AGENDA
HEALTH & HUMAN SERVICES COMMITTEE

DATE: Thursday, November 19, 2026
TIME: 5:00 PM
LOCATION: Edgewater Haven Nursing Home
Conference Room
1351 Wisconsin River Dr
Port Edwards, WI

Join by phone
+1-408-418-9388 United States Toll
Access code: 2489 760 8227

Join by WebEx App or website
https://woodcountywi.webex.com/woodcountywi/j.php?MTID=m0b95d1f0a96215019d91254c0d4f6d1b
Webinar number: 2489 760 8227
Webinar password: 111926

1) Call to Order
2) Open 85.21 Public Hearing for Wood County Transportation Program
3) Public Comments
4) Transportation year in review
5) Review effective coordination plan related to the 2027 proposed projects
6) Close public hearing
7) Declaration of Quorum
8) Public Comments
9) Consent Agenda:
   a) Review/approve minutes from meeting of October 22, 2026
   b) Review Department Head/Supervisor Monthly Reports/Narratives, Informational Material, & Financial Statements and/or Quarterly Reports
   c) Approve Department Vouchers: Edgewater Haven, Health Department, Human Services, Norwood Health Center, Veterans Service
10) Discussion and consideration of item(s) removed from consent agenda
11) **HEALTH DEPT**
   a) Review & approve 5034 Wood County Transportation Feasibility Study
12) **HUMAN SERVICES**
   a) Norwood Water System Replacement Project Update
   b) Approval of Appointment to Norwood Medical Staff
   c) Edgewater Haven CBRF Update
   d) Employee request for tuition reimbursement per the county tuition reimbursement policy
13) Legislative Issue Updates
14) Future Agenda Items
15) Request for reimbursement for meeting attendance
16) The committee may go into closed session pursuant to 19.85(1)(f) Wis. Stats. To consider leave of absence request(s)
17) Return to open session
18) The committee may go into closed session pursuant to Wis Stats 19.85(1)(c) to conduct performance evaluations for the department heads they oversee.
19) Return to open session.
20) Next Meeting(s): Thursday, December 17, 2026 – Wood County Annex & Health Center - Marshfield
21) Adjourn

MINUTES
HEALTH & HUMAN SERVICES COMMITTEE

DATE: Thursday, October 22, 2026
TIME: 5:00 PM
PLACE: Wood County Annex & Health Center - Classroom

MEMBERS PRESENT: Donna Rozar, Tom Buttke (arrived at 5:02 PM), Linda Casper, Lee Thao, Laura Valenstein, Marie Topping, Amy Kuhlka

MEMBER EXCUSED: Dr. Tim Golemgeski, Rachel Stankowski

OTHERS PRESENT: Trent Miner, County Clerk; See attached sign-in list.

1. Chair Rozar called the meeting to order at 5:00 PM and declared a quorum present.

2. There were no public comments.

3. The consent agenda was reviewed and items discussed. Motion by Valenstein/Thao to approve the consent agenda as presented. Motion carried unanimously.

4. Health Director Smith presented a request for out of state travel for Supervisor of Strategic Initiatives and Chair Rozar to attend the 2027 National Association of Counties (NACo) Legislative Conference February 19-23, 2027 in Washington DC. with all expenses paid with grant funds. Motion by Topping/Casper to approve the request as presented. Motion carried unanimously.

5. Norwood Administrator Kornack stated the state review of the water system replacement plans was scheduled for October 20th but no word has been received as of the meeting.

6. Kornack requested approval of the following medical staff changes to Norwood:
    a. Addition of Dr. Trisha Stefonik as active
    b. Addition of Dr. Eram Rahim as active
    c. Addition of Dr. Wesley Fox as active
    d. Change of privilege of Dr. David Winemiller from active to courtesy on call.

    Motion by Casper/Kuhlka to approve the additions and changes as recommended. Motion carried unanimously.

7. Edgewater Haven Administrator Cieslewicz stated that they do not have a current estimate of cost of the plans that have been finalized, and as such, they have not been submitted to the state. The committee, by consensus, expressed concern over the length of time this process is taking and is open to exploring other options when it comes to project management. Cieslewicz will keep the committee apprised.

8. Cieslewicz reported that one of the 2026 CIP projects was for sprinkler riser upgrades and when the contractor reviewed the project, they noted that the current infrastructure in place met federal and state guidelines and was in good shape. They recommended not moving forward with the upgrade. With the extra dollars unspent, it was Cieslewicz's recommendation to renovate 5 rooms with new cabinetry and furnishings, replacing those that have been in place since the 1970s. After consulting the Finance Dept. and the county's financial advisors, Baird, it was determined that a resolution is not needed, nor is committee action. The committee, by consensus, was in favor of the reallocation of funds as presented.

9. Veterans Service Officer Larson presented a slideshow highlighting the federal VA dollars that came into Wood County for 2025 and the large increase from the previous reporting year. He discussed the various programs where the dollars are assigned and ultimately used.

10. The next meeting will be held on Thursday, November 19, 2026, at Edgewater Haven Nursing Home. Department Head evaluations will be included on that agenda.

11. Chair Rozar declared the meeting adjourned at 5:43 PM.

Minutes taken by Trent Miner, County Clerk, and are in draft form until approved at the next meeting.

Health & Human Services Committee
October 22, 2026

NAME	REPRESENTING
Katie Milock	Human Services
Brandon Trunnink	Human Services
Sue Smith	Health Dept
Rock Larson	CUSO
Justin Cielewicz	Edgewater
Marissa Kornack	Norwood
Katie Weller	Human Services
Lance Plind	CB Chair

Wood County Health Department

Health Department Report
November 19, 2026

If you have any questions about this report, please contact Sue Smith at 715-421-8928 (W) or 715-213-8493 (Cell) or ssmith@co.wood.wi.us

ADMINISTATIVE REPORT – SUE SMITH, RN, MSN, CPM

- Kristie and I continue to connect regularly and work through different aspects of the health officer position. As unique things arise, I loop her in to experience working through those issues. She is wonderful to work alongside, and I am thankful for this time mentoring her and sharing everything I can between now and March.
- The Wisconsin Department of Health Services is contracting with EPIC for a statewide Electronic Medical Record (EMR) system. Access to this system will be free to all users for the first five years through funding from the Rural Health Transformation Program. The cost following that five years is unknown, though the Secretary of WI DHS indicates that she does not want entities to pay any more then we are paying now for any EMR or other systems we use. We are planning to enter the first phase of use of EPIC for public health. We met with key staff who would be using it, and they are up to taking the lead and helping shape how EPIC will look and work for local health departments. More to come!
- We pulled together an advisory group to brainstorm the opioid settlement funds and how to continue moving forward giving the dwindling funding amounts. The group recommended to the full task force that we focus on treatment and recovery to have the most impact on the population affected by the epidemic. They agreed. We are updating and preparing to send out a Request for Proposals again with applications to be reviewed by the task force with awards at the end of the year or January. Those rated highest by the task force will be brought to HHSC for review, then on to Ops and County Board via resolution.
- I'm looking forward to participating in the upcoming leadership retreat sponsored by HR. Our incoming members of our leadership team will also be taking advantage of these opportunities.
- I plan to use up my vacation time so there is little to no payout when I retire in March. To keep our budget request as low as possible, we did not budget a payout for me. To that end, I will miss our November meeting as my husband and I will be traveling to the Bahamas for a UW Madison men's basketball tournament. Go Red!!

SUPERVISOR OF STRATEGIC INITIATIVES REPORT – KRISTIE RAUTER EGGE, MPH

- Niki Lucht is participating in Viterbo's Servant Leadership Certificate course
- Staff analyzed workforce development competency data
- Staff attended the Northern Region WALHDAB meeting to discuss options for a data platform for the region
- Met with PIO (Public Information Officer) Network leads to plan for the next PIO Network meeting
- Made additional updates to the WCHD Communication Plan with the internal WCHD Communication Committee
- Meetings are ongoing to prepare for a leadership meeting between the WCHD and Aspirus. These meetings aim to increase awareness of each organization's efforts and priorities, expand collaboration opportunities, and develop strategies to improve community health outcomes.

Performance Management & Quality Improvement

- In October, the Quality Council convened. The council debriefed on the September all-staff training, discussing what went well and what didn't, and gathered ideas for next year's training. Team leads were encouraged to begin brainstorming with their teams on goals and objectives for 2027, as well as to identify potential improvement projects based on the data and insights gathered in 2026.
- Updates were made to the department dashboard and program area performance management workbooks. Most teams have completed third-quarter data entry.

Healthy People Wood County (HPWC)

- Developing a YRBS (Youth Risk Behavior Survey) report and dashboards for Wood County high school students and middle school students
- Developing an individualized YRBS report and dashboards for Nekoosa High School and Middle School
- Met with Nekoosa High School staff to share data and plan a follow up meeting with students, staff, and community partners to determine strategies for improvement
- *Community Health Assessment (CHA):*
  - Continued meeting with healthcare system partners to plan next CHA cycle
  - Continued distribution of the 2026 Community Health Assessment (CHA) Survey throughout the county - survey closes November 12
  - Met with county planner to discuss collaboration between the Community Health Assessment and the County Comprehensive Plan with both being updated next year

Access to Care

- Secured funding for a new heat printer and paper for Healthy Smiles

Mental Health

- Staff met with a Student Services Counselor at Mid-State Technical College to share information about Healthy People Wood County, learn more about their role, the mental health support and training Mid-State offers to students and the community, and to discuss opportunities for collaboration.

Transportation

- 5304 Transportation Feasibility Update: Met with staff from the City of Marshfield and the City of Wisconsin Rapids to learn about their transportation services.
- Attended the WisCAP Poverty Conference; learned about resources for transportation, legal services, housing and financial support.
- *Catch a Ride Update:*
  - Submitted Marshfield Area United Way Progress Report
  - Attended the United Way Vision Council Meeting
  - Attended the Nonprofit Community Leadership Gathering to learn additional fundraising strategies
  - Held our first Central Wisconsin Catch a Ride Mobility Leadership Circle meeting to finalize service parameters

Financial Security

- Continued work to implement Little Free Pantries in Wisconsin Rapids and Pittsville from Marshfield Clinic & Security Health Plan food insecurity grant funding
- Held Food Security workgroup meeting to share about the Little Free Pantries, determined ways to share food security resources throughout the county, and discussed longer-term next steps for the long term
- *Central Wisconsin Regional Farmers Market Collaborative:*
  - Staff executed a Farmers Market of Wausau special Fall Harvest adventure event to engage the community with the market. The event included kids' activities, SNAP tours, pumpkin painting, resource booths, and a produce scavenger hunt.
  - Entered all data from the Farmers Market 2026 season to begin preparation for the 2026 economic impact report.
  - Did a presentation for the Juneau County health action team to share information about increasing access to payment technology at farmers markets.
  - Preparing for the end of summer season with all farmers markets with budgetary needs, accounting, and marketing.
  - Preparing for the beginning of the season with all winter farmers markets with advertising, including press releases, social media posting, website updates, etc.
  - Completing implementation of Plan Your Visit maps and tourism information for all markets in Central WI.
  - Preparing for a successful Small Acreage Grower Gathering in November with a workshop on brand storytelling & logo design for farmers.
- *Wood County Farmers Markets; Marshfield Farmers Market and Wisconsin Rapid Downtown Farmers Market:*
  - The 2026 Wisconsin Rapids Downtown Farmers Market season was a year of meaningful growth, community partnerships, and continued positive impact. This season, the market welcomed 83 local businesses and vendors, providing opportunities to support local entrepreneurs while increasing access to fresh locally grown products.
  - With additional funding secured to support the Double Dollar program, the market was able to offer SNAP EBT Double Dollar Match benefits every market day throughout the season. This contributed to an increase in SNAP EBT Double Dollar participants and helped make fresh, nutritious foods more affordable for community members. Through the continued support of our partners, vendors, and community members, the market strengthened the local food system, encouraged healthier eating habits, and expanded access to nutritious foods for residents throughout the community.
- *Food Access and Gleaning Impact:* During the 2026 season, the market collected 3,472 pounds of fresh produce through the Gleaning Program for the FOCUS Food Pantry. This initiative helped reduce food waste while ensuring high-quality, locally grown produce reached families experiencing food insecurity.

2026 Market Impact Snapshot

- $5,333 in Debit/Credit
- $5,481 in SNAP EBT
- $5,171 in SNAP EBT Double Dollar Match Program
- $1,685 in Aspirus Fruit and Veggies RX
- $180,995 in Vendor Sales

These results highlight the important role the Farmers Market plays in supporting local business, strengthening food access, and promoting the health and well-being of our community.

Substance Use – IMPACT and MACY

- *Mental Health and Substance Use Conference:* Members of the Healthy People Wood County Team attended the 22nd Annual Mental Health & Substance Use Recovery Conference on October 22 and 23. The conference provided opportunities to enhance knowledge and skills related to mental health, substance use recovery, prevention, intervention, and treatment. The conference supported continued learning and professional development to strengthen the services and support provided to individuals and families in our community and strengthen the work happening in Wood County through the Healthy People Wood County Team.

- *Marshfield Area Coalition for Youth (MACY):*
  - *MACY Drug Task Force (DTF)*-The task force met on October 6, joined by members of Human Services, to discuss the adolescent diversion programs in Wood County. Human Services is working to expand services from youth-related nicotine tickets to include THC and alcohol-related tickets/citations. They are also planning to introduce in-person programming for diversion services in the Marshfield area to reduce commuting times for Marshfield youth wishing to participate. The task force discussed sharing the new Behind the Haze nicotine educational materials and increasing nicotine cessation signage throughout Marshfield businesses. They also began planning to use the $4,000 from Northwoods Coalition 2026-2027 Project funding received by MACY, including strategies to increase capacity in the coalition's efforts.
  - *MACY Mental Health Task Force (MHTF)*-The task force convened on October 12, with Heidi Pritzl, the Suicide Prevention Coordinator at Aspirus, presenting to the team. Heidi shared information about Aspirus's suicide prevention initiatives and the services they provide to the community. She also recounted her experiences with previous mental health coalitions, which helped the task force identify the next steps for their work. The task force is in a rebuilding phase and is looking for effective direction with the work.
  - *Marshfield Columbus Leadership Alliance (MCLA)*- MCLA gathered at the East Church in Marshfield on October 14 for their annual retreat. New and returning youth leaders from Marshfield and Columbus joined together for this year's leadership alliance retreat. The team engaged in activities and planning for the current school year, focusing on how to implement the goals and objectives they set out to achieve. This year, the team is working on the "My Choices Make Changes" campaign, which promotes healthy choices for youth to reduce mental health issues and substance use. The goals for this year include improving sleep hygiene, time management, healthy nutrition and exercise, and social connections.
  - *Nonprofit Community Leadership Training*-Members of the MACY coalition attended the Nonprofit Community Leadership Gathering on October 21 at Mill Creek Gardens in Marshfield. The event featured training sessions on how to successfully advocate for donations for nonprofit work. It also provided a networking opportunity for participants to share the work of the MACY nonprofit and learn from other nonprofits in the area.
  - *MACY Board of Directors*-The MACY Board of Directors met on October 21. The board reviewed updates from the committees, including DTF, MHTF, MCLA, and the Finance Committee. They also reviewed updates on the domain through the MACY website, ensuring the domain would not be lost if they could not contact the current team maintaining the website. The board discussed the Opioid Tabletop Simulator for our upcoming November Full Coalition Meeting at Marshall Mid-State Campus, along with plans to create a sustainability team to ensure the coalition remains sustainable in the years to come after DFC funding ends.
  - *MACY Finance Meeting*-The MACY Finance Committee met on October 28 to discuss the MACY credit cards, the remaining State Opioid Response funds deposited into the bank account, and the reimbursement processes for the NWC funding approved through September 2027. The group also reviewed last month's finances and provided updates.
- *Opioid Settlement:* The Wood County Opioid Task Force formed an Advisory Committee to determine whether to release an RFP for 2027 projects, as there is less funding available than in previous years. The Advisory Committee determined that an RFP should be released with different parameters that prioritize agencies that have fewer funding opportunities and focus their efforts on people who are at increased risk of overdose. The committee also discussed awardees completing quarterly reporting for reimbursement to reduce the need for carryover funding and remove the cap on the amount organizations or programs can apply for.
- *LifePoint Syringe Service Program:* In October, the Wood County LifePoint program supported 5 individuals at both the Marshfield and Wisconsin Rapids locations with an additional 6 individuals supported with sterile supplies. Additional options for services include the Vivent Health mobile van and online ordering depot. Data from these programs will be shared through end of year reporting from Vivent Health's Wood County Opioid Settlement award.
- *Overdose Prevention Supplies Program:* The Wisconsin Department of Health Services released funding and announced several programs would be combined into one new funding application: Naloxone Direct Program, Drug Checking Technologies, EMS Leave Behind Program, and Law Enforcement. Wood County Health Department applied for naloxone to support existing programs, but determined more test strips were not needed, as we received enough test strips from the spring Drug Checking Technologies application. Wood County Health will continue to support law enforcement in carrying naloxone, stocking public health vending machines, provide fire/EMS with naloxone leave-behind kits, provide naloxone to community agencies for both emergency use and community access, distribute overdoes prevention kits, distribute naloxone through LifePoint, and offer naloxone at Overdoes Prevention and Naloxone Administration trainings. Goals for this application include increasing rural access to naloxone in Wood County, encouraging compassionate overdose response, and increasing connections to resources and services.
- *Overdose Alert:*
  - Wood County Health Department determined that an overdose spike alert was warranted between the dates of October 7-14, as emergency responders confirmed the threshold of accidental overdoses was met. The alert was sent to ensure community residents and helping professionals were aware of the increased risk of overdose and the potentially lethal potency of the illicit drug supply (both opioid and non-opioid substances). The confirmed overdoses were non-lethal.
  - Previous potential spike alerts through the WI DHS Wisconsin Suspected Overdose Alerts for Rapid Response (WiSOARR) system were found not to warrant a public alert, and this is typically because one or more of the overdose cases is found to be intentional (suicidal ideation). An FAQ page for the WiSOARR data is attached.

- *Providers and Teen Communicating for Health (PATCH):* The site coordinator held 2 enrichment meetings; one on How to Spot Healthy Relationships and one on Teen Celebrate Recovery, strengthening your toolbox to better share with others. We held our first consulting session for the Youth Wellness Hub. The coordinator and two teens decorated a trunk for trick-or-trunk at Ho-Chunk.
- *Public Health Vending Machines (PHVM):* The total supplies vended in October were 492, with Narcan being the number one vended item. The machine from All the Above tattoo shop was moved to Graces restaurant. The summer supplies have been removed and are being replaced by the winter supplies.
- *Peer Support:* Pamela is currently supporting ten individuals on her Certified Peer Specialist caseload, 3 youth on her Youth Recovery Coaching caseload, and 3 parents on her Certified Parent Peer Specialist caseload. Pamela submitted her CEU's for her recertification for her Certified Peer Specialist certificate and is now certified through 2029.
- *Jail Programing:* Staff are currently co-facilitating the weekly Childhood Trauma course in the Recovery Pod, serving nine males and two females. Two separate STI/Harm Reduction training courses were held. We had five new referrals for the Deflection Program.

Safe Kids Wood and Portage Counties
- Staff completed the DOT (Department of Transportation) Grant Application for car seats for the next cycle, which runs through September 2027.
- Staff completed car seat reporting for the previous DOT Grant.

HEALTHY SMILES FOR WOOD COUNTY REPORT – NICOLE BURLINGAME, RDH

Initial screening and fluoride varnish for all Head Start Centers has been completed. Two more visits to all the centers will be provided during the 2026/2027 school year. The sealant program for North & South Wood County is in progress.

PUBLIC HEALTH NURSE SUPERVISOR REPORT – ERICA SHERMAN, MSN, RN, IBCLC

Parents as Teachers (PAT)
- As the PAT team continues to work towards quality endorsement (similar to accreditation), the team has submitted family files for quality review with the PAT National Center. This month, we will also begin uploading documents to our self-study portal.
- Parent Cafes continue to be well attended this fall with 9-20 adults and 12-24 children in attendance at each of the four cafes held so far. A total of four Parent Cafes were offered in October in Wisconsin Rapids, Marshfield, and Pittsville (2). November will offer three cafes, one at each location.
- With funding from the Rural Health Transformation Grant, we are expanding our capacity to support families by hiring two new Community Health Workers who will serve as Parents as Teachers (PAT) Parent Educators. These additional team members will strengthen our ability to reach and support more families.

Maternal Child Health (MCH) & Injury Prevention
- *Breastfeeding:* The health department and WIC have been accepted to participate in NACCHO's Strengthening Breastfeeding Initiatives Community of Practice (CoP).
- *Child Passenger Safety:* A health department Certified Child Passenger Safety Technician presented to Aspirus Family Birthplace staff on basics of securing an infant properly in a car seat; this has resulted in some nursing staff exploring becoming trained technicians themselves.
- *Safe Infant Sleep:* October was Safe Sleep and SIDS Awareness Month. Throughout the month, staff worked to raise awareness and promote safe sleep practices through a community-wide campaign. Efforts included social media posts, educational displays throughout the community, outreach and engagement at local events, newspaper articles, and a giveaway package for individuals who completed the Safe Sleep Ambassador program.

Communicable Disease
- Overall respiratory illness activity remains very low in the state. Vaccination efforts continue for influenza, COVID, and RSV.
- Wisconsin continues to see a rise in confirmed cases of measles; no cases in Wood County to date. The best way to prevent measles is by receiving the MMR vaccine. One dose of MMR vaccine is 93% effective at preventing disease and two doses is 97% effective.

Emergency Preparedness

At our October all-staff meeting, we exercised our ability to stand up a Point of Dispensing (POD) to disseminate medication to a large number of community members in a short period of time. Feedback showed the exercise was valuable in building staff confidence, with the percentage of participants reporting high confidence in their assigned POD role increasing from 25% to over 81%.

WOMEN, INFANTS AND CHILDREN (WIC) REPORT – CAMEN HOFER, RD, CD, IBCLC

- One of our quality improvement projects this year aims to increase WIC caseload by 1% from March to December 31, 2026, by increasing in person appointments and local agency Facebook presence. Our goal is to post local agency Facebook posts weekly, aiming to increase building rapport with families and word of mouth/social media WIC referrals. We have also been able to increase our in-person appointments from 26% in 2025 to 40% of appointments in person July-August 2026.

Local Agency Facebook Posts	
March	2
April	3
May	6
June	6
July	6
August	9
September	2
October	9

- Amanda Herman completed Level 3 WIC Breastfeeding training in October. She will complete Level 4 in December. After completion of the Level 4 WIC Breastfeeding training, she will be considered a WIC Designated Breastfeeding Expert and equipped with the knowledge to best help WIC families with most lactation scenarios.

2026 Caseload (Funding Basis: 1,541 Participants)

	Dec 2025	Jan 2026	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Active (initial)	1356	1344	1339	1319	1314	1322	1330	1342	1359	1326	1304		
Active (final)	**1369**	**1356**	**1353**	**1329**	**1327**	**1330**	**1344**	**1353**	**1361**	**1329**			
Participating	1356	1352	1350	1328	1320	1331	1334	1351	1360	1326	1304		

SUSPECTED OPIOID ACTIVITY ALERTS:
FREQUENTLY ASKED QUESTIONS

What are these alerts?

These county-level alerts are generated through a national emergency department surveillance system, which tracks suspected opioid overdoses. DHS uses the National Syndromic Surveillance Program BioSense Platform to learn about the suspected increase in activity so it can alert affected health departments. This process allows for more timely communication and efficient response to activities in local communities.

What triggers the alert?

An alert is triggered whenever the suspected number of opioid overdoses in emergency departments is statistically higher than usual in a specific area. A statistical increase is determined by looking at the trend from the previous 10 weeks. The expected number of opioid overdoses is estimated as if the trend would continue as is. When the observed number of cases rises above this level of expected overdoses by a statistically significant amount over a seven-day period, the system generates an alert. This could be for a number of reasons: It could indicate higher potency forms of opioids circulating within the community; or, numbers are so small within an area that a small increase can impact the trend.

What action is expected at the county level?

Some alerts may require action, while others may not. That decision is intentionally being left up to local health officers. DHS has some suggested steps that locals may take; however, none are mandated. The state recognizes that local officials have many priorities outside of opioids within their county. These alerts are being sent so you may decide what, if any, action should be taken to address the issue. This includes informing local media, health care partners, etc.

What is meant by "suspected" overdoses?

These data are based on *suspected* opioid overdose cases in Wisconsin. Cases are suspected because they were not confirmed by a clinician at the time the visit was transferred into the data system. Also, data are determined by a mixture of free-text fields and coded data, making it less reliable.

Why am I receiving this alert?

These alerts are part of a new effort to increase transparency and data access for locals to help inform decisions around programming. With more data, locals can make better informed decisions about health priorities in their community.

Who receives these alerts?

The alerts are set up to go to county public health officers, tribal health officers, and specified staff via email.

Are municipal health departments able to receive alerts for smaller areas?

Unfortunately, the system cannot drill down to municipal level, nor can it track data related to tribes.

Should local health officers expect media calls? If so, are there talking points available to use?

There are no official talking points; however, please feel free to use this press release as guidelines for talking with the media. DHS has not been releasing the names of counties who have received alerts. Media could request the names of the counties, however, and DHS cannot legally withhold this information. It is possible that media may contact you.

Who should I contact if I have more questions?

All media-related questions and comments can be directed to dhsmedia@dhs.wisconsin.gov. All other questions and comments can be directed to dhsopioids@dhs.wisconsin.gov.

Alerts are intended for public health officials, health care personnel, and response partners who have a need to know this information in order to perform work duties. For further data or technical assistance, please contact dhshealthstats@dhs.wisconsin.gov.

HEALTH DEPARTMENT P-CARD SUMMARY

09/17/2026 - 10/16/2026

Amount Due $ **5,561.57** **Paid to US BANK**

PUBLIC HEALTH - P-CARD CHARGES

Vendor	Description	PH	GRANT	Amount
Health Care Logistics	Clinic Supplies	v		$ 255.72
Kwik Trip	Program Expense		MCH	$ 100.00
WPHA	Conference Registration		MCH	$ 175.00
Walmart	Program Expense		MCH	$ 2.68
Wicked Awesome Media LLC	Program Expense		MCH	$ 345.00
Kwik Trip	Clinic Expense	v		$ 100.00
Canva	Safe Sleep Expense		MCH	$ 138.23
Vista Print	Program Expense		USDA	$ 54.88
Office Supply	Program Expense		USDA	$ 82.03
4 Imprint	Program Expense		USDA	$ 342.20
DSPS	RD License Renewal		MCH	$ 76.69
National Child Passenger	Recertification Fee		MCH	$ 55.00
ElevenLabs	PAT Video Dubbing		MCH	$ 11.00
Stericycle	Sharps Disposal	v		$ 96.75
Heidel House Hotel	Training Registration	v		$ 113.63
Pick N Save	Meeting Expense	v		$ 6.25
Lake States Environmental	Training Registration	v		$ 440.00
Kalahari	Conference Expense	v		$ 50.50
National Environ Hlth Assoc	Membership Renewal	v		$ 60.00
National Environ Hlth Assoc	RS Renewal	v		$ 90.00
Aldi	Meeting Expense	v		$ 51.14
BOOSTLINGO	Interpreter Services	v		$ 608.89
Meta	FB Ad		MCH	$ 3.02
Maymom	Program Supplies		MCH	$ 246.60
Meta	FB Ad		MCH	$ 19.37
Ameda	Program Supplies		MCH	$ 71.87
ILCA	ICLA Membership		MCH	$ 90.00
Grammarly	Subscription Renewal	v		$ 144.00
				$ 3,830.45

ADAMS JUNEAU - P-CARD CHARGES

Vendor	Description	Amount
Phenova	Lab Expense	$ 198.69
Kalahari	Conference Expense	$ 50.50
National Environ Hlth Assoc	Membership Renewal	$ 60.00
National Environ Hlth Assoc	RS Renewal	$ 90.00
Malbox & Parcels Depot	DATCP Sample Shipping	$ 19.22
		$ 418.41

WIC - P-CARD CHARGES

Vendor	Description	Program	Amount
Wicked Awesome Media	Program Supply	CS	$ 16.75
Canva	Program Supply	CS	$ 33.66
Canva	Program Supply	CS	$ 33.66
Canva	Program Supply	CS	$ 83.56
Springer Publishing	BF Expense	BF	$ 63.00
			$ 230.63

CONSOLIDATED CONTRACT - P-CARD CHARGES

Vendor	Description	Program	Amount
			$ -

HEALTHY SMILES - P-CARD CHARGES

Vendor	Description	Amount
		$ -

COALITION ACCOUNTS - P-CARD CHARGES

Vendor	Description	Coalition Name	Amount
Kwik Trip	FM Expense	RH	$ 50.00
Pick N' Save	FM Expense	RH	$ 79.68
Kwik Trip	FM Expense	RH	$ 25.30
Target	Safe Kids Expense	SK	$ 279.99
Hobby Lobby	PAT Expense	BF/PAT	$ 25.12
Papa Johns	PATCH Expense	IMPACT	$ 33.73
Canva	Safe Sleep Expense	CHA-CHIP	$ 480.00
City of Marshfield	Registration Fee	CHA-CHIP	$ 63.00
Meta	CHA Survey	CHA-CHIP	$ 45.26
			$ 1,082.08

HR Recognition Program

Vendor	Description	Program	Amount
			$ -

Grants:

PHEP	Public Health Emergency Preparedness
MCH	Maternal Child Health - match
TOB	Marathon County Tobacco Coalition
CD$	Communicable Disease
DOT	Car Seats
PAT	Parents as Teachers
DFC	Drug Free Communities
USDA-FM	Farmers Market
LSHP	Lead Safe Homes Project
QD	Qualitative Data
PHVM	Public Health Vending Machine
PHI	Public Health Infrastructure
OFR	Overdose Fatality Review
VTA	Voices to Action

Programs:

ADMIN	WIC Program Adminstration
BF	WIC Breastfeeding
CS	WIC Client Services
FF	WIC Fit Families
FMNP	WIC Farmers Market Nutrition Program
NE	WIC Nutrition Education
BFPC	WIC Peer Counseling

Coalition Names:

BF	Breastfeeding Coalition (001)
SK	Safe Kids Coalition (003)
CHA	Community Health Assessement (007)
RT	HPWC - Recreation & Transportation (009)
RH	HPWC - Recreate Health Farmers Market (002)
MHM	HPWC - Mental Health Matters (005)
IMPACT	HPWC - Alcohol & Other Drug Abuse Team (008)
BF/PAT	HPWC - Brighter Futures/Parents as Teachers (004)

WOOD COUNTY HUMAN SERVICES DEPARTMENT REPORT
November 2026

Director Update by Brandon Vruwink

We continue working with UW Extension to develop the Strategic Plan for Edgewater Haven. The core team met on November 3 to begin planning next steps. We are prioritizing our long-term planning to determine which areas we should focus on over the next five years. This process has helped us not only plan long-term but also identify steps we can take immediately to keep moving Edgewater Haven forward. Our next meeting is scheduled for Thursday, November 19, before the H&HS Committee meeting.

The Wisconsin County Human Services Association (WCHSA) has prioritized mental health funding as the key budget issue for the next biennial budget. Mental health needs additional funding, as it has been stagnant for several years. WCHSA advocated for additional funding for Mental Health Crisis Programs and full funding for the Community Support Program (CSP) in the last budget; however, that effort was not successful. Moving forward, this will continue to be the focus of our efforts. We also need to advocate for additional funding within Youth Aids and Child Welfare. Advocacy efforts should be in full swing as we turn the calendar to 2027.

I met with Facilities Manager Van Tassel to discuss the Human Services Department's space within River Block. We review this annually to identify opportunities to make our space more efficient and better meet our needs. We are considering splitting two of our bigger offices to create two office spaces. This approach would be low cost, while accomplishing the goal of creating additional workspace. I will continue working with Reuben to determine whether we can complete these projects by year-end.

As we approach the end of 2026, we are closely monitoring our budget to ensure we meet our projections. We are currently in a good position to meet our budget goals. I will keep the committee updated if this should change over the next several weeks.

Administrative Services Update by Mary Schlagenhaft

Administrative Services team members attended various meetings specific to their job duties during the month. These included, but not limited to:

- 2027 Human Services budget approved by the County Board on 11/10/2026 with no changes
- Monthly review of 2026 budget, and projections of year end revenues and expenses provided to all Human Services departments. Meetings conducted with participation from managers encouraged
- Edgewater claims billing "Triple Check Meeting" participating: EW accountant, assistant manager, billing representative, therapy service provider
- 1 position (Community-Family Service/Payroll) has recently filled. 1 position in Fisal Team (NHC) has an acceptance pending post-employment drug test results. Assistant Manager (Community) position in recruitment process currently
- Various team members attended 3-day on site SmartCare Optimization training sessions based on their job target needs
- Additional accomplishments: Ongoing EHR SmartCare learning, cross training, workflows and processes reviewed and updated as needed
- Annual reviews being performed as needed on timely basis

Accounting and Accounts Payable Team

- Accountant provided documents requested in advance of ADP site visit
- Accountant submitted reports for September (DCF/FSET/Energy/DHS GEARS)
- Accountant currently assisting with Norwood vouchers due to staff shortage
- Contract Coordinator completed 4 contracts and is working on getting our contracts ready for 2027
- Cross training on CCS reconciliation for vouchers conducted
- CLTS has 13 new enrollments for October
- Ongoing training for accounting clerk continues with success
- Fiscal Staff attended Child Care Contract virtual listening sessions
- Edgewater NH had 5 new hire orientations

- Edgewater had updated therapy charges in Matrix following most updated fee schedule
- Norwood Accountant attended DHS RY 2027 Hospital Rate Setting Training
- NH fiscal staff attended WIPFLI Quarterly Business Meeting

Support Services Team

Behavioral Health Clinic service notes: all appointments accounted for through 10/14/2026. Support staff review and communicate with clinicians 1-2 times weekly to ensure all appointments have service notes or missing notes are identified- errors are corrected and results are communicated to BH/OPC manager weekly.

Records Released in October

- Behavioral Health records released: 107
- Family Service record/background checks released: 22
    - Records pending/in progress: 2
    - Total completed: 129

Records Retention: destruction of past retention client documents

- FS MFLD records 4th floor – up to date
- RB- FS and CCS records located in vault -reviewing 2026 records due for destruction
- RB Foster Care provider records in progress- scanning/destroying per retention guidelines
- EHR records– electronic records- BH programs up to date

Other Unit Information

- Support Services staff updates- no vacancies
- New employee onboarding- began training Family Services and Payroll Administrative Assistant
- Review of administrative budget with Administrative Services Administrator
- Compiled information needed for Title IV-E funding for DCF: tracking administrative services staff time and fees spent on CHIPS and TPR legal services
    Oct: 50.25 total hours spent on legal services, $67.62 in fees
    Total allowable reimbursement through August 2026: $9,799.51
- Attended monthly Smartcare CSM mtgs- multi county
- Smartcare Patient Portal Implementation weekly meetings: support staff manager participated as core team member in design, mapping, and set-up of software; 4 support staff attended and participated as super users
- ShareTru confidential document repository: 5 Administrative Services staff are testing in various BH and FS programs- 3 staff successfully using
- HIPAA:
    - 0 HIPAA/ Confidentially breaches- investigated /resolved
    - Consult w/program managers and staff on HIPAA/PHI concerns as needed
    - Review and update Family Services Consent to Disclose ROI form
    - Privacy/Security: in progress- SRA risk mitigation 10 of 11 completed; final SmartCare procedure: draft in progress
    - Complete 3rd quarter audit of SmartCare Access- no concerns identified

Fiscal Service Supervisor (Accounts Receivable/Revenue Team)

- Reporting clerk aided in scanning project for Edgewater
- TRIP task is now being handled by reporting clerk for Community & Norwood. The coordination of needs for facilities successful.
- Follow up with Electronic Health Record (EHR) provider for questions on progress and learning needs from onsite training provided in September.
- Updated EHR for upcoming accounting year.
- Developed standardized procedure for bundle code setup and review to support accuracy and consistency in billing processes.
- Complied 11 County NIMC budget documents for 2027 budget year to present to NIMC directors for review.

Insurance Claims created and submitted for current reporting period:

- Norwood: 254 claims billed: $1,047,432
- Edgewater: 112 claims billed, $803,373
- Community: 14,584 claims submitted in the amount of $1,587,106. Cash receipts $1,286,793

Service Admission Intakes

- NHC Admissions: 28 hospital,1 LTC
- Edgewater: 7
- Community: 36 intakes for new clients conducted. Waitlist is currently only for psychiatric services. 1265 appointments scheduled, 868 attended (69%)

2026 TRIP Monies Year to Date:

- Norwood: $41,344
- Community: $36,693

FoodShare Employment & Training (FSET) Program Update by Lacey Piekarski

In October, the NorthCentral FSET Program served 808 total customers, enrolling 36% of referred customers into the voluntary employment and training program. This was an increase of +2% from September 2026 due to continued prioritization of outreach to FoodShare recipients. Of those enrolled, 36.75% of customers are now employed since enrolling in the FSET Program. Job retention case management allows for continuation of FSET case management for up to 90 calendar days to successfully maintain employment and continue goal achievement.

The FSET Program concluded federal fiscal year 2026 on September 30, finalizing program data metrics and budget details for submission to DHS in October. The new federal fiscal year began October 1. In the first month of the program year, Wood County- Wisconsin Rapids caseload expanded to >200 enrolled customers, serving an additional 85 customers in Marshfield (or 36% of the regional caseload).

Edgewater Haven Update by Justin Cieslewicz

Census Update: In the month of October, we had 7 admissions and 9 readmissions. Current Memory Care census is 14 residents. Census comparison to last year:
October 2025 – 48.42 average census with 7.71 rehab
October 2026 – 45.68 average census with 12 rehab

October 2025 – Admissions 6/Discharges 5/Readmissions 12/Deaths 1
October 2026 – Admissions 7/Discharges 5/Readmissions 9/Deaths 3

Personnel Update: Open positions of writing this:
Nursing: 2 Full-time Nurses, 2 Full-time CNA, 2 Part-Time CNA
Activities: 1 Full-time Activity Aide
Dietary: 1 Full-time Dietary Aide

Edgewater Haven Quality Assurance Performance Improvement: Edgewater Haven's Quality Assurance Performance Improvement Committee met on October 20. At the meeting, Edgewater Haven's quality indicators and quality metrics were reviewed and discussed with Edgewater Haven's Medical Director. Facility trends and 5 star standing were reviewed and Edgewater Haven remains a 5 out of 5 stars.

Edgewater Haven Strategic Planning: Chair Rozar, UW-Extension, and members of Human Services and Edgewater Haven have been meeting to develop a strategic plan for Edgewater Haven. Over the last few months resident, family, and employee satisfaction surveys were conducted to obtain data on our customer and employee perceptions of Edgewater Haven. It was noted that our residents and family members are extremely satisfied with the care and services that Edgewater Haven provides. At the last strategic planning meeting UW-Extension was developing a SWOT analysis, in which strengths and opportunities were discussed.

As we work through the strategic plan the members are keeping in mind the future need of aging services as evidenced by the study conducted by Forward Analytics from 2024.

Norwood Health Center Update by Marissa Kornack

I have been working on revising and preparing our 2027 service contract for our partner counties. A new provision being added this year will allow residents from other counties to be admitted to our long-term care units under either a mental health commitment or a guardianship with protective placement order. Previously, admission was limited to individuals under a mental health commitment. We are hopeful that expanding the eligibility criteria will create additional placement opportunities.

Health Information Department Update by Katie Weller

The Health Information Technician (HIT) position was successfully filled by Noel Bailey on October 25th. Noel previously served as our full-time Receptionist/Administrative Assistant I, and we are excited to see her transition into this role. She brings valuable knowledge of our organization, a strong work ethic, and has already begun taking on HIT responsibilities while learning additional duties. As a result of Noel's transition, the full-time Receptionist/Administrative Assistant I position has been posted, and recruitment efforts are underway. In the interim, Noel will continue supporting front desk operations while gradually assuming more HIT responsibilities. We are grateful to our casual receptionist, Lisa, who has adjusted her schedule to come in earlier and provide front desk coverage, allowing Noel dedicated time to train and assist on Health Information functions. Recruitment also continues for a second casual receptionist position.

We are also actively recruiting for a full-time, Monday-Friday day shift Health Unit Coordinator (HUC). Several interviews were conducted during the month of October, and they went very well. We are hopeful an offer will be extended in the near future.

Additionally, the Health Information Department has now fully assumed responsibility for the hospital unit's insurance processes, including intake through discharge, managing insurance portals, and completing necessary communications and follow-up calls. This transition has been going smoothly and reflects the department's continued commitment to supporting operational efficiency and patient care services.

Nursing Department Update by Liz Masanz

Open Positions:
Registered Nurse: 6 FTE, 1 casual
Mental Health Technician: 6 100%, 2 50%, 2 casual

Six agency nurses and six agency mental health technicians continue to support staffing needs.

Our Medical Assistant will be retiring in January. We are currently evaluating how medical rounds will be covered moving forward and exploring alternative uses for the FTE to ensure the position best supports the facility's future needs.

Hospital Unit
Average October census: 4.26
Year-to-date average census: 6.68
Average length of stay: 5.68 days in October, 6.61 days YTD
Admissions: 26
Discharges: 25

Long-Term Care
October admissions: 2
October discharges: 2
Average census:
- Crossroads: 9.33
- Pathways: 11.13

All residents who were agreeable received their annual influenza and COVID-19 vaccinations. Additionally, one of the floor nurses has begun participating in the interdisciplinary team report Monday through Friday, and the collaboration has been very successful.

Halloween festivities were a great success. Residents and staff enjoyed dressing up and participating in activities organized by Lexi, our Activity Coordinator.

Dietary Department Update by Joe Miller

October congregate meal service totaled 4,460 meals, generating $38,033 in revenue. Year-to-date, 43,853 meals have been served, generating approximately $374,000 in revenue. Compared to the same period in 2025, approximately 3,015 fewer meals have been served; however, the department remains on track to meet its budgeted goal of 50,000 meals for the year.

Building Operations Update by Lee Ackerman

Capital Improvement Projects (CIP):

Water Pipe Replacement- The architectural plans were assigned a Department of Quality Assurance (DQA) review date of October 20. That date has passed, and despite follow-up inquiries, no update has been received from the department. Plumbing plans have already received approval from the Department of Safety and Professional Services (DSPS).

Admissions Nurse Call System- The equipment for the new system is in place, however, there are a few programming issues that need to be resolved. The installer is working on correcting those.

Other Maintenance:

Asbestos remediation- A section of ceiling texture coating in the Pathways dayroom was found to be deteriorating and separating from the ceiling. This sprayed-on material is known to contain 2% asbestos and is located in an area where residents regularly dine and participate in recreational activities. A proposal was obtained from MAVO Systems, a remediation contractor previously utilized by Wood County for similar projects, to remove the affected material. The total cost is $7,185, including DNR approval and disposal fees. The remediation work was scheduled to begin on November 2. Following removal, Maintenance staff will prime and repaint the area using latex paint.

Edgewater Credit Card Statement -October 2026

Date	Description	Nursing 54201	Laundry 54212	Dietary 54213	Maint. 54215	Therapy 54216	Activities 54218	Soc Serv 54219	Admin 54219	Donation Acct
10/2/2026	APIC membership	$ 250.00								
10/2/2026	VFW-Adverting								175.00	
10/2/2026	Hotel-Lodging								262.00	
10/2/2026	Focus Seminiar	250.00							250.00	
10/5/2026	Walmart-Activities						50.01			
10/5/2026	Employee Appreciaiton								25.00	
10/5/2026	Hotel-Lodging						119.00			
10/2/2026	Hotel Conference							113.38		
9/23/2026	IGA Resident Food			56.81						
10/19/2026	IGA Resident Food			22.72						
10/14/2026	Hefko floral-Funeral plant								43.95	
10/21/2026	Employee Appreciation								74.67	
10/22/2026	Fuel lawnmower				83.89					
		-								
	Total	**$ 500.00**	**$ -**	**$ 79.53**	**$ 83.89**	**$ -**	**$ 169.01**	**$ 113.38**	**$ 830.62**	**$ -**

Total Usage October 2026 **$ 1,776.43**

CREDIT CARD SUMMARY- HUMAN SERVICES DEPARTMENT

	USBANK	
Statement Date	10/17/2026	
Amount Due	$ 26,432.16	
	$ 894.28	
TOTAL		$ 27,326.44
Date Paid	10/29/2026	
VOUCHER #	40266407	
	40266408	

Object	Description	Program Amount	Child Welfare 4001	Youth Justice 4005	LIEAP 4035	BIRTH TO THREE 4040	CLTS 4050	TCM 4055	CSP 4057	OPC-MH 4060	CCS 4065	CRISIS LEGAL 4070	MH CONTRACT 4075	AODA CONTRACT 4095	ADMIN 4099
172	Conferences/Training/CPE	1,334.37				149.00			457.00	594.37	99.00	35.00			
250	Waivers Purchased Products	425.98					425.98								
290	Youth Innovation Contract Expense	218.76		218.76											
297	Youth Incentive Program	49.46		49.46											
311	Office Supplies	894.28			894.28										
331	Mileage	32.36		32.36											
333	Lodging/Hotels	258.00	258.00												
340	Child Abuse & Prevention Program Expense	970.63	970.63												
341	Program Supplies	45.76						45.76							
341	Supplies & Expense	63.35									63.35				
341	Relative Caregiver Support Expenses	2,012.93	2,012.93												
341	ARPA-KKSPFF 1X Funds	11,599.08		11,599.08											
341	Supplemental MHBG Expense	4,150.70											4,150.70		
341	SUD Contract Supplemental SABG Expense	557.23												557.23	
390	TSSF Expenses	3,661.95	3,661.95												
390	Client Activity Expense	206.89						206.89							
399	Miscellaneous Expense	120.00													120.00
	TOTAL	$ 26,601.73	6,903.51	11,899.66	894.28	149.00	425.98	252.65	457.00	594.37	162.35	35.00	4,150.70	557.23	120.00

Client Needs	724.71
CREDIT CARD TOTAL	$ 27,326.44

NORWOOD HEALTHCENTER
CREDIT CARD SUMMARY

VOUCHER # 2026-1011
AMOUNT PAID **$ 2,495.27**
DATE: 10/19/2026

Row Labels	1703 RECOGNITION	2000 MISC AR	2000 NURSING SUPPLIES	2024 CROSSROADS	2025 PATHWAYS	2026 ADMISSIONS	2050 DIETARY	2051 MAINTENANCE	2063 MED RECORDS	2065 ADMINISTRATION	Grand Total
13100.000.000 A.R		$ 92.80									$ 92.80
16102.000.000 INVENTORY			$ 230.16								$ 230.16
172 CONFERENCE									$ 160.00		$ 160.00
232 FUEL							$ 82.49	$ 96.09			$ 178.58
233 EQUIPMENT REPAIRS								$ 361.39			$ 361.39
270 BACKGROUND CHECK										$ 7.50	$ 7.50
333 CONFERENCE LODGING										$ 540.00	$ 540.00
340 FOOD							$ 74.73				$ 74.73
341 EMPLOYEE RECOGNITION	$ 47.12										$ 47.12
341 SUPPLIES				$ 74.10	$ 74.11	$ 74.10		$ 412.45			$ 634.76
346 ACTIVITIES				$ 84.11	$ 84.12						$ 168.23
Grand Total	**$ 47.12**	**$ 92.80**	**$ 230.16**	**$ 158.21**	**$ 158.23**	**$ 74.10**	**$ 157.22**	**$ 869.93**	**$ 160.00**	**$ 547.50**	**$ 2,495.27**

County of Wood
BALANCE SHEET SUMMARY
Edgewater Haven Nursing Home
Wednesday, September 30, 2026

	2026	2025
ASSETS		
Cash and investments	8,483.23	12,880.63
Receivables:		
Miscellaneous	235,780.73	128,597.81
Due from other governments	863,127.63	684,789.33
Due from other funds	1,252,605.73	1,694,229.12
Inventory of supplies, at cost	65,503.05	55,405.58
Land	261,657.44	245,459.92
Buildings	8,986,357.93	8,795,696.12
Machinery and equipment	1,856,562.68	2,005,591.56
Accumulated Depreciation	(7,047,603.27)	(6,820,235.79)
Unamortized debt discounts	1,569,440.87	2,107,547.97
TOTAL ASSETS	**8,051,916.02**	**8,909,962.25**
LIABILITIES AND FUND EQUITY		
Liabilities:		
Vouchers payable	12,508.72	12,508.72
Lease Liability	1,923.45	4,169.09
Accrued compensation	219,606.97	190,791.86
Special deposits	1,908.82	4,110.21
Accrued vacation and sick pay	703,928.23	672,240.93
Deferred property tax	106,755.47	184,086.75
General obligation debt	846,768.43	1,324,515.87
Retirement prior service obligation	462,058.16	430,991.92
Total Liabilities	**2,355,458.25**	**2,823,415.35**
Fund Equity:		
Retained earnings:		
Unreserved	5,543,434.86	5,541,122.92
Fund Balance:		
Income summary	153,022.91	545,423.98
Total Fund Equity	5,696,457.77	6,086,546.90
TOTAL LIABILITIES & FUND EQUITY	**8,051,916.02**	**8,909,962.25**

County of Wood
BALANCE SHEET SUMMARY
Human Services Department-Community
Wednesday, September 30, 2026

	2026	2025
ASSETS		
Cash and investments	536,886.47	475,769.06
Receivables:		
Miscellaneous	2,619,284.47	620,204.71
Due from other governments	1,654,957.71	2,136,391.81
Due from other funds	7,805,781.34	7,922,404.12
Prepaid expenses/expenditures	26,635.20	24,913.26
TOTAL ASSETS	**12,643,545.19**	**11,179,682.96**
LIABILITIES AND FUND EQUITY		
Liabilities:		
Vouchers payable	403,891.52	403,891.52
Accrued compensation	700,307.25	608,481.82
Special deposits	11,831.75	11,971.75
Due to other governments	4,348,034.62	4,294,790.25
Deferred revenue	1,059,518.45	1,229,980.79
Deferred property tax	2,219,495.72	2,077,174.50
Total Liabilities	**8,743,079.31**	**8,626,290.63**
Fund Equity:		
Retained earnings:		
Fund Balance:		
Reserved for contingencies	1,765,810.18	1,484,959.94
Reserved for prepaid expenditures	11,423.71	19,710.23
Income summary	2,123,231.99	1,048,722.16
Total Fund Equity	3,900,465.88	2,553,392.33
TOTAL LIABILITIES & FUND EQUITY	**12,643,545.19**	**11,179,682.96**

County of Wood
BALANCE SHEET SUMMARY
Norwood Health Center
Wednesday, September 30, 2026

	2026	2025
ASSETS		
Cash and investments	150,214.70	323,247.83
Receivables:		
Miscellaneous	1,278,226.40	1,307,739.44
Due from other funds	2,464,596.91	3,004,693.50
Inventory of supplies, at cost	64,686.15	56,259.94
Land	383,129.70	383,129.70
Buildings	4,425,000.50	4,399,678.50
Machinery and equipment	3,088,295.61	3,022,555.60
Construction work in progress	81,570.96	18,800.00
Accumulated Depreciation	(5,227,599.19)	(4,922,214.10)
Unamortized debt discounts	2,076,542.83	2,826,090.86
TOTAL ASSETS	**8,784,664.57**	**10,419,981.27**
LIABILITIES AND FUND EQUITY		
Liabilities:		
Vouchers payable	0.00	14,112.74
Accrued compensation	188,807.61	266,796.58
Special deposits	23,601.11	20,995.77
Accrued vacation and sick pay	753,385.68	731,293.12
Deferred property tax	594,430.03	650,658.75
General obligation debt	1,108,658.51	1,772,171.22
Retirement prior service obligation	430,404.47	394,060.40
Total Liabilities	**3,099,287.41**	**3,850,088.58**
Fund Equity:		
Retained earnings:		
Unreserved	5,061,209.42	4,678,191.08
Fund Balance:		
Income summary	624,167.74	1,891,701.61
Total Fund Equity	5,685,377.16	6,569,892.69
TOTAL LIABILITIES & FUND EQUITY	**8,784,664.57**	**10,419,981.27**

County of Wood
Detailed Income Statement
For the Nine Months Ending Wednesday, September 30, 2026
Human Services Department-Combined

	Actual	Budget	Variance	Variance %
REVENUES				
Taxes				
General Property Taxes	$8,762,043.78	$11,682,725.28	($2,920,681.50)	(25.00%)
Total Taxes	8,762,043.78	11,682,725.28	(2,920,681.50)	(25.00%)
Intergovernmental Revenues				
State Aid & Grants	13,049,319.74	16,559,030.60	(3,509,710.86)	(21.20%)
Total Intergovernmental	13,049,319.74	16,559,030.60	(3,509,710.86)	(21.20%)
Public Charges for Services				
Public Chgs-Other -Local Grant		27,500.00	(27,500.00)	(100.00%)
Public Charges-Human Services, NHC, EWH	20,997,256.59	27,888,056.46	(6,890,799.87)	(24.71%)
Contractual Adjustment-Human Service, NHC, EWH	(3,629,157.06)	(4,233,518.01)	604,360.95	(14.28%)
Provision for Bad Debts-Edgewater	(9,000.00)	(12,000.00)	3,000.00	(25.00%)
ESS 3rd Party Award-Jail Discharge Planner	300.00		300.00	0.00%
Total Public Charges for Services	17,359,399.53	23,670,038.45	(6,310,638.92)	(26.66%)
Intergovernmental Charges for Services				
Intergovernmental Charges -Congregate Meals	335,905.74	414,914.00	(79,008.26)	(19.04%)
Total Charges to Other Governments	335,905.74	414,914.00	(79,008.26)	(19.04%)
Interdepartmental Charges for Services				
Dept Revenue-Human Services & Norwood	18,094.14		18,094.14	0.00%
Total Interdepartmental Charges	18,094.14		18,094.14	0.00%
Total Intergovernmental Charges for Services	353,999.88	414,914.00	(60,914.12)	(14.68%)
Miscellaneous				
Interest	662.80	100.00	562.80	562.80%
Donations & Contributions	4,051.37		4,051.37	0.00%
Miscellaneous-Aging	109,884.52	180,000.00	(70,115.48)	(38.95%)
Miscellaneous Revenue-BH Grant Funded	20,761.92	100,000.00	(79,238.08)	(79.24%)
Recovery of PYBD & Contractual Adj	44,931.86	40,000.00	4,931.86	12.33%
Meal/Vending/Misc Income	26,304.13	9,500.00	16,804.13	176.89%
Other Miscellaneous	45,355.31	49,170.24	(3,814.93)	(7.76%)
Total Miscellaneous	251,951.91	378,770.24	(126,818.33)	(33.48%)
Other Financing Sources				
Transfer from General Fund		5,849.08	(5,849.08)	(100.00%)
Contributions from General Fund	147,929.00		147,929.00	0.00%
Total Other Financing Sources	147,929.00	5,849.08	142,079.92	2,429.10%
TOTAL REVENUES	39,924,643.84	52,711,327.65	(12,786,683.81)	(24.26%)
EXPENDITURES				
Health and Human Services				
Edgewater-Nursing	3,968,657.43	5,214,250.57	1,245,593.14	23.89%
Edgewater-Housekeeping	146,841.62	197,534.31	50,692.69	25.66%
Edgewater-Dietary	671,416.56	930,623.33	259,206.77	27.85%
Edgewater-Laundry	101,220.12	136,490.05	35,269.93	25.84%
Edgewater-Maintenance	343,731.43	506,019.37	162,287.94	32.07%
Edgewater-Activities	140,238.46	198,576.53	58,338.07	29.38%

County of Wood
Detailed Income Statement
For the Nine Months Ending Wednesday, September 30, 2026
Human Services Department-Combined

	Actual	Budget	Variance	Variance %
Edgewater-Social Services	158,498.25	215,400.28	56,902.03	26.42%
Edgewater-Administration	663,942.20	973,002.46	309,060.26	31.76%
Edgewater Grant Funded	1,879.55	2,160.00	280.45	12.98%
Human Services-Child Welfare	3,769,075.30	5,693,366.78	1,924,291.48	33.80%
Human Services- Youth Aids	2,697,998.36	4,427,539.10	1,729,540.74	39.06%
Human Services- Child Care	144,585.24	182,942.05	38,356.81	20.97%
Human Services- Transportation	267,813.52	395,233.16	127,419.64	32.24%
Human Services-ESS	1,464,636.77	2,069,868.71	605,231.94	29.24%
Human Services-FSET	3,214,181.18	4,327,395.14	1,113,213.96	25.72%
Human Services-LIHEAP	93,065.67	113,143.64	20,077.97	17.75%
Human Services-Birth to Three	612,857.70	838,608.66	225,750.96	26.92%
Human Services-CCOP	50,485.00	99,106.04	48,621.04	49.06%
Human Services-Child Waivers	988,718.12	1,472,091.98	483,373.86	32.84%
Human Services-CTT	336,390.81	469,488.72	133,097.91	28.35%
Human Services-CSP	295,198.40	407,024.24	111,825.84	27.47%
Human Services-OPC, MH	1,112,963.47	1,592,226.80	479,263.33	30.10%
Human Services-CCS	3,152,257.15	4,017,187.80	864,930.65	21.53%
Human Services-Crisis, Legal Services	690,549.85	982,952.03	292,402.18	29.75%
Human Services-MH Contracts	786,620.93	1,560,500.00	773,879.07	49.59%
Human Services-OPC, AODA	345,898.64	525,577.73	179,679.09	34.19%
Human Services- OPC, Day Treatment	96,146.38	131,138.90	34,992.52	26.68%
Human Services-AODA Contracts	47,607.46	37,600.00	(10,007.46)	(26.62%)
Human Services- Administration	2,669,291.20	3,655,112.89	985,821.69	26.97%
Norwood-SNF-CMI (Crossroads)	1,253,307.25	1,851,332.24	598,024.99	32.30%
Norwood SNF-TBI (Pathways)	1,218,827.75	1,654,128.47	435,300.72	26.32%
Norwood-Inpatient (Admissions)	2,685,962.32	4,020,519.59	1,334,557.27	33.19%
Norwood-Dietary	815,950.96	1,185,740.77	369,789.81	31.19%
Norwood-Plant Ops & Maintenance	733,746.75	1,015,019.13	281,272.38	27.71%
Norwood-Medical Records	192,040.71	269,092.68	77,051.97	28.63%
Norwood-Administration	1,091,618.69	1,501,549.20	409,930.51	27.30%
Total Health and Human Services	37,024,221.20	52,869,543.35	15,845,322.15	29.97%
TOTAL EXPENDITURES	37,024,221.20	52,869,543.35	15,845,322.15	29.97%
NET INCOME (LOSS) *	2,900,422.64	(158,215.70)	3,058,638.34	

County of Wood
Detailed Income Statement
For the Nine Months Ending Wednesday, September 30, 2026
Human Services Department-Community

	Actual	Budget	Variance	Variance %
REVENUES				
Taxes				
General Property Taxes	$6,658,487.28	$8,877,983.45	($2,219,496.17)	(25.00%)
Total Taxes	6,658,487.28	8,877,983.45	(2,219,496.17)	(25.00%)
Intergovernmental Revenues				
State Aid & Grants	13,049,319.74	16,559,030.60	(3,509,710.86)	(21.20%)
Total Intergovernmental	13,049,319.74	16,559,030.60	(3,509,710.86)	(21.20%)
Public Charges for Services				
Public Chgs-Other -Local Grant		27,500.00	(27,500.00)	(100.00%)
Public Charges-Human Services, NHC, EWH	6,570,612.60	9,278,457.49	(2,707,844.89)	(29.18%)
Contractual Adjustment-Human Service, NHC, EWH	(1,485,205.83)	(1,995,178.00)	509,972.17	(25.56%)
ESS 3rd Party Award-Jail Discharge Planner	300.00		300.00	0.00%
Total Public Charges for Services	5,085,706.77	7,310,779.49	(2,225,072.72)	(30.44%)
Interdepartmental Charges for Services				
Dept Revenue-Human Services & Norwood	18,094.14		18,094.14	0.00%
Total Interdepartmental Charges	18,094.14		18,094.14	0.00%
Total Intergovernmental Charges for Services	18,094.14		18,094.14	0.00%
Miscellaneous				
Miscellaneous-Aging	109,884.52	180,000.00	(70,115.48)	(38.95%)
Miscellaneous Revenue-BH Grant Funded	20,761.92	100,000.00	(79,238.08)	(79.24%)
Meal/Vending/Misc Income	17,318.77	2,000.00	15,318.77	765.94%
Total Miscellaneous	147,965.21	282,000.00	(134,034.79)	(47.53%)
Other Financing Sources				
Transfer from General Fund		5,849.08	(5,849.08)	(100.00%)
Total Other Financing Sources		5,849.08	(5,849.08)	(100.00%)
TOTAL REVENUES	24,959,573.14	33,035,642.62	(8,076,069.48)	(24.45%)
EXPENDITURES				
Health and Human Services				
Human Services-Child Welfare	3,769,075.30	5,693,366.78	1,924,291.48	33.80%
Human Services- Youth Aids	2,697,998.36	4,427,539.10	1,729,540.74	39.06%
Human Services- Child Care	144,585.24	182,942.05	38,356.81	20.97%
Human Services- Transportation	267,813.52	395,233.16	127,419.64	32.24%
Human Services-ESS	1,464,636.77	2,069,868.71	605,231.94	29.24%
Human Services-FSET	3,214,181.18	4,327,395.14	1,113,213.96	25.72%
Human Services-LIHEAP	93,065.67	113,143.64	20,077.97	17.75%
Human Services-Birth to Three	612,857.70	838,608.66	225,750.96	26.92%
Human Services-CCOP	50,485.00	99,106.04	48,621.04	49.06%
Human Services-Child Waivers	988,718.12	1,472,091.98	483,373.86	32.84%
Human Services-CTT	336,390.81	469,488.72	133,097.91	28.35%
Human Services-CSP	295,198.40	407,024.24	111,825.84	27.47%
Human Services-OPC, MH	1,112,963.47	1,592,226.80	479,263.33	30.10%
Human Services-CCS	3,152,257.15	4,017,187.80	864,930.65	21.53%
Human Services-Crisis, Legal Services	690,549.85	982,952.03	292,402.18	29.75%

County of Wood
Detailed Income Statement
For the Nine Months Ending Wednesday, September 30, 2026
Human Services Department-Community

	Actual	Budget	Variance	Variance %
Human Services-MH Contracts	786,620.93	1,560,500.00	773,879.07	49.59%
Human Services-OPC, AODA	345,898.64	525,577.73	179,679.09	34.19%
Human Services- OPC, Day Treatment	96,146.38	131,138.90	34,992.52	26.68%
Human Services-AODA Contracts	47,607.46	37,600.00	(10,007.46)	(26.62%)
Human Services- Administration	2,669,291.20	3,655,112.89	985,821.69	26.97%
Total Health and Human Services	22,836,341.15	32,998,104.37	10,161,763.22	30.79%
TOTAL EXPENDITURES	22,836,341.15	32,998,104.37	10,161,763.22	30.79%
NET INCOME (LOSS) *	2,123,231.99	37,538.25	2,085,693.74	

County of Wood
Detailed Income Statement
For the Nine Months Ending Wednesday, September 30, 2026
Human Services Department-Norwood Health Center

	Actual	Budget	Variance	Variance %
REVENUES				
Taxes				
General Property Taxes	$1,783,289.97	$2,377,720.26	($594,430.29)	(25.00%)
Total Taxes	1,783,289.97	2,377,720.26	(594,430.29)	(25.00%)
Public Charges for Services				
Public Charges-Human Services, NHC, EWH	8,529,321.83	10,777,988.65	(2,248,666.82)	(20.86%)
Contractual Adjustment-Human Service, NHC, EWH	(2,143,951.23)	(2,238,340.01)	94,388.78	(4.22%)
Total Public Charges for Services	6,385,370.60	8,539,648.64	(2,154,278.04)	(25.23%)
Intergovernmental Charges for Services				
Intergovernmental Charges -Congregate Meals	335,905.74	414,914.00	(79,008.26)	(19.04%)
Total Charges to Other Governments	335,905.74	414,914.00	(79,008.26)	(19.04%)
Total Intergovernmental Charges for Services	335,905.74	414,914.00	(79,008.26)	(19.04%)
Miscellaneous				
Interest	641.33		641.33	0.00%
Recovery of PYBD & Contractual Adj	44,931.86	40,000.00	4,931.86	12.33%
Meal/Vending/Misc Income	10,687.36	7,500.00	3,187.36	42.50%
Other Miscellaneous	45,355.31	49,170.24	(3,814.93)	(7.76%)
Total Miscellaneous	101,615.86	96,670.24	4,945.62	5.12%
Other Financing Sources				
Contributions from General Fund	9,440.00		9,440.00	0.00%
Total Other Financing Sources	9,440.00		9,440.00	0.00%
TOTAL REVENUES	8,615,622.17	11,428,953.14	(2,813,330.97)	(24.62%)
EXPENDITURES				
Health and Human Services				
Norwood-SNF-CMI (Crossroads)	1,253,307.25	1,851,332.24	598,024.99	32.30%
Norwood SNF-TBI (Pathways)	1,218,827.75	1,654,128.47	435,300.72	26.32%
Norwood-Inpatient (Admissions)	2,685,962.32	4,020,519.59	1,334,557.27	33.19%
Norwood-Dietary	815,950.96	1,185,740.77	369,789.81	31.19%
Norwood-Plant Ops & Maintenance	733,746.75	1,015,019.13	281,272.38	27.71%
Norwood-Medical Records	192,040.71	269,092.68	77,051.97	28.63%
Norwood-Administration	1,091,618.69	1,501,549.20	409,930.51	27.30%
Total Health and Human Services	7,991,454.43	11,497,382.08	3,505,927.65	30.49%
TOTAL EXPENDITURES	7,991,454.43	11,497,382.08	3,505,927.65	30.49%
NET INCOME (LOSS) *	624,167.74	(68,428.94)	692,596.68	

County of Wood
Detailed Income Statement
For the Nine Months Ending Wednesday, September 30, 2026
Human Services Department-Edgewater

	Actual	Budget	Variance	Variance %
REVENUES				
Taxes				
General Property Taxes	$320,266.53	$427,021.57	($106,755.04)	(25.00%)
Total Taxes	320,266.53	427,021.57	(106,755.04)	(25.00%)
Public Charges for Services				
Public Charges-Human Services, NHC, EWH	5,897,322.16	7,831,610.32	(1,934,288.16)	(24.70%)
Provision for Bad Debts-Edgewater	(9,000.00)	(12,000.00)	3,000.00	(25.00%)
Total Public Charges for Services	5,888,322.16	7,819,610.32	(1,931,288.16)	(24.70%)
Miscellaneous				
Interest	21.47	100.00	(78.53)	(78.53%)
Donations & Contributions	4,051.37		4,051.37	0.00%
Meal/Vending/Misc Income	(1,702.00)		(1,702.00)	0.00%
Total Miscellaneous	2,370.84	100.00	2,270.84	2,270.84%
Other Financing Sources				
Contributions from General Fund	138,489.00		138,489.00	0.00%
Total Other Financing Sources	138,489.00		138,489.00	0.00%
TOTAL REVENUES	6,349,448.53	8,246,731.89	(1,897,283.36)	(23.01%)
EXPENDITURES				
Health and Human Services				
Edgewater-Nursing	3,968,657.43	5,214,250.57	1,245,593.14	23.89%
Edgewater-Housekeeping	146,841.62	197,534.31	50,692.69	25.66%
Edgewater-Dietary	671,416.56	930,623.33	259,206.77	27.85%
Edgewater-Laundry	101,220.12	136,490.05	35,269.93	25.84%
Edgewater-Maintenance	343,731.43	506,019.37	162,287.94	32.07%
Edgewater-Activities	140,238.46	198,576.53	58,338.07	29.38%
Edgewater-Social Services	158,498.25	215,400.28	56,902.03	26.42%
Edgewater-Administration	663,942.20	973,002.46	309,060.26	31.76%
Edgewater Grant Funded	1,879.55	2,160.00	280.45	12.98%
Total Health and Human Services	6,196,425.62	8,374,056.90	2,177,631.28	26.00%
TOTAL EXPENDITURES	6,196,425.62	8,374,056.90	2,177,631.28	26.00%
NET INCOME (LOSS) *	153,022.91	(127,325.01)	280,347.92	

CVSO Report to the Wood County Health and Human Services Committee

Meeting Date: November 18, 2026

October 2026 Activity: During the month of October, we completed/submitted 199 federal forms to include:

- 26 Intent to file a claim (this marks the effective date while we assist the veteran in gathering all the required supporting documentation)
- 14 Appeals – Higher Level Review, Notice of Disagreement (appeal), appeals to Board of Veterans Appeals (Veterans Law Judge)
- 21 New claims for disability compensation
- 0 New claim for veterans' pension
- 3 New claims for surviving spouse benefits (DIC or surviving spouse pension)
- 12 New applications for VA Healthcare
- 35 Appointments of Claimants Representative (POA for American Legion, VFW, DAV etc.)
- 12 Burial and marker applications
- 27 Request for individual's VA or private medical records

Activities:

1. Completed as of November 11, 2026:
    a. October 12-16 CTVSO fall training conference in Waupaca.
    b. October 21- Discussion on possibility of a Wood County Veterans Court
    c. October 22 - Federal VetCenter Counseling out of Courthouse Veteran's Conference room.
    d. October 24 – Military Academy Nomination Committee for Senator Baldwin.
    e. October 29 – NVLSP Veteran Benefits Training for Advocates (Virtual for new Veteran's Representative).
    f. November 10 – Marshfield Clinic's Grand Opening of their Veterans Lounge.
    g. November 11 Veterans Day

2. Near Future:
    a. November 12 - Meeting of Wisconsin Joint Legislative Council Study Committee on State Veterans benefits.
    b. November 12 -Governor's Veterans Day Reception at the Executive Residence.
    c. November 16-20 – Wisconsin Dept. of Veterans Affairs Accreditation class for new Veteran's Representative (virtual).
    d. November 17 – Tomah VAMC Director's quarterly CVSO and legislative representative meeting.
    e. November 17 – Virtual Veterans Coffee with Stanford/Marshfield Clinic Veteran Employees.
    f. November 17 - Milwaukee VA Regional Office VSO call in.
    g. December 3 - North East CVSO regional Quarterly meeting (virtual).

