

Introduction

Most people acknowledge that they would use transit if service was fast, frequent, dependable, and easy to use. Like a complete system of roads, sidewalks, and bikeways, transit must provide connections to the places people need or want to go at a time when they need to get there. Since 1972 when the Tri-State Transit Authority was established, the functional role of mass transportation in the KYOVA region has been to provide a viable alternative to the automobile. Even though transit ridership in the United States over the past 60 to 70 years has declined as the availability and dependence on private automobiles has risen, local staff and elected officials have continued to acknowledge the importance of transit in providing mobility to the region's residents, particularly disadvantaged populations.

These officials have taken advantage of positive cycles in transit ridership. In the 1970s, concerns over an energy crisis, automotive fuel shortages, and inflation gave rise to expected demands for revitalizing transit services. This resulted in a transit system for the 1980s that was efficient for the Huntington area. The 1990s and the first part of the 21st century brought to light the effects of industrial and transportation pollution to the air quality of metropolitan areas, with public transportation as part of the solution.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) requires that MPOs consider all modes of transportation in the analysis of region-wide mobility and the formulation of recommended plans, programs, and policies. The collective result of the modal elements should be an integrated, balanced intermodal transportation system that safely and efficiently moves people and goods. The purpose of the Transit Element of the *KYOVA 2040 Metropolitan Transportation Plan* is to analyze and evaluate various aspects of the public transportation system and produce an overall program that 1) serves the existing and potential needs of the area and 2) satisfies Federal and State eligibility requirements for financial assistance.

Many of the key words from the vision of the *KYOVA 2040 MTP* as described in **Chapter 1** relate directly to how the region's diverse public transportation system can continue to contribute to the overall transportation network. These key words are highlighted below:

We envision a growing region serviced by a **safe and sustainable transportation system** that provides **real choice** among modes of travel. Our transportation system will contribute to an **enhanced quality of life** by providing attractive **connections between destinations** for motorists, bicyclists, pedestrians, and transit users without compromising air quality, cultural and environmental resources, and it will support the **efficient movement of people and goods** at both the local and regional scale.

Likewise, the Guiding Principles and many of the Goals and Objectives described in **Chapter 1** document support for an expanding and robust transit system. A safe, comfortable customer delivery system with attractive and convenient amenities must be developed around bus stops to encourage transit use and decrease dependence on the automobile. This customer delivery system requires a consistent network of sidewalks, safe street crossings, and lighting. The efficiency of transit also depends on an interconnected system of roads and highways suitable for bus traffic. Transit cannot be considered in isolation, and the strategies presented in this chapter support improvements to the larger transportation system.



Existing Conditions

Included in the Existing Conditions section are descriptions of existing transportation services, existing and projected population for the KYOVA region, demographics, the identification of major trip generators, and potential transit passenger origins and destinations.

Current Public Transportation System

Descriptions of the transportation related services provided by the three public transportation organizations that exist in the KYOVA region are provided on the following pages.

Tri-State Transit Authority (TTA)

TTA provides fixed route, ADA paratransit, and non-emergency medical transportation services in Cabell County, West Virginia, and also in Lawrence County, Ohio under contract with the Lawrence County Port Authority. It is based on Fourth Avenue in Huntington where its operations/maintenance facility is located. This facility also houses administrative offices, dispatch, and other operations functions.

TTA serves Huntington, Barboursville, Milton, and Marshall University. Complementary ADA paratransit service is provided throughout the area. Service is available from 5:30 a.m. to 11:15 p.m. Monday through Saturday. Descriptions of its fixed route and paratransit services follow.



Fixed Route Service

TTA fixed route service consists of nine radial routes, the Pullman-Marshall University shuttle, and three evening routes. A map showing the daytime routes appears in **Figure 6.1**. A route profile for TTA is included in **Table 6.1**.

With a few exceptions, TTA operates nearly the same schedule on Saturdays as it does on weekdays. Most routes begin around 6:00 a.m. and end at 7:15 p.m. Routes 9 – Milton, 5 – Walnut Hills, and 7 – Barboursville operate to about 8:15 p.m. There are three routes that operate to past 11:00 p.m. on weekdays and Saturdays. These combine the alignments of portions of the daytime routes. TTA also operates the Pullman-Marshall University shuttle from noon to 11:15 p.m. on weekdays and Saturdays.



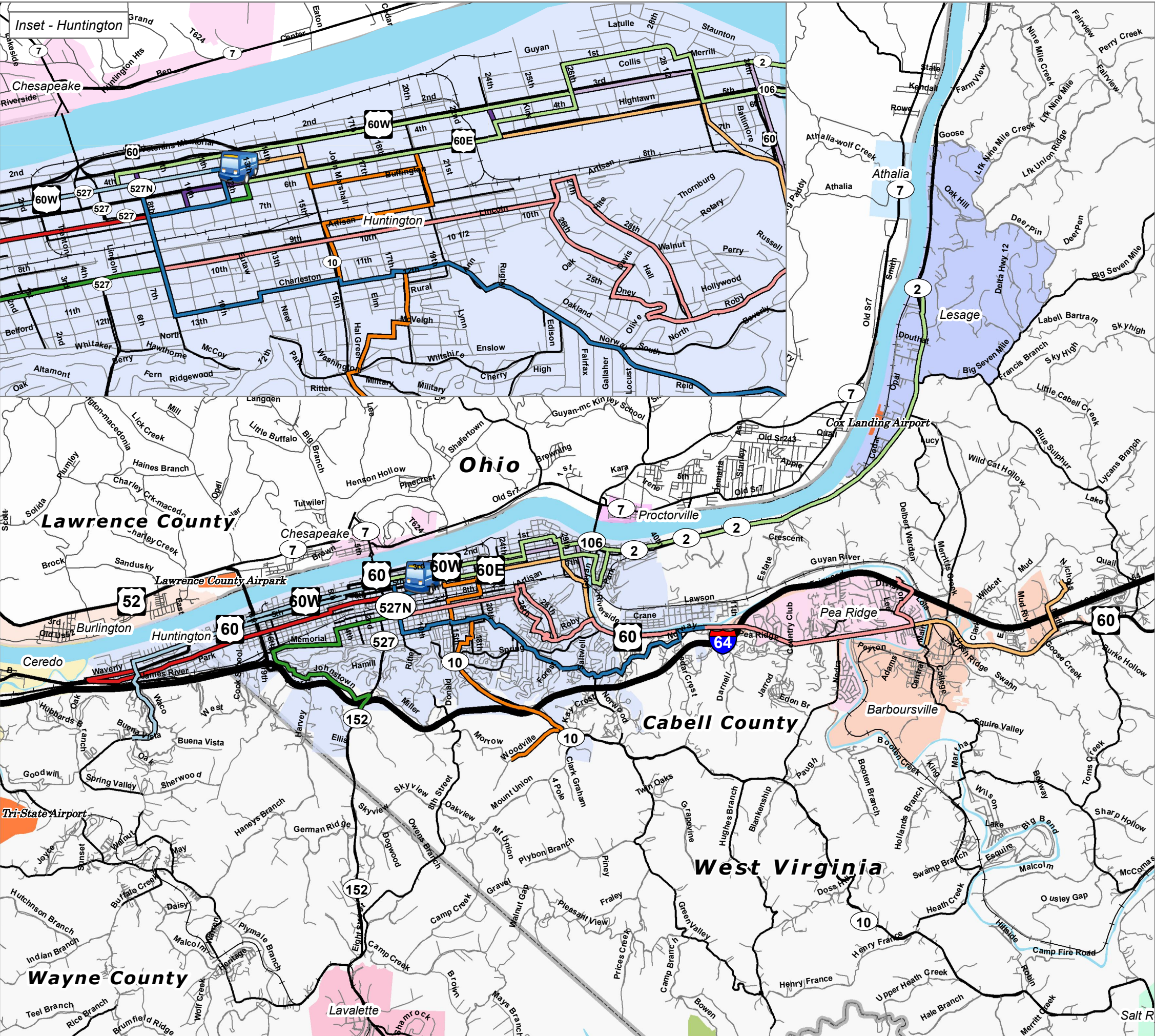
Figure 6.1

TTA West Virginia Routes



- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 8
- Route 9
- Route 10

- Interstate Highway
- US Highway
- State Highway
- County Road
- Local Road
- Body of Water
- Beech Fork State Park
- Airport





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Table 6.1 – TTA Route Profile

Route	Service Span		Vehicle Required				Frequency				Rev Hrs	
	Weekday	Saturday	Pk	Md	Eve	Sat	Pk	Md	Eve	Sat	Wday	Sat.
1-Westmoreland	6:22a-7:17p	6:22a-7:17p	1	1	-	1	60	60	-	60	11.9	11.9
2-Southside	6:10a-7:15p	6:10a-7:15p	1	1	-	1	60	60	-	60	13.1	13.1
3-Third Avenue	6:15a-7:15p	7:15a-7:05p	1	1	-	1	60	60	-	60	13.0	11.8
4-9 th & 11 th Avenues	7:45a-5:25p	7:45a-5:25p	0.5	0.5	-	0.5	120	120	-	120	6.0	6.0
5-Walnut Hills	6:05a-8:10p	6:05a-8:10p	2	2	2	2	60	60	60	60	24.0	24.0
6-Madison Avenue	6:20a-7:15p	6:20a-7:15p	1	1	-	1	60	60	-	60	12.9	12.9
7-Barboursville/Altizer	5:50a-8:15p	6:50a-8:15p	2	2	2	2	60	60	60	60	28.2	22.9
8-Hal Greer Boulevard	6:45a-7:15p	6:45a-7:15p	0.5	0.5	-	0.5	120	120	-	120	7.0	7.0
9-Milton	5:45a-8:50p	6:00a-8:50p	2	2	2	2	60	60	60	60	27.7	27.4
20-PM South	7:15p-11:05p	7:15p-11:05p	0	0	2	2	-	-	60	60	5.9	5.9
30-PM North	7:15p-11:05p	7:15p-11:05p	0	0	2	2	-	-	60	60	5.8	5.8
40-PM West	7:15p-11:05p	7:15p-11:05p	0	0	1	1	-	-	60	60	3.8	3.8
Pullman-Marshall Shuttle	12:00p-11:15p	12:00p-11:15p	1	1	1	1	20	20	20	20	11.3	11.3
Huntington-Charleston	6:40a-9:20a 5:15p-6:45p	-	1	1	-	-	2 trips	-	-	-	2.7	-
TOTAL			13	13	12	12					173.3	163.8

Thirteen vehicles are operated by TTA on its fixed routes during the weekday peak and mid-day period. Twelve vehicles are in operation between 7:15 p.m. and 8:15 p.m. as the evening routes are being put into service and six daytime routes are ending. After 9:00 p.m. there are six vehicles in service.

Most routes run every sixty minutes. Three routes are the exception to this. Routes 4 – Harveytown and 8 – Hal Greer Boulevard run every 120 minutes. Also, the Pullman – Marshall University shuttle runs every 20 minutes. For all routes, revenue hours total 170.6 on weekdays, and 163.8 on Saturdays. Routes 7 – Barboursville and 9 – Milton have the most weekday revenue hours of all the individual routes. On Saturdays, Routes 5 – Walnut Hills and 9 – Milton have the greatest number of revenue hours.

In 2009, TTA began operating fixed route and paratransit service in Lawrence County, Ohio. This is more fully described in the Lawrence County Port Authority section that follows.

Paratransit Service

TTA operates ADA complementary paratransit service for eligible persons making trips within $\frac{3}{4}$ mile of a TTA bus route. It also provides non-emergency medical transportation for Medicaid eligible persons. TTA is experiencing rapid growth in paratransit ridership. It has recently installed scheduling software to help address this increase in demand.



TTA Fleet

TTA currently operates on its fixed route service ten 32-passenger buses, ten 26-passenger buses, and nineteen 29-passenger buses. Its paratransit fleet consists of two 24-passenger mini-buses, six 11-passenger vans, fourteen 13-passenger vans, and three fifteen-passenger vans. Two 32-passenger buses and three 13-passenger vans are leased from the Lawrence County Port Authority and **Table 6.2** shows the TTA fleet roster. In addition to these, TTA maintains seven service vehicles.

Table 6.2 – TTA Fleet Roster			
Qty	Year	Make	Seating
3	2003	Gillig	32
6	2003	Gillig	26
4	2007	Gillig	26
9	2009	Gillig	26
5	2009	Gillig	32
2	1984	Chance	24
5	2006	Braun	11
1	2006	Goshen Pacer	12
3	2006	Goshen GC II	13
1	2008	Braun	11
6	2009	Ford E450	13
Leased Vehicles - Ohio			
2	2011	Ford E450	13
3	2011	Ford Pacer	15

Ridership and Productivity

Table 6.3 provides a summary of TTA's West Virginia fixed route ridership and productivity. Systemwide, weekday ridership and service levels are nearly equal. Saturday ridership is 2,166 while weekday ridership is 2,145. Saturday productivity is also higher with 13.2 passengers per revenue hour compared to 12.4 passengers per revenue hour on weekdays. Route 5 – Walnut Hills has the highest ridership on weekdays while Route 6 – Madison Avenue is the most productive at 25.1 passengers per revenue hour. On Saturdays, Route 5 – Walnut Hills also has the highest ridership with 534 passenger boardings. The Pullman Shuttle is the most productive route on Saturdays at 33.5 passengers per revenue hour.

