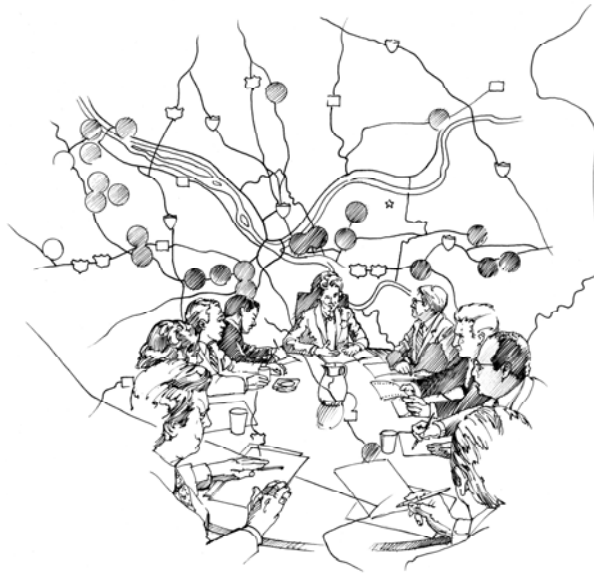


**KYOVA/REGION II COORDINATED  
PUBLIC TRANSPORTATION AND  
HUMAN SERVICES TRANSPORTATION  
PLAN**



**FINAL REPORT**

**KYOVA INTERSTATE PLANNING  
COMMISSION**

**MAY 2, 2007**

**THE KYOVA  
COORDINATED  
PUBLIC AND  
HUMAN SERVICES  
TRANSPORTATION  
PLAN**

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## I. INTRODUCTION

This KYOVA Coordinated Public Transit – Human Services Transportation Plan document contains all information, analyses, and findings compiled for this study. It includes an evaluation of community characteristics, a stakeholder assessment and an inventory of existing transportation services. It also provides a description of the unmet transportation needs in the Region as determined by using various methods such as agency surveys, demographic research, and ongoing stakeholder input. It builds upon efforts and accomplishments of the Region II Coordinated Public Transit - Human Services Transportation Plan completed in January 2007.

This plan also includes recommendations to address unmet needs through advances in the coordination of transportation services within the seven (7) county study area consisting of Cabell, Lincoln, Logan, Mason, Mingo and Wayne Counties, West Virginia, and Lawrence County, Ohio. These recommendations are based on the information and feedback generated during the data analysis portion of this project. This Coordinated Public Transit – Human Services Transportation Plan document also meets all the requirements for the Federal Transit Administration’s (FTA) coordinated transportation plan as set forth in the Safe, Accountable, Flexible, Efficient, Transportation, Equity Act: A Legacy for Users (SAFETEA-LU) guidelines.

The KYOVA Interstate Planning Commission, the Metropolitan Planning Organization for the Huntington/Ironton urban area, undertook this planning effort. The Region II Planning and Development Council staff also assisted in the planning process. It was decided that despite KYOVA’s planning area comprising only three of these counties, the KYOVA Coordinated Plan would build on the Region II Plan and encompass its seven (7) county study area.

### **COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN REQUIREMENTS**

During the last few years, the Federal Transit Administration and the Federal Coordinating Council on Access and Mobility have developed a national campaign entitled “United We Ride” to help promote transportation coordination. A “United We Ride” website has been posted which contains the “A Framework for Action” for local communities and state governments, a coordination planning tool, along with a multitude of coordination resources. State “United We Ride” grants have also been awarded to encourage transportation coordination planning at the state level.

### **Plan Requirements**

## Plan Requirements

In August of 2005, Congress passed the Safe, Accountable, Flexible, Efficient, Transportation, Equity Act: A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, Congress has mandated coordination with the passage of SAFETEA-LU and is now a requirement for the following FTA funding programs:

- ◆ *Transportation for Elderly Persons and Persons with Disabilities (Section 5310)* - This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. States apply for funds on behalf of local private non-profit agencies and certain public bodies. Capital projects are eligible for funding. Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses.
- ◆ *Job Access and Reverse Commute (JARC) Program (Section 5316)* - The purpose of this grant program is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services. Job Access grants are intended to provide new transit service to assist welfare recipients and other low-income individuals in getting to jobs, training, and child care. Reverse Commute grants are designed to develop transit services to transport workers to suburban job sites. Eligible recipients include local governmental authorities, agencies and non-profit entities. Eligible activities for Job Access grants include capital and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs. Also included are the costs of promoting the use of transit by workers with nontraditional work schedules, promoting the use of transit vouchers, and promoting the use of employer-provided transportation including the transit benefits. For Reverse Commute grants, the following activities are eligible: operating costs, capital costs and other costs associated with reverse commute by bus, train, carpool, vans or other transit service.
- ◆ *New Freedom Program (Section 5317)* – A new funding program for 2006, New Freedom is designed to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with

Disabilities Act. The FTA is still in the process of finalizing program specifics, but as of the date of this plan, the New Freedom formula grant program is being designed to expand the transportation mobility options available to persons with disabilities beyond the requirements of the ADA. Examples of projects and activities that might be funded under the program include, but are not limited to:

- ◆ Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs.
- ◆ Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally.
- ◆ Making accessibility improvements to transit and intermodal stations not designated as key stations.
- ◆ Supporting voucher programs for transportation services offered by human service providers.
- ◆ Supporting volunteer driver and aide programs.
- ◆ Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation

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

## **II. PLAN OVERVIEW**

### **STUDY AREA/ PARTICIPANTS**

KYOVA has assumed lead responsibility for developing this Coordinated Plan for the combined KYOVA and Region II study area. Region II includes Cabell, Lincoln, Logan, Mason, Mingo, and Wayne Counties in West Virginia. KYOVA encompasses Cabell and Wayne Counties, as well as Lawrence County, Ohio. A map depicting both the KYOVA and Region II areas is found in Exhibit II-1 on the following page.

The primary participants in the planning process include KYOVA, the Region II Planning and Development Council, the County Commissioners of Cabell, Lincoln, Logan, Mason, Mingo, and Wayne Counties in West Virginia, and Lawrence County in Ohio; and representatives from various human services agencies located throughout the seven (7) county region.

The following agencies in the region have been identified as applicants for FTA program funding:

- ◆ The Transit Authority (TTA) – FTA Section 5307 Funding
- ◆ Tri River Transit Authority – FTA Section 5311 Funding
- ◆ Autism Services Center – FTA Section 5310 Funding
- ◆ Cabell County Community Services Organization – FTA Section 5310 Funding
- ◆ Green Acres Regional Center – FTA Section 5310 Funding
- ◆ Mountain State Centers for Independent Living – FTA Section 5310 Funding
- ◆ P.R.I.D.E. in Logan County, Inc. – FTA Section 5310 Funding
- ◆ Mason County Action Group, Inc. – FTA Section 5310 Funding
- ◆ Wayne County Community Services Organization, Inc. (Wayne X-Press) – FTA Section 5311 Funding
- ◆ Lawrence County Port Authority – FTA Section 5307 Funding
- ◆ Ironton – Lawrence County Community Action Organization – FTA Section 5310 funding

This final Plan will be adopted by KYOVA.

### **DEMOGRAPHICS**

According to the 2000 U.S. Census, the total population of the KYOVA/Region II seven (7) county area is 310,023 persons. Cabell County has the largest population of any of these counties with 94,301 persons. Lincoln County has the smallest population of 22,374 persons.

### **Study Area/ Participants**

### **Demographics**

**Demographics**

The six West Virginia counties have a total senior (age 65 and older) population of 37,579 persons or 15.2 percent of the region's population. This is similar to the senior population figure of 15.3 percent for the State of West Virginia but much higher than the senior population for the United States (12.4 percent). Lawrence County has 8,963 persons aged 65 years and over, which is 14.4 percent of the population.

Using two different methods of estimation that are described in this report, it is estimated that the number of persons with disabilities in the seven-county KYOVA/Region II area is between 14,943 to 30,151 persons.

The U.S. Census Bureau reported in 2000 that there were 128,585 total households in the six West Virginia counties. Of those households, approximately 27,796 households (21.6 percent) were living below the Federal poverty level. In Lawrence County, there were 4,580 households below the poverty level, which comprise 18.5 percent of the total. Outside of the core urban area, the areas with the highest density of households below the poverty level were found in Griffithsville, Wayne, and Henderson.

**OUTREACH EFFORTS****Outreach Efforts**

In order to solicit as much input as possible for this Plan, several different types of outreach efforts were conducted. First a stakeholder survey was distributed to public transportation providers and human service agencies that provide or purchase transportation for their clients. This was a detailed survey of transportation/coordination resources, opinions and barriers to coordination. It was distributed to the following organizations within the study area:

- ◆ Cabell County Community Services Organization, Inc.
- ◆ Cammack Children's Center
- ◆ Mountain State Centers for Independent Living
- ◆ Green Acres Regional Center
- ◆ Prestera Center
- ◆ Southwestern Community Action Council, Inc.
- ◆ Taxi Service, Inc.
- ◆ Tri-River Transit Authority
- ◆ The Transit Authority
- ◆ Autism Services Center
- ◆ Cabell-Wayne Association for the Blind
- ◆ Lincoln County Family Resource Network
- ◆ Lincoln County Opportunity Company
- ◆ Logan County Emergency Ambulance Authority
- ◆ P.R.I.D.E. in Logan County, Inc.

**Outreach Efforts**

- ◆ Logan-Mingo Area Mental Health
- ◆ Mason County Action Group, Inc.
- ◆ Christian Help, Inc. of Mingo County
- ◆ Concerned Citizens League, Inc.
- ◆ Mingo Community Action Partnership
- ◆ Wayne Family Resource Network
- ◆ Wayne County Community Service Organization (Wayne X-Press)
- ◆ Lawrence County Board of MR/DD
- ◆ Ironton – Lawrence County Community Action Organization
- ◆ Lawrence County Department of Jobs and Family Services

Project kick-off meetings were held on September 27, 2006 in Huntington. Invitations were distributed to the list of stakeholders noted above. A copy of the invitation letter is included in the Appendices of this Plan.

A follow-up meeting was held on April 25, 2007, where issues were discussed and potential alternatives were identified.

**STAKEHOLDER ASSESSMENT**

As a result of the stakeholder assessment, outreach efforts, demographic analysis, transit demand analysis and analysis of existing transportation services, the following issues and challenges were identified:

- ◆ Operating funding;
- ◆ Agency competition for funding;
- ◆ “Turf” battles among agencies;
- ◆ Driver recruitment;
- ◆ Mechanical failure of vehicles;
- ◆ Lack of vehicles;
- ◆ Lack of reputable maintenance vendors;
- ◆ Limited service area for public transportation;
- ◆ Public perception of transportation services;
- ◆ Leadership support (i.e. governing boards, local officials, etc.).

These issues will be addressed in detail later on in this Plan.

**Stakeholder  
Assessment**

**III. POPULATION AND DEMOGRAPHICS**

Any transportation assessment or Coordinated Plan must contain a description of where the potential users of transportation reside and where they want to go. In Region II, the majority of the population resides in Cabell County (30.6 percent) which is where the largest city in the region, Huntington, is located. Huntington’s population of 51,475 persons is 16.3% of the region’s total population. The next two largest areas of population concentration are Lawrence and Wayne Counties, with 62,319 and 42,903 persons respectively.

**POPULATION**

According to information from the West Virginia University Regional Research Institute (West Virginia’s official representative in the U.S. Census Bureau’s Federal-State Program for Population Estimation and Projections) and the Ohio Department of Development Office of Strategic Research, the total population of the Region in 2000 was 316,034 persons. This is less than the area’s 1990 population of 323,628. This means the region lost 2.3% of its population between 1990 and 2000. The WVU Regional Research Institute and the Ohio Office of Strategic Research project the region’s 2005 population at 309,769, a 2% decrease over the year 2000. Projections indicate another 1.2% loss in population for the region for the next five (5) years as the projected population for 2010 is 306,183. Exhibit III-1 illustrates the historical and projected population trends for the Region through the year 2025.

**Exhibit III-1  
Historical and Projected Population Trends  
1990-2025**

<b>County</b>	<b>1990</b>	<b>2000</b>	<b>2005</b>	<b>2010</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>
Cabell	96,827	96,784	94,504	93,665	93,586	93,950	94,878
Lawrence	61,834	62,319	62,580	62,910	63,350	63,830	63,990
Lincoln	21,382	22,108	22,331	22,584	22,847	23,110	23,342
Logan	43,032	37,710	35,376	33,513	32,025	30,832	29,868
Mason	25,178	25,957	25,911	25,925	25,990	26,100	26,257
Mingo	33,739	28,253	26,282	24,739	23,526	22,569	21,796
Wayne	41,636	42,903	42,785	42,847	43,082	43,462	43,936
<b>Total</b>	<b>261,794</b>	<b>253,715</b>	<b>247,189</b>	<b>243,273</b>	<b>243,071</b>	<b>242,043</b>	<b>242,102</b>

**PERSONS WITH DISABILITIES**

**Definition of the Disabled Population**

Enumeration of the disabled population in any community presents challenges. First, there is a complex and lengthy definition in the

**Population**

**Persons with Disabilities**

implementing regulations. The definition of the disabled is found in 49 CFR Part 37.3. The definition of disability reads:

*Disability means, with respect to an individual, a physical or mental impairment that substantially limits one or more of the major life activities of such individual; a record of such an impairment; or being regarded as having such an impairment.*

1. *The phrase physical or mental impairment means:*
  - (i) *Any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one or more of the following body systems: neurological, musculoskeletal, special sense organs, respiratory including speech organs, cardiovascular, reproductive, digestive, genito-urinary, hemic and lymphatic, skin and endocrine;*
  - (ii) *Any mental or psychological disorder, such as mental retardation, organic brain syndrome, emotional or mental illness, and specific learning disabilities;*
  - (iii) *The term physical or mental impairment includes, but is not limited to, such contagious or non-contagious diseases and conditions as orthopedic, visual, speech and hearing impairments; cerebral palsy, epilepsy, muscular dystrophy, multiple sclerosis, cancer, heart disease, diabetes, mental retardation, emotional illness, specific learning disabilities, HIV disease, tuberculosis, drug addiction and alcoholism;*
  - (iv) *The phrase physical or mental impairment does not include homosexuality or bisexuality.*
2. *The phrase major life activities means functions such as caring for one's self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning and work.*
3. *The phrase "has a record of such an impairment" means has a history of, or has been misclassified as having, a mental or physical impairment that substantially limits one or more major life activities.*
4. *The phrase "is regarded as having such an impairment" means:*
  - (i) *Has a physical or mental impairment that does not substantially limit major life activities, but which is treated by a public or private entity as constituting such a limitation;*

- (ii) *Has a physical or mental impairment that substantially limits a major life activity only as a result of the attitudes of others toward such an impairment; or*
  - (iii) *Has none of the impairments defined in paragraph (1) of this definition but is treated by a public or private entity as having such an impairment.*
5. *The term disability does not include:*
- (i) *Transvestism, transsexualism, pedophilia, exhibitionism, voyeurism, gender identity disorders not resulting from physical impairments, or other sexual behavior disorders;*
  - (ii) *Compulsive gambling, kleptomania, or pyromania;*
  - (iii) *Psychoactive substance abuse disorders resulting from the current illegal use of drugs.*

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

**Sources of Data on the Disabled Population**

The United States Bureau of the Census provides data on disability based on three (3) primary sources. Only one of these sources directly enumerates the disabled population in the Region.

***Decennial Census of the Population***

The long-form questionnaire used in the Decennial Census of the Population has included questions on "disability" since 1970. The questions have changed and evolved with each decade. In 1970, questions were asked about "work disability". In 1980, questions about work disability and the ability to use public transportation were included. In 1990, questions about work disability, the ability to go outside the home alone and the ability to take care of personal needs were posed. Finally, the 2000 U.S. Census posed the most extensive set of questions, with some focus on issues that enable some interpretation as to the number of individuals that may or may not meet the definition included in 49 CFR Part 37.3.

As can be seen with the changes that have occurred from census to census, there are issues in compatibility with each decade. This is one inherent disadvantage with the use of this data source. Second, the tables reporting

results on disability do not take into account multi-domains. In other words, the categories are not mutually exclusive. For example, an individual can have both a “going outside the home” disability as well as an “employment” disability. This can result in overestimation of the disabled population.

### ***Current Population Survey (CPS)***

The Current Population Survey (CPS) identifies persons who are out of the labor force because of a disability and, in each March survey since 1980, identifies persons who have a health problem that “prevents them from working or limits the kind or amount of work they can do.”

### ***Survey of Income and Program Participation (SIPP)***

The Survey of Income and Program Participation (SIPP) is a national household survey that began in 1984. The SIPP is characterized by an extensive set of disability questions; generally, the SIPP is the preferred source 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 Americans with Disabilities Act of 1990 (ADA) defines disability as a “physical or mental impairment that substantially limits one or more of the major life activities”. For persons 15 years old and over, the SIPP disability questions cover limitations in functional activities (seeing, hearing, speaking, lifting and carrying, using stairs, and walking); in Activities of Daily Living (ADL) such as getting around inside the home, getting in or out of a bed or chair, bathing, dressing, eating and toileting; and in Instrumental Activities of Daily Living (IADL) such as going outside the home, keeping track of money or bills, preparing meals, doing light housework, and using the telephone. The SIPP also obtains information on the use of wheelchairs and crutches, canes, or walkers; the presence of certain conditions related to mental functioning, the presence of a work disability, and the disability status of children.

