

Wood County

Coordinated Public and Human Services Transportation Plan

2026-2030

Great Lakes Community Action Partnership

For more information about this plan please contact the
Mobility Management Coordinator at 419-333-5087

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Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Wood County. The plan was initially developed in 2016 and updated in 2021. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Infrastructure Investment and Jobs (IIJ) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2026. According to requirements of the IIJ Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the IIJ Act legislation. The IIJ Act applies new programs and rules for all Fiscal Year 2026 funds and authorizes transit programs for five (5) years.

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

1. Identify all community resources including
 - BG Transit
 - Black and White Cab
 - Comfort Keepers
 - MTM Transit/Perrysburg Transit
 - TARTA
 - Seneca Crawford Area Transportation
 - Wood County Committee on Aging
 - Wood County DJFS
 - Hancock Area Transportation Services
 - Wood County Board of Developmental Disabilities
 - Wood County Children's Resource Center
 - WLI-Work Leads to Independence Transportation
 - GoBus
2. Identify and Prioritize community transportation needs
 1. Lack of countywide public transportation service, particularly in rural areas.
 2. Limited service hours, geographic coverage, and affordability.
 3. Infrequent service to key destinations, including medical centers, jobs, and schools.
 4. Transportation barriers to employment, healthcare, and essential services.
 5. Insufficient flexible, on-demand transportation options.
 6. Lack of weekend transportation service.
 7. Inadequate infrastructure for active transportation, including sidewalks and bike lanes.
 8. Limited access to healthy food and medical appointments, especially in rural areas.
 9. Barriers to aging in place due to inadequate pedestrian and accessible design in communities.
 10. Social isolation caused by transportation gaps.

11. Challenges in addressing social determinants of health due to lack of reliable transportation.
12. Limited public awareness of available transportation options.
13. Unclear or complicated scheduling processes.
14. Long wait times for transportation services.
15. Confusion regarding eligibility for transportation services.
16. Transportation-related challenges for workforce access.
17. Fragmented funding and dependence on bowling green for public transit, restricting countywide coverage.
18. Barriers to regional collaboration and system expansion, limiting broader service coverage.
19. Limited public understanding of transportation system limitations affecting service delivery.
20. Need for more comprehensive and ongoing data to identify service gaps and guide future improvements.

3. Establish a clear plan for achieving shared goals

To achieve the shared goals outlined in the Wood County Coordinated Public and Human Services Transportation Plan, a structured and collaborative implementation approach will be used. Each goal is accompanied by specific, actionable strategies, detailed timelines, responsible parties, and measurable performance targets to ensure progress and accountability. Mobility Management will lead coordination efforts with strong support from BG Transit, local governments, human service agencies, employers, and planning partners.

Quarterly Transportation Advisory Committee (TAC) meetings will serve as a platform to monitor implementation, encourage stakeholder input, and align resources. Targeted outreach, pilot programs, infrastructure assessments, driver recruitment strategies, and advocacy efforts will be rolled out according to defined timeframes, with periodic evaluation of outcomes. Funding will be pursued from federal, state, and local sources to support vehicle acquisition, service expansion, infrastructure, staffing, and public awareness.

By aligning data-driven decision-making with community engagement and cross-sector partnerships, Wood County aims to build a flexible, sustainable, and inclusive transportation network that meets the needs of all residents.

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

- Seniors
- Individuals with disabilities
- People with low incomes
- Public, private and non-profit transportation providers

- Human services providers
- The general public

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

- A series of stakeholder planning meetings with agencies and individuals who serve target populations
- A SWOT analysis with transportation providers, social service agencies, and other local agencies
- Social media and other outreach methods
- Completion of surveys by a sample of persons representing the disabled, seniors, and the general population, many of whom are of low income, to learn of priorities and obstacles facing any of these user groups
- Facilitation of a focus group of seniors to gain insight into their issues and obstacles faced when desiring public transportation services

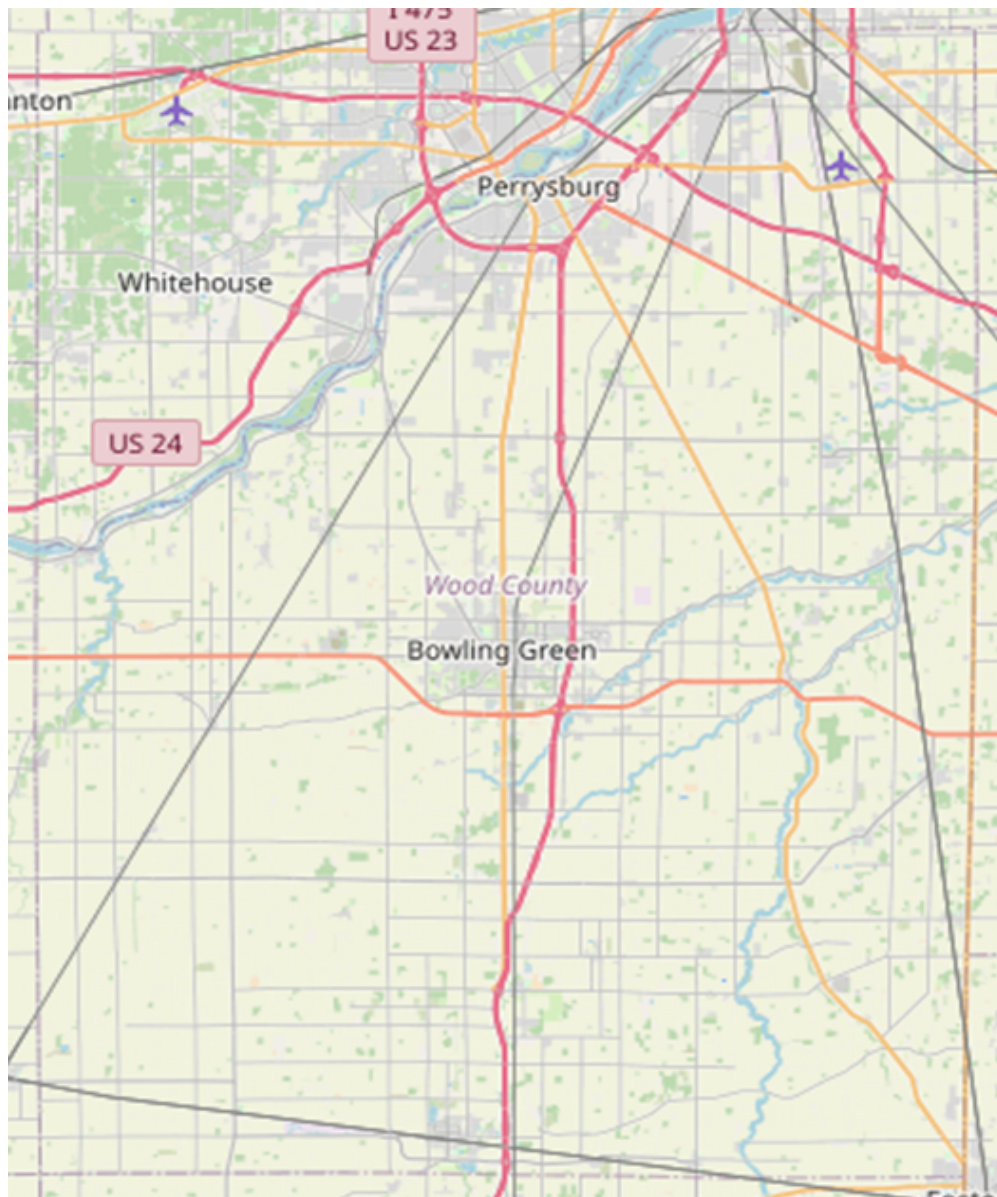
This plan was developed and adopted by Wood County's Transportation Advisory Committee (TAC). More information about the planning committee can be found in Appendix A.

I. Geographic Area

Wood County is located in northwestern Ohio. As of the 2020 census, the population was 132,248 and its county seat is Bowling Green. Wood County is not part of a Rural Transportation Planning Organization but is part of a Metropolitan Planning Organization, Toledo Metropolitan Area Council of Governments. Wood County is designated as a rural area.

According to the U.S. Census Bureau, the county has a total area of 620 square miles (1,600 km), of which 617 square miles (1,600 km) is land and 3.3 square miles (8.5 km) (0.5%) is water.

Map 1: Basic Map of the Geographic Area Covered by the Plan



Below is a map [Map 2] of major trip generators within the county, with the following table [Table 1], detailing the major trip generators.

Map 2: Major Trip Generators in the Geographic Area

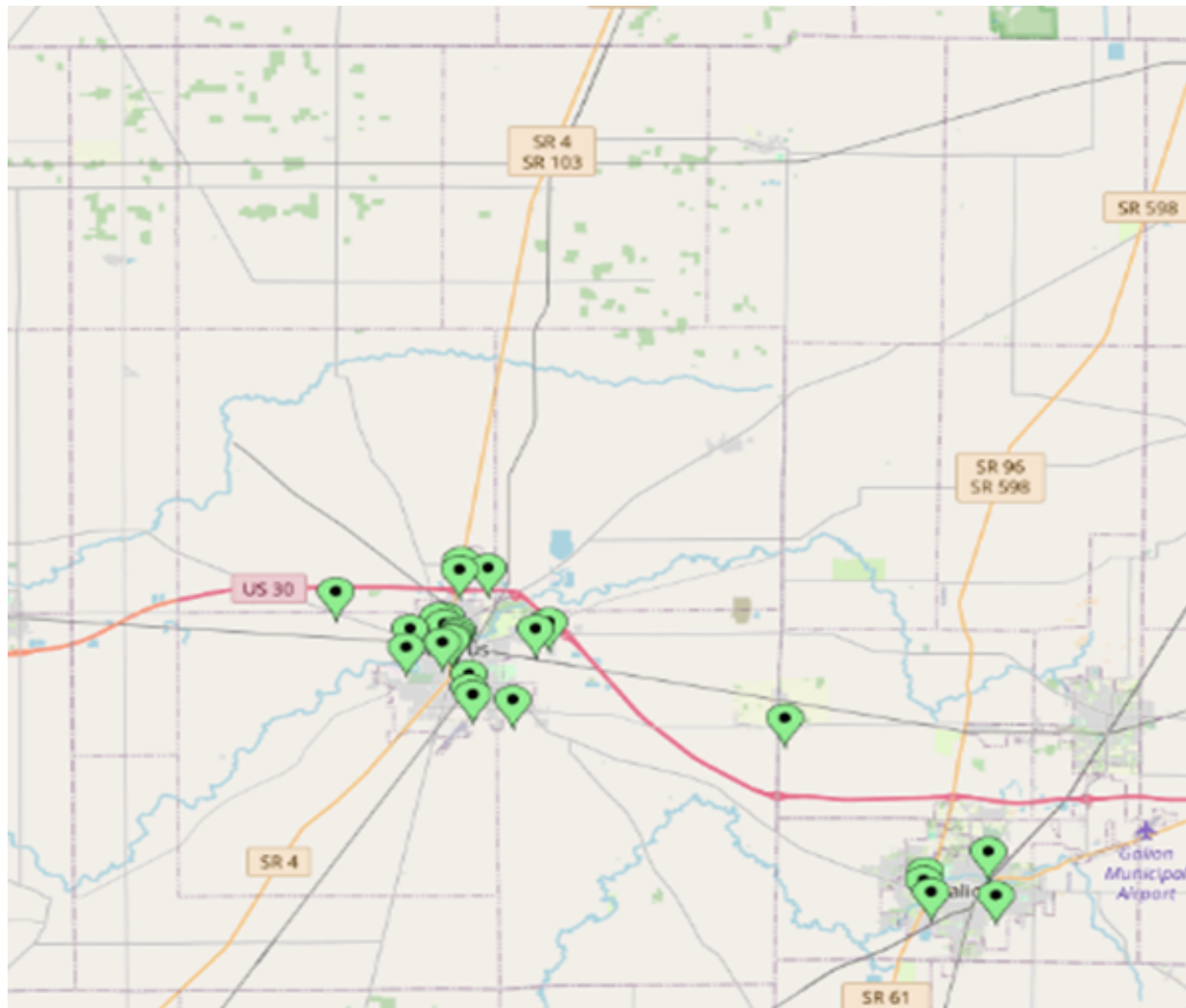


Table 1: List of Trip Generators

Healthcare	
Wood County Hospital 950 W Wooster St, Bowling Green, OH 43402	Mercy Health Perrysburg Hospital 12623 Eckel Junction Rd, Perrysburg, OH 43551
Wood County Community Health Center 1840 E Gypsy Lane Rd, Bowling Green, OH 43402	ProMedica Wood County 1180 N Main St, Bowling Green, OH 43402
Government	
Wood County Commissioners 639 S Dunbridge Rd, Bowling Green, OH 43402	Wood County Court House 1 Court House Square, Bowling Green, OH 43402

Bowling Green City Hall 305 N Main St, Bowling Green, OH 43402	Perrysburg City Hall 201 W Indiana Ave, Perrysburg, OH 43551
Schools	
Bowling Green State University 1001 E Wooster St, Bowling Green, OH 43403	Owens Community College 30335 Oregon Rd, Perrysburg, OH 43551
Penta Career Center 9301 Buck Rd, Perrysburg, OH 43551	Perrysburg High School 13385 Roachton Rd, Perrysburg, OH 43551
Bowling Green High School 530 W Poe Rd, Bowling Green, OH 43402	North Baltimore High / Middle School 2012 Tiger Dr, North Baltimore, OH 45872
Manufacturers	
First Solar 28101 Cedar Park Blvd, Perrysburg, OH 43551	Walgreens Distribution Center 28727 Oregon Rd, Perrysburg, OH 43551
Amazon Warehouse 7401 Fremont Pike, Perrysburg, OH 43551	Cooper Standard Automotive 1175 N Main St, Bowling Green, OH 43402
UPS Noth Baltimore Hub 16615 Deshler Rd, North Baltimore, OH 45872	CSX Intermodal of Northwest Ohio 17000 Deshler Rd, North Baltimore, OH 45872
Recreation	
Stroh Center 1535 E Wooster St, Bowling Green, OH 43403	Al-Mar Lanes 1010 N Main St, Bowling Green, OH 43402
Fort Meigs YMCA 13415 Eckel Junction Rd, Perrysburg, OH 43551	Ten Pin Lanes & Lounge 121 S Main St, North Baltimore, OH 45872
Shopping	
Southland Plaza Shopping Center 892 S Main St, Bowling Green, OH 43402	Walmart 131 W Gypsy Lane Rd, Bowling Green, OH 43402
Levis Commons 3201 Levis Commons Blvd, Perrysburg, OH 43551	Great Scot 13710 Deshler Rd, North Baltimore, OH 45872
Adult Day Programs/Seniors	
ViaQuest Day and Employment Services 1921 E Gypsy Lane Rd, Bowling Green, OH 43402	Wood County Committee on aging 17000 Deshler Rd, North Baltimore, OH 45872 220 Cedar St, Pemberville, OH 43450 140 W Indiana Ave, Perrysburg, OH 43551 705 N Main St, Walbridge, OH 43465 140 S Grove St, Bowling Green, OH 43402
Human Services Agencies/Non-Profits	
Wood County Job and Family Services 1928 E Gypsy Lane Rd, Bowling Green, OH 43402	Habitat for Humanity 326 Industrial Pkwy Suite 1, Bowling Green, OH 43402
Wood County Board of Developmental Disabilities 1921 E Gypsy Lane Rd, Bowling Green, OH 43402	Wood County Health Department 1840 E Gypsy Lane Rd, Bowling Green, OH 43402
Nursing Homes/Assisted Livings	
Woodhaven Healthcare 1965 E Gypsy Lane Rd, Bowling Green, OH 43402	Briar Hill Health Campus 600 Sterling Dr, North Baltimore, OH 45872

II. Population Demographics

There has been a steady, but slight increase in Wood County's population over the last five years. According to the 2020 census, the total population of Wood County was 132,248, the population gain is seen most in the cities of Bowling Green and Perrysburg.

