

**MORGANTOWN MONONGALIA MPO
COORDINATED PUBLIC TRANSIT-HUMAN
SERVICES TRANSPORTATION PLAN - UPDATE**

FINAL REPORT



November 17, 2011

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I. OVERVIEW

Overview

This four-year coordinated transportation plan update designed for Public and Human Services Transportation contains a brief evaluation of community characteristics, a stakeholder assessment, an inventory of existing transportation services, and a list of goals and priorities for the Morgantown Monongalia Metropolitan Planning Organization (MPO) area. Through interviews with human service agencies and transportation providers, demographic analysis, local public meetings and workshops, the Coordinated Public Transit-Human Service Transportation Plan Update provides a description of the unmet transportation needs in the area. The Plan also includes a series of approaches to address the current and projected unmet transportation needs of people with low incomes, older adults, individuals with disabilities, and the general public. The intent of this document is to create a guide for local decision-makers as they consider advances in the coordination of transportation resources.

This planning effort meets the Federal Transit Administration's (FTA) requirement for a local coordinated transportation plan as set forth in the Safe, Accountable, Flexible, Efficient Transportation Equality Act: A Legacy for Users (SAFETEA-LU) guidelines.

The details of this Plan provide a basis for continued work. The recommendations listed are designed to improve the use of transit and human service agency transportation resources to address the gaps and unmet needs in transportation. This Plan is not a promise of implementation; it is a source of knowledge and shared vision of planned coordination efforts in the Region and State. The strategies contained in this Plan will only be achievable through sharing of responsibilities and, in some cases, additional funding.

The planning process was undertaken by the West Virginia Department of Transportation, Division of Public Transit (DPT) along with RLS & Associates, Inc. (RLS). The Morgantown Monongalia MPO and various transportation providers and human service agencies in the surrounding area contributed to the Plan. The public transit providers and human service agencies in the surrounding counties also have other mandates and goals that occupy their staff. However, as all of these agencies handle staffing resources, unmet client needs, or funding opportunities, they can turn to this Plan to guide their shared efforts to improve transportation in West Virginia for clients as well as the general public.

This Plan is an update to the MPO's first coordinated transportation plan, published in January 2007. Updates are relevant to the changes that have taken place since the previous plan. Additionally, any organization that intends to apply for grant funding during the planning period for which SAFETEA-LU guidelines apply will need to use the information contained in this updated Plan when considering grant applications.

OBJECTIVES OF THIS COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

The objectives for this planning effort are to (1) identify current and future needs and gaps in community transportation services for residents and visitors to Morgantown and the surrounding counties, (2) determine the transportation resources available and lacking, (3) create strategies to develop public transit, human services transportation, and private sector transportation options to fill gaps, and (4) develop the most effective means and models for coordinating resources.

PURPOSE

In August of 2005, Congress passed the Safe, Accountable, Flexible, Efficient, Transportation, Equity Act: A Legacy for Users (SAFETEA-LU), reauthorizing the Surface Transportation Act. As part of this reauthorization, grantees under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC) (Section 5316), and New Freedom (Section 5317) grant programs must meet certain requirements in order to receive, or continue to receive, funding as of Federal Fiscal Year 2007 (October 1, 2006) and beyond. United States Department of Transportation officials anticipate a full reauthorization of SAFETEA-LU.

INTRODUCTION

One of the requirements of SAFETEA-LU is that projects from the programs listed above must be part of a *“locally developed Coordinated Public Transit-Human Services Transportation Plan.”* This Transportation Plan is required to be developed through a process that includes representatives of public, private, and non-profit transportation resources, human services providers, inter-city transportation providers, and the general public.

Transportation coordination has been increasing across the nation because the benefits of coordinating are clear. According to the Federal Coordinating Council on Access and Mobility’s (CCAM) United We Ride information, nationally, \$700 million could be saved if transportation providers would coordinate their individual resources which are dedicated to providing transportation. This conservative estimate is based on a study conducted by the National Academy of Science’s Transportation Research Board (TRB). The estimate highlights the fact that transportation resources (funding, people, vehicle, and services) can be more effectively and efficiently utilized to provide better transportation.

Transportation coordination, while making sense from an efficiency and resource utilization stand point, is also becoming a national mandate. During the last few years, the Federal Transit Administration, with the CCAM, developed a national campaign entitled “United We Ride,” to help promote transportation coordination. The U.S. Congress supported the emphasis on coordinated human service agency and public transportation efforts with the passage of SAFETEA-LU. Coordinated transportation is now an eligibility requirement for the following FTA grant programs.

Transportation for Elderly Persons and Persons with Disabilities (Section 5310) – This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the existing transportation service is unavailable, insufficient, or inappropriate to meeting these needs. States apply for funds on behalf of local private non-profit agencies and certain public bodies. Capital projects are eligible for funding. Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements, and state program administration are also eligible expenses.

Job Access and Reverse Commute (JARC) Program (Section 5316) – The purpose of this grant program is to develop transportation services designed to transport people with low incomes to and from jobs and job related activities. Emphasis is placed on projects that use mass transportation services. Job Access grants are intended to provide new transit service to assist welfare recipients and other low-income individuals in getting to jobs, training, and child care. Reverse Commute grants are designed to develop transit services to transport workers to suburban job sites. Eligible recipients include local governmental authorities, agencies, and non-profit entities. Eligible activities for Job Access grants include capital and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs. Also included are the costs of promoting the use of transit by workers with nontraditional work schedules, promoting the use of transit vouchers, and promoting the use of employer-provided transportation including transit benefits. For Reverse Commute grants, the following activities are eligible: operating costs, capital costs, and other costs associated with reverse commute by bus, train, carpool, vans, or other transit service.

New Freedom Program (Section 5317) – A new funding program that began in Federal Fiscal Year 2006, New Freedom is designed to encourage services and facility improvements to address the transportation needs of individuals with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). The New Freedom formula grant program has been designed to expand the transportation mobility options available to individuals with disabilities beyond the requirements of the ADA. Examples of projects and activities that might be funded under the program include, but are not limited to:

- ◆ Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs.
- ◆ Providing paratransit services beyond minimum requirements of the ADA, including seasonal routes.
- ◆ Making accessibility improvements to transit and intermodal stations not designated as key stations.
- ◆ Supporting voucher programs for transportation services offered by human service providers.
- ◆ Supporting volunteer driver and passenger aide/assistant programs.
- ◆ Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

II. DEMOGRAPHICS

Demographics

OVERVIEW

The Morgantown Monongalia Metropolitan Planning Organization (MPO) is comprised of the City of Morgantown and Monongalia County. The MPO is the planning organization that oversees transportation planning and development within its jurisdiction (please see Exhibit II.1).

The demographics of an area are a strong indicator of demand for transportation service. Relevant demographic data was collected and is summarized in the following paragraphs. Data was gathered from multiple sources including the U.S. Census Bureau's 2010 Census, American Community Survey (ACS) 2005 to 2009, ACS 2005 to 2007, and the West Virginia University Regional Research Institute. Multiple sources are used to ensure that the most current and accurate information is presented. It is important to note that the 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 does not represent a direct population count.

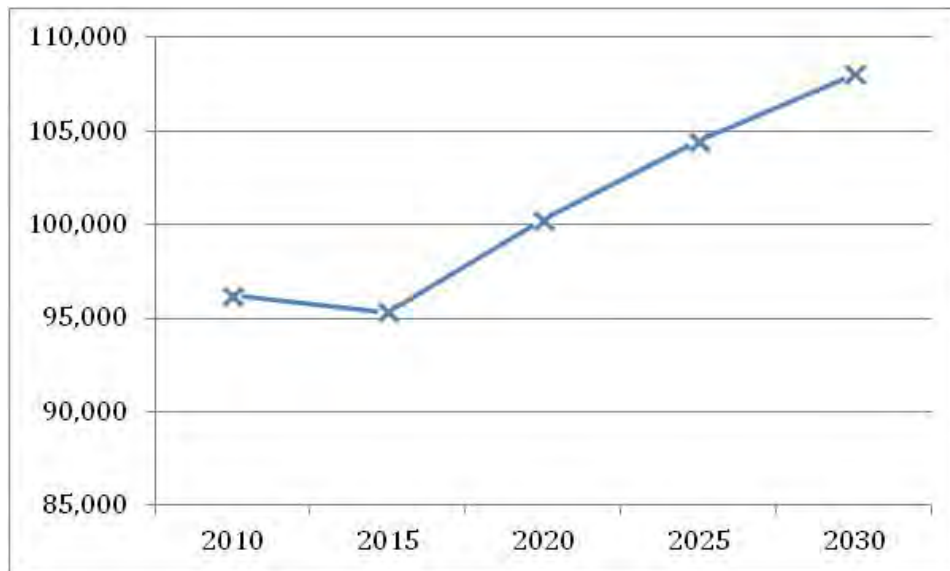
Exhibit II.1: Morgantown Monogalia MPO Service Area



POPULATION PROJECTIONS

The West Virginia University (WVU) Regional Research Institute projects the MPO's population will fall slightly to 95,328 by 2015, a 0.9 percent decrease from the year 2010 population. From 2015 to 2030, it is projected that the population will increase. The Institute projects a 12.3 percent increase for the county for the next 20 years. The projected population of the MPO's planning area in 2030 is 108,035. Exhibit II.2 shows population trends between 2010 and 2030 for the planning area.

Exhibit II.2
MPO Population Trends for 2010-2030

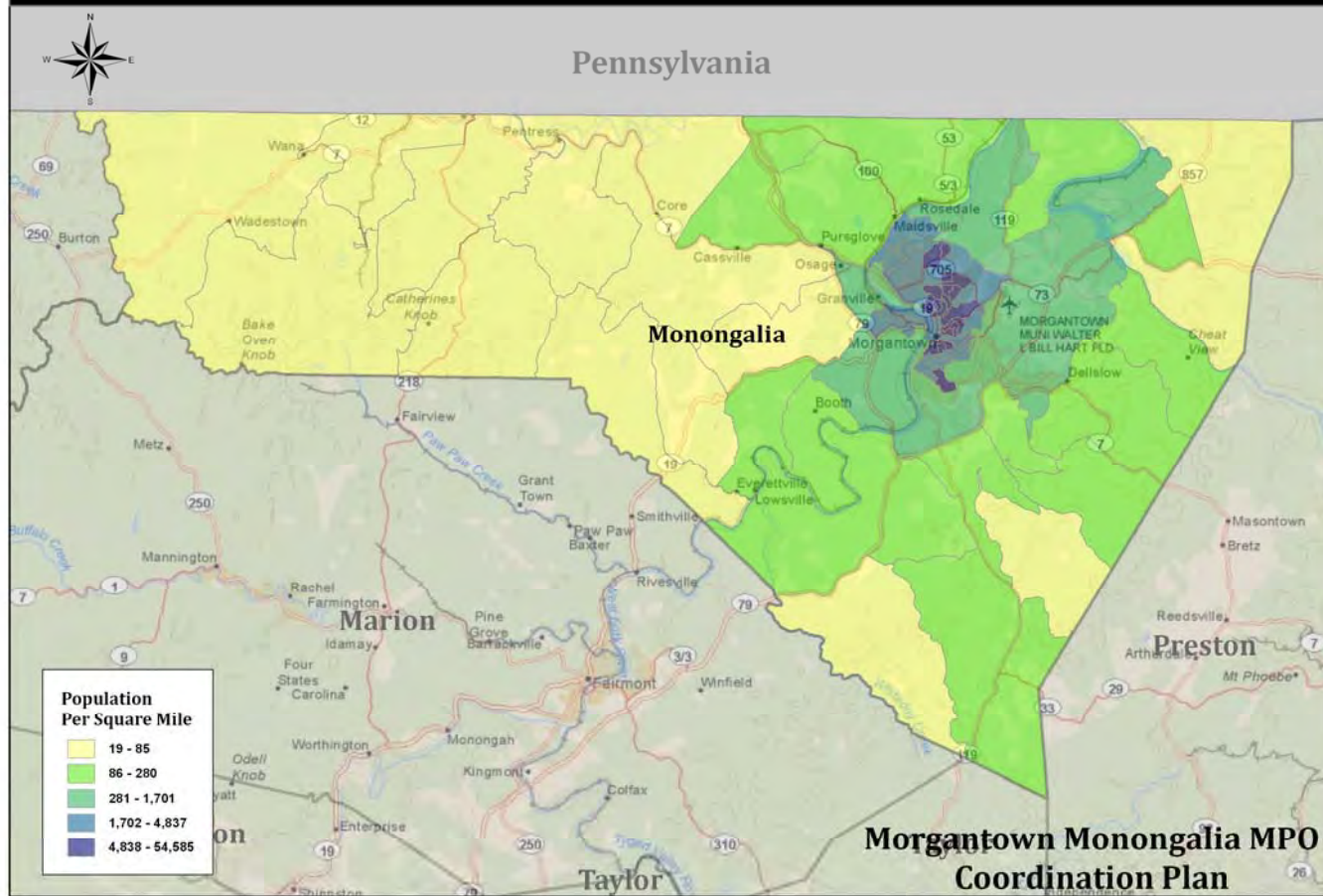


Source: WVU Regional Research Institute

POPULATION DENSITY

Exhibit II.3 on the following page illustrates the population density per square mile for Morgantown and Monongalia County. As illustrated, population densities are concentrated around Morgantown. The highest population per square mile is located within Morgantown. These block groups have densities ranging from between 4,838 to 54,585 persons per square mile. The remaining portions of the area show a decreasing population density radiating out from Morgantown. Block groups adjacent to the City have a population density of 1,702 to 4,837 people per square mile. Due to this occurrence the population densities of the eastern half of the County are higher than the western part of the County, which has the lowest population density of 19 to 85 people per square mile.

Exhibit II.3: Population Density



POPULATION PROJECTION FOR OLDER ADULTS

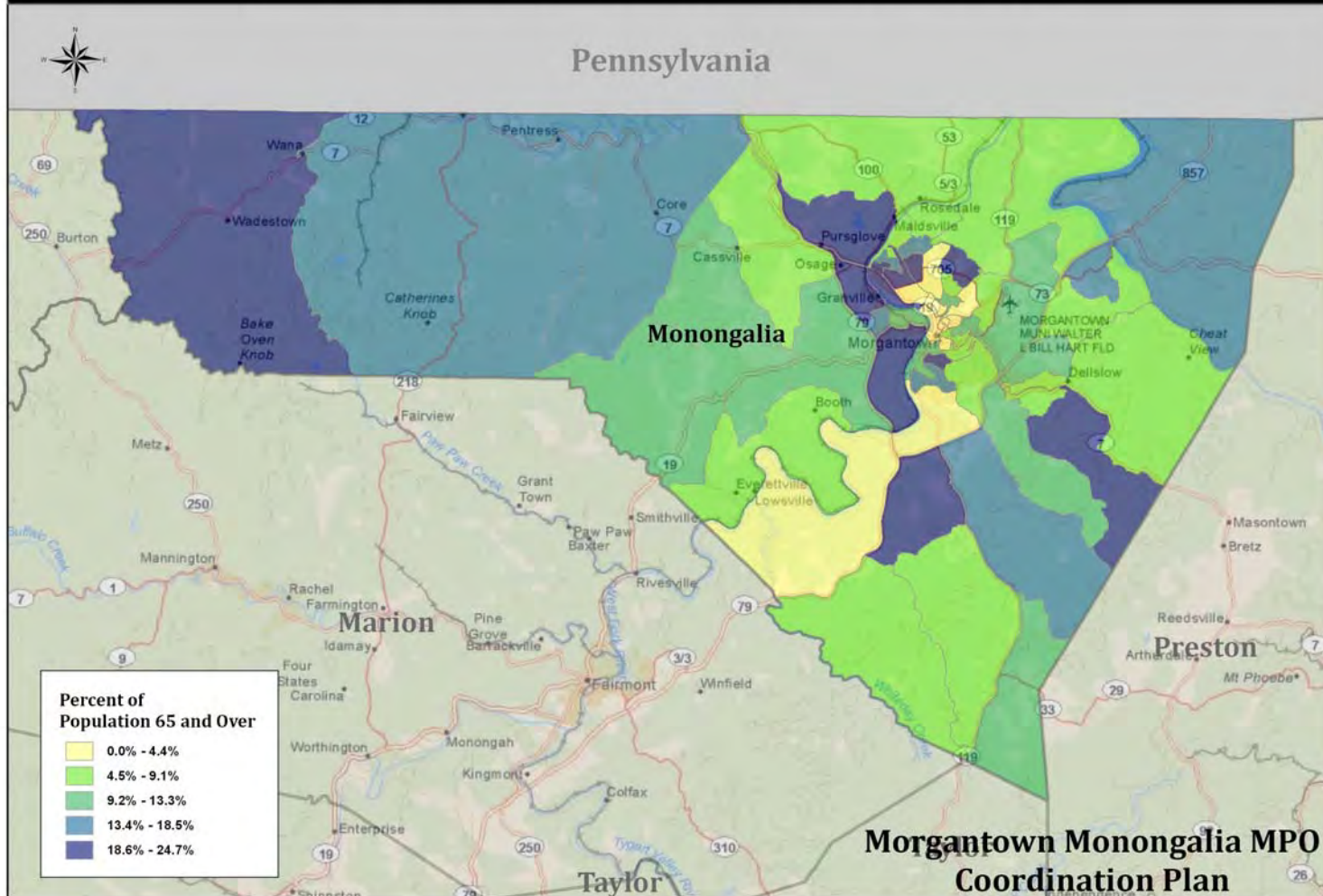
Older adults are most likely to use transportation services when they are unable to drive themselves or choose not to drive. Older adults also tend to be on a limited retirement income and, therefore, transportation services are a more economical option to owning a vehicle. For these reasons, the population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

Furthermore, there is a trend occurring in the United States relating to the aging of the population. The two age cohorts with the largest percentage of growth over the last decade were the 50-54 year old cohort and the 45-49 year old cohort. People in these two age groups were primarily born during the post-WWII “baby boom,” era defined by the Census Bureau as persons born from 1946 through 1964. These baby boomers are now reaching the age of 65 and are becoming more likely to use transportation services if they are available.

The Administration on Aging (U.S. Department of Health and Human Services) reports that, based on a comprehensive survey of older adults, longevity is increasing and younger seniors are healthier than in all previously measured time in our history. Quality of life issues and an individual’s desire to live independently will put increasing pressure on existing transit services to provide mobility to this population. As older adults live longer and remain independent, the potential need to provide public transit is greatly increased.

Exhibit II.4 illustrates the percent population of adults age 65 and older by block group. Concentrations of this age group are spread throughout Morgantown and Monongalia County. Block groups with the highest concentrations are located around Morgantown and to the far west of the County. These block groups indicate areas in which adults age 65 and older comprise over 18.5 percent of the total population. Moderately high to moderate concentrations of older adults, ranging from 13.4 to 18.5 percent appears scattered throughout the planning area.

Exhibit II.4: Percent Population 65 and Older



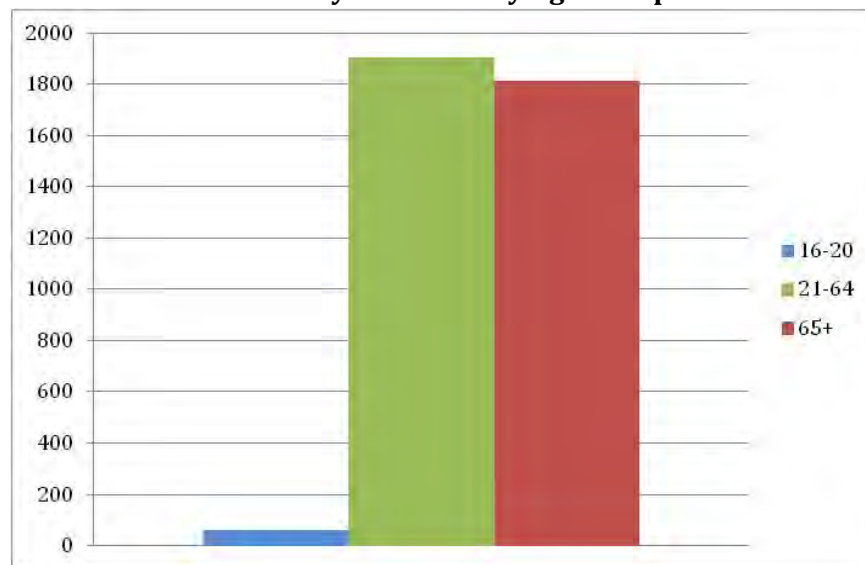
INDIVIDUALS WITH DISABILITIES

Enumeration of the population with disabilities in any community presents challenges. First, there is a complex and lengthy definition of a person with a disability 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. In short, an individual's capabilities, rather than the mere presence of a medical condition, determine transportation disability.

The U.S. Census offers no method of identifying individuals as having a transportation-related disability. The best available data for the planning area is available through the ACS 2005 to 2007 estimate of individuals with outside of the home disabilities. Exhibit II.5 is intended to provide a depiction of the disabled population in the planning area.

The chart indicates an estimated population of 3,775 individuals with a disability in the planning area. These individuals are identified as having a "go-outside the home" disability. The US Census defines a go-outside the home disability as a disability that restricts a person's ability to leave the home alone for shopping or medical trips. Of the identified disabled population in the Morgantown and Monongalia County, 1.6 percent of individuals are between 16 and 20; 50.4 percent are between 21 and 64; and, 48.0 percent are over 65.

Exhibit II.5
Disability Incidence by Age Group

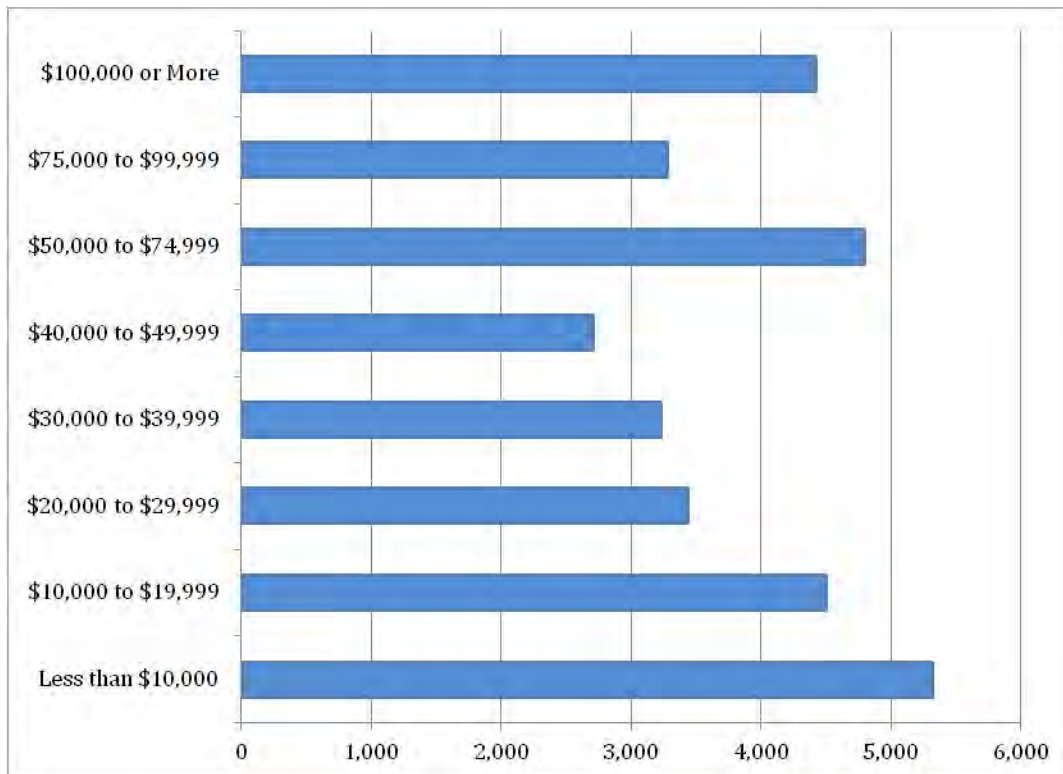


Source: ACS 2005 to 2007

HOUSEHOLD INCOME

Exhibit II.6 illustrates the household incomes for the study area according to the American Community Survey (ACS) 2005 to 2009. According to the survey, there are a total of 31,661 households in MPO service area. Of those households, about 52.0 percent of earn less than \$40,000 annually. Of the households earning less than \$40,000, some 10.8 percent earned between \$20,000 and \$29,999. Another 14.2 percent earned between \$10,000 and \$19,999 and about 16.8 percent earned less than \$10,000 per year. The median household income for planning area was \$28,625. Approximately 41 percent of households in the study earn less than the median household income. The high population of students may be a factor in the significant number of households earning below the median.

Exhibit II.6
Household Income

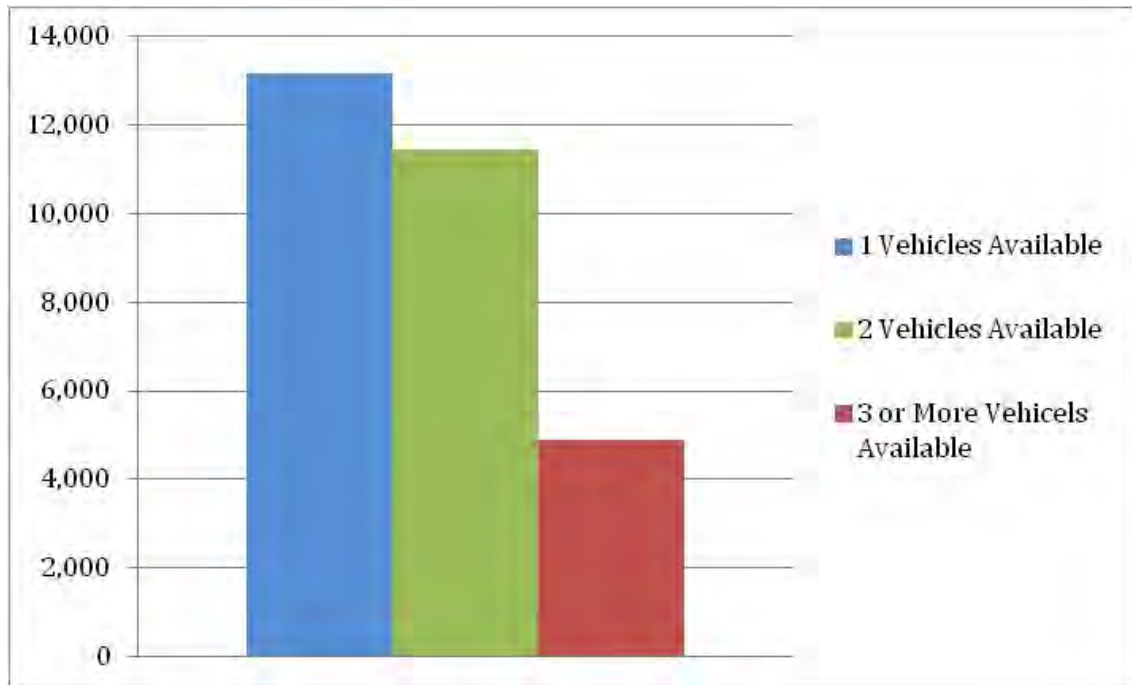


Source: ACS 2005-2009

ZERO VEHICLE HOUSEHOLDS

The number of vehicles available to a housing unit is also used as an indicator of demand for transit service. There are 2,179 households in the planning area that have no available vehicle. This is 5.9 percent of all the households in the planning area. An additional 13,153 or 36.0 percent of households in the MPO region have only one vehicle. Exhibit II.8 shows vehicle availability by the number of households in the county.