In summary, the CPS provides information only on work disability. The Decennial Census of Population relates to only a few components of disability and there is difficulty determining a specific count or enumeration of individuals within a given census tract or block group. The SIPP provides extensive data and, more importantly, addresses multi-dimensional elements of disability. The major drawback is the fact that despite the sample is drawn from more than 32,000 households, the Bureau cautions users who apply the various incidence rates of disability to levels of geography below the regional level. Use of SIPP data may or may not generate statistical confidence levels of 0.90 or greater when applied to the county or urban level.

**Enumeration Methodology**

Two methodologies using different data sources were used in the development of an estimated count of disabled persons. The process will result in two (2) estimates, or a range, of the disabled population.

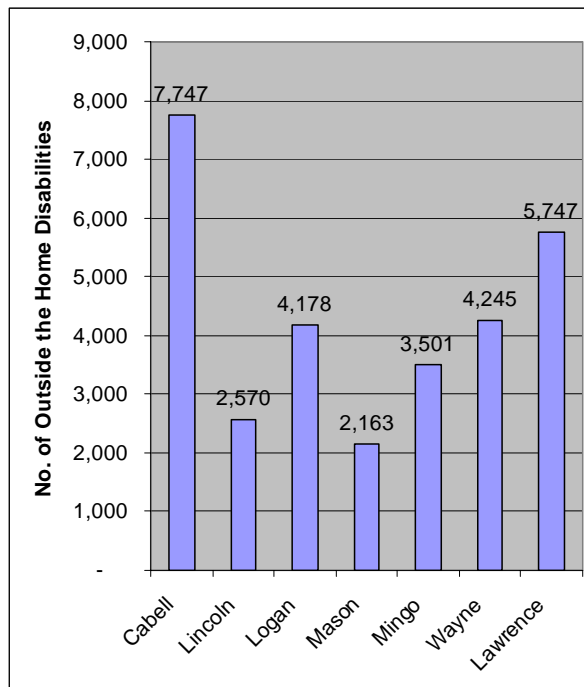
***Census-Based Approach***

Direct tabulations of data from tables in the 2000 Census Summary File 3 on disability are reported. When available, this total is reported by age cohort. Census-based age breakdowns generally distinguish between working age adults and seniors. Census data, based on the 2000 Decennial Census of Population have been tabulated for the region in Exhibit III-2.

As noted previously, Census 2000 data provides an enumeration of a specific type of problem, but due to prospect of multiple disabilities, there is no cumulative number that can be developed from this source. Generally speaking, the category of “outside the home disability” tends to be the single best factor in looking at persons with disabilities who may need public transportation or complementary paratransit services. Based on Exhibit III-2, there are a total of 24,404 persons in this category.

Using the “outside the home disability” figures noted in Exhibit III-2 for each county in the region, Exhibit III-3 illustrates disability incidence by County.

**Exhibit III-3  
Disability Incidence by County, 2000**



Source: U.S. Census 2000

**Exhibit III-2  
Enumeration of the Disabled Population in Region II, 2000**

Geographic Area	Total Outside Home Disabilities	Ages 5-15										Ages 16-64										Ages 65+							
		Total Population		Sensory Disability		Physical Disability		Mental Disability		Self-Care Disability		Sensory Disability		Physical Disability		Mental Disability		Self-Care Disability		Sensory Disability		Physical Disability		Mental Disability		Self-Care Disability		Outside Home Disability	
Cabell	7,747	96,784	188	191	46	872	87	872	227	73	99	2,415	6,519	4,473	1,702	4,258	1,766	8,023	2,413	5,261	1,846	1,748	3,489	2,413	5,261	1,846	1,748	3,489	
Lincoln	2,570	22,108	87	46	227	73	227	73	99	73	971	2,639	1,775	696	1,766	2,865	683	2,865	683	1,349	656	450	804	1,317	1,349	656	450	804	
Logan	4,178	37,710	85	120	236	99	236	99	99	99	1,643	4,582	2,764	1,210	2,556	4,205	1,317	4,205	1,317	2,414	1,066	901	1,622	1,317	2,414	1,066	901	1,622	
Mason	2,163	25,957	41	103	248	83	248	83	83	83	811	1,852	1,120	513	1,357	2,376	687	2,376	687	1,076	421	404	806	687	1,076	421	404	806	
Mingo	3,501	28,253	104	110	283	65	283	65	65	65	1,465	4,082	2,702	1,149	2,269	3,483	893	3,483	893	1,748	826	627	1,232	1,403	1,748	826	627	1,232	
Wayne	4,245	42,903	134	107	562	67	562	67	67	67	1,476	4,227	2,619	1,219	2,400	5,097	1,403	5,097	1,403	2,489	1,054	886	1,845	1,347	2,489	1,054	886	1,845	
Lawrence	5,747	62,319	201	156	560	132	560	132	132	132	1,692	5,108	3,102	1,279	3,599	6,516	1,347	6,516	1,347	2,972	1,102	1,081	2,148	1,347	2,972	1,102	1,081	2,148	
<b>Total Service Area</b>	<b>30,151</b>	<b>316,034</b>	<b>840</b>	<b>833</b>	<b>2,988</b>	<b>618</b>	<b>2,988</b>	<b>618</b>	<b>618</b>	<b>618</b>	<b>10,473</b>	<b>29,009</b>	<b>18,555</b>	<b>7,768</b>	<b>18,205</b>	<b>32,565</b>	<b>8,743</b>	<b>32,565</b>	<b>8,743</b>	<b>17,309</b>	<b>6,971</b>	<b>6,097</b>	<b>11,946</b>	<b>8,743</b>	<b>17,309</b>	<b>6,971</b>	<b>6,097</b>	<b>11,946</b>	

**Persons with  
Disabilities**

The density of reported disabilities in the six-county region is shown in Exhibit III-4. The areas with the highest densities of reported disabilities are in Huntington and Ironton. In the rural areas, the greatest densities were located in Chattaroy, Holden, Hamlin, and Point Pleasant.

***Imputed Approach***

Using the indices or incidence rates for specific disabilities derived from the SIPP (2002), an imputed estimate of the number of individuals, by age cohort, has been calculated for each county and the Region as a whole. These estimates are found in Exhibit III-5.

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 definitions with respect to “activities of daily life.”

Exhibit III-5 also provides a summary of the number of persons with one or more activities of daily living or instrumental activities of daily living for which assistance was needed. Using 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 is also a strong indicator of transit dependency, this procedure yields an estimate of 14,943 ADA eligible individuals in KYOVA/Region II.

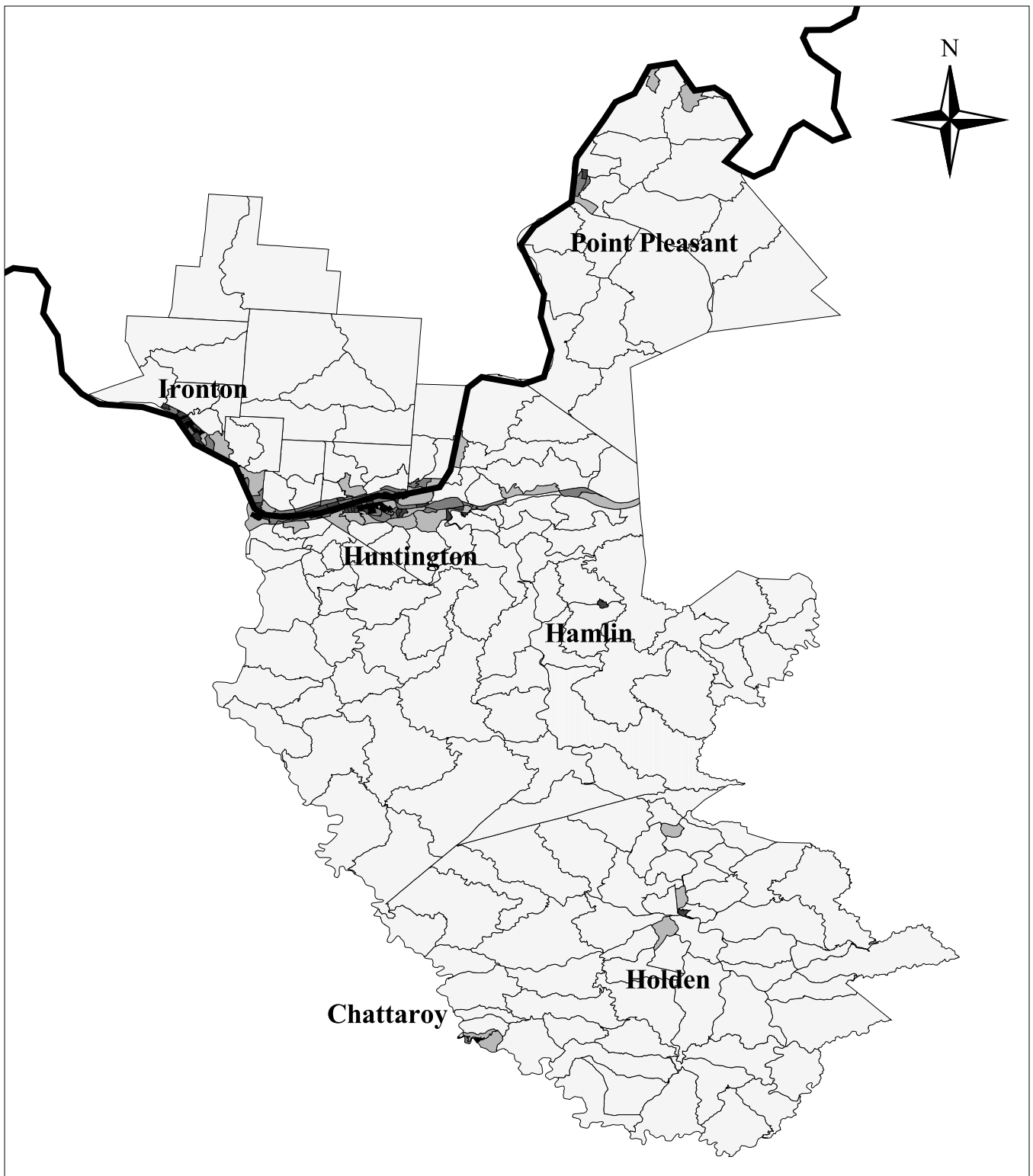
**PROJECTION OF THE DISABLED POPULATION, 2005-2010**

There are no known existing data sources that enumerate the existing disabled population and project the growth or decline of this population into the future for the KYOVA/Region II area. Generally, the overall population is projected and then some assessment of the future incidence rates of various disabilities is used to generate an estimate of the disabled population.

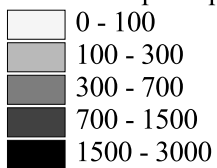
As noted above, population projections (2005-2050) of the total population for each county in the region were obtained from the West Virginia University Regional Research Institute and the Ohio Office of Strategic Research. The long-term projections for West Virginia were prepared using the Year 2000 average birth and death rates and averages of the 1985-1990, 1990-1995 and 1995-2000 in-migration and out-migration rates.

Given the limited availability of age-specific population projections for West Virginia, the methodology employed in this report required the development of age specific data for both 2005 and 2010 for the West Virginia counties in the Region.

**Projection of the  
Disabled  
Population**



Disabled Pop. / Sq. Mi.



Prepared By:  
RLS & Associates, Inc.

**Exhibit III - 4  
Disabled Persons Density**

**KYOVA / Region II  
Coordination Plan**

**Exhibit III-5  
Estimated Count of the ADA Eligible Population in Region II, 2000**

Disability Status	Ages 15-24 Years			Ages 25-44 Years			Ages 45 Years and Over			Total Region																																																						
	Percent	Lincoln County	Wayne County	Percent	Lincoln County	Wayne County	Percent	Lincoln County	Wayne County	Ages 15-24 Yrs.	Ages 25-44 Yrs.	Ages 45+ Yrs.	Total All Ages																																																			
														Lincoln County	Wayne County	Lincoln County	Wayne County																																															
Total Population	16280	3030	3248	5182	3248	3954	5492	8183	48909	11961	20386	13981	15261	22825	32722	15535	2903	5438	3966	3532	6398	8963	45369	166045	46735	28149																																						
Disability Status	0.208	3386	630	1078	676	822	1142	1702	0.163	7972	1950	3323	2279	2488	3720	5334	0.523	8125	1518	2844	2074	1847	3346	4688	9437	27065	24442	60944	0.369	5732	1071	2007	1463	1303	2361	3307	6216	17953	17245	41394	0.154	2392	447	837	611	544	985	1380	3176	9132	7197	19505												
With a Disability	0.067	1091	203	347	218	265	368	548	0.048	2348	574	979	671	733	1096	1571	0.205	3185	595	1115	813	724	1312	1837	3040	7970	9881	20591	0.044	684	128	239	175	155	282	394	635	1494	2056	4186	7970	9881	20591	0.161	2501	467	876	639	569	1030	1443	2405	6476	7524	16405									
Not Severe	0.053	863	161	275	172	210	291	434	0.039	1907	466	795	545	595	890	1276	0.161	2501	467	876	639	569	1030	1443	2405	6476	7524	16405	0.382	5934	1109	2077	1515	1349	2444	3424	5172	13284	17853	36308	0.221	3433	642	1302	876	781	1414	1981	2677	5978	10328	18983	0.161	2501	467	876	639	569	1030	1443	2405	6476	7524	16405
Severe	0.055	895	167	285	179	217	302	450	0.044	2152	526	897	615	671	1004	1440	0.161	2501	467	876	639	569	1030	1443	2405	6476	7524	16405	0.193	2998	560	1050	765	682	1235	1730	2768	7638	9020	19425	0.045	699	131	245	178	159	288	403	544	1162	2103	3810												
Used a Wheelchair	0.012	195	36	62	39	47	66	98	0.007	342	84	143	98	107	160	229	0.045	699	131	245	178	159	288	403	544	1162	2103	3810	0.193	2998	560	1050	765	682	1235	1730	2768	7638	9020	19425	0.045	699	131	245	178	159	288	403	544	1162	2103	3810												
Used a Cane/Crutch/Walker	0.041	667	124	212	133	162	225	336	0.022	1076	263	448	308	356	502	720	0.169	2625	491	919	670	597	1081	1515	1860	3653	7898	13411	0.312	4847	906	1697	1237	1102	1996	2796	4174	10793	14581	20548	0.119	1849	345	647	472	420	761	1067	1406	2989	5561	9857												
With an Activities of Daily Life Limitor.	0.036	586	109	187	117	142	198	295	0.025	1223	299	510	350	382	571	818	0.123	1911	357	669	488	434	787	1102	1633	4151	5748	11533	0.193	2998	560	1050	765	682	1235	1730	2768	7638	9020	19425	0.045	699	131	245	178	159	288	403	544	1162	2103	3810												
Needed Personal Assistance	0.02	326	61	104	65	79	110	164	0.013	656	155	265	182	198	297	425	0.071	1103	206	386	282	251	454	636	907	2159	3318	6384	0.052	808	151	283	206	184	333	466	736	1993	2430	3149	0.052	808	151	283	206	184	333	466	736	1993	2430	3149												
Did not Need Personal Assistance	0.016	260	48	83	52	63	88	131	0.012	587	144	245	168	183	274	393	0.052	808	151	283	206	184	333	466	736	1993	2430	3149	0.016	260	48	83	52	63	88	131	199	283	333	466	736	1993	2430	3149	0.016	260	48	83	52	63	88	131	199	283	333	466	736	1993	2430	3149				
Number of ADLs or IADLs for which assistance was needed One or more	0.048	781	145	249	156	190	264	393	0.031	1516	371	632	433	473	708	1014	0.163	2532	473	886	646	576	1043	1461	2178	5147	7618	14942	0.048	781	145	249	156	190	264	393	646	576	1043	1461	2178	5147	7618	14942	0.048	781	145	249	156	190	264	393	646	576	1043	1461	2178	5147	7618	14942				

**Projection of the  
Disabled  
Population**

Two (2) significant factors dictate this data need. First, Census 2000 data clearly reflect an increasing incidence of disability (all types) by age. Thus, any estimate of the disabled population must take the age characteristics of the population into account. Second, there are significant trends occurring in the United States relating to the aging of the population. For example, nationally, the two (2) age cohorts with the largest percentage of growth over the last decade were the 50-54 year old cohort and the 45-49 year old cohort. People in these two (2) age groups were primarily born during the post-World War II era, defined by the Census Bureau as persons born from 1946 through 1964. As communities approach the year 2010, this age group will begin turning 60 years of age. Indeed, it is projected that the number of older adults will be more than double than their current numbers.

Further, the Administration on Aging (U.S. Department of Health and Human Services) reports that, based on a comprehensive survey of older adults, longevity is increasing and younger seniors are healthier than in all previously measured time in our history. Quality of life issues and an individual's desire to live independently will put increasing pressure on existing transit services to provide mobility to this population. This has great significance on the potential need to provide public transit and complementary paratransit services.

**Methodology**

To accomplish the task of projecting the number of persons with disabilities for 2005 and 2010 for the West Virginia counties in the region, the current (Year 2000) age cohort data was used to "age" the population through 2010. This data was adjusted to reflect the overall population projections for the West Virginia portion of Region II from WVU. The number of births was held constant at the 2001 level for each year throughout the ten-year interval.

Based on this analysis, the number of disabled individuals in the region, defined as an individual with at least one activity of daily living for which assistance is required, is expected to grow to 15,257 persons in 2005, up from 14,943 persons in 2000 (2.1% growth). The growth rate almost doubles from 2005 to 2010 with the total number of individuals needing assistance with at least one activity of daily living projected at 15,852 persons (3.9% growth rate, 2005-2010). Exhibits III-6 provide the population projections by age group for each county and the estimates of the disabled population for 2005 and 2010, respectively.

