

Minutes

March 26, 2024

Commissioners Present: William Bateson, Timothy Bechtol and Michael Pepple.

Also Present: Lynn Taylor, Cindy Land, Phil Johnson, Matt Cordonnier, Auditor Charity Rauschenberg, Steve Wilson, Bob Wisner, Cindy Wisner, Denise Timmerman and Lou Wilin.

Commissioner Bechtol opened the meeting at 9:30 a.m. in the Commissioners' 1st floor conference room. The Pledge of Allegiance was recited. Minutes from the March 21, 2024 were read with Michael Pepple making the motion to approve, William Bateson seconded. Motion passed 3-0.

Mike Pepple made the motion and Bill Bateson seconded for Tim Bechtol to sign the landfill permit to install application. Steve Wilson stated that he was unsure of the form that Rhonda wanted signed by Commissioner Bechtol. He indicated that Rhonda received an email from Manik & Smith requesting signatures. Steve will follow up. In addition, Mike made the motion and Bill seconded for Tim to sign the CCAO 2025 Group Retrospective Rating Program Enrollment form. Travel requests for the Sheriff's Office were approved.

The Clerk presented the following resolutions for consideration:

Resolution #174-24 – Authorizing the payment of the listed and or attached Purchase Orders. Michael Pepple made the motion to approve, William Bateson seconded. Motion passed 3-0.

Resolution #175-24 – Transfer of funds within the appropriation – General Fund Treasurer #1001. Michael Pepple made the motion to approve, William Bateson seconded. Motion passed 3-0.

Resolution #176-24 – Transfer of funds within the appropriation – CPC Specialized Docket Fund #2217. Michael Pepple made the motion to approve, William Bateson seconded. Motion passed 3-0.

Resolution #177-24 – Additional appropriation within the Auditor's certification – Commissioners to appropriate to CPC – Specialized Docket Fund #2217. Michael Pepple made the motion to approve, William Bateson seconded. Motion passed 3-0.

Resolution #178-24 – Transfer of funds within the appropriation – Law Library Fund #2032. Michael Pepple made the motion to approve, William Bateson seconded. Motion passed 3-0.

Cindy Land presented the following resolutions for consideration:

Resolution #179-24 – Authorizing a contract with Duane George DBA George Masonry Restoration for performance of maintenance and repairs upon the masonry at the Hancock County Justice Center. Cindy stated that this is a contract for \$24,684.00 and for masonry work at the Justice Center. Michael Pepple made the motion to approve, William Bateson seconded. Motion passed 3-0.

Resolution #180-24 – Authorizing a 2024 IV-D agreement for Hancock County Child Support Enforcement Agency (CSEA) and the Hancock County Common Pleas Court, Domestic Relations Division. Michael Pepple made the motion to approve, William Bateson seconded. Motion passed 3-0.

Cindy discussed the resolution request regarding the lease of a truck for Litter Landing. She is requesting confirmation from BTS Truck Leasing pertaining to the indemnity section of the agreement. Lynn Taylor confirmed that she spoke to Courtney and Courtney has not yet heard a response as well from the company. Mike Pepple stated that he would prefer to hold the authorization until confirmation is

received. Bill Bateson concurred. Cindy will not present the resolution today and will plan on presenting the resolution for consideration on Thursday.

Phil Johnson presented the following resolutions for consideration:

Resolution #181-24 – Authorizing signature to several waivers regarding the 2024 Building Demolition and Site Revitalization Program. Phil stated that this resolution involves several properties that qualify for the demolition grant. The waivers attached to the resolution will allow the county contractors to enter on the properties. Matt Cordonnier stated that the homeowners have already signed the waivers. Michael Pepple made the motion to approve, William Bateson seconded. Motion passed 3-0.

Phil Johnson requested an executive session in regards to potential real estate lease.

Lynn Taylor requested an executive session in regards to personnel, hiring.

Auditor Rauschenberg had nothing to report.

Steve Wilson stated that Ed Merriman received a call from a potential bidder on the Landfill project. The bidder was inquiring if the acceptable threshold is now 20% over the engineers estimate as opposed to 10%. Cindy Land did confirm that the updated threshold is now at 20%, She inquired if the bid documents went out with the 10% threshold. Phil indicated that they did not.

Matt Cordonnier had nothing to report.

Denise Timmerman requested that the Board consider calling State Legislators regarding the setback distance for wind turbines.

Meetings and Reports

Bill Bateson reported that he attended the City and County Foundation meeting. Bill announced that the Mayor has arranged with representatives from the Fairground to allow the City to open the Fairgrounds for the Solar Eclipse. Cindy Land stated that the Commissioners will be liable for any damages because they carry the liability insurance on the property.

Mike Pepple had nothing to report.

Tim Bechtol stated that he submitted the Board of Zoning appeals application on Friday. The hearing will be April 11, 2024. Tim also drove around Orange Township and reviewed the tornado damage. He has spoken with Lee Swisher from the EMA and representatives from FEMA will be touring the area today. Bill Bateson stated that he also viewed the damage in Orange Township. Tim also drove around Allen Township and noticed that a road is named Stonecorp Drive. This area is near CR 216. Steve Wilson stated that this road is in a platted subdivision.

At 10:05 am., Tim Bechtol made the motion to enter into executive session in regards to potential real estate lease and personnel- hiring. Bill Bateson seconded. A roll call vote resulted as follows: Tim Bechtol, yes; Bill Bateson, yes; and Michael Pepple, yes. At 10:30 am., Tim Bechtol made the motion to exit executive session in regards to potential real estate lease and personnel – hiring with no action taken. Bill Bateson seconded. Motion passed 3-0.

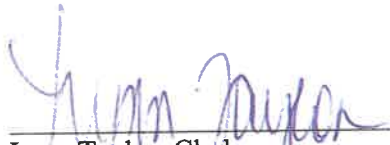
At 10:30 am., the Commissioners met with Jamie Baker. Lynn Taylor, Lou Wilin, Crystal Weitz, Jeff Hunker, Sam Wright and Gwen Griffin were also in attendance. Sam provided the results of the Hancock County Transit Development Plan. 68,000 trips happened in 2023 and transported 2,500 passengers. Jaime Baker discussed transporting immigrant riders and that he is willing to work with area businesses in

getting their employees to work for a minimal cost. However, he has not heard a response from the businesses. Tim Bechtol stated that the Board has a bid opening at 11:00 and this meeting can reconvene after the Bid Opening.



At 11:00 am., the Commissioners held a bid opening for the Landfill. Lynn Taylor, Steve Wilson, Don Moses and Lou Wilin were also in attendance. Lynn Taylor confirmed that the mail room was checked and no additional bids have been received. Two bids were dropped off at the Commissioners Office. The bids were opened and will be reviewed. A decision will be made in a couple of weeks.


The Commissioners meeting with Jamie Baker and representatives from HATS was reconvened at 11:05 am. Different scenarios were presented for transit alternatives in Findlay and Hancock County. Jamie stated that funding for the next phase could be obtained through grants. Typically, those are an 80/20 share with 80% federal funds and 20% local funds. Grants would go towards capital expenses; however, operating costs would be a 50/50 split with the federal funds. Furthermore, Jamie stated that Findlay is the largest city in the state that does not have a formal transit service.

At 1:30 pm., the Commissioners attended a TIRC meeting. Auditor Rauschenberg, Diane Roland, Diana Bland, Kevin Flanagan, Joe Smith, Matt Cordonnier, and Jeff Hunker were also in attendance. The following TIF's were discussed: Distribution Drive and the 224/300.


Lynn Taylor, Clerk

Reviewed and approved by:


Timothy K. Bechtol
Michael W. Pepple
William L. Bateson



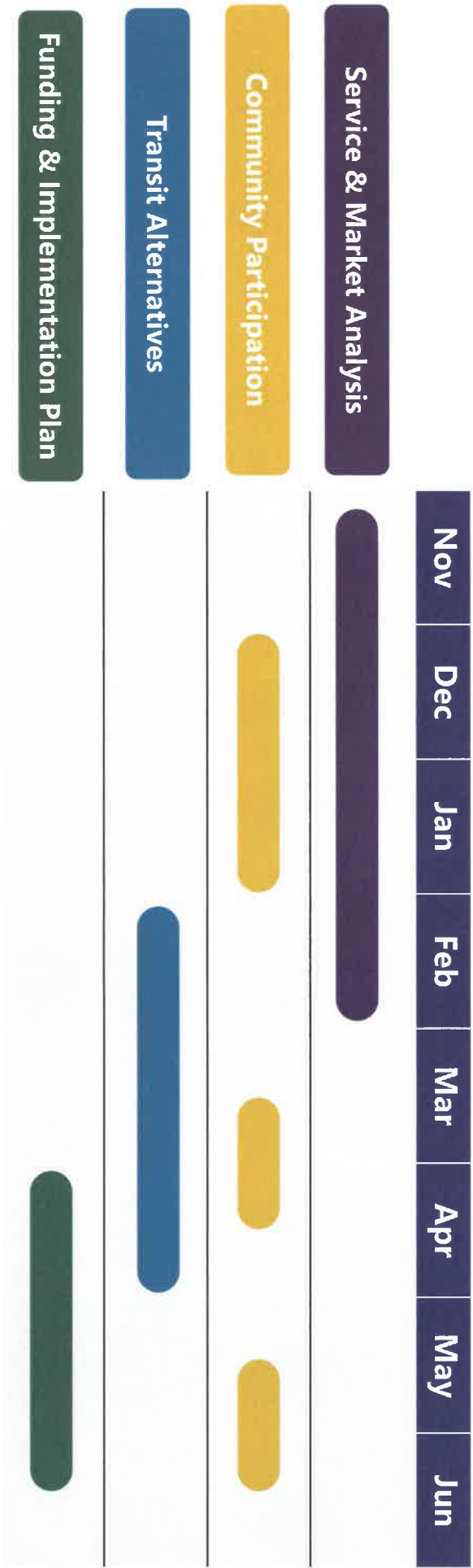
March 26, 2024

Hancock County Transit Development Plan

County Commissioners Meeting
Existing Conditions Report

N NELSON
NYGAARD

Project Schedule



Existing Conditions



Market Analysis

- Population and Employment Densities
- Transit Need Index and Transit Demand
- Major Activity Centers



Service Analysis

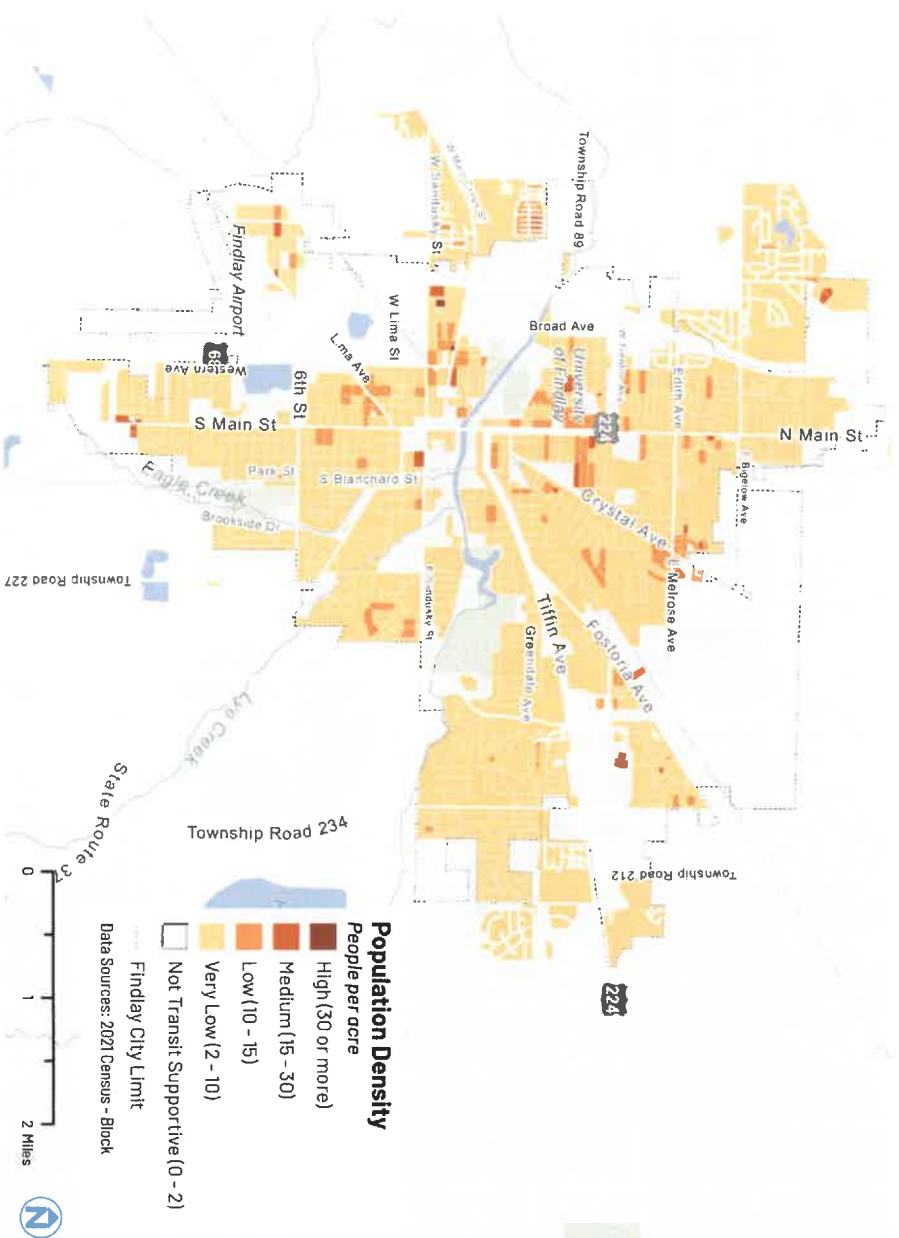
- Current HATS Service and Performance
- Fleet and Facilities Analysis
- Origin – Destination Analysis
- Peer Review

