

Region XI Coordinated Public Transit-Human Services Transportation Plan Update

Brooke and Hancock Counties, WV

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Introduction

I. INTRODUCTION

PURPOSE

This plan updates the West Virginia Planning and Development Region XI Coordinated Public Transit-Human Services Transportation Plan for Brooke and Hancock Counties. The plan was initially developed in 2011 and last updated in 2015. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) was the Federal surface transportation authorization at the time of the initial report. The 2015 update was developed in response to requirements set forth by Moving Ahead for Progress in the 21st Century Act (MAP-21).

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

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

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

METHODOLOGY

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

The coordination plan update incorporated the following planning elements:

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

II. TRANSPORTATION AND MOBILITY NEEDS ASSESSMENT

COMMUNITY MEETING AND PUBLIC SURVEY RESULTS

Community meetings were promoted to the public in local newspapers, websites, and through mailings, emails, and word-of-mouth. The meeting dates and locations were:

- ◆ November 1, 2018 at the Mary H. Weir Public Library
- ◆ January 10, 2019 at the Mary H. Weir Public Library

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

The public survey was distributed online and in hard copy format. The survey was promoted in local media, on websites, at public meetings, and through emails and word-of-mouth by local stakeholders. The survey was available for eight months. There were 47 survey responses from Region XI. Due to the small sample size, these survey results are not statistically valid. Surveys were primarily distributed by public and human service transportation providers; therefore, the results are more representative of individuals who do not typically drive personal vehicles than the general public. Approximately 49% of survey respondents were age 65 and older and 28% indicated that they, or someone in their household, had a disability that limits his or her mobility, or ability to drive or use available transportation services.

Detailed public survey results, demographic analysis, and public and stakeholder meeting materials are included in Appendix A. Meeting participants and survey respondents were asked to identify unmet transportation needs and gaps in available services in the Region. Results are summarized in Table II.1 and the following tables.

Table II.1: 2019 Needs Assessment
Long distance medical transportation emerged as the most critical need during the public and stakeholder input meetings. People who need specialized and advanced medical care must often travel to a nearby major city. Some of this need is being met, but involves significant resources on a per-trip basis. One round trip to an out-of-county or out-of-state medical appointment can consume a full day for a driver. Specifically, Brooke and Hancock County residents need rides to Ohio medical locations, including Cleveland and Columbus, as well as healthcare providers in Pittsburgh, PA.
Transportation to employment is important for people to be able to work. Region XI is very rural, so it is difficult to serve the general public in a cost-efficient manner. Weirton Transit provides demand responsive service but they do not reach many rural areas and do not operate in the early morning or late at night.
Terrain and road conditions present a challenge for transportation providers in rural areas. Providers need minivans to be able to serve many clients.
Very rural areas need transportation access for essential errands , including shopping. People need rides out of the county for affordable groceries and other necessities. In West Virginia, small

Table II.1: 2019 Needs Assessment
rural communities are seeing their grocery stores close due to economic conditions, forcing residents to travel greater distances to obtain food.
Some providers expressed that Medicaid clients have difficulty obtaining rides with LogistiCare , the state's brokerage for non-emergency medical transportation (NEMT). Change Inc. offers rides under contract to LogistiCare.
Unserved communities need some level of transportation , even if it is just one or two days per week. Brooke County has no public transportation . The communities of New Cumberland and Chester in Hancock County do not have public transportation . Residents of these areas need transportation to jobs, medical appointments, and shopping.
Additional funding for public transit operating and capital needs is necessary so that providers can leverage all available Federal funds and meet the mobility needs of their communities. Transportation providers have a difficult time raising local match for Federal transportation grants . Some providers would like their state and local elected officials to demonstrate more awareness of unmet transportation needs, gaps in service, and provider funding needs. Providers would like to see a higher priority placed by legislators on the needs of older adults and others who depend on transportation services.
Residents need rides in the early mornings, evenings, and on weekends . Operators typically provide services on weekdays during regular business hours only. Expansion of service hours would allow more people to get to and from work and activities.
Transportation providers need to coordinate to meet transportation needs in the Region. Efforts to achieve greater collaboration require leadership to ensure that it happens. Region XI would like a regional mobility manager to enable coordination.
Residents of Region XI communities need awareness of existing transportation services .

Demographics:

- ◆ There are many areas throughout Region XI where between 11.43% and 16.47% of households do not have a vehicle. Census block groups greater than 11.43% “zero vehicle households” are located in both Brooke and Hancock Counties.
- ◆ Single vehicle households with multiple people throughout the Region need public, agency and/or private transportation options to supplement the availability of their personal vehicle.
- ◆ Population density – both for older adults and the general population – is moderate to high in Weirton and Chester, and their surrounding areas. Moderate older adult population density can also be found in Wellsburg, Follansbee, Newell, and New Cumberland.

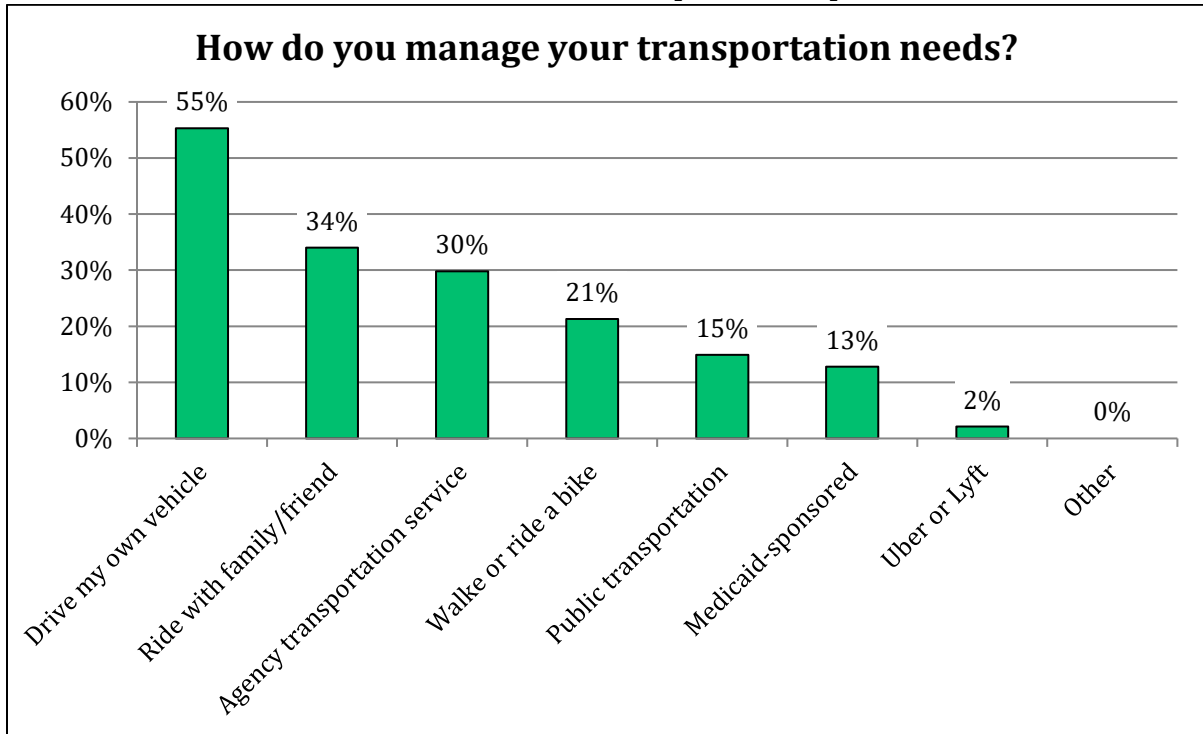
Public Survey Results:

47 Region XI completed the public survey:

- 49% of respondents were age 65+.
- 28% have a mobility limitation or someone in their family has a mobility limitation.
- Survey respondents shared whether they have difficulty with specific activities due to lack of transportation:
 - 15% have trouble getting to **medical appointments** because they do not have reliable transportation.
 - 13% are sometimes unable to **run errands** because of a lack of reliable transportation.
 - 15% find it difficult to **feed** themselves or their family because of a lack of transportation.
 - 2% have difficulty getting to **work** because of a lack of reliable transportation.
 - 11% find it difficult to get to **agency appointments** because of a lack of transportation.
 - 13% find it difficult Sunday **religious services** because of a lack of transportation.
 - 2% have trouble furthering their **education** due to a lack of transportation.

Approximately 55% of public survey respondents indicated that they drive their own vehicle. Approximately 15% stated that they use public transportation. The public survey asked people to identify all the ways they manage transportation needs. Exhibit II.1 illustrates that while many of the respondents drive a car, 34.% ride with a family member or friend, 21% walk or ride a bicycle, 30% use human service agency-sponsored transportation services (i.e., senior centers, Department of Health and Human Services, non-profit agencies, etc.), 13% use Medicaid-sponsored transportation services for medical appointments, and 2% use public transportation or Transportation Network Companies (TNCs, e.g., Uber/Lyft).

Exhibit II.1: Available Transportation Options

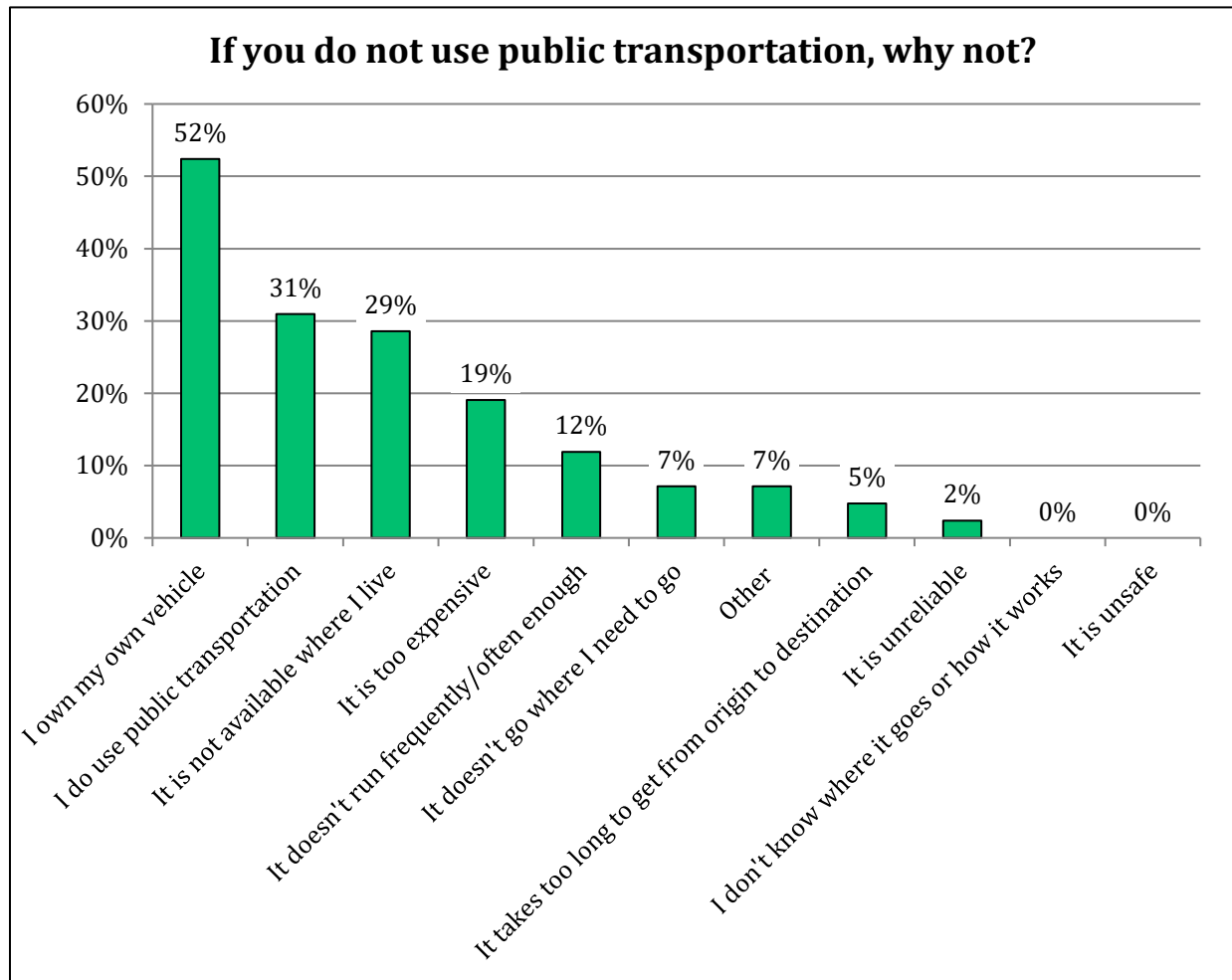


*Response totals are more than 100% because respondents could select multiple answers.

Survey respondents were asked to identify why they do not use public transportation. Most of those who own a vehicle listed that as their reason for not riding transit. Approximately 29% of respondents stated that they do not use public transit because it is not available where they live, and 7% stated that it does not go where they need to go. Another 12% stated that public transit does not run frequently or often enough to meet their needs. These reasons indicate spatial gaps between origin and destination that are not filled by public transit.

Approximately 19% reported that public transportation is too expensive. Smaller numbers of respondents provided other reasons for not using public transit, including issues with reliability and travel time. Some or all of these reasons reveal challenges with the public transportation network and indicate a need for additional education and outreach about the available service alternatives that exist.

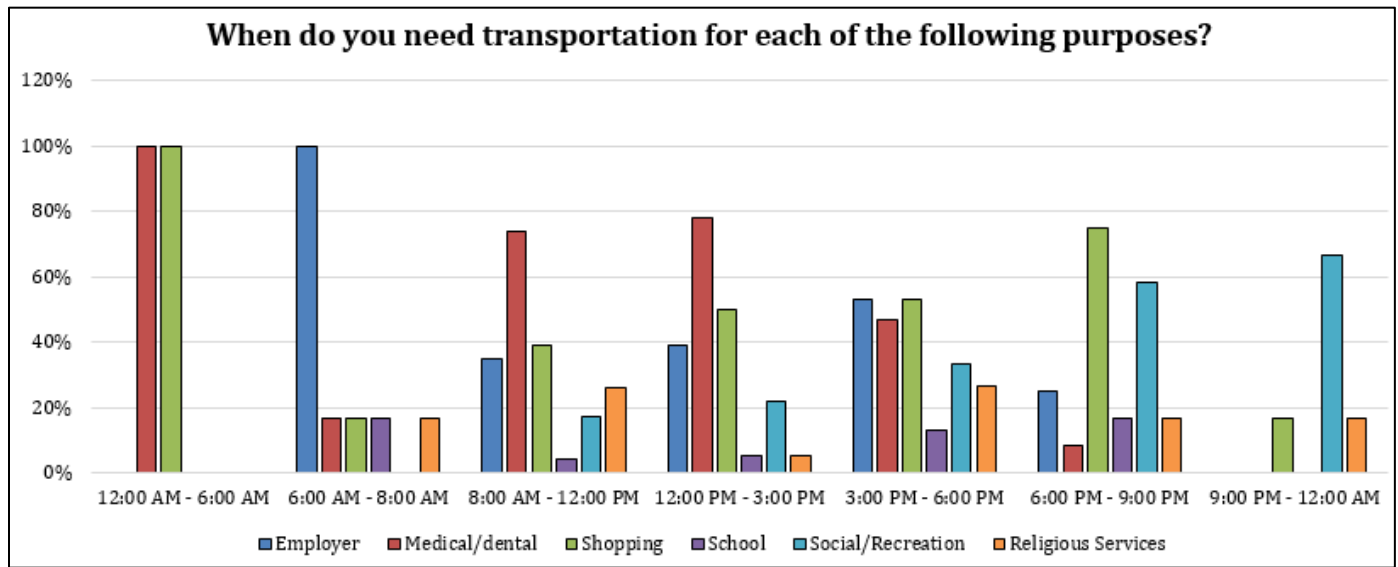
Exhibit II.2: Reasons for Not using Public Transportation



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

To understand when transportation is needed and not available (temporal gaps), survey respondents were asked when they need transportation for various trip purposes. As illustrated in Exhibit II.3, transportation needs for employment are highest between 6:00 AM and 8:00 AM. Shopping and social/recreational transportation needs occur throughout the day, with shopping needs at their lowest from 9:00 PM to 12:00 AM. Medical/dental trip needs occur more often between 8:00 AM and 3:00 PM, and during the early morning hours (12:00 AM to 6:00 AM). As indicated in the assessment of existing services, transportation resources are minimal during early morning and late evening hours.