Office Update:

1. Wood County Veteran's Court or some form of Veterans Diversion. In late October a meeting was held to discuss the feasibility of establishing a Veterans Program similar in function to our "Drug Court" Persons in attendance:
    a. Judge Nolan-Plutchak
    b. Criminal justice Coordinator Dillion Ksionek
    c. Tomah VA Medical Center's Veterans Justice Outreach – Kristi Duerr & Garret Donovan
    d. State Public Defenders Office- William La Salle and one other Attorney.
    e. Wood County CVSO – Rock Larson

    Due to his schedule the District Attorney was unable to attend this initial session.

    Topics discussed were the LaCrosse (and other Counties) Veterans Court, Does Wood County have a need for a veterans court /could we partner or take veterans from other counties, funding and what might the Courts and District Attorney support.

    Dillion Ksionek was going to take this discussion back to the District Attorney. We are awaiting the next meeting.

2. Vet Center use of our conference room. The Wausau Federal Vet Center will continue to use our conference room to provide local counseling to veterans on a monthly basis.

Committee Report

County of Wood

Report of claims for: Edgewater Haven

For the period of: October 2026

For the range of vouchers: 12260914 - 12261014

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
12260914	ARROW PRECISION ASPHALT MAINTENANCE	SEAL COATING 12-26-005	10/14/2026	$18,000.00	P
12260915	ASPIRUS INC (Chicago Address)	LABS RESIDENT	10/14/2026	$135.35	P
12260916	BIOTECH X-RAY INC	PORTABLE XRAY	10/14/2026	$879.04	P
12260917	CENTRAL STATE TRANSPORTATION LLC	RESIDENT TRANSFERS	10/14/2026	$160.00	P
12260918	DIRECT SUPPLY INC	PLASTIC TWO HANDLE MUGS	10/14/2026	$269.15	P
12260919	GREENFIELD REHABILITATION AGENCY INC	THERAPY FOR RESIDENTS	10/14/2026	$31,523.86	P
12260920	MARTIN BROS DISTRIBUTING CO INC	DISH MACHINE LEASE	10/14/2026	$195.00	P
12260921	MARTIN BROS DISTRIBUTING CO INC	RESIDENT FOOD AND SUPPLIES	10/14/2026	$2,307.00	P
12260922	MARTIN BROS DISTRIBUTING CO INC	RESIDENT FOOD AND SUPPLIES	10/14/2026	$1,859.82	P
12260923	NORTHWEST RESPIRATORY SERVICES	OXYGEN AND SUPPLIES	10/14/2026	$709.49	P
12260924	STERICYCLE (Norwood)	SHREDDING SERVICE	10/14/2026	$181.45	P
12260925	TRAVEL NURSE ACROSS AMERICA	CONTRACT NURSE 9/20-9/26/26	10/14/2026	$3,268.00	P
12260926	TRAVEL NURSE ACROSS AMERICA	CONTRACT STAFF 9/13-9/19/26	10/14/2026	$3,195.50	P
12260927	WE ENERGIES	GAS BILL	10/14/2026	$1,531.55	P
12260928	WE ENERGIES	GAS BILL	10/14/2026	$1,140.08	P
12260929	WHEELS OF INDEPENDENCE INC	RESIDENT TRANSFERS	10/14/2026	$406.00	P
12260930	WI DEPT OF HEALTH SERVICES	MONTHLY BED ASSESSMENT	10/14/2026	$8,500.00	P
12260931	ACE HARDWARE	BOXES FOR OUTDOOR LIGHTS	10/14/2026	$49.97	P
12260932	AMERGIS HEALTHCARE STAFFING INC	CONTRACT STAFF 9/27-10/3/26	10/14/2026	$5,329.62	P
12260933	AMNIS LLC	MONTHLY FEE	10/14/2026	$393.00	P
12260934	APEX FIRE PROTECTION LLC	drain valve replacement 300 w	10/14/2026	$952.00	P
12260935	EDGEWATER HAVEN ACTIVITY DEPT	ACTIVITIES FOR RESIDENTS	10/14/2026	$300.00	P
12260936	FIRST CHOICE FIRE PROTECTION LLC	ELEVATOR FIRE SUPPRESSION MNTC	10/14/2026	$85.00	P
12260937	FIRST CHOICE FIRE PROTECTION LLC	KITCHEN HOOD SUPPRESSION	10/14/2026	$105.00	P
12260938	GANNETT WISCONSIN MEDIA	NEWSPAPER FOR RESIDENTS	10/14/2026	$41.01	P
12260939	KONE INC	QUARTERLY MAINTENANCE	10/14/2026	$463.61	P
12260940	MARTIN BROS DISTRIBUTING CO INC	RESIDENT FOOD AND SUPPLIES	10/14/2026	$3,228.92	P
12260941	MARTIN BROS DISTRIBUTING CO INC	RESIDENT FOOD AND SUPPLIES	10/14/2026	$1,674.15	P
12260942	MARTIN BROS DISTRIBUTING CO INC	RESIDENT FOOD AND SUPPLIES	10/14/2026	$3,451.95	P
12260943	MARTIN BROS DISTRIBUTING CO INC	RESIDENT FOOD AND SUPPLIES	10/14/2026	$2,141.40	P
12260944	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/14/2026	$190.20	P
12260945	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/14/2026	$44.95	P
12260946	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/14/2026	$268.59	P
12260947	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/14/2026	$2.94	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
12260948	MEDLINE INDUSTRIES LP	LINEN	10/14/2026	$329.65	P
12260949	MEDLINE INDUSTRIES LP	NURSING SUPPLIES	10/14/2026	$3.58	P
12260950	MEDLINE INDUSTRIES LP	LINEN	10/14/2026	$277.40	P
12260951	NASSCO INC	NURSING/HOUSEKEEPING SUPPLIES	10/14/2026	$150.72	P
12260952	PAUL GROSS JEWELERS INC	RING CUTTER	10/14/2026	$139.00	P
12260953	PHOENIX TEXTILE CORP	LAUNDRY LINENS AND BEDDING	10/14/2026	$417.11	P
12260954	PRN HEALTHCARE	CONTRACT STAFF 10/2	10/14/2026	$244.00	P
12260955	SERENITY AQUARIUM & AVIARY SERVICES	AVIARY AND AQUARIUM SERV	10/14/2026	$326.29	P
12260956	STAFFENCY LLC	CONTRACT STAFF 9/27-10/3/26	10/14/2026	$3,818.00	P
12260957	TRAVEL NURSE ACROSS AMERICA	CONTRACT STAFF 9/27-10/3/26	10/14/2026	$3,133.25	P
12260958	PERFORMANCE FOODSERVICE	RESIDENT FOOD AND SUPPLIES	10/20/2026	($8.09)	P
12260959	PERFORMANCE FOODSERVICE	RESIDENT FOOD AND SUPPLY	10/20/2026	($0.74)	P
12260960	PERFORMANCE FOODSERVICE	RESIDENT FOOD AND SUPPLY	10/20/2026	($5.15)	P
12260961	ENGAGE CONSULTING LLC	DON TRAINING	10/20/2026	$250.00	P
12260962	WI DEPT OF JUSTICE (PO Box 93970)	CRIMINAL BACKGROUND CHECKS	10/20/2026	$165.00	P
12260963	AMAZON CAPITAL SERVICES	AVLIGON BATTERIES	10/20/2026	$36.99	P
12260964	AMAZON CAPITAL SERVICES	DOCK DOOR COORINDINATORS	10/20/2026	$34.88	P
12260965	SPECTRUM	MONTLY CABLE FOR RESIDENTS	10/20/2026	$1,236.75	P
12260966	DIRECT SUPPLY INC	TUMBLER	10/20/2026	$227.97	P
12260967	DIRECT SUPPLY INC	LIDS TUMBLERS	10/20/2026	$100.99	P
12260968	GRAINGER (Edgewater)	INCE MACHINE FILTERS	10/20/2026	($258.16)	P
12260969	GRAINGER (Edgewater)	V BELTS	10/20/2026	$26.20	P
12260970	GRAINGER (Edgewater)	VBELTS	10/20/2026	$30.44	P
12260971	GRAINGER (Edgewater)	36" T8 LIGHT BULB	10/20/2026	$97.20	P
12260972	GRAINGER (Edgewater)	ICE MACHINE FILTERS	10/20/2026	$293.66	P
12260973	HEALTHCARE SERVICES GROUP INC	CONTRACT HOUSEKEEPING/LNDRY	10/20/2026	$27,693.23	P
12260974	MARTIN BROS DISTRIBUTING CO INC	RESIDENT FOOD AND SUPPLIES	10/20/2026	$2,824.91	P
12260975	PIGGY WIGGLY SUPERMARKET	ACTIVITY SUPPLIES	10/20/2026	$26.13	P
12260976	PERFORMANCE FOODSERVICE	RESIDENT FOOD AND SUPPLIES	10/20/2026	$759.92	P
12260977	SMITH HAL	MUSIC FOR RESIDENTS	10/20/2026	$75.00	P
12260978	ASPIRUS INC (Chicago Address)	LABS RESIDENTS	10/21/2026	$30.18	P
12260979	AMAZON CAPITAL SERVICES	BINDER DIVDERS WITH TABS	10/21/2026	$9.89	P
12260980	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/21/2026	$58.16	P
12260981	AMERGIS HEALTHCARE STAFFING INC	CONTRACT STAFF 1/4-10/10/26	10/21/2026	$5,557.08	P
12260982	MARSHFIELD CLINIC HEALTH SYSTEM	LAB/IMAGING	10/21/2026	$492.59	P
12260983	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/21/2026	$142.54	P
12260984	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/21/2026	($39.98)	P
12260985	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/21/2026	$11.38	P
12260986	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/21/2026	$566.05	P
12260987	MEDLINE INDUSTRIES LP	NURSING SUPPLIES	10/21/2026	$2,220.28	P
12260988	PRN HEALTHCARE	CONTRACT STAFF 10/6-10/9/26	10/21/2026	$991.25	P
12260989	WISCONSIN RAPIDS FLORAL AND GIFTS	MEMORY STONE/FUNERAL PLANT	10/21/2026	$41.60	P
12260990	WISCONSIN RAPIDS FLORAL AND GIFTS	MEMORY STONE/FUNERAL PLANT	10/21/2026	$41.60	P
12260991	STAPLES ADVANTAGE	OFFICE SUPPLIES	10/21/2026	$168.96	P

Edgewater Haven - October 2026 12260914 - 12261014

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
12260992	TRAVEL NURSE ACROSS AMERICA	CONTRACT STAFF 10/4-10/10/26	10/21/2026	$4,689.50	P
12260993	US BANK	CREDIT CARD USAGE	10/21/2026	$2,265.38	P
12260994	DIRECT SUPPLY INC	LIDS	10/28/2026	$81.92	P
12260995	MARTIN BROS DISTRIBUTING CO INC	RESIDENT FOOD AND SUPPLIES	10/28/2026	$2,908.54	P
12260996	MARTIN BROS DISTRIBUTING CO INC	RESIDENT FOOD AND SUPPLIES	10/28/2026	$75.00	P
12260997	MARTIN BROS DISTRIBUTING CO INC	RESIDENT FOOD AND SUPPLIES	10/28/2026	$2,948.31	P
12260998	PETTY CASH	PETTY CASH	10/28/2026	$180.85	P
12260999	[redacted]	PAYMENT REFUND	10/28/2026	$93.52	P
12261000	EDGEWATER HAVEN	REPLENISH PT FUND-NON PAYMENT	10/28/2026	$327.50	P
12261001	DIRECT SUPPLY INC	DISPOSABLE LIDS	11/04/2026	$100.99	P
12261002	TWEET GAROT MECHANICAL INC	GAS LEAK REPAIR 400 BOILER	11/04/2026	$1,536.62	P
12261003	TWEET GAROT MECHANICAL INC	GAS VALVE REPLACEMENT 400 WATE	11/04/2026	$853.51	P
12261004	ALLIANT ENERGY/ WP&L	ELECTRIC BILL	11/04/2026	$6,003.01	P
12261005	DIRECT SUPPLY INC	CONVEYOR TOASTER	11/04/2026	$1,014.00	P
12261006	GFL ENVIROMENTAL	WASTE DISPOSAL	11/04/2026	$1,148.98	P
12261007	GRAINGER (Edgewater)	TOILET VACUUM BREAKERS	11/04/2026	$57.30	P
12261008	HOOPER CORPORATION	BACKFLOW TESTING	11/04/2026	$1,222.00	P
12261009	MARTIN BROS DISTRIBUTING CO INC	DISH MACHINE LEASE	11/04/2026	$195.00	P
12261010	KONE INC	ELEVATOR REPAIR	11/04/2026	$5,237.71	P
12261011	MARTIN BROS DISTRIBUTING CO INC	RESIDENT FOOD AND SUPPLY	11/04/2026	$2,666.22	P
12261012	PERFORMANCE FOODSERVICE	RESIDENT FOOD AND SUPPLIES	11/04/2026	$68.38	P
12261013	PERFORMANCE FOODSERVICE	RESIDENT FOOD AND SUPPLIES	11/04/2026	$162.54	P
12261014	STERICYCLE	SHARPS DISPOSAL	11/04/2026	$85.62	P
		Grand Total:		**$179,643.71**	

Signatures

Committee Chair: _____

Committee Member: _____ Committee Member: _____

Committee Member: _____ Committee Member: _____

Committee Member: _____ Committee Member: _____

Committee Member: _____ Committee Member: _____

Committee Report

County of Wood

Report of claims for: HEALTH (15)

For the period of: NOVEMBER 2026

For the range of vouchers: 15260437 - 15260507

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
15260437	STUTZMAN DAVID	FM	09/26/2026	$313.00	P
15260438	MOUA DEAN	FM	09/26/2026	$167.00	P
15260439	VANG HOU	FM	09/26/2026	$313.00	P
15260440	LEE KAYENG	FM	09/26/2026	$68.00	P
15260441	HEINECK LINDA	FM	09/26/2026	$111.00	P
15260442	ZUEGE MICHELLE	FM	09/26/2026	$35.00	P
15260443	DOUGHTY PEGGY	FM	09/26/2026	$10.00	P
15260444	THAO PHONG	FM	09/26/2026	$212.00	P
15260445	YODER RAYMOND	FM	09/26/2026	$59.00	P
15260446	WEIX RHONDA	FM	09/26/2026	$50.00	P
15260447	SUGARBEANS LLC	FM	09/26/2026	$20.00	P
15260448	YANG WA TOU	FM	09/26/2026	$194.00	P
15260449	YODER ABE	FM	10/03/2026	$224.00	P
15260450	MOREY CHRISTINA	FM	10/03/2026	$16.00	P
15260451	STUTZMAN DAVID	FM	10/03/2026	$293.00	P
15260452	MURPHY ELIZABETH	FM	10/03/2026	$58.00	P
15260453	MOUA KAO	FM	10/03/2026	$24.00	P
15260454	THAO MAI GE	FM	10/03/2026	$386.00	P
15260455	VUE MAI	FM	10/03/2026	$144.00	P
15260456	YODER RAYMOND	FM	10/03/2026	$75.00	P
15260457	WEIX RHONDA	FM	10/03/2026	$31.00	P
15260458	VUE SOUA XIONG	FM	10/03/2026	$154.00	P
15260459	YANG WA TOU	FM	10/03/2026	$53.00	P
15260460	YODER ABE	FM	10/10/2026	$270.00	P
15260461	SMITH BRENDA	FM	10/10/2026	$18.00	P
15260462	MOREY CHRISTINA	FM	10/10/2026	$24.00	P
15260463	STUTZMAN DAVID	FM	10/10/2026	$267.00	P
15260464	MOUA DEAN	FM	10/10/2026	$174.00	P
15260465	MURPHY ELIZABETH	FM	10/10/2026	$26.00	P
15260466	MUENCH GARY	FM	10/10/2026	$34.00	P
15260467	VANG HOU	FM	10/10/2026	$147.00	P
15260468	THAO MAI GE	FM	10/10/2026	$100.00	P
15260469	THAO PHONG	FM	10/10/2026	$322.00	P
15260470	YODER RAYMOND	FM	10/10/2026	$79.00	P

Committee Report - County of Wood

HEALTH (15) - NOVEMBER 2026 15260437 - 15260507

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
15260471	WEIX RHONDA	FM	10/10/2026	$61.00	P
15260472	DAHMS SAMANTHA	FM	10/10/2026	$12.00	P
15260473	CHANG SEE	FM	10/10/2026	$73.00	P
15260474	HAGEN STEVE	FM	10/10/2026	$88.00	P
15260475	SUGARBEANS LLC	FM	10/10/2026	$10.00	P
15260476	MA WAI PING	FM	10/10/2026	$44.00	P
15260477	YANG WA TOU	FM	10/10/2026	$39.00	P
15260478	MILLER WILLIAM	FM	10/10/2026	$72.00	P
15260479	ABR EMPLOYMENT SERVICES	MEETING EXPENSE	10/15/2026	$144.48	P
15260480	MID-STATE TECHNICAL COLLEGE	ALL STAFF TRAINING	10/15/2026	$525.00	P
15260481	OTT CALEN	FM EXPENSE	10/10/2026	$180.00	P
15260482	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/09/2026	$63.28	P
15260483	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/04/2026	$305.90	P
15260484	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/05/2026	$15.79	P
15260485	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/08/2026	$61.28	P
15260486	WAUKESHA COUNTY EXTENSION	USDA-CONTRACTUAL	10/23/2026	$1,500.00	P
15260487	REAP FOOD GROUP INC	USDA-CONTRACTUAL	09/30/2026	$1,500.00	P
15260488	MARSHFIELD CLINIC HEALTH SYSTEM	TB CASE MANAGEMENT	06/30/2026	$212.53	P
15260489	MARSHFIELD CLINIC HEALTH SYSTEM	TB CASE MANAGEMENT	08/31/2026	$217.80	P
15260490	US BANK	US BANK	10/19/2026	$5,561.57	P
15260491	MANTHEY DAVE	FM	11/01/2026	$29.00	P
15260492	STUTZMAN DAVID	FM	11/01/2026	$40.00	P
15260493	IVISIONMOBILE INC	MOBILE MESSAGING	11/02/2026	$139.00	P
15260494	LUCHT NIKI	REIMBURSE CHA-CHIP EXPENSE	10/28/2026	$46.23	P
15260495	NORTH CENTRAL WI REGIONAL PLANNING COMMISSION	DOT GRANT	09/30/2026	$9,760.00	P
15260496	AMAZON CAPITAL SERVICES	PATCH EXPENSE	10/19/2026	$69.88	P
15260497	AMAZON CAPITAL SERVICES	DOT-MATCH	10/28/2026	$59.96	P
15260498	AMAZON CAPITAL SERVICES	CHA-CHIP EXPENSE	10/14/2026	$498.26	P
15260499	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/19/2026	$7.98	P
15260500	HACH COMPANY	LAB EXPENSE	10/30/2026	$990.00	
15260501	OPPORTUNITY DEVELOPMENT CENTER	OFR EXPENSE	09/30/2026	$1,875.00	
15260502	CLAUDEL NOAH	PATCH	11/04/2026	$90.00	
15260503	KHAIRY EMILY	PATCH	11/04/2026	$120.00	
15260504	SCHMUTZER SAMANTHA	PATCH	11/04/2026	$30.00	
15260505	WARD ISABELLA A	PATCH	11/04/2026	$90.00	
15260506	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	11/02/2026	$68.47	
15260507	AMAZON CAPITAL SERVICES	PROGRAM SUPPLIES	10/13/2026	$22.98	
		Grand Total:		**$29,094.39**	

Signatures

Committee Chair: _____

Committee Member: _____

Committee Member: _____

Committee Member: _____

Committee Member: _____

Committee Member: _____

Committee Member: _____

Committee Member: _____

Committee Member: _____

Committee Report

County of Wood

Report of claims for: HUMAN SERVICES

For the period of: NOVEMBER 2026

For the range of vouchers: 40266183 - 40266776

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266183	OHP Care Provider	Out of Home Placement	10/12/2026	$38.40	P
40266184	OHP Care Provider	Out of Home Placement	10/12/2026	$384.00	P
40266185	OHP Care Provider	Out of Home Placement	10/12/2026	$38.40	P
40266186	OHP Care Provider	Out of Home Placement	10/12/2026	$384.00	P
40266188	OHP Care Provider	Out of Home Placement	10/12/2026	$384.00	P
40266190	OHP Care Provider	Out of Home Placement	10/12/2026	$384.00	P
40266192	OHP Care Provider	Out of Home Placement	10/12/2026	$384.00	P
40266193	OHP Care Provider	Out of Home Placement	10/12/2026	$20.00	P
40266194	OHP Care Provider	Out of Home Placement	10/12/2026	$22.50	P
40266195	OHP Care Provider	Out of Home Placement	10/12/2026	$16.00	P
40266196	AMAZON CAPITAL SERVICES	SUPPLEMENTAL GRANT EXPENSE	09/28/2026	$508.57	P
40266197	AMAZON CAPITAL SERVICES	TSSF ORDER	09/28/2026	$129.99	P
40266198	AMAZON CAPITAL SERVICES	TSSF ORDER	09/28/2026	$458.25	P
40266199	AMAZON CAPITAL SERVICES	SUPPORT GROUP SUPPLIES	09/30/2026	$67.52	P
40266200	AMAZON CAPITAL SERVICES	PROGRAM SUPPLIES	09/08/2026	$187.90	P
40266201	AMAZON CAPITAL SERVICES	PROGRAM SUPPLIES	10/06/2026	$71.24	P
40266202	AMAZON CAPITAL SERVICES	PROGRAM SUPPLIES	10/06/2026	$93.49	P
40266203	AMAZON CAPITAL SERVICES	PROGRAM SUPPLIES	10/01/2026	$179.98	P
40266204	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/07/2026	$43.00	P
40266205	STAPLES ADVANTAGE	OFFICE SUPPLIES	10/06/2026	$101.42	P
40266206	STAPLES ADVANTAGE	OFFICE SUPPLIES	10/06/2026	$166.68	P
40266207	STAPLES ADVANTAGE	OFFICE SUPPLIES	10/06/2026	$83.34	P
40266208	PATRIOTS TOWER LLC	MARSHFIELD PLAZA RENT	11/01/2026	$10,676.87	P
40266209	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/07/2026	($36.99)	P
40266210	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/05/2026	($165.99)	P
40266211	AMAZON CAPITAL SERVICES	CREDIT MEMO	10/05/2026	($0.01)	P
40266212	BEHAVIORAL CONSULTANTS	JUVENILE REMEDIATION	09/30/2026	$360.00	P
40266213	CENTRAL WI MENTAL HEALTH ASSOCIATES SC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$1,280.98	P
40266214	CITY OF WAUSAU	FSET/IL - BUS PASSES	09/30/2026	$1,412.00	P
40266215	CREATE CONNECT REFLECT LLC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$2,881.88	P
40266216	JOYFUL MIND LLC THE	09.26 CCS CONTRACTED SERVICES	09/30/2026	$430.68	P
40266217	JUSTICEPOINT INC	ELECTRONIC MONITORING FEES	09/30/2026	$395.40	P
40266218	LUTHERAN SOCIAL SERVICES	09.26 CCS CONTRACTED SERVICES	09/30/2026	$693.97	P
40266219	LUTHERAN SOCIAL SERVICES	09.26 CCS CONTRACTED SERVICES	09/30/2026	$4,285.97	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266220	NEW INSIGHTS COUNSELING	09.26 CCS CONTRACTED SERVICES	09/30/2026	$832.50	P
40266221	NRC HEALTH	HUMAN UNDERSTANDING	08/05/2026	$1,535.66	P
40266222	OPTIONS LAB INC	09.26 FOODSHARE DRUG TESTING	09/30/2026	$215.00	P
40266223	EXPERIAN HEALTH INC	VERIFICATION OF CLIENT CHARGES	09/30/2026	$153.94	P
40266224	POINT COUNSELING CENTER LLC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$975.00	P
40266225	STREAMLINE HEALTHCARE SOLUTIONS LLC	SUPPLEMENTAL GRANT EXPENSE	09/30/2026	$6,109.19	P
40266226	TREMPEALEAU CO HEALTH CARE	RESIDENTIAL/IMD SERVICES	09/30/2026	$17,831.21	P
40266227	ASCENDANCE TRUCKS CENTRAL LLC	BUS REPAIRS	10/07/2026	$269.85	P
40266228	MARSHFIELD UTILITIES	TSSF - UTILITIES	10/05/2026	$92.07	P
40266229	NRC HEALTH	HUMAN UNDERSTANDING	10/05/2026	$2,252.44	P
40266230	PROJECT LIFESAVER INC	SUPPLIES	10/08/2026	$2,029.33	P
40266231	PROJECT LIFESAVER INC	WARRANTY REPLACEMENT	10/08/2026	$23.90	P
40266232	PROJECT LIFESAVER INC	SUPPLIES	10/09/2026	$2,010.97	P
40266233	RUNNING INC	STATE PASS THROUGH FUNDS	10/06/2026	$150.00	P
40266234	[redacted]	IL - RENT	10/01/2026	$445.00	P
40266235	KOBLE INVESTMENTS LLC	TSSF - RENT	11/01/2026	$1,000.00	P
40266236	NORRIS MANOR APARTMENTS	MH APPROVED - RENT	11/01/2026	$25.00	P
40266237	BROWN TAYLOR	REIMBURSEMENT	10/07/2026	$30.81	P
40266238	[redacted]	FSET - LICENSE REINSTATEMENT	10/07/2026	$61.41	P
40266239	DARTT KAYLA	REIMBURSEMENT	10/06/2026	$27.45	P
40266240	ILLINOIS DEPT OF FINANCIAL & PROFESSIONAL REG	FSET - LICENSE FEE	10/12/2026	$150.00	P
40266241	[redacted]	FSET - LICENSE REPLACEMENT	10/07/2026	$14.28	P
40266242	UW - STEVENS POINT	IL - TUITION	10/12/2026	$3,001.79	P
40266243	VILAS COUNTY REGISTER OF DEEDS	FSET - BIRTH CERTIFICATE	10/13/2026	$20.00	P
40266244	CW SOLUTIONS LLC	FAMILY PRESERVATION	09/30/2026	$1,762.50	P
40266245	DRIVER EDUCATION SPECIALISTS	FSET - DRIVERS EDUCATION	09/28/2026	$180.00	P
40266246	DRIVER EDUCATION SPECIALISTS	FSET - DRIVERS EDUCATION	09/22/2026	$255.00	P
40266247	FLEISNER KELLY	REIMBURSEMENT	09/25/2026	$19.43	P
40266248	FLEISNER KELLY	REIMBURSEMENT	09/22/2026	$48.32	P
40266249	MCFARLAND HANNAH	REIMBURSEMENT	09/30/2026	$91.56	P
40266250	MONTGOMERY MORGAN	REIMBURSEMENT	09/29/2026	$14.03	P
40266251	MONTGOMERY MORGAN	REIMBURSEMENT	09/29/2026	$49.67	P
40266252	OHP Care Provider	Out of Home Placement	10/19/2026	$442.90	P
40266253	AMAZON CAPITAL SERVICES	PROGRAM SUPPLIES	10/09/2026	$224.98	P
40266254	AMAZON CAPITAL SERVICES	TSSF HOUSEHOLD ITEMS	10/05/2026	$516.61	P
40266255	AMAZON CAPITAL SERVICES	TSSF HOUSEHOLD ITEMS	10/05/2026	$239.72	P
40266256	AMAZON CAPITAL SERVICES	PROGRAM SUPPLIES	10/01/2026	$188.48	P
40266257	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/05/2026	$48.49	P
40266258	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/07/2026	$89.07	P
40266259	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/07/2026	$25.98	P
40266260	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/07/2026	$30.59	P
40266261	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/07/2026	$37.99	P
40266262	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/07/2026	$85.47	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266263	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/07/2026	$98.99	P
40266264	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/07/2026	$27.95	P
40266265	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/01/2026	$26.35	P
40266266	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/14/2026	$45.00	P
40266267	[redacted]	CONFERENCE REIMBURSEMENT	10/09/2026	$200.00	P
40266268	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	09/29/2026	$68.36	P
40266269	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	09/29/2026	$28.03	P
40266270	AMAZON CAPITAL SERVICES	PROGRAM EVEN SUPPLIES	09/24/2026	$24.99	P
40266271	AMAZON CAPITAL SERVICES	PROGRAM SUPPLIES	09/22/2026	$1,881.38	P
40266272	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/16/2026	$50.00	P
40266273	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/15/2026	$45.00	P
40266274	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/16/2026	$41.00	P
40266275	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/15/2026	$41.00	P
40266276	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/14/2026	$45.00	P
40266277	ENTERPRISE RENT-A-CAR	CAR RENATL	10/07/2026	$45.00	P
40266278	[redacted]	FSET - LICENSE REIMBURSEMENT	10/14/2026	$35.00	P
40266279	[redacted]	CONFERENCE REIMBURSEMENT	10/15/2026	$384.09	P
40266280	[redacted]	STATE PASS THROUGH FUNDS	09/03/2026	$125.53	P
40266281	ANTHEM CENTRAL REGION CCOA LOCKBOX	PAYER REFUND	09/24/2026	$45.00	P
40266282	CENTRAL WI COUNSELING ASSOC LLC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$7,665.04	P
40266283	CESA 10	B23 OT SERVICES	09/30/2026	$598.50	P
40266284	CHILDREN'S HOSPITAL OF WI COMMUNITY SERV	09.26 CCS CONTRACTED SERVICES	09/30/2026	$8,680.23	P
40266285	CLINICAL SERVICES	09.26 CCS CONTRACTED SERVICES	09/30/2026	$257.12	P
40266286	CREATIVE COMMUNITY LIVING SERVICES	09.26 CCS&RESIDENTIAL SERVICES	09/30/2026	$11,798.08	P
40266287	ELMERGREEN ASSOCIATES LLC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$426.83	P
40266288	EVERSPRING COUNSELING LLC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$612.80	P
40266289	GREENFIELD REHABILITATION AGENCY INC	B23 PT OT & SLP SERVICES	09/30/2026	$27,511.65	P
40266290	GOALS LLC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$9,583.30	P
40266291	HAFERMANN COUNSELING COLLABORATIVE LLC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$1,843.33	P
40266292	MEMORY LANE FARM INC	08.26 CCS CONTRACTED SERVICES	08/31/2026	$253.37	P
40266293	MEMORY LANE FARM INC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$2,817.95	P
40266294	MENTORING ACTIVITY THERAPY SERVICES LLC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$1,745.92	P
40266295	MIDSTATE INDEPENDENT LIVING CHOICES INC	PEER SPECIALIST & CCS SERVICES	09/30/2026	$3,444.14	P
40266296	MSMZ LLC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$6,073.82	P
40266297	NORTH CENTRAL HEALTH CARE	08.26 MH CONTRACT	08/11/2026	$75.00	P
40266298	NORTHWEST COUNSEL & GUIDE CLINIC INC	09.26 CRISIS CONTRACTED SVCS	09/30/2026	$19,932.65	P
40266299	OPTIONS LAB INC	09.26 YJ DRUG TESTING	09/30/2026	$1,045.00	P
40266300	ASPIRUS INC (Chicago Address)	RESIDENTIAL SERVICES	09/30/2026	$400.00	P
40266301	THERAPY WITHOUT WALLS	09.26 CCS CONTRACTED SERVICES	09/30/2026	$27,206.96	P
40266302	THREE BRIDGES RECOVERY WI INC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$203.00	P
40266303	TREMPEALEAU CO HEALTH CARE	RESIDENTIAL/IMD SERVICES	07/31/2026	$326.94	P
40266304	WOODLAND ENHANCED HEALTH SERVICES COMMISSION	LONG TERM CARE / NH SERVICES	09/30/2026	$8,959.50	P
40266305	AUSTIN PROPERTY MANAGEMENT LLC	TSSF - RENT	10/01/2026	$460.00	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266306	KWIK TRIP INC	GAS CARDS	10/07/2026	$950.00	P
40266307	PLOVER PINE VILLAGE	TSSF - RENT	10/16/2026	$146.31	P
40266308	SHRED SAFE 1 LLC	DOCUMENT SHREDDING	10/13/2026	$50.00	P
40266309	SOUTH WOOD COUNTY YMCA	CHILDCARE	10/12/2026	$584.76	P
40266310	WATER WORKS & LIGHTING COMMISSION	TSSF - CONSUMER UTILITIES	10/12/2026	(Voided)	P
40266311	WISHOPE RECOVERY	RESIDNETIAL SERVICES	10/15/2026	$3,870.00	P
40266312	SWANSON REAL ESTATE DEVELOPMENT LLC	IL - RENT	11/01/2026	$475.00	P
40266313	AXFORD KATELYN	REIMBURSEMENT	10/13/2026	$48.18	P
40266314	BROWN TAYLOR	REIMBURSEMENT	10/13/2026	$50.83	P
40266315	[redacted]	FSET - OCCUPATIONAL DL FEE	10/15/2026	$51.00	P
40266316	DANIELS MARA	REIMBURSEMENT	10/15/2026	$34.96	P
40266317	EISELE JESSIE	REIMBURSEMENT	10/14/2026	$50.01	P
40266318	[redacted]	REIMBURSEMENT	10/07/2026	$201.14	P
40266319	KOESHALL TIFFANY	REIMBURSEMENT	10/09/2026	$22.58	P
40266320	MENOMINEE DEPT OF TRANSIT SERVICES	FSET - LANGLADE CTY BUS	10/16/2026	$600.00	P
40266321	NORWOOD HEALTH CENTER	NORWOOD INSURANCE PYMT	10/14/2026	$344.00	P
40266322	REGISTRATION FEE TRUST	FSET - DL FEE	10/15/2026	$214.50	P
40266323	REGISTRATION FEE TRUST	FSET - DL FEE	10/19/2026	$35.00	P
40266324	REGISTRATION FEE TRUST	FSET - DL FEE	10/15/2026	$43.00	P
40266325	SCHOOL DISTRICT OF RHINELANDER	IL - SCHOOL FEES	10/16/2026	$128.00	P
40266326	WOOD COUNTY REGISTER OF DEEDS	BC REQ	10/21/2026	$20.00	P
40266327	CW SOLUTIONS LLC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$33,547.80	P
40266328	NORWOOD HEALTH CENTER	NORWOOD INSURANCE PYMT	09/18/2026	$2,110.50	P
40266329	WORZELLA KAYLEE	REIMBURSEMENT	08/31/2026	$12.45	P
40266330	OHP Care Provider	Out of Home Placement	10/26/2026	$626.28	P
40266331	OHP Care Provider	Out of Home Placement	10/26/2026	$33.33	P
40266332	OHP Care Provider	Out of Home Placement	10/26/2026	$33.33	P
40266333	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/09/2026	$28.49	P
40266334	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/09/2026	$29.98	P
40266335	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/09/2026	$16.99	P
40266336	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/09/2026	$13.29	P
40266337	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/09/2026	$8.99	P
40266338	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/09/2026	$37.79	P
40266339	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/09/2026	$39.99	P
40266340	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/09/2026	$69.98	P
40266341	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/09/2026	$98.48	P
40266342	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/09/2026	$97.67	P
40266343	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/09/2026	$12.33	P
40266344	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/22/2026	($12.33)	P
40266345	AMAZON CAPITAL SERVICES	STATE PASS THROUGH FUNDS	10/09/2026	$129.98	P
40266346	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/20/2026	$45.00	P
40266347	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/15/2026	$82.00	P
40266348	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/09/2026	$50.00	P
40266349	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/16/2026	$41.00	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266350	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/21/2026	$43.00	P
40266351	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/09/2026	$45.00	P
40266352	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/22/2026	$45.00	P
40266353	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/22/2026	$43.00	P
40266354	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/26/2026	$41.00	P
40266355	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/23/2026	$41.00	P
40266356	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/20/2026	$45.00	P
40266357	[redacted]	IL - AUTO REPAIR REIMBURSEMENT	10/10/2026	$225.77	P
40266358	[redacted]	CLIENT NEEDS	10/13/2026	$21.97	P
40266359	[redacted]	CLIENT REIMBURSMENT	10/11/2026	$183.30	P
40266360	[redacted]	STATE PASS THROUGH FUNDS	10/22/2026	$398.75	P
40266361	[redacted]	CLIENT NEEDS	10/23/2026	$861.03	P
40266362	KOBLE INVESTMENTS LLC	IL - RENT	11/01/2026	$1,050.00	P
40266363	PLATINUM PROPERTY MANAGEMENT LLC	IL - RENT	11/01/2026	$555.55	P
40266364	ASPIRUS NETWORK INC	CREDENTIALING FEE	10/21/2026	$100.00	P
40266365	A TOUCH OF HOME	10.2026 REDIDENTIAL SERVICES	10/31/2026	$5,400.00	P
40266366	AUSTIN PROPERTY MANAGEMENT LLC	[redacted]	10/31/2026	$460.00	P
40266367	CRABBMAN'S DRIVER EDUCATION LLC	FSET - DRIVERS EDUCATION	10/27/2026	$500.00	P
40266368	DRIVER EDUCATION SPECIALISTS	DRIVERS EDUCATION FEES	10/20/2026	$450.00	P
40266369	DRIVER EDUCATION SPECIALISTS	FSET - DRIVERS EDUCATION	10/15/2026	$60.00	P
40266370	FRONTIER	PHONE EXPENSE - CORNERSTONE	10/16/2026	$190.97	P
40266371	KWIK TRIP INC	FSET - GAS CARDS	10/27/2026	$38,000.00	P
40266372	RUNNING INC	CW TRANSPORTATION	10/23/2026	$1,925.00	P
40266373	SHRED SAFE 1 LLC	DOCUMENT SHREDDING	10/20/2026	$175.00	P
40266374	SOLARUS	ANNEX WEST WING FAX	10/19/2026	$55.13	P
40266375	SWITS LTD	TRANSLATION SERVICES	10/21/2026	$63.00	P
40266376	WI DEPT OF HEALTH SERVICES	2026 CLTS MOE	10/14/2026	$1,153.53	P
40266377	ABC COUNSELING LLC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$4,766.83	P
40266378	A TOUCH OF HOME	09.26 RESIDENTIAL SERVICES	09/30/2026	$5,220.00	P
40266379	AURORA RESIDENTIAL ALTERNATIVES INC	09.26 CCS CONTRACTED SERVICES	09/30/2026	$575.00	P
40266380	BROTOLOC HEALTH CARE SYSTEMS I	09.26 CCS/RESIDENTIAL SERVICES	09/30/2026	$23,145.00	P
40266381	EAU CLAIRE COUNTY DEPT OF HUMAN SERVICES	JUVENILE DETENTION	09/30/2026	$1,245.00	P
40266382	GRADY, HAYES & NEARY LLC	LEGAL SERVICES	09/30/2026	$1,606.90	P
40266383	JEFFERSON COUNTY	MATZ CENTER	09/24/2026	$3,600.00	P
40266384	KWIK TRIP INC	PROGRAM SUPPLIES	09/15/2026	$2,250.00	P
40266385	MIRAMONT BEHAVIORAL HEALTH	INPATIENT SERVICES	08/25/2026	$4,034.97	P
40266386	UW MADISON ACCOUNTING SERVICES	STAFF TRAININGS	09/30/2026	$350.00	P
40266387	WESTERN NATIONAL INSURANCE	09.26 PSYCHIATRY SERVICES	09/30/2026	(Voided)	P
40266387R	WESTON PSYCHIATRIC (DRG CLINICAL SC)	09.26 PSYCHIATRY SERVICES	09/30/2026	$17,820.12	P
40266388	ARNDT KYLIE	REIMBURSEMENT	10/23/2026	$18.68	P
40266389	DANIELS MARA	REIMBURSEMENT	10/26/2026	$22.48	P
40266390	COOK JODI	REIMBURSEMENT	10/22/2026	$50.75	P
40266391	[redacted]	FSET - WORK ATTIRE	10/26/2026	$93.97	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266392	ILLINOIS DEPT OF FINANCIAL & PROFESSIONAL REG	FSET - LICENSE REINSTATMENT	10/21/2026	$150.00	P
40266393	[redacted]	FSET - CDL REIMBURSEMENT	10/15/2026	$117.00	P
40266394	KOESHALL TIFFANY	REIMBURSEMENT	10/23/2026	$1,300.00	P
40266395	LINZMEIER JESSICA	REIMBURSEMENT	10/07/2026	$29.95	P
40266396	LINZMEIER JESSICA	REIMBURSEMENT	10/14/2026	$42.12	P
40266397	SKERHUTT JULIE	REIMBURSEMENT	10/22/2026	$12.74	P
40266398	SKERHUTT JULIE	REIMBURSEMENT	10/22/2026	$12.16	P
40266399	REGISTRATION FEE TRUST	FSET - DL FEE	10/26/2026	$43.00	P
40266400	REGISTRATION FEE TRUST	FSET - DL FEE	10/22/2026	$35.00	P
40266401	RUNNING INC	CW TRANSPORTATION	10/23/2026	$500.00	P
40266402	SUNAR PROPERTIES LLC	HOUSING ASSISTANCE	10/31/2026	$1,990.00	P
40266403	UTECHT HEATHER	REIMBURSEMENT	10/16/2026	$29.01	P
40266404	WATER WORKS & LIGHTING COMMISSION	TSSF - CONSUMER UTILITIES	10/27/2026	$523.99	P
40266405	WASHINGTON STATE UNIVERSITY	WARNS TRUANCY ASSESMENT	10/19/2026	$375.00	P
40266406	ZEPHYRTEC INC	DRAGON PROFESSIONAL	10/21/2026	$1,376.10	P
40266407	US BANK	US BANK CHARGES SEP/OCT 2026	10/17/2026	$26,432.16	P
40266408	US BANK	US BANK CHARGES SEP/OCT 2026	09/30/2026	$894.28	P
40266409	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/19/2026	$40.59	P
40266410	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/19/2026	$142.62	P
40266411	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/19/2026	$56.84	P
40266412	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/19/2026	$39.18	P
40266413	AMAZON CAPITAL SERVICES	CLTS WAIVER PROGRAM	10/14/2026	$47.88	P
40266414	AMAZON CAPITAL SERVICES	STATE PASS THROUGH FUNDS	09/11/2026	$999.99	P
40266415	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/21/2026	($59.66)	P
40266416	AMAZON CAPITAL SERVICES	OPERATING SUPPLIES	10/29/2026	$5.96	P
40266417	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/28/2026	$11.69	P
40266418	AMAZON CAPITAL SERVICES	PROGRAM SUPPLIES	10/23/2026	$1,049.72	P
40266419	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/28/2026	$19.66	P
40266420	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/22/2026	$50.04	P
40266421	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/22/2026	$9.62	P
40266422	AMAZON CAPITAL SERVICES	PROGRAM SUPPLIES	10/22/2026	$29.35	P
40266423	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/20/2026	$17.97	P
40266424	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/19/2026	$19.70	P
40266425	AMAZON CAPITAL SERVICES	PROGRAM SUPPLIES	10/16/2026	$76.56	P
40266426	AMAZON CAPITAL SERVICES	OPERATING SUPPLIES	10/15/2026	$19.58	P
40266427	[redacted]	FOSTER PARENT REIMBURSEMENT	09/10/2026	$187.87	P
40266428	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/27/2026	$50.00	P
40266429	ENTERPRISE RENT-A-CAR	CAR RENTAL	10/27/2026	$45.00	P
40266430	STAPLES ADVANTAGE	OFFICE SUPPLIES	10/27/2026	$207.32	
40266431	STAPLES ADVANTAGE	OFFICE SUPPLIES	10/27/2026	$4.12	
40266432	STAPLES ADVANTAGE	OFFICE SUPPLIES	10/20/2026	$47.73	
40266433	STAPLES ADVANTAGE	OFFICE SUPPLIES	10/20/2026	$154.12	
40266434	[redacted]	IL - TITLE REIMBURSEMENT	10/30/2026	$361.50	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266435	MARSHFIELD SCHOOL DISTRICT	RESTITUTION REPAYMENT	11/02/2026	$45.00	P
40266436	MARRIAGE & FAMILY SERVICES	RESTITUTION REPAYMENT	11/02/2026	$75.00	P
40266437	ANCHOR APARTMENTS LLC	IL - RENT	11/01/2026	$520.00	P
40266438	CAP SERVICES INC (Stevens Point)	IL - AUTO PAYMENT	11/03/2026	$254.00	P
40266439	FFT PARTNERS LLC	FFT WORKSHOP	11/01/2026	$7,000.00	P
40266440	ALICE & LOUISE'S	10.26 RESIDENTIAL SERVICES	10/31/2026	$2,323.88	P
40266441	ASCENDANCE TRUCKS CENTRAL LLC	BUS REPAIRS	09/18/2026	$592.77	P
40266442	EVERSPRING COUNSELING LLC	10.26 CCS CONTRACTED SERVICES	10/31/2026	$329.97	P
40266443	HODAG EXPRESS LUBE	FSET - AUTO REPAIR	10/07/2026	$1,007.45	P
40266444	MARATHON CO SHERIFFS DEPT	YOUTH SECURE DETENTION	09/30/2026	$7,500.00	P
40266445	OPPORTUNITY DEVELOPMENT CENTER	VOCATIONAL SERVICES	09/30/2026	$18,987.89	P
40266446	PATHWAYS TO A BETTER LIFE LLC	RESIDENTIAL SERVICES	09/30/2026	$1,080.00	P
40266447	PORTAGE COUNTY TREASURER	YOUTH SECURE DETENTION	09/30/2026	$450.00	P
40266448	PROJECT LIFESAVER INC	WARRANTY REPLACEMENT	10/26/2026	$24.09	P
40266449	WESTON PSYCHIATRIC (DRG CLINICAL SC)	10.26 PSYCHIATRY SERVICES	10/31/2026	$17,820.12	P
40266450	WISCONSIN DEPT OF CORRECTIONS	JUVENILE CORRECTIVE SERVICES	09/30/2026	$22,740.00	P
40266451	AXFORD KATELYN	REIMBURSEMENT	10/27/2026	$58.48	P
40266452	CW SOLUTIONS LLC	IL SS	10/31/2026	$3,819.20	P
40266453	CW SOLUTIONS LLC	FSET SERVICES	10/31/2026	$128,827.54	P
40266454	CW SOLUTIONS LLC	BFI SERVICES	10/31/2026	$28,058.70	P
40266455	CW SOLUTIONS LLC	IL SERVICES	10/31/2026	$7,997.72	P
40266456	CW SOLUTIONS LLC	FSET SS	10/31/2026	$5,528.12	P
40266457	CW SOLUTIONS LLC	WHEAP CONTRACTED PERSONNEL	10/31/2026	$5,025.45	P
40266458	LUBINSKI DELANEY	REIMBURSEMENT	10/31/2026	$176.72	P
40266459	PAULIE'S DINER	PARENT CAFE MEAL EXPENSE	10/26/2026	$180.55	P
40266460	KINAS-BECK SARAH	REIMBURSEMENT	10/30/2026	$600.00	P
40266461	REGISTRATION FEE TRUST	FSET - DL FEE	10/29/2026	$60.00	P
40266462	STEVENS POINT TRANSIT	FSET - BUS TICKETS	10/30/2026	$1,500.00	P
40266463	ZIEHER ASHLEY	REIMBURSEMENT	10/16/2026	$35.92	P
40266464	DANIELS MARA	REIMBURSEMENT	11/03/2026	$44.74	P
40266465	REGISTRATION FEE TRUST	FSET - DL FEE	01/10/2026	$60.00	P
40266466	REGISTRATION FEE TRUST	FSET - DL FEE	11/03/2026	$47.50	P
40266467	[redacted]	FSET - DL REIMBURSEMENT	11/02/2026	$94.35	P
40266471	OHP Care Provider	Out of Home Placement	11/04/2026	$102.00	P
40266472	OHP Care Provider	Out of Home Placement	11/04/2026	$102.00	P
40266473	OHP Care Provider	Out of Home Placement	11/04/2026	$42.96	P
40266474	OHP Care Provider	Out of Home Placement	11/04/2026	$219.65	P
40266475	OHP Care Provider	Out of Home Placement	11/04/2026	$219.65	P
40266476	OHP Care Provider	Out of Home Placement	11/04/2026	$234.90	P
40266477	OHP Care Provider	Out of Home Placement	11/04/2026	$76.80	P
40266478	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266479	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266480	OHP Care Provider	Out of Home Placement	11/04/2026	$76.80	P
40266481	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266482	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266483	OHP Care Provider	Out of Home Placement	11/04/2026	$4,946.00	P
40266484	OHP Care Provider	Out of Home Placement	11/04/2026	$5,440.60	P
40266485	OHP Care Provider	Out of Home Placement	11/04/2026	$68.00	P
40266486	OHP Care Provider	Out of Home Placement	11/04/2026	$68.00	P
40266487	OHP Care Provider	Out of Home Placement	11/04/2026	$68.00	P
40266488	OHP Care Provider	Out of Home Placement	11/04/2026	$3,235.78	P
40266489	OHP Care Provider	Out of Home Placement	11/04/2026	$562.00	P
40266490	OHP Care Provider	Out of Home Placement	11/04/2026	$400.00	P
40266491	OHP Care Provider	Out of Home Placement	11/04/2026	$528.00	P
40266492	OHP Care Provider	Out of Home Placement	11/04/2026	$1,100.00	P
40266493	OHP Care Provider	Out of Home Placement	11/04/2026	$400.00	P
40266494	OHP Care Provider	Out of Home Placement	11/04/2026	$379.10	P
40266495	OHP Care Provider	Out of Home Placement	11/04/2026	$489.48	P
40266496	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266497	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266498	OHP Care Provider	Out of Home Placement	11/04/2026	$13,729.90	P
40266499	OHP Care Provider	Out of Home Placement	11/04/2026	$452.00	P
40266500	OHP Care Provider	Out of Home Placement	11/04/2026	$56.00	P
40266501	OHP Care Provider	Out of Home Placement	11/04/2026	$282.40	P
40266502	OHP Care Provider	Out of Home Placement	11/04/2026	$282.40	P
40266503	OHP Care Provider	Out of Home Placement	11/04/2026	$40.00	P
40266504	OHP Care Provider	Out of Home Placement	11/04/2026	$452.00	P
40266505	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266506	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266507	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266508	OHP Care Provider	Out of Home Placement	11/04/2026	$40.00	P
40266509	OHP Care Provider	Out of Home Placement	11/04/2026	$45.00	P
40266510	OHP Care Provider	Out of Home Placement	11/04/2026	$260.00	P
40266511	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266512	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266513	OHP Care Provider	Out of Home Placement	11/04/2026	$100.00	P
40266514	OHP Care Provider	Out of Home Placement	11/04/2026	$452.00	P
40266515	OHP Care Provider	Out of Home Placement	11/04/2026	$452.00	P
40266516	OHP Care Provider	Out of Home Placement	11/04/2026	$100.00	P
40266517	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266518	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266519	OHP Care Provider	Out of Home Placement	11/04/2026	$825.00	P
40266520	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266521	OHP Care Provider	Out of Home Placement	11/04/2026	$888.00	P
40266522	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266523	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266524	OHP Care Provider	Out of Home Placement	11/04/2026	$583.00	P
40266525	OHP Care Provider	Out of Home Placement	11/04/2026	$11.35	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266526	OHP Care Provider	Out of Home Placement	11/04/2026	$72.52	P
40266527	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266528	OHP Care Provider	Out of Home Placement	11/04/2026	$128.00	P
40266529	OHP Care Provider	Out of Home Placement	11/04/2026	$452.00	P
40266530	OHP Care Provider	Out of Home Placement	11/04/2026	$70.00	P
40266531	OHP Care Provider	Out of Home Placement	11/04/2026	$452.00	P
40266532	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266533	OHP Care Provider	Out of Home Placement	11/04/2026	$17,825.00	P
40266534	OHP Care Provider	Out of Home Placement	11/04/2026	$17,825.00	P
40266535	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266536	OHP Care Provider	Out of Home Placement	11/04/2026	$2,883.00	P
40266537	OHP Care Provider	Out of Home Placement	11/04/2026	$736.00	P
40266538	OHP Care Provider	Out of Home Placement	11/04/2026	$469.00	P
40266539	OHP Care Provider	Out of Home Placement	11/04/2026	$495.00	P
40266540	OHP Care Provider	Out of Home Placement	11/04/2026	$27,128.41	P
40266541	OHP Care Provider	Out of Home Placement	11/04/2026	$2,883.00	P
40266542	OHP Care Provider	Out of Home Placement	11/04/2026	$495.00	P
40266543	OHP Care Provider	Out of Home Placement	11/04/2026	$697.00	P
40266544	OHP Care Provider	Out of Home Placement	11/04/2026	$488.00	P
40266545	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266546	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266547	OHP Care Provider	Out of Home Placement	11/04/2026	$73.29	P
40266548	OHP Care Provider	Out of Home Placement	11/04/2026	$495.00	P
40266549	OHP Care Provider	Out of Home Placement	11/04/2026	$205.81	P
40266550	OHP Care Provider	Out of Home Placement	11/04/2026	$715.00	P
40266551	OHP Care Provider	Out of Home Placement	11/04/2026	$495.00	P
40266552	OHP Care Provider	Out of Home Placement	11/04/2026	$104.00	P
40266553	OHP Care Provider	Out of Home Placement	11/04/2026	$140.00	P
40266554	OHP Care Provider	Out of Home Placement	11/04/2026	$562.00	P
40266555	OHP Care Provider	Out of Home Placement	11/04/2026	$96.00	P
40266556	OHP Care Provider	Out of Home Placement	11/04/2026	$495.00	P
40266557	OHP Care Provider	Out of Home Placement	11/04/2026	$180.00	P
40266558	OHP Care Provider	Out of Home Placement	11/04/2026	$562.00	P
40266559	OHP Care Provider	Out of Home Placement	11/04/2026	$48.00	P
40266560	OHP Care Provider	Out of Home Placement	11/04/2026	$180.00	P
40266561	OHP Care Provider	Out of Home Placement	11/04/2026	$180.00	P
40266562	OHP Care Provider	Out of Home Placement	11/04/2026	$562.00	P
40266563	OHP Care Provider	Out of Home Placement	11/04/2026	$112.00	P
40266564	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266565	OHP Care Provider	Out of Home Placement	11/04/2026	$586.00	P
40266566	OHP Care Provider	Out of Home Placement	11/04/2026	$72.00	P
40266567	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266568	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266569	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266570	OHP Care Provider	Out of Home Placement	11/04/2026	$112.00	P
40266571	OHP Care Provider	Out of Home Placement	11/04/2026	$562.00	P
40266572	OHP Care Provider	Out of Home Placement	11/04/2026	$677.00	P
40266573	OHP Care Provider	Out of Home Placement	11/04/2026	$645.00	P
40266574	OHP Care Provider	Out of Home Placement	11/04/2026	$645.00	P
40266575	OHP Care Provider	Out of Home Placement	11/04/2026	$584.00	P
40266576	OHP Care Provider	Out of Home Placement	11/04/2026	$602.00	P
40266577	OHP Care Provider	Out of Home Placement	11/04/2026	$645.00	P
40266578	OHP Care Provider	Out of Home Placement	11/04/2026	$100.00	P
40266579	OHP Care Provider	Out of Home Placement	11/04/2026	$64.00	P
40266580	OHP Care Provider	Out of Home Placement	11/04/2026	$495.00	P
40266581	OHP Care Provider	Out of Home Placement	11/04/2026	$360.00	P
40266582	OHP Care Provider	Out of Home Placement	11/04/2026	$240.00	P
40266583	OHP Care Provider	Out of Home Placement	11/04/2026	$562.00	P
40266584	OHP Care Provider	Out of Home Placement	11/04/2026	$168.00	P
40266585	OHP Care Provider	Out of Home Placement	11/04/2026	$180.00	P
40266586	OHP Care Provider	Out of Home Placement	11/04/2026	$573.61	P
40266587	OHP Care Provider	Out of Home Placement	11/04/2026	$80.00	P
40266588	OHP Care Provider	Out of Home Placement	11/04/2026	$562.00	P
40266589	OHP Care Provider	Out of Home Placement	11/04/2026	$495.00	P
40266590	OHP Care Provider	Out of Home Placement	11/04/2026	$152.00	P
40266591	OHP Care Provider	Out of Home Placement	11/04/2026	$692.00	P
40266592	OHP Care Provider	Out of Home Placement	11/04/2026	$812.00	P
40266593	OHP Care Provider	Out of Home Placement	11/04/2026	$973.00	P
40266594	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266595	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266596	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266597	OHP Care Provider	Out of Home Placement	11/04/2026	$452.00	P
40266598	OHP Care Provider	Out of Home Placement	11/04/2026	$100.00	P
40266599	OHP Care Provider	Out of Home Placement	11/04/2026	$144.00	P
40266600	OHP Care Provider	Out of Home Placement	11/04/2026	$300.00	P
40266601	OHP Care Provider	Out of Home Placement	11/04/2026	$495.00	P
40266602	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266603	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266604	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266605	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266606	OHP Care Provider	Out of Home Placement	11/04/2026	$586.00	P
40266607	OHP Care Provider	Out of Home Placement	11/04/2026	$144.00	P
40266608	OHP Care Provider	Out of Home Placement	11/04/2026	$9,892.00	P
40266609	OHP Care Provider	Out of Home Placement	11/04/2026	$241.29	P
40266610	OHP Care Provider	Out of Home Placement	11/04/2026	$562.00	P
40266611	OHP Care Provider	Out of Home Placement	11/04/2026	$568.00	P
40266612	OHP Care Provider	Out of Home Placement	11/04/2026	$723.00	P
40266613	OHP Care Provider	Out of Home Placement	11/04/2026	$611.00	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266614	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266615	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266616	OHP Care Provider	Out of Home Placement	11/04/2026	$18,135.00	P
40266617	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266618	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266619	OHP Care Provider	Out of Home Placement	11/04/2026	$96.00	P
40266620	OHP Care Provider	Out of Home Placement	11/04/2026	$562.00	P
40266621	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266622	OHP Care Provider	Out of Home Placement	11/04/2026	$15,236.50	P
40266623	OHP Care Provider	Out of Home Placement	11/04/2026	$319.35	P
40266624	OHP Care Provider	Out of Home Placement	11/04/2026	$61.94	P
40266625	OHP Care Provider	Out of Home Placement	11/04/2026	$64.52	P
40266626	OHP Care Provider	Out of Home Placement	11/04/2026	$319.35	P
40266627	OHP Care Provider	Out of Home Placement	11/04/2026	$64.52	P
40266628	OHP Care Provider	Out of Home Placement	11/04/2026	$61.94	P
40266629	OHP Care Provider	Out of Home Placement	11/04/2026	$64.52	P
40266630	OHP Care Provider	Out of Home Placement	11/04/2026	$362.58	P
40266631	OHP Care Provider	Out of Home Placement	11/04/2026	$30.97	P
40266632	OHP Care Provider	Out of Home Placement	11/04/2026	$72.00	P
40266633	OHP Care Provider	Out of Home Placement	11/04/2026	$452.00	P
40266634	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266635	OHP Care Provider	Out of Home Placement	11/04/2026	$65.00	P
40266636	OHP Care Provider	Out of Home Placement	11/04/2026	$40.00	P
40266637	OHP Care Provider	Out of Home Placement	11/04/2026	$452.00	P
40266638	OHP Care Provider	Out of Home Placement	11/04/2026	$10,386.60	P
40266639	OHP Care Provider	Out of Home Placement	11/04/2026	$72.90	P
40266640	OHP Care Provider	Out of Home Placement	11/04/2026	$7.74	P
40266641	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266642	OHP Care Provider	Out of Home Placement	11/04/2026	$1,800.00	P
40266643	OHP Care Provider	Out of Home Placement	11/04/2026	$562.00	P
40266644	OHP Care Provider	Out of Home Placement	11/04/2026	$248.00	P
40266645	OHP Care Provider	Out of Home Placement	11/04/2026	$16.00	P
40266646	OHP Care Provider	Out of Home Placement	11/04/2026	$495.00	P
40266647	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266648	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266649	OHP Care Provider	Out of Home Placement	11/04/2026	$672.00	P
40266650	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266651	OHP Care Provider	Out of Home Placement	11/04/2026	$80.00	P
40266652	OHP Care Provider	Out of Home Placement	11/04/2026	$495.00	P
40266653	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266654	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266655	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266656	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266657	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266658	OHP Care Provider	Out of Home Placement	11/04/2026	$531.00	P
40266659	OHP Care Provider	Out of Home Placement	11/04/2026	$583.00	P
40266660	OHP Care Provider	Out of Home Placement	11/04/2026	$541.00	P
40266661	OHP Care Provider	Out of Home Placement	11/04/2026	$680.00	P
40266662	OHP Care Provider	Out of Home Placement	11/04/2026	$583.00	P
40266663	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266664	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266665	OHP Care Provider	Out of Home Placement	11/04/2026	$850.00	P
40266666	OHP Care Provider	Out of Home Placement	11/04/2026	$176.00	P
40266667	OHP Care Provider	Out of Home Placement	11/04/2026	$452.00	P
40266668	OHP Care Provider	Out of Home Placement	11/04/2026	$228.00	P
40266669	OHP Care Provider	Out of Home Placement	11/04/2026	$88.00	P
40266670	OHP Care Provider	Out of Home Placement	11/04/2026	$452.00	P
40266671	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266672	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266673	OHP Care Provider	Out of Home Placement	11/04/2026	$158.40	P
40266674	OHP Care Provider	Out of Home Placement	11/04/2026	$112.00	P
40266675	OHP Care Provider	Out of Home Placement	11/04/2026	$452.00	P
40266676	OHP Care Provider	Out of Home Placement	11/04/2026	$672.00	P
40266677	OHP Care Provider	Out of Home Placement	11/04/2026	$870.00	P
40266678	OHP Care Provider	Out of Home Placement	11/04/2026	$586.00	P
40266679	OHP Care Provider	Out of Home Placement	11/04/2026	$256.00	P
40266680	OHP Care Provider	Out of Home Placement	11/04/2026	$525.00	P
40266681	OHP Care Provider	Out of Home Placement	11/04/2026	$483.00	P
40266682	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266683	OHP Care Provider	Out of Home Placement	11/04/2026	$757.00	P
40266684	OHP Care Provider	Out of Home Placement	11/04/2026	$799.00	P
40266685	OHP Care Provider	Out of Home Placement	11/04/2026	$1,011.00	P
40266686	OHP Care Provider	Out of Home Placement	11/04/2026	$691.00	P
40266687	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266688	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266689	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266690	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266691	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266692	OHP Care Provider	Out of Home Placement	11/04/2026	$984.00	P
40266693	OHP Care Provider	Out of Home Placement	11/04/2026	$1,888.00	P
40266694	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266695	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266696	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266697	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266698	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266699	OHP Care Provider	Out of Home Placement	11/04/2026	$648.00	P
40266700	OHP Care Provider	Out of Home Placement	11/04/2026	$483.00	P
40266701	OHP Care Provider	Out of Home Placement	11/04/2026	$548.00	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266702	OHP Care Provider	Out of Home Placement	11/04/2026	$583.00	P
40266703	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266704	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266705	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266706	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266707	OHP Care Provider	Out of Home Placement	11/04/2026	$457.00	P
40266708	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266709	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266710	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266711	OHP Care Provider	Out of Home Placement	11/04/2026	$541.00	P
40266712	OHP Care Provider	Out of Home Placement	11/04/2026	$441.00	P
40266713	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266714	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266715	OHP Care Provider	Out of Home Placement	11/04/2026	$200.00	P
40266716	OHP Care Provider	Out of Home Placement	11/04/2026	$211.35	P
40266717	OHP Care Provider	Out of Home Placement	11/04/2026	$495.00	P
40266718	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266719	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266720	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266721	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266722	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266723	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266724	OHP Care Provider	Out of Home Placement	11/04/2026	$492.00	P
40266725	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266726	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266727	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266728	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266729	OHP Care Provider	Out of Home Placement	11/04/2026	$609.80	P
40266730	OHP Care Provider	Out of Home Placement	11/04/2026	$569.80	P
40266731	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266732	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266733	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266734	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266735	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266736	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266737	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266738	OHP Care Provider	Out of Home Placement	11/04/2026	$520.00	P
40266739	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266740	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266741	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266742	OHP Care Provider	Out of Home Placement	11/04/2026	$1,212.00	P
40266743	OHP Care Provider	Out of Home Placement	11/04/2026	$580.00	P
40266744	OHP Care Provider	Out of Home Placement	11/04/2026	$420.00	P
40266745	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
40266746	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266747	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266748	OHP Care Provider	Out of Home Placement	11/04/2026	$676.00	P
40266749	OHP Care Provider	Out of Home Placement	11/04/2026	$576.00	P
40266750	OHP Care Provider	Out of Home Placement	11/04/2026	$648.00	P
40266751	OHP Care Provider	Out of Home Placement	11/04/2026	$576.00	P
40266752	OHP Care Provider	Out of Home Placement	11/04/2026	$516.00	P
40266753	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266754	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266755	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266756	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266757	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266758	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266759	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266760	OHP Care Provider	Out of Home Placement	11/04/2026	$420.00	P
40266761	OHP Care Provider	Out of Home Placement	11/04/2026	$458.00	P
40266762	OHP Care Provider	Out of Home Placement	11/04/2026	$442.00	P
40266763	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266764	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266765	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266766	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266767	OHP Care Provider	Out of Home Placement	11/04/2026	$708.00	P
40266768	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266769	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266770	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266771	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266772	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266773	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266774	OHP Care Provider	Out of Home Placement	11/04/2026	$226.00	P
40266775	OHP Care Provider	Out of Home Placement	11/04/2026	$384.00	P
40266776	OHP Care Provider	Out of Home Placement	11/04/2026	$12.39	P
		Grand Total:		**$944,067.61**	