Market Analysis

Population Density

In Findlay, population density is greatest:

- along West Sandusky St
- around the University of Findlay
- West Park neighborhood
- Crystal Ave and East Melrose Ave
- Riverview Terrace Park, south of Westfield Dr on the west side

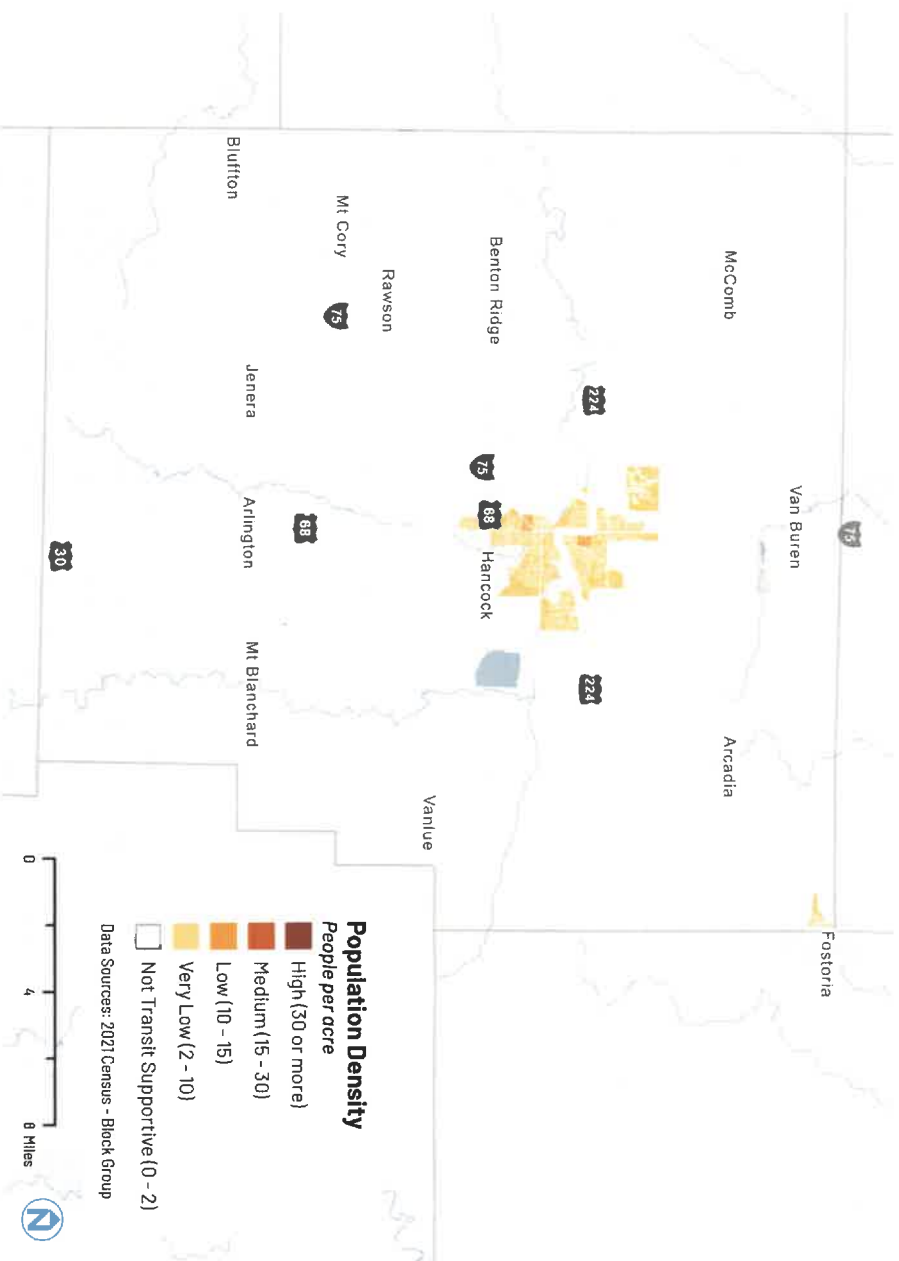


Market Analysis

Population Density

In Hancock County, population densities are very low.

- Densities are greatest in **Findlay** and **Fostoria**



Market Analysis

Transit Propensity Factor

Values greater than 1.0 indicate groups that use transit more than the overall population

Values less than 1.0 indicate groups that use transit less than the overall population.

Households with **no vehicles, black residents**, and households earning **less than \$35,000** were most likely to use transit

Socioeconomic Group		Transit Propensity Adjustment Factor
Race and Ethnicity		
White, not Hispanic or Latino		0.80
Hispanic or Latino		0.40
Black		2.15
Asian		0.00
Other		4.98
Household Income		
Less than \$35,000		1.34
\$35,000 to \$65,000		1.26
More than \$65,000		0.00
Vehicles Available		
No Vehicles		6.84
1 Vehicle		3.83
2 or more vehicles		0.21

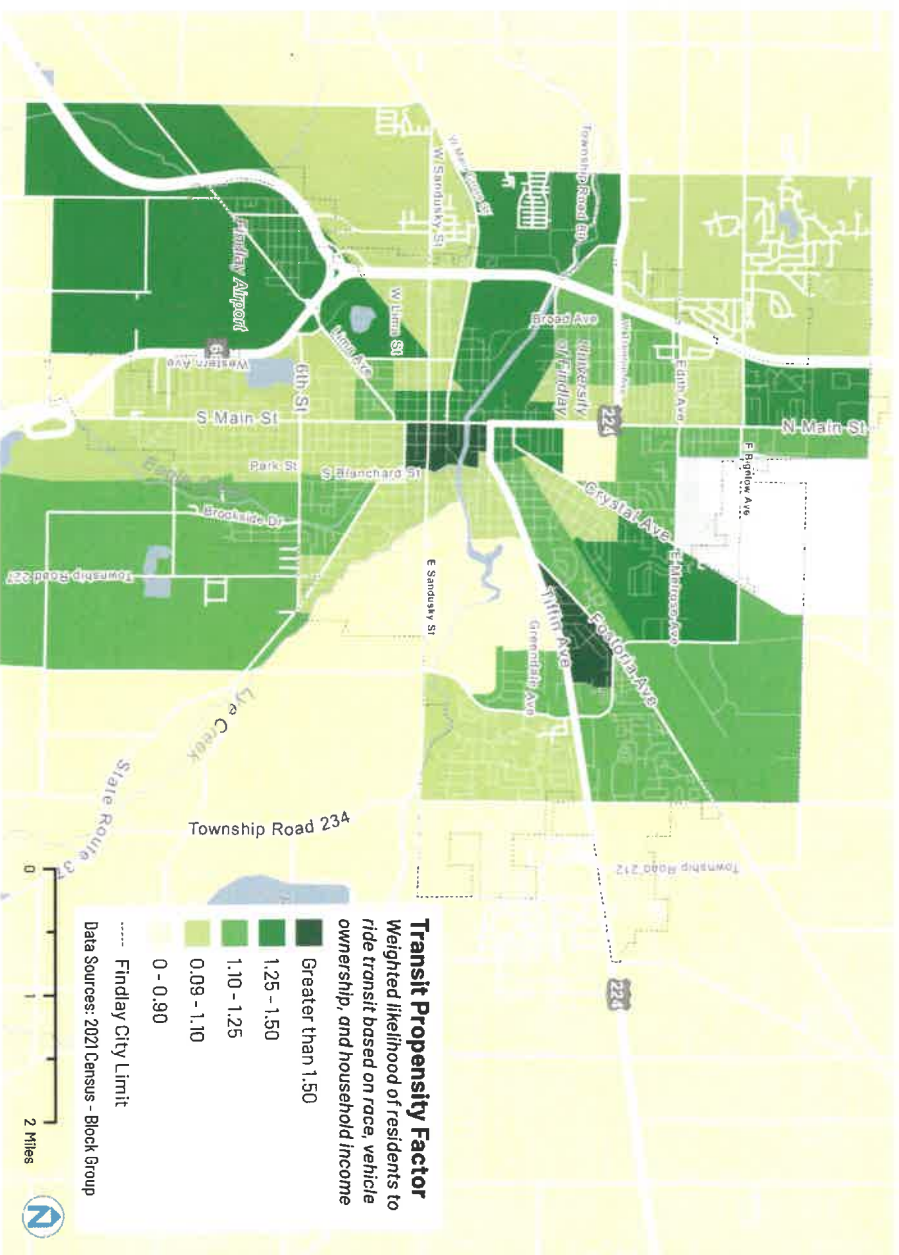
Market Analysis

Transit Propensity Factor

Households with **no vehicles**, **black residents**, and households earning **less than \$35,000** were most likely to use transit

High transit propensity groups were concentrated:

- along Tiffin Ave
- Downtown
- West Park neighborhood
- South of the University of Findlay
- Along Main Street, north of West Bigelow Ave



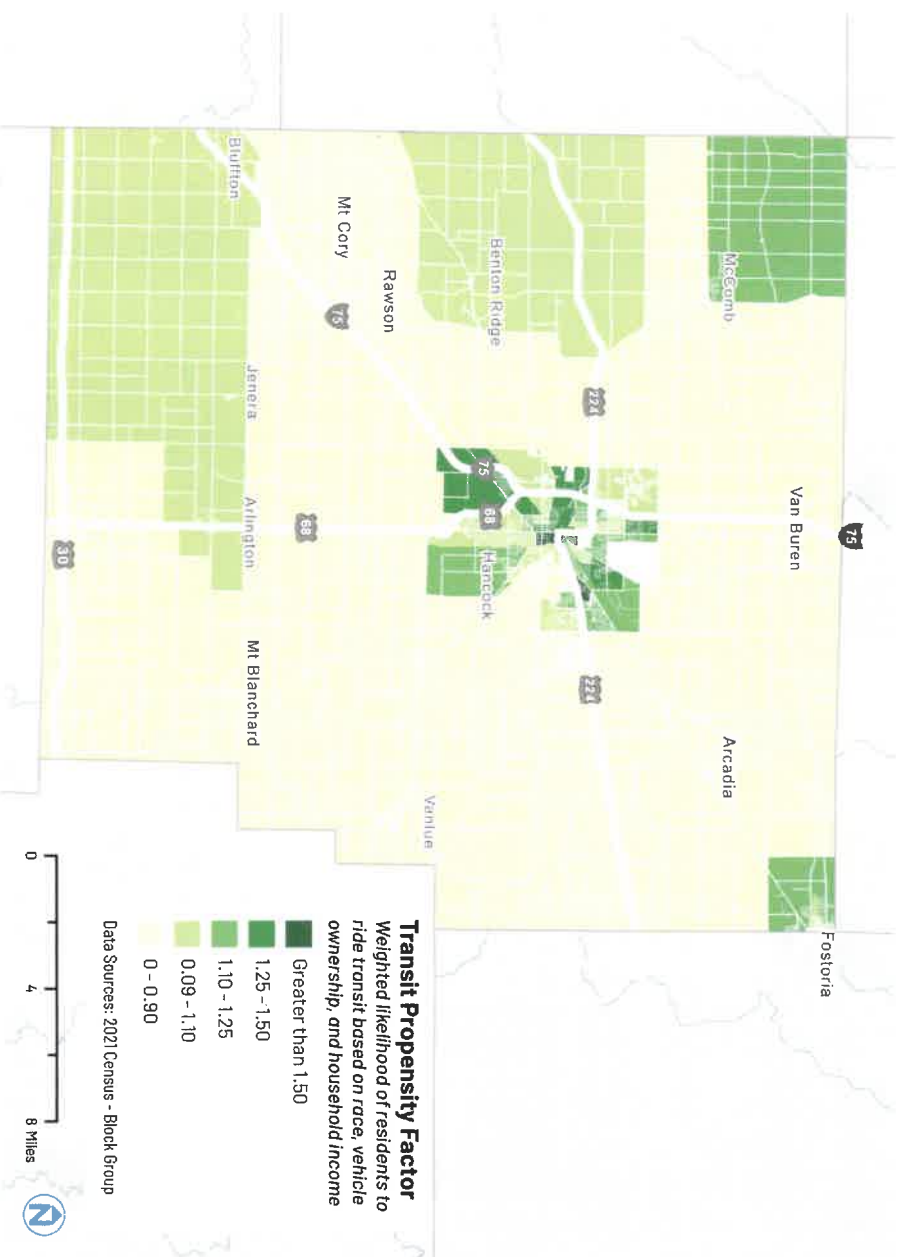
Market Analysis

Transit Propensity Factor

Households with **no vehicles**, **black residents**, and households earning **less than \$35,000** were most likely to use transit