**Exhibit III-6  
Population Projections by Age for Region II, 2000-2010**

**Projection of the  
Disabled  
Population**

<b>Geographic Area</b>	<b>2000</b>	<b>2005</b>	<b>2010</b>
<b>Cabell County</b>	<b>96,784</b>	<b>94,504</b>	<b>93,665</b>
0-14 Years	16,060	15,611	15,481
15-24 Years	16,280	11,759	9,499
25-64 Years	48,909	50,961	50,752
65 Years and Over	15,535	16,173	17,934
<b>Lawrence County</b>	<b>62,319</b>	<b>62,580</b>	<b>62,910</b>
0-14 Years	12,451	11,570	10,590
15-24 Years	8,183	9,820	10,210
25-64 Years	32,722	31,780	32,430
65 Years and Over	8,963	9,400	9,690
<b>Lincoln County</b>	<b>22,108</b>	<b>22,331</b>	<b>22,584</b>
0-14 Years	4,214	3,845	3,682
15-24 Years	3,030	3,058	2,727
25-64 Years	11,961	11,981	12,099
65 Years and Over	2,903	3,447	4,076
<b>Logan County</b>	<b>37,710</b>	<b>35,376</b>	<b>33,513</b>
0-14 Years	6,713	6,202	5,778
15-24 Years	5,142	4,424	3,675
25-64 Years	20,416	19,323	18,379
65 Years and Over	5,439	5,427	5,681
<b>Mason County</b>	<b>25,957</b>	<b>25,911</b>	<b>25,925</b>
0-14 Years	4,826	4,421	4,035
15-24 Years	3,236	3,281	3,077
25-64 Years	13,957	13,537	13,368
65 Years and Over	3,938	4,672	5,445
<b>Mingo County</b>	<b>28,253</b>	<b>26,282</b>	<b>24,739</b>
0-14 Years	5,497	4,686	4,070
15-24 Years	3,954	3,762	3,150
25-64 Years	15,286	14,362	13,828
65 Years and Over	3,516	3,472	3,691
<b>Wayne County</b>	<b>42,903</b>	<b>42,785</b>	<b>42,847</b>
0-14 Years	8,188	7,435	6,842
15-24 Years	5,579	5,671	5,311
25-64 Years	22,725	22,184	22,021
65 Years and Over	6,411	7,495	8,673

Exhibits III-7 and III-8 show the detailed projections of disabled persons for each county in the KYOVA/Region II area for 2005 and 2010.

**ADULTS AGE 65 AND OLDER**

**Adults Age 65 and  
Older**

According to the 2000 U.S. Census, KYOVA/Region II has a total senior (age 65 and older) population of 46,705 persons or 14.8 percent of the region's population. This is similar to the senior population figure of 15.3





percent for the State of West Virginia but much higher than the senior population for the State of Ohio (13.3 percent) and the United States (12.4 percent).

Exhibit III-9 illustrates the density of persons aged 65 and older by Census block group for the Region. The block groups with the highest density of residents aged 65 and older are in the Cities of Huntington and Ironton. Proctorville and South Point, Ohio also have relatively high densities of senior citizens. Areas with moderate densities of senior citizens are found in Point Pleasant, Holden and Hamlin. The remainder of the region has low to very low elderly population density.

Of significant note are the population projections by age found in Exhibit III-6. The population aged 65 years and older shows considerable growth between 2000 and 2010 for all seven (7) counties in the region. All seven (7) counties show their senior populations increasing between 4.4 percent and 40.4 percent (between 2000 and 2010) by 2010. There is estimated to be another 8,485 seniors living in the region in 2010 than there were in 2000.

As mentioned previously in this section, as the number of older adults increases, longevity increases, and the desire to remain independent remains strong, increasing pressure will be placed on the region's transportation providers to meet an increase in demand for trips from seniors.

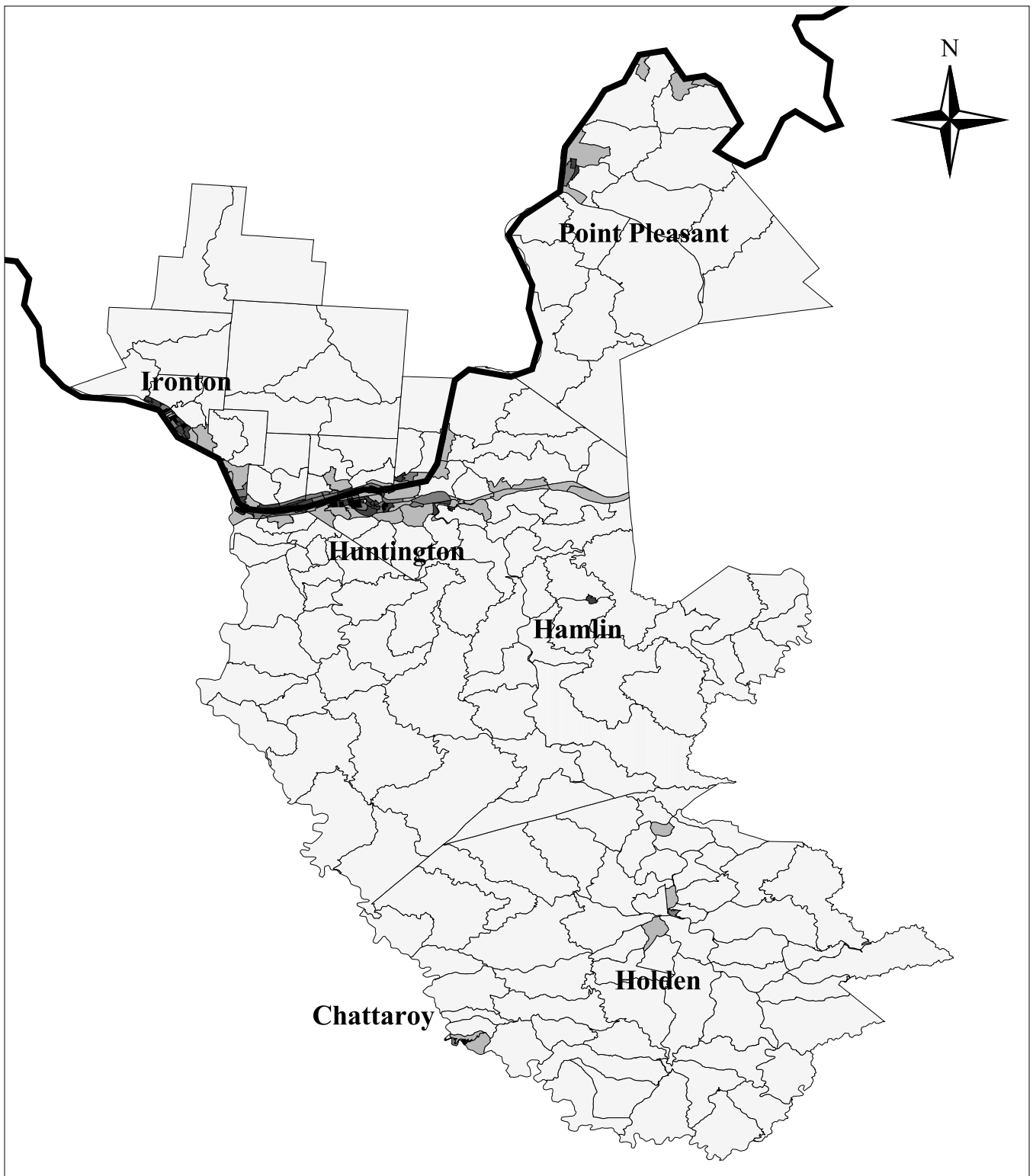
#### **HOUSEHOLDS BELOW POVERTY LEVEL**

The U.S. Census Bureau reported in 2000 that there were 128,585 total households in the seven counties in the KYOVA/Region II area. Of those households, approximately 27,796 households (21.6%) were living below the federal poverty level. This is a very high level of households below the poverty level compared to the State of West Virginia (17.9%), the State of Ohio (10.6%) and the United States (1.2%).

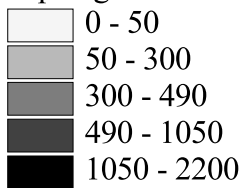
Exhibit III.10 illustrates the density of households below the poverty level per square mile. Areas having a high density (over 1,050 households per square mile) of households below the poverty level were found in Huntington and Ironton. Areas of moderate density of households below the poverty level exist in other Ohio communities along the Ohio River, and Point Pleasant, Hamlin and Chattaroy, West Virginia. The remainder of the region had low to very low densities of households below the poverty level.

#### **Adults Age 65 and Older**

#### **Households Below Poverty Level**



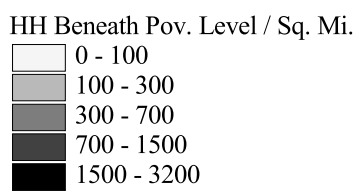
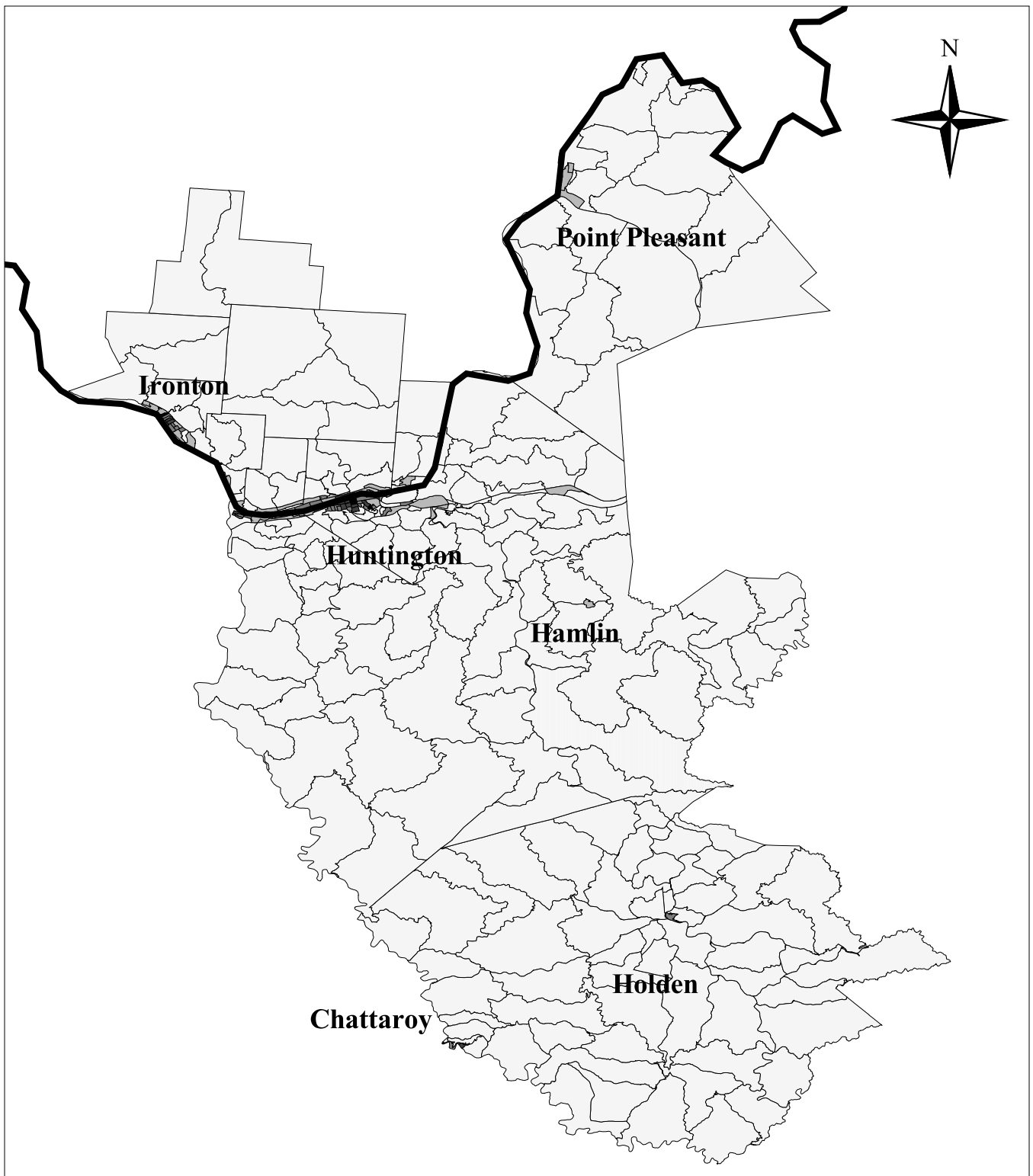
Pop. Aged 65+ / Sq. Mi.



Prepared By:  
RLS & Associates, Inc.

**Exhibit III - 9  
Elderly Population Density**

**KYOVA / Region II  
Coordination Plan**



Prepared By:  
 RLS & Associates, Inc.

**Exhibit III - 10**  
**Households Beneath Poverty**  
**Level Density**

**KYOVA / Region II**  
**Coordination Plan**

**ZERO VEHICLE HOUSEHOLDS**

The number of vehicles available to a housing unit also is used as an indicator of demand for transportation service. There are 15,695 households in Region II that have no available vehicle. This is 12.2 percent of all the households in the region which is a relatively high percentage compared to the percentage of zero-vehicle households for the State of West Virginia (10.8 percent) and very high compared to the State of Ohio (8.6 percent). It is noted that a large percentage of the Region's households with no automobile are occupied by seniors (6,995 households or 44.3 percent).

Exhibit III.11 illustrates the distribution of housing units per square mile that have no available vehicle, according to U.S. Census 2000 data. The block groups with the darkest shading have the highest percentage of housing units with no available vehicles. The block groups with the highest densities of zero-vehicle households are found in Huntington and Ironton.

**LABOR FORCE**

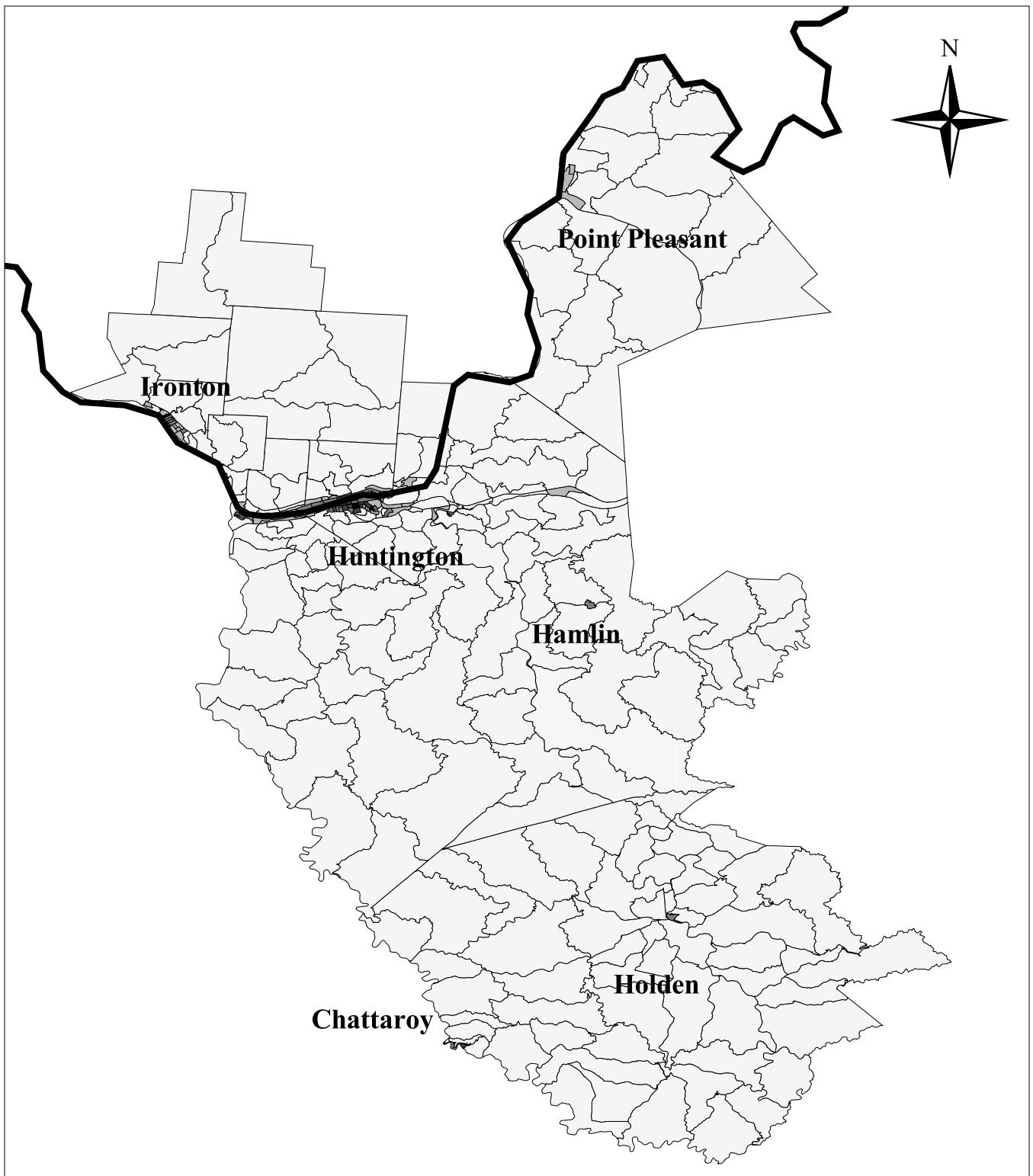
The August 2006 KYOVA/Region II labor force consisted of 134,560 individuals according to WORKFORCE, West Virginia's Research, Information and Analysis Division, and the Ohio Department of Job and Family Services Office of Workforce Development. The unemployment rate in the West Virginia counties in Region II is rated between "average" and "worse than average" by WORKFORCE West Virginia compared to the overall unemployment rate for the State of West Virginia. The unemployment rate for Lawrence County, Ohio was lower than the unemployment rate for the State of Ohio.