Table 6.3 – TTA Route Ridership and Productivity				
Route	Weekday		Saturday	
	Riders	Per Hr	Riders	Per Hr
1-Westmoreland	213	17.9	117	9.8
2-Southside	196	15.0	126	9.6
3-Third Avenue	136	10.5	108	9.2
4-9 th & 11 th Avenues	21	3.5	14	2.3
5-Walnut Hills	479	20.0	534	22.3
6-Madison Avenue	324	25.1	231	17.9
7-Barboursville/Altizer	286	10.1	241	10.5
8-Hal Greer Boulevard	101	7.8	45	6.4
9-Milton	256	9.2	205	7.5
20-PM South	46	7.8	72	12.2
30-PM North	46	7.9	45	7.8
40-PM West	41	10.8	49	12.9
Pullman-Marshall Shuttle	278	24.6	379	33.5
Huntington-Charleston	5	1.9	-	-
TOTAL	2,145	12.4	2,166	13.2

Ridership on the TTA fixed route system has grown steadily over the past ten years. The graph to the right shows monthly ridership levels since January 2000. The graph shows a steady increase from about 56,000 passengers per month in 2000 to 66,000 passengers per month in 2011. These data also show that TTA ridership has a seasonal fluctuation. In most years, ridership is highest in the spring and autumn months.

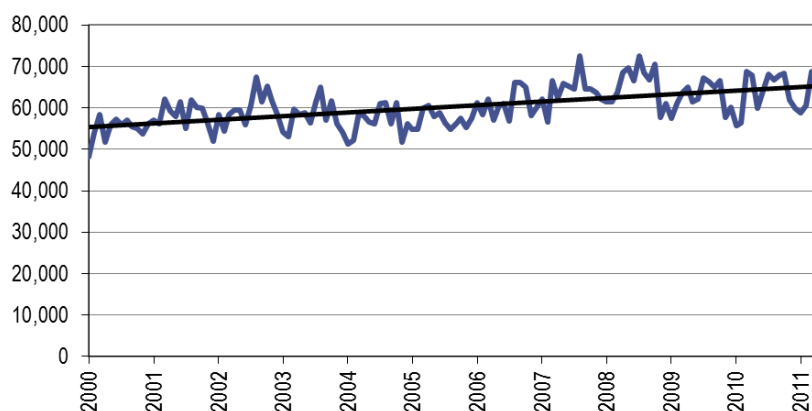
TTA paratransit ridership increased steadily from 2000 to 2006, and then declined from 2006 to 2011. The result is that the overall trend line is flat. The primary reason for this fluctuation is that there has been a turnover in its customer base. The graph to the right shows monthly paratransit ridership between 1999 and 2011.

Lawrence County Port Authority/Ironton-Lawrence County Community Action Organization (CAO)

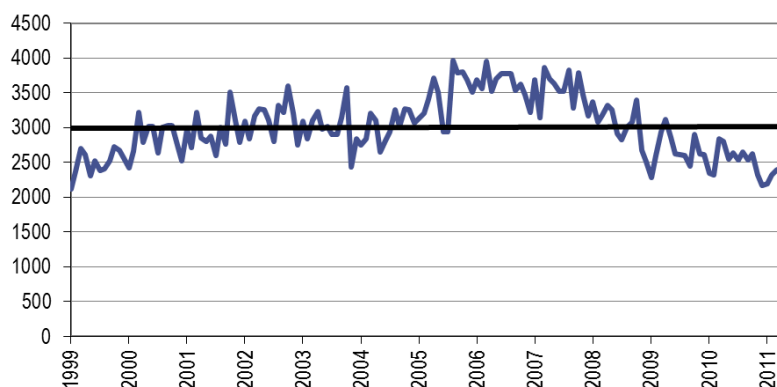
The Ironton-Lawrence County CAO provides a wide variety of human service programs. These include community development, housing management, senior services, a family guidance center, family medical centers, weatherization, Head Start, and several other services for low income persons. The Ironton-Lawrence County CAO also provides management services to the Lawrence County Port Authority (LCPA) to manage the public transportation system in Lawrence County. It administers the contract with the Tri-State Transit Authority (TTA) who operates fixed route and ADA paratransit service in Lawrence County. These services began operation in July 2008. The CAO also operates some ADA paratransit as well as transportation for Senior Services and Head Start.

The CAO also is currently constructing a transit center in downtown Ironton.

TTA Fixed Route Ridership Trend



TTA Paratransit Ridership Trend



Fixed Route Service

Figure 6.2 depicts the alignment of the routes operated by TTA under contract with the Lawrence County Port Authority. A route profile for the Lawrence County routes is included in **Table 6.4**. They are run on weekdays only, require three vehicles to operate, and total 29.8 revenue hours daily.



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Figure 6.2

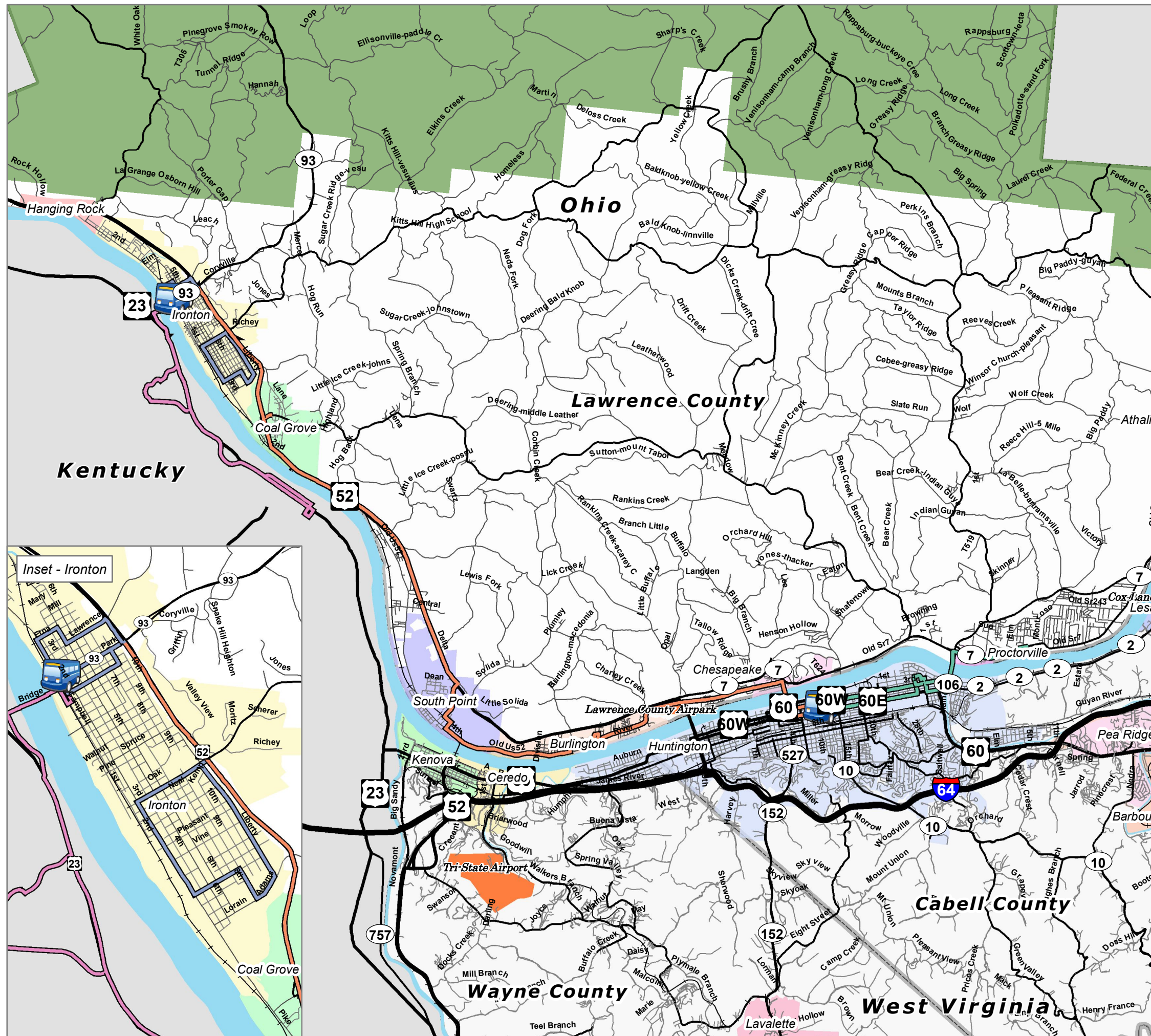
TTA Lawrence County Routes



Transit Center

- Route 11
- Route 12
- Route 13
- Route 14

- Interstate Highway
- US Highway
- State Highway
- County Road
- Local Road
- Body of Water
- Wayne National Forest
- Airport





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Table 6.4 – Lawrence County Route Profile

Route	Service Span		Vehicle Required			Frequency (minutes)			Revenue Hrs	
	Weekday	Saturday	Pk	Md	Sat	Pk	Md	Sat	Wday	Sat.
11-Proctorville	7:35a-5:15p	-	0.5	0.5	-	5 trips/day		-	5.1	-
12-Huntington/Ironton	6:20a-7:43p	-	0.5	0.5	-	5 trips/day		-	12.1	-
13-Downtown Ironton	7:00a-5:30p	-	0.5	0.5	-	50-100	25-130	-	7.4	-
14-Ironton/Ashland	7:30a-6:30p	-	0.5	0.5	-	7 trips/day		-	5.2	-
TOTAL			2	2	-				29.8	-

Paratransit Service

The LCPA also provides ADA paratransit service as required. This is operated jointly by TTA and the CAO. The CAO has named this service Lawrence County Transit (LCT).

LCPA Fleet

The vehicles used for these services are listed in **Table 6.2** in the TTA description. The LCPA services are provided using two 32-passenger buses and three 13-passenger vans.

Ridership and Productivity

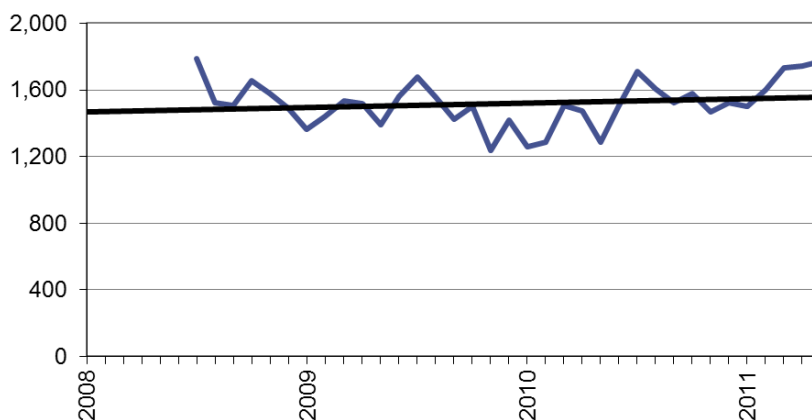
Table 6.5 lists the ridership for these routes. These counts were taken in April 2009, which is less than a year from when they were started. Ridership has increased somewhat on these routes since then.

Table 6.5 – Lawrence County Route Ridership and Productivity

Route	Weekday		Saturday	
	Riders	Per Hr	Riders	Per Hr
11-Proctorville	20	3.4	-	-
12-Huntington/Ironton	52	2.2	-	-
13-Downtown Ironton	7	1.1	-	-
14-Ironton/Ashland	6	1.5	-	-
TOTAL	85	2.1	-	-

The graph to the right shows the ridership trend for the Lawrence County routes since its beginning in July 2008. This shows a gradual increase in ridership from about 1,500 to 1,600 passengers monthly. The last three months had ridership levels over 1,700 passengers.

Lawrence County Fixed Route Ridership Trend



Wayne Express

Wayne Express provides demand response and deviated fixed route service in Wayne County, West Virginia. Wayne Express is a service of WCCSO, Inc., a multipurpose human service agency. It is based in Kenova where its operations and administrative offices are located. **Figure 6.3** shows the route that it currently operates. It provides transportation services from 6:15 a.m. to 7:30 p.m. on weekdays.

The municipalities of Ceredo and Kenova currently are served by a deviated fixed route operated by Wayne Express. Four schedules are operated Monday through Friday from 6:15 a.m. to 7:30 p.m., two in the morning and two in the afternoon. Inbound service is provided from the Dreamland Pool in Kenova, through Ceredo, to the Department of Health and Human Resources (DHHR) “transfer place” in Huntington for a possible connection to a TTA bus. Outbound service originates at the DHHR “transfer place” and terminates at the Dreamland Pool in Kenova.

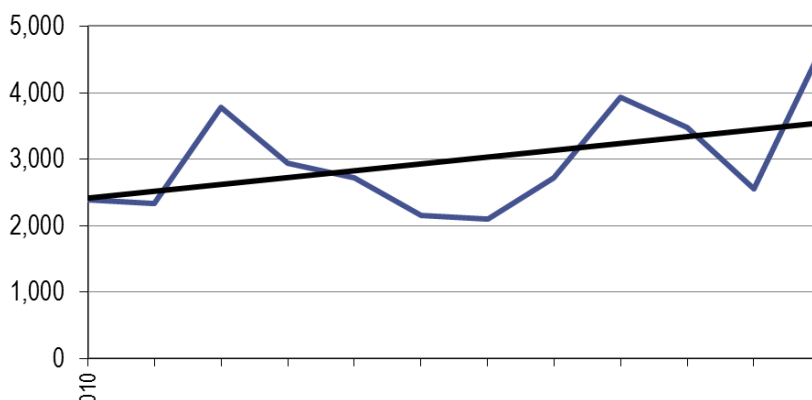


The base fare is \$0.75. The county is divided into two zones, and an additional \$0.75 is charged if a passenger crosses the zone boundary. It provides non-emergency medical transportation, trip to and from senior centers, and employment-related trips.