In Hancock County, high transit propensity groups were concentrated:

- Findlay
- McComb
- Fostoria
- Benton Ridge
- Bluffton

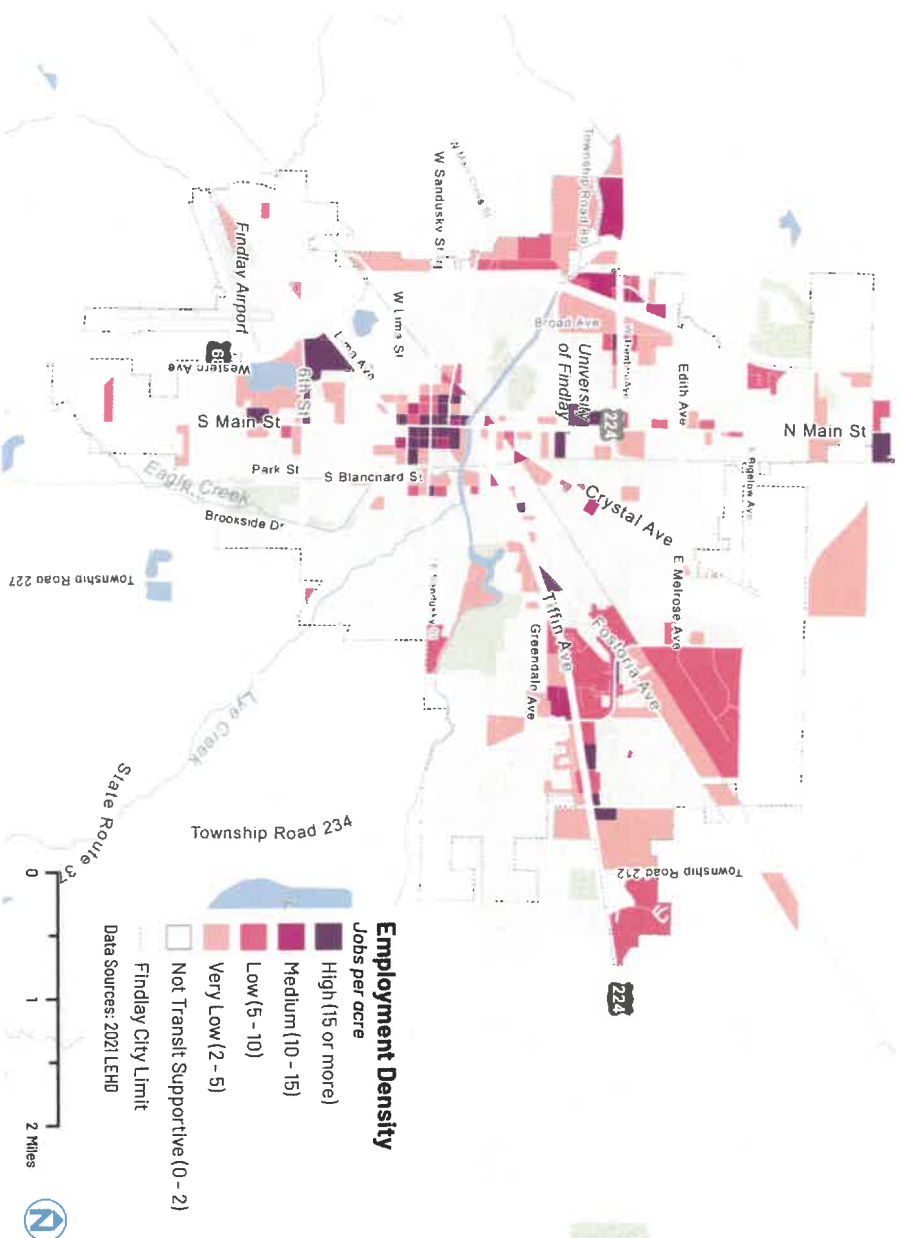


Market Analysis

Employment Density

In Findlay, jobs are concentrated:

- Downtown, near Sandusky St and Main St
- along Fostoria Ave (Tall Timbers)
- around the University of Findlay
- along Tiffin Ave
- along West Trenton Ave
- north on Main St
- between Lima Ave and Lake Cascades Pkwy

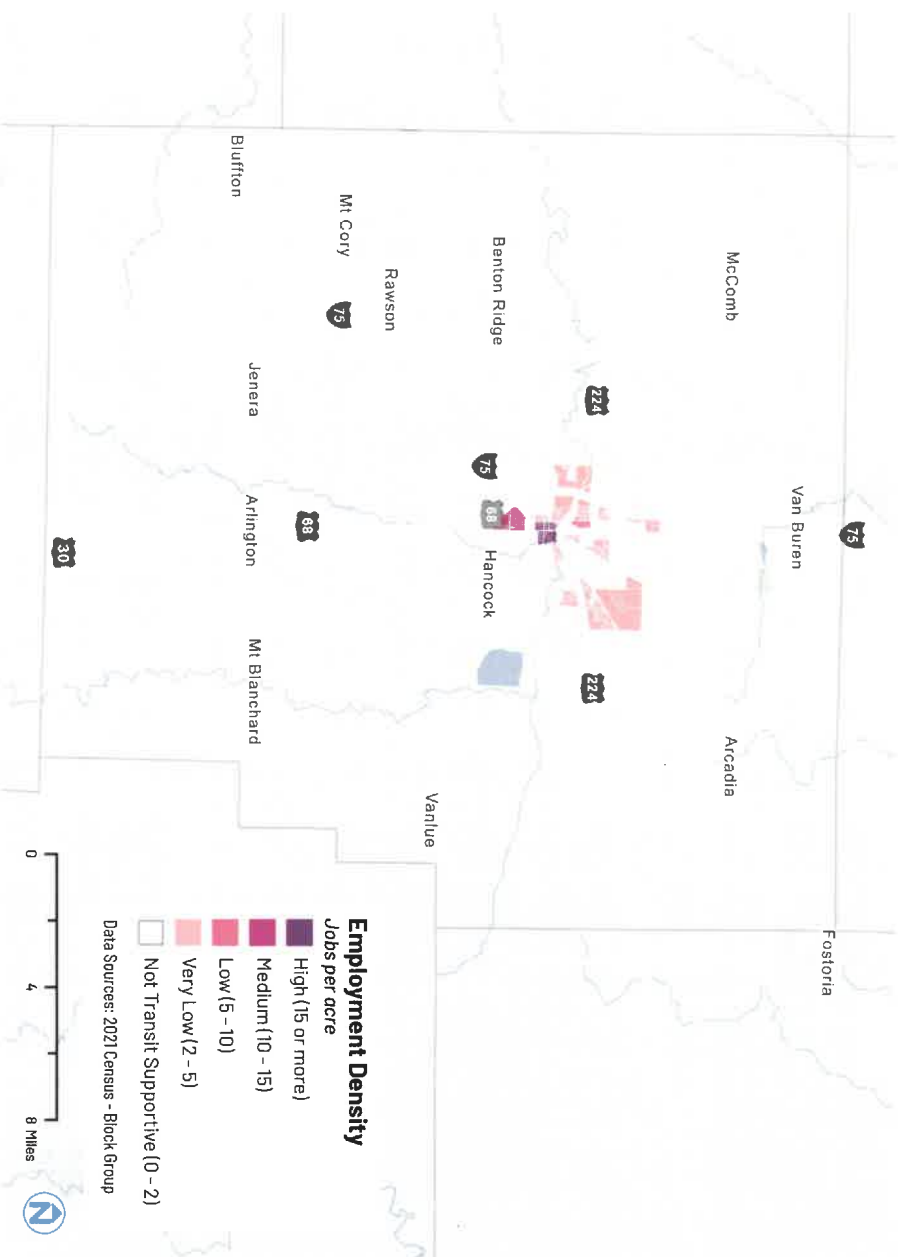


Market Analysis

Employment Density

In Hancock County, jobs concentrations are very low.

- Densities are greatest in **Findlay** and **along U.S. Route 224**



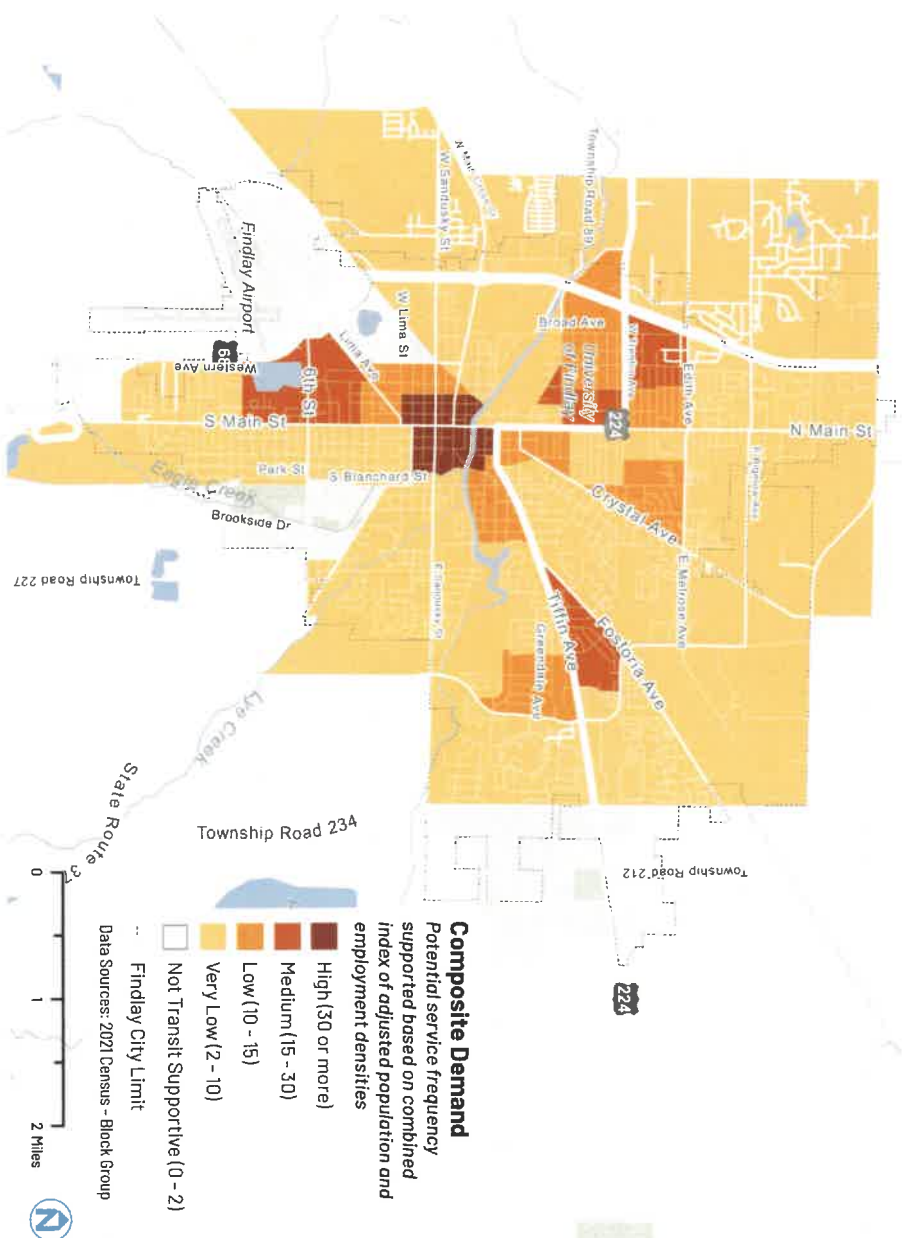
Market Analysis

Transit Demand

Potential underlying demand for transit throughout the service area using socioeconomic characteristics, population and employment densities