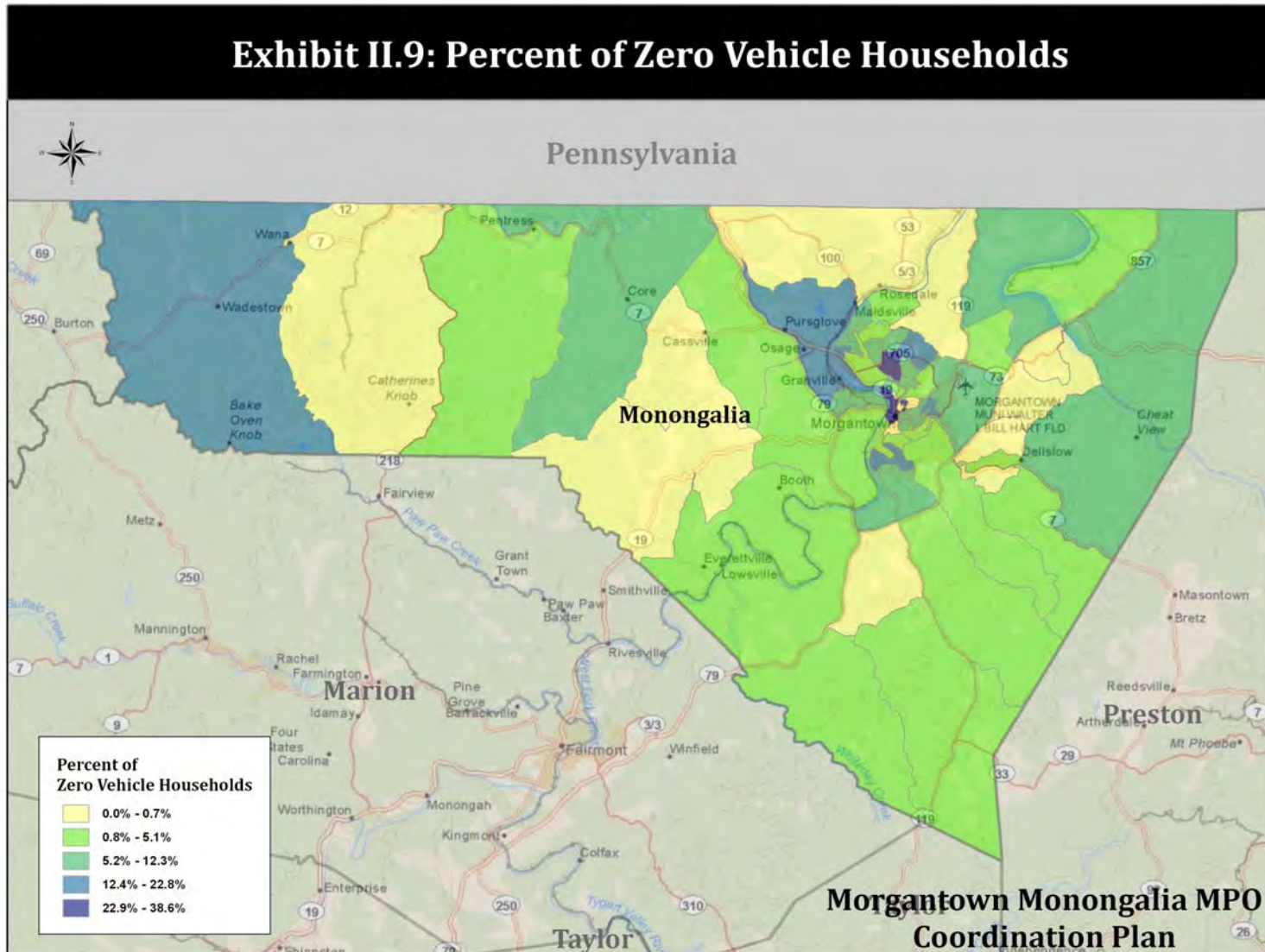
Exhibit II.8
Zero Vehicle Households



Source: ACS 2005-2009

Exhibit II.9 illustrates the percentage of housing units that have no available vehicle, according to ACS 2005 to 2009 data. The block groups with the darkest shading have the highest percentage of housing units with no available vehicles. The block group locations with the highest concentration of these households are within Morgantown. Over 22.8 percent of households within these block groups have no vehicle available. Areas with a moderately high percentage ranging from 12.4 to 22.8 percent of zero vehicle households can be found in the block groups surrounding Morgantown and to the far west portion of the county. Areas of moderate zero vehicle ownership (5.2 to 12.3 percent) are scattered throughout the planning area.

Exhibit II.9: Percent of Zero Vehicle Households



III. SERVICE PROVIDER INVENTORY

OVERVIEW

The inventory of service providers and the structure of transportation resources in Morgantown offer coordinated transportation planners the necessary foundation for designing changes that will complete and improve the network of transportation resources. Multiple components of community outreach activities were utilized to encourage public and human service agency transportation providers and to participate in the inventory efforts, to include focus groups and one-on-one interviews.

An understanding of existing resources, vehicle utilization, and financial information is necessary prior to implementation of new coordinated approaches to service for older adults, individuals with disabilities, people with low incomes, and the general public. Service summaries and vehicle utilization tables in this chapter provide an overview of the vehicle inventories and utilization, hours of service, and passenger eligibility for each of the participating organizations (where information was provided by those organizations). Information provided should be used in future planning efforts.

The ultimate goal for local organizations that provide, purchase, or use transportation is to improve upon the existing network of services to create new efficiencies so that programs can provide more service with the existing level of funding. If services are to be expanded in the future, additional funding will be necessary. The following chapters in this document outline several coordination strategies to be explored that can be accomplished through coordination of existing resources as well as strategies that can only be implemented with additional funding.

Certain coordinated transportation stakeholders are eligible for additional funding through the Federal Transit Administration's (FTA) Section 5316 Program, Job Access and Reverse Commute (JARC); Section 5317 Program, New Freedom; and the Section 5310 Program, Transportation for Elderly Persons and Persons With Disabilities. Criteria for eligible applicants to the Section 5316 and 5317 programs are as follows:

- ◆ Public entities providing public transit services; or,
- ◆ Private, nonprofit entities designated by local government to provide public transit services.

Criteria for eligible applicants to Section 5310 are as follows:

- ◆ Private, nonprofit 501(c)(3) corporations;
- ◆ Public bodies identified by the state as lead agencies in a coordination project; or
- ◆ Public bodies that certify that no private, nonprofit corporations exist within their jurisdiction for the provision of elderly and disabled transportation.

Organizations that are not eligible applicants for Sections 5316, 5317, or 5310 may still benefit from those programs through agreements with eligible organizations, and should seek partnerships and formal contractual agreements with an eligible applicant in order to achieve the coordinated transportation goals.

INVENTORY OF SERVICES AND KEY STAKEHOLDERS

Key public and human service agency transportation stakeholders in Morgantown were invited to participate in a one-on-one interview with a representative from the RLS consulting team to discuss the existing transportation resources utilized for their consumers, and/or a meeting with all stakeholders and the general public.

Invitations were sent to stakeholders in each county within the Region VI Planning and Development Council and Monongalia County that represent human service agencies, older adult programs and services, public transportation, student transportation, private transportation, healthcare facilities, regional planning, major employers, elected officials, and non-profit and volunteer organizations that serve the targeted populations. West Virginia Departments of Health and Human Resources, Division of Public Transit, and Area Agency on Aging were also invited to participate.

Ten stakeholder organizations agreed to participate in a one-on-one interview with the consulting team to discuss transportation services provided or needed with respect to consumers served in the Morgantown area. Interviewers used a standard set of questions for each interview to promote consistency in the findings. Stakeholders that provide transportation services described their programs and resources. Other organizations that develop planning for the area expressed several common interests regarding the unmet transportation needs of their consumers and the general public in the Morgantown area.

The following paragraphs describe the transportation provided by each of the participating organizations. The organizations that participated in a one-on-one interview with the consulting team are listed below:

- ◆ Morgantown Monongalia MPO;
- ◆ In Touch and Concerned;
- ◆ Metro Limousine Service;
- ◆ Monongalia County Head Start;
- ◆ Morgantown Cab Company;
- ◆ Mountain Line Transit Authority;
- ◆ PACE Enterprises;
- ◆ R&R Transit;
- ◆ Valley Health Care; and,
- ◆ West Virginia University Transportation and Parking.

Descriptions of the transportation related services provided by these organizations are provided in the following pages.

IN TOUCH AND CONCERNED

In Touch and Concerned is a non-profit agency dedicated to serving, older adults, individuals with disabilities, and Medicaid consumers in Monongalia County. The agency operates three vehicles, two of which are wheelchair accessible. Transportation services are available upon request, Monday through Friday.

Programs:	Phone Reassurance, Grocery Delivery, Referrals, Transportation
Client Eligibility:	Older Adults and individuals with disabilities in Monongalia County
Hours/Days of Service:	7:30 AM to 5:00 PM, Monday – Friday
Mode of Services:	Door-to-Door Demand Response
Transportation Staff:	1 Director 1 Office Manager 4 Driver 2 Support Staff 1 Senior Companion
Annual Trips Provided:	4,700
Annual Transportation Cost:	\$90,000
Cost per Passenger Trip:	\$19.16
Funding Sources for Transportation:	Donations, Federal and State Grants, Medicaid, Senior Health Advisory, Private Grants, United Way, Contracts

Schedule and Service Area

Transportation is available from 7:30 AM to 5:00 PM, Monday through Friday. The agency has four part time drivers responsible for providing transportation. Services are available in Monongalia County only. In Touch and Concerned has tried to provide transportation in Marion

and Harrison Counties, but has been denied by local taxi providers. The agency indicated that the taxi providers saw In Touch and Concerned as competition especially regarding Medicaid transportation.

Fare Structure and Eligibility

The agency has a fare structure based on the passenger's income. Fares range from \$2.50 to \$7.50.

Scheduling

Reservations are encouraged and may be scheduled up to two weeks in advance. If possible same day accommodations will be made.

Coordinated Transportation

In Touch and Concerned coordinates maintenance, software, and space with Mountain Line Transit. The agency recently started providing contracted transportation service for Mountain Line and the New Fit program, which provides demand response general public transportation. Some non-emergency medical trips are also coordinated with Mountain Line and Senior Monongalians through referrals. NEMT trips are not limited to these however the agency has found the additional coordination allows the all providers to serve more customers.

Funding

Funding sources for transportation services include donations, Federal and State Grants, Medicaid, Senior Health Advisory, private grants, United Way, a contract with the Monongalia Senior Center for NEMT.

MOUNTAIN LINE TRANSIT AUTHORITY

Mountain Line Transit Authority (Mountain Line) is the public transportation provider for the Morgantown Area and parts of Monongalia County. The system operates flex route bus service that will deviate up to $\frac{3}{4}$ of a mile with a 15-minute notice. Mountain Line also provides a countywide general public service called New Fit. The service was developed through a partnership between Mountain Line and In Touch and Concerned. The service is available to the general public in Monongalia County. The Mountain Line service is provided with a fleet of 34 vehicles. The Mountain Line service operates approximately 64,294 revenue hours and 1,148,954 revenue hours annually.

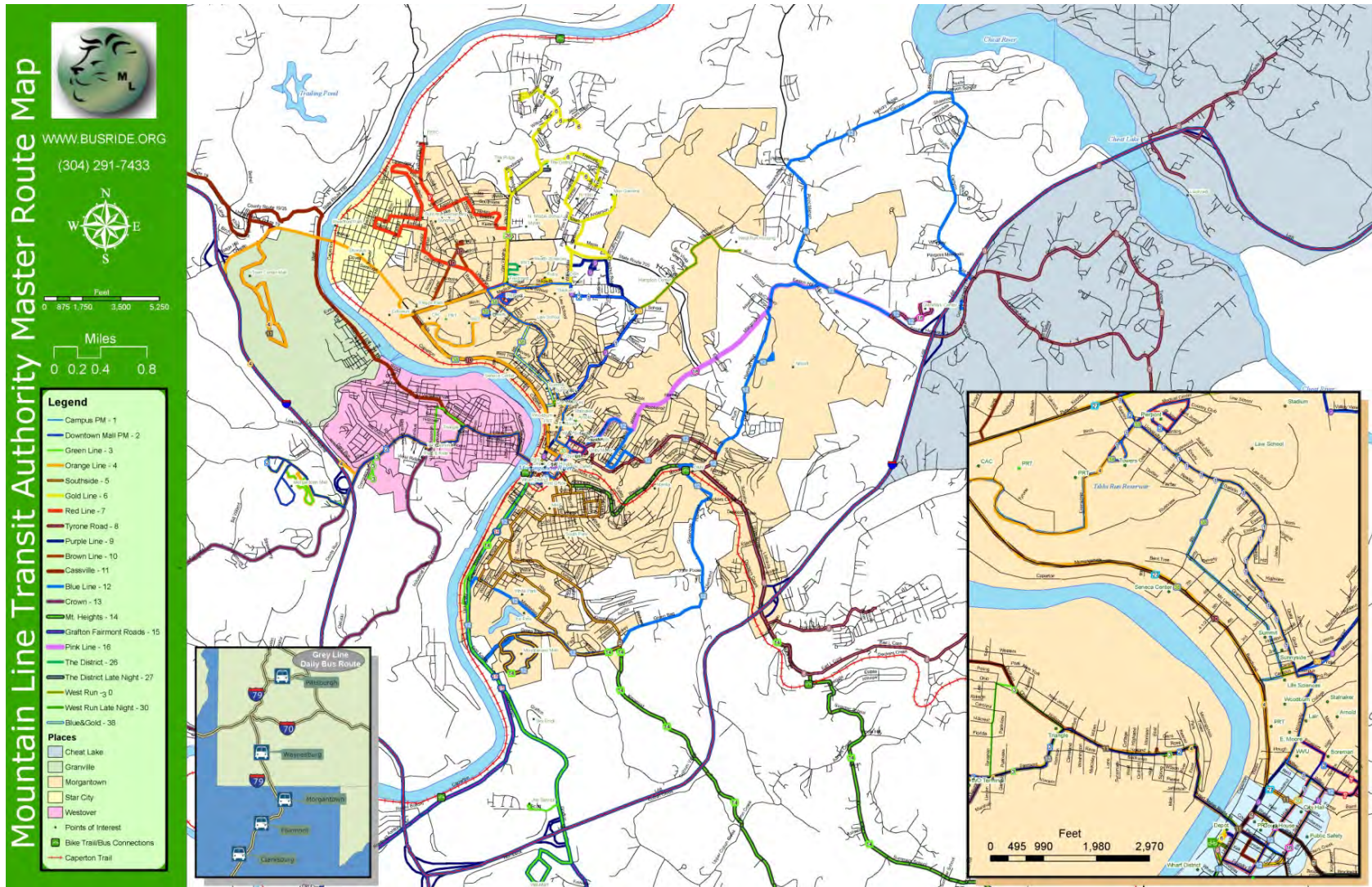
Programs:	Transportation
Client Eligibility:	General Public
Hours/Days of Service:	5:30 AM to 12:30 AM, Monday – Friday
Mode of Services:	Route Deviation Curb-to-Curb
Transportation Staff:	1 Director 5 Management Personnel 10 Staff 45 Drivers 4 Maintenance Personnel
Annual Trips Provided:	997,064
Annual Revenue Hours:	64,294
Annual Transportation Cost:	\$3,709,537
Overall Cost per Passenger Trip	\$3.72
Funding Sources for Transportation:	Passenger Fares, Section 5307, Section 5310, Section 5316, Section 5317, Medicaid, Local Government Operating Funds, Advertising Revenue, Contracts, Donations, and CMAQ

Schedule and Service Area

Mountain Line operates in Morgantown Area and parts of Monongalia County providing transportation to the general public. The system maintains a fleet of 22 buses, three intercity buses, six demand response vehicles, and three contingency vehicles. Mountain Line operates 22 deviated flex routes. The hours of transportation are Monday through Friday 5:30 AM to 12:30 AM. Transportation services are provided by route derivation and the New Fit, a countywide demand response service offered by Mountain Line and In Touch and Concerned. New Fit is a curb-to-curb service available to the general public.

The map in Exhibit III.1 below outlines the Mountain Line service area. In addition transfer services are available to FMCTA, CENTRA and Buckwheat Express for individuals who are traveling between Monongalia and Marion, Harrison, or Preston Counties.

Exhibit III.1 Mountain Line Service Map



Source: Mountain Line Transit Authority

Fare Structure and Eligibility

The fare structure for Mountain Line is \$0.75 for anyone picked up along a route. Route deviations are \$1.00. Older adults and individuals with disabilities are charged \$0.50. The New Fit general public demand response service charges a fare of \$9.00.

Scheduling

Trips require a 15 minute advanced notice. All employees at Mountain Line are trained to schedule and dispatch call as they are received.

Coordination

Mountain Line is currently coordinating transportation with other organizations in a variety of ways. As mentioned above a partnership has been developed between Mountain Line and In Touch and Concerned to provide the New Fit transportation service. Mountain Line provides transportation for Senior Monongalians, who purchases vouchers for their consumers. Mountain Line provided transportation to West Virginia University students and staff, through a contract with the university. Part of this service includes key transfers between the WVU PRT train services and the Mountain Line bus service. Mountain Line is always open to inter-agency connections and currently works with seven counties who transfer riders to and from Morgantown. The Morgantown MPO has recently established a vanpool program, which is funded in part by a pass through of CMAQ funds by Mountain Line. When necessary, Mountain Line will provide maintenance for local transportation providers.

Funding

Mountain Line is the recipient of a variety of funding sources and includes passenger fares, FTA Sections 5307, 5310, 5316, and 5317, Medicaid, local government operating funds, advertising revenue, contracts, donations, and CMAQ. If additional funding was available Mountain Line would expand service frequency in the evening and during the weekend. The agency would also invest in a marketing campaign to encourage support for the tax levy that is up for a vote in 2011.

PACE ENTERPRISES OF WEST VIRGINIA

PACE Enterprises of West Virginia (PACE) is a private non-profit organization located in Morgantown. The organization serves registered customers, including individuals with disabilities, people with low income, and veterans. Their mission is to assist individuals with disabilities to reach their desired level of vocational accomplishments and to afford opportunities to enhance their quality of life.

Programs:	Job Tanning, Compleitive Employment, Job Support, Transportation
Client Eligibility:	Individuals with disabilities in the Morgantown and Monongalia County Area
Hours/Days of Service:	6:00 AM to 3:30 PM, Monday - Friday
Mode of Services:	Curb-to-Curb Demand Response
Transportation Staff:	1 Director 2 Clerical 3 Drivers 1 Scheduler
Annual Trips Provided:	5,265
Annual Transportation Cost:	\$52,000
Cost per Passenger Trip:	\$4.75
Funding Sources for Transportation:	Medicaid and Donations

Schedule and Service Area

Transportation services are available from 6:00 AM to 3:30, PM Monday through Friday. The agency operates one sedan, one van, and a light-duty bus. Services are available to consumers living in Morgantown and the Monongalia County area. The US Arc, which employs PACE consumers for contracted work is the largest destination of PACE consumers.

Fare Structure and Eligibility

Transportation services are limited to agency consumers. Fares are \$5.95 per trip.

Scheduling

Client schedules are taken up to one month in advance. Many consumers are listed as standing order and utilize transportation services to get to and from employment.

Coordinated Transportation

Since PACE services only registered consumers, existing coordination efforts are limited. Agency staff indicated that whenever possible referrals are made to public and human service transportation agencies.

Funding

Funding sources for transportation services include Donations, and Medicaid. If more funding were available the agency would like to increase services to rural residents, upgrade the existing transportation fleet, and improve the energy efficiency of the facility and vehicles.

SENIOR MONONGALIANS

Senior Monongalians provides program services, nutrition, and activities for adults age 60 and older within Monongalia County. The agency does not operate any passenger transportation. The agency has three vehicles, which are used for meal delivery and in home visits. The senior center purchases transportation passes from Mountain Line and In Touch and Concerned for consumers.

Programs:	Senior Services, Nutrition, Activities
Client Eligibility:	Seniors in Monongalia County
Hours/Days of Service:	7:00 AM to 4:00 PM, Monday – Friday
Transportation Staff:	1 Director 4 Administrative Staff
Annual Passes Provided:	29,671
Annual Transportation Cost:	\$75,000
Funding Sources for Transportation:	Title III-B, Life Funds, Donations, County Support

Coordinated Transportation

Senior Monongalians does not operate transportation services to its consumers. The agency purchases passes from Mountain Line and In Touch and Concerned. Consumers may request

these passes and utilize them for any transportation need. The purchasing of passes started in September of 2009.

Funding

The senior center receives funding from Title III-B of the Older Americans Act, Life Funds, donations, and county support. If more funding was available the agency would like to see the addition of more dial-a-ride vehicles and more trips outside of Monongalia County.

VALLEY HEALTH CARE

Valley Health Care is a non-profit organization located in Morgantown that serves individuals with mental health and other disabilities. Valley Health Care provides transportation for consumers to travel to and from program activities. Transportation is also provided at group homes located throughout the counties in Planning and Development Council Region VI. Group home vehicles are operated by the staff person working on location at the group home and may be used at any time of the day for purposes including but not limited to shopping, social, and medical appointments. Valley Health Care does not track transportation as an individual line item cost. The agency was unable to estimate the costs associated with consumer transportation.

Programs:	Day Treatments, Group Homes, Mental Health Support, Addiction Treatment
Client Eligibility:	Agency Consumers
Hours/Days of Service:	8:00 AM to 5:00 PM, Monday - Friday
Mode of Services:	Door-to-Door Demand Response
Transportation Staff:	1 Director 1 CFO 100 Drivers (includes case workers and support staff)
Annual Trips Provided:	Information Not Provided
Annual Transportation Cost:	Information Not Provided
Cost per Passenger Trip	Information Not Provided
Funding Sources for Transportation:	Client Fees, Medicaid, and Medicare

Schedule and Service Area

Services are available in Marion, Monongalia, Preston, and Taylor Counties. Valley Health Care operates 47 vehicles; service times vary by program. The majority of transportation services are available from 8:00 AM to 5:00 PM, Monday through Friday. Vehicles are spread out throughout the region to meet the demands of consumers.

Fare Structure and Eligibility

There is no fare or accepted donations for passengers. Transportation expenses are included in the consumer's treatment program and are not billed separately.

Scheduling

A 24-hour notice is requested, but same day services will be provided if accommodations can be made. Vehicles that are maintained at the group homes are scheduled as needed; these vehicles are utilized similar to how a 'family car' for any household would be scheduled. As long as the vehicle is not in use, residents may take the vehicle as needed.

Coordinated Transportation

Valley Health Care does not currently coordinate transportation on a formal level. The organization has found it difficult to open their vehicles to new consumers, because of limited resources and time constraints. Currently, the agency has taken an interest in learning more about FTA Section 5310 and how they can coordinate with other transit providers in the region.

Funding

Consumer transportation is not tracked by the agency as a separate expense. Funding for transportation is included in the consumer's treatment program. The agency does bill Medicaid and Medicare for eligible consumers.

WEST VIRGINIA UNIVERSITY TRANSPORTATION AND PARKING

The West Virginia University (WVU) Transportation and Parking Department provides a variety of transit services. Currently, the university provides a Zip Car program, bus service, and the Morgantown Personal Rapid Transit System (M-PRT). University bus and van services are open to students, staff, and faculty. The M-PRT service is operated by 71 vehicles over 8.7 miles of rail line, and serves five passenger stations. M-PRT is open to the general public as well as students, staff, and faculty.

Programs:	Transportation
Client Eligibility:	University Students, Staff, Faculty General Public
Hours/Days of Service:	6:30 AM to 6:15PM Monday – Friday 9:30 AM to 8:00 PM Saturday
Mode of Services:	Fixed Route
Transportation Staff:	1 Department Head 75 M-PRT Employees 20 University bus/van Employees
Annual Trips Provided:	2,224,305
Annual Transportation Cost:	\$4.5 M
Cost per Passenger Trip	\$2.02
Funding Sources for Transportation:	Student Transportation Fees, Citation Revenue, Federal Transit Administration

Schedule and Service Area

Services are available when classes are in session and generally available from 6:30 AM to 6:15PM Monday through Friday and 9:30 AM to 8:00 PM on Saturday. In addition students, staff, and faculty may ride Mountain Line at any time at no charge by showing their WVU identification card.

Fare Structure and Eligibility

All transportation services are available to students, staff, and faculty at no charge to the passenger. The M-PRT service is available to the general public for \$0.50.

Scheduling

The University’s accessibility service requires advanced notice and is available Monday-Thursday, 6:30 AM to 10:00 PM and Friday, 6:30 AM to 6:00 PM. Riders are encouraged to scheduled trips as far in advance as possible due to the number of students using the service.

Same day rides will be accommodated if space is available, but the service is operated on a first come first serve basis.

Coordinated Transportation

The University is coordinating transportation in several ways. As mentioned above the M-PRT service is open to the general public when it is in operation. The university has a contractual agreement with Mountain Line to provide transit services to students, staff, and faculty. WVU also operates a Zip Car program which is available to the general public.

Funding

Nearly 50 percent of the transportation program funding is derived from the Federal Transit Administration (FTA) Section 5309 for the M-PRT Fixed Guideway capital costs. The transportation program also receives funding through a Student Transportation Fee that is part of student tuition, revenue from parking citations, and a \$.50 fare for each general public passenger.

SUMMARY OF TRANSPORTATION SERVICES

The matrix in Exhibit III.3 shows the available services in Morgantown and Monongalia County. The matrix identifies public transportation, senior transportation, transportation for individuals with disabilities, and private transportation.

**Exhibit III.3
Morgantown Monongalia Transportation Services**

Provider Name/ Eligibility	Public	Seniors	Individuals with Disabilities	Veterans	Students
In Touch and Concerned		X	X		
Metro Limousine Service	X				
Mon. Head Start					X
Morgantown Cab Company	X				
Mountain Line Transit Authority	X				
PACE Enterprises			X	X	
R&R Transit	X				
Valley Health Care			X		
WVU and PRT	X				X

An inventory of transportation providers was created at the onset of this study. Exhibit III.4 identifies the organizations that provide transportation in Morgantown and Monongalia County. The list includes public, private, and non-profit organizations. Identified for each provider on the table are the number of vehicles, the types of services, the service area, and funding sources. In some cases, where information is noted as not available, additional data has been requested. The map in Exhibit III.5 identifies the service area of each identified provider identified in the Transportation Provider Table.

There are over 112 passenger transportation vehicles in the Region that are operated by 10 public and non-profit agencies, not including private taxi companies or elementary and secondary school transportation. The majority of transportation services are available on weekdays. Weekend and evening transportation is available on a more limited basis. Exhibit III.6 provides the vehicle inventory at the time of the study.

