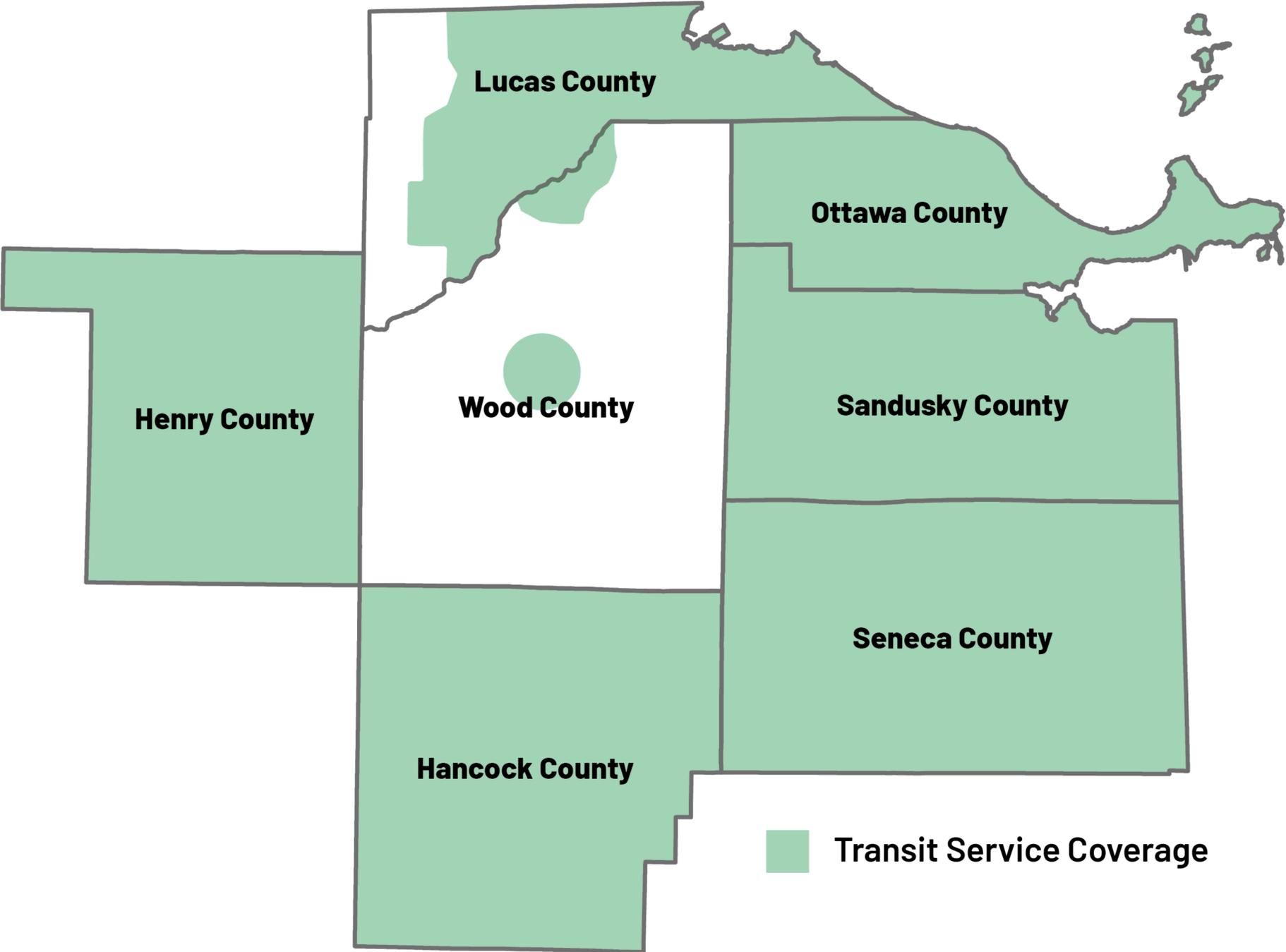


The Transit Desert

Most neighboring counties have countywide or nearly countywide transit service



The Experiences



“ I have to walk an hour to get to my bus stop.”
Walgreens Distribution Center Employee

“ We have a lot of employee turnover because of transportation challenges.”
Wood County Human Resources professional



“ On a daily basis we interact with drivers driving without valid licenses who are knowingly continuing to drive to work.”
Northwood Law Enforcement

“ My daughter with epilepsy has to get dropped off a mile away from Owens and is expected to walk on a street without sidewalks and streetlights. We need to do better.”
Owens Community College Parent



The Need



Transportation access is critical to
economic development and growth

Universal desire to support workforce
from local and state legislators

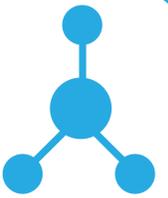
Employers say transportation access is a
major challenge for attracting and retaining a
dependable workforce in northern Wood County

Better transit to Wood County is a
local transportation planning priority

The Goals



Enhance Workforce Mobility



**Establish Multimodal
Connection Points**



**Encourage
Regional Collaboration**



Support Economic Growth

Project Sponsors



Department of
Transportation



Lake Erie West
REGIONAL COUNCIL

Empowering Connection • Amplifying Impact



Great Lakes
COMMUNITY ACTION
PARTNERSHIP

Stakeholder and Employer Input

Engaged with a **Steering Committee and larger stakeholder group** multiple times throughout the project

Gathered feedback from small group and one-on-one **employer interviews**

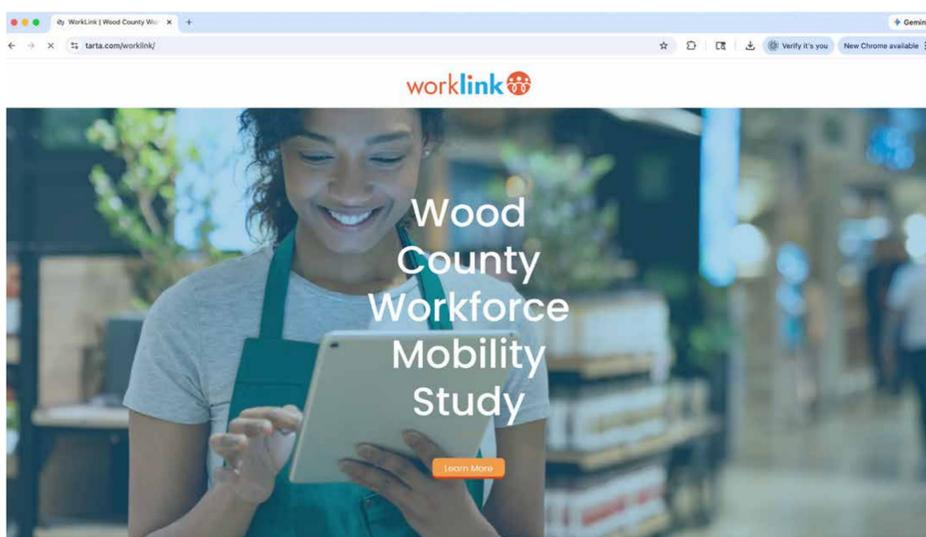
Solicited input from **employer and employee surveys**

Shared progress and information at several **community events and conferences**

Conducted **focus groups** to discuss TDM strategies and strategies for serving large employers

Educated stakeholders at several lunch-and-learn events

Documented progress and shared information on the project website: **woodcountyworklink.com**



