goal.

B. Overcoming Geographic Obstacles – rural areas, inter-county transportation

Goal B1: Provide rural public transportation and conduct a Transportation Development Plan (TDP)

Partnering Agencies and organizations: Wood County Commissioners, Wood County Townships, other local governments, WSOS, other transportation providers

1. Have the coordinating committee seek funding to conduct a Transportation Development Plan (TDP). (Within 1 year)
2. Have the coordinating committee reach out to the Wood County Commissioners and Wood County villages and townships. (2-3 years)
3. Pool resources of the coordinating committee to initiate the TDP. (2-3 years)
4. Consultant is engaged using funds that have been acquired and TDP is conducted. (2-3 years)
5. Format the steps to develop a rural public transit agency to serve previously unserved areas. (within 3 years)

APPENDIX VII. Resolution Adopting Plan

RESOLUTION NO. 14-00399

In the matter of adopting the Wood County Locally Coordinated Public-Human Service Transportation Plan.) County Commissioners' Office
Wood County, Ohio
March 13, 2014

WHEREAS, a Locally Coordinated Public-Human Service Transportation Plan for Wood County is necessary to allow local entities to apply for grant funding under 49 USC 5310, 5317, and 5316 or similar future funding streams; and

WHEREAS, stakeholders representing many public and human service agencies in Wood County participated in a planning process led by the WSOS Community Action Commission to update the Wood County Locally Coordinated Public-Human Service Transportation Plan; and

WHEREAS, coordinated transportation can foster economic development and vitality by providing better access to jobs, medical treatment, education, shopping and government services; and

WHEREAS, for coordinated transportation to occur in Wood County, many public entities must come together, plan, and share resources; and

WHEREAS, this Locally Coordinated Public-Human Service Transportation Plan can serve as a guide to future discussion and planning for public transportation in Wood County; now, therefore

BE IT RESOLVED, that the Board of County Commissioners of Wood County, Ohio, does hereby adopt the 2014 Wood County Locally Coordinated Public-Human Service Transportation Plan as attached hereto.

Commissioner Herringshaw moved and Commissioner Kuhlman seconded the resolution and the roll being called on its adoption, the vote resulted as follows:

JOEL M. KUHLMAN yes DORIS I. HERRINGSHAW, Ed.D yes JAMES F. CARTER yes

Attest: James Diem
acting Clerk of said Board

Attachment: 2014 Wood County Locally Coordinated Public and Human Service Transportation Plan

sal
xc: WSOS Community Action Commission
file