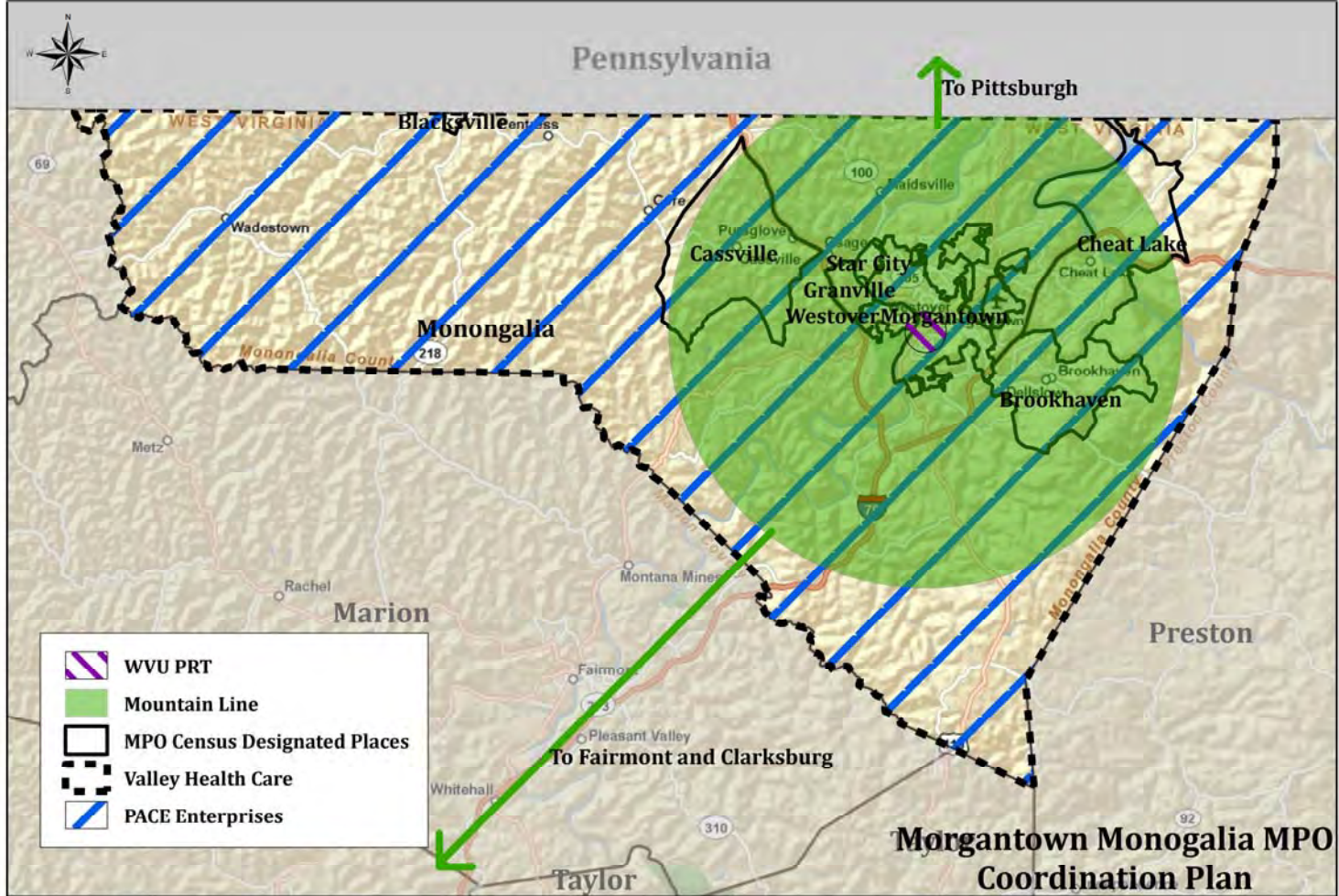
Exhibit III.4: Transportation Provider Summary Table

Monongalia County							
Name	Service Type	Passenger Eligibility	Service Area	Service Description	Hours of Service	Fleet Information	Funding
In Touch and Concerned	Human Service Agency	Seniors, Individuals with Disabilities, and NEMT	Monongalia County	Demand Response	7:30 AM - 5:00 PM Monday – Friday	2 Vans 2 minivan	Donations, Federal and State Grants, Medicaid, Senior Health Advisory, Privet Grants, United Way, Contracts
Metro Limousine Service	Taxi	General Public	Harrison, Marion, Monongalia, and Taylor Counties	Demand Response	Information Not Provided	Information Not Provided	Information Not Provided
Monongalia County Head Start	Head Start	Head Start Students	Monongalia County	Demand Response	Not Reported	Not Reported	Head Start
Morgantown Cab Company	Taxi	General Public	Morgantown	Demand Response	Information Not Provided	Information Not Provided	Information Not Provided

Monongalia County							
Name	Service Type	Passenger Eligibility	Service Area	Service Description	Hours of Service	Fleet Information	Funding
Mountain Line Transit Authority	Public Transit	General Public	Morgantown and Monongalia County	Route Deviation	5:30 AM - 12:30 AM Monday - Friday	22 Buses 6 Paratransti Buses 3 Intercity Buses 3 Spare Buses 3 Contingency Vehicles	Passenger Fares, Section 5307, Section 5310, Section 5316, Section 5317, Medicaid, Local Government Operating Funds, Advertising Revenue, Contracts, Donations, and CMAQ
PACE Enterprises	Human Service Agency	Agency Clients	Monongalia County	Demand Response	8:00 AM - 2:30 PM Monday 6:00 AM - 4:15 PM Tuesday - Friday	1 Bus 1 Van 2 Sedan 2 SUV's 1 Pick Up	Medicaid, Donations, Federal and State Grants
R & R Transit	Taxi	General Public	Morgantown	Demand Response	Information Not Provided	Information Not Provided	Information Not Provided
Valley Health Care	Human Service Agency	Agency Clients	Marion, Monongalia, Preston, and Taylor Counties	Demand Response	8:00 AM - 5:00 PM Monday - Friday	47 Vehicles	Client Fees, Medicaid, and Medicare

Monongalia County							
Name	Service Type	Passenger Eligibility	Service Area	Service Description	Hours of Service	Fleet Information	Funding
WVU and PRT	University Transit	WVU Students and General Public (PRT)	Morgantown	Fixed Route Shuttle Charter Rail (PRT) Zip Car	Varies depending on class sessions. Generally: 6:30 AM - 6:15PM Monday - Friday 9:30 AM to 5:15 PM Saturday	6 Vans 7 40-foot bus 6 Coaches PRT	WVU Student Transportation Fee Citation Revenue Section 5309

Exhibit III.5: Morgantown Monogalia MPO Service Providers



IV. TRANSPORTATION UNMET NEEDS & GAPS ANALYSIS

OVERVIEW

Outreach and needs assessment activities were targeted to the general public and organizations that serve individuals with disabilities, older adults, and people with low incomes. Public and stakeholder meetings that were scheduled in Fairmont are incorporated into the MPO plan, in addition to the meetings in Morgantown because discussions at all meetings are directly reflected in the needs assessment that impacts transportation to and from Morgantown and Monongalia County. Furthermore, participation in the planning process is a pre-requisite for funding, and some Morgantown providers only attended the meetings in Fairmont. Since the discussions at the Regional meetings pertained to the MPO area, participation in regional meetings is applied to the Morgantown MPO plan as well and qualifies those organizations for funding applications. Outreach activities included the following:

- ◆ Four general public and stakeholder workshops:
 - Morgantown:
 - October 20, 2011 – MPO Policy Board Meeting, City Council Chambers, Morgantown
 - November 1, 2011 – At Mountain Line Transit, Morgantown
 - Region VI and Morgantown Combined:
 - August 9, 2011 – At the Marion County Senior Center, Fairmont.
 - October 20, 2011 – At the Marion County Building, Fairmont.
- ◆ Standardized interviews with transportation providers and other key stakeholders:
 - Ten transportation providers were identified for Morgantown.
 - Eleven one-on-one interviews were conducted for Morgantown, including the transportation providers and the MPO.
- ◆ Review of relevant transportation plans for Morgantown and Monongalia County.

General Public and Stakeholder Workshops

The RLS team conducted an initial public and stakeholder meeting at the Marion County Senior Center on August 9, 2011. The meeting was a joint effort with stakeholders from all of the counties within the Region VI PDC, including Monongalia County. The meeting location was selected because it is somewhat central to the six counties within Region VI PDC. The meeting was advertised in The Dominion Post. Invitations were mailed and emailed to local public, student, and private transportation providers, planning organizations, local government representatives, West Virginia University, human service agencies, DHHR, West Virginia Department of Veterans Affairs, senior centers, and other private and non-profit organizations that have a mission to serve the targeted populations. Copies of newspaper announcements and invitations are provided in the Appendix.

Invitations to the meetings were distributed via the U.S. Postal Service and emailed to more than 169 organizations. The general public was informed about the meetings through newspaper announcements and email distribution lists. Twenty organizations, the MPO Policy Board, and the general public attended the workshops and meetings. Organizations represented at the meeting are listed below:

- ◆ Buckwheat Express;
- ◆ WV Division of Highways;
- ◆ WV DOT/DPT;
- ◆ Mt. Line Transit;
- ◆ Mt. Saint Center for the Blind;
- ◆ Center for Excellence in Disabilities;
- ◆ Central Community Action Lewis County;
- ◆ Harrison County Senior Center;
- ◆ Central WV Transit Authority;
- ◆ Mountain State;
- ◆ Morgantown Cab Company;
- ◆ Fairmont Clinic;
- ◆ Fairmont-Marion County Transit Authority;
- ◆ Morgantown MPO;
- ◆ MPO Policy Board;
- ◆ Marion County Senior Citizens, Inc.;
- ◆ Morgantown Monongalia County Senior Center;
- ◆ Northern WV Center for Independent Living;
- ◆ Department of Health and Human Resources;
- ◆ Community Living Initiatives; and,
- ◆ In Touch and Concerned.

During the workshops and meetings, the facilitator dedicated a portion of the time to defining coordinated transportation and explaining its potential benefits. Basic coordinated transportation aspects were outlined for stakeholders who were becoming involved for the first time. Another discussion focused on the successful results and challenges experienced during and after the 2007 Coordinated Public Transit-Human Services Transportation Plan. Once goals and strategies were developed, the meeting participants were given the opportunity to prioritize goals and designate responsible parties for leading the implementation efforts.

Following the introductory presentation, the workshop members were asked to identify unmet transportation needs, gaps in service, and mobility issues. Discussions focused on transportation within specific communities as well as the need for transportation across the entire region and to Charleston, the State capital. Transportation unmet needs, gaps, duplications, and challenges discussed during the workshop are included in the summary at the end of this chapter. Chapter V describes the goals developed by workshop participants and

interviewees that are specific to Morgantown and Monongalia County. Regional goals are described in the Region VI Plan Update.

Key Stakeholder Interviews

All organizations that provide public or private transportation, and/or have received or applied for funding through Section 5310, 5316, or 5317 were invited to participate in a one-on-one interview with the RLS consulting team. Results of the inventory portion of the interviews are included in Chapter III. Additional information about the unmet transportation needs and gaps in services from the perspective of these stakeholders are incorporated into the summary at the end of this chapter.

Review of Relevant Transportation Studies in Morgantown

Coordinated Public Transit-Human Services Transportation Plan (2007-2011)

The planning process for the Greater Morgantown MPO involved extensive outreach to the public and transportation stakeholders through public meetings and survey. The plan also involved a detailed inventory of existing transportation providers. The public and stakeholder input resulted in identification of 11 primary unmet transportation needs or gaps in service. The unmet transportation needs are outlined in the following list:

- ◆ Increase funding;
- ◆ Provide better communication to clients and passengers;
- ◆ Identify needs of clients;
- ◆ Increase frequency of services;
- ◆ Provide designated bus stops;
- ◆ Eliminate duplication of services;
- ◆ Create a Strategic Plan for Transit;
- ◆ Establish a funding mechanism to serve non-Medicaid, working poor and elderly;
- ◆ Implement Travel Surveys to determine unmet needs;
- ◆ Establish cross-agency cooperation; and,
- ◆ Make mobility easier for seniors.

Coordinated transportation strategies and alternatives were developed and prioritized to help the stakeholders meet the identified unmet needs and gaps in service. All of the original coordination strategies have been carried over into this Plan Update because no coordinated effort has taken place to completely eliminate the unmet needs. Stakeholders indicate that it has been a challenge to implement coordinated transportation strategies due to the lack of strength in mandates that support coordinated transportation planning efforts from the State-level agency directors, or local, state, and regional elected officials.

SUMMARY OF CURRENT UNMET TRANSPORTATION NEEDS AND GAP ANALYSIS

Throughout the public meetings, interviews, and existing service analysis that took place in 2011, stakeholders identified several of the same unmet transportation needs and gaps in services that were present in 2006 and 2007. A current list of identified unmet needs is provided in the list below. The identified needs and gaps in transportation service included the lack of services in certain geographic areas or at certain times of the day, as well as the lack of easy to access designated bus stops.

The following list is not intended to criticize any transportation providers, but rather, it is intended to update the unserved or underserved aspects of the public, private, non-profit, and human service agency transportation network so that the local stakeholders have the necessary information to establish and prioritize their goals for improved coordinated transportation over the next four years.

Unmet Transportation Needs and Gaps in Service

- ◆ People under age 65 have limited affordable transportation options outside of Morgantown.
- ◆ The State and Local Governments need to enforce the goals of coordinated transportation through policy and legislation.
- ◆ Some housing developments in the Morgantown area need access to public transit service.
- ◆ Housing projects must be planned and developed with consideration for public transit accessibility.
- ◆ Transportation providers need new vehicles more often than one time every two years.
- ◆ Coordinated transportation efforts need more local support.
- ◆ Vehicles should meet transportation needs (i.e., road conditions, wheelchair accessible, etc.) and also be cost efficient.
- ◆ Transportation providers and organizations that utilize transportation need to share information with each other as well as the general public.
- ◆ Providers and agencies need a network for referrals when they cannot provide a trip.
- ◆ Stop client dumping.
- ◆ Long trips take vehicles out of service for a whole day. If vehicles could be shared, more vehicles could stay in the local area.
- ◆ A user-friendly list is needed that explains the transportation services that are available.
- ◆ Centralized dispatching of trips for public and taxi service.
- ◆ Additional transportation funding and better utilization of funding.
- ◆ Increase frequency of service for Mountain Line.
- ◆ Provide transportation on weekends.
- ◆ Obtain necessary operating dollars to expand hours and frequency of transportation operation for all providers.
- ◆ Provide transportation to support employment opportunities.
- ◆ Veterans' transportation options should be enhanced.

Challenges to Coordinated Transportation

- ◆ Local and regional organizations need support from legislation and policy to implement coordinated transportation services.
- ◆ Local transportation providers find it difficult to expand the viewpoint of local planners to include transit in planning efforts while transit can still make a difference in the outcome of the plan (i.e., making streets, parking lots, and access roads wide enough for a transit vehicle to safely operate).
- ◆ Time constraints of office staff at each human service agency and the public transportation provider make it difficult to find time for coordinating trips with other providers.
- ◆ Before trip sharing can occur in the region, providers need to build trusting relationships with one another. Until one agency trusts another agency to care for its passengers, trip sharing between agencies is not likely to occur.

While there are challenges to implementing coordination among varied transportation providers, services, and funding sources, it is important to note that transportation coordination is successfully implemented throughout the country, and certain aspects of coordination are already successful in the region. Therefore, issues such as guidelines for the use of funding and vehicles, unique needs presented by different populations served, etc. should challenge, but not stop, a coordination effort. There are many resources available to assist communities as they coordinate transportation.

The next chapter outlines coordinated transportation goals that were outlined by the local stakeholders.

V. COORDINATION GOALS

COORDINATED TRANSPORTATION GOALS

Coordinated transportation efforts in Morgantown and Monongalia County are led by Mountain Line Transit Authority. Mountain Line provides the core of services in the area and offers connections (or transfer points) with other area systems. Mountain Line also has a long standing agreement with West Virginia University (WVU) under which it provides transportation for WVU students. Through the agreement between WVU and Mountain Line, the transit system receives a lump sum amount each year from WVU. The contract is based on the number of trips provided for WVU identification cardholders. The WVU and Mountain Line agreement is a strong illustration of coordinated transportation.

Mountain Line also participates in a coordinated transportation service agreement with In Touch and Concerned, Inc. Through the agreement, the two agencies share a portion of the Route Match scheduling software and provide the NewFIT, subscription, demand response program.

The above noted stakeholders and others have demonstrated a willingness to work together thorough trip referrals, coordinated transfers between providers, and occasionally shared maintenance on transit vehicles. By coordinating the existing resources, transportation providers have experienced the benefit of working together to meet the common goal of mobility for the Morgantown area. By implementing new projects that will continue to fill the gaps in service, stakeholders can improve access to jobs, education, medical trips, and the overall quality of life for the citizens of Morgantown and Monongalia County.

Seven primary goals expressed by participating stakeholders are described in this chapter. Each goal is supported by the input provided by participants, including the general public, private and public entities, and participating organizations either through local stakeholder meetings, previous planning studies, or one-on-one interviews. Additional goals may be added throughout the implementation phases as needs and resources change and develop.

Table V.1 on the following page provides a matrix relating each goal to the identified unmet transportation needs and gaps in service. A description of each goal is provided in the paragraphs that follow.

Table V.1: Matrix of Morgantown and Monongalia County Goals and Unmet Needs

Goals/Needs	Affordable Transportation	State Policy & Legislation	Comprehensive Planning	Cross-Agency Communication	Access to Services	Public Convenience
Goal #1: Leadership		X	X	X		X
Goal #2: Maintain Quality Services	X		X		X	X
Goal #3: Support Self-Sufficiency	X	X	X	X	X	X
Goal #4: Enhance Services	X			X	X	X
Goal #5: Local, State, & Federal Enabling Mandates		X	X			
Goal #6: Driver Training				X	X	
Goal #7: Cross-Agency Communication			X	X	X	X
Goal #8: Economic Development	X		X	X	X	X

Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.

Leadership in coordinated transportation is the most critical aspect of success. Knowing this to be true, the local participating agencies have selected their first goal to be identifying leaders in the local and regional area to promote the importance of coordinated transportation and educate community stakeholders, residents, students, government officials, human service agency executives, and the business community.

Goal #2: Maintain at least the current quality of transportation service in and around Morgantown throughout the next four years.

It is important when planning for improved services to maintain the successful transportation services that are available to Morgantown and Monongalia County residents. The transportation providers will seek to continue providing transportation with the most cost effective and customer friendly approach. Achieving this goal includes a well-constructed vehicle replacement schedule and a balanced fleet of wheelchair accessible vehicles.

Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.

Participants in the planning effort emphasized that transportation and access to transportation must become part of the planning process for housing, economic development, and all other local strategic planning efforts in Morgantown and Monongalia County. Transportation is a critical aspect to maintaining self-sufficiency and a quality standard of living for all people living and working in and around Morgantown and Monongalia County.

Goal #4: Gradually enhance public and human service agency transportation services through coordination to improve mobility for everyone.

Improvements in access to community resources will be achieved through development of a family of transportation services that will meet the mobility needs of everyone in the community. A family of services refers to multiple modes of transportation working together to meet the various transportation needs of the older adults, students, individuals with disabilities, employees, people with low incomes, and everyone traveling within or through the community.

Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.

Participants in the planning process strongly expressed the need for State and Federal policy and enabling legislation that gives clear direction and mandates coordinated transportation efforts. Without direction, individual agencies may be less motivated to work together toward

improving the transportation environment. Agencies may also experience real or perceived barriers to coordinating financial resources, which result in unnecessary duplication or gaps in available transportation. This goal strives to support implementation of stronger State and Federal coordinated transportation policies.

Goal #6: Achieve the highest possible standard of driver training.

Passenger safety and satisfaction are at the forefront of the concerns for local planning participants. As such, Goal #6 strives to achieve the highest possible standard of driver training for all participating local and regional transportation providers. The goal will be achieved through new and affordable shared training opportunities.

Goal #7: Improve cross-agency and public communication.

This goal moves toward an organized mobility management effort for Morgantown and the counties within the Region VI Planning and Development Council area. The goal involves development of a centralized call center, an on-line public database of transportation services, new technology, and hiring a Mobility Coordinator to lead the efforts into the future. All of the strategies outlined in this plan are intended to improve the public awareness and user-friendliness of new and existing transportation services.

Goal #8: Support Economic Development.

Goal #8 focuses on being prepared to provide transportation to support new and existing economic development and employment opportunities in the area. New employers or re-location of employment opportunities may occur throughout the planning horizon that would be well served with TDM or mobility management strategies. Those strategies may be specifically noted in this plan, or new strategies may be developed that could not have been foreseen by the planning participants.

GOALS AND STRATEGIES

The Coordination Strategies section in the following chapter offers a detailed description that outlines the strategies, implementation timeframe, responsible party(ies), performance measure(s), and priority for implementation of each of the above noted coordination goals. The implementation timeframes/milestones are defined as follows:

- ◆ Immediate – Activities to be achieved within 6 months.
- ◆ Near-term – Activities to be achieved within 6 to 12 months.
- ◆ Mid-term – Activities to be achieved within 13 to 24 months.
- ◆ Long-term – Activities to be achieved within 2 to 4 years.
- ◆ Ongoing activities are those that either have been implemented prior to this report, or will be implemented at the earliest feasible time and will require ongoing activity.

Objectives and implementation strategies are offered in this chapter as a guideline for leaders in the coordination effort as well as the specific parties responsible for implementing each strategy. Goals, objectives, and strategies were refined and prioritized with consideration of the available resources for the Morgantown and the region during the second-round of meetings in Fairmont and Morgantown.

VI. COORDINATION OBJECTIVES AND STRATEGIES

OBJECTIVES AND STRATEGIES

Objectives and strategies identified in this document have the support of participating stakeholders and public input. Implementation timeframes and responsibilities may vary with the realities of staffing levels and financial resources. Implementation of the strategies will be determined by availability of financial resources. Stakeholders may amend the Plan to include additional strategies, as necessary. Amendments must be adopted by the MPO before they can be part of a grant application for SAFETEA-LU programs.

Transportation stakeholders and the general public were invited to a public meeting to rate the priority of each of the following strategies. The average priority level of all votes is indicated in the grey box within each strategy description. Priority rating sheets are included in the Appendix.

Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.

Objective 1A – Ensure all human service agencies throughout Morgantown are knowledgeable about the transportation services, schedules, and eligibility requirements available from the various transportation providers in Morgantown and the surrounding area.

Strategy 1.1: Following its adoption, distribute the updated Coordinated Public Transit-Human Services Transportation Plan to stakeholders who were invited to participate and any elected officials, Board members, older adult facilities, human service agencies, medical facilities, schools, non-profits, for-profit organizations, and major employers.

<u>Implementation Time Frame:</u> Immediate (within 6 mos.)	<u>Staffing Implications:</u> No additional staff required.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> No additional funding is required.
Potential Grant Funding Sources: This is a no-cost strategy. No additional funding is required.	

Responsible Parties: All participating stakeholders should distribute the Plan to their Executive Directors, Board members. The MPO will also distribute the Plan to elected officials and Board members.

Performance Measures:

- ◆ The plan is widely distributed to agencies, transportation providers, elected officials, employers, and human service agencies.
- ◆ Stakeholders address feedback and questions about the plan contents and further the education process.

Strategy 1.2: Support the creation of the Coordinated Transportation Coalition (CTC) for Morgantown, and Doddridge, Harrison, Marion, Monongalia, Preston and Taylor Counties.

The CTC for Morgantown and Region VI will include representatives from agencies, employers, West Virginia University, local officials, and transportation providers serving all counties in the region. The CTC will be a forum in which to develop solutions to mobility issues, design service and public outreach improvements, and continuously educate the public about transportation services that are available. Such a forum is vital to continued development of a coordinated transportation system and achievement of goals and priorities outlined in this plan.

In addition to local efforts, the CTC will also work with the WV DOT/DPT to encourage State and Federal legislators and Department executives to support coordinated transportation efforts and establish an active Statewide Coordinated Transportation Council.

<u>Implementation Time Frame:</u> Immediate (within 6 mos.)	<u>Staffing Implications:</u> Additional time for local decision makers to attend meetings and participate in outreach activities pertaining to transit.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> Individual agencies will fund staff time to participate in meetings and planning efforts.
Potential Grant Funding Sources: FTA Sections 5316/5317 (JARC/New Freedom) are eligible funding sources to assist with mobility coordination planning costs. A 20% local match is required. Local match can be derived from any non-US Department of Transportation program. Potential match could be derived from local government, tax levy, or participating agencies (i.e., Senior Services, Veterans Affairs, DHHR).	

Responsible Parties: Representatives who can make or influence decisions for each transportation stakeholder agency or organization should actively participate in the local CTC

and the Statewide Council. The Mobility Coordinator (MC), when hired, will assume leadership of the regional meetings and create agendas. Until the MC is hired, an executive officer and vice-officer should be elected to lead the meetings. The WV DPT should lead the statewide council. One representative will also be elected to assume responsibility of a Secretary (for developing meeting agendas, sending invitations, and taking minutes).

Performance Measures:

- ◆ The CTC is created with participation from decision makers at participating agencies and organizations.
- ◆ Officers of the CTC are elected.
- ◆ The CTC establishes goals and objectives.
- ◆ The CTC establishes a quarterly (or bi-monthly) meeting schedule.
- ◆ The CTC makes decisions to influence progress toward implementation of coordinated transportation strategies that are outlined in this plan.

Objective 1B – Designated transportation stakeholders in the CTC will create a Regional Mobility Strategic Plan that identifies specific steps to implementation of any local and regional transportation plans (coordinated or autonomous plans). Stakeholders will work together to secure grant funding, and implement coordination transportation projects that improve transportation and economic development in and around Morgantown.

Strategy 1.3: Designated transportation stakeholders in the CTC will meet quarterly, or at least bi-annually to continue their work toward implementation of the strategies outlined in the coordinated public transit-human services transportation plan and the Regional Mobility Strategic Plan. The regional CTC will meet at least twice a year. Participation in meetings should be allowable by webinar.

<p><u>Implementation Time Frame:</u> Immediate (within 6 mos.)</p>	<p><u>Staffing Implications:</u> Additional staff time to attend meetings and work toward coordinated transportation goals.</p>
<p><u>Priority Level:</u> High</p>	<p><u>Implementation Budget:</u> Individual agencies will fund staff time to participate in meetings.</p>
<p>Potential Grant Funding Sources: FTA Sections 5316/5317 (JARC/New Freedom) are eligible funding sources to assist with mobility coordination planning costs. A 20% local match is required. Local match can be derived from any non-US Department of Transportation program. Potential match could be derived from local government, tax levy, or participating agencies (i.e., Senior Services, Veterans Affairs, DHHR).</p>	

Responsible Parties: Responsible parties will be the same as Strategy 1.2. Members may be a sub-committee of the larger CTC group. Membership should include representation from transportation providers, the MPO, and the Region VI RPC, at minimum.

Performance Measures:

- ◆ Members of the CTC will be designated to participate in creation of the Regional Mobility Strategic Plan.
- ◆ Members will meet quarterly, or at least bi-annually to develop the plan.
- ◆ The Regional Mobility Strategic Plan is developed and adopted by Executive Directors and Board members of participating organizations, and local planning organizations.