Exhibit II.3: Temporal Needs for Transportation



CONCLUSION

While survey results and socio-economic Census data indicate that many residents have access to a personal vehicle and can drive, there are high densities of zero-vehicle households throughout the Region, including in less densely populated areas. Survey results reveal that 13% to 15% of respondents are unable to run daily errands or attend medical appointments due to a lack of reliable transportation. Others are missing work and/or struggle to feed themselves or their families because of a lack of transportation. Residents use human service agency transportation, ride with family members/friends, walk or bike to access necessary resources. Approximately 31% of respondents reported that they use public transportation. When asked why they do not ride public transit, 29% indicated that there are spatial gaps—that is, no transportation service is available to/from where they live or where they need to go.

Providers

III. TRANSPORTATION PROVIDER INVENTORY

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

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

Public Transit (Open to the general public)

Weirton Transit Corporation
Steel Valley Regional Transit Authority (Serves the Steubenville, Ohio area; makes two stops per day in Weirton)

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

Brooke County Committee on Aging
CHANGE, Inc.
Hancock County Senior Services

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

Hancock County Sheltered Workshop, Inc.
HealthWays, Inc.

Other Transportation Services

Weir-Cove Taxi
Tri-County Ambulance

Major Trip Generators

Major trip generators are destinations frequently served by public, human service agency and/or senior transportation providers such as medical facilities, nutrition sites, apartment complexes, senior centers, employers, shopping, and recreation venues. Each transportation provider that participated in the coordinated transportation plan provided a list of the top destinations they serve or are requested to serve. Exhibit III.1 depicts the location of major trip generators throughout the

Region. As illustrated in the map, most trip generators are primarily located in Weirton. It is important to understand that while many of the major trip generators are located there, the individuals needing a ride to and from those destinations live outside of the areas served by the public transit routes operated by Weirton Transit Corporation. Transportation providers are challenged by providing effective and efficient transportation to a large service area that has relatively low population density. Furthermore, hours of operation for rural transportation services are sometimes not as extensive as those of the major destinations. Therefore, access to services is limited both geographically and temporally. The table in Exhibit III.2 outlines the hours of operation for the public and human service agency transportation providers, as well as a local for-profit medical transportation provider.

[illegible]

Legend

Trip Generator Category

- Counties: Brooke and
Hancock

0 1.75 3.5 7 Miles

Exhibit III.2: Hours of Operation for Transportation Providers															
	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	
Weirton Transit Corporation		Weekdays and Saturdays (10:00 AM to 2:00 PM only)													
Steel Valley Regional Transit Authority*					Limited stops in Weirton at 9:45 AM and 3:15 PM Monday – Saturday										
Brooke County Committee on Aging				Weekdays											
CHANGE, Inc.				Weekdays											
Hancock County Senior Services				Weekdays											
Hancock County Sheltered Workshop, Inc.			Weekdays												
HealthWays, Inc.	Workshops and day treatment clients: 8:30 AM – 5:00 PM Monday – Friday; Residential clients: 24 hours/day, 7 days/week, as needed														
Weir-Cove Taxi	24 hours/day, 7 days/week														
Tri-County Ambulance	24 hours/day, 7 days/week														
*Steel Valley RTA is the public transit transit provider for Steubenville, OH			General Public Service												
			Open to a Segment of the Population (for example, older adults or individuals with disabilities)												
			Transportation for Agency Clients												

IV. REVIEW OF PROGRESS SINCE 2015 COORDINATED PLAN UPDATE

The 2015 Plan Update included the goals and objectives for expansion of service and a one stop shop with a regional mobility manager and universal scheduling and dispatch software. In 2015, the primary focus for addressing unmet needs and gaps in services was improving communication and controlling costs so that services could be extended to meet more needs for medical, human service agency appointments, education, and employment-related trip purposes. During the 2019 Plan Update process, the transportation providers indicated that some progress has been made in addressing the 2015 coordination goals.

Goal #1: Continue RAMP Coordination Activities	
Action Steps	1. Write letters of support for funding requests, grant applications, and financial initiatives to secure additional funding for transportation in the region.
	2. Establish a subcommittee to focus on community awareness of transit issues and unmet needs in the region.
	3. Complete annual transportation needs assessment survey.
Discussion: Recently, the Mobility Partnership for Human Services was formed to address unmet needs and implement mobility management strategies, including the 2019 Plan Update.	

Goal #2: Develop a Method of Effective Communication to Raise Awareness and Educate the Community to the Importance of Funding for Transportation	
Action Steps	1. Develop a standard Power Point presentation that can be presented to local governments, businesses, advocacy groups, etc.
	2. Develop a promotional document that can be distributed in the community, at events, etc. that depicts the importance of transportation to the overall socioeconomic health of the region.
	3. Identify individuals to “champion” the importance of transportation in the area and need for financial support.
	4. Identify influential partners in the region and educate those partners on the importance of transit and the unmet needs in the region.
	5. Identify individuals in the community whose independence has been sustained or lives made better as a result of transportation. Use their story to become the “face” of transportation.
Discussion: Though the coordination partners did not undertake these action steps following the 2015 Plan Update, the Mobility Partnership for Human Services plans to improve community awareness of local transportation through similar steps following the 2019 Plan Update.	

Goal #3: Complete Implementation of Centralized Scheduling Software	
Action Steps	1. Evaluate the progress that has been made to date and the benefits to be realized from the implementation of the software.
	2. Increase the number of RAMP participants that will use and financially support the centralized scheduling software.
	3. Increase the number of trips provided through coordination and reduce/eliminate the duplication of service(s).
	4. Investigate the feasibility of on-line scheduling for customers.
Discussion: While Region XI did not undertake these action steps following the 2015 Plan Update, the new Mobility Partnership for Human Services will address the role of technology in future transportation coordination efforts.	

Goal #4: Develop Grant Applications as Part of a Unified Effort to Increase the Number of Vehicles, Hours/Days of Service, and Service to Outlying Areas.	
Action Steps	1. Identify opportunities for coordination to increase number of vehicles, expanded hours/days of service, and service to outlying areas.
	2. Consider hiring a Mobility Manager for the region.
	3. Develop joint/coordinated Section 5310 applications.
Discussion: Recently, the Brooke Hancock Jefferson Metropolitan Planning Commission (BHJ) created a Mobility Manager position. The Mobility Partnership for Human Services will provide guidance and input for the BHJ mobility management program. The Mobility Manager's primary focus will be to advance strategies to improve transportation services and work with local public transit systems, public agencies, and human service agencies to coordinate transportation services to improve overall mobility for the general public in Region XI and Jefferson County, Ohio. The Mobility Manager will manage projects to promote timely use of funds and adherence to federal and state program guidelines and funding requirements.	

Goal #5: Revisit Coordination Goals from 2011 Region XI Coordination Plan for Reconsideration.	
Action Steps	1. Review the goals and objectives from the previous plan to determine which of these goals can now be pursued based on the progress made in the current plan.
	2. Contact the WV Division of Public Transit to determine if an amendment to the current plan is required.
Discussion: Going forward, the BHJ Mobility Manager and the Mobility Partnership for Human Services will work together to advance strategies from the 2019 Plan Update and related plans.	

CONCLUSION

The rural nature of Region XI presents challenges with transportation coordination. The formation of the Mobility Partnership for Human Services and development of the BHJ Mobility Manager position present a new opportunity for carrying out coordination strategies. The 2019 Plan Update presents an opportunity to select goals and strategies that have greater feasibility for implementation in the Region. The following chapter describes the goals, strategies, and action steps identified by the participating stakeholders to coordinate their services in order to address the transportation needs of today and to prepare for addressing needs of the future.

V. GOALS, STRATEGIES, AND IMPLEMENTATION

GOALS AND STRATEGIES

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

Each goal includes a strategy and action steps. Parties responsible for leading and supporting the action steps are identified, but could change as partners make progress in coordinating services. A potential implementation timeline is included as a target that will, in most cases, be largely dependent upon identification of additional funding.

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

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

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

One strategy for achieving Goal #1 involves using the Mobility Partnership for Human Services and Brooke Hancock Jefferson Metropolitan Planning Commission (BHJ) to address unmet transportation needs and opportunities for coordination (Goal #1A). A second strategy (Goal #1B) is to increase the participation of transportation providers in statewide venues for transportation planning and networking, such as the West Virginia Transportation Coordinating Council (WVTCC) or the West Virginia Public Transit Association (WVPTA). The WVPTA is currently discussing the opening of its membership to human service transportation providers. The participation of human service transportation providers in these and other statewide venues would strengthen the communication between all the State's providers, ultimately resulting in enhanced opportunities for coordination to meet the mobility needs of West Virginians. These types of venues are critical for improved information sharing, developing transportation innovations, and coordinated transportation/mobility management policy development.

Goal #1A: Improve Communication Among Transportation Providers and Stakeholders in Region XI.	
Strategy	The Mobility Partnership for Human Services will meet regularly to discuss coordination, regional mobility management and unmet transportation needs.
Action Steps	1. Establish a calendar of quarterly or more frequent meetings including time and location, and draft an agenda for the first meeting.
	2. Conduct meetings.
	3. Offer an annual public and stakeholder input meeting to provide updates on progress for all Goals, Strategies, and Action Steps.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ BHJ
Parties Responsible for Supporting Implementation	<p>Organizations that provide and/or fund transportation services for older adults, individuals with disabilities, and/or people with low incomes that operate in Region XI:</p> <ul style="list-style-type: none"> ◆ Public transportation providers ◆ Private transportation partners ◆ Local offices of human service agencies ◆ Non-profit organizations ◆ Faith-based organizations
Resources Needed	<ul style="list-style-type: none"> ◆ Staff time for lead and supporting organizations.
Potential Cost Range	<ul style="list-style-type: none"> ◆ \$1000 or more per year (approximately) for staff time and travel dedicated to actively attending Regional meetings. Staff time should be dedicated as part of an existing employee's job duties.
Potential Funding Sources	<ul style="list-style-type: none"> ◆ Existing budgets of partner transportation providers whose staff attend meetings.
Performance Measures or Targets	<ul style="list-style-type: none"> ◆ Local stakeholders feel they have a better understanding and more direct involvement in Regional efforts to improve coordination of resources, as measured through informal surveying.
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Coordinated planning with partner organizations for the purpose of reducing gaps in mobility for target populations and the general public. ◆ Funding sources are identified and/or opportunities to more effectively use existing funding sources are discovered, allowing providers to enhance existing services through expansions of service areas and/or days/hours of operations.
Priority Level and/or Timeframe	<ul style="list-style-type: none"> ◆ Short-term and ongoing implementation ◆ High priority

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

Goal #2: Maintain Current Levels of Transportation Services for Older Adults, Individuals with Disabilities, and People with Low Incomes.

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

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

Goal #2: Maintain Current Levels of Transportation Services for Older Adults, Individuals with Disabilities, and People with Low Incomes.	
Strategy	Existing transportation services for the target populations are important and the quality of service from those organizations must be maintained. Transportation providers will work together to provide safe vehicles that are in good condition and maintain a high standard of staff training and customer service. Providers will acquire vehicles that are able to safely transport individuals on all types of rural roadways and comfortably accommodate people with mobility challenges.
Action Steps	1. Continue to operate public and human service transportation programs in Region XI.
	2. In addition to traditional accessible and non-accessible vehicles, purchase vehicles that are appropriately sized and capable of accessing remote, rural areas (and unpaved or gravel roads), as appropriate.
Parties Responsible for Leading Implementation	♦ Public transit and human service transportation providers
Parties Responsible for Supporting Implementation	♦ BHJ (to provide a forum for sharing information and to disseminate grant applications from state and Federal sources).
Resources Needed	♦ Funding for transportation operating and capital expenses.
Potential Cost Range	♦ Cost range is scalable based on the sizes of the transportation services and the type and quantity of vehicles.
Potential Funding Sources	♦ FTA Sections 5310 and 5311 (Section 5311 is limited to public service for rural areas) ♦ Local match from state, local, or non-USDOT Federal programs ♦ Local businesses, employers, hospitals that benefit from extended hours or service areas ♦ Contract revenue from agencies that use the services for consumers

Performance Measures or Targets	<ul style="list-style-type: none"> ◆ Vehicles are replaced on schedule and vehicle conditions are monitored on an annual basis (i.e., through the Transit Asset Management Plan) ◆ Ridership on public and human service transportation systems
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Agencies are better able to access riders who live in very rural areas with challenging road conditions to provide access to food, agency appointments, medical care, and other trip purposes. ◆ Residents of Region XI maintain their transportation access to work, medical appointments, shopping, human service agency programs, and other purposes.
Priority Level and Timeframe	<ul style="list-style-type: none"> ◆ High priority ◆ Ongoing implementation

Goal #3: Improve Access to Transportation Services Through Effective Regional Mobility Management.

Mobility management is an emerging concept that refers to fostering and organizing a network of diverse transportation services and providers to satisfy customer needs. Mobility managers advance strategies to improve transportation services and work with local public transit systems, public agencies, and human service agencies to coordinate transportation services to improve overall mobility for the general public. Goal #3 is to develop a mobility management program for the region.

