



243 High Street Room 110
Morgantown, WV 26505
(304) 291-9571
www.plantgether.org

Agenda

Transportation Technical Advisory Committee Meeting
MPO Offices
WEBEX Digital Meeting
243 High Street Room 110
Morgantown WV
Mary 12, 2020
1:30 PM

1. Call To Order
2. Approval of Minutes
3. TIP Amendments
4. Coordinated Human Services Transit Plan
5. Update on Mountain Line Transit Study
6. Update on Ongoing projects-WVDOH
7. Other Business
8. Meeting Adjournment



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Memorandum

Date: May 6, 2020
To: Transportation Technical Advisory Committee Members
From: Bill Austin, AICP
Subject: May 12, 2020 TTAC Meeting Agenda Items

This memorandum is to inform you of the action items for the May 12, 2020 Transportation Technical Advisory Committee Meeting to be held in the MPO's Offices 243 High Street at 1:30 PM. You may access the meeting by following the link provided in the transmittal email.

-TIP Amendments

The West Virginia Department of Transportation-Division of Highways has requested the following TIP Amendments.

2020 DELETE

-Deckers Creek Landslide Repair
NRT2017161D-Engineering. Total Cost \$45,000, Federal Funds \$36,000

2020 ADD

-Cheat Road (CO857) Resurface-Begin MP 10.44 for 0.78 mile
STP0857023D-Construction. Total Cost \$529,400, Federal Funds \$423,520

-University Ave (US019)-Campus Dr Widen Roadway-Begin MP 11.44 for 0.4 mile
NHPP0019481D-Construction. Total Cost \$6,100,000, Federal Funds \$4,880,000

Please note that the Deckers Creek landslide repair project has been folded into another project making the project being deleted superfluous. It is respectfully requested that the TTAC recommend adoption of the TIP Amendments noted above.

-Draft Coordinated Human Services Transit Plan-Local human services transportation providers are required to update their Coordinated Human Services Transportation Plan approximately every four years. The West Virginia Department of Transportation Public Transit Division has this task performed for each agency in the State through a consulting contract.

Please find our area's updated Plan attached to the transmittal email. The draft Plan establishes goals and objectives for Mountain Line and the MPO to maintain and grow our human services transportation as well as alternative forms of transportation including the Van Pool program. It is respectfully requested that the TTAC recommend adoption of this Plan to the Policy Board.



MINUTES

MPO Transportation Technical Committee Meeting

MMMPO Conference Room 243 High St. Room 110, Morgantown, WV

March 10, 2019, 1:30 PM

Members Present

Bill Austin, Andrew Gast-Bray, Chris Fletcher, Damien Davis, Latina Mayle

Others Present

John Whitmore, Drew Gatlin, Jessica Shuey, Jing Zhang

1. Call to Order

With a quorum present, Mr. Austin called the meeting of the TTAC to order at 1:30 PM.

2. Approval of Minutes

Mr. Austin noted that the minutes of the last meeting were included in the agenda packet. Mr. Gast-Bray moved to approve the minutes as presented, seconded by Mr. Davis. With no discussion, the motion was approved.

3. Introduction of New Employee

Mr. Austin introduced Jessica Shuey as the MPO's new employee. Mr. Austin noted that Ms. Shuey's primary duty is public involvement, including website maintenance and preparing newsletter for the MPO. It is a shared position with the Monongalia county. TTAC members introduced themselves and welcomed Ms. Shuey.

4. Draft TIP

Mr. Austin noted that the MPO needs to adopt a new TIP at the March meeting to be fully coordinated with the newly adopted State Transportation Improvement Program. A copy of the draft TIP was included in the agenda package. The revised TIP does not reflect significant changes to the existing projects, except that several completed projects were removed from the tables. The MPO made the revised TIP table available to the public in mid-January to meet the requirements of the MPO's Public Involvement Policy. To date the draft TIP has received no public comments.

Mr. Austin noted that the TIP includes two tables listing the same projects. The first table sorts the projects by names; the second table sorts the projects by the date that they were included in the TIP and the date (if any) funds have been obligated to projects.

Mr. Gast-Bray noted that it will be helpful to identify the contribution of TIP projects to MPO's performance measures. Mr. Austin noted that it would be difficult for the MPO to quantify and track the contribution of each TIP project to MTP performance measures, as the MPO does not have direct control over the programming of the TIP projects. Mr. Fletcher suggested adding MTO priority information to the project tables. He noted that it will help the public to better understand the relation between the two documents. Mr. Austin agreed and noted that many TIP projects are not developed from the MTP and hence do not have MTP priority information. However, adding the information to the table will help the public to track the implementation of MTP projects which are in the TIP.

Mr. Fletcher moved to recommend approval of the revised TIP to the Policy Board with the recommendation. Seconded by Mr. Gast-bray. With no discussion, the motion unanimously passed.

5. Draft Unified Planning Work Program

Mr. Austin noted that the draft FY 2020-2021 Unified Planning Work Program was enclosed in the agenda package. The primary new initiative in the UPWP is the beginning of the update of the Metropolitan Transportation Plan to reflect an updated regional travel demand model, a new effort to identify the community's goals and objectives and to incorporate the results of the ongoing transit study and the recently adopted Bicycle and Pedestrian Plan into the Highway element of the MTP. The UPWP includes a 2% increase in MPO staff salary to keep up with the cost of living.

Mr. Fletcher moved to recommend approval of the UPWP to the Policy Board with the recommendation. Seconded by Mr. Gast-Bray. With no discussion, the motion unanimously passed.

6. Bicycle and Pedestrian Plan Amendment

Mr. Austin noted that the MPO Policy Board adopted Bicycle and Pedestrian Plan in November. As the Board had concerns about some projects in the Plan, the MPO's consultants hold a session for the Board to review projects and to develop an implementation guideline. The guideline sets the priority for the policy board in implementing the bicycle and pedestrian plan.

Mr. Fletcher noted that the negative score in the safety evaluation table could mislead the public on the safety of on-street bicycle facilities. He noted that the plan was thoroughly developed by planning professionals with extensive input from the community. Negative safety scores for on-street bicycle facilities could incorrectly imply that those bicycle facilities are not safety.

Mr. Austin noted that implementation guideline reflects the preference of the boards in funding the identified projects of the plan. It is not a ranking scheme from the perspective of planners and engineers. Mr. Austin suggested that the “safety priority” be replaced by “corridor improvement initiatives” to avoid potential misleading implications. The committee agreed.

Mr. Gast-Bray moved to recommend approval of the UPWP to the Policy Board with the recommendation. Seconded by Mr. Fletcher. With no discussion, the motion unanimously passed.

7. 2019 Traffic Count Report

Mr. Austin noted that a copy of the MPO’s most recent traffic count report was enclosed in the agenda package. Mr. Austin noted that the report includes directional volumes, peak period factors, and percent change in traffic for the one year and three-year time periods.

It has been noted that the traffic volume at many stations have decreased over the past three years. Major causes include the opening of new interchanges on I-79, the changes of WVU class schedule and locations, and the development in the Westridge and Mylan Park areas. Mr. Gatlin noted that the MPO could collaborate with the City in traffic count to optimize limited resources. Mr. Austin agreed and noted that the MPO is able to provide raw traffic data collected using WVDOH’s methodology.

8. Update on Mountain Line Transit Study

Mr. Austin noted that the study consultant has held the first session of public involvement. Public meetings were held at the Mountaineer Station and the Evansdale Crossing. A large number of WVU students participated in the events. Mr. Austin noted that survey results showed that transit users are satisfied with the exiting service, while they also made suggestions to increase transit services in the area.

Mr. Gatlin noted that he went to the public meeting at the Evansdale Crossing and found that some consultants only stayed for a short period of time and left the meeting. Mr. Austin noted that he will pass this comment to Mountain Line for inquiry.

9. Other Business

Mr. Fletcher asked about the status of the intersection improvement project at WV 7 and Greenbag Rd in Sabraton. Mr. Austin noted that the WV District Office is waiting on coordination with Mon Power to start construction.

Mr. Austin noted that the MPO will set up a kick-off meeting to coordinate with the County and municipalities in preparing the update for the Metropolitan Transportation Plan. He noted that integrating the planning process of the MTP and the comprehensive plans will provide more effective public involvement for all.

10. Meeting Adjournment

The meeting adjourned at 2:15 PM

***DRAFT* Morgantown Monongalia Metropolitan Planning Organization
Coordinated Public Transit-Human Services
Transportation Plan Update**

December 2019



West Virginia
Department of Transportation

Division of Public Transit
1900 Kanawha Blvd., E
Building 5, Room 650
Charleston, WV 25305

<https://transportation.wv.gov/publictransit>



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This report was prepared in cooperation with the U.S. Department of Transportation (USDOT), the Federal Transit Administration (FTA), the West Virginia Department of Transportation (WVDOT) Division of Public Transit, and local communities. The contents do not necessarily reflect the official views or policies of the WVDOT, FTA, or USDOT. This report does not constitute a standard, specification, or regulation.

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I. INTRODUCTION

PURPOSE

This plan updates the Monongalia Morgantown Metropolitan Planning Organization's (MMMPO's) Coordinated Public Transit-Human Services Transportation Plan for Morgantown and Monongalia County. The plan was initially developed in 2007 and last updated in 2011. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was the Federal surface transportation authorization at the time of the initial report. The 2015 update was developed in response to requirements set forth by Moving Ahead for Progress in the 21st Century Act (MAP-21).

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act, was signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. The FAST Act applied new program rules to all Fiscal Year 2016 funds and authorizes transit programs for five years. According to FAST Act requirements, locally-developed, coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act Federal legislation.

Funding to update this locally-developed Public Transit-Human Services Transportation Plan was provided by the West Virginia Department of Transportation, Division of Public Transit. The planning process involved active participation from local transportation providers and human service agencies, as well as members of the general public, older adults, and individuals with disabilities.

Some human service agencies directly operate or contract transportation operations to a third party. Transportation providers have eligibility restrictions based on age and disability status, income and/or registered clients only, while others serve the general public. In an era of increasing need and demand for shared-ride and non-motorized transportation and stable or declining revenue, organizational partnerships must be explored and cost-saving measures must be made to best serve the Region's changing transportation demands. Interactive coordinated transportation planning provides the best opportunity to accomplish this objective.

METHODOLOGY

The fundamental element of the planning process is the identification and assessment of existing transportation resources and local/regional unmet transportation needs and gaps in service. This was accomplished by receiving input from stakeholders through community meetings open to the public, in-person interviews, telephone calls, email correspondence, and completion of a public survey.

The coordination plan update incorporated the following planning elements:

1. Review of the previous Coordinated Public Transit-Human Services Transportation Plan to develop a basis for evaluation and recommendations;
2. Evaluation of existing economic/demographic conditions in each county using U.S. Census data and other data resources approved by West Virginia Department of Transportation and/or the local planning agency;
3. Conduct of a general public survey. The combination of demographic data, survey input, and input gathered during interviews and meetings provided a sufficient depth of understanding about transportation need;
4. Conduct of local meetings for stakeholders and the general public for the purpose of updating transportation needs, determining service gaps, and developing goals, objectives, and implementation strategies;
5. Update of the inventory of existing transportation services provided by public, private, and non-profit organizations;
6. Update of the summary of vehicle use for the purpose of determining where or how existing vehicle fleets can be better used to meet transportation needs; and
7. Development of an updated implementation plan that includes current goals, strategies, responsible parties, and performance measures.

II. TRANSPORTATION AND MOBILITY NEEDS ASSESSMENT

COMMUNITY MEETING AND PUBLIC SURVEY RESULTS

Community meetings were promoted to the public in local newspapers, websites, and through mailings, emails, and word-of-mouth. These meetings brought Morgantown area stakeholders together with individuals representing agency that serve adjacent rural areas of West Virginia Planning and Development Region VI, which serves Doddridge, Harrison, Marion, Monongalia, Preston, and Taylor Counties. The meeting dates and locations were:

- ◆ November 14, 2018 at the Marion County Senior Center
- ◆ March 13, 2019 at the Marion County Senior Center

At the first meeting, participants discussed the unmet transportation needs for Morgantown and each county and community within the Region Planning and Development Council, as well as needs and gaps in services that cross jurisdictional boundaries. Meeting participants were also invited to discuss preliminary coordinated transportation goals and strategies that could be implemented to address the identified needs.

The public survey was distributed online and in hard copy format. The survey was promoted in local media, on websites, at public meetings, and through emails and word-of-mouth by local stakeholders. The survey was available for eight months. There were 121 survey responses from Region VI; included in the total were 55 respondents from Monongalia County. Approximately 7% of Monongalia County survey respondents were age 65 and older and 16% indicated that they, or someone in their household, had a disability that limits his or her mobility, or ability to drive or use available transportation services.

Meeting participants and survey respondents were asked to identify unmet transportation needs and gaps in available mobility services. Results are summarized in Table II.1 and the following tables.

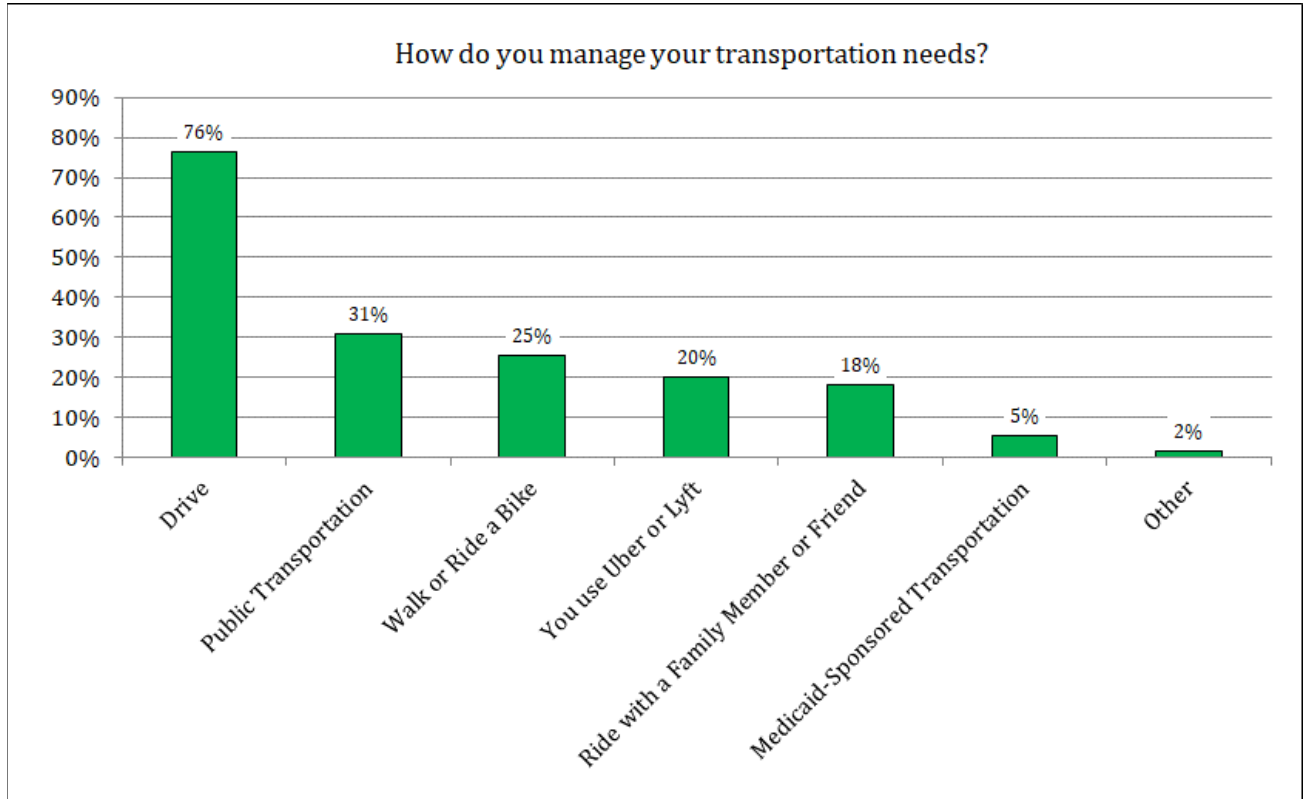
Table II.1: 2019 Needs Assessment
Transportation providers need adequate resources to maintain existing levels of service . People depend on these services for their basic mobility needs, including rides to work, medical care, shopping, and other daily needs.
It is difficult to recruit drivers , according to most stakeholders. Providers need new strategies for attracting individuals to the driving profession.
The region needs more providers of NEMT . Several of West Virginia’s private NEMT providers have gone out of business in recent years. The remaining providers are unable to fulfill all of the demand for NEMT rides.
Communication between transportation providers and health care facilities is necessary for providers to be able to maximize their ability to provide rides to medical appointments. When medical offices are not flexible on patient appointment times, transportation providers have difficulty fulfilling patient transportation needs.