In August of 2006, the six West Virginia counties were experiencing a much higher unemployment rate than the State of West Virginia. Unemployment rates for Cabell, Lincoln, Logan, Mason, Mingo, and Wayne Counties were 5.4 percent, 7.5 percent, 6.5 percent, 8.2 percent, 8.0 percent, and 6.2 percent, respectively. The rate for the State of West Virginia was 5.6 percent. Lawrence County's unemployment rate for the same time period was 5.5 percent compared to 5.7 percent for the State of Ohio.

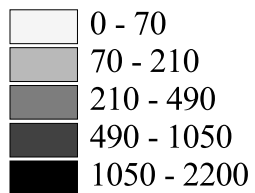
Unemployment rates have increased in five (5) of the seven (7) counties in the region since August of 2005. In Mason County unemployment went down and in Lawrence County the unemployment rate remained the same.

**Zero Vehicle  
Households**

**Labor Force**



Zero Veh. OHU / Sq. Mi.



Prepared By:  
RLS & Associates, Inc.

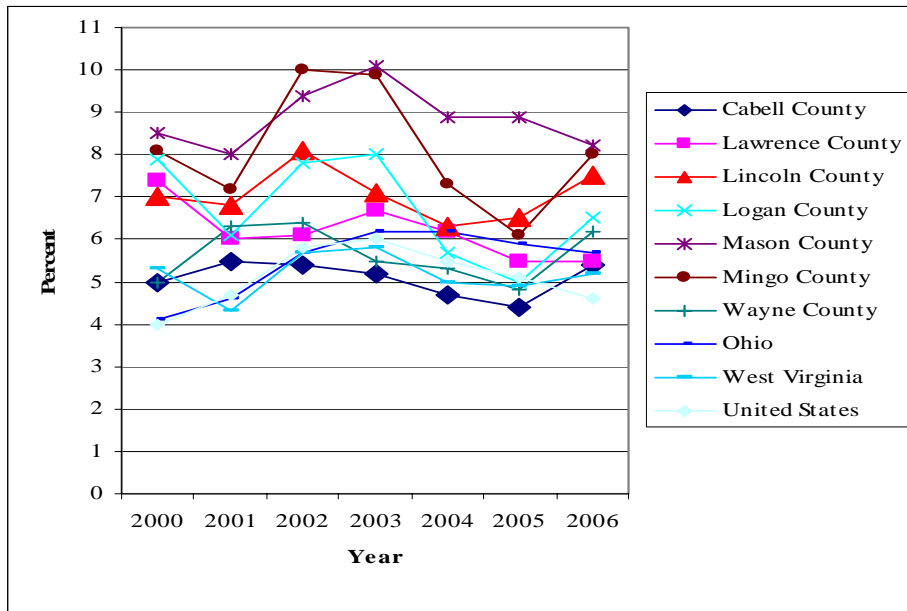
**Exhibit III - 11 Zero Vehicle  
Occupied Housing Units**

**KYOVA / Region II  
Coordination Plan**

**Labor Force**

Exhibit III-12 illustrates a comparison of historic unemployment rates between the counties in KYOVA and Region II, the State of West Virginia, the State of Ohio and the United States. It is noted that the region's unemployment rates are consistently higher than the rates for West Virginia, Ohio and the United States.

**Exhibit III-12  
Historic Regional, State and National Unemployment Rates  
August 2000- August 2006**



Source: WORKFORCE West Virginia, WV Department of Commerce; Ohio Department of Job and Family Services, Office of Workforce Development; U.S. Department of Labor Bureau of Labor Statistics

**MAJOR EMPLOYERS**

A list appears below of the top ten (10) major employers in each county in KYOVA and Region II, according to information provided by WORKFORCE West Virginia, and the Ohio Department of Development Office of Strategic Research.

**Cabell County Top 10 Employers**

- ◆ St. Mary's Hospital
- ◆ Cabell Huntington Hospital, Inc.
- ◆ Cabell County Board of Education
- ◆ Marshall University
- ◆ GC Services Limited Partnership
- ◆ Huntington Alloys Corporation

**Major Employers**

**Major Employers**

- ◆ Wal-Mart Associates, Inc.
- ◆ University Physicians and Surgeons
- ◆ Steel of WV, Inc.
- ◆ Alcon Manufacturing, LTD.

Lincoln County Top 10 Employers

- ◆ Lincoln County Board of Education
- ◆ Coal River Mining, LLC
- ◆ Stowers Trucking, LLC
- ◆ Lincoln County Opportunity Company
- ◆ Lincoln Leasing Company
- ◆ Pettey Oilfield Service, Inc.
- ◆ SJB Foods, Inc.
- ◆ Lincoln County Primary Care Center
- ◆ P & A Engineers & Consultants, Inc.
- ◆ Lincoln County Nursing and Rehab Center, Inc.

Logan County Top 10 Employers

- ◆ Logan County Board of Education
- ◆ Logan General Hospital
- ◆ Wal-Mart Stores, Inc.
- ◆ Apogee Coal Company
- ◆ Alex Energy, Inc
- ◆ Aracoma Coal Company, Inc.
- ◆ Appalachian Fuels, LLC
- ◆ Southern WV Community College
- ◆ CDG Management, LLC
- ◆ Logan County Commissioners

Mason County Top 10 Employers

- ◆ Pleasant Valley Hospital, Inc.
- ◆ Mason County Board of Education
- ◆ Appalachian Power Company
- ◆ Indiana Michigan Power Company
- ◆ Wal-Mart Associates, Inc.
- ◆ Foster Wheeler Zack, Inc.
- ◆ Lakin State Hospital
- ◆ M & G Polymers USA, LLC
- ◆ Bob's Market & Greenhouse, Inc.
- ◆ Lakin Correctional Facility

Mingo County Top 10 Employers

- ◆ Mingo County Board of Education
- ◆ Mingo Logan Coal Company

**Major Employers**

- ◆ Williamson Memorial Hospital
- ◆ Phoenix Coal Mac, Inc.
- ◆ Appalachian Precision Hardwood Floor
- ◆ TMK Enterprise Security Service, Inc.
- ◆ Laurel Creek Company, Inc.
- ◆ Rockhouse Creek Development Corporation
- ◆ Premium Energy, Inc.
- ◆ Spartan Mining Company

Wayne County Top 10 Employers

- ◆ Wayne County Board of Education
- ◆ Veterans Administration Hospital
- ◆ Rockspring Development, Inc.
- ◆ Kanawha River Terminals, Inc.
- ◆ Wal-Mart Associates, Inc.
- ◆ Wayne County Community Service Organization, Inc.
- ◆ Argus Energy WV, LLC
- ◆ Aristech Chemical Corporation
- ◆ Wayne County Commissioners
- ◆ American National Rubber Company

Lawrence County Top 10 Employers

- ◆ Dow Chemical
- ◆ Duke Energy
- ◆ Emerson Electric/Liebert Corporation
- ◆ Ironton City Board of Education
- ◆ Jo-Lin Health Center
- ◆ Lawrence County JVS
- ◆ McGinnis, Inc.
- ◆ Ohio University
- ◆ Rock Hill Local Board of Education
- ◆ South Point Local Board of Education

Of significant note are the following employers who most likely would have employees who would need transportation services based on the wage levels and types of jobs found at each:

- ◆ St. Mary's Hospital
- ◆ Cabell Huntington Hospital, Inc.
- ◆ Wal-Mart Associates, Inc.
- ◆ SJB Foods, Inc.
- ◆ Lincoln County Primary Care Center
- ◆ Lincoln County Nursing and Rehab Center, Inc.
- ◆ Logan General Hospital

**Major Employers**

- ◆ Pleasant Valley Hospital, Inc.
- ◆ Lakin State Hospital
- ◆ Bob’s Market & Greenhouse, Inc.
- ◆ Williamson Memorial Hospital
- ◆ Appalachian Precision Hardwood Floor
- ◆ Veterans Administration Hospital
- ◆ Wayne County Community Service Organization, Inc.
- ◆ Jo-Lin Health Center

**JOURNEY TO WORK**

The mean travel times to work for the seven (7) counties in Region II are found in Exhibit III-13 below. With the exception of Cabell County and Lawrence County, the region’s average commute times are higher than the State of West Virginia (26.2 minutes), the State of Ohio (22.9 minutes) and the United States (25.5 minutes).

**Exhibit III-13  
Mean Travel Times to Work**

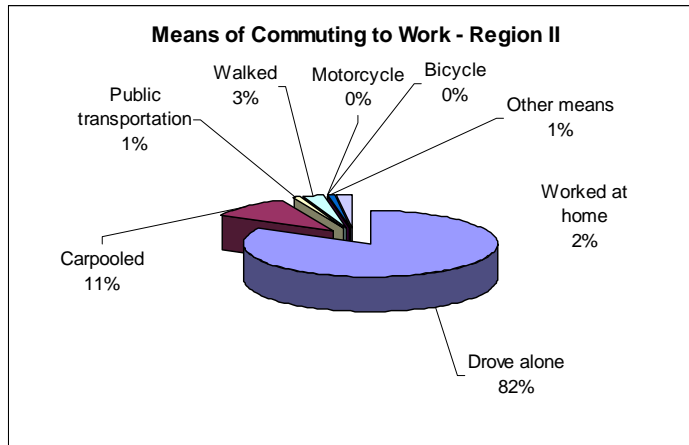
<b>County</b>	<b>Mean Travel Time to Work</b>
Cabell County	21.7 minutes
Lawrence County	24.1 minutes
Lincoln County	39.2 minutes
Logan County	30.2 minutes
Mason County	28.5 minutes
Mingo County	29.6 minutes
Wayne County	28.3 minutes

These longer commute times most likely reflect the fact that there are a significant number of commuters who are traveling outside their county to go to work either somewhere else in the region or outside the region.

Exhibit III-14 indicates the commuting characteristics of Region II residents. It is noted that approximately 82 percent of the labor force in the Region drove alone to work, 11 percent carpooled, while only 1 percent used public transportation.

**Journey to Work**

**Exhibit III-14  
Means of Commuting to Work**



Additional data was collected for the West Virginia counties in the region regarding how many residents are commuting outside of their county or region to work. In this regard, the data indicates that there are a large number of people in the region who commute to Cabell County to work (10,954) and a fairly significant number of people from other states (most likely Ohio and Kentucky) who also travel to Cabell County to work (9,875). Exhibit III-15 displays this information.

**Exhibit III-15  
Regional Commuting Patterns 2000**

Commuting Pattern	Total	Cabell	Lincoln	Logan	Mason	Mingo	Wayne
Resides in County/Works in County	59,286	32,619	2,299	8,759	4,888	4,852	5,869
Resides in County/Works in another WV County	24,193	5,769	4,491	2,770	2,113	1,296	7,754
Resides in County/Works in another State	8,536	2,020	196	297	2,231	1,564	2,228
Resides in County/Works in another Country	3	3	0	0	0	0	0
Resides in another WV County/Works in County	18,047	10,954	682	2,391	548	1,643	1,829
Resides in another State/Works in County	14,808	9,875	16	285	1,431	1,693	1,508
Net Commutation (in minus out)	123	13,937	-3,989	-391	-2,365	476	-6,645

## **MAJOR TRIP GENERATORS**

The term “trip generators” is used to indicate where a large number of trips originate or end. These trip generators include residential facilities, medical facilities, employment centers, commercial business centers, educational institutions, and other important trip destinations.

### **Medical Facilities**

Medical facilities both within and outside of the region are another of the key destinations for residents. Those facilities include the following:

- ◆ St. Mary’s Hospital, Cabell County
- ◆ Cabell Huntington Hospital, Inc., Cabell County
- ◆ University Physicians and Surgeons, Cabell County
- ◆ Lincoln County Primary Care Center, Lincoln County
- ◆ Lincoln County Nursing and Rehab Center, Inc., Lincoln County
- ◆ Logan General Hospital, Logan County
- ◆ Pleasant Valley Hospital, Inc., Mason County
- ◆ Williamson Memorial Hospital, Mingo County
- ◆ Veterans Administration Hospital, Wayne County
- ◆ Jo-Lin Health Center, Lawrence County
- ◆ Southern Ohio Medical Center, Scioto County, Ohio
- ◆ Bellefonte Hospital, Ashland, Kentucky
- ◆ Various Medical Centers in the Cincinnati area

### **Educational Facilities**

The Region is home to several higher educational facilities that are another major destination for transit users. Those facilities include the following institutions:

- ◆ Marshall University
- ◆ Southern WV Community College
- ◆ Ohio University – Ironton
- ◆ Shawnee State University (Portsmouth, OH)

### **Commercial Centers**

- ◆ Wal-Mart Shopping Centers – several in the region
- ◆ Huntington Mall

### **Typical Destinations Outside the Service Area**

In the agency survey, respondents were also asked to identify typical destinations to which they traveled outside of their normal service areas. Those destinations included the following places:

- ◆ Southern Ohio Medical Center in Portsmouth, Ohio
- ◆ Shawnee State University in Portsmouth, Ohio
- ◆ Bellefonte Hospital in Ashland, Kentucky

**Major Trip  
Generators**

#### **IV. STAKEHOLDER ASSESSMENT**

Stakeholder involvement is the key to a successful coordination program. Identifying and engaging the appropriate organizations and individuals in planning efforts is critical to identifying the needs of the target populations, the needs of the community, the transportation services available, and the identification of new solutions. A stakeholder checklist provided by the WVDOT/DPT was used to ensure that a wide range of stakeholders was involved in this assessment.

Stakeholder input was used a number of ways. Identifying and contacting as many stakeholders in the area provided a basis for: establishing the existing services currently being provided; identifying any unmet needs for these services; identifying any duplication of services; and determining any issues or challenges that might be addressed by coordination.

#### **OUTREACH EFFORTS**

Efforts were made to contact various agencies in an attempt to solicit input and active participation in the coordination planning process. A summary of those attempts is listed below:

*September 18, 2006*

An introduction letter was drafted and forwarded to approximately 20 agencies identified as probable and potential stakeholders. The letter introduced the coordinated planning efforts being undertaken.

An invitation was extended to each recipient encouraging attendance to a September 27, 2006 kick-off meeting conducted at the KYOVA offices in Huntington, West Virginia. The introduction letter was forwarded to the following recipients:

- ◆ Cabell County Community Services Organization, Inc.
- ◆ Cammack Children's Center
- ◆ Mountain State Centers for Independent Living
- ◆ Green Acres Regional Center
- ◆ Prestera Center
- ◆ Southwestern Community Action Council, Inc.
- ◆ Taxi Service, Inc.
- ◆ The Transit Authority
- ◆ Autism Services Center
- ◆ Cabell-Wayne Association for the Blind
- ◆ Lincoln County Family Resource Network
- ◆ Lincoln County Opportunity Company

#### **Outreach Efforts**

**Outreach Efforts**

- ◆ Logan County Emergency Ambulance Authority
- ◆ P.R.I.D.E. in Logan County, Inc.
- ◆ Logan-Mingo Area Mental Health
- ◆ Mason County Action Group, Inc.
- ◆ Christian Help, Inc. of Mingo County
- ◆ Concerned Citizens League, Inc.
- ◆ Mingo Community Action Partnership
- ◆ Wayne Family Resource Network
- ◆ Wayne County Community Service Organization (Wayne X-Press)

*September 27, 2006*

Two project kick-off meetings were held in Huntington, WV and invitations were distributed to the list of stakeholders noted above. A copy of the invitation letter is included in the Appendices of this Plan. The following transportation stakeholders were in attendance:

- ◆ Mr. Saleem Salameh, KYOVA
- ◆ Ms. Sharon Porter, MTSTCIL
- ◆ Mr. Ivory Turner, CCCSO
- ◆ Ms. Hazel Jacob, Cammack Childrens Center
- ◆ Ms. Deborah Sims, Southwestern Community Action
- ◆ Ms. Connie Sherrill, Southwestern Community Action
- ◆ Ms. Angela Hill, Mason County Action Group, Inc.
- ◆ Mr. David Murphy, Green Acres
- ◆ Mr. John Woodall, Autism Services Center
- ◆ Ms. Jennifer Woodall, TriRiver Transit Authority
- ◆ Ms. Kathy Curry, LCOC, Inc.
- ◆ Ms. Linda Curry, P.R.I.D.E., Inc.
- ◆ Ms. Vicky Browning, P.R.I.D.E., Inc.
- ◆ Ms. Kim Spaulding, Prestera Center for Mental Health
- ◆ Ms. Carlene Mounts, L.E.A.S.A.
- ◆ Mr. Charlie Mounts, L.E.A.S.A.

The project kick-off meeting focused on the need for coordinated transportation as not only a required element under SAFETEA-LU, but as a need for individual mobility, cost effective transit operations and improved overall transportation services. Many issues regarding transportation coordination and the strengths and weaknesses of existing transportation services in the region were discussed:

- ◆ Area Strengths
  - Customer Service
  - Large Fleet
  - Driver Training

**Outreach Efforts**

- Good Maintenance Contractor
- Large Service Area
- Affordable Fare Structure
- Cooperative Purchasing Programs/Reputable Vendors
  
- ◆ Area Weaknesses
  - Funding
  - Qualified Drivers
  - Older Vehicles
  - Public Perception
  - Rural Areas
  - Public Transit Service Area too Small
  - Difficult Support from State Representatives

*October 31, 2006*

A letter of explanation and blank survey were forwarded to each identified stakeholder noted in the list above. The letter gave a brief summary of the requirement for coordination and requested that surveys be completed and returned to the KYOVA/Region II staff.