Wayne Express Fleet

Table 6.6 lists the vehicles used by Wayne Express. It currently uses 25 vehicles to provide transportation services to the public. It also maintains seven service vehicles used by Wayne Express staff and a food pantry located in Ft. Gay.

Wayne Express Ridership Trend, 2010



Ridership and Productivity

The graph above shows monthly ridership for Wayne Express for 2010. As can be seen, the ridership trend is increasing from about 2,500 passengers per month to 3,500 passengers per month. Overall, the system averages 0.1 passengers per revenue mile.











Table 6.6 – Wayne Express Fleet Roster

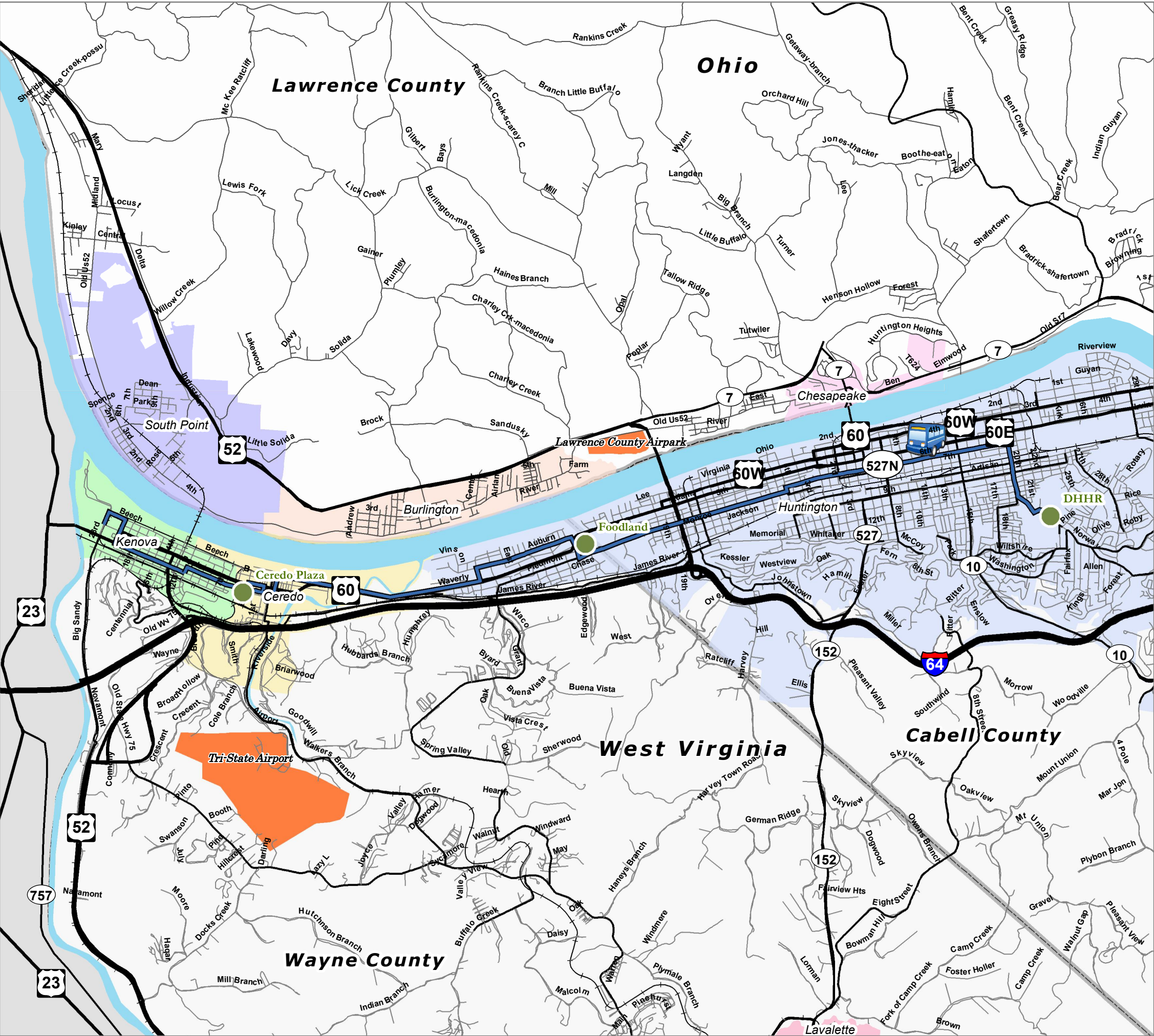
Qty	Year	Make	Seating
1	2004	Ford GC II	12
2	2006	Ford GC II	12
4	2006	Ford Pacer	8
1	2006	Dodge Caravan	5
3	2007	Ford GC II	12
4	2008	Ford GC II	12
3	2008	Chevy Uplander	5
2	2009	Dodge	5
3	2009	Ford GC II	12
2	2011	Ford GC II	12



Figure 6.3

Wayne Express Route

-  Transit Center
-  Major Stop
-  Wayne Express Route
-  Interstate Highway
-  US Highway
-  State Highway
-  County Road
-  Local Road
-  Body of Water
-  Airport





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Ashland Bus Service

The City of Ashland Bus System (ABS) offers four routes throughout the Ashland and adjoining areas, extending to Catlettsburg, Kenova and Summitt. The system is a hub-and-spokes design with buses departing every hour from the Historic Transportation Center at 99 15th Street. This location directly adjoins the newly renovated Riverfront Park. Bus stops are located at major points of interest such as Town Center Mall, Midland Plaza, the Library, the Movies, and King's Daughters Medical Center. The system operates Monday through Friday from 7:00 a.m. to 7:00 p.m. and Saturday from 9:00 a.m. to 6:00 p.m. Office hours are Monday through Friday 8:30 a.m. to 5:00 p.m. and Saturday 9:00 a.m. to 5:00 p.m.



ABS's fleet is handicap accessible, and several of its full-size buses have bicycle racks. The system also offers door-to-door Paratransit services for persons unable to ride the fixed route service. Trips are scheduled in advance.

The full fare is \$0.75 per trip. Reduced fares are available for persons with disabilities, persons age 62, persons holding a Medicaid Card, disable veterans, children ages 6 to 12, and students. Children under the age of six ride free. The reduced fare for all others is \$0.35. Monthly, weekly, 30-ride, and 10-ride passes are available for full fare patrons and those eligible for reduced fare.

Human Service Agency Transportation

Cabell-Wayne Association of the Blind, Inc.

Cabell-Wayne Association of the Blind, Inc. is a private non-profit agency that provides assistance to the blind and visually impaired. The client assistance includes free transportation, orientation and mobility training, rehabilitation aids, the loan of closed circuit television and computers, in-home assistance with shopping and other daily errands, instruction in basic and intermediate computing, support groups, recreational activities, and many seasonal events. The agency is located in Huntington.

This agency provides transportation service utilizing four vehicles, one of which is lift-equipped. One of the vehicles was procured with Section 5310 funds while the remaining vehicles were obtained with private funds donated to the agency. Vehicles are maintained by Penske Truck Leasing. The transportation service is provided only for the visually impaired for such purposes as employment, education, eye care, medical appointments, and social needs. Six drivers, four full-time and two part-time are employed by the agency.

Transportation service is provided from 7:00 a.m. to 5:00 p.m., Monday through Friday, with occasional Saturday service when necessary. The agency serves about 600 individuals and provides transportation for approximately 250 to 300 individuals per month. Transportation is also provided by taxi and through the purchase of tickets for the TTA dial-a-ride service.

The services are provided fare free. Clients are advised to call the Transportation Supervisor for trip reservations one day before the requested trip. The Cabell-Wayne Association of the Blind, Inc. receives no federal or state operating funds. The agency is self-supporting from private donations, receiving funds from local organizations including the United Way.



Area Agency on Aging District 7, Inc.

The Area Agency on Aging District 7, Inc. (AAA7) is a private, non-profit agency designated by the State of Ohio to be the planning, coordinating and administrative agency for federal and state programs in Adams, Brown, Gallia, Highland, Jackson,





Lawrence, Pike, Ross, Scioto, and Vinton counties in southern Ohio. Of these counties, only Lawrence County, Ohio is included in the KYOVA Interstate Planning Commission region. The AAA7 office is located in Rio Grande, Ohio. The agency provides services for older adults and those with disabilities to live safely and independently in their own homes. The agency mission statement is: *assisting individuals to maintain independence and personal choice by providing resource options and services.*

While there is no formal coordination of transportation trips, AAA7 operates The Aging and Disability Resource Center refers callers to other agencies that may be able to meet the transportation needs of the caller.

AAA7 contracts with the Ironton-Lawrence County Community Action Organization instead of directly providing transportation services. In 2011, \$25,000 was awarded to the agency to provide transportation services eligible through the Title III program.

Cabell County Community Services Organization

Cabell County Community Services Organization, Inc. (CCCSO) is a private non-profit agency whose purpose is to plan, develop, finance, and provide programs for elderly, low income, and disabled residents in areas of economic development, health care, education, welfare, and transportation. The agency is primarily involved with aging services, through the operation of five service centers. The main office is located in Huntington.

The agency's transportation program is operated using nine vehicles, three of which are lift-equipped. Three of the vehicles are assigned to senior centers. It has a peak-hour demand of seven vehicles. The agency employs five drivers (two full-time, three part-time). Many of the trips provided are medical related. Transportation service also is provided to nutrition sites, medical facilities, shopping and banking, adult day care, and recreational and social activities. The agency is an authorized non-emergency Medicaid transportation provider.

Transportation service is provided within Cabell County on weekdays from 7:00 a.m. to 5:00 p.m., and on Saturdays by appointment. Local vendors are used for vehicle maintenance. There is no fare

for senior riders but donations are encouraged. For persons needing assistance, the agency provides an accessible vehicle on a sliding fee scale. Rides must be requested at least one week ahead of the trip in order to guarantee service; however, many trips are provided with much less advance time. This agency uses the TTA paratransit service as much as possible to serve their clients.

Of the agency's nine vehicles, two were purchased through the transit authority using Section 5310 funds and one was obtained with local funds. The agency receives local support through a levy from the Board of County Commissioners. Medicaid, along with Title III-B and Title-E funds, are used for operating expenses.

Lawrence County Jobs and Family Services

JFS provides transportation for clients in two ways—gas vouchers as a form of reimbursement and contracting with local taxi companies—mostly for trips to medical facilities in Ashland and Huntington. It also owns one van and employs a driver to provide non-emergency medical transportation to a variety of medical facilities, many of which are out-of-county destinations in locations such as Cincinnati and Columbus.

Lawrence County Mental Retardation/ Developmental Disabilities (MR/DD)

The Lawrence County Board of MR/DD provides transportation to children and adults with developmental disabilities. Its transportation services can be divided in two categories. The MR/DD Board provides bus transportation for children who are enrolled at Open Door School and adults served and employed by Tri-State Industries (TSI). MR/DD's non-profit affiliate, TSI, provides transportation primarily for adults for community employment and other purposes. MR/DD also funds private providers who transport individuals to other locations, including hospitals, medical and mental health centers and WIC programs. The agency spends around \$500,000 for transportation services annually.

Other Services

Park-and-Ride Lots

Park-and-ride facilities provide a common location for individuals to transfer from a low- occupancy vehicle to a higher-occupancy vehicle. The lots are intended to provide commuters, public transportation passengers, carpoolers, and vanpoolers with a facility to park their vehicles.



There are four park-and-ride lots in the KYOVA area. Each lot was built by and is maintained by the West Virginia Department of Transportation – Division of Highways. The lots are located in Cabell County, two in Huntington and one in Milton, primarily serving passengers of the Huntington - Charleston Commuter Bus service. The park-and-ride lots are also used for meeting area carpooling and vanpooling needs. The lots appear to be well positioned along this corridor. These park-and-ride lots are located at:

- Milton (I-64 Exit 28)
- Huntington Mall (I-64 Exit 20B)
- I-64 at WV 10 (I-64 Exit 11)
- I-64 at WV 152 (I-64 Exit 8)

At the initiation of the Huntington-Charleston Commuter Bus service, the Regional Jail facility at Merritts Creek, just off of Exit 18 in Barboursville, made improvements to the site to accommodate parking of Intelligent Transportation passengers. This enabled iT riders to park away from the jail visitors. The construction of the Huntington Mall park-and-ride lot led to discontinuing use of the Merritts Creek lot for the Intelligent Transportation service.

A 2010 WV Department of Transportation study compiled a detailed inventory of the State's park-and-ride infrastructure. The study found the Milton lot to have overflow parking at times with 95 percent or greater capacity. Expansion of the lot was recommended by the study. It also concluded that across the State there is an issue with inadequate directional signage for the lots.

Amtrak

Amtrak operates two long distance trains through West Virginia. The Capitol Limited operates daily on its Washington-Martinsburg-Pittsburgh-Chicago route. The second train, the Cardinal, provides tri-weekly service on a New York-Washington-Charleston-Cincinnati-Chicago route that stops in Huntington. The Cardinal also stops in Charleston and Ashland, KY. Amtrak stops at Huntington in both directions (westbound in the late evening and eastbound in the early morning) on Sundays, Wednesdays and Fridays. The station has structured hours around the six weekly trains that stop and is open Sunday, Wednesday, and Friday from 5:45 a.m. to 11:45 a.m. and 4:30 p.m. to 10:00 p.m.

The route serves a number of colleges and universities, such as Marshall, Purdue, and Indiana Universities. The Cardinal operates along CSX tracks in the KYOVA portion of the route. A unique feature of the Cardinal is the natural beauty along its route including the Virginia horse country, the Shenandoah Valley, the Blue Ridge and Allegheny Mountains, and the white water of West Virginia's New River Gorge.