Signatures

Committee Chair: _____

Committee Member: _____ Committee Member: _____

Committee Member: _____ Committee Member: _____

Committee Member: _____ Committee Member: _____

Committee Member: _____ Committee Member: _____

Committee Report

County of Wood

Report of claims for: Norwood Health Center

For the period of: 10.2026

For the range of vouchers: 20260955 - 20261053

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
20260955	AMAZON CAPITAL SERVICES	SUPPLIES	10/05/2026	$34.99	P
20260956	AMERGIS HEALTHCARE STAFFING INC	CONTRACT RN/CNA-WE 10.03.2026	10/08/2026	$26,440.25	P
20260957	CITY OF MARSHFIELD	LAB ANALYSES	10/06/2026	$47.00	P
20260958	COMPLETE CONTROL	BUILDING EQUIP/REPAIR	09/30/2026	$416.54	P
20260959	COMPLETE CONTROL	PURCHASED SERVICE	09/30/2026	$1,785.00	P
20260960	MARSHFIELD CLINIC HEALTH SYSTEM	EMPLOYEE PHYSICAL	09/30/2026	$154.00	P
20260961	MARSHFIELD LABS	LAB TESTS ORDERED-RESIDENT	10/02/2026	$12.50	P
20260962	MATRIXCARE SDS-12-2905	BED COUNT OVERAGE	10/05/2026	$5.04	P
20260963	EXPERIAN HEALTH INC	CONTRACTED SERVICES	09/30/2026	$182.59	P
20260964	SANFORD HEALTH	PROFESSIONAL SERVICES	08/07/2026	$1,408.60	P
20260965	STAFFENCY LLC	CONTRACT RN/CNA-WE 10.03.2026	10/09/2026	$5,840.00	P
20260966	GOLDFAX	FAX	10/06/2026	$195.46	P
20260967	HEALTHCARE SERVICES GROUP INC	CONTRACTED HSKP/LAUNDRY	10/01/2026	$25,292.07	P
20260968	STAPLES ADVANTAGE	OFFICE SUPPLIES	10/07/2026	$539.93	P
20260969	STAFFENCY LLC	CONTRACT RN/CNA-WE 10.10.2026	10/12/2026	$6,552.50	P
20260970	STERLING WATER INC	EQUIPMENT RENTAL	09/30/2026	$24.00	P
20260971	WI DEPT OF HEALTH SERVICES	MONTHLY ASSESSMENT FEE	09/15/2026	$5,440.00	P
20260972	SANFORD HEALTH	PROFESSIONAL SERVICES	09/15/2026	$630.72	P
20260973	SANFORD HEALTH	PROFESSIONAL SERVICES	10/12/2026	$15,785.70	P
20260974	SANFORD HEALTH	PROFESSIONAL SERVICES	10/12/2026	$883.02	P
20260975	AMAZON CAPITAL SERVICES	DIETARY SUPPLIES	10/14/2026	$43.53	P
20260976	AMAZON CAPITAL SERVICES	SUPPLIES	10/14/2026	$59.48	P
20260977	AMAZON CAPITAL SERVICES	DIETARY SUPPLIES	10/16/2026	$11.11	P
20260978	AMERGIS HEALTHCARE STAFFING INC	CONTRACT RN/CNA-WE 10.10.2026	10/15/2026	$29,665.00	P
20260979	DIRECT SUPPLY INC	MONTHLY FEE	10/15/2026	$199.99	P
20260980	MARTIN BROS DISTRIBUTING CO INC	GUEST CARD PROGRAM	10/15/2026	$75.00	P
20260981	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD	10/19/2026	$4,034.88	P
20260982	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD	10/19/2026	$358.11	P
20260983	ZORO TOOLS INC	FAN DAMPER	10/12/2026	$52.01	P
20260984	ADVANCE AUTO PARTS (Mfld)	FAN BELTS	10/16/2026	$26.38	P
20260985	AMAZON CAPITAL SERVICES	CLOTHING LABELS	10/02/2026	$26.46	P
20260986	AMAZON CAPITAL SERVICES	DIETARY SUPPLIES	10/19/2026	$42.99	P
20260987	AMAZON CAPITAL SERVICES	SAFETY SUPPLIES	10/19/2026	$36.69	P
20260988	AMAZON CAPITAL SERVICES	ADHESIVE	10/16/2026	$9.98	P

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
20260989	AMAZON CAPITAL SERVICES	TV STAND	10/19/2026	$35.99	P
20260990	AMAZON CAPITAL SERVICES	SUPPLIES	10/21/2026	$19.98	P
20260991	AMAZON CAPITAL SERVICES	SUPPLIES	10/21/2026	$69.46	P
20260992	AMAZON CAPITAL SERVICES	SUPPLIES	10/21/2026	$29.68	P
20260993	AMAZON CAPITAL SERVICES	HARDWARE	10/26/2026	$26.49	P
20260994	AMAZON CAPITAL SERVICES	WATER SOFTENER PARTS	10/26/2026	$69.99	P
20260995	AMERGIS HEALTHCARE STAFFING INC	CONTRACT RN/CNA-WE 10.17.2026	10/22/2026	$24,749.75	P
20260996	COMPLETE CONTROL	20-26-002ADMISSIONS NURSE CALL	10/16/2026	$21,413.00	P
20260997	DIRECT SUPPLY INC	DIETARY SUPPLIES	10/23/2026	$155.52	P
20260998	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/01/2026	$541.32	P
20260999	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/08/2026	$52.46	P
20261000	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/08/2026	$942.51	P
20261001	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/14/2026	$85.85	P
20261002	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/16/2026	($28.50)	P
20261003	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/14/2026	$257.74	P
20261004	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/20/2026	($45.54)	P
20261005	STAFFENCY LLC	CONTRACT RN/CNA-WE 10.17.2026	10/20/2026	$3,633.75	P
20261006	STAPLES ADVANTAGE	STA098	09/26/2026	$94.95	P
20261007	STAPLES ADVANTAGE	OFFICE SUPPLIES	09/26/2026	$70.97	P
20261008	STAPLES ADVANTAGE	OFFICE SUPPLIES	09/26/2026	$120.96	P
20261009	WE ENERGIES	NATURAL GAS SERVICE	10/12/2026	$2,786.13	P
20261010	ZORO TOOLS INC	FAN DAMPER	10/16/2026	$69.81	P
20261011	US BANK	US BANK CHARGES 10.2026	10/19/2026	$2,495.27	P
20261012	AMAZON CAPITAL SERVICES	DIETARY SUPPLIES	10/28/2026	$132.77	P
20261013	AMAZON CAPITAL SERVICES	DIETARY SUPPLIES	10/28/2026	$26.56	P
20261014	AMAZON CAPITAL SERVICES	ACTIVITIES SUPPLIES	10/19/2026	$582.38	P
20261015	AMAZON CAPITAL SERVICES	NURSING SUPPLIES	10/24/2026	$171.73	P
20261016	AMAZON CAPITAL SERVICES	LABELS	10/29/2026	$16.99	P
20261017	AMAZON CAPITAL SERVICES	PLUMBING SUPPLIES	10/29/2026	$68.04	P
20261018	AMAZON CAPITAL SERVICES	NURSING SUPPLIES	10/27/2026	($27.05)	P
20261019	AMERGIS HEALTHCARE STAFFING INC	CONTRACT RN/CNA-WE 10.24.2026	10/29/2026	$31,006.75	P
20261020	APOLLO CORPORATION	VALVE ASSEMBLY	10/28/2026	$234.78	P
20261021	MARTIN BROS DISTRIBUTING CO INC	DIETARY FOOD & SUPPLIES	10/01/2026	$2,976.78	P
20261022	MARTIN BROS DISTRIBUTING CO INC	DIETARY FOOD	10/05/2026	$558.82	P
20261023	MARTIN BROS DISTRIBUTING CO INC	DIETARY FOOD & SUPPLIES	10/08/2026	$5,031.33	P
20261024	MARTIN BROS DISTRIBUTING CO INC	DIETARY FOOD & SUPPLIES	10/12/2026	$612.15	P
20261025	MARTIN BROS DISTRIBUTING CO INC	DIETARY FOOD & SUPPLIES	10/15/2026	$3,068.57	P
20261026	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD & SUPPLIES	10/22/2026	$3,367.62	P
20261027	MARTIN BROS DISTRIBUTING CO INC	DIETARY FOOD & SUPPLIES	10/26/2026	$535.02	P
20261028	MARTIN BROS DISTRIBUTING CO INC	DISHWASHER LEASE	10/27/2026	$250.00	P
20261029	MARTIN BROS DISTRIBUTING CO INC	DIETARY FOOD & SUPPLIES	10/29/2026	$1,895.48	P
20261030	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD	10/13/2026	($16.87)	P
20261031	MARTIN BROS DISTRIBUTING CO INC	DIETARY FOOD VOLUME DISCOUNT	10/22/2026	($789.43)	P
20261032	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE VOLUME DISCOUNT	10/22/2026	($879.59)	P

Norwood Health Center - 10.2026 20260955 - 20261053

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
20261033	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD	10/01/2026	$1,622.60	P
20261034	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD	10/05/2026	$3,264.02	P
20261035	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD	10/08/2026	$1,771.83	P
20261036	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD	10/12/2026	$2,956.51	P
20261037	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD & SUPPLIES	10/15/2026	$1,003.89	P
20261038	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD	10/22/2026	$1,078.88	P
20261039	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD	10/26/2026	$2,813.69	P
20261040	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD	10/29/2026	$1,866.93	P
20261041	MARTIN BROS DISTRIBUTING CO INC	CONGREGATE FOOD	08/20/2026	($15.77)	P
20261042	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/22/2026	$811.81	P
20261043	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/22/2026	$18.58	P
20261044	MCKESSON MEDICAL-SURGICAL	NURSING SUPPLIES	10/28/2026	$415.44	P
20261045	PETTY CASH ACCOUNT (Norwood)	REPLENISH PETTY CASH	10/30/2026	$75.96	P
20261046	STAFFENCY LLC	CONTRACT RN/CNA-WE 10.24.2026	10/26/2026	$3,330.00	P
20261047	WESTON PSYCHIATRIC (DRG CLINICAL SC)	SERVICES FOR 10.2026	11/01/2026	$83,110.66	P
20261048	ACCUSHIELD LLC	KIOSK RENEWAL MAINTENANCE FEE	11/01/2026	$585.00	P
20261049	ACCUSHIELD LLC	MONTHLY FEE	11/01/2026	$199.00	P
20261050	AMAZON CAPITAL SERVICES	FURNITURE RISERS	11/02/2026	$21.69	P
20261051	PITNEY BOWES BANK RESERVE ACCOUNT	RESPLENISH POSTAGE METER	11/01/2026	$300.00	P
20261052	SHERWIN WILLIAMS	PAINT & SUPPLIES	11/02/2026	$332.44	P
20261053	SOLARUS	PHONE/FAX SERVICE	11/01/2026	$139.35	P
		Grand Total:		**$338,484.40**	

Signatures

Committee Chair: _____

Committee Member: _____ Committee Member: _____

Committee Member: _____ Committee Member: _____

Committee Member: _____ Committee Member: _____

Committee Member: _____ Committee Member: _____

Committee Report

County of Wood

Report of claims for: VETERANS SERVICES

For the period of: NOVEMBER 2026

For the range of vouchers: 31260018 - 31260021

Voucher	Vendor Name	Nature of Claim	Doc Date	Amount	Paid
31260018	AMAZON CAPITAL SERVICES	OFFICE SUPPLIES	10/14/2026	$46.57	P
31260019	US BANK	EMP RECOG, TRNG, SUPPLIES	10/19/2026	$417.29	P
31260020	APPLE AWARDS	L ORR NAME PLATE	10/23/2026	$10.95	P
31260021	TYLER TECHNOLOGIES INC	VETRASPEC ANNUAL RENEWAL	10/22/2026	$504.50	P
		Grand Total:		**$979.31**	

Signatures

Committee Chair: _____

Committee Member: _____ Committee Member: _____

Committee Member: _____ Committee Member: _____

Committee Member: _____ Committee Member: _____

Committee Member: _____ Committee Member: _____

WOOD COUNTY
PUBLIC TRANSPORTATION
FEASIBILITY STUDY



Wood County Health Department

NOVEMBER 2026 DRAFT

PREPARED BY: NORTH CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

Wood County Public Transportation

Feasibility Study

prepared for:

Wood County Health Department (WCHD)

by:

North Central Wisconsin Regional Planning Commission (NCWRPC)

November 10, 2026

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This study was prepared at the request and under the supervision of the Wood County Health Department by the North Central Wisconsin Regional Planning Commission (NCWRPC) with funding provided by the Wisconsin Department of Transportation. For more information, contact:

NORTH CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION
210 McCLELLAN STREET, SUITE 210
WAUSAU, WI 54403

Telephone: 715-849-5510 Fax: 715-849-5110 Email: staff@ncwrpc.org

www.ncwrpc.org

Wood County Public Transportation Feasibility Study

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SECTION 1: STUDY APPROACH AND PROJECT NEED

INTRODUCTION

This public transportation feasibility study assesses existing and potential new transit services for Wood County residents. Wood County has a unique set of challenges, being largely rural and lacking the traditional density needed to support fixed route public transit services. This study informs the county of community mobility needs and offers a long-term service strategy in response to those needs.

PROJECT NEED

Access to transportation is a key social determinant of health. It directly influences a person's ability to access healthcare, employment, education, and social support. Without reliable transportation, individuals are more likely to miss medical appointments, struggle to maintain steady employment, and face isolation, all of which negatively impact health outcomes.

The 2024 Wood County Community Health Assessment has identified transportation as one of the top priorities for the county. Some of the disparities identified through community surveys and stakeholder meetings conducted as part of the assessment include employment issues, limited access to healthcare, and lack of youth accessibility.

Individuals have missed days of work simply because they couldn't find a ride, or their scheduled transportation was late, which ends up putting their jobs, and financial stability, at risk.

Local health care providers indicated that patients are in hospital beds longer than necessary because there is no transportation to get them home safely, which ties up critical resources.

Educational institutions and local non-profit organizations indicated that children are missing school or extra-curricular programs because they don't have a dependable way to get there.

Wood County's vision is a community where everyone, regardless of age, ability or income, has access to safe, affordable and dependable transportation. By establishing strong partnerships and investing in innovative solutions, Wood County seeks to reduce health and economic disparities, promote independence and enhance quality of life in the county.

To help achieve this vision, Wood County determined a feasibility study was necessary to evaluate options for public transportation services that can help people get where they need to be across the county.

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PROJECT TEAM

Development of the Wood County Public Transportation Feasibility Study was completed through a joint effort by the Wood County Health Department (WCHD) and the North Central Wisconsin Regional Planning Commission (NCWRPC). WCHD requested planning assistance from the NCWRPC to assist with this project. Staff from WCHD and NCWRPC meet every two weeks over the course of 2026 to coordinate and develop the study.

STUDY APPROACH

The study was structured to engage the public, coordinate with stakeholders, analyze transportation supply and demand data, and identify gaps and barriers in transportation for Wood County residents. The project team reviewed several options and made recommendations related to the development of a new transportation service. Wisconsin Department of Transportation Transit Section asked the project team to elaborate on the specifics of the recommended service by:

- identifying unmet transportation mobility needs the service would address,
- describing the characteristics of the proposed new service,
- outlining a startup plan and timeline,
- providing a preliminary operating budget,
- identifying possible sources of funding, and
- addressing measures to avoid duplicating service existing services within the County.

The study report is organized into seven sections as follows:

- **Section 1: Study Approach and Project Need** – Why the study was needed and how it was developed.
- **Section 2: Previous Studies** – A review of previous, related planning work.
- **Section 3: Demographic Analysis** – A review of existing conditions within Wood County that influence the demand for transit.
- **Section 4: Existing Transportation Services** – A review of the transportation options that currently exist in Wood County.
- **Section 5: Transit Demand Analysis** – An assessment of the transit need and potential in the county based on the background information and input collected for the study.
- **Section 6: Active Service Model Evaluation** – A review of successful countywide transit operations in Wisconsin.
- **Section 7: Service Design Options and Recommendations** – The service design and operational recommendations for a new countywide transit service.

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STAKEHOLDER AND PUBLIC ENGAGEMENT

Transportation needs were assessed for Wood County through a broad outreach effort comprised of public open house listening sessions, stakeholder working group meetings, agency interviews and a public survey. This effort resulted in broad input into the transportation needs facing Wood County.

Public Survey

In order to gather input from a wider group of county residents than would be able to attend the open house meetings, a public survey was conducted during the summer of 2026. The survey was intended to expand on the insight gained through the other components of this study.

The Wood County Health Department distributed notice of the survey through a variety of means including a press release to local media, on social media, via email to department contact lists, advertised in organization and partner newsletters, flyers on community bulletin boards, and by word of mouth. The survey was created in English and Spanish versions. A total of 432 responses were received.

Section 5 contains a summary and analysis of the survey results. See Appendix C for a full tabulation of responses.

Public Open Houses

Two public open house meetings were held in August of 2026, with one in Marshfield and the other in Wisconsin Rapids, to give interested residents across the county an opportunity to participate in the study. These events were promoted and shared by WCHD through a press release and newspaper article sent to the media, on social media, sent to contact listservs by email, advertised in organization and partner newsletters, flyers on community bulletin boards, and by word of mouth. A total of 11 members of the public attended the two meetings.

Project team members from WCHD and NCWRPC facilitated the meetings. NCWRPC staff gave a brief overview of the study and potential transit service models. Following the presentation, attendees had time to review service description boards and maps and discuss them with the project team. After the discussion, attendees were guided through an exercise by WCHD staff to cast votes on which transportation options they liked and disliked. Section 5 contains a summary and analysis of the public open house results.

Stakeholder Meetings

Transportation stakeholders identified by the Wood County Health Department were invited to a series of 2 meetings in July and August of 2026. The stakeholder list was comprised of human, medical, and social services agencies and organizations. The

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meetings were designed to identify transportation gaps and barriers and explore the service needs of the client base served by these agencies. Representatives of the following organizations participated:

- St. Vincent DePaul, Marshfield
- Wood County Criminal Justice
- Wood County Human Services
- Wisconsin Rapids Family Center
- Three Bridges Recovery
- South Wood County YMCA
- McMillan Library
- The Connection Company
- Opportunity Development Centers
- Family Health Center of Marshfield
- Mid-State Technical College
- ADRC of Central Wisconsin
- Wood County Health Department
- Wisconsin Rapids Public Schools
- CW Solutions Wood County

Section 5 contains a summary and analysis of the stakeholder meeting results.

Transit Program Interviews

The project team conducted a number of interviews with various transportation program managers. These interviews took place via Microsoft Teams over the course of the study in 2026. Existing public transportation services in Wood County, active transit operations with a countywide component in Wisconsin, and the Wisconsin Department of Transportation Transit Program were interviewed for insight on how their services are organized and operated to inform the service recommendations of the study.

Representatives from the following programs were interviewed for the study:

- Marshfield Public Transit
- Wisconsin Rapids Public Transit
- Wood County Elderly and Disabled Transportation
- Namekagon Transit
- Northwoods Transit Connections
- Rusk County Transit Commission Dial-a-Ride
- Walworth County Connect Share
- Waupaca County Catch-a-Ride
- WisDOT Transit Program

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SECTION 2: PREVIOUS STUDIES

INTRODUCTION

This section presents a detailed review of existing plans and studies relevant to public transportation within Wood County. An analysis of reports prepared for other purposes provides a good opportunity to identify concerns and issues from a different perspective. Two previous reports identified for review as part of this study are the Wood County Community Health Improvement Plan (CHIP) and the Wood County Locally Developed, Coordinated Public Transit-Human Service Transportation Plan.

COMMUNITY HEALTH IMPROVEMENT PLAN (CHIP)

Access to reliable and affordable transportation is essential to connecting individuals and their families to critical services like healthcare, employment, food, housing, and education in rural areas, like Wood County, where robust public transit is not currently available. The Wood County Health Department recognizes the key role transportation plays in improving the health of our community.

Every 3 years, the Wood County Health Department runs a Community Health Assessment (CHA) survey, open to anyone who lives or works in Wood County aged 15 and up. Results and data from this survey are used to shape the work and goals of the health department over the next 3-year cycle. Those goals and objectives are published in a Community Health Improvement Plan (CHIP). In the most recently completed CHA survey from 2023, 42% of respondents said access to public transportation is an important area of improvement in Wood County, and transportation was the second most identified area of improvement in the written response portion. Nearly 200 respondents said the availability of reliable transportation was a factor impacting them in moving up at or keeping their job. In the 2023 CHA survey, 28% of respondents reported missing work, a medical appointment, or another important event in the last year because of a lack of transportation. When looking at that data by subpopulations, the gap in access grows, 47% of households with income under 50K reported missing an important event because of a lack of transportation. The CHA and CHIP are available at www.healthypeoplewoodcounty.com .

In Wood County, 40% of the population lives within the Asset Limited, Income Constrained, Employed, or ALICE threshold. ALICE is an acronym that describes households that earn more than the Federal Poverty Level (FPL) but still does not make enough to pay for basic needs like rent, food, healthcare, and other basic needs. Between 2019 and 2021, Wood County had the second highest increase in the number of households below the ALICE Threshold out of all 72 counties in Wisconsin; increasing

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29%, from 10,007 in 2019 to 12,862 in 2021. The poverty rate in Wood County is 11.5%, which is higher than the statewide rate of 10.7%

WOOD COUNTY LOCALLY DEVELOPED, COORDINATED PUBLIC TRANSIT-HUMAN SERVICE TRANSPORTATION PLAN, 2024-2028

Federal transit law requires that any projects selected for funding under the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (formerly titled Elderly and Disabled Capital Assistance Program) must be derived from a "locally developed, coordinated public transit-human services transportation plan". This requirement was implemented as part of the SAFETEA-LU legislation in 2005, and the requirement continues under the current transportation legislation, the IIJA (Infrastructure Investment and Jobs Act) also known as the Bipartisan Infrastructure Law or BIL passed in 2021. The purpose of the coordinated planning process is to have stakeholder involvement in the assessment of elderly and disabled transportation, and to provide strategies and goals to improve those transportation alternatives.

Only those projects eligible to be funded under 5310 need to be included as part of the coordinated planning process. This would include the traditional 5310 vehicle purchase requests, and projects for mobility management or other capital projects, or for operating assistance projects such as volunteer driver programs or voucher programs.

Development of the plan includes gathering demographic information, documenting the existing transportation services for the plan area, holding a public meeting to discuss elderly and disabled transportation services, and development of strategies for improving those services over the next five years.

FTA guidelines require a locally developed, coordinated public transit-human services transportation plan that consists of:

- an assessment that identifies public, private, and non-profit entities that currently provide transportation services to people with disabilities, older adults, and people with low incomes; and the availability of those services;
- an assessment of transportation needs for people with disabilities, older adults, and persons with low incomes, and gaps in service; this assessment may be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts;
- strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiency in service delivery; and
- priorities for implementation based on resources, time, and feasibility of specific strategies/activities identified.

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Recipients of 5310 funding must certify that projects selected for funding were derived from a coordinated plan, and the plan was developed through a process that included representatives of public, private, and non-profit transportation and human services providers, and members of the public, including persons with disabilities, elderly, low-income individuals and advocates of these groups.

Through this planning process, a number of concerns and issues for elderly and disabled transportation were identified for Wood County, as follows:

- Affordability of transportation services – high cost of certain types of rides; i.e. wheelchair accessibility, rural trips, etc.
- Education of clients and providers on transportation options and system operations
- Lack of drivers – both paid and volunteer; service demand outpacing the availability of drivers
- What about individuals that don't meet program requirements?
- Limits on non-medical service
- Challenges crossing county lines.
- Lack of transportation to group events
- Medical scheduling issues
- Scheduling issues for employment transportation
- Lack of on-demand options
- Dialysis service issues
- Loss of Marshfield – Wisconsin Rapids bus
- Access to new vehicles – backlog in purchase orders

The process concluded with the development of a list of strategies and actions to address the identified issues, as follows:

- Organize quarterly transportation meetings and explore methods of outreach and coordinating with others.
- Maintain and expand existing services through support of program operations (including director/transportation coordinator position(s), driver salaries, volunteer reimbursements, equipment, supplies and training), maintenance, repair and scheduled replacement of vehicle fleet as appropriate.
- Talk to state and federal legislators about service issues and appropriate allocation of resources.
- Continue to promote available services and provide education on how to use the service(s).
- Connect with area foundations regarding support of transportation.
- Explore mobility management program options to improve transportation services and funding within Wood County.
- Coordinate with Regional Volunteer Driver Program to reinforce local program and fill in gaps in service

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SECTION 3: DEMOGRAPHIC ANALYSIS

POPULATION

Wood County had a population of 74,207 as of the last census in 2020. Wood County contains the Cities of Marshfield, Nekoosa, Pittsville and Wisconsin Rapids; and the Villages of Arpin, Auburndale, Biron, Hewitt, Milladore, Port Edwards, Rudolph, and Vesper; as well as 22 Towns. The largest places in Wood County by population are the City of Wisconsin and the City of Marshfield. The areas immediately surrounding both cities contain higher populations. The Wisconsin Rapids urban area has a number of adjacent population concentrations including Grand Rapids, Port Edwards and Nekoosa. The rest of the County remains very rural with pockets of population spread across a wider area.

Table 1 is a snapshot of the historical population trend of Wood County. **Table 2** gives a breakdown of Municipality populations with projections out to 2050. Population projections were conducted by the Wisconsin Department of Administration (WDOA) Demographic Services Center. The WDOA population projections are recognized as Wisconsin's official population projections in accordance with Wisconsin Statute §16.96. This projection model is based off historical trends of individual communities; with more recent years carrying a greater weight in the projected populations.

Table 1: Historical Populations of Wood County

Census	Population	% +/-
1900	25,865	-
1910	30,583	18.2%
1920	34,643	13.3%
1930	37,865	9.3%
1940	44,465	17.4%
1950	50,500	13.6%
1960	59,105	17.0%
1970	65,362	10.6%
1980	72,799	11.4%
1990	73,605	1.1%
2000	75,555	2.6%
2010	74,749	-1.1%
2020	74,207	-0.7%
2025	73,930	-0.4%

Source: U.S. Census & Wisconsin DOA

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Table 2: Population Projections by Municipality and Wood County					
Municipality	2020	2025	2030	2040	2050
T Arpin	942	954	922	899	868
T Auburndale	790	788	729	667	602
T Cameron	539	545	545	548	545
T Cary	406	404	390	373	354
T Cranmoor	181	178	176	170	162
T Dexter	350	356	335	318	300
T Grand Rapids	7,576	7,620	7,420	7,233	6,987
T Hansen	747	743	748	746	736
T Hiles	152	150	141	129	117
T Lincoln	1,593	1,614	1,576	1,552	1,514
T Marshfield	763	777	759	751	737
T Milladore	668	661	626	582	535
T Port Edwards	1,356	1,354	1,278	1,197	1,109
T Remington	230	224	204	178	152
T Richfield	1,596	1,605	1,558	1,514	1,457
T Rock	787	798	753	716	674
T Rudolph	1,027	1,019	985	940	888
T Saratoga	5,060	5,052	4,971	4,861	4,709
T Seneca	1,039	1,030	964	887	807
T Sherry	755	762	722	688	648
T Sigel	1,017	1,015	980	939	892
T Wood	757	761	723	688	648
V Arpin	305	298	279	253	226
V Auburndale	702	729	695	685	669
V Biron	839	857	845	846	838
V Hewitt	796	797	773	747	715
V Milladore	268	265	253	237	219
V Port Edwards	1,762	1,820	1,646	1,527	1,401
V Rudolph	433	427	413	391	367
V Vesper	513	512	485	457	425
C Marshfield	18,119	17,928	17,172	16,182	15,092
C Nekoosa	2,449	2,406	2,272	2,092	1,902
C Pittsville	813	822	789	763	730
C Wisconsin Rapids	18,877	18,659	18,183	17,429	16,555
Total	**74,207**	**73,930**	**71,310**	**68,185**	**64,580**
Source: U.S. Census & Wisconsin DOA					

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According to the 2025 Wisconsin Department of Administration estimate, Wood County has a total population of 73,930 persons. Given the land area of 809 square miles, the current population density of Wood County equals 91.4 persons per square mile. Wood County is bounded on the north by Marathon County, on the east by Portage County, on the southeast by Adams County, on the south by Juneau County, southwest by Jackson County, and on the northwest by Clark County. **Map 1** portrays the population density of Wood County; the most densely populated areas are the City of Wisconsin Rapids, City of Marshfield, City of Nekoosa, and Village of Port Edwards. As conditions change in the county over the planning horizon, thoughtful consideration is necessary to anticipate transit needs, alternatives, and future options.

Table 3 breaks down the land use of Wood County. Nearly half of the land area of the county (47%) is considered woodland. The next largest category is agriculture at about 27%. This data indicates that the majority of Wood County is very rural with significant open, undeveloped areas between population centers, presenting a challenge for countywide transit services.

Table 3: Land Use Type in Wood County, 2025

Land Use Type	Acres	Percent of Acreage
Agriculture	140,349	27.2%
Commercial and Industrial	5,198	1.0%
Governmental / Institutional	2,459	0.4%
Open Land / Other	72,879	14.1%
Outdoor Recreation	1,360	0.3%
Residential	23,774	4.6%
Transportation	11,708	2.2%
Utility	67	0.0%
Water	15,061	2.9%
Woodlands	244,536	47.3%
Total Acreage	517,391	100%

Source: NCWRPC Land Use Inventory

AGE AND GENDER

Wood County has a gender ratio of 49.2% male to 50.8% female. **Figure 1** gives the 2025 breakdown of gender and age distribution of the population of Wood County. This figure also has the projected population and age categories for the year 2050. **Figure 2** indicates that the median age of Wood County in 2010 was 42 years of age compared to 38.1 years of age statewide. The 2024 median age of Wood County was 43.8 years of age compared to 40.2 years of age statewide. **Map 2** displays the mean age of all citizens in each census block in Wood County. The increase in the median age of Wood County could be the

product of a gradually aging local population, influx of retirees, and out-migration of younger people for employment and post-secondary education.

Figure 1: Wood County Age-Gender Pyramid 2020 and 2050 Population

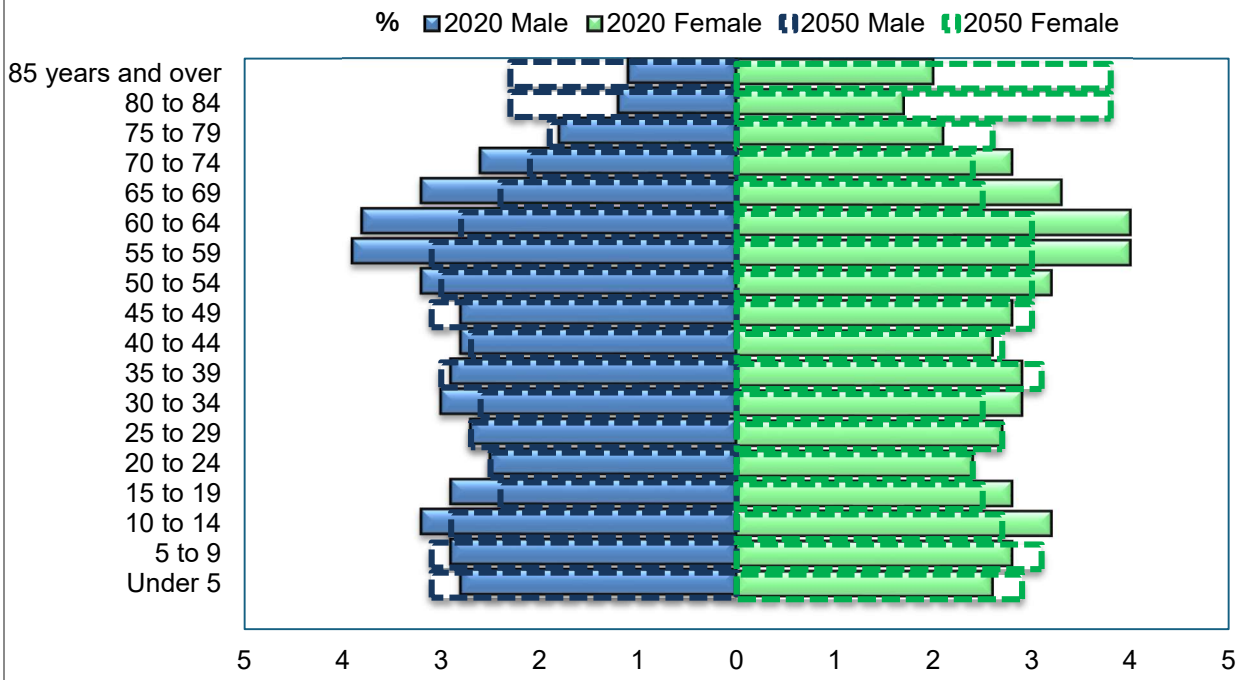


Figure 2: Median Age from 2010 to 2024 for Wood County and the State of Wisconsin

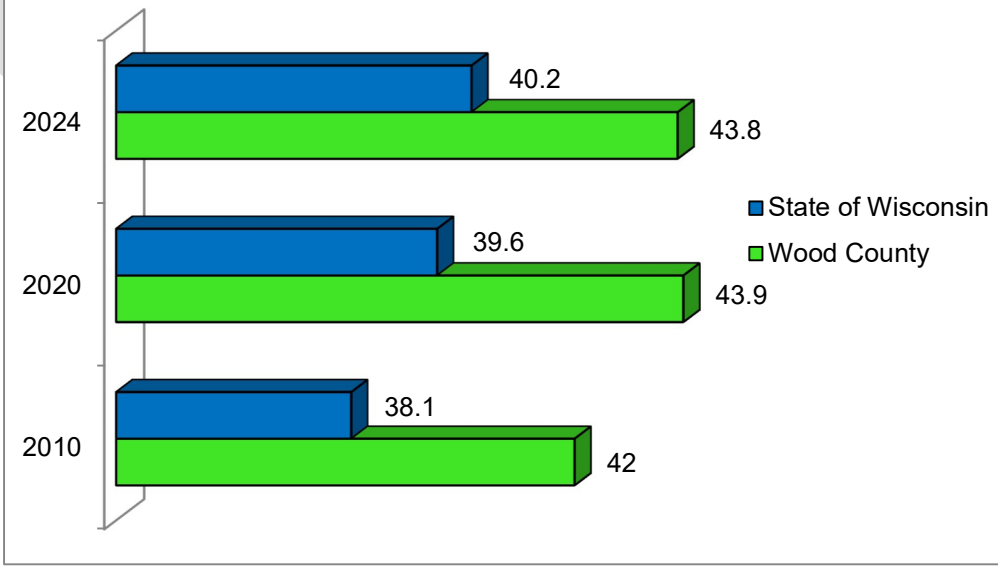
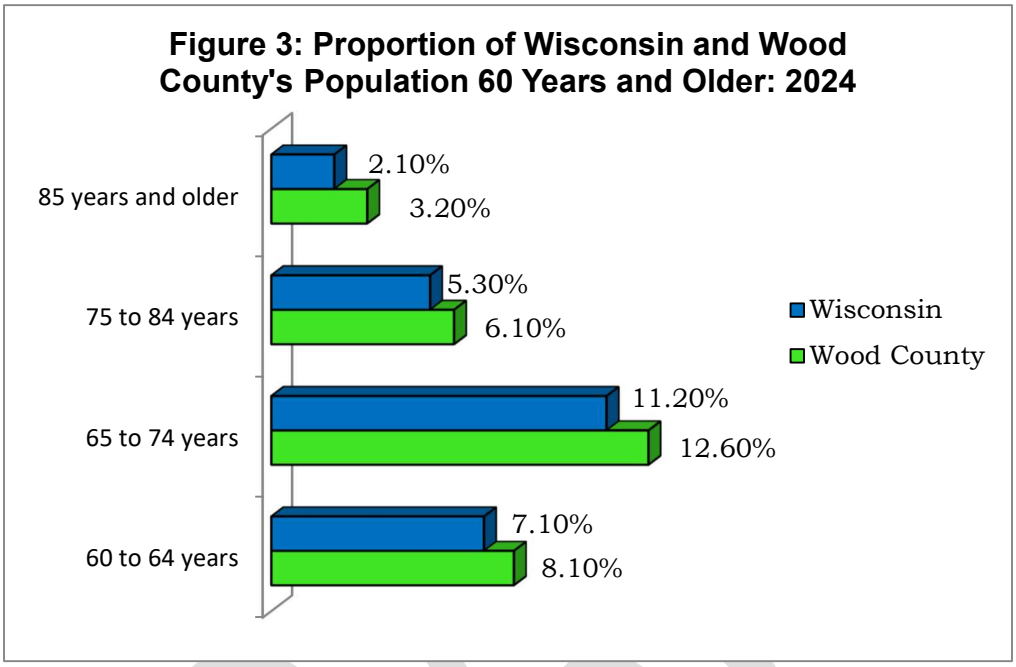
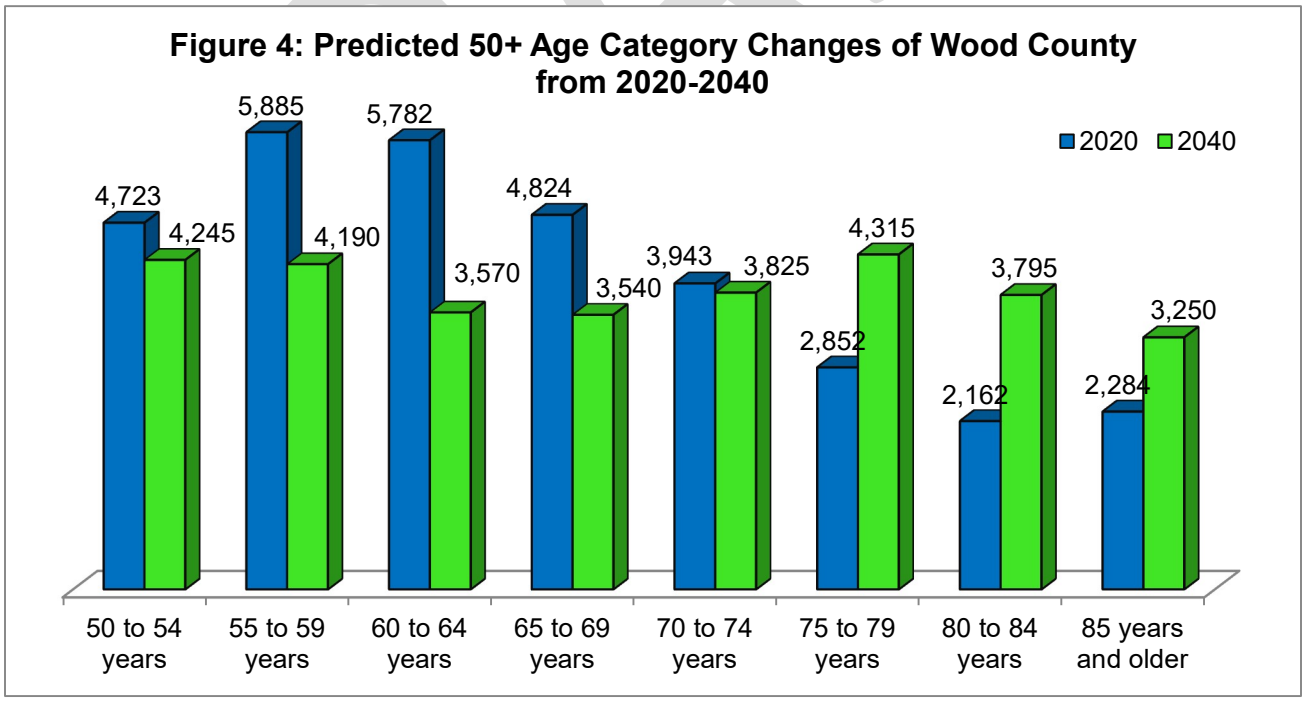


Figure 3 compares the proportion of residents over the age of 60 in Wood County and Wisconsin. Wood County has a higher percentage in each age category over 60 years of age than the State. **Map 3** portrays the density of citizens per census block who are over the age of 60 years. **Map 4** shows the density of younger citizens aged 16-24.





Population forecasts conducted by the Wisconsin Department of Administration project a large increase in the population of residents 75 years and older from 2020 to 2040 in

Wood County, and a decrease in persons between the ages of 50 and 69. **Figure 4** displays population forecasts in Wood County for age cohorts over the age of 50.

HOUSEHOLDS

Wood County has a small percentage of housing units that are seasonal, recreational or for occasional use. This indicates that there is not a large influx of people coming into the County for seasonal recreational purposes; instead, there are mainly full-time residents in Wood County. **Table 4** displays seasonal housing totals in the County for the years 2010, 2020, and 2024. The majority of seasonal housing units are located in South Wood County around the Wisconsin Rapids urban area with a small concentration in Marshfield.

Table 4: Proportion of Wood County Housing Units that are for Seasonal Use, 2010 to 2024

	2010	2020	2024
Total Housing Units	33,838	35,247	34,755
For Seasonal Use	308	539	547
Seasonal Housing %	0.9%	1.5%	1.6%

Source: U.S. Census & American Community Survey (ACS)

Map 5 shows the distribution of occupied housing units in the County. **Table 5** compares household types/sizes in Wood County and Wisconsin. According to the 2024 American Community Survey (ACS), Wood County has a larger portion of occupied housing units that are 2 person or include a household member 65+ years old than the averages for the State as a whole. This is elaborated further in **Table 6**, which compares the overall average persons per household. These tables indicate that Wood County on average has fewer people per household compared to the State of Wisconsin. This suggests that family sizes are smaller in Wood County as well.

Table 5: Occupied Housing Units of Wood County and Wisconsin; 2024

Household Type	Wood	Wisconsin
1 person household	31.6%	31.5 %
2 person household	39.8%	37.0 %
3 person household	12.9%	13.1%
4 person or more household	15.7%	18.3%
Family Households	61.3%	60.5%
Non-Family Households	38.7%	39.5 %
Householder 65 years and older	32.4 %	28.4%

Source: ACS

Table 6: Household Size 2010 to 2024		
Year	Wood County	Wisconsin
2010	2.31	2.41
2020	2.20	2.38
2024	2.26	2.33
Source: U.S. Census & ACS		

ECONOMIC PROFILE

Economic data is a helpful tool used to gauge the economic stability of a planning area and will further help the County understand possible economic vulnerabilities. Median earnings for Wood County's workers are 91.7% of Wisconsin's. Median household income for Wood County is 87.7% of Wisconsin's, and per capita income is 87.5% of Wisconsin's. **Table 7** compares the median earnings, median household income, and per capita incomes for Wood County and Wisconsin in 2024. Wood County's economic data suggests that the county is considerably lower than the State of Wisconsin with regard to the above metrics. Citizens of Wood County have a smaller portion of disposable income to spend on essentials, while they spend a greater portion of their income on transportation. **Table 8** displays the median household income for Wood County, Wisconsin, and the United States and then uses the national household averages spent on transportation. This displays how the standard transportation cost affects different median household incomes.

Map 6 displays the distribution of persons classified as having low income by the U.S. Census. In ACS, the low-income classification applies to those with incomes below the federal poverty threshold which is by age, family size, and number of children.

Table 7: Median Earnings, Household, Income, and Per Capita Income; 2024		
Economic Categories	Wood County	Wisconsin
Median Earnings for Workers	$42,783	$46,667
Median Household Income for Workers	$67,989	$77,485
Per Capita Income of Workers	$37,943	$43,373
Source: ACS		

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Table 8: Percent of Household Income Spent on Transportation; 2024			
	Wood County	Wisconsin	United States
Median Household Income	$67,989	$77,485	$80,734
US Household Average Transportation Cost	$13,318	$13,318	$13,318
Percent of Household Income Spent on Transportation	19.6%	17.2%	16.5%
Source: ACS & U.S Bureau of Labor Statistics			

EDUCATION

Wood County contains six public school districts. **Table 9** compares enrollment for the 2025-2026 school-year in the six school districts based in Wood County. According to the Wisconsin Department of Public Instruction (DPI) 2025-2026 Enrollment Data, Wood County had a total of 11,011 students attending pre-K through 12th grade in those six school districts. In addition, DPI's website lists 14 private schools in the county. The largest private schools in Marshfield include Columbus Catholic School, Our Lady of Peace, and Saint John the Baptist. Assumption and Immanuel Lutheran are the largest private schools in Wisconsin Rapids.

Table 9: Wood County Public School District Enrollment; 2025		
School	Grades	Total Students: 11,011
Auburndale School District	4K-12	859
Marshfield Unified School District	4K-12	3,571
Nekoosa School District	4K-12	1,193
Pittsville School District	4K-12	520
Port Edwards School District	4K-12	432
Wisconsin Rapids School District	4K-12	4,436
Source: WI Department of Public Instruction (2025-2026 Enrollment Data)		

According to the 2024 ACS, there are 2,658 students in Wood County pursuing a post-secondary education in some form. **Table 10** compares the educational attainment in Wood County to that of the State of Wisconsin. Wood County has a higher percentage of residents ages 25 and older with a high school diploma and a lower percentage of residents with a post-secondary degree than the state. Major differences in educational attainment between Wood County and Wisconsin are the percentage of residents with a

bachelor's degree and the percentage of residents with a graduate or professional degree. In Wood County, 14.9% of residents age 25 or older have obtained a bachelor's degree, and 6.5% of residents have obtained a graduate or professional degree. This compares to Wisconsin's total of 22% of residents who have obtained a bachelor's degree and 11.4% of residents who have obtained a graduate or professional degree.

Table 10: Educational Attainment for Population 25 Years and Older; 2024

	Percent of Population for Wood County	Percent of Population for Wisconsin
Less than 9th grade	1.5%	2.3%
9th to 12th grade, no high school diploma	4.0%	4.1%
High school diploma	37.9%	29.4%
Some college, no degree	20.2%	19.5%
Associate's degree	15.0%	11.3%
Bachelor's degree	14.9%	22.0%
Graduate or professional degree	6.5%	11.4%

Source: ACS

Wood County also has a smaller portion of the population currently attending college or graduate school. According to the 2024 ACS, 17.1% of Wood County residents are attending college or graduate school, compared to 25.3% in the State as a whole. Nearby post-secondary education facilities include UW-Stevens Point at Marshfield, UW-Stevens Point (four-year campus), and Mid-State Technical College in Wisconsin Rapids and Marshfield.

VETERANS

According to the 2024 ACS, the veteran to civilian proportion in Wood County is higher in Wood County than it is in the State as a whole, as shown in **Table 11**. There are approximately 4,907 veterans residing in Wood County, with 1,240 of these veterans classified as having a disability.

Table 11: Veterans of Wood County; 2024

	Wood County	Wisconsin
Percent of Veterans in the Civilian Population of 18 Years and Older	8.4%	6.2%

Source: ACS

COMMUTING and EMPLOYMENT

Map 7 shows the distribution of employment across the county. The map shows that the highest concentration of jobs is located in the Marshfield and Wisconsin Rapids urban areas. Less than 1% of Wood County workers use public transportation to get to their place of work. **Table 12** displays the modes of transportation for Wood County workers. **Table 13** displays the patterns of people coming into and traveling out of Wood County for employment. Wood County has a net commute/worker gain of 1,205 people. About half of Wood County's working residents are employed within the County.

Table 12: Commuting for Workers 16 Years and Older in Wood County; 2024

Means of Transportation	Workers
Workers 16 Years and Older	35,094
Car, Truck, or Van - drove alone	27,163
Car, Truck, or Van - carpooled	2,913
Public Transportation (excluding taxi cab)	70
Walked or Biked	1,053
Other means (including taxi or ride-hailing)	351
Worked at home	3,509
Mean travel time to work (minutes)	20.7

Source: ACS

Table 13: Wood County Commuting Patterns

Location	Wood Co. Workers Commute To:	Commute From:	Net Commute
Wood County	18,155	18,155	0
Portage County	3,596	2,564	-1,032
Marathon County	3,329	4,673	1,344
Outagamie County	907	245	-662
Dane County	968	491	-477
Brown County	728	254	-474
Clark County	568	365	-203
Adams County	435	607	172
Juneau County	143	225	82
Elsewhere	7,903	10,358	2,455
Total	36,732	37,937	1,205

Source: US Census On the Map, 2023

There is a total of 32,253 households in Wood County, 1,765 of which do not have a vehicle available. Households with a resident age 65 or older account for 1,039 of

households without a vehicle, as shown in **Table 14.** In terms of vehicle ownership, over 90 percent of Wood County's households with a resident age 65 and older have access to a vehicle. **Map 8** shows the distribution of households by census block in Wood County without access to a vehicle.

Table 14: Household Vehicle Ownership by Age and Ownership Status in Wood County; 2024

Owner Occupied		Renter Occupied	
Age 15-64 with no vehicle	Age 15-64 with a vehicle	Age 15-64 with no vehicle	Age 15-64 with a vehicle
207	15,133	519	5,963
Owner Occupied		Renter Occupied	
Age 65+ with no vehicle	Age 65+ with a vehicle	Age 65+ with no vehicle	Age 65+ with a vehicle
353	7,715	686	1,677

Source: ACS

Location Quotient (LQ) data is helpful when determining the prevalence of the job industry in a specific geographic area compared to the Nation. In **Table 15**, the LQ number represents the proportion between Wood County and the United States in the percent of the population working in that industry type. If the number is 2, that means the percent of the population working in that industry is two times as high compared to the national average. If the number is 1, it is the same and if the number is 0.5, that means there is half of the population proportion employed in that industry in Wood County as compared to the nation. **Table 16** is a list of the top employers for Wood County.

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Table 15: LQ of Wood County Employment Industry to the US	
Industry	LQ
Agriculture, Forestry, Fishing, and Hunting	2.47
Mining, Quarrying, and Oil and Gas Extraction	0.13
Utilities	0.64
Construction	0.91
Manufacturing	1.52
Wholesale Trade	0.94
Retail Trade	1.05
Transportation and warehousing	2.20
Information	1.53
Finance and insurance	1.03
Real estate and rental and leasing	0.32
Professional, scientific, and technical services	0.32
Management of Companies and Enterprises	0.14
Administrative and Support and Waste Management and Remediation Services	0.47
Educational services	0.24
Health Care and Social Assistance	1.50
Arts, Entertainment, and Recreation,	0.41
Accommodation and Food Services	0.83
Other services, except public administration	0.94
Public administration	0.81
Source: Lightcast, 2025	

Figure 5 displays the departure time that workers leave for their work commute. The majority (71.5%) of workers in Wood County go to work between 5 a.m. and 9 a.m. while the other 28.5% begin their commute before 5 a.m. or at other times throughout the day and evening. Average commute time for workers in Wood County is 20.7 minutes. Approximately 61% of workers have a commute time under 20 minutes, and 25.9% have a commute time of less than 10 minutes, as shown in **Figure 6**. A visual representation of Wood County's commuting patterns is provided in **Figure 7**. Driving distances to urban centers in close proximity to Wood County are provided in **Table 17**. Note that the fastest route highlighted by Google Maps was used for each distance.