Survey Respondents:

- ◆ The Transit Authority
- ◆ Tri-River Transit Authority
- ◆ Wayne County Community Services Organization, Inc. dba Wayne County X-press
- ◆ Autism Services Center
- ◆ Wayne Family Resource Network, Inc.
- ◆ Cammack Children's Center
- ◆ Taxi Service
- ◆ Logan County Emergency Ambulance Authority
- ◆ Pretera Center for Mental Health Services, Inc.
- ◆ Christian Help, Inc. of Mingo County
- ◆ Cabell County Community Services Organization, Inc. (CCCSO)
- ◆ Cabell-Wayne Association for the Blind
- ◆ Logan-Mingo Area Mental Health, Inc.
- ◆ P.R.I.D.E. in Logan County, Inc.
- ◆ Mason County Action Group, Inc.
- ◆ Green Acres Regional Center
- ◆ Mingo County Action Partnership, Inc.
- ◆ Lincoln County Opportunity Company
- ◆ Lincoln County Family Resource Network
- ◆ Lawrence County Board of MR/DD
- ◆ Lawrence County Community Action Organization

**Outreach Efforts**

◆ Lawrence County Department of Jobs and Family Services

*January 8/9, 2007*

Telephone conference calls were placed to agencies that had not responded to requests to attend the kick-off meetings or submitted a completed Stakeholder Survey.

*March - April 2007*

Follow-up continued with agencies that did not completed a survey. Personal one-on-one interviews were conducted with some organizations, while telephone interviews were conducted with others. Completed surveys were obtained from the Tri-River Transit Authority and the Autism Services Center.

*March 23, 2007*

A meeting was held with agencies from Lawrence County, Ohio. Information was provided of SAFETEA-LU requirements and past efforts of agencies based in the six West Virginia counties. It was noted at this meeting that inventory information collected during the recently completed *Lawrence County Transit Expansion and Coordination Study* would be used for the Coordination Plan.

*April 25, 2007*

A second meeting was held with interested transportation providers and human service agencies in the seven county KYOVA/Region II area. The draft Coordination Plan report was discussed and a consensus on how to proceed with future coordination efforts was reached. The attendance list is included in the Appendix.

**INVENTORY OF EXISTING TRANSPORTATION SERVICES**

As noted above in the stakeholder outreach efforts section of this Plan, a comprehensive survey was sent to thirty (30) different entities and agencies in the KYOVA/Region II area in order to gain information on existing transportation programs and services. Information on transportation providers was also obtained from other sources including agency websites and the WVDOT provider directory and annual report.

Those agencies that responded to the survey and either provide transportation services in the Region or expressed a need in transportation services are described below.

**The Transit Authority**

The Transit Authority (TTA) is based in Huntington, West Virginia and provides public transportation throughout the Huntington urban area. It

**Inventory of Existing  
Transportation  
Services**

**Inventory of Existing  
Transportation  
Services**

provides fixed route and ADA paratransit service. A service profile for TTA is included in Exhibit IV-1. It operates out of its operations/maintenance facility on Virginia Avenue in Huntington. The maintenance area of this facility has six bays; three are equipped with vehicle hoists and are used exclusively for vehicle maintenance. The other three are used for vehicle storage. This facility also houses administrative offices, dispatch, and other operations functions.

TTA serves Huntington, Barboursville, Milton, Veterans Hospital and Marshall University. Comparable demand responsive service (ADA) is provided throughout the area. TTA provided 716,022 trips in 2005. Service is available from 5:30 a.m. to 11:15 p.m. Monday through Saturday. TTA currently operates the following vehicle fleet:

- ◆ Twelve (12) ADA lift equipped vans
- ◆ Two (2) 24-passenger trolleys
- ◆ Three (3) 32-passenger ADA lift equipped buses
- ◆ Five (5) 35-passenger ADA lift equipped buses
- ◆ Fourteen (14) 29-passenger ADA lift equipped buses
- ◆ Six (6) 28-passenger ADA lift equipped buses

**Tri River Transit Authority**

TTA is the business name of the public transit system operated by the Tri River Transit Authority. Currently, Tri River operates public transit within the following areas of Region II: Lincoln County and Logan County. Tri River also provides some service into Boone County. TTA provided 50,019 trips in 2005.

Tri River Transit operates a deviated fixed route bus service. The passenger must live within 3/4 of a mile of the bus route, and a reservation must be made at least 24 hours in advance. Tri River operates four (4) deviated fixed routes to the destinations below:

- ◆ Logan – Ranger – Barboursville
- ◆ West Hamlin – Hamlin – Southridge
- ◆ Wharton – Madison – Southridge
- ◆ Hamlin – West Hamlin

Deviated fixed route service makes routine stops to points of interest in Boone, Lincoln, and Logan Counties. Service is available from 7:00 a.m. – 7:30 p.m. Monday through Friday. Demand response service is also available for those passengers not living within the 3/4 mile radius of the deviated fixed routes. Saturday service is currently reserved for those passengers undergoing dialysis treatment.

**Exhibit IV-1**  
**The Transit Authority Route Profile**

Route	Service Span		Vehicle Required				Frequency			Revenue Hours		
	Weekday	Sat.	PK	MD	EVE	SAT	PK	MD	EVE	SAT	WK	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
4-9th & 11th Avenues	7:45a- 5:25p	--	0.5	0.5	--	--	120	120	--	--	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	26.0	22.0
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-11:10p	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
<b>TOTAL</b>			12	12	12	12					168.4	156.9

**Inventory of Existing  
Transportation  
Services**

Deviated fixed-route fares are \$1.00 per one-way trip and curb-to-curb demand response service is \$2.00 per one-way trip.

Tri River Transit currently participates in a Non-Emergency Transportation Services (NETS) Program. The NETS program is a service carefully designed to meet the needs of those patients whose medical conditions do not warrant the use of specialized medical equipment or treatment by paramedics. Tri River Transit NETS can be pre-scheduled to come to the patient's location and transfer them to and from any medical care facility. NETS passengers may be eligible for free transportation.

Tri River Transit currently operates eleven (11) lift-equipped converted vans, three (3) minivans, and one 4WD SUV.

Tri River Transit is currently funded via Section 5311 funds, non-emergency Medicaid reimbursements, West Virginia Department of Transportation Division of Public Transit grants, and local County Commissioner funding programs. Beginning FY 2007, Tri River Transit would be a viable, eligible recipient for Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedoms Initiative) funding.

**Wayne County Community Services Organization, Inc. (Wayne X-Press)**

Wayne X-Press provides general public transportation (Section 5311) to various sites in Wayne and Cabell Counties and senior citizens services operating in Wayne County. Limited advanced reservation service for medical appointments to Cabell County, WV, and Lawrence and Boyd Counties, KY is available to anyone. There is also service linking Mingo County to Wayne County where it is possible for Mingo County residents to access The Transit Authority (TTA).

Services are available from 5:30 a.m. to 7:30 p.m. Monday through Friday and for dialysis patients on Saturday from 5:00 a.m. to 6:00 p.m. Wayne X-Press currently operates a fleet of sixteen (16) lift-equipped vans and five (5) minivans.

**Wayne Family Resource Network, Inc.**

The Wayne Family Resource Network (WFRN) is a group composed of families, service providers, and community members who work together to improve the lives of children and families in Wayne County by improving services in Wayne County. WFRN seeks to promote outcomes such as:

- ◆ Safe communities
- ◆ Stable homes
- ◆ Strong families

**Inventory of Existing  
Transportation  
Services**

- ◆ Healthy people
- ◆ Children ready for school
- ◆ Skilled workforce

Wayne Family Resource Network does not currently provide transportation services for clients. WFRN is currently funded via a West Virginia Department of Health and Human Resources grant.

Beginning FY 2007, WFRN would be an eligible recipient for Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedoms Initiative) funding. However, before making the decision to apply for either funding source, a more detailed analysis of the transportation needs of clients should be conducted.

**Cammack Children's Center**

Cammack Children's Center (CCC) is a nonprofit organization. CCC provides a living situation for thirty-two (32) severely emotionally disturbed/dependent/delinquent youth ages 12-18.

Cammack is a highly structured Level II therapeutic group home with an intensive professional multi-disciplinary focus for children and severe emotional behavior disturbances. This setting is primarily for those children who will require intensive services over an extended period of time and who require these services to be provided within a centralized therapeutic setting for maximum benefit.

Licensed by the West Virginia Department of Health & Human Resources office of Behavioral Health & Social Services, Cammack is also enrolled as an approved West Virginia Medicaid Services Provider.

Transportation services are currently reserved for CCC clients only using a fleet of eight (8) minivans, one (1) sedan, and one (1) four-wheel drive vehicle. CCC provided approximately 3,000 trips in 2005 according to the WVDOT transportation provider directory.

Cammack Children's Center is currently funded via a West Virginia Bureau of Human Resources for Children and Families grant.

Based on the scope of services currently provided by Cammack Children's Center, Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedoms Initiative) would not be viable sources of funding for 2007.

**Inventory of Existing  
Transportation  
Services**

**Taxi Service, Inc.**

Taxi Service, Inc. is a private, for-profit taxi company providing service in Cabell County and surrounding areas. Service is available 24-hours a day based on vehicle availability.

Taxi Service, Inc. currently operates twenty-eight (28) sedans, three (3) converted 15-passenger vans, one (1) minivan, and one (1) four-wheel drive vehicle. The converted vans offer ADA accessibility features.

Taxi Service, Inc. would not be an eligible candidate for federal funding at this time.

**Logan County Emergency Ambulance Authority (L.E.A.S.A.)**

L.E.A.S.A. is an element of Logan County providing ambulance services to the citizens of Logan County. Services include advanced life support (ALS) ambulance service, critical care transport, non-emergency transport, various rescue services, and HAZMAT response services.

L.E.A.S.A. currently operates twelve (12) standard ambulances, two (2) four-wheel drive vehicles, and one (1) converted 15-passenger van.

L.E.A.S.A. is currently funded via Logan County Commissioner grants and appropriations. Based on the scope of services provided, L.E.A.S.A. would not be a viable applicant for Section 5316 or 5317 funding.

**Pretera Center for Mental Health Services, Inc.**

Pretera Center provides general outpatient services to children and adults, as well as specialized services for more intense care. In addition, Pretera Center offers a full variety of addiction services including outpatient, detoxification, public inebriate services and residential housing (both long and short term).

Demand response services are currently available to Medicaid recipients only from 6:00 a.m. to 6:00 p.m. Monday through Friday. The Pretera Center provided approximately 18,000 trips in 2005.

Pretera currently operates twenty-five (25) standard 15-passenger vans, three (3) 12-passenger vans, one (1) four-wheel drive vehicle, and one (1) converted 15-passenger van equipped with a wheelchair lift.

Pretera is currently receives funding through non-emergency Medicaid reimbursements. Beginning FY 2007, Pretera would be an eligible recipient for Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedoms Initiative) funding. However, based on the

**Inventory of Existing  
Transportation  
Services**

scope of services currently provided by Pretera, a more detailed analysis of ridership should be conducted before making any such application.

**Christian Help, Inc. of Mingo County**

Christian Help is dedicated to uplifting the less fortunate in Mingo County, West Virginia through social programming that includes free clothing, emergency financial assistance, emergency food orders, a furniture exchange and advocacy as needed.

Christian Help currently provides transportation services to its clients, and the agency does own two (2) minivans.

Christian Help is currently funded via charitable organization grants, County Commissioner appropriations, and local donations.

Beginning FY 2007, Christian Help would be an eligible recipient for Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedoms Initiative) funding. However, based on the scope of services currently provided, a more detailed analysis of ridership should be conducted before making any such application.

**Cabell County Community Services Organization, Inc. (CCCSO)**

CCCSO, Inc. operates social and economic programs beneficial to the needs of the elderly, low income, and/or handicapped residents in such endeavors as economic development, health care, education, welfare, and transportation.

Transportation services are offered to clients only from 7:30 a.m. to 5:00 p.m. Monday through Friday. CCCSO operates a fleet of two (2) minivans, three (3) 15-passenger vans, and one 12-passenger converted van and one small transit bus (27-32-passenger). According to the WVDOT provider directory, CCCSO provided approximately 9,450 trips during 2005.

CCCSO is currently funded via Section 5310 and Title III-B Federal grants as well as non-emergency Medicaid reimbursements, West Virginia Bureau of Senior Services grant, West Virginia Lottery Funds grant, County Commissioner appropriations, and a locally collected tax levy.

Beginning FY 2007, CCCSO would be an eligible recipient for Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedoms Initiative) funding. However, based on the scope of services currently provided, a more detailed analysis of ridership should be conducted before making any such application.

**Inventory of Existing  
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**Cabell-Wayne Association for the Blind**

Cabell-Wayne Association of the Blind (CWAB) has been serving residents of Cabell and Wayne Counties of West Virginia offering goods and services such as transportation, computer training, rehabilitation services, mobility instruction, and many other services which allow those with low, or no vision to lead normal active lives.

Services are available to clients only from 8:00 a.m. to 4:30 p.m. Monday through Friday. CWAB operates a fleet of three (3) 16 to 24 passenger light transit vehicles and two (2) minivans. CWAB provided 13,164 trips in 2005.

CWAB is currently funded via charitable organization grants and locally derived donations. The agency has received Section 5310 funding from WVDOT for vehicles.

Beginning FY 2007, CWAB would be an eligible recipient for Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedoms Initiative) funding. A more detailed analysis of ridership and available services should be conducted prior to the decision to seek formula funding.

**Logan-Mingo Area Mental Health, Inc.**

Logan-Mingo Area Mental Health, Inc. is a Section 5310 provider which provides transportation services for clients in Logan and Mingo Counties.

Transportation service is provided from 8:30 a.m. to 4:30 p.m. Monday through Friday. The agency vehicle fleet consists of one lift-equipped van, five (5) 24-passenger light transit vehicles, and two (2) standard vans. Information was not available on the number of trips provided by the agency in 2005.

Beginning FY 2007, Logan-Mingo Area Mental Health would be an eligible recipient for Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedoms Initiative) funding. A more detailed analysis of ridership and available services should be conducted prior to the decision to seek formula funding.

**P.R.I.D.E. in Logan County**

P.R.I.D.E. In Logan County, Inc. is a Community Action Agency (CAA) that is a non-profit organization established under the Economic Opportunity Act of 1964 to fight America's War on Poverty. The agency's main focus is to guide and direct people to help themselves in achieving self-sufficiency.

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Transportation services are available from 8:30 a.m. to 4:30 p.m. Monday through Friday. P.R.I.D.E. operates the following vehicle fleet:

- Six (6) ADA lift equipped vans
- Four (4) standard vans
- Three (3) mini vans
- Three (3) sedans
- Six (6) four-wheel drive vehicles

P.R.I.D.E. has received Section 5310 funding from WVDOT. P.R.I.D.E. provided 104,044 trips in 2005.

Beginning FY 2007, P.R.I.D.E. would be a viable, eligible recipient for Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedoms Initiative) funding.

**Mason County Action Group**

Mason County Action Group (MCAG) is a non-profit organization dedicated to promoting independence, dignity, and well being for the senior citizens of Mason County with services such as in-home assistance, nutrition, preventive health, and recreational events.

Service is available from 3:45 a.m. to 7:00 p.m. on Monday, Wednesday, and Friday and from 8:00 a.m. to 4:00 p.m. on Tuesday and Thursday. MCAG operates a fleet of three (3) minivans, two (2) lift-equipped vans, one (1) sedan, and one (1) four-wheel drive vehicle.

MCAG has received Section 5310 funding from WVDOT for the purchase of vehicles. MCAG provided 6,102 trips in 2005 according to the WVDOT Annual Report.

Beginning FY 2007, Mason County Action Group would be an eligible recipient for Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedoms Initiative) funding. A more detailed analysis of ridership and available services should be conducted prior to the decision to seek formula funding.

**Green Acres Regional Center**

Green Acres Regional Center provides services for disabled individuals in Cabell, Lincoln, Mason and Wayne Counties. Trip purposes include education and work-related transportation. This agency is also a non-emergency Medicaid transportation provider.

Green Acres operates twenty-four (24) hours a day, seven (7) days a week. The agency provided 40,740 trips in 2005. It also received Section 5310 funding in 2005 from WVDOT.

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Transportation  
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Green Acres operates a fleet of six (6) minivans, ten (10) standard vans, and seven (7) lift-equipped vans.

Beginning FY 2007, Green Acres Regional Center would be an eligible recipient for Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedoms Initiative) funding. A more detailed analysis of ridership and available services should be conducted prior to the decision to seek formula funding.

**Mingo Community Action Partnership, Inc.**

Mingo Community Action Partnership, Inc. is a private non-profit corporation that serves residents of Mingo County. Mingo CAP offers a variety of services and programs including Head Start, Community Services Block Grant, Weatherization, and Personal Care.

Services are offered from 8:00 a.m. to 4:00 p.m. Monday through Friday. Mingo Community Action Partnership operates a fleet of seven (7) minivans and one (1) lift-equipped van. Mingo CAP is a Section 5310 provider.

Based on the scope of services currently provided, Mingo County Action Partnership would not be a viable candidate for Section 5316 or 5317 funding.

**Lincoln County Opportunity Company, Inc.**

Lincoln County Opportunity Company, Inc (LCOC) is a Section 5310 provider that provides services for the elderly, disabled and economically disadvantaged of Lincoln County.