Strategy 1.4: The Regional Mobility Strategic Plan will propose a funding mechanism to support operation of cost-efficient and customer-focused coordinated Non-Emergency Medical Transportation (NEMT) for Medicaid and non-Medicaid eligible working individuals with low incomes, and older adults.

The proposed structure for NEMT Medicaid and non-Medicaid eligible trips could build off of the shared scheduling software agreement already established between In Touch and Concerned and Mountain Line. For example, the agreement could be expanded to include additional providers and trips could be assigned through a brokerage agreement.

<u>Implementation Time Frame:</u> Mid-Term (13 to 24 mos.)	<u>Staffing Implications:</u> Additional staff time to attend meetings and work toward coordinated transportation goals.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> Individual agencies will fund staff time to participate in meetings.
Potential Grant Funding Sources: FTA Sections 5316/5317 (JARC/New Freedom) are eligible funding sources to assist with mobility coordination planning costs. A 20% local match is required. Local match can be derived from any non-US Department of Transportation program. Potential match could be derived from local government, tax levy, or participating agencies (i.e., Senior Services, Veterans Affairs, DHHR).	

Responsible Parties: The MC, when hired, will be responsible for oversight of the strategy and transportation providers will be responsible for implementation. If not MC is hired, the MPO and/or Mountain Line will take the lead.

Performance Measures:

- ◆ Regional Mobility Strategic Plan is created.
- ◆ Recommendations for a funding mechanism are included in the plan.

Strategy 1.5: Morgantown transportation stakeholders will work together with other providers in the region to eliminate unnecessary duplication of transportation services. Reducing duplication can be achieved through agreements for all human service agency and public transportation providers to utilize transfer opportunities to Mountain Line or another local provider, and share trips for long-distance runs (i.e., passengers from multiple agencies riding on the same vehicle). Implementation of a shared transit pass may be necessary for passenger convenience and to encourage passengers to utilize transfer opportunities.

Implementation Time Frame:

Immediate and Ongoing

Staffing Implications:

Staff time to develop transfer opportunities, share schedules, and implement agreements and/or passes.

Priority Level:

High

Implementation Budget:

No additional costs associated with implementation.

Potential Grant Funding Sources: No additional costs associated with implementation if existing services can be coordinated. If the strategy is implemented as part of a Mobility Management effort, grant funding from Sections 5316/5317 (JARC/New Freedom) is eligible for planning efforts. A 20% local match is required.

Responsible Parties: Responsible parties are Mountain Line and area public transportation providers. Once hired, the MC will assume oversight.

Performance Measures:

- ◆ Number of transfers to/from Mountain Line and other area transportation providers who would have otherwise transported the passenger to Morgantown.
- ◆ Reduced vehicle miles for out-of-county trips for rural area transportation providers.
- ◆ Increase in ridership for Mountain Line and other transportation services in Morgantown.

Goal # 2: Maintain at least the current quality of transportation service in and around Morgantown throughout the next four years.

Objective – Provide service in a cost effective manner so that at least an equivalent level of service in Morgantown and the surrounding areas is maintained.

Strategy 2.1: Develop and maintain an appropriate vehicle replacement plan. Continue to maintain a fleet of vehicles that is 100 percent wheelchair accessible.

<u>Implementation Time Frame:</u> Ongoing	<u>Staffing Implications:</u> Staff must monitor vehicle replacement schedules.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> Based on vehicle replacement schedule.
Potential Grant Funding Sources: Sections 5310 and 5307 are available for capital assistance.	

Responsible Parties: Public and human service agency transportation managers are responsible for working with the WV DPT to explain their vehicle needs.

Performance Measures:

- ◆ Vehicle replacement schedule submitted and approved.
- ◆ Fewer trip denials because a lack of wheelchair accessible vehicles during regular service hours.
- ◆ Current level of transportation service is maintained or increased.
- ◆ Fewer vehicle breakdowns for all providers.

Goal # 3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.

Objective – Self-sufficiency for all people.

Strategy 3.1: Gather input about unmet transportation needs by surveying patrons of food pantries, senior centers, and Family Resource Network.

Implementation Time Frame:
Near-term (within 6 to 12 mos.)
And Ongoing

Staffing Implications:
Staff time to administer the survey and tabulate results.

Priority Level:
High

Implementation Budget:
Minimal expense for staff time to administer the survey and tabulate the results.

Potential Grant Funding Sources: If the survey is conducted as part of the area's Mobility Management effort, Sections 5316/5317 (JARC/New Freedom) are potential funding sources. A 20% local match is required for Sections 5316/5317 Mobility Management grants. Local match may be derived from any local or non-U.S. DOT grant.

Responsible Parties: A Mobility Coordinator (if hired) or a designated individual, or agency, participating in the CTC.

Performance Measures:

- ◆ Surveys are conducted and tabulated.
- ◆ The CTC members plan an approach to addressing specific gaps in transportation services and unmet transportation needs identified in the survey.

Strategy 3.2: A sub-committee of the CTC will revisit the coordinated plan and work together to develop grant applications and new coordinated services that will make existing transportation services more accessible for everyone. The sub-committee will also schedule and provide grant writing training to new staff, as needed.

Implementation Time Frame:
Near-term (within 6 to 12 mos.)
and ongoing

Staffing Implications:
Staff time to write grants and develop projects.

Priority Level:
High

Implementation Budget:
Minimal expense for staff time to write grants.

Potential Grant Funding Sources: Funding for staff time to develop coordinated grants will be derived from existing program budgets. Or, if grant writing is implemented as a function of a Mobility Management effort, Sections 5316/5317 (JARC/New Freedom) are eligible funding sources. A 20% local match is required for Mobility Management grants. Local match can be derived from any local or non-U.S. DOT Federal program.

Responsible Parties: Designated members of the CTC with grant writing experience. The MC will eventually assume oversight and leadership.

Performance Measures:

- ◆ Number of coordinated transportation grants written.
- ◆ Number of transportation services developed that improve access to community resources.
- ◆ Number of transportation grants awarded and utilized in the area.

Strategy 3.3: A sub-committee of the CTC will participate in plans for development of new housing and other economic development projects in Morgantown to ensure that new developments are accessible by public transportation (including accessible street and sidewalk design).

The CTC sub-committee will strongly advocate for policy that mandates all current and future development plans to designate appropriate planning and implementation funding related to public transportation for access to development (i.e., additional bus stops, schedule changes, route restructuring). New transportation services could include, but are not limited to, employee shuttles, carpools/vanpools, new routes, or extended routes and service areas.

Implementation Time Frame:

Mid-term (within 1 to 2 yrs.) and ongoing

Staffing Implications:

Staff time to coordinate planning efforts.

Priority Level:

High

Implementation Budget:

Staff time to participate in joint planning efforts.

Potential Grant Funding Sources: Funding for staff time to participate in joint planning efforts will be derived from existing program budgets. Or, if the strategy is implemented as a function of a Mobility Management effort, Sections 5316/5317 (JARC/New Freedom) are eligible funding sources. A 20% local match is required for Mobility Management grants. Local match can be derived from any local or non-U.S. DOT Federal program.

Responsible Parties: Designated members of the CTC, local planning organizations, a representative from the Chamber of Commerce. County Commissioners will be responsible for new or strengthened codes and policies.

Performance Measures:

- ◆ Local policy pertaining to planning requirements is strengthened or changed to support public transportation.
- ◆ Public transportation is considered at the appropriate and meaningful time in local planning processes.

Goal # 4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.

Objective – Provide a network of transportation services that are affordable and meet the needs of older adults, individuals with disabilities, school children, people with low incomes, and the general public.

Strategy 4.1: Provide designated bus stops using signage and shelters. Include information from all transportation providers if the stops are transfer points or used by multiple agencies.

Implementation Time Frame:

Immediate and Ongoing

Staffing Implications:

Additional staff time to secure funding and implement new signs and shelters.

Priority Level:

High

Implementation Budget:

Expenses will depend on the number and type of signs and shelters.

Potential Grant Funding Sources: Section 5317 (New Freedom) is an eligible funding source for making accessibility improvements to transit stations not designated as key stations. Local match of 20% for capital projects may be derived from eligible local sources or any non-U.S. DOT Federal program.

Responsible Parties: Designated members of the CTC, the Board of Education, policy makers, and Mountain Line.

Performance Measures:

- ◆ Number of accessibility improvements implemented at bus stops.
- ◆ Number of shared bus stops and shelters served by multiple transportation systems that are made accessible or otherwise improved.
- ◆ Number of trips originating from the location of each new sign and/or shelter.

Strategy 4.2: Expanding hours of operation and frequency of service. Under this strategy, Mountain Line will seek opportunities for operating dollars to extend the hours of operation and increase frequency of service to better meet the transportation needs for people with low incomes, individuals with disabilities, and the general public.

Implementation Time Frame:

Mid-Term (13 to 24 mos.)

Staffing Implications:

Additional drivers may be needed.

Priority Level:

Top

Implementation Budget:

Expenses will depend on the service changes.

Potential Grant Funding Sources: Section 5316 (JARC) is an eligible funding sources for expanding fixed-route public transit routes, late-night and weekend service, and demand responsive van service. Local match of 50% for operating projects may be derived from eligible local sources or any non-U.S. DOT Federal program.

Responsible Parties: Mountain Line is responsible with input from members of the CTC.

Performance Measures:

- ◆ Number of trips for employment and employment related activities increase due to increased frequency and/or expanded hours of operation.
- ◆ Number of transit riders with disabilities and/or low incomes who gain and maintain employment because of reliable transportation to/from work.

Strategy 4.3: Coordinate support services between participating agencies to reduce overall spending through bulk purchases. This strategy is intended to ‘stretch’ the existing dollars by reducing costs through shared or bulk purchases.

Implementation Time Frame:

Long-Term (2 to 4 yrs.)

Staffing Implications:

Additional staff time may be required to coordinate purchases.

Priority Level:

High

Implementation Budget:

Participants should reduce expenses through bulk purchases.

Potential Grant Funding Sources: No additional grant funding is required. However, this strategy could be implemented as part of the Mobility Management program, which is eligible for Sections 5316/5317 (JARC/New Freedom). A local match of 20% is required for Mobility Management.

Responsible Parties: Mobility Coordinator (when hired) or transit and human service agency managers.

Performance Measures:

- ◆ Number of bulk purchases shared.
- ◆ Annual dollar amount saved by each coordinating agency.

Goal # 5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.

Objective – West Virginia Department of Transportation/Division of Public Transit will provide leadership and mandate requirements to coordinate public and human service agency transportation at the local and regional level.

Strategy 5.1: The CTC will actively encourage State, and Federal legislators and State Department executives to develop policies that support coordinated transportation efforts from the top down.

Active participation from the CTC will involve developing educational presentations so that state department executives understand transportation funding structures, the actual cost of providing transportation, and the gaps and duplications created by the weaknesses in West Virginia’s existing coordinated transportation Executive Order.

Implementation Time Frame:

Near-Term (6 to 12 mos.) and ongoing.

Staffing Implications:

Staff time to participate in education and outreach.

Priority Level:

High

Implementation Budget:

A small budget for printing and travel to State conferences may be required.

Potential Grant Funding Sources: If this strategy is implemented as part of the Mobility Management program, it is eligible for Sections 5316/5317 (JARC/New Freedom). A local match of 20% is required for Mobility Management.

Responsible Parties: Designated members of the CTC will be responsible for developing a message and delivering that message to State legislators and Department Directors. Members of the CTC should work with the WV DOT/DPT for guidance while developing presentations and outreach efforts.

Performance Measures:

- ◆ Number of presentations made to local, State, and Federal legislators regarding the importance of coordinated transportation and the unmet transportation needs and unnecessary duplications in service that continue to exist because of policy.

- ◆ Each participating agency in the CTC delivers a presentation to their agency State Department Director about the unmet transportation needs and the goals that could be achieved by enforcing coordinated transportation policies.
- ◆ Policies are developed to mandate coordinated transportation in West Virginia.

Strategy 5.2: While working on top-down initiatives, the CTC will also meet with local and regional human service agency directors and educate them about the actual cost of providing transportation, and gaps or duplications in the current service structure. The education process will involve individual, one-on-one meetings between the CTC member and the agency directors. The goal of this strategy is specifically to overcome any existing misperceptions that cause local human service agencies to resist coordination because they fear losing their program or funding. This strategy is a bottom-up approach to compliment the top-down approach in Strategy 5.1.

Implementation Time Frame:

Near-Term (6 to 12 mos.) and ongoing.

Staffing Implications:

Staff time to participate in education and outreach.

Priority Level:

High

Implementation Budget:

A small budget for local/regional travel and printing may be required.

Potential Grant Funding Sources: If this strategy is implemented as part of the Mobility Management program, it is eligible for Sections 5316/5317 (JARC/New Freedom). A local match of 20% is required for Mobility Management.

Responsible Parties: Responsible parties are the same as those listed in Strategy 5.1.

Performance Measures:

- ◆ Number of presentations made to local and regional agency executive directors and the business community.
- ◆ Each participating agency in the CTC delivers a presentation to their agency local or regional Executive Director about the unmet transportation needs and the goals that could be achieved by enforcing coordinated transportation policies.
- ◆ Policies are developed to mandate coordinated transportation in West Virginia.

Goal # 6: Achieve the highest possible standard of driver training.

Objective – Provide frequent opportunities for driver training throughout the region.

Strategy 6.1: The participants of the CTC will develop a common standard set of requirements for driver training. All participating human service agencies and public

transportation providers will agree to the established standards for driver training. Providers will publish driver qualifications of participating agencies.

The training requirements may be different between public transportation and human service agency transportation providers, depending upon the type of vehicles and level of service. However, all drivers will participate in customer service and safety training, at a minimum. Standard driver training ensure that passengers receive the same level of assistance from drivers, no matter which agency provides the trip.

Implementation Time Frame:

Mid-Term (1 to 2 yrs.)
and ongoing.

Staffing Implications:

Staff time to share training schedules.

Priority Level:

High

Implementation Budget:

No additional costs are associated with training unless new organizations are participating and training is a new cost to those agencies.

Potential Grant Funding Sources: Section 5307 and 5311 are eligible funding sources for public transportation providers in the area. Human service agencies will use agency funding sources.

Responsible Parties: Mountain Line will take the lead for the Morgantown area and coordinate schedules for training opportunities with other transportation providers in the area. WV DPT will also take a role in distributing information for training opportunities to its grant recipients.

Performance Measures:

- ◆ A system for sharing information about local and regional training opportunities is developed and implemented.
- ◆ Number of joint training opportunities offered.
- ◆ Number of organizations participating in each training opportunity.
- ◆ Number of drivers trained for the first time in each topic.
- ◆ Increased number of joint training opportunities, participating organizations, and drivers trained as the project continues.
- ◆ Safety records for participating agencies improves.

Goal # 7: Improve cross-agency and public communication.

Objective – Organize shared trips for older adults, individuals with disabilities, younger families, single families, people with low-incomes, and the general public. Medicaid and non-Medicaid Non-Emergency Medical Transportation (NEMT) is included.

Strategy 7.1: Establish an office that oversees the coordination of transportation services and meets the needs of Morgantown and various communities within the area. Hire a Mobility Coordinator to be responsible for leadership of all aspects of coordinated human service agency and public transportation.

The MC most likely will be housed at Mountain Line with auxiliary support from the MPO. The MC office may need to have its own brand and will involve Transportation Demand Management functions as well as overall mobility management activities.

The Mobility Coordinator will be responsible for providing leadership through the implementation of strategies outlined in this document, as well as community outreach, developing agreements for coordinated services, working one-on-one with each organization to develop coordinated local and regional transportation alternatives, meeting with State legislators and State-level human service agencies, and other related duties that represent the coordinated transportation goals of the participating organizations.

Implementation Time Frame:
Mid-Term (1 to 2 yrs.)

Staffing Implications:
Mobility Coordinator.

Priority Level:
High

Implementation Budget:
Salary for Mobility Coordinator (\$30K to \$50K), if hired.

Potential Grant Funding Sources: Sections 5316/5317 (JARC/New Freedom) are eligible funding sources for a Mobility Coordinator or Mobility Management effort. Local match of 20% must be obtained from a local or non-U.S. DOT Federal program.

Responsible Parties: A Mobility Coordinator could be hired as part of the Mobility Management effort. A lead agency must be designated to hire and oversee the Mobility Coordinator. The Existing TDM committee could be used as an advisory board with operations and planning duties held under the responsibility of Mountain Line.

Performance Measures:

- ◆ A job description for the Mobility Coordinator is developed and approved by the CTC.
- ◆ A lead agency to hire the Mobility Coordinator is designated by the CTC.
- ◆ Mobility Coordinator is hired.
- ◆ The Mobility Coordinator takes the lead on all local and regional mobility management efforts.
- ◆ New coordinated transportation efforts are implemented.
- ◆ Transportation services improve for older adults, individuals with disabilities, and people with low incomes.

Strategy 7.2: Establish and maintain a public website that provides every transportation provider’s routes, schedules, eligibility criteria, and fare structure.

Implementation Time Frame:

Near-Term (6 to 12 mos.)

Staffing Implications:

Mobility Coordinator or staff time from an existing agency.

Priority Level:

High

Implementation Budget:

Salary for Mobility Coordinator (\$30K to \$50K), if hired.

Potential Grant Funding Sources: Sections 5316/5317 (JARC/New Freedom) are eligible funding sources for a Mobility Coordinator or Mobility Management effort. Local match of 20% must be obtained from a local or non-U.S. DOT Federal program.

Responsible Parties: If a Mobility Coordinator is hired as part of Strategy 7.1, the Mobility Coordinator would lead the effort to gather transportation provider data and maintain the website. If no Mobility Coordinator is hired, an existing agency will take the lead in maintaining current information on the website. During the planning process, it was determined that the site could be built at the MPO (www.plantogether.org/commuterchoices) and Mountain Line sites.

Performance Measures:

- ◆ All transportation providers (public, private, churches, volunteers, university, and agencies) provide current data for the website.
- ◆ The website is constructed and maintained with accurate data.

Strategy 7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce unnecessary duplication of service. When one participating agency has a vehicle operating with empty seats, the opportunity to develop trip sharing is present. Trip sharing can save on vehicle wear and tear as well as fuel costs. It is suggested that the Mobility Coordinator establish a mechanism to collect the data necessary to implement this strategy. A database of agencies and their estimated travel patterns and seat availability is suggested as a starting point.

By matching unfilled seats with another participant’s clients, vehicle capacity is maximized and fuel costs can be reduced as well as other vehicle costs. This results in reducing the overall costs of each one-way trip provided. It also offers agencies the opportunity to provide transportation services to clients that would not otherwise be available.

Implementation Time Frame:
Mid-Term (13 to 24 mos.)

Staffing Implications:
Mobility Coordinator or staff time from an existing agency.

Priority Level:
High

Implementation Budget:
No additional costs are associated with trip sharing. In the long-term, operating costs may decline or revenue may increase slightly for some providers because of reduced mileage and increased ridership.

Potential Grant Funding Sources: Sections 5316/5317 (JARC/New Freedom) are eligible funding sources for this planning this mobility management effort. Local match of 20% must be obtained from a local or non-U.S. DOT Federal program.

Responsible Parties: The Mobility Coordinator (if hired) will be responsible for improving trip sharing with input from the CTC members. If no Mobility Coordinator is hired, the responsible party must be selected from the CTC.

Performance Measures:

- ◆ A plan for ride sharing/trip sharing is developed.
- ◆ The number of shared trips increases.
- ◆ Fuel and maintenance expenses reduce for participating transportation providers.

Strategy 7.4: Implement a centralized call center where anyone can call a single number to request a trip; the scheduler/dispatcher at the center will assign the trip to the most appropriate provider. The call center must be managed by a neutral party to ensure that all parties maintain the highest level of trust in the coordination effort. Hiring a Mobility Coordinator (Strategy 7.1) to oversee trip coordination and development of the call center will facilitate implementation of this strategy.

Implementation Time Frame:
Long-Term (2 to 4 yrs.)

Staffing Implications:
Staff for the central call center must be hired. Staffing levels depend upon the scope of the center's responsibility (such as the number of calls received and participating transportation providers).

Priority Level:
Low

Implementation Budget:
Implementation costs will vary depending on the scope of responsibility for the call center.

Potential Grant Funding Sources: Sections 5316/5317 (JARC/New Freedom) are eligible funding sources for this planning this mobility management effort. Local match of 20% must be obtained from a local or non-U.S. DOT Federal program.

Responsible Parties: The Mobility Coordinator (if hired) will be responsible for planning and oversight of the centralized call center. If no Mobility Coordinator is hired, the responsible party must be selected from the CTC. Operation of the call center could be facilitated by an existing local agency or contracted out through an RFP process. Taxi providers may also want to be party to the strategy.

Performance Measures:

- ◆ A plan for a centralized call center is developed.
- ◆ CTC member agencies agree to join the centralized call center.
- ◆ The call center is funded and established.
- ◆ The number of trips coordinated through the call center per month/year.
- ◆ Reduced duplication of service.
- ◆ Increased ridership on participating transportation providers, without increasing operating expenses.
- ◆ Improved consumer satisfaction.

Strategy 7.5: Purchase and/or improve wayfinding technology. The use of portable information technology products has made way for a capability for transportation systems to provide real-time traveler information to consumers. Mountain Line passengers as well as passengers of other public and human service agency programs in the area would benefit from application of the technology in Morgantown and Monongalia County.

<p><u>Implementation Time Frame:</u> Mid-Term (1 to 2.)</p>	<p><u>Staffing Implications:</u> Staff time to research, secure funding, train staff, and implement technology.</p>
<p><u>Priority Level:</u> High</p>	<p><u>Implementation Budget:</u> Implementation costs will vary depending on the wayfinding product.</p>
<p>Potential Grant Funding Sources: Section 5316 (JARC) is an eligible funding source. Local match of 50% must be obtained from a local or non-U.S. DOT Federal program.</p>	

Responsible Parties: Mountain Line has initiated research into wayfinding technology and will maintain leadership in the research and implementation effort.

Performance Measures:

- ◆ Appropriate technology is identified and tested.
- ◆ Funding is secured for purchase, implementation, improvement, and maintenance of wayfinding technology.
- ◆ A public education campaign is initiated to inform the public of the new technology available to improve their transit experience.

Adoption

VII. VERIFICATION OF LOCAL ADOPTION



RECEIVED

NOV 21 2011

DIVISION OF PUBLIC TRANSPORTATION

82 Hart Field Road Suite 105
Morgantown, WV 26508
(304) 291-9571
www.plantogether.org

RESOLUTION 2012-2014-11-17-11

THE MORGANTOWN MONONGALIA METROPOLITAN PLANNING ORGANIZATION ADOPTION OF A REGIONAL COORDINATED TRANSPORTATION PLAN

WHEREAS, an update of the MPO's Human Services Plan for the coordination of human service agency transportation and public transportation has been prepared in cooperation with the West Virginia Department of Public Transportation, and

WHEREAS, the Plan identifies the agencies that provide services to our community and the area's need for these services, and

WHEREAS, the Plan documents the gap between the level of transportation being provided to the community and the actual services being provided to the community, and

WHEREAS, the Plan provides a guide for improving the coordination between agencies, and

WHEREAS, the Plan provides for increased efficiency and the expansion of these services, and

NOW THEREFORE BE IT RESOLVED: that the Morgantown Monongalia MPO adopts the Coordinated Public Transit-Human Services Transportation Plan - Update dated November 4, 2011.

ADOPTED, this 17th day of November 2011, at a regular meeting of the Morgantown Monongalia Metropolitan Planning Organization.

ATTEST:


Joe Fisher
MMPO Chairman

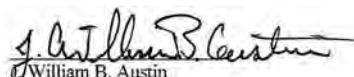

William B. Austin
Secretary to the Board

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APPENDIX

Appendix

PUBLIC OUTREACH

Focus Group

Stakeholder and General Public Meetings

Date: Meeting 1: August 9, 2011 Meeting 2: October 20, 2011 Meeting 3: October 20, 2011 Meeting 4: November 1, 2011

Location: Meeting 1: Marion County Senior Center Meeting 2: Marion County Building Meeting 3: City Council Chambers, Morgantown Meeting 4: Mountain Line Transit

Invitations Distributed

- U.S. Mail: Meeting 1: July 18, 2011
- Email: Meeting 2: September 28, 2011 October 10, 2011
- Web Posting: Meeting 3: October 10, 2011
- Newspaper Notice: Week of July 22, 2011, Week of October 10, 2011
- Radio/TV PSAs:
- Other: Televised MPO Policy Board Meeting

- Distributed in local community/senior centers, etc.
- Information was provided in alternative formats, upon request.
- Events were open to all individuals, including hearing impaired.
- Information was provided in alternative formats, upon request.
- Interpreters provided, upon request.

Number of Attendees (by location & date):

- Invitation letter and mailing list attached.
- Copies of flyers, brochures, etc.
- Copy of Public Notice from each newspaper in which it appeared
- Copy of email invitation and mailing list attached.
- Sign-in Sheets attached.
- Copy of web posting (if available)
- Focus Group Summary Included in Report

Surveys

Date(s) Surveys Were Distributed:

- U.S. Mail

- Web Posting
- E-mail Upon request
- Other (please specify):
- Newspaper Notice:
- Radio/TV PSAs:

Other Outreach Efforts

Flyers or Brochures in:

- Senior Centers
- Community Centers
- City/County Offices
- Other:

Teleconferences – Consultants called organizations to request follow-up information. Organizations that did not participate, but major transportation providers, were contacted by telephone to verify that they received the invitation/meeting notice.

Miscellaneous Meetings, Conferences, etc.:

If other activities include meetings, conferences, etc., please indicate the following information for each event:

NEWSPAPER ANNOUNCEMENT

Meeting 1 Announcement

The West Virginia Department of Transportation, Division of Public Transit, is coordinating the federally mandated update of the MPO and Planning & Development Council's SAFETEA-LU Coordinated Public Transit-Human Services Transportation Plan. To initiate this update, **you are invited to attend a public and stakeholder workshop on Tuesday, August 9, 2011 from 1:00 to 3:00 PM at Marion County Senior Center Auditorium 105 Maplewood Drive, Fairmont, WV 26554.**

To provide a little history on SAFETEA-LU and the coordinated plan, in August of 2005, Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the Elderly and Disabled Transportation Program (5310), Job Access and Reverse Commute (JARC – 5316), and New Freedom Initiative (NFI – 5317), are required to meet certain requirements in order to receive funding (beginning in Fiscal year 2007 and beyond).

One of the SAFETEA-LU requirements is that projects planning to apply for funding from the programs listed above *must* be part of a “locally developed coordinated public transit-human services transportation plan.” This plan must be developed through a process that includes representatives from public, private, and non-profit transportation services, human services providers, and the general public. The plan developed in 2007 met this requirement; however, these plans must be updated every four years. **Participation in the update will be considered in future applications for funding (2012-2016).**

The meeting will be facilitated by Laura Brown and Matt Conover of RLS & Associates, Inc. Please **R.S.V.P.** your attendance at the meeting by calling Matt Conover at 800-684-1458 or email mconover@rlsandassoc.com. Please also indicate with your R.S.V.P. any special assistance or accommodations you may require at the meeting.

Please post and/or distribute the enclosed meeting announcement to invite any appropriate transportation stakeholder, including clients that should be part of the planning effort in your county.