Although the Cardinal operates as a through train between New York and Chicago, Amtrak notes that nearly all passengers are traveling to and from intermediate stations in the middle of the route, such as Huntington, where the train is often the only form of intercity transportation available. Therefore, one of the primary functions of the Cardinal is to connect these interior communities with the major hubs and centers in the Northeast and Midwest. In 2011, there were 11,271 boardings and alightings at the Huntington station, an increase of 3.3 percent from the previous year.





The Huntington Amtrak station is located at 1050 8th Avenue in Huntington. The station consists of a platform on the south side of the east-west tracks, a small parking lot just beyond the 10th Street viaduct and a small building in between. The station contains a ticket office, waiting room, restrooms, television, and vending machines. The station is staffed and baggage services are provided. The Huntington station is owned by Amtrak and was built in 1983.

The Huntington station is located six blocks south and two blocks west of the TTA Transit Center. Passengers arriving on the eastbound train from Chicago can easily transfer to any TTA route that serves the Transit Center, with most bus routes not starting until the train departs. Except for the few PM routes, most TTA routes stop running hours before the westbound train arrives, limiting options for any passengers who are either boarding or alighting from the train.

Taxi Service

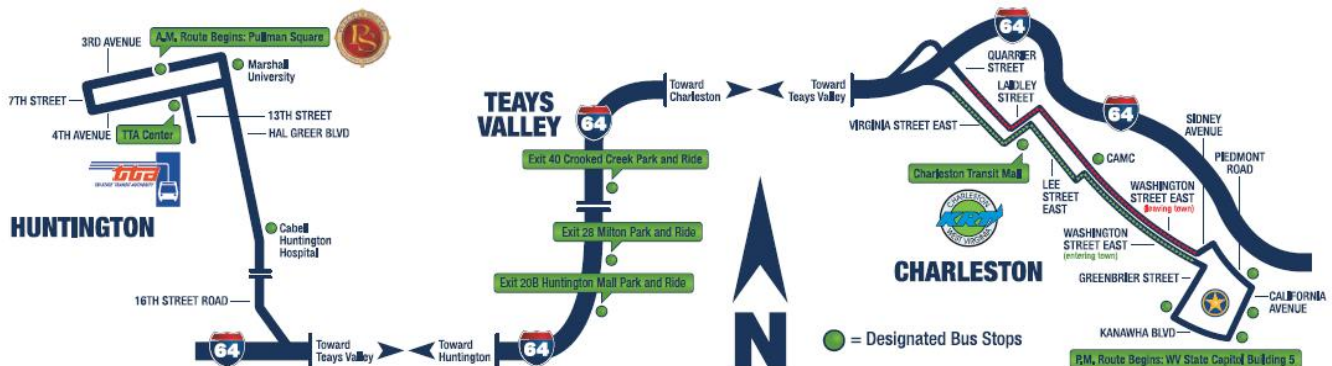
Numerous taxi companies have operations centered in Cabell, Lawrence, and Wayne Counties. The taxis provide traditional on-call point-to-point transportation throughout the tri-county area. Some taxi operators also provide prearranged time-call service to homes, hotels, or places of work, as well as on-demand delivery and courier service. Taxi Service is available at the Huntington Tri-State Airport, the TTA Center/Greyhound terminal, and the Amtrak train station to assist passengers to their final destinations.

Recent transportation studies in the KYOVA area have found that some human service agencies are

utilizing taxi companies for client transportation. For example, the recently revised Lawrence County Department of Job and Family Services Prevention, Retention, Contingency Plan indicates that the agency provides its clients transportation reimbursements that may be used to obtain taxi services to meetings and appointments. The 2011 KYOVA Coordinated Public Transit-Human Services Transportation Plan Update found that the Cabell-Wayne Association of the Blind, Inc. contracts with local taxi companies to meet the transportation needs of its clients. Often this practice is more cost effective than an agency operating its own fleet of vehicles.

Huntington – Charleston Commuter Bus

In January 2009, commuter bus service was initiated between Huntington and Charleston. Intelligent Transit (iT), as the service is called, is a joint effort between the Tri-State Transit Authority (TTA), the Kanawha Valley Regional Transportation Authority (KRT) and the West Virginia Department of Transportation - Division of Public Transit. The service operates two trips in each direction Monday through Friday from downtown Huntington to downtown Charleston, with stops at the Marshall University main campus, the West Virginia State Capitol Building and additional notable locations. TTA provides the service in the morning, while KRT is the service provider in the evening. In an effort to attract the business or college commuter, the service provides free WI-FI and newspapers on each vehicle.



The initial Federal and State support for the service ended January 5, 2012, with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds being the primary funding source. TTA, KRT and the West Virginia Division of Public Transit came to an agreement to extend the service until June 30 with each entity responsible for one-third of the net costs. Subsequently an agreement was reached to extend funding support of the service through 2015. With an estimated cost of \$500,000 to operate the service through 2015, the agreement calls for FTA to provide approximately \$250,000 with the remaining \$250,000 to be shared equally between the State, TTA, and KRT.

The service was initiated as a demonstration project and it has progressively gained in popularity. The vehicles operate at approximately 80 percent capacity, with standing-room-only buses not uncommon. In 2011 a total of 14,477 iT passenger trips were provided by TTA and KRT.

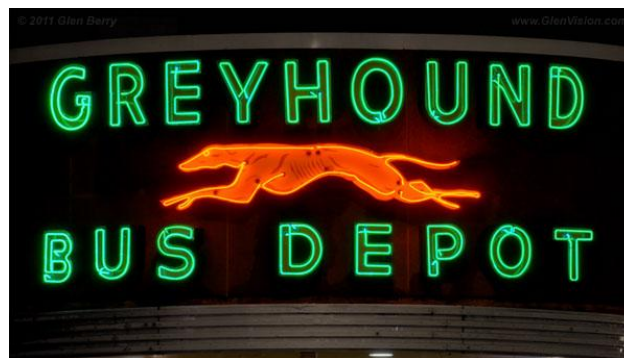
Due to increasing operating costs and uncertain funding support, fares for Intelligent Transit were recently increased. The fare is based upon distance traveled. From Huntington/Barboursville/Milton to Charleston the rate is \$4.00 one way and the same from Charleston/Crooked Creek to Huntington. For passengers boarding at the Crooked Creek stop and traveling into Charleston the fare is \$3.00. From Milton/Barboursville to Huntington, the fare is also \$3.00 one way. Bus passes are available for the Intelligent Transit service at either a \$30 value or a \$40 value.

Intercity Bus Service

As a result of the industry trend to discontinue routes, the KYOVA area is now served by one of the few intercity bus routes that traverse West Virginia. Huntington is the only designated intercity bus stop in the KYOVA area, with Greyhound Lines, Inc. utilizing the TTA Center as its terminal. Greyhound rents space at the TTA Center, a facility that once was the Greyhound terminal until purchased and renovated by TTA.

Huntington is a stop on Greyhound's route between Charleston and Detroit, with two stops daily in each direction in both the morning and evening. Connections are available along the route to various destinations served by Greyhound or other carriers, linking Huntington passengers to over 2,300 destinations across North America.

The standard fare between Huntington and Charleston is \$22.50. The December 2011 West Virginia Region II Coordinated Public Transit-Human Services Transportation Plan Update recommended additional intercity transportation service in the Region to provide more service options for travel beyond the local area.



Major Trip Attractions

The identification of major trip attractions is an important part of determining what gaps exist, if any, in the public transportation system. The following were identified as important trip generators for public transportation to serve.

The locations of these trip generators shown below correspond to the numbers in the list. They follow the linear pattern of the urbanized area. The cluster of commercial development surrounding the Huntington Mall has direct access to I-64. The core of Huntington has major medical facilities, commercial development, and Marshall University located near it. Some commercial development exists along U.S. 52 in Lawrence County. There are also major medical facilities and commercial development in Ashland.

Medical Facilities

- 1) Huntington Hospital
- 2) VA Medical Center
- 3) St. Mary's Hospital
- 4) HIMG Medical Center
- 5) King's Daughter Hospital
- 6) Bellefonte Hospital
- 7) Huntington Internal Medicine Group

Schools/Training Centers

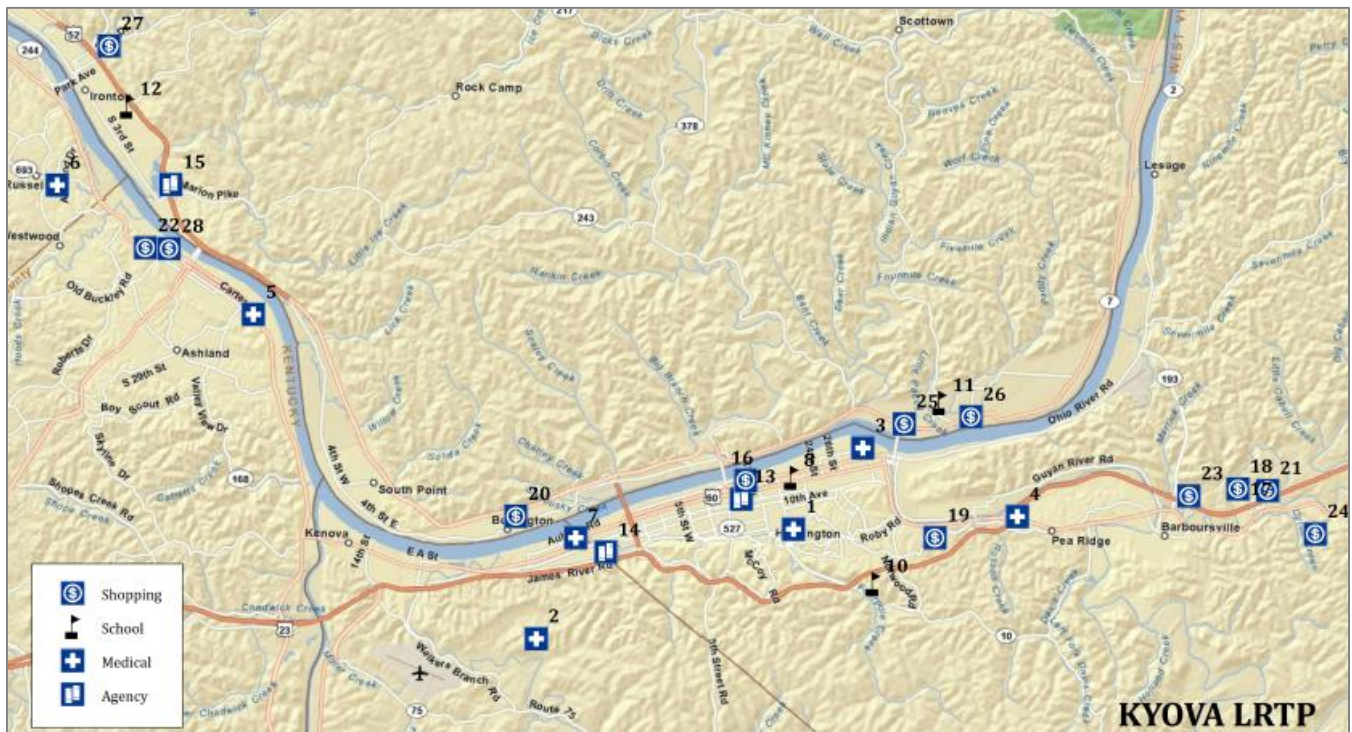
- 8) Marshall University
- 9) Cabell County Vocational Training Center
- 10) Huntington High School
- 11) Ohio University – Proctorville
- 12) Ohio University - Ironton

Human Service Agencies

- 13) Prestera Center
- 14) DHHR (2699 Park Avenue)
- 15) Tri-State Industries

Shopping Centers

- 16) Pullman Square
- 17) Huntington Mall
- 18) East Hill Mall
- 19) Wal Mart (U.S. 60)
- 20) Wal Mart (U.S. 52)
- 21) Wal Mart (Barboursville)
- 22) Wal Mart (Ashland)
- 23) Target (Barboursville)
- 24) K-Mart (U.S. 60)
- 25) Kroger (Proctorville)
- 26) Food Fair (Rome)
- 27) Ironton Plaza
- 28) Ashland Mall



Demographic Analysis

Limited information currently is available from the 2010 U.S. Census. This information was used to identify total population and population densities throughout the KYOVA region. Population projections by county were developed by the West Virginia University Bureau of Business and Economic Research and the Ohio Department of Development. These were used to estimate the population of two key components of transit ridership: senior citizens and persons with disabilities.

Population and Population Density

According to the U.S. Census, the total population of the KYOVA region in 2010 was 201,250. This is a decrease of 756 from 2000, or 0.3 percent. Population densities vary throughout the KYOVA region. The Huntington area has the highest population per square mile, with block groups ranging from between 3,306 to 11,885 people per square mile. The Barboursville area as well as portions of southern Lawrence and northern Wayne Counties each have block groups of moderate population densities ranging from 271 to 1,604 people per square miles. These areas comprise the majority of the greater Huntington urbanized area.

Population Projections

According to information from the West Virginia University Bureau of Business and Economic Research and the Ohio Department of Development, the total population of the three county KYOVA Region in 2010 was 199,042 persons. (Note that this varies slightly from the 2010 U.S. Census.) This is slightly greater than the area's 2005

estimated population of 198,783. The projected population for these counties (**Table 6.7**) shows moderate growth for Cabell and Lawrence Counties, and a loss of population for Wayne County.

These population projections were based on projections by five-year cohorts. These cohorts were summed to four general age groups: 0 to 14 years of age, 15 to 24 years, 25 to 64 years, and over 65 years. **Table 6.8** provides the population projections by age group for each county for 2010 through 2030.