Goal #3: Improve Access to Transportation Services Through Effective Regional Mobility Management.	
Strategy	Implement a Mobility Management program for Region XI.
Action Steps	1. A regional Mobility Manager position will be housed by BHJ. This employee will work closely with the Mobility Partnership for Human Services to implement transportation coordination strategies in Brooke and Hancock Counties, as well as Jefferson County, Ohio.
	2. Create the Mobility Manager job description and hire into the position.
	3. The Mobility Manager will maintain and foster a developmental working relationship with the applicable Federal, State and local agencies; plan, organize and manage projects to promote timely use of funds and adherence to Federal and State guidelines and funding requirements; and provide staffing support to the Mobility Partnership for Human Services.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ BHJ
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ Transportation providers, local government agencies, and human services agencies are responsible for working with the Mobility Manager on transportation coordination efforts.
Resources Needed	<ul style="list-style-type: none"> ◆ Funding for the Mobility Manager position ◆ Leadership staff time at BHJ to provide supervision to the Mobility Manager
Potential Cost Range	<ul style="list-style-type: none"> ◆ \$60,000 to \$80,000 per year for salary, fringe benefits, supplies, and professional development expenses

Potential Funding Sources	<ul style="list-style-type: none"> ◆ Section 5310 Program, for Mobility Management
Performance Measures or Targets	<ul style="list-style-type: none"> ◆ Mobility Manager position filled ◆ Number of additional rides provided through coordination efforts implemented by the Mobility Manager ◆ Improvements to transportation system efficiency and effectiveness due to the implementation of mobility management
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Coordination is increased between providers and funders of public and human service transportation. ◆ Awareness in the region of transportation options is increased.
Priority Level and Timeline	<ul style="list-style-type: none"> ◆ High priority ◆ Implementation timeframe of 2020

Goal #4: Extend Operating Hours and Service Areas for Transportation Services, and Improve Fixed Route Frequency, for Transportation Services.

The following goal and action steps include service expansions that will be considered as opportunities to address spatial and temporal needs and gaps in available transportation services. Where there are areas of unmet transportation need, such as Brooke County and rural areas of Hancock County, public and human service transportation providers should collaborate with local stakeholders to discuss opportunities for, and costs associated with, increasing services available in those areas. Employers should be included in these discussions in order to plan services that address local workforce transportation needs.

In particular, providers should consider offering services that connect neighboring communities in West Virginia and Ohio. For example, a public or human service transportation provider would offer a regular service that picks up residents to connect with Ohio service in Steubenville, Ohio, and in Wheeling, West Virginia. This service would be beneficial even if it was offered only one or two days per week.

Goal #4: Extend Operating Hours and Service Areas, and Improve Fixed Route Frequency, for Transportation Services	
Strategy	New and existing transportation service providers will expand service for older adults, individuals with disabilities, and people with low incomes for employment purposes a priority, followed by other trip purposes including medical appointments, shopping and errands, and education.
Action Steps	1. Expand demand-response transportation services to more areas of Region XI, such as areas of counties that do not currently receive adequate service.
	2. Expand the Weirton Transit Corporation service area to more communities, for more days/hours of service, and to connect with providers in adjacent areas, such as Steubenville and Wheeling.
	3. Initiate discussions with the Steel Valley Regional Transit Authority and Ohio Valley Regional Transportation Authority (OVRTA)/Eastern Ohio Regional Transit Authority (EORTA) about expansions of their service areas to additional, unserved communities.

	4. Offer regularly scheduled services that connect Weirton and other Brooke or Hancock County communities to the Steubenville and Wheeling areas.
	5. Extend hours of operation for transportation providers in areas where demand and/or potential demand is identified.
	6. Increase frequency on fixed routes.
	7. Identify revenue sources for transit service expansions.
Parties Responsible for Leading Implementation	<ul style="list-style-type: none"> ◆ Weirton Transit Corporation
Parties Responsible for Supporting Implementation	<ul style="list-style-type: none"> ◆ Regional Mobility Manager (if hired) ◆ Steel Valley Regional Transit Authority ◆ Ohio Valley Regional Transportation Authority (OVRTA)/Eastern Ohio Regional Transit Authority (EORTA)
Resources Needed	<ul style="list-style-type: none"> ◆ Additional operating funds ◆ Additional vehicles (including wheelchair accessible vehicles) ◆ (Potentially) additional drivers and schedulers
Potential Cost Range	<ul style="list-style-type: none"> ◆ Varies depending on the scope of implementation
Potential Funding Sources	<ul style="list-style-type: none"> ◆ FTA Sections 5307, 5310, and 5311 grant programs ◆ Local match from state, local, or non-US DOT Federal programs ◆ Local businesses, employers, or hospitals that benefit from extended hours or service areas ◆ Contract revenue from agencies that use the new services for consumers
Performance Measures or Targets	<ul style="list-style-type: none"> ◆ Number of trips provided annually with the new services ◆ Productive number of passenger trips per mile and/or hour of service during extended hours or on extended routes ◆ Cost per trip for extended service is similar to average cost for core service hours/service area ◆ Passenger satisfaction as measured through surveys
Needs or Gaps Addressed	<ul style="list-style-type: none"> ◆ Transportation services are available to more residences and destinations, including in communities that are currently unserved. ◆ Connectivity between urban/core areas and rural areas is improved, for access to medical care, employment, essential errands, and other trip purposes. ◆ Access is available to community resources or employment during early morning, evening, or weekend hours.
Priority Level and/or Timeframe	<ul style="list-style-type: none"> ◆ High priority ◆ Timeframe will be ongoing because it is highly dependent upon funding cycles and availability.

Goal #5: Start Up Public Transportation in Brooke County.

Brooke County does not have transportation that serves the general public. Goal #5 involves bringing stakeholders together to discuss potential options for transit in the county, including funding to support the service and an operator to provide it. A feasibility study should be conducted

in order to identify the type of transportation service that would meet the mobility needs of Brooke County residents and businesses in the most cost-effective manner.

Goal #5: Start Up Public Transportation in Brooke County.	
Strategy	Region XI transportation stakeholders will work together to obtain revenue and identify a provider for public transportation in Brooke County.
Action Steps	1. Place Brooke County public transportation as a high-priority agenda item for upcoming meetings of the Mobility Partnership for Human Services.
	2. Conduct one or more Brooke County stakeholder input meetings to discuss potential opportunities to develop public transit in the county. Include major employers of Brooke County residents in stakeholder input meetings to ensure that workforce transportation needs are addressed.
	3. Conduct a feasibility study for public transit in Brooke County.
	4. Identify revenue sources to support public transit.
	5. Identify a transportation provider that would operate public transit.
Parties Responsible for Leading Implementation	♦ BHJ
Parties Responsible for Supporting Implementation	♦ Public transit and human service transportation providers ♦ Regional Mobility Manager (if hired)
Resources Needed	♦ Staff time for lead and supporting organizations.
Potential Cost Range	♦ Costs depend on the amount of staff time spent on addressing this goal.
Potential Funding Sources	♦ For planning activities: existing budgets of partner agencies. ♦ For public transit implementation: <ul style="list-style-type: none"> ○ FTA Sections 5310 and 5311 grant programs ○ Local match from state, local, or non-US DOT Federal programs ○ Local businesses, employers, or hospitals that benefit from extended hours or service areas ○ Contract revenue from agencies that use the new services for consumers
Performance Measures or Targets	♦ Revenue sources and a provider are identified for public transit in Brooke County.
Needs or Gaps Addressed	♦ Public transportation in Brooke County.
Priority Level and/or Timeframe	♦ High priority ♦ Implementation timeframe of 2020

SUMMARY OF GOALS AND PRIORITIES

Transportation stakeholders in Region XI are dedicated to continuing their long-standing cooperative partnerships and building new relationships with partners. Efforts to preserve successes and facilitate progress toward meeting the unmet needs and gaps in transportation services for older adults, individuals with disabilities, people with low incomes, and the general public will require ongoing active involvement and creative planning from all existing and newly identified partners. The following table provides a summary of the implementation timeline for meeting the coordinated transportation goals and addressing identified needs. Implementation timelines are targets established for planning purposes and are highly contingent upon available funding resources.

SUMMARY OF GOALS AND PRIORITIES							
Goals	Needs or Service Gaps Addressed	Implementation Timeline					
		2019	2020	2021	2022	2023	2024
Improve communication among transportation providers (local)	Coordinated planning with partner transportation providers Funding for capital needs and operating support						
Improve communication among transportation providers (statewide)	Coordinated planning with partner transportation providers Funding for capital needs and operating support						
Maintain current levels of transportation	Appropriate vehicles for rural roads Medical transportation, including long-distance trips Employment transportation						
Regional mobility management	Coordinated planning with partner transportation providers Increased awareness of transportation options						
Extend operating hours and service areas	Medical transportation, including long-distance trips Essential errand transportation in very rural areas Employment transportation Transportation to unserved communities						
Public transportation for Brooke County	Transportation for the general public in Brooke County						

Outreach

APPENDIX A: PUBLIC AND STAKEHOLDER OUTREACH

COORDINATED PLAN CHECKLIST

Focus Groups, Workshops, and Public Meetings

Stakeholder and General Public Meetings

Dates: Meeting 1: November 1, 2018 from 10:00 AM to 11:30 AM
Meeting 2: January 10, 2019 from 10:00 AM to 12:00 PM
Locations: Meeting 1: Mary H. Weir Public Library
Meeting 2: Mary H. Weir Public Library

Invitations Distributed

- ✓ Email: Meeting 1: Date Sent: October 17, 2018
Meeting 2: Date Sent: January 3, 2019
- ✓ Newspaper Notice (list of papers): Intelligencer; Brooke County Review; Weirton Daily Times; Hometown News (Hancock Co); Herald Star; Moundsville Echo; Wetzel Chronicle
- ✓ Flyer distributed in local community/senior centers, etc.
- ✓ Information was provided in alternative formats, upon request
- ✓ Events were open to all individuals, including hearing impaired and limited English proficient
- ✓ Interpreters available, upon request

Number of Attendees: Meeting 1: 12
Meeting 2: 8

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

Surveys

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

- ✓ Web Posting: Survey Monkey
- ✓ E-mail and hard copy of survey provided upon request
- ✓ Newspaper notice (list papers): (same as above)
- ✓ Distributed in local community/senior centers, etc.
- ✓ Information was provided in alternative formats, upon request
- ✓ Listing of Survey recipients attached (not including the general public)

Total number of electronic and paper surveys completed: 47

Other Outreach Efforts

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



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Public Transit

1900 Kanawha Boulevard East • Building Five • Room 650
Charleston, West Virginia 25305-0432 • (304) 558-0428
FAX: (304) 558-0174 558-0174 • TDD: (800) 742-6991

Thomas J. Smith, P. E.
Cabinet Secretary

Dear Transportation Stakeholder:

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

The DPT is working with RLS & Associates, Inc. to update the plans. A local public meeting is scheduled for **Thursday, November 1, 2018 from 10:00 AM to 11:30 AM at Mary H. Weir Public Library, 3442 Main Street, Weirton, WV 26062**. The meeting will be an opportunity to discuss gaps in transportation service, opportunities, and priorities for addressing the identified gaps through coordinated transportation. Transportation stakeholders will be asked to share their concerns about the challenges to coordinating services. A second, follow-up meeting will be held in the spring of 2019 to prioritize goals and strategies for transportation coordination.

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

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

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

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

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

We look forward to seeing you at the meeting.

Sincerely,

A handwritten signature in blue ink, appearing to read 'W. C. Robinson', with a stylized flourish at the end.

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

Stakeholder Contact List

Name	Company
Tamara Nichols Rodenberg, President	Airport Corridor Transportation Assoc.
Laura Beckelhimer, Executive Director	Bethany College
Sandy Kemp	Brooke County Cab Company
Ronnie Staffileno, Transportation Director	Brooke County Senior Center
Sandy Horvath	Brooke County Senior Center
Rita Hawkins	Brooke County Schools
Mike Paprocki, Executive Director	Brooke/Hancock Family Resource Network
Dave Snelthing, Transportation Study Director	Brooke/Hancock Family Resource Center
Jim Boniey	Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ)
Judy Raveaux, CEO	Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ)
Christina Meyer	CHANGE, Inc.
William Cowan, Director	CHANGE, Inc.
Anthony Paesano, Mayor	MTM
Richard Blackwell, Mayor	City of East Liverpool Planning Department
Christopher Petrossi	City of Follansbee
Joseph B. DiBartolomeo, City Manager	City of New Cumberland
Harold E. Miller, Mayor	City of Steubenville Planning Office
Jacie Ridgely	City of Weirton
Keith Richardson, President/CEO	City of Weirton
Dr. Jimmie Bruce, President	City of Wellsburg Chamber of Commerce
Bill Beattie, Superintendent	East Liverpool City Hospital
Paul R. Cowey III	Eastern Gateway Community College
Transportation Director	Edison Local School District
Jerry Fields, Associate Director	Franciscan University
E. Mark Knabenshue, Executive Director	Hancock County Commission
Michael Hagg, Executive Director	Hancock County Schools
Tammy Mankowski	Hancock County Senior Services
Terry Stemple, CEO	Hancock County Senior Services
Lee-Ann Conley	Hancock County Sheltered Workshop
Melissa Phillips	Hancock County Sheltered Workshop
Dawn Swoggo	Healthways, Inc.
T.C. Chappellear, Superintendent	Healthways, Inc.
Michael Zinno, CPA	Healthways, Inc.
Lisa Ward	Healthways, Inc.
Director	Indian Creek Local School District
Betty Lou Tarr, Director	Jeffco Sheltered Workshop
Lynn Williams	Jefferson Behavioral Health Systems
Judy Owings	Jefferson County Commission
Mike Paprocki	Jefferson County JFS
Frank Bovina	Jefferson County Regional Planning Commission
Melinda Young, Superintendent	Northwestern AAA
Toni Boyd	Pepe Auto Rental & Service
John Diddle	Prime Time of Jefferson Co. Tri-State Health Services
Transportation Director	Regional Access Mobility Partnership (RAMP)
Bob Gale, Mayor	Steel Valley Regional Transit Authority
Paul Cohllella	Steubenville City Schools
Brenda L. Mull, President	WV DOT, Division of Public Transit
	Tri County Ambulance, Inc.
	Trinity Health System
	Valley Haven Geriatric Center, Inc.
	Village of Wintersville
	Weir-Cove Taxi Company
	Weirton Area Chamber of Commerce
	Weirton Medical Center

Stakeholder Contact List

Name

Judy Penrod & Shari Dami

Stephen Greiner, President

Michael Koon, President

Rosemary Guida, Executive Director

Mark B. Paree

Company

Weirton Senior Center

Weirton Transit Corporation

West Liberty State College

West Virginia Northern Community College

WV DHHR Hancock County Office

WV Division of Rehabilitation Services

NPWIB, Inc.

WV Department of Health and Human Resources

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

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

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

Please come and provide your input and insights to discuss unmet transportation
needs, gaps in transportation services, and recommended strategies to improve
transportation and mobility options in and around Brooke and Hancock Counties.

All are invited!

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

<p>Thursday, November 1, 2018 10:00 AM to 11:30 AM Mary H. Weir Public Library 3442 Main Street, Weirton, WV 26062</p>
--

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

Parking is available at Mary H. Weir Public Library. For a directory of
transportation providers in your county, visit
<https://transportation.wv.gov/publictransit/Pages/OnlineDirectory.aspx>.