Meeting 2 Announcement

The West Virginia Division of Public Transit is conducting a regional coordinated public transit-human services transportation plan meeting for Doddridge, Harrison, Marion, Monongalia, Preston, and Taylor Counties. The meeting will be held on **Thursday, October 20th, 2011 from 12:40 to 3:00 PM at the Marion County Building. The address is 200 Jackson St, Fairmont, WV 26554.** The agenda includes a discussion of the content of the current locally developed coordinated transportation plan, unmet transportation needs, existing coordination efforts, and an action plan for improving coordination efforts in the region over the next four years (2012-2016). Agencies who receive or intend to receive funding under Sections 5310, 5316, or 5317 programs must participate in coordination planning and development. In addition to making plans to attend please take a few moments to complete a brief survey by visiting <https://www.surveymonkey.com/s/WestVirginiaCoordination>.

Meeting 4 Announcement

The West Virginia Division of Public Transit is conducting a regional coordinated public transit-human services transportation plan meeting for the Morgantown Monongalia Metropolitan Planning Organization. The meeting will be held on **Tuesday, November 1st, 2011 from 6:00 PM to 7:30 PM at Mountain Line Transit, Westover Administration Building. The address is 420 DuPont Road, Morgantown, WV 26501.** The agenda includes a discussion of the content of the current locally developed coordinated transportation plan, unmet transportation needs, existing coordination efforts, and an action plan for improving coordination efforts in the region over the next four years (2012-2016). Agencies who receive or intend to receive funding under Sections 5310, 5316, or 5317 programs must participate in coordination planning and

development. In addition to making plans to attend please take a few moments to complete a brief survey by visiting <https://www.surveymonkey.com/s/WestVirginiaCoordination>.

Meeting 1 Power Point (added as a handout)

RLS
Associates, Inc.
Moving Public Transportation
Into the Future

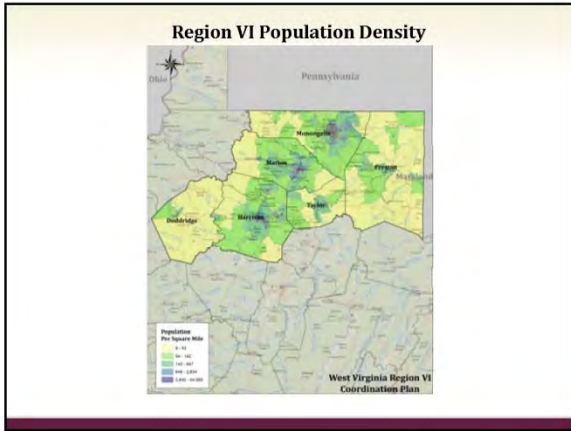
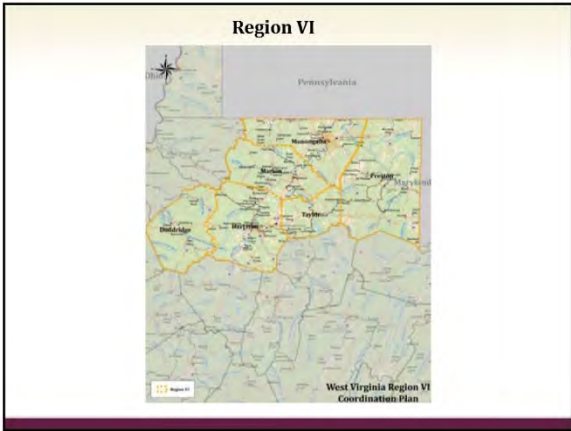
**West Virginia Region VI
Coordinated Public Transit-Human
Services Transportation Plan
Update**

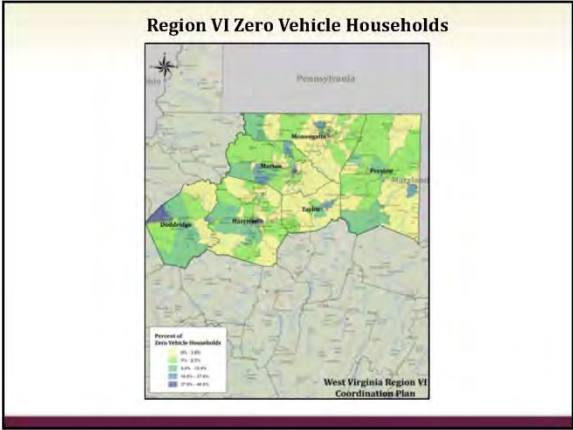
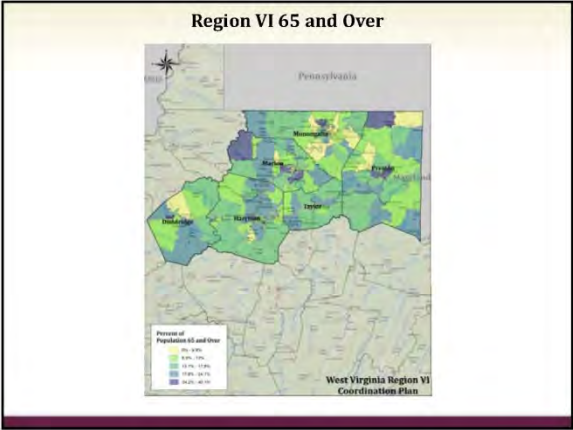
West Virginia Department of Transportation, Division of Public Transit
Presented by: Laura Brown and Matt Conover, RLS & Associates, Inc.
August 9, 2011

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Meeting Purpose And Overview

- Overview Of Area Demographics
- Review Coordination Progress At The Local, State, And National Level
- Update Local Unmet Transportation Needs/Gaps In Service
- Establish Coordinated Transportation Goals For The Local Area And Statewide





What is a
Coordinated
Public Transit-
Human Services
Transportation
Plan?

- Locally Developed
- Coordination Strategies for Public, Private, Non-Profit Services for:
 - Older Adults
 - Individuals with Disabilities
 - People with Low-Incomes
 - General Public
 - Section 5310, 5316, 5317

What Is Coordinated Transportation?

"Coordination means working with transportation providers, human service agencies, private institutions, businesses, volunteers and political leaders to broaden transportation options."

Coordinated Public Transit-Human Services Transportation Plan Requirements

◆ Plan Requirements Are A Result Of:

- In 2003, The General Accounting Office Report Identified:
 - 62 Different Federal Funding Programs That Contribute To Local Transportation For Individuals with Disabilities, Older Adults, People With Low Incomes, And The General Public.
 - 8 Different Federal Funding Agencies That Contribute To Local Transportation.
 - Little Or No Coordination And Duplication Of Programs And Resources.

Coordinated Public Transit-Human Services Transportation Plan Requirements

- ◆ Requirements Were Refined Through the FTA's *United We Ride* Initiative.
- ◆ The Goal Is To Expand Access To Programs, Increase Services, and Encourage Cooperation Between Different Types of Agencies With Different Funding Sources.

Funding Prerequisites

◆ Funding Prerequisite For FTA Programs

- Elderly Individuals And Individuals With Disabilities (Section 5310);
- Job Access And Reverse Commute (JARC/Section 5316); And,
- New Freedom Initiative (Section 5317).

West Virginia Success Stories

- ◆ Good News Mountaineer Garage:
 - ◆ A Non-Profit Organization That Coordinates Funding From Many Organizations, Including FTA Section 5316/JARC To Provide Cars To Families With Low Incomes Needing Transportation To Work.
- ◆ Eastern Panhandle:
 - ◆ Mobility Manager
- ◆ Partnership for Sustainable Communities (Ranson, WV):
 - ◆ Coordinated To Help Revitalize Neighborhoods By Aligning Planning Grants And Assistance To Integrate Affordable Housing, Economic Development, And Transportation.

Examples of Operational Projects

- ◆ Expanded Hours/Days of Service
- ◆ Passenger Assistants
- ◆ Vanpool/Carpool
- ◆ Expanded Service Area
- ◆ Transit Pass
- ◆ Coordinated Maintenance
- ◆ Coordinated Scheduling
- ◆ Employment Focused Transportation
- ◆ Non-Emergency Medical Transportation
- ◆ Subsidized Trips

Examples of Capital Projects

- ◆ Improved Dispatch Software and Corresponding Hardware, with Auto-Scheduling Features
- ◆ Wheelchair Accessible Vehicles
- ◆ Mobility Manager/Coordinator
 - Local, Regional, and/or State

REVIEW OF 2007 REGION VI AND GREATER MORGANTOWN MPO PLAN

2007 Plan Highlights

REGION VI 2007 PLAN:

– Lead By Region VI Planning & Development Council With Significant Support From The Following Organizations:

- ◆ Doddridge County Senior Center
- ◆ Central WV Community Action Assoc.
- ◆ Harrison County Senior Center
- ◆ WV DHHS
- ◆ Central WV Transit Authority
- ◆ Marion County Senior Center
- ◆ Fairmont-Marion County Transit Authority
- ◆ WV DHHR
- ◆ Marion County Family Resource Network
- ◆ Preston County Senior Center, dba Buckwheat Express
- ◆ Taylor County Senior Center

2007 Plan Highlights

Greater Morgantown MPO 2007 PLAN:

– Lead By Greater Morgantown MPO With Significant Support From The Following Organizations:

- + Mountain Line Transit
- + Scott's Run Settlement House
- + Fairmont-Morgantown Housing Auth.
- + DHHS
- + In Touch and Concerned
- + Senior Monongallians
- + Caritas House, Inc.
- + Morgantown Cab Company
- + R&R Transit
- + Pace-Tec
- + The Ronald McDonald House
- + Monongalia County Development Authority
- + City of Morgantown

2007 Unmet Needs Summary

REGION VI AND MPO

- ♦ Where Transportation Is Available It Often Has Eligibility Restrictions.
- ♦ There Is No Central Resource To Arrange Transportation Services.

2007 Coordinated Transportation Goals Summary

REGION AND MPO IMPLEMENTATION GOALS

- ♦ Expand Transportation Service Areas.
- ♦ Expand Collaboration Between Public Transportation And Human Service Agencies.
- ♦ Serve New And Underserved Areas.
- ♦ Coordinate With Employers To Provide Job Routes And Subsidies.
- ♦ Re-Align Routes Or Be Able to Deviate From Existing Routes.

2007 Coordinated Transportation Goals Summary

REGION VI IMPLEMENTATION STRATEGIES

1. Recruit Additional Stakeholders.
2. Inform The Public.
3. Provide A Process For Customer Feedback.
4. Open Communication Between Agencies.
5. Create An Interactive Website For Agencies.
6. Share Agency Expertise.
7. Formalize The Existing Coordination Process.
8. Coordinate A Driver Training Program.
9. Coordinate A Vehicle Maintenance Process.
10. Involve Decision-Makers To Support Services that Meet Transportation Needs.

* Bold Blue Font Represents Priorities.

2007 Coordinated Transportation Goals Summary

MPO IMPLEMENTATION STRATEGIES

1. Increase Funding For Daily Operations And Additional Staffing.
2. Establish A Funding Mechanism To Serve Non-Medicaid, Working Low-Income And Older Adults..
3. Poll Patrons Of Food Pantries, Senior Centers, And FRN.
4. Communicate Using Media News Media, Internet, & Word Of Mouth.
5. Increase Frequency And Hours (Nights And Weekends).
6. Create A Strategic Plan That Identifies Regional Coordination.
7. Increase Cross-Agency Communications To Organize Trips.
8. Implement Travel Surveys.
9. Provide Designated Bus Stops Using Signage And Shelters.
10. Make Existing Services More Accessible For Older Adults And Individuals With Disabilities.
11. Eliminate Duplication Of Service.

WHAT ARE YOUR GOALS TODAY FOR IMPROVING TRANSPORTATION IN YOUR COUNTY, THE REGION, AND THE STATE?

HOW WILL YOU ACHIEVE THE GOALS?

Next Steps: Rating Implementation

SUGGESTED STRATEGIES

- Is There a Foundation for the Approach?
- Does a Support Structure Exist?
- Is the Strategy Financially Feasible?
- Is Progress Possible in 6 Months, 2 Years...?

Next Steps Continued

Gather Input From Stakeholders And Public

- Develop Implementation Plan

2nd Stakeholder/Public Meeting

- Locally Adopt The Plan



Questions?

FOLLOW UP QUESTIONS:

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Email: lbrown@rlsandassoc.com

Email: mconover@rlsandassoc.com

www.rlsandassoc.com

Meeting 2 Power Point (added as a handout)

RLS Moving Public Transportation Into the Future
A subsidiary of RLS Associates, Inc.

West Virginia Region VI and Morgantown Monongalia County MPO

Coordinated Public Transit-Human Services Transportation Plan Update

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RLS Meeting Purpose & Overview

Planning Process Overview

Review of Identified Unmet Needs, gaps, and Duplications in Service

Select and Prioritize Goals

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What is a Coordinated Public Transit-Human Services Transportation Plan?

- Congressional Legislation
- Locally Developed
- Public, Private, Non-Profit Transportation Services for:
 - Older Adults
 - Individuals with Disabilities
 - People with Low-Incomes
 - General Public
- Section 5310, 5316, 5317

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RLS Unmet Transportation Needs and Gaps in Service

- **Affordable Transportation Options**
 - From Fairmont to Charleston
 - For People Under Age 65
- **State and Federal Legislation and Support**
 - Enforce Goals Through Policy and Legislation
- **Include Transit in Local Planning Efforts**
 - Housing Projects in Fairmont and Morgantown
- **Vehicle Replacement Plans**
 - Replacement Vehicles on an Appropriate Schedule
 - Appropriate Vehicles for the Service Area

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Unmet Transportation Needs and Gaps in Service

- **Maintenance**
 - More Local and Convenient Options for Vehicle Maintenance
- **Access to Transportation**
 - Wheelchair Accessible Transportation is Not Available in Some Portions of the Region
 - More Opportunities to Transfer and Travel Across the Region
- **Information Sharing and Outreach**
 - Providers Need to Share Service Information with the Public and Each Other
 - User-Friendly List of Services Available to the Public

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Unmet Transportation Needs and Gaps in Service

- **Referrals**
 - Networking and Referrals when an Agency cannot Provide a Trip
 - Centralized Dispatching of Trips
- **Availability of Transportation**
 - Weekend Service
 - Transportation Hours to Support Employment Opportunities

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Challenges to Coordination

- Support from State and Regional Legislation is Needed to Make Plans into Reality.
- It is Difficult to Expand the Viewpoint of Local Planners to Include Transit Not Just Roads.
- Time Constraints on Office Staff at Human Service and Transit Agencies.
- Need to Build a Trusting Relationship Between Providers Before Trip Sharing Can Occur.

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Coordinated Transportation Goals, Objectives and Strategies

GOAL #1: Identify Leaders to Focus and Take Action on Improving a Region-Wide Coordinated Transportation Effort.

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RLS Goal #1: Leadership To Take Action.

Objective: Ensure All Human Service Agencies are Knowledgeable About the Transportation Services, Schedules, and Eligibility.

Strategy 1.1: Distribute the Updated Coordinated Public Transit-Human Services Transportation Plan.

Strategy 1.2: Create a Coordinated Transportation Coalition (CTC).

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RLS Goal #1: Leadership to Take Action.

Objective: Create a Regional Mobility Strategic Plan that Identifies Steps to Improve Transportation, Economic Development, and 'Livability.'

Strategy 1.3: Designate a Sub-Committee to Meet and Develop the Plan.

Strategy 1.4: Propose a Coordinated Funding Mechanism to Support Operation of Cost-Efficient and Customer-Focused NEMT.

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RLS Goal #1: Leadership to Take Action.

Objective: Create a Regional Mobility Strategic Plan that Identifies Steps to Improve Transportation, Economic Development, and 'Livability.'

Strategy 1.5: Reduce Unnecessary Duplication of Transportation Services through Agreements between Participating Human Service Agency Providers and Public Transit. *Encourage and Educate Passengers.*

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RLS Coordinated Transportation Goals, Objectives and Strategies

GOAL #2: Maintain at Least the Current Level Quality of Service For the Next Four Years.

KEEP SERVICE THAT WORKS!

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RLS Goal #2: Maintain Quality of Service.

Objective: Provide Service in a Cost Effective Manner So That Service that is Equivalent to Today is Maintained in All Counties.

Strategy 2.1: Maintain an Appropriate Vehicle Replacement Plan.

___% Wheelchair Accessibility.

Appropriate Vehicles for the Service Area.

Replacements in a Timely Manner.

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RLS Coordinated Transportation Goals, Objectives and Strategies

GOAL #3: Continue to Explore and Implement Coordinated Transportation Services that Support Self-Sufficiency for All People.

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RLS Goal #3: Sustainable Self-Sufficiency.

Objective: Self-Sufficiency for All People.

Strategy 3.1: Gather Input About Unmet Transportation Needs from Food Pantries, Senior Centers, and FRN.

Strategy 3.2: A Sub-Committee of the CTC will Work Together to Develop Grant Applications and New Services that Make Existing Transportation More Accessible.

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RLS Goal #3: Sustainable Self-Sufficiency.

Objective: Self-Sufficiency for All People.

Strategy 3.3: A Sub-Committee of the CTC will Participate in Development of New Housing and Other Economic Development Projects and Plans.

Advocate for Appropriate Planning, Funding, and Design to Support Transit Access and Safety.

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RLS Coordinated Transportation Goals, Objectives and Strategies

GOAL #4: Gradually Enhance Public and Human Service Agency Transportation Services Through Coordinated Efforts to Improve Mobility for Everyone.

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RLS Goal #4: Gradually Enhance Transportation Service.

Objective: Provide a Network of Transportation Services that are Affordable and also Meet the Needs of Older Adults, Individuals with Disabilities, People with Low Incomes, and the General Public.

Strategy 4.1: Provide Designated Bus Stops and Shelters that Are Accessible and Shared Between Multiple Providers.

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RLS Goal #4: Gradually Enhance Transportation Service.

Objective: Provide a Network of Transportation Services that are Affordable and Also Meet the Needs of Older Adults, Individuals with Disabilities, People with Low Incomes, and the General Public.

Strategy 4.2: Expand Hours of Public Transportation Operations to Better Meet the Employment Related Transportation Needs of Individuals with Low Incomes.

Strategy 4.3: Coordinate on Procurement of Bulk Items.

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RLS Coordinated Transportation Goals, Objectives and Strategies

GOAL #5: Develop Local, State, and Federal Policy and Enabling Legislation to Encourage Coordinated Transportation Services Among Various Agencies.

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Goal #5: Develop Policy and Legislation.

Objective: WV DOT/DPT will Provide Leadership and Mandate Requirements to Coordinate Public and Human Service Agency Transportation on the Local and Regional Level.

Strategy 5.1: CTC Members will Actively Encourage State Department Executives to Develop Supportive Policies.

Strategy 5.2: Each CTC Member will Present the Summary of Performance Measures, Costs, and Gaps to the Respective Local Department Administrators and Managers of their Program Regulations.

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Coordinated Transportation Goals, Objectives and Strategies

GOAL #6: Achieve the Highest Possible Standard of Driver Training.

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Goal #6: Driver Training

Objective: Provide Frequent Opportunities for Driver Training Throughout the Region.

Strategy 6.1: CTC Members will Agree Upon a Standard for Driver Training that is Appropriate for Each Type of Agency/Operator.

CTC Members will Agree to Participate in Shared Driver Training Activities. Providers May Share the Costs Associated with Training Opportunities.

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Coordinated Transportation Goals, Objectives and Strategies

GOAL #7: Improve Cross-Agency and Public Communication.

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RLS Goal #7: Improve Communication.

Objective: Organize Shared Trips for Older Adults, Individuals with Disabilities, Single Families, People with Low-Incomes, and the General Public.

Strategy 7.1: Hire a Mobility Coordinator to Facilitate Information Sharing so that New Coordinated Transportation Goals Can be Achieved.

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RLS Goal #7: Improve Communication.

Objective: Organize Shared Trips for Older Adults, Individuals with Disabilities, Single Families, People with Low-Incomes, and the General Public.

Strategy 7.2: Establish and Maintain a Public Website with Current and Comprehensive Information About Every Transportation Provider's Service.

Include Hours, Eligibility, Service Area, Fare Structure, Accessibility of Vehicles, Phone Number, etc.

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RLS Goal #7: Improve Communication.

Objective: Organize Shared Trips for Older Adults, Individuals with Disabilities, Single Families, People with Low-Incomes, and the General Public.

Strategy 7.3: Implement a Plan for Ride Sharing/Trip Sharing When Feasible to Reduce Unnecessary Duplications of Service.

The Mobility Coordinator (if hired) Will Develop a Mechanism to Collect Data about Travel Patterns and Seat Availability on Vehicles.

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RLS Goal #7: Improve Communication.

Objective: Organize Shared Trips for Older Adults, Individuals with Disabilities, Single Families, People with Low-Incomes, and the General Public.

Strategy 7.4: Implement a Centralized Call Center where Anyone Can Call a Single Number to Request a Trip.

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RLS Coordinated Transportation
Goals, Objectives and Strategies

GOAL #8: Support Economic Development

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RLS Goal #8: Economic Development

Objective: Support Employment Opportunities and Economic Development by Providing Transportation to and from Work, Job Training, and Education Opportunities.

Strategy 8.1: Work-related and Economic Development Transportation Services will be Developed as Appropriate.

- Carpools
- Wheels-to-Work
- Vanpools
- Employer-sponsored transportation
- Route expansion
- Service Area expansion

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RLS Rating Implementation

- ① Nominate Responsible Parties for Each Strategy.
- ② Prioritize Implementation of Strategies.
- ③ Suggest Funding Priorities.

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RLS Next Steps

Refine the Implementation Plan.

- Review and Comment on Draft Plan.

Adopt the Final Plan.

- Begin Implementation of Strategies.

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Questions?

FOLLOW UP QUESTIONS:

- RLS & Associates, Inc.
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(937) 299-1055 Fax
–lbrown@rlsandassoc.com
–zkincade@rlsandassoc.com

www.rlsandassoc.com

Meeting 3 Power Point (added as a handout)

RLS
Associates, Inc. Moving Public Transportation
Into the Future

Morgantown Monongalia County MPO

**Coordinated Public Transit-Human
Services Transportation Plan Update**

www.rlsassoc.com

**What is a
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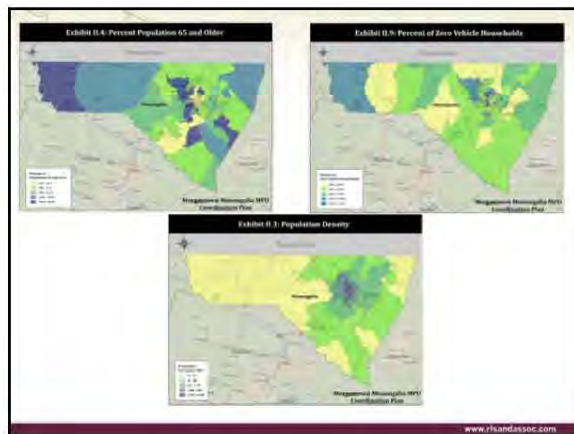
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Objectives

- Identify Current and Future Transportation Needs and Gaps in Services.
- Determine the Transportation Resources that are Available and Lacking.
- Develop Strategies to Address Needs and Gaps.
- Develop the Most Effective Models for Coordinating Resources.

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Existing Transportation

Provider Name/ Eligibility	Public	Seniors	Individuals with Disabilities	Veterans	Students
In Touch and Concerned		X	X		
Metro Limousine Service	X				
Mon. Head Start					X
Morgantown Cab Company	X				
Mountain Line Transit Authority	X				
PACE Enterprises			X	X	
R&R Transit	X				
Valley Health Care			X		
WVU and PRT	X				X

- ### Public and Stakeholder Participation
- More than 169 Organizations were Invited to Attend Two Stakeholder Meetings or One-on-One Interviews.
 - Newspaper Announcements Submitted Prior to Each Meeting.
 - 18 Organizations Participated in the Workshop.

- ### Unmet Transportation Needs
- Involvement of Transit in Local and Regional Planning Efforts.
 - Statewide Mandates and Policy to Support Coordinated Service.
 - Improved Public Outreach and Education.
 - More Inter-Agency Communication.
 - Enhanced Regional Transportation Options.

RLS **Challenges to Coordination**

- Lack of Awareness or Support from State and Regional Legislation to Implement Changes.
- Challenge to Change the Viewpoint of Local Planners to include Transit.
- Time Constraints of Human Service Agency Staff.
- Building Trust Between Agencies.

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RLS **Goals and Strategies**

Goals/Needs	Affordable Transportation	State Policy & Legislation	Comprehensive Planning	Cross-Agency Communication	Access to Services	Public Transportation
Goal #1: Leadership		X	X	X		X
Goal #2: Maintain Quality Services	X		X		X	X
Goal #3: Support Self-Sufficiency	X	X	X	X	X	X
Goal #4: Enhance Services	X			X	X	X
Goal #5: Local, State, & Federal Funding Mandates		X	X			
Goal #6: Driver Training				X	X	
Goal #7: Cross-Agency Communication			X	X	X	X

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RLS **Next Steps**

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Adopt the Final Plan.

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RLS **Questions?**

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Meeting 4 Power Point (added as a handout)

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Greater Morgantown

**Coordinated Public Transit-Human
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RLS
Associates, Inc.

Objectives

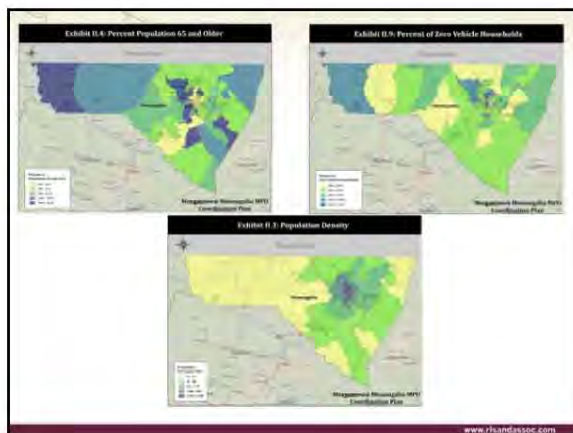
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- Determine the Transportation Resources that are Available and Lacking.
- Develop Strategies to Address Needs and Gaps.
- Develop the Most Effective Models for Coordinating Resources.

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Exhibit II.1: Morgantown Monongalia MPO Service Area

Map showing the Morgantown Monongalia MPO Service Area, including Monongalia, Marion, and Putnam counties, West Virginia. The map includes a legend for the Morgantown Monongalia MPO and the Morgantown Monongalia MPO Coordination Plan.

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Existing Transportation

Provider Name/ Eligibility	Public	Seniors	Individuals with Disabilities	Veterans	Students
In Touch and Concerned		X	X		
Metro Limousine Service	X				
Mon. Head Start					X
Morgantown Cab Company	X				
Mountain Line Transit Authority	X				
PACE Enterprises			X	X	
R&R Transit	X				
Valley Health Care			X		
WVU and FRT	X				X

- ### Public and Stakeholder Participation
- More than 169 Organizations were Invited to Attend Two Stakeholder Meetings or One-on-One Interviews.
 - Newspaper Announcements Submitted Prior to Each Meeting.
 - 20 Organizations Participated in the Meetings.