In Findlay, areas supportive of transit service include:

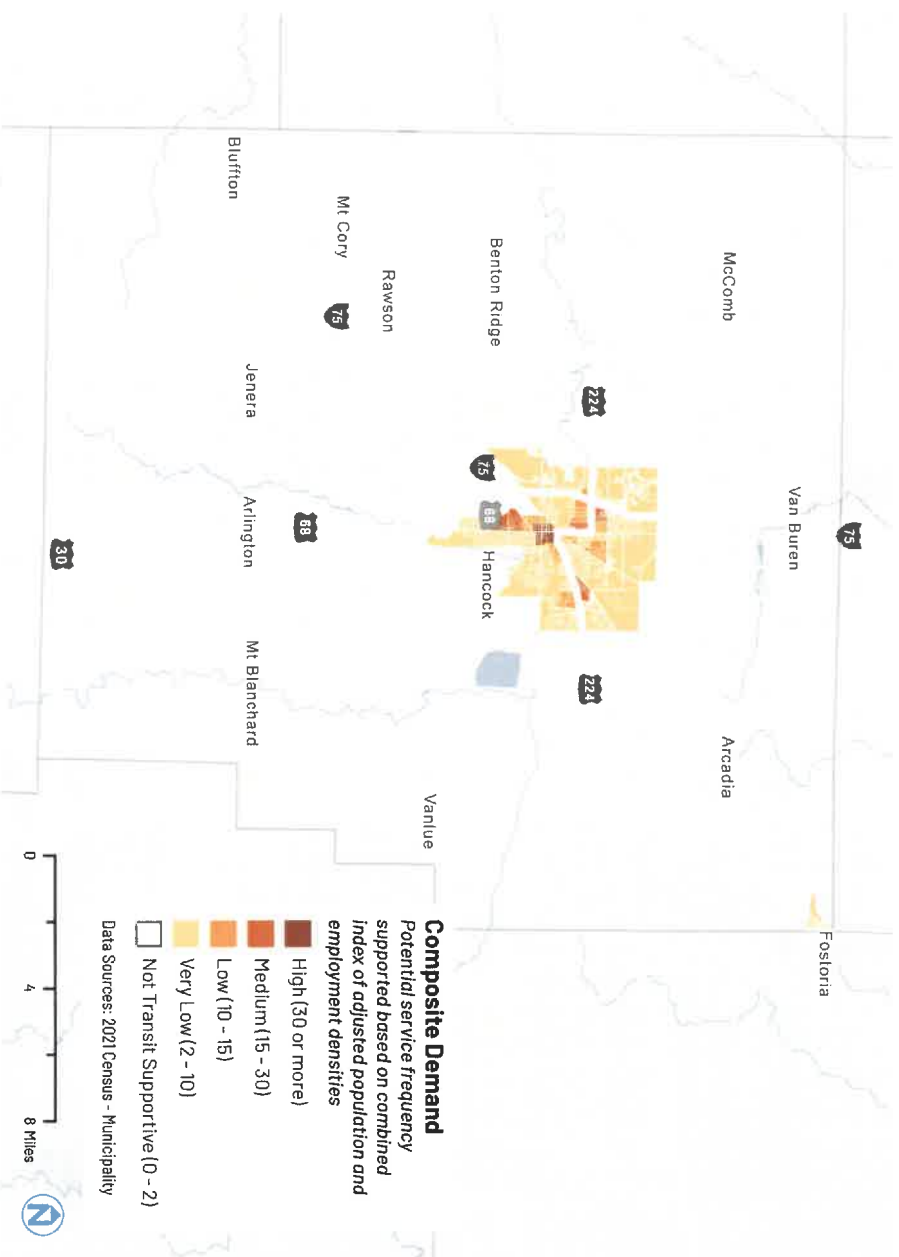
- Downtown, near Sandusky St and Main St
- between Tiffin Ave and Fostoria Ave
- near the University of Findlay
- between Lima Ave and Lake Cascades Pkwy
- along Crystal Ave



Market Analysis

Transit Demand

In Hancock County, **Findlay** and few parts of **Fostoria** are the only areas supportive of transit service and/or fixed-route service.



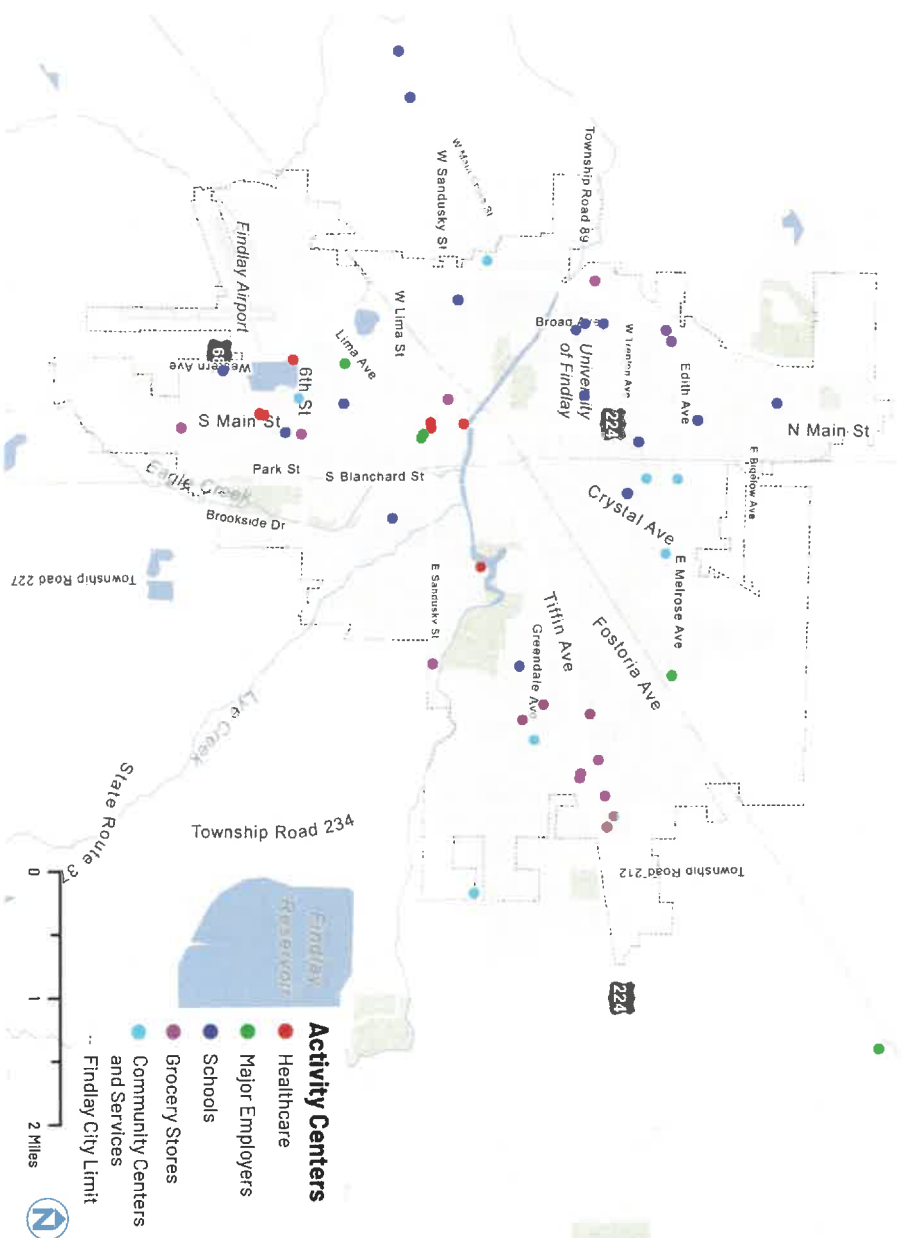
Market Analysis

Activity Centers

Major activity centers are places such as shopping centers, hospitals, and schools that attract many people and trips. These places can generate demand for transit that may not be captured by analyses of underlying demand.

In Findlay, activity centers are situated in the following areas:

- near Main St and Tiffin Ave
- between Tiffin Ave and Fostoria Ave
- Near University of Findlay
- between Lima Ave and Lake Cascades Pkwy
- along E Melrose Ave and near Tiffin Ave

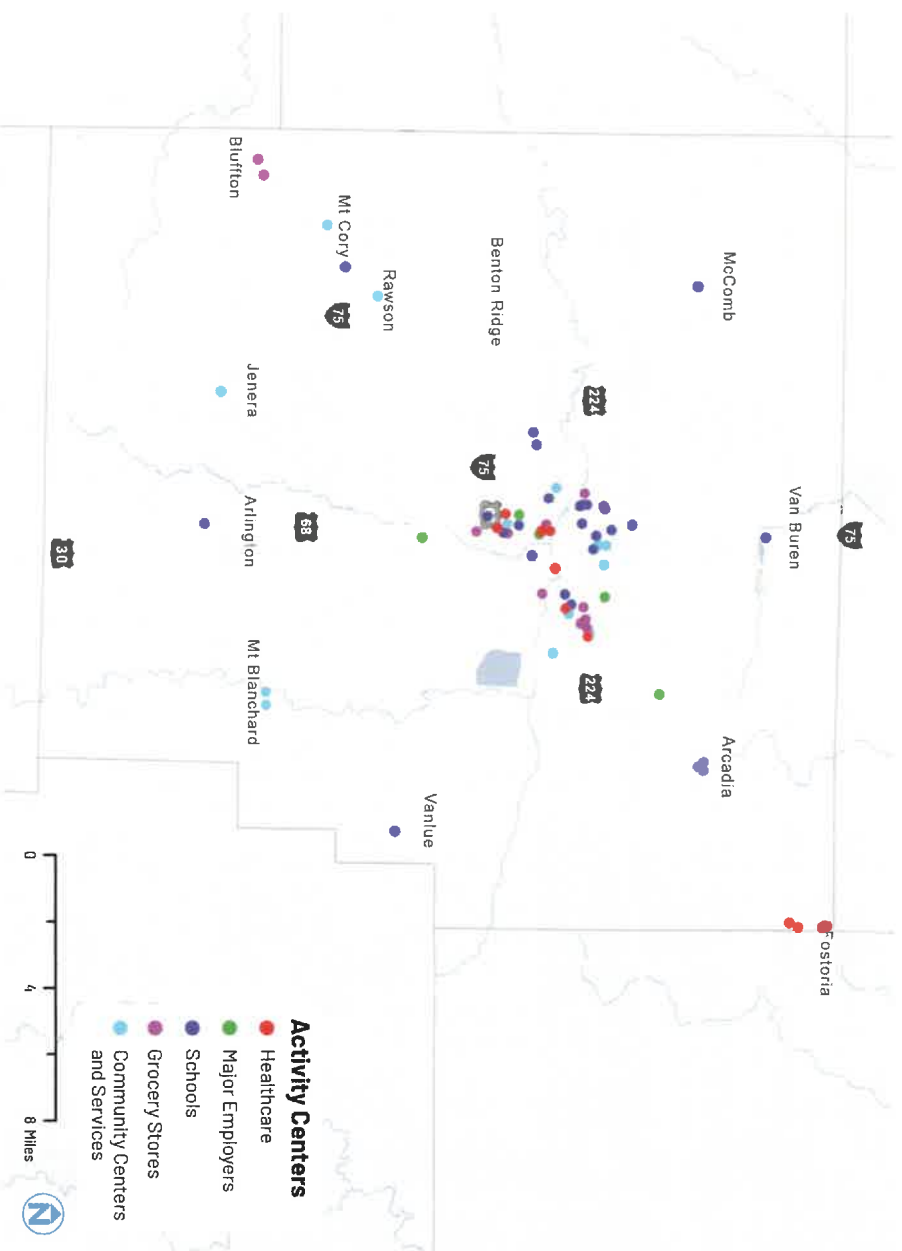


Market Analysis

Activity Centers

Outside of Findlay, activity centers are situated in the following areas:

- Fostoria - concentration of healthcare facilities
- Van Buren, McComb, Vanlue, Jenera, Arcadia, and Arlington - additional schools and community centers