Table II.1: 2019 Needs Assessment

<p>Hospital discharge transportation is needed for individuals who don't have another way home after a hospital stay, who are unable to afford a private taxi ride.</p>
<p>Unserved rural communities need some level of transportation, even if it is just one or two days per week. In several Region VI counties, transportation is not available to the general public outside of the areas served by fixed or deviated routes. In particular, rural residents need transportation to larger areas with destinations for medical care, employment, and shopping.</p>
<p>Transportation providers need to expand service into the early mornings, evenings and on weekends. Most providers in the region operate during standard business hours on weekdays.</p>
<p>All demand-response transportation providers need additional capacity in order to meet all trip demand in their communities. Sometimes, providers must cancel or postpone clients' non-medical rides in order to accommodate all requests for rides to medical appointments. Late cancellations and no-shows have a negative impact on demand-response capacity.</p>
<p>Counties with partial transit coverage need demand response service for the general public, for those who do not live on a bus route or have transportation needs outside of the fixed routes' hours of operation.</p>
<p>Transportation providers need ride scheduling and dispatching software that seamlessly imports NEMT trip tickets from LogistiCare. Providers also need technology that allows drivers to maintain contact with dispatch, even when they are driving through remote areas.</p>
<p>Additional funding for public transit is necessary so that providers can leverage all available Federal funds, replace vehicles when needed, and meet the mobility needs of their communities. Transit systems report that they struggle to pay adequate wages to drivers, and that gasoline price fluctuations have a negative impact on their budgets. Some providers have a difficult time raising local match for Federal transportation grants. Some providers would like their State and local elected officials to demonstrate more awareness of unmet transportation needs, gaps in service and provider funding needs. Providers would like to see a higher priority placed by legislators on the needs of older adults and others who depend on transportation services.</p>
<p>Transportation providers need to coordinate to meet transportation needs throughout Region VI. Efforts to achieve greater collaboration require leadership to ensure that it happens.</p>

Approximately 76% of public survey respondents indicated that they drive their own vehicle. Approximately 31% stated that they use public transportation and 20% use Transportation Network Companies (TNCs, e.g., Uber/Lyft). The public survey asked people to identify all the ways they manage transportation needs. Exhibit II.1 illustrates that while many of the respondents drive a car, 18% ride with a family member or friend, 26% walk or ride a bicycle, 5% use Medicaid-sponsored transportation services for medical appointments, and none use a human service agency-sponsored transportation services (i.e., senior centers, Department of Health and Human Services, non-profit agencies, etc.) .

Exhibit II.1: Available Transportation Options

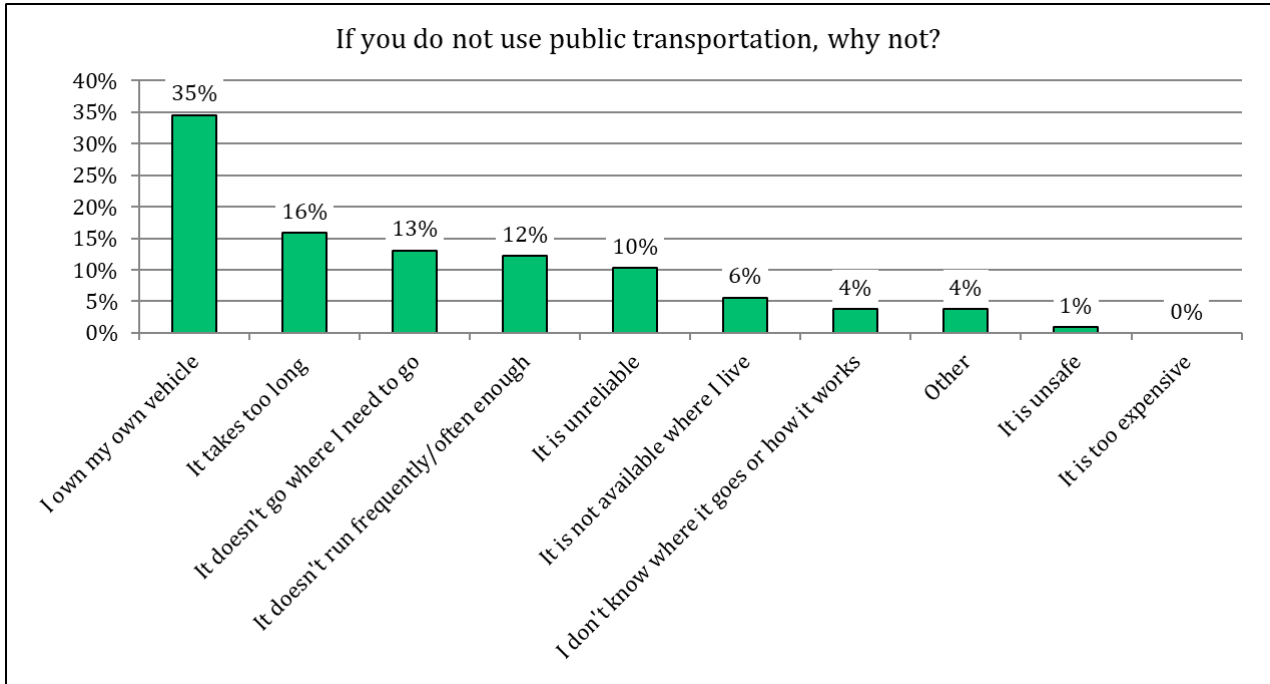


*Response totals are more than 100% because respondents could select multiple answers.

Survey respondents were asked to identify why they do not use public transportation. Approximately 35% stated that they do not use public transit because they drive their own car. Approximately 16% of respondents stated that they do not use public transit because it takes too long to get from origin to destination. Another 13% stated that public transit does not go where they need to go. These reasons indicate spatial gaps between origin and destination that are not filled by public transit.

Approximately 12% indicated that public transit does not run frequently or often enough for it to be feasible for them to use. Ten percent of respondents who do not ride transit said that public transit was not reliable. Another 6% stated that public transit is not available where they live. Some or all of these reasons reveal challenges with the public transportation network and indicate a need for additional education and outreach about the available service alternatives that exist.

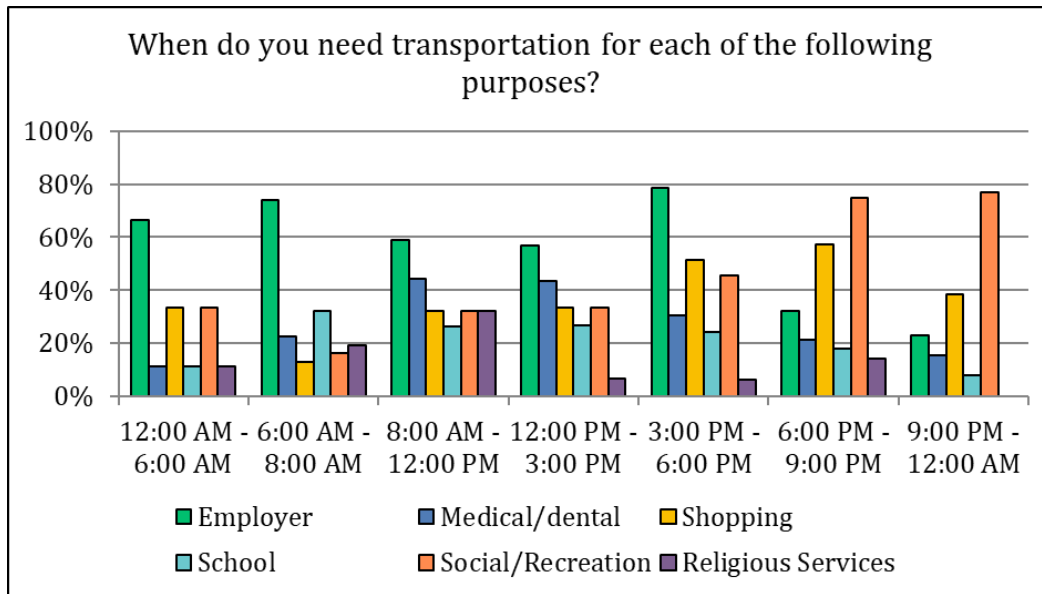
Exhibit II.2: Reasons for Not Using Public Transportation



*Response totals are more than 100% because respondents could select multiple answers.

To understand when transportation is needed and not available (temporal gaps), survey respondents were asked when they need transportation for various trip purposes. As illustrated in Exhibit II.3, transportation needs for employment are highest between 6:00 AM and 8:00 AM. There are also significant employment needs prior to 6:00 AM. Shopping and social/recreational transportation needs occur throughout the day, peaking from 8:00 AM - 3:00 PM. Medical/dental trip needs also occur more often between 8:00 AM and 3:00 PM. As indicated in the assessment of existing services, transportation resources are minimal during early morning and late evening hours.

Exhibit II.3: Temporal Needs for Transportation



Detailed public survey results, demographic analysis and public and stakeholder meeting materials are included in Appendix A.

CONCLUSION

Survey results reveal that while many people use a personal car, public transit, or an on-demand transit service, still others are missing work and/or struggle to feed themselves or their families because of a lack of transportation. A significant number of residents in Monongalia County ride with family members/friends, walk or bike to access necessary resources; this is most likely due to the young population in Morgantown. Approximately 32% of respondents reported that they use public transportation. When asked why they do not ride public transit, 16% indicated that it takes too long to get from origin to destination and another 13% indicated that the service does not go where they need to go. These challenges with using public transit could indicate an opportunity for improved public outreach to educate potential riders.

Providers

III. TRANSPORTATION PROVIDER INVENTORY

This chapter provides a list of transportation providers operating in Region IV. Human service transportation provides rides to specific segments of the population, such as older adults, individuals with disabilities, people with low incomes, or veterans. Many human service transportation agencies are social services organizations that provide transportation as an ancillary service to their clients only. Some human service transportation and non-emergency medical transportation (NEMT) providers are Regional, offering service in multiple counties.

Basic information about the transportation providers is listed below. Public transit providers are listed first, followed by the Region's senior services and other human service transportation providers. Appendix C includes each provider's mission, transportation service type, contact information, service area, days and hours of service, and eligibility requirements.

Public Transit – Open to the general public

Mountain Line Transit Authority
West Virginia University Transportation and Parking

Human Service Agencies and/or Senior Services – Open to a segment of the population based on eligibility criteria

Senior Monongalians (purchases Mountain Line Bus Passes for people age 60+)

Human Service Agencies and/or Senior Services – Provides transportation to agency clients only

PACE Enterprises, Inc.
Valley Health Care System

Other Transportation Services

D & L Limousine, Inc. (provides Non-Emergency Medical Transportation and general taxi service)
Greyhound
Megabus
Metro Limousine Service
Monongalia County Head Start
Morgantown Cab Company
Mountain State, Inc. (provides Non-Emergency Medical Transportation)
R & R Transit

Major Trip Generators

Major trip generators are destinations frequently served by public, human service agency and/or senior transportation providers such as medical facilities, nutrition sites, apartment complexes, senior centers, employers, shopping, and recreation venues. Each transportation provider that participated in the coordinated transportation plan provided a list of the top destinations they serve or are requested to serve. Exhibit III.1 depicts the location of major trip generators throughout the Region VI Planning and Development Council Region. As illustrated in the map, most trip generators are located in Morgantown. Other top trip generators for the larger Region are concentrated in Fairmont, Bridgeport, and Clarksburg. There are smaller clusters of trip generators in Grafton, Kingwood, and West Union. It is important to understand that while many of the major trip generators are located in these towns, the individuals needing a ride to and from those destinations live outside of the areas served by the public transit routes operated by Mountain Line Transit Authority. Also, individuals that live in and around Morgantown but beyond the route service area are not served by transit and must rely on alternative options which may be more expensive than a fare on Mountain Line.

Furthermore, hours of operation for agency-sponsored transportation services that operate in Monongalia County are sometimes not as extensive as those of Mountain Line. Therefore, access to services is limited both geographically and temporally. The table in Exhibit III.2 outlines the hours of operation for the public and human service agency transportation providers.

Exhibit III.1: Region VI Trip Generators

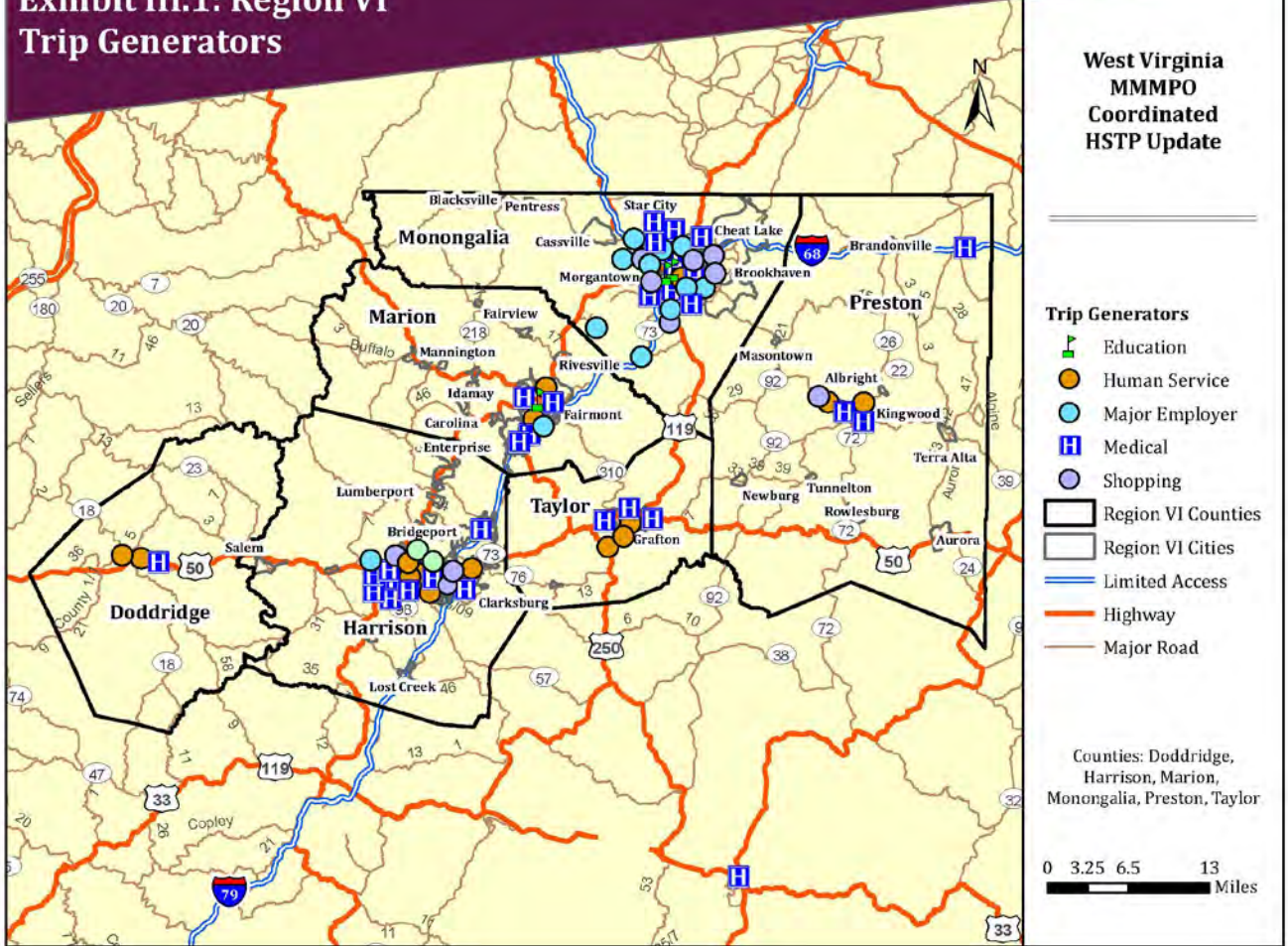


Exhibit III.2: Hours of Operation for Transportation Providers																					
		5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	0:00
Monongalia County																					
Mountain Line Transit Authority		Weekdays and Saturdays																			
West Virginia University Transportation and Parking		Weekdays and Saturdays (9:30 AM to 8:00 PM only)																			
PACE Enterprises		Weekdays																			
Valley Health Care System		Weekdays																			
		<div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: #FFD700; margin-right: 5px;"></div> General Public Service </div> <div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: #90EE90; margin-right: 5px;"></div> Transportation for Agency Clients </div>																			

*Senior Monongalians also purchases Mountain Line Bus Passes for people age 60+ in Monongalia County.

Progress

IV. REVIEW OF PROGRESS SINCE 2015 COORDINATED PLAN UPDATE

The 2015 Plan Update for Region VI Planning and Development Council included the goals and objectives listed in the following tables which included Morgantown and Monongalia County. In 2015, the primary focus for addressing unmet needs and gaps in services was improving communication and controlling costs so that services could be extended to meet more needs for medical, human service agency appointments, education, and employment-related trip purposes. During the 2019 Plan Update process, the transportation providers indicated that some progress has been made in addressing the 2015 coordination goals. The following tables display the 2015 goals and objectives and progress made in achieving these goals.

2015 Goal #1: Continue to Improve Outreach and Communication About Unmet Needs and Gaps in Transportation Services.	
Objectives	1. Improve awareness of unmet transportation needs and gaps in services in the region and statewide through active participation in the regional coordination committee.
	2. Increase participation levels of the regional coordination committee.
	3. Improve transportation for trips other than Non-Emergency Medical Transportation (NEMT).
	4. Regional coordination committee will establish goals and implement progressive communication strategies (i.e., on-line and other approaches).
Discussion: The Region VI providers plan to increase their level of communication about regional coordination following the 2019 Plan Update, potentially through establishing a regional committee.	

2015 Goal #2: Eliminate Gaps in Public Transportation from Rural Areas to Morgantown and Fairmont.	
Objectives	1. Identify specific unmet needs and transportation demands.
	2. Provide public transportation in Taylor and Doddridge Counties.
	3. Develop non-traditional services to fill gaps, such as volunteer transportation programs.
	4. Improve access to transportation services outside of Morgantown.
Discussion: Mountain Line Transit Authority established a new bus route along Route 7 between Morgantown and Wadestown in 2016 following a successful property tax levy. This route allows residents of several rural Monongalia County communities to travel to and from Morgantown, Monday through Friday.	

2015 Goal #3: Improve Town-to-Town Transportation Options.	
Objectives	1. Provide more drop-off points for town-to-town routes to improve access to services for individuals with disabilities, older adults, and the general public.

Discussion: There are some longstanding options for town-to-town transportation, with new routes having been added since 2015 by Mountain Line Transit Authority and Fairmont Marion Transit Authority. Inter-city bus services, including Grey Line, Greyhound, Megabus, and Barons Bus, continue to operate in the region, but there have been no expansions of service since the previous Coordinated Plan Update.