Worklink website



The Workforce Mobility Patterns

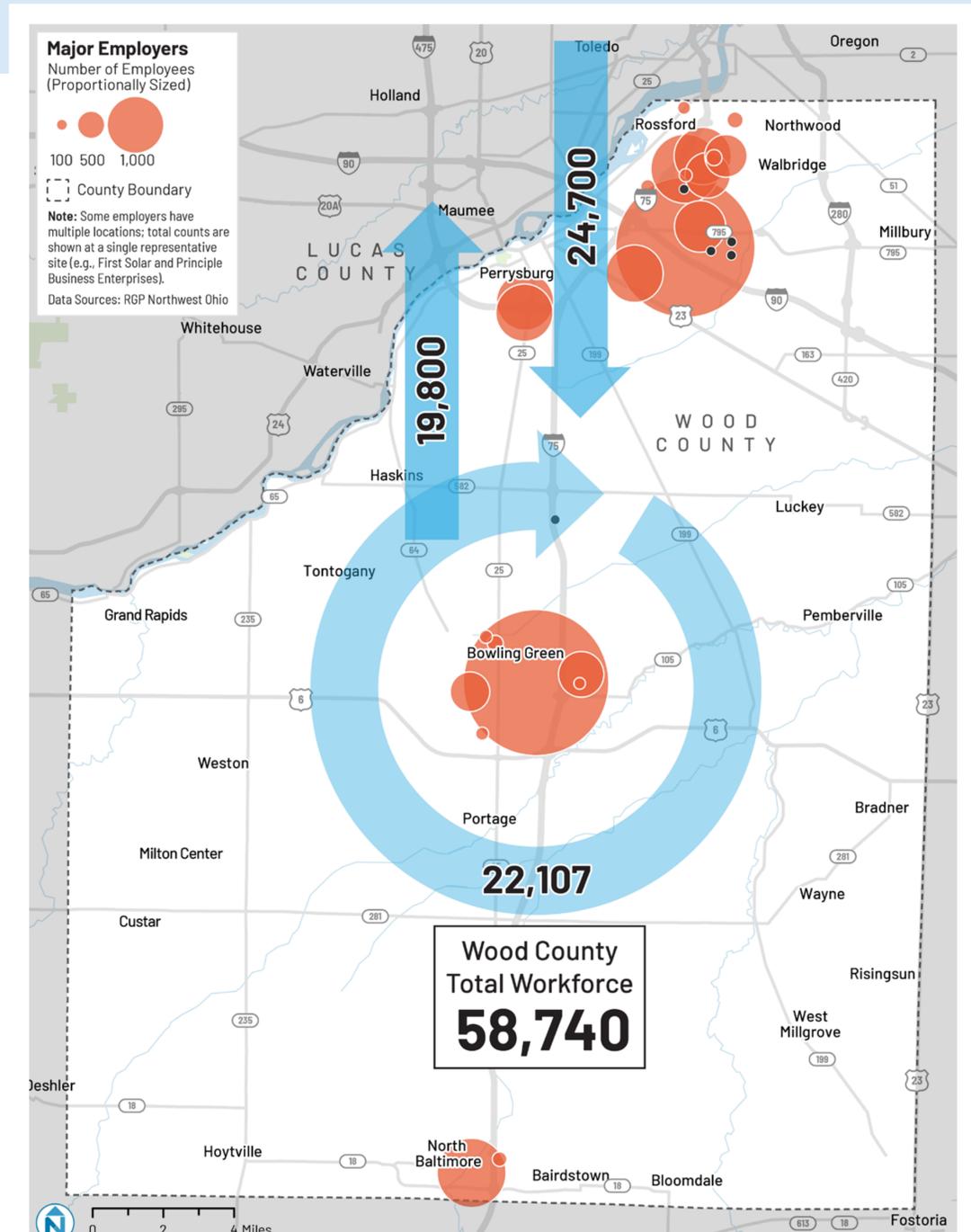
Technical work and engagement showed where, when and how people need to get to Wood County jobs

Nearly 50,000 jobs in Wood County are filled by workers who live outside the county

More than 1/3 of total Wood County workers come from Lucas County

Around 20,000 Wood County residents work in Lucas County

Around 22,000 residents stay and work in the county



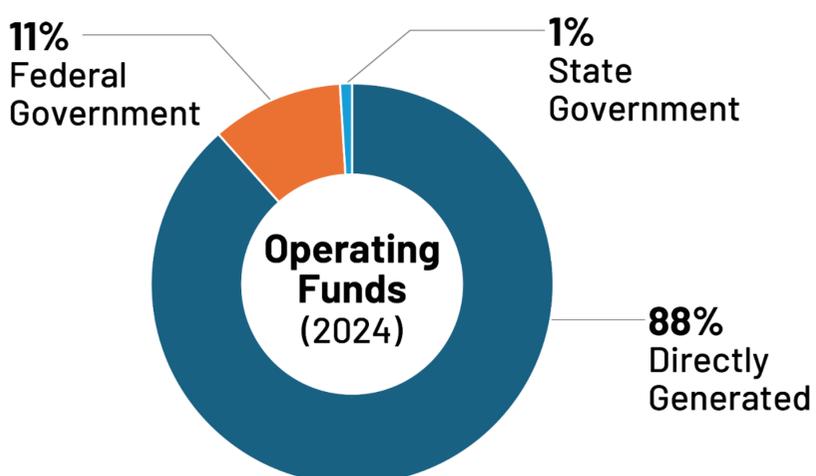
How are Existing Transit Services Funded?

Transit is funded by a mix of federal, state and local funds.

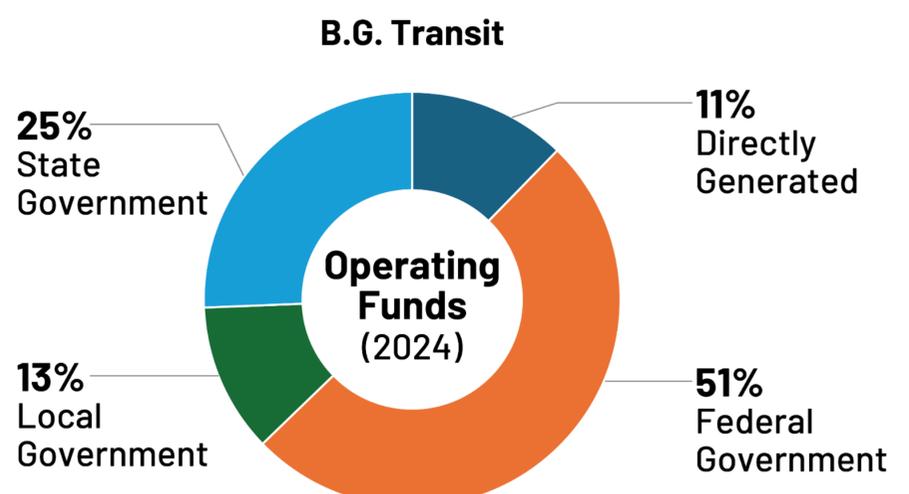
Below is an example for an urban system and a rural system

	Annual Operating Budget	Federal Funds Fed/Local share		Local Match	
		Operating 50/50	Capital 80/20	State	Local
TARTA	\$33.2 M	FTA 5307 preventive maintenance only	FTA 5307, 5339	None	Sales tax, Fares
Bowling Green Transit	\$638,102	FTA 5311	FTA 5310	General Revenue Fund, Grants	Fares, contracts

Toledo Area Regional Transit Authority (TARTA)