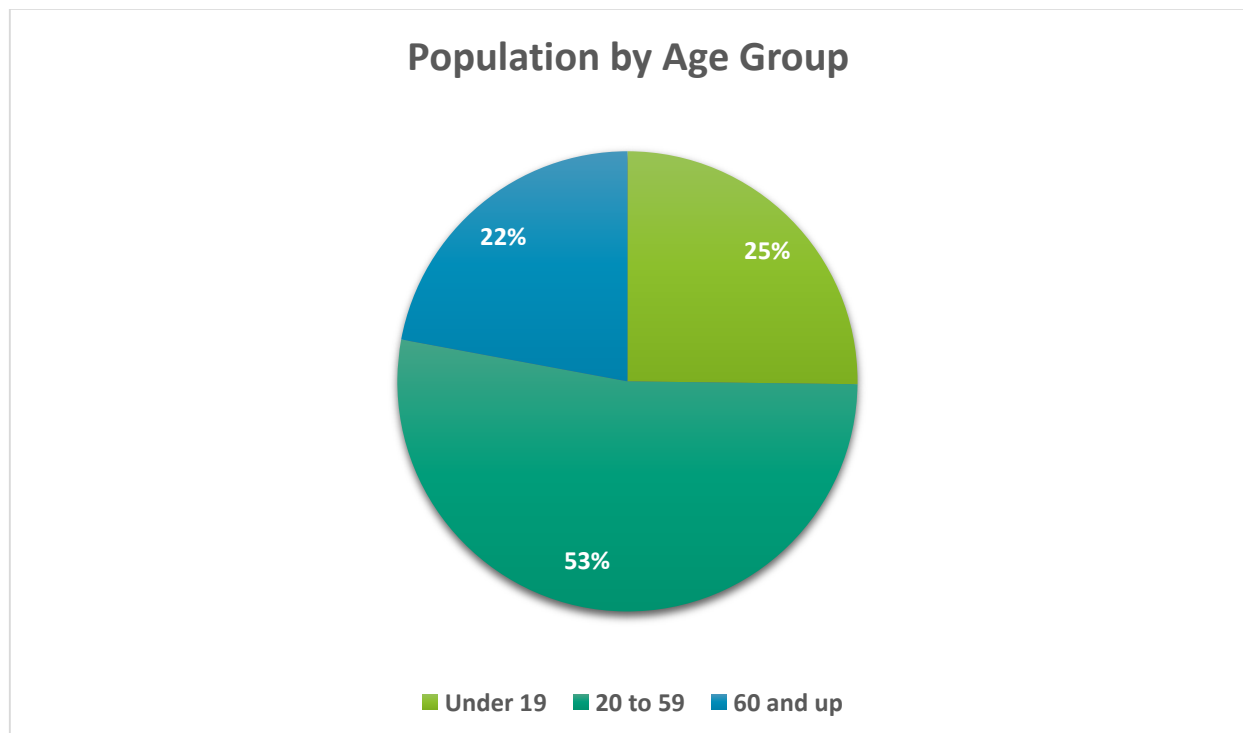
Chart 1 shows the population projections in five-year increments:

Chart 1: Total Population – Current and Projected in Five Year Increments

Year	Total Population	Male	Female	Change
2025	132248	66114	67325	
2030	1333835	66907	68133	+1587
2035	135441	67710	68950	+1606
2040	137066	68523	69778	+1625
2045	138711	69345	70615	+1645
2050	140376	70177	71463	+1665

The chart below shows the population divided into various age groups. The age group of 65+ is expected to grow over the next five years according to the US Census. There is a total of 33,222 people under the age of 19, there are 69,471 people between the ages of 20 and 59, and 29,102 aged 60 and over.

Chart 2: Total Population by Age Group



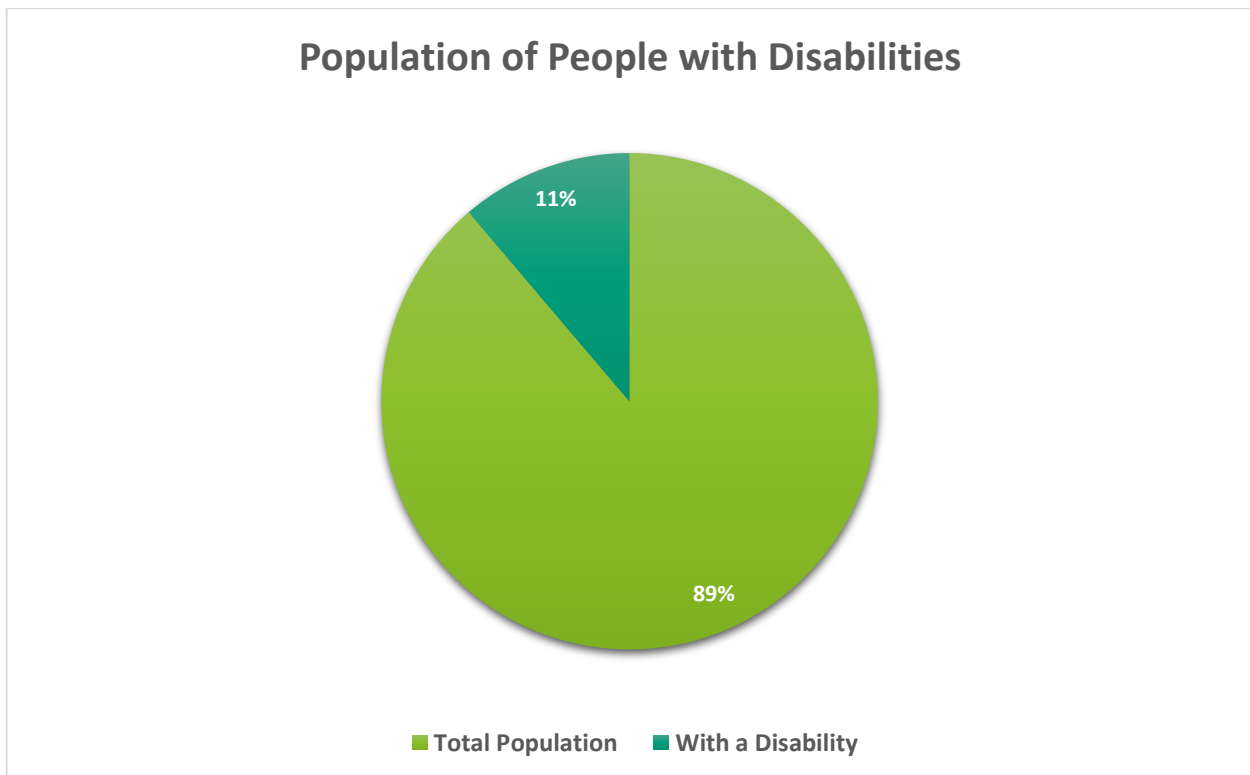
The majority of this area identifies as White (115,339), with the following groups also noted:

Chart 3: Total Population by Race

Black or African American	3,185
American Indian and Alaska Native	310
Asian	2,764
Native Hawaiian and Other Pacific Islander	10
Some Other Race	2,232
Two or More Races	8,408

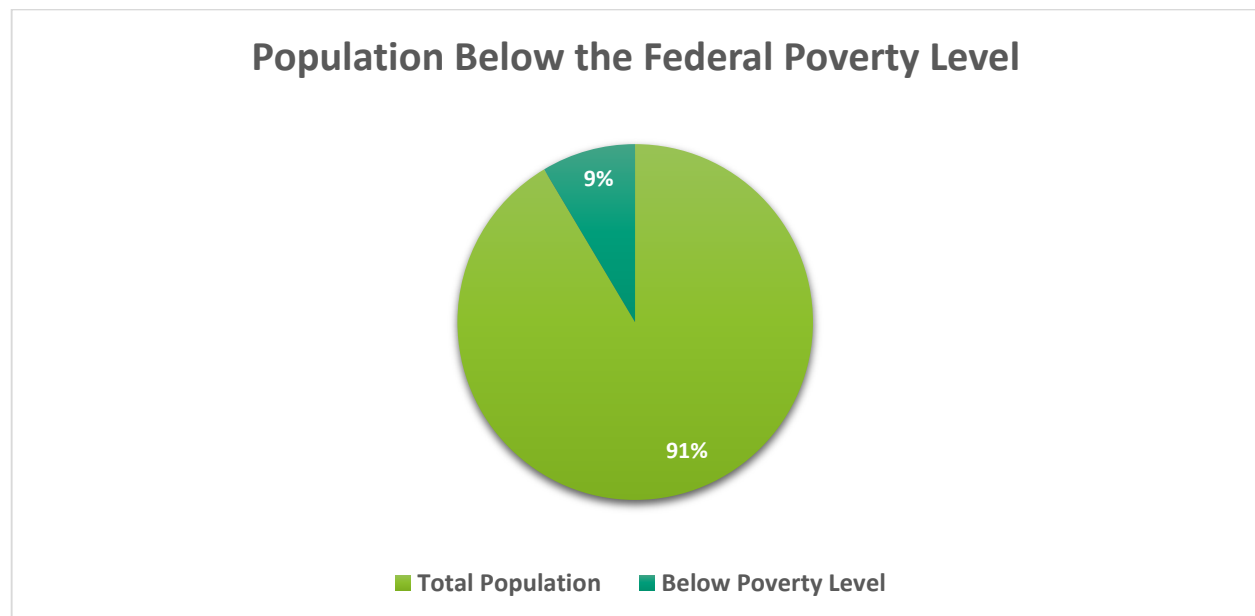
The number of people identifying as having a disability in Wood County is 16,696 or 11% of the overall population, which is slightly below the national average of 13%.

Chart 4: Number and Percentage of People with Disabilities



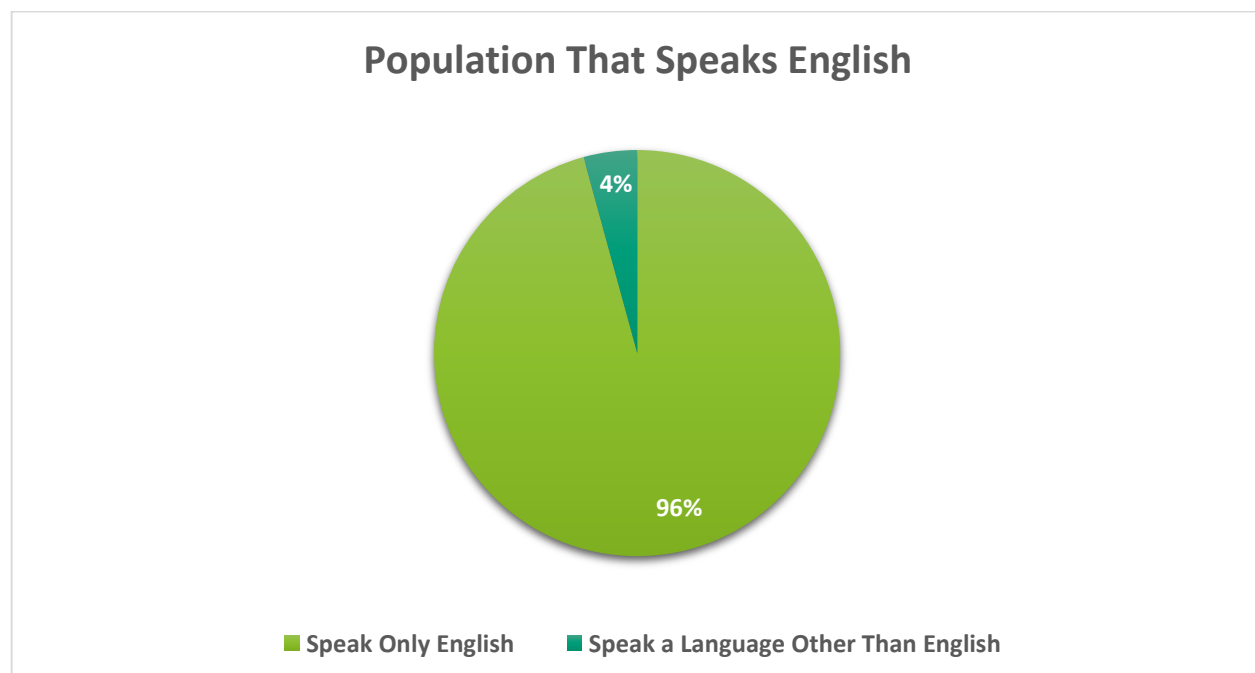
The number and percentage of people or households that have incomes below the Federal poverty level in Wood County is 12,378 people or 9%, which is below the national rate of 11.1%.

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



In Wood County, the percent of population that speaks English as their primary language is 94.7%, or a total of 118,549. A total of 5,265 people, or 4.2%, speak a language other than English.

Chart 6: Percentage of Population That Speaks English



This chart shows the various ways that individuals use to get to work, utilizing their own vehicle as the primary way. Working from home has increased over the last few years.

Chart 7: Means of Transportation to Work

Means of Transportation to Work	
Car, truck, or van	87.2%
Public transportation (excluding taxicab)	0.3%
Walked	2.8%
Bicycle	0.0%
Taxicab, motorcycle, or other means	0.8%
Worked from home	8.9%

The majority of households in Wood County have at least one vehicle, the following chart shows the percentages of homes with no vehicles or one or more vehicles.

Chart 8: Number of Vehicles per Household

Vehicles Available	
No vehicle available	3.4%
1 vehicle available	17.0%
2 vehicles available	45.0%
3 or more vehicles available	34.6%

III. Assessment of Available Services

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

Great Lakes Community Action Partnership identified stakeholders to participate in the assessment of available services. These stakeholders included those who were represented in the current or past Transportation Advisory Committee (TAC), as well as others who the planning committee identified as being appropriate stakeholders.

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

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

Inventory of Transportation Providers

Included in this section is a list of all participating transportation providers. Descriptions of transportation providers include organizations that subsidize transportation at the local level, administer transportation or mobility programs, directly operate vehicles, and/or arrange transportation on behalf of an individual.

