Ride in 55: A Coordinated Effort to Develop A Statewide Transportation Network

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Ride in 55

55 Counties ➔ 11 Regions

1 State
Transportation Initiative
Coordinated Transportation

Transportation – essential for economic development in West Virginia to maintain vibrant, sustainable communities.

Link to SAFETEA – LU
- Safety
- Affordability
- Flexibility
- Efficiency
- Transportation
- Equity
- Act

Key to moving:
- People to work
- Play
- School
- Worship
- Healthcare
- Goods and services
Why Coordinated Transportation?

• Connects citizens to communities and fuels the economy
• Contributes to an educated, healthier, productive workforce
• Enables growth in industry and economic activity
• Regional solutions foster complete and sustainable economics
• Providers flourish through efficient, maximum reimbursement
• Critical for Human Services agenda – you do not have to own and operate your own agency vehicles
Who Provides Transportation?

Major Providers
- Families
- Public Transit
- Senior Services
- NEMT

Filling in the Gaps
- Non-profit agencies
- Health care providers
- Educational organizations
- Government agencies
- Faith-based organizations
- Private for-profit providers
- Work-force
- Division of Rehabilitation Services (DRS)
Who Rides?

People at or below poverty 17.1 % of WV
- Zero vehicle households 10.8 %
- No transportation keeps people from work

People with disabilities in WV 410,781
- No transportation keeps a viable citizenry from all activities in their communities

Senior Citizens 15.5 % of WV
- Numbers will grow and increase the population with disabilities
- People need to stay connected to their communities

People who want to save rising fuel costs
- Fuel costs continue to rise
- Many folks want to conserve
- Healthy living
Caucuses scheduled in 5 locations, combining 11 regional planning and development councils

Goal: Identify barriers and solutions to coordinated transit

Participants
- Local leaders – elected officials, agency executives, community leaders
- Riders
- State and national industry professionals
Barriers identified by Coordinated Transportation Plans

- Federal/state regulations
- Liability
- Turf battles
- Adequate number of vehicles
- Driver training/need drivers
- Funding
- Rough terrain
- Need more lift-vans
- Needs of dialyses clientele
- Physical limitations of driver
- No weekend or night service
- High overhead
- Last minute cancellations
- “Dumping” of clients
- Awareness of need or problem
- Inter-agency cooperation
- Incorrect information
- 50/50 funding match difficult
- Shared maintenance
- Levies and restricted usage
Summit Recommendations

- Coordinating Council Enhancement – Enabling legislation
- One Stop Call Shop – state level office to provide information on what services were available
- Ride Transparency – Universal Ride Pass (e-z pass for riders)
- Coordination of Support Services – interagency contracts; bulk buying; language to allow coordination
- Study Resolution – 2010 Interim Session.
- Regional Focus – One-size doesn’t fit all but need cooperation beyond county lines
- Educate Officials at all levels
- Fund pilot project – create a “success story” and share it
- Advocate for transportation as a component of economic development
- Data collection to measure outcomes and to validate effectiveness of coordination
Leadership: educate, distribution, meetings, work together

Data Collection: inventory, “living” document, moving forward

Customer Service: one-stop, technology, consumer pay system people first: elderly, people with disabilities, low income

Funding: creative, alternative, adaptive for greater mobility

Transportation Service in–house: training, insurance, moving safely and efficiently
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