Table 6.7 – Population Projections

	2010	2015	2020	2025	2030
Cabell County	95,245	96,363	96,356	97,246	97,107
Wayne County	40,888	40,191	39,352	38,366	37,195
Lawrence County	62,910	63,650	63,830	63,990	64,060

Sources: West Virginia University Bureau of Business and Economic Research, and Ohio Department of Development

Table 6.8 – Population Projections by Age Group

	2010	2015	2020	2025	2030	% Change 2010-2030
Cabell County	95,245	96,363	96,356	97,246	97,107	2.0%
0-14 Years	16,023	17,357	17,003	17,003	15,616	-2.5%
15-24 Years	18,126	12,578	11,574	12,494	13,476	-25.7%
25-64 Years	45,580	50,092	50,070	48,746	48,413	6.2%
65 Years and Over	15,516	16,336	17,709	19,003	19,602	26.3%
Wayne County	40,888	40,191	39,352	38,366	37,195	-9.0%
0-14 Years	7,144	6,657	6,003	5,586	5,276	-26.1%
15-24 Years	4,698	4,677	4,469	4,219	3,726	-20.7%
25-64 Years	22,592	21,462	20,676	19,669	18,931	-16.2%
65 Years and Over	6,454	7,395	8,204	8,892	9,262	43.5%
Lawrence County	62,910	63,650	63,830	63,990	64,060	1.8%
0-14 Years	10,590	11,190	11,230	11,880	10,900	2.9%
15-24 Years	10,210	8,850	8,650	7,880	9,140	-10.5%
25-64 Years	32,430	33,110	33,460	33,220	33,040	1.9%
65 Years and Over	9,690	10,200	10,500	10,990	10,990	13.4%

Estimate of the Population with Disabilities

The Survey of Income and Program Participation (SIPP) is a national survey that began in 1984. The SIPP is characterized by an extensive set of disability questions. Generally, it is the preferred source of data for examining most disability issues. The reason for this preference is the similarities between questions posed on the SIPP survey and the ADA definition of disability.

The ADA definition of disabled persons, when applied to public transportation, is designed to permit a *functional* approach to disability determination rather than a strict *categorical* definition. In a functional approach, the mere presence of a condition that is typically thought to be disabling gives way to consideration of an individual's abilities to perform various life functions. In short, an individual's capabilities, rather than the mere presence of a medical condition, determine transportation disability.

Data collected in the SIPP do permit consideration of persons with multiple disabilities. Moreover, the definitions employed can be directly related to the concepts in 49 CFR Part 37.3 with respect to "activities of daily life." This source establishes the criteria that only one major limitation in activities of daily life is necessary to trigger ADA eligibility for complementary paratransit services and that it also is a strong indicator of transit dependency.

Using the indices or incidence rates for specific disabilities derived from the SIPP (2002), an imputed estimate of the number of disabled individuals by age group has been calculated for each county. **Tables 6.9 to 6.12** (on the following pages) summarize these data for 2015, 2020, 2025 and 2030.

Table 6.13 is a summary of the projected number of disabled persons for each county for 2015 through 2030. This shows that the growth rate for the number of disabled persons is greater than the population in general. In Cabell County this amounts to a nine (9) percent growth from 2015 to 2030, with most of the growth occurring after 2020. A similar pattern can be seen in Wayne and Lawrence Counties. Wayne County also has a projected nine (9) percent increase in the disabled population, while Lawrence County has a five (5) percent increase from 2015 to 2030.

Table 6.13 – Projection of the Disabled Population

	2015	2020	2025	2030
Cabell County	4,819	4,994	5,208	5,343
Wayne County	2,095	2,193	2,262	2,275
Lawrence County	3,114	3,164	3,199	3,254

Source: RLS & Associates, Inc.



Table 6.9 – Estimate of the ADA Transportation Eligible Population, 2015

Disability Status	Ages 15-24 Years				Ages 25-64 Years				Ages 65 Years and Over				Total Region			
	Percent	Cabell County	Wayne County	Lawrence County	Percent	Cabell County	Wayne County	Lawrence County	Percent	Cabell County	Wayne County	Lawrence County	Ages 15-24 Yrs.	Ages 25-64 Yrs.	Ages 65+ Yrs.	Total All Ages
Total Population		18,126	4,698	10,210		45,580	22,592	32,430		15,516	6,454	9,690	33,034	100,602	31,660	165,296
Disability Status																
With a Disability	20.8%	3,770	977	2,124	16.3%	7,430	3,682	5,286	52.3%	8,115	3,375	5,068	6,871	16,398	16,558	39,827
- Severe	13.7%	2,483	644	1,399	10.8%	4,923	2,440	3,502	36.9%	5,725	2,382	3,576	4,526	10,865	11,683	27,073
- Not Severe	7.0%	1,269	329	715	5.5%	2,507	1,243	1,784	15.4%	2,389	994	1,492	2,312	5,533	4,876	12,721
Seeing/Hearing Disability																
With a Disability	6.7%	1,214	315	684	4.8%	2,188	1,084	1,557	20.5%	3,181	1,323	1,986	2,213	4,829	6,490	13,532
- Severe	1.4%	254	66	143	0.9%	410	203	292	4.4%	683	284	426	462	905	1,393	2,761
- Not Severe	5.3%	961	249	541	3.9%	1,778	881	1,265	16.1%	2,498	1,039	1,560	1,751	3,923	5,097	10,772
Walking/Using Stairs																
With a Disability	11.4%	2,066	536	1,164	8.0%	3,646	1,807	2,594	38.2%	5,927	2,465	3,702	3,766	8,048	12,094	23,908
- Severe	5.9%	1,069	277	602	3.6%	1,641	813	1,167	22.1%	3,429	1,426	2,141	1,949	3,622	6,997	12,568
- Not Severe	5.5%	997	258	562	4.4%	2,006	994	1,427	16.1%	2,498	1,039	1,560	1,817	4,426	5,097	11,341
Had Difficulty Walking	9.4%	1,704	442	960	6.5%	2,963	1,468	2,108	31.8%	4,934	2,052	3,081	3,105	6,539	10,068	19,712
- Severe	5.1%	924	240	521	3.1%	1,413	700	1,005	19.5%	3,026	1,259	1,890	1,685	3,119	6,174	10,977
- Not Severe	4.3%	779	202	439	3.4%	1,550	768	1,103	12.3%	1,908	794	1,192	1,420	3,420	3,894	8,735
Had Difficulty Using Stairs	9.2%	1,668	432	939	6.5%	2,963	1,468	2,108	31.2%	4,841	2,014	3,023	3,039	6,539	9,878	19,456
- Severe	3.1%	562	146	317	1.8%	820	407	584	11.9%	1,846	768	1,153	1,024	1,811	3,768	6,602
- Not Severe	6.1%	1,106	287	623	4.6%	2,097	1,039	1,492	19.3%	2,995	1,246	1,870	2,015	4,628	6,110	12,753
Used a Wheelchair	1.2%	218	56	123	0.7%	319	158	227	4.5%	698	290	436	396	704	1,425	2,525
Used a Cane/ Crutches/ Walker	4.1%	743	193	419	2.2%	1,003	497	713	16.9%	2,622	1,091	1,638	1,354	2,213	5,351	8,918
With an Activities of Daily Life Limitation	3.6%	653	169	368	2.5%	1,140	565	811	12.3%	1,908	794	1,192	1,189	2,515	3,894	7,598
- Needed Personal Assistance	2.0%	363	94	204	1.3%	593	294	422	7.1%	1,102	458	688	661	1,308	2,248	4,216
- Did not Need Personal Assistance	1.6%	290	75	163	1.2%	547	271	389	5.2%	807	336	504	529	1,207	1,646	3,382
One or more ADLs or IADLs for which assistance was needed	4.8%	870	226	490	3.1%	1,413	700	1,005	16.3%	2,529	1,052	1,579	1,586	3,119	5,161	9,865

Table 6.10 – Estimate of the ADA Transportation Eligible Population, 2020

Disability Status	Ages 15-24 Years				Ages 25-64 Years				Ages 65 Years and Over				Total Region			
	Percent	Cabell County	Wayne County	Lawrence County	Percent	Cabell County	Wayne County	Lawrence County	Percent	Cabell County	Wayne County	Lawrence County	Ages 15-24 Yrs.	Ages 25-64 Yrs.	Ages 65+ Yrs.	Total All Ages
Total Population		11,574	4,469	8,650		50,070	20,676	33,460		17,709	8,204	10,500	24,693	104,206	36,413	165,312
Disability Status																
With a Disability	20.8%	2,407	930	1,799	16.3%	8,161	3,370	5,454	52.3%	9,262	4,291	5,492	5,136	16,986	19,044	41,166
- Severe	13.7%	1,586	612	1,185	10.8%	5,408	2,233	3,614	36.9%	6,535	3,027	3,875	3,383	11,254	13,436	28,074
- Not Severe	7.0%	810	313	606	5.5%	2,754	1,137	1,840	15.4%	2,727	1,263	1,617	1,729	5,731	5,608	13,067
Seeing/Hearing Disability																
With a Disability	6.7%	775	299	580	4.8%	2,403	992	1,606	20.5%	3,630	1,682	2,153	1,654	5,002	7,465	14,121
- Severe	1.4%	162	63	121	0.9%	451	186	301	4.4%	779	361	462	346	938	1,602	2,886
- Not Severe	5.3%	613	237	458	3.9%	1,953	806	1,305	16.1%	2,851	1,321	1,691	1,309	4,064	5,862	11,235
Walking/Using Stairs																
With a Disability	11.4%	1,319	509	986	8.0%	4,006	1,654	2,677	38.2%	6,765	3,134	4,011	2,815	8,336	13,910	25,061
- Severe	5.9%	683	264	510	3.6%	1,803	744	1,205	22.1%	3,914	1,813	2,321	1,457	3,751	8,047	13,256
- Not Severe	5.5%	637	246	476	4.4%	2,203	910	1,472	16.1%	2,851	1,321	1,691	1,358	4,585	5,862	11,806
Had Difficulty Walking	9.4%	1,088	420	813	6.5%	3,255	1,344	2,175	31.8%	5,631	2,609	3,339	2,321	6,773	11,579	20,674
- Severe	5.1%	590	228	441	3.1%	1,552	641	1,037	19.5%	3,453	1,600	2,048	1,259	3,230	7,101	11,590
- Not Severe	4.3%	498	192	372	3.4%	1,702	703	1,138	12.3%	2,178	1,009	1,292	1,062	3,543	4,479	9,084
Had Difficulty Using Stairs	9.2%	1,065	411	796	6.5%	3,255	1,344	2,175	31.2%	5,525	2,560	3,276	2,272	6,773	11,361	20,406
- Severe	3.1%	359	139	268	1.8%	901	372	602	11.9%	2,107	976	1,250	765	1,876	4,333	6,974
- Not Severe	6.1%	706	273	528	4.6%	2,303	951	1,539	19.3%	3,418	1,583	2,027	1,506	4,793	7,028	13,327
Used a Wheelchair	1.2%	139	54	104	0.7%	350	145	234	4.5%	797	369	473	296	729	1,639	2,664
Used a Cane/ Crutches/ Walker	4.1%	475	183	355	2.2%	1,102	455	736	16.9%	2,993	1,386	1,775	1,012	2,293	6,154	9,459
With an Activities of Daily Life Limitation	3.6%	417	161	311	2.5%	1,252	517	837	12.3%	2,178	1,009	1,292	889	2,605	4,479	7,973
- Needed Personal Assistance	2.0%	231	89	173	1.3%	651	269	435	7.1%	1,257	582	746	494	1,355	2,585	4,434
- Did not Need Personal Assistance	1.6%	185	72	138	1.2%	601	248	402	5.2%	921	427	546	395	1,250	1,893	3,539
One or more ADLs or IADLs for which assistance was needed	4.8%	556	215	415	3.1%	1,552	641	1,037	16.3%	2,887	1,337	1,712	1,185	3,230	5,935	10,351