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Table 16: Top Employers in Wood County	
Municipality	Employer Name
Marshfield	Marshfield Medical Center
Marshfield	Marshfield School District
Marshfield	Felker Brothers Corp
Marshfield	Custom Fabricating & Repair
Aprin	Schnieder National
Marshfield/Wisconsin Rapids	Mid-State Technical College
Wisconsin Rapids/Marshfield	Wood County
Wisconsin Rapids	Wisconsin Rapids School District
Wisconsin Rapids	Billerud Americas
Wisconsin Rapids	Aspirus Riverview Hospital
Wisconsin Rapids	Walmart
Source: WI Department of Workforce Development 2025	

Figure 5: Time Workers Leave for Work in Wood County; 2024

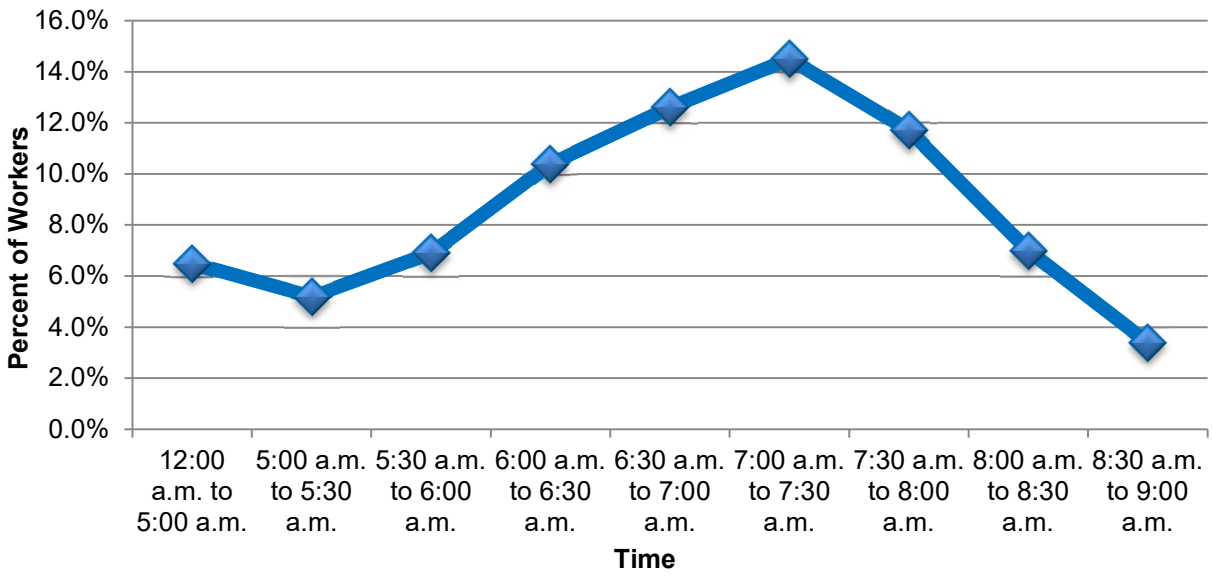


Figure 6: Travel Time to Work for Workers in Wood County; 2024

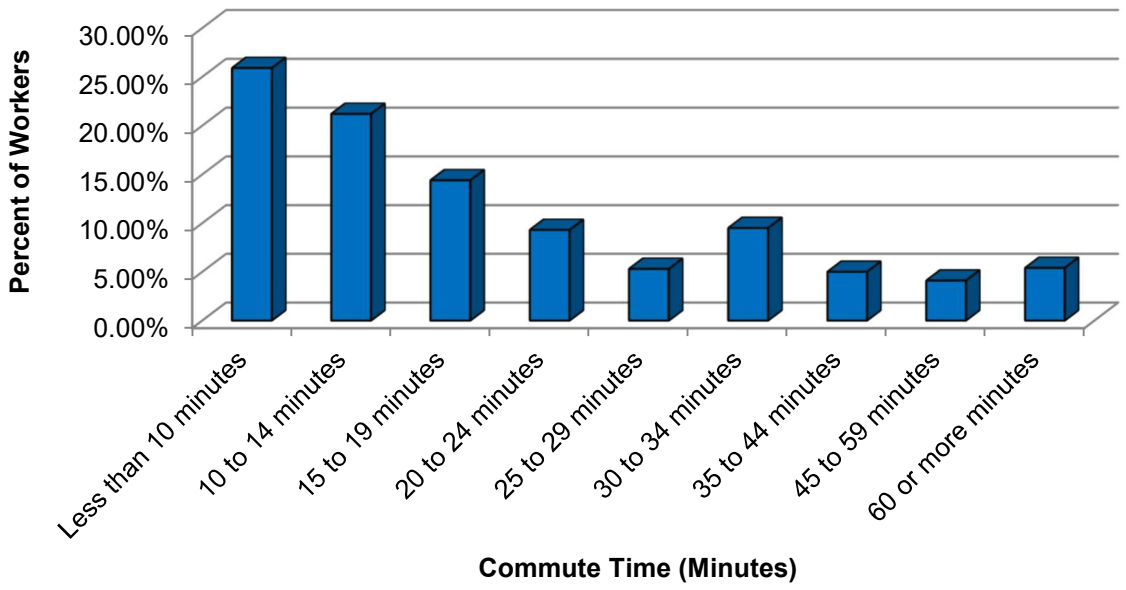


Figure 7: Wood County Commute Patterns

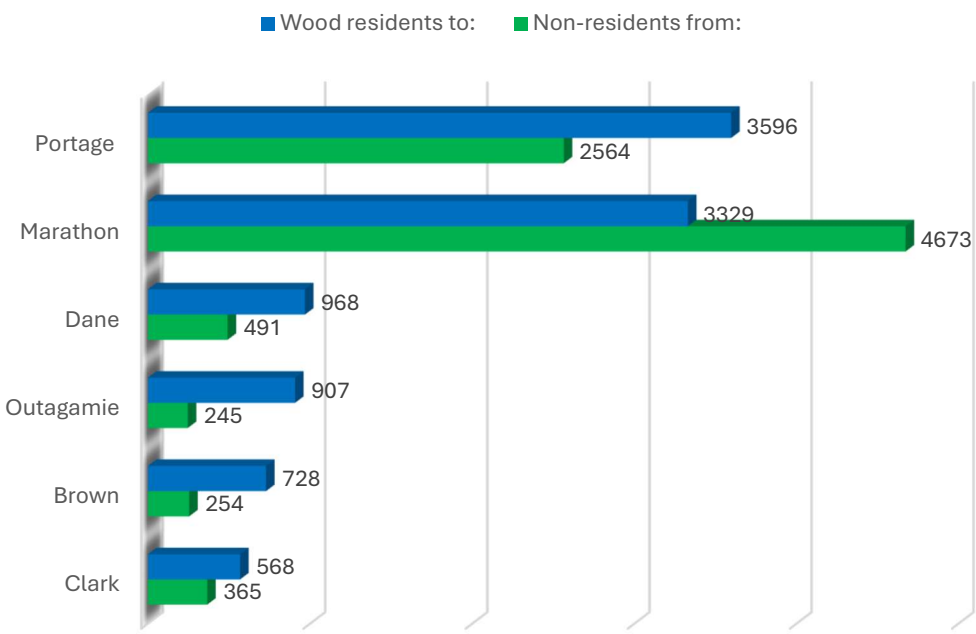


Table 17: Driving Distances between Urban Centers	
Marshfield to Spencer	9 miles
Marshfield to Stratford	11 miles
Marshfield to Auburndale	11 miles
Marshfield to Arpin	15 miles
Marshfield to Pittsville	18 miles
Marshfield to Granton	20 miles
Marshfield to Neillsville	27 miles
Marshfield to Greenwood	30 miles
Marshfield to Stevens Point	37 miles
Marshfield to Wausau	44 miles
Marshfield to Wisconsin Rapids	**33 miles**
Wisconsin Rapids to Vesper	12 miles
Wisconsin Rapids to Port Edwards	5 miles
Wisconsin Rapids to Nekoosa	10 miles
Wisconsin Rapids to Rome	14 miles
Wisconsin Rapids to Pittsville	18 miles
Wisconsin Rapids to Stevens Point	19 miles
Wisconsin Rapids to Wausau	48 miles
Source: Mileage Generated with Google Maps (Fastest Route was used)	

DISABILITIES

Wood County has a disabled population of 10,959 individuals or 14.9% of the total population, as shown in **Table 18**. **Figure 8** displays age categories and disabled rates within each age category. There are six disability categories tracked by the Census. These are hearing, vision, cognitive, ambulatory, self-care, and independent living difficulties. All may have an effect on a person's ability to operate an automobile. The age category 75 years and older has the highest percentage (47.4%) with a disability among age categories, as shown in **Table 19**. **Map 9** shows the distribution of persons with disabilities by census block in Wood County.

Table 18: Wood County Population with a Disability; 2024		
Total Civilian Non-Institutionalized Population	Citizens with a Disability	Percent of Wood County Residents with a Disability
73,543	10,959	14.9%
Source: ACS		

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Figure 8: Disability by Age Group in Wood County; 2024

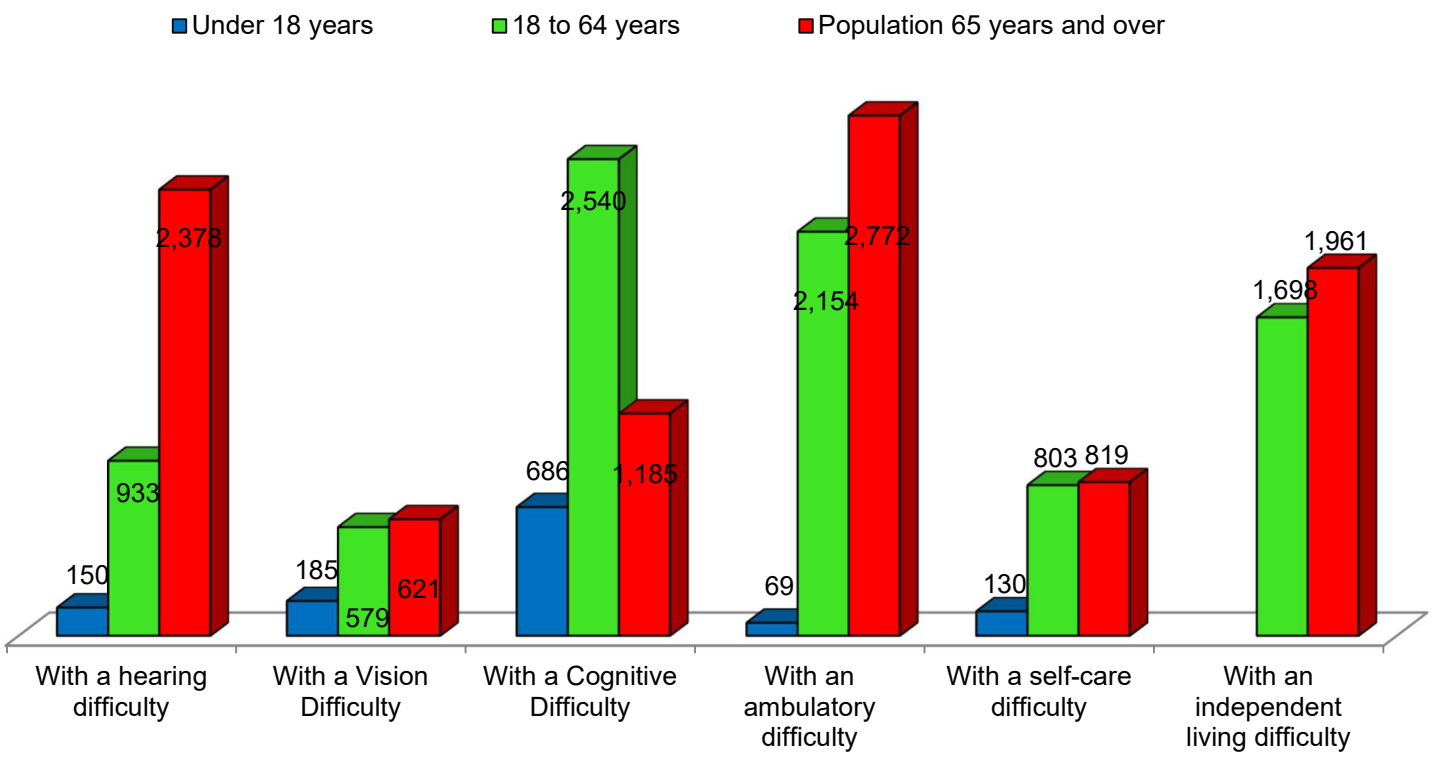


Table 19: Age Categories with Disabilities in Wood County; 2024				
	Civilian Non - Institutionalized Population	Population with a Disability	Percent of Age Group with a Disability	Percent of Wood County Disabled Population
Total	Total Population: 73,543	Total Population: 10,959	~	~
Under 5 years:	3,942	99	2.5%	0.9%
5 to 17 years:	11,897	856	7.2%	7.8%
18 to 34 years:	13,363	1,235	9.2%	11.3%
35 to 64 years:	28,543	3,855	13.5%	35.2%
65 to 74 years:	9,148	1,763	19.3%	16.1%
75 years and over:	6,650	3,151	47.4%	28.8%
Source: ACS				

SECTION 4: EXISTING TRANSPORTATION SERVICES

INTRODUCTION

Currently there are three public transportation services that provide rides directly to residents within Wood County. These include the public transit programs in the cities of Marshfield and Wisconsin Rapids and the Wood County Elderly and Disabled Transportation Program. In addition, a wide range of other non-profit and private entities provide transportation programs and services within Wood County. This section provides a brief overview of these services.

CITY OF MARSHFIELD PUBLIC TRANSIT

The City of Marshfield contracts with Running Inc to operate its transit program. The program is a demand response, door-to-door public transportation service. It is a shared ride taxi type service, which means users may ride with other passengers with different destinations and origins. The service area is the Marshfield city limit. All rides must start and end within the city limits.

Service hours are 6:00 a.m. to 12:00 a.m. Sunday through Thursday and 6:00 a.m. to 3:00 a.m. Friday and Saturday. Fares are adult / student - $5, senior / disabled - $3 and additional rider $1.25.

Running Inc has been the city's service provider since 2014. Thirteen accessible minivans are leased by the City to Running Inc for this purpose. Rides are requested by phone through Running Inc's dispatchers or online through their website. Online requests can provide a mobile phone number to receive text messages regarding their ride. No mobile app is available for users to manage and track their rides.

In 2025, the service provided 99,810 rides and was on track for 103,000 rides in 2026. The system's operating budget for 2026 was $1,292,353 with fare revenues of about $475,000. Funding sources include PTAP (5311 and 85.20 grants), city tax levy, and rider fare revenue. The city Finance and Human Resources Department administers the program.

CITY OF WISCONSIN RAPIDS PUBLIC TRANSIT

The City of Wisconsin Rapids contracts with Running Inc to operate its transit program. The program is a demand response, door-to-door public transportation service. It is a shared ride taxi type service, which means users may ride with other passengers with different destinations and origins. The service area is the City of Wisconsin Rapids and up to 5 miles out of the city limits. All rides must start or end within the city limits.

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Service hours are 5:00 a.m. to 12:00 a.m. Monday through Saturday and 7:30 a.m. to 4:30 p.m. on Sunday. Fares are adult - $3.50, student - $2.75, and senior / disabled - $2. There is an additional charge of $1.25 for each mile beyond Wisconsin Rapids city limits.

Running Inc has been the city's service provider since 2024. Fourteen accessible minivans are leased by the City to Running Inc for this purpose. Running Inc also supplies 2 to 5 additional vehicles under their contract. Rides are requested by phone through Running Inc's dispatchers or online through their website. Online requests can provide a mobile phone number to receive text messages regarding their ride. No mobile app is available for users to manage and track their rides.

In 2025, the service provided 113,064 rides and was on track to exceed 116,000 rides in 2026. The system's operating budget for 2026 was $1,546,459 with fare revenues of about $469,000. Funding sources include PTAP (5311 and 85.20 grants), city tax levy, and rider fare revenue. The city Finance Department administers the program.

WOOD COUNTY ELDERLY AND DISABLED TRANSPORTATION

The Wood County Elderly and Disabled Transportation program provides rides to persons over the age of 55 and people who have a disability that prevents them from driving. Rides are provided for shopping, to and from medical appointments, or to other locations as needed.

The program has two main components: on-demand service in the Marshfield and Wisconsin Rapids areas and the volunteer driver program for longer-distance trips either within Wood County but outside the urban areas or to destinations outside Wood County. In 2025, the on-demand ridership averaged about 718 rides per month (8,616 per year) and has been on a slow decline since the Covid pandemic. The volunteer driver component delivered about 94 rides per month (1,128 per year) on average in 2025.

In the Marshfield and the Wisconsin Rapids / Port Edwards areas, on-demand service is provided Monday through Friday between 9:30 a.m. and 2:00 p.m. In Nekoosa and surrounding area, service is available on Tuesdays and Thursdays from 9:30 a.m. to 12:30 p.m. In addition to the on-demand service, program vehicles/drivers are dedicated to am/pm pick-up and drop-off of ODC (Opportunity Development Centers, Inc.) disabled adult program clients at ODC sites or employment locations. There is no on-demand service running between Marshfield and Wisconsin Rapids. This type of trip would be handled through the volunteer driver program or referral to another agency or program.

The volunteer driver program is available 24/7 for longer distance medical appointments. This is for residents in remote/rural areas of the county to get to appointments in Marshfield or Wisconsin Rapids or residents anywhere in the county to get to medical facilities located outside of Wood County subject to driver availability. In addition, the

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volunteer driver program is used to help with family visitations in conjunction with the Family Services division, but medical appointments take priority.

The program offers door-to-door service to assist aging or physically disabled riders with getting parcels on and off the bus when needed. Medical, nutrition, and employment trips are prioritized, but a wide variety of trip purposes are allowed.

Special trips are organized to offer more service to the community, including trips to specialty locations or events, Christmas shopping, etc. Weekly grocery runs are organized on Tuesdays in Marshfield and Wednesdays in Wisconsin Rapids. The program will also work with other county departments to help resolve an identified transportation need.

For regular service, advance reservation is required by 12-noon the day before for scheduling purposes, however, 24 hours is preferrable for the on-demand, and 3 to 5 days is recommended for the volunteer driver program to ensure driver availability and allow for trip planning. The program maintains flexibility to try and accommodate every ride request including same-day requests if feasible and will work with individuals to find a way to get the ride they need or make a referral. Reservations are made by calling the transportation line. No online reservation system or mobile application is available.

The fare for senior or disabled riders using the on-demand service is $1.50 one-way. Free rides are available for grocery runs to participating supermarkets in Marshfield and Wisconsin Rapids. Volunteer driver program passengers are asked to pay 60% of the federal mileage reimbursement rate per mile (currently $0.76), round trip. Volunteer drivers are reimbursed at the full federal reimbursement rate.

The program budget for 2026 was $505,058.65 with $376,824.60 for the on-demand program and $128,234.05 for the volunteer driver program. The funding breakdown is $231,004 from the County Elderly and Disabled Transportation Assistance program grant (aka 85.21) with $15,200 in passenger revenue, $86,500.30 in other funds, and $172,354.35 in county funds.

The program maintains 6 small buses with 1-2 operating and 1 reserve in Marshfield and Wisconsin Rapids for the on-demand program. The buses range from 12 to 14 passengers, and each are equipped with a wheelchair lift for accessibility. There are 6 drivers – 2 full-time and 4 part-time. For the volunteer program, drivers use their personal vehicles with no wheelchair accommodation, so riders need to be ambulatory or able to transfer without the driver lifting them.

The program is managed by the Wood County Human Services Department. In addition to the drivers, the County employs three staff members who support program operations, with only one staff member dedicated to the program on a full-time basis. This is the

transportation coordinator who acts as a dispatcher and handles day-to-day operations. The other transportation staff are the program manager at 20% time, and the program assistant at 40% time.

OTHER TRANSPORTATION SERVICES WITHIN WOOD COUNTY

In addition to the public transportation currently being provided, there are a wide variety of other services in the mix within Wood County. Services range from private specialized, taxi, or ride-hailing services to non-profit organizations to federal and state coordinated/subsidized programs. The number and diversity of options can make it difficult for those with transportation needs to navigate the choices.

ANALYSIS OF EXISTING PUBLIC TRANSIT SERVICES IN WOOD COUNTY

The three local publicly available transportation services in Wood County are Marshfield Public Transit, Wisconsin Rapids Public Transit, and Wood County Elderly and Disabled Transportation program. Each provides an on-demand, shared ride type service. Reviewing the service characteristics of these programs reveals unmet mobility needs from a countywide perspective, as follows:

- Existing services have limited geographic coverage outside of the cities of Marshfield and Wisconsin Rapids.
- There is no regular service between the cities and their surrounding areas or between the cities themselves.
- While the County Elderly and Disabled program can get out to the rural areas through their volunteer driver program, this service is effectively limited to the elderly and disabled and primarily for longer distance medical trips due to capacity.
- Similarly, there is good availability in terms of hours of operation within the cities with service from the early morning to late evening seven days a week. Countywide availability is more limited with the County Elderly and Disabled Transportation program despite technically available 24/7.

Providing affordable and reliable rides in rural Wood County is a challenge.

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SECTION 5: TRANSIT DEMAND ANALYSIS

To understand the need for public transportation services in Wood County, a transit demand analysis was conducted by the North Central Wisconsin Regional Planning Commission and the Wood County Health Department to evaluate the community's characteristics and demographic patterns that influence the potential demand for transit service. This section provides an overview of the components of transit demand, an analysis of the observed population and employment characteristics of the county, a review of community identified unmet transportation needs, and a projection of ridership.

ESTIMATING TRANSIT DEMAND

In traditional urban settings the demand for public transportation is influenced by a variety of factors. These factors include population and employment density, the prevalence of transportation disadvantaged populations, major activity generators, parking availability and cost, and the monetary and time cost of driving a personal automobile. In most urban settings, population and employment density are typically the most predicative indicators of transit patronage.

These transit demand characteristics are very different in rural areas. Rural areas are often characterized by longer distances between population centers, limited infrastructure, higher median age populations, and a high reliance on vehicle ownership.

In addition to population and employment, other factors help distinguish between transit need and demand in a community. Transit users are commonly grouped into two categories:

- **Discretionary riders** are those who have adequate financial and physical means to operate a private automobile but choose to ride transit as a personal choice or out of convenience. Discretionary riders are more commonplace in high-density metropolitan areas, where factors such parking availability and the cost of driving due to long commutes or traffic congestion increase the advantage of riding transit versus driving.
- **Transit-dependent riders** are those who utilize transit services due to lack of financial resources or physical ability to own or operate a personal automobile. They can also contain individuals who have a physical disability or are older adults with some dexterity limitations. Compared to discretionary riders, transit dependent riders tend to use transit for a larger variety of trip purposes beyond work commuting, including shopping, medical appointments, and social activities.

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TRANSIT DEMAND POTENTIAL

Transit service is generally most effective and efficient in areas with high concentrations of residents and/or jobs. The transit potential of an area can be assessed by examining the combined population and employment density of the area.

Map 1 shows the population density of Wood County by census block group based on 2024 ACS data. While much of the county has less than 50 people per square mile (< 1 person/acre), there are sizeable concentrations of population density in the cities of Marshfield and Wisconsin Rapids. Surrounding each of these cities are significant areas of moderate population density. Additional pockets of population density can be seen around Arpin, Auburndale, Pittsville, Rudolf and Vesper.

Map 7 shows employment density in Wood County based on 2023 Longitudinal Employer-Household Dynamics (LEHD) data. As with population density, much of Wood County has low employment density. Areas of the county with densities of more than 3.5 jobs per acre are concentrated in and around the cities of Marshfield and Wisconsin Rapids, and to a lesser degree in Arpin, Auburndale, Pittsville, Rudolf and Vesper.

In Marshfield, the highest employment densities are found around the north side medical complex and the east side business/industrial park areas. Major employers in Marshfield include Marshfield Medical Center, Custom Fabricating, and Felker Brothers Manufacturing. In Wisconsin Rapids, employment density is highest in the central, downtown area. Major employers in Wisconsin Rapids include Billerud Americas (paper packaging), Aspirus Riverview Hospital, and ND Paper. Outside these employment centers, notable employers include Wiskerchen Cheese in Auburndale and Hay Creek Companies, a wood products manufacturer in Pittsville.

The combination of population and employment reflects the transit potential of an area. Higher densities created by jobs, housing, or a combination of the two. This higher density is a good predictor of the viability of transit service. The transit potential in Wood County is highest in and around the cities of Marshfield and Wisconsin Rapids.

TRANSIT NEED

In addition to population and employment density overall, the likely demand for transit service can be assessed by examining the demographics of an area. Certain population subgroups have a relatively higher propensity to use transit as their primary means of transportation than the population as a whole. These groups include:

- **Households without access to a vehicle.** Families that lack access to a vehicle either for financial or legal reasons often have few mobility options other than public transportation.

- **Persons with disabilities.** Individuals who are unable to or have difficulty operating a motor vehicle are especially likely to use public transportation services.
- **Low-income individuals.** Because using transit is often less expensive than owning a car, individuals in low-income households are more likely to rely on transit.
- **Young people (age 16-24).** National trends have shown that the average age at which Americans are getting driver's licenses has steadily increased in recent decades.
- **Older adults (age 60+).** As individuals age, they may be less willing or able to operate a motor vehicle.

Areas with higher concentrations of these populations are also likely to have a higher need for transit services. The density of each demographic group was mapped using 2024 American Community Survey (ACS) data, by Census Block Group.

Map 3 shows the population density of persons over 60 years of age. The highest concentrations of people over 60 years are in the cities of Marshfield and Wisconsin Rapids. Surrounding each of these cities are significant areas of moderate density. Additional pockets of people over 60 years can be seen around Arpin, Auburndale, Pittsville, Rudolf and Vesper.

Map 4 shows the population density of younger people 16 to 24 years of age. Most of the county has very low density of young people. The cities of Marshfield and Wisconsin Rapids again have the highest concentrations, but the areas of more moderate density surrounding each city are significantly less.

Map 6 shows the population density of lower income persons. In this case, the highest concentrations of lower income persons are seen in the core areas of the cities of Marshfield and Wisconsin Rapids. For the surrounding area, there is no increase in density around Marshfield, while the area around Wisconsin Rapids is reduced.

Map 8 shows the density of households without access to a vehicle. Again, the highest concentrations of households without access to a vehicle are the core areas of the cities of Marshfield and Wisconsin Rapids. However, surrounding each city there is more of an area of moderate density. Additional pockets of people over 60 years can be seen around Arpin, Auburndale, Pittsville, and Vesper.

Map 9 shows the population density of persons with disabilities. The highest concentrations of persons with disabilities are in the cities of Marshfield and Wisconsin Rapids. Surrounding the City of Wisconsin Rapids, there is a notable area of moderate density, but there is no increase in density around Marshfield. Additional pockets of population density can be seen around Auburndale and Vesper.

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While *transit potential* is an absolute measure of density, *transit need* is a relative measure of how areas compare with each other in terms of concentration of population subgroups with a high propensity to use transit. As a whole, Wood County has relatively low transit need. However, as shown in the study maps, concentrations of relatively high transit need can be found surrounding the cities of Marshfield and Wisconsin Rapids and to a lesser extent in pockets around Arpin, Auburndale, Pittsville, Rudolf and Vesper.

COMMUNITY IDENTIFIED TRANSPORTATION NEEDS

INTRODUCTION

A key element of the transportation needs assessment for this study was a broad community outreach effort comprised of surveys, public listening sessions, and stakeholder meetings. This effort resulted in a greater understanding of community needs and demand for transportation in Wood County. This section summarizes the key findings and observations from the various outreach activities.

WOOD COUNTY PUBLIC TRANSPORTATION FEASIBILITY SURVEY

The results of the public survey for this study revealed a number of transportation gaps in Wood County, as well as transportation barriers preventing people from getting where they need to go. A question-by-question summary analysis of the survey findings is as follows (for a full breakdown of survey results, see Appendix C):

1. Have you used any of the following transportation services around Wood County?

The top three transportation services used were Marshfield Transit (44 percent), Wisconsin Rapids Transit (26 percent), and Private Taxi Service (24 percent). Note that there is some overlap because respondents could select more than one. 15 responses indicated they hadn't used transit before, but several expect to in the coming years.

2. What has your experience been with the transportation services you have used?

The biggest issues people experienced were:

- Reliability (long wait times, long travel times, or drivers not showing up)
- Availability (limited hours and drivers)
- Cost (taxis are particularly expensive)
- Conditions (dirty vehicles, unsafe driving, and unprofessional interactions with staff)

There were also many positive experiences reported, especially regarding the transportation that was wheelchair friendly. Overall, experiences ranged from positive to negative or mixed depending on the transportation provider.

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3. Do you think Wood County needs a county-wide public transportation service?

About 89 percent of responses agreed that there needs to be a county-wide public transportation service.

4. How often would you use public transportation if it was introduced?

Nearly one-third of responses said they'd use it several times per week, the highest category. This was followed by about 27 percent indicating they'd use it less than once per month, followed by about 17 percent who would use it every day.

5. If a transportation service was introduced, what would you use it for the most?

Most people (27 percent) would use it to get to work, followed by shopping and errands (22 percent) and medical appointments (20 percent). Just over 1 percent said they'd use it to attend school, by far the lowest percent for any choice.

6. What is your preferred location for pickup?

Almost 64 percent said their home was the preferred pickup location, followed by about 28 percent who preferred a bus stop.

7 What days do you need transportation service?

Responses were fairly even, ranging in the 26 to 36 percent range for each choice, except the "weekends only" was much lower at about 8 percent. In general, work, errands, and appointments are on weekdays, and weekends are more for shopping and recreation.

8. What time(s) do you need transportation service?

The top three time slots were the ones between 5AM and 8PM, capturing the majority of responses. Some overnight and early morning demand is present due to the timing of some work shifts or medical emergencies.

9. What cities or villages would be the most important for you to get to if a transportation service was introduced?

The Cities of Marshfield and Wisconsin Rapids were by far the highest demand cities, each capturing about 70 percent of responses, followed by Nekoosa, which came in at a distant 3rd place with about 27 percent of responses.

10. Would a transportation service operated only within Wood County meet all your transportation needs?

Almost 57 percent said yes, and only 14 percent said no. 29 percent said, "sometimes, but not consistently."

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11. Please share specific destinations that you feel any new public transportation service should include (for instance: specific stores or services, either inside or outside Wood County).

Top destinations were medical facilities, shopping destinations (especially for groceries), employment, education, community services (libraries, churches, food pantries, government buildings, etc.), recreation and social activities, and some regional connections (such as medical appointments in Wausau or Stevens Point).

12. Which of the following transportation characteristics would you consider to be the most important?

Affordable fares (78 percent) were the highest priority, followed by reliability (on time service) with 70 percent of responses. The other choices were ranked much lower, with all of them falling between 24 and 33 percent.

13. Do you currently have access to a vehicle?

Over 55 percent said yes, whereas about 27 percent said no and 18 percent said, “sometimes, but not consistently.”

14. Do you often rely on others to provide you with transportation for work, medical, shopping, or other essential needs?

Almost 38 percent said yes, and 38 percent said no, with 24 percent saying, “sometimes, but not consistently.”

15. What forms of transportation do you currently use on a regular basis (once weekly or more often) for non-recreational purposes?

Personal motor vehicle driven by me (about 57 percent) and driven by another (almost 42 percent) were the top two choices, followed by walking (over 33 percent). Only about 10 percent carpooled, the category with the least number of responses.

16. What is your current employment status?

Over 35 percent of responses indicated they worked full time all year outside the home, followed by another 29 percent who were retired and about 15 percent who worked part time outside the home. Over 9 percent were unemployed.

17. If you are employed outside the home, approximately how far do you travel to work?

Almost 42 percent said they traveled 2 to 10 miles, followed by 21 percent who traveled 10-20 miles and 17 percent who traveled 2 miles or less.

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18. How much would you expect to pay for a one-way trip of up to 30 miles on public transportation?

Over 34 percent said they would expect to pay between $5 and $7 per trip, followed by 29 percent indicating less than $5 per trip and over 21 percent expecting between $7 and $10 per trip.

19. What is your home ZIP Code?

ZIP 54449 was home to almost half of the responses (46 percent), with 54494 generating another quarter of responses (25 percent). 54495 comprised almost 12 percent of responses, and all other ZIP codes generated less than 5 percent of responses. This means that Marshfield and Wisconsin Rapids had, by far, the most respondents, which is expected given that they are the two most populous communities in Wood County.

20. What is your age?

Nobody under 18 took the survey. Over half who did (52 percent) were between ages 25 and 64, followed by another 26 percent who were 65 and over and 15 percent who were between ages 25 and 34.

21. If there is anything else you would like to share about a future transportation service, please add it here.

Survey responses value reliable, affordable, and accessible service, with suggestions generally falling in these categories:

- Reliable service
- Expanded availability, options, and geographic range
- Accessibility (accommodation for wheelchairs, etc.)
- Affordable fares
- Community needs (access to jobs and appointments, etc.)
- Safety and customer service

Analysis of Survey Input

Most survey responses originated in Marshfield and Wisconsin Rapids, but there was countywide representation throughout the survey. Wood County's existing transit options currently serve some of the County's needs, but there is room for improvement. Limited geographic availability and range make it hard for people without cars to remain employed or access their grocery shopping and medical appointments. There are also concerns about the affordability, reliability, and accessibility of some of the existing options. Most people prefer to be picked up at home. Due to the increasingly aging population, there is an expectation that the demand will increase these services, as well as concerns over

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how to fund them without impacting taxes. Overall, the County must balance the demand for expanded transportation access and quality while maintaining affordability.

COMMUNITY STAKEHOLDER SESSIONS

Discussion at the community stakeholder group meetings for this study revealed a number of transportation gaps in Wood County, as well as transportation barriers preventing people from getting where they need to go. The following issues outline the findings:

- **Transportation Costs:** Affordability of transportation is a significant barrier for many residents who struggle with employment, access to a vehicle, and/or the cost of a vehicle, insurance, fuel, etc. One noted example of the impact of transportation affordability is the cost to parents for school-based transportation, especially for rural youth, where school districts are seeing a higher rate of truancy because families cannot afford the annual cost of busing ($650), and there is no other system for them to get to school.
- **Traveling with Children:** Residents are finding issues when needing to bring their children with them. Some social services programs will not pay the trip cost for a ride-along child. Some transportation services require riders to provide their own car seats for infants/small children.
- **Youth Transportation Barriers:** Youth not old enough to drive, or whose parents do not have access to a vehicle or are working face significant transportation barriers. For example, youth in these situations are unable to participate in YMCA programs or summer camps because they have no way to get there. It was noted that this also applies to other programs youth might participate in such as after-school activities, appointments or meetings, volunteering, employment, etc. In the Marshfield School District, it is estimated up to 750 students are missing or not engaging with services like mental health and counseling because they do not have access to transportation. The alternate high school requires the student to have access to reliable transportation to be accepted, which causes people to not be able to enroll.
- **Consequences for Missed Trips:** Residents risk losing access to needed services if missing scheduled appointments due to lack of transportation. Missing appointments can cause addiction recovery patients to revert to using again to avoid symptoms of withdrawal. Missed child visitations can have significant impacts on the children/families. One survey respondent wrote: "*Getting employment has been a serious struggle for me with transportation being the number 1 issue. Getting to and from a job without reliable transportation is impossible in the Marshfield area and many jobs start at 6am and the cab service*

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is unavailable to get you by then. I do not have a driver's license and getting a ride from others has become difficult also because they have their own jobs to get to."

- **Wait Times:** Long wait times can also lead to missed appointments. It was also noted that long wait times can be an issue for those needing to use transit to get home with groceries.
- **Customer Service:** To effectively utilize transit, many residents need additional assistance with entering/exiting the vehicle, transferring packages or bags, etc.
- **Online/Mobile Interface:** A system that allows riders to confirm their reservation and track the status of their ride would reduce missed rides and missed appointments. This would decrease the need for riders to call in to check on their ride, reducing the burden on riders and dispatchers.
- **Recurring Ride Scheduling:** Many residents are in programs that need regular recurring rides. Similarly, residents without reliable access to a vehicle or lacking a driver's license need regular rides to and from their place of work to maintain employment. A robust reservation system is needed for scheduling and managing on-going, recurring rides. This system would assist dispatchers in planning daily pick-ups and drop-offs. An online mobile interface would facilitate rider scheduling and monitoring to improve user confidence in relying on the transportation system.
- **Payment Flexibility:** Many organizations offer transportation payment assistance through a variety of mechanisms beyond cash, such as vouchers, punch cards, checks, billing arrangements, etc. For example, St. Vincent DePaul will pay for cab rides to get groceries for those in need. The transportation system needs to incorporate the flexibility to accommodate various payment options from social services agencies.
- **Hours of Operation:** Resident's transportation needs are diverse and spread out over much of the day including outside of regular daytime business hours. After hours (evening and weekend) transportation is needed for residents to get to vital activities, appointments, meetings and work (2nd and 3rd shift). For example, daily county jail release currently occurs in the early morning prior to 5am before many transportation services begin operation. Many students, especially those living in rural areas, cannot participate in after-school activities due to lack of access to affordable transportation. Grocery shopping and other healthy pro-social behaviors are often evening or weekend activities. Food pantry is open 2 evenings per week, and the farmer's market is open on Saturday. Healthy youth activities are Friday evening, Saturday, and Sunday. Recovery meetings are during evenings and weekends. Some programs do not operate on weekends due to the lack of transportation availability.
- **Language Barrier:** Hmong and Spanish residents face a language barrier in using public transportation.

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- **Disabled Accessible Vehicles**: An accessible vehicle fleet is needed to accommodate disabled riders as needed. Currently, about 15% of the population of Wood County is living with a disability.
- **Limited Service Area:** Existing public transportation in Wood County is essentially limited to the cities of Marshfield and Wisconsin Rapids and within 5 miles of their city limits. There is no general transportation service between Marshfield and Wisconsin Rapids or anywhere for the rural area outside the two principal cities, including the smaller cities and villages around the county. There used to be an intercity bus connection between Wisconsin Rapids and Stevens Point, but this was discontinued leaving no way to get to jobs in Stevens Point and Plover.

  Currently, there is no way for people to get to required court appearances or parole appointments in Wisconsin Rapids from Marshfield or the county's rural areas, increasing the risk of recidivism. Law enforcement reports that it is hard to encourage good habits and social behavior for people in these situations because transportation options are so limited, which often results in additional trouble. Parolees often struggle to maintain employment due to a lack of options to get there. About 90% of discharged inmates do not have a vehicle or valid driver's license. Of these 15 to 30 per month need to get to Marshfield or other areas of the county. There are about 800 people across the County on probation with an estimated 75% of those needing transportation.

- **Missed Economic Opportunity:** There are opportunities for residents to access better, higher-wage jobs in surrounding communities outside where they reside, but they need a way to get to those jobs. For many residents, the lack of transportation options between communities is a lost economic opportunity for themselves, local employers, and the community.
- **Higher Education Transportation Gaps:** Midstate Technical College provides shuttles between campuses, but students have to get to campus to access the shuttle. In addition, students struggle with getting to clinical sites to meet graduation requirements for medical, nursing, and allied health programs.
- **Awareness of Transportation Options:** There is a need to develop and maintain public awareness of available transportation options. This must be an ongoing effort through various means to meet the needs of diverse target populations.

Analysis of Stakeholder Input

The central issue identified by stakeholders is the limited geographic coverage provided by existing transportation services. While transit services are available to residents inside the cities of Marshfield and Wisconsin Rapids, the remainder of the county lacks transportation options for residents to access employment, education, health care, community programs and other essential services. City residents lack access to

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opportunities in outlying areas, and there is no connection between Marshfield and Wisconsin Rapids.

In addition to the service area, stakeholders identified affordability as the key contributing issue. Transportation costs including fares, vehicle ownership, insurance, fuel, and school transportation are unaffordable for many residents. These high costs can prevent children from attending school and limit access to employment, health care, and community programs.

Lack of transportation prevents participation in school activities, summer camps, YMCA programs, employment, volunteering, appointments, and behavioral health services. Transportation barriers make it difficult for residents without vehicles or driver's licenses to obtain and maintain employment. Limited transportation between communities prevents residents from accessing higher-paying jobs and employers from accessing available workers.

Stakeholders discussed how an area wide transportation system should be flexible to accommodate diverse population needs, including a wide range of community support programs and payment options. They also felt that the service should leverage technology for scheduling and tracking rides to maximize system efficiency and reduce missed rides - mitigating adverse consequences.

PUBLIC OPEN HOUSE MEETINGS

To gather additional feedback from the public two open houses were held, one in Marshfield on August 17th from 5:30-6:30 pm at the Everett Roehl Marshfield Public Library, and one in Wisconsin Rapids on August 24th from 5:30-6:30 pm at the McMillan Memorial Library. Wood County Health Department (WCHD) staff Kayleigh Mengel and Emily Oetzman, as well as North Central Wisconsin Regional Planning Commission (NCWRPC) staff Darryl Landeau, attended both open houses. The Marshfield open house drew 5 community members. The open house in Wisconsin Rapids had 6 community members in attendance. These events were promoted and shared through a press release and newspaper article sent to the media, on social media, sent to contact listservs by email, advertised in organization and partner newsletters, flyers on community bulletin boards, and by word of mouth.

Both open houses began with an introductory presentation from NCWRPC staff defining the transportation options being presented, how the service would generally operate, relevant locations or maps, key advantages, and key limitations for each proposed service model. After the presentation, attendees had time to review the maps and service descriptions and discuss them with WCHD and NCWRPC staff. After the discussion, attendees were invited to cast votes on which transportation options they liked and

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disliked. Attendees were not limited to one “like” and one “dislike”; they could share their opinion on each of the 3 options presented.

Marshfield

- Fixed Route: 5 likes, 0 dislikes
- Flex Route: 4 likes, 1 dislike
- Zone-Based Demand Response: 5 likes, 0 dislikes

Wisconsin Rapids

- Fixed Route: 0 likes, 3 dislikes
- Flex Route: 3 likes, 0 dislikes
- Zone Based Demand Response: 6 likes, 0 dislikes

The open houses ended with additional discussion based on a set list of questions written by WCHD staff. Although not every question was explicitly asked or answered, emphasis was placed on listening to community member ideas and feedback rather than fitting the mold of a specific set of questions. Information was gathered and recorded from all discussions.

1. Which service model best fits your transportation needs and why?
2. Where are the most important stops for routes?
3. What are the pros for this service option?
4. What are the cons for this service option?
5. What would make this work better for you?
6. What concerns do you have?
7. Do you have any other comments?

Concerns about any proposed transportation service’s rigidity with county boundaries were expressed at both open houses, but particularly in Marshfield where the city boundaries fall within Wood and Marathon Counties. A few attendees shared stories of not being able to use the available services in Marshfield because their address technically fell outside of Wood County boundaries, but accessing Marathon County services was also a challenge because of the distance from Wausau. Attendees at both open houses shared a desire for connections to less populated, adjacent communities like Arpin, Pittsville, and Rome. Both open houses also highlighted the need for a transportation system that connects residents to community events within the county (and some outside it). Specifically, older attendees shared that improved transportation could offer better opportunities for social connection.

ANALYSIS OF TRANSPORTATION NEED IN WOOD COUNTY

Community and stakeholder input indicate that the primary transportation challenges in Wood County include limited geographic coverage, affordability, accessibility, and reliability of existing services. While current transit options serve portions of Marshfield

and Wisconsin Rapids, significant gaps remain for rural residents and those traveling between communities, limiting access to employment, education, health care, grocery shopping, and community programs. Transportation costs further create barriers for individuals and families, particularly those without access to a personal vehicle or driver's license. Respondents expressed a preference for convenient, reliable services, including home pickup, and emphasized the need for a flexible, countywide transportation system that accommodates diverse needs, offers accessible scheduling and payment options, and leverages technology to improve efficiency.

Access to reliable transportation is a significant challenge for those Wood County residents who are unable to drive, can't afford a car, and don't have a family member or friend to provide a ride. Even if a household has one working vehicle, that may be used by the family breadwinner during the day and unavailable to others. Lack of mobility options is particularly concerning for those who live in rural areas. Their destinations are not within walking distance. The lack of mobility constrains the quality of life of residents. They don't have easy access to job training, work, medical and rehabilitative appointments, or grocery/pharmacies. The ability of employers to attract and retain labor is limited, resulting in negative economic impacts. Improving access to transportation for these vulnerable populations, the County's rural residents, is fundamental to improving both their quality of life and continuity of business. Access to sustainable transportation funding is also a significant challenge impacting Wood County.

RIDERSHIP ESTIMATE

There are a number of models or formulas used to estimate potential transit ridership such as the Mobility Gap Model or the Needed Transit Trips Model used in some transit study examples from Wisconsin. The NCWRPC study staff had issues with the output from these formulas and ruled out their use for this study. Other recent studies have used existing ridership figures which are not available in this case.

One methodology in a recent Wisconsin-based study from Polk County suggested using a ride-per-capita ratio to estimate ridership based on the performance of other transit systems around the state. This ride-per-capita measure is calculated by dividing the total annual number of trips taken by the population of the area served. Several factors can impact this number including how long it takes for a vehicle to arrive, whether any space is available in the vehicle schedule, public awareness of the service, the average trip length, etc. Small transit systems in the state have ratios of 0.4 to 5.7. Following Polk County's reasoning, based on the area to be covered in Wood County and the number of vehicles assumed, this ratio will be at the low end of this range. For this estimate, it is assumed that the number of rides-per-capita will be 0.5 which yields 36,990 rides annually.

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This estimate is lent some support from analyzing information in the study's survey results regarding how often respondents would use a new public transit system if it was introduced in the county (Question 4). Response categories included: every day, several times per week, once per week, once or twice per month, or less than once per month. Taking the number of responses and calculating how many annual trips they equate to across each category results in an estimate of 35,588 rides annually.

Of course, it is easy to be generous when answering a survey hypothetically. Certainly, some of those respondents will not utilize transit as often as they predicted. At the same time, there will be people who did not participate in the survey who will use the system. For purposes of this estimate, we assume these two factors will balance each other out.

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SECTION 6: ACTIVE SERVICE MODEL EVALUATION

INTRODUCTION

Studying similar communities is a valuable way to identify best practices, challenges and opportunities, and cost and productivity benchmarks associated with implementing a new transit system. This section summarizes the results of a review of select active transit systems in Wisconsin that was completed as part of this transportation feasibility study to understand how communities like Wood County can integrate transit into their transportation network.

Transit systems were selected for review based on their operation within the Wisconsin context that Wood County must work within and have a countywide operations component. The goals were to learn how these systems are organized and what makes them successful

The Study Team interviewed program managers with the following transit systems:

- Walworth County Connect Share
- Namekagon Transit
- Rusk County Transit Commission Dial-a-Ride
- Northwoods Transit Connections
- Waupaca County Catch-a-Ride

In addition, information was reviewed for a number of other transit systems including: Bay Area Rural Transit (BART), Menominee Regional Public Transit, Door County Connect - Public Transit, Grant County, and Dunn County Transit.

See the Appendix B for funding and operating parameters of these and other transit systems across Wisconsin.

WALWORTH COUNTY CONNECT SHARE

Walworth County in southeastern Wisconsin operates a countywide public transit system except for the City of Whitewater which maintains its own system. The county's population is about 107,000 while Whitewater's population is about 15,000. The service is a shared ride taxi type provided by a third-party contractor, VIP Services Inc. The county has formed a transportation coordinating committee to oversee the program.

The service area is the entire county and up to five miles outside the county except for rides starting and ending within the City of Whitewater. Rides are scheduled via phone or email through VIP Services. No online user app is available for users to manage or track rides.

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The system's operating budget for 2026 was $2,587,954 with fare revenues of about $156,812. Funding sources include PTAP (5311 and 85.20 grants) - 54.5%, partial 85.21 allocation - 3.1%, county tax levy – 35%, and rider fare revenue – 7.4%. The county manages its Elderly & Disabled Transportation Program (85.21) separately but allocates a small portion of those grant funds to the regular public transit system. The county recently added a full-time staff person to manage the system and work with the contractor.

The service is branded, "Walworth County Connect Share", and operates 6 a.m. to 7 p.m. on weekdays, 7 a.m. to 5:30 p.m. on Saturday and 8 a.m. to 6 p.m. on Sunday. Fares are Adult - $5 to $6 and youth (under 18)/senior (60+)/disabled - $3. The service currently requires 24-hour advance reservation, based on availability, but same-day ride requests may be accommodated if a driver and vehicle are available. In 2025, the service provided 44,372 rides and has seen increasing ridership in the last several years.

The system had 3 vehicles when it began service in 2017. Today, the service has 16 vehicles in operation daily, with 20 to 22 for short periods of peak demand. The fleet includes 24 accessible vehicles – 20 minivans and 4 minibuses (9-passenger). The vehicles are owned by the county and leased to the contractor.

NAMEKAGON TRANSIT

Namekagon Transit was established in 1998 as a shuttle system for the Lac Courte Oreilles Casino but now offers public transportation in four northwestern Wisconsin counties including Sawyer (18,074 pop.), Barron (46,711 pop.), Washburn (16,623 pop.), Southern Bayfield (3,000 pop.) counties and the Lac Courte Oreilles (LCO) Reservation (2,968 pop.). The service maintains three deviated-fixed routes, primarily serving the City of Hayward and the LCO Reservation in Sawyer County, with on-demand shared ride service in each of the counties.

The Sawyer County/Lac Courte Oreilles Transit Commission is an independent agency that owns and directly operates Namekagon Transit. On-demand rides, as well as fixed-route deviations are scheduled via telephone through Namekagon's dispatch office. No on-line user app is available for users to manage or track rides.

The system's operating budget for 2026 was $2,314,288 with fare revenues of about $299,000. Funding sources include PTAP (5311 and 85.20 grants), partial 85.21 allocations from each county, Sawyer County tax levy, Lac Courte Oreilles tribal funding, and rider fare revenue. The Commission employs 30 staff including 5 administrative, 6 dispatchers, 1 maintenance and 18 drivers.

The service operates its deviated fixed route from 8:30 a.m. to 5:30 p.m. Monday through Friday. They also run a special route between some of the area's principal communities on the third Wednesday of the month. On-demand service hours vary by county. In

Sawyer County on-demand service is available from 6 am to 8:30 p.m. on weekdays and 6 am to 8 p.m. on weekends. In Barron County, on-demand service is available from 9 a.m. to 3 p.m. Monday through Thursday. In Washburn County, on-demand service is available from 8:30 a.m. to 3:15 p.m. Monday through Thursday. In Bayfield County, service is provided from 7:45 a.m. to 1 p.m. In each county, service is based on a varying am/pm circulation framework. Fare structure is simple and consistent across all services at $3 for full fare and $2 for senior (55+)/disabled.

The service currently requires 24-hour advance reservation, based on availability, but same-day ride requests may be accommodated if a driver and vehicle are available. The system has averaged about 72,000 riders annually across all its services.

The vehicle fleet is owned by the Transit Commission and includes 22 accessible vehicles comprised of 2 minivans, 12 small buses (14 passenger), and 8 cutaway buses (18 passenger). The 18-passenger vehicles are being phased out due to the challenges with recruiting and keeping CDL (commercial driver's license) qualified drivers.

RUSK COUNTY TRANSIT COMMISSION DIAL-A-RIDE

Transit service in Rusk County was established in 1980, undergoing a number of changes over time. Currently, the Rusk County Transit Commission (RCTC) is an independent agency that owns and directly operates the public transportation system in Rusk County. Located in northeastern Wisconsin, the county's population is about 14,188. The system provides on-demand service in the City of Ladysmith and across much of the county. Rides are scheduled via telephone through RCTC's dispatch center. No on-line user app is available for users to manage or track rides.

The system's operating budget for 2026 was $2,043,312 with fare revenues of about $603,650. Funding sources include PTAP (5311 and 85.20 grants), Rusk County's 85.21 allocation, Rusk County and City of Ladysmith tax levy, and rider fare revenue. The Commission employs 25 staff including 8 administrative/support, 4 dispatchers, 1 maintenance, and 12 drivers.

The service is branded, "Dial-a-Ride" and operates its on-demand service in the City of Ladysmith from 6 a.m. to 4 p.m. Monday through Friday and 8 a.m. to noon on Sunday. For the remainder of the county, on-demand service is provided from 6 a.m. to 3 p.m. Monday through Friday. Service is based on an am/pm circulation framework between Ladysmith and the county's other principal communities. Fares are $1.50 regular (children ride free with an adult) or $0.75 for students, persons age 60+ and persons with disabilities for the Ladysmith Service and $3 for all riders on the county service.

The service does not require advance reservation but encourages 24-hour notice. For Sunday service reservations by 3 pm on Friday are required. In 2024, the system

provided 37,396 rides. The system also handles Rusk County's elderly and disabled transportation program. The vehicle fleet is owned by the Transit Commission and includes 14 accessible vehicles comprised of 10 minibuses (11 passenger) and 4 minivans.

NORTHWOODS TRANSIT CONNECTIONS

Northwoods Transit Connections was established in 2015 to provide public transit services in Oneida and Vilas counties. The Oneida-Vilas Transit Commission is an independent agency that owns and directly operates Northwoods Transit Connections. Located in north central Wisconsin, Oneida County's population is about 37,845 and Vilas County's population is 23.047. The system's primary service is its on-demand service in the Rhinelander, Eagle River, and Lakeland areas. But the system also maintains two deviated-fixed routes, linking some of the primary population centers in the area. Rides are scheduled via telephone through Northwoods' dispatch center. No on-line user app is available for users to manage or track rides.

The system's operating budget for 2026 was $786,036 with fare revenues of about $60,000. Funding sources include PTAP (5311 and 85.20 grants), Oneida and Vilas 85.21 funds, Oneida and Vilas counties and Town of St. Germain tax levy, Headwaters Inc. contribution and rider fare revenue. The Commission employs 25 staff including 2 administrative, 4 dispatchers, 1 maintenance and 18 drivers.

The service operates its on-demand service in the Rhinelander and Eagle River areas from 8 a.m. to 5 p.m. and Lakeland from 8 a.m. to 6 p.m. Monday through Friday. The two deviated fixed-routes include Eagle River to Phelps with two am runs on the first and third Wednesday of the month and a loop connecting Woodruff, Rhinelander, Lake Tomahawk, Newbold, Three Lakes, Eagle River and St. Germain with four round trips every Monday/Wednesday/Friday. Fares for on-demand are mileage based and range from $3.25 to $8.75 for adult and $2 to $5 for senior (60+)/disabled/youth (under 5 free w/adult). Fares for Eagle River-Phelps are $10.50 for adult and $7 senior / disabled / youth, and fares for the loop route are $7.25 adult and $4.50 senior / disabled / youth.

The service does not require advance reservations. In 2024, the system provided 25,315 rides. The system also handles part of Oneida and Vilas County's elderly and disabled transportation program. The vehicle fleet is owned by the Transit Commission and includes 12 accessible minibuses (14 passenger) and 3 vans.

WAUPACA COUNTY CATCH-A-RIDE

Waupaca County in east central Wisconsin is in its first year of operations as a countywide public transit system except for the City of Clintonville which maintains its own system. This new system got its start over the previous three years as a pilot employment

transportation program through a Workforce Innovations grant. The county transitioned the pilot program into a countywide public transit program and integrated into the City of Waupaca's shared ride taxi service. The county's population is about 51,812 while Whitewater's population is about 4,591. The service is a shared ride taxi type provided by a third-party contractor, Feonix Mobility Rising. The county has formed a transit oversight committee to direct the program.

The service area is the entire county and up to three miles outside the county except for rides starting and ending within the City of Clintonville. Rides are scheduled via phone or online with a computer or mobile app through Feonix. The online user app is available for users to manage and track their rides.

The system's operating budget for 2026 was $2,279,878 with fare revenues of about $250,000, but they likely will not meet these marks in their first year of operation. Funding sources include PTAP (5311 and 85.20 grants), county tax levy, City of Waupaca tax levy, contributions from most of the other municipalities and rider fare revenue. A county staff member is assigned to manage the system and work with the contractor in addition to their regular duties. The county manages its Elderly & Disabled Transportation Program (85.21) separately through the ADRC but has integrated the two programs for streamlined reservations and dispatching.

The service is branded, "Waupaca County Catch-a-Ride", and operates 5 a.m. to 12 a.m. on weekdays, 6 a.m. to 12 a.m. on Saturday and 8 a.m. to 4 p.m. on Sunday. Fares are mileage based and range from $3 to $5. A companion rider gets $1 off fare; personal care attendants ride free, and children under age 5 ride free with an adult.

The service does not require advance reservation but encourages planning ahead and booking rides 24-hours in advance for best service availability. The service is on track to deliver 26,000 rides in 2026.

The system currently has 9 vehicles with 6 typically in operation on average. The fleet is made up of accessible minivans which are owned by the county and leased to the contractor.

FINDINGS OF ACTIVE SERVICE MODEL REVIEW

The five programs—Walworth County Connect Share, Namekagon Transit, Rusk County Transit Commission Dial-a-Ride, Northwoods Transit Connections, and Waupaca County Catch-a-Ride—share several common characteristics in their organizational structure, funding, service delivery, and overall mission.

- **Providing Accessible Public Transportation in Rural Areas**

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All five programs serve rural Wisconsin communities where access to reliable public transportation is important. Their primary purpose is to provide transportation options for residents who may have limited access to personal vehicles or other transportation alternatives. Each program serves multiple communities and, in some cases, multiple counties or tribal areas.

- **Emphasis on On-Demand, Shared-Ride Transportation**

All five systems offer on-demand transportation as a significant component of their services. Most operate shared-ride services that allow multiple passengers to travel within a designated service area. Several programs also supplement on-demand transportation with deviated-fixed routes to connect population centers and provide more predictable service options.

- **Similar Funding Structures**

All five programs rely heavily on a combination of state and federal public transportation assistance, local government contributions, and passenger fare revenue. Common funding sources include:

- Public Transportation Assistance Program (PTAP), including Section 5311 and Wisconsin Section 85.20 funding.
- Wisconsin Section 85.21 elderly and disabled transportation funding.
- County and, in some cases, municipal tax levies.
- Passenger fare revenue.
- Additional local or organizational contributions where applicable.

This shared funding structure demonstrates the importance of combining multiple funding sources to sustain rural public transportation.

- **Locally Managed Operations and Oversight**

Each program has an identifiable local government or transportation oversight structure responsible for managing or directing the service. Some operate through independent transit commissions, while others are administered by county government through contracted transportation providers. Each has designated staff or organizational resources responsible for coordinating service delivery, dispatching, oversight, and operational management.

- **Telephone-Based Reservations and Dispatching**

All five programs provide telephone-based ride scheduling through a dispatch office or transportation contractor. Most require or encourage advance reservations, generally around 24 hours, to help coordinate trips and ensure vehicle availability. Same-day service is sometimes accommodated depending on available vehicles and drivers.

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Waupaca County Catch-a-Ride is the only program described as offering a mobile or online application that allows riders to manage and track their trips.

- **Similar Operational and Financial Challenges**

Although the descriptions do not identify identical challenges across all five systems, they illustrate several common considerations for rural transit:

- Maintaining sufficient vehicles to meet demand across geographically large service areas.
- Recruiting and retaining qualified drivers.
- Balancing operating costs with fare revenue and available public funding.
- Coordinating reservations, dispatching, and service availability.
- Providing transportation across communities with varying population densities and service needs.

Summary of Findings on Active Service Model Review

The five programs share a common mission of providing accessible, affordable, and reliable public transportation to rural Wisconsin residents. They rely on similar state and federal funding sources, local government support, passenger fares, and accessible vehicle fleets to deliver primarily on-demand, shared-ride transportation. Each program has an established local oversight or management structure and provides transportation options for seniors and individuals with disabilities. While their service areas, operating models, fare structures, and reservation requirements differ, they face many of the same challenges associated with delivering sustainable public transportation in rural communities.

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SECTION 7: SERVICE DESIGN OPTIONS AND RECOMMENDATIONS

INTRODUCTION

Based on the results of the data analysis, the project team identified three alternatives to consider, selecting one service design as the best alternative. The objective when recommending these service design alternatives and scenarios is to recommend a basic demand responsive mobility service framework that meets the community's travel needs based on the available financial resources while minimizing capital outlay for the county. The preferred service model recommended includes using small, accessible minivans to provide service. Unlike fixed route bus services, the service area in demand responsive service is broad, and consequently travel times will vary. Several alternative service designs were considered for Wood County. Each design assumes that rides will be "comingled" - shared to the extent practicable and include all rider types – regular riders, youth/students, older adults, disabled, etc. Riders sponsored by different funding sources would share access to vehicles and services if they are in the same area going in the same direction at about the same time. The following service designs were considered for this study: fixed route, flexible fixed route, and demand-response.

TRANSIT SERVICE MODEL DESCRIPTIONS

The three basic transit service models are: fixed route, flex route, and demand-response. Based on the needs analysis, the NCWRPC evaluated these models and made recommendations for a transit service design that meets as many of the community's travel needs as possible while laying the groundwork for future expansion of service to meet a broader range of transportation needs over time.

Fixed Route Service Description

A fixed route system has defined routes that operate on a regular schedule. Various sized buses are the most common vehicles used for fixed route service, anywhere from medium-sized buses to heavy transit buses. Most rural fixed route services use medium buses. The routes and schedules can either run at the same time every day that service is provided, or routes and schedules can change depending on the day. Fixed route services are required by Federal law to provide door-to-door complimentary paratransit service for all areas within ¾-mile on either side of each fixed route and for the same times as the fixed route buses operate on those routes.

This required paratransit service can be provided by using a "flex route" (next description) where the regular vehicle leaves the designated route and proceeds to the pickup location. It can also be provided with dedicated vehicles. Providing paratransit service can increase the complexity of fixed route service and can add significantly to the time needed for a vehicle to complete a route.

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Alternating certain routes by day of the week can reduce the number of vehicles and drivers required while providing essential transportation services such as transportation to medical services, grocery shopping, access to government services, etc.

Important considerations for fixed route systems:

- Vehicles are significantly more expensive than those used in a demand-response system.
- Larger vehicles may require CDL licensing for drivers, increasing personnel costs, and lowering the available pool of drivers.
- If paratransit service is provided by alternate vehicles, the added cost of those vehicles and drivers increases operating expenses significantly.
- If a route does not run every day, the value of using the bus for transportation to work or school is greatly diminished.
- A standalone fixed route system typically reaches significantly fewer residents than a demand-response system would.

Flex Route Service Description

A flex route system, also called a "deviated-fixed route" system, is a type of public transportation that combines elements of a fixed route schedule with the expected arrival times at key stops (or "time-points") with the flexibility of demand-response. Unlike traditional fixed route transit, flex route builds in extra time between each consecutive pair of time-points to allow deviation a limited distance from the set path to pick up or drop off passengers at specific locations upon request. Flex service essentially offers a more personalized transit option within the confines of a fixed route framework.

Key features of flex route transit service include:

- ***Hybrid model:*** It blends the predictability of a fixed route with the on-demand aspect of a demand-response service, allowing for some deviation from the set path based on passenger needs.
- ***Pre-booking required:*** Riders usually need to book their deviations in advance, either through an app or by calling a dispatch center, to ensure the system can accommodate their request without significant disruption to the schedule.
- ***Limited deviation:*** While flexibility is key, flex services usually only deviate a certain distance from the main route to maintain overall efficiency and avoid excessive delays for other passengers.

Many of the important considerations for fixed route transit, listed above, also apply to flex route.

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Demand-Response Service Description

A demand-response system is a public transportation service where passengers request rides as needed. Often demand-response service will be organized around zones in order to manage wait times and the time between trip request and pick-up for same day service calls. Both the pickup and drop-off location would be within a designated geographic area or "zone". Zones can be based on a city, village, suburban area, or other defined areas. Riders should expect to wait 10-15 minutes but be ready earlier. Unlike Uber or Lyft, another rider may already be in the vehicle or be picked up enroute.

Key features of demand-response transit service include:

- ***Defined zones:*** The service operates within specific geographical boundaries, where passengers generally start and end their trips.
- ***Dynamic routing:*** Vehicles are dispatched based on real-time (same day) and scheduled (advance reservation) passenger requests, adjusting routes to coordinate pick-ups and drop-offs within the zone. Optimization is possible when completed through technology enabled dispatching systems.
- ***Self-service booking:*** Passengers book rides through a mobile app or call center, specifying their pick-up and drop-off points within the zone(s).
- ***Flexibility:*** Unlike fixed-route transit, this system allows for more flexible pick-up and drop-off locations within the zone(s). Typical services provide curb-to-curb and/ or door-to-door to customers based on rider need, for example elderly or disabled.

Important considerations for demand-response systems:

- ***Improved efficiency:*** By dynamically routing vehicles based on demand, the system can minimize empty miles (dead head) and improve vehicle utilization.
- ***Greater accessibility:*** Can provide service to areas with lower ridership that may not be served by traditional fixed routes.
- ***User convenience:*** Passengers can choose their desired pick-up and drop-off locations within the zone.
- ***Technology Optimization:*** Advanced dispatch software can manage passenger requests, optimize routes, monitor demand, and dispatch vehicles in real-time to improve efficiency. Analyzing historical ride data is critical in monitoring service demand.

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Demand-Response Technology Platforms

Transit technology platforms can be used for booking, scheduling, dispatching, and accounting for rides and can provide for both advanced reservation (24-48 hours) and on-demand (same day) rides efficiently and effectively.

Modern demand-response technology platforms enable riders to access transportation services, exactly when they need them, to book and monitor ride requests. These services operate in a cloud environment which essentially means no major capital investment, allowing for greater flexibility and cost efficiency. Typically, dispatch technology platforms are offered as Software-as-a-Service (SaaS) where technologies are paid for as a subscription service either monthly or annually.

Important considerations for demand-response technology:

- **Self-service access:** Riders can request and manage ride requests independently through a user interface, without needing call center support.
- **Scalability:** The ability to quickly scale up or down depending on current needs, allowing for efficient resource allocation and scalability.
- **Cloud-based delivery:** Most on-demand technologies are hosted on cloud platforms, enabling easy access from anywhere with an internet connection and without costly capital costs.

Benefits of demand-response technology:

- **Cost-effectiveness:** Pay only for the resources used, eliminating the need for large upfront investments in hardware.
- **Flexibility:** Adapt to changing needs quickly by scaling resources up or down as required.
- **Improved agility:** Respond rapidly to market demands and opportunities.
- **SaaS subscriptions:** Can be paid for on a monthly or annual basis. SaaS models also provide continuous platform improvements without paying for costly upgrades, improved functionality, or updated versions.

Transit users may need to pay for their rides in a wide variety of ways depending on their financial situation and the programs or services they are participating in. Transit technology platforms can facilitate support of riders regardless of how their ride is paid for. Some riders may pay a cash fare online using their own account-based mobility wallet. They can upload funds from a credit card or bank account or have funds uploaded by relatives or social service agencies. Mobility Wallets are similar to the system pioneered for toll-road drivers by EZPass. Some rides may be paid for by Medicaid or Medicare Advantage for Non-Emergency Medical Trips. Some fares may be subsidized by

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employers, either using the IRS Commuter Benefits program or as a direct benefit of the job.

RECOMMENDATIONS

The NCWRPC provides several findings with recommendations for Wood County's consideration. This section summarizes those findings and recommendations. The NCWRPC focused on the following areas:

- **Service** – Recommendations on proposed service based on transit demand analysis, transit need, population and other socio-economic data. A new zoned-based demand-response transit service is recommended along with a fare structure. Analysis of potential costs, funding sources and proposed budget provide options for leveling up of service based on available funding.
- **Technology** – Recommendations on incorporating demand-response technology platforms to manage trip requests, optimize routes, monitor demand, and dispatch vehicles to improve efficiency. Additionally, these platforms enable data collection and analysis to manage and improve service over time.
- **Organizational** – Recommendations on staffing and oversight structure for transit program within Wood County.
- **Marketing** – Recommendations on public engagement and marketing to build user awareness of transit program as a transportation option for Wood County.
- **Coordination** – Recommendations on coordination of new county transit service with existing services including Marshfield, Wisconsin Rapids and Elderly & Disabled Transportation Program.
- **Start Up Plan and Timeline** – Operational recommendations to initiate and maintain service moving forward.