2015 Goal #4: Improve Mobility Options for Individuals with Disabilities.

Objectives	1. Educate the public and current passengers about new and existing transportation services.
	2. Inform Taxi companies of the benefits of participating in the coordinated transportation program.

Discussion: Region VI continues to work toward these objectives. Mountain Line continues to house a Mobility Coordinator staff position, which is intended to promote transportation options in the Morgantown area. Harrison County Senior Center has been able to increase the number of wheelchair-accessible rides by improving its scheduling procedures.

2015 Goal #5: Address Gaps in Transportation for Employment and Other Needs.

Objectives	1. Improve access to employment and community resources during evenings, mornings, and on weekends.
	2. Explore the benefits of various types of ride-sharing programs to address the gaps in services.

Discussion: Mountain Line’s vanpool program has grown in recent years. It now has 17 active vehicles. Mountain Line has experienced a significant increase in demand for rides to dialysis, and has had some success in working with dialysis centers to adjust schedules so that patients can be transported together.

2015 Goal #6: Improve Frequency and Hours of Operation for Mountain Line.

Objectives	1. Assess the most appropriate areas of improvement for Mountain Line service and implement improvements.
	2. Assess transportation needs and develop a regional transportation improvement plan that will appropriately assign resources to address gaps in services.

Discussion: Mountain Line has increased its hours and frequency of service following a successful transit levy.

2015 Goal #7: Promote Public Transportation Service to Increase and Improve Public Awareness that Transportation Service is for Everyone.

Objectives	1. Promote transportation that is operated by various agencies as open to the public.
	2. Improve awareness of transportation service through expanded public outreach and education campaigns.

Discussion: The Region VI transportation providers continue to promote public transit services within their communities.

2015 Goal #8: Purchase New and Replacement Wheelchair Accessible Vehicles to Maintain Safety and Quality Service.	
Objectives	1. Sustain the current capacity of transportation providers, at minimum. Improve and expand, as possible.
	2. Improve the quality of transportation services through purchase of vehicles that are most appropriate to meet passenger needs.
	3. Increase the frequency and hours of service for rural non-urbanized areas of service.
Discussion: The Region VI transportation providers have sustained the level of capacity that existed during the previous Coordinated Plan Update. They have replaced their Section 5310-funded vehicles through submitting grant applications to WVDOT.	

CONCLUSION

In 2015, the MMMPO coordinated transportation goals were analyzed and presented in combination with the larger Region VI PDC goals. Progress was made on each goal and the local stakeholders in 2019 indicate a continued focus on sustaining and expanding their progress on each goal. Within Morgantown and Monongalia County, Mountain Line has been the leader in the coordinated transportation effort, primarily through its Mobility Coordinator who works toward developing opportunities to expand and improve existing transportation efforts through partnerships, communication, and innovation.

The following chapter describes the goals, strategies and action steps identified by the participating stakeholders in 2019 to coordinate their services in order to address the transportation needs of today and to prepare for addressing needs of the future.

Strategies

V. GOALS, STRATEGIES AND IMPLEMENTATION

GOALS AND STRATEGIES

This chapter updates the goals, strategies, and implementation steps for coordinated transportation in Region VI, including within the Morgantown Monongalia MPO area. The goals address the unmet transportation needs and gaps in services identified by the public, local stakeholders, older adults, and individuals with disabilities. The following goals and strategies outline an approach for providers to work together to make the best use of existing resources and to plan for future changes and expansions. These strategies were developed during the second Regional meeting and refined through additional feedback from participating stakeholders. Appendix A contains presentations and sign-in sheets from both Regional meetings.

Each goal includes a strategy and action steps. Parties responsible for leading and supporting the action steps are identified, but could change as partners make progress in coordinating services. A potential implementation timeline is included as a target that will, in most cases, be largely dependent upon identification of additional funding. Goals #1 and #2 reflect the statewide goals for addressing the unmet needs and gaps in transportation services at the state level. The remaining goals focus on local and regional efforts. Goals 3 through 7 have a local and regional focus.

Goal #1: Improve Communication Among Transportation Providers and Stakeholders in the Region and Throughout the State of West Virginia.

Goal #1 focuses on increasing engagement among interested parties such as public transit providers and senior transportation providers to enhance mobility management and coordinated transportation opportunities in Region VI, including Monongalia County, and throughout all of West Virginia.

The opportunities for developing and using mobility management and coordinated transportation structures in West Virginia are much different today as compared to previous years. Emerging technology, new transportation modes (i.e., Transportation Network Companies, bike-share, scooter-share, motorized bikes, car-sharing, autonomous vehicles), and the rise of coordinated transportation success stories in West Virginia and across the country are new influences.

One strategy for achieving Goal #1 involves establishing a subcommittee of the Region VI Planning and Development Council that meets on a quarterly or biannual basis to address unmet transportation needs and opportunities for coordination (Goal #1A). A second strategy (Goal #1B) is to increase the participation of transportation providers in statewide venues for transportation planning and networking, such as the West Virginia Transportation Coordinating Council (WVTCC) or the West Virginia Public Transit Association (WVPTA). The WVPTA is currently discussing opening its membership to human service transportation providers. The participation of human service transportation providers in these and other statewide venues would strengthen the communication between all the State's providers, ultimately resulting in enhanced opportunities for coordination to meet the mobility needs of West Virginians. These types of venues are critical for

improved information sharing, developing transportation innovations, and coordinated transportation/mobility management policy development.

Goal #1A: Improve Communication Among Transportation Providers and Stakeholders in Morgantown, Monongalia County and throughout the Region.	
Strategy	The Morgantown Monongalia County MPO (MMMPO), Region VI Planning and Development Council, and the Region’s public transit operators will co-facilitate a subcommittee that consists of public and human services transportation stakeholders that meets quarterly or biannually to discuss coordination, mobility management, and unmet transportation needs.
Action Steps	<ol style="list-style-type: none"> 1. Mountain Line Transit will appoint a staff or board member to serve this purpose on the new subcommittee. 2. Establish a calendar of quarterly or biannual meetings including time and location, and draft an agenda for the first meeting. 3. Conduct quarterly or biannual meetings. 4. Offer an annual public and stakeholder input meeting to provide updates on progress for all goals, strategies, and action steps.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Region VI Planning and Development Council ◆ Mobility Coordinator ◆ Morgantown Monongalia MPO ◆ Public transit providers
Parties Responsible for Supporting Implementation	<p>Organizations that provide and/or fund transportation services for older adults, individuals with disabilities, and/or people with low incomes that operate in Morgantown and Monongalia County:</p> <ul style="list-style-type: none"> ◆ Senior and human service transportation providers ◆ Private transportation providers ◆ Local offices of human service agencies ◆ Non-profit organizations ◆ Faith-based organizations
Resources Needed	<ul style="list-style-type: none"> ◆ Staff time for lead and supporting organizations.
Potential Cost Range	<ul style="list-style-type: none"> ◆ \$300 or more per year (approximately) for staff time dedicated to actively attending Regional meetings. Staff time should be dedicated as part of an existing employee’s job duties.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ Existing budgets of partner agencies.
Performance Measures or Targets	<ul style="list-style-type: none"> • Local stakeholders feel they have a better understanding and more direct involvement in Regional efforts to improve coordination of resources, as measured through informal surveying.
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Coordinated planning with partner organizations for the purpose of reducing gaps in mobility for target populations and the general public. ◆ Funding sources are identified and/or opportunities to more effectively use existing funding sources are discovered, allowing providers to enhance existing services through expansions of service areas and/or days/hours of operations.

Priority Level and/or Timeframe	<ul style="list-style-type: none"> ◆ Short-term and ongoing implementation ◆ High priority
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Goal #1B: Improve Communication Among Transportation Providers Throughout the State of West Virginia.	
Strategy	Morgantown public transit and human service transportation providers will participate in the West Virginia Transportation Coordinating Council, West Virginia Public Transit Association, and/or other statewide venue.
Action Steps	<ol style="list-style-type: none"> 1. Identify one or more transportation providers in the Morgantown Monongalia MPO to participate in these organizations, as permitted by membership eligibility criteria. 2. Attend statewide meetings. 3. Report on statewide initiatives and activities to the Morgantown Monongalia MPO Board, Regional subcommittee convened by the Region VI Planning and Development Council, and the public transit providers.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Public transit providers
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ Senior and human service transportation providers
Resources Needed	<ul style="list-style-type: none"> ◆ Staff time for lead and supporting organizations
Potential Cost Range	<ul style="list-style-type: none"> ◆ \$300 or more per year (approximately) for staff time dedicated to actively attending statewide meetings. Staff time should be dedicated as part of an existing employee's job duties.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ Existing budgets for partner agencies
Performance Measures or Targets	<ul style="list-style-type: none"> • Local stakeholders feel they have a better understanding and more direct involvement in statewide efforts to improve coordination of resources and mobility management, as measured through informal surveying. • New funding sources or changes in funding sources are identified and secured by local transportation providers as a result of more open communication with state-level agencies and programs.
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Coordinated planning with partner organizations for the purpose of reducing gaps in mobility for target populations and the general public. ◆ Funding sources are identified and/or opportunities to more effectively use existing funding sources are discovered, allowing providers to enhance existing services through expansions of service areas and/or days/hours of operations.

Priority Level and/or Timeframe	<ul style="list-style-type: none"> ◆ Short-term and ongoing implementation ◆ Moderate priority
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Goal #2: Maintain Current Levels of Transportation Services for Older Adults, Individuals with Disabilities, and People with Low Incomes.

Maintaining the existing level of transportation services for older adults, individuals with disabilities, and people with low incomes is an important step toward continuing to address transportation needs. Feedback from local stakeholders indicates that the services provided today are used almost to capacity and provide a vital resource. While efforts to expand and enhance services are important, stakeholders also strive to sustain the effectiveness of current services.

Opportunities will be maximized for maintaining vehicle fleets that are wheelchair accessible and capable of operating on unpaved/gravel roads as part of the replacement and expansion schedules.

Goal #2: Maintain Current Levels of Transportation Services for Older Adults, Individuals with Disabilities, and People with Low Incomes.	
Strategy	Existing transportation services for the target populations are important and the quality of service from those organizations must be maintained. Transportation providers will work together to provide safe vehicles that are in good condition and maintain a high standard of staff training and customer service. Providers will acquire vehicles that are able to safely transport individuals on all types of rural roadways and comfortably accommodate people with mobility challenges.
Action Steps	<ol style="list-style-type: none"> 1. Continue to operate public and human service transportation programs in Morgantown and Monongalia County. 2. In addition to traditional accessible and non-accessible vehicles, purchase vehicles that are appropriately sized and capable of accessing remote, rural areas (and unpaved or gravel roads), as appropriate.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Public transit and human service transportation providers
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ Region VI Planning and Development Council (to provide a forum for sharing information and to disseminate grant applications from State and Federal sources).
Resources Needed	<ul style="list-style-type: none"> ◆ Funding for transportation operating and capital expenses.
Potential Cost Range	<ul style="list-style-type: none"> ◆ Cost range is scalable based on the sizes of the transportation services and the type and quantity of vehicles.

Potential Funding Sources	<ul style="list-style-type: none"> ◆ FTA Sections 5307, 5310, and 5311 (Section 5311 is limited to public service for rural areas). ◆ Local match from State, local, or non-USDOT Federal programs. ◆ Contract revenue from agencies that use the services for consumers.
Performance Measures or Targets	<ul style="list-style-type: none"> ◆ Vehicles are replaced on schedule and vehicle conditions are monitored on an annual basis (i.e., through the Transit Asset Management Plan). ◆ Ridership on public and human service transportation systems.
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Agencies are better able to access riders who live in remote areas with challenging road conditions to provide access to food, agency appointments, medical care, and other trip purposes. ◆ Residents maintain their transportation to work, medical appointments, shopping, human service agency programs, and other purposes.
Priority Level and Timeframe	<ul style="list-style-type: none"> ◆ Short-term and ongoing implementation ◆ High priority

Goal #3: Continue to improve the frequency and hours of operation for public transit.	
Strategy	Mountain Line and its partners will continue to seek opportunities to ensure that hours of operation and frequency of service meet the needs of current and potential riders. Through this effort, Mountain Line and other local transportation providers will assist older adults, individuals with disabilities, people with low incomes, and the general public with access to employment and resources in the community and the region.
Action Steps	<ol style="list-style-type: none"> 1. Assess the most appropriate areas of improvement for public transit service and implement improvements. 2. Assess transportation needs and develop a regional transportation improvement plan that will appropriately assign resources to address gaps in services.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Mountain Line Transit Authority
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ Local planners will incorporate Mountain Line when developing plans for land use and development. ◆ Human service agencies and other local partners will continue to inform Mountain Line and each other of transportation needs and develop strategies to address those needs. ◆ Local matching funds may be required before service can be expanded.
Resources Needed	<ul style="list-style-type: none"> ◆ Service expansions would require additional operating and potentially capital funding.
Potential Cost Range	<ul style="list-style-type: none"> ◆ Cost range is scalable based on the sizes of the transportation services and the type and quantity of vehicles.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ FTA Sections 5307, 5310, and 5311 (Section 5311 is limited to public service for rural areas). ◆ Local match from State, local, or non-USDOT Federal programs. ◆ Contract revenue from agencies that use the services for consumers.

Performance Measures or Targets	<ul style="list-style-type: none"> ◆ Ridership per hour/mile increases proportionate to the increase in services. ◆ Passengers are more satisfied with the amount of time it takes to reach their destination when riding the bus. (As measured through informal or formal surveys.) ◆ Passengers are more satisfied with their ability to ride transit to get to where they want to go. (As measured through formal or informal surveys.)
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ More frequent service on public transit may encourage people choose to ride. ◆ Moderate to high densities of older adults are living in Morgantown. Older adults have a higher likelihood than younger adults to need an alternative to driving their own vehicle. ◆ Census block groups with greater than 12% zero vehicle households are located near Morgantown.
Priority Level and Timeframe	<ul style="list-style-type: none"> ◆ Mid-term and ongoing implementation ◆ Moderate priority

Goal #4: Increase and improve public awareness that transportation service is available in the local area and the region for everyone.

Strategy	Mountain Line and all of its local and regional partners will continue to actively promote public transportation services to improve awareness about local and regional transportation options using the network of modes and service providers.
Action Steps	1. Continue to promote transportation that is open to the public and/or specific people based on eligibility on social media, websites, and newsletters. Also promote at local events.
	2. Continue to improve awareness of where transportation services are available through expanded public outreach and education campaigns.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Mountain Line Transit Authority and its Mobility Coordinator ◆ Human service agency, senior, and private transportation providers
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ City and County government will support the outreach efforts by discussing transportation options at public events and venues, when appropriate. ◆ Local employers and the University will promote public transit to current and potential employees and/or students. ◆ Health care facilities provide transportation information to patients and staff.
Resources Needed	<ul style="list-style-type: none"> ◆ Staff time to develop or expand upon promotional materials. ◆ Information (current) to share on websites, social media, and at local events.
Potential Cost Range	◆ Cost range is scalable based on the type and amount of outreach.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ FTA Sections 5307 and 5311 (Section 5311 is limited to public service for rural areas). ◆ Local match from State, local, or non-USDOT Federal programs.
Performance Measures or Targets	<ul style="list-style-type: none"> ◆ New venues are included in the campaign. ◆ Increase in the number of new riders.

Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Health care facilities have better access to information about transportation schedules so that they can help patients plan appointments when transportation is available. ◆ Local officials promote transportation services more often and transportation funding becomes a higher priority for legislators who are focused on improving access to services for older adults and individuals with disabilities.
Priority Level and Timeframe	<ul style="list-style-type: none"> ◆ Mid-term and ongoing implementation ◆ Moderate priority

Goal #5: Address gaps in transportation for employment and other needs.	
Strategy	Mountain Line will continue to meet with local employers and human service agencies that serve individuals with low incomes to discuss available transportation options and develop new strategies that will fill the gaps.
Action Steps	<ol style="list-style-type: none"> 1. Continue to improve access to employment and community resources during evenings, mornings, and on weekends. 2. Continue to explore the benefits of multiple types of ride-sharing programs to address the employment-related transportation needs, such as the Enterprise Commute program.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Mountain Line Transit Authority and its Mobility Coordinator ◆ Human service agency, senior, and private transportation providers
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ Local employers will provide information to employees about available transportation services. ◆ Local employers will provide information to Mountain Line about shift schedules and the number of employees per shift. Data about employee home addresses will be provided if employees/employers are interested in additional transportation options. ◆ Contracted transportation providers will provide data so that Mountain Line and the MMMPO can monitor performance.
Resources Needed	<ul style="list-style-type: none"> ◆ Data about employer/employee transportation needs must be provided to Mountain Line for analysis. ◆ Additional funding to support operations of new services if they are developed.
Potential Cost Range	<ul style="list-style-type: none"> ◆ Cost range is scalable based on the type and amount of employer/employee-based services.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ FTA Sections 5307 and 5311 (Section 5311 is limited to public service for rural areas). ◆ Local match from employers and/or employee subsidy.
Performance Measures or Targets	<ul style="list-style-type: none"> ◆ Number of people using ride-share transportation options increases. ◆ Job retention at participating employers increases with regard to employees using ride-share services.
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Improved access to employment opportunities especially during weekday mornings and evenings, and on weekends.