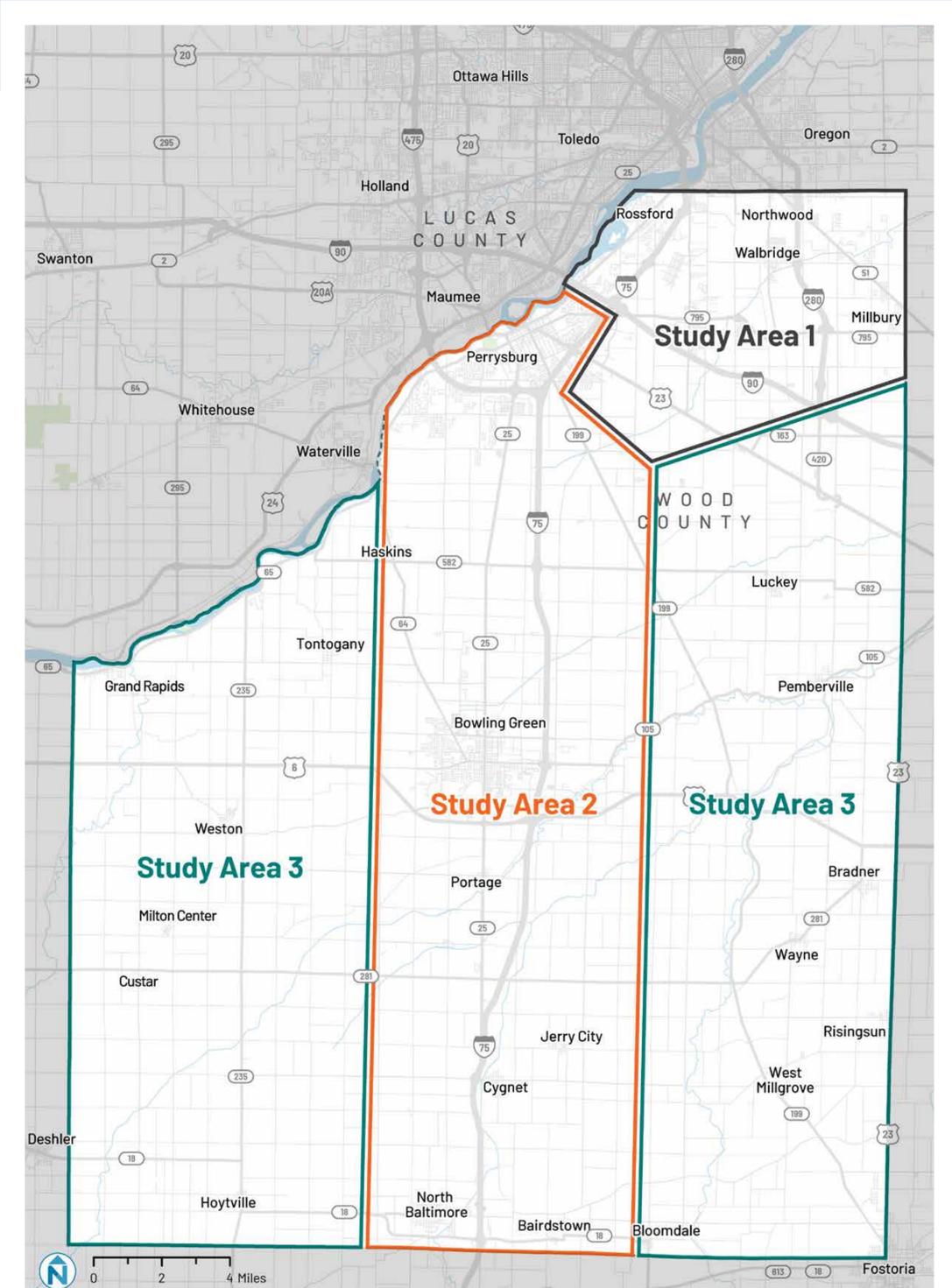
B.G. Transit



Fund New Transit

Workforce transit strategies are **new** transit services

They will require funding to operate



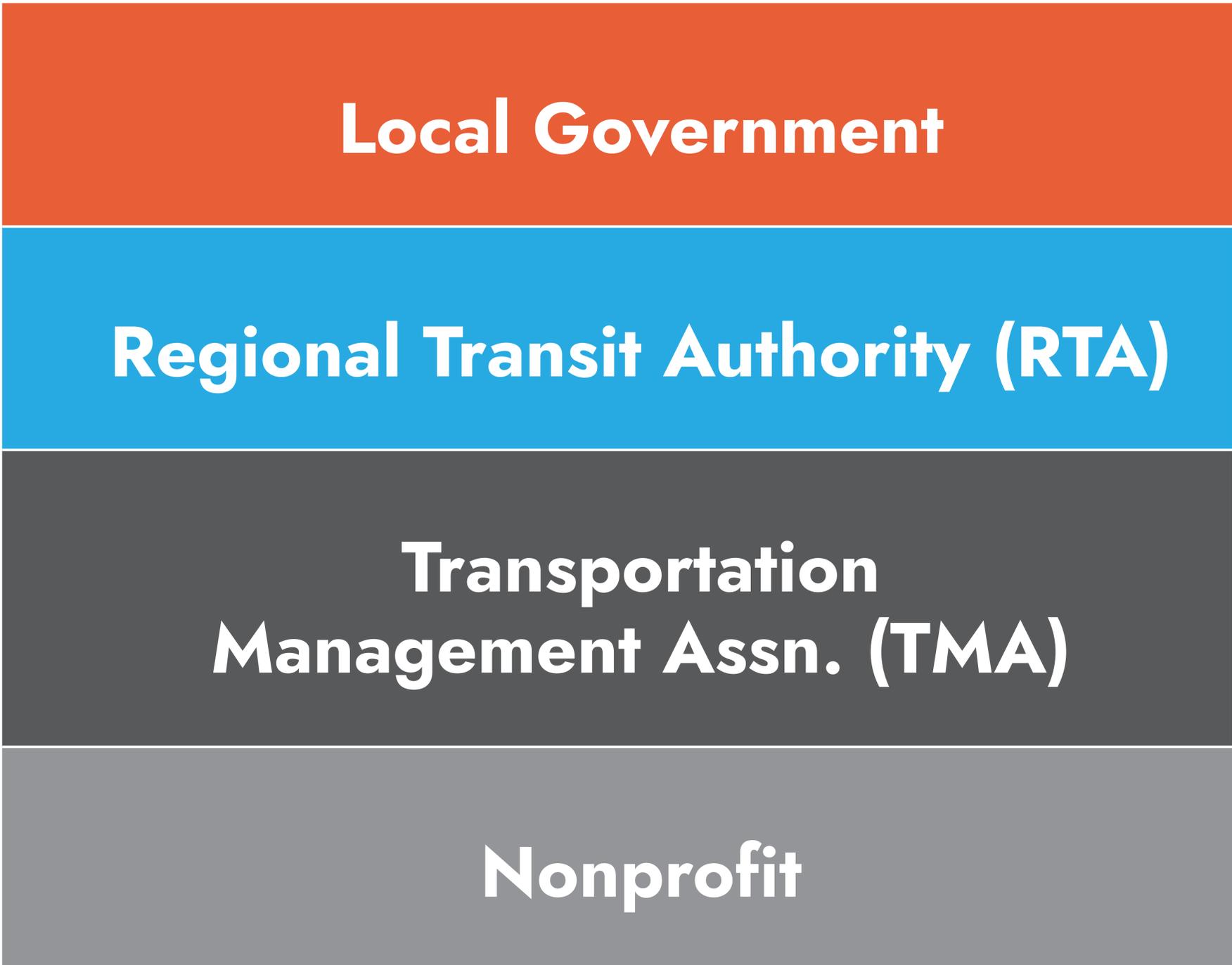
Funding Sources	Applicable Study Areas
Employer contributions	1
Locally generated funds, such as advertising, bulk passes, sales tax, fees, in-kind contributions	1, 2, 3
Additional federal rural transit funds	2, 3

Governance Considerations

“Governance” means the agency who owns the service.



There are four overall governance models applicable to Wood County. Each is more or less feasible depending on the transit strategy. The owner (grant or local funds recipient) can be different from the operator (service delivery).



What is a Transportation Management Association (TMA)?

TMA's are organizations that administer Transportation Demand Management (TDM) strategies, such as a workforce shuttle.

.....

TMA's are member-controlled (such as employers) and are funded by member dues fees, and/or grants.

.....

TMA's can be governed by existing organizations (like Lake Erie West Regional Council) or established as a 501(c) (3) nonprofit.



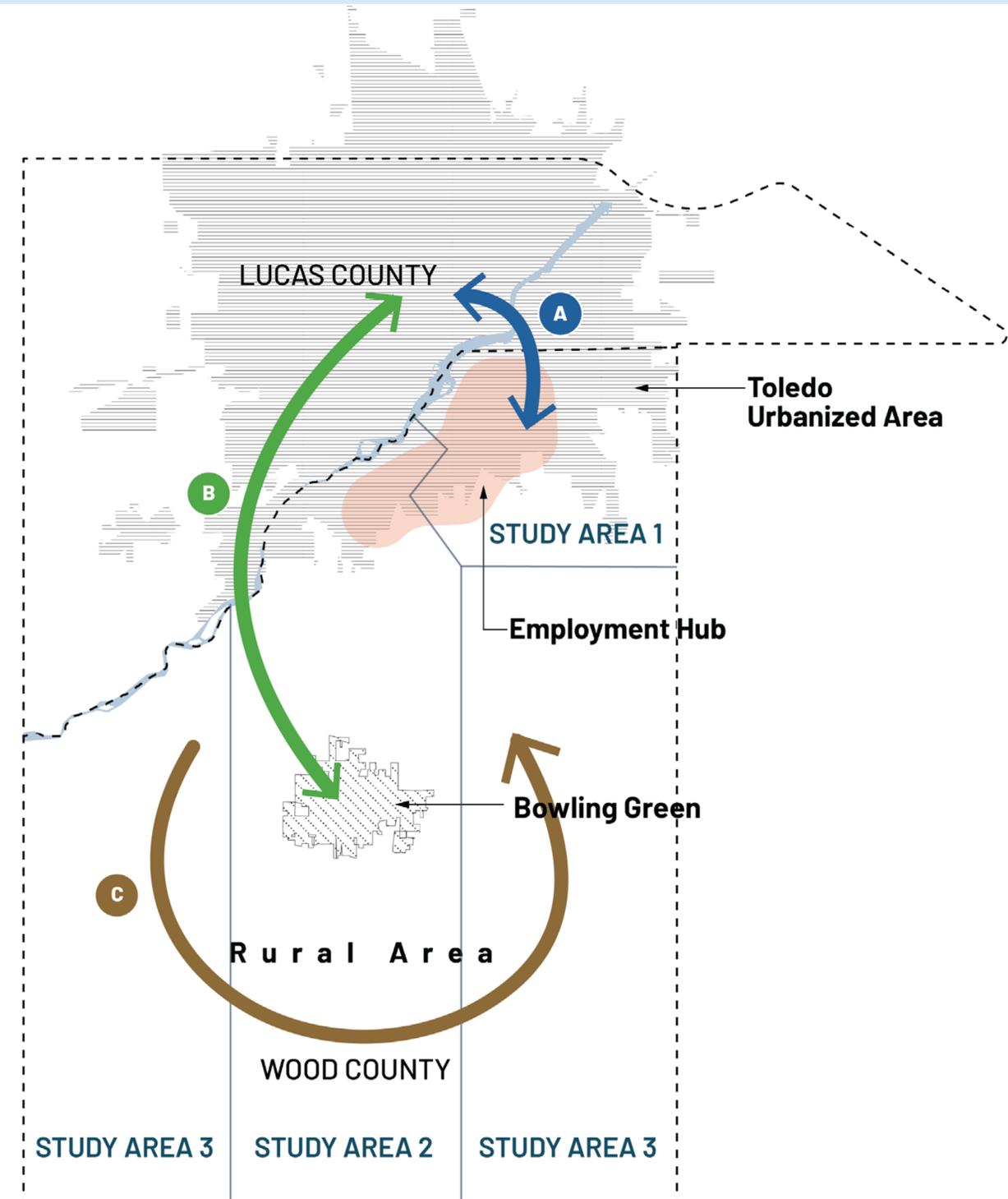
Greater Valley Forge TMA Shuttles, Southeast PA