Transportation services are provided to clients primarily for medical care. LCOC is a non-emergency Medicaid transportation provider. Service is provided from 8:00 a.m. to 4:00 p.m. Monday through Friday.

Service is provided using the following vehicle fleet:

- ◆ Three (3) sedans/station wagons
- ◆ One standard van
- ◆ Seven (7) minivans
- ◆ One lift-equipped van
- ◆ One small transit bus
- ◆ Three (3) SUVs.

LCOC provided approximately 5,200 trips in 2005 according to the WVDOT Annual Report.

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Transportation  
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Beginning FY 2007, LCOC would be an eligible recipient for Section 5316 (Job Access and Reverse Commute) and Section 5317 (New Freedoms Initiative) funding. A more detailed analysis of ridership and available services should be conducted prior to the decision to seek formula funding.

**Lincoln County Family Resource Network**

The Lincoln County Family Resource Network is a referral service comprised of service providers and community members who work together to improve the lives of children and families in Lincoln County by improving access to needed health and human services in Lincoln County.

The Lincoln County Family Resource Network does not currently provide transportation services for clients. It is currently funded by a grant from the West Virginia Department of Health and Human Resources.

**Lawrence County Jobs and Family Services**

In the most recent fiscal year, JFS spent about \$111 thousand on gas vouchers as a form of reimbursement for client transportation. It also spent \$125 thousand in the same year with local taxi companies for client transportation. These are mostly trips to medical facilities in Ashland and Huntington. It also owns one van and employs a driver to provide non-emergency medical transportation. This van provides trips to a variety of medical facilities; many are out-of-county destinations in locations like Cincinnati and Columbus. In November 2005, JFS provided a total of 2,158 trips for 357 persons.

**Lawrence County 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. In FY 2004 it spent \$395 thousand for transportation services, and in FY 2005 it spent \$401 thousand. The Lawrence County MR/DD feels that a public transportation system will meet many of their transportation needs.

**Ironton-Lawrence County Community Action Organization**

The Community Action Agency provides a wide variety of human service programs through its Community Services Block Grant Outreach services. These include Community Development, Housing management, senior

**Inventory of Existing  
Transportation  
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services, family guidance center, solid waste program, family medical centers, weatherization, Head Start, Workforce Investment, HEAP and WIC. It is felt that public transportation is needed to connect the many subsidized public housing complexes in Ironton with medical, employment and shopping centers in Ironton and other parts of Lawrence County, as well as Ashland and Huntington. It is currently a recipient of section 5310 funding.

**Lawrence County Head Start**

While the Head Start program will directly provide most of the transportation needs of enrolled children, the families of these children are felt to have significant transportation needs. These exist for all purposes and in all locations in Lawrence County. These comments were made at the first Steering Committee, as a follow-up interview was not conducted.

**Autism Services Center**

Autism Services Center provides integrated community services to individuals with developmental disabilities in Cabell, Lincoln, Mason, and Wayne Counties. Services include personal care nursing, employment training, and recreational programs.

Services are available 24 hours a day and are delivered with a fleet of four (4) minivans, two (2) lift-equipped vans, and three (3) sedans. The Center has received Section 5310 funds in the past from WVDOT for the purchase of vehicles.

**Mountain State Centers for Independent Living**

Mountain State Centers for Independent Living (MTSTCIL) is a community-based organization providing advocacy, networking, and resources to persons with disabilities and their families. The centers are a place where people with disabilities are free to meet, share, learn and plan lives of greater independence and self-reliance.

Transportation services are available from 8:00 a.m. to 4:15 p.m. Monday through Friday. MTSTCIL operates a fleet of two (2) lift-equipped vans and one (1) sedan. MTSTCIL has received Section 5310 funds for vehicles. MTSTCIL provided approximately 605 trips in 2005 according to the WVDOT Annual Report.

**Concerned Citizens League, Inc.**

This Section 5310-funded agency provides transportation services to the elderly and to persons with disabilities within Mingo County. The agency is a non-emergency Medicaid transportation provider.

Transportation services are provided from 8:00 a.m. to 2:00 p.m. Monday through Friday. The agency operates one minivan to provide services.

**Ashland Bus System**

The Ashland Bus System consists of five fixed routes and ADA complementary paratransit service. It operates on weekdays from 7:00 a.m. to 5:05 p.m., and on Saturdays from 8:00 a.m. to 5:00 p.m. Each route runs every 60 minutes on weekdays and every 60 or 120 minutes on Saturdays. The system is a service of the City of Ashland, Kentucky, which borders on the KYOVA service area.

**VEHICLE UTILIZATION**

Information on the utilization of vehicles operated by public transit providers and human service agencies appears in Exhibit IV-2 on the following pages. Vehicles have been purchased using a variety of funding sources: the Federal Transit Administration Section 5310 specialized transportation program, section 5307 urban transit program, section 5311 rural transit program, other federal programs, local funds, general revenue funds, and private donations.

**NUMBER OF TRIPS**

The providers described above in this section, whose trip information was available and provided transportation in the KYOVA/Region II area, provide approximately 966,346 trips per year. Given the fact that a large majority (74 percent) of these trips are provided by one transit system (The Transit Authority), the 966,346 trips is relatively low trips for the number of vehicles available in the region. There are several agencies where vehicles have available time (Cammack Children’s Center, Prestera, Cabell County CSO, Mountain State CIL, Mason County CAG, and Lincoln County Opportunity Company).

**SUMMARY OF AGENCY SURVEY COMMENTS**

There were several questions on the agency survey that dealt with unmet needs and perceived barriers to transportation coordination. The responses received are noted below:

- ◆ Competition for funding and “turfism” stand in the way of coordination in the region.
- ◆ The ability to cross service area boundaries to provide transportation service to clients has been a barrier to coordination.
- ◆ There are concerns about the ability to serve rural areas with transportation services – families in rural areas need basic transportation to go to the grocery store, post office, etc.
- ◆ There is limited funding to provide transportation services.

**Inventory of Existing  
Transportation  
Services**

**Vehicle Utilization**

**Number of Trips**

**Summary of  
Agency Survey  
Comments**







Vehicle Utilization - Mountain State Centers for Independent Living

Vehicle Type	Capacity	Accessible	Vehicle Make	Year	Time of Day Operated														
					AM							PM							
					5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
Sedan			Staff Vehicle																
Lift Van		Y																	
Lift Van		Y																	
Lift Van		Y																	

Vehicle Utilization - Cabell County Community Service Organization

Vehicle Type	Capacity	Accessible	Vehicle Make	Year	Time of Day Operated														
					AM							PM							
					5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
Pass Van	11	N		2002															
Mini Van	7	N		2002															
Mini Van	7	N		2002															
Conversion Van	12	Y																	
Conversion Van	12	Y																	
Conversion Van	9	Y		1998															

Vehicle Utilization - Green Acres Regional Center

Vehicle Type	Capacity	Accessible	Vehicle Make	Year	Time of Day Operated														
					AM							PM							
					5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
Mini Van	6	N																	
Mini Van	6	N																	
Mini Van	6	N																	
Mini Van	6	N																	
Mini Van	6	N																	
Mini Van	6	N																	
Passenger Van	15	N																	
Passenger Van	15	N																	
Passenger Van	15	N																	
Passenger Van	15	N																	
Passenger Van	15	N																	
Passenger Van	15	N																	
Passenger Van	15	N																	
Passenger Van	15	N																	
Passenger Van	15	N																	
Lift Van	10	Y																	
Lift Van	10	Y																	
Lift Van	10	Y																	
Lift Van	10	Y																	
Lift Van	10	Y																	
Lift Van	10	Y																	
Lift Van	10	Y																	





**Summary of  
Agency Survey  
Comments**

- There is no process for identifying duplication of transportation services, underused assets, and service gaps.
- ◆ Some transportation needs of the region are documented but not as well as needed.
  - ◆ The rural nature of the region is the greatest barrier to coordination.
  - ◆ A “central source” or “one voice” is needed to improve the coordination of public and human service transportation in the region.
  - ◆ Liability issues related to coordination were a concern to many agencies that responded to the survey.
  - ◆ Poor reimbursement rates (for Medicaid transportation) and post review audits by the State are putting transportation services in jeopardy.
  - ◆ One agency responded, “We do not need a transportation broker for Medicaid.”
  - ◆ Increasing fuel expenses has been an issue.
  - ◆ Two agencies felt that more providers of transportation were needed in the region.
  - ◆ Lack of interest and lack of anyone to coordinate with in Mingo County were cited as the main barriers to coordination by one agency.
  - ◆ There is no public transportation in Mingo or Lawrence County.
  - ◆ The staff time needed to devote to coordination is a barrier for one agency.

**STAKEHOLDER MEETINGS**

During the Coordinated Plan kick-off meetings, those stakeholders in attendance pointed to the following weaknesses in the region’s transportation services that could be improved through coordination:

- ◆ Operating funding;
- ◆ Agency competition for funding;
- ◆ “Turf” battles among agencies;
- ◆ Driver recruitment;
- ◆ Mechanical failure of vehicles;
- ◆ Lack of vehicles;
- ◆ Lack of reputable maintenance vendors;
- ◆ Limited service area for public transportation;
- ◆ Public perception of transportation services;
- ◆ Leadership support (i.e. governing boards, local officials, etc.).

The stakeholders in attendance also began to identify the following coordination possibilities:

**Stakeholder  
Meetings**

**Stakeholder  
Meetings**

- ◆ Cooperative fuel purchasing;
- ◆ Grant applications assistance;
- ◆ Cooperative training efforts;
- ◆ Shared employees (drivers who can drive for more than one agency);
- ◆ Expand public service area; and
- ◆ Resolving Federal restrictions to coordination.

## **V. TRANSPORTATION NEEDS ASSESSMENT**

Once existing transportation services were identified and inventoried, the next step was to identify the various types of transportation challenges and “gaps” in existing transportation services. Several methods (transit demand estimation techniques, demographic analysis, agency surveys, stakeholder meetings, and transit needs analysis) were utilized to determine the unmet need for transportation services, especially for the transportation disadvantaged (low income, seniors and persons with disabilities). Those methods and the results are described below in this section.

### **WEST VIRGINIA TRANSIT NEEDS STUDY/PEER COMPARISON**

A study was commissioned in 2001 (using 2000 U.S. Census data) by the West Virginia Division of Public Transit to assess the public transit services in the state to provide the basis for determining the costs to sustain or improve existing mobility. The goals of the study were to:

- ◆ Assess the market for public transportation services in West Virginia in terms of demand (both presently served and unserved), and
- ◆ Provide the data with which to estimate capital and operating costs required to sustain existing public transportation services, to extend existing services into adjacent unserved areas, and to establish new operations in remaining unserved markets.

The results of this study were based on analysis of current and projected demographic and economic conditions in the state and an inventory of existing West Virginia public transportation services. Demand projections for public and specialized public transportation in West Virginia assessed current providers and applied a mathematical model to predict demand.

#### **Demographic Analysis**

A demographic analysis of West Virginia counties and cities established peer groups within which model transit services were identified. Once the model transit service for each area was identified, a level of service and cost of delivering that service to the counties or cities within the group was determined.

#### **Demand Estimation for Counties**

This study employed three (3) demand estimation equations for nonurbanized areas of the state. Two approaches, referred to as the APTNA equation and the Peterson & Smith model, are proportional demand equations applying trip rates to stratified population groups. These

### **West Virginia Peer Comparison**

equations were based on data collected from states with relatively high levels of services with state funding. This equation represents a mid- to high-range target of citizens who will actually use the service if it is available.

A third equation applied in this study is based on a model developed under the Transit Cooperative Research Program (TCRP) of the Transportation Research Board, under contract to the Federal Transit Administration. This equation requires an established level of service indicator, in this case, annual service miles, to estimate non-program trips. Program-related trips are estimated from program populations and associated trip rates together with annual service miles.

Each of West Virginia's 55 counties was assigned to one of six peer groups, with a representative site identified for each of the peer groups. Once demand was identified for each county, the percentage of demand met by existing transit services was calculated.

**KYOVA/Region II Results**

The results of the demand estimation for the six (6) counties in Region II from the above-noted Transit Needs Study are tabulated below:

**Exhibit V-1  
Transit Demand Estimation for Region II**

County	Estimated Demand (Trips)	Current Service 2000	Current Service 2006	Unmet Demand 2000	Unmet Demand 2006
Cabell	2,192,128	735,912		1,456,216	
Lincoln	162,285	5,315		156,969	
Logan	263,847	5,277		258,570	
Mason	154,294	0		154,294	
Mingo	216,338	3,406		212,932	
Wayne	242,537	100,442		142,095	
Total	3,231,429	850,352	966,346	2,381,076	2,265,083

An explanation of each column of the table in Exhibit IV-3 is provided below:

Estimated Demand: This is the number of trips estimated by the Transit Needs Study consultants for which there is a demand in each county. These figures are based on U.S. Census 2000 figures that are the most up-to-date Census figures available. Current population estimates for Region II indicate that the population has remained fairly stable between 2000 and the present.

**Peer  
Comparison**

Current Service 2000: This was the number of trips currently being provided at the time of the study by public and specialized transportation providers.

Current Service 2006: This is the total number of trips provided by public and specialized providers for the last fiscal year noted in the 2006 West Virginia Transportation Providers Directory. These numbers may be slightly lower than actual as not all transportation providers reported trip figures in the directory. Detailed figures for each county were also not available for this report – many agencies serve multiple counties and only total trip figures were reported for each agency.

Unmet Demand 2000: This is the number of trips in the Estimated Demand column minus the number of trips in the Current Service column using 2000 numbers.

Unmet Demand 2006: This is the number of trips in the Estimated Demand column for 2000 minus the number of trips in the Current Service column using 2006 numbers to see if the amount of service provided has improved over the last 5-6 years. The amount of service provided in the region has improved by approximately 116,000 trips per year. However, the unmet demand for trips is still very high.

As the table in Exhibit V-1 illustrates, there is a significant demand for transportation in the KYOVA/Region II area (between 2,381,076 and 2,265,083 trips) that is not being satisfied by existing services. This points to a need to expand public transportation services, especially in Cabell County where demand is highest.

**DEMOGRAPHIC ANALYSIS**

**Demographic  
Analysis**

Based on analysis of demographic information from the U.S. Census 2000 and other sources, the characteristics of KYOVA/Region II that are related to transportation need include the following:

- ◆ KYOVA/Region II has lost and is projected to continue losing population. However, typical transit dependent sub-populations, such as the elderly and persons with disabilities, are projected to increase in size. There will be approximately 702 more persons with disabilities and 7,758 more seniors in 2010 than there were in 2000.
- ◆ The Region has a very high level of households who are living below the Federal poverty level and who have no access to a vehicle.

- ◆ The region has a relatively high unemployment rate which points to the probable need for transportation to job training, employment services, job interviews, etc.
- ◆ Region residents have a longer than average commute time to work because a significant number are traveling outside their county to work – it appears that many of the commuters are traveling to Cabell County (Huntington area) from the more rural counties in the Region.

**Demographic  
Analysis**

**TRANSIT PROPENSITY**

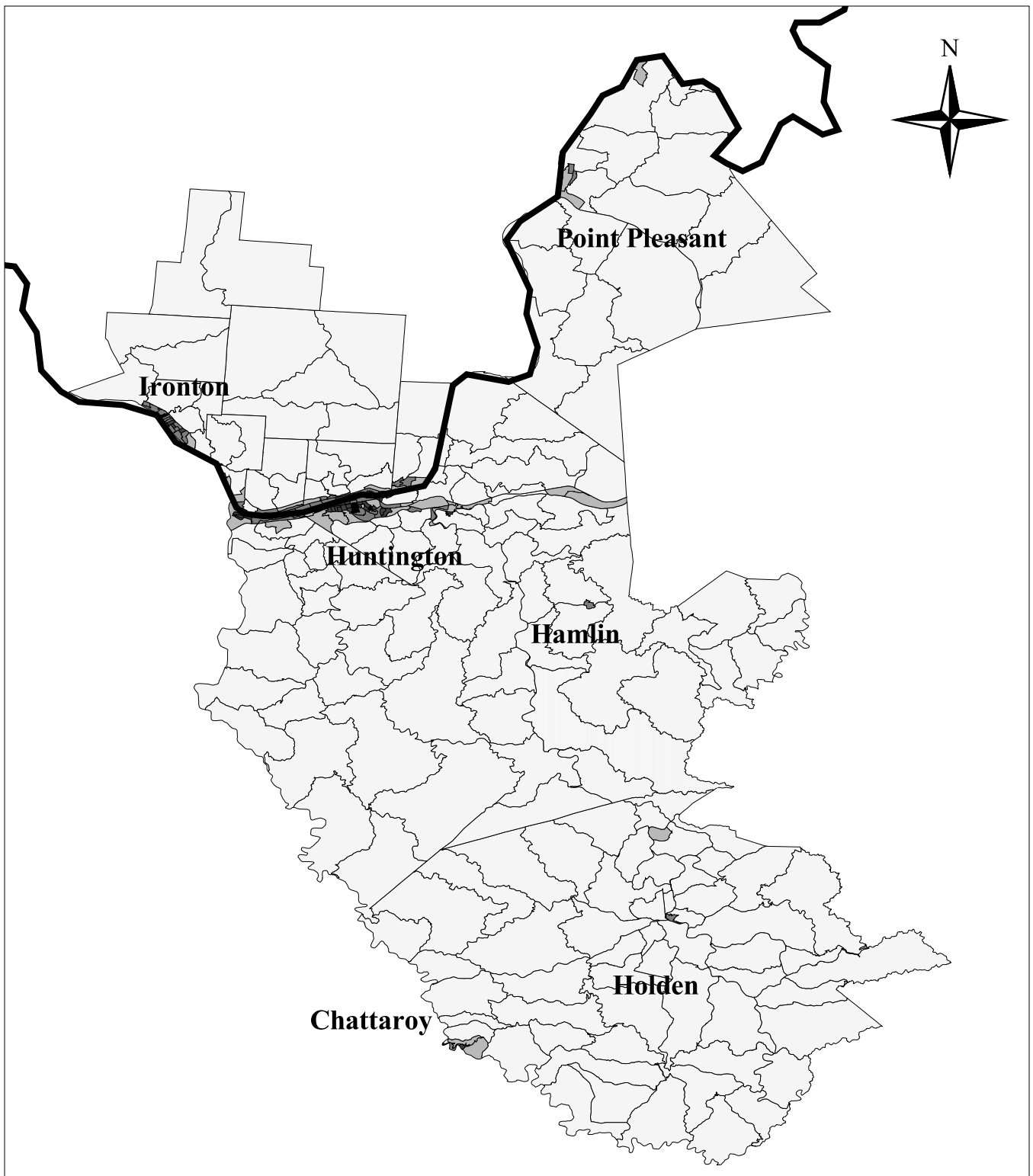
**Transit Propensity**

In order to project which locations a coordinated transit system should serve, a calculation to determine transit propensity can be used. Transit propensity is a measure of the likelihood that a local population will use transit service, were it available to them, taking into account their demographic characteristics. It is not an estimate of ridership. The model was derived through a study done by Theodore A. Wallin and Alice Kidder in 1986 and published in *Financing and Sustaining Rural Mobility in Rural Areas: A Manual*. The end result is an estimate of the relative propensity for transit per census block group.