Service Analysis



Current HATS Service

- Service Characteristics
- Productivity
- Service Efficiency
- O-D Analysis



Fleet Analysis

- Fleet Inventory
- Condition
- Useful Life



Peer Review

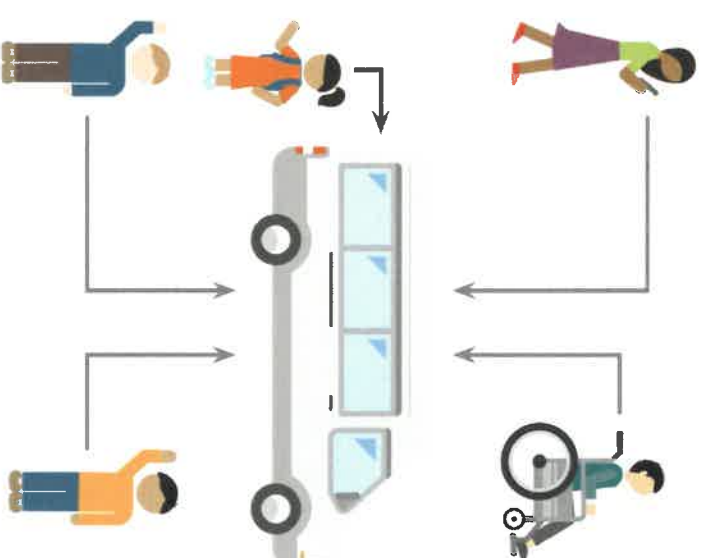
- Service Area Characteristics
- Service Delivery
- Funding Arrangements

HATS Existing Service

- Serves the approx. 75,000 residents in Hancock County
- Provides curb-to-curb (and door-to-door by request) demand response service
- Operated by HHWP CAC
- Provides contracted rides through PASSPORT, Find-A-Ride, YMCA

Current Operations

- **5** days a week
- Service span: **7:15AM** (first pick up) until **9:45PM** (last pick up)
- Reservations can be made up to **two weeks** in advance
- **\$2.00** per one-way trip (Findlay)
- **\$4.00-\$6.00** per one-way trip (Hancock County)



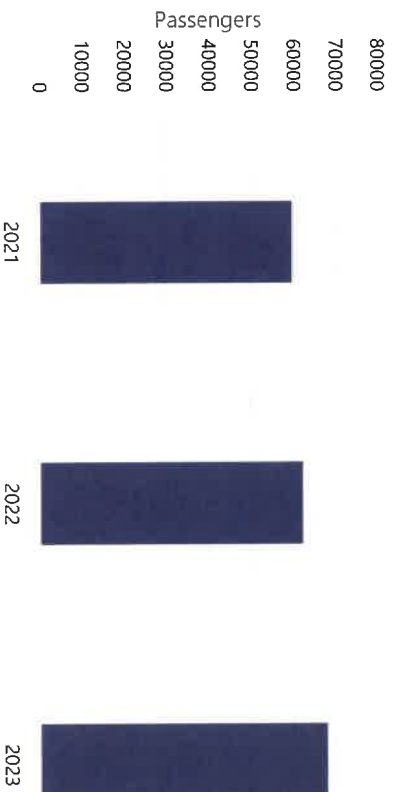
Service Analysis

Ridership and Productivity

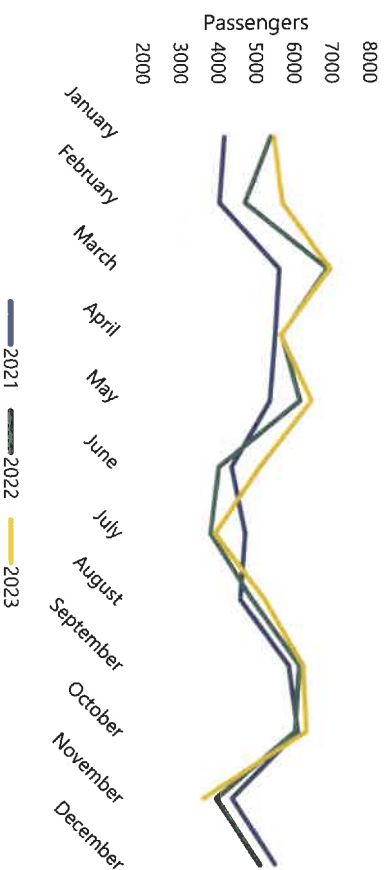
Analyzing ridership and ridership trends is one way to understand how well a transit service works.

- Between 2021 and 2023, HATS ridership was very similar while steadily increasing every year
- During peak months HATS carried between 6,000 to 7,000 passengers
- Fluctuations in ridership reflect peaks during the Findlay City School District and the UF schedules.

HATS Annual Ridership Trend



HATS Ridership Trends by Month

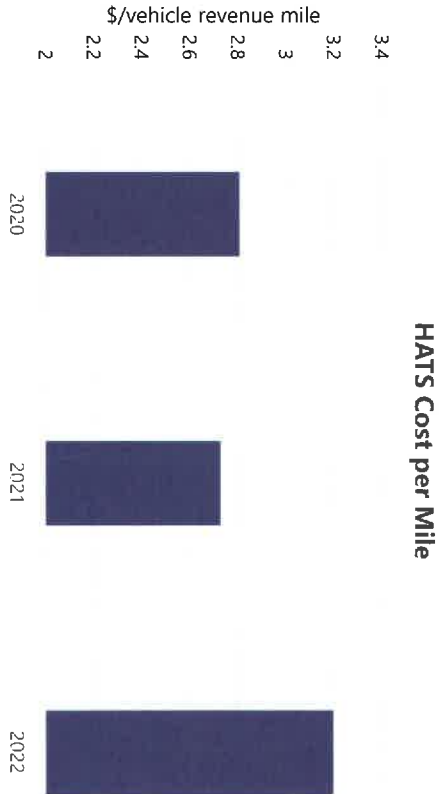
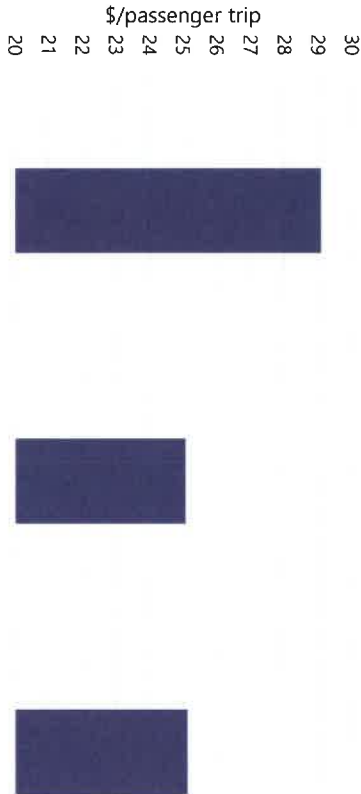


Service Analysis

Service Efficiency

Service efficiency metrics help HATS to understand how effectively operating expenses are being spent to meet riders' needs.

- In 2020, significant increase in costs as a result of the COVID-19 pandemic and subsequent service changes
- HATS cost per trip quickly decreased in 2021, indicating improved efficiency as service recovered
- In 2022, cost per mile increased because the total number of passenger revenue miles decreased



Service Analysis

On-time Performance

HATS uses a one-hour window for trips to be considered on-time, with a 30-minute grace period before and after the scheduled time.

- Two on-time performance metrics: **pick-up** and **drop-off**
- Pick-up on-time performance: **99% within window**, 0.8% early, 1% late
- Drop-off on-time performance: **55% on-time**, **45% early**, 0.3% late
- Average wait time for pick-up: 3 minutes

Pick-up On-time Performance	Total	Share
On-time	1,466	99%
Early	12	0.8%
Late	8	1%

Drop-off On-time Performance	Total	Share
On-time	813	55%
Early	669	45%
Late	4	0.3%

- Many top origins and destinations reflect the travel needs of **older adult residents**
- Most common origins and destinations reflect both **employment, housing, and activity trends.**
- The **YMCA Child Development Center** was the most frequent origin and destination for all HATS trips.

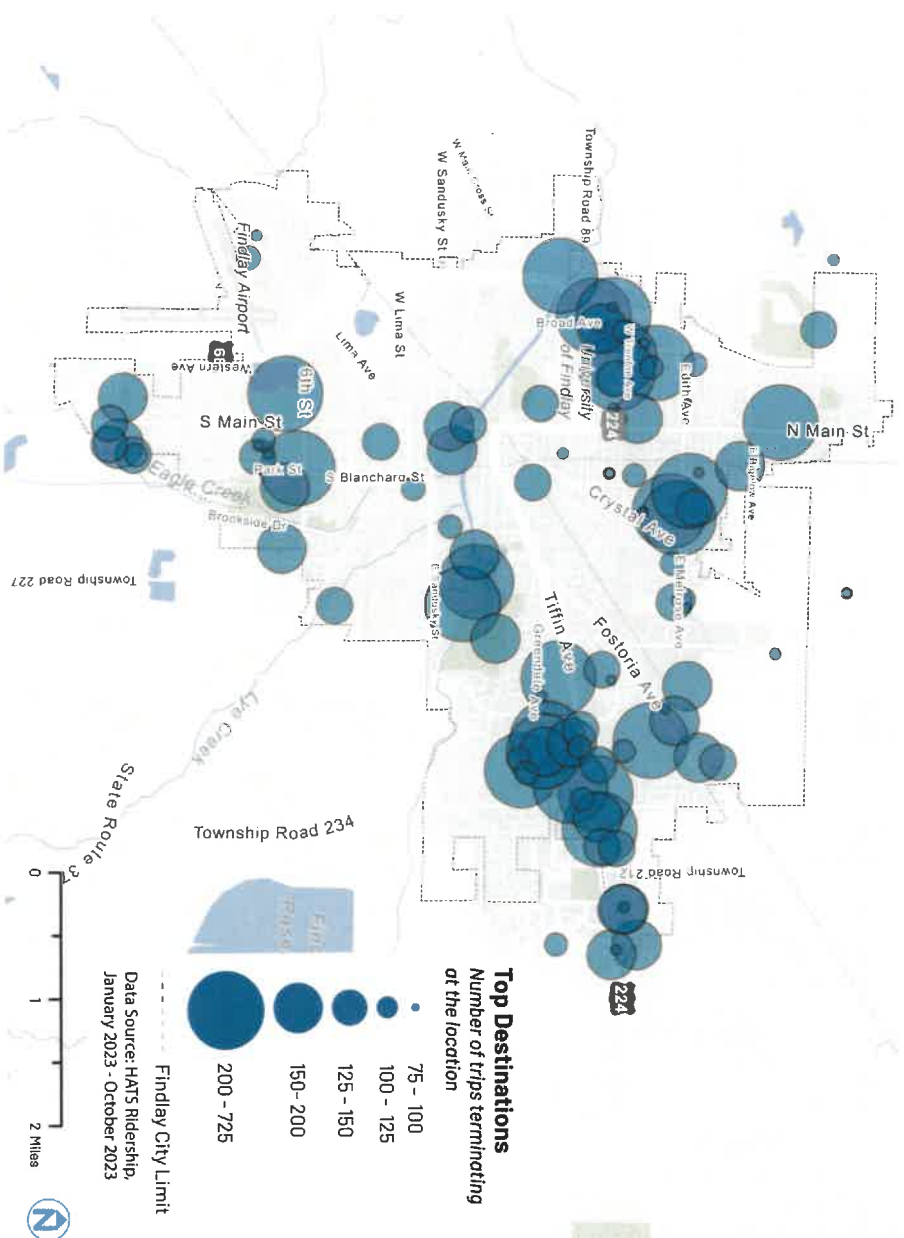


Service Analysis

Origin-Destination

Top HATS Origins & Destinations

- 50 North Senior Center
- Walmart (Trenton & Tiffin)
- Medical Offices West of Lake Cascades
- Riverside Park
- Riverside Suites
- Senior Homes of Findlay
- Meijer



Fleet and Facilities Analysis

Fleet management is vital to ensure continuous and efficient service for HATS riders.

Regular vehicle maintenance, repair, and replacement can extend the lifespan of existing vehicles and improve overall service for riders.

- HATS currently operates 28 active vehicles. Most of these vehicles (17) are cutaway buses.
- HATS' fleet is rated to be in "Good" overall condition, though several of the vehicles have exceeded their expected lifespans.
- Only six vehicles have not exceeded their useful life years.
- HATS has one office located in Findlay, which is used for administrative and vehicle storage.



Peer Review

Marion Area Transit (MAT) – the primary transit service in the City of Marion, OH area, operated by the City of Marion Public Service Department.

Allen County Regional Transit Authority (ACRTA) – the primary transit provider in Lima, OH and the surrounding Allen County.

Transportation Resources for Independent People of Sandusky (TRIPS) – the primary transit service in Fremont, OH and the surrounding Sandusky County, operated by the Great Lakes Community Action Partnership

Key Findings

- HATS has high vehicle revenue hours per capita but low trips per capita and a slightly lower vehicle utilization at 1.8 passenger trips per vehicle revenue hour versus 2.0 and 2.4 by peer, TRIPS.