Travel Markets Dictate Mobility Options

- A** Urban to Suburban
Study Area 1

- B** Intercity
Study Area 2

- C** Rural
Study Areas 1, 2, 3



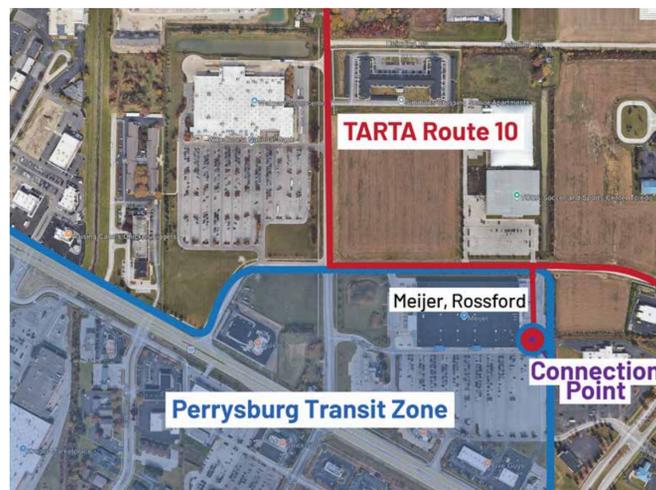
Other Transportation Options

Connection Points

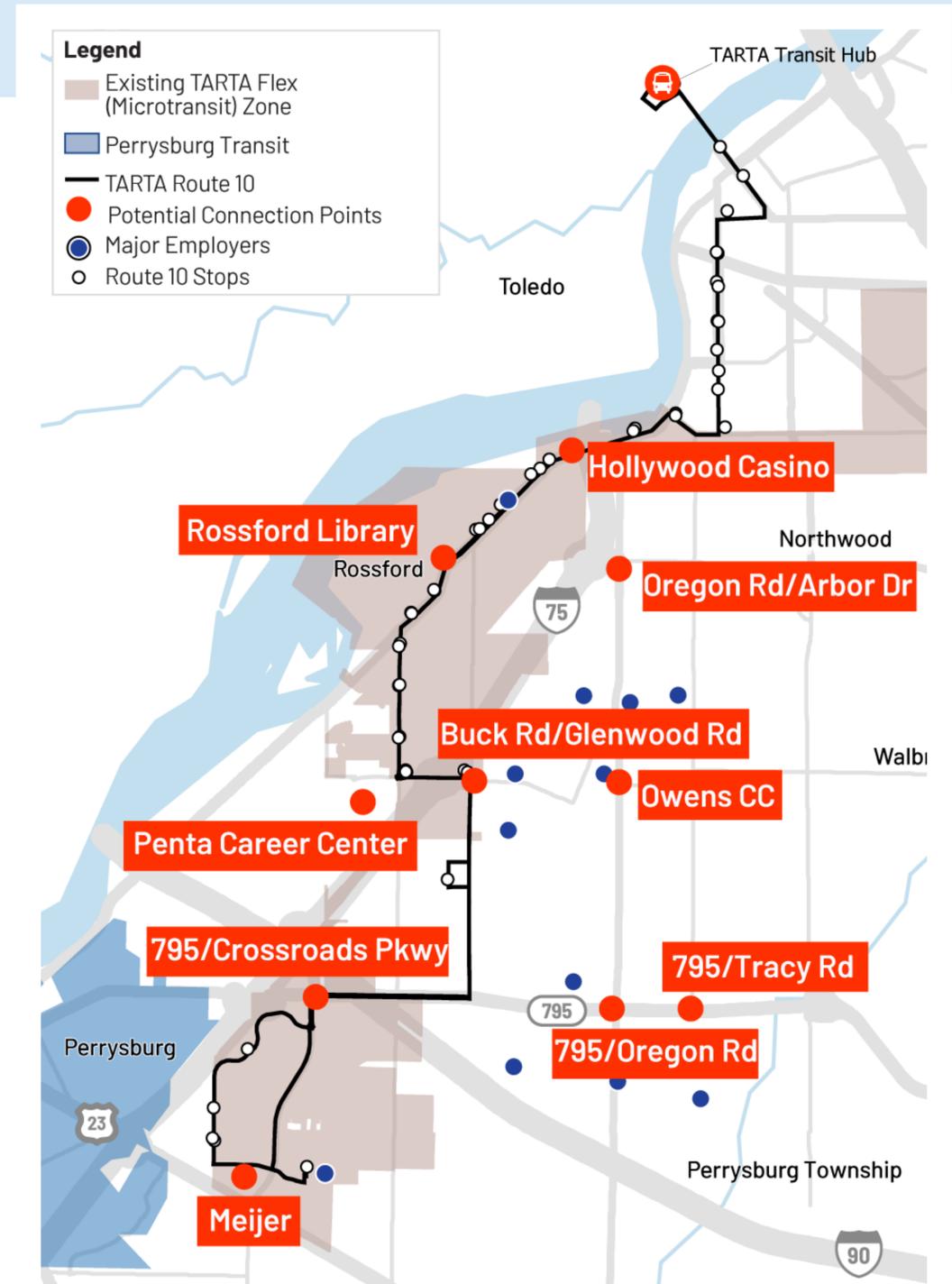
Locations and amenities to facilitate connections between local providers and new transit services

Over a dozen sites were evaluated based on 16 criteria

The prioritization of Northern Wood County sites will depend on which transit strategy moves forward



Example of an existing connection point between TARTA and Perrysburg Transit at Meijer in Rossford