Priority Level and Timeframe	<ul style="list-style-type: none"> ◆ Mid-term and ongoing implementation ◆ Moderate priority
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Goal #6: Eliminate gaps in access to public transportation from rural areas to Morgantown.	
Strategy	Mountain Line will continue to monitor potential transportation demand from rural areas to Morgantown and develop transportation options or partnerships with other providers to feed into existing Mountain Line routes.
Action Steps	<ol style="list-style-type: none"> 1. Continue to monitor existing and identify new unmet needs and transportation demands from the area surrounding the Mountain Line service area. 2. Continue to develop non-traditional services to fill gaps, including but not limited to volunteer transportation programs, microtransit, commuter services.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Mountain Line Transit Authority ◆ Human service agency, senior, and private transportation providers that serve people who need transportation to/from Morgantown.
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ Local employers and regional health care facilities will work with transportation providers to coordinate, to the largest extent possible, patient appointment times and shift times so that people have an opportunity to share rides or use public transit for regional and other longer distance trips.
Resources Needed	<ul style="list-style-type: none"> ◆ Data about longer distance and regional transportation needs to/from Morgantown must be communicated to Mountain Line and shared with other potential transportation providers. ◆ Additional funding to support operations of new services if they are developed.
Potential Cost Range	<ul style="list-style-type: none"> ◆ Cost range is scalable based on the type and amount of services provided.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ FTA Sections 5307 and 5311 (Section 5311 is limited to public service for rural areas). ◆ Local match from any eligible non-U.S. DOT federal program, state, or local resources. Eligible local match includes many state and local human service agency programs that support transportation for consumers.
Performance Measures or Targets	<ul style="list-style-type: none"> ◆ Number of connections established between Mountain Line and rural transportation providers. ◆ Improved access to health care providers, employers, and other trip generators in Morgantown.
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Improved access to affordable transportation options for people who live outside of the Mountain Line service area. ◆ Improved access from Morgantown to outlying areas of the region through planned connections and transfers.
Priority Level and Timeframe	<ul style="list-style-type: none"> ◆ Mid-term and ongoing implementation ◆ Moderate priority

Goal #7: Continue to support and expand the Mobility Coordinator roles and responsibilities.	
Strategy	Mountain Line will continue to utilize a Mobility Coordinator to facilitate improvements in coordinated transportation services.
Action Steps	1. Continuously develop the Mobility Coordinator job duties to support further reduction in unmet transportation needs and gaps in services.
	2. Continue to utilize the Mobility Coordinator to develop partnerships and strengthen the network of local and regional transportation options.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Mountain Line Transit Authority ◆ MMMPO
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ West Virginia Division of Public Transit will continue to offer direction for mobility management.
Resources Needed	<ul style="list-style-type: none"> ◆ Continued funding for the Mobility Coordinator.
Potential Cost Range	<ul style="list-style-type: none"> ◆ Varies based on salary and other costs associated with the Mobility Coordinator position.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ FTA Section 5310 and 5307 ◆ Local match from any eligible non-U.S. DOT federal program, state, or local resources. Eligible local match includes many state and local human service agency programs that support transportation for consumers.
Performance Measures or Targets	<ul style="list-style-type: none"> ◆ New partnerships are developed between Mountain Line and other transportation providers, employers, and local agencies to support enhanced transportation options for older adults, individuals with disabilities, people with low incomes, and the general public. ◆ New multi-modal services are developed to serve unmet transportation needs and gaps in services.
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Improved awareness of and/or access to affordable transportation options for older adults, individuals with disabilities, people with low income, and the general public. ◆ Improved communication between local organizations that provide or benefit from transportation services.
Priority Level and Timeframe	<ul style="list-style-type: none"> ◆ Short-Term and ongoing implementation ◆ High priority

SUMMARY OF GOALS AND PRIORITIES

Transportation stakeholders in Morgantown and Monongalia County are dedicated to continuing their long-standing cooperative partnerships and building new relationships with partners through the Mobility Coordinator. Efforts to preserve successes and facilitate progress toward meeting the unmet needs and gaps in transportation services for older adults, individuals with disabilities, people with low incomes, and the general public will require ongoing active involvement and

creative planning from all existing and newly identified partners. The following table provides a summary of the implementation timeline for meeting the coordinated transportation goals and addressing identified needs. Implementation timelines are targets established for planning purposes and are highly contingent upon available funding resources.

SUMMARY OF GOALS AND PRIORITIES							
Goals	Needs or Service Gaps Addressed	Implementation Timeline					
		2019	2020	2021	2022	2023	2024
Improve communication among transportation providers (local)	Coordinated planning with partner organizations Awareness of funding needs/opportunities						High Priority
Improve communication among transportation providers (statewide)	Coordinated planning with partner organizations Awareness of funding needs/opportunities						Moderate Priority
Maintain current levels of transportation	Transportation in remote areas Transportation to work, medical care, shopping, etc.						High Priority
Continue to improve the frequency and hours of operation for public transit	More frequent service on public transit Moderate to high densities of older adults are served						High Priority
Increase and improve public awareness about transportation services	Health care facilities have better access to information Local official promote public transit and make funding it a priority						Moderate Priority
Address gaps in transportation for employment and other needs	Improved access to employment opportunities especially during weekday mornings and evenings, and on weekends						Moderate Priority
Eliminate gaps in access to transportation from rural areas to Morgantown	Improved access to affordable transportation options from rural areas Improved access to destinations throughout the Region						Moderate Priority
Continue to support and utilize a Mobility Coordinator	Improved awareness of and/or access to affordable transportation options Improved communication between local organizations						High Priority

Outreach

APPENDIX A: PUBLIC AND STAKEHOLDER OUTREACH

COORDINATED PLAN CHECKLIST

Focus Groups, Workshops, and Public Meetings

Stakeholder and General Public Meetings

Dates: Meeting 1: November 14, 2018 from 10:00 AM to 11:30 AM
Meeting 2: March 13, 2019 from 1:30 PM to 3:00 PM
Locations: Meeting 1: Marion County Senior Center
Meeting 2: Marion County Senior Center

Invitations Distributed

- ✓ Mail/Email: Meeting 1: Date Sent: October 17, 2018
Meeting 2: Date Sent: March 1, 2019
- ✓ Newspaper Notice (list of papers): Shinnston News; Doddridge Independent; Preston County News; Exponent Telegram; Times West Virginian; Dominion Post; Mountain Statesman
- ✓ Flyer distributed in local community/senior centers, etc.
- ✓ Information was provided in alternative formats, upon request
- ✓ Events were open to all individuals, including hearing impaired and limited English proficient
- ✓ Interpreters available, upon request

Number of Attendees: Meeting 1: 19
Meeting 2: 17

- ✓ Invitation letter and mailing list attached
- ✓ Copy of flyers, brochures, etc.
- ✓ Attendee Lists/Sign-in Sheets attached
- ✓ Public Meeting Presentations included

Surveys

Date(s) Surveys Were Distributed/Available Online: November 1, 2018 through March 31, 2019

- ✓ Web Posting: Survey Monkey
 - ✓ E-mail and hard copy of survey provided upon request
 - ✓ Newspaper notice (list papers): (same as above)
 - ✓ Distributed in local community/senior centers, etc.
 - ✓ Information was provided in alternative formats, upon request
- Total number of electronic and paper surveys completed: 55

Other Outreach Efforts

- ✓ Flyers
- ✓ Meetings were available on GoToMeeting for those who could not attend in person
- ✓ Statewide Webinar facilitated to discuss coordinated transportation, particularly for medical needs
- ✓ Presentation about coordinated transportation and the upcoming plans was provided at the WVTCC Quarterly Meeting
- ✓ Other (i.e., Interviews with key stakeholders)



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Public Transit

1900 Kanawha Boulevard East • Building Five • Room 650
Charleston, West Virginia 25305-0432 • (304) 558-0428
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Thomas J. Smith, P. E.
Cabinet Secretary

Dear Transportation Stakeholder:

The West Virginia Department of Transportation, Division of Public Transit (DPT) is initiating updates to the Coordinated Public Transit-Human Service Transportation Plan (September 2015). This Coordinated Plan Update is a requirement of the Federal Transit Administration (FTA) Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) grant program. An update to the transportation needs assessment and strategies in the Coordinated Plan is necessary to remain in compliance with the Fixing America's Surface Transportation (FAST) Act, the 2015 reauthorization of Federal surface transportation programs.

The DPT is working with RLS & Associates, Inc. to update the plans. A local public meeting is scheduled for **Wednesday, November 14, 2018 from 10:00 AM to 11:30 AM at Marion County Senior Center, 105 Maplewood Drive, Fairmont, WV 26554**. The meeting will be an opportunity to discuss gaps in transportation service, opportunities, and priorities for addressing the identified gaps through coordinated transportation. Transportation stakeholders will be asked to share their concerns about the challenges to coordinating services. A second, follow-up meeting will be held in the spring of 2019 to prioritize goals and strategies for transportation coordination.

All grant applications for Section 5310 funding must be clearly stated in the recommended goals and strategies of the updated Coordinated Plan.

Therefore, your participation in the process is required if you intend to apply for Section 5310 funding. If you submit an application for a project not included in the plan, it may not be approved due to the requirements set by

the FAST Act. If you represent an agency, please encourage your clients to attend and provide input. If you are unable to attend the meeting, please contact Christy Campoll with RLS & Associates, Inc. at (317) 439-1475 or

ccampoll@rlsandassoc.com. To sign up to participate in the meeting online through GoToMeeting, please register at www.surveymonkey.com/r/WVSignUp by Friday, October 26.

In addition to Section 5310 recipients, organizations that receive Section 5311 funding for public transportation, as well as private and non-profit organizations, human service agencies and private transportation operators that serve older adults, individuals with disabilities, people with low incomes and the general public are strongly encouraged to attend. It is also recommended that agencies serving older adults and individuals with disabilities encourage your clients to attend the meeting. Please do so by personal invitation and by posting the enclosed flyer where the public and/or your clients gather. Participation is important to ensuring that transportation providers are fully aware of local transportation needs and gaps in service, and that these needs, and gaps are accurately addressed in the coordinated transportation plan update.

We look forward to seeing you at the meeting.

Sincerely,



William C. Robinson, Executive Director
WVDOT, Division of Public Transit

Stakeholder Contact List

Name	Organization
Director	Central West Virginia Transit Authority
Libby Canthron	Central West Virginia Transit Authority
Shannon Cunningham	Central WV Community Action Association, Inc.
Manager	D&L Limousine, Inc.
Marvin Travis	Doddridge County Senior Citizens, Inc.
George Levitsky	Fairmont-Marion County Transit Authority
Tiffini Cain	Harrison County Senior Citizens Center, Inc.
Donna Stuart	Harrison County Senior Citizens Center, Inc.
Jack Provance	Marion County Senior Citizens, Inc.
Dave Bruffy	Mountain Line Transit
Kelli NaNeve	Mountain Line Transit
Bob Pirner	PACE Enterprises
Janie Lou White	Preston County Senior Center, Inc. dba Buckwheat Express
Franklin Mayle	Taylor County Senior Citizens, Inc.
	Tis-N-Bubs Transportation Service, Inc.
Clement Solomon	Department of Transportation and Parking, West Virginia University
	WV Department of Health and Human Resources
Molly Utt	WV Department of Health and Human Resources
Robert King	Yellow Cab, Morgantown Cab Co

Please Attend:
**A Public Workshop to Update the Regional
Public Transit-Human Services Transportation Plan**

Recognizing that transportation services are essential for
Seniors, People with Disabilities, Individuals and Families with Low Incomes, and
the General Public to access employment, education, health services, and
community programs,

West Virginia Department of Transportation, Division of Public Transit
Cordially invites you to attend a public workshop to contribute to the plan.

Please come and provide your input and insights to discuss unmet
transportation needs, gaps in transportation services, and recommended
strategies to improve transportation and mobility options in and around
Doddridge, Harrison, Marion, Monongalia, Preston and Taylor Counties.

All are invited!

Organizations that are or plan to be applicants for Federal Transit
Administration Section 5310 must participate in the planning effort.

<p>Wednesday, November 14, 2018 10:00 AM to 11:30 AM Marion County Senior Center 105 Maplewood Drive, Fairmount, WV 26554</p>

Kelly Shawn from RLS & Associates, Inc. will facilitate the meeting. Please RSVP
by October 30 by calling 800-684-1458 or emailing ccampoll@rlsandassoc.com

Parking is available at Marion County Senior Center. For a directory of
transportation providers in your county, visit
<https://transportation.wv.gov/publictransit/Pages/OnlineDirectory.aspx>.

Meeting facility is wheelchair accessible. If language translation services are
needed, please call Zach at 800-684-1458 in advance, or notify your local agency
so that they may coordinate with the meeting facilitators.

Take our online survey on transportation needs!
www.surveymonkey.com/r/WVMOBILITY

For Immediate Release

Date: November 1, 2018

Contact: Christy Campoll, Associate, RLS & Associates, (317) 439-1475 (mobile)
Cindy Fish, Section Leader, Division of Public Transit, West Virginia
Department of Transportation, (304) 558-0428 (office)

Subject: Public meeting to focus on transportation needs in West Virginia for older adults, individuals with disabilities and the general public

West Virginia Department of Transportation Division of Public Transit is updating the coordinated human services transportation plans for the state's eleven planning and development regions. A series of public meetings will be held to inform interested individuals about the possibilities of coordinated public and human service agency transportation and, more importantly, to listen to anyone who rides, would like to ride, and/or operates public, private or human service agency transportation resources.

The meetings will begin with a brief presentation of the plan purpose. Following the presentation there will be an open discussion about specific needs for transportation to work, medical appointments, entertainment, or any other reason. Public, private and non-profit transportation providers, human service agencies, and any individual who needs transportation should attend.

The public is encouraged to attend the following meeting to learn more about the plan and share their input. Agencies who receive or intend to receive funding under the Federal Transit Administration Section 5310 Program must participate in coordination planning. RSVP by November 9 to (800) 684-1458. Free parking is available at all meeting locations. All meeting locations are wheelchair accessible. Anyone who requires an auxiliary aid or service for effective communication to participate in a meeting should call (800) 684-1458 by November 9.

Coordinated Plan Input Meeting for Doddridge, Harrison, Marion, Monongalia, Preston and Taylor Counties (Region VI)

Wednesday, November 14, 2018, 10:00 AM to 11:30 AM

Marion County Senior Center
105 Maplewood Drive
Fairmont, WV 26554

Residents are asked to provide their input through the public survey available online at: surveymonkey.com/r/WVMobility. Paper versions of the survey are available upon request by calling (800) 684-1458.

For additional information, contact Christy Campoll with RLS & Associates at (937) 299-5007 or Cindy Fish with West Virginia Department of Transportation at (304) 558-0428.

###

Meeting 1 PowerPoint

RLS
Associates, Inc.

Moving Public Transportation
Into the Future

2019 West Virginia Region VI Coordinated Public Transit-Human Services Transportation Plan Update

Presented November 14, 2018
By Kelly Shawn, Senior Associate RLS & Associates, Inc.
3131 Dixie Hwy. Suite 545 Dayton, OH 45439

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1

Planning Area

Region VI Location Map

West Virginia
Coordination
Plan
Region VI

Legend

- Region VI Counties
- Region VI Cities
- Limited Access
- Highway
- Major Road

Coordinates: Southridge, Harrison, Martinsburg, Parkersburg, Princeton, Taylor

2

Meeting Objectives

- Purpose and FAST Act Highlights
- Develop Inventory of Transportation Resources
- Update List of Unmet Transportation Needs & Gaps
- Review Regional Coordination Progress Since 2015
- Discuss Suggested Coordination Strategies

3

Why Do We Do Coordination Plans?

Why Were Plans Developed?

- ♦ Aim to Improve Transportation for People with Disabilities, Older Adults, and Individuals with Low Incomes
- ♦ The 2014 Plan is Out of Date with New Legislation and Must be Updated
- ♦ FAST Act (Fixing America's Surface Transportation)
 - FTA Section 5310
 - FY16-FY20

4

Why it is Important to Participate

- ♦ **#1 - To Stay Current on Unmet Transportation Needs and Prioritize Effective Solutions**
- ♦ Recipients of FTA Section 5310 Funding **Must** Certify that Projects Selected Are Included in the Plan

5

Section 5310 Program

- ♦ Enhanced Mobility for Seniors and Individuals with Disabilities
 - At Least 55% Must be Used on Capital Projects
 - Buses and Vans; Lifts/Ramps; Securement Devices
 - Transit-Related Information Technology Systems
 - Scheduling/Routing/One-Call Systems
 - Mobility Management Programs
 - Acquisition of Transportation Services Under a Contract or Lease
 - Both Capital and Operating Costs Associated with Contracted Services are Eligible Capital Expenses

6

Section 5310 Program

- ◆ Enhanced Mobility for Seniors and Individuals with Disabilities
 - Remaining 45% is for Nontraditional Projects
 - Projects Formerly Eligible under Section 5317
 - Travel Training
 - Volunteer Driver Programs
 - Building Accessible Paths
 - Improving Signage or Way-Finding Technology
 - Same-Day Service or Door-to-Door Service
 - Vehicles for New Accessible Taxis, Ride sharing
 - Mobility Management

7

FAST Act Highlights

- ◆ Fixed Guideway Capital Investment Grants (5309)
 - Establishes a Framework for Joint Intercity Public Transportation Projects
- ◆ Enhanced Mobility of Seniors and Individuals with Disabilities (5310)
 - Introduces New Pilot Program for Innovative Coordinated Access & Mobility
- ◆ Formula Grants for Rural Areas (5311)
 - Allows Advertisement Revenue as Local Match

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FAST Act Highlights

- ◆ Pilot Program for Innovative Coordinated Access and Mobility
 - Competitive Funding for Innovative Projects to Improve Coordination of Transportation with Non-Emergency Medical Transportation (NEMT)
 - Must Have Specific Goals for Improving Coordination

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Recent History of WV Coordinated Plans

- ◆ Regional Plans were Last Updated in 2014/15 to Satisfy MAP-21 Legislation Requirements
 - Your 2015 Plan is Available for Download at <https://transportation.wv.gov/publictransit/Pages/PublicTransit-HumanServicesTransportationPlans.aspx>

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Stakeholder Participation Goal in the 2019 Plan Update

- ◆ Transportation Providers (public, private, non-profit, agency, etc.)
- ◆ Human Service Agencies and Other Organizations that Serve
 - Individuals with Disabilities
 - Older Adults
 - People with Low Incomes
 - General Public
- ◆ Regional Planning Council
- ◆ West Virginia DOT, DPT
- ◆ Local Citizens

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Potential Regional Participants

Organization
Central West Virginia Transit Authority
Central West Virginia Transit Authority
Central WV Community Action Association, Inc.
D&L Limousine, Inc.
Doddridge County Senior Citizens, Inc.
Fairmont-Marion County Transit Authority
Harrison County Senior Citizens Center, Inc.
Harrison County Senior Citizens Center, Inc.
In Touch and Concerned
Marion County Senior Citizens, Inc.
Mountain Line Transit
Mountain Line Transit
PACE Enterprises
Preston County Senior Center, Inc. dba Buckwheat Express
Taylor County Senior Citizens, Inc.
Tis-N-Bubs Transportation Service, Inc.
Department of Transportation and Parking, West Virginia University
WV Department of Health and Human Resources
WV Department of Health and Human Resources
Yellow Cab, Morgantown Cab Co


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UPDATE OF CURRENT RESOURCES AND UNMET NEEDS

13

Unmet Transportation Needs And Gaps In Services

Please Spend 5 Minutes Writing At Least **5** Challenges or Unmet Transportation Needs for People in Your County or the Region




Please Be As Specific as Possible
Instead of "Early Morning Transportation,"
Say "Transportation for Medical Appointments in Braxton County between 5:00 AM and 7:00 AM"

14

13

14

 **Progress on 2015 Goals**

- ◆ Are the 2015 Goals Still Valid?
- ◆ What Progress Has Been Made?
- ◆ What Were the Challenges?
- ◆ What Were the Successes?