- ### Unmet Transportation Needs
- Involvement of Transit in Local and Regional Planning Efforts.
 - Statewide Mandates and Policy to Support Coordinated Service.
 - Improved Public Outreach and Education.
 - More Inter-Agency Communication and Coordination.
 - More Transportation for Veterans through Coordination.
 - Enhanced Regional Transportation Options.



Challenges to Coordination

- Lack of Awareness or Support from State and Regional Legislation to Implement Changes.
- Challenge to Change the Viewpoint of Local Planners to include Transit.
- Time Constraints of Human Service Agency Staff.
- Building Trust Between Agencies.


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Goals and Strategies

Goals/Needs	Affordable Transportation	State Policy & Legislation	Comprehensive Planning	Cross-Agency Communication	Access to Services	Public Transportation
Goal #1: Leadership		X	X	X		X
Goal #2: Maintain Quality Services	X		X		X	X
Goal #3: Support Self-Sufficiency	X	X	X	X	X	X
Goal #4: Enhance Services	X			X	X	X
Goal #5: Local, State, & Federal Funding Mandates		X	X			
Goal #6: Driver Training				X	X	
Goal #7: Cross-Agency Communication			X	X	X	X


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Coordinated Transportation Goals, Objectives and Strategies

GOAL #1: Identify Leaders to Focus and Take Action on Improving a Region-Wide Coordinated Transportation Effort.

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Goal #1: Leadership To Take Action.

Objective: Ensure All Human Service Agencies are Knowledgeable About the Transportation Services, Schedules, and Eligibility.

Strategy 1.1: Distribute the Updated Coordinated Public Transit-Human Services Transportation Plan.
 R: Everyone P: Top

Strategy 1.2: Support Creation of a Regional Coordinated Transportation Coalition (CTC) for Morgantown, and Doddridge, Harrison, Marion, Monongalia, Preston and Taylor Counties.
 R: WV DPT P: Top

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RLS Goal #1: Leadership to Take Action.

Objective: Create a Regional Mobility Strategic Plan that Identifies Steps to Improve Transportation, Economic Development, and 'Livability.'

Strategy 1.3: Designate a Sub-Committee to Meet and Develop the Regional Mobility Strategic Plan.
R: MC P: Top

Strategy 1.4: Propose a Coordinated Funding Mechanism to Support Operation of Cost-Efficient and Customer-Focused NEMT (i.e., Mt. Line & In Touch and Concerned)
R: MC P: Moderate

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RLS Goal #1: Leadership to Take Action.

Objective: Create a Regional Mobility Strategic Plan that Identifies Steps to Improve Transportation, Economic Development, and 'Livability.'

Strategy 1.5:
Reduce Unnecessary Duplication of Transportation Services through Agreements (i.e., Maximize Transfers).
R: MC & Everyone P: High
Service Agreements are between Participating Human Service Agency Providers and Public Transit.
Encourage and Educate Passengers.

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RLS Coordinated Transportation Goals, Objectives and Strategies

GOAL #2: Maintain at Least the Current Level Quality of Service For the Next Four Years.

KEEP SERVICE THAT WORKS!

www.rlsandassoc.com

RLS Goal #2: Maintain Quality of Service.

Objective: Provide Service in a Cost Effective Manner So That Service that is Equivalent to Today is Maintained in All Counties.

Strategy 2.1: Maintain an Appropriate Vehicle Replacement Plan.
100% Wheelchair Accessibility.
Appropriate Vehicles for the Service Area.
Replacements in a Timely Manner.
R: WV DPT P: Top

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RLS Goal #3: Sustainable Self-Sufficiency.

Objective: Self-Sufficiency for All People.

Strategy 3.1: Gather Input About Unmet Transportation Needs from Food Pantries, Senior Centers, and FRN.
R: MC P: Immediate

Strategy 3.2: A Sub-Committee of the CTC will Work Together to Develop Grant Applications and New Services that Make Existing Transportation More Accessible.
R: MC P: High

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RLS Goal #3: Sustainable Self-Sufficiency.

Objective: Self-Sufficiency for All People.

Strategy 3.3: A Sub-Committee of the CTC will Participate in Development of New Housing and Other Economic Development Projects and Plans in Morgantown.
R: MPO & Providers P: Moderate
Advocate for Appropriate Planning, Funding, and Design to Support Transit Access and Safety.

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RLS Coordinated Transportation Goals, Objectives and Strategies

GOAL #4: Gradually Enhance Public and Human Service Agency Transportation Services Through Coordinated Efforts to Improve Mobility for Everyone.

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RLS Goal #4: Gradually Enhance Transportation Service.

Objective: Provide a Network of Transportation Services that are Affordable and also Meet the Needs of Older Adults, Individuals with Disabilities, People with Low Incomes, and the General Public.

Strategy 4.1: Provide Designated Bus Stops and Shelters that Are Accessible and Shared Between Multiple Providers.
And, Build a Network of Feeder Services Into the Public Transit Core.
R: Transit P: Top

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RLS Goal #4: Gradually Enhance Transportation Service.

Objective: Provide a Network of Transportation Services that are Affordable and Also Meet the Needs of Older Adults, Individuals with Disabilities, People with Low Incomes, and the General Public.

Strategy 4.2: Expand Hours of Operation for Mountain Line to Better Meet the Employment Related Transportation Needs of Individuals with Low Incomes.
R: Transit P: Top

Strategy 4.3: Coordinate on Procurement of Bulk Items when Possible.
R: All P: Moderate

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RLS Coordinated Transportation Goals, Objectives and Strategies

GOAL #5: Develop Local, State, and Federal Policy and Enabling Legislation to Encourage Coordinated Transportation Services Among Various Agencies.

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RLS Goal #5: Develop Policy and Legislation.

Objective: WV DOT/DPT will Provide Leadership and Mandate Requirements to Coordinate Public and Human Service Agency Transportation on the Local and Regional Level.

Strategy 5.1: CTC Members will Actively Encourage State Department Executives to Develop Supportive Policies.
R: WV DPT P: Top

Strategy 5.2: Each CTC Member will Present the Summary of Performance Measures, Costs, and Gaps to the Respective Local Department Administrators and Managers of their Program Regulations.
R: WV DPT P: High

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RLS Coordinated Transportation Goals, Objectives and Strategies

GOAL #6: Achieve the Highest Possible Standard of Driver Training.

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RLS Goal #6: Driver Training

Objective: Provide Frequent Opportunities for Driver Training Throughout the Region.

Strategy 6.1: CTC Members will Agree Upon a Standard for Driver Training that is Appropriate for Each Type of Agency/Operator.

R: WV DPT P: Top

CTC Members will Agree to Participate in Shared Driver Training Activities. Providers May Share the Costs Associated with Training Opportunities.

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RLS Coordinated Transportation Goals, Objectives and Strategies

GOAL #7: Improve Cross-Agency and Public Communication.

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RLS Goal #7: Improve Communication.

Objective: Organize Shared Trips for Older Adults, Individuals with Disabilities, Single Families, People with Low-Incomes, and the General Public.

Strategy 7.1: Establish an Office that Oversees the Coordination of Transportation Services and Meets the Needs of Morgantown and Various Communities.

Hire a Mobility Coordinator or Expand the Staff for Transportation Demand Management (TDM).

R: WV DPT P: Top

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RLS Goal #7: Improve Communication.

Objective: Organize Shared Trips for Older Adults, Individuals with Disabilities, Single Families, People with Low-Incomes, and the General Public.

Strategy 7.2: Establish and Maintain a Public Website with Current and Comprehensive Information About Every Transportation Provider's Service.

R: WV DPT P: Top

Include Hours, Eligibility, Service Area, Fare Structure, Accessibility of Vehicles, Phone Number, etc.

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RLS Goal #7: Improve Communication.

Objective: Organize Shared Trips for Older Adults, Individuals with Disabilities, Single Families, People with Low-Incomes, and the General Public.

Strategy 7.3: Enhance the Efforts and Plan for Ride Sharing/Trip Sharing When Feasible to Reduce Unnecessary Duplications of Service.

R: MC P: High

The Mobility Coordinator Office Will Develop a Mechanism to Collect Data about Travel Patterns and Seat Availability on Vehicles.

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RLS Goal #7: Improve Communication.

Objective: Organize Shared Trips for Older Adults, Individuals with Disabilities, Single Families, People with Low-Incomes, and the General Public.

Strategy 7.4: Implement a Centralized Call Center where Anyone Can Call a Single Number to Request a Trip.

The Mobility Coordinator Office Could Oversee Trip Coordination and Development of the Office.

R: MC P: Moderate to Low

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RLS Goal #7: Improve Communication.

Objective: Organize Shared Trips for Older Adults, Individuals with Disabilities, Single Families, People with Low-Incomes, and the General Public.

Strategy 7.5: Purchase Wayfinding Technology to Provide Real-Time Traveler Information to Public Transportation Customers.

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RLS Coordinated Transportation Goals, Objectives and Strategies

GOAL #8: Support Economic Development

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RLS Goal #8: Economic Development

Objective: Support Employment Opportunities and Economic Development by Providing Transportation to and from Work, Job Training, and Education Opportunities.

Strategy 8.1: Work-related and Economic Development Transportation Services will be Developed as Appropriate.

- Carpools
- Wheels-to-Work
- Vanpools
- Employer-sponsored transportation
- Route expansion
- Service Area expansion

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RLS Rating Implementation

- ① Nominate Responsible Parties for Each Strategy.
- ② Prioritize Implementation of Strategies.
- ③ Suggest Funding Priorities.

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RLS Next Steps

Refine the Implementation Plan.

Adopt the Final Plan.

- Begin Implementation of Strategies.

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RLS Questions?

FOLLOW UP QUESTIONS:

- RLS & Associates, Inc.
1-800-684-1458 Phone
(937) 299-1055 Fax
-lbrown@rlsandassoc.com
-zkincade@rlsandassoc.com

www.rlsandassoc.com



STAKEHOLDER CONTACT LIST

Title	Organization	Email	Mailing Address	City	State	Zip
Ms. Koegler	Altenheim Resource & Referral Center		1359 National Rd	Wheeling	WV	26003
Director	Appalachian Center for Independent Living		4710 Chimney Drive, Elk Office Center, Suite C	Charlseton	WV	25302
Executive Director/CEO	Assisted Living at Evergreen		3705 Collins Ferry Rd.	Morgantown	WV	26505
Executive Director	Bartlett House	kdemasi@bartletthouse.org	1110 University Ave.	Morgantown	WV	26505
Director	Bi-County Nutrition Program, Inc.	bicountyseniors@yahoo.com	416 Ohio Avenue	Clarksburg	WV	26301
Director	Big Brothers Big Sisters of North Central West Virginia		500 Mylan Park, Suite 2	Morgantown	WV	26501
Superintendent	Board of Education, Monongalia County Schools		13 South High Street	Morgantown	WV	26501
Executive Director	Care Partners, Inc.		601 Hartman Run Rd.	Morgantown	WV	26505
Director	Caregiving and Advocacy for the Rural Elderly-Fairmont		PO Box 27	Fairmont	WV	26554
Executive Director	Caritas House, Inc.	not provided	391 Scott Ave.	Morgantown	WV	26508
Executive Director	Cascade Disability Mgmt., Inc.		3028 Grand Central Station Drive	Morgantown	WV	26505
	Center for Excelence in Disabilities		959 Hartman Run Rd.	Morgantown	WV	26505
Director	Center for Excellence in Disabilities, WVU	cedcontact@hsc.wvu.edu	959 Hartman Run Rd	Morgantown	WV	26505
Executive Director	Central Cab (Waynesburg)		155 Industry Road	Waynesburg	PA	15370

Title	Organization	Email	Mailing Address	City	State	Zip
Director	Central West Virginia Community Action Association, Inc. Head Start	cwvbdstart@yahoo.com	PO Box 1070	Clarksburg	WV	26301
Executive Director	Central West Virginia Transit Authority		208 N. 4th St.	Clarksburg	WV	26301
Director	Central WV Aging Services - Fairmont		220 Virginia Ave, Suite 2	Fairmont	WV	26554
Rural Transportation	Central WV Community Action Association, Inc.	cwvcaa@aol.com	106 Frederick St.	Clarksburg	WV	26301
Resident Manager	Chestnut Hill Apartments	info@goldcrestproperties.com	960 Chestnut Ridge Rd.	Morgantown	WV	26505
Director	Christian Help, Inc.		219 Walnut Street	Morgantown	WV	26505
Director	Church of Jesus Christ of Latter Day Saints, Wheeling		1075 Fairmont Pike	Wheeling	WV	26003
Director	Chyleen's 2's and 3's	-	116 Ellen Lane	Morgantown	WV	26505
City Clerk	City of Morgantown	llittle@cityofmorgantown.org	389 Spruce St., Rm. 10	Morgantown	WV	26505
Manager	Colonial Park Apartments		3298 University Ave	Morgantown	WV	26505
Director	Community Living Initiative Corporation		P.O. Box 674	Morgantown	WV	26507
CEO/Executive Director	Convention and Visitors Bureau	pmyerssmith@tourmorgantown.com	68 Donley Street	Morgantown	WV	26501
Director	Coordinating Council for Independent Living		1097 Greenbag Rd.	Morgantown	WV	26508
Director	Criss Cross, Inc.	info@criss-crosswv.org	209 West Pike St., Suite B	Clarksburg	WV	26301
Manager	D&L Limousine, Inc	-				
	DHHR	cindyplummer@wrhdhhr.com	114 South Hight St.	Morgantown	WV	26507
	DHHR Marion/Monongalia Counties	not provided	9083 Middletown Mall	White Hall	WV	26554

Title	Organization	Email	Mailing Address	City	State	Zip
Director	Disabled American Veterans Dept. of WV	-	PO Box 605	Elkview	WV	25071
Doddridge County Clerk	Doddridge County	doddcoclerk3@yahoo.com	135 Court St., Rm. 102	West Union	WV	26456
Director	Doddridge County Family Resource Network	-	RR 2, Box 25B	West Union	WV	26456
Director	Doddridge County Senior Center, Inc.	dcscl@verizon.net	PO Box 432	West Union	WV	26456
Director	Fair Play, LLC	-	1878 Fairchance Rd.	Morgantown	WV	26508
Director	Fairmont Community Development Partnership	-	109C Fairmont Ave.	Fairmont	WV	26554
Admissions Department	Fairmont State University	-	501 West Main St.	Clarksburg	WV	26301
Manager	Fairmont/Marion Food Pantry	-	107 Jefferson Ave.	Fairmont	WV	26554
Director	Fairmont-Marion County Transit Authority	fmcta@wvdsi.net	400 Quincy St.	Fairmont	WV	26554
Director	Fairmont-Morgantown Housing Authority-Marion	-	103 12th St.	Fairmont	WV	26554
Director	Fairmont-Morgantown Housing Authority-Monongalia	-	278-B Spruce St	Morgantown	WV	26554
Director	Family Services of Marion and Harrison Counties	-	1313 Locust Ave.	Fairmont	WV	26554
Director	Family Services of Marion and Harrison Counties	-	Route 2 Box 406 Suite 108 Bridgport Hill	Clarksburg	WV	26301
Director	Good News Mountaineer Garage	-	221 1/2 Hale St.	Charleston	WV	25301

Title	Organization	Email	Mailing Address	City	State	Zip
Harrison County Clerk	Harrison County	stthomas@harrisoncountywv.com	301 West Main St.	Clarksburg	WV	26301
Director	Harrison County Chamber of Commerce	info@harisoncountychamber.org	520 West Main St.	Clarksburg	WV	26301
Executive Director	Harrison County Child Advocacy Center	harrison_county_cac@wvdsl.net	427 West Pike St.	Clarksburg	WV	26301
Director	Harrison County Development Authority	hcda@westvirginia.com	1215 Johnson Ave	Bridgeport	WV	26330
Superintendent	Harrison County Schools Board of Education		408 E. B. Saunders Way	Clarksburg	WV	26302
Director	Harrison County Senior Citizens Center, Inc.	hcsc@clarksburg.com	500 West Main St.	Clarksburg	WV	26301
Executive Director	Harrison County Sheltered Workshop	hcsww@ma.rr.com	1430 Cost Avenue	Stonewood	WV	26301
Director	Harrison County YMCA		1 Lowndes Hill Park	Clarksburg	WV	26301
Director	Harrison County YMCA		119 Trolley Drive	Bridgeport	WV	26330
Director	Health Access, Inc.	jharris@healthaccessinc.org				
Outpatient Services	Health South Outpatient Therapy		1160 Van Voorhis Rd.	Morgantown	WV	26505
Manager	Heritage Point		1 Heritage Pointe	Morgantown	WV	26505
Director	Hope, Inc.		PO Box 626	Fairmont	WV	26555
Program Manager	Human Resource Development Foundation		1644 Mileground	Morgantown	WV	26505
Director	In Touch & Concerned	ITAC247@hotmail.com	693 Fairmont Rd	Westover	WV	26501
Manager	Jan-Care Ambulance Service		117 South Fayette St.	Beckley	WV	25801
Director	Kids Korner, Day Care		464 Inglewood Blvd.	Morgantown	WV	26505
Executive Director	KinderHaus		129 Greenbag Rd.	Morgantown	WV	26501
Ombudsman Program	Legal Aid of West Virginia		235 High St., Room 520	Morgantown	WV	26505

Title	Organization	Email	Mailing Address	City	State	Zip
Director	Legal Aid of West Virginia - Clarksburg Office		110 South Third St.	Clarksburg	WV	26301
Volunteer Van Drivers Program	Louis A. Johnson VA Medical Center		1 Medical Center Drive	Clarksburg	WV	26301
Executive Director	Lynn Airport-18wv		1866 Morgantown Ave.	Independence	WV	26374
Executive Director	Madison Center		161 Baker's Ridge Rd.	Morgantown	WV	26508
Director	Main Street Morgantown	barb@downtownmorgantown.com	201 High St., Suite 2	Morgantown	WV	26505
	MAP/MCDA	dreinke@morgantown.com	955 Hartman Run Rd., Suite 200	Morgantown	WV	26505
Director	Marion County Family Resource Network		112 Adams St., Room 203D	Fairmont	WV	26554
	Marion County Senior Citizens, Inc.	bob@marionseniors.org	105 Maplewood Drive	Fairmont	WV	26554
Director, Maritime & Intermodal Transportation Institute	Marshall University		PO Box 5425	Huntington	WV	25703
Manager	Metro Limousine Service		100 Merchant St.	Fairmont	WV	26554
Director	Metropolitan Monongalia MPO	Baustin@Labyrinth.net	82 Hart Field Road, Suite 105	Morgantown	WV	26505
Director	Mon Kids		1200 JD Anderson Drive	Morgantown	WV	26505
Social Work Services	Mon.General Hospital		1200 J.D. Anderson Dr.	Morgantown	WV	26505
Executive Director	Monongalia Co. Youth Services		440 Elmer Prince Drive	Morgantown	WV	26505
Mental Health Association	Monongalia Co.Family Resource Network		354 Hight St., #224	Morgantown	WV	26595
Director	Monongalia County Family Resource Network		PO Box 324	Morgantown	WV	26507

Title	Organization	Email	Mailing Address	City	State	Zip
Director	MonPointe Continuing Care Center		995 Maple Drive	Morgantown	WV	26505
Director	Morgan Manor Nursing and Rehab. Ctr.		1379 Van Voorhis Rd.	Morgantown	WV	26505
Board of Directors	Morgantown Area Chamber of Commerce		1029 University Ave., Suite 101	Morgantown	WV	26505
Admissions	Morgantown Career College		148 Willey St.	Morgantown	WV	26505
City Council Member	Morgantown City Council	citycouncilward1@cityofmorgantown.org	389 Spruce St.	Morgantown	WV	26505
City Council Member	Morgantown City Council	citycouncilward2@cityofmorgantown.org				
City Council Member	Morgantown City Council	citycouncilward3@cityofmorgantown.org				
City Council Member	Morgantown City Council	citycouncilward4@cityofmorgantown.org				
City Council Member	Morgantown City Council	citycouncilward5@cityofmorgantown.org				
City Council Member	Morgantown City Council	citycouncilward6@cityofmorgantown.org				
City Council Member	Morgantown City Council	citycouncilward7@cityofmorgantown.org				
Airport Director	Morgantown Municipal Airport	c.glen.kelly@wvdsl.net	100 Hart Field Rd.	Morgantown	WV	26505
Dir. of Development Services	Morgantown Planning Services	Cfletcher@cityofmorgantown.org	389 Spruce St.	Morgantown	WV	26505
Executive Director	Morgantown Senior Center		1837 Listravia Ave.	Morgantown	WV	26505
Director	Morgantown-Fairmont		278 Spruce St #B	Morgantown	WV	26505

Title	Organization	Email	Mailing Address	City	State	Zip
	Housing Authority					
	Mount Olivet United Methodist Church, Wheeling		500 Fairmont Pike	Wheeling	WV	26003
Principal	MTEC		1000 Mississippi St.	Morgantown	WV	26501
General Manager	Mtn. Line Transit	bruffy@busride.com	420 DuPont Rd.	Morgantown	WV	26501
Human Resources Director	Mylan Pharmaceuticals		1000 Hampton Ctr.	Morgantown	WV	26505
	NIOSH	cdcinfo@cdc.gov				
Director	North Central West Virginia Coalition for the Homeless		509 Stanley Ave.	Clarksburg	WV	26301
Rural Transportation	North Central WV Community Action	-	468 Main St.	Weston	WV	26452
Director	North Central WV Community Action	-	1304 Goose Run Rd.	Fairmont	WV	26554
Head Start	North Central WV Community Action, Head Start		1304 Goose Run Rd.	Fairmont	WV	26554
Director	Northwestern Area Agency on Aging		105 Bridge Street Plaza	Wheeling	WV	26003
Director	Northwestern WV Center for Independent Living		601-3 East Brockway Avenue, Suite A-B	Morgantown	WV	26501
President	Occupational Resource Spec., Inc.		227 Chestnut St., Rm. #7	Morgantown	WV	26505
Director	Office of Emergency Management	rthorne@mecca911.org	74 Vandervort Dr.	Morgantown	WV	26505
	PACE Enterprises, Inc	jbelle@pace-Tec.org	889 Mylan Park Lane	Morgantown	WV	26501
	PACE Enterprises, Inc.	ssaab@pace-Tec.org	890 Mylan Park Lane	Morgantown	WV	26502
Manager	PACE Training and Eval		891 Mylan Park Lane	Morgantown	WV	26503

Title	Organization	Email	Mailing Address	City	State	Zip
	Center					
Director	People's Hospice		PO Box 1680	Clarksburg	WV	26302
Principal	Pleasant Day Schools		1315 Airport Blvd.	Morgantown	WV	26505
Director	Preston County Caring Council		PO Box 238	Kingwood	WV	26537
Director	Preston County Senior Center, Inc. dba Buckwheat Express		PO Box 10	Kingwood	WV	26537
Director	Rainbow House		158 Main St.	Gypsy	WV	26361
Assistant Director	Region VI Planning and Development Council	leawolfe@regionvi.com	34 Mountain Park Drive	White Hall	WV	26554
Executive Director	Region VI Planning and Development Council	jhall@regionvi.com	34 Mountain Park Drive	White Hall	WV	26554
Executive Director	Region VI Planning and Development Council	regionVI@regionVI.com	34 Mountain Park Drive	White Hall	WV	26554
Executive Director	Resource, Inc.		1644 Mileground	Morgantown	WV	26505
Manager	RLPP, LLC, dba Limousine by A Touch of Class	-	PO Box 310	Clarksburg	WV	26301
	RMHC Morgantown	kgeorge@rmhcmgtn.org				
Executive Director	Ronald McDonald House	Ssdejesus@rmhcmgtn.org	841 Country Club Road	Morgantown	WV	26505
Manager	Royal Cab Company	-	PO Box 907	Clarksburg	WV	26302
Director	RSVP		287 Eureka Drive	Morgantown	WV	26505
Hospital Administrator	Ruby Memorial Hospital		1 Medical Center Dr.	Morgantown	WV	26506
	Salvation Army	robert_cornett@uss.salvationarmy.org	1264 University Ave.	Morgantown	WV	26505
Executive Director	Scott Eldercare, LLC		P.O. Box 1563	Morgantown	WV	26507

Title	Organization	Email	Mailing Address	City	State	Zip
Manager	Scott Place Homeless Shelter	sphs@ncwvcaa.org	215 Scott Place	Fairmont	WV	26554
Director	Scotts Run Settlement House		P.O. Box 398	Osage	WV	26543
	Senior Monongalians, Inc.	WVSorchy@hotmail.com	426 Vangilder Ave.	Morgantown	WV	26505
Director	Senior Monongalians, Inc. Monongalia Co. Sr. Ctr	brobinson@seniormons.org	PO Box 653	Morgantown	WV	26507
Director	Shepherds Care		6 Edwin St	Morgantown	WV	26501
Administrator	Shinnston Medical Center	-	Columbia Rd.	Shinnston	WV	26431
Director	Soup Opera		109 Fairmont Ave.	Fairmont	WV	26554
	SRSB	lmcmorrow@srsh.org				
	SRSB	bphillips@srsh.org				
Recreation Coordinator	Stepping Stones		400 Mylan Park Drive	Morgantown	WV	26501
Executive Director	Sundale Nursing Home		800 JD Anderson Drive	Morgantown	WV	26505
Administrator	Susan Dew Hoff Memorial Clinic		925 Liberty Ave.	West Milford	WV	26451
Director	Taylor County Senior Center, Inc.		Route 2, Box 514	Grafton	WV	26354
Director	The Arc of Harrison County		PO Box 764	Clarksburg	WV	26301
Editor-in-Chief	The Daily Athenaeum	Erin.Fitzwilliams@mail.wvu.edu	284 Prospect St.	Morgantown	WV	26505
	Tis-N-Bubs Transportation Service, inc.	tisnbubs1@aol.com	PO Box 128	Fairmont	WV	26555
Manager	Toys and Tots Day Care		973 Chestnut Ridge Rd.	Morgantown	WV	26505
Director	United Summit Center	-	#6 Hospital Plaza	Clarksburg	WV	26301
Director	United Summit Center	-	403 N. Pike St.	Grafton	WV	26354
Executive Director	United Way of Monongalia & Preston Counties	brandi@teamunitedway.org	278-C Spruce St	Morgantown	WV	26505
Resident Manager	Unity House		3180 Collins Ferry Rd	Morgantown	WV	26505

Title	Organization	Email	Mailing Address	City	State	Zip
Resident Manager	Unity Manor		400 North Willey St.	Morgantown	WV	26505
Director	Upper Potomac Area Agency on Aging		PO Box 869	Petersburg	WV	26847
Director	Valley Haven Geriatric Center, Inc.		Rd 2, Box 44	Wellsburg	WV	26070
Director	Valley Health Care System	valley@valleyhealthcare.org	301 Scott Avenue	Morgantown	WV	26508
Executive Director	Valley Health Care System		301 Scott Ave.	Morgantown	WV	26508
	Valley Mental Health		302 Scott Ave.	Morgantown	WV	26508
Director	Veterans Administration Medical Center		1 Medical Center Drive	Clarksburg	WV	26301
Director, Department of Transportation and Parking	West Virginia University		P.O. Box 6561	Morgantown	WV	26506
Executive Director	WV Department of Health and Human Resources		115 Main St.	West Union	WV	26456
Executive Director	WV Department of Health and Human Resources		PO Box 1877	Clarksburg	WV	26302
Executive Director	WV Department of Health and Human Resources		9083 Middletown Mall	White Hall	WV	26554
Executive Director	WV Department of Health and Human Resources		PO Box 800	Morgantown	WV	26507
Executive Director	WV Department of Health and Human Resources		PO Box 100	Kingwood	WV	24954
Executive Director	WV Department of Health and Human Resources		PO Box 29	Grafton	WV	26354
Director	WV Select-Morgantown		1130 Greenbag Rd.	Morgantown	WV	26505
Administrator	WVU Urgent Care		1075 Van Voorthis Rd.	Morgantown	WV	26505
President	Yellow Cab		130 Distributor Dr., #2	Morgantown	WV	26501

Title	Organization	Email	Mailing Address	City	State	Zip
Executive Director	YWCA of Harrison County		305 Washington Ave.	Clarksburg	WV	26301
Doddridge County Board of Education			103 Sistersville Pike	West Union	WV	26456
		jwdumire@fmhousing.com				

INVITATIONS

Meeting 1 Invitation



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Public Transit

1900 Kanawha Boulevard East • Building Five • Room 906

Charleston, West Virginia 25305-0432 • (304) 558-0428

FAX: (304) 558-0174 • TDD: (800) 742-6991

July 22, 2011

RE: August 9, 2011 Public and Stakeholder Meeting to Update the Region VI Planning and Development Council and Greater Morgantown MPO Coordinated Public Transit-Human Services Transportation Plan

Dear Friend of Transportation:

The West Virginia Department of Transportation, Division of Public Transit, is coordinating the federally mandated update of the MPO and Planning & Development Council's SAFETEA-LU Coordinated Public Transit-Human Services Transportation Plan. To initiate this update, **you are invited to attend a public and stakeholder workshop on Tuesday, August 9, 2011 from 1:00 to 3:00 PM at Marion County Senior Center Auditorium 105 Maplewood Drive, Fairmont, WV 26554.**

To provide a little history on SAFETEA-LU and the coordinated plan, in August of 2005, Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the Elderly and Disabled Transportation Program (5310), Job Access and Reverse Commute (JARC – 5316), and New Freedom Initiative (NFI – 5317), are required to meet certain requirements in order to receive funding (beginning in Fiscal year 2007 and beyond).