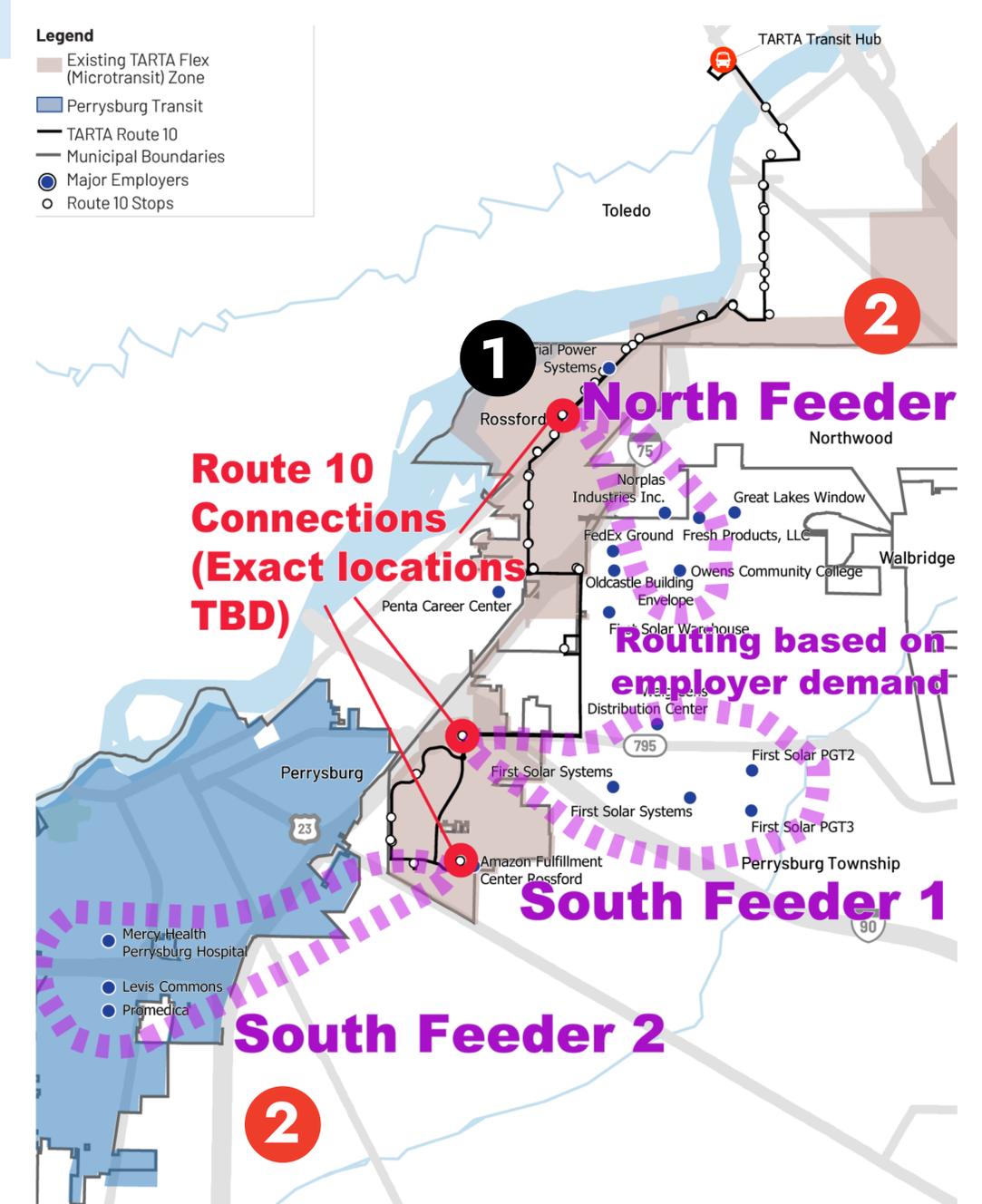


Urban to Suburban Market

Transit Option 1: Feeder Shuttle



- 1** The feeder shuttles can be timed to meet Route 10 at connection points for a seamless transfer.
- 2** The feeder shuttle route would be pre-determined based on employer demand. Three on-demand routes serving northern, central and southern employers could provide time-efficient connections for employees.



Urban to Suburban Market

Transit Option 1: Feeder Shuttle

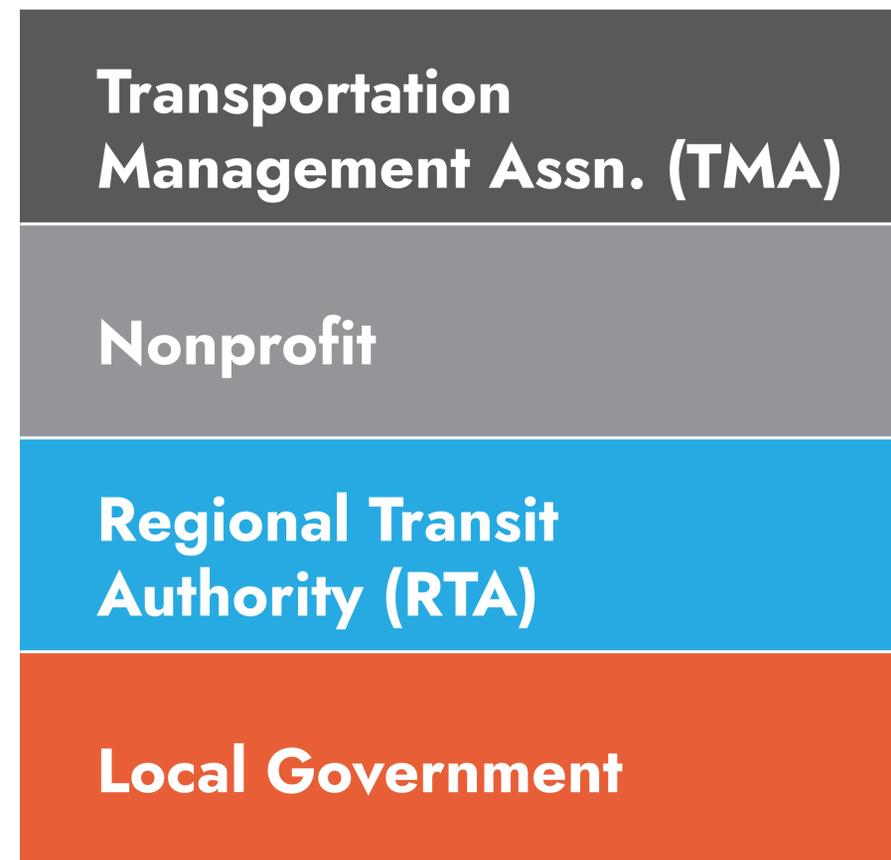
Costs and Governance



Characteristics	Peak Service
Service Hours	5-7 AM; 5-7 PM
Annual Service Hours	1,460
Operating Cost/Hour	\$75-\$100
Annual Operating Cost	\$110-\$146K
Vehicles in Operation	1

With 3 shuttles, operating costs are \$525K-\$612K

Assumes 30-minute peak-only service in a non-accessible vehicle. This lowers costs compared to other strategies.



A TMA or nonprofit are the most feasible governance models.

Urban to Suburban Market

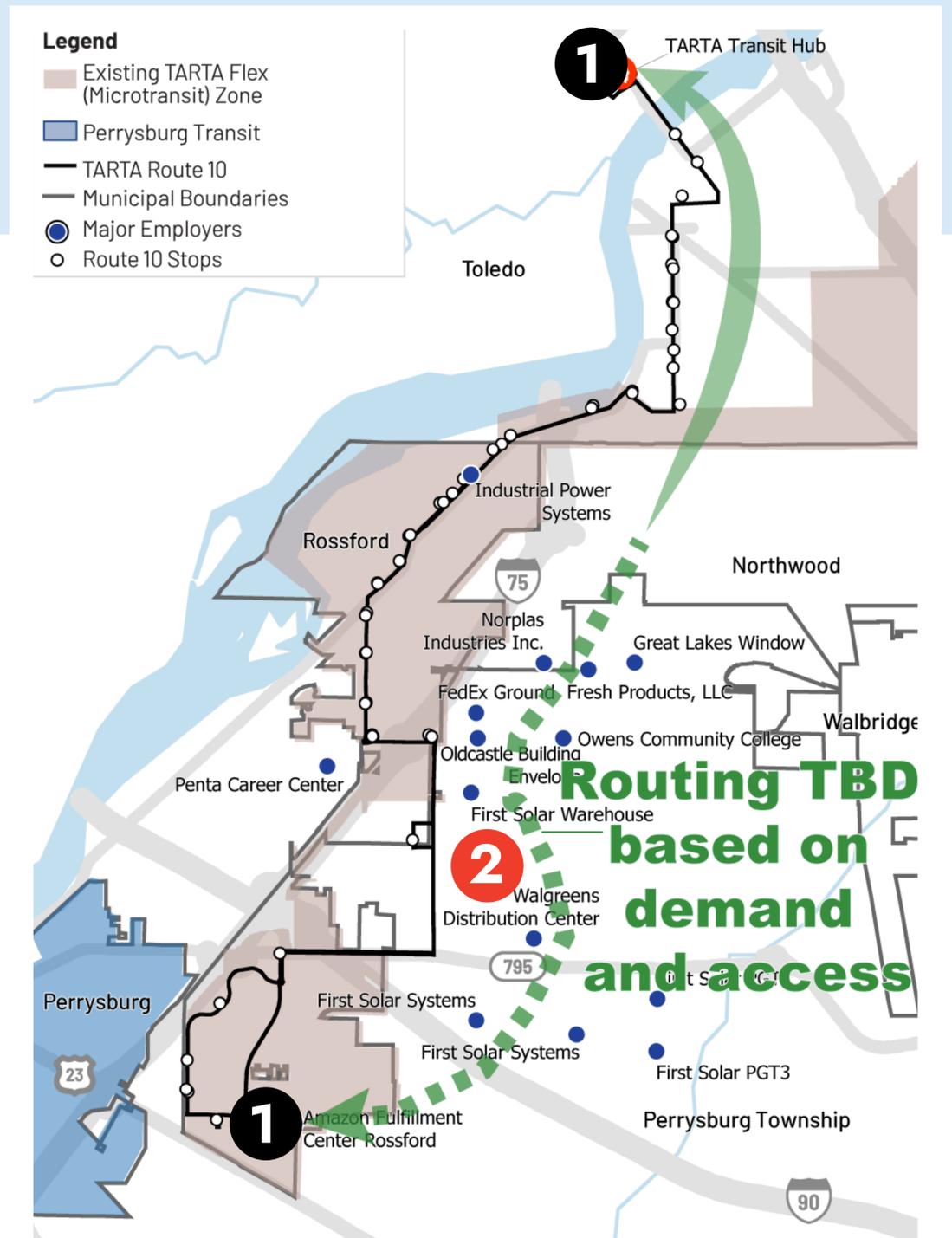
Transit Option 2: Commuter Shuttle



1 Shuttle starts at the Toledo hub where riders can transfer from other TARTA routes. It ends in Rossford where riders can transfer to Route 10.