The participating organizations provide a wide range of transportation including demand response, on-demand, ambulette, and human service agency contracted transportation. 12 of the participating organizations provide services on weekdays. 4 operate transportation on Saturdays and 2 on Sundays. Evening services after 6pm are operated by 5 organizations.

Transportation-related expenses and revenues also differ by organization. ODOT 5311 and 5310 funds, federal, state, and local grants, are common revenue sources for transportation operators in Wood County, Ohio, with local match requirements being met by local social service agencies and other contracts.

Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of 15 organizations provided information about their services.

List of Transportation Service Providers

Agency Name: BG Transit

Transportation Service Type: Public, on-demand, origin-to-destination and contracted

Other Services Provided: See Below Contact

Contact Information: 1-800-579-4299

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

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

Eligibility Requirements: Public

Website: bgohio.org/227/BG-Transit---Public-Transportation

Agency Name: Black and White Transportation

Transportation Service Type: Provides various transportation services

Other Services Provided: 24/7 Ride Service, Airport Transportation, Senior Transportation, Non-Emergency Medical Transportation (NEMT), Corporate Transportation, Paratransit Services, NEMT Stretcher Alternative, Luxury Cars & SUVs, and Large Group Transportation

Contact Information: 419-536-8294

Hours: 24/7, 365 days per year

Service Area: Lucas County and surrounding Areas

Eligibility Requirements: Public

Website: bwtransportation.com

Agency Name: Comfort Keepers

Transportation Service Type: On demand door-to-door transportation services to medical appointments, barbershops, beauty salons, and shopping.

Other Services Provided: Home care, senior care, Alzheimer's, and Dementia care.

Contact Information: 419-806-4033

Hours: M-F 8am-5pm

Service Area: The city of Bowling Green and anywhere 25 miles outside of the city.

Eligibility Requirements: Seniors 60 and over.

Website: comfortkeepers.com

Agency Name: MTM Transit/ Perrysburg Transit

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

Other Services Provided:

Contact Information: 419-872-8430

Hours: Monday - Saturday 8:30 a.m. to 8:30 p.m. and Sunday 8:30 a.m. to 5:30 p.m.

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

Eligibility Requirements: Public

Website: Perrysburgoh.gov/169/Perrysburg-Transit

Agency Name: TARTA (Rossford Service)

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

Other Services Provided: See Below

Contact Information: 419-243-7433

Hours: Rossford Call-a-Ride Monday - Friday 6:00 a.m. to 11:00 p.m., Saturdays 7:00 a.m. to 9 p.m., Sundays 7:00 a.m. to 6:30 p.m.; TARTA Fixed Route operates 7am-5pm Monday through Thursday; and 7:30am-2:15pm Friday. The Owens express route operates 5:30-10:15pm Monday through Thursday; and 2:30-6:15pm Friday.

Service Area: Rossford Service Area (Only)

Eligibility Requirements: Public

Website: tarta.com

Agency Name: North Central Area Transportation (NCAT)

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

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

Contact Information: 419-448-7344

Hours: Monday - Friday 5 a.m. to 6 p.m.

Service Area: All of Fostoria

Eligibility Requirements: Public

Website: ncatohio.org

Agency Name: Wood County Committee on Aging Transportation

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

Other Services Provided: See Below

Contact Information: 419-353-5661 or 1-800-367-4935

Hours: Monday - Friday 9:00 a.m. to 2:30 p.m.

Service Area: Wood County

Eligibility Requirements: Wood County residents aged 60 and older

Website: wccoa.net

Agency Name: Wood County Job and Family Services – NET Plus

Transportation Service Type: Curb-to-curb non-emergency transportation to medical, dental, vision, pharmacy, mental/behavioral health and addiction treatment appointments

Other Services Provided: See website for more details

Contact Information: (Net Plus) 1-844-353-6779

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

Service Area: Wood County and the following adjoining counties: Lucas, Ottawa, Sandusky, Seneca, Hancock and Henry. Must schedule five business days in advance.

Eligibility Requirements:

Website: woodcountyjfs.com/netplus

Agency Name: HATS (Hancock Area Transportation Services)

Transportation Service Type: On demand door-to-door

Other Services Provided: HATS offers public transportation within Hancock County and contracted services within Wood County (the city of North Baltimore)

Hours: Monday-Friday 7:15am-9:30pm

Contact Information: 419-423-7261

Service Area: Hancock County and contracted transportation in the city of North Baltimore (Wood County)

Eligibility Requirements: Public

Website: hhwpcac.org/programs/hats/

Agency Name: Wood County Veterans Services

Service Type: Public Non-Profit, On-demand

Other Services Provided: See website for other services provided

Contact Information: 419-354-9147

Hours: Call for available hours

Service Area: VA Medical Centers Only

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

Website: woodcountyvets.com

Agency Name: Wood County Board of Developmental Disabilities

Service Type: Offers a transportation program for the individuals they serve in partnership with ViaQuest

Other Services Provided: See website for more details on other services provided

Contact Information: 419-419-6217

Hours: Monday-Friday 3:30pm to 8:30pm; Saturdays and Sundays 9:00am to 8:00pm

Service Area: Wood County

Eligibility Requirements: Individuals receiving services from the Board of DD

Website: woodcountydd.org/transportation

Agency Name: Children's Resource Center (CRC)

Service Type: Provides transportation for individuals utilizing CRC's services

Other Services Provided: Provides child-centered, family-focused mental health and co-occurring mental health and substance abuse services to all Wood County and nearby families

Contact Information: 419-352-7588

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

Service Area: Wood County and surrounding areas

Eligibility Requirements: Public

Website: crcwoodcounty.org

Agency Name: WLI – Work Leads to Independence Transportation

Service Type: Non-Profit agency, Non-Medical Transportation, door-to-door transportation to employment or community integration activities

Other Services Provided: Community integration, pre-employment transition services, career services, and summer youth programs

Contact Information: 419-352-5059

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

Service Area: Wood, Lucas, and Hancock Counties

Eligibility Requirements: Individuals utilizing WLI's services

Website: workleadstoIndependence.com

Agency Name: Wood Lane Residential Services, Inc. (WLRS)

Service Type: Transportation for individuals with disabilities to employment and day services

Other Services Provided: Non-profit with services to individuals with developmental and/or intellectual disabilities

Contact Information: 419-353-9577

Hours: Monday-Friday 8am-4:30pm

Service Area: Wood County

Eligibility Requirements: Wood County individuals with developmental disabilities

Website: wlrs.org

Agency Name: First Step Domestic Violence Services

Service Type: Assist with transportation needs for individuals they serve

Other Services Provided: Domestic violence shelter providing shelter for victims of domestic violence and their children through a 24-hour support line, advocacy, and outreach and support programs for men, women, and children

Contact Information: 419-435-7300

Hours: 24/7 emergency support line

Service Area: Wood, Wyandot, Seneca, Sandusky, and Hancock counties

Eligibility Requirements: Individuals experience domestic violence in Northwest Ohio

Website: firststepfostoria.org

Agency Name: GoBus

Transportation Service Type: State-wide public transportation bus service

Other Services Provided: GoBus is a non-profit, grant funded rural intercity bus service, connecting Ohio's rural communities to urban centers and beyond.

Contact Information: 888-954-9287 (M-F 8am-4pm)

Hours: Varies by route

Service Area: GoBus stops in 63 cities and towns across Ohio and beyond and makes connections with other regional and national bus carriers in many cities, as well as the Columbus, Pittsburgh and Cincinnati-KY airports.

Eligibility Requirements: Open to the general public

Website: ridegobus.com

Assessment of Community Support for Transit

Community support for transit in Wood County is growing, with a clear need for expanded service hours, countywide transportation options, and improved connectivity between communities. Residents, especially older adults, individuals with disabilities, and low-income populations, are seeking more accessible and reliable transportation. Feedback gathered through public engagement, advisory committee meetings, input from local human service agencies, employers, and residents points to a strong interest in flexible, affordable options that connect both rural areas and population centers across the county. Enhancing and coordinating transportation services on a countywide scale will be essential to meeting the mobility needs of Wood County's residents and supporting workforce access, healthcare, and community services.

Safety

Improving safety continues to be a priority in transportation planning throughout Wood County. Stakeholders frequently raised concerns about gaps in pedestrian infrastructure, the need for bicycle lanes and better bicycle infrastructure in communities. This plan outlines several strategies to address these issues, including walkability assessments, applying Complete Streets concepts, and completing assessments like Safe Routes to Age in Place. In addition, ongoing efforts to uphold vehicle safety standards and provide thorough staff training — in partnership with transportation providers and Mobility Management — will help create a safer, more accessible transportation network for everyone in Wood County.

Vehicles

Survey/Interview participants listed a combined total of 118 vehicles. Approximately 67% of the vehicles are wheelchair accessible. Most of the transportation providers provide at least 1 wheelchair accessible vehicle, while some organization's fleets are primarily wheelchair accessible vehicles. While there are 118 vehicles in Wood County, many of those vehicles are operated by agencies or entities that are in other counties such as Lucas, Hancock, Seneca, etc., so they are not exclusively serving Wood County.

Wheelchair accessible vehicles are used by older adults and individuals with disabilities to access medical appointments, employment, grocery store, and other essential destinations throughout the county. While public and nonprofit providers like BG Transit and Work Leads to Independence maintain accessible fleets, community feedback and provider reports consistently indicate high demand and unmet needs. Trip denials, advance scheduling requirements, and limited-service hours/service areas — especially in rural or low-density areas suggest that the current number of wheelchair accessible vehicles is insufficient to meet the existing demand. Around 61% of the vehicles are at least 10 years of age or older. As vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided.

Summary of Existing Resources

Wood County's transportation network is supported by a diverse group of public, nonprofit, and private providers, each serving specific populations and geographies. However, due to the lack of a centralized,

countywide public transportation system, services are often fragmented and operate in silos, making coordination and access more challenging—particularly for individuals who do not drive or lack personal vehicles.

The system is anchored by three primary providers: BG Transit, Perrysburg Transit, and the Wood County Department of Job and Family Services' NetPlus program.

- BG Transit serves as the 5311, or public transit entity for Wood County and offers ADA-accessible, curb-to-curb and door-to-door transportation, limited to within one mile outside the corporation limits of Bowling Green. Its services are open to the general public and play a critical role in connecting residents to employment, medical care, shopping, and other essential services. BG Transit is managed by the City of Bowling Green and contracts operations with Black and White Transportation.
- NetPlus, managed by Wood County DJFS, provides ADA accessible non-emergency transportation to medical, dental, vision, pharmacy, mental health, and addiction treatment appointments/services. NetPlus contracts the operation of transportation services with Black and White Transportation and other transportation providers.
- Perrysburg Transit operates a city-specific service funded by a local tax levy and contracted operations through MTM Transit, offering mobility within the city limits but separate from broader county services.

Other key transportation providers include:

- Wood County Committee on Aging (WCCOA), which offers transportation to residents of Wood County age 60 and over to medical appointments. The service is offered up to 3 times a month on a first-come, first-served basis.
- Work Leads to Independence (WLI) and the Children's Resource Center (CRC), which provide transportation for individuals receiving services through their respective programs.
- The Wood County Board of Developmental Disabilities (DD), which partners with ViaQuest to transport individuals with disabilities.
- HATS, the public transportation entity out of Hancock County operated by HHWP Community Action, contracts with facilities in North Baltimore to serve residents in the southern portion of Wood County.

Bowling Green State University (BGSU) operates a shuttle route that is open to students and the public, serving the city's core. Additionally, TARTA (Toledo Area Regional Transit Authority) extends limited service into the Rossford area, offering another option for northern Wood County residents.

Black and White Transportation is a private company based out of Lucas County which provides various transportation services ranging from 24/7 ride service, airport/luxury cars/shuttles, corporate accounts, senior transportation, paratransit services, and stretcher alternatives. Black and White Transportation serves as the primary contractor for transportation services in Wood County with BG Transit, NetPlus, Veterans Services, and CRC all utilizing Black and White in some capacity through either dispatching, providing transportation, or both.

While some rideshare services are available—primarily supporting BGSU nightlife—options are inconsistent and limited. However, ZiggyZooms, a rideshare company, has consistently operated in the Bowling Green area and is expanding, providing late night transportation and meal delivery services.

Despite the variety of services, Wood County’s transportation system remains fragmented, with programs operating independently to serve specific populations or geographic areas. There is no single, unified countywide transportation system, which makes it difficult to coordinate trips, share resources, or serve residents equitably across the county leaving the southern portion of Wood County without transportation resources.

Planning and coordination efforts are supported by the county’s Mobility Management Program, which works in partnership with human service agencies, healthcare providers, employers, transportation providers, and municipalities. The Wood County Transportation Advisory Committee is aiming to bridge service gaps, enhance communication between providers, and create a more efficient, accessible, and equitable transportation network for all Wood County residents.

IV. Assessment of Transportation Needs and Gaps

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

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

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

The following methods were used to assess transportation needs and gaps

- Assessment of data and demographics (required)
- A SWOT analysis/stakeholder focus group
- Surveys performed with senior centers and the general public
- A focus group involving and engaging seniors at the senior center

Local Demographic and Socio-Economic Data

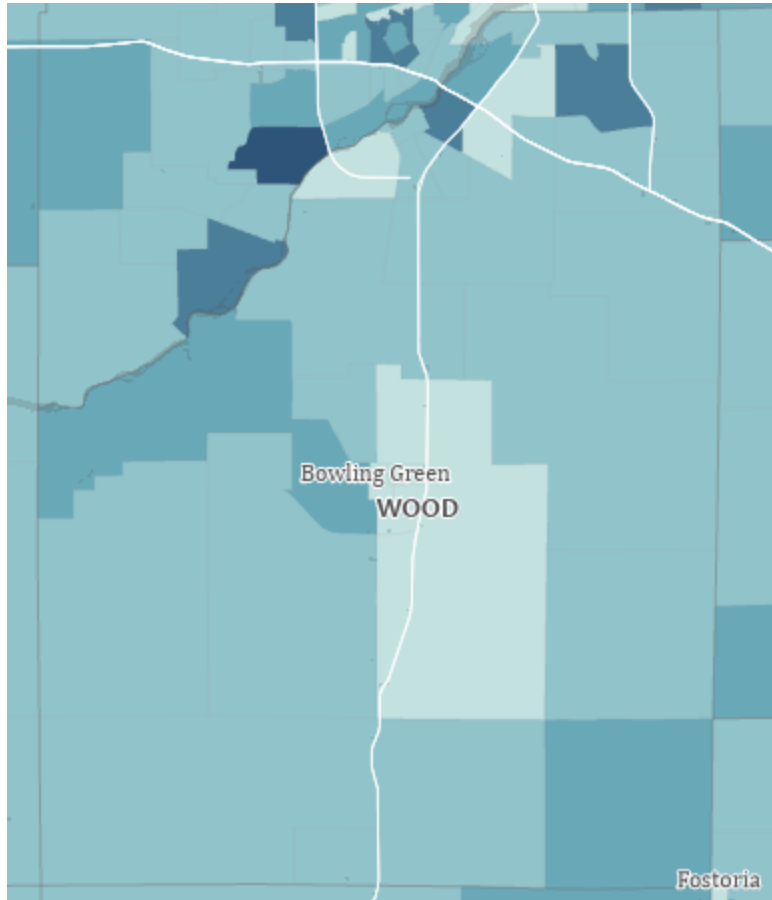
Data for each target population group was aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because it allows for a comparison of where the highest and lowest densities of individuals who are most likely to need transportation live. This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

The following table and exhibit illustrate the areas where the number of older adults (age 65 and older) is at or above Ohio's average in Wood County.