Table 6.11 – Estimate of the ADA Transportation Eligible Population, 2025

Disability Status	Ages 15-24 Years				Ages 25-64 Years				Ages 65 Years and Over				Total Region			
	Percent	Cabell County	Wayne County	Lawrence County	Percent	Cabell County	Wayne County	Lawrence County	Percent	Cabell County	Wayne County	Lawrence County	Ages 15-24 Yrs.	Ages 25-64 Yrs.	Ages 65+ Yrs.	Total All Ages
Total Population		12,494	4,219	7,880		48,746	19,669	33,220		19,003	8,892	10,990	24,593	101,635	38,885	165,113
Disability Status																
With a Disability	20.8%	2,599	878	1,639	16.3%	7,946	3,206	5,415	52.3%	9,939	4,651	5,748	5,115	16,567	20,337	42,019
- Severe	13.7%	1,712	578	1,080	10.8%	5,265	2,124	3,588	36.9%	7,012	3,281	4,055	3,369	10,977	14,349	28,694
- Not Severe	7.0%	875	295	552	5.5%	2,681	1,082	1,827	15.4%	2,926	1,369	1,692	1,722	5,590	5,988	13,300
Seeing/Hearing Disability																
With a Disability	6.7%	837	283	528	4.8%	2,340	944	1,595	20.5%	3,896	1,823	2,253	1,648	4,878	7,971	14,498
- Severe	1.4%	175	59	110	0.9%	439	177	299	4.4%	836	391	484	344	915	1,711	2,970
- Not Severe	5.3%	662	224	418	3.9%	1,901	767	1,296	16.1%	3,059	1,432	1,769	1,303	3,964	6,260	11,528
Walking/Using Stairs																
With a Disability	11.4%	1,424	481	898	8.0%	3,900	1,574	2,658	38.2%	7,259	3,397	4,198	2,804	8,131	14,854	25,788
- Severe	5.9%	737	249	465	3.6%	1,755	708	1,196	22.1%	4,200	1,965	2,429	1,451	3,659	8,594	13,703
- Not Severe	5.5%	687	232	433	4.4%	2,145	865	1,462	16.1%	3,059	1,432	1,769	1,353	4,472	6,260	12,085
Had Difficulty Walking	9.4%	1,174	397	741	6.5%	3,168	1,278	2,159	31.8%	6,043	2,828	3,495	2,312	6,606	12,365	21,283
- Severe	5.1%	637	215	402	3.1%	1,511	610	1,030	19.5%	3,706	1,734	2,143	1,254	3,151	7,583	11,988
- Not Severe	4.3%	537	181	339	3.4%	1,657	669	1,129	12.3%	2,337	1,094	1,352	1,057	3,456	4,783	9,296
Had Difficulty Using Stairs	9.2%	1,149	388	725	6.5%	3,168	1,278	2,159	31.2%	5,929	2,774	3,429	2,263	6,606	12,132	21,001
- Severe	3.1%	387	131	244	1.8%	877	354	598	11.9%	2,261	1,058	1,308	762	1,829	4,627	7,219
- Not Severe	6.1%	762	257	481	4.6%	2,242	905	1,528	19.3%	3,668	1,716	2,121	1,500	4,675	7,505	13,680
Used a Wheelchair	1.2%	150	51	95	0.7%	341	138	233	4.5%	855	400	495	295	711	1,750	2,756
Used a Cane/Crutches/ Walker	4.1%	512	173	323	2.2%	1,072	433	731	16.9%	3,212	1,503	1,857	1,008	2,236	6,572	9,816
With an Activities of Daily Life Limitation	3.6%	450	152	284	2.5%	1,219	492	831	12.3%	2,337	1,094	1,352	885	2,541	4,783	8,209
- Needed Personal Assistance	2.0%	250	84	158	1.3%	634	256	432	7.1%	1,349	631	780	492	1,321	2,761	4,574
- Did not Need Personal Assistance	1.6%	200	68	126	1.2%	585	236	399	5.2%	988	462	571	393	1,220	2,022	3,635
One or more ADLs or IADLs for which assistance was needed	4.8%	600	203	378	3.1%	1,511	610	1,030	16.3%	3,097	1,449	1,791	1,180	3,151	6,338	10,669

Table 6.12 – Estimate of the ADA Transportation Eligible Population, 2030

Disability Status	Ages 15-24 Years				Ages 25-64 Years				Ages 65 Years and Over				Total Region			
	Percent	Cabell County	Wayne County	Lawrence County	Percent	Cabell County	Wayne County	Lawrence County	Percent	Cabell County	Wayne County	Lawrence County	Ages 15-24 Yrs.	Ages 25-64 Yrs.	Ages 65+ Yrs.	Total All Ages
Total Population		13,476	3,726	9,140		48,413	18,931	33,040		19,602	9,262	10,990	26,342	100,384	39,854	166,580
Disability Status																
With a Disability	20.8%	2,803	775	1,901	16.3%	7,891	3,086	5,386	52.3%	10,252	4,844	5,748	5,479	16,363	20,844	42,685
- Severe	13.7%	1,846	510	1,252	10.8%	5,229	2,045	3,568	36.9%	7,233	3,418	4,055	3,609	10,841	14,706	29,156
- Not Severe	7.0%	943	261	640	5.5%	2,663	1,041	1,817	15.4%	3,019	1,426	1,692	1,844	5,521	6,138	13,503
Seeing/Hearing Disability																
With a Disability	6.7%	903	250	612	4.8%	2,324	909	1,586	20.5%	4,018	1,899	2,253	1,765	4,818	8,170	14,753
- Severe	1.4%	189	52	128	0.9%	436	170	297	4.4%	862	408	484	369	903	1,754	3,026
- Not Severe	5.3%	714	197	484	3.9%	1,888	738	1,289	16.1%	3,156	1,491	1,769	1,396	3,915	6,416	11,728
Walking/Using Stairs																
With a Disability	11.4%	1,536	425	1,042	8.0%	3,873	1,514	2,643	38.2%	7,488	3,538	4,198	3,003	8,031	15,224	26,258
- Severe	5.9%	795	220	539	3.6%	1,743	682	1,189	22.1%	4,332	2,047	2,429	1,554	3,614	8,808	13,976
- Not Severe	5.5%	741	205	503	4.4%	2,130	833	1,454	16.1%	3,156	1,491	1,769	1,449	4,417	6,416	12,282
Had Difficulty Walking	9.4%	1,267	350	859	6.5%	3,147	1,231	2,148	31.8%	6,233	2,945	3,495	2,476	6,525	12,674	21,675
- Severe	5.1%	687	190	466	3.1%	1,501	587	1,024	19.5%	3,822	1,806	2,143	1,343	3,112	7,772	12,227
- Not Severe	4.3%	579	160	393	3.4%	1,646	644	1,123	12.3%	2,411	1,139	1,352	1,133	3,413	4,902	9,448
Had Difficulty Using Stairs	9.2%	1,240	343	841	6.5%	3,147	1,231	2,148	31.2%	6,116	2,890	3,429	2,423	6,525	12,434	21,383
- Severe	3.1%	418	116	283	1.8%	871	341	595	11.9%	2,333	1,102	1,308	817	1,807	4,743	7,366
- Not Severe	6.1%	822	227	558	4.6%	2,227	871	1,520	19.3%	3,783	1,788	2,121	1,607	4,618	7,692	13,916
Used a Wheelchair	1.2%	162	45	110	0.7%	339	133	231	4.5%	882	417	495	316	703	1,793	2,812
Used a Cane/Crutches/ Walker	4.1%	553	153	375	2.2%	1,065	416	727	16.9%	3,313	1,565	1,857	1,080	2,208	6,735	10,024
With an Activities of Daily Life Limitation	3.6%	485	134	329	2.5%	1,210	473	826	12.3%	2,411	1,139	1,352	948	2,510	4,902	8,360
- Needed Personal Assistance	2.0%	270	75	183	1.3%	629	246	430	7.1%	1,392	658	780	527	1,305	2,830	4,661
- Did not Need Personal Assistance	1.6%	216	60	146	1.2%	581	227	396	5.2%	1,019	482	571	421	1,205	2,072	3,698
One or more ADLs or IADLs for which assistance was needed	4.8%	647	179	439	3.1%	1,501	587	1,024	16.3%	3,195	1,510	1,791	1,264	3,112	6,496	10,873

Stakeholder Interviews

Ironton-Lawrence County Community Action Organization (CAO)

The Ironton-Lawrence County CAO provides management services to the Lawrence County Port Authority who is the recipient of FTA Section 5307 funding. It administers the contract with the Tri-State Transit Authority who operates fixed route and ADA paratransit service in Lawrence County. The CAO also operates some ADA paratransit as well as transportation for Senior Services and Head Start.



The Ironton-Lawrence County CAO also provides a variety of services for senior citizens. This includes the management of a senior center, meals-on-wheels, and the provision of demand response transportation services.

Plans to expand transportation service include:

- Begin Saturday service on the Huntington-Ironton-Proctorville route.
- Begin countywide transportation services for seniors, persons with disabilities, and the general public.
- Expand services targeted for work related trips.

The Ironton-Lawrence County CAO has recently constructed and opened a transfer center in downtown Ironton. Other capital projects in the near future include replacing vehicles used for the Ironton/Ashland route, the ADA paratransit service and the Senior Services transportation program.

Tri-State Transit Authority (TTA)

TTA provides fixed route, ADA paratransit, and non-emergency medical transportation services in Cabell County, West Virginia, and Lawrence County, Ohio. It is based in on Fourth Street in Huntington where its operations/maintenance facility is located.

Plans to expand transportation service include:

- Begin countywide demand response service for the general public in Cabell County.
- Develop a transfer center with Wayne Express and the City of Ashland bus service in Kenova, West Virginia, or some other convenient location.
- Improve the frequency of the Huntington-Ironton route that TTA operates under contract with the Lawrence County Port Authority.

Capital projects over the next five years include replacement vehicles for fixed route and paratransit service. TTA also plans to expand its operations/maintenance facility.

Wayne Express

Wayne Express provides demand response and route deviation service in Wayne County, West Virginia. Wayne Express is a service of WCCSO, Inc., a multipurpose human service agency. It is based in Kenova where its operations and administrative offices are located.

Its public transportation service is supported by FTA section 5311 funding, Wayne County funds, and fares and contract revenues. It has also used FTA section 5310 funding for the purchase of some vehicles. It maintains its vehicles at a local privately-owned business.

Wayne Express does not plan to expand service in the near future as it has been cutting service over the past few years. Capital projects include vehicle replacement and building a transfer center for passengers wanting to transfer to TTA or the Ashland bus system.

Cabell-Wayne Association of the Blind, Inc.

The Executive Director spoke of the importance of the Huntington to Charleston route is to his clients. He cited the need for additional intercity bus service to provide the agency's clients service options beyond the local area. He also noted the need for more Amtrak service to complement the current service into Huntington.



Cabell County Community Services Organization, Inc.

It was noted that vehicles often transport a lone rider due to medical appointments and lack of available lifts. The CCCSO anticipates that it may be 4-5 years before they apply for Section 5310 funding again. They began receiving Section 5310 funding in 1999.



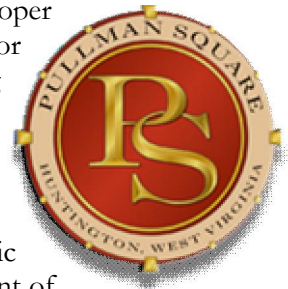
Area Agency on Aging District 7, Inc.

The AAA7 would support greater coordination among transportation providers in the region. Additionally, improved communications about the transportation options of the region would be helpful to the agency's clients.

AAA7 would like to see additional service hours for the transportation provider in Lawrence County, Ohio due to the number of late in the day doctor appointments that cannot be kept because of the limited hours transportation services are available.

Pullman Square Developer

The Pullman Square developer has responsibility for attracting and maintaining tenants for the retail and commercial space in the Pullman Square complex. As a result, it has a vested interest in the economic health and future development of downtown Huntington. It supports the City in its efforts to make its retail core supportive of transit and pedestrian friendly with an attractive streetscape. This company is based in Columbus, Ohio.

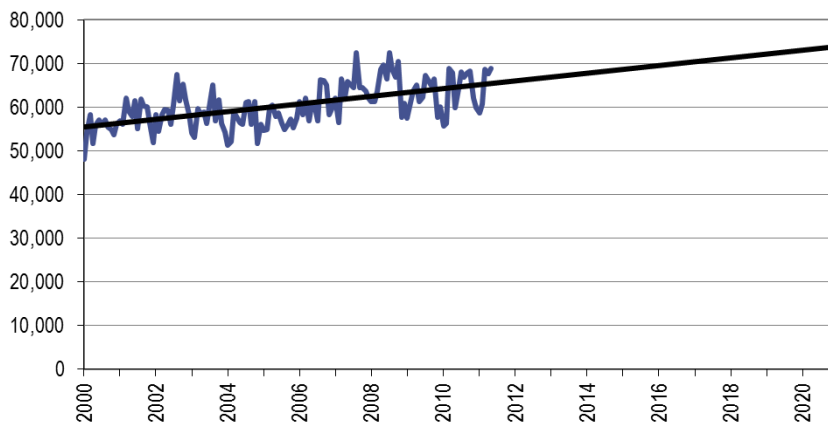


Service Analysis

Based on information described in the Existing Conditions section, an evaluation of the current public transportation system in the three-county KYOVA region was conducted. This resulted in the identification of the following issues.

- Gaps in public transportation exist in the rural portions of Cabell and Lawrence Counties. Public transit service in these counties is concentrated in the urban areas. There are some transportation services provided by human service agencies in these areas, though only for those who qualify for an agency program(s).
- There is a low level of coordination of transportation services between human service agencies and public transit providers. Contract revenue is non-existent in the TTA and Wayne Express budgets. The contract revenue for the Lawrence County CAO has been decreasing in recent years.
- TTA fixed route ridership is on an increasing trend. The graph below shows that TTA average ridership should soon exceed 70,000 monthly. Continuation of this trend will bring average monthly ridership to over 80,000 by 2030.
- The frequency of some of the fixed routes is not at a level that would attract the full potential ridership. This is particularly true of the Ironton-Huntington-Proctorville route. Standard frequencies for fixed route bus service should be a minimum of 30 minute peak and 60 minute off-peak.
- The Lawrence County public transportation service is relatively new, starting in 2008. It currently does not have any Saturday service.
- Of the four Lawrence County routes being operated, the Ironton-Huntington route has the highest ridership. The Downtown Ironton circulator has the lowest ridership and is a candidate for elimination or consolidation.
- In recent years, the TTA started evening service on three routes that combine parts of daytime routes. Ridership productivity is currently around the system average, which indicates that TTA should retain or possibly expand evening service.
- Like most areas in the U.S., the KYOVA region's population is aging. This causes a parallel increase in the number of persons with disabilities. The result will likely be a significant increase in the demand for paratransit services, as well as some increase in the demand for fixed route service.

TTA Fixed Route Ridership Trend



- With three public transportation operators serving the KYOVA region, along with a fourth in neighboring Ashland, there is a need to improve connectivity among them. The bus station in downtown Huntington is the hub for West Virginia and Ohio TTA routes and the intercity bus service (Greyhound). However, no formal transfer centers exist for connections between TTA, Wayne Express, and the Ashland bus service.