Building and maintaining a transit system is a long-term commitment with many complex processes involved. To help manage the implementation process, a phased approach is used to organize recommendations. These phases are defined as:

- Short-term – recommendations for 2027
- Mid-term – recommendations for 2028 to 2029
- Long-term – recommendations for 2030 and beyond

RECOMMENDED SERVICE DESCRIPTION

Based on the findings of the Transit Needs Analysis for this study, Wood County has limited fixed-route transit potential due to the county's overall low density. However, pockets of moderate-to-high population and employment density do exist in the cities of Marshfield and Wisconsin Rapids, with smaller concentrations of moderate density in Arpin, Auburndale, Pittsville, Rudolf, and Vesper. These communities also have the

highest transit need in the county, based on the presence of population subgroups that nationally show high propensities to use transit, as well as land-uses and activity centers that tend to generate the most transit trips nationally.

The combination of limited fixed-route transit potential and concentrated transit need led the NCWRPC to conclude that new zoned-based demand-response transit service has the greatest potential to improve mobility for Wood County residents who need mobility assistance.

It is recommended that the initial focus of a Wood County transit system be on the areas (zones) surrounding Marshfield and Wisconsin Rapids with interzone connection between the two cities, refer to **Map 10**. Together, these zones would encompass the bulk of the county's population and employment, and subsequently, the bulk of demand-response trips. This initial service would be Monday through Friday from 6 a.m. to 6 p.m.

Depending on the ultimate utilization in the initial zone areas, service could be extended to other areas of the county outside those zones as capacity allows. This would potentially provide for at least some countywide coverage in the early stages of the program.

Following successful launch and stabilization of the service, the County will work to expand service to evenings, weekends and county-wide in future years as needed subject to funding availability.

If federal and state funding programs are used, then public transit services may not be duplicated. In the case of Wood County, a new county system cannot provide service wholly within either Marshfield or Wisconsin Rapids (unless services were consolidated). In other words, trips with ***both*** origin ***and*** destination within the existing public service boundaries are restricted, but trips with ***only*** origin ***or*** destination within the existing boundaries would be allowed.

Service would be a shared-ride format using accessible vehicles —minivans are recommended— to provide door-to-door service. Passengers may share the vehicle with others, and stops may be made during the trip to pick up or drop off other passengers. Trips can be scheduled ahead of time, and if the capacity of the system is exceeded, trips may be refused.

Integration of dynamic demand-response technology is critical to Wood County transportation staff and stakeholders for addressing identified issues with wait times, missed rides, etc. Each vehicle would be equipped with a cellular-enabled device (usually a tablet, iPad or smart phone) that receives trip assignments from and reports to a technology platform.

Passengers book rides through an app or call center to reach their desired destination, specifying if they require special accommodation. Rides also, with a rider's permission,

can be booked by doctor's offices, family members, or other third parties like social services organizations. Rides from home are booked to the necessary arrival time to be ready for the appointment or activity. Rides from the destination are booked to the earliest time the rider will be ready to leave. For this service, "on time" for trips from home would arrive 30 minutes before the scheduled arrival time to zero minutes late, while return trips would be zero minutes early to 30 minutes late. Those using a shared ride mobility service should generally expect that their ride time will be 50% higher than if they were riding direct and non-stop from origin to destination.

Rides are booked and scheduled in three modes:

Regularly Recurring Standing Order rides are booked between the same addresses at the same time(s) and day(s) each week. The pickup or drop-off times are generally coordinated with riders to maintain reasonable travel and wait times. Work trips and rides to dialysis appointments are examples generally scheduled in this manner. Grouped and individual standing order rides often form the skeleton of each vehicle's schedule for the day.

Advanced Reservation rides are typically scheduled for one to two working days (24-48 hours) in advance of when the ride is needed. They may fit within or between groups of standing order rides or be dynamically grouped with other demand response rides. Rides to medical appointments, and sometimes the return trips, are reserved in advance.

On Demand rides are requested when needed, "on demand," in real-time for the same day of ride request.

Regardless of booking, rides are grouped to maximize productivity. Vehicles are dynamically routed throughout the day based on the schedule from the previous evening, and adjusted in real-time for cancelled rides, rider no-shows, and delays due to traffic, weather or other unforeseen circumstances. The objective behind this flexible approach to operations is to provide service efficiently and on time, rather than following fixed routes or schedules.

Currently, Wood County does not have staffing capacity or vehicles available for a public transit service. As a result, the study's recommendation is for a private third-party company to provide the service with vehicles owned by the provider, a "turnkey" service. The provider would employ the drivers, manage taking ride requests, dispatch drivers and vehicles, collect fares, own and maintain the vehicles, and provide storage for the vehicles used in the service. Existing county staff would coordinate with the provider to administer the program for grant funding and reporting requirements.

A procurement process to select the provider would need to be carried out by the County according to State and Federal guidelines. This choice would entail the least up-front investment by the county as it would not need to purchase vehicles or hire staff to manage

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the day-to-day operations. Third-party service contracts are bid on a cost-per-service-hour basis.

ANALYSIS OF POTENTIAL TRANSIT SERVICE COSTS

The recommended service for Wood County entails weekday (Monday – Friday) operation with hours between 6am and 6pm for 12 hours each day. The initial service would have 2 vehicles operating in each zone for a total of 6 vehicles in service daily. The **Table 20** below summarizes the estimated annual operating cost for this proposed service.

It is difficult to predict what bids would come in for a service such as this, given current conditions (inflation, fuel costs, labor shortages, etc.), but technology-based, turnkey operations are on the higher side. Based on recent service costs (adjusted for inflation) from areas offering services along the lines desired in Wood County, a per vehicle-hour cost of $77 is used for operating cost estimation in this study.

While the initial service recommendation revolves around the core area around Marshfield, Wisconsin Rapids and travel between, an additional one to two vehicles could be added to provide county-wide coverage. Each additional vehicle in service on weekdays from 6am to 6pm adds $240,240 in operating costs.

Table 20: Initial Recommended Wood County Transit Service Cost Estimate

Zone	Weekday Operating Hours, per vehicle	Weekday Vehicle Hours, Combined	Annual Vehicle Weekday Hours, Combined	Estimated Cost Per Vehicle Hour	Estimated Annual Operating Cost
Marshfield	12	24	6,240	$77	$480,480
Wisconsin Rapids	12	24	6,240	$77	$480,480
Interzone	12	24	6,240	$77	$480,480
Total			18,720	$77	$1,441,440

Source: NCWRPC.

Extending weekday service into the evening by expanding hours of operation from 6pm to midnight each day to address the need for after-hours transportation to appointments, meetings, work shifts and other activities would bring operating cost up to $2,162,160. Nearly 72% of study survey respondents identified the need for evening service. **Table 21** below summarizes the estimated annual operating cost for extended evening service.

Alternatively, extending evening service only until 8pm (versus midnight) would still provide a significant portion of after-hours transportation needs while saving $480,480 in operating costs. Study survey results show that 45% of respondents need evening service through 8pm, while 27% need service between 8pm and midnight. Limiting evening service would reduce overall utility of after-hours transportation for the population but may be a good economic trade-off. The impact on shift-work support should be considered.

Table 21: Potential Extended Evening Service Cost Estimate

Zone	Weekday Evening Operating Hours	Weekday Evening Vehicle Hours	Annual Vehicle Evening Hours	Estimated Cost Per Vehicle Hour	Estimated Annual Operating Cost
Marshfield	6	12	3,120	$77	$240,240
Wisconsin Rapids	6	12	3,120	$77	$240,240
Interzone	6	12	3,120	$77	$240,240
Total			9,360	$77	$720,720

Source: NCWRPC.

Adding weekend daytime service with hours of operation between 6am and 6pm for 12 hours each day to address the need for transportation to work shifts and other activities on the weekends would bring operating cost up to $2,738,736. Study survey results indicate the demand for weekend service is nearly that of Monday through Friday. **Table 22** below summarizes the estimated annual operating cost for adding weekend service.

Table 22: Potential Weekend Day Service Cost Estimate

Zone	Weekend Day Operating Hours	Weekend Day Vehicle Hours	Annual Vehicle Weekend Day Hours	Estimated Cost Per Vehicle Hour	Estimated Annual Operating Cost
Marshfield	12	24	2,496	$77	$192,192
Wisconsin Rapids	12	24	2,496	$77	$192,192
Interzone	12	24	2,496	$77	$192,192
Total			7,488	$77	$576,576

Source: NCWRPC.

Extending weekend day service into the evening by expanding hours of operation from 6pm to midnight on Saturday and Sunday would bring operating cost up to $3,027,024.

Table 23 below summarizes the estimated annual operating cost for extending weekend service into the evening.

Table 23: Potential Weekend Evening Service Cost Estimate					
Zone	Weekend Evening Operating Hours	Weekend Evening Vehicle Hours	Annual Vehicle Weekend Evening Hours	Estimated Cost Per Vehicle Hour	Estimated Annual Operating Cost
Marshfield	6	12	1,248	$77	$96,096
Wisconsin Rapids	6	12	1,248	$77	$96,096
Interzone	6	12	1,248	$77	$96,096
Total			3,744	$77	$288,288
Source: NCWRPC.					

The proposed service is scalable depending on the final determination of funding resources available. Securing additional funding commitments would allow for additional services to meet identified needs for evening and weekend service.

RECOMMENDED FARE STRUCTURE

Transit providers implement fare policies for two primary purposes: to help recuperate operating costs, and to incentivize certain passenger behaviors. These two needs can often be at odds, as higher fares are desirable to offset costs, but can also serve as a disincentive to ridership growth.

When setting fares for a new service transit providers often take into account existing fares in a region, or at peer systems operating under similar circumstances. For example, in Waupaca County the current fare ranges from $3 to $5 per one-way ride based on distance.

A key issue heard by the study team over the course of this study is affordability. In the stakeholder group meetings, agency representatives identified a lack of financial resources as a significant barrier for their clients in obtaining the transportation they need. In the public survey for this study, 78% of respondents identified affordable fares as the most important characteristic of a transportation system. An underlying goal of this study is to help residents of Wood County get to work or school and to not miss appointments or forego other life activities because they cannot afford transportation. In the public survey, when asked what they would expect to pay for a one-way trip, just over 28% of

respondents indicated less than $5, while about 34% said $5 to $7. Less favored were $10 to $15 and >$15 with 11% and 5% respectively.

Based on these factors, the NCWRPC recommends setting fares that lean more toward affordability. This lower tier fare schedule encourages ridership, but results in less offset of local share. The proposed fare structure is as follows:

Per One-way Ride within Zone

- Adult: $3.00
- Senior (60+): $1.50
- Disabled: $1.50
- Student $1.00

Per One-way Ride Interzone (Marshfield-WI Rapids)

- All Rides: $5.00

To comply with federal regulations, seniors and people with disabilities would be charged half the full adult fare, or $1.50. In some cases, such as for individuals with a non-visible disability, a process for verifying and documenting reduced fare eligibility is required. A variety of options are available; however, it is recommended to adopt the process already in place with the county's elderly and disabled transportation program to maintain consistency and avoid confusion for riders.

Study input also identified a compounding factor affecting affordability for some riders that cannot travel alone for various reasons. They may need someone to help them while traveling or require a personal care assistant. They may have children or be responsible for someone who cannot be left unattended. To help with these situations, the following fare policies are recommended:

- Riding with someone? The second rider gets $1 off their fare.
- Personal Care Attendant (PCA) rides free.
- Children age 5 and under ride free with an adult.

Setting Agency Fares

Various human service agencies (managed care organizations such as Inclusa or My Choice Wisconsin, IRIS-Include, Respect, I Self Direct, Family Care, Badger Care, etc.) are getting federal funding through Medicaid or other programs to provide an array of services including transportation to access community and medical services. At the same time federal funding supports public transportation. So, the federal government does require some synergy between these programs. Since the transit is being funded with

federal money and the human service programs are being funded with federal money, it makes sense to have the human services agencies use available public transit rather than procuring for transportation because that would be more costly.

However, this puts a strain on the transit systems, so the federal government encourages public transit to charge a higher rate than what would ordinarily charge. From an individual perspective, it's a free trip, but behind the scenes instead of for example $4 for the trip, the transit agency gets $15 or $20. That is money coming from Medicaid through the human services agency as part of their overall funding structure to provide the services they are required to provide. The agency fares are agreements between the public transit provider and the human service agency. A different rate can be agreed upon with different agencies based on what makes sense for everyone involved.

There are no requirements for what these rates should be, but if the rate is too high, the agencies will not pay. Baseline guidance is to charge the fully allocated cost of the service (cost per ride); however, this is not necessarily a significant benefit to the human service agency versus what they would pay for a private, unsubsidized transit service. So, to arrive at a subsidized equivalent, reduce the fully allocated cost per ride by the 57% that is being funded by federal and state dollars. In other words, charging 43% of the full cost as the agency fare. Another option many transit agencies use is to just arbitrarily choose $12, $17, or whatever, which is perfectly acceptable. To determine what is a reasonable charge, start by calculating the full cost per ride and the subsidized cost per ride for comparison. This is a good source of revenue to support a public transit program. The human service agencies are getting federal funding that they are required to pay for transportation, and the public transit agency's fare is going to be cheaper than procuring private services.

FUNDING SOURCES

Funding a public transit system requires multiple sources consisting of farebox revenues, federal and state grants, and locally pooled resources. The potential funding sources for the proposed Wood County transit system are described below.

Passenger Fares

With no past ridership data for a county-wide system in Wood County available to inform the analysis, it is difficult to project specific ridership and resulting fare revenue details. For example, Waupaca County is significantly down from its initial ridership projection three-quarters into its first year of operation. In the transit demand analysis earlier in this report, Wood County base annual ridership is estimated at 36,990 one-way trips.

The majority of the ridership is expected to come from the zones around the Marshfield Wisconsin Rapids urban areas, although significant ridership is anticipated between the

two cities (interzone). For purposes of estimating fare revenues, it is assumed that 75% (27,742) of rides are within the zones with 25% (9,248) between the city zones. Using the average zone fare of $1.83 and the interzone fare of $5, projected ridership would generate about $97,008 in fare revenue.

State and Federal Grants

The main source of transit funding in Wisconsin is the Public Transit Assistance Program or PTAP. PTAP is a combination of federal and state grant programs that WisDOT distributes among all eligible public transportation systems on an annual basis. For a county transit system, the primary elements of PTAP funding are the federal 5311 and the state 85.20 grant programs.

Wood County would qualify for funding under the Federal Transit Administration's 5311 Formula Grants for Rural Areas program. For ongoing operating expenses, the 5311 grants can provide up to 50% of the anticipated operating expenses not covered by fare revenue (the "operating deficit").

The State of Wisconsin, under the 85.20 State Mass Transit Operating Assistance program, would be anticipated to contribute an amount of around 10% of the total system operating expenses. This amount is variable based on available funding and is calculated by WisDOT annually.

Refer to Appendix A for an overview of the primary federal and state funding programs for public transit.

Local Share

The amount of operating expenses remaining after fare revenue and state/federal transit grants becomes the local financial contribution known as the Local Share. For a county-based service, such as the one recommended here, the Local Share can be met using county funds, and other sources can be used when available. Some services have contributions from other government entities, private businesses/employers, educational institutions, health care providers, or other transit supporters. In general, these additional funds cannot be from other federal grants.

PROPOSED BUDGET

The anticipated operating budget for the proposed service is summarized in **Table 24** below. The net operating deficit is $1,344,432 after the projected fare revenue of $97,008 is deducted from the estimated annual service cost of $1,441,440. The 5311 component of PTAP would cover 50% of this deficit resulting in a grant of $672,216 and leaving $672,216 remaining. The 85.21 component of PTAP would contribute $142,198 (from

WisDOT calculator) of total operating expenses (annual service cost) leaving $530,018 as the local share.

Table 24: Proposed Operating Budget Breakdown	
Annual Service Cost	$1,441,440
Fare Revenue	$97,008
Net Operating Deficit	$1,344,432
5311 Grant (50% Net Deficit)	$672,216
85.20 (~10% Total Expense)*	$142,198
Local Share	**$530,018**
**Figure determined with WisDOT estimating tool.*	

TECHNOLOGY RECOMMENDATIONS

Stakeholder and public input for this study emphasized the need for a system that allows users to confirm and track rides to reduce the occurrence of missed rides and missed appointments. This will improve user confidence in system reliability. In addition, optimizing vehicle routing through technology can minimize empty miles and improve vehicle utilization. Stakeholders also indicated the need to accommodate different payment options offered by the various support programs.

Advanced transit software can manage trip requests, optimize routing, and dispatch vehicles in real-time to improve efficiency. This can help reduce wait times and late arrivals.

Recommended requirements of the technology platform include, but are not limited to:

- Customer facing mobile application with the ability to define services within the app.
- Driver app with the ability to provide digital ride completion data and real-time vehicle tracking/locating.
- An eligibility management framework to manage riders and types of eligible services.
- A mobility wallet that accepts contributions from the rider, family members, and other sources.
- The ability to recognize service provided and billing/payment on a per trip / rider basis.
- Optimization engine and algorithm that can dynamically manage ride requests, provide trip bundling / multiloading, and driver manifests.

Trip data is stored to track key performance indicators for analysis to identify trends in trip demand and other critical elements to manage the service and improve efficiency.

ORGANIZATIONAL RECOMMENDATIONS

The new county transit program must be integrated into the county organization. Staff will need to be assigned to implement the program. Examples of communities with a contracted service provider indicate one staff member typically functions as the transit program manager for the community along with their other duties. In these examples, the staff person assigned was the Assistant Finance Director, Accounting Manager, or Planning Director.

Estimated time commitments range from 100 to 500 hours per year. Additional time is required in years when a new RFP solicitation is needed (prior to existing service contract expiration) and federal transit audit years which are about every five years. The initial RFP and contract development effort requires a significant additional commitment of an estimated 400 hours, but the time required is reduced for future RFP renewals. Other program area staff may provide periodic program support, including accounting/finance, administration, clerical, legal, or others as needed. Often these hours are just assumed within department budgets because the tracking and reporting burden is considered not worth the effort.

To support management and oversight for the transit program, it is recommended that jurisdiction be assigned to an existing county committee. This selection may be determined by the committee with jurisdiction over the department that houses the primary staff member. In Wood County, County Health Department staff have led the initial push to establish a transit program due to the important role transportation plays in overall community health as outlined in this study. Based on this, the Health and Human Services Committee may be the appropriate choice. Other committee options from our examples include administrative, finance, or planning.

An independent committee or commission is an option but not required. However, as the program continues to develop and grow, it may be necessary to consider some type of spin-off organization to give financial contributors a seat at the table for program oversight in the future.

Two other key groups should be integrated into the transit system organization. These are the Interagency Transit Coordination Work Group proposed under the Coordination of Services Recommendations of this study and the Health Department's existing Transportation Stakeholder Group which includes diverse service and program managers, community groups and those representing individuals with specific needs. This stakeholder group has been vital in advising the Health Department as part of its transportation development work and this study. It is recommended that each of these groups be formalized as advisory committees to the county transit program.

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MARKETING PLAN RECOMMENDATIONS

Successful implementation of any new transit service requires a public engagement program targeting all likely users. A range of strategies should be considered to reach workers needing rides to jobs, those without access to a vehicle, low income, students/youth, older adults, those with disabilities, and those who lack English proficiency.

A two-pronged approach is recommended for public engagement efforts. In addition to targeting potential new riders (likely users), one of the best ways to enhance awareness is to maintain the flow of information to staff and caregivers that interact with the likely user base, as well as disseminating information to outlets were the client base is likely to come into direct contact. This includes families and caregivers that are supporting someone who is in one of the target groups as well as professionals: advocates, social workers, case managers, other health care workers, discharge planners, residential administrators, etc. that are assisting these individuals and families.

This concept was reinforced during the stakeholder meetings for this study. Stakeholders suggested transit program contact with social service agency case workers to provide them with the information they can use to give referrals through word of mouth with a flyer to those in need of transportation.

These outreach efforts should include materials on the planned services such as a concise mailer, webpage, postcard, and service description handouts. This focused outreach effort should begin no less than 3 months in advance of the live service date. Public service ads on local radio stations are helpful in getting information out.

The need for a variety of options was stressed through the stakeholder group meetings for this study; including a mix of digital and more traditional methods (paper). Simple flyers and postcards with a QR code were suggested. Some likely users in need of transportation do not have access to Wi-Fi or a smart phone for varying reasons across the county.

The ADRC and senior programs could be utilized as education and tutorial sessions and teach seniors how to use smartphones and request rides using the mobile app. The new service brochure would give specific instructions assuming the reader has some smartphone experience. As there are known Spanish and Hmong populations, bilingual materials should be considered.

It’s recommended that Wood County develop a marketing plan to promote the new transit service. It’s recommended the marketing plan should utilize a blended approach of public

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outreach and traditional advertising strategies. Advertising should include flyers, social media, direct mail to existing riders, employer networks, and newsletters.

Outreach efforts also help develop a profile for the transit system among potential funding sources.

Marketing Plan Elements

The marketing plan should define the market. Who are you targeting in the message? It should include a "call to action", or what you want the targeted audience to do. In this case, ride the services being promoted. Traditional campaigns define the message, action, and performance metrics to determine the success of the campaign strategy. Performance metrics are key to determining whether the tactics and strategies used were effective in growing awareness and/or ridership. Strategies should have toolkits which can include posters, flyers, print ads, online ads, social media support, direct mail, newsletters, etc. Some general tips for a marketing plan include:

- Brand positioning: Define how you want your brand (the services) to be perceived in the market
- Defining the plan: Identify key metrics for success
- Identify the market: workers needing rides to jobs, those without access to a vehicle, low income, students/youth, older adults, those with disabilities, those who lack English proficiency, etc.
- Integrate marketing efforts within existing platforms and services
- Differentiate service using creative content
- Operationalize your marketing plan by establishing partnerships
- Measuring performance. Specific areas include:
    - ✓ Increase service awareness
    - ✓ Increased ridership
    - ✓ Increased inquiries

COORDINATION OF SERVICES RECOMMENDATIONS

Wood County currently has a number of public transportation systems including City of Marshfield Public Transit, City of Wisconsin Rapids Public Transit, and Wood County Elderly and Disabled Transportation. Federal and state transit regulations require all public transit services to address measures they will take to avoid duplicating service or adversely impact existing public transit services within their defined service area.

In the case of the proposed Wood County transit service, this new system would not provide service wholly within either Marshfield or Wisconsin Rapids (unless services were consolidated). In other words, trips with ***both*** origin ***and*** destination within the existing city service boundaries are restricted, but trips with ***only*** origin ***or*** destination within the city service boundaries would be allowed.

The county will develop and publish clear operational guidelines to ensure that there will not be duplication of service, i.e. the county system will not provide trips wholly within either city service area. Requests for service with trips that begin and end within either respective city service area will be referred to that city service.

To further develop and improve transit services across Wood County overall, it is recommended that the county create an Interagency Transit Coordination Work Group consisting of representatives of the new countywide service, the City of Marshfield Public Transit, the City of Wisconsin Rapids Public Transit, and the Wood County Elderly and Disabled Transportation Program. The purpose of this group would be to coordinate all public transit services within Wood County through period meetings to address service issues and explore ways to improve effectiveness and efficiency across programs.

There is the potential to integrate programs within Wood County if the new county system is successful over time. There are a number of examples in Wisconsin where an existing city service has merged with a developing countywide service including Waupaca and Clintonville in Waupaca County and Rhinelander in Oneida County. Long-term coordination could entail eventual integration of systems. The service to be provided via the integration would have to be cost effective for an equivalent service level to justify a transition.

In transit planning circles, Transportation Coordination is a process where human service agencies, transportation providers, consumer groups, and public officials work together to develop and improve services for transportation disadvantaged individuals and the public by ensuring that transportation resources funded by local, state, and federal programs are coordinated.

It is a requirement of federal transit law that projects selected for funding under the Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities Program, be included in a “locally developed, coordinated public transit-human services transportation plan” and that the plan be developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public.

These plans must be updated every five years. In Wisconsin, the Department of Transportation facilitates these plans for all counties through the Regional Planning Commissions. Wood County’s current plan covers 2024-2028. The next update process will take place in 2028 by the North Central Wisconsin Regional Planning Commission (NCWRPC). It is recommended that representatives of the new countywide transit program participate in this process as part of its effort toward interagency transit coordination.

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START UP PLAN AND TIMELINE RECOMMENDATIONS

To implement the recommended countywide transit service operational plan, the following start up plan and timeline is recommended. As outlined above, the service recommendation involves contracting for a "turnkey" service in which a third-party service provider provides its own network management, call-center/dispatchers, technology platforms, drivers, vehicles and facilities. Existing county staff would coordinate with the provider to administer the program for grant funding and reporting requirements.

December 2026 — Complete County Transit Feasibility Study.

January 2027 — Submit notice of intent to apply. Applicants for public mass transit operating assistance must notify WisDOT of their intent to apply "no later than January 15 of the preceding year to be eligible for funding." For Wood County to be eligible to apply for calendar year 2028 mass transit operating assistance, a letter of intent must be submitted by January 15, 2027.

Jan.-Nov. 2027 — County Transit Team expands conversations with county officials and departments, explores collaborations and works to secure match funding commitments.

Begin working with WisDOT to prepare for PTAP application and service procurement to identify and resolve potential issues in advance. Refer to WisDOT's current Procurement and Contract Administration Manual and the appropriate Procurement Toolkit for guidance on service procurement and contracting.

Determine the Scope of the Procurement

Review the transit study and potential match commitments to determine the scope and budget of the service procurement. The scope of the procurement should coincide with the eventual grant application/agreement with WisDOT. Consider the desired goals and outcomes. Clear goals facilitate development of the procurement packet and contract specifications.

Identify Who Needs to be Involved

Internal: Identify the individuals to be involved to facilitate the overall process and same time in the long term. Seek input from different functional areas in the organization. This could include staff from the department initiating the procurement for services, finance for

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invoicing and payment scheduling, and legal for contracts, insurance, certification, etc.

External: Consider outside assistance such as technical personnel within the community or neighboring communities, transit agencies, and WisDOT.

Plan the Procurement Process

Once the involved individuals have been determined, begin addressing the following:

- Review agency resources in terms of managing the procurement process and determine if others need to be involved.
- Assign specific responsibilities to each participant.
- Create advertising policies for solicitation or publication of notices.
- Review local, state and federal requirements.
- Clearly identify proposer responsibilities.
- Establish communication and reporting process.
- Identify key dates, timeline and frequency of meetings through the completion of the procurement process.
- Use the WisDOT Procurement History File Checklist to ensure proper procurement documents are recorded and organized.

Establish a Contract Administration System

A contract administration system is necessary to ensure that contractors perform in accordance with the terms, conditions and specifications of their contracts. The contract administration system identifies what is needed in the procurement and documents all steps in the process (i.e. solicitation, negotiation and contract). The contract will be referenced throughout the contract period to ensure the contractor is complying with all requirements.

Contract administration starts with the procurement. Applicants should ensure all pertinent information required in the contract is included in the solicitation. Anything negotiated during the RFP should also be included in the contract. Work with WisDOT to ensure any contract changes comply with procurement requirements.

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Begin Procurement Packet Preparation

The procurement packet is a set of documents that contains information relevant to the procurement and submitted to WisDOT for review prior to approval to solicit proposals for the service. Beginning work on these documents in advance will help facilitate the post grant award procurement process.

June 2027 *Consider Requesting Pre-Award Authority*

WisDOT can grant pre-award authority which would allow the County to engage with WisDOT Transit Staff to begin procurement process in advance to ensure start up by July 2028 or potentially move up start date. Transit procurement is complex, and an initial procurement may require more time than the typical six-month procurement timeline.

October 2027 *Plan and Hold Public Meeting on PTAP Application*

For any transit startup or change to existing service, a public meeting must be held. Public notice is required to be published 21-30 days prior to the meeting. WisDOT prescribes acceptable public notice as at least one of the following methods:

- One insertion in a local newspaper
- Posting in three accessible public buildings
- Posting in one accessible public building and the transit system's official internet site

At the conclusion of the meeting, clearly identify and document the public notice, meeting minutes, discussion, public comments, and any decisions/resolutions.

December 2027 Submit application for Public Transit Assistance Program (PTAP). Applications are due December 15 but should be submitted in advance to allow for WisDOT prereview and revisions. Consult with WisDOT staff during preparation of the application.

Jan.-Jun. 2028 Transit Service Procurement Process – Work with WisDOT through each step of the process:

Pre-RFP Review Process

- County finalizes procurement packet and submits to WisDOT.

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- WisDOT staff reviews packet for compliance with federal and state requirements.
- WisDOT authorizes county to solicit proposals.

Local RFP Process

- County solicits proposals for transit service.

RFP Pre-Award Review

- County provides proposal tabulation of results and selected/desired vendor/firm along with required documentation for WisDOT review.
- Following review, WisDOT notifies county that all documentation for a compliant procurement has been received.
- County awards the contract.

July 2028 — Service Start Up

Post Start Up Activities

- Upon start up, county should ensure service complies with their specifications and the contract.
- County submits reimbursement requests, reports, and supporting documentation to WisDOT for payment on grant award.
- WisDOT reviews requests and issues check for reimbursement.

Annually — Reapply for PTAP funding to maintain service. (Jan. - Notice of Intent to Apply / Dec. - Application Due)

Annually — Reassess service prior to exercising option year to determine if the resources are available to expand service to meet additional community needs. Would potential expansion exceed maximum FTA change threshold (15%) or is new procurement needed?

Aug. 2028-2029 — Work with WisDOT transit staff on federal transit program compliance including:

- Transportation Coordination
- Transit Safety
- Title VI/ADA
- Drug and Alcohol Testing
- Compliance Site Review (CSR) Program
- Asset and Vehicle Management

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On-going

Contract Administration

After procurement is complete, the county is responsible for ensuring the services procured are actually received. The county should identify a person to oversee the contract and to be responsible for the following activities:

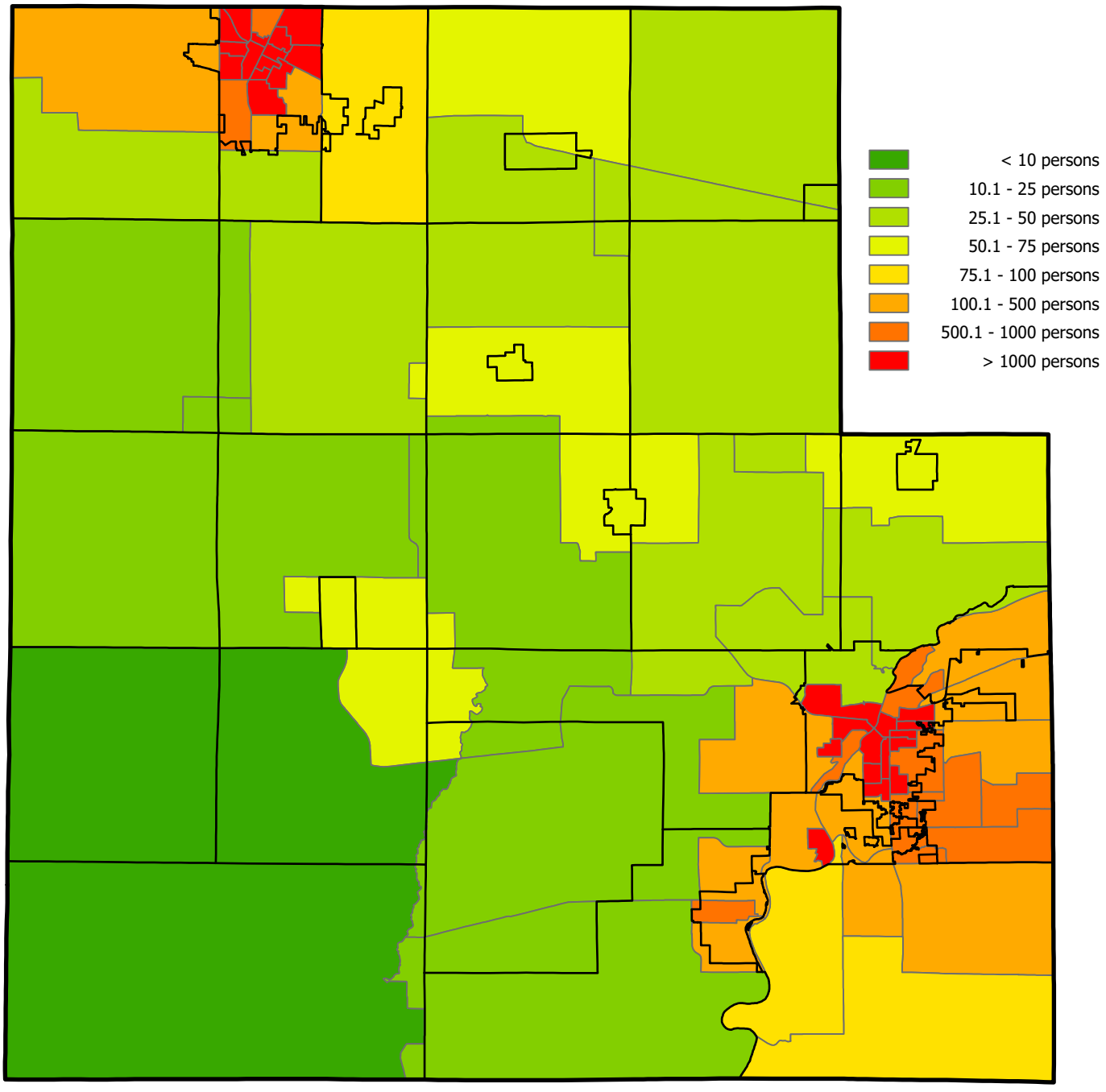
- Understand the nature of the solicitation, what was agreed to as part of the negotiations, and the structure and substance of the contract.
- Monitor the contract to ensure there is not an accumulation of small changes over time that result in a large change in service levels (scope creep) or any major deviations in service from the original contract (cardinal changes).
- If modifications are required, complete the necessary paperwork.
- Track Progress: Document progress and decisions made. If contract requirements are not being met, document areas of non-compliance and discuss corrective actions.
- Ensure that contract invoicing is consistent and compliant with contract provisions.
- Maintain contract administration file – key documents: statement of work, required reports, documentation necessary to review, approve and pay invoices.
- Manage projects throughout the life of the contract. If option years are included, complete documentation 2 months before expiration. If the contract is expiring, begin new solicitation 6-12 months in advance.

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Map 1 - Population Density

People/Square Mile



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0 5 10 Miles

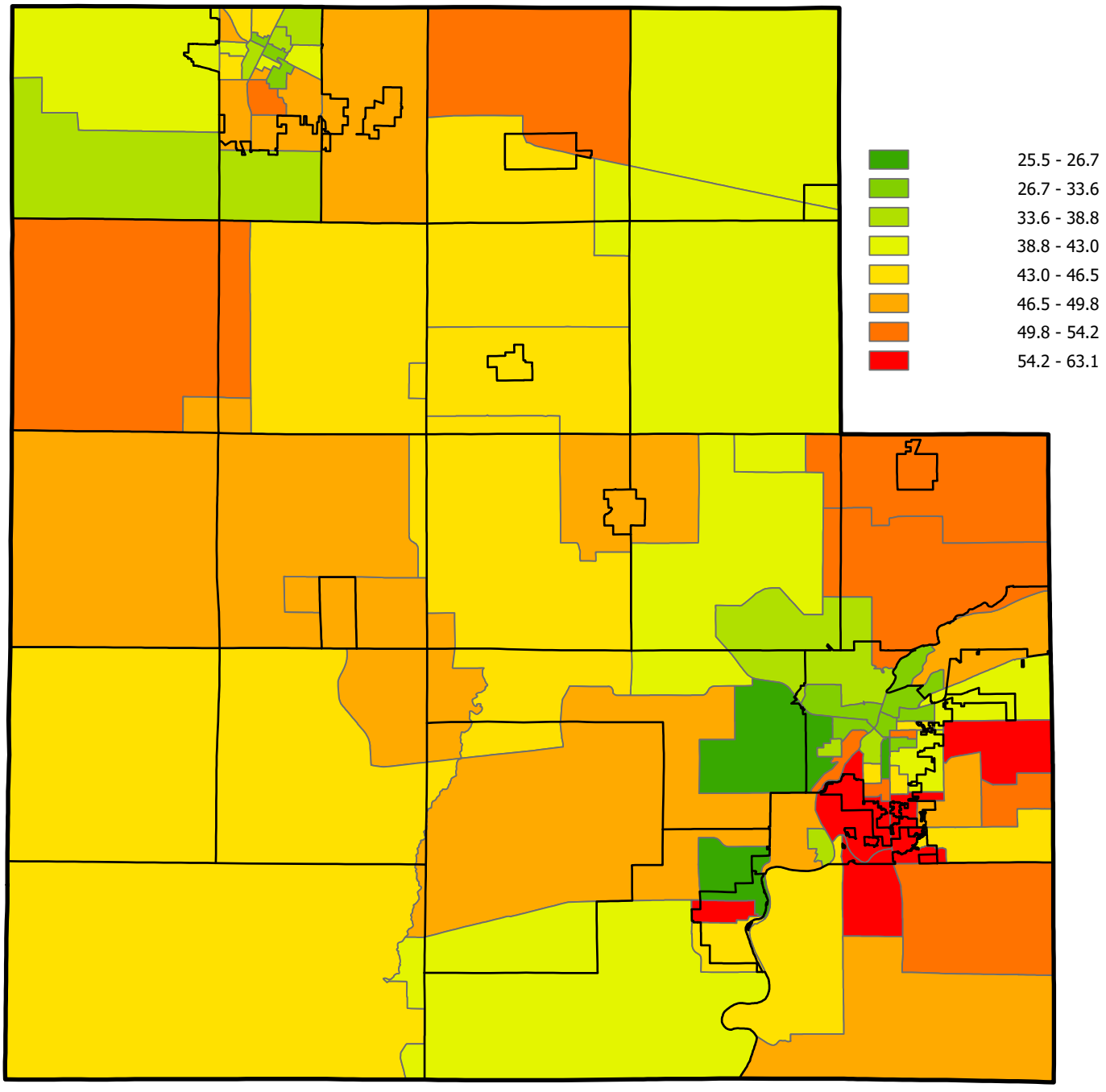
Prepared by:
North Central Wisconsin
Regional Planning Commission

Source: US Census, NCWRPC, WisDOT

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.

Map 2 - Median Age

Age



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0 5 10 Miles

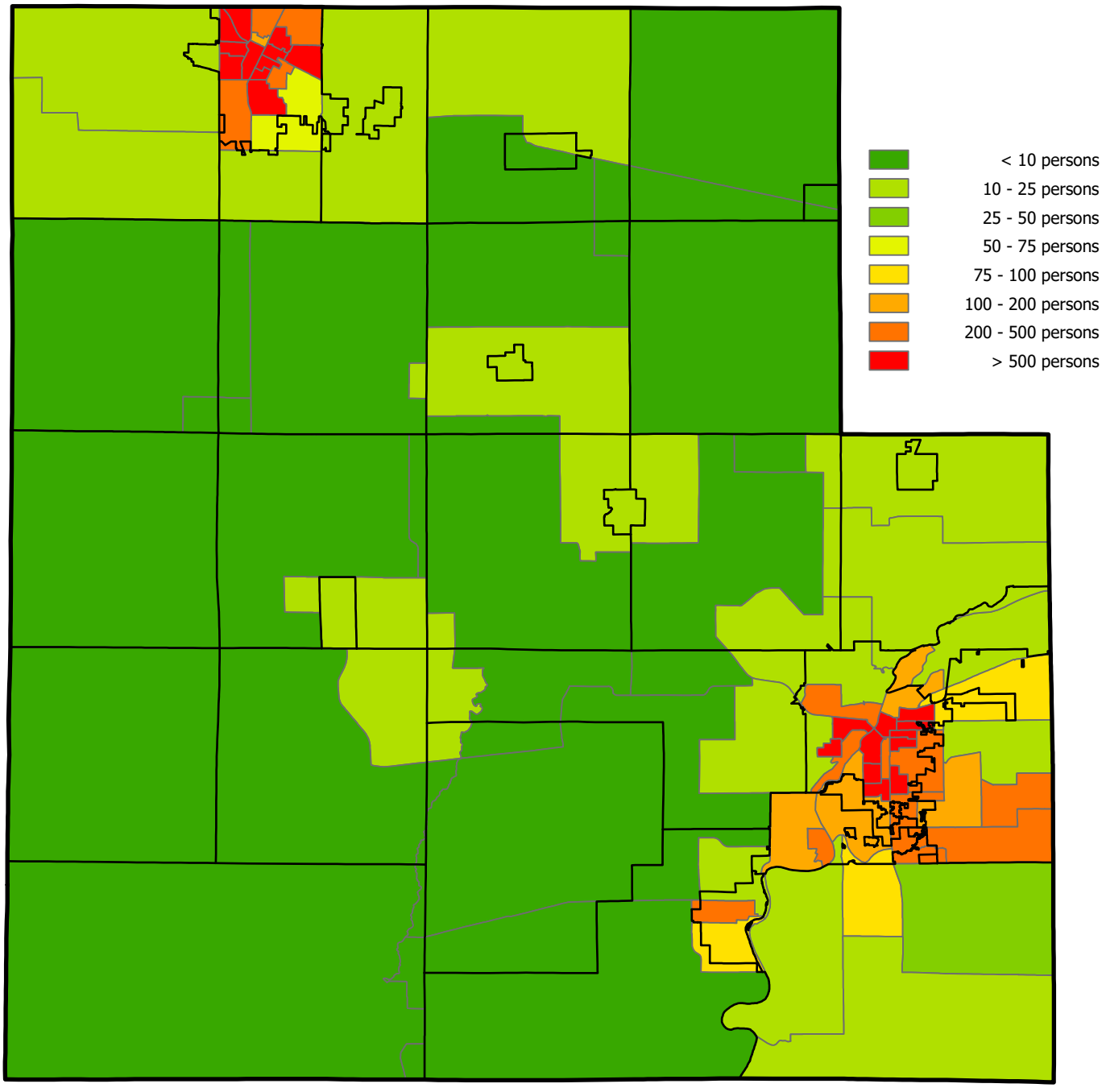
Prepared by:
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Map 3 - Population Over 60 Years Density

People/Square Mile



N
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0 5 10 Miles

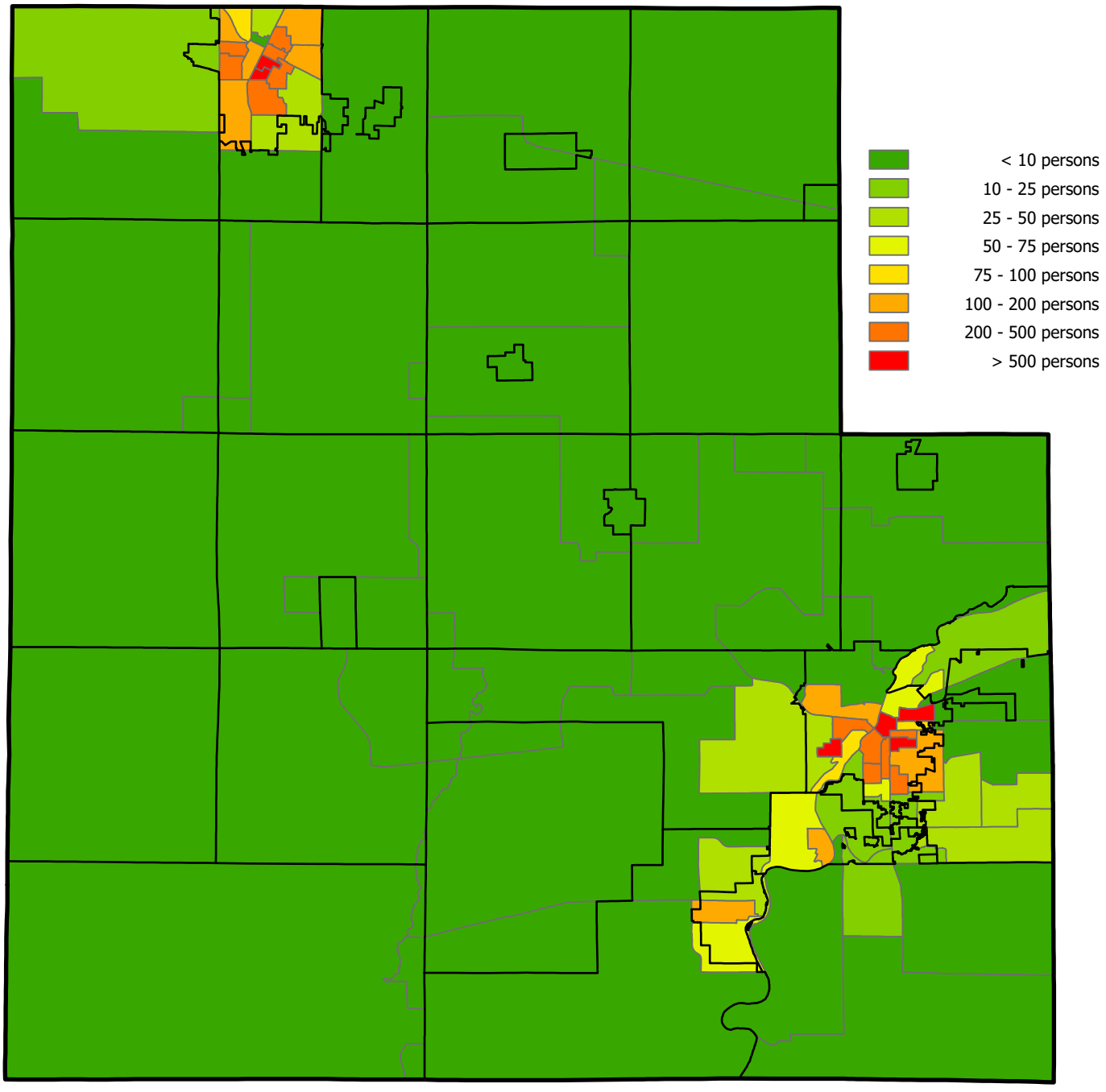
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Source: US Census, NCWRPC, WisDOT

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Map 4 - Young Individuals

Persons/Square Mile



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0 5 10 Miles

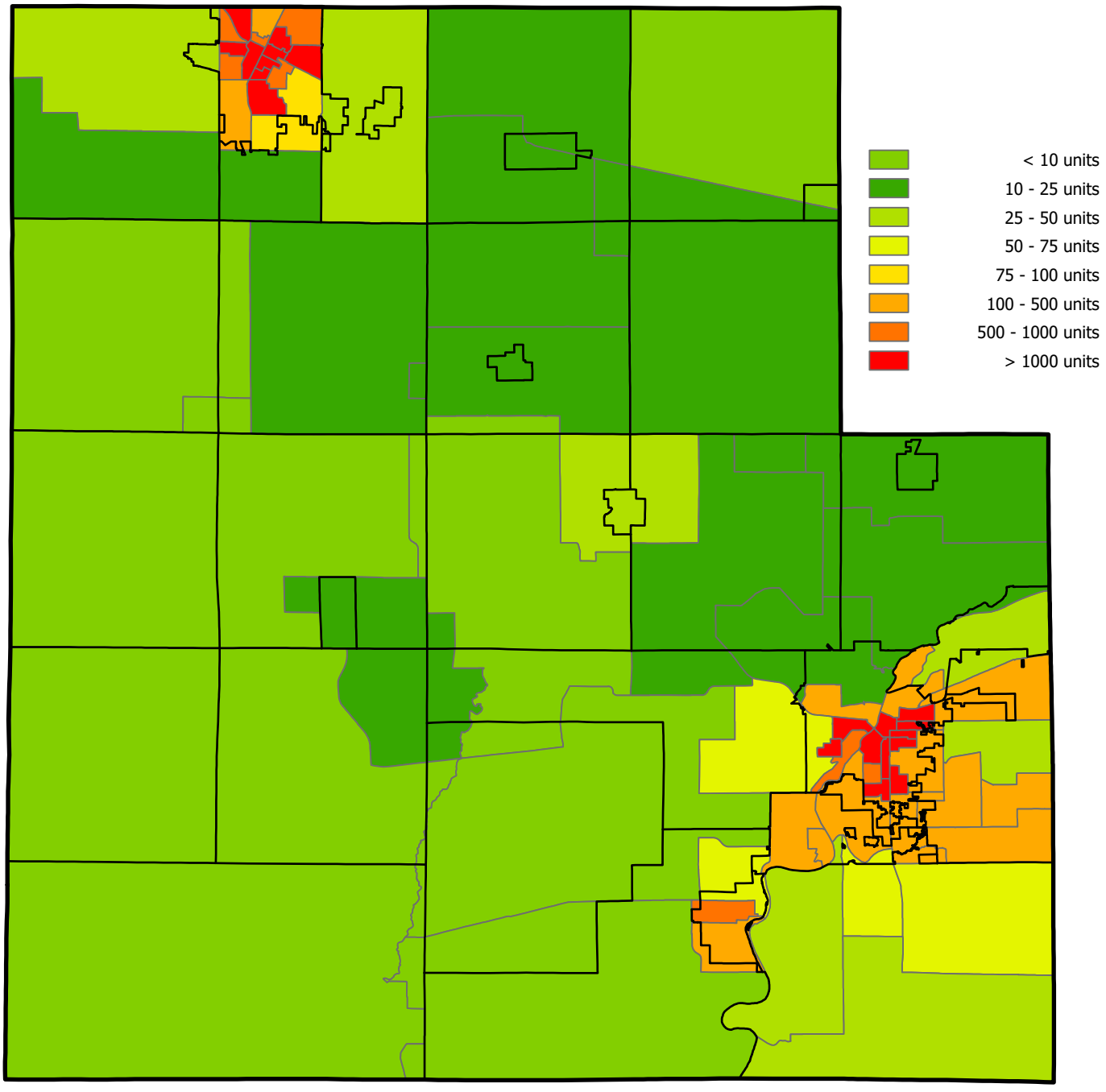
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Map 5 - Occupied Housing Units

Units/Square Mile



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0 5 10 Miles

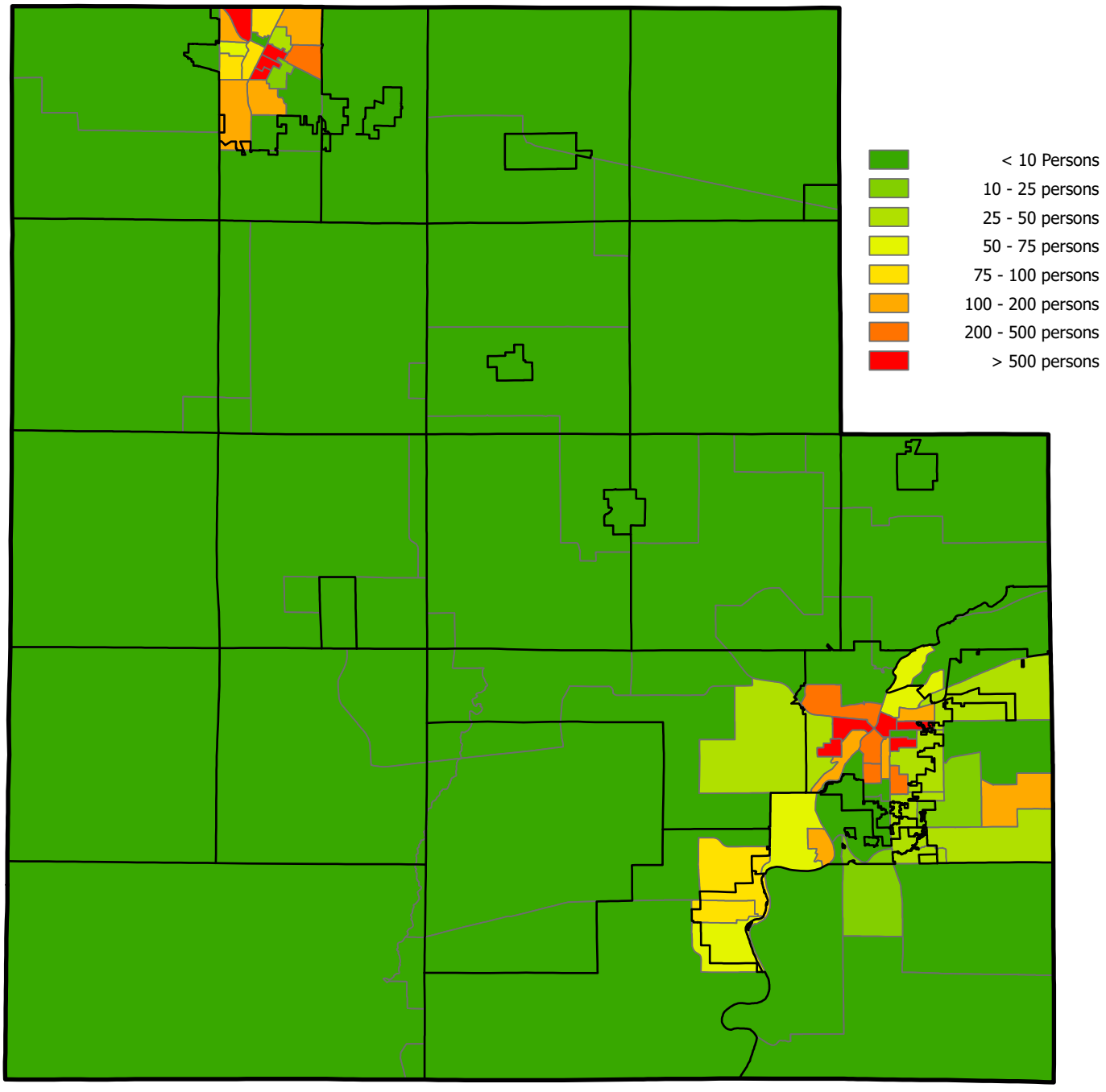
Prepared by:
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Source: US Census, NCWRPC, WisDOT

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Map 6 - Low Income Persons

Persons/Square Mile



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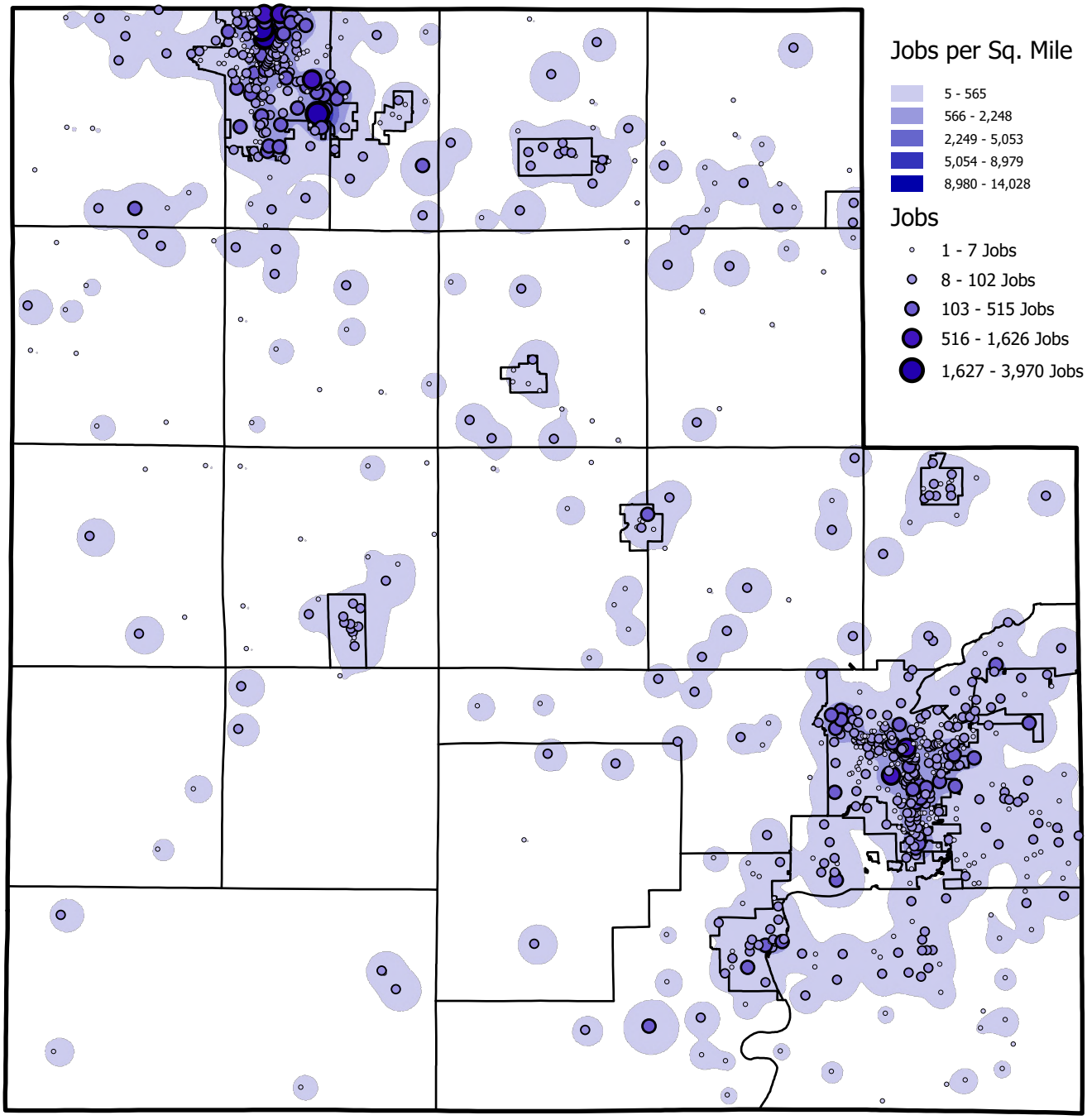
0 5 10 Miles

Prepared by:
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Regional Planning Commission

Source: US Census, NCWRPC, WisDOT

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Map 7 - Employment Density



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0 5 10 Miles

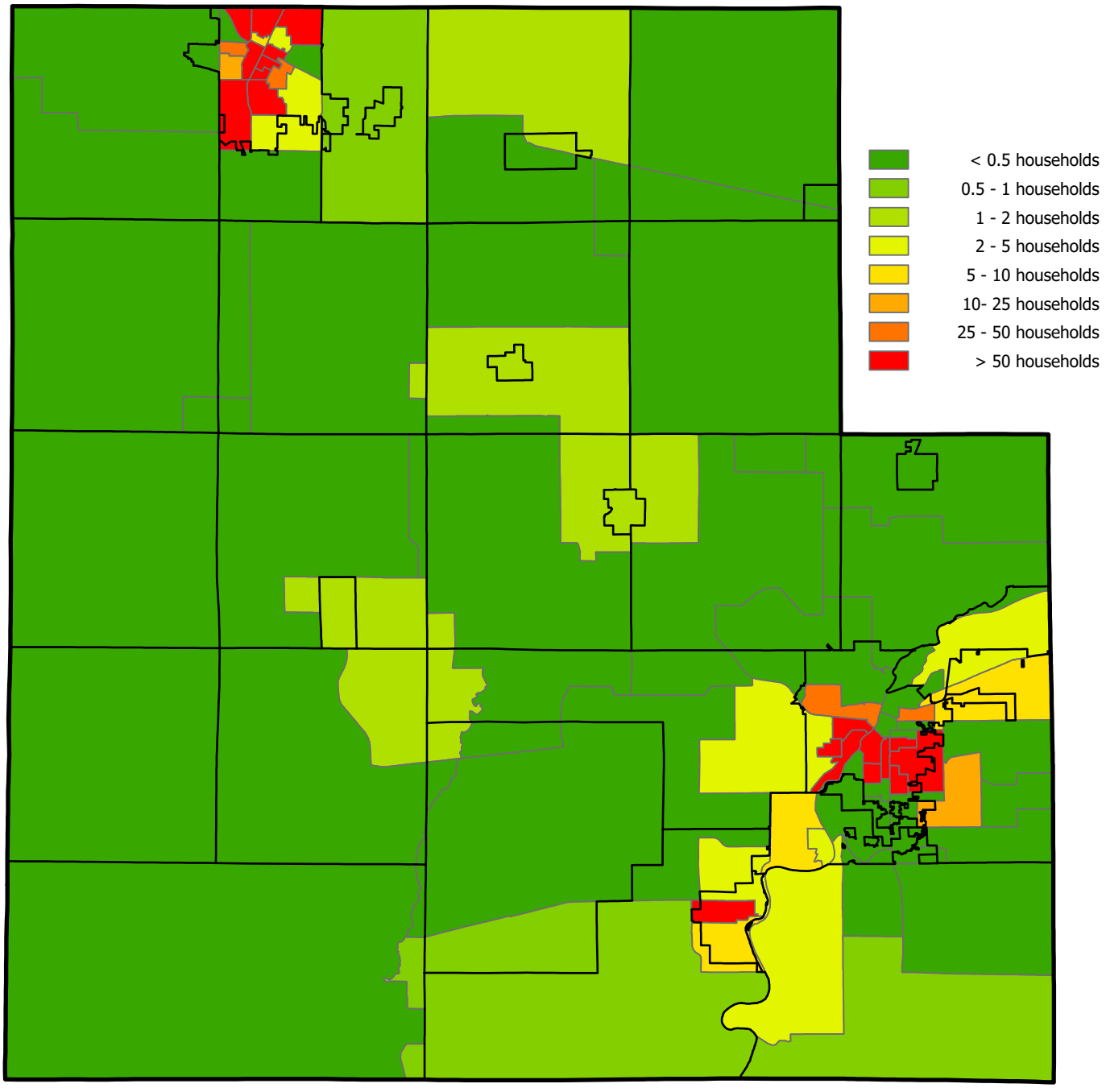
Prepared by:
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Source: US Census, NCWRPC, WisDOT

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Map 8 - Households Without Access to a Vehicle

Households/Square Mile



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0 5 10 Miles

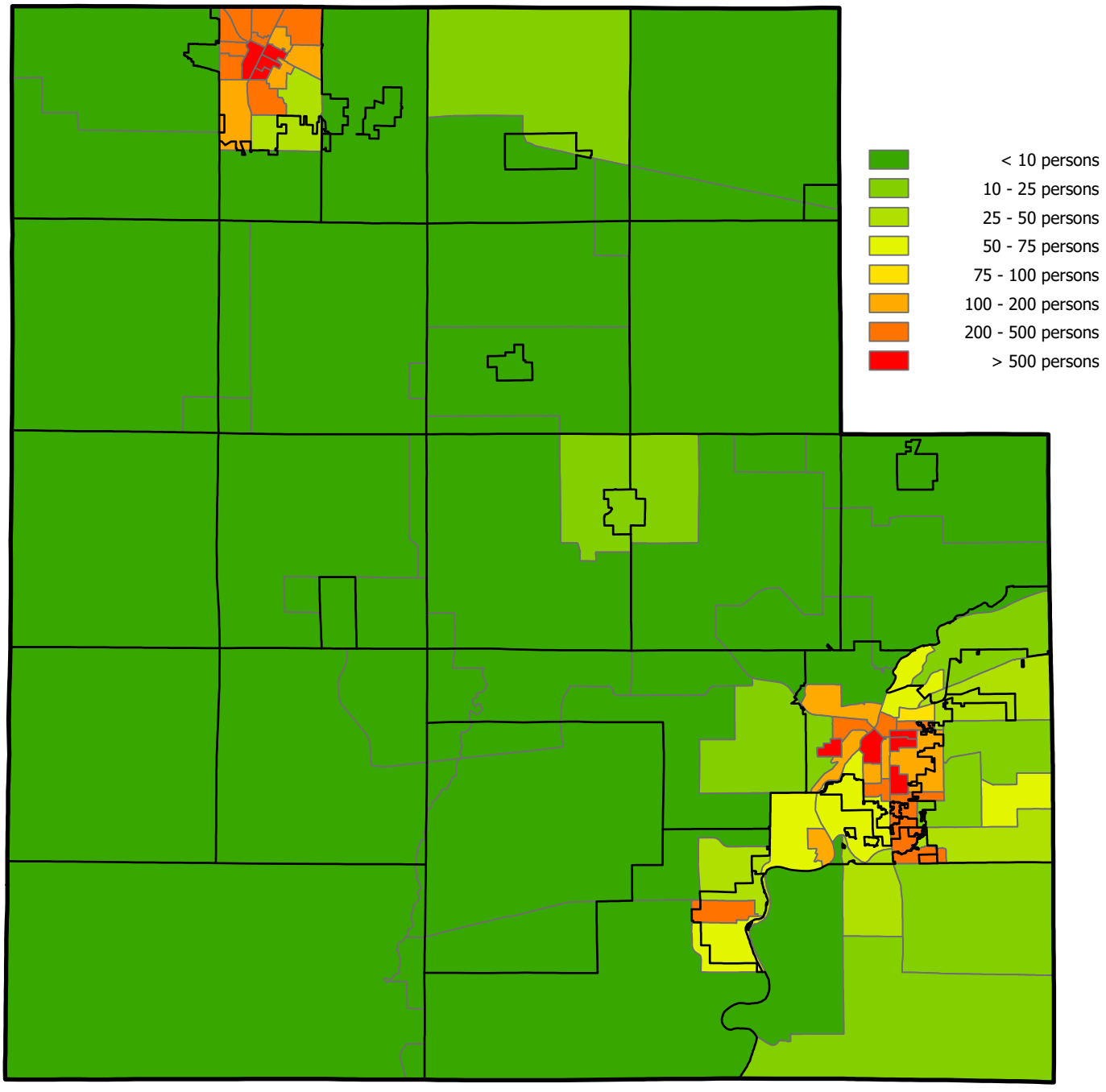
Prepared by:
North Central Wisconsin
Regional Planning Commission

Source: US Census, NCWRPC, WisDOT

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Map 9 - Persons With Disabilities

Persons/Square Mile



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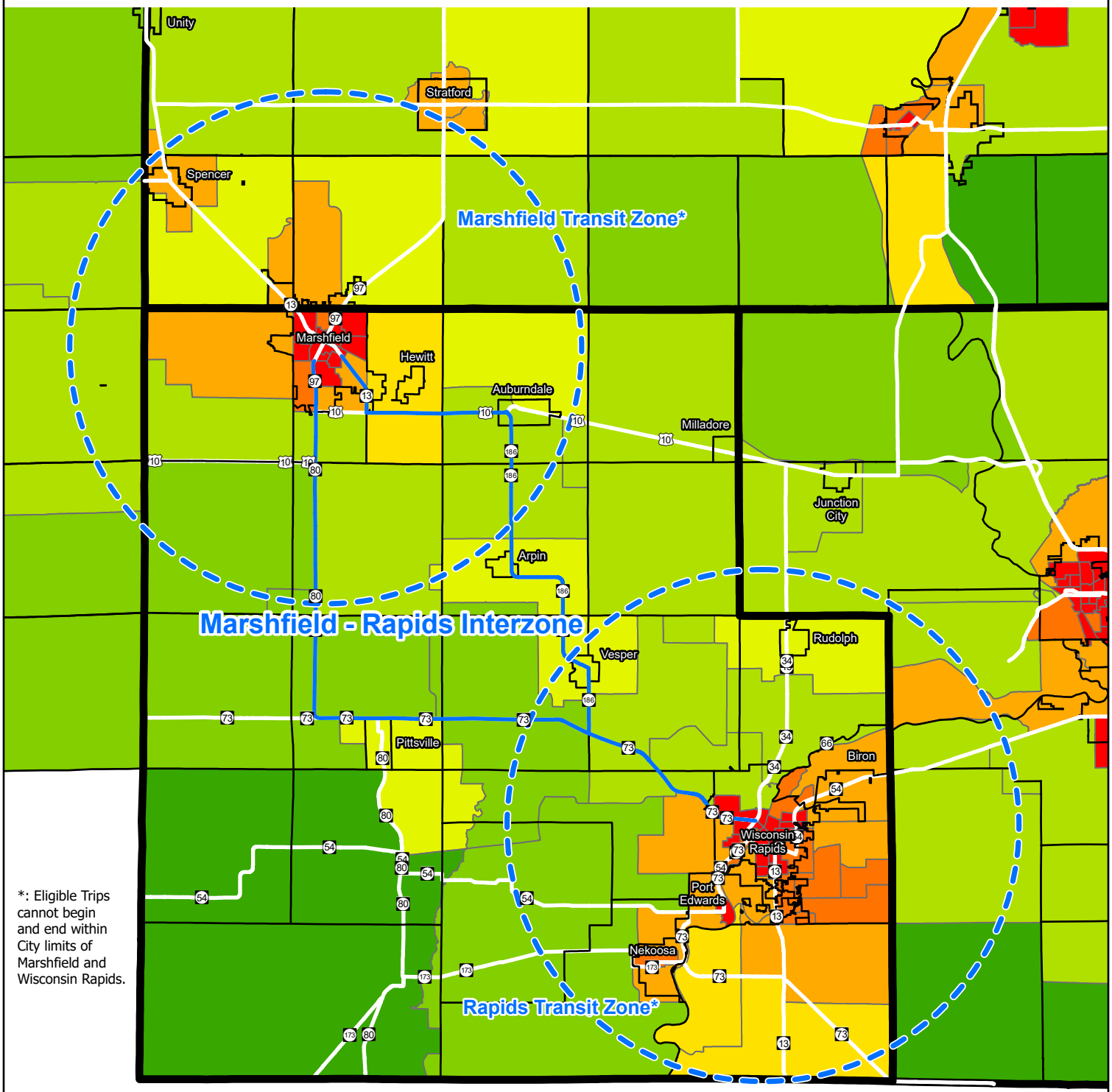
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Prepared by:
North Central Wisconsin
Regional Planning Commission

Source: US Census, NCWRPC, WisDOT

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Map 10 - Transit Zone Concept



*: Eligible Trips cannot begin and end within City limits of Marshfield and Wisconsin Rapids.