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

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

For Immediate Release

Date: October 23, 2018

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

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

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

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

The public is encouraged to attend the following meeting to learn more about the plan and share their input. Agencies who receive or intend to receive funding under the Federal Transit Administration Section 5310 Program must participate in coordination planning. RSVP by October 30 to (800) 684-1458. Free parking is available at all meeting locations. All meeting locations are wheelchair accessible. Anyone who requires an auxiliary aid or service for effective communication to participate in a meeting should call (800) 684-1458 by October 30.

Coordinated Plan Input Meeting for Brooke and Hancock Counties (Region XI)

Thursday, November 1, 2018, 10:00 AM to 11:30 AM

Mary H. Weir Public Library
3442 Main Street
Weirton, WV 26062

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

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

Meeting 1 PowerPoint



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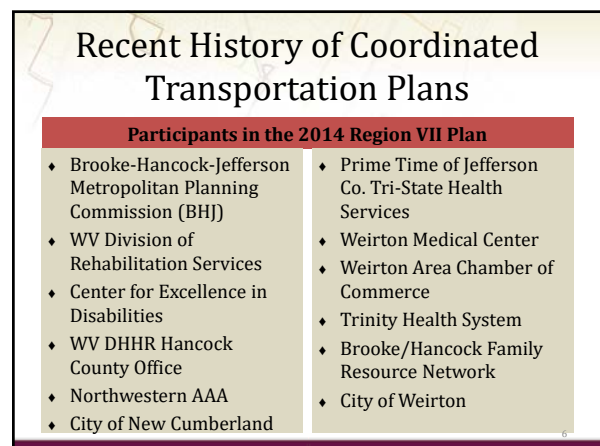
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Program Changes Summary SAFETEA-LU to MAP-21 (Source: FTA)

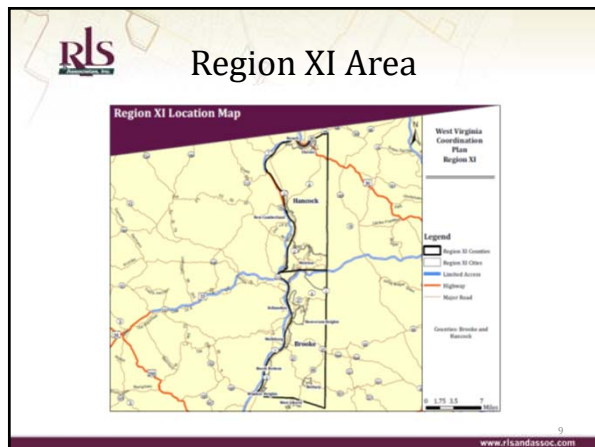
New	Repealed	Consolidated	Modified
<ul style="list-style-type: none"> Safety Authority (5329) State of Good Repair Grants (5337) Asset Management (5326) Bus and Bus Facilities Formula Grants (5339) Public Transportation Emergency Relief (5324) TOD Planning Pilot Grants (20005(b) of MAP-21) 	<ul style="list-style-type: none"> Clean Fuels Grants (5308) Job Access and Reverse Commute (5316) [JARC] New Freedom Program (5317) Paul S. Sarbanes Transit in the Parks (5320) Alternatives Analysis (5339) Over-the-Road Bus (Sec. 3038 – TEA-21) 	<ul style="list-style-type: none"> Urbanized Area Formula Grants (5307) [JARC] Enhanced Mobility of Seniors and Individuals with Disabilities (5310) [New Freedom] Rural Area Formula Grants (5311) [JARC] 	<ul style="list-style-type: none"> Fixed Guideway Capital Investment Grants (5309) Metropolitan and Statewide Planning (5303 & 5304) Research, Development, Demonstration, and Deployment (5312) Technical Assistance and Standards (5314) Human Resources and Training (5322)

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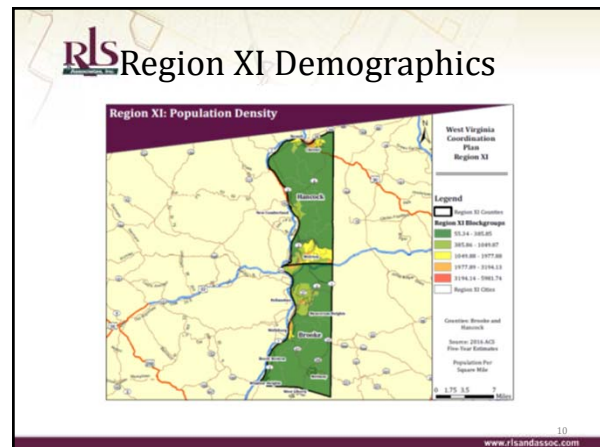
Important Note About MAP-21 Program Changes

- ♦ Underscores the Need for Grantees to Carefully Prioritize the Needs of Their Systems and Align their Plans with the New Funding Streams for Formula Assistance Under MAP-21
- ♦ MAP-21 Requirements Continued Under FAST

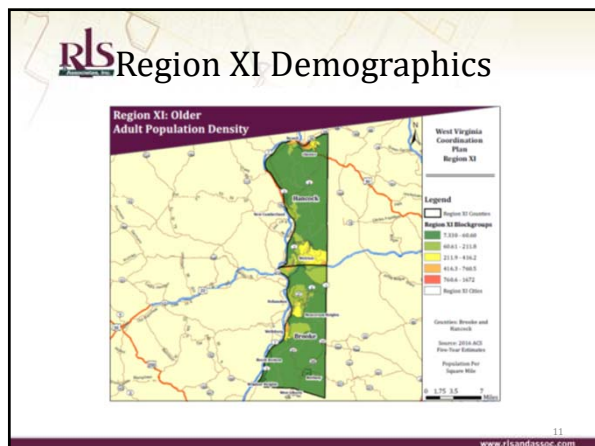
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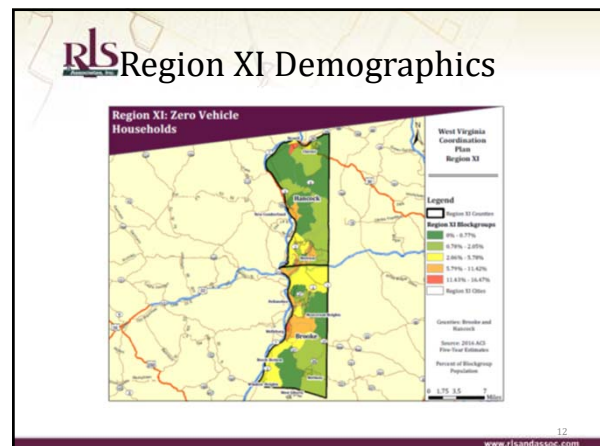
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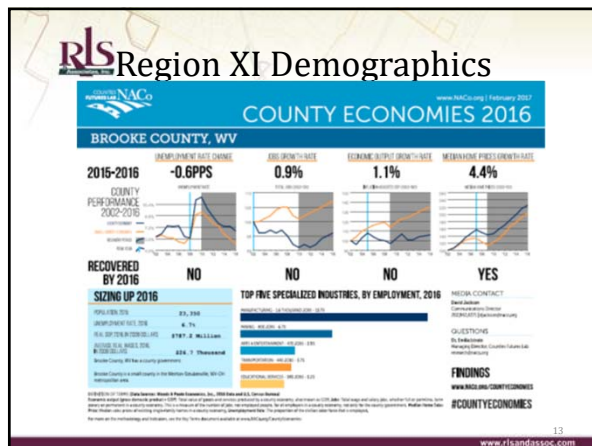
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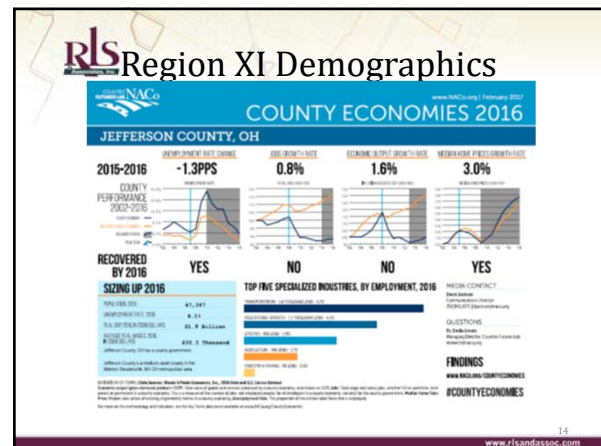
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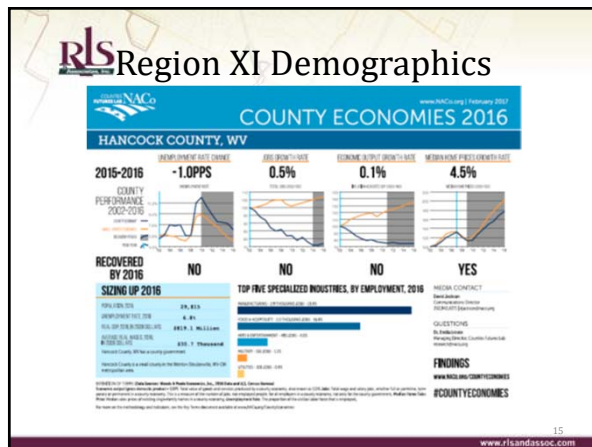
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Why it is Important to Participate

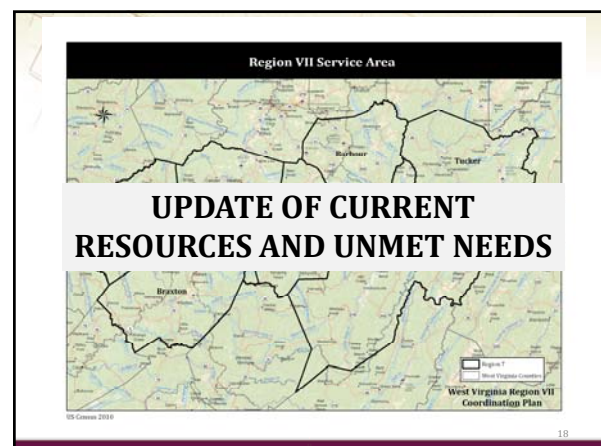
- Other Stakeholders (not Receiving Section 5310 funds) are Reminded that Local Match is Required for FTA Funded Programs
 - Local Match May be Derived from Non-DOT Transportation Funding Sources (i.e., DHHS, Veteran's Affairs, Local Government, Local Businesses, Non-Profits, and Others)

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Stakeholder Participation Goal in the 2018 Plan Update

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

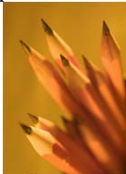
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Unmet Transportation Needs And Gaps In Services

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



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

19

Unmet Needs and Gaps In Service

Let's Spend A Few Minutes Discussing Unmet Needs and Gaps in Service

- Critical Needs
- Desired Service

20

Existing Resources

Who are the transportation providers in Each County Today (public, private, and non-profit)?

21

A Review of Goals from the 2014 Plan

♦ **Goal #1: Continue RAMP Coordination Activities.**

- Continue to foster communication and sharing of information among participants.
- Support participants' local funding requests, grant applications, and financial initiatives.
- Focus on community awareness of transit issues and unmet needs in the region.
- Assess transportation needs and gaps annually.

22

Goals from the 2014 Plan

♦ **Goal #2: Develop a Method of Effective Communication to Raise Awareness and Educate the Community to the Importance of Funding for Transportation**

- Communicate transportation's message (finance, unmet needs, gaps in service, etc.) to local governments, businesses, advocacy groups, and the community at large.
- Cultivate transportation partners in the region.
- Put a "face" on transportation to communicate how independence has been improved/increased and lives bettered because of transportation

23

Goals from the 2014 Plan

♦ **Goal #3: Complete Implementation of Centralized Scheduling Software**

- Evaluate the progress that has been made to date and the benefits to be realized from the implementation of the software.
- Reduce/eliminate duplication of service.
 - Increase number of trips provided in the region.
- Increase number of RAMP participants that will use and financially support the centralized scheduling software.
- Consider on-line scheduling opportunities for customers.

24

Goals from the 2014 Plan

- ♦ **Goal #4: Develop Joint Grant Applications.**
 - Increase competitiveness of applications, and thereby the likelihood of approval, by incorporating coordination and joint efforts to maximum vehicle use in the region.
 - Hire a mobility manager for the region
 - Increase the number of vehicles available for transportation in the region.
 - Expand service to outlying areas.
 - Expand hours/days of service.

25

25

Goals from the 2014 Plan

- ♦ **Goal #5: Revisit Coordination Goals from 2014 Coordination Plan for Reconsideration.**
 - Identify those goals/initiatives from the previous plan that can now more realistically be pursued because community awareness and financial support have increased.

26

26

New Goals and Priorities

- ♦ What Progress Was Made On the 2014 Plan Goals?
- ♦ What are Preliminary Coordinated Transportation Goals and Priorities that You would Recommend for 2018-2022?

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27

NEXT STEPS FOR THE PLANNING PROCESS

28

28

Update Inventory and Needs Assessment

- ♦ RLS Interviews Transportation Providers
- ♦ Stakeholders Complete a Survey or Interview
- ♦ Distribute Public Needs Assessment Surveys:
 - On-line with Announcements on Vehicles and Posted at Agencies
 - Paper Copies Available Your Community
- ♦ Draft Inventory and Needs Assessment Report Issued

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Public Meeting #2

- ♦ Date: January 10, 2019
- ♦ Location: Mary Weir Library Community Room, Weirton
- ♦ Time: 10am to noon
- ♦ Agenda: Discuss Proposed Strategies and Priorities
 - The Refined Priorities will go into the Final Plan

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Participation Reminder

- ♦ Participation in Meetings and Interviews is Required for Section 5310 Funding Eligibility –
 - Applications for Section 5310 Funding Must be Part of the Coordinated Transportation Plan.

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Questions?

FOLLOW UP QUESTIONS:

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

32

www.rlsandassoc.com

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Region XI Sign In Sheet			
Name	Agency	Email	Phone
Panini A. Chowdhury	BHJ. MPC	Pchowdhury@bhjmpc.org	
Mark B. Henne	BHJ. MPC	mhenne@bhjmpc.org	
Luke R. Iyengar	BHJ-MPC	Liyengar@bhjmpc.org	
AIK REKOWSKI	CITY LIBRARY: MARY H. WEIR PUBUC LIBRARY	REKOWSKI@WEIRTON.LIB.WV.US 304-797-8510	
Richard Blackwell	City of New London	blackwell.r@comcast.net	
Donna Gialluco	WTC	donnagialluco.wtc@gmail.com donnagialluco@wtc	304-797-8597
Sandy Kemp	BCCOA	Sandukemp1@aol	304-527-3410
LAURA BECKELHIMER	BROOKE CO. COMM. ON AGING	labrooke@aol.com	304-527-3410
Jerry Fields	Hancock County Senior Services	jfields@hancocksrsvs.org	304-564-3801
Beth Wolanski	Hancock Co. Senior Services	bwolanski@hancocksrsvs.org	304-564-3801

Region XI Sign In Sheet			
Name	Agency	Email	Phone
Jim Bonney	CHANGE, Inc.	jimboney@changeinc.org	304-797-7733 ext. 1309
Mark Miller	City of Weirton	mmiller@cityofweirton.com	304-797-8500 x1019

For Immediate Release

Date: December 26, 2018

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

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

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

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

The public is encouraged to attend the following meeting to learn more about the plan and share their input. Agencies who receive or intend to receive funding under the Federal Transit Administration Section 5310 Program must participate in coordination planning. RSVP by January 4 to (800) 684-1458. Free parking is available at all meeting locations. All meeting locations are wheelchair accessible. Anyone who requires an auxiliary aid or service for effective communication to participate in a meeting should call (800) 684-1458 by January 4.