One of the SAFETEA-LU requirements is that projects planning to apply for funding from the programs listed above *must* be part of a "locally developed coordinated public

transit-human services transportation plan.” This plan must be developed through a process that includes representatives from public, private, and non-profit transportation services, human services providers, and the general public. The plan developed in 2007 met this requirement; however, these plans must be updated every four years.

Participation in the update will be considered in future applications for funding (2012-2016).

You are receiving this invitation because you represent a local, county, regional, or state government agency, non-profit organization, for-profit business, or advocacy group which provides services to, or advocates for individuals who have public or specialized (older adults, individuals with disabilities and/or low income) transportation needs in Morgantown and/or Doddridge, Harrison, Marion, Monongalia, Preston, or Taylor counties.

You or someone from your organization was invited to participate in the original coordinated transportation plan in 2007. Your input was valuable then, and we hope that you will participate this year to update the needs assessment, involve new organizations in the planning effort, and develop new strategies to improve transportation and mobility options for your consumers and the general public. The update will be a valuable opportunity to work creatively to develop realistic and achievable coordinated transportation alternatives for the next four years (2012 – 2016). It will also be a great opportunity to learn from the successes of programs that were funded and implemented following the 2007 planning effort.

Your participation is the most critical element of the planning process. We truly hope that you or someone from your organization will be able to attend! We understand that your schedules are busy, especially this time of year. The enclosed agenda will be followed during the meeting to ensure that your time is productive.

The meeting will be facilitated by Laura Brown and Matt Conover of RLS & Associates, Inc. Please **R.S.V.P.** your attendance at the meeting by calling Matt Conover at 800-684-1458 or email mconover@rlsandassoc.com. Please also indicate with your R.S.V.P. any special assistance or accommodations you may require at the meeting.

Please post and/or distribute the enclosed meeting announcement to invite any appropriate transportation stakeholder, including clients that should be part of the planning effort in your county.

We look forward to seeing you on August 9th!

Attachments

**REGION VI & GREATER MORGANTOWN MPO COORDINATED PUBLIC TRANSIT-HUMAN SERVICES
PLAN UPDATE
WORKSHOP AGENDA**

Tuesday, August 9, 2011

1:00 to 3:00 PM

***Marion County Senior Center, Auditorium
105 Maplewood Drive
Fairmont, WV 26554***

- **Registration, Introductions, and Welcome**
- **Purpose and Overview**
 - Highlights of existing transportation and coordination activities*
 - Region VI and MPO 2007 Human Services Transportation Coordination Plan*
 - SAFETEA-LU Programs and Funding Requirements*
- **Defining Coordinated Transportation and Understanding It's Benefits**
 - *What is Coordinated Transportation?*
 - *Success Stories – Nationally and Statewide?*
- **Discuss Coordinated Transportation Goals and Priorities for the Region**
 - What are we trying to achieve through coordinating transportation resources?*
 - What are we trying to preserve through coordinating transportation resources?*
 - What are we trying to avoid through coordinating transportation resources?*
 - What are we trying to eliminate through coordinating transportation resources?*
- **Discuss Mobility and Coordination Strategies for the Region**
 - What are the unmet needs, gaps, and duplications in the existing transportation services and who do the impact the most?*
 - How can the local organizations overcome the needs, gaps, and duplications?*
- **Rating Implementation of Suggested Strategies**
 - Is there a foundation for the strategy? Does support already exist?*
 - Is the strategy financially feasible?*
 - Will the strategy create the foundation for future actions?*
 - Is progress possible within the next 6 months, 1 year, 4 years?*
- **Next Steps**

A Workshop to Update the Regional Public Transit-Human Services Transportation Plan

Recognizing that coordinating transportation services is essential for our
Older Adults, Citizens with Disabilities, Individuals and Families living below the Poverty
Level, and the General Public to access employment, education, health services, and
community programs,

West Virginia Division of Public Transit,
Cordially Invites You to Attend the Workshop.

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, &
Taylor counties.

All are invited!

Applicants for Section 5310 (Elderly Persons and Persons with Disabilities), 5316 (Job
Access/Reverse Commute, and 5317 (New Freedom Initiative) must participate in the
planning effort.

Laura Brown & Matt Conover from RLS & Associates, Inc. will facilitate the meeting.

Tuesday, August 9, 2011

1:00 to 3:00 p.m.

at

Marion County Senior Center

105 Maplewood Drive

Fairmont, WV 26554

RSVP to Matt Conover at 1-800-684-1458 * Light refreshments served

Meeting 2 Invitation

The West Virginia Division of Public Transit is conducting a regional coordinated public transit human services transportation plan meeting for Doddridge, Harrison, Marion, Monongalia, Preston, and Taylor Counties. The meeting will be held on **Thursday, October 20th, 2011 from 12:40 to 3:00 PM at the Marion County Building. The address is 200 Jackson St, Fairmont, WV 26554.** The agenda includes a discussion of the content of the current locally developed coordinated transportation plan, unmet transportation needs, existing coordination efforts, and an action plan for improving coordination efforts in the region over the next four years (2012-2016).

In August of 2005, Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the Elderly and Disabled Transportation Program (5310), Job Access and Reverse Commute (JARC – 5316), and New Freedom Initiative (NFI – 5317), are required to meet certain requirements in order to receive funding.

One of the SAFETEA-LU requirements is that projects planning to apply for funding from the programs listed above *must* be part of a “locally developed coordinated public transit-human services transportation plan.” This plan must be developed through a process that includes representatives from public, private, and non-profit transportation services, human services providers and the general public. The existing plan must be updated to include transportation and mobility strategies for the next four years.

Agencies who receive or intend to receive funding under Sections 5310, 5316, or 5317 programs must participate in coordination planning and development.

Please RSVP by calling Zach Kincade, at 1-800-684-1458 or email zkincade@rlsandassoc.com.

Interested parties unable to attend may send their comments Zach.

**REGION VI COORDINATED PUBLIC TRANSIT-HUMAN SERVICES PLAN UPDATE
2ND WORKSHOP AGENDA**

**Thursday, October 20, 2011 from 12:40 PM to 3:00 PM at the Marion County Building 200
Jackson Street Fairmont, WV 26554**

- **Registration, Introductions, and Welcome**
- **Purpose and Overview**
 - Discuss and refine coordinated public transit and human services transportation goals and implementation strategies for the next four years.*
- **Funding Review (Eligibility and Purpose of SAFETEA-LU Programs)**
 - Review the intent of Federal Transit Administration's programs:
Section 5310 (Transportation for Elderly and Persons with Disabilities);
Section 5316 (Job Access and Reverse Commute; and,
Section 5317 (New Freedom Initiative).*
- **Review the Transportation Needs Assessment and Goals**
 - *Review the results from the first meeting for the Region VI plan.*
 - *Outline unmet transportation needs, gaps and duplications in service for older adults, individuals with disabilities, people with low incomes, and the general public.*
- **Select Coordinated Transportation Strategies**
 - *RLS & Associates, Inc. will present a range of coordinated transportation strategies for the region.*
 - *Stakeholders will select strategies for implementation.*
 - *Stakeholders will discuss priorities for implementation.*
 - *Stakeholders will discuss responsible parties for each phase of implementation.*
- **Rating Implementation of Suggested Strategies**
 - *Is there a foundation for each strategy? Does support already exist?*
 - *Is each strategy financially feasible?*
 - *Will each strategy create the foundation for future actions?*
 - *Is progress possible within the next 6 months, 1 year, 4 years?*
- **Next Steps**
 - *Stakeholders will review the Draft Final Coordinated Public Transit-Human Services Transportation Plan Update.*
 - *Following the review, the plan must be locally adopted.*

A Workshop to Update the Regional Public Transit-Human Services Transportation Plan

Recognizing that coordinating transportation services is essential for our Seniors, Citizens with Disabilities, Individuals and Families living below the Poverty Level, and the General Public to access employment, education, health services, and community programs,
West Virginia Division of Public Transit,
Cordially Invites You to Attend the Workshop.

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 so bring your customers too! Applicants for Section 5310 (Elderly Persons and Persons with Disabilities), 5316 (Job Access/Reverse Commute), and 5317 (New Freedom Initiative) must participate in the planning effort.

Laura Brown & Zach Kincade from RLS & Associates, Inc. will facilitate the meeting

Thursday, October 20th, 2011

12:40 p.m. to 3:00 p.m.

at

Marion County Building

200 Jackson St

Fairmont, WV 26554

RSVP to Zach Kincade at 1-800-684-1458 * Light refreshments served

The meeting facility is wheelchair accessible.

Meeting 4 Invitation

A Workshop to Update the Regional Public Transit-Human Services Transportation Plan

Recognizing that coordinating transportation services is essential for our Seniors, Citizens with Disabilities, Individuals and Families living below the Poverty Level, and the General Public to access employment, education, health services, and community programs,

West Virginia Division of Public Transit
& the Morgantown Monongalia Metropolitan Planning Organization
Cordially Invites You to Attend the Workshop.

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 Monongalia County.

All are invited to bring your customers too! Applicants for Section 5310 (Elderly Persons and Persons with Disabilities), 5316 (Job Access/Reverse Commute), and 5317 (New Freedom Initiative) must participate in the planning effort.

Laura Brown from RLS & Associates, Inc. will facilitate the meeting

Tuesday, November 1st, 2011

6:00 p.m. to 7:30 p.m.

at

Mountain Line Transit, Westover Administration Building

420 DuPont Road

Morgantown, WV 26501

RSVP to Zach Kincade at 1-800-684-1458

The meeting facility is wheelchair accessible.

PUBLIC MEETING

For:

***Transportation Services in and around Monongalia County ***

Tuesday, November 1st 6:00 to 7:30 PM



***At Mountain Line Transit
420 DuPont Road
Morgantown, WV***

**** Meeting facilities are wheelchair accessible.**

Why:

West Virginia Division of Public Transit and the Morgantown Monongalia Metropolitan Planning Organization recognized that coordinating transportation services is essential for Seniors, Citizens with Disabilities, Individuals and Families living below the Poverty Level, and the General Public to access employment, education, health services, and community programs.

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 Monongalia County.

Applicants for Section 5310 (Elderly Persons and Persons with Disabilities), 5316 (Job Access/Reverse Commute), and 5317 (New Freedom Initiative) must participate in the planning effort.

MEETING 1 SIGN IN SHEETS

Coordinated Transportation Plan for West Virginia Region VI and Greater Morgantown MPO
 Sign In Sheet
 August 9, 2011

Name	Agency	Phone and Email
SID MURPHY	PCSC dba BUCKWHEAT EXPRESS	304-329-0464 Neston Seniors @ atlantich
Fouad Shouky	WV Division of Highways	304-285-3230 Fouad.N.Shouky@wvdoh.gov
TODD DECKAS	WV/DPT	(304) 558-0428 Todd.M.Deckas@wv.gov
Dave Buckley	Mt. Lane Transit	304 296 3680 Buffy@busride.org
Ninette Carver	Mt.aine Coast of the Ridge	304-906-5130 Ganna@mtaine.org
Debbie Cain	CEID	Debbie@HSE.wvu.edu
M. PATTY FROVUS	Central WV Community Option	304-633-8195 pattyb@cwca.org
Sharon H. Hester	Central WV Community Option	304 269-3347 Charlotthe.Hester@cwca.org
Cathy Peas	Community volunteer	304-363-5205 pld@peas.net

Coordinated Transportation Plan for West Virginia Region VI and Greater Morgantown MPO
Sign In Sheet

August 9, 2011

Name	Agency	Phone and Email
Philip D. Reed, Sr.	Comenick Volunter	304-363-5205 rephd@comenickvolunter.com
Cindy Freeman	Harrison Co Sr Ct	304-623-6795 kesc@clarkshurg.com
Vincent Lopez	Central WV Transit Authority	304-423-6002 vlopez@centralbus.com
Mike Bond	Mountain State Dnc	Michaelbond@cebridge.net 304-637-6610
Bobby Kiwis	Morgantown Cab Co. Dnc	304-292-1508 MORGANTOWN Cab Co AOL.com
Kenn Coadett	MVA Fairmont Clinic	304-562-8710 kencoc@wvhealth.org
GEORGE LEVITSKY, CCM	FARMOUTH-MARTIN CO TRANSIT AUTH.	304.366.9177 FMC TA @ WVDSL.NET
BILL AUSTIN	Morgantown MPO	82 Westfield Rd Morgantown WV
Robert Brown	MARION COUNTY Senior Citizen INC	105 Maplewood Dr. Fairmont WV Bob@MARIONSENIORS.org

Coordinated Transportation Plan for West Virginia Region VI and Greater Morgantown MPO
Sign In Sheet

August 9, 2011

Name	Agency	Phone and Email
Sue Drey	Women's Center for Independent Living, River	504-296-6091 sdrey@wcliv.org
Stacy North	DNR Barbara Prosser Taylor Grant Study District	504 869 4340 70845 Stacy.C.north@wv.gov
Regina Mayolo	Center for Excellence in Rehabilitation	mayolo@hsc.wvu.edu
+ Regina Mayolo	Community Living Outreach Corp (CLIC)	info@clivwv.org

MEETING 2 SIGN IN SHEETS

Coordinated Transportation Plan for West Virginia Region VI

October, 2011
Sign-In Sheet

Name & Agency	Agency Address	Telephone	E-mail
Maevin Snodgrass C.H.L.	PO Box 452 403 W. Lewis St Martinsburg, WV	304-819-4061	Kat 904-813-1769
Erica Michael PCE Enterprises	558 N. Julian Park Ln Martinsburg, WV 26001	304-983-7823	emichael@ pcaenterprises. org
Cynthia Reed	Route 7 Box 949 Fruit, W. Va. 26054	304-265-5205	Kitchard @khs.wva
Ply Reed, Sr.	Box 7 Box 480 Fairmont WV 26034	304-367-5205	preedst@ hotmail.com
Vedra Renee In Touch Alternatives	693 Fairmont Rd Weston, WV 26051	304-296-0099	Admin@ itacwv.org
Jan Beery West Virginia Center for Independent Living	301-3 East Broadway Suite 415 Martinsburg, WV 26001	304-296-6091	Sterey@ wvcenter.org
David H. Woffey Mountain Line	420 Durbin Rd Way, WV 26051	304 296 3688	BrdH@ busrider.org

Coordinated Transportation Plan for West Virginia Region VI

October, 2011
Sign-In Sheet

Please Print

Name & Agency	Agency Address	Telephone	E-mail
ROBERT BOUASSO MORGANTOWN SENIORS CENTER INC	105 MILLWOOD DR. FARMINGTON WV	304-366-8779	Bob@mkwvnseniors.org
DON EVERETT'S Senior Morgansians	653 RD. BOX MORGANTOWN WV	304-296-9812	
M. Betty Brasius P/T Coordinator Central WV Community Action	140 Frederick Street Clarksburg, WV 26301	(304) 623-8495	patbyb@cwvta.org
Vincent Lopez CENTRA	P.O. Box 430 Clarksburg, WV 26301	304-625-6002	VLOPEZ@centra.com
GEORGE LEVITSKY FAIRMONT-MARION COUNTY TRANSIT AUTHORITY	400 QUINCY ST FAIRMONT WV 26554	304-366-8177	FMCTA@wvdsilver
TODD DORCAS WV/DOT/DIVISION OF PUBLIC TRANSIT	900 KANAWHA BLDG EXT BUILDING #5 ROOM 900 CHAS. WV 25305	304.550.0428	Todd.N.Dorcas@wv.gov
Cindy Freeman Harrison Co. Senior Center	500 W Main St Clarksburg, WV	304-623-6795	hsc@clarksburg.com

MEETING 4 SIGN IN SHEETS

Coordinated Public Transit - Human Services Transp.
Plan Update

Morgantown Public Hearing Nov. 1, 2011

PLEASE SIGN IN

<u>Name</u>	<u>E-mail</u>
1. Bobby King	morgantown Cab @ AOL.com
2. Margaret Roberts	margaretorMike @ AOL.com
3. Dancelle Williams	dwilliams @ labyrinth.net
4. Jenny Selin	jselin @ hotmail.com
5.	
6.	
7.	
8.	
9.	
10.	

STAKEHOLDER SURVEY

West Virginia Coordinated Public Transit-Human Services Transportation Plan Transportation Resource Survey

Instructions to Survey Respondent – The Safe, Accountable, Flexible, Efficient Transportation Act, a Legacy for Users (SAFETEA-LU) was enacted in August 2005 and provides guaranteed funding for Federal surface transportation programs through FY 2010. Re-authorization for SAFETEA-LU is pending. SAFETEA-LU requires the establishment of a locally-developed, public transit – human services transportation coordination plan (HSTC) in order for an applicant to access three specific funding programs; Section 5310 Elderly and Individuals with Disabilities, Section 5316 Job Access Reverse Commute (JARC), and Section 5317 New Freedom. In response to this requirement, the West Virginia Department of Transportation/Division of Public Transit is embarking on a thorough planning process to update the Coordinated Public Transit-Human Services Transportation Plan for 10 regions in the state. It is our intent to identify strategies that encourage more efficient use of available transportation services that bring enhanced mobility to older adults, individuals with disabilities, people with low incomes, and the general public.

As part of this planning process, we must develop current and complete inventories of transportation services available throughout our community. Please complete the following survey to the best of your ability. If you have any questions regarding this survey, please contact Matt Conover via email at mconover@rlsandassoc.com, or via telephone at (937) 299-5007.

ORGANIZATION CHARACTERISTICS AND SERVICES PROVIDED

The first set of questions has to do with the general characteristics of your organization and the general nature of the services provided.

1. Identification of Organization:

- a. Respondent's Name: _____
- b. Name of Lead Transportation Person (if different) _____
- c. Organization: _____
- d. Street Address: _____
- e. City: _____ State: _____ Zip: _____
- f. Work Phone: _____ Fax _____

g. Respondent's E-mail: _____

h. Respondent's Website Address: _____

2. Your agency is a (check the appropriate response):

- a. Governmental body
- b. Private nonprofit organization
- c. Public nonprofit organization
- d. Private, for-profit business
- d. Public Transit System
- e. Other (Specify) _____

3. What segments of the population does your organization serve? (Check all that apply)

- a. Older adults who are registered consumers of your agency
- b. Older adults who may or may not be registered consumers of your agency
- c. Individuals with disabilities (registered consumers only)
- d. Individuals with disabilities (general public)
- e. People with low incomes (registered consumers only)
- f. People with low incomes (general public)
- g. Students (Pre-school, Head Start)
- h. Students (K - 12, College, University)
- i. General public (no age, income, or other eligibility requirements)
- j. At-risk youth
- k. Veterans
- l. Other _____

4. Please describe your organization's primary mission and its goals.

5. Does your agency provide transportation?

Yes No

6. Please characterize the transportation services your agency provides:

Percent of transportation that is provided directly by your agency/organization? ____

Percent of transportation that is purchased from other providers? ____

7. What are the daily hours and days of operation for your transportation services? Check days and list hours of operation in the space provided.

	Mon	Tues	Wed	Thu	Fri	Sat	Sun
Transportation service begins:	_____	_____	_____	_____	_____	_____	_____
Transportation service ends:	_____	_____	_____	_____	_____	_____	_____

8. What mode of transportation service do you provide?

- a. Transportation service is provided on a set route and schedule (fixed route, deviated route, school-type route).
- b. Transportation service is provided on a response to individual or group travel requests.

9. How do clients/customers access your transportation services? (Choose one of the following options)

- There are no advance reservation requirements.
- Clients/customers must make an advance reservation (*e.g.*, by telephone, facsimile internet, arrangement through a third party, etc).

How far in advance are reservations made (per policy)? _____

10. What level of passenger assistance do your drivers provide? (Select any of the following options that apply)

- Curb-to-curb (*i.e.*, drivers will assist passengers in and out of vehicle only).
- Door-to-door (*i.e.*, drivers will assist passengers to the entrance of their origin or destination).
- Drivers are permitted to assist passengers with a limited number of packages.
- Drivers are permitted to assist passengers with an unlimited number of packages.
- We provide personal care attendants or escorts to those passengers who require such services.
- Passengers are permitted to travel with their own personal care attendants or escorts.

11. Do you charge a fare?

Yes No

If yes, what is the fare structure? _____

12. Do you request donations from passengers?

Yes No

If yes, please describe the process for requesting donations and the amount collected:

13. What is your annual ridership? _____

14. How many unduplicated passenger trips did your agency provide between January 1 and December 31, 2010 (estimates are okay)? (A trip equals one person traveling in one direction. If a passenger completes a round trip, record this as two passenger trips.)

How many one-way passenger trips? _____

How many were provided directly by your agency/organization? _____

How many were purchased from another provider? _____

Who were they purchased from? _____

What percentage of trips required wheelchair lift-equipped vehicles? _____

15. If more transportation funding were available, what would be your top three projects (capital and operating)?

16. Please list the number of transportation-related personnel from the following list at your agency/organization.

Executive Director/Manager: _____
 Clerical/Staff: _____
 Drivers: _____
 Maintenance Crew: _____
 Dispatchers/Schedulers: _____
 Other: _____

17. Does your agency use volunteers for transportation-related tasks?

Yes No

If yes, in what capacity are volunteers used? _____

18. Do your staff members use personal vehicles to provide transportation for the agency's consumers/clients?

Yes No

19. If the agency maintains a fleet rooster, please request a copy. If not, please complete the following table to the best of your ability:

<u>Vehicle Type</u>	Number of Vehicles				Were Federal or State Grant Funds Used to Purchase?
	Total Number	# of Seats	# of Wheelchair Tie-Downs	Year Purchased	
a) Sedans					
b) Station wagons					
c) Minivans					
d) Standard 15-passenger vans					
e) Light-duty bus (body-on-chassis type construction seating between 16-24 passengers)					
f) Medium duty bus (body-on-chassis type construction seating over 22)					

passengers with dual rear wheel axle)					
g) School bus (yellow school bus seating between 25 and 60 students)					
h) Medium or heavy duty transit bus					
i) Other (Describe):					

20. Please indicate the number of passenger trips your agency purchased from other public or private operators between January 1 and December 31, 2010.

Name of Provider:	Number of Trips:
_____:	_____
_____:	_____
_____:	_____
_____:	_____
_____:	_____

21. What are the beginning and ending dates of your organization's fiscal year?

Beginning: _____ Ending: _____

22. What is your annual operating and capital budget for transportation services (please include only transportation services and not costs of other agency services).

Total Operating Budget for Transportation (FY 2010): _____

Total Capital Budget for Transportation (FY 2010): _____

23. Please check the items included in your transportation budget:

- Personnel
- Depreciation
- Fuel
- Overhead/Indirect Costs
- Insurance
- Maintenance
- Other (please specify): _____

24. What are your transportation operating revenues?

Category	Actual, FY 2010
Transportation Operating Revenues - List Individually	
a) Fares Collected from Passengers Through Cash, or Tickets/Tokens Purchased by Passengers (Include Client Fees and/or General Public Fares Here)	
b) Revenues Collected From Vouchers purchased by Third Parties	
c) Donations	
d) Local Government Appropriations	
e) State Government Appropriations	
f) Grants Directly Received by Organization	
1) (Specify)	
2) (Specify)	
3) (Specify)	
g) Private Charitable Foundation (Specify)	
h) Medicaid	
i) United Way	
j) Fundraising	
k) Other (list)	
Total Transportation Revenues - Total	

25. What are your transportation operating and capital expenses?

Category	Actual, FY 2010
Transportation Operating Expenses - List Individually	

a) Transit Operation Expenses	
1) Transportation administration	
2) Transportation operations	
3) Transportation maintenance (facilities and equipment)	
Total Operating Expenses	
b) Transportation Capital Expenses	
Total Transportation Operating and Capital Expenses	

ASSESSMENT OF NEEDS/COORDINATION

**26. Which of the following activities are you currently coordinating with other agencies?
(Please check all that apply.)**

- Information and Referral
- Client files
- Financial administration (i.e., pay checks, invoices)
- Grant applications
- Vehicle sharing
- Shared backup vehicles
- Joint purchasing of vehicles and equipment
- Vehicle specification
- Trip sharing
- Driver training
- Driver sharing
- Marketing
- Fuel purchasing
- Routing and scheduling
- Shared maintenance
- Dispatching
- Insurance purchasing
- Escort services (people who ride with older adults or individuals with disabilities)
- Trip booking
- Service brokerage
- Service consolidation
- Other (please specify)

27. What elements of the existing transportation network provide the most useful personal mobility options in your service area (select one)?

- Public transit
- Taxis and other private providers
- Non-profit/Human Service Agency transportation
- School buses
- Families, friends, and neighbors
- Carpool/Vanpool
- Bike and pedestrian amenities
- Travel Training
- Other (please define): _____

28. In your assessment, what enhancements are most needed to improve personal mobility in your service area (select all that apply)?