Conceptual: Subject to program funding availability and final provider agreement.

N W E S

0 5 10 Miles

Prepared by:
North Central Wisconsin
Regional Planning Commission

Source: US Census, NCWRPC, WisDOT

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APPENDIX A

FEDERAL AND STATE TRANSIT ASSISTANCE PROGRAMS

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FEDERAL FORMULA GRANT PROGRAM FOR RURAL AREAS (SECTION 5311)

The Federal Formula Grant Program for Rural Areas (also called "Section 5311") supports capital and operating expenses for public transportation services that are scheduled for and operated in non-urbanized areas (population under 50,000). Wood County is not classified as an urbanized area for purposes of 5311.

Currently, 49 systems across the state receive these federal funds to operate bus or shared-ride taxi systems providing public transportation for rural residents. The program reimburses for 50 percent of total annual operating deficit for Wisconsin transit systems. Capital projects such as buses and bus facilities are granted at 80 percent with 20 percent local cost share.

Annual funding amounts per system are equalized via formula statewide, combining grants from the Federal Formula Grant Program for Rural Areas and the State Mass Transit Operating Assistance program.

WisDOT awards Section 5311 formula grant funds via the annual Public Transit Assistance Program (PTAP). This program's application is made available online in WisDOT's Transit Management System (TMS) each fall.

STATE MASS TRANSIT OPERATING ASSISTANCE (85.20)

The State Mass Transit Operating Assistance program (codified in Wisconsin State Statute 85.20) provides operating cost assistance to transit systems in order to alleviate local tax burdens.

Eligible applicants include municipalities or counties with populations greater than 2,500, as well as transit or transportation commissions or authorities. Public transportation services eligible for this program includes bus, shared-ride taxicab, rail or other conveyance either publicly or privately owned. The program pays approximately 10% of a system's total annual operating expenses. Capital projects are not eligible for this program.

Systems are divided into four tiers of state funding, the total annual statewide amount of each being defined in Wis. Stat. 85.20:

- Tier A1: Milwaukee County Transit System
- Tier A2: Madison Metro
- Tier B: Systems serving a population of 50,000 or more that are not in Tiers A1 or A2

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- Tier C: Systems serving areas with population between 2,500 and 50,000

Annual funding amounts per system are equalized via formula statewide, combining grants from the State Mass Transit Operating Assistance Program as well as Federal Formula Grant Program for Rural Areas.

WisDOT awards 85.20 formula grant funds via the annual Public Transit Assistance Program (PTAP). This program's application becomes available in WisDOT's Transit Management System (TMS) each fall

STATEWIDE TRANSIT PLANNING GRANT PROGRAM (Section 5304)

Wisconsin's Statewide Transit Planning ("Section 5304") Program supports local and regional transit planning efforts by offering funding for relevant studies and plans. Funding is available at up to 80 percent of eligible expenses. Eligible applicants include Metropolitan Planning Organizations (MPOs), local government authorities, and operators of public transportation systems. The Wisconsin Department of Transportation (WisDOT) accepts planning grant applications twice a year, in the spring and the fall.

RURAL TRANSIT ASSISTANCE PROGRAM (RTAP)

The Rural Transportation Assistance Program (RTAP) allocates federal funds to further the development of skills and abilities for persons involved in providing transit service to the state's rural and small urban areas.

WISCONSIN EMPLOYMENT TRANSPORTATION ASSISTANCE PROGRAM (WETAP)

The Wisconsin Department of Transportation (WisDOT) sponsors the Wisconsin Employment Transportation Assistance Program (WETAP). This is an annual competitive grant program combining state and federal funding sources into one coordinated program to help community organizations address transportation needs for low-income workers. Lack of transportation is a significant barrier to getting and keeping jobs for low-income workers. Improving transportation options can improve the economic outcomes for these workers.

The WETAP program focuses on funding activities that support the following:

- New or expanded transportation services that address the employment-related transportation needs of eligible low-income workers

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- Shared solutions such as ridesharing, public transportation expansion, vanpools, or carpools
- Individual solutions, such as car repair or used car loan programs
- Coordinated transportation solutions based on a local planning process involving local stakeholder in order to address service gaps and avoid duplication

Local units of government are not eligible to apply for WETAP, so Wood County would need to partner with a community non-profit organization to develop a program and application to leverage these funds. The application period for agencies to apply WETAP varies based on federal funding availability.

COUNTY ELDERLY AND DISABLED TRANSPORTATION ASSISTANCE (85.21)

The County Elderly and Disabled Transportation Assistance program provides counties with financial assistance to provide transportation services to seniors and individuals with disabilities. Currently, the County Human Services Department operates the Wood County Elderly and Disabled Transportation Program.

The purpose of this program is to promote the general public health and welfare by providing financial assistance to counties providing transportation services for seniors and individuals with disabilities, and to thereby improve and promote the maintenance of human dignity and self-sufficiency by affording the benefits of transportation services to those people who would not otherwise have an available or accessible method of transportation.

Wisconsin counties (or agencies thereof) are the only eligible applicants for funds available under s. 85.21, Wis. Stats, which are allocated on annual basis as determined by current population estimates. A 20 percent local match is required. Private for-profit or private non-profit organizations may provide service for counties through contractual agreements.

The 85.21 applications need to be submitted by the county on an annual basis through the WisDOT Transit Management System (TMS).

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (SECTION 5310)

The Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program utilizes federal and state funds for capital and operating projects that improve the mobility of seniors and individuals with disabilities.

Eligible applicants include private non-profits and local public bodies. Eligible projects include the purchase of human service vehicles, operating budgets, Mobility Managers, coordination and non-vehicle capital. A local match of 20 percent for capital projects and 50 percent for operating expenses is required.

Currently, the County utilizes 5310 funding to replace aging vehicles for the Wood County Elderly and Disabled Transportation Program.

OTHER SOURCES OF FEDERAL AND STATE TRANSPORTATION FUNDING

A variety of federal programs provide funding to provide transportation in support of older adults, people with disabilities, and low-income people. Common programs include Medicaid Non-Emergency Medical Transportation, services through managed care organizations such as Inclusa, Older Americans Act, and Veterans Affairs. These funds are allocated to agencies and organizations to provide services to the target client populations. These services include transportation assistance to ensure clients can access the other programs and services that they need. Agencies will cover charges to provide rides for enrolled individuals in the form or fare payments or contracts for transportation service. The transit system should work with WisDOT to ensure any arrangements meet requirements to be counted as local share match for their 5311/85.20 transit grants.

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APPENDIX B

TRANSIT SYSTEM FUNDING & OPERATING PARAMETERS

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2026 Wisconsin Large Urban Area Agency (Tier A) Funding Distribution

Recipient	Projected Operating Expenses	Projected Farebox Revenues	Farebox As Pct of Expenses	Net Operating Deficit	Federal (5307) Funding	Federal As Pct of Expenses	State (s. 85.20) Funding	State As Pct of Expenses	Local Investment	Local as Pct of Expenses	Fed+State Funding Pct
TIER A1											
County of Milwaukee	$141,765,363	$35,314,035	24.9%	$106,451,328	$28,179,759	19.9%	$66,787,400	47.1%	$11,484,169	8.1%	66.99%
TIER A2											
City of Madison	$77,304,549	$ 13,725,000	17.8%	$63,579,549	$11,713,693	15.2%	$17,549,500	22.7%	$34,316,356	44.4%	37.85%
Tier A Totals	**$219,069,912**	**$49,039,035**	**22.4%**	**$170,030,877**	**$39,893,452**	**18.2%**	**$84,336,900**	**38.5%**	**$45,800,525**	**20.9%**	**56.71%**

Local investment amounts are estimated based on PTAP application operating budgets. Actual local investments will depend upon actual expenses and revenues.

Operating expenses are calculated as the sum of the recipient's PTAP application operating budget and its Section 5307 direct apportionment amount.

2026 Wisconsin Small Urban Area Agency (Tier B) Funding Distribution

Recipient	Projected Operating Expenses	Projected Farebox Revenues	Farebox as Pct of Expenses	Net Operating Deficit	Federal Funding [6]	Federal as Pct of Expenses	State (s. 85.20) Funding [2]	State as Pct of Expenses	Local Investment [1]	Local as Pct of Expenses	Fed+State Funding Pct
City of Appleton [4]	$11,027,943	$1,346,300	12.2%	$9,681,643	$3,381,315	30.7%	$2,603,680	23.6%	$3,696,648	33.5%	54.27%
City of Beloit	$2,550,290	$213,190	8.4%	$2,337,100	$914,967	35.9%	$469,105	18.4%	$953,028	37.4%	54.27%
City of Chippewa Falls	$725,280	$139,040	19.2%	$586,240	$260,208	35.9%	$133,410	18.4%	$192,622	26.6%	54.27%
City of Eau Claire	$7,528,091	$1,222,177	16.2%	$6,305,914	$2,700,851	35.9%	$1,384,733	18.4%	$2,220,330	29.5%	54.27%
City of Fitchburg [6]	$2,539,897	$455,252	17.9%	$2,084,645	$0	0.0%	$1,378,432	54.3%	$706,213	27.8%	54.27%
City of Fond du Lac	$2,080,688	$223,000	10.7%	$1,857,688	$746,488	35.9%	$382,726	18.4%	$728,474	35.0%	54.27%
City of Green Bay [4]	$9,202,581	$1,073,600	11.7%	$8,128,981	$3,156,380	34.3%	$1,837,969	20.0%	$3,134,632	34.1%	54.27%
City of Hartford [5]	$390,445	$141,395	36.2%	$249,050	$124,942	32.0%	$86,957	22.3%	$37,151	9.5%	54.27%
City of Janesville	$4,610,305	$569,847	12.4%	$4,040,458	$1,654,038	35.9%	$848,029	18.4%	$1,538,391	33.4%	54.27%
City of Kenosha	$9,746,239	$2,157,042	22.1%	$7,589,197	$3,496,655	35.9%	$1,792,744	18.4%	$2,299,798	23.6%	54.27%
City of La Crosse	$7,075,871	$782,125	11.1%	$6,293,746	$2,538,608	35.9%	$1,301,550	18.4%	$2,453,588	34.7%	54.27%
City of Middleton [6]	$2,145,585	$368,875	17.2%	$1,776,710	$0	0.0%	$1,164,434	54.3%	$612,276	28.5%	54.27%
City of Monona [6]	$515,922	$73,091	14.2%	$442,831	$0	0.0%	$279,997	54.3%	$162,834	31.6%	54.27%
City of Onalaska	$1,106,744	$200,000	18.1%	$906,744	$397,066	35.9%	$203,577	18.4%	$306,101	27.7%	54.27%
City of Oshkosh	$6,187,746	$1,041,500	16.8%	$5,146,246	$2,219,976	35.9%	$1,138,187	18.4%	$1,788,083	28.9%	54.27%
City of Racine	$11,633,271	$2,377,214	20.4%	$9,256,057	$4,173,665	35.9%	$2,139,848	18.4%	$2,942,544	25.3%	54.27%
City of Sheboygan	$4,264,489	$722,686	16.9%	$3,541,803	$1,529,969	35.9%	$784,419	18.4%	$1,227,415	28.8%	54.27%
City of Stoughton [5]	$435,450	$99,500	22.8%	$335,950	$167,975	38.6%	$68,349	15.7%	$99,626	22.9%	54.27%
City of Sun Prairie [6]	$2,336,308	$499,783	21.4%	$1,836,525	$0	0.0%	$1,267,942	54.3%	$568,583	24.3%	54.27%
City of Superior	$2,926,868	$85,110	2.9%	$2,841,758	$1,050,072	35.9%	$538,374	18.4%	$1,253,312	42.8%	54.27%
City of Verona [6]	$2,558,413	$519,470	20.3%	$2,038,943	$0	0.0%	$1,388,481	54.3%	$650,462	25.4%	54.27%
City of Waukesha [3]	$6,407,836	$569,075	8.9%	$5,838,761	$1,064,490	16.6%	$2,413,118	37.7%	$2,361,153	36.8%	54.27%
City of Wausau	$4,674,054	$378,600	8.1%	$4,295,454	$1,676,909	35.9%	$859,755	18.4%	$1,758,790	37.6%	54.27%
City of West Bend [5]	$1,516,896	$400,000	26.4%	$1,116,896	$558,448	36.8%	$264,789	17.5%	$293,659	19.4%	54.27%
County of Ozaukee [5]	$2,981,351	$560,000	18.8%	$2,421,351	$1,210,676	40.6%	$407,338	13.7%	$803,337	26.9%	54.27%
County of Washington [5]	$2,638,786	$450,500	17.1%	$2,188,286	$1,094,143	41.5%	$337,957	12.8%	$756,186	28.7%	54.27%
Tier B Totals	**$109,807,349**	**$16,668,372**	**15.2%**	**$93,138,977**	**$34,117,841**	**31.1%**	**$25,475,900**	**23.2%**	**$33,545,236**	**30.5%**	**54.27%**

[1] Local investment amounts are estimated based on PTAP application operating budgets. Actual local investments will depend upon actual expenses and revenues.

[2] State funding is capped by both actual net deficit and published funding percentage.

[3] The City of Waukesha's federal share is a suballocation of the Milwaukee UZA's FFY 2026 Section 5307 direct apportionment.

[4] Federal share for the cities of Appleton and Green Bay reflect their respective UZAs' Section FFY 2026 5307 direct apportionments.

[5] The cities of Hartford, Stoughton and West Bend, and the counties of Ozaukee and Washington receive federal Section 5311 fund sub-allocations.

[6] The cities of Fitchburg, Middleton, Monona, Sun Prairie, and Verona do not receive suballocations of the Madison's UZA Section 5307 direct apportionments and are not eligible to receive 5311 fund sub-allocations.

2026 Wisconsin Rural Area Agency (Tier C) Funding Distribution

Recipient	Projected Operating Expenses	Projected Farebox Revenues	Farebox As Pct of Expenses	Net Operating Deficit	Federal (5311) Funding	Fed Pct of Expenses	State (85.20) Funding	State Pct of Expenses	Local Investment	Local Pct of Expenses	Fed+State Funding Pct
TIER C BUS											
Bay Area Rural Transit Commission	$2,543,425	$218,113	8.6%	$2,325,312	$1,162,656	45.7%	$289,319	11.4%	$873,337	34.3%	57.09%
City of Manitowoc	$3,121,000	$225,445	7.2%	$2,895,555	$1,447,778	46.4%	$333,920	10.7%	$1,113,857	35.7%	57.09%
City of Merrill	$588,354	$55,500	9.4%	$532,854	$266,427	45.3%	$69,449	11.8%	$196,978	33.5%	57.09%
City of Platteville	$675,057	$210,010	31.1%	$465,047	$232,524	34.4%	$152,848	22.6%	$79,675	11.8%	57.09%
City of Stevens Point	$3,004,712	$263,000	8.8%	$2,741,712	$1,370,856	45.6%	$344,456	11.5%	$1,026,400	34.2%	57.09%
County of Dunn	$598,221	$54,994	9.2%	$543,227	$271,614	45.4%	$69,895	11.7%	$201,718	33.7%	57.09%
County of La Crosse	$608,555	$35,000	5.8%	$573,555	$286,778	47.1%	$60,630	10.0%	$226,147	37.2%	57.09%
Lac du Flambeau Tribe	$1,439,557	$23,800	1.7%	$1,415,757	$707,879	49.2%	$113,926	7.9%	$593,952	41.3%	57.09%
Menominee Tribe	$3,130,700	$479,145	15.3%	$2,651,555	$1,325,778	42.3%	$461,456	14.7%	$864,321	27.6%	57.09%
Oneida-Vilas Transit Commission	$786,036	$60,000	7.6%	$726,036	$363,018	46.2%	$85,709	10.9%	$277,309	35.3%	57.09%
Rusk County Transit Commission	$2,043,312	$603,650	29.5%	$1,439,662	$719,831	35.2%	$446,642	21.9%	$273,189	13.4%	57.09%
Sawyer Co/LCO Transit Commission	$2,314,288	$299,000	12.9%	$2,015,288	$1,007,644	43.5%	$313,522	13.5%	$694,122	30.0%	57.09%
TIER C TAXI											
City of Baraboo* **	$478,659	$241,300	50.4%	$237,359	$153,171	32.0%	$84,188	17.6%	$0	0.0%	49.59%
City of Beaver Dam	$1,390,960	$294,000	21.1%	$1,096,960	$548,480	39.4%	$245,583	17.7%	$302,897	21.8%	57.09%
City of Berlin	$320,182	$42,000	13.1%	$278,182	$139,091	43.4%	$43,692	13.6%	$95,399	29.8%	57.09%
City of Black River Falls	$397,155	$110,400	27.8%	$286,755	$143,378	36.1%	$83,347	21.0%	$60,030	15.1%	57.09%
City of Edgerton	$108,103	$14,000	13.0%	$94,103	$47,052	43.5%	$14,661	13.6%	$32,390	30.0%	57.09%
City of Fort Atkinson* **	$302,400	$158,000	52.2%	$144,400	$96,768	32.0%	$47,632	15.8%	$0	0.0%	47.76%
City of Hudson	$444,967	$55,500	12.5%	$389,467	$194,734	43.8%	$59,286	13.3%	$135,447	30.4%	57.09%
City of Jefferson	$292,700	$49,500	16.9%	$243,200	$121,600	41.5%	$45,495	15.5%	$76,105	26.0%	57.09%
City of Lake Mills	$142,214	$15,000	10.5%	$127,214	$63,607	44.7%	$17,579	12.4%	$46,028	32.4%	57.09%
City of Marinette* **	$529,226	$148,800	28.1%	$380,426	$211,690	40.0%	$90,431	17.1%	$78,305	14.8%	57.09%
City of Marshfield* **	$1,292,353	$475,000	36.8%	$817,353	$413,553	32.0%	$324,217	25.1%	$79,583	6.2%	57.09%
City of Mauston	$357,697	$87,500	24.5%	$270,197	$135,099	37.8%	$69,101	19.3%	$65,997	18.5%	57.09%
City of Medford	$229,357	$22,500	9.8%	$206,857	$103,429	45.1%	$27,505	12.0%	$75,923	33.1%	57.09%
City of Monroe	$713,804	$131,500	18.4%	$582,304	$291,152	40.8%	$116,340	16.3%	$174,812	24.5%	57.09%
City of New Richmond	$272,712	$64,900	23.8%	$207,812	$103,906	38.1%	$51,778	19.0%	$52,128	19.1%	57.09%
City of Portage	$665,000	$232,561	35.0%	$432,439	$216,220	32.5%	$163,411	24.6%	$52,808	7.9%	57.09%
City of Prairie du Chien	$465,934	$164,300	35.3%	$301,634	$150,817	32.4%	$115,172	24.7%	$35,645	7.7%	57.09%
City of Reedsburg* **	$499,534	$235,000	47.0%	$264,534	$159,851	32.0%	$104,683	21.0%	$0	0.0%	52.96%
City of Richland Center* **	$397,220	$88,400	22.3%	$308,820	$158,888	40.0%	$67,874	17.1%	$82,058	20.7%	57.09%
City of Ripon	$438,327	$140,500	32.1%	$297,827	$148,914	34.0%	$101,315	23.1%	$47,598	10.9%	57.09%
City of River Falls	$385,285	$71,800	18.6%	$313,485	$156,743	40.7%	$63,206	16.4%	$93,536	24.3%	57.09%
City of Shawano* **	$458,579	$226,600	49.4%	$231,979	$146,745	32.0%	$85,234	18.6%	$0	0.0%	50.59%
City of Tomah	$1,171,872	$310,116	26.5%	$861,756	$430,878	36.8%	$238,113	20.3%	$192,765	16.4%	57.09%
City of Viroqua* **	$625,879	$263,791	42.1%	$362,088	$200,281	32.0%	$157,017	25.1%	$4,790	0.8%	57.09%
City of Watertown* **	$1,041,390	$391,000	37.5%	$650,390	$333,245	32.0%	$261,257	25.1%	$55,888	5.4%	57.09%
City of Waupun	$197,870	$42,100	21.3%	$155,770	$77,885	39.4%	$35,074	17.7%	$42,811	21.6%	57.09%
City of Whitewater	$327,463	$46,400	14.2%	$281,063	$140,532	42.9%	$46,408	14.2%	$94,123	28.7%	57.09%
City of Wisconsin Rapids	$1,546,459	$469,000	30.3%	$1,077,459	$538,730	34.8%	$344,103	22.3%	$194,626	12.6%	57.09%
Clintonville Transit Commission	$153,572	$29,300	19.1%	$124,272	$62,136	40.5%	$25,534	16.6%	$36,602	23.8%	57.09%
County of Door	$1,364,373	$169,180	12.4%	$1,195,193	$597,597	43.8%	$181,288	13.3%	$416,308	30.5%	57.09%
County of Grant	$81,025	$9,800	12.1%	$71,225	$35,613	44.0%	$10,642	13.1%	$24,970	30.8%	57.09%
County of Kenosha	$376,824	$15,481	4.1%	$361,343	$180,672	47.9%	$34,447	9.1%	$146,224	38.8%	57.09%
County of Walworth	$2,587,954	$156,812	6.1%	$2,431,142	$1,215,571	47.0%	$261,824	10.1%	$953,747	36.9%	57.09%
County of Waupaca	$2,279,878	$250,000	11.0%	$2,029,878	$1,014,939	44.5%	$286,583	12.6%	$728,356	31.9%	57.09%
Oneida Nation	$1,918,878	$30,000	1.6%	$1,888,878	$944,439	49.2%	$150,998	7.9%	$793,441	41.3%	57.09%
Village of Plover* **	$388,347	$90,000	23.2%	$298,347	$155,339	40.0%	$66,358	17.1%	$76,650	19.7%	57.09%
Village of Prairie du Sac	$225,076	$39,000	17.3%	$186,076	$93,038	41.3%	$35,452	15.8%	$57,586	25.6%	57.09%
Total Tier C:	**$45,722,445**	**$7,908,698**	**17.3%**	**$37,813,747**	**$19,088,566**	**41.7%**	**$6,898,600**	**15.1%**	**$11,826,581**	**25.9%**	**56.84%**

***Capital Cost of Contracting utilized to maximize leverage of federal funds. Check your 5311 grant agreement for reimbursement percentage used in this calendar year.**

Italics designates directly-operated systems not eligible for capital cost of contracting

Local share estimated based on application budget; actual costs and revenues may increase or decrease final share. Listed Final Share Pct not guaranteed.

Organization	Estiamted 2027 Hourly Rate 3.4% increase (Note: Some Transit Systems have 2 year base contracts and do not require a CPI increase. These Systems are highlighted Green.)	2026 Hourly Rate	Service Type	Service Area	# of Vehicles	Vehicle Owner	Provider Name	Service Hour Range	Cost Range (CY2026)	Contracted Service Hours	2026 Estimated Contract Max
City of Baraboo		$43.40	$41.97	Taxi	City	6 to 9	Municipality	Running Inc	15k - 25k hrs	$500k to $1M	16,360	$686,610
City of Beaver Dam		$41.38	$40.02	Taxi	City	10 or more	Municipality	Running Inc	Over 25k hrs	Over $1M	43,056	$1,722,940
City of Berlin		$38.86	$37.58	Taxi	City	3 to 5	Municipality	Fox Valley Cab	7k - 10k hrs	Under $350k	8,520	$320,174
City of Black River Falls		$52.76	$51.03	Taxi	City	1 to 2	Municipality	Abby Vans	7k - 10k hrs	$350k to $500k	9,724	$496,197
City of Chippewa Falls	Base Contract		$40.71	Taxi	City	6 to 9	Municipality	Running Inc	15k - 25k hrs	$500k to $1M	16,585	$675,175
City of Edgerton	Base Contract		$38.97	Taxi	City	1 to 2	Municipality	Brown Cab, Inc.	Under 7k hrs	Under $350k	2,774	$108,103
City of Fort Atkinson		$39.08	$37.80	Taxi	City	6 to 9	Municipality	Brown Cab, Inc.	7k - 10k hrs	Under $350k	8,000	$302,361
City of Hudson		$50.49	$48.83	Taxi	City	1 to 2	Contracted Provider	Running Inc	7k - 10k hrs	$350k to $500k	9,080	$443,411
City of Jefferson		$39.73	$38.42	Taxi	City	1 to 2	Municipality	Brown Cab, Inc.	7k - 10k hrs	Under $350k	7,715	$296,391
City of Lake Mills		$39.55	$38.25	Taxi	City	1 to 2	Municipality	Brown Cab, Inc.	Under 7k hrs	Under $350k	3,718	$142,206
City of Manitowoc	Going out for Bid		$27.84	Paratransit	City	6 to 9	Municipality	Assist to Transport	15k - 25k hrs	$350k to $500k	18,340	$510,673
City of Marinette	Base Contract		$43.30	Taxi	City	6 to 9	Contracted Provider	Go Riteway	10k - 15k hrs	$350k to $500k	12,043	$521,462
City of Marshfield		$40.47	$39.14	Taxi	City	10 or more	Municipality	Running Inc	Over 25k hrs	Over $1M	33,020	$1,292,431
City of Mauston		$39.06	$37.78	Taxi	City	3 to 5	Municipality	Running Inc	7k - 10k hrs	Under $350k	8,851	$334,391
City of Medford		$43.36	$41.93	Taxi	City	3 to 5	Municipality	Brown Cab, Inc.	Under 7k hrs	Under $350k	5,470	$229,357
City of Monroe		$41.32	$39.96	Taxi	City	1 to 2	Municipality	Brown Cab, Inc.	15k - 25k hrs	$500k to $1M	18,369	$734,005
City of New Richmond	Going out for Bid		$37.74	Taxi	City	3 to 5	Municipality	Running Inc	7k - 10k hrs	Under $350k	7,228	$272,771
City of Onalaska		$36.13	$34.94	Taxi	City	10 or more	Municipality	Running Inc	Over 25k hrs	Over $1M	31,604	$1,104,340
City of Platteville		$39.63	$38.33	Taxi	City	3 to 5	Municipality	Running Inc	10k - 15k hrs	$350k to $500k	13,500	$517,438
City of Platteville	Going out for Bid		$90.00	Bus	City	3 to 5	Municipality	Davis Bus Lines, LLC	Under 7k hrs	Under $350k	5,464	$491,760
City of Portage	Base Contract		$44.00	Taxi	City	10 or more	Municipality	Go Riteway	Over 25k hrs	Over $1M	35,010	$1,159,452
City of Prairie du Chien		$40.55	$39.22	Taxi	City	6 to 9	Municipality	Running Inc	10k - 15k hrs	$350k to $500k	11,912	$467,189
City of Reedsburg		$39.89	$38.58	Taxi	City	3 to 5	Municipality	Running Inc	10k - 15k hrs	$350k to $500k	13,416	$517,589
City of Richland Center		$39.89	$38.58	Taxi	City	3 to 5	Contracted Provider	Running Inc	10k - 15k hrs	$350k to $500k	10,213	$394,018
City of Ripon	Going out for Bid		$32.97	Taxi	City	3 to 5	Municipality	Brown Cab, Inc.	10k - 15k hrs	$350k to $500k	13,319	$439,137
City of River Falls		$43.40	$41.97	Taxi	City	3 to 5	Municipality	Running Inc	7k - 10k hrs	$350k to $500k	9,182	$385,369
City of Shawano		$40.00	$38.68	Taxi	City	6 to 9	Municipality	Running Inc	10k - 15k hrs	$350k to $500k	11,804	$456,580
City of Stoughton		$39.90	$38.59	Taxi	City	3 to 5	Contracted Provider	Running Inc	10k - 15k hrs	$350k to $500k	11,284	$435,477
City of Tomah		$52.24	$50.52	Taxi	City	6 to 9	Municipality	Abby Vans	15k - 25k hrs	Over $1M	23,400	$1,182,259
City of Viroqua		$37.59	$36.36	Taxi	City	6 to 9	Municipality	Passenger Transit	15k - 25k hrs	$500k to $1M	17,373	$631,601
City of Watertown	Base Contract		$35.91	Taxi	City	10 or more	Municipality	Passenger Transit	Over 25k hrs	$500k to $1M	29,900	$1,073,709
City of Waupaca		$42.52	$41.12	Taxi	City	6 to 9	Municipality	Brown Cab, Inc.	15k - 25k hrs	$500k to $1M	17,100	$703,132
City of Waupun	Going out for Bid		$34.16	Taxi	City	1 to 2	Municipality	Brown Cab, Inc.	Under 7k hrs	Under $350k	5,750	$196,435
City of West Bend	Base Contract		$39.73	Taxi	City	10 or more	Municipality	Go Riteway	Over 25k hrs	Over $1M	36,712	$1,458,568
City of Whitewater		$42.84	$41.43	Taxi	City	3 to 5	Municipality	Brown Cab, Inc.	7k - 10k hrs	Under $350k	7,904	$327,443
City of Wisconsin Rapids		$38.82	$37.55	Taxi	City	6 to 9	Municipality	Running Inc	Over 25k hrs	Over $1M	39,968	$1,500,727
Clintonville Transit Commission		$41.29	$39.93	Taxi	City	3 to 5	Municipality	Running Inc	Under 7k hrs	Under $350k	3,800	$151,741
County of Clark		$46.30	$44.77	Taxi	County	3 to 5	Contracted Provider	Abby Vans	10k - 15k hrs	$350k to $500k	11,524	$515,965
County of Door		$45.81	$44.30	Taxi	County	10 or more	Contracted Provider	Abby Vans	15k - 25k hrs	$500k to $1M	23,192	$1,027,406
County of La Crosse		$66.85	$64.65	Bus	County	6 to 9	Municipality	Running Inc	7k - 10k hrs	$500k to $1M	9,340	$603,850
County of Ozaukee		$38.09	$36.84	Taxi	County	10 or more	Municipality	Riteway Bus	Over 25k hrs	Over $1M	58,800	$2,166,192
County of Walworth		$55.38	$53.56	Taxi	County	10 or more	Municipality	VIP Services, Inc.	Over 25k hrs	Over $1M	40,992	$2,195,488
County of Washington	Base Contract		$46.09	Taxi	County	10 or more	Municipality	Go Riteway	Over 25k hrs	Over $1M	58,000	$2,673,220
County of Wapaca		$77.42	$74.87	Taxi	County	6 to 9	Municipality	Feonix	Over 25k hrs	Over $1M	35360	$2,647,403
Village of Plover	Base Contract		$34.98	Taxi	City	3 to 5	Contracted Provider	Running Inc	10k - 15k hrs	Under $350k	10,944	$324,974
Village of Prairie du Sac	Base Contract		$39.71	Taxi	City	1 to 2	Contracted Provider	Brown Cab, Inc.	Under 7k hrs	Under $350k	5,425	$185,947

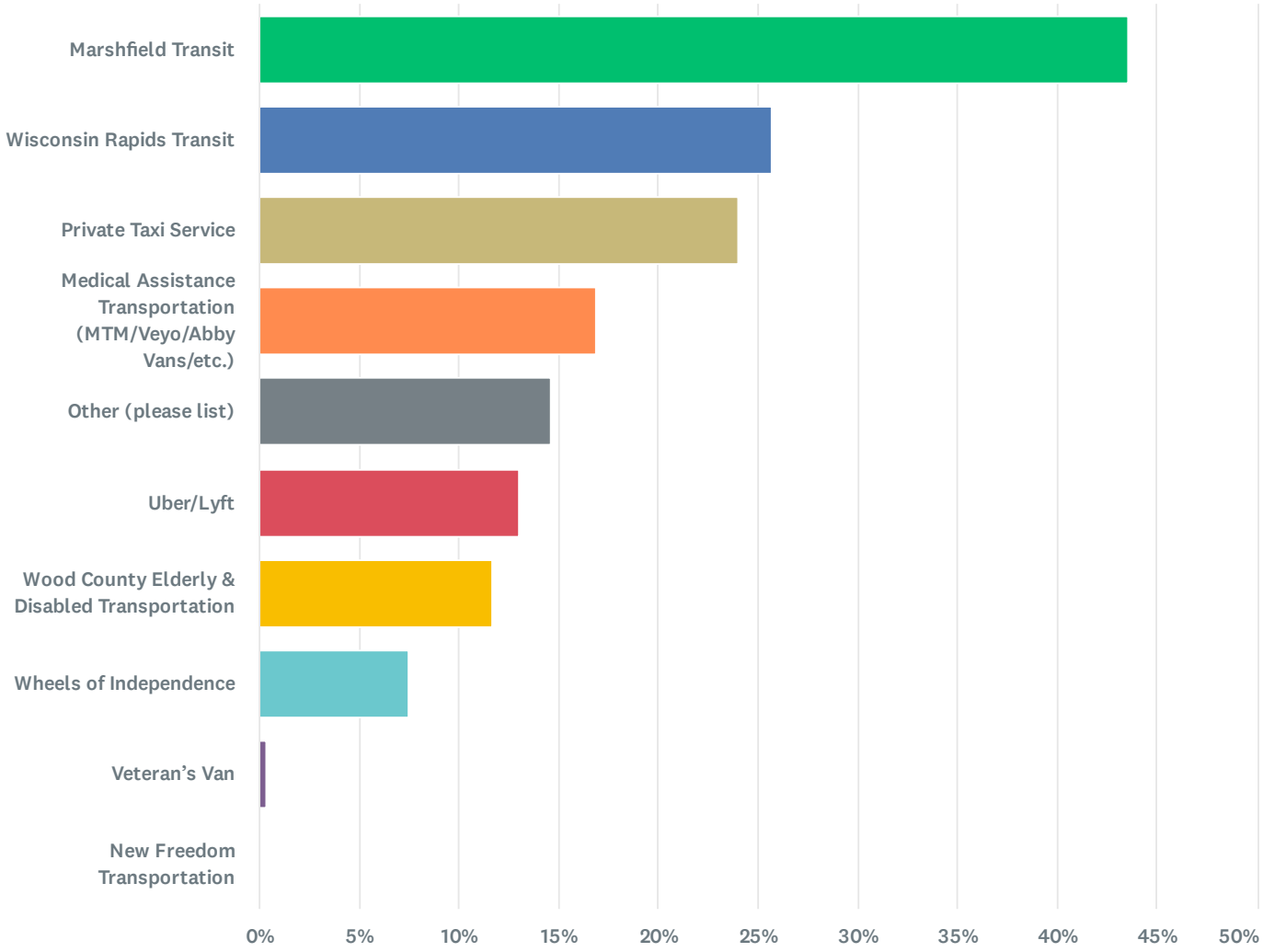
APPENDIX C

SURVEY RESULTS

DRAFT

Q1 308 responses

Have you used any of the following transportation services around Wood County? (check all that apply)



Answer Choices	Percentage	Responses
Marshfield Transit	43.51%	134
Wisconsin Rapids Transit	25.65%	79
Private Taxi Service	24.03%	74
Medical Assistance Transportation (MTM/Veyo/Abby Vans/etc.)	16.88%	52
Other (please list)	14.61%	45
Total		**484**

Answer Choices	Percentage	Responses
Uber/Lyft	12.99%	40
Wood County Elderly & Disabled Transportation	11.69%	36
Wheels of Independence	7.47%	23
Veteran's Van	0.32%	1
New Freedom Transportation	0%	0
Total		**484**

#	OTHER (PLEASE LIST)	DATE
1	family also	9/1/2026 11:37 AM
2	Xtreme Party Bus Service LLC	8/29/2026 10:47 PM
3	Friends and family	8/28/2026 11:25 AM
4	MARSHFIELD SENIOR SERVICES	8/25/2026 11:59 AM
5	I have not used any transit	8/25/2026 8:56 AM
6	transport to medical appointments	8/25/2026 8:49 AM
7	hitch hike	8/24/2026 9:49 AM
8	River City cab service	8/24/2026 9:14 AM
9	Pilot Cab	8/24/2026 8:43 AM
10	Stevens Point City bus	8/20/2026 2:16 PM
11	River City Cab, Jays, GottaGo	8/20/2026 1:38 PM
12	Pub Pilots	8/20/2026 1:33 PM
13	work-based transport program	8/18/2026 6:29 PM
14	None	8/18/2026 6:38 AM
15	Reli-a-ride	8/17/2026 8:51 PM
16	Cab wi rapids	8/15/2026 5:31 AM
17	Have not used	8/14/2026 7:36 PM
18	I didn't even realize Uber was here now it wasn't when we moved here 4 years ago.	8/14/2026 6:03 PM
19	I am a case worker and speaking on behalf of clients who I have supported in coordinating transportation.	8/10/2026 8:30 AM
20	None for self	8/10/2026 7:49 AM
21	Neighbors and family	8/8/2026 3:44 PM
22	Not as of yet, but expect to in the near future.	8/7/2026 9:33 AM
23	Not yet, but expect to in the near future.	8/7/2026 9:07 AM
24	None	8/6/2026 11:41 AM

25	None	8/4/2026 5:37 PM
26	None	8/4/2026 12:49 PM
27	Carpooling	8/4/2026 10:16 AM
28	Safe ride home	8/4/2026 9:16 AM
29	I used to use River City Cab before it was sold. Also I've used safe ride(?), I don't remember the name but it was volunteer based, for after drinking downtown.	8/1/2026 2:46 PM
30	Reli-A-Ride Transportation	7/31/2026 9:57 AM
31	Reli-A-Ride Transportation	7/31/2026 9:46 AM
32	None	7/30/2026 8:38 PM
33	Rapids cab	7/28/2026 4:11 PM
34	AbbyVan	7/28/2026 3:51 PM
35	MARSHFIELD SENIOR SERVICES	7/28/2026 3:20 PM
36	None	7/28/2026 2:45 PM
37	None	7/26/2026 11:40 PM
38	No i have not i have my own vehicle	7/25/2026 12:02 PM
39	Pub pilots	7/22/2026 8:23 AM
40	none	7/22/2026 12:05 AM
41	I have not used but have experience with clients at work using	7/21/2026 8:19 PM
42	I have patients that use the services	7/21/2026 10:42 AM
43	Progressive Travel	7/16/2026 1:48 PM
44	Burnett Bus company Spencer WI	7/10/2026 6:15 PM
45	Medical transportation	6/10/2026 10:19 AM

Q2 What has your experience been with the transportation services you have used?

Answered: 301 Skipped: 128

#	RESPONSES	DATE
1	good	9/1/2026 4:17 PM
2	mostly positive, wait times could improve	9/1/2026 4:16 PM
3	never on time long wait times	9/1/2026 4:14 PM
4	Gets the job done, sometimes is slow	9/1/2026 4:12 PM
5	for the most part good, some delays, but helpful	9/1/2026 4:10 PM
6	difficult to get to doctors appointment on time	9/1/2026 4:02 PM
7	They are both good	9/1/2026 4:00 PM
8	excellent	9/1/2026 3:56 PM
9	good	9/1/2026 3:55 PM
10	good when they are on time	9/1/2026 3:54 PM
11	some drive to fast never on time/wait to long	9/1/2026 3:53 PM
12	it is good to get a ride when I need it, but it often takes a long time to come and pick me up	9/1/2026 3:50 PM
13	Very Good Service	9/1/2026 3:45 PM
14	Good	9/1/2026 3:41 PM
15	Loved it	9/1/2026 3:08 PM
16	Great	9/1/2026 3:05 PM
17	Marshfield Taxi: late, forget to pick me up, have waited over an hour for pick up	9/1/2026 1:48 PM
18	good	9/1/2026 1:43 PM
19	Good	9/1/2026 1:28 PM
20	good	9/1/2026 1:23 PM
21	Good	9/1/2026 12:09 PM
22	ok	9/1/2026 12:06 PM
23	Good	9/1/2026 12:04 PM
24	The taxi is always late or takes too long	9/1/2026 11:59 AM
25	Everyone is friendly, but they always make you wait	9/1/2026 11:55 AM
26	satisfactory	9/1/2026 11:39 AM
27	Marshfield is late at times then it causes me to be late for appointments	9/1/2026 11:37 AM
28	ok, but recently I had to change an appointment. Appt. at 10 am clinic, scheduled pick up 9:15 am and did not come until 10:15	9/1/2026 11:34 AM
29	positive	9/1/2026 11:32 AM
30	It was fine	9/1/2026 11:30 AM
31	Very good	9/1/2026 11:27 AM

32	Very poor. not dependable, not customer friendly, not timely	9/1/2026 11:24 AM
33	Hard to get in and out of the vehicle	9/1/2026 11:22 AM
34	Awesome	8/29/2026 10:47 PM
35	they came late due to an overwhelming demand.	8/28/2026 8:36 PM
36	I think there's a demand	8/28/2026 11:25 AM
37	Expensive	8/25/2026 7:52 PM
38	Excellent	8/25/2026 6:06 PM
39	o.k.	8/25/2026 4:06 PM
40	Very poor	8/25/2026 3:44 PM
41	There isn't any reliable transportation anywhere. Sometimes you can get a Lyft or uber. Awhile ago you could get a taxi but not anymore	8/25/2026 2:35 PM
42	except for the Taxi, the other ones were a bit of a pain to use as they were unreliable as for a specific time to come. Wait was over 2 hours at times.	8/25/2026 1:51 PM
43	Not on time at all. People wait for hours for a taxi! We need far far more taxis and drivers!!	8/25/2026 1:11 PM
44	always on time	8/25/2026 1:10 PM
45	good	8/25/2026 1:07 PM
46	Good service, hours too limited	8/25/2026 1:02 PM
47	taxi is not as dependable (wait time) as Wood Co. Bus, but Wood Co. Bus only goes til 2 pm	8/25/2026 12:53 PM
48	not always predictable or timely	8/25/2026 12:49 PM
49	Issues with being late	8/25/2026 12:43 PM
50	good	8/25/2026 12:40 PM
51	Excellent with wood co transportation	8/25/2026 12:34 PM
52	n/a	8/25/2026 12:27 PM
53	Unreliable causing my friends and I to lose our job due to attendance from the Taxi services.	8/25/2026 12:20 PM
54	Slow	8/25/2026 12:02 PM
55	FINE	8/25/2026 11:59 AM
56	I have not personally used the transportation services; however, in my work experience at Aspirus Hospital and Clinics, I have frequently utilized transportation services for coordination of care for our patients.	8/25/2026 10:25 AM
57	They restricted me bringing my infant along to my appointment and I had to ask around for a ride from random people which can be so dangerous cuz we don't have a bus here	8/25/2026 10:22 AM
58	I have not used any public transit in Wood County.	8/25/2026 8:56 AM
59	Great! Good response to request for appts, good drivers	8/25/2026 8:49 AM
60	New to the area	8/24/2026 6:17 PM
61	They help me get to appointments, jobs	8/24/2026 10:21 AM
62	Wisc. Rapids Transit can be slow or unreliable because of staff issues. We need more transportation options.	8/24/2026 10:14 AM
63	Marshfield cab services are unreliable and can possibly make multiple stops before getting you to your destination. Also they are only available certain times of day which can make getting to work before 7am very difficult. MTM was usually good but is for medical appointments only so doesn't help with other needs.	8/24/2026 10:10 AM
64	okay	8/24/2026 10:06 AM

65	good	8/24/2026 10:05 AM
66	ok but don't like others	8/24/2026 10:02 AM
67	the transportation was ok	8/24/2026 9:58 AM
68	very good	8/24/2026 9:55 AM
69	good - long waits	8/24/2026 9:49 AM
70	None in Wood Co. Minimal in Portage Co.	8/24/2026 9:46 AM
71	good so far, sometimes late though!!	8/24/2026 9:41 AM
72	usually always had to wait a half hour to an hour for a ride	8/24/2026 9:38 AM
73	late, multiple stops before drop off	8/24/2026 9:32 AM
74	fine and dandy	8/24/2026 9:30 AM
75	MTM good	8/24/2026 9:28 AM
76	good	8/24/2026 9:27 AM
77	pretty decent	8/24/2026 9:25 AM
78	Cheap and useful and fast	8/24/2026 9:18 AM
79	The drivers were very friendly	8/24/2026 9:14 AM
80	Marshfield Transit - pretty good shows up sometimes on time but usually late MTM - They are very rude/they make fun of you, they swear at you and they will not pick you up if you have the wrong address	8/24/2026 9:07 AM
81	very limited availability	8/24/2026 9:01 AM
82	Limited availability	8/24/2026 8:58 AM
83	Overall undependable/late	8/24/2026 8:56 AM
84	Good	8/24/2026 8:53 AM
85	Not consistent. During the week cab services ends early and there is no bus to transport between close citys for better commute for jobs, shopping, and festivities	8/24/2026 8:43 AM
86	Ok	8/24/2026 8:30 AM
87	The ride share with Marshfield Transit. I don't care for it. I think it should be one rider. And also making sure all things work in the vehicles. When it was so hot out most of the a/c in the vans did not work at Marshfield Transit. And people have health conditions where they can be in heat for a long period of time. I know Marshfield Transit is to and from service but since it is ride share that is not case at time. People are taking rides all over time.	8/23/2026 12:28 PM
88	Excellent service. Got me through a period of time when I was unable to drive because of a health event.	8/22/2026 10:42 AM
89	Wis Rapids transit dude was drunk and other man was rude. Scary experience! Almost got into accidents jumped curb	8/21/2026 2:41 PM
90	Ok, except for being on time	8/21/2026 2:12 PM
91	take a long time if busy	8/21/2026 2:09 PM
92	N/A	8/21/2026 2:05 PM
93	The River City Cab takes FOREVER to get there. I have been late to appointments numerous times.	8/21/2026 2:02 PM
94	Decent	8/21/2026 1:48 PM
95	Great - need a bus	8/21/2026 1:41 PM
96	long wait time	8/21/2026 1:39 PM

97	None	8/21/2026 12:24 PM
98	great, friendly, reliable	8/21/2026 11:53 AM
99	pleasant	8/20/2026 2:48 PM
100	I had to take a taxi once because I lost my license and couldn't get a ride	8/20/2026 2:45 PM
101	some taxis overpay and some dont but my experience been good	8/20/2026 2:42 PM
102	Decent	8/20/2026 2:35 PM
103	Private services was to expensive. and wished Wisconsin Rapids Transit was open later	8/20/2026 2:27 PM
104	mostly good	8/20/2026 2:20 PM
105	ok	8/20/2026 2:09 PM
106	good	8/20/2026 2:06 PM
107	very good	8/20/2026 2:03 PM
108	Great	8/20/2026 1:59 PM
109	good	8/20/2026 1:41 PM
110	got to have patience, call ahead.	8/20/2026 1:38 PM
111	Pub Pilots - good	8/20/2026 1:33 PM
112	Good	8/19/2026 1:58 AM
113	The taxi driver got my highly intoxicated self home safely and I was beyond thankful.	8/18/2026 8:08 PM
114	often late, sometimes the taxi service doesn't show up at all. would be great if they opened before 6am	8/18/2026 6:29 PM
115	Slow, not available in peak hours, not available 24/7 Not available outside city	8/18/2026 11:22 AM
116	N/A	8/18/2026 6:38 AM
117	First time using the cab company, it was not timely. I was late to an appointment because the cab witnessed an accident and had to report to police. The company didn't bother sending a different cab. It's unreliable for usage and the cost. Sometimes a ride from the clinic to my home was 20 min. Other times 40 min.	8/18/2026 1:05 AM
118	i have not used the public transportation available in Marshfield, WI, but have heard multiple times that there is often a horrendous (multi-hour) wait. this would be unacceptable, a terrible service. this would not be a reliable way to get anywhere. I have also heard that Marshfield is a monopoly and does everything it can to block competition therefore their rotten service is the only game in town/the only thing available. that's sad and rotten!	8/17/2026 10:48 PM
119	Wheels of Independence = good Reli-a-ride = good Abby Vans = not good	8/17/2026 8:51 PM
120	good but long delays	8/17/2026 6:17 PM
121	N/A	8/17/2026 6:11 PM
122	Was used 30 years go	8/17/2026 3:50 PM
123	They were very polite and caring. The wait could sometimes be long.	8/17/2026 3:14 PM
124	Some of the cab services are reliable and some are not. It would be great if there were other alternative affordable options to get to places.	8/17/2026 12:54 PM
125	These services were used to transport my mother from the hospital to a care facility due to being in a wheelchair.	8/17/2026 12:44 PM
126	Slowwwwww	8/17/2026 12:24 PM
127	Good when available	8/17/2026 11:49 AM
128	You need to schedule your ride at least 1hr ahead of your appt time. Pick up depends on how many drivers and vans are available. They do have obligated times for a few agencys and Wal	8/17/2026 11:48 AM

	Mart is not one of them. It's a shared ride. Use your common sence when requesting a ride	
129	Great	8/17/2026 9:55 AM
130	cabs are always late	8/17/2026 9:39 AM
131	Good but not many around.	8/17/2026 9:32 AM
132	Late, unreliable, difficult to use	8/16/2026 8:41 PM
133	Expensive	8/15/2026 12:04 PM
134	Mostly good experiences with drivers showing up.	8/15/2026 7:54 AM
135	Never on time, cars are unsafe	8/15/2026 5:31 AM
136	Nice, but they don't go outside of city limits.	8/15/2026 12:22 AM
137	Wait time is long at certain times	8/14/2026 9:17 PM
138	Uber and LGBT have been helpful in other cities	8/14/2026 7:36 PM
139	Wonderful, no issues.	8/14/2026 7:23 PM
140	It was a good experience overall.	8/14/2026 6:28 PM
141	N/A	8/14/2026 6:03 PM
142	Not good	8/14/2026 5:29 PM
143	I only use transportation for holidays like new years eve, when I cannot drive myself home. I	8/14/2026 4:38 PM
144	Awesome	8/14/2026 4:28 PM
145	IT WAS VERY GOOD	8/14/2026 4:27 PM
146	Inconsistent	8/14/2026 4:07 PM
147	Great!	8/14/2026 4:03 PM
148	Was happy with service	8/14/2026 2:45 PM
149	Too expensive and you sometimes have to wait over an hour	8/14/2026 1:39 PM
150	Positive but some expensive	8/14/2026 1:39 PM
151	Too expensive and sometimes don't come for over an hour, especially in winter	8/14/2026 1:35 PM
152	Late to work and appointments. Long wait times	8/12/2026 4:40 PM
153	Long wait times and hard to schedule. Arriving late for work or appointments and losing jobs.	8/12/2026 4:39 PM
154	The people are great but it can be really inconsistent and cause a massive time delay depending on who's driving and how many are needing it. Also one driver was a terrible driver, speeding, stopping short and being a little aggressive.	8/12/2026 9:09 AM
155	Friendly and dependable	8/11/2026 2:52 PM
156	Very good	8/11/2026 10:28 AM
157	excellant	8/11/2026 9:37 AM
158	Very good	8/10/2026 2:25 PM
159	Satisfactory	8/10/2026 2:00 PM
160	Long wait times	8/10/2026 1:01 PM
161	Difficult to find reliable/available transportation.	8/10/2026 8:30 AM
162	MTM does not serve the population of Wood County well. There are many people who would be employed if they had reliable transportation which has become more and more expensive - out of reach for the wages in this area for many. I feel people with vehicles would use this as well for employment.	8/10/2026 7:49 AM

163	Like the bus but it needs longer hours, maybe to 4:30 Marshfield transit has a problem allowing seniors who do their grocery shopping to only have 1 small bag- maybe 2. Seniors may do once a month grocery shopping when they get their Medicare check. MFld transit will refuse to take them home.	8/9/2026 8:35 PM
164	Marshfield Transit - Running Inc Taxi Cab : Runs late Wood County Transportation - Has limited hours for access	8/9/2026 3:18 PM
165	I have not used the public transportation in Wood County; however, I am a case manager with Inclusa and support many members who utilize public transportation in Marshfield and rural areas surrounding Marshfield.	8/9/2026 3:01 PM
166	Excellent	8/8/2026 7:25 PM
167	excellent	8/8/2026 3:44 PM
168	Would benefit with longer hours of service. Limited access to Medical care and other needs.	8/8/2026 2:54 PM
169	Poor	8/8/2026 1:42 PM
170	Drivers have arrived on time and been pleasant. It has helped me get to work on time on days where I had unexpected car trouble!	8/7/2026 4:53 PM
171	N/A	8/7/2026 9:33 AM
172	N/A	8/7/2026 9:07 AM
173	None	8/6/2026 11:41 AM
174	N/A	8/6/2026 9:10 AM
175	Not good. I called for a pick up the day prior for a ride to the Marshfield clinic. The time requested was an hour before my appointment. Little did I know that others would get picked up AND dropped off while I sat in the van waiting to get dropped off at the clinic. By the time I was dropped off, I was 15 minutes late for my appointment. I was fortunate to still get in for my post-surgery visit. I called a friend of mine to have her pick me after my appointment and take me home.	8/5/2026 8:10 PM
176	Not on time and difficult to get when you need them.	8/5/2026 7:51 PM
177	Poor not on time or just doesn't show up	8/5/2026 5:49 PM
178	slow but fine.	8/5/2026 4:41 PM
179	It’s good use it everyday to get back and forth to work but sometimes I don’t get picked up til 20 30 minutes late which makes me late for work	8/5/2026 4:17 PM
180	Good but I live too far out to use them daily	8/5/2026 6:58 AM
181	Marshfield Transit is often late or forgets to pick up people. It’s a ride share option, so there’s other passengers, which further extends the amount of time you are in or are waiting for a cab.	8/4/2026 10:59 PM
182	Borderline negative, with the long wait time for a cab to come pick up	8/4/2026 6:42 PM
183	Good	8/4/2026 3:57 PM
184	Bad	8/4/2026 3:48 PM
185	Great!	8/4/2026 3:06 PM
186	not a dependable schedule but otherwise useful	8/4/2026 1:10 PM
187	Not good	8/4/2026 12:49 PM
188	Fair	8/4/2026 11:54 AM
189	Good	8/4/2026 11:37 AM
190	I cannot work the 6am to 2pm shift at my job because there is no service in Marahfield running that early. I have multiple coworkers that don't drive who are in the same position. We can't work the day shift and get there on time.	8/4/2026 11:13 AM
191	Long wait times	8/4/2026 10:54 AM

192	Generally good	8/4/2026 10:48 AM
193	Limited availability, long waits, having to call in advance	8/4/2026 10:16 AM
194	No shows, delayed, dirty, smelly.	8/4/2026 10:03 AM
195	Stevens point area has public busses. It was a great mode of transportation when I was a student with no vehicle there. I wish we could have something like that for this area.	8/4/2026 10:02 AM
196	Msfld taxi minivans and bus are too tall for short people and people who have limited mobility to climb up steps, get into back seat of minivan, or walk up ramp	8/4/2026 9:36 AM
197	Great	8/2/2026 12:00 PM
198	Very unreliable	8/2/2026 12:27 AM
199	When I used to rely on River City Cab, they were unreliable. Long wait times and then if for some reason you weren't ready for them, they left.	8/1/2026 2:46 PM
200	It is quite unreliable, and severely overwhelmed by the needs of our community.	8/1/2026 2:10 PM
201	Late, dirty vehicles and rude drivers	8/1/2026 2:48 AM
202	Excellent, reliable, on time, flexable, competitive pricing.	7/31/2026 9:57 AM
203	Excellent, accommodating, on time, flexable and competitive pricing.	7/31/2026 9:46 AM
204	River City Cab runs late for pick ups by what seems on average 15-30 minutes late.	7/31/2026 9:20 AM
205	Worked well but limited hours of operation.	7/30/2026 5:44 PM
206	Volunteer drivers for medical appts were great. Private taxi was worthless. Could not hire them to get me to work at a set time. Also too expensive. Had a medical driving restricion...and could only go back to work part time for several weeks. Over 10 years ago the cost one way from Nekoosa to job in Rapids was $20.	7/30/2026 4:46 PM
207	Short staffed and inconsistent pick up and drop off times which makes it hard for work	7/30/2026 11:14 AM
208	Private taxi is only available from Wausau (Northwoods Cab). Uber or Lyft services are sporadic and unreliable and in my opinion don’t adequately compensate drivers.	7/30/2026 10:16 AM
209	Very thankful that Marshfield Transit service is available. However, I feel we need a service to provide transportation to medical appointments outside the Marshfield area. Current Wood County volunteer driver service is very inadequate.	7/30/2026 9:24 AM
210	Long waits. Carpooling. Limited hours. Unpredictable pick up times. Inexpensive	7/30/2026 9:14 AM
211	It was fine	7/30/2026 8:09 AM
212	They are late a lot of the times getting people to where they need to go and the hours could be longer	7/29/2026 5:35 PM
213	My experience has been overall good, the drivers have been as timely as expected and friendly. However I feel this service is limited, sometimes hard to access, and a little pricy for those not elderly or disabled.	7/29/2026 2:18 PM
214	Great	7/29/2026 1:37 PM
215	Very good. Limited to Dr's appointments. Not available for groceries.	7/29/2026 12:43 PM
216	the Wood County Transportation Buses need to start earlier in the day and run longer than 2:00 p.m. the reason I use the Wood County bus is because it has a lift, I'm not able to climb stairs.	7/29/2026 11:38 AM
217	adequate	7/29/2026 11:20 AM
218	Reliability re pick up times	7/29/2026 9:26 AM
219	Reliability & limited access	7/29/2026 9:14 AM
220	Great	7/29/2026 1:05 AM
221	Always late.	7/28/2026 11:10 PM
222	Generally good. I wasn’t going anywhere that I could be late to arriving, so I can’t speak to	7/28/2026 10:47 PM