15

New Goals and Priorities

- ◆ What are Preliminary Coordinated Transportation Goals and Priorities that You would Recommend for 2019-2023?

16

15

16

NEXT STEPS FOR THE PLANNING PROCESS

17

Update Inventory and Needs Assessment

- ◆ RLS Interviews Transportation Providers
- ◆ Stakeholders Complete a Survey or Interview
- ◆ Distribute Public Needs Assessment Surveys:
 - On-line with Announcements on Vehicles and Posted at Agencies, on websites, social media, etc.
 - Paper Copies Available Now in Your Community
- ◆ Draft Inventory and Needs Assessment Report Issued

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17

18

Public Meeting #2

- ◆ Date: February ????
- ◆ Location:
- ◆ Agenda:
 - Refine Coordination Strategies and Develop a Prioritized Implementation Plan

19

19



Questions?

FOLLOW UP QUESTIONS:

- RLS & Associates, Inc.
(703) 919-9237 Direct Phone
(937)-299-5007 Main Office Phone
(937) 299-1055 Fax
–KShawn@rlsandassoc.com

20

20

West Virginia Coordinated Plan Update

Date: 11-14-18

Input Meeting Sign-In Sheet

Location: Region 6

Please Print

Name	Agency Name and Address (if applicable)	Telephone	E-Mail
MURVIN TRAVIS JAMES TUNN	Doddridge CO. SP4T 417 W Main West Union WV 25395	304 873 2061	dcsc007@k12a1g.ma.k12.wv.gov
Bill Robinson	WV DPT 1900 Kanawha Blvd, E. Charleston, WV 25305	304 558 0428	bill.c.robinson@wv.gov
Sarah Brydie	Central WV Community Action	(304) 622-8495 opt #2	Sarahb@cwvcaa.org
Dave Bruffy	Mountain Line Transit	304 282 0363	Bruffy@busride.org
Beth Fitzgerald	Harrison County	304 6236795	bfitzgerald@hsc.wv.org
GEORGE LEUTSKY CLTM	FAIRMONT-MARION CO TRANSIT AUTHORITY	304. 366. 8177	fmcta@wvdsi.net
Sheene Hunt	Region 6 Planning & Development Council 34 Main Park Drive. Whitehall WV 26554	304-366-5693	sheenahunt@regionvi.com
Sherry Smith	Legal Aid of WV	304 2960001	SSmith@lawv.net

West Virginia Coordinated Plan Update

Date: 11-14-18

Input Meeting Sign-In Sheet

Location: Region 6

Please Print

Name	Agency Name and Address (if applicable)	Telephone	E-Mail
Judy Brennen Judy Brennen	Visiting Homemakers Service 382 Broadway Ave. Mt. WV ²⁶⁰⁵⁰	304-599-7743	visiting.homemakers@gmail.com
Amy Naugle	Visiting Homemakers Serv. 382 Broadway Ave	304-599-7743	visiting.homemakers@gmail.com
Janice Lou White	Preston Co Br Cit/Buckhannon Express	304-329-0464	preston seniors@atlanticbb.net
Jennifer Hashman	Valley HealthCare System	304-296-1731	jhashman@valleyhealthcare.org
Michelle Angus	DHHR - Po Box 800 Martinsburg	304-285-3175	michelle.L.Angus@wv.gov
Rick Berry	MARION County SENIOR Citizens FAIRMONT WV	304-366-8774	TRANSPORTATION @ MARION SENIORS.org
Kelli Laneve	Mountain Line Transit 420 Dupont Rd Martn WV	304-296-3680	laneve@busride.org
Courtney Klus	Legal Aid of West Virginia 110 S. Third St. Clarksburg	304-623-6649	cklus@lawv.net
CHRISTINA RUMBACH	LEGAL AID OF WEST VIRGINIA 110 S. THIRD ST. CLARKSBURG	304-623-6649	crumbach@lawv.net
BOB PIRNER	PACE Enterprises 889 Mylan Park Lane Morgantown	304-953-7223	bpirner@paceenterprises.org
Jason Kuntz	Harrison Co Sr Citizens Ctr 570 W Main St. Clarksburg	304-623-6795	JKuntz@HCSCC.org

For Immediate Release

Date: February 6, 2019

Contact: Christy Campoll, Associate, RLS & Associates, (317) 439-1475 (mobile)
Cindy Fish, Section Leader, Division of Public Transit, West Virginia
Department of Transportation, (304) 558-0428 (office)

Subject: Public meeting to focus on transportation needs in West Virginia for older adults, individuals with disabilities and the general public

West Virginia Department of Transportation Division of Public Transit is updating the coordinated human services transportation plans for the state's eleven planning and development regions. A series of public meetings will be held to inform interested individuals about the possibilities of coordinated public and human service agency transportation and, more importantly, to listen to anyone who rides, would like to ride, and/or operates public, private or human service agency transportation resources.

The meetings will begin with a brief presentation of research conducted by RLS and Associates, Inc. about residents' needs for transportation to work, medical appointments, entertainment, or any other reason. There will be an open discussion about gaps in available transportation service and strategies for increasing mobility. Public, private and non-profit transportation providers, human service agencies, and any individual who needs transportation should attend.

The public is encouraged to attend the following meeting to learn more about the plan and share their input. Agencies who receive or intend to receive funding under the Federal Transit Administration Section 5310 Program must participate in coordination planning. RSVP by February 15 to (800) 684-1458. Free parking is available at all meeting locations. All meeting locations are wheelchair accessible. Anyone who requires an auxiliary aid or service for effective communication to participate in a meeting should call (800) 684-1458 by February 15.

Coordinated Plan Input Meeting for Doddridge, Harrison, Marion, Monongalia, Preston and Taylor Counties (Region VI)

Wednesday, February 20, 2019, 10:00 AM to 12:00 PM

Marion County Senior Center
105 Maplewood Drive
Fairmont, WV 26554

Residents are asked to provide their input through the public survey available online at: surveymonkey.com/r/WVMobility. Paper versions of the survey are available upon request by calling (800) 684-1458.

For additional information, contact Christy Campoll with RLS & Associates at (937) 299-5007 or Cindy Fish with West Virginia Department of Transportation at (304) 558-0428.

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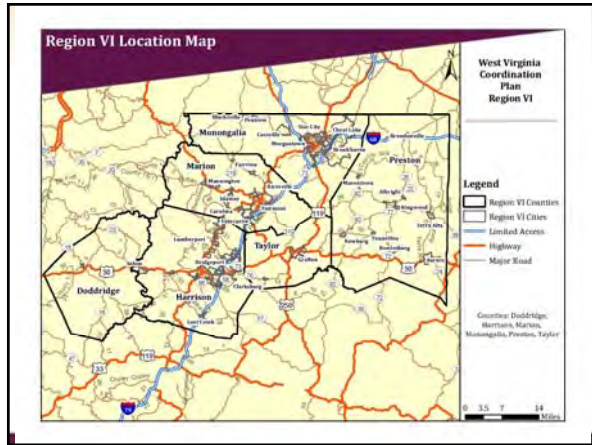
Moving Public Transportation
Into the Future

**2019 West Virginia Region VI
Coordinated Public Transit-Human
Services Transportation Plan
Update**

Presented on March 13, 2019
by Kelly Shawn, Senior Associate, RLS & Associates, Inc.
3131 South Dixie Hwy, Suite 545 Dayton, Ohio
(937) 299-5007

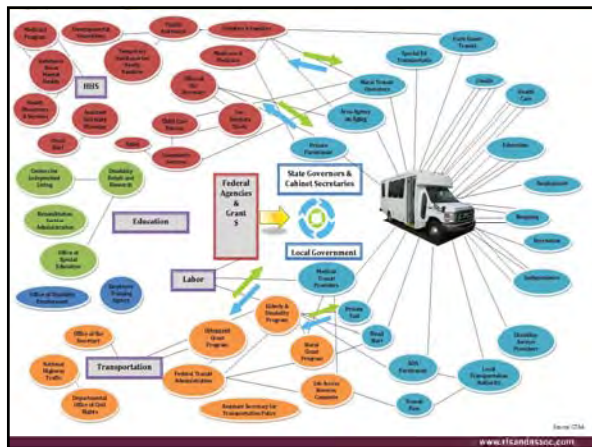
RLS Meeting Objectives

- Review Purpose of the Plan
- Review of Transportation Needs Assessment & Goals
- Select Coordinated Transportation Strategies
- Rate or Prioritize Strategies
- Next Steps



RLS Why Are Plans Developed?

- Aim to Improve Transportation for People with Disabilities, Older Adults, and Individuals with Low Incomes
- The 2015 Plan is Out of Date
- FAST (Fixing Americas Surface Transportation) Act Requires a Plan for Certain Funding Programs
- Your 2015 Plan is Available on the WV DOT - Division of Public Transit web page



 **Why Are Plans Developed?**


- ◆ Integrate Network of Partners as Part of One Whole, Working from a Shared Vision
- ◆ Take Incremental Steps to Get There
- ◆ Benefits
 - Increased Number of Trips
 - Improved Service Quality
 - Potential to Leverage Additional Funding or Maintain Existing Funding

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 **What Does it Take?**

- ◆ Leadership
- ◆ Commitment
- ◆ Planning
- ◆ Strategic Relationships
- ◆ Obtaining Staff Buy-In
- ◆ Creating Realistic Expectations
- ◆ Trust

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 **Goals from the 2015 Plan**

Goal #1: Continue to improve outreach and communication about unmet needs and gaps in transportation services.

Objectives:

- ◆ Improve awareness of unmet transportation needs and gaps in services in the region and statewide through active participation in the regional coordination committee.
- ◆ Increase participation levels of the regional coordination committee.
- ◆ Improve transportation for trips other than Non-Emergency Medical Transportation (NEMT).
- ◆ Regional coordination committee will establish goals and implement progressive communication strategies (i.e., on-line and other approaches).

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 **Goals from the 2015 Plan**

Goal #2: Eliminate gaps in public transportation from rural areas to Morgantown and Fairmont.

Objectives:

- ◆ Identify specific unmet needs and transportation demands.
- ◆ Provide public transportation in Taylor and Doddridge Counties.
- ◆ Develop non-traditional services to fill gaps, such as volunteer transportation programs.
- ◆ Improve access to transportation services outside of Morgantown.

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 **Goals from the 2015 Plan**

Goal #3: Improve town-to-town transportation options.

Objectives:


- ◆ Provide more drop-off points for town-to-town routes to improve access to services for individuals with disabilities, older adults, and the general public.

Goal #4: Improve mobility options for individuals with disabilities.

Objectives:

- ◆ Educate the public and current passengers about new and existing transportation services.
- ◆ Inform Taxi companies of the benefits of participating in the coordinated transportation

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 **Goals from the 2015 Plan**

Goal #5: Address gaps in transportation for employment and other needs.

Objectives:

- ◆ Improve access to employment and community resources during evenings, mornings, and on weekends.
- ◆ Explore the benefits of various types of ride-sharing programs to address the gaps in services.

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 **Goals from the 2015 Plan**

Goal #6: Improve frequency and hours of operation for Mountain Line.

Objectives:

- ◆ Assess the most appropriate areas of improvement for Mountain Line service and implement improvements.
- ◆ Assess transportation needs and develop a regional transportation improvement plan that will appropriately assign resources to address gaps in services.

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 **Goals from the 2015 Plan**

Goal #7: Promote public transportation service to increase and improve public awareness that transportation service is for everyone.

Objectives:

- ◆ Promote transportation that is operated by various agencies as open to the public.
- ◆ Improve awareness of transportation service through expanded public outreach and education campaigns.

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 **Goals from the 2015 Plan**

Goal #8: Purchase new and replacement wheelchair accessible vehicles to maintain safety and quality service.

Objectives:

- ◆ Sustain the current capacity of transportation providers, at minimum. Improve and expand, as possible.
- ◆ Improve the quality of transportation services through purchase of vehicles that are most appropriate to meet passenger needs.
- ◆ Increase the frequency and hours of service for rural non-urbanized areas of service.


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 **Needs Assessment**

Top Needs – Identified at Meeting November 2018 by Stakeholders

- ◆ Preston County has no public transit
- ◆ No late night service – second and third shifts
- ◆ Limited accessible service except in Mon County and some deviated route service.
- ◆ There are accessible vehicles but bad driveways prevent service.
- ◆ Limits with insurance with Harrison County Srs.
- ◆ Clinics provide no assistance to transit scheduling
- ◆ Logisticare – mileages, routes, reimbursement, limited providers


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 **Needs Assessment**

Top Needs – Identified at Meeting November 2018 by Stakeholders


- ◆ Recruiting and retaining drivers
- ◆ Affordable software programs
- ◆ Lacking technology
- ◆ Demographics – seniors, young people want higher salary than transit career, higher need help aging in place.

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 **Transportation Providers**

- ◆ Open Door providers (anyone, or anyone within a segment of the population, can ride)
 - Public
 - Older Adults
 - People with Disabilities
 - Other (veterans, volunteer programs, taxis, Uber/Lyft)
 - NEMT

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Transportation Providers

- ◆ Closed Door providers (client-only transportation)
 - Human service agencies


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Goals and Strategies

- Goals Must Be Directly Related to Unmet Transportation Needs and Gaps in Service
- Section 5310 Grant Application Projects Must Be Directly Related to Goals and Needs
- Goals and Strategies Must be Prioritized:
 1. Immediate Implementation (6 mos. to 1 Year)
 2. Mid-Term Implementation (1 to 2 Years)
 3. Near-Term Implementation (2 to 3 Years)
 4. Long-Term Implementation (3 to 4+Years)


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Next Steps

- ◆ RLS Continues to Interview Transportation Providers
- ◆ Continue to Distribute/Collect Public Needs Assessment Surveys (end date: 2/28/2019):
 - Paper Copies Available
- ◆ Draft Report Issued to Stakeholders for Review (via email)
- ◆ Final Plan Issued for Local Adoption
 - Instructions will be provided for how to adopt the plans - plans **must** be adopted at the local level

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Questions?

FOLLOW UP QUESTIONS:

- RLS & Associates, Inc.
 - 1-800-684-1458 Phone
 - (937) 299-1055 Fax

 - Email address

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West Virginia Coordinated Plan Update

Date: ¹³ 3-~~14~~-19

Input Meeting Sign-In Sheet

Location: _____

Region: Region VI

Please Print

Name	Agency Name and Address (if applicable)	Telephone	E-Mail
Sarah Brydie	Central WV Community Action 1016 Frederick St. Clarkburg	304-622-8495 option 2	transportation@cwvca.org
Barbara Metcalfe <i>Mayor</i>	City of Pleasant Valley	304-363-2400	City of PValley@aol.com
Jason Kuntz	Harrison County Senior Citizens Center 500 W Main St. CK	304 673-6795	jkuntz@hcsec.net
Meghan Kline	WVU Medicine 1 Medical Center Dr. Morgantown	304-598-4956	meghan.kline@wvumedicine.org
Kelli Lanore	Mountain Line Transit 420 Dupont Rd. Mgmt	304-296-3680	lanore@busride.org
Jennifer Hashman	Valley Health Care System 301 Scott Ave Morgantown	304-296-1731	jhashman@valleyhealthcare.org
Tammy Shriver	Times West Virginia 300 Quince St Fairmont	304-282-3273	tshrivers@timeswv.com
Sherry Smith	Legal Aid of WV 165 Scott Ave, #209 Morgantown WV 26508	304 296 0001	ssmith@lawv.net
Janie Lou White	Buckwhent Express	329 0464	
Wendy Madden	David B. McKinley, PE	304 284-8506	Wendy.madden@mail.house.gov
Rick Berry	MARION COUNTY SENIOR CITIZENS 1051 MAPLE AVE FAIRMONT WV	304-366 8779	TRANSPORTATION @ MARION SENIORS .ORG

West Virginia Coordinated Plan Update

Date: 3-~~14~~¹³-19

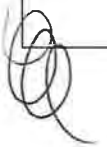
Input Meeting Sign-In Sheet

Location: _____

Region: Region VI

Please Print

Name	Agency Name and Address (if applicable)	Telephone	E-Mail
GEORGE LEVITSKY	FAIRMONT-MARION CO TRANSIT AUTHORITY 400 QUINCY ST FMT, WV	304.366.8177	FMCTA@WVDSL.NET
Vanessa Perkins	Central WV Transit Authority P.O. BOX 430 clarksburg WV 26301	304.623.6002	vanessa@centrabus.com
April Wintermoyer	Right at Home 1296 Suncrest Tower Ctr Morgantown WV 26505	304 276 3723	april@rahcares4unnet
Charlie Sims	Right at Home 1296 Suncrest Tower Ctr Morgantown WV 26505	304 816 7167	charlie@rahcares4unnet
Chip Phillips	City Pleasant Valley	304-363-2400	City PV@Valley AOL.com
Mike Walls	City of Pleasant Valley	304-363-2400	City PV e Valley AOL.com



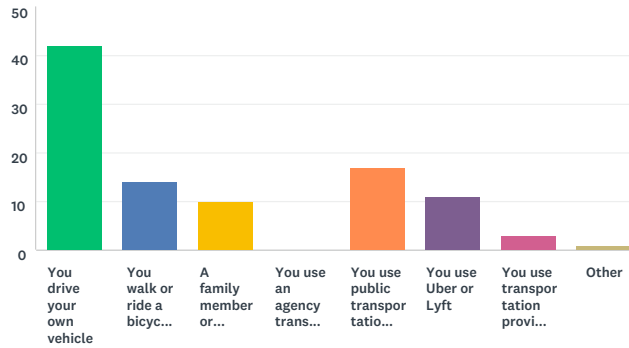
Surveys

APPENDIX B: PUBLIC SURVEY DATA

The following pages include public survey results for MMMPO.