Table 2: Population Density of Individuals Aged 65 and Older

65 to 74 years	10.1%
75 to 84 years	5.0%
85 years and over	1.8%

Exhibit 1: Map of Population Density of Individuals Aged 65 and Older

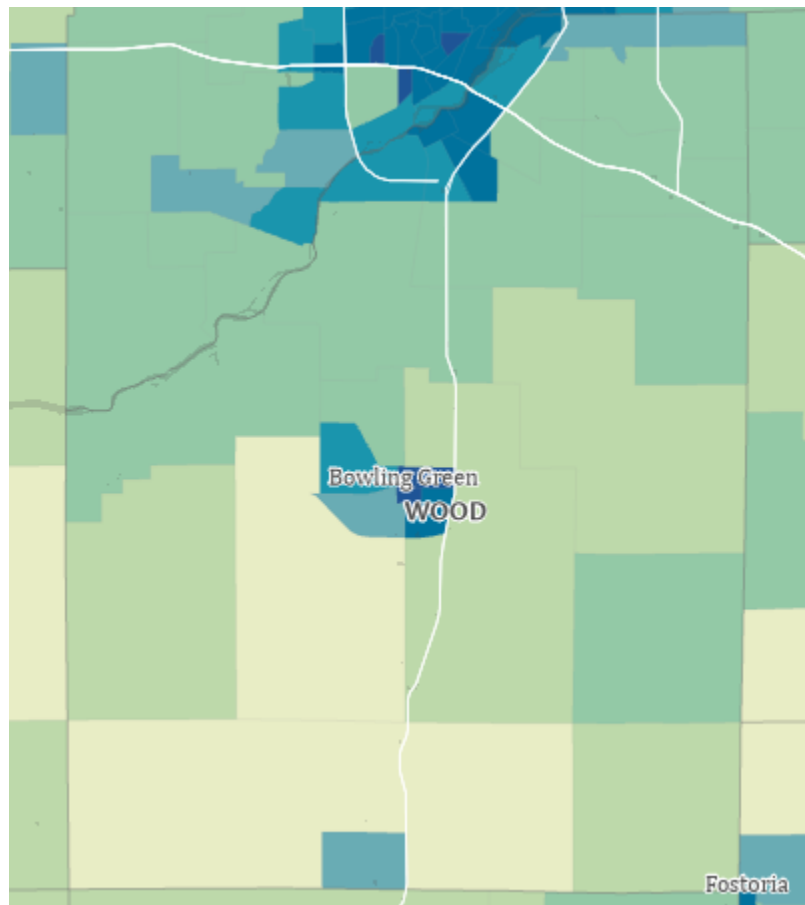


The table and exhibit below indicate the areas where the number of zero vehicle households is above Ohio's average. The absence of a vehicle in the household is often an indication of the need for transportation services.

Table 3: Density of Zero Vehicle Households

No vehicle available	3.4%
1 vehicle available	17.0%
2 vehicles available	45.0%
3 or more vehicles available	34.6%

Exhibit 2: Map of Density of Zero Vehicle Households



Analysis of Demographic Data

Wood County, Ohio, has a population of approximately 132,248 residents as of 2025, with notable demographic characteristics that influence transportation planning. A significant portion of the population, 22% or around 30,000 individuals, is aged 60 or older, indicating a growing need for transportation services that accommodate aging adults. Many of these residents require accessible and reliable transit options to maintain independence, access medical care, and engage in community activities.

The county also faces socioeconomic challenges. Median household income levels are below the state average, and certain communities experience higher rates of poverty and unemployment. This economic landscape reinforces the importance of affordable transportation solutions for low-income individuals and families who may not have access to a personal vehicle.

Individuals with disabilities, about 11% of the county population, represent another important demographic, requiring transportation that supports mobility aids and specialized assistance.

Additionally, since Wood County does not have a public transit that serves the entire county, and due to the rural makeup of the county, there are many residents with limited or no access to public transportation, or any transportation options. This highlights the need for flexible, on-demand services.

These demographic trends underscore the necessity of coordinated and inclusive transportation planning that prioritizes equity, accessibility, and regional connectivity to support all segments of the population.

General Public and Stakeholder Meetings/Focus Groups

Great Lakes Community Action Partnership hosted and facilitated 3 local meetings and 1 focus group to discuss the unmet transportation needs and gaps in mobility and transportation. 51 people participated in the meetings. Of those, 6 self-identified as older adults and 5 self-identified as being a person with a disability. More information about what meetings were held and attendance at those meetings is available upon request.

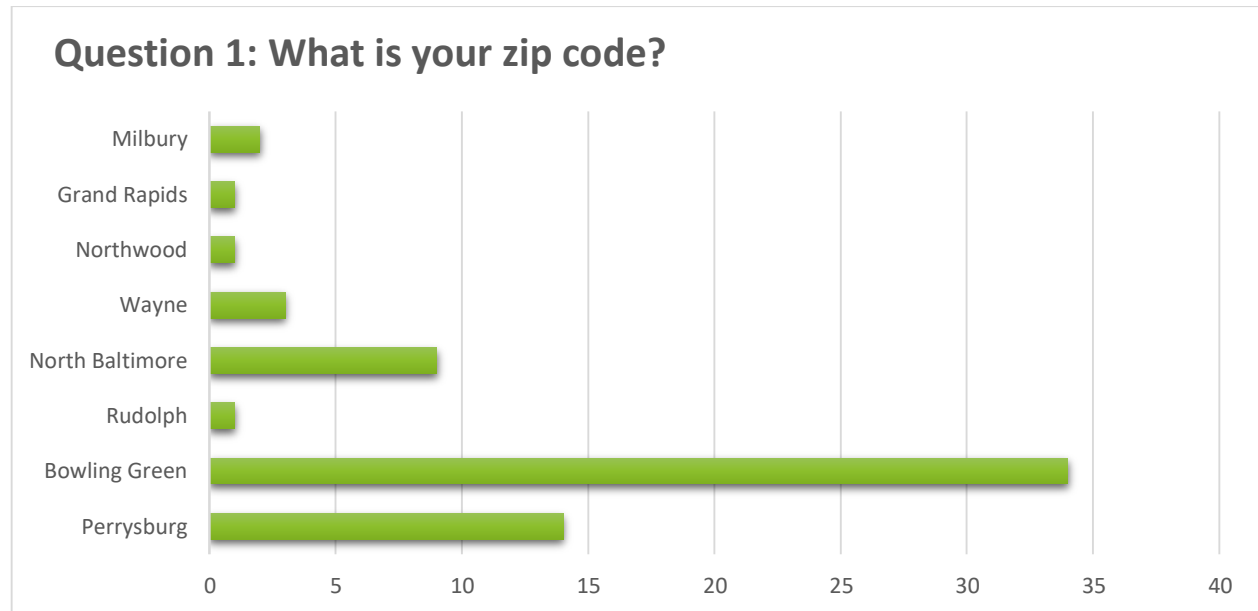
During the meeting, Great Lakes Community Action Partnership presented highlights of historical coordinated transportation in Wood County and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation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

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

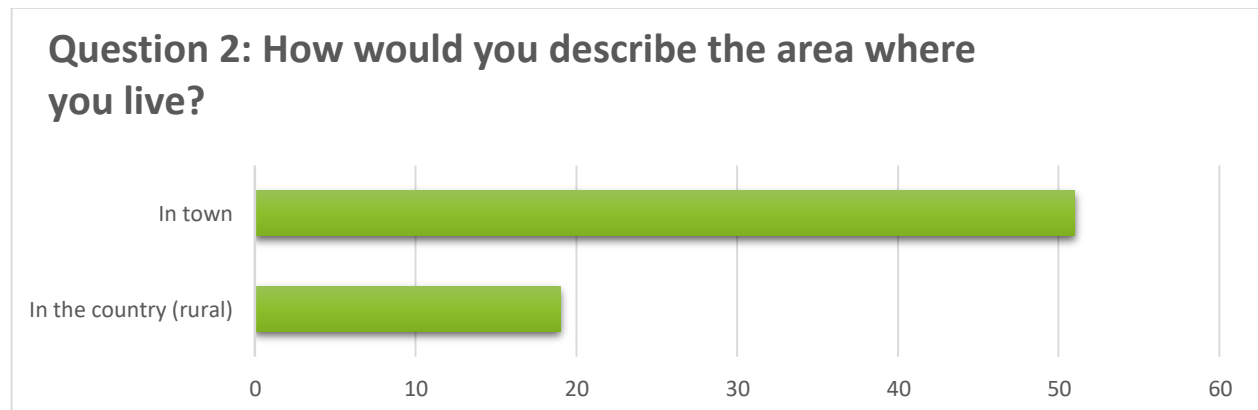
Participants discussed more than 5 mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meeting[s]. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at the end of this section provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

Surveys

The following survey summary includes the information gained from the following surveys that were performed. 70 surveys from the general public: 18 of individuals with disabilities completed the survey; 41 of older adults completed the survey.

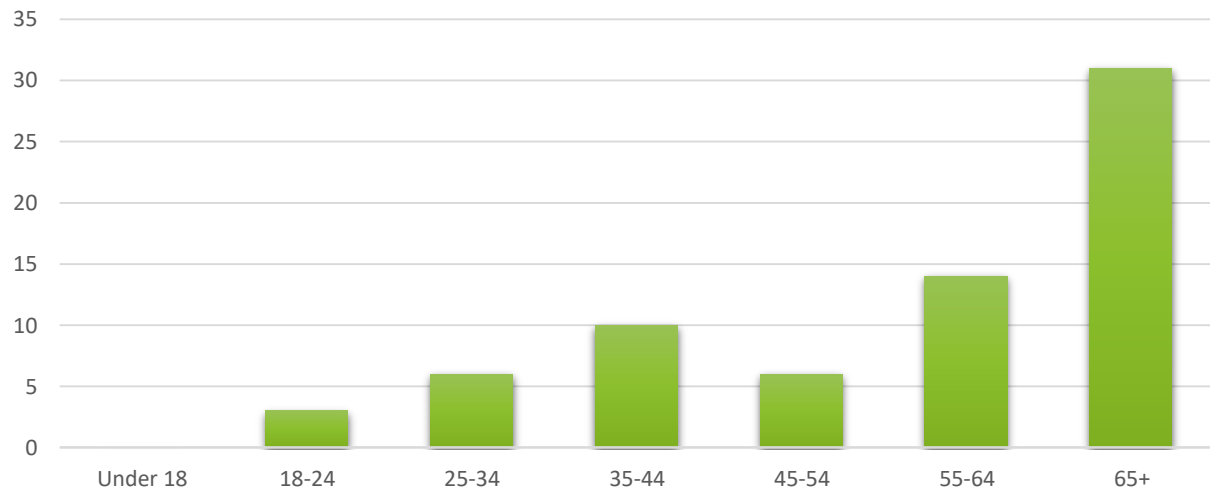


Summary: A majority of respondents from Wood County live in either Bowling Green (48.57%) or Perrysburg (20%), 12.85% live in North Baltimore and a small portion 4.28% residing in Wayne and Milbury (2.85%). Only 1 respondent live in Rudolph, Northwood, and Milbury.



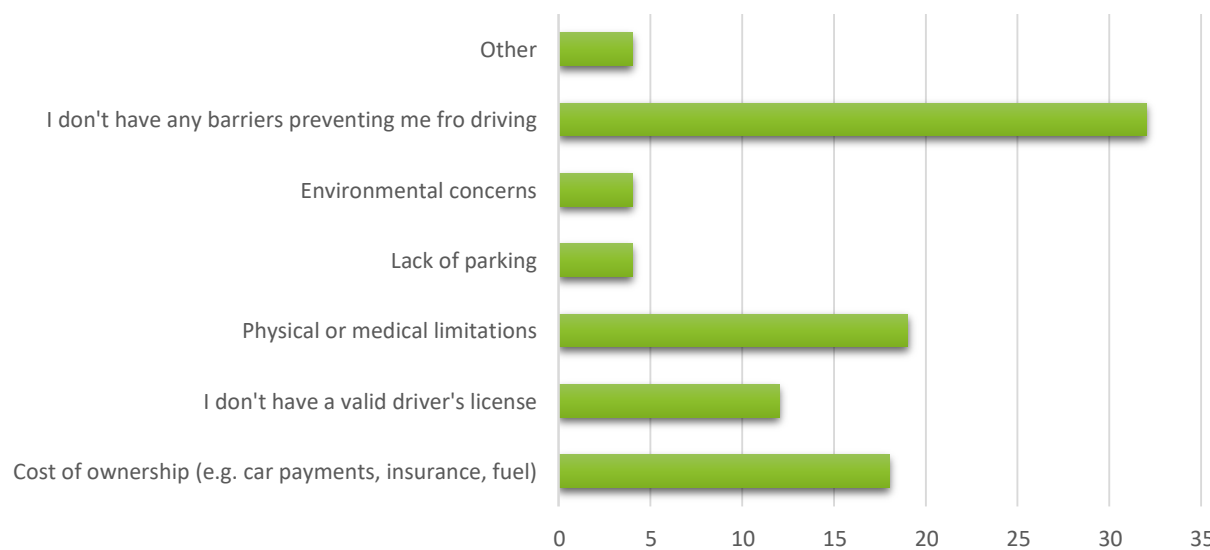
Summary: Most respondents, 72.86% live in town while the remaining 27.14% live in the country (rural).

Question 3: What is your age group?