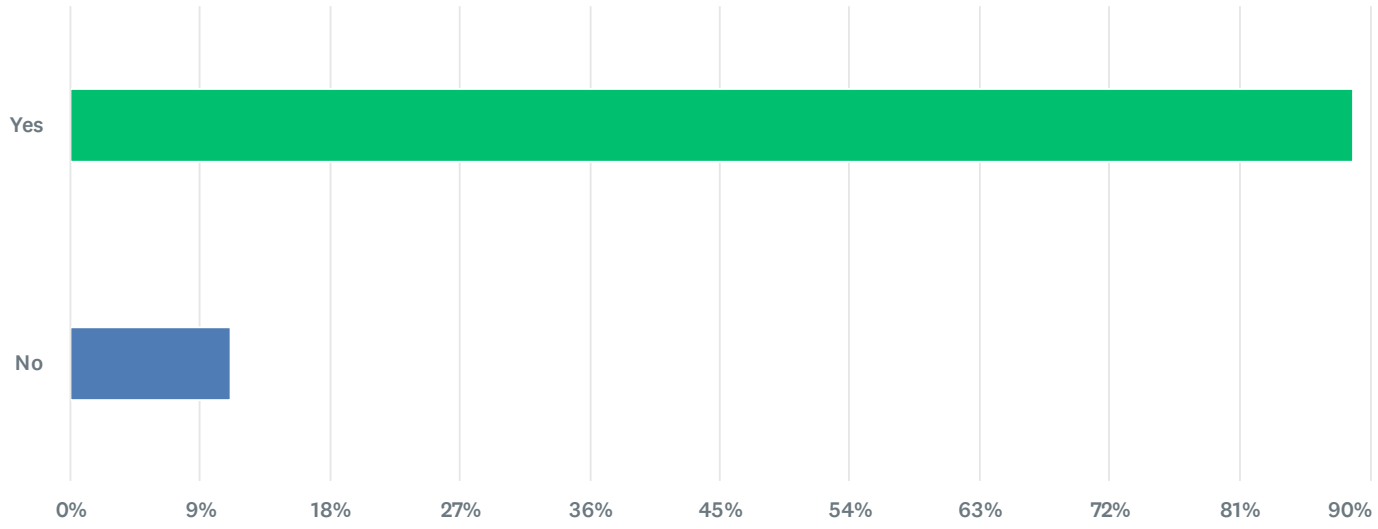
	getting places on time.	
223	Great	7/28/2026 9:51 PM
224	Good	7/28/2026 9:28 PM
225	Poor	7/28/2026 7:30 PM
226	Great. Otherwise I am stuck at home.	7/28/2026 6:36 PM
227	Good, but the drivers are limited and possibly understaffed, it can make very urgent drives harder to access.	7/28/2026 5:59 PM
228	Very useful, but can add up fast in cost.	7/28/2026 4:09 PM
229	Always bad waiting time for a cab can be near 2 hours. On these past hot days I waited 1hr 45 minutes outside Qaulity market. In the heat for the cab, called cab company twice, told I was not alone. When first called told 20 minutes. With serious health issues I can't do that	7/28/2026 4:11 PM
230	Good	7/28/2026 3:51 PM
231	VERY POOR	7/28/2026 3:15 PM
232	MARSHFIELD TRANSIT POOR MARSHFIELD SENIOR SERVICES VERY GOOD	7/28/2026 3:20 PM
233	I have had to wait longer than I wanted to for the ride therefor making me late for appointments.	7/28/2026 1:38 PM
234	N/A	7/28/2026 9:30 AM
235	unreliable, unable to commit to getting to appointments in a timely manner. Majority of days NO UBER or LYFT available.	7/28/2026 8:45 AM
236	POSITIVE	7/28/2026 6:36 AM
237	Standard / as expected.	7/27/2026 10:01 PM
238	The last time I used transit was years ago when I was at a sleep over at a friend's house. It went pretty smoothly.	7/27/2026 5:35 PM
239	Very good	7/27/2026 2:37 PM
240	None	7/26/2026 11:40 PM
241	Absolutely terrible with river city cab! The dispatchers have been rude and unprofessional and I have been very uncomfortable with multiple drivers. One watches TV on his iPad while he drives. When I have to schedule rides for work I have to leave almost a hour early just to be sure I'm there on time. There hours are not great either with no Sunday nights transportation available	7/26/2026 6:40 PM
242	None	7/25/2026 12:02 PM
243	Good	7/25/2026 9:34 AM
244	N/a	7/24/2026 12:08 PM
245	Don’t like the long wait times	7/23/2026 5:31 PM
246	Good option to have for now and then but is too pricey for every day transportation.	7/23/2026 10:37 AM
247	Difficulty scheduling transportation when drop off and pick up times are needed.	7/23/2026 9:45 AM
248	Not good. I always had to wait 2 plus hours for a ride home from work and by that time I would alway just have boyfriend come pick me up because I was waiting too long.	7/22/2026 6:11 PM
249	Slow--they did not come when planned	7/22/2026 12:36 PM
250	They do not go outside of city limits, so they would not provide transportation services	7/22/2026 11:11 AM
251	Extremely long wait for pickups	7/22/2026 9:59 AM
252	Decent	7/22/2026 8:23 AM
253	Okay, nothing fancy.	7/22/2026 6:14 AM

254	They usually come within 10 minutes, unless it's the time where most people are getting off or heading in to work- in that case I have to call an hour ahead of time and set up a ride. The $10 round trip price for adults is a barrier though, it's a resource that I use only if I have to. I can't justify spending $10 to go to my bank to take out $20 in quarters to do my laundry and I can't justify a $10 ride to spend $5 at the laundromat.	7/22/2026 4:31 AM
255	I have had good service from W/R Transit. I require a wheelchair van, so that adds another layer. The drivers have always been polite and helpful. I usually meet them in the driveway, but coming home I need help getting the chair back on my ramp, and the help is always available. There have been a few times when they were a little late, but it was because they had so many calls. Whenever possible I call them approximately 24 hours before my appointment time, and that works well. Sometimes it takes a while to get a ride back home, but every time that's happened they let me know that there will be a wait.	7/22/2026 1:49 AM
256	-	7/22/2026 12:05 AM
257	They were good but the hours did not fit my needs, especially for odd shifts.	7/21/2026 11:37 PM
258	Good	7/21/2026 8:25 PM
259	I have not personally used. I work with adults with disabilities who rely on public transportation and are often losing employment or can't access services due to no reliable transportation or too expensive of transportation.	7/21/2026 8:19 PM
260	I have not had a single good experience with the new taxi company since it took over. People engaging with the public should at least be somewhat pleasant. Not only was there engagement quite uncomfortable/rude, there have many times where they were not on time or late.	7/21/2026 4:19 PM
261	Typically the transportation is late or not reliable. Cost of public transportation can be expensive.	7/21/2026 2:51 PM
262	Traffic in town is terrible and there is no enforcement of laws	7/21/2026 12:30 PM
263	Very reliable if you can schedule ahead but waiting for rides back during peak hours takes quite a bit and often I don't know how long my appointments will take so I can't schedule pickup ahead of time	7/21/2026 11:37 AM
264	Some days they are very late picking me up and I already schedule my ride pickup 30 minutes or more before my clock in time. Some days they are on time and other times they are early.	7/21/2026 10:57 AM
265	Sometimes the patients wait for a long period of time for their ride	7/21/2026 10:42 AM
266	Fine	7/21/2026 10:04 AM
267	Good	7/21/2026 10:06 AM
268	Ok	7/21/2026 9:52 AM
269	They won't drive to Grand Rapids, they say it's out of their area.	7/21/2026 9:19 AM
270	Lots of others that I've known to use it say it can be stinky (drivers, van, etc), unreliable and high wait times due to high demand and low availability	7/21/2026 9:17 AM
271	Did not know they existed.	7/21/2026 8:40 AM
272	Delays in pick ups resulting in missed appointments	7/21/2026 8:28 AM
273	They were late which made me late	7/21/2026 7:28 AM
274	Very slow	7/19/2026 1:28 PM
275	taxi - unreliable/late	7/16/2026 1:55 PM
276	Marshfield transit takes way too long to pick up + return home.	7/16/2026 1:52 PM
277	Great with Progressive travel, Marshfield Transit can sometimes be late	7/16/2026 1:48 PM
278	Good	7/16/2026 1:43 PM
279	They are never on time	7/16/2026 1:40 PM

280	Good	7/16/2026 1:37 PM
281	Good	7/10/2026 6:15 PM
282	It’s been good	7/10/2026 5:01 PM
283	It can be a hit or a mess and when they’re gonna show up on time	7/9/2026 7:42 AM
284	I don't use these services to much since I have my personal transportation, but I would consider it slow and inconsistent.	7/7/2026 1:02 PM
285	never used	7/7/2026 11:03 AM
286	Good!	7/7/2026 11:01 AM
287	Not dependable. As employer, I have team members who arrive late due to length of wait times. Had to wait almost 2 hours for team member to be picked up and taken for drug test.	7/5/2026 4:57 PM
288	Awful! No reliable in the least. Not always sure there will be transportation for our son to get to work or not. Takes too long to schedule it as well.	7/2/2026 4:29 PM
289	Good	6/30/2026 3:56 PM
290	Some days are good, most are bad.	6/29/2026 4:57 PM
291	I relay on them to get to work and back	6/29/2026 2:21 PM
292	It's been a mix experience from sometimes being quick and on time. To long waits causing me to be late.	6/29/2026 11:13 AM
293	At times you wait a long time.	6/29/2026 8:12 AM
294	Garbage	6/26/2026 10:17 AM
295	Ok	6/26/2026 9:20 AM
296	They are always late even when pickups are scheduled 24 hours in advance.	6/26/2026 8:54 AM
297	They are late often on time calls. They blame it on being short staffed. They should not accept time calls if they are unable to pick up a person within 5 minutes of the scheduled time call. People depend on Marshfield Transit to get them to work on time. Unfortunately it is not unusual for Marshfield Transit to arrive 30-45 past a scheduled time call.	6/25/2026 9:31 AM
298	Slow to respond and long delays. The medivan people went to the wrong address and claimed we were not there, we were.	6/20/2026 3:41 PM
299	Good, but expensive and only used because I didn't have another option.	6/18/2026 8:18 PM
300	Veyo /Mtm was late or a no-show multiple times	6/18/2026 7:11 AM
301	Very good	6/10/2026 10:19 AM

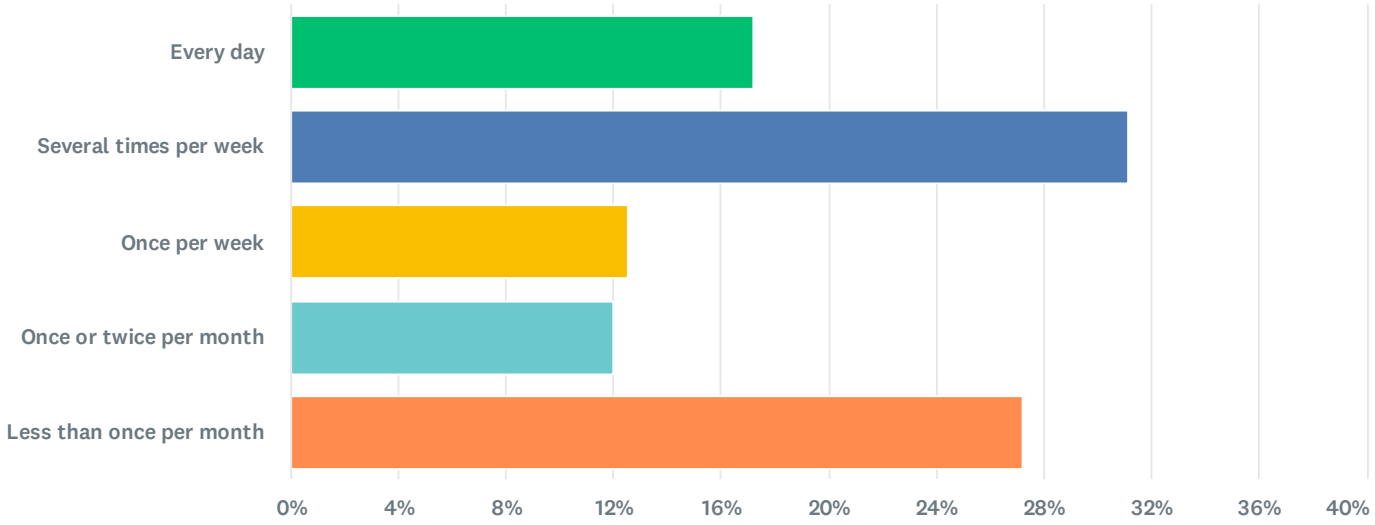
Q3 415 responses

Do you think Wood County needs a county-wide public transportation service?



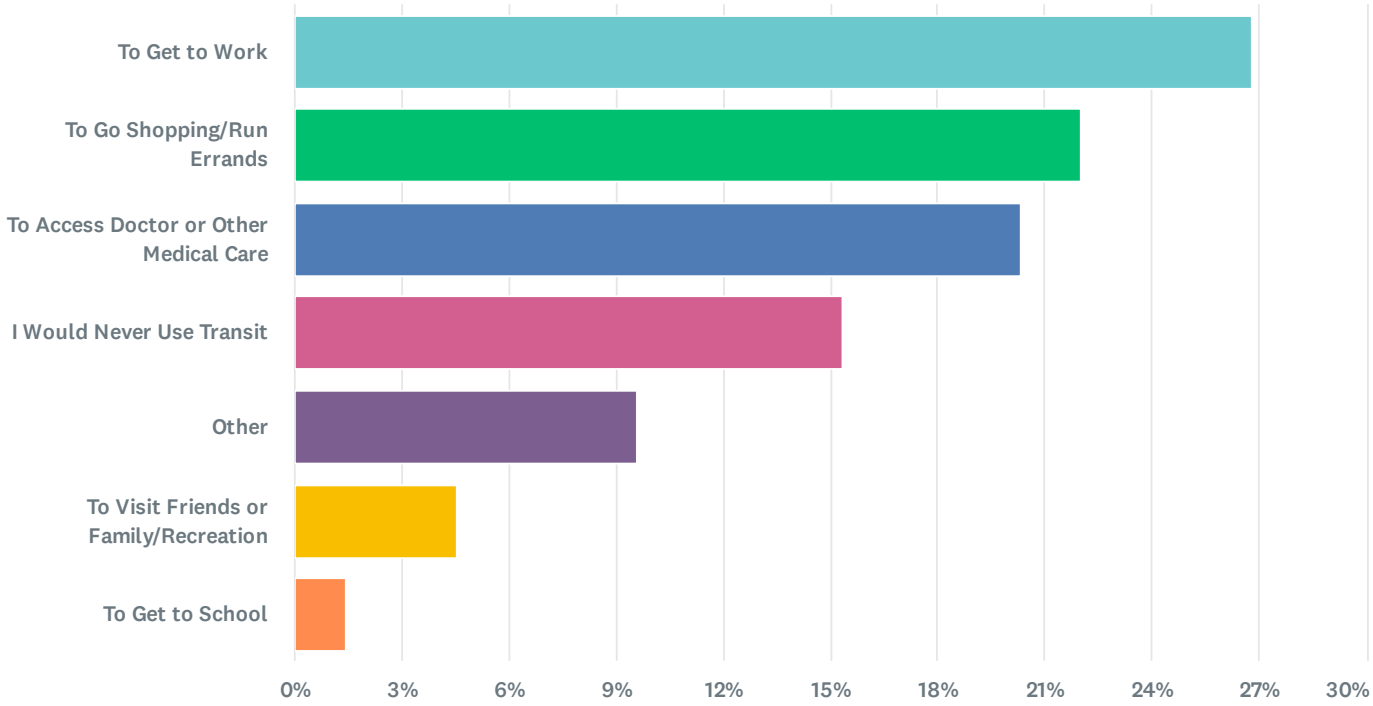
Q4 408 responses

How often would you use public transportation if it was introduced?



Q5 418 responses

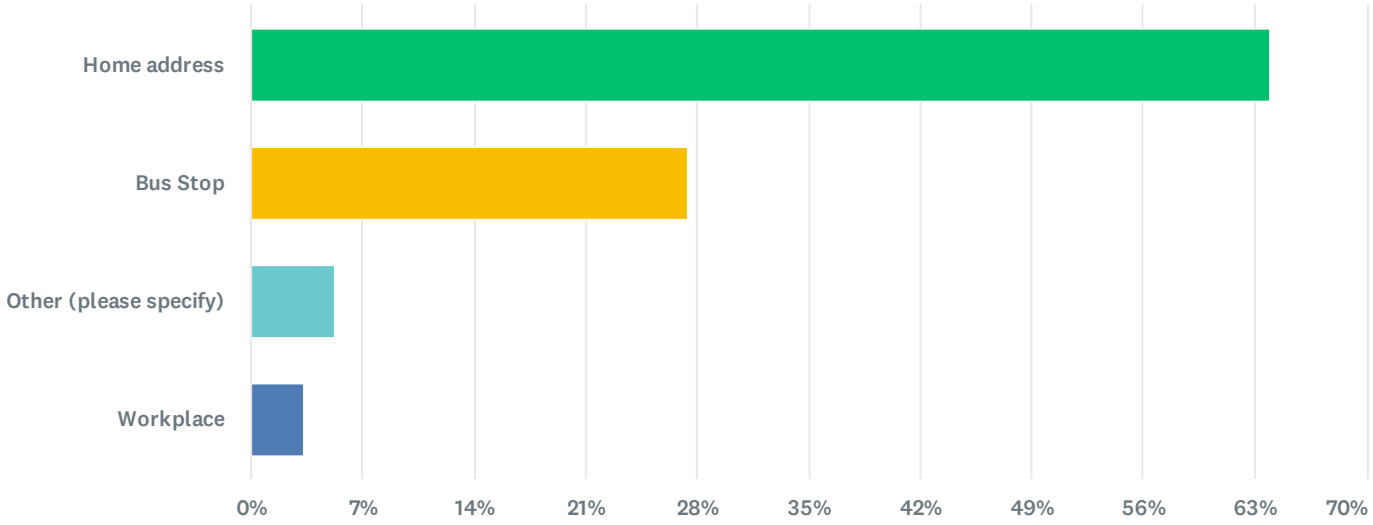
If a transportation service was introduced, what would you use it for the most?



Answer Choices	Percentage	Responses
To Get to Work	26.79%	112
To Go Shopping/Run Errands	22.01%	92
To Access Doctor or Other Medical Care	20.33%	85
I Would Never Use Transit	15.31%	64
Other	9.57%	40
To Visit Friends or Family/Recreation	4.55%	19
To Get to School	1.44%	6
Total		**418**

Q6 397 responses

What is your preferred location for pickup?



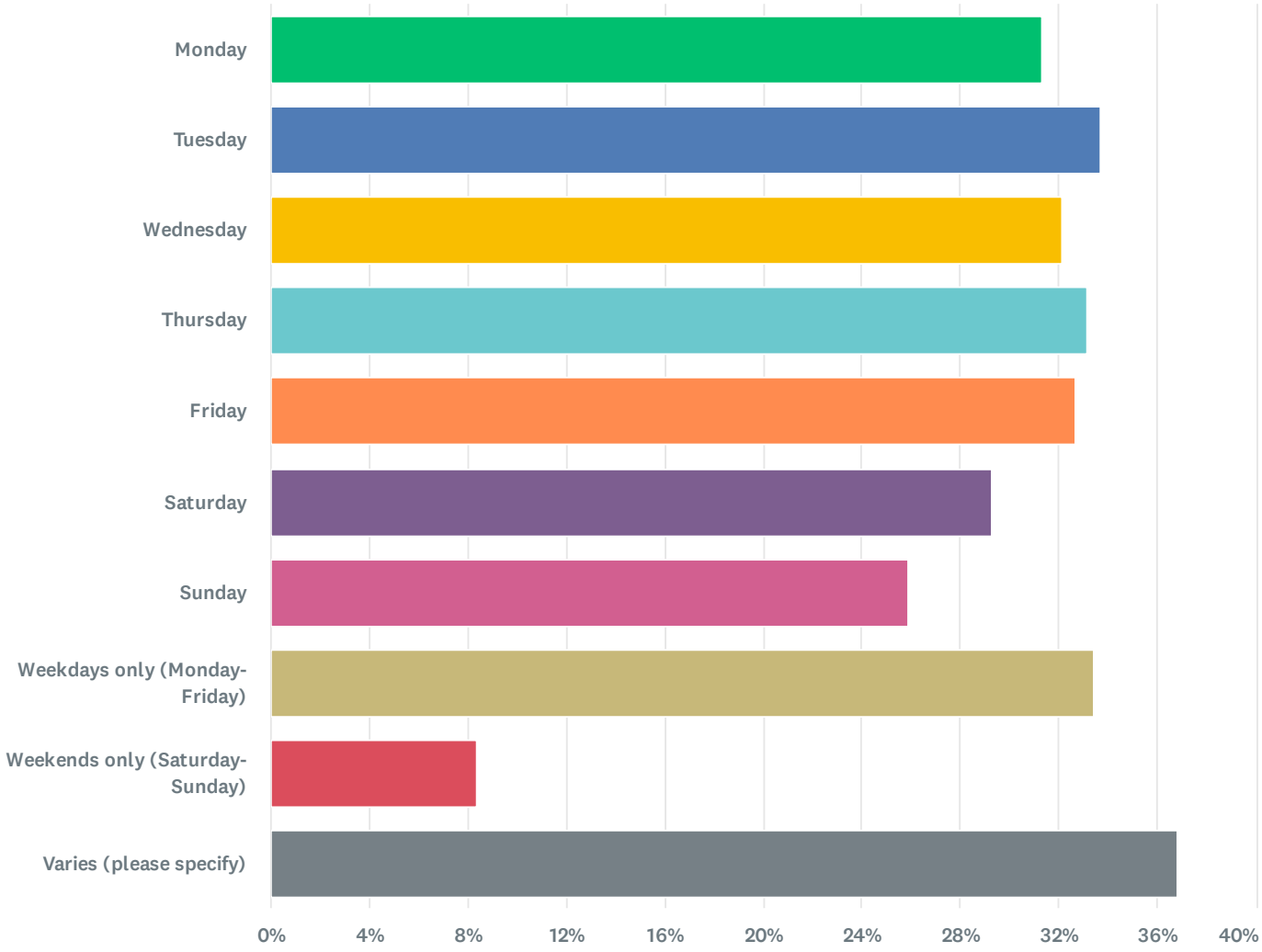
Answer Choices	Percentage	Responses
Home address	63.98%	254
Bus Stop	27.46%	109
Other (please specify)	5.29%	21
Workplace	3.27%	13
Total		**397**

#	OTHER (PLEASE SPECIFY)	DATE
1	Selected home address, work place and other: medical, shopping, errands, visiting mom	9/1/2026 11:37 AM
2	CDA Housing	8/25/2026 12:47 PM
3	That is hard question because I would need to picked up at home to go to work then when done with work be picked up at work to be taken home	8/23/2026 12:28 PM
4	Rapids Inn	8/20/2026 1:59 PM
5	Bar	8/20/2026 1:33 PM
6	Whatever works for the community	8/14/2026 6:03 PM
7	Restaurant	8/10/2026 2:00 PM
8	Home, Work, Medical	8/10/2026 7:49 AM
9	Bus stop would be OK except for winter weather. Thusly prefer Home.	8/7/2026 9:33 AM
10	None	8/6/2026 11:41 AM

11	I think it would depend on the transport, buses that are picking up multiple people could have a central location ie bus stop but I think if it's only 1 or 2 person transport that should be direct pickup at your location and drop off at your destination.	7/30/2026 8:38 PM
12	Downtown	7/30/2026 9:14 AM
13	Gas station	7/29/2026 1:05 AM
14	Wherever I need a ride from	7/28/2026 10:47 PM
15	Home	7/28/2026 9:28 PM
16	I believe it would depend on where I was	7/22/2026 9:59 AM
17	Bar	7/21/2026 12:30 PM
18	Either would be fine	7/21/2026 11:37 AM
19	Bus stops would be great but we don’t have any here	7/21/2026 10:57 AM
20	Both work and home address...need it both ways...	7/2/2026 4:29 PM
21	From home to work and back again	6/29/2026 2:21 PM

Q7 383 responses

What days do you need transportation service?



Answer Choices	Percentage	Responses
Monday	31.33%	120
Tuesday	33.68%	129
Wednesday	32.11%	123
Thursday	33.16%	127
Friday	32.64%	125
Saturday	29.24%	112
Total		**1136**

Answer Choices	Percentage	Responses
Sunday	25.85%	99
Weekdays only (Monday-Friday)	33.42%	128
Weekends only (Saturday-Sunday)	8.36%	32
Varies (please specify)	36.81%	141
Total		**1136**

#	VARIES (PLEASE SPECIFY)	DATE
1	selected shopping as well for question 5	9/1/2026 4:17 PM
2	doctors appointments and grocery shopping when needed	9/1/2026 4:14 PM
3	also selected doctors for question 5	9/1/2026 4:12 PM
4	work/volunteer if my vehicles fail. Also selected doctor,	9/1/2026 4:10 PM
5	selected shopping as well	9/1/2026 4:02 PM
6	Depends on what I'd like to do and go to. But I normally use it for Dr. appt. because walking to the grocery store gives me exercise I need. selected shopping, friends/family for question 5 as well.	9/1/2026 4:00 PM
7	not often	9/1/2026 3:56 PM
8	dr. appointments vary. selected shopping, visit friends/family for question 5 as well	9/1/2026 3:53 PM
9	workdays	9/1/2026 3:50 PM
10	8am to after 12, also selected shopping, friends and family for question 5	9/1/2026 3:47 PM
11	also selected doctors for question 5	9/1/2026 3:45 PM
12	selected healthcare for question 5 as well	9/1/2026 3:41 PM
13	selected doctors for question 5	9/1/2026 1:48 PM
14	I have a car for now	9/1/2026 1:45 PM
15	Also selected doctors question 5	9/1/2026 1:43 PM
16	One weekday too	9/1/2026 1:35 PM
17	Depending on doctor and if i need groceries, selected doctor for question 5	9/1/2026 12:23 PM
18	Also selected shopping, doctor on question 5	9/1/2026 12:09 PM
19	Also selected shopping, visit friends/family, other for question 5	9/1/2026 11:59 AM
20	my appointments are spread out on different days, also selected shopping and doctor for question 5	9/1/2026 11:55 AM
21	Selected this for this question and also selected shopping, and access to doctor for question 5	9/1/2026 11:39 AM
22	Also selected shopping, doctor, visit friends/family on question 5	9/1/2026 11:37 AM
23	Also selected shopping on question 5	9/1/2026 11:34 AM
24	Also selected shopping for question 5	9/1/2026 11:29 AM
25	Also selected shopping/run errands in question 5	9/1/2026 11:27 AM

26	Dr. appointments. Also selected Dr. Appointments for question 5	9/1/2026 11:22 AM
27	Daily is the best option	8/28/2026 11:25 AM
28	I would use it to run errands or go shopping mostly so anytime I feel like it	8/25/2026 6:06 PM
29	Bar time on the weekend and a during the week occasionally	8/25/2026 2:35 PM
30	Reliable taxi service for when my personal vehicle is broke down or being worked on.	8/25/2026 1:11 PM
31	only when my car is down	8/25/2026 1:10 PM
32	also selected access doctor or other medical care for question 5	8/25/2026 1:07 PM
33	as needed, doctor appointments (selected doctor as well for question 5)	8/25/2026 1:02 PM
34	I am very active and social. I like to go constantly	8/25/2026 12:53 PM
35	N/a	8/25/2026 12:43 PM
36	n/a	8/25/2026 12:40 PM
37	if my car was broke	8/25/2026 12:27 PM
38	NO IDEA COULD BE ANY BUT I HAVE HELP IN MARSHFIELD TRANSIT	8/25/2026 11:59 AM
39	Majority of the time when clinics are open but "varies" as Emergency Department patients who rely on public transportation can become stranded in the department without rides home.	8/25/2026 10:25 AM
40	I don't need it now but maybe in the future	8/25/2026 9:03 AM
41	whatever day of medical appointment	8/25/2026 8:49 AM
42	depends on what I have going on	8/24/2026 10:02 AM
43	depends on work days	8/24/2026 9:58 AM
44	emergencies (car won't work)	8/24/2026 9:46 AM
45	never	8/24/2026 9:44 AM
46	we often need use of a ride very late at night or very early in the morning and often had to rely on friends or family to get transportation	8/24/2026 9:38 AM
47	just depends	8/24/2026 9:30 AM
48	depends on work	8/24/2026 9:28 AM
49	depends on if my car was broke down	8/24/2026 9:27 AM
50	If I am ever stranded in the county	8/24/2026 9:20 AM
51	I've only used it if my car was having issues	8/24/2026 9:18 AM
52	I don't have a license, so I need rides for work, appointments, errands	8/24/2026 9:14 AM
53	depends on work schedule	8/24/2026 8:56 AM
54	Any	8/24/2026 8:30 AM
55	its either that or walk for miles and miles	8/21/2026 2:12 PM
56	all days somedays	8/21/2026 2:09 PM
57	depends on needs and appointments	8/21/2026 2:05 PM
58	depends when and what I have to do during the week	8/21/2026 1:39 PM
59	(no specification was given)	8/21/2026 11:41 AM
60	some weekends	8/20/2026 2:48 PM
61	ya never know	8/20/2026 2:35 PM
62	depends on work schedule	8/20/2026 2:20 PM

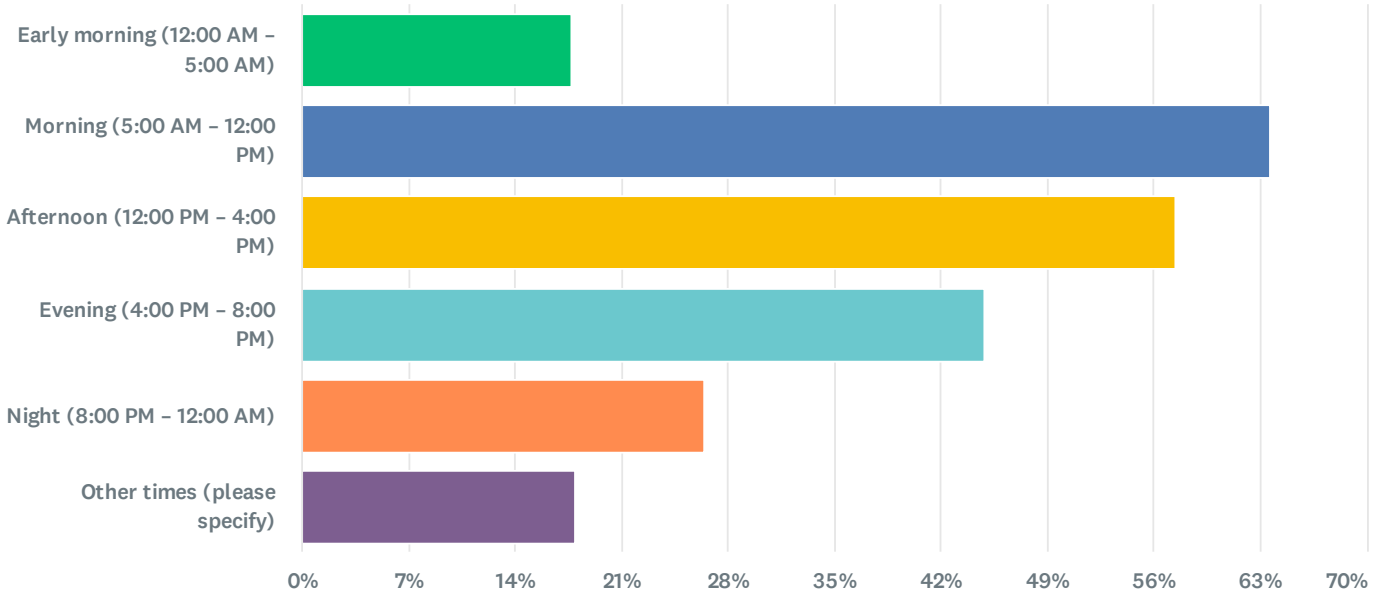
63	don't have set schedule	8/20/2026 2:06 PM
64	varies	8/20/2026 1:41 PM
65	All of the above depending on the schedule	8/20/2026 1:38 PM
66	when to intoxicated to drive	8/20/2026 1:33 PM
67	I would only need a ride when the car I currently use is unavailable due to maintenance.	8/18/2026 8:08 PM
68	depends on distance and events	8/18/2026 6:29 PM
69	When needed	8/18/2026 3:39 PM
70	primarily it would be weekdays, but if the service proved reliable, it would be nice to use more often	8/17/2026 10:48 PM
71	I don’t really need it but like the idea for the community.	8/17/2026 5:49 PM
72	none at this time	8/17/2026 3:50 PM
73	All week	8/17/2026 12:24 PM
74	Would use for appointments during the week and on the weekends would use for recreation and shopping	8/17/2026 11:49 AM
75	urgent situations only, like car breaks down.	8/15/2026 2:06 AM
76	When i have a doctor's appt	8/15/2026 12:22 AM
77	Occasionally at night	8/14/2026 7:23 PM
78	No	8/14/2026 5:29 PM
79	Different days every other week	8/14/2026 4:28 PM
80	I would not utilize but my children may and I know many friends who would use it regularly	8/14/2026 1:39 PM
81	I’d use daily	8/11/2026 8:28 AM
82	Sun-Sat for those who would otherwise need private taxi	8/10/2026 7:49 AM
83	Depends on appointment times	8/8/2026 7:25 PM
84	Medical/ apportionment s/. ER	8/8/2026 2:54 PM
85	Apts., entertainment, sales, activities during the day and evening.	8/7/2026 9:33 AM
86	It would vary due to basic needs and Dr. Apts.	8/7/2026 9:07 AM
87	None	8/6/2026 11:41 AM
88	After a surgery when I can't drive.	8/5/2026 8:10 PM
89	Depends on the week	8/5/2026 4:17 PM
90	Depends on the need at the time.	8/4/2026 9:59 PM
91	I personally wouldn’t use it, but I know so many people who would use it/need it. Our sidewalks definitely aren’t the best	8/4/2026 3:55 PM
92	Monday, Tuesday, Thursday, Friday, Saturday	8/4/2026 3:06 PM
93	I don’t	8/4/2026 12:49 PM
94	None	8/4/2026 11:54 AM
95	When i would need to get to doctors appointments	8/4/2026 11:37 AM
96	Friday Saturday	8/4/2026 9:16 AM
97	Not at all	8/2/2026 12:00 PM
98	Schedule varies each week	8/2/2026 12:27 AM
99	Mostly during week, occasional weekend.	8/1/2026 2:10 PM

100	Whenever available	8/1/2026 11:26 AM
101	I currently do not have a need for it, however, I do know MANY people could use it 24/7/365	7/30/2026 8:38 PM
102	Would like to have reliable source of transportation to the regional airport (CWA), and a reliable source of transportation to and from a bar or restaurant if I plan to consume alcohol	7/30/2026 10:16 AM
103	Safe ride till 1AM variable days	7/30/2026 9:14 AM
104	Rarely	7/29/2026 8:02 AM
105	That depends on what I can accomplish with the service. Where I can go, when I can get there, and how reliable the service is. It seems there are several transit options , most of which I have never heard of. It would be easy to shuffle a person like me from phone contact to phone contact in an effort to align me with the appropriate service. This seems to be the way public service goes these days, in my experiences. It would make sense to me for these services to be combined into a single transit program that offers special passes for elderly, veterans, disabled, etc., with inter-city and rural lines running and meeting at local hubs that are easily outlined in a booklet or foldable map that also includes schedules and stops wherever else transit goes. For rural routes, it would seem acceptable to have both scheduled and on-call routes, and possibly for other routes as well, like medical.	7/28/2026 10:47 PM
106	Depends on appointments	7/28/2026 9:51 PM
107	Emergency	7/28/2026 9:28 PM
108	Depends on when an event or inclement weather is.	7/28/2026 4:09 PM
109	Depends on schedule	7/28/2026 3:51 PM
110	None	7/28/2026 2:45 PM
111	Appointments can be weekdays and I sometimes work on Saturday.	7/28/2026 1:38 PM
112	Weekdays	7/28/2026 8:44 AM
113	Depends on if I don't have a car anymore, which would be weekends and weekdays.	7/27/2026 5:35 PM
114	Not all that sure yet	7/25/2026 12:02 PM
115	I don’t need it but would utilize it.	7/24/2026 12:08 PM
116	Unsure	7/23/2026 5:31 PM
117	At this point in my life, I would probably only use public transit for certain medical appointments and when my car is in the shop. As I get older, I'll need to rely more upon public transportation for most everything.	7/23/2026 10:37 AM
118	I can plan accordingly to a set transportation schedule	7/23/2026 9:45 AM
119	I would only use it if there was something wrong with me car.	7/22/2026 6:11 PM
120	Depends on appointments or errands	7/22/2026 9:59 AM
121	I dont need Public transport	7/22/2026 6:14 AM
122	I would use is to visit my bank around 8 am on weekdays when I get off work, and I would use it in the evenings and on the weekends for shopping	7/22/2026 4:31 AM
123	Depending on if I need to get to an appointment, or if I’m visiting someone, or need to get to a certain store or like my bank.	7/22/2026 1:49 AM
124	Would not personally need but am actively aware of the need	7/21/2026 8:19 PM
125	whenever doctor appts are scheduled	7/21/2026 3:54 PM
126	Shift work at McCain so work any day of the week depending on which week	7/21/2026 11:37 AM
127	During school year, M-F, summer it would be daily	7/21/2026 10:57 AM
128	Depends on the persons schedule	7/21/2026 10:42 AM
129	Depends on appointments like doctors, hair, shop and the weather. Morning is preferred	7/21/2026 10:04 AM

130	Depends on what days I dont have access to my car	7/21/2026 9:25 AM
131	When necessary	7/21/2026 9:17 AM
132	when unable to get a ride from family	7/16/2026 1:55 PM
133	Tues/Wed/Thurs at this time	7/16/2026 1:48 PM
134	All week long	7/16/2026 1:37 PM
135	Transportation when there are special events	7/10/2026 6:15 PM
136	Every day of the week	7/9/2026 7:42 AM
137	All week	7/5/2026 4:57 PM
138	Depends on work schedule	7/2/2026 4:29 PM
139	All week and weekend	6/29/2026 2:21 PM
140	Transportation should be available everyday, regular hours and tires you can count on.	6/18/2026 8:18 PM
141	Depends on appt schedule & church	6/10/2026 10:19 AM

Q8 374 responses

What time(s) do you need transportation service?



Answer Choices	Percentage	Responses
Early morning (12:00 AM – 5:00 AM)	17.65%	66
Morning (5:00 AM – 12:00 PM)	63.64%	238
Afternoon (12:00 PM – 4:00 PM)	57.49%	215
Evening (4:00 PM – 8:00 PM)	44.92%	168
Night (8:00 PM – 12:00 AM)	26.47%	99
Other times (please specify)	17.91%	67
Total		**853**

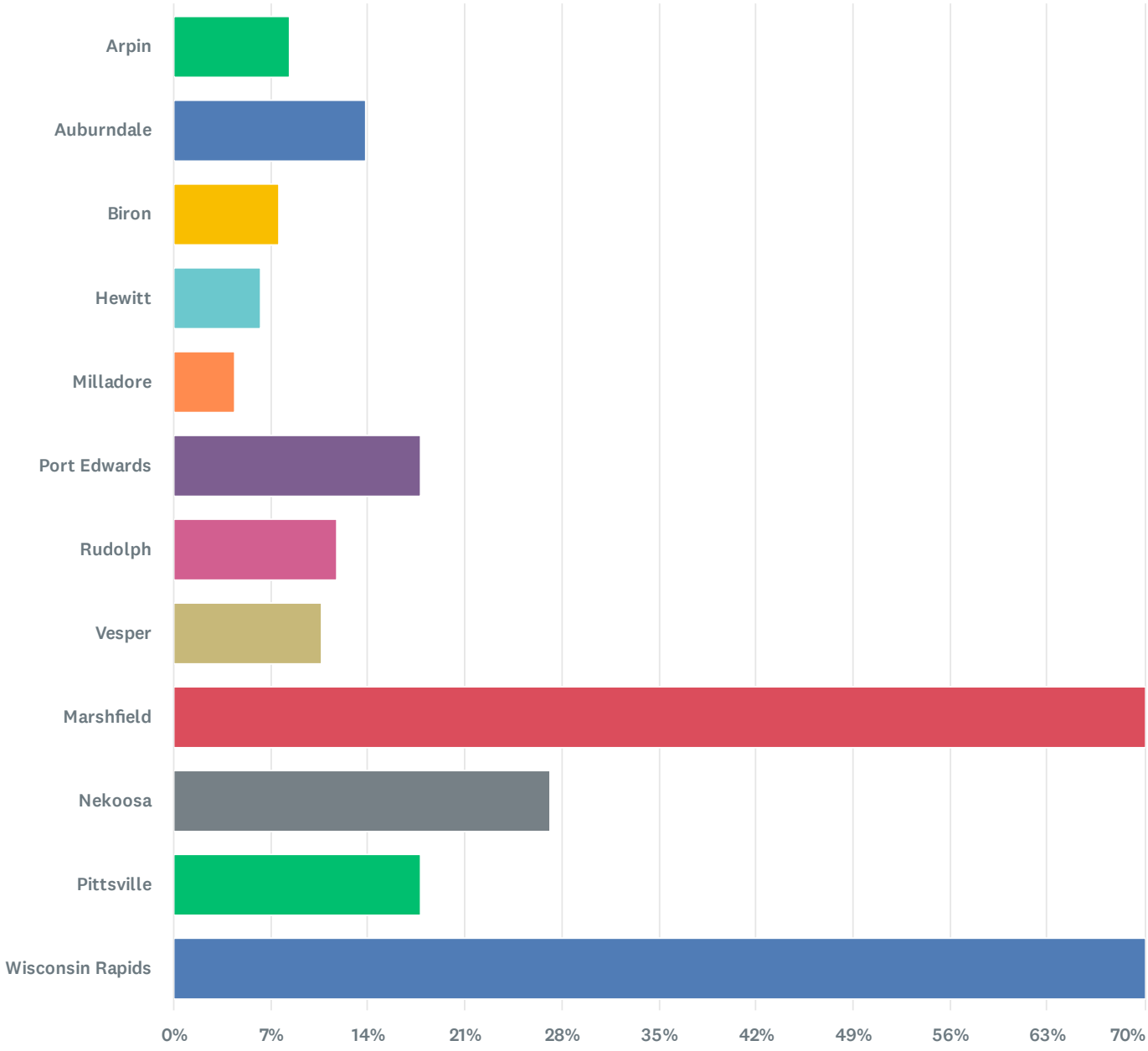
#	OTHER TIMES (PLEASE SPECIFY)	DATE
1	emergency if vehicle can't be driven	9/1/2026 4:10 PM
2	clinic appointments, running errands	9/1/2026 4:02 PM
3	varies	9/1/2026 11:59 AM
4	All day	8/28/2026 11:25 AM
5	Bar time	8/25/2026 2:35 PM
6	did not specify	8/25/2026 1:10 PM

7	depends	8/25/2026 12:27 PM
8	It would vary	8/25/2026 12:02 PM
9	As stated above, Emergency Department patients who rely on public transit have become stranded in the department due to no options for transport home.	8/25/2026 10:25 AM
10	not sure now	8/25/2026 9:03 AM
11	varies	8/25/2026 8:49 AM
12	8-noon, later at night varies	8/24/2026 10:02 AM
13	depends on hours	8/24/2026 9:58 AM
14	6 AM - 12 AM	8/24/2026 9:55 AM
15	whenever car breaks down	8/24/2026 9:46 AM
16	my family has often needed transport in very early hours such as around midnight or as early as 4 AM my mother is a lower paid healthcare worker and often works mid afternoon till late at night. Where I have been a welder and had need of a ride very early or was in need of a ride because of weather conditions or becuase of the destination was several miles just outside of town	8/24/2026 9:38 AM
17	just depends	8/24/2026 9:30 AM
18	When my car won't start I would need it in the morning	8/24/2026 9:18 AM
19	All because of jobs etc.!	8/24/2026 9:07 AM
20	8 AM - 10 PM	8/24/2026 8:58 AM
21	depends on schedule	8/24/2026 8:56 AM
22	Even between 12:00 AM and 5AM especially for emergency transportation	8/24/2026 8:43 AM
23	depends on work schedule	8/20/2026 2:20 PM
24	It varies but all of the above	8/20/2026 2:06 PM
25	varies	8/20/2026 1:41 PM
26	when at bar to get drunk	8/20/2026 1:33 PM
27	Varies	8/17/2026 5:49 PM
28	No	8/14/2026 5:29 PM
29	Varies but my times 8 pm and 6 am	8/14/2026 4:28 PM
30	Don’t know	8/11/2026 10:28 AM
31	More available the better	8/11/2026 8:28 AM
32	Could be used for employment and shopping for those without ability to drive	8/10/2026 7:49 AM
33	800AM to 4:30pm	8/9/2026 8:35 PM
34	Depends on appointment times	8/8/2026 7:25 PM
35	8::00am-5:00pm /	8/8/2026 2:54 PM
36	8:00am to 10:00pm	8/7/2026 9:33 AM
37	8:00am to 10:00 pm to accomidate social activities in the evenings	8/7/2026 9:07 AM
38	None	8/6/2026 11:41 AM
39	Depends on the need at the time.	8/4/2026 9:59 PM
40	N/A	8/4/2026 3:55 PM
41	Never	8/4/2026 12:49 PM

42	None	8/4/2026 11:54 AM
43	Dependent on medical appts	8/4/2026 9:36 AM
44	Bar close	8/4/2026 9:16 AM
45	See #7	7/30/2026 8:38 PM
46	1230am to 230am	7/29/2026 5:35 PM
47	7:00 AM to 6:00 PM	7/29/2026 11:38 AM
48	Probably never	7/29/2026 8:02 AM
49	It would be very difficult to determine when I would need a ride and for what, without knowing the service options.	7/28/2026 10:47 PM
50	Nothing specific	7/28/2026 9:28 PM
51	Depends on when an event or inclement weather is.	7/28/2026 4:09 PM
52	Depends on schedule	7/28/2026 3:51 PM
53	0	7/28/2026 2:45 PM
54	Usually daytime hours	7/27/2026 2:37 PM
55	Not sure either	7/25/2026 12:02 PM
56	Again, it’s not a need. It is something I would use though. Any time	7/24/2026 12:08 PM
57	Varied	7/23/2026 5:31 PM
58	Times will vary.	7/23/2026 10:37 AM
59	Babcock to help with elderly people	7/23/2026 10:18 AM
60	It would depend on when I need to get to an appointment or run an errand	7/22/2026 9:59 AM
61	N/A	7/22/2026 6:14 AM
62	I work 12a-8a, and I wake up at 7pm. I do my errands eithe at 8am or late in the evening, and I need a ride going to work at 11:30p when there is imclement weather. I occasionally get off work at midnight, and there is not currently transportation running past 11:40p on weeknights in Marshfield.	7/22/2026 4:31 AM
63	Varies due to the reasons for the transport.	7/22/2026 1:49 AM
64	N/a	7/21/2026 8:19 PM
65	It depends my shift can fluctuate	7/9/2026 7:42 AM
66	All the time	6/30/2026 3:56 PM
67	Depends on what I'm scheduled to work for	6/29/2026 2:21 PM

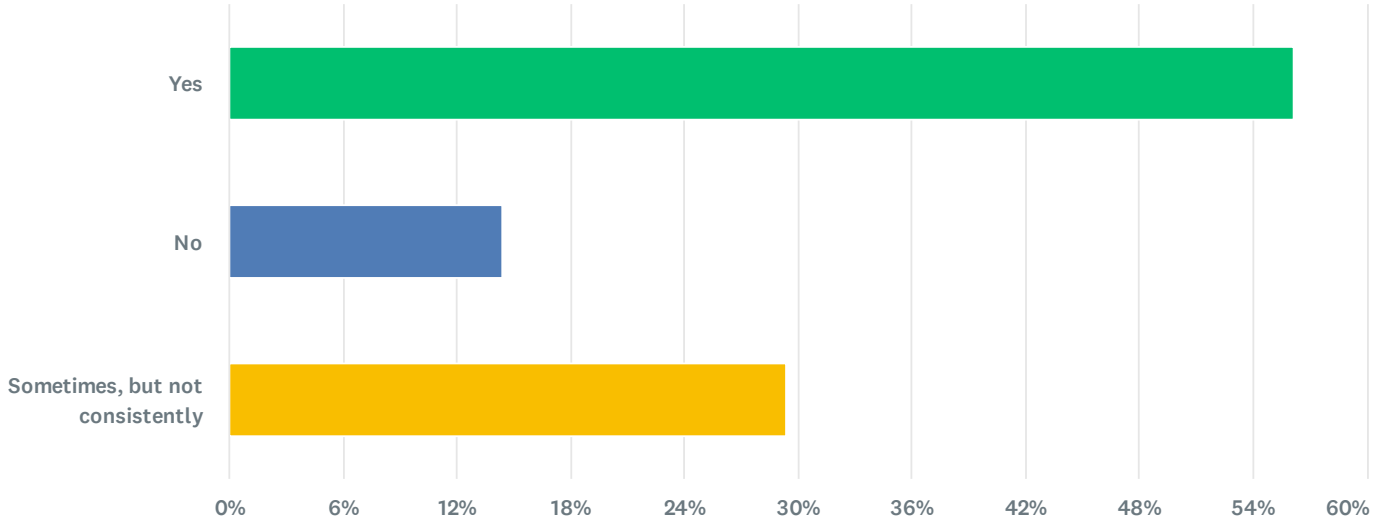
Q9 383 responses

What cities or villages would be the most important for you to get to if a transportation service was introduced? (choose up to 3 options)



Q10 381 responses

Would a transportation service operated only within Wood County meet all your transportation needs?



Q11 Please share specific destinations that you feel any new public transportation service should include (for instance: specific stores or services, either inside or outside Wood County).

Answered: 254 Skipped: 175

#	RESPONSES	DATE
1	taylor county	9/1/2026 4:16 PM
2	Marshfield Clinic	9/1/2026 4:13 PM
3	Marshfield clinic, er and urgent care wausau clinic Marshfield hospital visitation	9/1/2026 4:10 PM
4	walmart, menards, fleet farm	9/1/2026 4:03 PM
5	outside of wood like wausau	9/1/2026 4:00 PM
6	outside wood county	9/1/2026 3:48 PM
7	any store in Marshfield	9/1/2026 3:45 PM
8	rural, out of city	9/1/2026 3:42 PM
9	Noble Clinic - Stevens Point	9/1/2026 3:09 PM
10	Noble Clinic - Stevens Point	9/1/2026 3:06 PM
11	closest airport, hospital, grocery store to residence	9/1/2026 1:49 PM
12	Aldi, Walmart	9/1/2026 1:44 PM
13	Walmart, greyhound, stevens point bus stop,	9/1/2026 1:41 PM
14	Marshfield Clinic	9/1/2026 1:29 PM
15	marshfield clinic, pick n save, 5 below, festival foods	9/1/2026 12:24 PM
16	Stevens Point	9/1/2026 12:07 PM
17	Wis. Rapids, marshfield, shopping	9/1/2026 12:05 PM
18	Marshfield clinic, various stores, social locations, restaurants	9/1/2026 12:00 PM
19	Ymca and clinics	9/1/2026 11:56 AM
20	Dollar Tree, Walmart, Fleet Farm, Menards	9/1/2026 11:38 AM
21	Kwik trip, walmart, fast food	9/1/2026 11:23 AM
22	Plover	8/29/2026 10:49 PM
23	grocery stores, clinics/hospitals, walmart	8/28/2026 8:41 PM
24	Chicago	8/28/2026 11:27 AM
25	Stevens Point	8/25/2026 7:54 PM
26	I think a stop at plover shopping centers by Walmart and a stevens point stop maybe fleet farm area even a stop for wausau would be pretty sweet. For me specifically a stop at mccain foods in the morning before the shifts at 6 and evening shift 2 and 6 pm if mccain employees would use it there and back to Wisconsin Rapids	8/25/2026 6:13 PM
27	grocery stores 'Walgreens Dollar stores	8/25/2026 4:09 PM
28	Pick n Save, Walmart, IGA	8/25/2026 3:46 PM
29	Stephens point, the airport in mosinee, the train station in the Dells as well as the resorts in	8/25/2026 2:38 PM

	the dells	
30	Midstate College, Walmart, Aldi, Westside and Bakerstreet Quality Foods, Churches in WR, Nekoosa, P.E., Downtown Areas, SkateCity, Anchor Bay, Lake Wazeecha, Nepco Lake, YMCA, Farmers Markets, Schools	8/25/2026 1:57 PM
31	Car repair shops, all grocery stores, retail stores, all hospitals and clinics	8/25/2026 1:14 PM
32	10. yes, if included all of Marshfield City Limits 11. Walmart, Friendship Manor, Day services, Danas Tenderheart 12. Being able to call that day and if they are not busy maybe they could come get you not to have bus sit empty. Sometimes I don't know by noon the day before on where I want to go. 15. Wheelchair, someone pushing me	8/25/2026 12:57 PM
33	parks, restaurants, st. vincent, goodwill, menards, walmart	8/25/2026 12:50 PM
34	Marshfield Walmart, the mall, and festival foods	8/25/2026 12:44 PM
35	Public libraries, medical and dental clinics, farmers market, grocery stores	8/25/2026 12:36 PM
36	walmart, banks, drug stores	8/25/2026 12:28 PM
37	A bus stop at Walmart would be beneficial, any bus stops around Marshfield, Wisconsin Rapids area would help greatly.	8/25/2026 12:22 PM
38	Stevens Point	8/25/2026 12:03 PM
39	Many times patients need to get to Aspirus Wausau Hospital or to UW Madison and there are not many resources available for non-emergency transportation that are cost effective for the patient.	8/25/2026 10:28 AM
40	Should also provide a drop off and pick up location by the mini plaza where Marshall’s 5 below stores are at for shopping	8/25/2026 10:26 AM
41	Walmart and stores in that charter, downtown/city hall, the length of 8th street	8/25/2026 9:02 AM
42	Grocery stores, mid state and UW Wood County, hospitals, or other places that service the needs of those in the community	8/25/2026 8:59 AM
43	medical facilities, shopping	8/25/2026 8:50 AM
44	Marshfield Clinic and hospital, Festivals Foods, Walmart in Marshfield	8/24/2026 6:20 PM
45	library, grocery store, river block, food pantry, doctors clinic, schools, walgreens, post office, court house, ssi	8/24/2026 10:22 AM
46	Food pantry, Walmart, Family Center, Kwik Trip, Post Office, Doctors clinic, River Block Building, Courthouse, Library, Schools, Walgreens	8/24/2026 10:15 AM
47	grocery stores, employer	8/24/2026 10:10 AM
48	Wausau - heart doctor	8/24/2026 10:02 AM
49	10 miles	8/24/2026 9:59 AM
50	Quality Foods West Grand	8/24/2026 9:57 AM
51	County gov. building, Kwik Trips, Family Center, Walgreens, Walmart	8/24/2026 9:51 AM
52	Popular stores like Walmart, near pharmacies, hospitals. Downtown to reduce drunk driving	8/24/2026 9:47 AM
53	Walmart Marshfield	8/24/2026 9:45 AM
54	Wausau, Stratford, Spencer, Neilsville	8/24/2026 9:42 AM
55	one extremely important place was for court in Wisconsin Rapids and my family was very worried that we might miss court because sometimes asking for a ride from family or friends on such an important day can be terrifying when they backout last minute	8/24/2026 9:39 AM
56	clinic, groceries	8/24/2026 9:33 AM
57	not sure	8/24/2026 9:31 AM
58	Wausau Comprehensive Treatment facility	8/24/2026 9:29 AM

59	not sure	8/24/2026 9:25 AM
60	All county services inside and out	8/24/2026 9:22 AM
61	There are other counties I would need to get to and from! Marshfield to Wausau, Wausau to Rapids, Marshfield further than Washington	8/24/2026 9:09 AM
62	Wausau	8/24/2026 8:59 AM
63	Dollar General, IGA, Walmart, Pick n Save, Aldi, Kwik Trip	8/24/2026 8:57 AM
64	Stevens Point, Portage Ed	8/24/2026 8:53 AM
65	Well cities with more shopping options and higher paying job options especially in Point and Plover	8/24/2026 8:45 AM
66	Doctors Clinic	8/24/2026 8:31 AM
67	They should include all within means	8/23/2026 12:31 PM
68	Downtown. Shopko plaza. Midstate technical college. Walmart. Hospital. Marshfield/aspirus clinics.	8/22/2026 10:47 AM
69	Adams County	8/21/2026 2:42 PM
70	Industrial parks wehre jobs are available	8/21/2026 2:13 PM
71	long distances	8/21/2026 2:10 PM
72	Walmart, Walgreens, post office, hospitals, YMCA, library, food pantries	8/21/2026 2:06 PM
73	Mid-State, grocery stores, Wal-Mart, Human Services	8/21/2026 2:03 PM
74	Walmart/Kwik Trip	8/21/2026 1:49 PM
75	Stevens Point, Plover area	8/21/2026 1:42 PM
76	rides from jail or to court	8/21/2026 12:55 PM
77	Doctor/Clinic	8/21/2026 12:25 PM
78	any public parks/zoos, stores	8/20/2026 2:49 PM
79	anywhere people need a ride to in Wood County	8/20/2026 2:43 PM
80	Drug court	8/20/2026 2:35 PM
81	All of them	8/20/2026 2:32 PM
82	Downtown Walmart, 8th street, Nekoosa paper mill, several stops down 73 and downtown Port Edwards	8/20/2026 2:28 PM
83	bars	8/20/2026 2:24 PM
84	temp service/drug testing/employment in Stevens Point/Plover	8/20/2026 2:21 PM
85	anywhere along 8th street in Wisconsin Rapids	8/20/2026 2:16 PM
86	Church in Bakersville	8/20/2026 2:10 PM
87	Clark County	8/20/2026 1:42 PM
88	Walmart, local library, Kwik Trip	8/20/2026 1:39 PM
89	All bars	8/20/2026 1:34 PM
90	Walmart, clinics	8/19/2026 2:00 AM
91	Marshfield Clinic and Aspirus clinics in the Stevens Point/Plover area	8/18/2026 8:13 PM
92	n/a	8/18/2026 6:57 PM
93	Is there still a "Greyhound" bus service out of Point ? That and CWA in Mosinee could be possibilities.	8/18/2026 3:56 PM

94	Parks and recreation areas	8/18/2026 3:41 PM
95	Wausau	8/18/2026 11:23 AM
96	St. Point	8/18/2026 6:41 AM
97	Marshfield clinic	8/18/2026 1:07 AM
98	walmart; marshfield clinic; marshfield dental clinic; YMCA; wildwood zoo; vandehey waters (swimming); senior center (old library); library; festival foods	8/17/2026 10:52 PM
99	All Kwik Trip stores, even by the lakes in Nekoosa	8/17/2026 8:55 PM
100	Hospitals and clinics, other medical establishments, library, grocery stores.	8/17/2026 5:51 PM
101	Aspirus in Stevens Point	8/17/2026 3:15 PM
102	Marshfield Clinic, Aspirius, Aldi, voting location, MSTC, and the Zoo.	8/17/2026 2:34 PM
103	Nekoosa to Wisconsin Rapids, Nekoosa to Marshfield	8/17/2026 12:56 PM
104	Maybe have a transportation service that meets up with another counties transportation service. IE: Portage county?	8/17/2026 12:59 PM
105	Would love to get a ride to the Wausau Aspirus hospital. The clinic in Rapids refers to them a lot. If they would go to Marshfield hospital it might be a reason to switch providers	8/17/2026 11:54 AM
106	Medical for Mfld and StPoint appts.	8/17/2026 11:53 AM
107	Walmart, areas around fast food area, Southside.	8/17/2026 9:34 AM
108	Grocery stores, Library, Medical facilities, restaurants, Walmart.	8/15/2026 12:07 PM
109	Walmart, Mcmillan Library	8/15/2026 8:03 AM
110	Wausau	8/15/2026 2:08 AM
111	Marshfield clinic, Aspirus hospital, doctor and dentist offices	8/15/2026 12:24 AM
112	Plover shopping and medical Stevens Point cultural events Could be by bus from a pickup point	8/14/2026 7:40 PM
113	None, mfld public transit covers what I need.	8/14/2026 7:24 PM
114	Stevens Point Aspirus	8/14/2026 6:30 PM
115	I mean obviously it should go to medical centers and offices, dental offices and the YMCA, Walmart and other retail locations. Back and forth between Marshfield and Pittsville would also be beneficial. I have had students who should have been able to continue at my school in Pittsville under federal McKinney Vento protections and securing them transportation is often a huge barrier to maintaining their home school. I am sure Marshfield and Rapids and probably even Point have similar issues.	8/14/2026 6:07 PM
116	Work, clinic, walmart	8/14/2026 4:29 PM
117	Schools, Walmart, Aldi, Banks	8/14/2026 4:09 PM
118	Stevens Point, especially Herrschners and Spectrum store	8/14/2026 1:41 PM
119	Walmart, Target, any address really	8/12/2026 4:42 PM
120	It be nice to see it up and down 8th st, out to the y, out to walmart, McDonald's, anytime Fitness/dunkin/McDonald's, connect to home Depot and even plover to bring McCain people here and rapids people out there, connecting towns only means growth for everyone	8/12/2026 9:12 AM
121	There are clinics outside of Wood County, the Mayo Clinic and Aspirus?	8/11/2026 3:21 PM
122	Medical	8/11/2026 10:30 AM
123	pick n save, marshfield clinic, marshfield banks, Dental clinic of Marshfield, simplicity credit union, Festival Foods, Walmart, Menards, Fleet Farm, ill family and friends in Marshfield, house of dove, nursing homes, assisted living facilities, Aldi, friends and family	8/11/2026 9:52 AM
124	Milwaukee, Madison, Twin Cities. I'd love to be able to use public transit to the airports and	8/11/2026 8:31 AM

	universities.	
125	Marshfield hospital, Aspirus Clinic	8/10/2026 1:02 PM
126	Grocery stores and medical clinics/hospitals	8/10/2026 7:51 AM
127	Medical Facilities, grocery stores, churches	8/9/2026 8:42 PM
128	Walmart in Marshfield (located in Marathon County)	8/9/2026 3:06 PM
129	Marshfield Clinic in Marshfield, WI	8/8/2026 7:27 PM
130	Medical facilities in Marshfield & Wis Rapids plus shopping centers as Walmart, Festival, Pick-N-Save, Target, etc.	8/8/2026 3:48 PM
131	Marshfield Clinic/Dental offices: pick n Save/ Walmart/Festival/. Banks/ Credit Unions/Menards/Fleet Farm / Aldis/ Church/ House of Dove/ Nursing homes/ assisted living facilities/ visiting people/	8/8/2026 3:17 PM
132	The airport and greyhound stations	8/8/2026 1:43 PM
133	High Schools including evening events, the Mid State Technicals in both Rapids and Marshfield, University extension in Marshfield, Churches, Dr. Offices, Clinics and Hospitals, Senior Centers, Physical Therapy and Dental Offices, Banks, Shopping sites, Aldis, Pick and Save, St. Vinnies, Goodwill, Walmarts, McMillian and Rhoel Libraries, Restaurants, Movie Theaters, etc.	8/7/2026 9:42 AM
134	County Court House, Drs. Clinics and Hosptials, Dental and Physical Therapy Faclities, Walmart, Aldi's, Pick and Save, Roehl Library and McMillian Library, Banks, Fairgrounds, Nursing Homes, Goodwills, St. Vincents, Shopping Malls, Boys and Girls Clubs, High Schools for Sporting and other Events and Activities, Marshfield University Campus Extension, and both Marshfield and Wi. Rapids Mid State Technical Centers, Movie Theaters and restaurants.	8/7/2026 9:25 AM
135	None	8/6/2026 11:42 AM
136	I do not have a need for public transit.	8/6/2026 9:12 AM
137	Wausau and Stevens point for medical and dental care that I can't get in Marshfield.	8/5/2026 8:13 PM
138	Clinic, hospital, stores, restaurants.	8/5/2026 7:53 PM
139	Drs	8/5/2026 5:52 PM
140	Marshfield Clinic, Walmart/Target area, library, Pick n Save. The way Stevens Point's bus system was set up when I lived there was nice. It didn't go everywhere but it got you close-ish and it was almost always on time. Central hub to switch busses, had stops right near commonly needed places. Great. And cheap. Excellent option when the weather is awful.	8/5/2026 4:54 PM
141	medical clinics & grocery stores	8/5/2026 4:43 PM
142	Transportation from one medical facility to another would be beneficial. Ex: MMC - Marshfield to MMC - Wausau/Weston.	8/4/2026 11:02 PM
143	Hospital/clinic, grocery stores, library, Walmart, Target, restaurants, and place within the Wood County parameters.	8/4/2026 10:12 PM
144	Anywhere in Marshfield would be nice	8/4/2026 6:44 PM
145	If needing to go to another county for work or appointment	8/4/2026 3:59 PM
146	Wausau	8/4/2026 3:49 PM
147	Walmart Target Walgreens Clinic	8/4/2026 3:01 PM
148	marshfield clinic and grocery stores	8/4/2026 1:13 PM
149	Saint Vinnys and Walmart in Marshfield	8/4/2026 11:56 AM
150	If they do bus stops they need to be available throughput different locations in town. You shouldn't have to walk too far to get to one.	8/4/2026 11:16 AM
151	Dedicated routes to the Marshfield Clinic & Aspirus, and to the pharmacies.	8/4/2026 10:18 AM