Service Improvement Alternatives

Potential service improvements are described on the following pages. Expand Service Area

The non-urbanized portion of Cabell and Lawrence Counties are currently not served with public transportation. The type of service appropriate for these areas is curb-to-curb demand response transportation. In order to estimate the level of service for this mode in these areas, an estimate of potential ridership is necessary.

A methodology was developed to estimate demand for public transportation in rural areas. This is described in Transit Cooperative Research Program (TCRP) Project B-36¹. This model estimates the potential demand for public transportation based on a combination of demographic factors and the following service factors, including:

- annual vehicle miles;
- annual vehicle hours;
- service area size;
- vehicle miles for individuals with mobility limitations; and
- taxi/non-taxi vehicle miles available to the general public.

The TCRP report defines demand as the estimated number of trips generated within a study area in a given year. Using this methodology, an estimate of potential transit trips for rural Cabell and Lawrence Counties was made.

Estimates of service factors were developed based on existing service provided in Cabell and Lawrence Counties. These include transportation service provided by human service agencies. There is currently no general public transportation provided in these areas. The potential service area is approximately 288 square miles in Cabell County and 457 square miles in Lawrence County. The total annual vehicle-miles available to persons over 60 include programs provided by the Cabell County Community Services Organization, Inc. in Cabell County and the Ironton-Lawrence County CAO in Lawrence County. The total vehicle-miles available to persons with mobility limitations age 16 to 64 is based on services provided by the Cabell County Association for the Blind and the Lawrence County MR/DD. This information is outlined in **Table 6.14**.

Table 6.14 – Available Service Inputs

General Public Service Levels	Cabell County	Lawrence County
Current Rural GP Vehicle Miles	0	0
Current GP Vehicle Hours	0	0
Service Availability Inputs		
Size of Rural Area (sq. mi.)	288	457
Vehicle Miles Availability to Persons Age 60 and Over	40,000	50,000
Vehicle Miles Available to Persons with Mobility Limitations	24,000	50,000
Taxi Vehicle Miles Available to General Public	N/A	N/A
Non-Taxi Vehicle Miles Available to General Public	0	0

¹ Spielberg, Frank, Stoddard, A.T., Erickson, Jeanne, TCRP Project B-36: Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation. Transportation Research Board, National Academies, Washington, D.C., December 2009.



This TCRP model also utilizes demographic information to identify portions of the population likely to use available public transportation. The demand estimation is composed of demographic data relating to the following groups:

- Total population living under poverty level;
- Total population with no vehicles available; and
- State mobility gap.

Table 6.15 contains this information for the study area.

Table 6.15 – Study Area Demographics		
Demographic Inputs	Cabell County	Lawrence County
Persons Living Below Poverty	9,157	8,552
Persons With No Vehicles Available	5,288	2,564
State Mobility Gap*	2.4	2.4

*Source: National Household Travel Survey, 2009

To estimate the population of individuals living below the poverty level, and the persons with no vehicles available, U.S. Census data were used. The resulting analysis indicated approximately 9,157 Cabell County and 8,552 Lawrence County persons are living under the poverty level. Approximately 5,288 Cabell County and 2,564 Lawrence County residents have no vehicle available in their household. The State Mobility Gap was derived from information collected in the 2009 National Household Travel Survey. It is the difference between trips taken by individuals in households with no vehicles available and households with one vehicle available. A different factor was calculated for each State.

This information was then entered into the demand estimation model to predict the transportation need for the study area. **Table 6.16** summarizes the results.

The result was a projected 1,554,700 annual trips in the rural portions of Cabell County and 753,800 in Lawrence County. The number of persons living below the poverty level and the number of persons with no vehicle available were used to estimate the total number of persons with a public transportation need. This totals 14,445 in rural Cabell County and 11,116 in rural Lawrence County.

As can be seen from this estimate, there is a significant amount of demand for transportation from these areas that would require a disproportionately large amount of transportation service. An incremental approach to addressing these needs should be used that is in proportion to existing services provided in other areas of the KYOVA region. Therefore, a rural transportation service consisting of three vehicles in Lawrence County and 4,000 vehicle hours should be provided. In Cabell County, six vehicles and 8,000 vehicle hours should be provided initially.

Table 6.16 – Non-Program Demand Based on TCRP Methodology		
Demographic Inputs	Cabell County	Lawrence County
Persons with Need for Public Transportation	14,445	11,116
Total Need Based on Mobility Gap		
Daily Trips	6,346	3,077
Annual Trips	155,4700	753,800

Increase Existing Demand Response Service

As discussed earlier, the population in the KYOVA region is aging. This will result in increased demand for paratransit service. **Table 6.17** summarizes the projections for two primary groups with a high propensity to use paratransit service: persons over 65 years of age and persons with disabilities. As shown, Wayne County shows the highest percentage growth of these groups, while Cabell County is projected to have the greatest increase in the number of persons.

The increasing senior and disabled population will result in greater underlying demand for existing paratransit services. These increases in population can be used to estimate future ridership levels. **Table 6.18** shows the estimated 2020 and 2030 ridership for TTA paratransit service, Wayne Express, and Lawrence County Transit/Senior Transportation Services. Using an average of 2.0 passengers per vehicle hour, an estimate of the increase in service can be made. In order to accommodate this growth, TTA will need to add approximately 3,200 annual revenue hours by 2030. Wayne Express will need to add nearly 13,000 revenue hours annually, and Lawrence County Transit will need to add 300 annual revenue hours.

Table 6.17 – Senior/Disabled Population Projections					
	2010	2020	% Change 2010-2020	2030	% Change 2020-2030
Cabell County					
65 Years and Older	15,516	17,709	14.10%	19,602	10.70%
Disabled 16-64	2,283	2,108	-7.70%	2,148	1.90%
Total	17,799	19,817	11.30%	21,750	9.80%
Wayne County					
65 Years and Older	6,454	8,204	27.10%	9,262	12.90%
Disabled 16-64	926	855	-7.70%	766	-10.50%
Total	7,380	9,059	22.80%	10,028	10.70%
Lawrence County					
65 Years and Older	9,690	10,500	8.40%	10,990	4.70%
Disabled 16-64	1,495	1,452	-2.90%	1,463	0.80%
Total	11,185	11,952	6.90%	12,453	4.20%

Table 6.18 – Projected Paratransit Ridership					
Paratransit Operator	2010 Ridership	% Change in 2020 Demand	Projected 2020 Ridership	% Change in 2030 Demand	Projected 2030 Ridership
TTA	29,137	11.30%	32,429	9.80%	35,608
Wayne Express	35,739	22.80%	43,887	10.70%	48,583
Lawrence County CAO	5,458	6.90%	5,835	4.20%	6,080

Restructure Lawrence County Routes

The Lawrence County routes include the Ironton-Huntington, Proctorville-Huntington, Ironton-Ashland, and the Downtown Ironton Shuttle. The Ironton-Huntington and the Proctorville-Huntington routes are essentially interlined routes that use the same buses operating through the TTA bus terminal. The Ironton-Ashland and the Downtown Ironton Shuttle are also interlined routes. Ridership is therefore tracked by interlined pair. **Table 6.19** shows the average monthly ridership for the one-year period from June 2010 to May 2011. As shown, ridership is higher on the Ironton-Proctorville route.

The Downtown Ironton Shuttle duplicates a portion of the Ironton-Huntington route and can therefore be eliminated. Local circulation through Ironton can be provided through a combination of the Ironton-Huntington route and the Ironton-Ashland route. The maps on the next page show the proposed alignments of the Ironton-Huntington route and the Ironton-Ashland route. A profile of the proposed routes is shown in **Table 6.20**. Hours from the Downtown Ironton Shuttle were reallocated to the Ironton-Huntington and Proctorville routes to achieve frequencies of 120 minutes. In addition to this change, Saturday service was added to the Huntington-Ironton route. The hours would be from 6:00 a.m. to 7:00 p.m., which matches several TTA routes on Saturdays.

Table 6.19 – Lawrence County Routes' Monthly Ridership

Route	Ridership	Revenue Hours	Passengers/ Hour
Ironton-Proctorville/ Proctorville-Huntington	1,214	356	3.4
Ironton-Ashland/ Downtown Ironton Shuttle	393	224	1.8

Table 6.20 – Proposed Lawrence County Routes

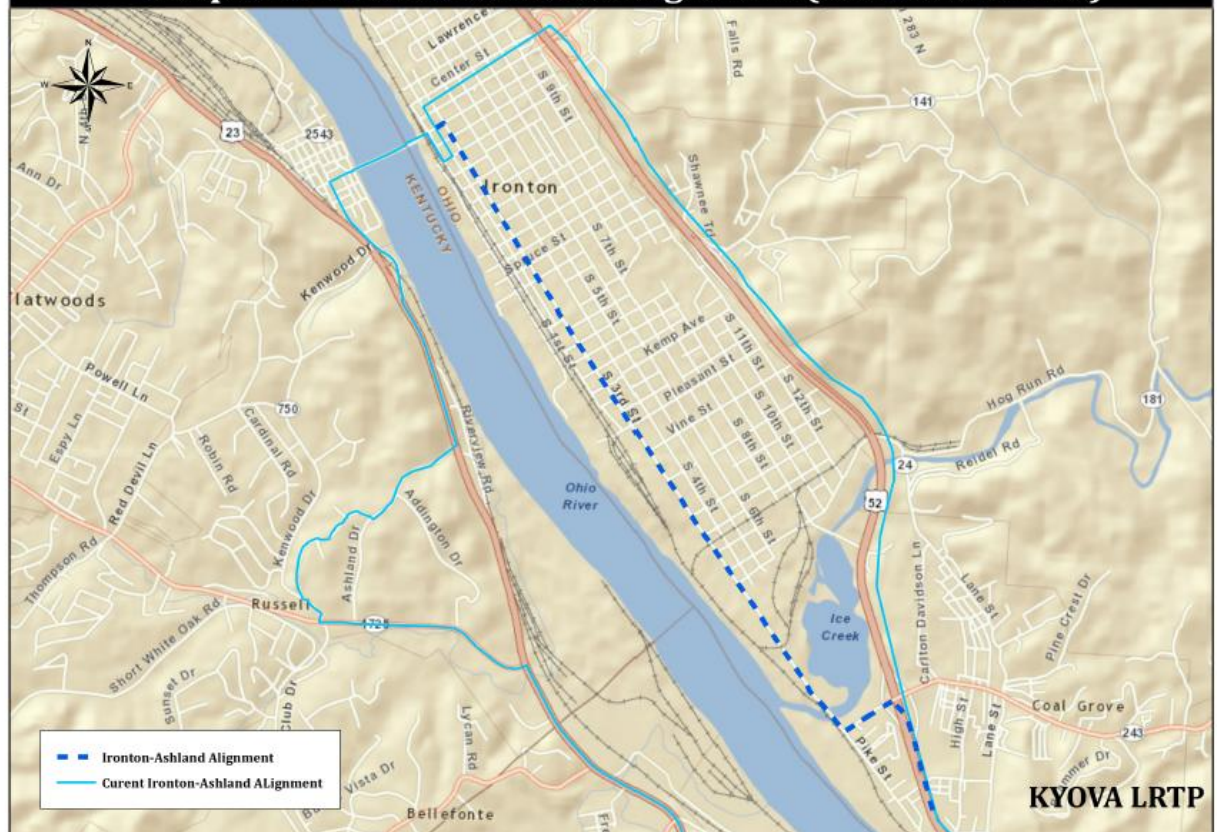
Route	Service Span		Vehicle Required			Frequency (mins)			Revenue Hrs	
	Weekday	Saturday	Pk	Md	Sat	Pk	Md	Sat	Wday	Sat.
11-Proctorville	7:35a-5:15p	-	0.5	0.5	-	120	120	-	7.3	-
12-Huntington/Ironton	6:20a-7:43p	7:00a-7:00p	1	1	1	120	120	120	17.3	12.0
14-Ironton/ Ashland	7:30a-6:30p	-	0.5	0.5	-	7 trips/day		-	5.2	-
TOTAL			2	2	-				29.8	12.0



Proposed Ironton-Huntington Alignment (Ironton Portion)



Proposed Ironton-Ashland Alignment (Ironton Portion)



Improve Fixed Route Frequencies

Frequencies are one of the most important features of fixed route service that attracts riders. Frequencies generally should be in the 30-minute range to serve work trips effectively. Base frequencies should be at least 60 minutes.

Table 6.21 shows the current and proposed frequencies for the TTA and Lawrence County Port Authority (LCPA) routes. This includes the proposal to restructure the Lawrence County routes. The five routes with the highest ridership were selected to have 30-minute peak period frequencies. All routes currently with frequencies greater than 60 minutes should be improved to 60 minutes.

Fixed-route service also should be improved to include online real-time bus tracking information.

Consider Addition of Sunday TTA Service

TTA currently operates the same schedule Monday through Saturday in the greater Huntington area with no Sunday service. The Charleston-Huntington Commuter Bus service operates Monday through Friday without Saturday or Sunday service. It is recommended that TTA consider the addition of Sunday service for its traditional service in the Huntington area.

A thorough evaluation should be made which should include adequate opportunity for public comment and input. Initial consideration should be made to providing Sunday service only for the most productive TTA routes and for a limited number of hours. The service could initially be considered a demonstration project to be operated for a limited time, enabling TTA to determine if the service warrants permanent operation. If the additional Sunday service is successfully received, consideration could be made to expand the routes and service hours.