- Greater coordination among providers.
- Expanded Fixed Route and paratransit service.
- Longer hours and/or more days of service.
- Centralized scheduling and dispatch.
- Enhanced communication and advocacy.
- Expanded youth services and programs.
- Improved transit facilities.
- Improved pedestrian facilities.
- Enhanced safety and security on transit vehicles and in transit facilities.
- Service to and within rural areas.
- Loosening of eligibility restrictions.
- Lower fares on existing services.
- Other (Define): _____

29. What issues, if any, have your coordination efforts encountered (check all that apply)?

- Statutory barriers to pooling funds
- Restrictions placed on the use of vehicles
- Liability/insurance concerns
- Turf issues among providers
- Billing/accounting issues
- Unique characteristics of client populations

Other (Define): _____

30. In your opinion, what do you see as the greatest obstacle(s) to coordination and personal mobility in your service area (check only one)?

- Statutory barriers to pooling funds.
- Restrictions placed on the use of vehicles.
- Liability/insurance concerns.
- Turf issues among providers.
- Lack of funding.
- Unique client characteristics/inability to mix clients on-board vehicles.
- Other (Define): _____

31. In your opinion, what enhancements are most needed to improve the coordination of public transit and human service transportation in your service area?

32. Did your governing board actively participate in the previous Coordinated Transportation Plan?

How did they participate? _____

33. In your opinion, what is the level of support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?

34. Other issues, concerns, or information relevant to coordinated transportation?

PUBLIC SURVEY

West Virginia Coronation Plan

1. How you manage your transportation needs? (Please check all that apply.)

- You drive your own vehicle.
- You walk or ride a bicycle to get where ever you need to go.
- You have a family member or friend to take you where you need to go.
- You use an agency transportation service to take you where you need to go.
- You use public transportation to take you where you need to go.

Please write in the name of the agency or public transportation system.

2. How do you use public transportation? (Please check all that apply.)

- You don't use public transportation because it is not available where you live.
- You don't use public transportation because you don't know how to use it.
- You don't use public transportation because it does not go where you need to go.
- You don't use public transportation because you *don't know* if it is available in the area where you live.
- You don't use public transportation because it is not available when you need it (late at night, Sundays, etc.).
- You don't use public transportation because you can't afford it.

3. What your transportation needs? (Please check all that apply.)

- You need to go to work.
- You need to go to medical appointments.
- You need to shop to feed yourself or your family (go to grocery stores, other nutrition sites, such as food banks, etc.)
- You need to go to school (vocational school, community college, university, etc.).
- You need to do errands (shopping, library, etc.)
- You need to go to other appointments (social service, legal, etc.)
- You need to attend social outings.
- You need to attend Sunday religious services.

4. Do you have any transportation limitations? (Please check all that apply.)

- You can't work because you don't have reliable transportation.
- You don't go to medical appointments because you don't have reliable transportation.
- You find it difficult to feed yourself or your family because you don't have reliable transportation.
- You're not able to further your education because you don't have reliable transportation.
- You're not able to do errands because you don't have reliable transportation.
- You're not able to go to other appointments (social service, legal, etc.) because you don't have reliable transportation.
- You can't participate in social outings because you don't have reliable transportation.
- You can't attend Sunday religious services because you don't have reliable transportation.

5. Please tell us why you would use public transportation:

- You feel using public transportation would save you money.
- You feel using public transportation is better for the environment.
- You have no other transportation options available to you.
- Other. Please explain:

6. What is the name of your city, village, or town?

7. How many people live in your home?

Number of adults:

Number of children (under the age of 18):

8. Please tell us your age:

- Under 15
- 16-24 years old
- 25-64 years old
- 65 years and older

9. Is there someone with a disability in your household?

- No
- Yes. (If yes, please describe.):

10. Are you employed?

- Yes

No

11. What is your household income?

- Less than \$10,000 a year
- More than \$10,000 but less than \$15,000 a year
- More than \$15,000 but less than \$20,000 a year
- More than \$20,000 but less than \$25,000 a year
- More than \$25,000 but less than \$30,000 a year
- More than \$30,000 but less than \$35,000 a year
- More than \$35,000 but less than \$40,000 a year
- More than \$40,000 but less than \$45,000 a year
- More than \$45,000 but less than \$50,000 a year
- More than \$50,000 but less than \$55,000 a year
- More than \$55,000 but less than \$60,000 a year
- More than \$60,000 but less than \$65,000 a year
- More than \$65,000 but less than \$70,000 a year
- More than \$70,000 but less than \$75,000 a year
- More than \$75,000 but less than \$80,000 a year
- More than \$80,000 but less than \$85,000 a year
- More than \$85,000 a year

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

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>EXAMPLE</i>								
1.1: Distribute the updated Coordinated Transportation Plan	<i>Mourtain Line</i>	1	X			X		X
1.2: Establish a Coordinated Transportation Coalition	<i>MC / MPO / Everson</i>	4		X				
1.3: Develop a regional Mobility Strategic Plan	<i>MC / MPO / WVSST</i>	1		X			X	X
1.4: Propose a funding mechanism to support a coordinated NEMT program.	<i>WVSST / MC</i>	3	X					X
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips	<i>Everson / MC</i>	2		X				
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan	<i>WVSST</i>	3	X		X			X

STRATEGY RATING SHEETS

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.								
3.1: Survey patrons of food pantries, senior centers, and FRN about needs	MSP / MPO / Multiple	2	X				X	X
3.2: Develop coordinated grant applications that make existing services more accessible for everyone	lead/Regional	3	X					
3.3: Participate in plans for new housing and other economic development projects	MPO / lead / me	2		X				
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.								
4.1: Designated, accessible, shared bus stops using signage and shelters	MPO / Transit	3						
4.2: Expand hours of operation for public transportation	Revenue	1	X				X	
4.3: Reduce overall spending by sharing bulk purchases	All providers / Transit	2		X				

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service								
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit								
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training	WVDP / <i>WVDP</i>	2						
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.	<i>everyone / MC</i>	2	X				X	X
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure	<i>MDOT / Regional / MPO / WVDP</i>	2	X				X	

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce duplication.	Producers, ME	1	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
7.4: Implement a centralized call center / brokerage	WVDP, ME							
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.								
8.1: Purchase new and replacement vehicles on a schedule	FHA, WVDP, Producers	1	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private, public, non-profit, or human service agency operators.								
9.1: Carpools, car loan programs, vanpools, route expansions/service area expansions, etc.	MPO Producers ME	3	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local <i>None</i>	None <i>None</i>	5310 Capital	5316 <i>State</i>	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>EXAMPLE</i>								
1.1: Distribute the updated Coordinated Transportation Plan	<i>WVDP Region VI</i>	<i>1</i>	<i>X</i>			<i>X</i>		<i>X</i>
1.2: Establish a Coordinated Transportation Coalition	<i>WVDP Mobility Wardens</i>	<i>1</i>						<i>State</i>
1.3: Develop a regional Mobility Strategic Plan	<i>Mob. Lity Wardens</i>	<i>2</i>						
1.4: Propose a funding mechanism to support a coordinated NEMT program.	<i>WVDP</i>	<i>1</i>						
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips	<i>- Service provider Agencies.</i>	<i>3</i>						<i>NEMT</i>
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan	<i>Agencies</i>	<i>1</i>			<i>✓</i>			<i>5309</i>

Region VI and Morganown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316 State	5317	Other Federal or State Funding
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.								
3.1: Survey patrons of food pantries, senior centers, and FRN about needs	providers	1		MLN				
3.2: Develop coordinated grant applications that make existing services more accessible for everyone	WVDP	4	✓		✓	✓	✓	✓
3.3: Participate in plans for new housing and other economic development projects	providers, MPO, WVDP, city, county,	2	✓					
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.								
4.1: Designated, accessible, shared bus stops using signage and shelters	Transit Providers Boards of cd	2	✓				✓	5309
4.2: Expand hours of operation for public transportation	Providers	1	✓			✓	✓	5307 5311
4.3: Reduce overall spending by sharing bulk purchases	Providers WVDP	2		X			✓	

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service	WVDPT Gov. TRASP. Comm. table, WVDPTA	1						✓
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit	WVDPT	2						✓
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training	WVDPT	1						RTAP
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.	Providers WVDPT	1					✓	
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure	WVDPT, Google	1						✓

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316 SPAC	5317	Other Federal or State Funding
7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce duplication.	Providers, MC	1	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
7.4: Implement a centralized call center / brokerage	WUDPT, MC						<input checked="" type="checkbox"/>	
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.								
8.1: Purchase new and replacement vehicles on a schedule	ETA, WUDPT, providers	1	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private, non-profit, or human service agency operators.								
9.1: Carpools, car loan programs, vanpools, route expansions/service area expansions, etc.	MPO, Providers, MC	2	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>fall action</i>								
<i>EXAMPLE</i>	<i>Mountain Line</i>	1	X			X		X
1.1: Distribute the updated Coordinated Transportation Plan		3						
1.2: Establish a Coordinated Transportation Coalition	<i>WV Dept of Transportation/ Public Transit - needs to be coordinated - (Morgantown) (mobility manager)</i>	1						
1.3: Develop a regional Mobility Strategic Plan	<i>mobility manager</i>	1						
1.4: Propose a funding mechanism to support a coordinated NEMT-non-emergency program.	<i>medicare transportation</i>	2						
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips	<i>mobility manager</i>	2						
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan	<i>Providers</i>	1						

100% accessible.

*Need freedom
to make
contribution
to the
community*

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding	
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.									
3.1: Survey patrons of food pantries, senior centers, and FRN about needs	Add Contact for Independent Living, Inc's - (MPO's) (MCI) (TAM providers)	1							
3.2: Develop coordinated grant applications that make existing services more accessible for everyone									
3.3: Participate in plans for new housing and other economic development projects	MPO or other state VA's transportation region. Planning Commission	1							
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.									
4.1: Designated, accessible, shared bus stops using signage and shelters	Public Transit -	1							
4.2: Expand hours of operation for public transportation	Providers	1							
4.3: Reduce overall spending by sharing bulk purchases				X					

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Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level <i>(1-4 with 1 being highest priority)</i>	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service		2						
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit		2						
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training		2						
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.		1						
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure		1						

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce duplication.		2						
7.4: Implement a centralized call center / brokerage	WUDD	1						
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.								
8.1: Purchase new and replacement vehicles on a schedule	have this defined Providers	from 2.1						
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private, non-profit, or human service agency operators.								
9.1: Carpools, car loan programs, vanpools, route expansions/service area expansions, etc.	Providers	2						

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>EXAMPLE</i>								
1.1: Distribute the updated Coordinated Transportation Plan	MC State ^{Local} Creation ^{Creation} Spencer - focused to others	1	X			X		X
1.2: Establish a Coordinated Transportation Coalition	MC State ^{State} to help, then ^{all agencies to work together}	2	X		X			Transportation Funding sp. fees to hold meetings
1.3: Develop a regional Mobility Strategic Plan	State - For all Regions to come together Collaborating Agencies	1			X			X
1.4: Propose a funding mechanism to support a coordinated NEMT program.	MC ^{MC} Transportation Coordinator	1	X		X			X
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips	MC ^{MC} Executive Director of Central WV Community Action or other agencies (Non-40401) Directors	1	X		X			X
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan	MC ^{MC} Executive Director of Central WV Community Action or other agencies (Non-40401) Directors	1	X		X			X

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.								
3.1: Survey patrons of food pantries, senior centers, and FRN about needs	Each Agency can acquire surveys and results by their own community needs survey assessments	1	1					X
3.2: Develop coordinated grant applications that make existing services more accessible for everyone	MC Directors of collaborating agencies	1	1		X			X
3.3: Participate in plans for new housing and other economic development projects	Each Agency with their Collaboratives	1	1					X
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.								
4.1: Designated, accessible, shared bus stops using signage and shelters	MC could work with Lowndes Government	1						X
4.2: Expand hours of operation for public transportation (~30 needed)	Transportation Coordinators of each agency	1			X			X
4.3: Reduce overall spending by sharing bulk purchases	MC	3		X				X

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service	State (Invite All to a Transportation Conference)	1					X	X
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit	State (Invite to a Transportation Conference)	1					X	X
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training	State to implement same requirements - all agencies to follow	1						X
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.	Board of Directors of Agency & Direct	1	X		X			X
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure	Each Agency Individually	1	X		X			X

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding	
7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce duplication.	<i>the agencies w/ collaborative agencies</i>	2							
7.4: Implement a centralized call center / brokerage	<i>agencies w/ collaboration</i>	2			X			X	
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.									
8.1: Purchase new and replacement vehicles on a schedule	<i>each agency</i>								
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private, non-profit, or human service agency operators.									
9.1: Carpools, car loan programs, vanpools, route expansions, service area expansions, etc.	<i>each agency w/ collaboratives</i>	1							

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>EXAMPLE</i>								
1.1: Distribute the updated Coordinated Transportation Plan	Mourtain Line	1	X			X		X
1.2: Establish a Coordinated Transportation Coalition	DOT & Agencies Consumers, Providers	3						
1.3: Develop a regional Mobility Strategic Plan	ME							
1.4: Propose a funding mechanism to support a coordinated NEMT program.	County Commission	2						X
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips	Agencies ME	2	X			X		
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan	MDOT	1			X			

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.								
3.1: Survey patrons of food pantries, senior centers, and FRN about needs	Produce survey thru town	1						
3.2: Develop coordinated grant applications that make existing services more accessible for everyone	WV DOT w/ Agency Grant writers	2						
3.3: Participate in plans for new housing and other economic development projects	County Commission - Mountain Line/FWTA	4						
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.								
4.1: Designated, accessible, shared bus stops using signage and shelters	State Road	3						
4.2: Expand hours of operation for public transportation	Mountain Line/FWTA	2						
4.3: Reduce overall spending by sharing bulk purchases	Agencies			X				

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service	supported by DOT calendar							
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit	MC							
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training	WV DOT / Agencies	1						
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.	Regional WV DOT Office	2						
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure	WV DOT MC							

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Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce duplication.	Brokavage(?) MC	1						
7.4: Implement a centralized call center / brokerage	SJO committee	3						
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.								
8.1: Purchase new and replacement vehicles on a schedule	MDOT	1						
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private, non-profit, or human service agency operators.								
9.1: Carpools, car loan programs, vanpools, route expansions/service area expansions, etc.								

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>EXAMPLE</i>								
1.1: Distribute the updated Coordinated Transportation Plan	Mountain Line	1	X			X		X
1.2: Establish a Coordinated Transportation Coalition	WV Dept Transportation everybody	1						X
1.3: Develop a regional Mobility Strategic Plan	WV Dept of Transportation Develop officials	2	X					
1.4: Propose a funding mechanism to support a coordinated NEMT program.	CTC with organization & staff members	3	X					X
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips	CTC	3						
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan	Each CO- DO flag over	3	X					

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.								
3.1: Survey patrons of food pantries, senior centers, and FRN about needs	State Develop survey needs	3	X					X
3.2: Develop coordinated grant applications that make existing services more accessible for everyone	Each county do out applications	4						X
3.3: Participate in plans for new housing and other economic development projects	Everyone participate	3	X					
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.								
4.1: Designated, accessible, shared bus stops using signage and shelters	only providers in county	4						
4.2: Expand hours of operation for public transportation	over to consider	3						X
4.3: Reduce overall spending by sharing bulk purchases	consider	4		X				X

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service	WV DPT	3						X
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit	WV DPT	3						X
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training	WV DPT	2						
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.	WV DPT	4						
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure	WV DPT	3	X					X

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other or State Funding
7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce duplication.	Each county coordinator	2	X		X			X
7.4: Implement a centralized call center / brokerage	WV DOT TO county	2	X		X			X
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.								
8.1: Purchase new and replacement vehicles on a schedule	EVAPK Resurvey TO coordinator	1	X		X			X
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private, non-profit, or human service agency operators.								
9.1: Carpools, car loan programs, vanpools, route expansions/service area expansions, etc.	Each county TO coordinator	3	X					

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>EXAMPLE</i>								
1.1: Distribute the updated Coordinated Transportation Plan	Mountain Line WV DOT Everybody	1	X			X		X
1.2: Establish a Coordinated Transportation Coalition	WV DOT	2					X	
1.3: Develop a regional Mobility Strategic Plan	Develop officers of CTC	3	X					
1.4: Propose a funding mechanism to support a coordinated NEMT program.	CTC with organizational structure	4	X					X
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips	CTC	3	X				X	
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan	Each agency	1			X			X

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.								
3.1: Survey patrons of food pantries, senior centers, and FRN about needs	State develop survey distribute among agencies	2	X					X
3.2: Develop coordinated grant applications that make existing services more accessible for everyone	Agencies that are from a central, everyone	4						X
3.3: Participate in plans for new housing and other economic development projects	Everyone	4	X					
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.								
4.1: Designated, accessible, shared bus stops using signage and shelters	County Transit Agency	2	X					X
4.2: Expand hours of operation for public transportation	Everyone	1			X		X	
4.3: Reduce overall spending by sharing bulk purchases	CTC - everyone			X				

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service	WDPRT	1						
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit	WDPRT	1						
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training	WDPRT	1						
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.	WDPRT + core etc	4					X	
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure	WDPRT	2	X					

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce duplication.	County level	2	X		X			X
7.4: Implement a centralized call center / brokerage	MDOT - to County	2	X		X		X	X
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.								
8.1: Purchase new and replacement vehicles on a schedule	Each agency	1	X		X			X
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private, non-profit, or human service agency operators.								
9.1: Carpools, car loan programs, vanpools, route expansions/service area expansions, etc.	etc	4	X					X by the way

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>EXAMPLE</i>								
1.1: Distribute the updated Coordinated Transportation Plan	Mountain Line	1	X			X		X
1.2: Establish a Coordinated Transportation Coalition	M.C. Coordinated	1		X	X			
1.3: Develop a regional Mobility Strategic Plan		1		X				
1.4: Propose a funding mechanism to support a coordinated NEMT program.		1						
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips		1						
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan		1			X			

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.								
3.1: Survey patrons of food pantries, senior centers, and FRN about needs	MC	1						
3.2: Develop coordinated grant applications that make existing services more accessible for everyone		1						
3.3: Participate in plans for new housing and other economic development projects		1						
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.								
4.1: Designated, accessible, shared bus stops using signage and shelters		1						
4.2: Expand hours of operation for public transportation								
4.3: Reduce overall spending by sharing bulk purchases				X				

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level <i>(1-4 with 1 being highest priority)</i>	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service		1						
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit								
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training		1						
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.		1						
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure		1						

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce duplication.		1						
7.4: Implement a centralized call center / brokerage		4						
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.								
8.1: Purchase new and replacement vehicles on a schedule		1						
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private, public, non-profit, or human service agency operators.								
9.1: Carpools, car loan programs, vanpools, route expansions/service area expansions, etc.		2						

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>EXAMPLE</i>								
1.1: Distribute the updated Coordinated Transportation Plan	Mountain Line	1	X			X		X
1.2: Establish a Coordinated Transportation Coalition	STATE/DPT AWL	1		X	X	X	X	X
1.3: Develop a regional Mobility Strategic Plan	AWL/region AWL	2						X
1.4: Propose a funding mechanism to support a coordinated NEMT program.								
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips	AWL	2						
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan	AWL	3						


Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.								
3.1: Survey patrons of food pantries, senior centers, and FRV about needs	SP CENTERS	4						X
3.2: Develop coordinated grant applications that make existing services more accessible for everyone	STATE / DOT FTA	2						
3.3: Participate in plans for new housing and other economic development projects	LOCAL AGENCIES	3						
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.								
4.1: Designated, accessible, shared bus stops using signage and shelters	LOCAL PROVIDERS	3	X		X			X
4.2: Expand hours of operation for public transportation	PROVIDERS and customers	2						
4.3: Reduce overall spending by sharing bulk purchases	ALL			X				

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party (ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service	ALL	2						
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit	STATE/DDT	2						
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training	ALL PROVIDERS	3						X
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.								
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure								

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
7.3: Implement a plan for ride sharing/ trip sharing when feasible to reduce duplication.	MOBILITY MANAGER 							<input checked="" type="checkbox"/>
7.4: Implement a centralized call center / brokerage								
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.								
8.1: Purchase new and replacement vehicles on a schedule	ON-GOING-- (AW)							<input checked="" type="checkbox"/>
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private, non-profit, or human service agency operators.								
9.1: Carpools, car loan programs, vanpools, route expansions/service area expansions, etc.	501 e(3)	2						<input checked="" type="checkbox"/>

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>EXAMPLE</i>								
1.1: Distribute the updated Coordinated Transportation Plan	<i>everybody</i>	1	X			X		X
1.2: Establish a Coordinated Transportation Coalition	<i>WV DPT</i> <i>MC</i>	4		X			X	X
1.3: Develop a regional Mobility Strategic Plan	<i>everybody</i> <i>MC</i>	1		X				
1.4: Propose a funding mechanism to support a coordinated NEMT program.	<i>BROKER</i>	4						X
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips	<i>all of us</i> <i>shared Pass</i>	3	X					X
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan	<i>WV DPT</i>	1	X					X

Region VI and Morgentown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.								
3.1: Survey patrons of food pantries, senior centers, and FRN about needs	NOL	MC	4					
3.2: Develop coordinated grant applications that make existing services more accessible for everyone	WV DPT	MC	1					
3.3: Participate in plans for new housing and other economic development projects		MC	2					
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.								
4.1: Designated, accessible, shared bus stops using signage and shelters			1					
4.2: Expand hours of operation for public transportation			2	X				X
4.3: Reduce overall spending by sharing bulk purchases			3		X			

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service		2						
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit	MVC	3						
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training		2						
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.		1	X				X	X
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure		1						

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce duplication.		4						
7.4: Implement a centralized call center / brokerage		4						
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.								
8.1: Purchase new and replacement vehicles on a schedule		1	X					X
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private, non-profit, or human service agency operators.								
9.1: Carpools, car loan programs, vanpools, route expansions/service area expansions, etc.		4						

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>EXAMPLE</i>								
1.1: Distribute the updated Coordinated Transportation Plan	Mountain Line	1	X				X	X
1.2: Establish a Coordinated Transportation Coalition	Everyone <i>Representatives from each county within the County</i>	1		X				
1.3: Develop a regional Mobility Strategic Plan	MC	1						
1.4: Propose a funding mechanism to support a coordinated NEMT program.		3						
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips	MC	2						
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan	DPT	2						

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.								
3.1: Survey patrons of food pantries, senior centers, and FRN about needs	Each of Transportation Provider	1						
3.2: Develop coordinated grant applications that make existing services more accessible for everyone	ML	2						
3.3: Participate in plans for new housing and other economic development projects	Transit Authorities	3						
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.								
4.1: Designated, accessible, shared bus stops using signage and shelters	Even Transportation Provider	2						
4.2: Expand hours of operation for public transportation	Transit Authorities	2						
4.3: Reduce overall spending by sharing bulk purchases		4		X				

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service		2						
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit	Each transportation provider of what like services are available	2						
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training	DOT	1						
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.		3						
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure		1						

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce duplication.	By firm been transportation provider	1						
7.4: Implement a centralized call center / brokerage	If ↑ is done try passenger could get info from any transportation provider	4						
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.								
8.1: Purchase new and replacement vehicles on a schedule								
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private public, non-profit, or human service agency operators.								
9.1: Carpools, car loan programs, vanpools, route expansions/service area expansions, etc.		1						

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>EXAMPLE</i>								
1.1: Distribute the updated Coordinated Transportation Plan	Mountain Line	1	X				X	X
1.2: Establish a Coordinated Transportation Coalition	EVERYONE	1		X				0
1.3: Develop a regional Mobility Strategic Plan		1						
1.4: Propose a funding mechanism to support a coordinated NEMT program.		2						
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips		3						
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan	100% wheel chairs	1						

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.								
3.1: Survey patrons of food pantries, senior centers, and FRN about needs	M C	2						
3.2: Develop coordinated grant applications that make existing services more accessible for everyone	M C	1						
3.3: Participate in plans for new housing and other economic development projects		2						
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.								
4.1: Designated, accessible, shared bus stops using signage and shelters		1						
4.2: Expand hours of operation for public transportation								
4.3: Reduce overall spending by sharing bulk purchases		1		X				

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party (ies)	Priority Level <i>(1-4 with 1 being highest priority)</i>	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service		1						
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit								
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training		1						
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.	MC	1						
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure		1						

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce duplication.		2						
7.4: Implement a centralized call center / brokerage								
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.								
8.1: Purchase new and replacement vehicles on a schedule	as needed	1						
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private, public, non-profit, or human service agency operators.								
9.1: Carpools, car loan programs, vanpools, route expansions/service area expansions, etc.								

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

10-20-2011

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #1: Identify leaders to focus on improving a region-wide coordinated transportation effort.								
<i>EXAMPLE</i>								
1.1: Distribute the updated Coordinated Transportation Plan	Mountain Line	1	X					X
1.2: Establish a Coordinated Transportation Coalition	Everson and 922 State Holdings	1 WCOJ I member						0
1.3: Develop a regional Mobility Strategic Plan		3 MC						
1.4: Propose a funding mechanism to support a coordinated NEMT program.		2						
1.5: Strengthen inter-agency agreements for coordinating shared trips or transfers for long-distance trips		1 MC						
Goal #2: Maintain at least the current quality of transportation service throughout the next four years.								
2.1: Develop and maintain an appropriate vehicle replacement plan		4						

100% accessible vehicles

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #3: Continue to explore and implement coordinated transportation services that support sustainable self-sufficiency for all people.								
3.1: Survey patrons of food pantries, senior centers, and FRV about needs		MC 1						
3.2: Develop coordinated grant applications that make existing services more accessible for everyone		2						
3.3: Participate in plans for new housing and other economic development projects		MC 3						
Goal #4: Gradually enhance public and human service agency transportation services through coordinated efforts to improve mobility for everyone.								
4.1: Designated, accessible, shared bus stops using signage and shelters		2						
4.2: Expand hours of operation for public transportation		1						
4.3: Reduce overall spending by sharing bulk purchases		2		X				

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level (1-4 with 1 being highest priority)	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
Goal #5: Develop Local, State, and Federal policy and enabling legislation and a Statewide Transportation Access Plan with language to encourage coordinated public and human service agency transportation among various agencies.								
5.1: Develop educational presentations for State department executives about funding, costs, and gaps in service								
5.2: Meet with local and regional human service agency directors and educate them about fully allocated costs and funding structures for transit		3 1						
Goal #6: Achieve the highest possible standard of driver training.								
6.1: Develop a shared standard set of requirements for driver training								
Goal #7: Improve cross-agency and public communication.								
7.1: Establish an office to oversee coordination of services for the region. Hire a Mobility Coordinator.								
7.2: Establish and maintain a public website with all transportation routes, schedules, eligibility criteria, and fare structure								

Region VI and Morgantown Monongalia MPO Priority Rating Sheet

Strategy	Responsible Party(ies)	Priority Level <i>(1-4 with 1 being highest priority)</i>	Local	None	5310 Capital	5316	5317	Other Federal or State Funding
7.3: Implement a plan for ride sharing/trip sharing when feasible to reduce duplication.								
7.4: Implement a centralized call center / brokerage								
Goal #8: Maintain at least the same level of transportation service to ensure that all people in the Region maintain a sustainable level of self-sufficiency.								
8.1: Purchase new and replacement vehicles on a schedule								
Goal #9: Address economic development opportunities that could benefit from the support of transportation service provided by private, public, non-profit, or human service agency operators.								
9.1: Carpools, car loan programs, vanpools, route expansions/service area expansions, etc.								