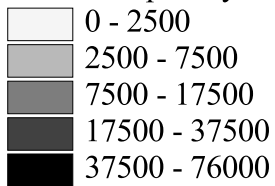
To calculate transit propensity, U.S. Bureau of the Census 2000 data were gathered at the block group level for the entire seven (7) county region. The data included: total population, land area by square mile, population density, number of persons age 65 and older, number of households, and the number of occupied housing units with zero vehicles available. These figures were entered into the transit propensity quick response model to determine transit propensity per square mile. The map in Exhibit V-2 shows the transit propensity per square mile for county block groups.

Areas of highest likelihood and moderately high likelihood for transit demand had the greatest population densities, largest elderly populations, and had the highest numbers of occupied housing units without an available vehicle. These block groups were located in Huntington, Ironton, Proctorville and Point Pleasant.

The remainder of the region into the low and very low transit propensity ranges. The block groups score low in transit propensity because of their low number of zero-vehicle housing units, low population densities, and small elderly populations. These areas of low transit propensity are found in the rural areas in the region outside of the area's cities and towns.



Transit Propensity / Sq. Mi.



Prepared By:  
RLS & Associates, Inc.

**Exhibit V - 2  
Transit Propensity**

**KYOVA / Region II  
Coordination Plan**

## **SUMMARY OF UNMET NEEDS**

The following list is a summary of the unmet needs as described by regional stakeholders and as ascertained by various transit demand estimation techniques and demographic analysis:

- ◆ There is a need for additional operating funding for region transportation providers. Coordination opportunities should be explored which would help alleviate the need for additional funding.
- ◆ Competition for funding and “turfism” stand in the way of coordination in the region. Communication between all parties who could be involved in transportation coordination in the region needs to be improved.
- ◆ There is a need for better driver recruitment for transportation providers in the region. They need good drivers to provide good service.
- ◆ Lack of good maintenance services in the region appears to be a problem for many providers. There were several comments made throughout the planning process regarding mechanical problems with vehicles and equipment and the lack of “reputable” maintenance vendors.
- ◆ There is a need for a significantly greater amount of transportation service to be provided within the region. Transit demand estimation methodologies indicate a range of additional transit need of between 2,381,076 trips and 2,265,083 trips.
- ◆ There are several agencies where vehicles appear to be available at certain times during an average day.
- ◆ Community awareness of and public perception of coordinated and public transportation should be improved.
- ◆ There is a lack of support for transportation coordination in the region by local leaders.
- ◆ There is a need for additional transportation providers and public transportation services in several location in the region, especially Mingo County, West Virginia, and Lawrence County, Ohio.
- ◆ There will be a greater need for transportation services in the near future as the number of persons with disabilities and seniors is expected to grow at a significant rate for at least the next five (5) years.
- ◆ A “central source” or “one voice” is needed to improve the coordination of public and human service transportation in the region.
- ◆ Liability issues related to coordination were a concern to many agencies.

## **Summary of Unmet Needs**

**TRANSPORTATION  
NEEDS  
ASSESSMENT**

- ◆ The ability to cross service area boundaries to provide transportation service to clients has been a barrier to coordination.
- ◆ Increasing fuel expenses has been an issue.
- ◆ There is no process for identifying duplication of transportation services, underutilized assets, and service gaps/needs.

**Summary of Unmet  
Needs**

## **VI. COORDINATION STRATEGIES**

Using the United We Ride Framework for Action for communities as a foundation, strategies to implement transportation coordination generally fall into five (5) basic functional areas: leadership (making things happen by working together); data collection and planning (taking stock of community needs and moving forward); customer service (putting customers first, especially people with disabilities, older adults, and low-income riders); funding (adapting funding for greater mobility); and the actual provision of transportation services (moving people efficiently). Strategies within these five (5) areas vary in each region being studied depending on the resources available, the size of the market for each strategy, the availability of existing services, and the extent to which these services are duplicated or gaps exist.

Below are the five (5) functional areas, a description of the goals and/or activities that typically are associated with successful coordination for each area, and the recommended strategies in each area for KYOVA/Region II. The next section (Section VII) provides a prioritization of these strategies, who is responsible for accomplishing them, the timeframe for accomplishment of each strategy, any potential funding sources, and performance measures for each strategy.

### **LEADERSHIP**

In order for a transportation coordination project to be successful in any community, local leaders need to be committed to supporting the delivery of coordinated transportation services. This includes elected officials, agency administrators, leaders of community groups, etc. All must have a shared vision for improving services and resource management.

Typical coordination efforts to improve leadership in a community include the following activities:

- ◆ Education and marketing efforts aimed at government officials, agency administrators, community leaders and also the general public.
- ◆ Formation of a Coordinated Transportation Advisory Group that is comprised of local elected officials, agency administrators, consumers, and transportation providers. This body will provide the forum for discussing and deciding coordination issues, an opportunity for networking and a united group to conduct advocacy efforts at the state and even national levels.
- ◆ Application for grants that fund coordination activities/services.

### **Leadership**

**Leadership**

- ◆ Development of written agreements or memorandums of understanding between agencies involved in the coordination project.
- ◆ Hiring of a transportation coordinator or mobility manager to oversee the coordination project.
- ◆ Ensuring transportation providers are “at the table” when government officials are making decisions regarding funding for transportation programs or programs to which clients will need transportation.

Based on the unmet needs of KYOVA/Region II related to leadership noted in the section above, the following strategies are recommended:

**Leadership Strategy #1:**

Educate all transportation related agencies, government officials, and the general public on the benefits of coordination transportation planning and coordinated transportation services. This will address community awareness and public perception issues. Educational activities can include but are not limited to the following:

- ◆ Conduct presentations on public and coordinated transportation at County Commissioners’ meetings. Develop a Power Point presentation to be used during the presentations that include ridership figures, trip purposes and testimonials/comments from riders.
- ◆ Conduct open houses for local government officials and agency representatives of transportation facilities. Items on display could include brochures; pictures of vehicles, riders, employees, facilities, special events; maps of service areas; and vehicles. Demonstrations on such things as how to load a wheelchair could also be given.
- ◆ Submit informational articles on public and coordinated transportation to the local newspaper and to agency newsletters. Encourage riders/consumers to write positive letters to the editor.
- ◆ Attend agency and government meetings where networking opportunities exist and where information on transportation can be presented.
- ◆ Distribute information on public and coordinated transportation at local fairs, job fairs, employee health fairs and community events (set up booths). Possible promotional activities could include a drawing for free rides, having a vehicle on display, or offering rides to the elderly and disabled around a fair in a golf cart labeled with the coordination project’s name.
- ◆ Make presentations on public and coordinated transportation at local civic club meetings – Lions, Rotary, Moose, Elks, Kiwanis, etc.

**Leadership****Leadership Strategy #2**

Create a Coordinated Transportation Advisory Committee/Group for the region with representatives from government, agencies, businesses, the disabled community, senior organizations, and public riders serving as members. This will create a leadership organization for coordination in the region and should improve communication between transportation stakeholders in the Region. It will also create a forum for identifying duplication of transportation services, underutilized assets and service gaps/needs in the Region. Consideration may need to be given to forming more than one TAC in the Region, should the regional TAC decide the group and/or coordination service area is too large to coordinate successfully. One of the first actions of the TAC should be to make attempts to expand its membership from those Coordination Plan participants.

**Leadership Strategy #3**

Develop a subcommittee from the Coordinated Transportation Advisory Committee/Group who are responsible for improving relationships with local, state, and federal agency officials. This smaller subcommittee could meet with officials to discuss regulatory and reporting barriers to coordination and “turfism”/competition issues and how these barriers/issues could be removed/resolved.

**Leadership Strategy #4**

Develop a subcommittee from the Coordinated Transportation Advisory Committee/Group who are responsible for resolving liability issues related to coordination. A multitude of coordination liability issues have been dealt with across the country as more and more agencies are coordinating services and chances are the liability issues in Region II have been resolved in other places. This subcommittee would research these issues and provide information back to TAC agencies and would be responsible for contacting WVDOT and ODOT for assistance with liability issues if necessary.

**DATA COLLECTION AND PLANNING**

The gathering of data on vehicles, existing services, number of trips provided, number of employees, etc. is an essential element in the transportation coordination planning process. Existing conditions must be known so that planning on how drivers, dispatchers, vehicles and services can be brokered, shared and/or consolidated can be accomplished. Most of the work involved with coordination (determining how to work together) begins after existing conditions data is gathered and analyzed.

**Data Collection and  
Planning**

**Data Collection and  
Planning**

Typical coordination efforts to address data collection and planning include the following:

- ◆ Designation of a lead agency to head the data collection and planning processes.
- ◆ Incorporation of local planners (city, county, MPO) into the transportation coordination planning process.
- ◆ Utilization of the Coordinated Transportation Advisory Group/Committee to gather detailed data on existing vehicles, employees, services, technology, facilities, etc.
- ◆ Preparing and updating a coordinated transportation plan or strategic plan.
- ◆ Monitoring of successful completion of strategies in coordinated transportation plan.
- ◆ Members of the Transportation Advisory Group/Committee serve on other planning committees for local government and local social service agencies to ensure transportation coordination is a consideration in the planning process.
- ◆ Regular reporting to community leaders by representatives of the coordination project on coordination benefits and successes.

Data collection and planning strategies recommended specifically for KYOVA/Region II are listed below:

**Data Collection and Planning Strategy #1**

Officially designate a lead agency to continue with the coordination planning process and to lead the Coordinated Transportation Advisory Group/Committee. The appropriate agency to assume the lead agency role should be discussed among coordination project participants.

**Data Collection and Planning Strategy #2**

Continuously update the inventory of vehicles in the area and the utilization of those vehicles. Collect additional information on current transportation services, drivers, dispatchers, mechanics, facilities, etc. in the region.

**Data Collection and Planning Strategy #3**

Update this Coordinated Plan for the Region on an annual basis and monitor the successful completion of its strategies. Plans are “living” documents which should be updated periodically to reflect changes in the community.

**Data Collection and Planning Strategy #4**

Gather data on the successes and benefits of the coordination project and report them to local and state officials. Government support should

increase as awareness of the benefits of the regional coordination project (doing more with the same resources) increases.

### **CUSTOMER SERVICE**

Coordination projects should ensure that consumers, especially people with disabilities, older adults, and low-income persons, have a convenient and accessible means of accessing information and transportation services. Consumers should play a vital role in evaluating coordinated transportation services and identifying unmet needs in the community.

Typical strategies used by coordination projects in the area of customer service to ensure consumer access to information and transportation services include the following:

- ◆ Creating a “one stop” type of information center where consumers can obtain information about coordinated services. This could be in the form of a website, a central call number for transportation providers, or an existing “one stop” social service agency office.
- ◆ Use of a mobility manager who is the central point of contact for consumers who need information and services and the providers who operate the services.
- ◆ Development of coordination system information in accessible formats – Braille, large print, audiotape, website, etc.
- ◆ Use of technology such as a dispatching software system or an interactive website to make reserving a trip or accessing information as easy as possible for the consumer and also making the coordination of trips easy for the coordination project providers.
- ◆ There is some form of consumer education program to assist consumers with accessing and riding coordinated and public transportation services.
- ◆ Coordination of fare payment systems to make switching from one service provider to another as “painless” as possible for the consumer.
- ◆ Representation of consumers/consumer groups on the Coordinated Transportation Advisory Group/Committee.
- ◆ Creation of a suggestion and complaint procedure regarding the services of the coordinated transportation system. This could be a procedure for each individual provider or a procedure established for the whole project through a central point of contact.
- ◆ Development of a marketing program to promote the coordinated transportation services available to consumers and how to use them.

### **Customer Service**

Customer service strategies recommended for the KYOVA/Region II area are highlighted below:

**Customer Service Strategy #1**

Ensure that discussion of the significant transportation needs of persons with disabilities and seniors in the next five (5) years is included in transportation coordination planning discussions. These two demographic groups are typically the largest users of transportation services and their numbers will be growing dramatically over the next decade.

**Customer Service Strategy #2**

Discuss the potential for developing a central call number (toll-free) for information and referral and trip reservation purposes for anyone in the Region who needs transportation. This discussion can occur at TAC meetings and should include where the central call number office (and a staff person to answer the phone) will be located and how it will be funded. This office can be the “central source” or “one voice” for coordination needed in the region.

**Customer Service Strategy #3**

Explore the possibility of utilizing dispatching software that will allow all providers in the Region II coordination project to share trip information and to allow for a quick and easy trip reservation process for consumers.

**Customer Service Strategy #4**

Standardize policies and procedures as much as possible to ensure consistency for consumers among coordination project providers. These standard policies and procedures should include the following:

- ◆ Fare policies
- ◆ No-shows
- ◆ Cancellations
- ◆ Accident/incident procedures
- ◆ Vehicle evacuation procedures
- ◆ Seatbelts
- ◆ Car seats
- ◆ Inclement weather
- ◆ Passenger behavior
- ◆ Bags, packages/parcels on board
- ◆ ADA-related policies – wheelchair assistance, oxygen transport, riding on lifts, service animals, etc.

**Customer Service Strategy #5**

Ensure that all materials regarding the coordination project are available to consumers in accessible formats. This could include large print brochures, Braille brochures, audiotapes, a Bobby-compliant website, etc.

**Funding****FUNDING**

Funding is one of the most important considerations when planning a coordinated transportation system. Without it, services cannot be operated and vehicles and equipment cannot be purchased. There could also be regulations attached to the receipt of funding which may restrict or hinder coordination.

However, with the recent increased focus on transportation coordination at the state and federal levels, regulations are changing to allow coordination (sharing of trips and vehicles, etc.) between different agencies/funding sources and local coordination projects across the country are developing innovative ways to combine local, state and federal funds to provide transportation services.

General examples of coordination efforts related to funding include the following:

- ◆ Creation of common financial and operating data definitions so that information can be shared among participating agencies – ability to compare “apples to apples”.
- ◆ Creation of a unified billing system among participating agencies based on a common agreed upon unit and price – per hour, per trip, per mile, etc.
- ◆ Creation of a common reporting system so that information on coordination project accomplishments can be collected for grant reporting purposes and reporting to local officials.
- ◆ Application for additional grants which support coordination activities.

Funding strategies recommended for the KYOVA/Region II coordination project are listed below:

**Funding Strategy #1**

Explore ways to coordinate the sharing of trips (especially out-of-region and out-of-state trips) and increasing the usage of the region’s transportation vehicles in order to provide more service with little additional financial resources.

**Funding Strategy #2**

Explore additional funding sources to increase the amount of service available in the region. Consideration should definitely be given to applying for Job Access Reverse Commute (Section 5316) funding to assist with transporting the large number of commuters in the Region to jobs in Cabell County and to assist unemployed persons in connecting to

**Funding**

areas with jobs available. There should also be consideration given to applying for the Section 5317 New Freedoms Initiative Funding to help provide additional services to persons with disabilities. Agency representatives should also discuss what sources of funding are available through their respective state and federal funding agencies to support coordination activities. A funding subcommittee could be created within the Coordinated Transportation Advisory Group/Committee to explore these items.

**Funding Strategy #3**

Create a common data reporting system to allow for easier communication among agencies regarding operating and financial statistics. At a minimum, this means data definitions must be developed by participants in the coordination project. If computerization of the reporting is possible, it should be pursued.

**Funding Strategy #4**

Create a common billing system if trips, hours, miles, etc. are to be billed for between agencies involved in the coordination project. The acquisition of a computer system that allows for the electronic creation and submission of bills should be explored.

**TRANSPORTATION SERVICES**

Transportation coordination involves creating a seamless transportation network for consumers with multiple providers and modes. That network must also be operationally and organizationally sound for the transportation providers.

The transportation services area deals with putting service “on the street” and the support services necessary to accomplish this. In this area, discussions will focus on sharing trips, providing additional services, vehicles, drivers, dispatchers, mechanics and facilities.