Coordinated Plan Input Meeting for Brooke and Hancock Counties (Region XI)

Thursday, January 10, 2019, 10:00 AM to 12:00 PM

Mary H. Weir Public Library
3442 Main Street
Weirton, WV 26062

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

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

Meeting 2 PowerPoint



Moving Public Transportation
Into the Future

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

Presented January 10, 2019
By Claire Oswald, Associate, RLS & Associates, Inc.
3131 South Dixie Hwy., Suite 545 Dayton, Ohio
(937) 299-5007

www.rlsandassoc.com

1

Meeting Objectives

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

2

Purpose of Coordination Plans?

Why Were Plans Developed?

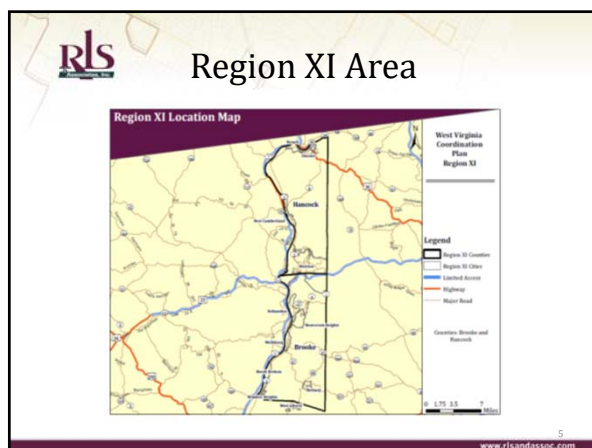
- ♦ Aim to Improve Transportation for People with Disabilities, Older Adults, and Individuals with Low Incomes
- ♦ The 2011 Plan is Out of Date with New Legislation and Must be Updated
- ♦ MAP-21 (Moving Ahead for Progress in the 21st Century) Requires that a Plan for Certain Funding Programs
- ♦ FAST (Fixing Americas Surface Transportation)

3

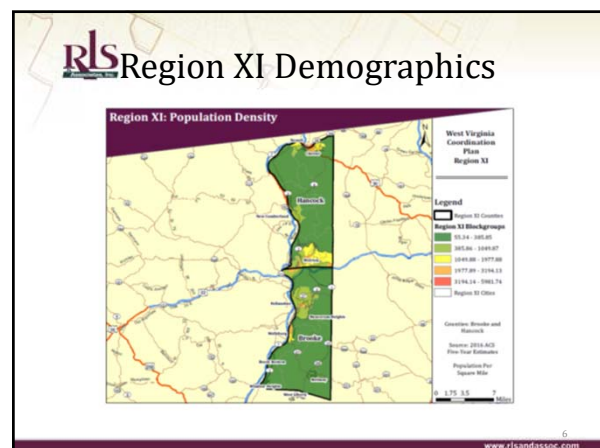
Recent History of Coordinated Transportation Plans

- ♦ Regional Plans were Last Updated in 2014
 - Your 2014 Plan is Available for Download at <http://www.transportation.wv.gov/publictransit/Pages/PublicTransit-HumanServicesTransportationPlans.aspx>

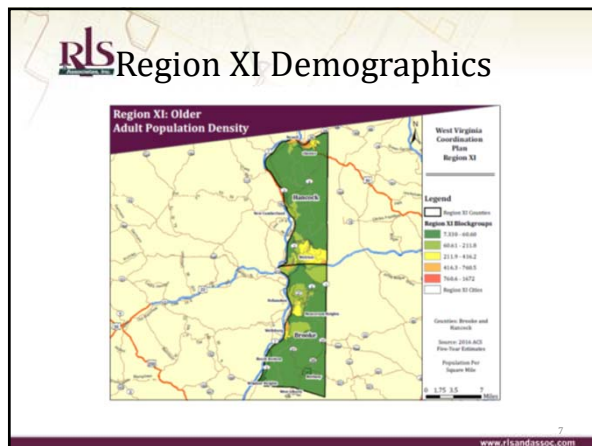
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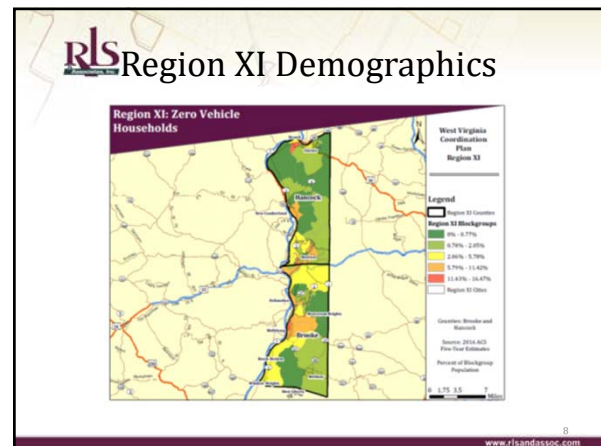
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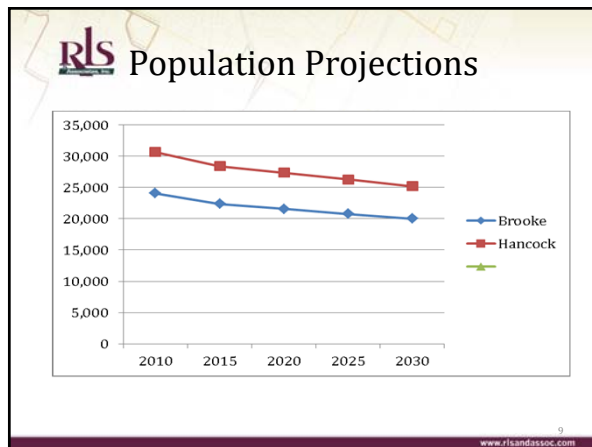
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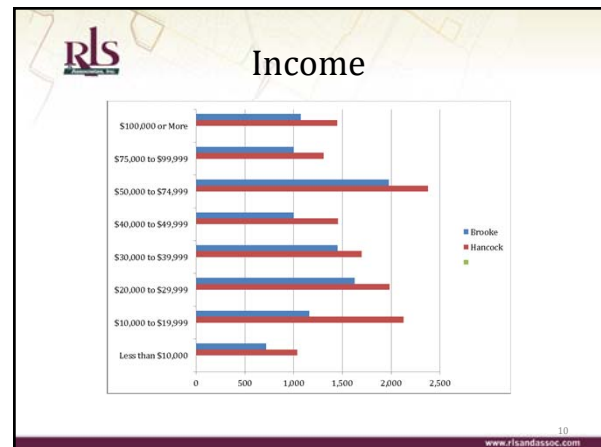
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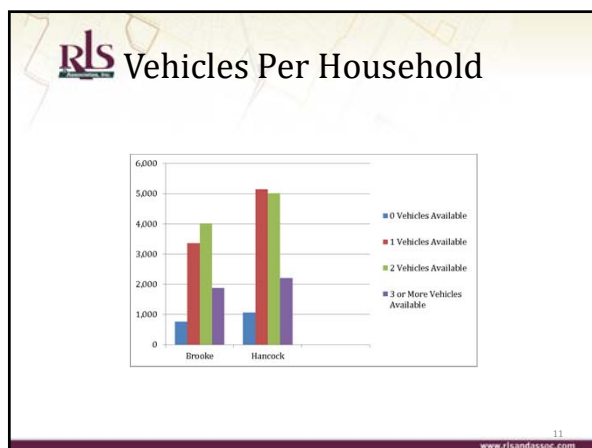
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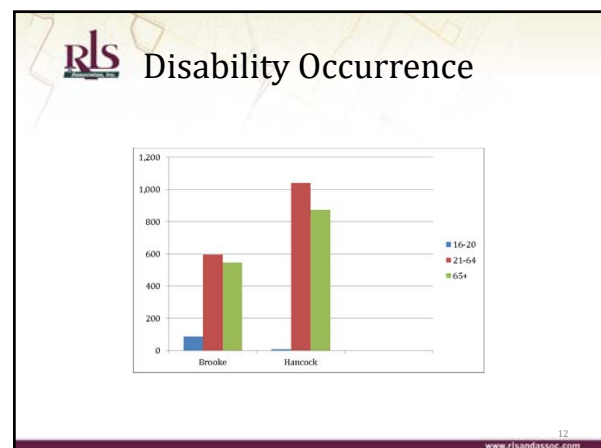
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11



12

COORDINATED TRANSPORTATION UNMET NEEDS/GAPS, GOALS

13

TRANSPORTATION RESOURCES IN REGION XI

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Transportation Providers

- ♦ Weirton Transit Corporation
- ♦ Steel Valley Regional Transit Authority
- ♦ Wier Cove Taxi Service
- ♦ Brooke County Committee on Aging
- ♦ Hancock County Senior Services
- ♦ Hancock County Sheltered Workshop
- ♦ Change Inc.
- ♦ Tri-County Ambulance

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Trip Generators

16

COORDINATED TRANSPORTATION UNMET NEEDS/GAPS, GOALS

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Purpose

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

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A Review of Goals from the 2014 Plan

♦ **Goal #1: Continue RAMP Coordination Activities.**

- Continue to foster communication and sharing of information among participants.
- Support participants' local funding requests, grant applications, and financial initiatives.
- Focus on community awareness of transit issues and unmet needs in the region.
- Assess transportation needs and gaps annually.

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Goals from the 2014 Plan

♦ **Goal #2: Develop a Method of Effective Communication to Raise Awareness and Educate the Community to the Importance of Funding for Transportation**

- Communicate transportation's message (finance, unmet needs, gaps in service, etc.) to local governments, businesses, advocacy groups, and the community at large.
- Cultivate transportation partners in the region.
- Put a "face" on transportation to communicate how independence has been improved/increased and lives bettered because of transportation

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Goals from the 2014 Plan

♦ **Goal #3: Complete Implementation of Centralized Scheduling Software**

- Evaluate the progress that has been made to date and the benefits to be realized from the implementation of the software.
- Reduce/eliminate duplication of service.
 - Increase number of trips provided in the region.
- Increase number of RAMP participants that will use and financially support the centralized scheduling software.
- Consider on-line scheduling opportunities for customers.

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Goals from the 2014 Plan

♦ **Goal #4: Develop Joint Grant Applications.**

- Increase competitiveness of applications, and thereby the likelihood of approval, by incorporating coordination and joint efforts to maximum vehicle use in the region.
- Hire a mobility manager for the region
- Increase the number of vehicles available for transportation in the region.
- Expand service to outlying areas.
- Expand hours/days of service.

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Goals from the 2014 Plan

♦ **Goal #5: Revisit Coordination Goals from 2014 Coordination Plan for Reconsideration.**

- Identify those goals/initiatives from the previous plan that can now more realistically be pursued because community awareness and financial support have increased.

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COORDINATED TRANSPORTATION GOALS AND STRATEGIES

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Identified Unmet Transportation Needs/Challenges/Gaps

UNMET NEEDS, GAPS, CHALLENGES TO BE ADDRESSED

- ❑ NEEDS IDENTIFIED DURING THE 1st MEETING
- ❑ NEEDS IDENTIFIED IN THE SURVEY

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Unmet Needs Identified

- Additional vehicles and service for seniors – the demand for service has grown but there are a limited number of vehicles and service hours available
- Funding for interstate service to connect Ohio, West Virginia, and Pennsylvania
- Bus aids for seniors and individuals with disabilities
- Hancock County construction route adjustments to New Cumberland
- Employment transportation to Mountaineer Casino and Race Track

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- Employment transportation especially late nights and early morning. Access for those with lower paying jobs and those under the new state requirement to work or volunteer 20 hours per week
- Funding for vehicles
- Additional vehicle type options on the state contract
 - Low floor minivan
 - Automatic side ramps on minivans
 - Ford Transit with rear lift
- Local certified provider for lift inspections and repairs
- Vehicle maintenance vendors with good prices and priority service
- Garages to house vehicles

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- Transportation service to and from New Cumberland
- Increased service options to Pittsburgh and Ohio locations
- Secure Uber and Lyft service – some enter area now
- Technology to share trip information among providers and riders
- Get local politicians at the table
- Get colleges involved
- Regional Mobility Manager
- Funding – Transit dedicated State and Federal
- Funding – Fair price for contract services – Medicaid

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Survey Results

- ♦ Nathan please add the slides we discussed in this section – please note on the intro slide that the survey will remain open until Jan 31, 2019

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TIME TO DEVELOP NEW COORDINATED TRANSPORTATION GOALS AND STRATEGIES

30

Strategies to Address Unmet Needs/Gaps/Challenges

REQUIRED TOPICS FOR EACH STRATEGY

- ❑ Describe the Strategy and the Need it Addresses
- ❑ Who is Responsible for Implementation (could be local organizations, State Organizations, and/or a Combination)
- ❑ What is the Timeline/Priority for Implementation

(1) 6 mos. To 1 Yr. (2) 1 to 2 Years (3) 2 to 3 Years (4) 3 to 4+ Years

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RLS Goals and Strategies

- ◆ Secure Additional and Larger Variety of Vehicles for the Region
 - Solicit WVDPT to add vehicle type options to the state contract
 - Purchase with local funds
 - Grants from local and national foundations

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RLS Goals and Strategies

- ◆ Increased Service to Outlying Areas and Out of State Service
 - Coordination agreements among providers for shared rides. Remove eligibility requirements
 - Shared trips with Senior Services
 - Shared trips with Medicaid trips
 - Investigate possibility of funding from neighboring states

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RLS Goals and Strategies

- ◆ Increase Options for Quality and Affordable Vehicle Maintenance
 - Joint provider agreements to do business with selected maintenance provider
 - Guarantee of work from multiple providers in return for price break and priority service
 - Arrange for maintenance provider to be Braun certified for lift inspections and repairs
 - Braun will provide onsite training

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NEXT STEPS

35

Update Inventory and Needs Assessment

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

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Questions?