.....

2 Shuttle directly serves employer front doors since roads are fast and there are little to no sidewalks. The exact routing would be based on employer demand and interest.



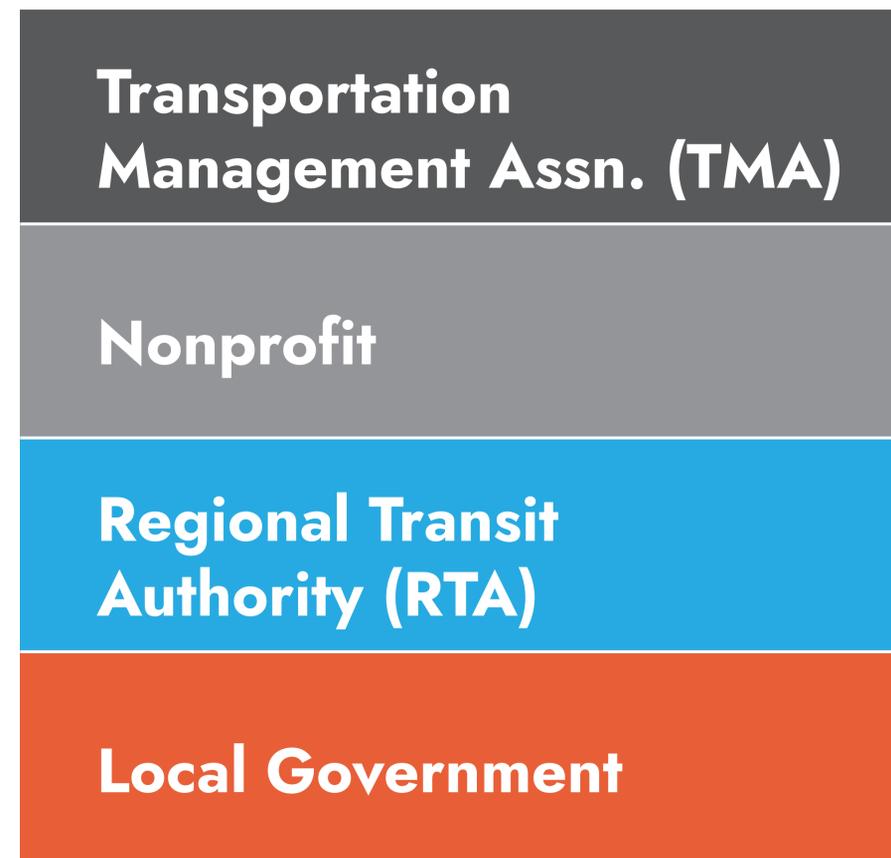
Urban to Suburban Market

Transit Option 2: Commuter Shuttle Costs and Governance



Characteristics	Peak Service
Service Hours	5-7 AM; 5-7 PM
Annual Service Hours	2,920
Operating Cost/Hour	\$120-140
Annual Operating Cost	\$350K-\$409K
Vehicles in Operation	2

Assumes peak-only service.



A TMA or nonprofit are the most feasible governance models.

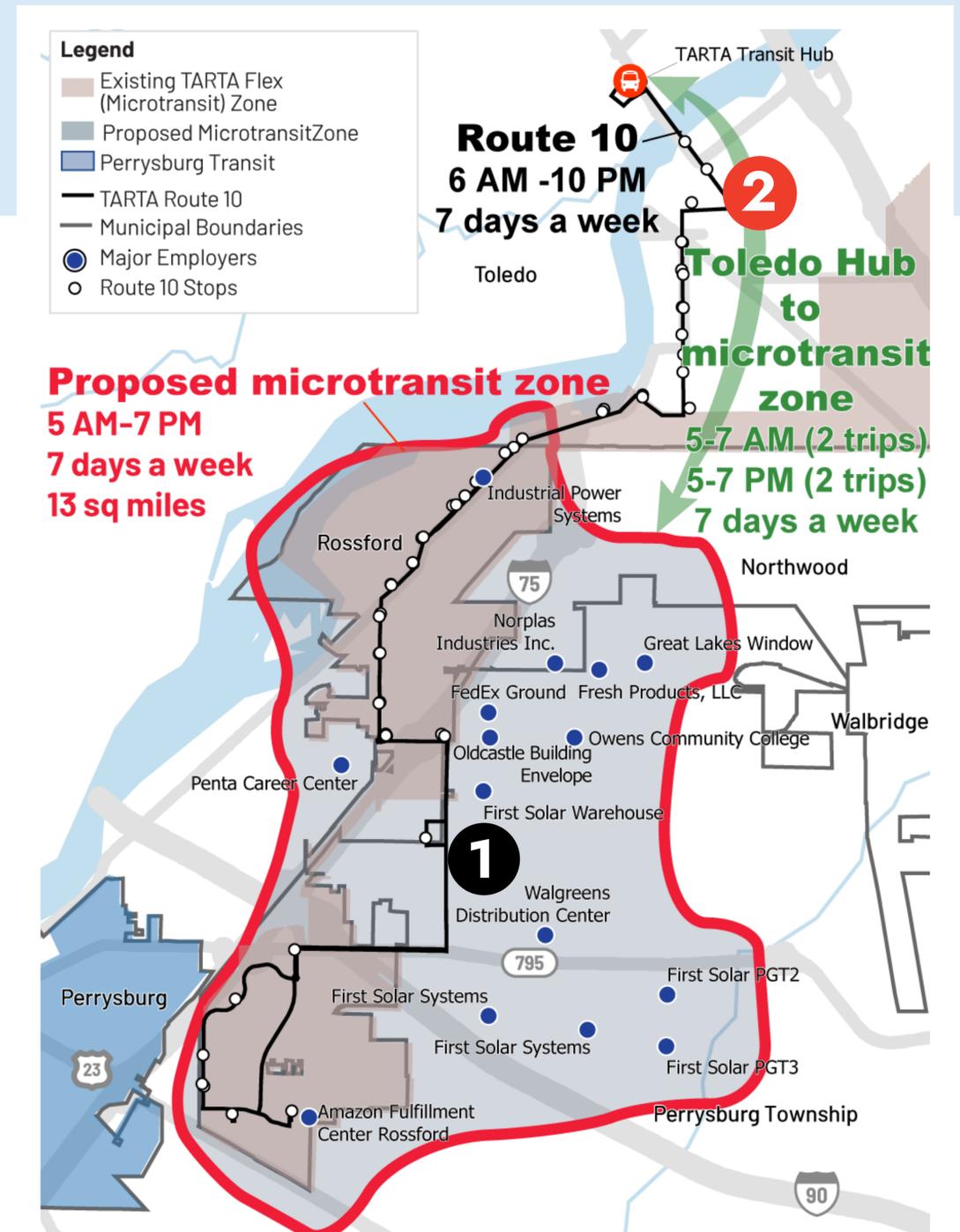
Urban to Suburban Market

Transit Option 3: Microtransit Shuttle



Riders schedule a pick-up and drop-off in advance (usually via an app). Workforce trips could be prioritized.

- 1** Passengers get dropped off or picked up anywhere in the microtransit zone. The bus operator runs on the most direct route between destinations.
- 2** In the morning and afternoon peak, service starts or ends at the TARTA Transit Hub.