152	Wausau medical, Neillsville medical, Stevens Point medical or shopping stores not available within wood county.	8/4/2026 10:08 AM
153	Planned bus routes to various points of the city.	8/4/2026 10:04 AM
154	Msfld Clinic, hospital, walmart	8/4/2026 9:39 AM
155	From the bars.	8/4/2026 9:17 AM
156	Don't waste taxpayer money on public transportation.	8/3/2026 5:29 PM
157	I would love transportation that connects Rapids to Plover and Point.	8/1/2026 2:48 PM
158	Portage County added	8/1/2026 2:13 PM
159	Walmart, Target, Aspirus Clinics, IGA, Senior Center	8/1/2026 11:29 AM
160	Sand Valley Golf Resort, McMillan Memorial Library, Witter Field, Rapids Walmart	7/31/2026 2:12 PM
161	Aspirus and Marshfield Medical hospitals and clinics. Walmart, Pick & Save, piggly Wiggly and Festival foods	7/31/2026 10:03 AM
162	Wal-Mart (edge of Rapids) pick N Save (middle of rapids) aspirus(all locations) McMillan Library, YMCA, Wood County Court House.	7/31/2026 9:24 AM
163	Central Wisconsin presents an interesting predicament - you have some great shopping options that are significantly closer to some in Wood County but are located in Portage County. Along with medical needs and others. This can be said for people in Adams or Juneau County needing transport to Wood County for their things (which I understand isn't the topic here)	7/30/2026 8:42 PM
164	Courthouse in WR from Marshfield (round trip)	7/30/2026 5:47 PM
165	ENT allergy Associates, Plover. ASPIRUS canceled their lease in WI Rapids.	7/30/2026 4:49 PM
166	Walmart, pick n save, aldis, quality foods, schools	7/30/2026 11:16 AM
167	Central Wisconsin Airport. Daily routes to regional cities would also be great (Madison, Milwaukee, Chicago, Twin Cities)	7/30/2026 10:20 AM
168	Medical facilities in Wausau and Stevens Point areas.	7/30/2026 9:27 AM
169	Grocery stores, Walmart	7/30/2026 8:10 AM
170	I think this service should include the Marshfield clinic, patriots tower area/pick n save, the YMCA, one or more public parks, wildwood zoo, Marshfield mall, wi rapids courthouse, and libraries.	7/29/2026 2:21 PM
171	Medical Facilities County-Wide and Government Buildings	7/29/2026 1:39 PM
172	All grocery stores. Hospital, clinics, chiropractors, dental, restaurants, convenience stores, and gas stations	7/29/2026 12:47 PM
173	anywhere I need to go in Marshfield. and, that same bus would wait for me (very short time, say 5 to 19 mins) to take me back home	7/29/2026 12:06 PM
174	Wisconsin Rapids: Downtown (Library), Pick n' Save, Walmart, Lake Wazeecha Marshfield: Downtown, Marshfield Clinic, Zoo, Walmart Vesper: Cameron Park/Community Park Port Edwards/Nekoosa: Port Edward's Municipal Building, Riverside Park, Nekoosa Downtown	7/29/2026 11:31 AM
175	Medical care in Stevens Point, or Wisconsin Rapids, possibly Wausau	7/29/2026 11:23 AM
176	Edenbrook Nursing Home, VA, funeral homes, relatives home for Christmas or Easter, etc	7/29/2026 9:35 AM
177	To any medical center or church	7/29/2026 7:44 AM
178	Marshfield Wisconsin pick/save Festival foods	7/29/2026 1:07 AM
179	Shopping areas, medical facilities, industrial park, poosibly Plover area.	7/28/2026 11:12 PM
180	Marshfield Clinic Aspirus Clinic Wis. Rapids Walmart	7/28/2026 9:56 PM
181	Any medical facility dentis pharmacy grocery stores schools churches chiropractors eye doctor government offices hardware's restaurants movie theater physical therapy vets retail	7/28/2026 9:39 PM

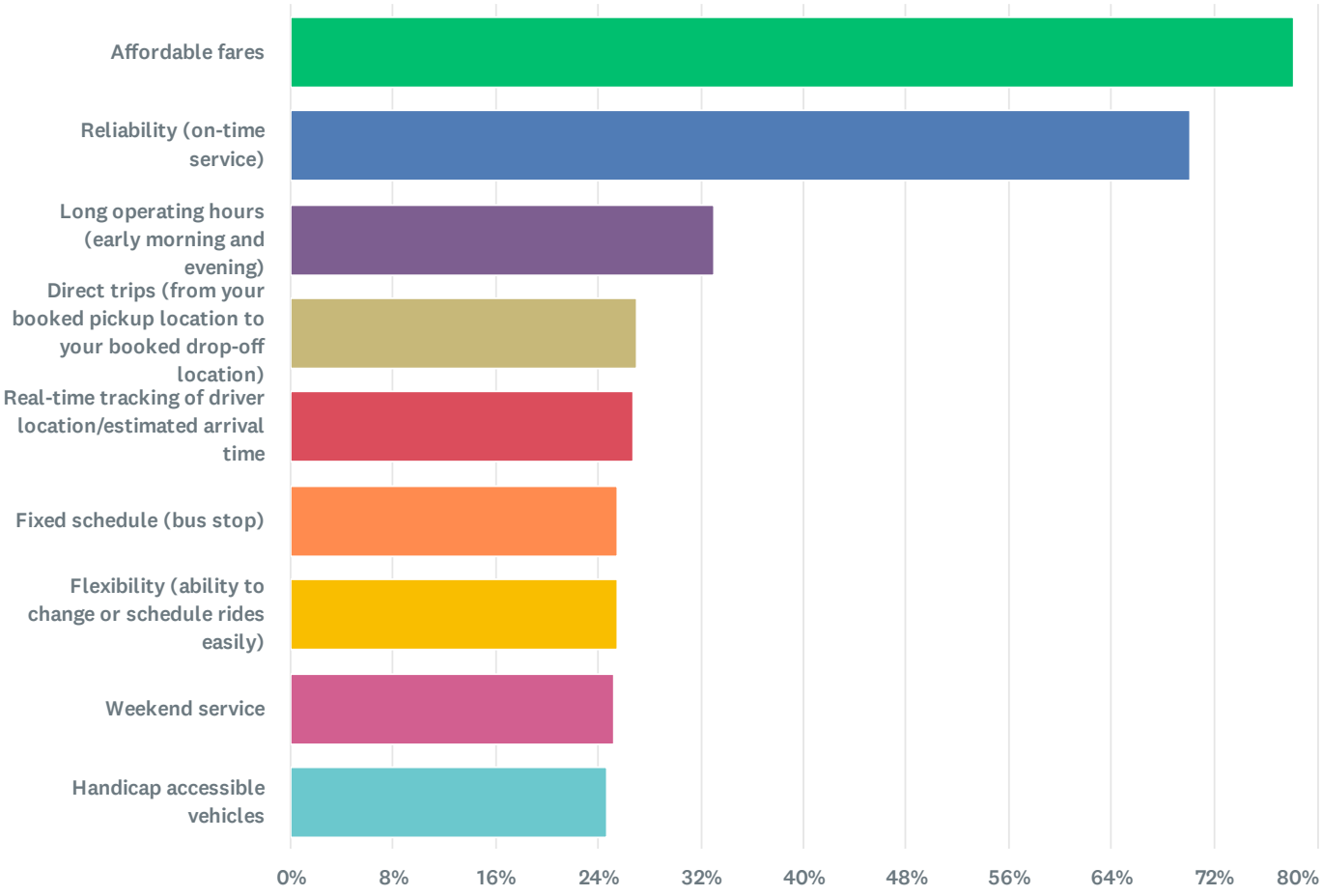
	stores counseling services food pantries beauty salons nail salons	
182	Cwa	7/28/2026 7:32 PM
183	Do tor appointments.	7/28/2026 6:41 PM
184	UW Stevens Point- Stevens Point Campus, UW Stevens Point - Wausau Campus, NTC - Wausau	7/28/2026 5:21 PM
185	Walmart, quality market	7/28/2026 4:14 PM
186	There should be bus stops throughout town. One near the clinic, one near the kwik trip in the center of town, one over by Target or Festival, one by Walmart, there should be one by the zoo, the fairgrounds, post office?, and probably near the community center/library.	7/28/2026 3:35 PM
187	Central Wisconsin Airport in Mosinee UWSP Marshfield Clinic offices located in Wausau or Stevens Point Dentists in Wausau or Point	7/28/2026 1:46 PM
188	Stops at Grocery Stores and Pharmacies	7/28/2026 9:33 AM
189	N/A FOR MY PERSONAL USE	7/28/2026 9:32 AM
190	Stevens Point / Plover area.	7/27/2026 10:03 PM
191	I work in Point but live in Rapids, it would be very helpful to get a ride to work if my car breaks down or is being serviced, etc.	7/27/2026 5:38 PM
192	Grocery stores, pharmacies, Walmart, home improvement stores, Aspirus clinic and hospitals, Marshfield Clinic clinic and hospitals, restaurants, hair salons, churches	7/27/2026 2:41 PM
193	Ìn wood county only	7/25/2026 12:05 PM
194	I think in side wood be good	7/25/2026 9:36 AM
195	I live in Wisconsin Rapids but I work in Plover and I have no vehicle to get there.	7/25/2026 3:27 AM
196	marshfield hospital and clinic	7/24/2026 12:57 PM
197	Stevens Point	7/24/2026 12:10 PM
198	Clinics/hospitals main store hubs	7/23/2026 5:33 PM
199	Inside Wisconsin Rapids so my 2 daughters with disabilities can get a part time job	7/23/2026 12:15 PM
200	Ideally, I would love to see pu blic transportation among Wood, Portage, and Marathon counties so someone in Rapids could get a bus to Marshfieldor Wausau for medical appointments - especially for elderly people who no longer drive. Also, a bus service to Stevens Point, specifically to UWSP for commuting students and employees, and perhaps downtown Stevens Point. Please keep in mind that this means people from these surrounding cities/counties will have easy access to Wis. Rapids as well.	7/23/2026 10:45 AM
201	Midstate Tech College, Lincoln High School, Walmart, Pick n Save, Riverview Hospital, Dr's Clinic/Marshfield Clinic, Walgreens, CVS, IGA East, Library, Post Office, City Hall, YMCA, IGA West, Kwik Trip West side, Kwik Trip hwy 54, (KT by Walmart) wouldn't need it's own stop, in my opinion.	7/23/2026 9:54 AM
202	Walmart, Pick and Save Aldi's	7/22/2026 12:38 PM
203	Grocery stores, restaurants	7/22/2026 11:12 AM
204	Downtown, 8th St.	7/22/2026 8:26 AM
205	8th Street (multiple stops up and down, maybe stopping at Walmart). Walk-in clinics on Peach St (both Aspirus and MMC), Riverview Hospital, VA clinic, local IGAs both on west side and on Baker St. Courthouse and Riverblock building.	7/22/2026 6:19 AM
206	Wausau, Eau Claire, La Crosse, Madison, Milwaukee for their contents. It's also important to me to have a connection to a greyhound station, as well as an Amtrak station so that I can access long-distance travel. Currently, if I ride or fly in to the Milwaukee airport, I can take the Lamers 210 bus that drops me off at the university, or a random parking lot in Stevens Point and I have to have someone pick me up from there and bring me to Marshfield.	7/22/2026 4:38 AM

207	St Mike’s Hospital in Stevens Point. My dentist, also in Stevens Point. Lake Wazeecha. Rapids Farmers Market.	7/22/2026 1:57 AM
208	be able to go county wide	7/22/2026 12:09 AM
209	Wausau, Madison	7/21/2026 3:56 PM
210	Stevens Point - at times have appointments and shopping there.	7/21/2026 2:53 PM
211	Wausau and stevens point	7/21/2026 12:51 PM
212	Steven's point	7/21/2026 12:31 PM
213	To all schools, grocery stores, banks, and clinics(medical/dental/chiropractic/etc.)	7/21/2026 11:00 AM
214	Clinic/hospitals in Marshfield, Steven’s Point and Wausau	7/21/2026 10:15 AM
215	Just in wood county area	7/21/2026 10:08 AM
216	Hospital clinic stores	7/21/2026 9:53 AM
217	Transportation to other local cities of needed, such as wausau, Stevens point, etc	7/21/2026 9:31 AM
218	I think it would be great if it could include travel between Lake Wazeecha area, Witter Park/Library, the Zoo, YMCA/downtown area, Hospital and Clinics, old Shopko Plaza shopping area. I think those areas would hit a lot of people.	7/21/2026 9:29 AM
219	Bus stops near places with pharmacies, library, pool (during summer), parks	7/21/2026 9:29 AM
220	Since Aspirus services are spread from Rapids, Point and Wausau sometimes it makes driving difficult	7/21/2026 9:26 AM
221	Downtown WR, strip mall area on 8th st S, Market St., Nekoosa, and similar areas for convenience	7/21/2026 9:19 AM
222	Plover and Stevens Point	7/21/2026 8:42 AM
223	Area clinics	7/21/2026 8:30 AM
224	Aspirus, Sanford Health, YMCA, Walmart, pharmacy’s, Focus, Centralia Center	7/21/2026 7:17 AM
225	Walmart, ODC, Clinic	7/16/2026 1:56 PM
226	Anytime Fitness in Marshfield, ODC in Marshfield, and Marshfield Clinic location in Marshfield. Those are all in Wood County - but we live in Marathon County	7/16/2026 1:50 PM
227	Not sure	7/16/2026 1:44 PM
228	Walmart	7/16/2026 1:41 PM
229	RR Donnelley in Plover	7/16/2026 1:39 PM
230	Hospital, clinics, and stores	7/15/2026 10:15 AM
231	Mid-State Technical College	7/15/2026 9:04 AM
232	To the “Y”	7/12/2026 8:38 AM
233	EMLanes in Roseville	7/10/2026 6:18 PM
234	Outside of town limits	7/9/2026 7:46 AM
235	Marshfield Clinic, Aspirus Wisconsin Rapids Hospital, any additional healthcare/counseling/therapy services in Wood County (River Block Building, Children's Wisconsin, ODC, etc.), shopping and grocery stores (Walmarts, Pick n Saves, IGAs, Festival Foods, The Market, Dollar Generals, Kwik Trip, Farmers Markets), schools, churches, libraries	7/8/2026 11:39 AM
236	ADRC, main healthcare campuses/clinics, major grocery stores, banks	7/7/2026 11:12 AM
237	Focus Food Pantry, farmers market, grocery stores like Walmart and Pick N Save/Aldi area, Piggly Wiggly in Nekoosa, IGA on West Grand Ave, Courthouse in Wisconsin Rapids, hospitals in Wisconsin Rapids and Marshfield	7/7/2026 11:10 AM
238	Clinics and hospitals, libraries, county buildings, Pick n save	7/7/2026 11:06 AM

239	Marshfields walmart shopping plaza, Menards/Goodwill are within city limits but technically are in marathon cty	7/5/2026 5:00 PM
240	Our son works within the county, but getting to medical appointments and to shop would certainly be beneficial.	7/2/2026 4:31 PM
241	Goodwill	6/30/2026 4:00 PM
242	A shuttle bus to go to Walmart. Just like the one that goes to the casino.	6/29/2026 5:01 PM
243	Anywhere you need to go	6/29/2026 2:23 PM
244	Pick N Save, Walmart, Wiki Trip, Goodwill, Saint Vincent,	6/29/2026 8:15 AM
245	Clinic, grocery, pharmacy	6/26/2026 9:22 AM
246	I'm a vocational coordinator for individuals with disabilities. They are consistently late to work because of our cabs. The public taxi doesn't go to Nekoosa and gotta go taxi is unaffordable for people on a budget. Multiple clients have lost a job or received performance write ups due to being late even though it's out of their control.	6/26/2026 8:57 AM
247	Shuttles that picks up at set times for example would do a route from Wildwood Park, Pick N Save, Marshfield Mall, Festival Foods, Dunham Sports, Walmart, Goodwill, YMCA, Target, Pizza Ranch, a public parking lot down town.	6/25/2026 10:00 AM
248	Walmart. Marshfield clinic. Dental office. Chiropractic care. Church. Court house. Tech.	6/20/2026 3:44 PM
249	Stevens Point, UWSP	6/18/2026 11:25 PM
250	First, all the public services, like medical clinics, schools, government offices, shopping centers, wood county Parks, libraries, senior centers	6/18/2026 8:23 PM
251	Marshfield Clinic, Walmart, Walgreens, Festival, Pick N Save, Target, City Hall	6/18/2026 7:14 AM
252	Aspirus locations in Stevens Point	6/15/2026 11:24 AM
253	Toledo Hospital, UTMC	6/10/2026 10:21 AM
254	Stevens Point, Plover, Wausau	6/9/2026 2:35 PM

Q12 381 responses

Which of the following transportation characteristics would you consider to be the most important? (choose up to 3 options)

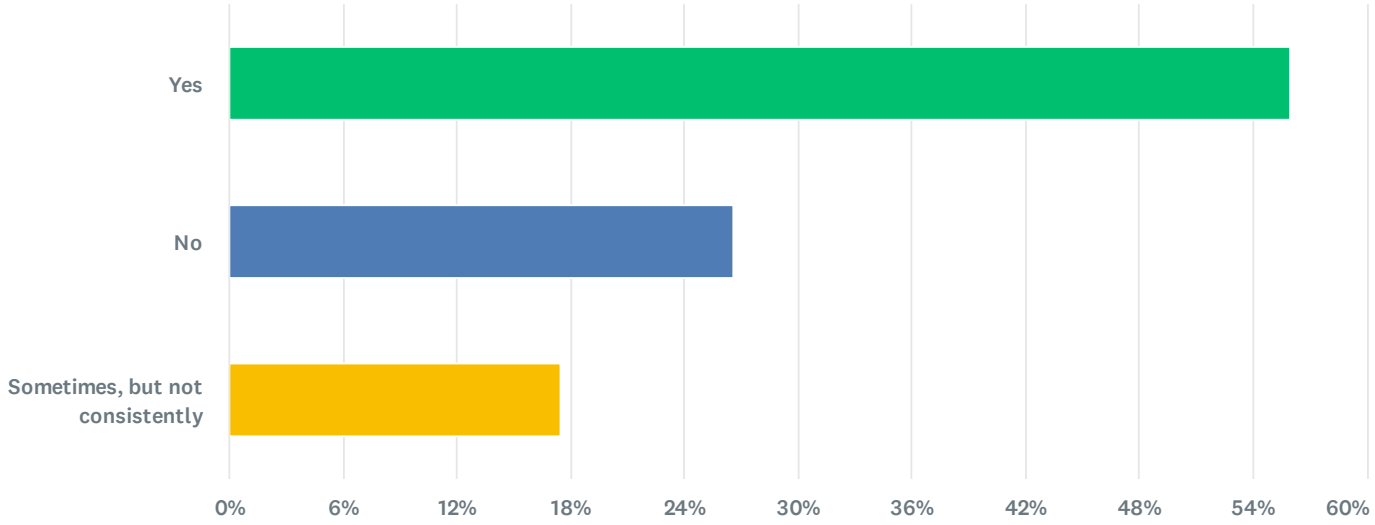


Answer Choices	Percentage	Responses
Affordable fares	78.22%	298
Reliability (on-time service)	70.08%	267
Long operating hours (early morning and evening)	33.07%	126
Direct trips (from your booked pickup location to your booked drop-off location)	27.03%	103
Real-time tracking of driver location/estimated arrival time	26.77%	102
Fixed schedule (bus stop)	25.46%	97
Total		**1280**

Answer Choices	Percentage	Responses
Flexibility (ability to change or schedule rides easily)	25.46%	97
Weekend service	25.20%	96
Handicap accessible vehicles	24.67%	94
Total		**1280**

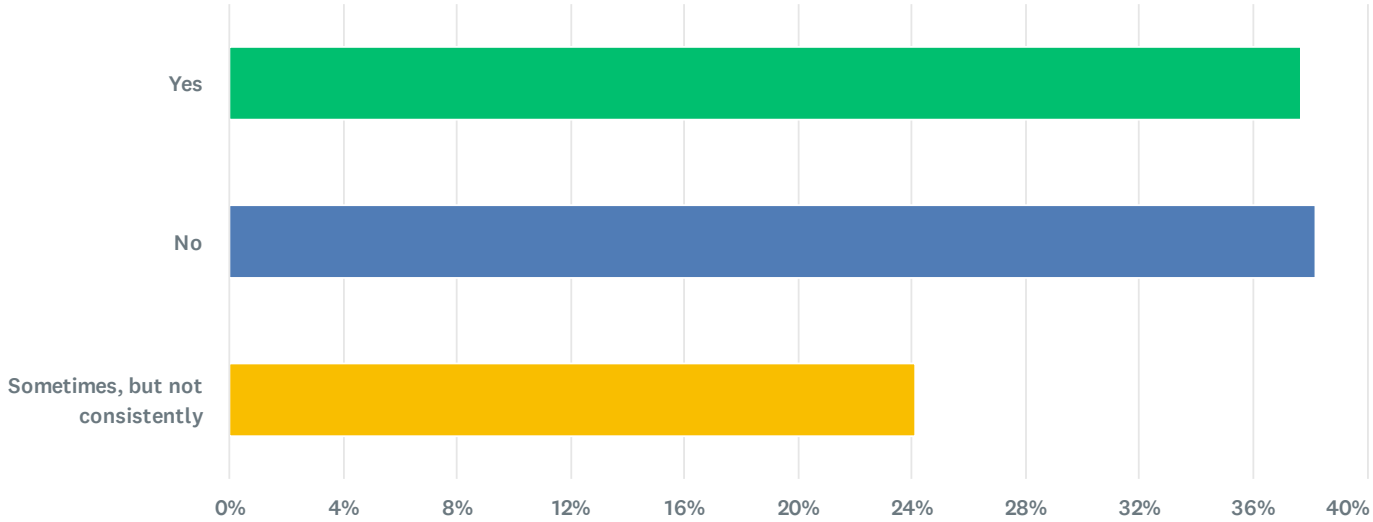
Q13 395 responses

Do you currently have access to a vehicle?



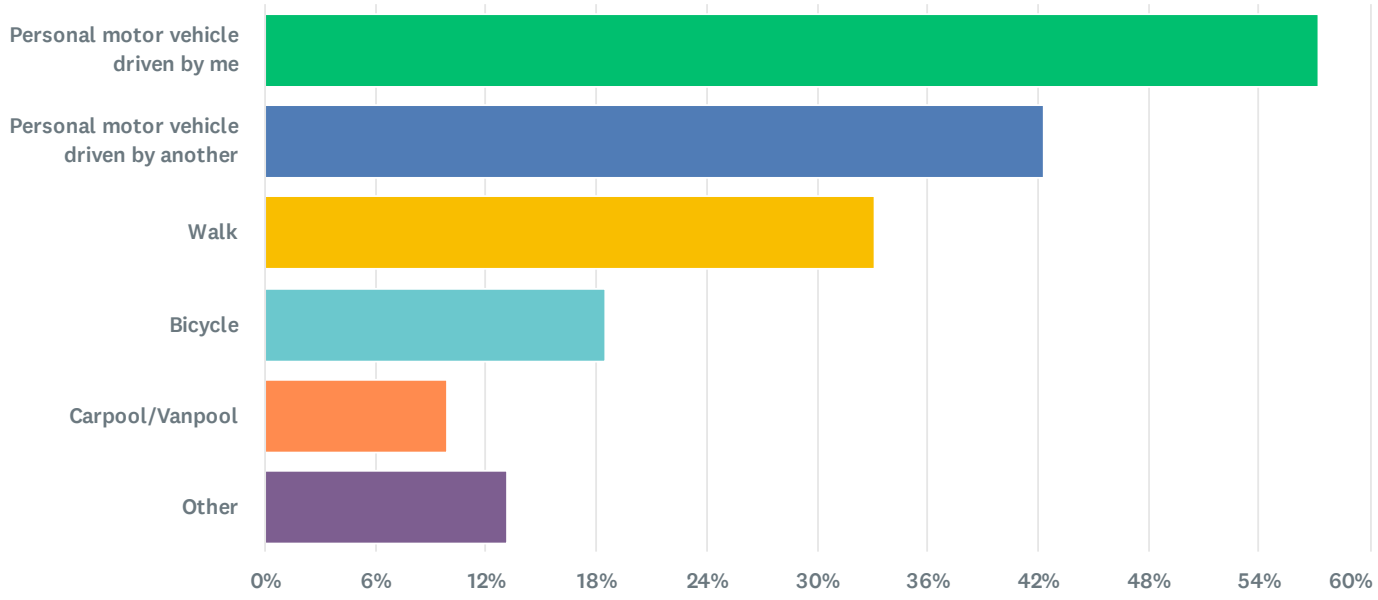
Q14 398 responses

Do you often rely on others to provide you with transportation for work, medical, shopping, or other essential needs?



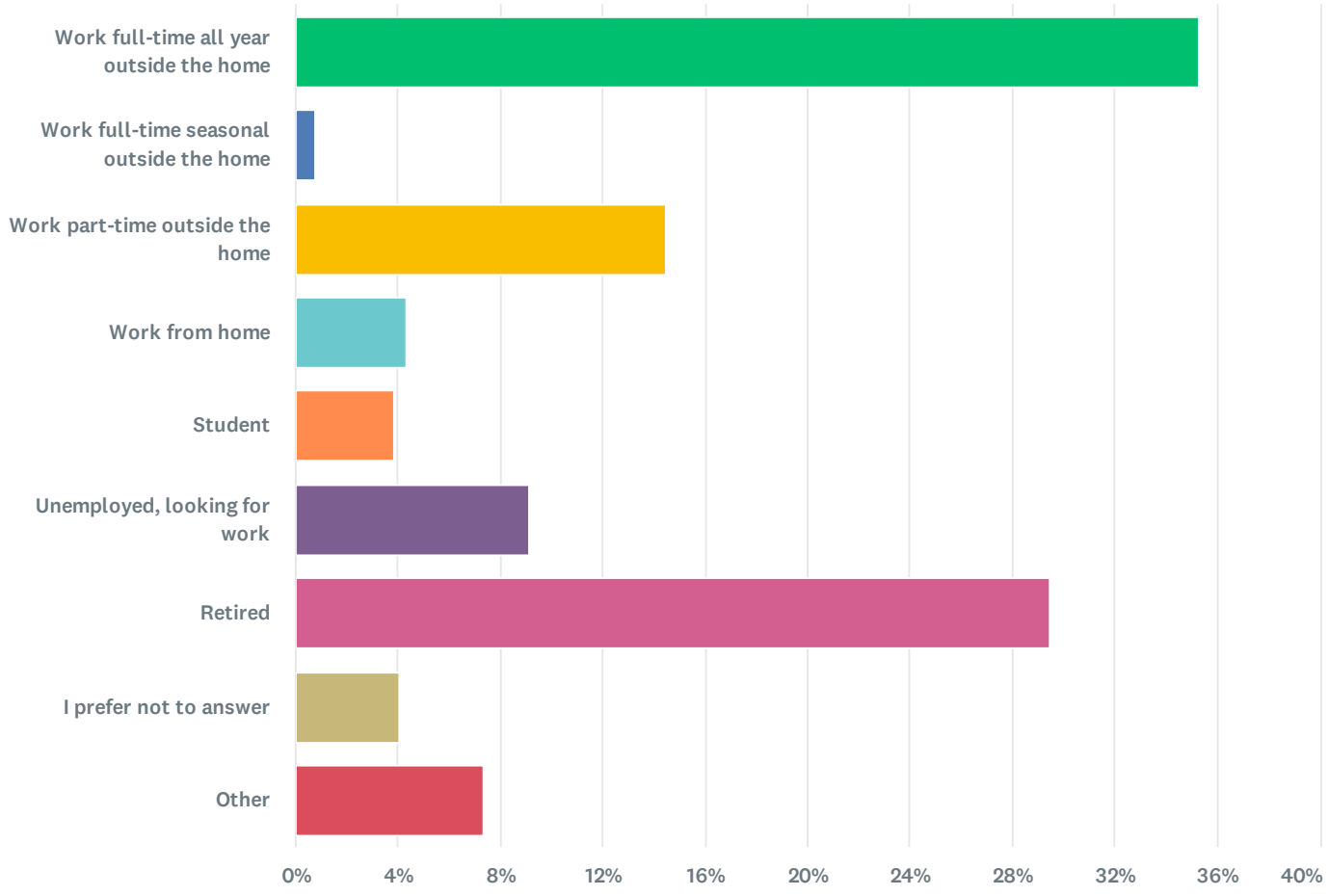
Q15 395 responses

What forms of transportation do you currently use on a regular basis (once weekly or more often) for non-recreational purposes?



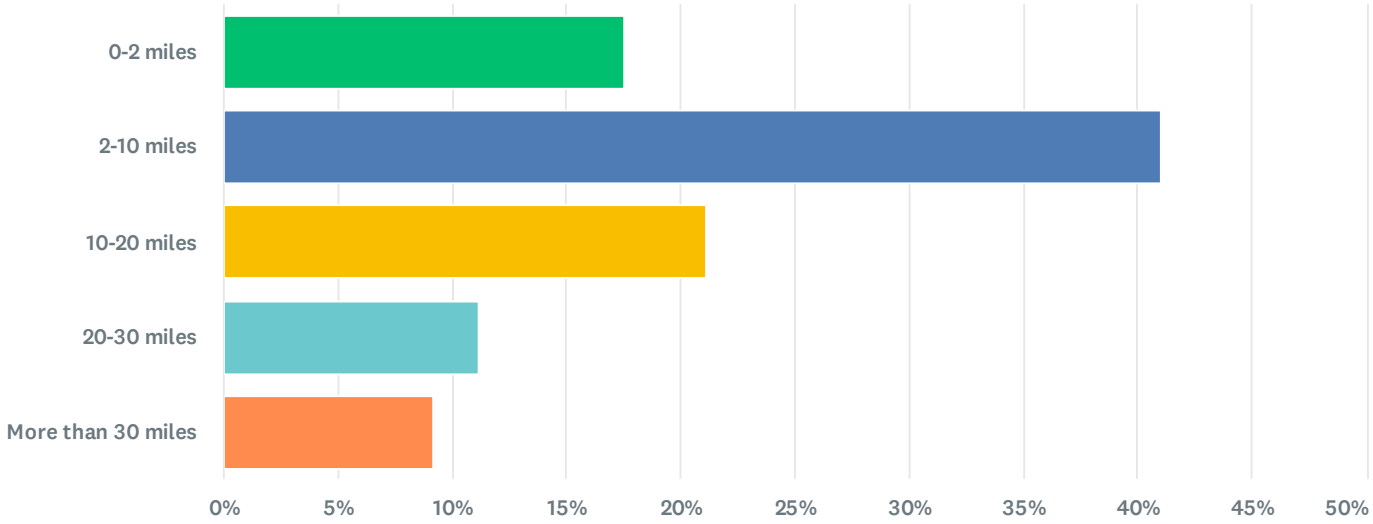
Q16 394 responses

What is your current employment status? (select all that apply)



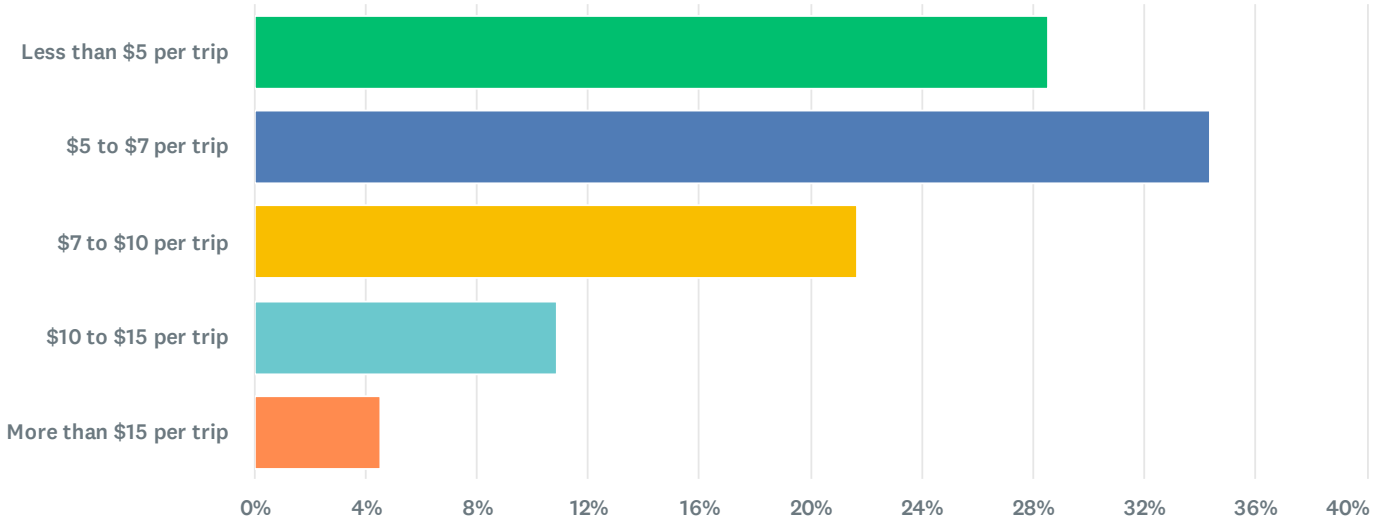
Q17 251 responses

If you are employed outside the home, approximately how far do you travel to work?



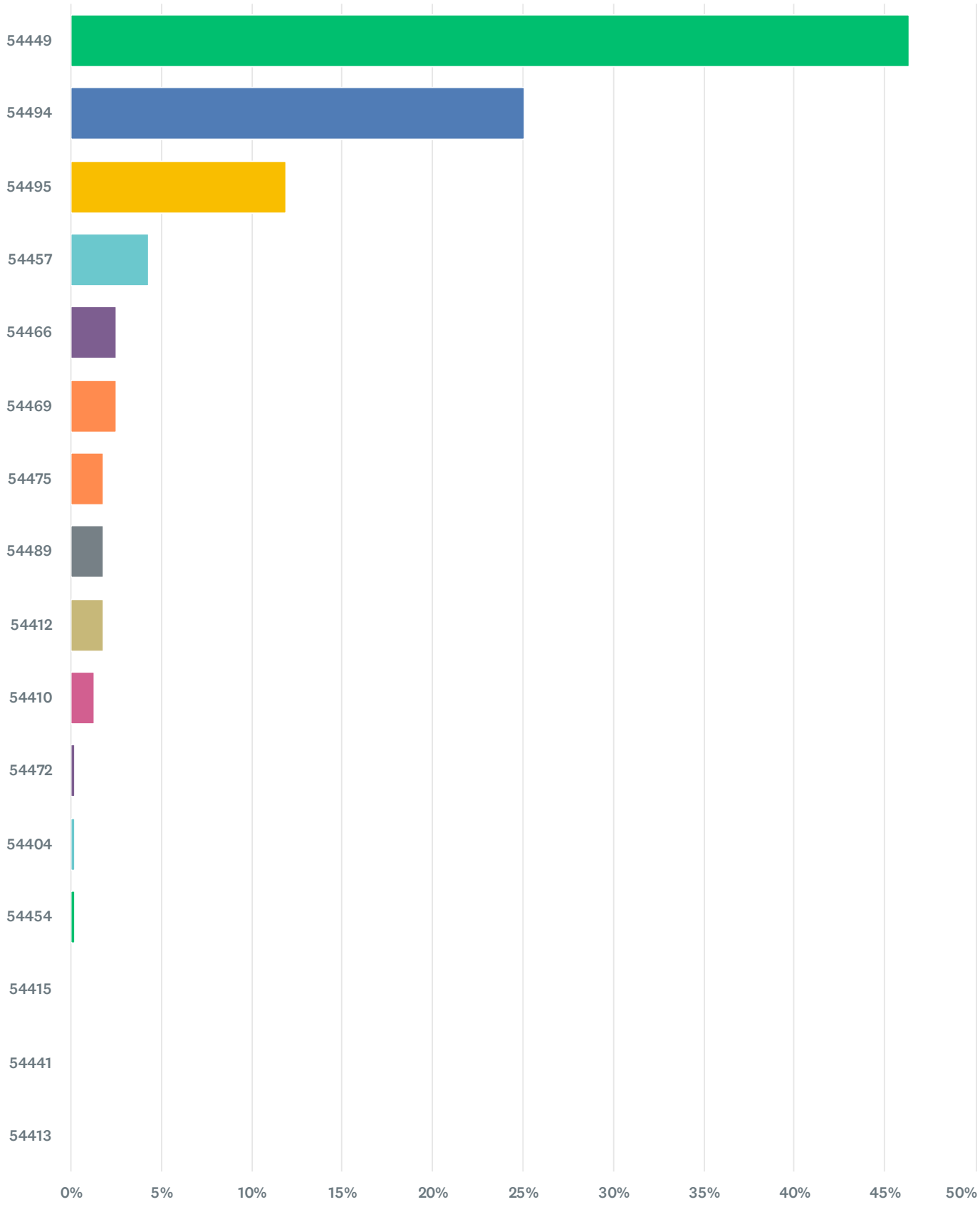
Q18 378 responses

How much would you expect to pay for a one-way trip of up to 30 miles on public transportation?



Q19 395 responses

What is your home Zip code?

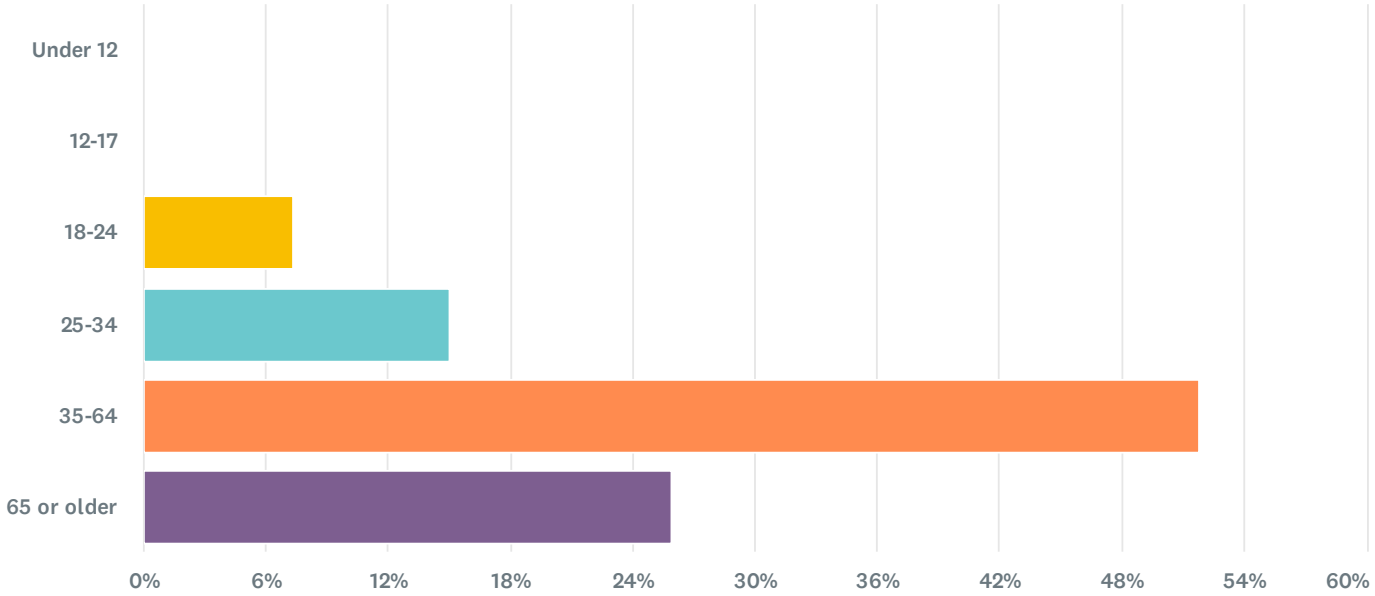


Answer Choices	Percentage	Responses
54449	46.95%	199

Answer Choices	Percentage	Responses
54449	46.33%	183
54494	25.06%	99
54495	11.90%	47
54457	4.30%	17
54466	2.53%	10
54469	2.53%	10
54475	1.77%	7
54489	1.77%	7
54412	1.77%	7
54410	1.27%	5
54472	0.25%	1
54404	0.25%	1
54454	0.25%	1
54415	0%	0
54441	0%	0
54413	0%	0
Total		**395**

Q20 394 responses

What is your age?



Q21 If there is anything else you would like to share about a future transportation service, please add it here:

Answered: 145 Skipped: 284

#	RESPONSES	DATE
1	public bus, reliable transportation	9/1/2026 4:15 PM
2	- pick up after medical procedure - vehicle not always reliable, need in case	9/1/2026 4:11 PM
3	Currently I have a drivers license and a vehicle, but once in a while if (for example) my vehicle breaks down or is in the shop I will take public transportation so I still support it.	9/1/2026 3:51 PM
4	24/7 service for everyone.	9/1/2026 3:48 PM
5	Buses and bus stops would be fantastic	9/1/2026 3:09 PM
6	City buses would be great, offering a city bus pass to buy would be great	9/1/2026 3:07 PM
7	No use of foul language as the current taxi allows	9/1/2026 1:50 PM
8	Right now can drive myself, and my brother helps, but when I get older I would use transportation	9/1/2026 12:24 PM
9	I use a wheelchair so i need wheelchair accessibility	9/1/2026 12:00 PM
10	a type of taxi service is greatly needed	9/1/2026 11:25 AM
11	Why not get rid of Mid-State Tech and Ho-Chunk transportation and them contribute to the expenses? It will cost them less than running their own busses or vans	8/29/2026 10:52 PM
12	Thank you	8/28/2026 11:27 AM
13	no	8/25/2026 4:09 PM
14	If there ways reliable public transportation I believe there would be less drunk drivers	8/25/2026 2:38 PM
15	Public Transportation would solve a lot of issues not only for handicapped people but also for families. If teens could take the bus to/from home before/after games or practices or meetups with friends or work, they wouldn't need a car right away (less accidents, more savings on insurance and car loans for kids and parents)	8/25/2026 2:00 PM
16	Please just work on a reliable, on time taxi service with adequate employees. Our taxi service in Wisconsin rapids is terrible!!	8/25/2026 1:16 PM
17	It would be a life changing and much appreciated service! :)	8/25/2026 12:51 PM
18	Please have buses in Rapids area! Not everybody can afford to have vehicles.	8/25/2026 12:23 PM
19	Disabled patients who rely on Inclusa for transportation thru MTM, are really marginalized. I personally know of at least 6 patients who have been "stranded" at the hospital for hours as their ride didn't show to transport them home after being seen in the clinic, Emergency Department, etc... People who live outside of city limits are really at risk as the local cab company will not transport outside of the community (I.E., Nekoosa, Vesper, etc...) even when our staff have offered to give them more than one voucher. These folks cannot afford to pay privately for Wheels of Independence (for example) and staff/family cannot always take if they are wheelchair bound. MTM has not been a reliable transportation service, and it is unfortunate they have the contract for Inclusa.	8/25/2026 10:34 AM
20	Please allow stroller on the bus as long it’s folded up. Discounts for elderly, students, people on disability would help.	8/25/2026 10:27 AM
21	I am at the meeting because I know we have elderly in Port Edwards that need transportation to get to medical appointments. At this time we have no transportation regularly. I'm 84 so that may include me someday.	8/25/2026 9:05 AM

22	I am open to having public transportation for those in our community, as long as we don't have to create larger roadways (ex. making HWY 80 between Marshfield and Wisconsin Rapids 4 lanes.)	8/25/2026 9:00 AM
23	we need more help	8/24/2026 10:22 AM
24	Getting employment has been a serious struggle for me with transportation being the number 1 issue. Getting to and from a job without reliable transportation is impossible in the Marshfield area and many jobs start at 6am and the cab service is unavailable to get you by then. I do not have a drivers license and getting a ride from others has become difficult also because they have their own jobs to get to.	8/24/2026 10:13 AM
25	it's needed 24 hours a day w/ reasonable rates to many places	8/24/2026 10:03 AM
26	Able to transport bike or e-scooter as well	8/24/2026 9:42 AM
27	make sure the vehicles are clean and updated	8/24/2026 9:33 AM
28	I think it would help a lot to have public stops that did routes, similar to how buses work in cities	8/24/2026 9:19 AM
29	Marshfield Transit cost $80 from Marshfield to Rapids one way, thats allot! // That they treat everyone considerately, respect, and with allot of people struggling it is hard to pay allot so be cheap and fair on pay fare	8/24/2026 9:10 AM
30	I think this will help save people from losing jobs	8/24/2026 9:02 AM
31	We need it bad	8/24/2026 8:59 AM
32	We need it bad here in Rapids	8/24/2026 8:57 AM
33	I am being r3evocated for a allegation of missing a appointment and driving without license and driving while impaired - which I was just tired so yes we need more reliable transportation because we are getting in trouble because there is no valid option // There is not a lot of resources and opportunity in Wood County. But sometimes other counties have events and we should be able to set up or use transportation options to have better range of options if interested. And I am on probation so I can drive myself without license but I cant pay for my license if I don't work and transportation is important cause with the needing to pay fees and fares I am just running in a circle and not making progress	8/24/2026 8:51 AM
34	Just to have properly working vehicles and to get to my destination on time	8/23/2026 12:32 PM
35	I would rather take public transportation than my personal vehicle. Much better for the environment.	8/22/2026 10:48 AM
36	Drug test for alcohol that dude was wasted it was going to Wazeecha Campground the first time I believe #25? Not the owner June 24th. Rob was his name I believe me and my girlfriend were terrified! We almost crashed and another time dude picked me up from Kwik trip took an hour asked what my disability was! Demanded more money and dropped me off at Riverview Behavior Health	8/21/2026 2:45 PM
37	Put a bus service for work and school Mid-State Tech College	8/21/2026 2:13 PM
38	To have discount disability fees. Health ins paying for transportation	8/21/2026 2:08 PM
39	I think bus stops on each side of town would be excellent. I'd use one from by round about, zoo to 8th street and back often.	8/21/2026 2:04 PM
40	especially rides when people get released from jail	8/21/2026 12:56 PM
41	nope	8/21/2026 12:25 PM
42	transportation cards with picture ID to put money on	8/20/2026 2:50 PM
43	This is just going to raise taxes of hard working people to pay for transportation for all of the dead beat people that have moved into the area, most from out of state who have come here to do drugs and drain the economy.	8/20/2026 2:47 PM
44	we need buses	8/20/2026 2:43 PM
45	E-bikes	8/20/2026 2:35 PM

46	Q18: $1-1.50 per mile seems fair or some sort of voucher discount program. // Let in more Lyft/Uber, get someone other then just Wood County or River City cab, open this up to private owners	8/20/2026 2:22 PM
47	Add Bakersville as third location on question 9	8/20/2026 2:10 PM
48	I feel its needed	8/20/2026 2:07 PM
49	more public transit options	8/20/2026 1:39 PM
50	n/a	8/18/2026 6:58 PM
51	Mfld does have a taxi service. Perhaps it could be expanded.	8/18/2026 3:56 PM
52	Look into robotaxi services	8/18/2026 11:24 AM
53	my home address is technically outside of wood county, just across the road from wood county, just outside of marshfield city limits (so can not use current marshfield public transit). i reside in marathon county but am the width of a road away from being inside Marshfield city limits or inside Wood county. my life revolves completely around Marshfield. it is unreasonable to get my public transportation from wausau (over 1 hour away). it would be nice if there was some flexibility to include border-line folks in public transportation plans for marshfield and/or wood county. i feel abandoned just because i'm on the "wrong" side of the road.	8/17/2026 10:58 PM
54	Reliability would be wonderful!	8/17/2026 8:56 PM
55	While I am able to drive myself at this time with a personal vehicle, there may come a time when such a service would be necessary. There are many people who lack reliable transportation, and I think this would be a valuable service for the county to provide.	8/17/2026 3:25 PM
56	If it is trialed and works, expanding to the point/plover area and other reasonably close areas	8/17/2026 3:17 PM
57	I think public transportation will be an excellent alternative to travel, I will have a better organization and use of my time if there are scheduled bus stops instead of waiting for a cab that arrives later and super early. Please make this possible for our county.	8/17/2026 1:00 PM
58	The older I get the more I would prefer to have someone else drive	8/17/2026 11:55 AM
59	Complete waste of money	8/17/2026 7:42 AM
60	I think such a service is vital for persons who are elderly, persons who do not have or cannot afford a car, and people who don’t drive.	8/16/2026 6:12 PM
61	Public transportation is good for the people AND the economy. It aids the environment and reduces traffic flow on roadways, cutting needed repairs. It employs drivers mechanics, cleaning personel, schedulers and others.	8/15/2026 12:10 PM
62	Right now our car works for us now, but we are in our 70s and can anticipate that public transportation will be very helpful and needed in the future.	8/14/2026 7:42 PM
63	My husband is disabled and we are currently down a vehicle after a summer car accident resulted in it being totaled, and if there were reliable public options he’d probably use public transportation frequently if it was accessible.	8/14/2026 6:08 PM
64	To not have to have cash would help.	8/14/2026 4:30 PM
65	ALL IS GOOD	8/14/2026 4:28 PM
66	Now that we have Aspirus it would be nice to have public transportation to their clinics in Wisconsin Rapids, Stevens Point, and Wausau.	8/14/2026 1:43 PM
67	I work in a middle management position and one of the number one complaints from my community members during my sales outreach is a lack of accessible transportation to get places this would be a free builder for growth in Wisconsin Rapids especially if we connect to surrounding communities	8/12/2026 9:13 AM
68	Medical is mainly use.	8/11/2026 10:31 AM
69	I have no smart phone or no computer access	8/11/2026 9:53 AM
70	Transportation to UW Milwaukee & UM Twin Cities would be so helpful!	8/11/2026 8:33 AM

71	RN Case Manager - with many capable people who do not drive. Some are employed; however, the cost of living does not match the wage scale in this area for a large portion of the population.	8/10/2026 7:53 AM
72	Can't have everything for everybody. Pick what works for most people and discuss individually with others what may be set up to work in difficult situations.	8/8/2026 3:50 PM
73	I wouldn't personally often use a county wide transportation service, but I think it could be useful for other people in our community.	8/7/2026 4:54 PM
74	I am so glad you are concerned with transportation. Better, safer transport in our area would greatly enhance businesses and entertainment venues financially, increase social connectivity and mental and physical health and safety in the community not only for our seniors, but also our youth and young adults that need to get to schools and jobs. Bless you in this considerate endeavor.	8/7/2026 9:51 AM
75	I am so very fortunate to own my own vehicle and be able to drive to wherever I need to get to. I've seen others in this area depend on some other form of transportation to and from medical appointments. Our family was so very thankful and fortunate that a relative was able to get to wherever her appointments were, despite that she needed transport in a wheelchair, near the end of her life. Thank you for the survey, many questions didn't apply to me right now.	8/6/2026 12:38 PM
76	None	8/6/2026 11:43 AM
77	The inside of the vehicle/van/bus needs to be clean and not smell of body odor.	8/5/2026 8:14 PM
78	Whoever would be running it as far as drivers needs to be friendly. No one likes a Crabby Carl. Don't need to be a Chatty Cathy, just nice.	8/5/2026 4:55 PM
79	Medicaid folks can use Abby Vans BUT they can be unreliable or sometimes impossible to schedule when their phone is not answered for days. This problem should be fixed. Second, do not ever let people ride for free. If that happens once, no one will ever pay. It is like being on SSI & Medicaid - they will call an ambulance before walking to the ER that is 3 blocks away because their knee "hurts". The ER diagnosis was a "bruised knee".	8/5/2026 4:50 PM
80	There's a growing number of individuals in our community who struggle to get to work outside of normal business hours. There are also those who live outside of city limits that struggle to arrange transportation for employment and medical appointments.	8/4/2026 11:03 PM
81	Trains, even though i have a car, it's be fine taking public transport to work to save money and help the environment	8/4/2026 3:49 PM
82	I work in a pharmacy and many patients from the surrounding areas need transportation help.	8/4/2026 10:18 AM
83	Rides to and from the airport. Reliable consistent service.	8/4/2026 10:09 AM
84	Need handicap accessible vehicles that dont require stepping up into including backs of tall minivans (for short people)	8/4/2026 9:40 AM
85	Public transportation seems to be limited for bar hours	8/4/2026 9:18 AM
86	I dont believe there is a need for taxpayers to fund transportation services in wood county. It is not a large urban center that would benefit from public transportation. Private user paid options should be considered for transportation needs.	8/3/2026 5:31 PM
87	I want the state to develop a rail system which connects our biggest cities	8/1/2026 2:49 PM
88	Just wanted to say that Wheels of Independence has served me very well, and they are an asset to our community.	8/1/2026 2:15 PM
89	Bus stops require HVAC & space for wheel chairs. Home service only for medical routes. Need rosters of drivers working earlier than 8am and later than 4pm… 6am-8pm.	7/31/2026 10:08 AM
90	I'd suggest a fix bus stop for out of town transit but a call for pick up for in town transportation	7/31/2026 9:24 AM
91	There is a very large need for this in Central Wisconsin as a whole and I look forward to the plans that are being made!!!	7/30/2026 8:43 PM
92	Huge problem. Glad you're looking into this.	7/30/2026 5:47 PM
93	Effective public transportation in the region requires a major shift in cultural perspectives. It is	7/30/2026 10:26 AM

	often seen as a necessity to have multiple vehicles so every driver in the household can get where they need to go at any time. A reliable local transportation network that could provide a level of service that could help families avoid having to have that second or third vehicle is worth thousands of dollars annually. Getting people to understand that is a big hurdle however.	
94	Many times medical care is referred to providers in Wausau. Stevens Pt., Eau Claire. Older adults are not comfortable driving to these locations themselves & may not have anyone else to take them.	7/30/2026 9:31 AM
95	Preferably use an app	7/30/2026 9:16 AM
96	Needs cameras/safety measures and to be monitored by police, since it will be mostly criminals riding the bus	7/30/2026 8:11 AM
97	Unnecessary	7/29/2026 2:00 PM
98	Please keep fares low but also keep the property tax burden to a minimum.	7/29/2026 1:40 PM
99	I'm disabled and can't drive. It would open up possibilities to get back into the community.	7/29/2026 12:49 PM
100	the service would need reliability, experienced courteous drivers , newer more comfortable handicapped busses	7/29/2026 12:15 PM
101	About 25% of the county and Marshfield resident population is older than 65. If unable to drive, or even afford a car, these folks become stranded in our current world. In the US, no car is equivalent to no legs.	7/29/2026 11:25 AM
102	Personal pick up times are greatly needed & reliability	7/29/2026 9:38 AM
103	For the drivers to be more considerate of giving a quality of ride versus the quantity of rides. An example is waiting until the rider is ready and buckled before they start to move the vehicle and that the music is appropriate or if the rider would like music or not.	7/29/2026 7:46 AM
104	Bus service or taxi would be ideal for pittsville 🎉🥳🦋❤️🌷	7/29/2026 1:08 AM
105	A bus service would be ideal. Scheduled routes with scheduled pick up points.	7/28/2026 11:14 PM
106	Safe honest driver good records	7/28/2026 9:41 PM
107	It would be a big benefit for those who ate home bound. As well as getting people to church. That otherwise wouldn't go.	7/28/2026 6:43 PM
108	I could sure use it to and from work during inclement weather. And to and from events during inclement weather. And to events right outside of marshfield, like dairy breakfasts, concerts, etc.	7/28/2026 4:16 PM
109	Present cab service get more vehicles pm	7/28/2026 4:15 PM
110	A public bus within Marshfield with reasonable fare & reliable schedule would be highly successful within the Marshfield community. Regardless of access to personal vehicles, it is a more environmentally conscious choice. given the opportunity many citizens would make use of a service like that. Not to mention the needs of our disabled & elderly population. Unsafe choices made by senior citizen drivers cause most of the accidents in Marshfield. Providing a bus with appropriate accommodations for seniors would allow for those community members have a more reliable option than risking the roadways. Marshfield Transit has vehicles that accomodate for handicap citizens, but the ride is often too comfortable (especially for the price) for many citizens to be a consistent choice for transportation. A public bus would solve nearly all of these issues. With enough seating (a full sized bus) & and wheelchair access. Additionally, winter driving can be challenging for anyone...providing reliable public transportation during winter would prevent MANY accidents on our streets	7/28/2026 3:35 PM
111	It would be nice to be able to get to other public transportation so I could visit out of state family. A connection to a busline, airport or train station would be wonderful.	7/28/2026 1:50 PM
112	I live in Marshfield. A lot of people coming to work in our community (for Marshfield Clinic or Prevention Genetics) come from more urban areas, so they don't always have a car or even a drivers license. Our city is not very walkable, so they often have to rely on public transport or friends for rides. Additionally, our community has a larger population of elderly, some of which can't drive (or should no longer be driving), so creating bus stops near local grocery stores and pharmacies are important for them to run their errands.	7/28/2026 9:37 AM

113	HAVING A TRANSPORTATION SERVICE ON CALL FOR BAR CLOSINGS WOULD BE BENEFICIAL AROUND MARSHFIELD.	7/28/2026 9:33 AM
114	The transportation would also be helping people who: Need help getting to the polling place Midstate rides (when I was in college at Point, they gave students bus passes) Kids who need a ride but their parents are at work, not just from school but anywhere really Event rides (similar to how during Nekoosa pumpkin fest , they offer rides to the event)	7/27/2026 5:43 PM
115	They need to be on time and run late	7/25/2026 12:06 PM
116	It just makes sense for a community.	7/24/2026 12:11 PM
117	Me and my husband work different shifts my 2 daughters with disabilities can't get a part time job because no ride there and back.	7/23/2026 12:17 PM
118	With the aging population, the need for public transportation in Wis. Rapids is overdue. Elderly and handicapped people will especially benefit, as well as children and others who don't have driver's licenses. Access to public transportation is definitely going to be a deciding factor on where we live once my husband retires in about 2 years.	7/23/2026 10:52 AM
119	Poeple have stuff done at the clinic and have to always find Rides there and back	7/23/2026 10:23 AM
120	Wis Rapids has a larger population of citizens with disabilities and elderly that need consistent available public transportation. A bus route with set schedules, low fares with enough stops to allow for little to no additional walking would make our town much more functional for many people that struggle or go without.	7/23/2026 9:57 AM
121	W/R Transit has been a wonderful resource for me. For folks who need daily transportation for work or school, a regular city bus route would be awesome!	7/22/2026 2:02 AM
122	have it county wide available	7/22/2026 12:10 AM
123	Reliable, consistent, affordable transportation is very much needed.	7/21/2026 8:21 PM
124	There is a need for accessible transport in our community. It as a barrier to accessing basic needs such as grocery shopping or medical appointments for many.	7/21/2026 2:42 PM
125	I work with people who need transportation. The cost and poor reliability are AWFUL	7/21/2026 12:51 PM
126	Teach people to obey the law. Fix traffic lights so they work properly	7/21/2026 12:32 PM
127	Having transportation like city buses in Wisconsin Rapids would help struggling people get to and from work as well as getting access to cheaper groceries by having more store selection.	7/21/2026 11:02 AM
128	Wisconsin Rapids needs a city bus system. It’s ridiculous that there isn’t one that would include stops to the surrounding areas like Nekoosa, Port Edward’s,Rome. Vital necessity for community growth. If you want people to stay in a community you need to address their basic needs. Moved my elderly mother to Rapids and found out first hand how limiting this community is for folks of all ages to get to necessary businesses.	7/21/2026 10:21 AM
129	I think Marshfield could benefit from public transportation within city limits, but also service to outside cities, airports, etc	7/21/2026 9:33 AM
130	I hope youth would be able to utilize this service as well, I think bus style transportation would be better than a private transport mode like a taxi/uber, etc.	7/21/2026 9:30 AM
131	Public bus would help business get more traffic and it would be more reliable. A bus pass would also cultivate money for the city in fees.	7/21/2026 9:30 AM
132	Town of Grand Rapids doesn’t get transportation service	7/21/2026 9:22 AM
133	I think a bus system similar to Stevens Point would be very valuable to the county	7/21/2026 9:20 AM
134	Consider that some may be unable to drive per MD orders or have car troubles. Many work or have Dr. Appt outside Wood County.	7/21/2026 8:44 AM
135	Especially needed outside the City Limits in Wood and surrounding counties	7/10/2026 6:19 PM
136	I’m not such a rude drivers and better communication	7/9/2026 7:47 AM
137	Would need a spanish interpreter on occasion	7/7/2026 11:37 AM

138	Transportation monopoly in Marshfield needs to end. MT is only option in town due to contract w city	7/5/2026 5:01 PM
139	Vehicles need to be marked so our son knows that it for him. Maybe numbers or something in the window also that could be identified when set up is arranged. Something so that he isn't running in and out of his apartment to check if the vehicle is a ride service or not and whether or not it is for him. It has to be easy to set up as he has special needs and the current system has been a nightmare for him to arrange on his own. We'd like him to be more independent in arranging his own rides.	7/2/2026 4:33 PM
140	People shouldn't have to worry about getting to work and home on time. I request a time to get home from work hours in advance. I shouldn't have to wait a half hour to an hour to get home after my shift.	6/29/2026 5:16 PM
141	A lot more affordable options for people to get to appointments and work. A transportation company should not be charging over $150 one way to take someone 10 miles.	6/25/2026 10:04 AM
142	I am disabled and miss appointments with the current service. Ride-sharing is annoying.	6/20/2026 3:44 PM
143	We have disabled adult children living at home and it would be very very helpful if they could walk to a bus stop to be picked up and have routes that are useful and run a regular schedule. A small bus or even a van that ran from Wisconsin Rapids to Marshfield, and Stevens Point every couple hours would be very helpful! We are used to using public transit when visiting larger cities. It is very useful.	6/18/2026 8:29 PM
144	The cab service in Marshfield cannot be relied upon to get you somewhere on time even if you call a week in advance.	6/18/2026 7:14 AM
145	Although I have the resources to get to my medical appointments and work, I have elderly neighbors nearby who struggle to get to their appointments and the grocery store. Our family has helped when we can, but I know they need more help and don't want to ask us.	6/9/2026 2:36 PM