Table 6.21 – Current and Proposed Route Frequencies

Route	Current Frequency (min)				Proposed Frequency (min)			
	Pk	Md	Eve	Sat	Pk	Md	Eve	Sat
1-Westmoreland	60	60	-	60	30	60	-	60
2-Southside	60	60	-	60	30	60	-	60
3-Third Avenue	60	60	-	60	60	60	-	60
4-9 th & 11 th Avenues	120	120	-	120	60	60	-	120
5-Walnut Hills	60	60	60	60	30	60	60	60
6-Madison Avenue	60	60	-	60	30	60	-	60
7-Barboursville/Altizer	60	60	60	60	30	60	60	60
8-Hal Greer Boulevard	120	120	-	120	60	60	-	120
9-Milton	60	60	60	60	30	60	60	60
11-Proctorville	5 trips/day	-	-	-	60	60	-	120
12-Huntington/Ironton	5 trips/day	-	-	-	60	60	-	120
14-Ironton/Ashland	7 trips/day	-	-	-	60	60	-	-
20-PM South	-	-	60	60	-	-	60	60
30-PM North	-	-	60	60	-	-	60	60
40-PM West	-	-	60	60	-	-	60	60
Pullman-Marshall Shuttle	20	20	20	20	20	20	20	20
Huntington-Charleston	2 trips	-	-	-	30	-	-	-

The addition of Sunday service would require funding to offset the additional net operating costs. This service would require the provision of ADA complementary paratransit service. It is anticipated that the current TTA fleet would be adequate and additional equipment would not be required.

Consider TTA Bus Service For Cities of Ceredo and Kenova (Wayne County)

The deviated fixed route and demand response service offered by Wayne Express is currently the only public transportation service for Ceredo and Kenova. It is recommended that TTA evaluate the feasibility of serving Ceredo-Kenova, possibly operating a route(s) that would originate and terminate at the TTA Center for possible transfer to

other TTA routes. The service evaluation would determine potential ridership, capital needs, and operating costs for the proposed service, while also providing a recommended service design.

It is envisioned that such service expansion by TTA would require funding support from Ceredo-Kenova and/or Wayne County.

Consider TTA Service to Huntington Tri-State Airport

The Huntington Tri-State Airport (HTS) currently is not served by public transportation. There is no intercity bus service at the airport. Taxi is the only passenger transportation available at the airport.



It is conceivable that public transportation service to the airport could be provided on a daily scheduled basis and/or for special events. However, resources should not be committed to this service without a thorough assessment of potential ridership. The service assessment would also determine the type of service to be provided, operating costs and service frequency.

As noted for other potential services, local financial support would be needed from the Huntington Tri-State Airport and/or other local entities.

Improve Amenities at Bus Stops

Transit service is an important link in a multimodal transportation system that includes pedestrians, bicyclists, motorists, and transit users. Passenger amenities, such as bus shelters, bus pull-offs, lighting, bicycle racks, and sidewalks should be planned in a way that supports multimodal corridors. Transit can provide a vital connection that allows walking and cycling to become more than recreational and leisure activities. By providing amenities and links to other transportation facilities, transit can become a more viable option for travel. TTA should identify high usage bus stops that would be appropriate for enhanced features, including shelters.

Enhance Amtrak Service

Amtrak provides an important link to New York, Washington and numerous other destinations via the Huntington Amtrak Station. Recommendations to enhance the service include:



- Evaluate the need for improved directional signage to the Huntington Amtrak station and make improvements as needed.
- Continue to monitor passenger train service on a regional/national perspective and make recommendations for service changes/improvements as warranted.
- Evaluate the need for improved connections by area public transportation systems to the Amtrak service.

Increase Park-and-Ride Options

Four formal park-and-ride lots in the KYOVA area allow commuters and public transportation passengers to board high-occupancy vehicles. Improvements to the park-and-ride network include:

- Improve existing park-and-ride lots through enhanced directional signage.
- Continue to monitor the park-and-ride network and expand as needed.



Leverage Taxi Service

Numerous human service agencies currently utilize taxi companies for client transportation, which can be more cost effective than an agency operating its own fleet of vehicles. Recommendations for taxi service include:



- Study the potential expansion of cost-effective paratransit service through contracting with local taxi companies.
- Ensure that taxi companies and other private transportation providers in the area are provided the opportunity to participate in the development of local transportation plans and services.
- Work with local agencies and taxi companies to expand fleet with ADA-accessible vehicles.

Monitor the Huntington–Charleston Commuter Bus

Bus service between Huntington and Charleston began as a demonstration project and has become a popular option. The vehicles operate at approximately 80 percent capacity, with standing-room-only buses common. Recommendations for the Huntington – Charleston Commuter Bus include:

- Closely monitor service and make necessary changes as warranted.
- Continue efforts to identify long range funding sources to support service.
- Identify and apply for funding as needed to meet capital costs of service.

Expand Intercity Bus Service

Industry-wide reductions in service routes have left Huntington as the only designated intercity bus stop in the KYOVA region. Recommendations for intercity bus service include:



- Provide convenient connections to local public transportation services for persons using intercity buses.
- Encourage expanded intercity bus services to provide additional transportation options in the area.
- Consider requesting the Greyhound evaluate the extension of service to the Huntington Tri-State Airport.



Management Alternatives

Management alternatives include new or improved ways to manage the public transportation system in the KYOVA Region. Two management alternatives are included. The first is named Management Enhancements, while the second is Management Restructure Options.

Management Enhancements

Management enhancements are short term changes to the existing public transportation management structure. These do not require any new entities or significant changes to existing organizations. Several aspects of this alternative relating to consolidation of management functions were proposed in the *Public Transportation and Human Services Transportation Coordination Plan* completed in 2011.

Mobility Manager

The Coordination Plan proposes to establish an office to promote the coordination of transportation services throughout the KYOVA Region. A Mobility Manager position would be created to implement various human service agency and public transportation coordination programs for the Region. The Mobility Manager would also conduct community outreach, develop agreements for coordinated services, work with each organization to develop coordinated transportation alternatives, and meet with state legislators and state-level human service agencies to promote statewide efforts.

The Mobility Manager should also implement a centralized call center where anyone can call a single number to request a trip; the scheduler/dispatcher at the center will assign the trip to the most appropriate transportation provider. Hiring a Mobility Manager to oversee trip coordination and development of the call center will facilitate implementation of a more coordinated transportation system.

Regional Transportation Advisory Committee

Having a forum in which to discuss mobility issues is vital to the continued development of a public transportation system that includes multiple service providers. A Regional Transportation Advisory Committee (RTAC) should be organized to provide such a forum. Once in place, the group should work toward implementing service improvement strategies. Members of an RTAC should include all public transportation providers.

Marshall U-Pass Program

U-Pass programs are normally tailored to the special needs of local university students and the transit provider. It benefits students from providing free unlimited use of the local public transit system. Local public transit systems are in turn provided with a new revenue source. A Marshall U-Pass program would provide students with improved access to downtown Huntington, malls and other shopping destinations,



and medical facilities. It can also provide access to off-campus classroom or research centers. This recommendation was included as a solution in the Downtown Huntington Access Study.

Common ways to finance a U-Pass program are through student fees or a university general fund appropriation. Obtaining student acceptance, designing an easy to use program, and marketing those programs can present challenges. The roles of the transit system and the university must be clearly defined, and effective communications will need to be established if a U-Pass program is to be successful.

Demand Response Programs

As part of the proposed increase in rural and paratransit service, a vanpool service should be implemented that is targeted for individuals who are below the poverty level for employment related activities. These trips could include job-seeking, interviews, education and training classes, taking children to day-care, and maintaining employment. Parameters for the program must include a limited service area and hours of operation that meet the highest level of need such as second and third shifts.

Purchasing Consortium

Joint procurement is a common practice in the transit industry. This is particularly true for vehicle procurement where a transit agency or state department of transportation will establish a procurement process that other transit operators can acquire vehicles.

This practice has several possibilities in the KYOVA Region. For example, a fuel-purchasing consortium can be established for non-profit agencies in the Region. The consortium can solicit quotes from fuel providers in the Huntington area and determine which company would give the best price based upon the total estimated number of gallons of fuel that would be consumed by the agencies each month. Potential fuel providers must be able to provide itemized billings to identify each participating agency and its vehicles. A designated agency, such as the Mobility Manager office, would receive the invoices and process the fuel invoice as well as payments from the consortium agencies.



Participating agencies can also collaborate to purchase various supplies and equipment, as well as vehicle maintenance and training. Joint purchasing will be most effective if managed by a single entity.

Trip Sharing Program

A plan should be implemented for ride sharing/trip sharing to reduce duplication of service. It is suggested that the Mobility Manager establish a mechanism to collect the data necessary to implement this strategy. A database of agencies and their estimated travel patterns and seat availability is suggested as a starting point.

Participating agencies can also collaborate to share vehicles during otherwise idle or down times. Sharing vehicles offers an opportunity for participants to serve more passengers while curtailing both capital and operating costs. Vehicle sharing arrangements are helpful when an agency needs more capacity and another agency is not using its vehicles.

Ironton/Lawrence County CAO Operate Public Transportation

Currently, the CAO provides management services to the LCPCA to provide administrative services for its public transportation program. It also operates some of the ADA paratransit service required to complement the fixed route service. In the future, the CAO should operate part of the public transportation system. The Ironton-Ashland route is the most likely candidate for this.

Management Restructure Options

Management restructuring involves significant changes to the current management structure. There would be a number of actions by several parties in order to implement these changes. It is therefore considered to be a long-term management alternative.

Consolidation

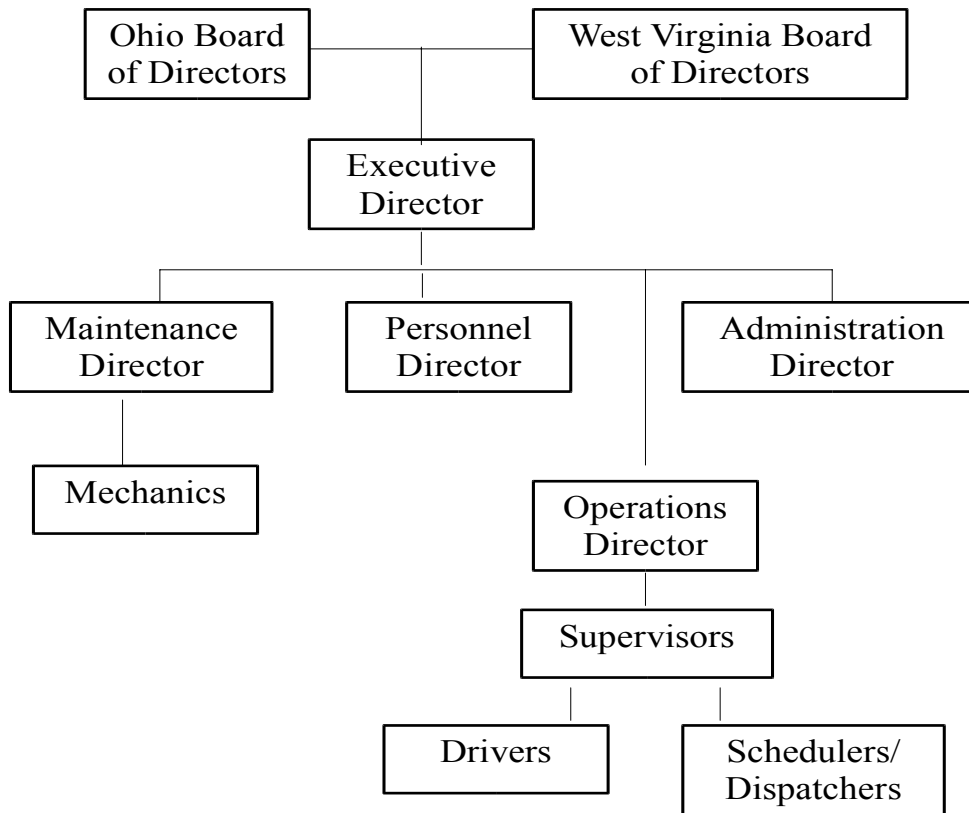
This would bring all public transportation providers in the KYOVA Region under one organization. There would be one central location where the management of public transportation services provided in Cabell, Wayne, and Lawrence Counties would be based.

This would centralize functions such as grant administration, contract management, personnel management, training, maintenance, and scheduling and dispatching. Part of the operations could be subcontracted to outside organizations such as the Ironton-Lawrence County CAO and WCSSO, Inc.

Rules determined by the Ohio Department of Transportation require that a separate board of directors govern the public transportation services provided in that state. Therefore, this regional public transportation agency would be governed by two separate boards, with one Board representing the Ohio communities and the other representing West Virginia communities.

An advantage to consolidation is that it will allow for increased staff specialization. Centralized functions will result in improved expertise when staff dedicate more time to specific activities. For example, a single person can do training for transportation personnel employed by TTA, Ironton-Lawrence County CAO, and WCSSO, Inc.

An organizational chart for this alternative is shown on the following page.



The Executive Director reports to two Boards of Directors. One is made up of persons representing Lawrence County, Ohio, and the other of persons representing Cabell and Wayne Counties in West Virginia. Four department heads report to the Executive Director, with one department head each for maintenance, personnel, operations, and administration. The Maintenance Director would be responsible for all vehicle and building maintenance, and vehicle-related materials and supplies. The Personnel Director would be responsible for recruiting, hiring, drug and alcohol testing, training, and several other personnel functions. The Operations Director would supervise street supervisors, drivers, schedulers, and dispatchers, and be responsible for monitoring service operations. The Administration Director would be responsible for grants, contracts, federal/state compliance, and reporting.