Q1 How do you manage your transportation needs? (Please select all that apply)

Answered: 55 Skipped: 0

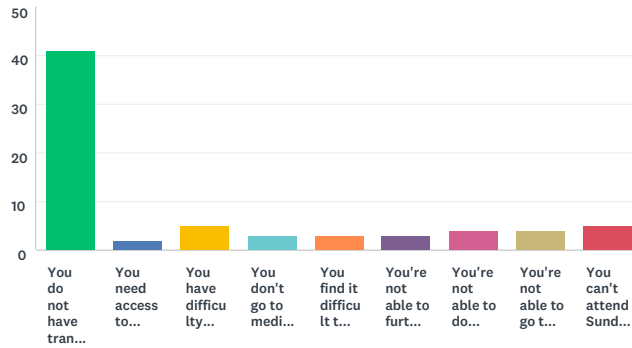


ANSWER CHOICES	RESPONSES
You drive your own vehicle	76.36% 42
You walk or ride a bicycle (other than for exercise)	25.45% 14
A family member or friend takes you where you need to go	18.18% 10
You use an agency transportation service to take you where you need to go (for example, a senior transportation program)	0.00% 0
You use public transportation to take you where you need to go	30.91% 17
You use Uber or Lyft	20.00% 11
You use transportation provided through Medicaid to get to medical appointments	5.45% 3
Other	1.82% 1
Total Respondents: 55	

#	PLEASE WRITE IN THE NAME OF THE AGENCY OR PUBLIC TRANSPORTATION PROVIDER	DATE
1	Ambulance for my disabled son as needed for appointments	2/24/2019 1:53 PM
2	MOVTA Easy Rider	2/6/2019 8:41 AM
3	Mountain Line	12/11/2018 5:16 AM
4	Mountain line	12/7/2018 3:58 PM
5	Mountain Line Transit Authority	12/5/2018 6:27 AM
6	Mountain Line Transit Authority	11/30/2018 2:54 AM
7	Mountain Line Transit Authority	11/24/2018 8:22 PM
8	Mountain Line Bus, PRT	11/20/2018 2:17 PM
9	WVU PRT System	11/20/2018 5:50 AM
10	Mountain line	11/19/2018 6:55 PM

Q2 Do you have any transportation limitations? (Please select all that apply)

Answered: 53 Skipped: 2

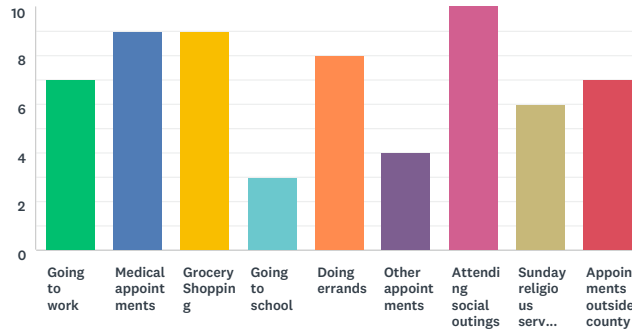


ANSWER CHOICES	RESPONSES
You do not have transportation limitations	77.36% 41
You need access to wheelchair accessible vehicles	3.77% 2
You have difficulty getting to work because you don't have reliable transportation	9.43% 5
You don't go to medical appointments because you don't have reliable transportation	5.66% 3
You find it difficult to feed yourself or your family because you don't have reliable transportation	5.66% 3
You're not able to further your education because you don't have reliable transportation	5.66% 3
You're not able to do errands because you don't have reliable transportation	7.55% 4
You're not able to go to other appointments (social services, legal, etc.) because you don't have reliable transportation	7.55% 4
You can't attend Sunday religious services because you don't have reliable transportation	9.43% 5
Total Respondents: 53	

#	OTHER (PLEASE SPECIFY)	DATE
1	Due to my son's disability his transportation is extremely limited!	2/24/2019 1:53 PM
2	ALthough it is out of the WV DOT control, we limit the amount of time we spend in the car due to gas prices.	12/10/2018 5:23 AM
3	My kids have missed Special Olympics basketball because the Sunday bus is very limited.	12/5/2018 5:48 AM
4	Getting to certain parts of town in the evening	11/24/2018 8:22 PM

Q3 Do you have difficulty getting the transportation you need for the following activities? (Please select all that apply)

Answered: 17 Skipped: 38



ANSWER CHOICES	RESPONSES
Going to work	41.18% 7
Medical appointments	52.94% 9
Grocery Shopping	52.94% 9
Going to school	17.65% 3
Doing errands	47.06% 8
Other appointments	23.53% 4
Attending social outings	58.82% 10
Sunday religious services	35.29% 6
Appointments outside county	41.18% 7
Total Respondents: 17	

#	IF YOU CHECKED ANY OF THE BOXES ABOVE, PLEASE WRITE IN WHERE YOU NEED TO GO FOR WHICH PURPOSES. (FOR EXAMPLE, "I NEED TO GET TO MEDICAL APPOINTMENTS IN HUNTINGTON.")	DATE
1	My son is extremely isolated due to lack of transportation anywhere!	2/24/2019 1:53 PM
2	Where I live on West Run Rd the nearest bus stop is not very near at all and the road to walk to get to the bus stop is very dangerous. I have a very hard time getting anywhere because of the road it takes to get to the bus stop. I have 3 young children whom it would be very dangerous to walk on that road with them to catch the bus.	12/11/2018 5:16 AM
3	Cma church can't go to the store because of working till 5 and not having time to shop after work because of the bus	12/7/2018 3:58 PM
4	I have difficulty getting since the isnt a bus run on Sunday. I live off Dorsey Ave.	12/5/2018 11:46 AM
5	I want to get to a church service on Sunday mornings.	12/5/2018 8:43 AM
6	My mother needs to go to dialysis 3 days a week. Also, doctor's apointments and shopping.	12/5/2018 6:27 AM
7	Groceries in Morgantown or other sundry runs	11/24/2018 8:22 PM
8	Though I have my own vehicle, when I attended school at WVU - due to parking limitations it was difficult to find easy, reliable transportation from my house to the university.	11/20/2018 2:17 PM
9	Medical appointments in Morgantown	10/5/2018 5:08 AM

West Virginia Coordinated Transportation Plan Update 2018-19

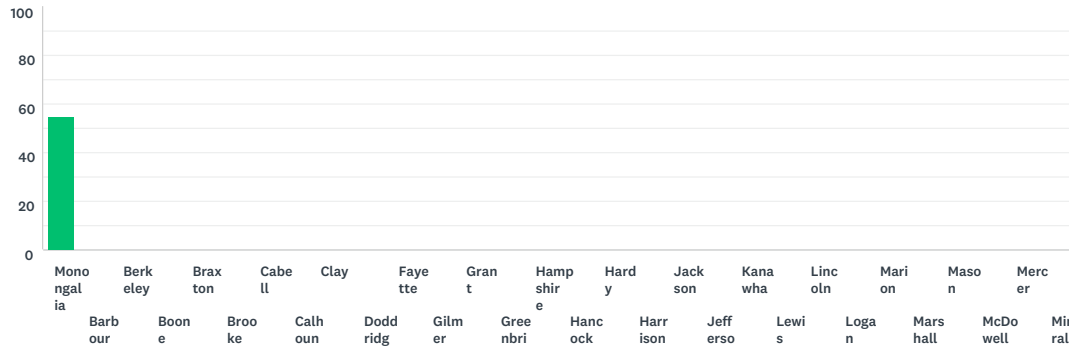
Q4 What is the name of the city or town where you live?

Answered: 55 Skipped: 0

#	RESPONSES	DATE
1	Morgantown	2/24/2019 4:49 PM
2	Morgantown	2/24/2019 1:53 PM
3	Morgantown	2/24/2019 12:52 PM
4	blacksville	2/7/2019 4:28 AM
5	Morgantown	2/6/2019 8:41 AM
6	Morgantown	1/22/2019 12:26 PM
7	Morgantown	1/18/2019 5:21 AM
8	Morgantown	1/17/2019 8:44 AM
9	Morgantown	1/17/2019 4:40 AM
10	Morgantown	12/17/2018 7:12 AM
11	Morgantown	12/14/2018 9:13 AM
12	Cassville	12/12/2018 6:54 AM
13	Westover	12/11/2018 7:18 AM
14	Morgantown	12/11/2018 5:16 AM
15	Morgantown	12/10/2018 6:42 AM
16	Morgantown	12/10/2018 5:41 AM
17	Westover	12/10/2018 5:23 AM
18	Morgantown	12/10/2018 4:12 AM
19	Cheatlake	12/7/2018 3:58 PM
20	Morgantown	12/7/2018 9:11 AM
21	Morgantown	12/7/2018 4:41 AM
22	Morgantown	12/6/2018 4:28 PM
23	Morgantown	12/5/2018 9:02 PM
24	Little Indian creek	12/5/2018 3:41 PM
25	Morgantown	12/5/2018 11:46 AM
26	dellslow, wv	12/5/2018 9:46 AM
27	Morgantown	12/5/2018 8:43 AM
28	Morgantown	12/5/2018 8:34 AM
29	Morgantown	12/5/2018 7:43 AM
30	morgantown	12/5/2018 7:32 AM
31	Morgantown (Cheat Lake)	12/5/2018 6:27 AM
32	Morgantown	12/5/2018 5:48 AM
33	Morgantown	12/5/2018 5:32 AM
34	Morgantown	12/4/2018 9:30 AM
35	Morgantown	12/4/2018 7:36 AM
36	Morgantown	11/30/2018 3:54 PM
37	Morgantown	11/30/2018 2:54 AM
38	Morgantown	11/25/2018 1:57 PM
39	Morgantown	11/24/2018 8:22 PM
40	Morgantown	11/20/2018 2:17 PM
41	Morgantown	11/20/2018 1:52 PM
42	Morgantown	11/20/2018 11:04 AM
43	Morgantown	11/20/2018 10:59 AM
44	Morgantown	11/20/2018 10:13 AM
45	Morgantown	11/20/2018 9:14 AM
46	Morgantown	11/20/2018 6:23 AM
47	Morgantown	11/20/2018 5:50 AM
48	Morgantow	11/20/2018 5:47 AM
49	Morgantown	11/20/2018 5:19 AM
50	Morgantown	11/20/2018 12:03 AM
51	Morgantown	11/19/2018 8:22 PM
52	Morgantown	11/19/2018 6:55 PM
53	morgantown	11/19/2018 6:54 PM
54	Morgantown	11/19/2018 4:37 PM
55	Morgantown WV	10/5/2018 5:08 AM

Q5 What county do you live in?

Answered: 55 Skipped: 0



ANSWER CHOICES	RESPONSES
Monongalia	100.00% 55
Barbour	0.00% 0
Berkeley	0.00% 0
Boone	0.00% 0
Braxton	0.00% 0
Brooke	0.00% 0
Cabell	0.00% 0
Calhoun	0.00% 0
Clay	0.00% 0
Doddridge	0.00% 0
Fayette	0.00% 0
Gilmer	0.00% 0
Grant	0.00% 0
Greenbrier	0.00% 0
Hampshire	0.00% 0
Hancock	0.00% 0
Hardy	0.00% 0
Harrison	0.00% 0
Jackson	0.00% 0
Jefferson	0.00% 0
Kanawha	0.00% 0
Lewis	0.00% 0
Lincoln	0.00% 0
Logan	0.00% 0
Marion	0.00% 0
Marshall	0.00% 0
Mason	0.00% 0
McDowell	0.00% 0
Mercer	0.00% 0
Mineral	0.00% 0
Mingo	0.00% 0
Monroe	0.00% 0
Morgan	0.00% 0
Nicholas	0.00% 0
Ohio	0.00% 0
Pendleton	0.00% 0
Pleasants	0.00% 0
Pocahontas	0.00% 0

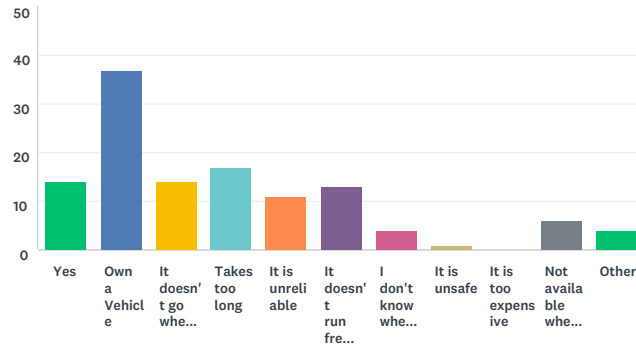
West Virginia Coordinated Transportation Plan Update 2018-19

Preston	0.00%	0
Putnam	0.00%	0
Raleigh	0.00%	0
Randolph	0.00%	0
Ritchie	0.00%	0
Roane	0.00%	0
Summers	0.00%	0
Taylor	0.00%	0
Tucker	0.00%	0
Tyler	0.00%	0
Upshur	0.00%	0
Wayne	0.00%	0
Webster	0.00%	0
Wetzel	0.00%	0
Wirt	0.00%	0
Wood	0.00%	0
Wyoming	0.00%	0
TOTAL		55

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Q6 If you do not use public transportation, why not? Check all that apply.

Answered: 54 Skipped: 1

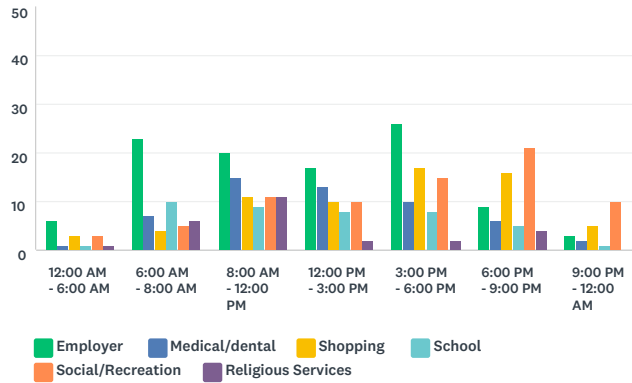


ANSWER CHOICES	RESPONSES	
Yes	25.93%	14
Own a Vehicle	68.52%	37
It doesn't go where I need to go	25.93%	14
Takes too long	31.48%	17
It is unreliable	20.37%	11
It doesn't run frequently/often enough	24.07%	13
I don't know where it goes or how it works	7.41%	4
It is unsafe	1.85%	1
It is too expensive	0.00%	0
Not available where I live	11.11%	6
Other	7.41%	4
Total Respondents: 54		

#	OTHER (PLEASE SPECIFY)	DATE
1	It's only for Dr appointments through Medicaid	2/24/2019 1:53 PM
2	It ends before I need to go home	12/11/2018 7:18 AM
3	The bus stop is too far away from the shelter where i live.	12/11/2018 5:16 AM
4	Stop locations are not accurate on website and my job requires me to drive other cities in WV.	12/10/2018 5:23 AM

Q7 When do you need transportation for each of the following purposes?
Select all that apply.

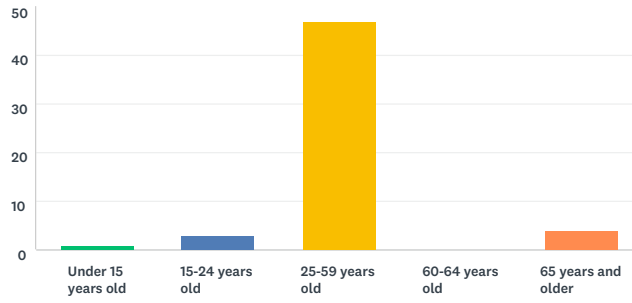
Answered: 42 Skipped: 13



	EMPLOYER	MEDICAL/DENTAL	SHOPPING	SCHOOL	SOCIAL/RECREATION	RELIGIOUS SERVICES	TOTAL RESPONDENTS
12:00 AM - 6:00 AM	66.67% 6	11.11% 1	33.33% 3	11.11% 1	33.33% 3	11.11% 1	9
6:00 AM - 8:00 AM	74.19% 23	22.58% 7	12.90% 4	32.26% 10	16.13% 5	19.35% 6	31
8:00 AM - 12:00 PM	58.82% 20	44.12% 15	32.35% 11	26.47% 9	32.35% 11	32.35% 11	34
12:00 PM - 3:00 PM	56.67% 17	43.33% 13	33.33% 10	26.67% 8	33.33% 10	6.67% 2	30
3:00 PM - 6:00 PM	78.79% 26	30.30% 10	51.52% 17	24.24% 8	45.45% 15	6.06% 2	33
6:00 PM - 9:00 PM	32.14% 9	21.43% 6	57.14% 16	17.86% 5	75.00% 21	14.29% 4	28
9:00 PM - 12:00 AM	23.08% 3	15.38% 2	38.46% 5	7.69% 1	76.92% 10	0.00% 0	13

Q8 Please tell us your age.