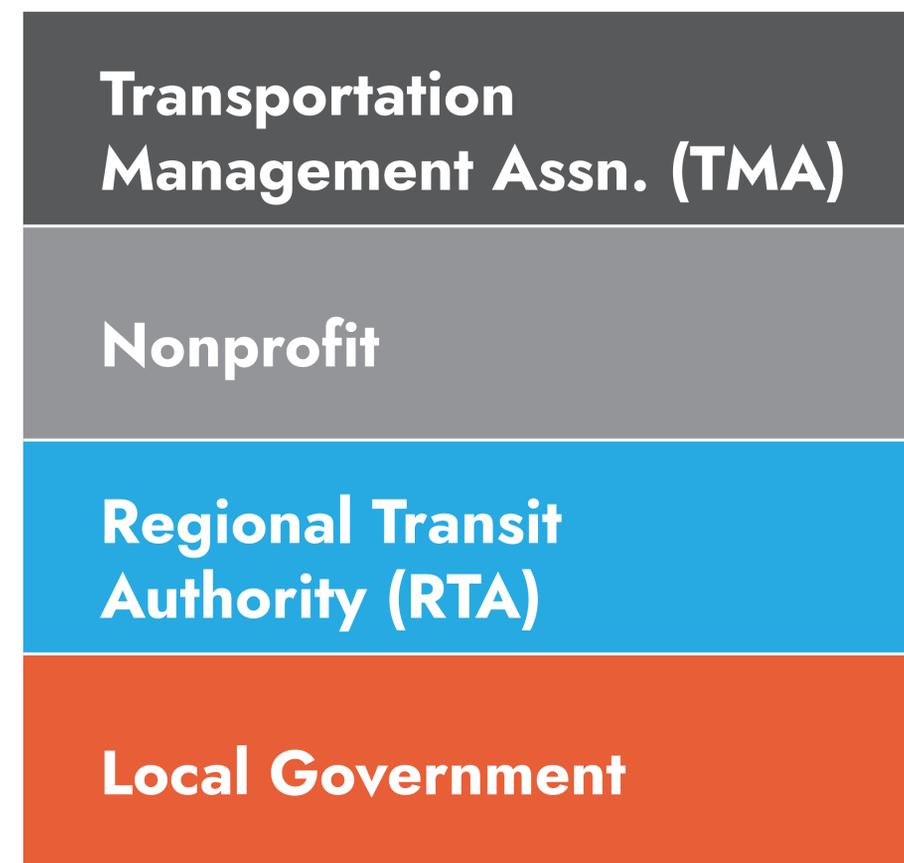


Urban to Suburban Market

Transit Option 3: Microtransit Shuttle Costs and Governance



Characteristics	Peak Service	Off-Peak Service
Service Hours	5-7 AM; 5-7 PM	5 AM -7 PM
Estimated Daily Riders	80	60
Annual Service Hours	2,920	3,650
Operating Cost/Hour	\$120-140	\$120-140
Annual Operating Cost	\$350-\$409K	\$438-\$511K
Vehicles in Operation	2	1



Assumes Off-Peak service that would also serve the general public in portions of Rossford, Northwood, Lake & Perrysburg Township. Assumes City of Perrysburg Transit would continue to serve employers in the Levis Commons area and access this Microtransit service at a connection point like Meijer in Rossford.

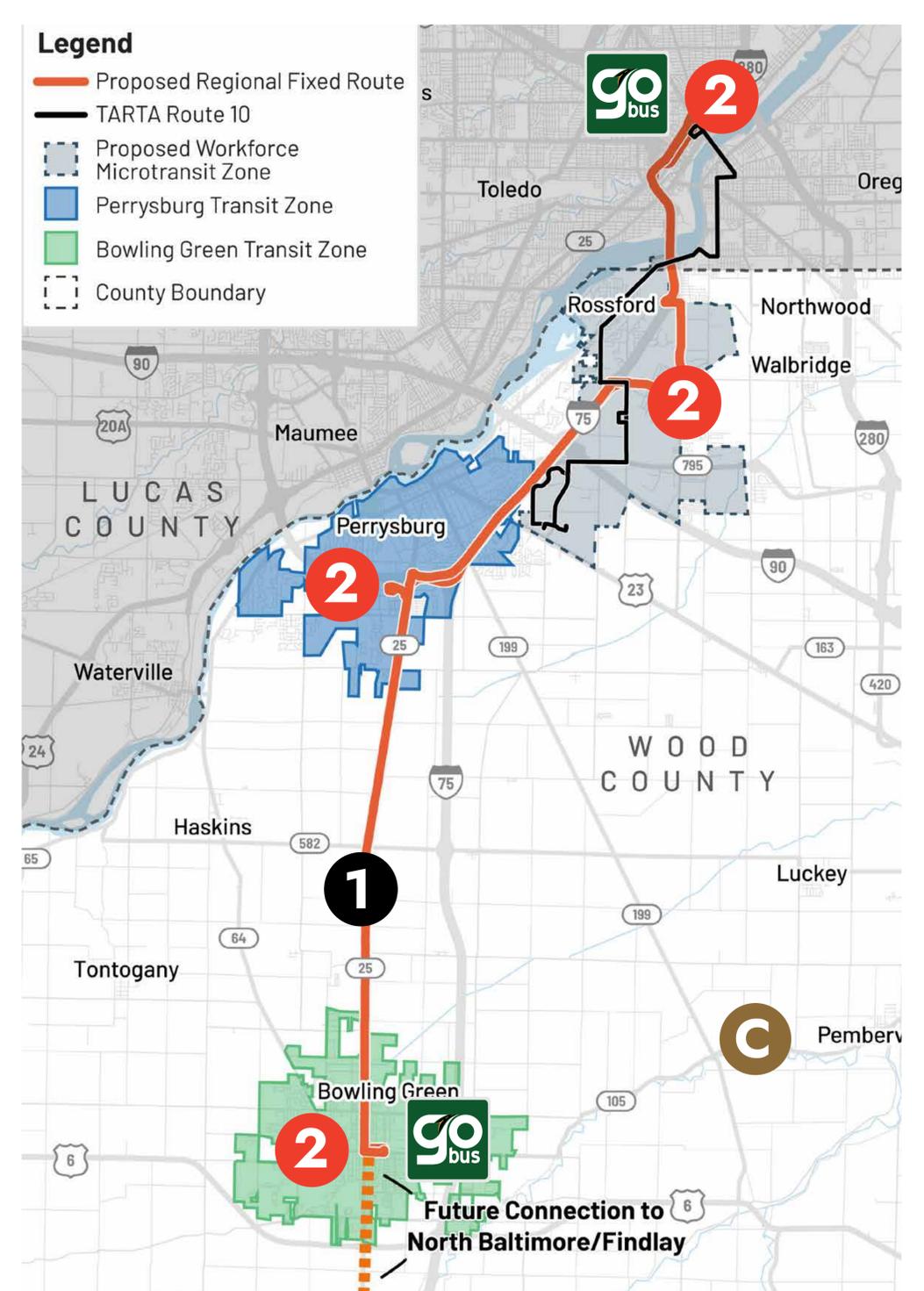
*Similar to Transit Option 2: Commuter Shuttle, a TMA, RTA or nonprofit are likely the most feasible governance models.

Intercity Market

Transit Option: Regional Route

Connects Toledo, Rossford, Perrysburg, Bowling Green, and later North Baltimore and Findlay

- 1** Fixed route with limited stop service and focused on serving key work shifts
.....
- 2** Connects BG to northern Wood County and Lucas County
.....
-  Could complement new GoBus intercity service
.....
- C** Could implement countywide service by providing connection points for various service zones

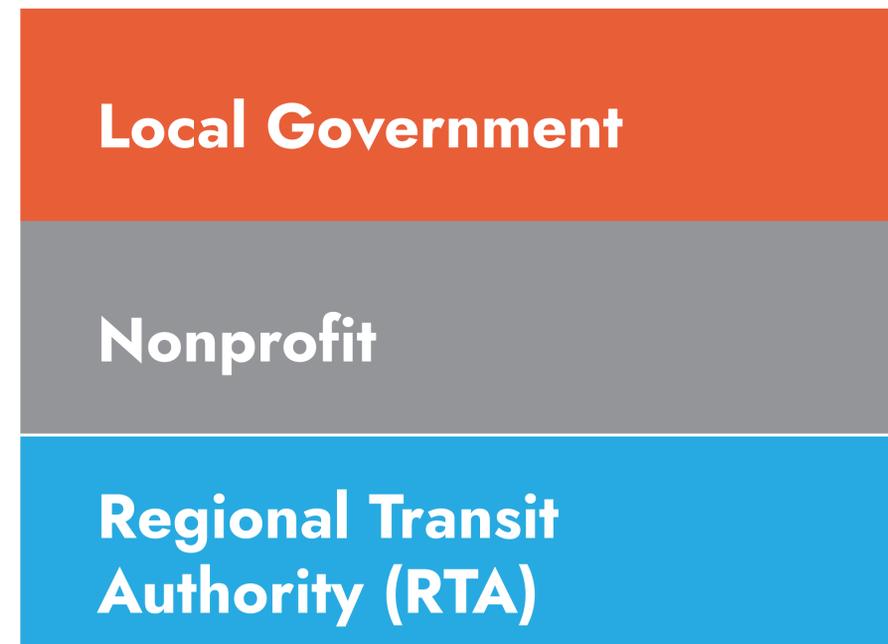


Intercity Market

Transit Option 1: Regional Route Costs and Governance



Characteristics	Peak Service
Route Length	~27 miles
Frequency	Every 2 hours
Service Hours	5 AM – 7 PM
Days of Operation	Monday-Sunday
Estimated Daily Riders	80
Annual Service Hours	5,100
Operating Cost/Hour	\$150
Annual Operating Cost	~\$770,000K
Vehicles in Operation	1



There may also be opportunity to partner with GoBus on I-75 corridor.