FOLLOW UP QUESTIONS:

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

–jschafer@rlsandassoc.com

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West Virginia Coordinated Plan Update

Date: Jan 10th 2019

Input Meeting Sign-In Sheet

Location: Mary H. Weir Public LibraryRegion: XI

Please Print

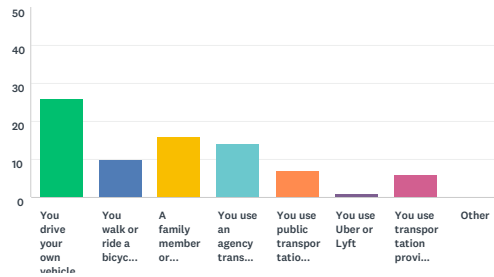
Name	Agency Name and Address (if applicable)	Telephone	E-Mail
MARK R. Henne	BHJ MPC	740-282-3685 Ext 203	mhenne@bhjmpc.org
Pamini A. Chowdhury	BHJ MPC	740-282-3685 Ex 202	pchowdhury@bhjmpc.org
Jerry Fields	Hancock County Senior Services	304-564-3801	jfields@hancockssrsvs.org
Sandy Kemp	Brooke Co. Senior Center	304-527-3410	SandyKemp1@aol.com
Kitty Kochman	CITIZEN Advocate	304-374-0308	Kochman233@comcast.net
RIK REKOWSKI	MARY H WEIR PUBLIC LIBRARY-HANCOCK BROOKE	304-797-8510	REKOWSKI@WEIRPUBLICLIB.WV.US
JEFFREY DESTEFANO	CHANGE, INC. 3158 WEST ST. WEIRTON WTC	(304) 797-7733	Jeffreydestefano@changeinc.org
Donna Giallucio	200 Municipal Plaza Wtn, WV	304-797-8597	donnagiallucio.wtc@gmail.com

APPENDIX B: PUBLIC SURVEY DATA

The following pages include public survey results for Region XI.

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

Answered: 47 Skipped: 0

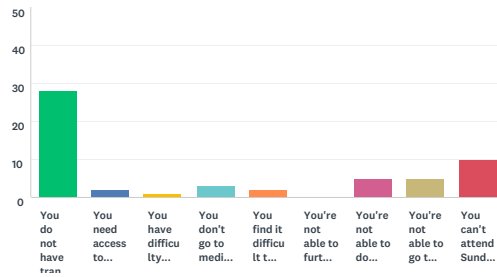


ANSWER CHOICES	RESPONSES	
You drive your own vehicle	55.32%	26
You walk or ride a bicycle (other than for exercise)	21.28%	10
A family member or friend takes you where you need to go	34.04%	16
You use an agency transportation service to take you where you need to go (for example, a senior transportation program)	29.79%	14
You use public transportation to take you where you need to go	14.89%	7
You use Uber or Lyft	2.13%	1
You use transportation provided through Medicaid to get to medical appointments	12.77%	6
Other	0.00%	0
Total Respondents: 47		

#	PLEASE WRITE IN THE NAME OF THE AGENCY OR PUBLIC TRANSPORTATION PROVIDER	DATE
1	Logistic transportation	1/16/2019 4:08 PM
2	Hancock County Senior Service	1/7/2019 6:20 PM
3	Hancock County Senior Service	1/7/2019 6:19 PM
4	Hancock County Senior Service	1/7/2019 6:18 PM
5	Hancock County Senior Service	1/7/2019 6:17 PM
6	Hancock County Senior Center	1/7/2019 6:13 PM
7	Hancock County Senior Center, Weirton Transit	1/7/2019 6:11 PM
8	Hancock County Senior Services	1/2/2019 6:50 PM
9	Weirton Transit	12/14/2018 9:01 PM
10	weirton transit	11/16/2018 4:59 PM
11	Weirton Transit	11/16/2018 2:54 PM
12	LOGISTICS bROKER	11/14/2018 5:48 PM
13	Logisticare	11/7/2018 8:42 PM
14	Weirton Transit	11/2/2018 8:42 PM

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

Answered: 41 Skipped: 6

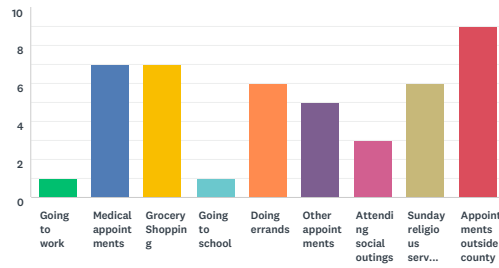


ANSWER CHOICES		RESPONSES	
You do not have transportation limitations		68.29%	28
You need access to wheelchair accessible vehicles		4.88%	2
You have difficulty getting to work because you don't have reliable transportation		2.44%	1
You don't go to medical appointments because you don't have reliable transportation		7.32%	3
You find it difficult to feed yourself or your family because you don't have reliable transportation		4.88%	2
You're not able to further your education because you don't have reliable transportation		0.00%	0
You're not able to do errands because you don't have reliable transportation		12.20%	5
You're not able to go to other appointments (social services, legal, etc.) because you don't have reliable transportation		12.20%	5
You can't attend Sunday religious services because you don't have reliable transportation		24.39%	10
Total Respondents: 41			

#	OTHER (PLEASE SPECIFY)	DATE
1	Have no transportation to stores to get groceries	1/16/2019 4:08 PM
2	Poor Vision	1/7/2019 6:19 PM
3	I am close to retirement and I anticipate transportation self resource may be an issue.	1/4/2019 5:34 PM
4	I have a physical disability	11/16/2018 4:59 PM
5	Sometimes have difficulty with trans. services	11/14/2018 5:48 PM

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

Answered: 18 Skipped: 29



ANSWER CHOICES	RESPONSES
Going to work	5.56% 1
Medical appointments	38.89% 7
Grocery Shopping	38.89% 7
Going to school	5.56% 1
Doing errands	33.33% 6
Other appointments	27.78% 5
Attending social outings	16.67% 3
Sunday religious services	33.33% 6
Appointments outside county	50.00% 9
Total Respondents: 18	

#	IF YOU CHECKED ANY OF THE BOXES ABOVE, PLEASE WRITE IN WHERE YOU NEED TO GO FOR WHICH PURPOSES. (FOR EXAMPLE, "I NEED TO GET TO MEDICAL APPOINTMENTS IN HUNTINGTON.")	DATE
1	SERVICES IN WEIRTON, WV and appointments in Steubenville, Ohio	1/25/2019 2:48 PM
2	Just need to get to store and get groceries. Not from this area I have no idea what to ask for or how no one I know as vehicle. Dollar General has he small choices in food	1/16/2019 4:08 PM
3	I need to get medical appt. in Weirton	1/7/2019 6:13 PM
4	My vehicle is not new and I worry about traveling to Allegheny County, PA and to Charleston, WV for health and personal services.	1/4/2019 5:34 PM
5	Chester Christian Church	1/2/2019 6:50 PM
6	Medical appts in Weirton & Steubenville Grocery, bank and hair appts in Weirton	1/1/2019 11:08 PM
7	I can't get to the Rockefeller Career Center. I'm trying to take the TASC exam which is the former GED test. It takes 4 days to complete the TASC(former GED) exam. The taxi company agreed on a round trip fare. When I was coming back to Weirton, they asked me for \$20.50 for a one-way fare. I told them that my tutor paid a round trip, but they didn't believe it. I needed the transit to take me there. It is more reliable, but they said they couldn't take me. So, for the others in the future, the Transit needs to be available for them. The Rockefeller Center is right off of Rt. 2, and I had to take my TASC(former GED test). Each day is broken up into twp separate days. I had ro i needed to take my exam at the Rockefeller Career Center; but, they won't take me their	12/14/2018 9:01 PM
8	I don't have any difficulty getting to the other. I have my own transportation!	11/27/2018 5:55 PM
9	I need to get to medical appointments	11/16/2018 4:59 PM
10	Sunday service in Weirton. Social outings in Weirton.	11/14/2018 5:48 PM
11	The only public transportation is within the city of weirton itself. If I need to to any other city within Brooke or Hancock counties, I must rely on friends and Family.	11/2/2018 8:42 PM

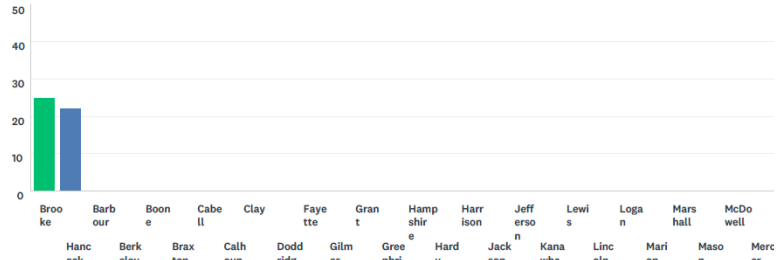
Q4 What is the name of the city or town where you live?

Answered: 46 Skipped: 1

#	RESPONSES	DATE
1	Weirton	2/5/2019 1:00 AM
2	Follansbee	2/4/2019 2:40 PM
3	Follansbee	2/4/2019 2:40 PM
4	Follansbee	2/4/2019 2:39 PM
5	Wellsburg	2/4/2019 2:38 PM
6	Wellsburg	2/4/2019 2:37 PM
7	Windsor Heights	2/4/2019 2:36 PM
8	Beech Bottom	2/4/2019 2:36 PM
9	Follansbee	2/4/2019 2:35 PM
10	Wellsburg	2/4/2019 2:34 PM
11	Wellsburg	2/4/2019 2:34 PM
12	Wellsburg	2/4/2019 2:33 PM
13	Beech Bottom	2/4/2019 2:32 PM
14	Follansbee	2/4/2019 2:32 PM
15	Colliers	2/4/2019 2:30 PM
16	Beech Bottom	2/4/2019 2:29 PM
17	Weirton, WV	1/25/2019 2:48 PM
18	Colliers	1/16/2019 6:40 PM
19	Chester	1/16/2019 6:37 PM
20	new cumberland wva	1/16/2019 6:35 PM
21	New Cumberland West Virginia	1/16/2019 4:08 PM
22	Weirton	1/11/2019 7:50 PM
23	Chester	1/7/2019 6:20 PM
24	Chester	1/7/2019 6:19 PM
25	Weirton	1/7/2019 6:18 PM
26	New Cumberland	1/7/2019 6:17 PM
27	New Cumberland	1/7/2019 6:16 PM
28	New Cumberland	1/7/2019 6:13 PM
29	Weirton	1/7/2019 6:11 PM
30	Weirton	1/4/2019 5:34 PM
31	Chester WV	1/2/2019 6:50 PM
32	Weirton WV	1/1/2019 11:08 PM
33	Weirton, WV	12/14/2018 9:01 PM
34	Weirton	11/29/2018 2:37 PM
35	Weirton, WV	11/27/2018 5:55 PM
36	Wellsburg	11/27/2018 5:52 PM
37	weirton	11/16/2018 4:59 PM
38	Weirton	11/16/2018 2:54 PM
39	Weirton	11/14/2018 5:48 PM
40	Weirton	11/14/2018 2:26 PM
41	Wellsburg	11/14/2018 2:12 PM
42	New Cumberland	11/7/2018 8:42 PM
43	Follansbee	11/3/2018 5:34 PM
44	Weirton	11/2/2018 8:42 PM
45	Follansbee	11/2/2018 5:14 PM
46	Weirton	11/1/2018 5:39 PM

Q5 What county do you live in?

Answered: 47 Skipped: 0

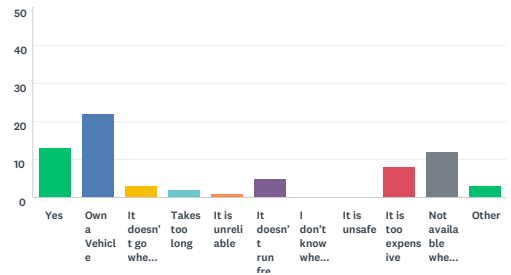


ANSWER CHOICES	RESPONSES
Brooke	53.19% 25
Hancock	46.81% 22
Barbour	0.00% 0
Berkeley	0.00% 0
Boone	0.00% 0
Braxton	0.00% 0
Cabell	0.00% 0
Calhoun	0.00% 0
Clay	0.00% 0
Doddridge	0.00% 0
Fayette	0.00% 0
Gilmer	0.00% 0
Grant	0.00% 0
Greenbrier	0.00% 0
Hampshire	0.00% 0
Hardy	0.00% 0
Harrison	0.00% 0
Jackson	0.00% 0
Jefferson	0.00% 0
Kanawha	0.00% 0
Lewis	0.00% 0
Lincoln	0.00% 0
Logan	0.00% 0
Marion	0.00% 0
Marshall	0.00% 0
Mason	0.00% 0
McDowell	0.00% 0
Mercer	0.00% 0
Mineral	0.00% 0
Mingo	0.00% 0
Monongalia	0.00% 0
Monroe	0.00% 0
Morgan	0.00% 0
Nicholas	0.00% 0
Ohio	0.00% 0
Pendleton	0.00% 0
Pleasants	0.00% 0
Pocahontas	0.00% 0
Preston	0.00% 0
Putnam	0.00% 0
Raleigh	0.00% 0
Randolph	0.00% 0
Ritchie	0.00% 0
Roane	0.00% 0
Summers	0.00% 0
Taylor	0.00% 0
Tucker	0.00% 0
Tyler	0.00% 0
Upshur	0.00% 0
Wayne	0.00% 0
Webster	0.00% 0
Wetzel	0.00% 0
Wirt	0.00% 0

Wood	0.00%	0
Wyoming	0.00%	0
TOTAL		47

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

Answered: 42 Skipped: 5

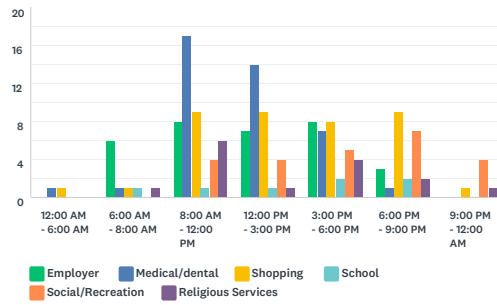


ANSWER CHOICES		RESPONSES	
Yes		30.95%	13
Own a Vehicle		52.38%	22
It doesn't go where I need to go		7.14%	3
Takes too long		4.76%	2
It is unreliable		2.38%	1
It doesn't run frequently/often enough		11.90%	5
I don't know where it goes or how it works		0.00%	0
It is unsafe		0.00%	0
It is too expensive		19.05%	8
Not available where I live		28.57%	12
Other		7.14%	3
Total Respondents: 42			

#	OTHER (PLEASE SPECIFY)	DATE
1	need it later on Saturday and on Sunday	1/25/2019 2:48 PM
2	Only use few times because of the fee.	11/14/2018 5:48 PM
3	I occasionally use the local bus, but it is expensive, the schedule changes, I am never sure when it runs in my neighborhood, and it usually runs at times that are much different than the times I need it (such as evenings). Nor does it go to places outside our town. (We used to have bus service to Pittsburgh! I miss that!)	11/1/2018 5:39 PM

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

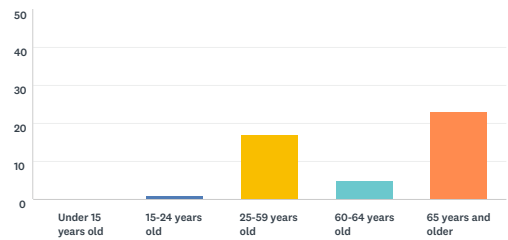
Answered: 27 Skipped: 20



	EMPLOYER	MEDICAL/DENTAL	SHOPPING	SCHOOL	SOCIAL/RECREATION	RELIGIOUS SERVICES	TOTAL RESPONDENTS
12:00 AM - 6:00 AM	0.00% 0	100.00% 1	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
6:00 AM - 8:00 AM	100.00% 6	16.67% 1	16.67% 1	16.67% 1	0.00% 0	16.67% 1	6
8:00 AM - 12:00 PM	34.78% 8	73.91% 17	39.13% 9	4.35% 1	17.39% 4	26.09% 6	23
12:00 PM - 3:00 PM	38.89% 7	77.78% 14	50.00% 9	5.56% 1	22.22% 4	5.56% 1	18
3:00 PM - 6:00 PM	53.33% 8	46.67% 7	53.33% 8	13.33% 2	33.33% 5	26.67% 4	15
6:00 PM - 9:00 PM	25.00% 3	8.33% 1	75.00% 9	16.67% 2	58.33% 7	16.67% 2	12
9:00 PM - 12:00 AM	0.00% 0	0.00% 0	16.67% 1	0.00% 0	66.67% 4	16.67% 1	6
#	OTHER (PLEASE SPECIFY)					DATE	
1	I have a monthly pass that I use for the transit. I also appreciate the free Friday travel on the Transit during December. Thanks!					12/14/2018 9:01 PM	
2	I have my own vehicle for transportation.					11/27/2018 5:55 PM	
3	You never know, though, do you, when you might need to go somewhere, even in the middle of the night sometimes.					11/1/2018 5:39 PM	

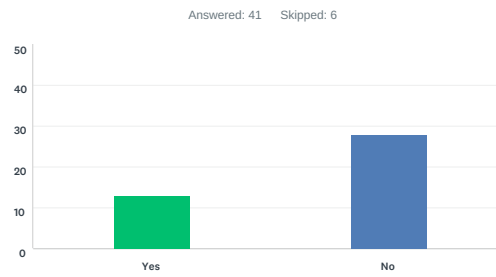
Q8 Please tell us your age.