Peer Best Practices

- TRIPS operates a deviated fixed-route service alongside the demand response service for riders to key destinations. This allows for greater flexibility and efficiency
- ACRTA combines a limited fixed-route service with microtransit and a separate paratransit service. Other peers perform the function of paratransit within general public demand response service by using accessible vehicles and offering reasonable accommodations for disabled and elderly riders.



Community Participation

Technical Advisory Committee

- Engaged group of stakeholders that includes technical experts, community leaders and partners, and large employers

Rider and Community Survey

- Determine where residents and riders are traveling to/from, understand why riders currently use HATS
- Paper and online survey distributed to current HATS riders and Hancock County residents during a two-month survey period

Open House & Community Meetings

- 50 North Senior Center

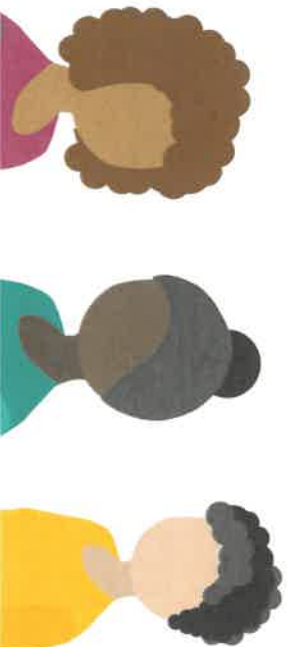
Upcoming:

- Hancock County Commissioners
- City of Findlay & Transportation staff
- Non-profit leaders
- Open House at University of Findlay

Rider and Community Survey Analysis

Key Findings

- Most HATS riders take several trips a week and rely on HATS for their daily transportation needs
- Riders prioritize ease of use (i.e., scheduling, cancelling trips) and efficient use of their time (i.e., travel times, on-time trips).
- **Expanded service hours** and providing **enhanced service** in Findlay are the most desired service improvements amongst current HATS riders.
- Community members are more likely to ride HATS if there was a **fixed-route bus service** in Findlay, **weekend service**, or if rides were **easier to schedule** online.



Hancock County TDP Rider and Community Survey

Hancock Hardin Wyandot Putnam Community Action Commission (HHWP CAC) is evaluating the transportation services that are provided within Hancock County in order to plan and adjust services to better meet the needs of bus riders. We want to hear from our riders and community members on how Hancock County can improve its transportation services to be more efficient and reliable for the community.



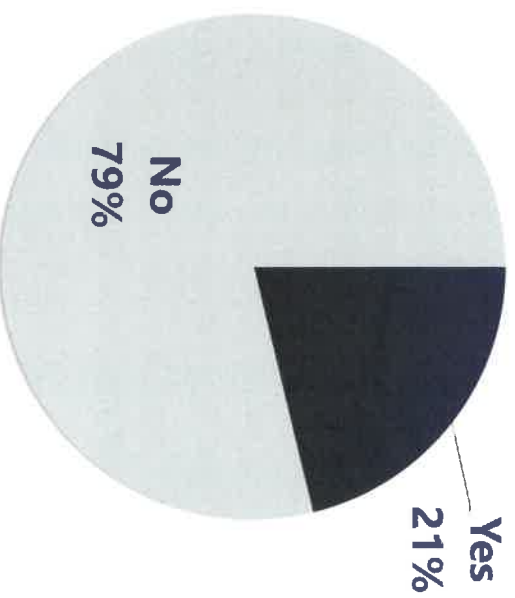
HATS Rider Survey

If you are NOT a current HATS rider, please skip to the Findlay & Hancock County Community Survey on the back.

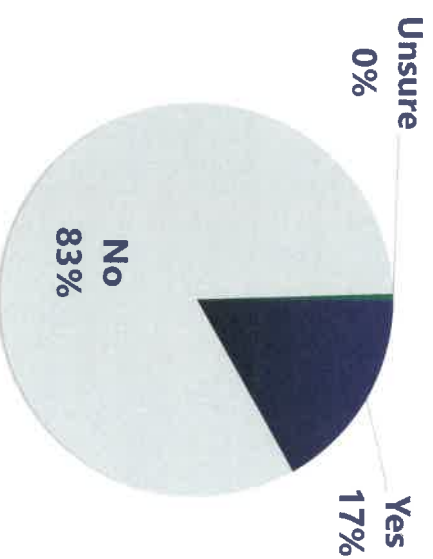
<p>1. How often do you use transportation services provided by Hancock County (e.g., Hancock Area Transportation Services (HATS), Veterans Service)?</p> <p><input type="radio"/> Almost every day</p> <p><input type="radio"/> A few times a week</p> <p><input type="radio"/> A few times a month</p> <p><input type="radio"/> A few times a year</p> <p><input type="radio"/> Never</p>	<p>4. Do you agree or disagree with the following?</p> <p>It is easy to get information about the service and how to use it. Agree Disagree Unsure</p> <p>Scheduling a trip is easy and convenient. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>The service takes me to the places I need to go. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>Cancelling or changing a reservation is easy and convenient. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>It is easy to find out exactly when my vehicle will arrive. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>Paying for a trip is easy and convenient. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>The drivers are friendly, knowledgeable, and provide the level of assistance I need to take the trip. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>The service gets me to my destination within a reasonable time (from pick-up to drop-off). <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p> <p>The transit agency is responsive to customer complaints/problems. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/></p>
<p>2. What are your most common trip purposes? (Check all that apply.)</p> <p><input type="checkbox"/> Work</p> <p><input type="checkbox"/> School</p> <p><input type="checkbox"/> Shopping or grocery store</p> <p><input type="checkbox"/> Medical or dental appointment</p> <p><input type="checkbox"/> Visiting friends or family</p> <p><input type="checkbox"/> Recreation or going out</p> <p><input type="checkbox"/> Other (please specify):</p>	<p>5. There are many ways Hancock County can improve transportation services. Please check the boxes below to show which service improvements are most important to you. (Select up to THREE.)</p> <p><input type="checkbox"/> Operate service earlier in the morning</p> <p><input type="checkbox"/> Operate service later at night</p> <p><input type="checkbox"/> Provide more transit service in the City of Findlay</p> <p><input type="checkbox"/> Provide more transit service in Hancock County outside of the City of Findlay</p> <p><input type="checkbox"/> Improve service reliability (bus should arrive on time more often)</p> <p><input type="checkbox"/> Improve the quality and cleanliness of buses</p> <p><input type="checkbox"/> Add bus service in new places (list places here):</p>
<p>3. What is most important to you as a current rider? (Select up to THREE.)</p> <p><input type="checkbox"/> Availability</p> <p><input type="checkbox"/> Ease of use (ability to reserve trip for desired time)</p> <p><input type="checkbox"/> Ease of scheduling, cancelling, changing, and paying for a trip; ease of getting on and off the vehicle</p> <p><input type="checkbox"/> Information (availability, accessibility, and quality of information on how to use the service)</p> <p><input type="checkbox"/> Time (call hold time, travel time, and on-time departure and arrival)</p> <p><input type="checkbox"/> Customer Care (helpful staff/drivers, responsive to complaints)</p> <p><input type="checkbox"/> Comfort (comfortable journey, vehicle cleanliness)</p> <p><input type="checkbox"/> Security (feeling safe and secure)</p>	<p><input type="checkbox"/> Other service improvements (list here):</p>

Rider and Community Survey Analysis

Are you a current Hancock Area
Transportation (HATS) rider?



Have you ever used Hancock Area
Transportation Service (HATS)?



Goal:

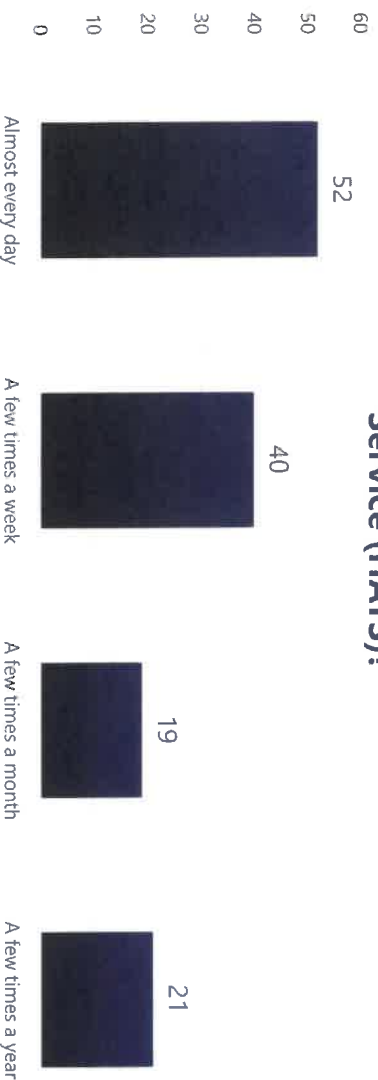
Understand how many community members actively ride HATS.

Finding:

The majority (83%) of respondents were not HATS riders nor had ever used HATS.

Rider Survey Analysis

How often do you use Hancock Area Transportation Service (HATS)?



Goal:

Understand how riders often and for what purpose riders use HATS.

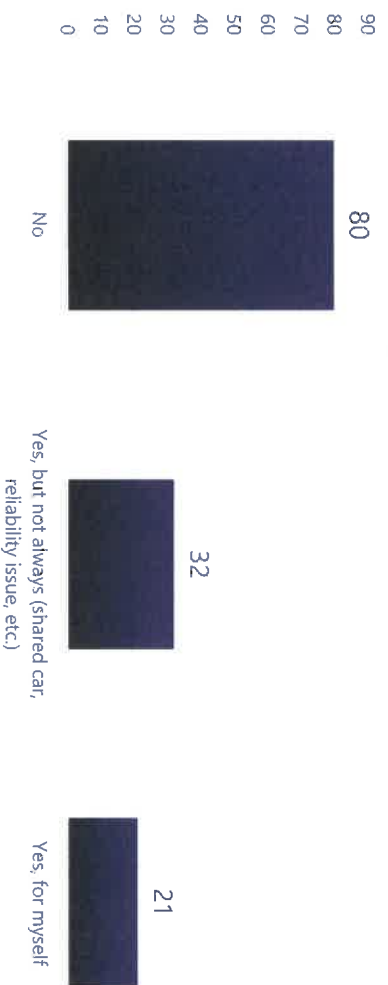
Findings:

- Most **riders use HATS frequently**, either almost every day or several times a week.
- The most common destinations are **work and medical appointments**.
- Frequent riders are most likely to use the service to go to work and medical appointments.

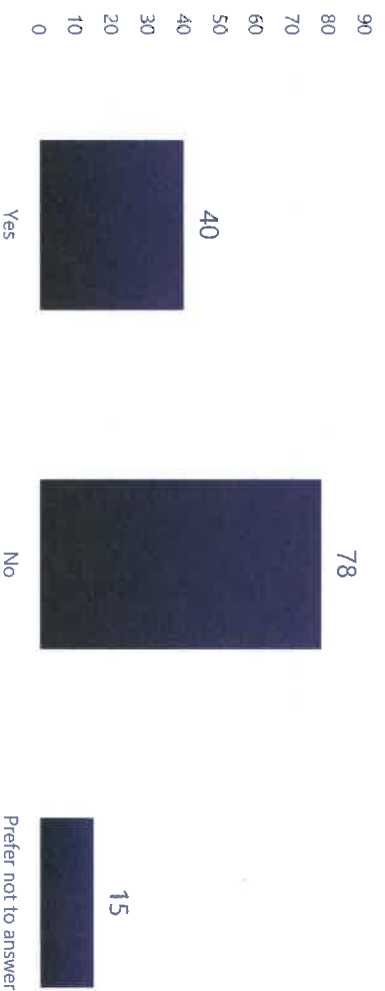
Frequency	Work	Medical	Shopping	Recreation	Friends/ Family	School
A few times a year	4	13	5	2	3	3
A few times a month	5	9	10	4	3	1
A few times a week	23	30	18	5	1	1
Almost every day	39	13	14	8	1	2
Total	71	65	47	19	8	7

Rider Survey Analysis

Do you have access to a vehicle?



Do you require an accessible vehicle?



Goal:

Understand how personal vehicle access and disability impacts ridership.

Findings:

- Only **16% of rider survey respondents have full access** to a vehicle compared to 87% of community members/non-riders. Ridership appears very dependent on car ownership.
- **30% of HATS riders have a disability** that impacts their mobility, requiring riders to request an accessible vehicle.
- Access to cars and need for accessible vehicles is about evenly distributed across trip types and ridership frequency.

Rider Survey Analysis

What is most important to you as a current HATS rider?