Rural Market

Transit Option: Countywide Service Costs and Governance



Characteristics	Peak Service
Service Hours	5 AM – 7 PM
Days of Operation	Monday-Sunday
Estimated Daily Riders	
Annual Service Hours	48,000
Operating Cost/Hour	\$80
Annual Operating Cost	~\$3,840,000
Vehicles in Operation	~10

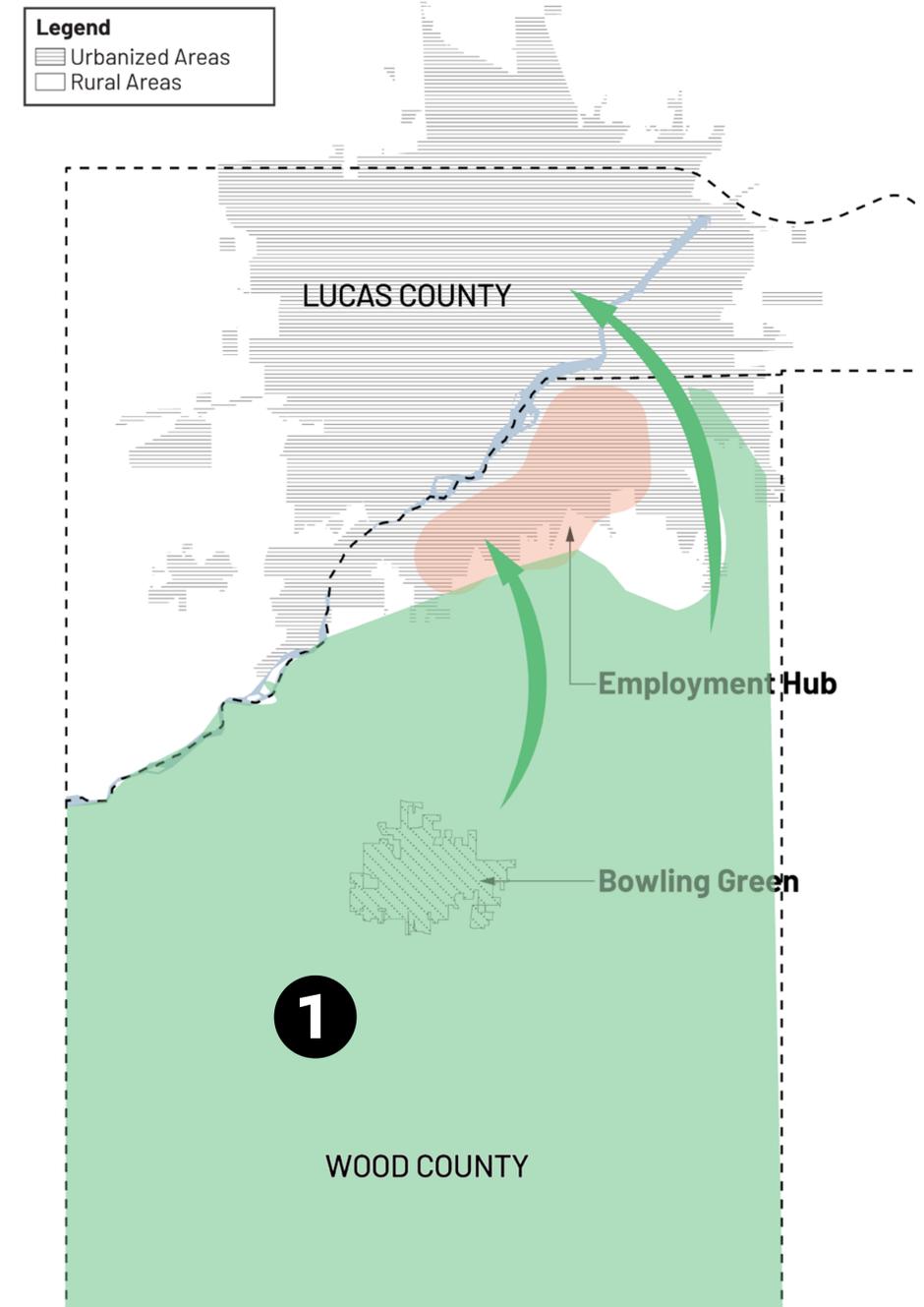
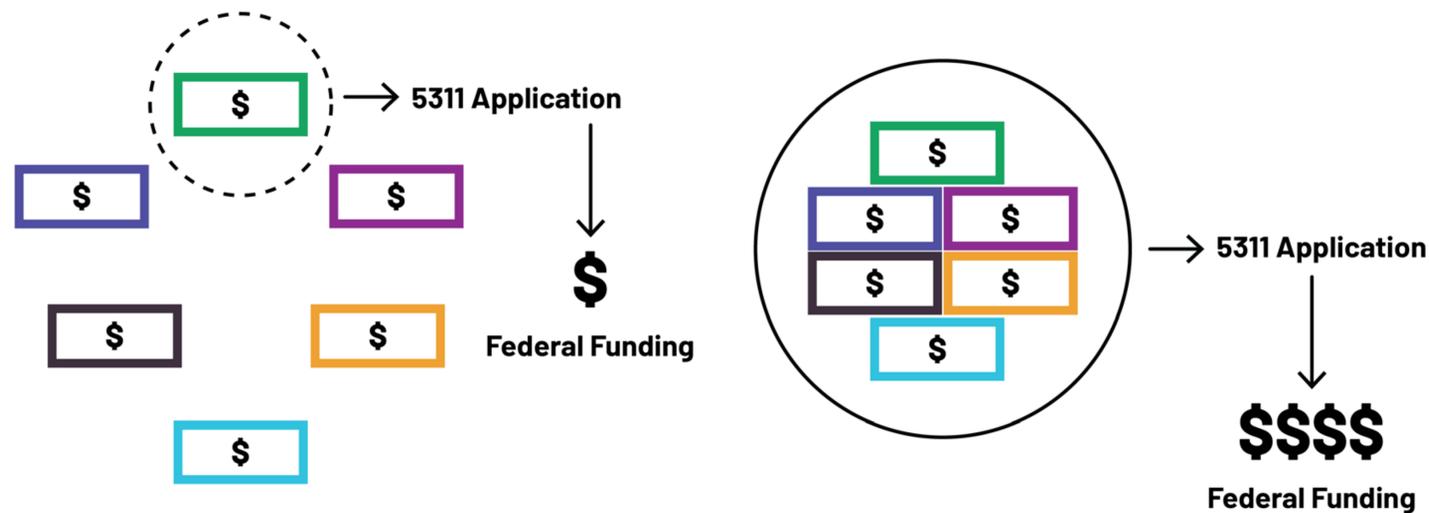


Wood County could govern the countywide on-demand service using models similar to other Ohio counties.

Rural Market

Transit Option: Countywide Service

Explore coordinating existing transportation funding to leverage 5311 grant to advance on-demand countywide service



- 1 A coordinated funding effort could advance on-demand rural (green) countywide service using leveraged 5311 funds. The urbanized area (grey)/City of Perrysburg (pink) could be integrated and the whole system the whole system aided by new and existing local funds.

Rural Market

Transit Option: Countywide Service

Many Ohio counties have countywide transportation usually with a combination of fixed routes and demand-response service

Wood County receives the second lowest 5311 allocation among Ohio counties

Only one provider uses its local funds as a match for federal operating funds