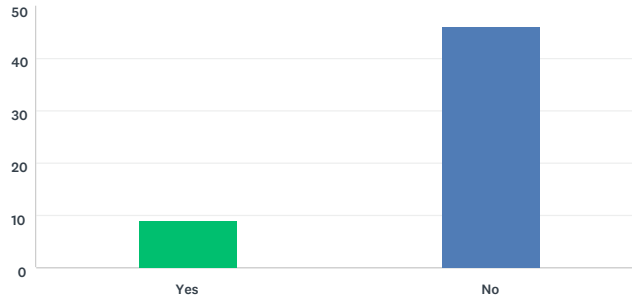
Answered: 55 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 15 years old	1.82%	1
15-24 years old	5.45%	3
25-59 years old	85.45%	47
60-64 years old	0.00%	0
65 years and older	7.27%	4
TOTAL		55

Q9 Is there someone in your household with a disability that limits his or her mobility, or ability to drive or use other available transportation services?

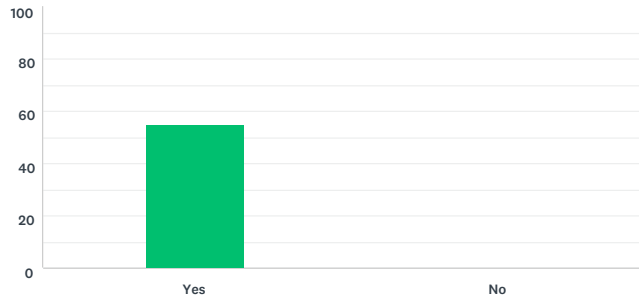
Answered: 55 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	16.36%	9
No	83.64%	46
TOTAL		55

Q10 Is English your first or primary language?

Answered: 55 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	55
No	0.00%	0
TOTAL		55

Q11 If English is not your primary language, what language do you speak at home?

Answered: 0 Skipped: 55

▲ No matching responses.

ANSWER CHOICES	RESPONSES
Spanish	0.00% 0
Korean	0.00% 0
Vietnamese	0.00% 0
Chinese or Mandarin	0.00% 0
Other (please specify)	0.00% 0
TOTAL	0

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

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Q12 Thank you for taking the time to help us understand transportation needs in West Virginia. Please use this space to share with us your comments or concerns about the transportation needs or services in your area.

Answered: 17 Skipped: 38

#	RESPONSES	DATE
1	My son used to ride the Medicaid van through the county bus. That became to unreliable due to his medical conditions. We got stuck on a bus for 3 hours once due to the schedule they said they had to keep. My son is doing better and we would like to access transportation to medical as well as shopping. Shopping and outings were never offered in Monongalia County. It's very isolating to someone who is disabled.	2/24/2019 1:53 PM
2	While I do not have transportation barriers I recognize many folks, especially in rural areas struggle getting transportation to vital engagements such as doctors appointments.	1/18/2019 5:21 AM
3	We need roads that aren't terrible and crews that can complete a job in under a year.	12/14/2018 9:13 AM
4	There are many community members that need help getting to medical appointments.	12/10/2018 4:12 AM
5	I run a job training program in Monongalia County and due to the unavailable transportation by 7:30pm when the program lets out Monday and Thursday night, we have run into having to carpool or use taxi's for our students. Also, we have found our students, volunteers and those who shop at our store struggle tremendously with the current bus schedule. Shoppers who used to shop at our store a couple times a week, now come twice a month because it takes two hours now to ride downtown from where they pick up the bus (Green Glen), when it used to take one hour. Another said that the bus system used to be reliable, but now it is usually running 10 minutes behind schedule. Others actually avoid applying for jobs on certain sides of town because it would take them 2 two hours to get to work and two hours to ride home. I have a volunteer who now leaves earlier than before because it take just too long to get home. Things really need to change so that people who want to contribute to society can make a positive impact on our community in the capacity they were meant to contribute. Thank you for caring!	12/7/2018 9:11 AM
6	Working with clients who have to rely on public transportation I have seen first hand how unreliable or inconvenient the bus system can be in Morgantown. Although we have a number of buses that run during the day, there are many people who need the bus system in the evenings while they are working 3p-11p or over night shifts.	12/7/2018 4:41 AM
7	It is better for service, but still service in county is not helpful to me. But I understand numbers needed and in rural areas there are not the needs. Then in town the routes can sometimes be interesting. I have a friend that needs transportation and has to take a bus to Westover and then to university town center, from star city area and also to get to the hospital that is not near and also needs help to get to food pantries and that is not available.	12/5/2018 3:41 PM
8	No shelter provided for bad weather where I live. The Crown takes too many stops before going to the depot in the morning.	12/5/2018 11:46 AM
9	Older and disabled persons who do not have their own transportation whom do not qualify for help through DHHR do not have any help with transportation to doctors offices etc	12/5/2018 9:46 AM
10	roads do not support the needs of traffic near WVU	12/5/2018 7:43 AM
11	I am a service provider, and this survey did not allow for me to explain the needs of my patients. Although I do not struggle with transportation, I know they do. Most are seniors or disabled and there options are limited for multiple reasons, such as financial barrier, lack of wheelchair accessible vehicles, living in areas with limited routes.	12/4/2018 9:30 AM
12	I would like to take public transportation more often, but I've found it to be unreliable or that it takes too long to get where I need to go. Often the bus doesn't come when it's supposed to, and I don't know if it came early and I missed it, or if it's on the way still. Mountain Line has an app that you can use to track buses, but the app is extremely unreliable. Since the busses are rarely on schedule, it's hard to know whether it's worth it to wait at a bus stop. More reliable, and frequent, public transportation could go a long ways towards helping with Morgantown's major traffic problems.	11/30/2018 2:54 AM
13	Roads are rarely repaired. Potholes everywhere. The state of the roads in this county is embarrassing.	11/20/2018 1:52 PM
14	The amount of roads in Mon County that have water draining onto them constantly is going to cause many accidents in Winter. It has been bad in the past, but the amount of puddling water, and water streaming over the roads days after the last rainfall is going to cause huge ice spots this Winter. This includes the main primary roads, as well as secondary. Many buses will not be able to make it up the icy hills.	11/20/2018 11:04 AM
15	Fix the potholes in the roads. They are deteriorating at a rapid pace and affect all types of transportation in Mon County	11/20/2018 10:59 AM
16	H	11/20/2018 9:14 AM
17	I am missing my dialysis appointments because no one picks me up when they are supposed to be there.	10/5/2018 5:08 AM

Providers

APPENDIX C: TRANSPORTATION PROVIDER INVENTORY

This chapter provides a description of each public transit and human service transportation, non-emergency medical transportation (NEMT), and private transit provider that operate in each county in the Region. Human service transportation provides rides to specific segments of the population, such as individuals with disabilities, people with low incomes, or veterans. Many human service transportation agencies are social services organizations that provide transportation as an ancillary service to their clients only. Some human service transportation and NEMT providers are Regional, offering service in multiple counties.

Basic information about the transportation providers is provided below. Public transit providers are listed first, followed by the Region’s senior and other human service transportation providers. This section lists each provider’s mission, transportation service type, contact information, service area, days and hours of service, and eligibility requirements.

Mountain Line Transit Authority	
Transportation Service Type	Fixed Route and Demand Response
Other Services Provided/Agency Mission	Public Transit
Contact Information	(304) 291-7433 bus@busride.org
Hours	Monday – Saturday, 5:30 AM to 12:30 AM
Service Area	Monongalia County
Eligibility Requirements	General Public
Website	http://www.busride.org

West Virginia University Transportation and Parking	
Transportation Service Type	Personal Rapid Transit (PRT)
Other Services Provided/Agency Mission	Parking and Fleet Management
Contact Information	(304) 293-5502 transportation@mail.wvu.edu
Hours	Monday – Friday, 6:30 AM – 6:15 PM; Saturday, 9:30 AM – 8:00 PM
Service Area	West Virginia University/Morgantown
Eligibility Requirements	General Public
Website	https://transportation.wvu.edu

PACE Enterprises	
Transportation Service Type	Demand Response
Other Services Provided/Agency Mission	Employment-Related Services for People with Disabilities
Contact Information	(304) 983-7223 bpirner@paceenterprises.org
Hours	Monday – Friday, 6:00 AM – 3:30 PM
Service Area	Monongalia County
Eligibility Requirements	People with Disabilities in Monongalia County
Website	https://paceenterprises.org

Valley Health Care System	
Transportation Service Type	Demand Response
Other Services Provided/Agency Mission	Ambulance Transportation
Contact Information	(304) 296-1731
Hours	Monday – Sunday, 8:00 AM – 4:00 PM
Service Area	Marion, Monongalia, Preston, and Taylor Counties
Eligibility Requirements	Customers with a Payor Source
Website	http://www.valleyhealthcare.org

D & L Limousine	
Transportation Service Type	Demand Response
Other Services Provided/Agency Mission	Taxi/Limousine
Contact Information	(304) 265-0100
Hours	Not provided
Service Area	Taylor, Barbour, Braxton, Harrison, Lewis, Marion, Monongalia, Nicholas, Preston, and Upshur Counties
Eligibility Requirements	General Public
Website	Not provided

ORGANIZATIONAL CHARACTERISTICS

The table below provides a summary of the characteristics of the participating transportation providers. The rightmost column of this table describes whether the provider is “open door” or “closed door.” Providers operate “closed door” service if transportation is provided to agency clients only. If transportation is open to the public, or to a segment of the population (such as older adults) without the requirement that the individual be an agency client, then the service is “open door.”

Agency	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit)	Are Vehicles Only Available for Human Service Agency Clients? (Y/N)
Mountain Line Transit Authority	Yes	No	Public Non-Profit	No
West Virginia University Transportation and Parking	Yes	No	Public Non-Profit	No
D & L Limousine	Yes	No	Private For-Profit	No
PACE Enterprises, Inc.	Yes	No	Private Non-Profit	Yes
Valley Health Care System	Yes	No	Private For-Profit	Yes

FLEET, SERVICE, AND BUDGET CHARACTERISTICS

The following table provides data that describe the basic fleet, staffing, and financial characteristics of each transportation provider.

Agency	Accessible Vehicles?	Number of Vehicles	Number of Transportation Staff	Annual Expenses
Mountain Line Transit Authority	Yes	35	61 Full-time; 2 Part-time	\$6,100,000
West Virginia University Transportation and Parking	Yes	43	Not provided	\$9,370,577
D & L Limousine	Not provided	Not provided	Not provided	Not provided
PACE Enterprises, Inc.	Yes	5	1 Maintenance; 6 Drivers	\$12,000
Valley Health Care System	Yes	40	60 Full-time; 35 Part-time	Not provided

TRIP SCHEDULING, FARES, AND PRODUCTIVITY INFORMATION

The following tables describe what trip purposes are allowed by each provider, the fares or donations that are paid by riders, and the process to request rides on each service (if applicable). Annual ridership and estimates of service hours were provided by most agencies. The final column provides the productivity of each service, calculating the number of trips provided for each hour of vehicle service.

Agency	Funding Sources	Annual one-way passenger trips	Cost per passenger trip
Mountain Line Transit Authority	Section 5307, Local Property Tax, Local Subsidies, Senior Center	900,000	\$6.78
West Virginia University Transportation and Parking	Not provided	1,961,676	\$4.78
D & L Limousine	Not provided	Not provided	Not provided
PACE Enterprises, Inc.	Medicaid, Fundraising, United Way, Section 5310	12,000	\$4.80
Valley Health Care System	Client Payor Sources	Not provided	Not provided

Demographics

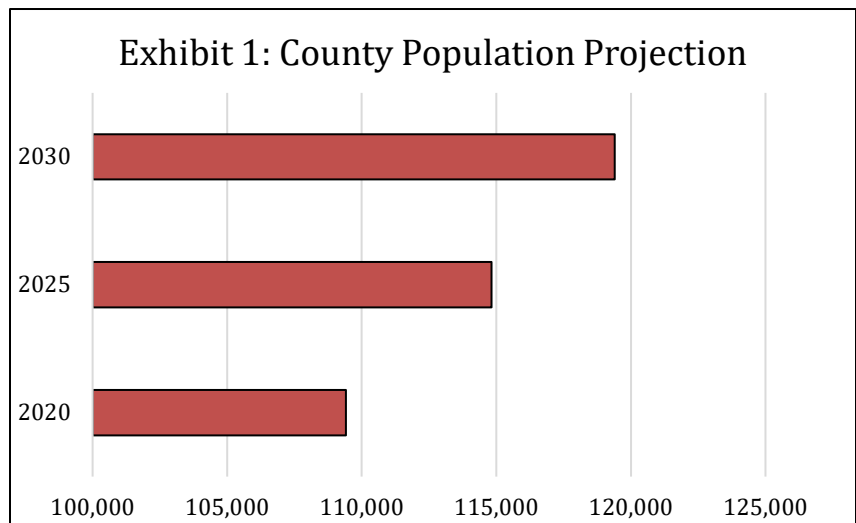
APPENDIX D: DEMOGRAPHICS

The demographics of an area are a strong indicator of demand for public transportation service. Relevant demographic data were collected and are summarized in this section.

The data provided in the following section have been gathered from multiple sources, including the U.S. Census Bureau's American Community Survey and the West Virginia University Bureau of Business and Economic Research. Census data are used to ensure that the most current and accurate information is presented. It is important to note that the American Community Survey (ACS) five-year estimates have been used to supplement census data that is not available through the 2010 Census. As a five-year estimate, the data represent a percentage based on a national sample and do not represent a direct population count.

Population Projections

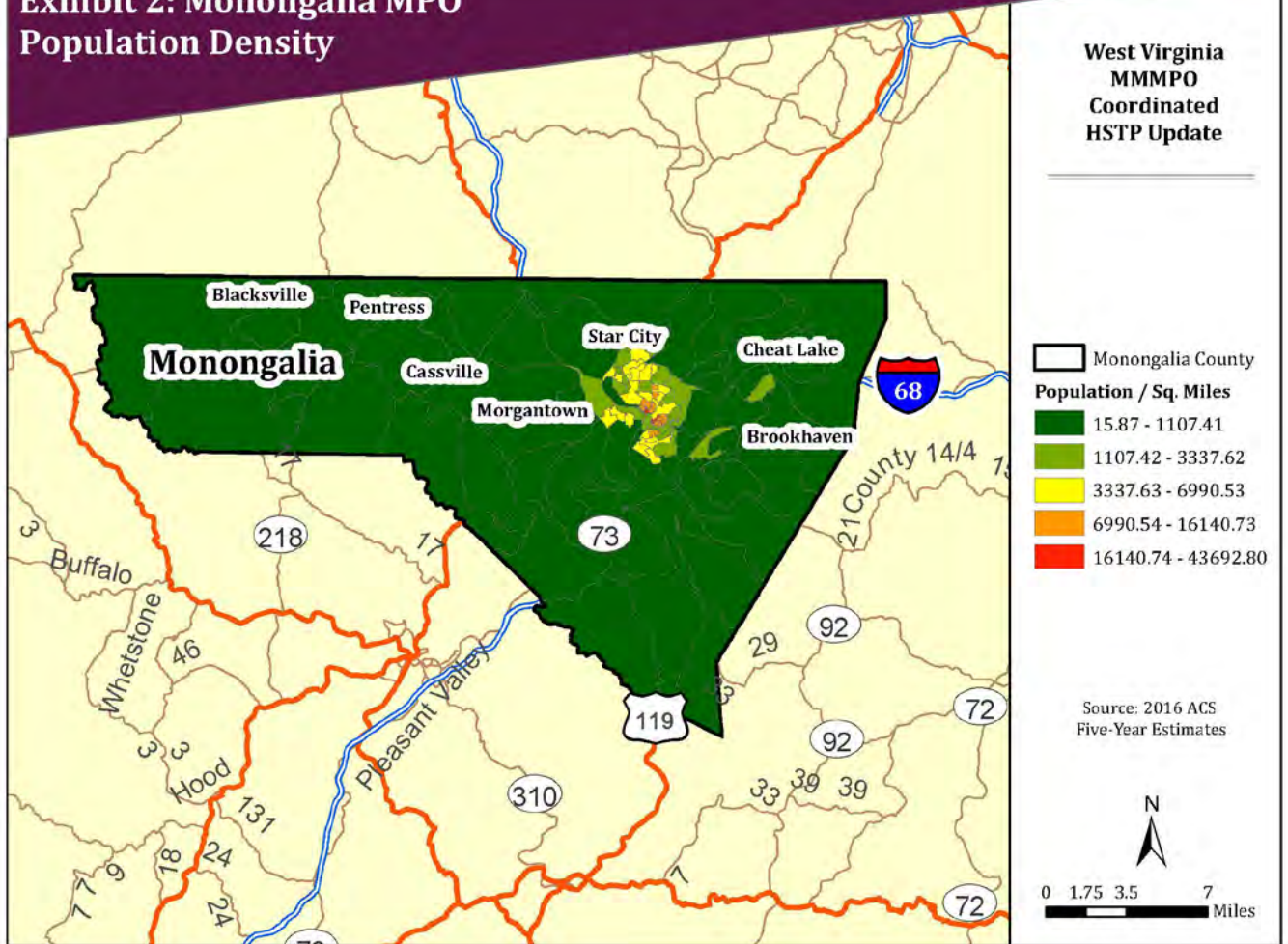
The population of the Morgantown MPO is projected to increase to 119,394 by 2030, an 8.36 percent increase from the 2020 projection. Exhibit 1 shows population projections between 2020 -2030 for the Morgantown MPO. (Source: West Virginia Bureau of Business and Economic Research.)