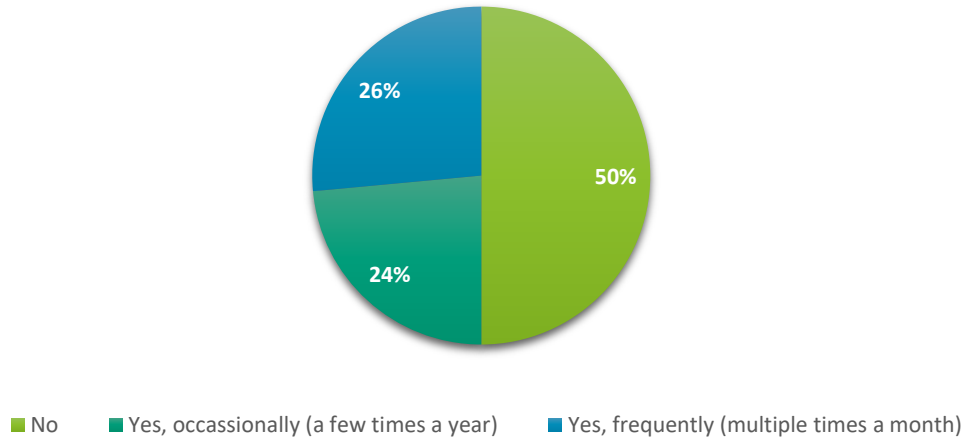
Summary: A majority (44.29%) of those that responded were over the age of 65, 20% were between the ages of 55-64, 8.57% aged 45-54, 14.29% 35-44, 8.57% aged 25-34, 4.29% aged 18-24 and 0% under the age of 18

Question 4: Are there any barriers that prevent you from driving or owning a vehicle? (Check all that apply)



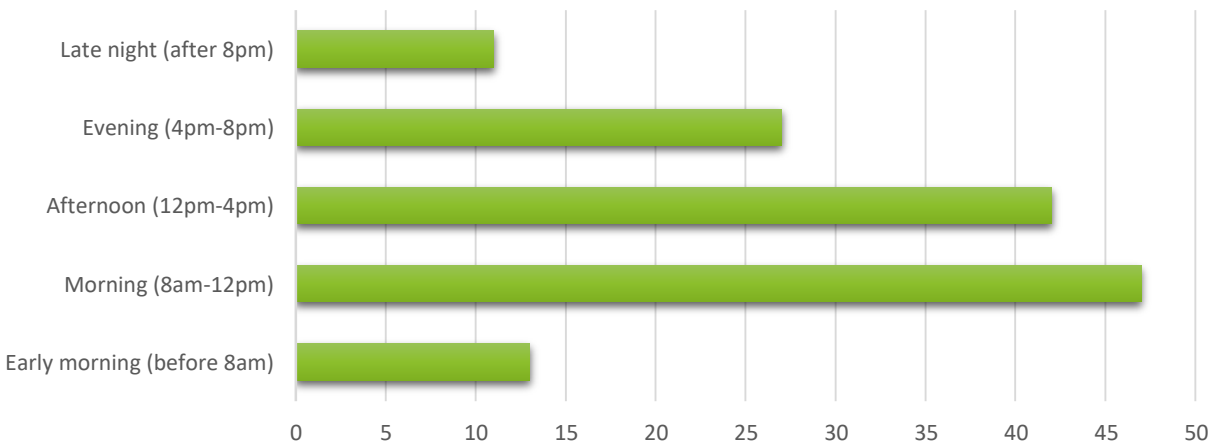
Summary: 28.79% of respondents have a physical or medical limitation that prevents them from being able to drive themselves, 18.18% do not have a valid driver's license, and 27.27% stated the cost of car ownership, while 48.48% did not have any barrier preventing them from driving.

Question 5: Are you ever unable to go somewhere because of lack of transportation?



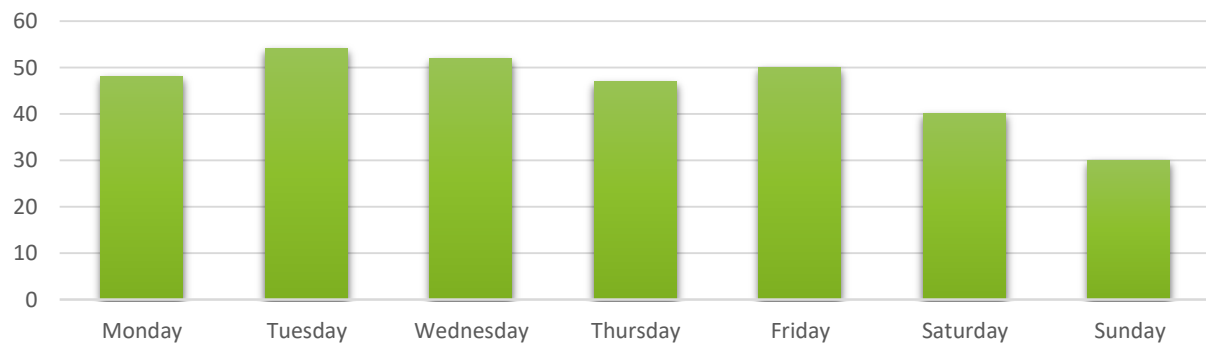
Summary: 50% of respondents are unable to go somewhere because of lack of transportation (23.53% is unable to go somewhere a few times a year, and 26.47% are unable to go somewhere multiple times a month); while the other 50% is not unable to go somewhere due to lack of transportation.

Question 6: What time of day do you typically need transportation? (Check all that apply)



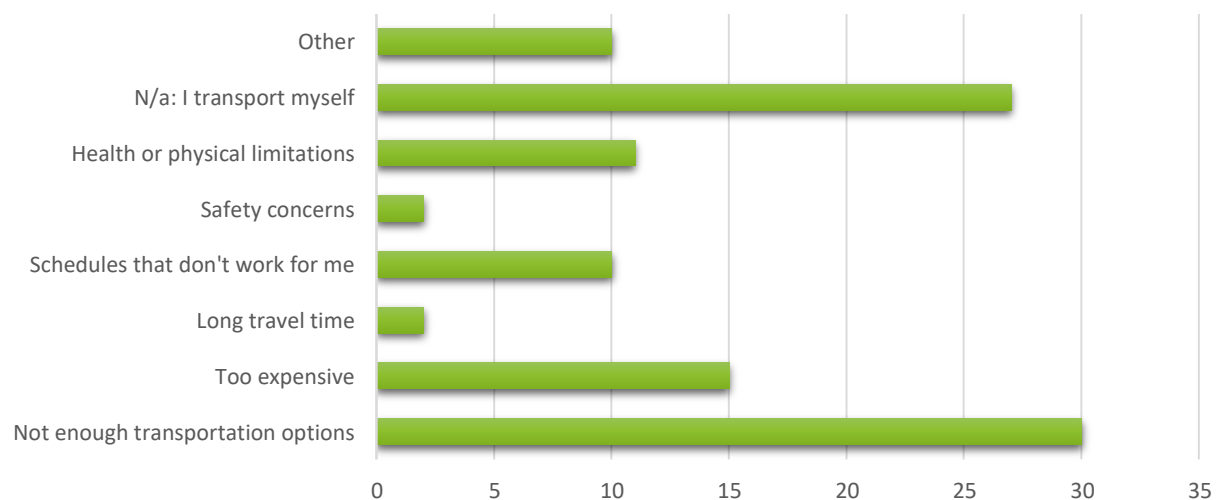
Summary: Most respondents need transportation in the morning between 8am-12pm (78.33%) and afternoon between 12pm-4pm (70%). 45% need transportation in the evening between 4pm-8pm and 21.67% of survey participants need transportation before 8am. 18.33% expressed needing transportation in the late night after 8pm.

Question 7: What days of the week are you most likely to travel? (Check all that apply)



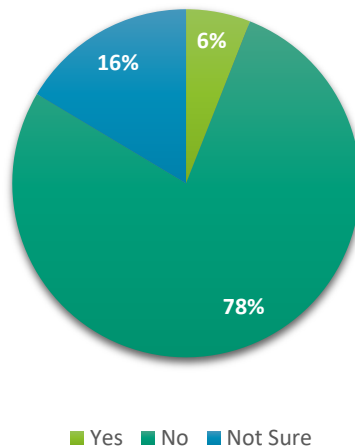
Summary: A majority of the survey respondents expressed they are most likely to travel between the days of Monday-Friday with Monday being at 48.19%, Tuesday: 54.71%, Wednesday: 52.54%, Thursday: 47.60% and Friday: 50.37%. 40.49% expressed being likely to travel on Saturdays and 30.62% on Sundays.

Question 8: What challenges do you face with your current transportation options? (Check all that apply)



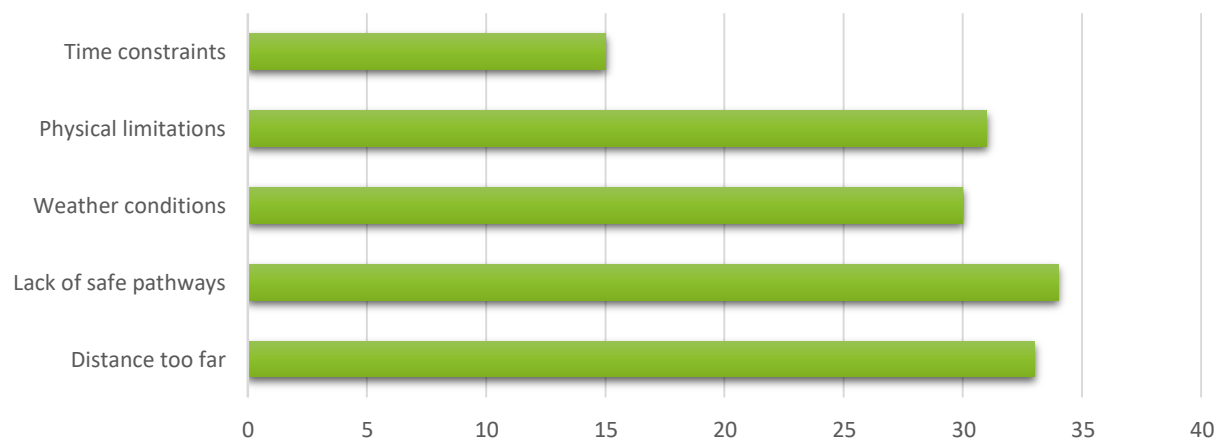
Summary: 46.15% of respondents stated that there are not enough transportation options. 41.54% stated that they transport themselves and do not face challenges. 23.08% cited transportation as being too expensive, followed by 16.92% with health or physical limitations, 15.38% citing schedules that don't work for them, 3.08% for both long travel times and safety concerns. 15.38% cited other reasons and had open responses of needing transportation after 4pm on Saturdays and not available on Sundays, needing to go to Toledo, outside of Bowling Green, or the airport, and no transportation options.

Question 9: Do you feel there are enough transportation options in your area?



Summary: A majority of respondents, 77.61% stated that they do not feel there are enough transportation options in the area, followed by 16.42% stating that they are not sure, and 5.97% stating that they feel there are enough transportation options in the area.

Question 10: What are the primary challenges to using active transportation (walking, biking, etc.)? (Check all that apply)



Summary: Most respondents (56.67%) cited lack of safe pathways as the primary challenge they face when using active transportation, 55% distance too far, 51.67% physical limitations, 50% by weather conditions and time constraints at 25%.

Question #11: How would having access to reliable transportation impact your daily life?

1	"I can do what I wanted without depending on people"
2	"be able to go to doctors and store"
3	"Sometimes I would like to go out to dinner on a Saturday night and need to use the taxi. They stop at 8PM so I would have no way home. Or on a Saturday, they stop at 4PM. And would like to go to church on Sundays."
4	"I would like to go to the library and other stores downtown. I need assistance to get around."
5	"When I need help going somewhere and no family able to help, would be nice to have a way to still go somewhere."
6	"It would give me some freedom."
7	"Even though I like to spend time in my home, sometimes I like to go to the park or visit friends. Having transportation would be good."
8	"I would be able to go where I want when I want to. As I get older it would still be nice to get out and about when I want to."
9	"Being able to go to my appointments and shopping when I need to."
10	"Sundays are always hardest so limited especially in town."
11	"I can get to my appointments on my own, grocery store, church, bible study & volunteer in town during the winter months."
12	"getting to appointments & back home in a timely manner."
13	"It would help me make it to my appointment."
14	"It Ould eliminate stress when I have to ask someone to help me."
15	"It would give me an option to travel without having to drive myself. Sometimes I think it would be safer for me to ride with someone rather than drive."
16	"Expanded community inclusion"
17	"Allow me to be able to get daily living supplies, dr appointment & get out of town"
18	"Being able to walk safely anywhere would be a big plus for my health. Some streets in BG are really dangerous to cross. I'd also like to be able to take public transport, but there really isn't anything practical: our one transport system has limited hours and you can wait an hour just to get a ride."
19	"The assurance that if I do need transportation that it will be available."
20	"It would make it less stressful"
21	"Getting older. Will have to give up driving before too much longer."
22	"Having other options in Wood County such as more bike lanes, a well-developed bus system, etc. would allow me to rely less on my car. Ultimately, it would reduce congestion, reduce carbon emissions, and make Wood County a better place to live."
23	"Public transportation is essential; unfortunately it does not exist here. I would prefer to ride my bike to the store, but it's not safe. Roads are in bad shape, car drivers don't know how to deal with cyclists, and basically, there is just no room for cyclists on the roads."
24	"Traveling to Perrysburg Township would be appreciated."
25	"I would like to stay in my community as I age. Transportation options would make that possible."

26	"At my current age (78) I'm fine transporting myself. However, if I didn't have a reliable car or when I get older. I would be stranded in my home without public transportation due to not having family members nearby who would assist me."
27	"Ability to stay in my home longer and be independent, not add to the burden of the county having to take care of me."
28	"I have friends and family members that require transportation and I am not able to help them as much as they require. As a health care provider, I also have patients that have difficulty in getting transportation to appointments and at times feel stranded in their own homes and lack control in their lives."
29	"Improve greatly"
30	"It would allow me to remain in my home. I do not have family that could transport me and my friends have the same problems as me."
31	"I am a case manager in the area and many of my clients do not have transportation for work or to go grocery shopping. They often have access to medical cabs but no access to any other transportation without scheduling with me. It's a huge barrier for many to maintain employment."
32	"It would make me much more independent. I have to rely on family members way too much."
33	"Would provide more options as I age."
34	"Make it easier"
35	"Improve"
36	"More work hours"
37	"I would be able to obtain a better full-time job to help me save for an automobile"
38	"Most days I don't need transportation and there is no impact. But when I do for medical appointments (doctors, labs, treatment, PT, dentist, eyes) or for other quality of life appointments (hair, church, shopping, banking) I rely on friends or neighbors. When they are not available, I must cancel medical appointments since I can't afford Uber or taxi."
39	"I wouldn't have to count on my family all the time"
40	"I would be able to shop for groceries. Also be able to make doctor's appointments. It would be able to get out. Make life more enjoyable"
41	"I have a car. I would like to bike to run errands in Bowling Green but I have safety concerns since there are no dedicated Shared Use Paths in the city. Also, I would like to be able to use public transportation if it were available to lessen my use of our personal vehicle for environmental reasons."
42	"Having access to reliable transportation would be amazing and help out so many people out including myself. The amount of stress to constantly beg and ask for rides to get to and from is exhausting. I go without doctor appointments, getting medication, appointments to get assistance and food. I can't even make it to food pantries because the ones who will deliver only deliver to those in town. There is no reliable transportation in Wood County and having to spend what little \$10-\$20 I have to have "family and friends" help me to get to where I need to go frustrating. People don't understand the burden of lack of transportation causes and the amount of mental stress you go through to get what you need. It's a chore to wake up wondering who do I have to bother today to get my needs met. Having to go to an expensive gas station or dollar general to spend what little SNAP I receive on food is also frustrating. But having reliable transportation seems to be nothing more than a dream."