Answered: 46 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 15 years old	0.00%	0
15-24 years old	2.17%	1
25-59 years old	36.96%	17
60-64 years old	10.87%	5
65 years and older	50.00%	23
TOTAL		46

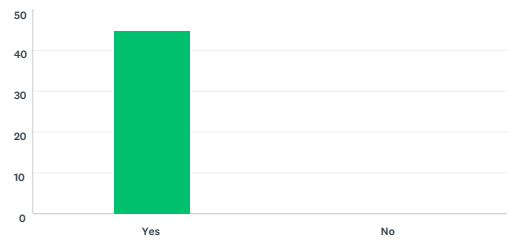
Q9 Is there someone in your household with a disability that limits his or her mobility, or ability to drive or use other available transportation services?



ANSWER CHOICES	RESPONSES	
Yes	31.71%	13
No	68.29%	28
TOTAL		41

Q10 Is English your first or primary language?

Answered: 45 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	100.00%	45
No	0.00%	0
TOTAL		45

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

Answered: 0 Skipped: 47

▲ No matching responses.

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

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

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

Answered: 14 Skipped: 33

#	RESPONSES	DATE
1	A bus would be very much appreciated in Wellsburg, Follansbee area	2/4/2019 2:38 PM
2	there is nothing available for the rural areas	1/16/2019 6:40 PM
3	I have no other problems thank you very much	1/16/2019 4:08 PM
4	At this time I have no need for public transportation but I have quite a number of friends and acquaintances who have a great need for this service due to physical impairments or do not have drivers licenses.	1/11/2019 7:50 PM
5	I really do not know what I would do if the Hancock Co. Senior Services was not available	1/7/2019 6:13 PM
6	More Public Transportation in Northern Hancock County	1/2/2019 6:50 PM
7	we really need public transportation in Wellsburg. I have a fiancé that cant drive and I'm not always available to take him back and forth to work.	11/27/2018 5:52 PM
8	weirton transit fare is \$ 3.00 . Steubenville fare is \$.50 !!	11/16/2018 4:59 PM
9	I have adult students and some volunteers that do not have access to transportation later on Saturday. Some do not have transportation to go to their Sunday services. I was without a vehicle for about 6 months. I depended on the Transit to get to medical appointments, meetings, and some shopping. The runs did not go late on Saturdays, and they don't run on Sundays.	11/16/2018 2:54 PM
10	I've had transportation problems after I've made appointments and had rides set up only to have them as a "no show." I've reported several transportation services to MTM and Logistics. I don't know why I'm still having problems with this. Logistics Broker can only do so much to schedule rides but it's left up to the companies themselves to provide transportation and in a timely manner,	11/14/2018 5:48 PM
11	We have no available transportation services except uber...which is not always available and way to expensive to use	11/3/2018 5:34 PM
12	There is no public transportation outside of weirton.	11/2/2018 8:42 PM
13	It would be great for Brooke County (Follansbee, Wellsburg, Beech Bottom, Windsor Heights) had some type of daily public transportation to link the citizens with Wheeling, Weirton and Steubenville Transit. Change Inc provides some on demand but we need something better...with a schedule!	11/2/2018 5:14 PM
14	I *do* miss intercity transportation! There are a couple of buses a day between Weirton and Steubenville, but NONE to Pittsburgh or Wheeling. To get to a Greyhound bus I'd have to go to one of those. And big city traffic can be very confusing. Similarly, there's no public transportation to or from the airport.	11/1/2018 5:39 PM

APPENDIX C: TRANSPORTATION PROVIDER INVENTORY

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

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

Steel Valley RTA*	
Transportation Service Type	Public Transit
Other Services Provided/Agency Mission	N/A
Contact Information	740-282-6145
Hours	6:30 AM to 6:15 PM, Monday – Friday, 9:00 to 5:00 PM Saturday
Service Area	Steubenville, Ohio and surrounding communities
Eligibility Requirements	General Public
Website	https://www.svrta.com
*Steel Valley RTA provides only limited service to Weirton. The Mingo Junction route provides an extension to Weirton, stopping there daily at 9:45 AM and 3:15 PM.	

Weirton Transit Corporation	
Transportation Service Type	Public Transit
Other Services Provided/Agency Mission	Demand Response for passengers with disabilities
Contact Information	304-797-8500 x1023
Hours	6:00 AM to 7:30 PM Monday – Friday, 6:00 AM to 5:00 PM Saturday
Service Area	Hancock County
Eligibility Requirements	General Public
Website	https://www.cityofweirton.com/221/Weirton-Transit-Corporation

Brooke County Committee on Aging	
Transportation Service Type	Demand Response
Other Services Provided/Agency Mission	Nutrition Program, Senior In-Home Programs, Veterans Services, Social Events
Contact Information	304-527-3410
Hours	8:00 AM to 4:00 PM, Monday – Friday
Service Area	Brooke County
Eligibility Requirements	60+ and Veterans
Website	https://www.bccoawv.org/transportation-program

CHANGE, Inc.	
Transportation Service Type	Demand Response
Other Services Provided/Agency Mission	Health, Housing, Emergency, and Social/Economic Outreach Services
Contact Information	304-797-7733 x1400
Hours	6:00 AM to 12:00 AM Daily
Service Area	Brooke and Hancock Counties
Eligibility Requirements	Individuals with disabilities, older adults, and people in need of rides to School, Employment, or Medical Appointments
Website	https://www.changeinc.org

Hancock County Senior Services	
Transportation Service Type	Demand Response
Other Services Provided/Agency Mission	Fitness and Nutrition Program
Contact Information	304-564-3801
Hours	7:00 AM to 4:00 PM, Monday - Friday
Service Area	Hancock County
Eligibility Requirements	Senior Citizens
Website	https://www.hancocksrsvs.org/transportation

Hancock County Sheltered Workshop, Inc.	
Transportation Service Type	Demand Response
Other Services Provided/Agency Mission	Case Management, Employment
Contact Information	304-748-2370
Hours	7:00 AM to 4:00 PM, Monday - Friday
Service Area	Hancock County
Eligibility Requirements	Workshop Clients
Website	Not Available

HealthWays, Inc.	
Transportation Service Type	Demand Response
Other Services Provided/Agency Mission	Psychological treatment services; substance abuse recovery services; services for people with developmental disabilities including residential homes, sheltered workshop, and day services
Contact Information	304-723-5440
Hours	8:30 AM to 5:00 PM, Monday – Wednesday and Friday, 8:30 AM to 8:00 PM Thursday
Service Area	Hancock County
Eligibility Requirements	HealthWays Residents/Clients
Website	http://healthwaysinc.com

Kirk Livery, LLC	
Transportation Service Type	Demand Response
Other Services Provided/Agency Mission	None
Contact Information	412-920-9054
Hours	8:00 AM to 5:00 PM, Daily
Service Area	Brooke and Hancock Counties
Eligibility Requirements	General Public
Website	Not Available

Tri-County Ambulance	
Transportation Service Type	NEMT Demand Response
Other Services Provided/Agency Mission	None
Contact Information	330-385-4903
Hours	8:00 AM to 5:00 PM, Monday – Friday
Service Area	Hancock County
Eligibility Requirements	General Public
Website	Not Available

Weir-Cove Taxi	
Transportation Service Type	Demand Response Taxi Service
Other Services Provided/Agency Mission	None
Contact Information	304-748-1515
Hours	24/7
Service Area	Brooke and Hancock Counties
Eligibility Requirements	General Public
Website	https://weircovetaxi.business.site

ORGANIZATIONAL CHARACTERISTICS

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

Agency	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)	Are Vehicles Only Available for Human Service Agency Clients? (Y/N) *
Brooke County Committee on Aging	Yes	No	Private Non-Profit	No
CHANGE, Inc.	Yes	No	Private Non-Profit	No
Hancock County Senior Services	Yes	No	Private Non-Profit	No
Hancock County Sheltered Workshop, Inc.	No	No	Public Non-Profit	Yes
HealthWays, Inc.	Yes	Yes, MTM	Private For-Profit	Yes
Kirk Livery, LLC	Yes	No	Private For-Profit	No
Tri-County Ambulance	Yes	No	Private For-Profit	No
Steel Valley RTA	Yes	No	Public Non-Profit	No
Weirton Transit Corporation	Yes	No	Public Non-Profit	No
Weir-Cove Taxi	Yes	No	Private For-Profit	No

FLEET, SERVICE, AND BUDGET CHARACTERISTICS

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

Agency	Accessible Vehicles?	Number of Vehicles in Daily Operation	Number of Vehicles in Total Fleet	Number and Type of Drivers	Annual Expenses
Brooke County Committee on Aging	Yes	6	6	3 Drivers	Not Available
CHANGE, Inc.	Yes	Not Available	Not Available	10 Drivers	Not Available
Hancock County Senior Services	Yes	5	5	5 Drivers	\$90,000
Hancock County Sheltered Workshop, Inc.	Yes	Not Available	Not Available	Not Available	Not Available
HealthWays, Inc.	Yes	26	26	30 Drivers Available	Not Available
Kirk Livery, LLC.	Not Available	Not Available	Not Available	Not Available	Not Available
Steel Valley RTA	Yes	8	13	Not Available	\$1,354,660
Tri-County Ambulance	Not Available	Not Available	Not Available	Not Available	Not Available
Weir-Cove Taxi	Not Available	Not Available	Not Available	Not Available	Not Available
Weirton Transit Corporation	Yes	9	10	12, 3 Full-Time, 9 Part-Time	\$414,513

TRIP SCHEDULING, FARES, AND RIDERSHIP INFORMATION

The following tables describe what trip purposes are allowed by each provider, the fares or donations that are paid by riders, and the process to request rides on each service (if applicable). Annual ridership was provided by some agencies.

Agency	Trip Purposes Allowed	Fares or Donations	Ride Request Process	Annual One-Way Passenger Trips
Brooke County Committee on Aging	Medical Appointments	Donations	Call prior to ride	Not Available
CHANGE, Inc.	Senior, disabled, employment, education transportation	Donations	Call prior to ride	12,342
Hancock County Senior Services	Medical appointments, errands, government agency appointments	Not Available	Call prior to ride	7,600
Hancock County Sheltered Workshop, Inc.	Medical and social trips	None	Call prior to ride	Not Available
HealthWays, Inc.	Client transportation	None	Schedule prior to ride	Not Available
Kirk Livery, LLC.	Private taxi service	Fares	Call prior to ride	Not Available
Steel Valley RTA	Public transportation	Fares	Schedule prior to ride for paratransit trips	Not Available
Tri-County Ambulance	Ambulance service	Not Available	Not Available	Not Available
Weir-Cove Taxi	Private taxi service	Fares	Call prior to ride	Not Available
Weirton Transit Corporation	Public transportation	Fares	Call for deviated fixed route stops	51,841