Population Density

Exhibit 2 illustrates a comparison of population densities for Census block groups in the Morgantown MPO. The most densely populated areas are around the cities of Morgantown in Monongalia County. Other areas of lower densities throughout the MPO include Star City. Population density is a factor in transportation planning because it helps transportation operators understand the most appropriate mode of service for an area. For example, in less densely populated areas with fewer clusters of trip generators, demand response transportation is typically more effective than fixed route services. Conversely, fixed route services are more appropriate for high density areas.

Exhibit 2: Monongalia MPO Population Density

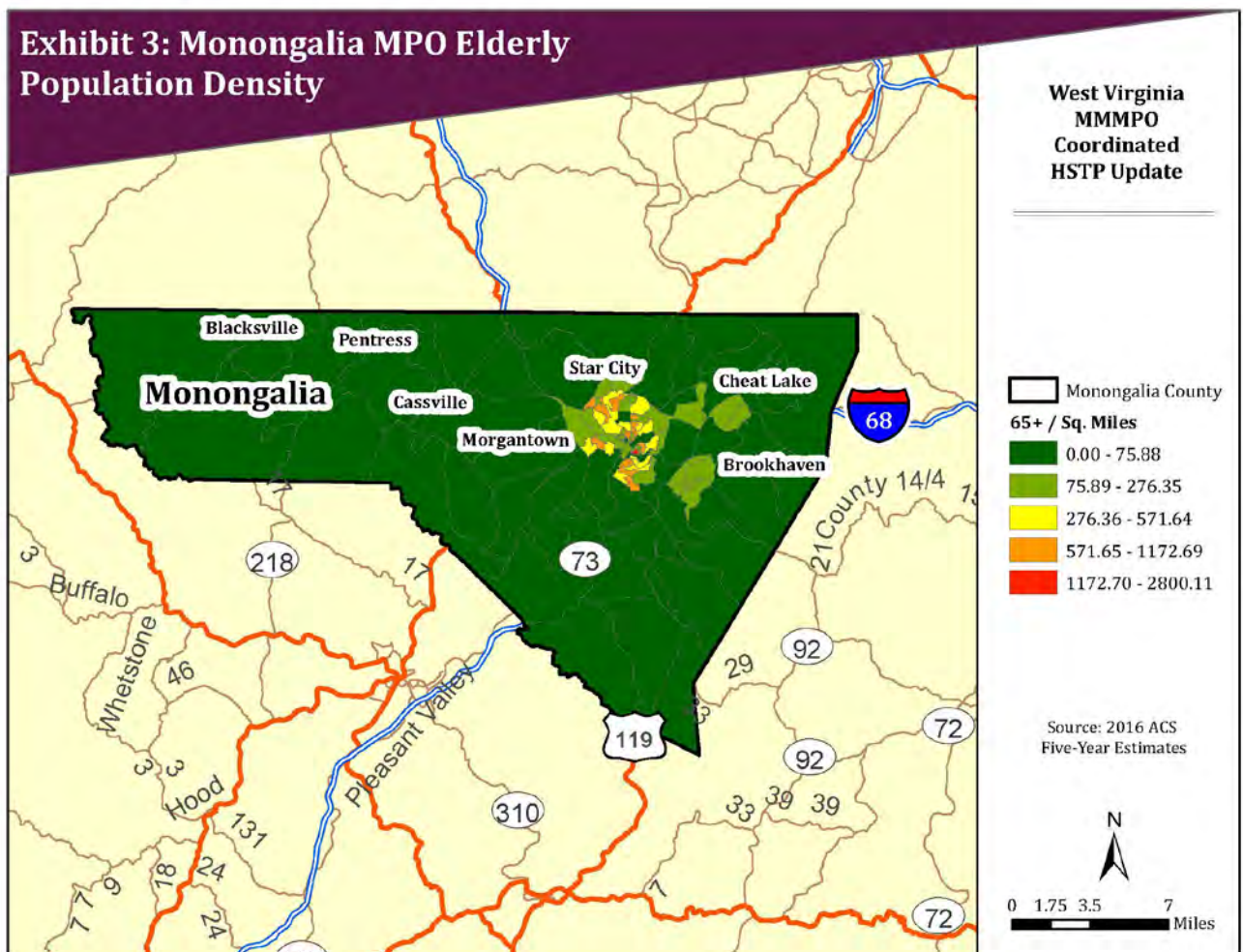


Population Projection for Older Adults

Older adults are most likely to use public transportation when they are unable to drive themselves or choose not to drive. Older adults also tend to be on a limited retirement income and therefore public transportation is a more economical option to owning a vehicle. For these reasons, the population of older adults in an area is an indicator of potential transit demand.

Exhibit 3 illustrates the population density of persons over 65 years of age by block group. Concentrations of this age group are focused around certain cities in the region. Block groups with the highest concentrations are located in Morgantown. A few areas of block groups with moderate density are present around Star City, Cheat Lake and Brookhaven.

The population of older adults in the MPO is projected to increase in the Morgantown MPO by 37.55% in Monongalia County over the 2010 Census estimates by 2030. An increase in the older adult population will put additional pressure on transportation resources.



Individuals with Disabilities

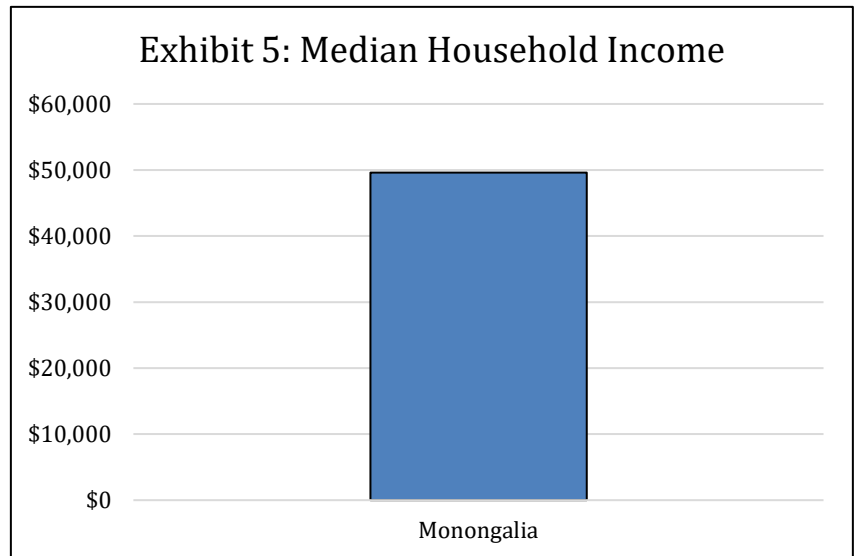
Individuals with disabilities are also likely to use public or human service agency transportation services. In the Morgantown MPO, approximately 12% of Monongalia County's population reported having a disability. Not all disabilities involve mobility limitations that prevent a person from driving or using non-accessible transportation resources. While it would be a more accurate statistic for transportation planning, no reliable data are available from the US Census Bureau to define individuals with mobility limitations that prevent them from traveling independently outside the home.

Exhibit 4: Individuals with Disabilities	
County	Percent of Population with a Disability
Monongalia	12%

Source: 2013-2017 American Community Survey 5-Year Estimates

Household Incomes

Exhibit 5 illustrates the household incomes for the Morgantown MPO. There are approximately 38,410 households in the region. Of those households, 37.73% earn less than \$35,000 annually. Of the households earning less than \$35,000, 33.23% earned less than \$10,000 per year. (Source: 2013-2017 American Community Survey 5-Year Estimates)

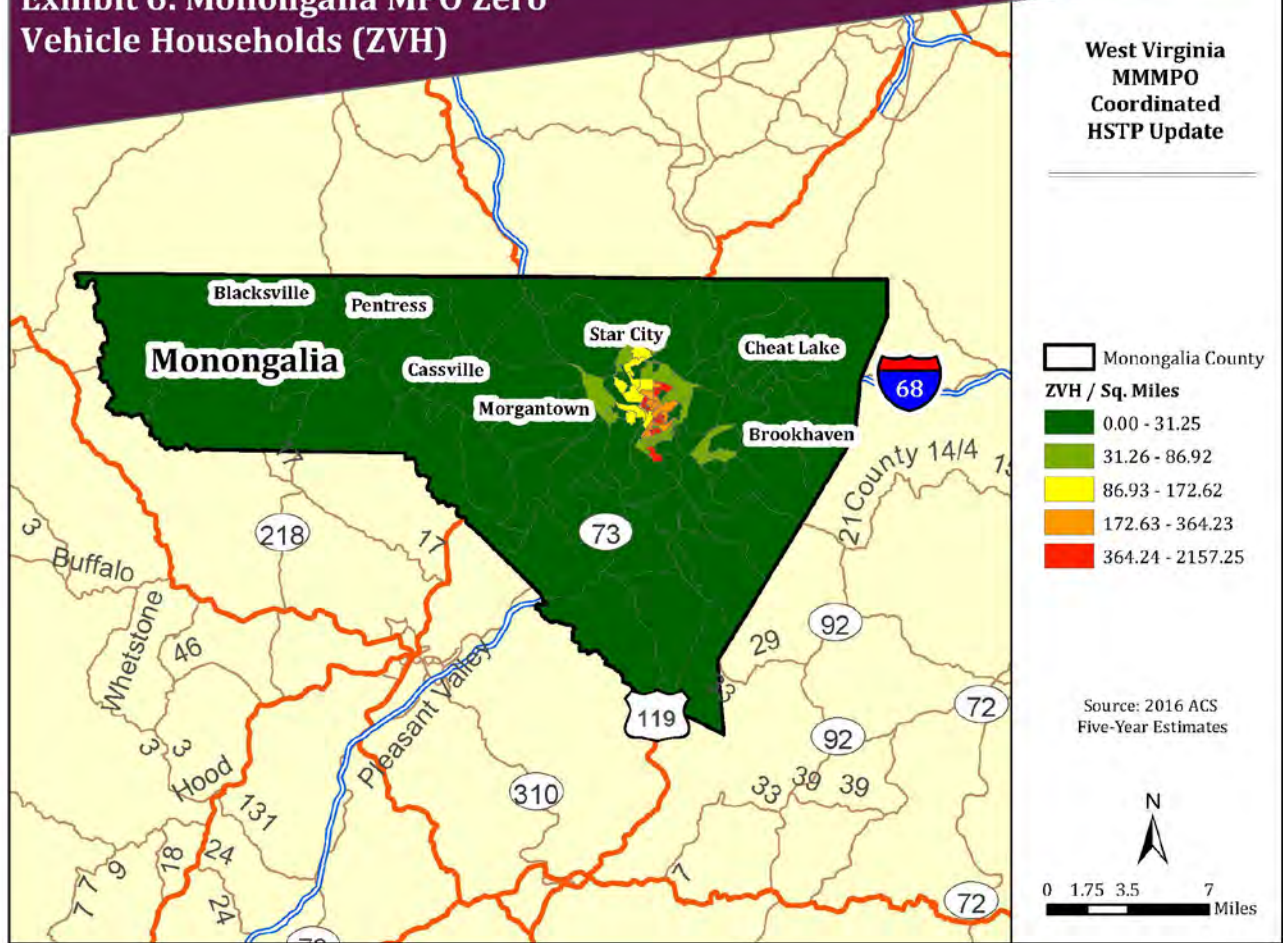


Zero Vehicle Households

The number of vehicles available to a household also is used as an indicator of demand for transit service. There are 3,060 households in the region that have no available vehicle. This is 7.97% of all households in the Morgantown MPO.

Exhibit 6 illustrates the total number of households that have no available vehicles. The block groups with the darkest shading have the highest percentage of households with no available vehicles (364.24 – 2157.25). The block group locations with the highest contraction of these households are generally located within or near Morgantown. Areas with a moderately high density of zero vehicle households can also be found near Star City.

Exhibit 6: Monongalia MPO Zero Vehicle Households (ZVH)



Minority and Limited English Proficiency (LEP) Population

Approximately 88.3% of the population in each county of the region is white. African American individuals are the second most common race, followed by Hispanic or Latino individuals. The majority of the population speaks only English.

Race	Monongalia
White or Caucasian	88.3%
Black or African American	3.7%
Two or more races	2.2%
Hispanic or Latino (of any race)	2.1%
American Indian and Alaska Native	0.1%
Asian	3.3%
Native Hawaiian and Other Pacific Islander	0%

Source: 2013-2017 American Community Survey 5-Year Estimates

Language	Monongalia	%
	103,715	
Speak only English	91,573	93
Spanish or Spanish Creole:	1,596	1.6
Speak English less than "very well"	333	0.3
Language other than English	6,914	7
Speak English less than "very well"	1,647	1.7
Indo-European Languages	2,379	2.4
Speak English less than "very well"	401	0.4
Asian and Pacific Islander	1,995	2
Speak English less than "very well"	707	0.7

Source: 2013-2017 American Community Survey 5-Year Estimates

Facts

APPENDIX E: RELEVANT FAST ACT PROGRAMS

FEDERAL SECTION 5310 – ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

Section 5310 is a formula grant program administered by the West Virginia Department of Transportation/Division of Public Transit for rural areas. The program is intended to enhance the mobility for older adults and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Capital grants require a 20% local match. Local match may be derived from any non-U.S. Department of Transportation Federal program, state programs, or local contributions or grants. Mobility Management and purchase of capital equipment is eligible for 80% funding through the Section 5310 program.

Eligible Recipients:

- ◆ States (for all areas under 200,000 in population) and designated recipients.
- ◆ Subrecipients: States or local government authorities, private non-profit organizations, or providers of public transportation that receive a grant indirectly through a recipient.

GLOSSARY OF TERMS

Closed Door Transportation Services – Closed-door services is not open to the general public but rather is available only to clients or members of a particular agency. The funding provided by designated recipients for these projects allows Section 5310 grant subrecipients to provide services to older adults and individuals with disabilities as defined by the subrecipient’s mission. As a result, these subrecipients are not providing services on behalf of the designated recipient. (FTA Circular 4710.1 Americans with Disabilities Act (ADA): Guidance.)

Fixing America’s Surface Transportation (FAST) Act – On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020. Details about the Act are available at www.transit.dot.gov/FAST.

Grants for Buses and Bus Facilities Formula Program (Section 5339) – The Grants for Buses and Bus Facilities Formula Program (49 U.S.C. 5339) makes Federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and Federally recognized Indian tribes that operate fixed route bus service eligible to receive direct grants under Sections 5307 and 5311. Subrecipients may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

Individuals with Disabilities – This document classifies individuals with disabilities based on the definition provided in the Americans with Disabilities Act implementing regulations, which is found in 49 CFR Part 37.3. This definition, when applied to transportation services applications, is designed to permit a functional approach to disability determination rather than a strict categorical definition. In a functional approach, the mere presence of a condition that is typically thought to be disabling gives way to consideration of an individual’s abilities to perform various life functions.

Local Matching Funds – These are the portion of project costs not covered by the Federal share. Non-federal shares or non-Federal funds include the following sources of funding, or in-kind property or services, used to match the Federal assistance awarded for the Grant or Cooperative Agreement: (a) Local funds; (b) Local-in-kind property or services; (c) State funds; (d) State in-kind property or services; and (e) Other Federal funds that are eligible, under Federal law, for use as cost-sharing or matching funds for the Underlying Agreement. For the Section 5310 and Section 5311 Programs, local match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100% Federal funding. One example is Older Americans Act (OAA) Title III-B Support Services.

Open-Door Transportation Services – Open-door service includes service that is open to the general public or a segment of the general public defined by age, disability, or low income, and thus includes public transportation service, as well as alternatives to public transportation that may require a passenger to be an older adult or individual with a disability but is not limited to clients or members of a particular agency. (FTA Circular 4710.1 Americans with Disabilities Act (ADA): Guidance.)

Transportation Management Area (TMA) – An area designated by the Secretary of Transportation, having an urbanized area population of over 200,000, or upon special request from the Governor and the Metropolitan Planning Organization for the area.

Transit Demand – A quantifiable measure of passenger transportation services and the level of usage likely to be generated if passenger transportation services are provided. Refer to the following website for a toolkit and more information on methods for forecasting demand in rural areas www.trb.org/Publications/Blurbs/168758.aspx.

Urbanized Area – A geographic area with a population of 50,000 or more, as designated by the Bureau of Census.

Urbanized Area Formula Grants (Section 5307) – The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. Funding is made available to designated recipients that are public bodies with the legal authority to receive and dispense Federal funds. Eligible activities include planning, engineering, design, and evaluation of transit projects and other technical transportation-related studies; capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of computer hardware, software,

and vehicles; and more. Additional information is available at <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>.

Zero Vehicle Households – No vehicles available to a housing unit, according to U.S. Census data. This factor is an indicator of demand for transit services.

Participants

APPENDIX F: PARTICIPATING ORGANIZATIONS

The following organizations participated in the Coordinated Plan Update:

Buckwheat Express
Central West Virginia Community Action
Central West Virginia Transit Authority
City of Pleasant Valley
Doddridge County Senior Center
Fairmont Marion County Transit Authority
Harrison County Senior Citizens
Mountain Line Transit
Legal Aid of West Virginia
Marion County Senior Citizens
PACE Enterprises
Preston County Senior Citizens
Region VI Planning and Development Council
Right at Home
Times West Virginian
U.S. Representative David B. McKinley, P.E.
Valley Health Care System
Visiting Homemaker Service
West Virginia Department of Health and Human Resources
West Virginia Department of Transportation, Division of Public Transit
West Virginia University Medicine

Adoption

APPENDIX G: RESOLUTION TO ADOPT THE PLAN

The following page is the resolution of adoption of this plan.