43	"With more safe walking and biking paths, I would use my car less."
44	"Having access to reliable transportation would allow me to attend my grandsons sports games in the evenings and weekends. I would be able to attend church on Sundays when the weather is bad. I could go to dinner or out with friends in the evenings when I want to."
45	"Very beneficial"
46	"It would not impact mine as I drive."
47	"It wouldn't but could help others with transportation"
48	"N/A."
49	"More info"
50	"i would be able to do more personally, professionally and leisurely"
51	"For me I have my own car and no issues. From what I am told in Perrysburg the transportation needs to be scheduled out with little ability to travel for sudden needs"
52	"affordable access for all residents would improve the economy and quality of life in Wood County"

Summary: This was an open-ended question which received 52 responses with most responses stating that it would be easier to go to appointments, run errands, have social visits, and gain independence.

Question #12: Do you have specific suggestions for improving transportation in your area?

1	"Having a taxi service that works better for the customers, times and days that they would be used. Even if it was 2 Saturdays a month work till 9PM. 2 Sundays a month work till noon to allow people to get to church."
2	"Having a way to have transportation assist me getting in and out as I am blind. I can have someone ride with me, but would need someone to help me get in and out."
3	"Offer more options and reasonable prices."
4	"Something on Sundays would be great. Lower cost for lower income families."
5	"Need to be able to take my emotional support animal to the vet. Bus system with routes at least 8 buses some for taking people to grocery stores & other places and some for taking them home."
6	"Wait time is too long and sometimes not available"
7	"I live in Rudolph and need transportation to go there."
8	"Thank you"
9	"Something that lets us schedule rides to dentist, doctor, and shopping."
10	"Increase mobility non-medical and medical transportation options for those with disabilities"
11	"We don't have any at all and it is very needed"
12	"Simple and cheap public transport throughout the city, for 0600 to 2300. The University does this for their students; why don't they just do it for the town? They seem to have money enough for ANYTHING - why not help out the town they inhabit?"
13	"The transportation within the city is spotty but from the city to locations in the major city of Toledo from Bowling Green is expensive and not easily available"
14	"N/a"
15	"City bus would be fabulous."

16	"Wood County had a streetcar on Dixie Highway that went up to Toledo before the 1930s, it would be a big cost upfront but ultimately would be a wonderful resource for the community."
17	"More safe bike routes--what about alleys? Public transportation to Toledo, Detroit, Ann Arbor would be so helpful."
18	"Perrysburg Transit needs to pick-up people in Perrysburg Township not just drive them from Perrysburg to the township."
19	"Taxis and bussing"
20	"Reasonably priced on demand public transportation in all of Wood County is an obligation of county/regional government or agencies."
21	"Yes - get some. We have nothing, no choices, no options, no help."
22	"I would suggest that we have a system that allows people to schedule appointments for rides, that may be handicap accessible as needed, so that they can make appointments and run errands as needed. Similar to what Hancock county has done."
23	"Have free or cost effective transportation optiond"
24	"There needs to be some transportation that can be scheduled that doesn't cost a fortune. The cabs from BG will not come to North Baltimore for less than \$100 one way. I can still drive myself but I am in my mid 70's and the day is coming when I will need assistance to get to the doctor or grocery shopping. My children live out of state and my friends are my age. I would want to be able to call and schedule a Van or bus to pick me up in a timely manner and take me to an appointment and then pick me up and return me home. All for a few dollars. They could also take seniors to the local senior center for lunch and social time. Other counties around us have this service but we don't and we need it."
25	"It would be great if there was free public transport for Medicaid holders that was not only medical"
26	"More and better sidewalks and a fixed bus route or two wouldn't hurt"
27	"Yes. Perrysburg Township should join with Perrysburg transit."
28	"Develop one regional app that has links to vetted options."
29	"No"
30	"No"
31	"More options"
32	"We need more affordable flexible transportation options that coincide with employment opportunities."
33	"A cost effective (\$2-\$5) reliable transportation service for the elderly/handicapped/no license person that can pick you up at home and then later in the day at the appointment facility. Transportation is my biggest obstacle on my limited and fixed budget."
34	"Have stops at senior apartments and at low-income apartments complex. Have a stop up town somewhere in the area of banks, post office, library. Have another stop at grocery store and/or Dollar General on Rt.18"
35	"Have flex transport like in Toledo Ohio"
36	"Make public transportation available throughout Wood County so that people who don't have cars can access services, work and shopping without having to depend on someone who does have a car for transportation. --create a public transit system in Bowling Green that runs on a regular schedule including Sundays and Saturdays into the evening"

37	"It would be amazing if GLCAP could run a system like trips/net plus for the area. Base it off low cost and for anything not just medical purposes and bill the insurance or utilize a grant and do a sliding fee scale. Instead of specific routes do it similar to net plus where clients call to schedule out."
38	"More Bike lanes are essential. Multi-path off road paths are good for walkers, wheelchair and scooters but NOT cyclists. Pedal bikes and all e-bikes go too fast for multi-use paths and too slow for streets. Bicycles need lanes or paths of their own."
39	"More public transportation buses."
40	"Having transportation that is available in the evenings, after 4 on Saturdays and on Sundays would help out for many people. Also having transportation to go to other cities within Northwest Ohio. Like BG to Perrysburg or Maumee. And occasionally there is a need for transportation to medical appointments in areas that my insurance will not pay for. Having affordable transportation to those appointments would be helpful. I didn't choose to be disabled and using a wheelchair. I shouldn't be limited to a short distance/times for shopping, dinner out, medical appointments or spending time with friends/family."
41	"None"
42	"It would be nice to have ride share in our area. It's too far from Toledo so there are limited options. Millbury is basically near train tracks and highway so there is little safe biking options as well"
43	"More coordinated transportation funded via state and federal means."
44	"A county transit"
45	"Public transportation available all hours that includes rural areas"
46	"Sidewalks to Bus Stops"
47	"Independence"
48	"having a public bus system that goes all around bg"
49	"Need more ubers and lyfts.. sometimes can't find them at all...also need one city bus that stops at downtown BG and the corners of BG...the public transportation has to go later..."
50	"What ever the region chooses it must be affordable convenient and go where the people are. I do not believe this region has mastered when many other larger regions have figured out. My sister in law took the bus to work in downtown Toledo since it was far cheaper than parking. I never hear that marketed"
51	"having more chargers for electric vehicles"

Summary: This was an open-ended question which received 51 responses ranging from desiring a county wide transit system, more options, cheaper fares, evening and weekend transit, ease of scheduling, and pedestrian infrastructure. There were also statements of no specific suggestions or nothing to improve upon.

Challenges to Coordinated Transportation

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

- **Limited Transportation Coverage:** Wood County is largely rural, with many residents living in areas that are not easily accessible. This results in gaps in service coverage, especially in outlying areas where demand may be lower but still significant for key groups like seniors and low-income residents.
- **Inadequate Service Hours:** Current transportation services, including those provided by BG Transit, have limited operating hours, making it difficult for residents who need transportation during evenings, weekends, and non-traditional hours to access services. This affects people working night shifts, those needing to attend medical appointments, and individuals who require transportation for other time-sensitive needs.
- **Shortage of Transportation Drivers and Providers:** There is a significant shortage of qualified transportation drivers in Wood County, which limits the capacity to expand services or extend operating hours. Additionally, the county lacks sufficient transportation providers, with very few taxi services and ridesharing options available. This shortage makes it challenging to meet the growing demand for flexible, on-demand transportation, particularly for residents who do not have access to private vehicles.
- **Lack of Coordination Among Providers:** Although multiple transportation providers are available in the county, there is insufficient coordination between them. This lack of collaboration can result in duplicated services in some areas and unmet needs in others. A more integrated system could ensure that resources are used more efficiently and that service gaps are identified and addressed.
- **Limited Funding and Resources:** Securing funding for transportation services remains a challenge, with many programs reliant on grants and local match. While federal and state funding, such as the Section 5310 program, is available, the funding may not always be sufficient to cover growing transportation needs. Additionally, there is a need for investment in fleet upgrades and the maintenance of accessible vehicles.
- **Infrastructure Limitations:** Wood County's aging infrastructure, including narrow streets and outdated utilities, limits the development of more extensive transportation routes. Many areas lack adequate pedestrian infrastructure such as sidewalks and crosswalks, creating challenges for people with mobility issues and increasing the potential for accidents.
- **Public Awareness and Engagement:** While there is a demonstrated need for transportation services, some residents are unaware of existing resources or are unsure of how to access them. Effective marketing and public outreach are needed to increase awareness of available services and to better educate the public on how to utilize them.

These challenges highlight the need for comprehensive planning, expanded funding, and better coordination to create a transportation system that meets the needs of all residents in Wood County.

Summary of Unmet Mobility Needs

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

Exhibit 3: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
1	Lack of countywide public transportation service, particularly in rural areas	TAC meetings, SWOT, surveys & focus groups
2	Limited service hours, geographic coverage, and affordability	TAC meetings, SWOT, surveys & focus groups
3	Infrequent service to key destinations, including medical centers, jobs, and school	TAC meetings, SWOT, surveys & focus groups
4	Transportation barriers to employment, healthcare, and essential services	TAC meetings, SWOT, surveys & focus groups
5	Insufficient flexible, on-demand transportation options	TAC meetings, SWOT, surveys & focus groups
6	Lack of weekend transportation service	TAC meetings, SWOT, surveys & focus groups
7	Inadequate infrastructure for active transportation, including sidewalks and bike lanes	TAC meetings, SWOT, surveys & focus groups
8	Limited access to healthy food and medical appointments, especially in rural areas	TAC meetings, SWOT, surveys & focus groups
9	Barriers to aging in place due to inadequate pedestrian and accessible design in communities	TAC meetings, SWOT, surveys & focus groups
10	Social isolation caused by transportation gaps	TAC meetings, SWOT, surveys & focus groups
11	Challenges in addressing social determinants of health due to lack of reliable transportation	TAC meetings, SWOT, surveys & focus groups
12	Limited public awareness of available transportation options	TAC meetings, SWOT, surveys & focus groups
13	Unclear or complicated scheduling processes	TAC meetings, SWOT, surveys & focus groups
14	Long wait times for transportation services	TAC meetings, SWOT, surveys & focus groups
15	Confusion regarding eligibility for transportation services	TAC meetings, SWOT, surveys & focus groups
16	Transportation-related challenges for workforce access	TAC meetings, SWOT, surveys & focus groups
17	Fragmented funding and dependence on Bowling Green for public transit, restricting countywide coverage	TAC meetings, SWOT, surveys & focus groups

18	Barriers to regional collaboration and system expansion, limiting broader service coverage	TAC meetings, SWOT, surveys & focus groups
19	Limited public understanding of transportation system limitations affecting service delivery	TAC meetings, SWOT, surveys & focus groups
20	Need for more comprehensive and ongoing data to identify service gaps and guide future improvements	TAC meetings, SWOT, surveys & focus groups

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

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

Based on information gathered throughout the planning process, Great Lakes Community Action Partnership developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to 5 of the identified primary gaps and needs.

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

Goal #1: Expand Transportation Options to Enhance Countywide and Regional Connectivity

Description: Address transportation service gaps in rural areas to improve countywide and regional connectivity through innovative service models and strategic partnerships.

Need(s) Being Addressed:

- Lack of countywide public transportation service, particularly in rural areas
- Limited service hours, geographic coverage, and affordability
- Infrequent service to key destinations, including medical centers, jobs, and school
- Transportation barriers to unemployment, healthcare, and essential services
- Insufficient flexible, on-demand transportation options
- Lack of weekend transportation service
- Fragmented funding and dependence on Bowling Green for public transit, restricting countywide coverage
- Barriers to regional collaboration and system expansion, limiting broader service coverage

Strategy 1.1: Identify underserved communities and emerging service needs across the county

Strategy 1.2: Evaluate a micro-transit or on-demand transportation option

Strategy 1.3: Partner with ODOT's GoBus network to enhance intercity connectivity

Strategy 1.4: Secure funding through local foundations, grants, or government programs to cover costs of enhanced transportation

Timeline for Implementation: 4 years

Action Steps:

- Map areas with high unmet demand using survey data and trip logs
- Coordinate with transportation providers to explore commuter or connector services
- Explore contracted partnerships or voucher programs with NMT providers, taxis, rideshares, etc. to offer subsidies during evenings, weekends, and holidays
- Identify transportation providers and opportunities for piloting a micro-transit or on-demand transportation service

Parties Responsible for Leading Implementation: Mobility Management

Parties Responsible for Supporting Implementation: ODOT, BG Transit, Black and White, Wood County Health Department, BGSU, Local municipalities

Resources Needed: Staff time, coordination and collaboration, vehicles, operational funding

Potential Cost Range: \$300,000-\$500,000

Potential Funding Sources: ODOT Section 5311/5310, local match

Performance Measures/Targets:

1. Measure: Improve regional and rural transportation coverage
 - a. Target: Support and implement a partnership that connects Bowling Green to Toledo by the end of 2026
 - b. Target: Enhance regional connectivity with a GoBus route connecting Wood County to Lucas and Sandusky County by the end of 2026
2. Measure: Expand innovative and flexible service models
 - a. Target: Complete an evaluation of micro-transit or on-demand options by 2027
 - b. Target: Pilot a micro-transit or on-demand service model by 2029
3. Measure: Expand access to countywide transportation services
 - a. Target: Identify and fill at least two major service gaps in countywide transportation by 2030
 - b. Target: Increase the number of municipalities served by public transportation providers from baseline by 15% by 2030
 - c. Target: Reduce the City of Bowling Green's local match requirement for public transit operations by securing at least two new funding partners or contracts by 2028

Goal #2: Assess Transportation Needs for Workforce Mobility

Description: Improve access to employment opportunities for Wood County residents by addressing transportation barriers to employment, expanding service options between key employment corridors, and improving coordination across jurisdictions.