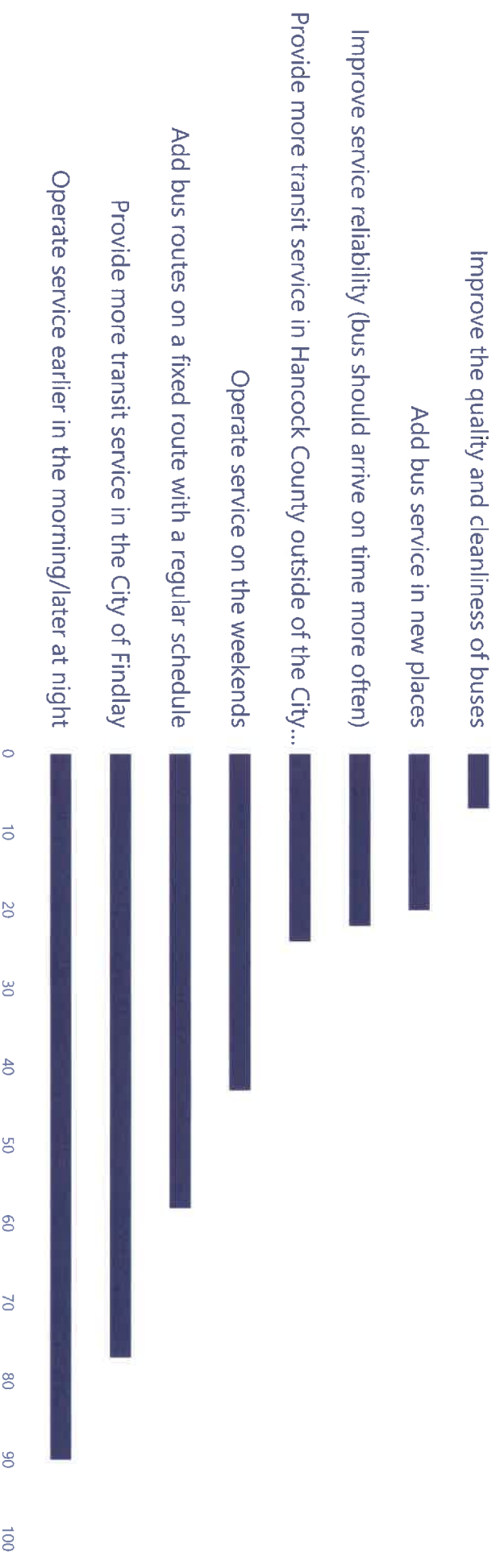
Goal: Understand HATS rider priorities and desired service improvements.

Findings:

- Riders are generally satisfied with existing HATS service, with several rating their satisfaction between 90 and 100% and an average satisfaction score of 79% satisfied.
- HATS riders value **availability** and **ease of use** of the service above all else, so HATS should try to maximize both.

Rider Survey Analysis

Which service improvements are most important to you?



Findings:

In terms of future improvements to HATS, riders were most interested in **expanding service hours** to begin earlier and end later and **increasing service in Findlay**.

Community Survey Analysis

How do you usually get around Hancock

Bicycle

1%

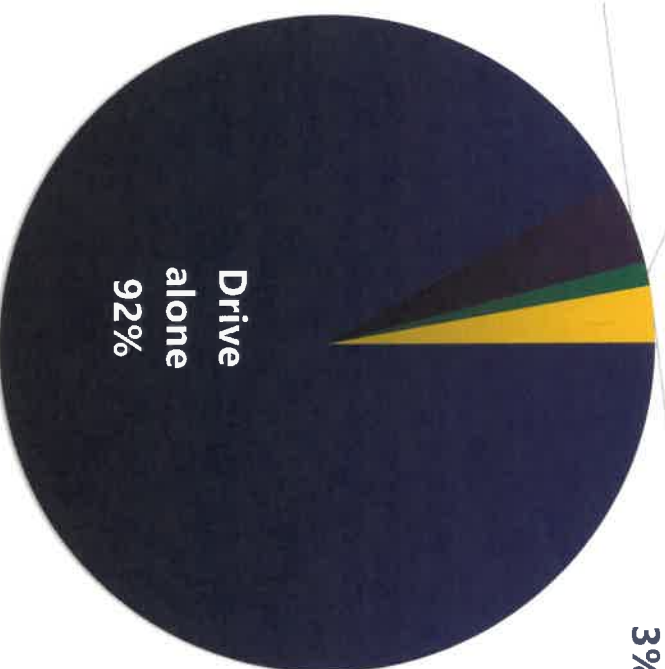
County?

Carpool

3%

Walking

4%



Goal:

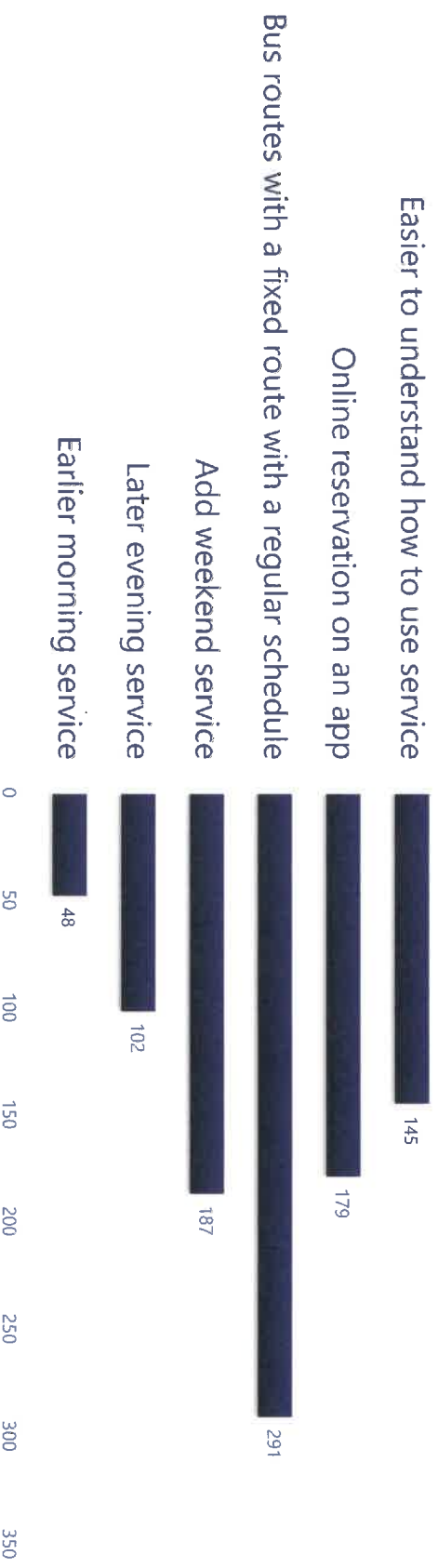
Understand how Hancock County residents who do not use HATS travel within the county.

Findings:

- Driving alone is by far the most popular transportation mode in Hancock County.
- 70% of community respondents have not used any alternative form of vehicle transportation (HATS, Lyft, USA Cab, Find-a-Ride, etc.) in the past year.

Community Survey Analysis

What improvements would make local residents more likely to use HATS or use the service more often?



Goal: Understand which service improvements would attract new riders from within Hancock County.

Findings: Community respondents were most interested in the potential to **provide a fixed-route bus service** with a regular schedule. Given that many community members would also prefer it if HATS allowed **online booking through an app**, it is likely that scheduling trips over the phone deters some potential riders.

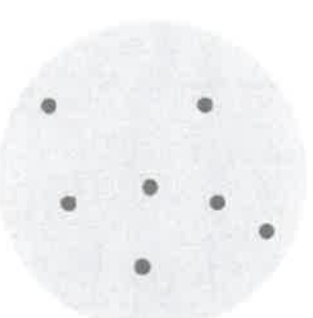
Transit Alternatives

- **Develop a vision for transit services in Hancock County that guides a series of transit service alternatives**
 - Considers the spatial distribution of population, employment, and major destinations in the area
 - Builds consensus on the agency's mission, goal, and position in the community
- **Why develop transit alternatives?**
 - Illustrate tradeoffs
 - Make options concrete for riders
 - Help steer the conversation
 - Focus is on three scenarios that increase utilization, access, and productivity

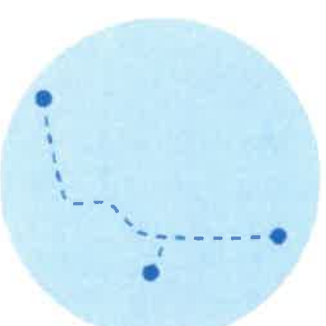
Local Fixed Route



Demand Response



Microtransit



Scenario 1: Fixed Route Service

Proposal:

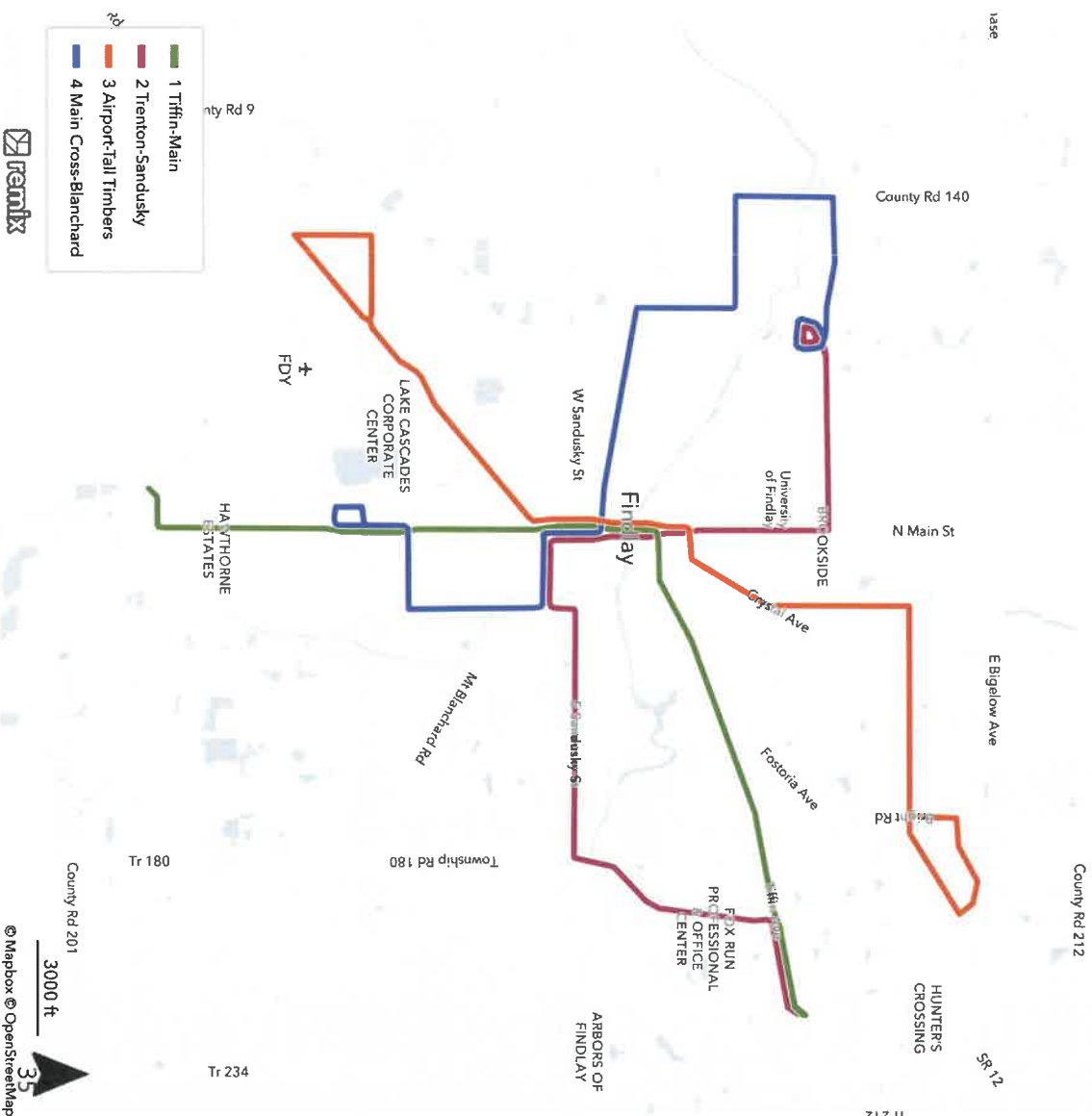
- Operate four routes in Findlay in addition to complementary paratransit (within 3/4-mile of routes)
- Continue providing county-wide demand response service
- Implement new Downtown transfer location

Key Benefits

- ✓ Simplify public transit service in Findlay
- ✓ Improve access to jobs and key destinations in Findlay
- ✓ Increase service visibility and utilization by adding physical stop locations and a fixed schedule