Demographics

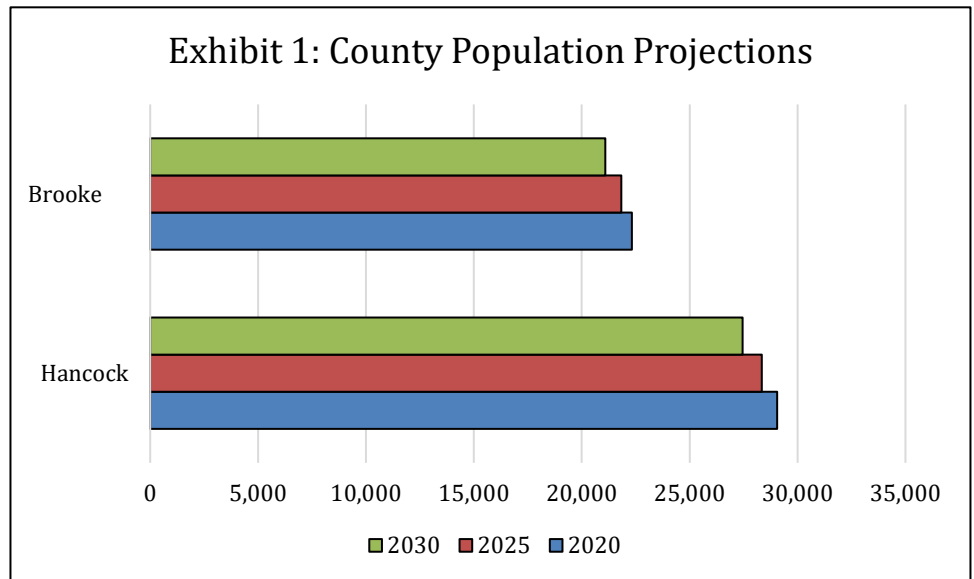
APPENDIX D: DEMOGRAPHICS

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

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

Population Projections

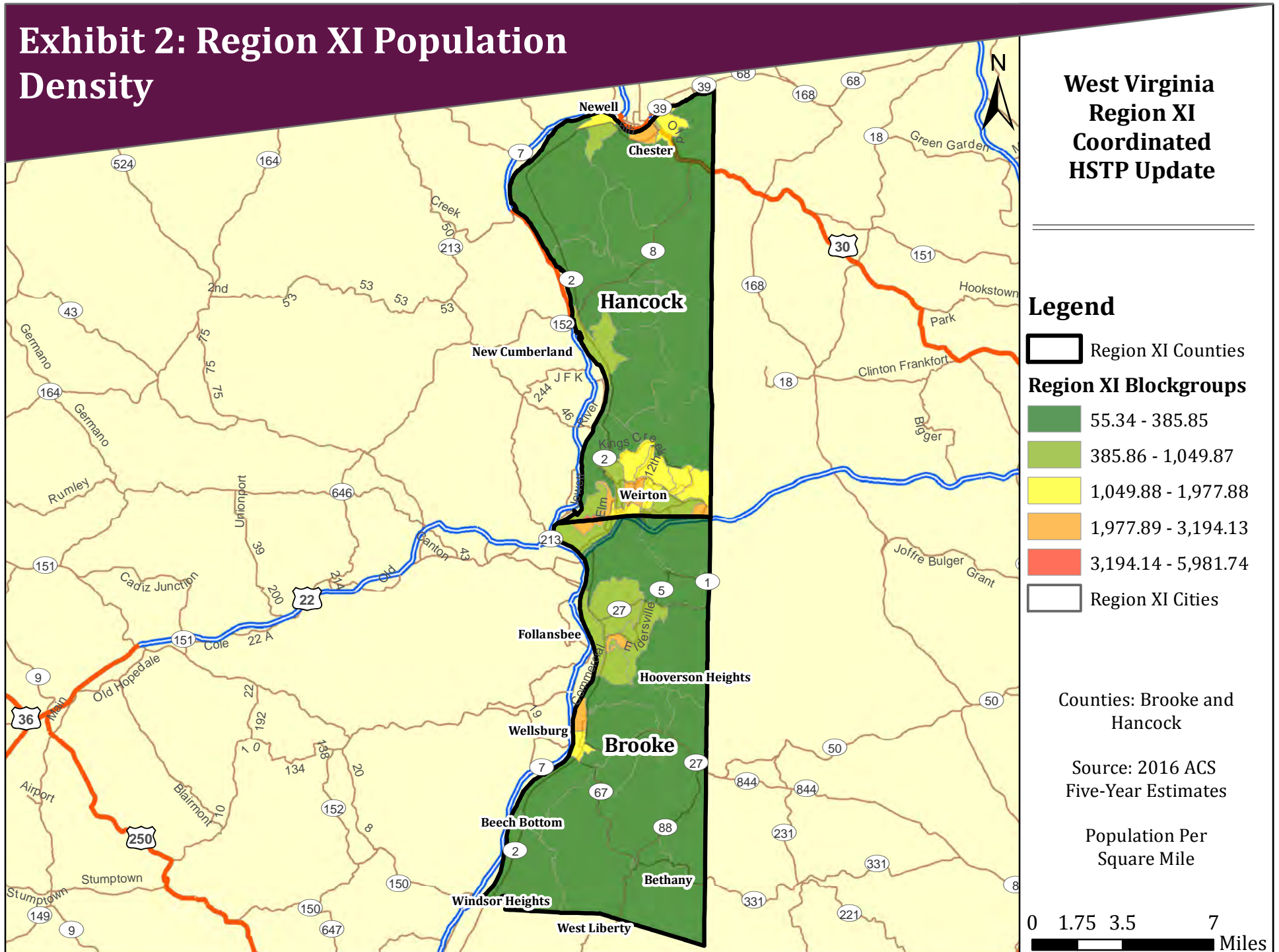
The population of the Region XI is projected to decrease to 48,542 by 2030, a 5.82% decrease from the 2020 projection. Brooke County is projected to have the smaller decrease in population of 5.81% and Hancock County is projected to decrease by 5.82%. Exhibit 1 shows population projections between 2020-2030 for Region XI. (Source: West Virginia Bureau of Business and Economic Research.)



Population Density

Exhibit 2 illustrates a comparison of population densities for Census block groups in Region XI. The most densely populated areas are around the cities of Chester and Weirton in Hancock County, and Wellsburg in Brooke County. Other areas of lower densities throughout the region include Follansbee and Hooverson Heights in Brooke County, and New Cumberland and Newell in Hancock County. Population density is a factor in transportation planning because it helps transportation operators understand the most appropriate mode of service for an area. For example, in less densely populated areas with fewer clusters of trip generators, demand

Exhibit 2: Region XI Population Density



response transportation is typically more effective than fixed route services. Conversely, fixed route services are more appropriate for high density areas.

Population Projection for Older Adults

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

Exhibit 3 illustrates the population density of persons over 65 years of age by block group. Concentrations of this age group are focused around certain cities in the region. Block groups with the highest concentrations are located in Chester, Weirton, and Wellsburg. A few areas of block groups with moderate density are present around Newell, Follansbee, and Hooverston Heights.

By 2030, the population of older adults is projected to increase in each county by up to 25.49% in Brooke County, and by up to 24.79% in Hancock County, over the 2010 Census estimates. An increase in the older adult population will put additional pressure on transportation resources.

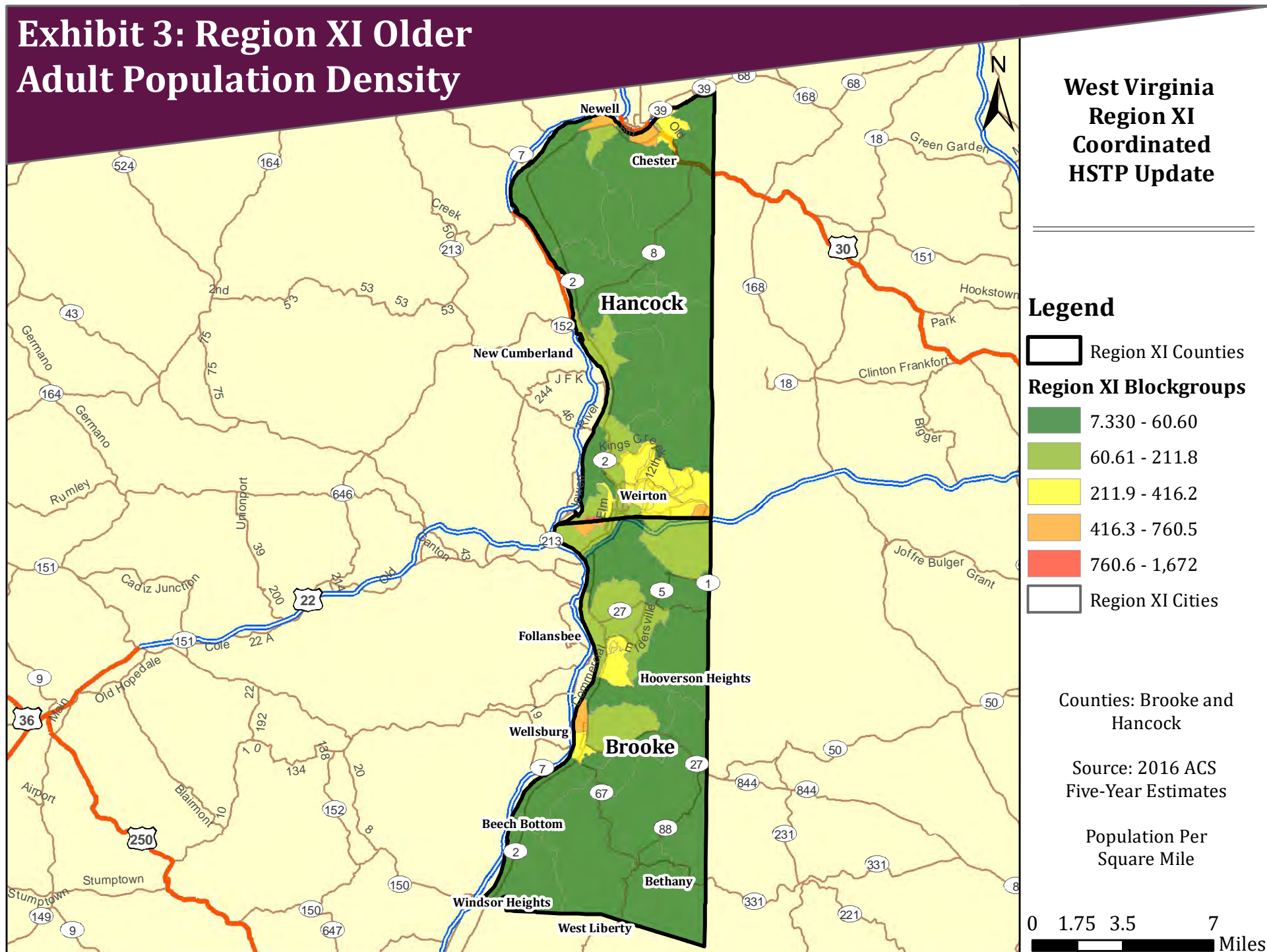
Individuals with Disabilities

Individuals with disabilities are also likely to use public or human service agency transportation services. In Region XI, approximately 16% to 19% of each county's population report having a disability. Not all disabilities involve mobility limitations that prevent a person from driving or using non-accessible transportation resources. While it would be a more accurate statistic for transportation planning, no reliable data are available from the U.S. Census Bureau to define individuals with mobility limitations that prevent them from traveling independently outside the home.

Exhibit 4: Individuals with Disabilities	
County	Percent of Population with a Disability
Brooke	16.5%
Hancock	18.7%

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

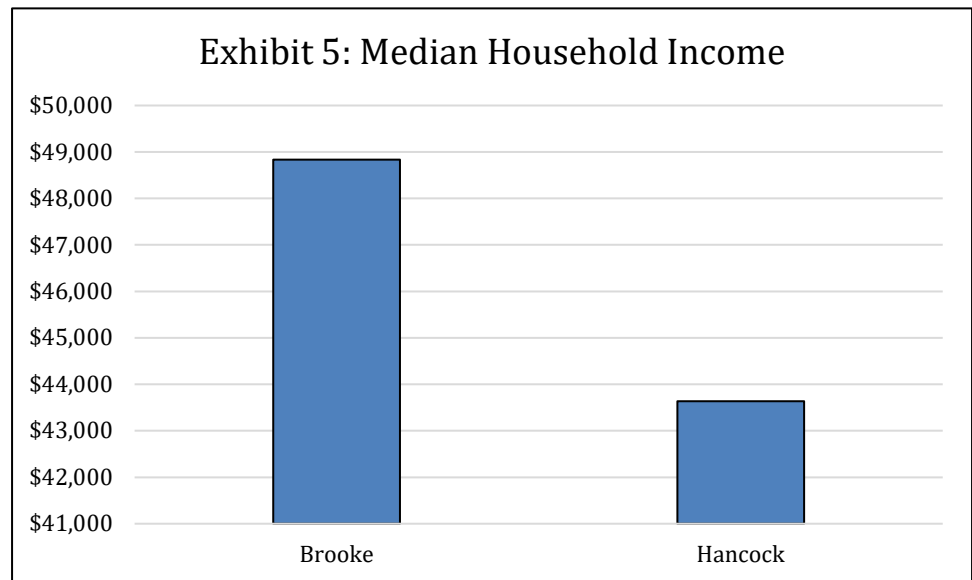
Exhibit 3: Region XI Older Adult Population Density



Household Incomes

Exhibit 5 illustrates the household incomes for Region XI. There are approximately 22,721 households in the region. Of those households, 37.23% earn less than \$35,000 annually. Of the households earning less than \$35,000, 19.45% earned less than \$10,000 per year. (Source: 2013-2017 American

Community Survey 5-Year Estimates)



Zero Vehicle Households

The number of vehicles available to a household also is used as an indicator of demand for transit service. There are 2,002 households in the region that have no available vehicle. This is 8.81% of all households in Region XI.

Exhibit 6 illustrates the total number of households that have no available vehicles. The block groups with the darkest shading have the highest percentage of households with no available vehicles (11.43% - 16.47%). The block group locations with the highest concentration of these households are generally located within or near the cities, the most being Weirton, Wellsburg, and Chester. Areas with a moderately high density of zero vehicle households can be found spread throughout the rest of Region XI.

Brooke County has the higher percentage of zero-vehicle households with 9.56%, while Hancock County has the lower percentage of zero-vehicle households with 8.23%.

Exhibit 6: Region XI Zero Vehicle Households

**West Virginia
Region XI
Coordinated
HSTP Update**

Legend

- Region XI Counties
- Region XI Blockgroups
 - 0% - 0.77%
 - 0.78% - 2.05%
 - 2.06% - 5.78%
 - 5.79% - 11.42%
 - 11.43% - 16.47%
- Region XI Cities

Counties: Brooke and Hancock

Source: 2016 ACS Five-Year Estimates

Percent of Blockgroup Population

0 1.75 3.5 7 Miles

West Virginia Region XI Coordinated HSTP Update

Legend

Region XI Counties

Region XI Blockgroups

0% - 0.77%
0.78% - 2.05%
2.06% - 5.78%
5.79% - 11.42%
11.43% - 16.47%

Region XI Cities

Counties: Brooke and
Hancock

Source: 2016 ACS
Five-Year Estimates

Percent of Blockgroup Population

0 1.75 3.5 7 Miles

Minority and Limited English Proficiency (LEP) Population

Approximately 94% to 96% of the population in each county of the region is white (Exhibit 7). African American individuals are the second most common race, followed by individuals of two or more races. The majority of the population speaks only English (Exhibit 8).

Exhibit 7: Race		
Race	Brooke	Hancock
White or Caucasian	95.8	94.1
Black or African American	1.7	2.1
Two or more races	0.9	1.8
Hispanic or Latino (of any race)	0.9	1.4
American Indian and Alaska Native	0	0.1
Asian	0.4	0.5
Native Hawaiian and Other Pacific Islander	0.2	0

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

Exhibit 8: Limited English Proficiency				
Language	Brooke	%	Hancock	%
	23,067		29,921	
Speak only English	21,773	98.6	27,850	97.9
Language other than English	320	1.4	593	2.1
Speak English less than "very well"	42	0.2	195	0.7
Spanish or Spanish Creole:	81	0.4	197	0.7
Speak English less than "very well"	5	0	124	0.4
Indo-European Languages:	153	0.7	308	1.1
Speak English less than "very well"	12	0.1	39	0.1
Asian and Pacific Island Languages:	75	0.3	58	0.2
Speak English less than "very well"	25	0.1	32	0.1

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

Facts

APPENDIX E: RELEVANT FAST ACT PROGRAMS

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

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

Eligible Recipients:

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

GLOSSARY OF TERMS

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX F: PARTICIPATING ORGANIZATIONS

The following organizations participated in the Coordinated Plan Update:

Brooke County Committee on Aging
Brooke Hancock Jefferson Metropolitan Planning Commission
City of New Cumberland
CHANGE, Inc.
Hancock County Senior Services
Mary H. Weir Public Library
Weirton Transit Corporation

APPENDIX G: RESOLUTION TO ADOPT THE PLAN

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