Need(s) Being Addressed:

- Transportation barriers to employment, healthcare, and essential services
- Transportation-related challenges for workforce access
- Limited service hours, geographic coverage, and affordability
- Lack of countywide public transportation service, particularly in rural areas
- Infrequent service to key destinations, including medical centers, jobs, and schools
- Insufficient flexible, on-demand transportation options
- Long wait times for transportation services

Strategy 2.1: Collaborate with the Workforce Mobility Partnership Program to identify and prioritize job access barriers and define solutions

Strategy 2.2: Engage employers and economic development leaders to identify high-demand employment corridors and shift schedules

Strategy 2.3: Evaluate and implement employment transportation options such as contract services, deviated/fixed-route shuttles, and vanpools

Strategy 2.4: Explore partnerships with regional transit providers (TARTA) and GoBus to expand inter-county connectivity

Timeline for Implementation: 2-3 years

Action Steps:

- Conduct a comprehensive workforce mobility assessment in partnership with the Workforce Mobility Partnership
- Participate in roundtables with local employers and job seekers
- Identify geographic priority corridors for service expansion
- Pilot a workforce transportation solution in a high-need corridor
- Track ridership and employment retention outcomes associated with transportation improvements
- Coordinate with local planning/zoning to support multimodal access near employment hubs

Parties Responsible for Leading Implementation: TARTA, Nelson Nygaard

Parties Responsible for Supporting Implementation: Mobility Management, TMACOG, Wood County Commissioners, Economic Development, local employers

Resources Needed: Staff time, data analysis support coordination and collaboration, vehicles,

Potential Cost Range: \$200,000-\$500,000

Potential Funding Sources: ODOT Sections 5311, 5310, Ohio Workforce Mobility Grants, Local Employer Contributions

Performance Measures/Targets:

1. Measure: Number of employers engaged in transportation planning
 - a. Target: Engage at least 5 employers or workforce partners across Wood County by 2026
 - b. Target: Establish at least 1 employer-contributed transportation partnership or pilot program by 2028
2. Measure: Access to employment transportation
 - a. Target: Launch or expand at least one new workforce-focused transportation option by 2028
 - b. Target: Increase ridership on workforce transportation services by 15% by 2030
3. Measure: Workforce retention and access outcomes
 - a. Target: At least 50% of users report improved ability to obtain or maintain employment within 6 months of starting the service
 - b. Target: Decrease no-show or late arrival rates due to transportation issues by 25% among participating employers by 2030

Goal #3: Increase Transportation Access to Improve Public Health Outcomes

Description: Improve public health outcomes by expanding access to transportation for medical care, healthy food, physical activity, and social connectedness by addressing mobility barriers and investing in active transportation infrastructure and programming to promote long-term wellness and community livability.

Need(s) Being Addressed:

- Limited access to healthy food and medical appointments, especially in rural areas
- Barriers to aging in place due to inadequate pedestrian and accessible design in communities
- Social isolation caused by transportation gaps
- Challenges in addressing social determinants of health due to lack of reliable transportation

Strategy 3.1: Partner with Wood County Health Department to expand non-emergency medical transportation (NEMT), vaccine/booster access, and healthy food delivery for vulnerable populations

Strategy 3.2: Explore a Safe Routes to Age in Place study that identifies pedestrian, sidewalk, and mobility gaps for older adults and people with disabilities

Strategy 3.3: Support the development of active transportation infrastructure by partnering with the Creating Healthy Communities program, local and regional Active Transportation Plans, and pursue funding through ODOT and TAP

Strategy 3.4: Partner with health and human service agencies to assess high-priority health and wellness destinations (e.g., clinics, pharmacies, parks, food pantries) and coordinated shared transportation solutions

Strategy 3.5: Develop partnerships with pharmacies, healthcare providers, and nonprofit organizations to pilot a prescription delivery program for homebound or transportation-limited residents

Strategy 3.6: Complete a study to assess the transportation needs of southern Wood County and beyond related to healthcare access

Timeline for Implementation: Duration of plan

Action Steps:

- Conduct data collection with health providers and community partners to identify unmet medical and nutrition access needs
- Coordinate with local planning and public works departments to identify infrastructure gaps for older adults and individuals with disabilities
- Facilitate workgroups with aging, health, and transportation agencies to co-develop Safe Routes to Age in Place and shared transportation needs
- Apply for relevant grants to support infrastructure improvements, delivery models, and outreach campaigns
- Promote public awareness through educational and outreach campaigns focused on wellness transportation options

Parties Responsible for Leading Implementation: Mobility Management, Health Department

Parties Responsible for Supporting Implementation: Wood County Committee on Aging, Area Office on Aging, local municipalities, pharmacies, nonprofits, local health systems

Resources Needed: staff time, GIS mapping/audit tools, outreach materials, funding match for grants

Potential Cost Range: \$10,000-\$100,000

Potential Funding Sources: ODOT, AARP Community Challenge Grants, Ohio Department of Health – Active Transportation Funding, Transportation Alternatives Program (TAP), Community Foundations, COVID-era recovery funds

Performance Measures/Targets:

1. Measure: Expansion of Access to Health and Nutrition Services

- a. Target: Implement at least one prescription or food delivery pilot in partnership with healthcare or community partners by 2027
 - b. Target: Expand NEMT or vaccine-related ride services to reach 100 new users by 2028
- 2. Measure: Development of Age-Friendly Mobility Infrastructure
 - a. Target: Secure funding to conduct a Safe Routes to Age in Place assessment for at least one community by 2028
 - b. Target: Host at least one community walk audit with older adults and individuals with disabilities to inform planning by 2029
- 3. Measure: Coordination Between Health Systems and Transportation Services
 - a. Target: Partner with at least one hospital or health system to secure a transportation contract for hospital discharges and/or follow-up appointments by 2030
 - b. Target: Develop and implement a standard hospital discharge transportation protocol in collaboration with at least one health system by 2030

Goal #4: Strengthen and Sustain Coordinated Transportation Services

Description: Support a coordinated and sustainable transportation network in Wood County by expanding public awareness, leveraging funding for accessible vehicles and services, and enhancing inter-agency collaboration.

Need(s) Being Addressed:

- Limited public awareness of available transportation options
- Unclear or complicated scheduling processes
- Long wait times for transportation services
- Confusion regarding eligibility for transportation services
- Limited public understanding of transportation system limitations affecting service delivery
- Need for more comprehensive and ongoing data to identify service gaps and guide future improvements

Strategy 4.1: Support the ongoing use and expansion of 5310 funding to acquire accessible vehicles, transportation operations, and programming

Strategy 4.2: Strengthen collaboration between agencies to improve service coordination and reduce duplication

Strategy 4.3: Develop and implement a marketing and public awareness campaign to promote all transportation services and resources

Strategy 4.4: Advocate for sustainable transportation funding at the local, state, and federal levels

Strategy 4.5: Preserve mobility management services to support planning, coordination, and public education across the transportation network

Timeline for Implementation: ongoing

Action Steps:

- Conduct an annual assessment of 5310 applications and needs
- Identify shared coordination opportunities among local transportation providers and agencies
- Host quarterly Transportation Advisory Committee meetings and work groups to advance Wood County's Coordinated Public and Human Services Transportation Plan
- Design a communications strategy to promote transportation services across all audiences
- Develop and distribute marketing materials (e.g., Getting Around Wood County Guides, social media content, flyers)
- Participate annually in Ohio Loves Transit Week and other awareness events to promote to advocate for rural transportation
- Meet with local and state officials to advocate for transportation investment and policy support
- Maintain and secure Section 5310 funding to support vehicle replacement, service continuity, and mobility management programming

Parties Responsible for Leading Implementation: Mobility Management

Parties Responsible for Supporting Implementation: BG Transit, Children Resource Center, WLI, ODOT, Ohio Public Transit Association, community and business partners

Resources Needed: operational funding, vehicles, staff time, coordination/collaboration, communications/outreach materials, meeting space

Potential Cost Range: \$250,000

Potential Funding Sources: Section 5310 ODOT Funding, community foundations, local government match and in-kind contributions

Performance Measures/Targets:

1. Measure: Increase awareness and utilization of transportation services
 - a. Target: Develop an annual Getting Around Guide that lists the transportation providers in Wood County
 - b. Target: Distribute 250 Getting Around Guides throughout the county annually
2. Measure: Support accessible transportation through effective use of 5310 resources
 - a. Target: Maintain 100% operational readiness of 5310 -funded vehicles
 - b. Target: Submit at least 2 5310 grant applications annually
3. Measure: Maintain mobility management services
 - a. Target: Sustain a full-time Mobility Manager position annually
 - b. Target: Convene 4 Transportation Advisory Committee meetings
4. Measure: Advocate for ongoing transportation funding and awareness
 - a. Target: Participate in Ohio Loves Transit each year
 - b. Target: Meet with local and state policymakers about transit priorities at least once per year
 - c. Target: Publish or present one advocacy-related update or success story annually

Goal #5: Achieve Financial Sustainability and Enhance Service Delivery Through Strategic Partnerships

Description: Establish a stable funding foundation for public and human service transportation in Wood County by expanding local match contributions, formalizing strategic partnerships, and leveraging state and federal resources. Address infrastructure and funding challenges by aligning with community stakeholders, optimizing contract opportunities, and increasing local buy-in to ensure long-term service viability.

Need(s) Being Addressed:

- Lack of countywide public transportation service, particularly in rural areas
- Limited service hours, geographic coverage, and affordability
- Transportation barriers to employment, healthcare, and essential services
- Insufficient flexible, on-demand transportation options
- Lack of weekend transportation service
- Inadequate infrastructure for active transportation, including sidewalks and bike lanes
- Fragmented funding and dependence on Bowling Green for public transit, restricting countywide coverage
- Barriers to regional collaboration and system expansion, limiting broader service coverage

Strategy 5.1: Develop a cost-sharing model to distribute match responsibilities beyond the City of Bowling Green to support countywide public transportation coverage

Strategy 5.2: Identify and pursue contracts with public and private partners to generate local match revenue

Strategy 5.3: Leverage state and federal funding by utilizing the 5311 grantee to manage coordinated contracts among agencies countywide through shared transportation providers

Strategy 5.4: Explore and evaluate the 5311-grantee designation to ensure the most effective governance structure for delivering and expanding countywide public transit

Timeline for Implementation: ongoing

Action Steps:

- Facilitate work groups with stakeholders to discuss shared cost models
- Identify and inventory agencies currently purchasing transportation services and explore contract alignment
- Draft and pilot an interagency cost-sharing or service agreement
- Assess administrative and legal requirements of 5311 grantee designee changes
- Engage ODOT and TMACOG to review options for maximizing regional coordination and funding alignment

Parties Responsible for Leading Implementation: Mobility Management, BG Transit

Parties Responsible for Supporting Implementation: Wood County Commissioners, Human Service Agencies, Local municipalities

Resources Needed: staff time, technical assistance, legal/contract support for formal agreements, outreach and education materials

Potential Cost Range: \$10,000-\$75,000

Potential Funding Sources: ODOT, local agency contributions, in-kind

Performance Measures/Targets:

1. Measure: Number of formalized transportation services or cost-sharing agreements with local agencies and municipalities
 - a. Target: At least 1 interagency agreement by 2030
 - b. Target: Expansion of match contributors beyond Bowling Green by 50% by 2030
2. Measure: Local match revenue generated through new contracts and partnerships
 - a. Target: Secure at least \$25,000 in new local match revenue by 2030
 - b. Target: Increase locally generated match revenue by 15% annually after 2030
3. Measure: Completion of a countywide transit needs assessment and collaborative evaluation of governance and service delivery options
 - a. Target: Conduct a countywide survey and stakeholder outreach process to assess current and future public transit needs by the end of 2026
 - b. Target: Engage with leadership to explore interest and capacity for expanding transit services countywide, contingent upon the identification of additional local match sources by 2027
 - c. Target: If countywide expansion is not feasible under the current structure, facilitate a collaborative review process with stakeholders to explore alternative governance or administrative models to support coordinated countywide transit by 2030

VI. Plan Adoption

The Infrastructure Investment and Jobs Act (IIJ) requires that the plan development process must include older adults, individuals with disabilities, members of the general public, and representatives from public, private and non-profit transportation, and human services providers but does not mandate the body or organization that must adopt the plan. However, the Section 5310 program specifies that individuals who adopt the plan must include individuals who were involved in the planning process. Therefore, ODOT has taken the step of requiring that the local Transportation Advisory Committee that was developed at the onset of the planning process will have the responsibility of plan adoption and approving future amendments of the plan.

In accordance with the requirements set forth by the IIJ Act and ODOT, the Wood County Coordinated Public and Human Services Transportation Plan included a designated public comment period to allow for stakeholder and community input prior to plan adoption. A draft of the Coordinated Plan was made available upon request for review by stakeholders and the general public prior to a community meeting held on May 21, 2025, at the Wood County Job and Family Services, with the option to attend virtually to ensure accessibility. Specific outreach efforts were made to engage older adults, individuals with disabilities, and representatives from public, private, and non-profit transportation and human services providers.

Outreach and notification efforts included the following:

- A public notice posted on April 9, 2025, announcing the opportunity to request, review, and comment on the draft plan throughout the month of May.
- Social media promotion on April 10, 2025, to broaden awareness and reach additional community members.
- Calendar invitations sent on April 9, 2025, to private, non-profit, and human services providers involved in the planning process.
- An email reminder sent on May 21, 2025, to ensure that key stakeholders had the opportunity to attend and provide final feedback at the public meeting.

All outreach and engagement efforts were documented and will be maintained by GLCAP.

Comments were received from April 10th-May 31st, 2025. Stakeholders requested improved clarity and inclusivity within the plan. Ben Robison, Wood County Health Department Commissioner, requested an additional strategy to include a transportation study related to transportation for healthcare access. Carri Stanley, Wood County Commissioners' Administrator, requested to remove a strategy regarding a volunteer driver program and asked questions to clarify dollar amounts and responsibility pertaining to the goals.

Following the public comment period, GLCAP reviewed all feedback and incorporated relevant revisions into the final Coordinated Plan. Questions regarding dollar amounts and responsibility were addressed in person during the public meeting.

The draft plan was distributed electronically via email to all Planning Committee members, with hard copies available upon request to ensure efficient and equitable access.

The Coordinated Plan was formally presented to the Planning Committee during a public meeting held on May 21, 2025, at Wood County Job and Family Services, with a virtual participation option also available. The meeting was open to the public and promoted through previously established outreach channels used throughout the planning process. A total of 19 members attended, including 16 in person and 3 virtually.

A motion to adopt the plan, allowing for any formatting or insignificant changes to be made afterward, was introduced by Ben Robison and seconded by Sandy Wiechman. The Planning Committee voted unanimously in favor of adoption.

Following the incorporation of feedback from the public comment period, the lead agency prepared the final draft of the Wood County Coordinated Public and Human Services Transportation Plan. The updated version of the plan, along with documentation of all comments received and the corresponding responses or revisions, was shared with the Planning Committee on June 26, 2025. No significant edits or objections were received from the Planning Committee following the distribution of the final draft. As a result, the plan advanced to the final adoption stage without requiring an additional stakeholder review.

To meet state requirements for rural and small urban counties, GLCAP presented the Coordinated Plan to the Wood County Board of Commissioners on May 13, 2025, to ensure appropriate local authority was informed and involved in the final adoption process.

The Final Coordinated Plan was then submitted to the Special Project Manager within the Office of Transit at ODOT for a final review. Once the review was complete with any corrections, a Plan Adoption Page was distributed to each Planning Committee member for signature, confirming both their involvement in the planning process and their approval of the final plan. The signed adoption page will be submitted to ODOT alongside the final plan and made available to all stakeholders, including via publication on the Great Lakes Community Action Partnership's website.