Details

- Weekdays, every **60 minutes**, 6 AM to 10 PM
- **64** revenue hours/day
- **4** vehicles needed for fixed routes



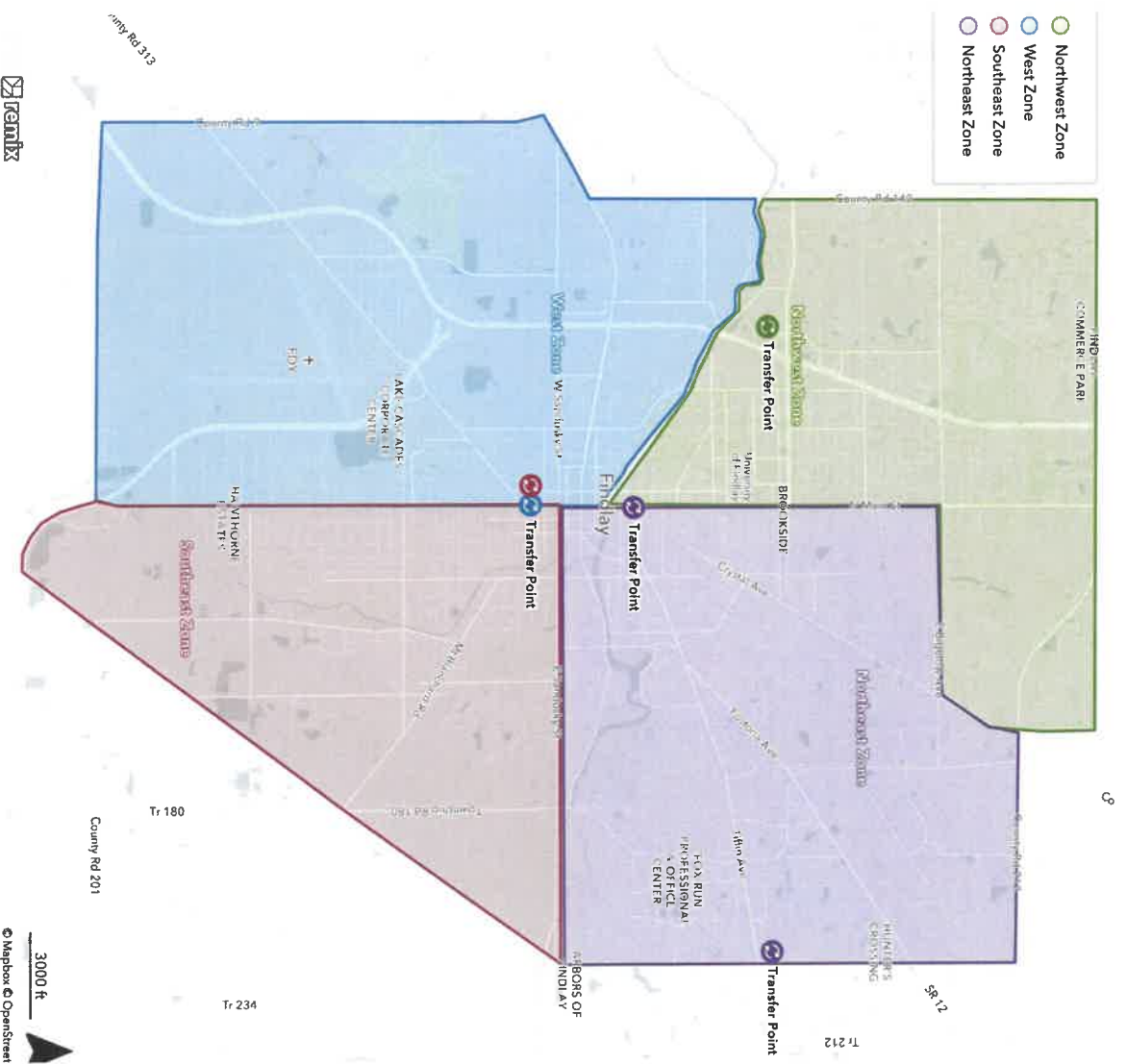
Scenario 2: Microtransit Service

Proposal:

- Operate curb-to-curb, zone-based microtransit service (four zones).
- Provide county-wide demand response service
- Implement four transfer hubs in Findlay to allow for connections between microtransit zones.
 - Downtown
 - Walmart (Trenton Ave)
 - Walmart (Tiffin Ave)
 - Main & Center Street

Key Benefits

- ✓ Modernize existing on-demand service with updated technology that would create an opportunity for same-day transit service
- ✓ Increase flexibility for riders with app-enabled, curb-to-curb service that would allow riders to request trips the same day or potentially up to an hour before they need service
- ✓ Increase service visibility and utilization by adding physical stop locations

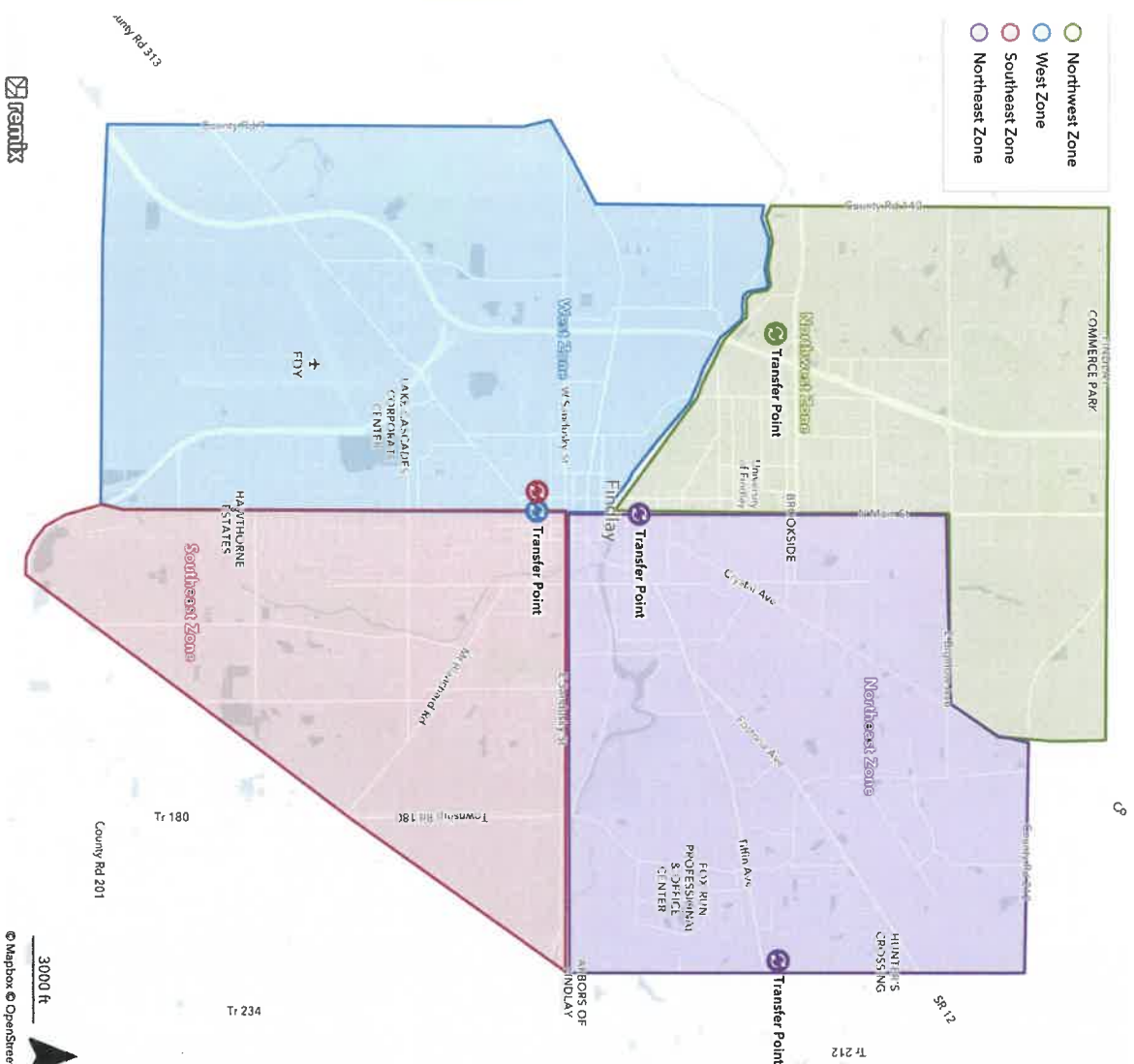


Scenario 2: Microtransit Service

Details

- Weekdays, 6 AM to 8 PM
- 15-minute average wait time
- 165 revenue hours/day

Zone	Vehicles	Service Area (sq.mi.)
Northwest	2	6.5
West	2	9.3
Southeast	1	6.1
Northeast	3	8.1
Total	8	30



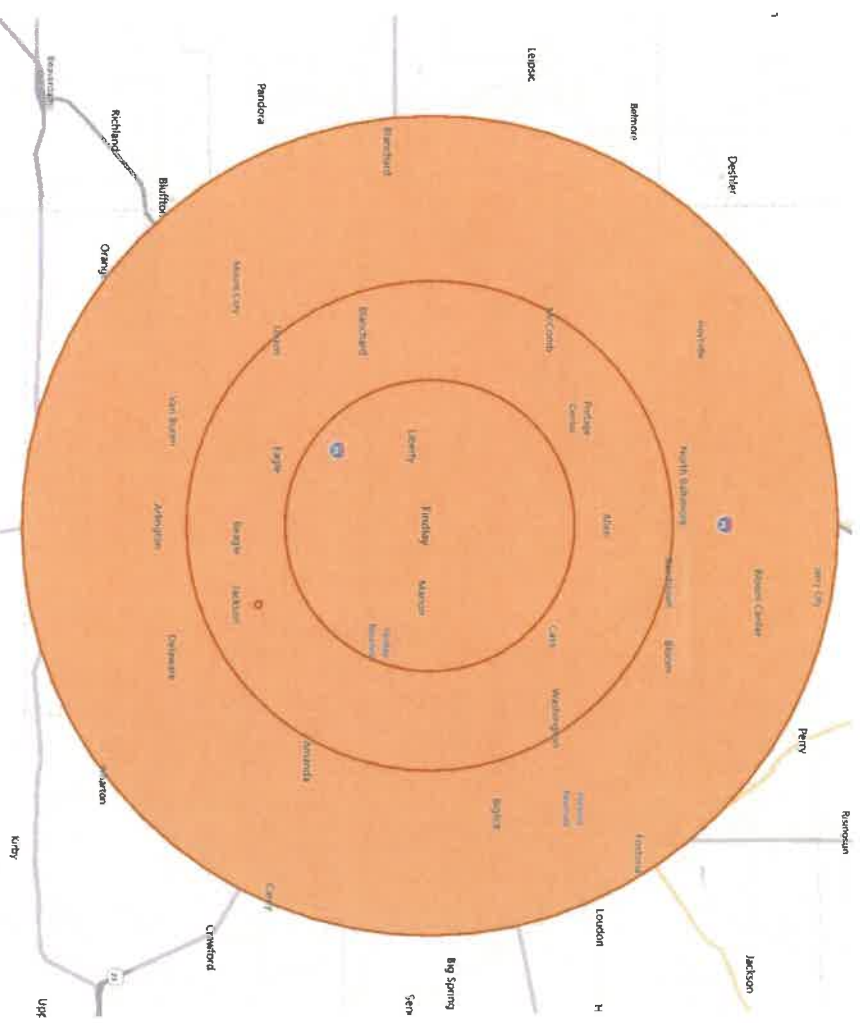
Scenario 3: Enhanced On-Demand

Proposal:

- Continue operating current county-wide demand response service
- Upgrade scheduling software and customer-facing technology that would allow for same-day and vehicle tracking
- Update HATS branding, maps, and information to increase service legibility
- Expand service hours and increase number of service days

Key Benefits

- ✓ Make demand response service more intuitive and easier for riders to use/schedule trips
- ✓ Improve access to jobs and key destinations in Hancock county
- ✓ Increase service efficiency through route matching



Scenario 3: Intercity Connections

Gobus Routes

Proposal:

- Increase existing service availability to other cities and outlying counties (e.g., fixed-schedules)
- Increase rural intercity connectivity to areas beyond Hancock county including Toledo, Lima, Bowling Green, and Marion.
- Enhance feeder transportation services that connect Hancock county residents to existing intercity bus and rail service such as Amtrak and Greyhound

Key Benefits

- ✓ Improve access to jobs , medical services, and destinations beyond Hancock county
- ✓ Increase service efficiency through route matching for longer distance trips
- ✓ Improve coordination of services between HATS and peer agencies (TRIPS, MATA, and ACRTA)