Appendix A: List of Planning Committee Participants

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

Agency Representation

Name	Agency
Mackenzie Lynch	Advocates for Basic Legal Equality, Inc. (ABLE)
Sandy Wiechman	BGSU
Debbie Thompson	BG Song
Clark Gross	Black and White Transportation
Leeza Snyder, Stephanie Walters	Briar Hill Health Campus
Angie Tellez	Children's Resource Center
Martha Woelke	City of BG - BG Transit
Amy Kinney	First Step Domestic Violence Services
Courtney Curtis, Jim Oliver, Mindy Birkholz	Great Lakes Community Action Partnership
Josh Bender	North Baltimore
Kali Sawaya	TARTA
Amira Nur, Marissa Bechstein	TMACOG
Emily Matthews	United Way of Greater Toledo
Scott McKeown	Wood County Board of DD
Alisha Nenadovich	Wood County Committee on Aging
Ben Robison	Wood County Health Dept.
Angel Mercer	Wood County Hospital
Michael Fuller, Shannon Fisher	Wood County Job and Family Services
Carri Stanley, Dan Scherger	Wood County Commissioners
Zach Migura	Wood County Veterans Services
Kristie Peek, Sara Zulch-Smith	Wood Lane Residential Services and Properties
Melinda Kale, Pam Espen	Work Leads to Independence (WLI)

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

Mindy Birkholz
Mobility Management Coordinator
Great Lakes Community Action Partnership
419-333-5087
mabirkholz@glcap.org

Appendix B: List of Annual Reviews and Plan Amendments

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

Mindy Birkholz
Mobility Management Coordinator
Great Lakes Community Action Partnership
419-333-5087
mabirkholz@glcap.org

Annual Review – Fiscal Year (FY) 2026

The Fiscal Year 2026 Annual Review of the Wood County Coordinated Public and Human Services Transportation Plan was conducted in May 2026. The purpose of the annual review is to evaluate the 2026-2030 Coordinated Plan, adopted in FY2025, and document updates that ensure the plan remains current, relevant, and responsive to the county's evolving transportation needs.

Throughout FY2026, The Transportation Advisory Committee met quarterly to review transportation priorities, discuss emerging needs, monitor progress toward plan goals, and recommend updates. As a result of the annual review process, the following sections of the Coordinated Plan were amended.

FY2026 Plan Review

The Wood County Coordinated Public and Human Services Transportation Plan was reviewed in its entirety. The following sections were updated during the FY2026 Annual Review:

Section Updated	Page(s)	Summary of Amendment
Executive Summary	4	Updated community resources to include addition of new transportation services.
Transportation Service Providers	15-18	Updated provider information and service changes.
Agency Representation	53	Updated Transportation Advisory Committee members and participating agencies
Various Sections	51-52	Updated GLCAP Mobility Management Coordinator name and contact information to reflect a staff transition.
Goals and Strategies	53-58	Added FY2026 progress updates and revised implementation status.

Agency Representation – Annual Review FY 2026

Name	Agency
Mackenzie Lynch	Advocates for Basic Legal Equality, Inc. (ABLE)
Debbie Thompson	BG Song
Clark Gross, Tripper Northup	Black and White Transportation
Stephanie Walters	Briar Hill Health Campus
Angie Tellez	Children’s Resource Center
Matthew Snow	City of BG – BG Transit
Amy Kinney	First Step Domestic Violence Services
Mindy Birkholz, Nadine Thompson	Great Lakes Community Action Partnership (GLCAP)
Kelly Schuck	ODDD
Josh Bender, Mason Davis	Village of North Baltimore
Kali Sawaya	TARTA
Amira Nur, Marissa Bechstein, Sean Sammon	Lake Erie West Regional Council
Emily Matthews	United Way of Greater Toledo
Scott McKeown	Wood County Board of Developmental Disabilities
Alisha Nenadovich	Wood County Committee on Aging
Safa Ibrahim, Katie Dennison	Wood County Health Department
Angel Mercer	Wood County Hospital
Michael Fuller, Shannon Fisher	Wood County Job and Family Services
Carri Stanley, Dan Scherger	Wood County Commissioners
Zach Migura	Wood County Veterans Services
Kristie Peek, Sara Zulch-Smith	Wood Lane Residential Services and Properties
Melinda Kale, Pam Espen	Work Leads to Independence (WLI)

Goals and Strategies – Annual Review FY 2026

Goal #1: Expand Transportation Options to Enhance Countywide and Regional Connectivity

STRATEGY 1.1:

Identify underserved communities and emerging service needs across the county

FY2026 PROGRESS UPDATE:

Transportation gaps and emerging service needs were identified through community outreach, stakeholder engagement, and transportation planning activities throughout FY2026. Particular emphasis was placed on underserved rural communities in southern Wood County through the completion of the Southern Wood County Transit Feasibility Study. Workforce transportation needs were also extensively evaluated through the WorkLink study, providing additional county-wide level data to support future transportation planning and service development.

STRATEGY 1.2:

Evaluate a micro-transit or on-demand transportation option

FY2026 PROGRESS UPDATE:

Micro-transit and other flexible transportation service models were evaluated through the WorkLink Workforce Transportation Study as potential solutions to address workforce transportation needs and improve mobility in underserved areas of Wood County.

STRATEGY 1.3:

Partner with ODOT's GoBus network to enhance intercity connectivity

FY2026 PROGRESS UPDATE:

During fiscal year 2026, a new GoBus stop was implemented in Bowling Green, expanding regional transportation connectivity and increasing access to intercity transportation options for Wood County residents.

STRATEGY 1.4:

Secure funding through local foundations, grants, or government programs to cover costs of enhanced transportation

FY2026 PROGRESS UPDATE:

Funding opportunities to support enhanced transportation services were evaluated throughout FY2026. Through Transportation Advisory Committee (TAC) discussions and the Southern Wood County Transit Feasibility Study, stakeholders explored strategies to better leverage existing transportation funding resources already available within Wood County. The WorkLink Workforce Transportation Study also identified potential funding sources and grant opportunities associated with various transportation service models.

Goal #2: Assess Transportation Needs for Workforce Mobility

STRATEGY 2.1:

Collaborate with the Workforce Mobility Partnership Program to identify and prioritize job access barriers and define solutions

FY2026 PROGRESS UPDATE:

The Toledo Area Regional Transit Authority (TARTA) was awarded funding through the Ohio Workforce Mobility Partnership Program to complete a workforce transportation study. The comprehensive workforce planning effort identified workforce transportation barriers, analyzed travel patterns, engaged employers and employees, and developed strategies to improve access to employment opportunities throughout wood county.

STRATEGY 2.2:

Engage employers and economic development leaders to identify high-demand employment corridors and shift schedules

FY2026 PROGRESS UPDATE:

Extensive engagement with employers, economic development organizations, workforce partners, and other stakeholders was conducted throughout FY2026 to identify employment corridors, workforce

transportation challenges, and mobility needs. Planning efforts included employer and employee surveys, stakeholder interviews, and travel pattern analysis using anonymized cell phone mobility data.

Additionally, the Lake Erie West Regional Council initiated a regional Workforce, Housing, and Transportation Study collaborating with employers and economic development partners to better understand the relationship between housing, transportation, and workforce accessibility.

STRATEGY 2.3:

Evaluate and implement employment transportation options such as contract services, deviated/fixed-route shuttles, and vanpools

FY2026 PROGRESS UPDATE:

Multiple workforce transportation strategies, including employer shuttles, vanpools, microtransit, and other mobility solutions, were evaluated during FY2026. While implementation has not yet occurred, the TAC continues exploring the feasibility of a countywide transportation system, while members of the WorkLink committee continue evaluating the potential development of a Transportation Management Association (TMA) to advance future workforce transportation initiatives.

STRATEGY 2.4:

Explore partnerships with regional transit providers (TARTA) and GoBus to expand inter-county connectivity

FY2026 PROGRESS UPDATE:

Efforts to expand regional transportation connectivity continued throughout FY2026. Planning activities evaluated TARTA as a potential regional connector for workforce transportation, while implementation of a new GoBus stop in Bowling Green expanded access to regional and intercity travel.

Goal #3: Increase Transportation Access to Improve Public Health Outcomes

STRATEGY 3.1:

Partner with Wood County Health Department to expand non-emergency medical transportation (NEMT), vaccine/booster access, and healthy food delivery for vulnerable populations

FY2026 PROGRESS UPDATE:

Partnerships with the Wood County Health Department to advance transportation initiatives supporting healthcare access and other essential services for vulnerable populations continued through FY2026. Ongoing coordination focused on identifying strategies to improve access to healthcare and other essential destinations, including the exploration of potential pilot projects to address transportation barriers.

STRATEGY 3.2:

Explore a Safe Routes to Age in Place study that identifies pedestrian, sidewalk, and mobility gaps for older adults and people with disabilities

FY2026 PROGRESS UPDATE:

This strategy was not prioritized for FY2026. Related mobility and accessibility planning efforts were advanced through other transportation and public health initiatives.

STRATEGY 3.3:

Support the development of active transportation infrastructure by partnering with the Creating Healthy Communities program, local and regional Active Transportation Plans, and pursue funding through ODOT and TAP

FY2026 PROGRESS UPDATE:

The Wood County Health Department advanced development of an Active Transportation Plan through collaboration with local and regional partners. Planning efforts continued to support transportation safety, accessibility, and active transportation throughout Wood County.

STRATEGY 3.4:

Partner with health and human service agencies to assess high-priority health and wellness destinations (e.g., clinics, pharmacies, parks, food pantries) and coordinated shared transportation solutions

FY2026 PROGRESS UPDATE:

Community engagement activities conducted through planning efforts helped identify priority healthcare, employment, and other essential destinations, providing valuable information to support future transportation planning and coordinated mobility solutions.

STRATEGY 3.5:

Develop partnerships with pharmacies, healthcare providers, and nonprofit organizations to pilot a prescription delivery program for homebound or transportation-limited residents

FY2026 PROGRESS UPDATE:

This strategy was not prioritized during FY2026.

STRATEGY 3.6:

Complete a study to assess the transportation needs of southern Wood County and beyond related to healthcare access

FY2026 PROGRESS UPDATE:

This strategy was completed during FY2026 with the completion of the Southern Wood County Transit Feasibility Study. Conducted in partnership with the Wood County Health Department, the study included stakeholder interviews, community surveys, and focus groups to assess transportation barriers and service needs related to healthcare and other essential destinations. The study identified transportation gaps and established recommendations to guide future transportation planning and service improvements.

Goal #4: Strengthen and Sustain Coordinated Transportation Services

STRATEGY 4.1:

Support the ongoing use and expansion of 5310 funding to acquire accessible vehicles, transportation operations, and programming

FY2026 PROGRESS UPDATE:

Wood County transportation providers and stakeholders successfully secured Section 5310 funding to support accessible vehicles strengthening coordinated transportation services throughout the county.

STRATEGY 4.2:

Strengthen collaboration between agencies to improve service coordination and reduce duplication

FY2026 PROGRESS UPDATE:

Community partners and transportation providers continued strengthening service coordination through ongoing collaboration and participation in the TAC, the Wood County Senior Resource Network, the Safe Communities Coalition, and other countywide committees and partnerships.

STRATEGY 4.3:

Develop and implement a marketing and public awareness campaign to promote all transportation services and resources

FY2026 PROGRESS UPDATE:

Public awareness of transportation services and mobility needs increased throughout FY2026 through coordinated outreach, community engagement, and transportation planning initiatives. Public engagement activities associated with the WorkLink Workforce Mobility Study, promotion of the new GoBus stop in Bowling Green, and other transportation planning efforts encouraged community participation and expanded public dialogue regarding transportation opportunities throughout Wood County.

STRATEGY 4.4:

Advocate for sustainable transportation funding at the local, state, and federal levels

FY2026 PROGRESS UPDATE:

Transportation providers and community partners continued participating in statewide transportation advocacy efforts through the Ohio Public Transit Association (OPTA), including the annual Ohio Loves Transit campaign, which promotes awareness of the value of public transportation. Additionally, grassroots advocacy efforts through Bowling Green Save Our Neighborhoods Group (BG SONG) helped elevate local conversations surrounding transportation accessibility and mobility. Preliminary planning also began for participation in the Week Without Driving campaign, a national initiative highlighting transportation barriers experienced by individuals who cannot drive.

STRATEGY 4.5:

Preserve mobility management services to support planning, coordination, and public education across the transportation network

FY2026 PROGRESS UPDATE:

Great Lakes Community Action Partnership applied through the Ohio Department of Transportation's Mobility Management Program to preserve mobility management services supporting transportation planning, coordination, and public education efforts within the county.

Goal #5: Achieve Financial Sustainability and Enhance Service Delivery Through Strategic Partnerships

STRATEGY 5.1:

Develop a cost-sharing model to distribute match responsibilities beyond the City of Bowling Green to support countywide public transportation coverage

FY2026 PROGRESS UPDATE:

Through the TAC, transportation stakeholders continued exploring cost-sharing approaches to support countywide public transportation. Evaluation efforts included identifying opportunities for agencies currently investing transportation dollars to better leverage Section 5311 funding through a coordinated countywide approach.

STRATEGY 5.2:

Identify and pursue contracts with public and private partners to generate local match revenue

FY2026 PROGRESS UPDATE:

Transportation stakeholders continued evaluating partnership and contracting opportunities that could support local match requirements, enhance transportation coordination, and strengthen the long-term financial sustainability of countywide public transportation services. Additional planning and organizational coordination will be needed before these opportunities can be implemented.

STRATEGY 5.3:

Leverage state and federal funding by utilizing the 5311 grantee to manage coordinated contracts among agencies countywide through shared transportation providers

FY2026 PROGRESS UPDATE:

The TAC continued a structured evaluation of opportunities to leverage Section 5311 funding to support coordinated transportation services throughout Wood County. Planning efforts included assessing the feasibility, potential benefits, and implementation considerations associated with shared transportation service models and coordinated contracting opportunities.

STRATEGY 5.4:

Explore and evaluate the 5311-grantee designation to ensure the most effective governance structure for delivering and expanding countywide public transit

FY2026 PROGRESS UPDATE:

The TAC began evaluating governance structures that could support the long-term delivery and expansion of countywide public transportation. Planning efforts included reviewing various governance models and assessing their potential advantages, challenges, and applicability to Wood County. Additional evaluation will continue before any formal recommendations or actions are considered.

Appendix C: Definitions

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

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

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

Infrastructure Investment and Jobs Act (IIJA) – The Infrastructure Investment and Jobs Act, signed into law on November 15, 2021, authorizes significant funding to improve the nation’s transportation infrastructure, including public transit. The IIJA provides \$550 billion in new investments over five years, with a focus on modernizing infrastructure, enhancing safety, and expanding access to reliable and affordable transportation options. Specifically, it includes funding for the Federal Transit Administration (FTA) to improve transit systems, support the transition to electric buses, enhance transit safety, and promote equitable access to transportation services across rural and urban communities.

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

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

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

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

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

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

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

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