Typical strategies employed by coordination project participants in the area of transportation services are the following:

- ◆ Creation of a brokerage system – a central “clearinghouse” for consumers to schedule trips with various providers – non-profit agencies, public transit systems, private taxi companies, wheelchair van services, etc.
- ◆ Coordination of essential support services for transportation providers – dispatching, maintenance, information technology, etc.
- ◆ Joint purchasing and/or leasing of facilities and equipment.

**Transportation Services**

- ◆ Development of a centralized dispatch system so that agencies and mobility managers can easily schedule trips for clients with coordination project providers.
- ◆ Establishment of pick-up locations that can be used by any transportation provider which are safe and accessible and preferably out of the elements.
- ◆ Sharing of trips by multiple agency clients and general public riders, especially for long distance and out-of-state travel.

Strategies recommended for Region II to address the transportation service issues identified in this Coordinated Plan are found below:

**Transportation Services Strategy #1**

Coordinate/standardize driver training and driver/mechanic hiring requirements. In this regard, if agencies need to share drivers or mechanics, everyone will have the same basic qualifications and training. This also ensures a minimum level of quality service and maintenance throughout the entire region.

A suggested list of required training is as follows:

- ◆ OSHA Bloodborne Pathogens
- ◆ Passenger sensitivity training
- ◆ Customer service/dealing with difficult passengers
- ◆ Wheelchair securement training
- ◆ Defensive driving
- ◆ Accident/incident procedures
- ◆ Vehicle evacuation procedures
- ◆ First aid/CPR
- ◆ Pre-trip inspection procedures
- ◆ Safety and security
- ◆ Substance abuse awareness
- ◆ Radio or cell phone procedures
- ◆ HIPPA training

A suggested list of hiring requirements includes the following items:

- ◆ Minimum age
- ◆ Minimum number of years of driving or maintenance experience
- ◆ Knowledge of English
- ◆ Possesses appropriate driver license
- ◆ No criminal record
- ◆ Meets certain physical requirements
- ◆ ASE-certified or other similar certifications (mechanic only)
- ◆ Ability to perform simple math

- ◆ Reasonable knowledge of service area
- ◆ Ability to read basic maps
- ◆ Passage of a road test given by a supervisor
- ◆ Passage of a written driving skills test

**Transportation Services Strategy #2**

Develop a “pool” of qualified drivers from which agencies can draw when drivers are needed. A new non-profit agency or an existing agency could be responsible for employing the “pool” of drivers and then would bill the appropriate agency for hours driven for same. In this manner, drivers could accumulate more hours (more full-time than part-time) and a driver position may become more desirable to local residents seeking jobs.

**Transportation Services Strategy #3**

Work with a local technical school or other educational program to develop a driver training class where students could become “certified” drivers (and could even obtain their commercial driver license) and could work for local transportation providers after certification and/or be part of a driver “pool”. This type of program has been successful in other areas. It can often be funded with monies from job programs for welfare recipients or low-income individuals.

**Transportation Services Strategy #4**

Explore the coordination and/or consolidation of maintenance services. Lack of good maintenance services in the region appears to be a problem for many providers. Consideration should be given to agencies contracting with transportation providers who perform their own maintenance or to the development of new centralized maintenance facilities for agencies without maintenance programs. Maintenance training programs could also be developed with local technical schools which included bus and lift maintenance so that qualified mechanics were available in the area to staff local facilities. Consideration should also be given to developing uniform preventative maintenance standards for the providers in the Region to make coordination of maintenance services easier.

**Transportation Services Strategy #5**

Expand capacity of existing transportation services in the area to fill existing demand for transportation services. This can be accomplished by trip sharing among agencies in the region and utilizing agency vehicles for general public or agency trips during “down time”.

**Transportation Services Strategy #6**

Provide more general public service in the rural areas of the region – especially Mason and Mingo Counties. Explore the possibility of the Mason County Action Group, Inc., the Mingo Community Action

Partnership or other agencies in these areas providing general public transportation in these two (2) counties and coordinating services between each other.

**Transportation Services Strategy #7**

Share out-of-region and out-of-state agency trips with other region transportation providers to Ohio, Kentucky and other parts of West Virginia. This should decrease the cost of these trips for the agencies that share them.

**Transportation Services Strategy #8**

Explore the possibilities for joint procurement of items. Often, agencies can save money when buying supplies in larger quantities.

**VII. STRATEGY PRIORITIZATION**

After the strategies in the section above were generated, they were prioritized as High Priority (accomplished in the near term or within the next year), a Medium Priority (accomplished in the mid-term or within the next one to two years), and a Low Priority (accomplished in the longer term or within the next three to four years).

In addition, for each strategy listed, the parties responsible for the implementation of that strategy, the estimated cost for that strategy (if known), the capital requirements for that strategy, the strategy’s ridership implications, and possible performance measures to use to measure the success of that strategy are provided.

**HIGH PRIORITY STRATEGIES**

**High Priority Strategies**

**Leadership Strategy #1:**

Educate all transportation related agencies, government officials, and the general public on the benefits of coordination transportation planning and coordinated transportation services.

Parties Responsible:	Coordination project partners.
Budget/Costs:	Staff time included in existing provider budgets. Staff involved in brochure development. Cost of printing brochures. Should print at least 5,000-10,000 brochures.
Capital Requirements:	None
Ridership Implications:	Possible increase in ridership from distribution of information or increases in contract ridership as County agencies become aware of transportation services available. Target populations also become more aware of transportation services available.
Performance Measures:	Number of presentations given. Number of local government officials reached. Number of open houses conducted. Number of brochures distributed. Number of new riders.

**High Priority Strategies**

Number of new agency contracts.  
 Number of new coordination project partners.  
 Number of articles and letters to the editor submitted and printed.  
 Number of events attended.  
 Number of people reached.

**Leadership Strategy #2**

Create a Coordinated Transportation Advisory Committee/Group for the Gateway Region with representatives from government, agencies, businesses, the disabled community, senior organizations, and public riders serving as members.

Parties Responsible:	Coordination project partners – KYOVA or Region II Planning and Development Council to take the lead for creation of committee.
Budget/Costs:	Staff time involved. Possibly small copying budget for agendas and correspondence.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership as TAC members become aware of services available and “spread the word” in the community. Also chance for contract service as agencies become aware of coordination project.
Performance Measures:	TAC formed. TAC meetings held two to four times annually.

**Data Collection and Planning Strategy #1**

Officially designate a lead agency to continue with the coordination planning process and to lead the Coordinated Transportation Advisory Group/Committee.

Parties Responsible:	Coordinated Transportation Advisory Group/Committee members.
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Budget/Costs:	Staff time involved.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	Lead agency designated. Coordination process continues.

**Data Collection and Planning Strategy #2**

Complete additional work regarding the inventory of vehicles in the area and the utilization of those vehicles as well as a more detailed inventory of services, drivers, dispatchers, mechanics, facilities, etc. in the Region.

Parties Responsible:	Coordinated Transportation Advisory Group/Committee members.
Budget/Costs:	Staff time involved.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership as resources are identified and utilized to their fullest extent possible to provide transportation services.
Performance Measures:	Detailed inventory completed.

**Customer Service Strategy #1**

Ensure that discussion of the significant transportation needs of persons with disabilities and seniors in the next five (5) years is included in transportation coordination planning discussions.

Parties Responsible:	Coordination project partners.
Budget/Costs:	Staff time involved.
Capital Requirements:	None
Ridership Implications:	Potentially an increase in service for persons with disabilities and seniors as agencies plan for expansion of services or new services.
Performance Measures:	Number of meetings attended.

Increase in services for the disabled and senior citizens.

**Customer Service Strategy #5**

Ensure that all materials regarding the coordination project are available to consumers in accessible formats. This could include large print brochures, Braille brochures, audiotapes, a Bobby-compliant website, etc.

Parties Responsible:	Coordination project partners.
Budget/Costs:	Staff time involved. Possibly printing budget for brochures. Budget needed for development of a website.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership as persons with disabilities and seniors become aware of services available and “spread the word” in the community.
Performance Measures:	Number of alternative formats available. Number of brochures distributed. Number of website “hits”. Number of additional trips for persons with disabilities.

**Funding Strategy #1**

Explore ways to coordinate the sharing of trips (especially out-of-region and out-of-state trips) and increasing the usage of the region’s transportation vehicles in order to provide more service with little additional financial resources.

Parties Responsible:	Coordination project partners.
Budget/Costs:	Staff time involved.
Capital Requirements:	None.
Ridership Implications:	To be determined.
Performance Measures:	Number of trips and vehicles shared. Capital costs saved.

**Funding Strategy #2**

Explore additional funding sources to increase the amount of service available in the region.

Parties Responsible:	Coordination project partners.
Budget/Costs:	Staff time involved. Possible local matches for grants required.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership if new funding sources assist in the provision of new transportation services.
Performance Measures:	New funding sources secured. Additional transportation services funded. Increase in ridership from new service.

**Funding Strategy #3**

Create a common data reporting system to allow for easier communication among agencies regarding operating and financial statistics.

Parties Responsible:	Coordination project partners.
Budget/Costs:	Staff time involved.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	Common data definitions developed. Reporting system developed.

**Transportation Services Strategy #5**

Expand capacity of existing transportation services in the area to fill existing demand for transportation services. This can be accomplished by trip sharing among agencies in the region and utilizing agency vehicles for general public or agency trips during “down time”.

Parties Responsible:	Coordination project partners.
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Budget/Costs:	Staff time involved.
Capital Requirements:	None.
Ridership Implications:	To be determined.
Performance Measures:	Number of trips and vehicles shared. Capital costs saved.

**Transportation Services Strategy #6**

Provide more general public service in the rural areas of the Region – especially Mason and Mingo Counties. Explore the possibility of the Mason County Action Group, Inc., the Mingo Community Action Partnership or other agencies in these areas providing general public transportation in these two (2) counties and coordinating services between each other.

Parties Responsible:	Coordination project partners – especially existing service providers in Mason and Mingo Counties.
Budget/Costs:	Fully allocated cost per additional trip.
Staffing Implications:	Potential for hiring new drivers.
Capital Requirements:	Potentially none. This service could possibly be done with existing vehicles, depending on which agency ends up providing the service.
Ridership Implications:	Increase in ridership due to increase in service area.
Performance Measures:	Number of additional trips for Mason County and Mingo County residents.

**Transportation Services Strategy #7**

Share out-of-region and out-of-state agency trips with other region transportation providers to Ohio, Kentucky and other parts of West Virginia. This should decrease the cost of these types of trips for the agencies who share them.

Parties Responsible:	Coordination project partners.
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**High Priority Strategies**

Budget/Costs:	Staff time involved. Cost of trips to be determined based on agency fully allocated cost of providing trips.
Capital Requirements:	None.
Ridership Implications:	Increase in out-of-region and out-of-state trips provided for agency clients and the general public.
Performance Measures:	Number of trips shared. Operating and capital costs saved.

**MEDIUM PRIORITY STRATEGIES**

**Medium Priority  
Strategies**

**Leadership Strategy #3**

Develop a subcommittee from the Coordinated Transportation Advisory Committee/Group who are responsible for improving relationships with local, state, and federal agency officials and resolving barrier and “turf” issues.

Parties Responsible:	TAC members.
Budget/Costs:	Staff time involved.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership if regulatory and “turf” barriers can be removed and coordination can begin.
Performance Measures:	Number of regulatory issues resolved. Number of additional trips provided because regulatory and boundary barriers have been removed.

**Leadership Strategy #4**

Develop a subcommittee of the TAC who are responsible for resolving liability issues related to coordination.

Parties Responsible:	TAC members.
Budget/Costs:	Staff time involved.
Capital Requirements:	None.

**Medium Priority  
Strategies**

Ridership Implications:	Potentially an increase in ridership if liability issues are resolved.
Performance Measures:	Number of liability issues resolved. Number of additional trips provided because liability issues have been resolved.

**Data Collection and Planning Strategy #3**

Update this Coordinated Plan for the Region on an annual basis and monitor the successful completion of its strategies.

Parties Responsible:	Coordination project partners – Region II Planning and Development Council to take the lead.
Budget/Costs:	Staff time involved.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	Coordinated Plan updated annually. Major update every four (4) years.

**Data Collection and Planning Strategy #4**

Gather data on the successes and benefits of the coordination project and report them to local and state officials.

Parties Responsible:	Coordination project partners.
Budget/Costs:	Staff time involved.
Capital Requirements:	None.
Ridership Implications:	As local and state officials become more aware of the benefits of coordination, additional funding may be allocated to provide services (and thus increased ridership) through the coordination project.
Performance Measures:	Data collected and reported to local and state officials on a quarterly basis.

**Customer Service Strategy #2**

Discuss the potential for developing a central call number (toll-free) for information and referral and trip reservation purposes for anyone in the region who needs transportation.

Parties Responsible:	Coordination project partners
Budget/Costs:	Cost of toll-free number and staff person to answer the phone.
Capital Requirements:	Possibly phone line installation.
Ridership Implications:	Potentially an increase in ridership due to improved access and “one-stop” shopping for transportation services.
Performance Measures:	Toll-free number installed and implemented. Number of callers. Number of trip referrals and/or trip reservations made.

**Customer Service Strategy #4**

Standardize policies and procedures as much as possible to ensure consistency for consumers among coordination project providers.

Parties Responsible:	Coordination project partners.
Budget/Costs:	Staff time involved.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	Policies and procedures developed.

**Funding Strategy #4**

Create a common billing system if trips, hours, miles, etc. are to be billed for between agencies involved in the coordination project.

Parties Responsible:	Coordination project partners.
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Budget/Costs:	Staff time involved. Possibly a budget needed for computer software and Internet access.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	Billing system developed. Agencies successfully bill each other for transportation services provided.

**Transportation Services Strategy #1**

Coordinate/standardize driver training and driver/mechanic hiring requirements.

Parties Responsible:	Coordination project partners.
Budget/Costs:	Staff time involved. Some training may involve costs if qualified in-house staff is not available. RTAP training should be taken advantage of as much as possible.
Capital Requirements:	None.
Ridership Implications:	Better quality service to riders.
Performance Measures:	All staff trained. No. of complaints about staff. No. of incidents/accidents handled properly. No. of pre-trip inspections performed properly.

**Transportation Services Strategy #4**

Explore the coordination and/or consolidation of maintenance services.

Parties Responsible:	Coordination project partners.
Budget/Costs:	Staff time involved. Possible budget implications for staffing, facilities and equipment depending upon which type of coordination occurs.

**Medium Priority  
Strategies**

Capital Requirements:	Potential for maintenance equipment and facility capital requirements.
Ridership Implications:	Perception of transportation vehicles could improve due to better appearance and reliability and thus people may be more likely to ride.
Performance Measures:	PM standards developed and implemented. Number of road calls. Amount of maintenance costs. Number of major repairs.

**Transportation Services Strategy #8**

Explore the possibilities for joint procurement of such items as fuel, office supplies, vehicle parts and supplies, etc.

Parties Responsible:	Coordination project partners.
Budget/Costs:	Staff time involved.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership as more service is provided with money saved through joint procurements.
Performance Measures:	Dollars saved on items purchased through joint procurements.

**LOW PRIORITY STRATEGIES**

**Customer Service Strategy #3**

Explore the possibility of utilizing dispatching software that will allow all providers in the Region II coordination project to share trip information and to allow for a quick and easy trip reservation process for consumers.

Parties Responsible:	Coordination project partners – may require a lead county/agency.
Budget/Costs:	Cost of software and possibly some hardware. Cost of high speed connections for each project partner.
Capital Requirements:	Cost of software and hardware.

**Low Priority Strategies**

**Low Priority Strategies**

Ridership Implications:	Potentially an increase in ridership as systems become more efficient with scheduling with dispatching software.
Performance Measures:	Number of trips shared. Number of riders crossing county and state lines.

**Transportation Services Strategy #2**

Develop a “pool” of qualified drivers from which agencies can draw when drivers are needed. A new non-profit agency or an existing agency would be responsible for employing the “pool” of drivers and then would bill the appropriate agency for hours driven.

Parties Responsible:	Coordination project partners.
Budget/Costs:	Staff time involved. Costs of creating new non-profit agency or administration costs for existing agency.
Capital Requirements:	None.
Ridership Implications:	Potentially an increase in ridership if more service can be operated because drivers are available to provide it.
Performance Measures:	Driver pool developed. Number of qualified drivers in pool. Number of agencies using the pool. Driver retention – length of tenure in pool.

**Transportation Services Strategy #3**

Work with a local technical school or other educational program to develop a driver training class where students could become “certified” drivers (and could even obtain their commercial driver license) and could work for local transportation providers after certification.

Parties Responsible:	Coordination project partners.
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**Low Priority Strategies**

Budget/Costs:	Staff time involved. Possibly budget involved for program marketing and supplies and instructors for class.
Capital Requirements:	None.
Ridership Implications:	None.
Performance Measures:	Driver training class developed. Number of students who become “certified” drivers and are hired by KYOVA/Region II providers.

# **APPENDIX**

## **PUBLIC OUTREACH MATERIALS**

**COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION  
PLAN  
FOR KYOVA/REGION II**

**Outreach Documentation Summary**

**Focus Groups**

*Date(s) & Locations Held:*

<u>September 27, 2006</u>	<u>KYOVA, Huntington, West Virginia</u>
<u>March 23, 2007</u>	<u>Ironton-Lawrence County Community Action Office</u>
<u>April 25, 2007</u>	<u>KYOVA, Huntington, West Virginia</u>

*Date(s) Invitations Were Distributed:*

- U.S. Mail \_\_\_\_\_  Web Posting \_\_\_\_\_
- E-mail \_\_\_\_\_  Other (please specify) \_\_\_\_\_
- Newspaper Notice \_\_\_\_\_
- Radio/TV PSAs \_\_\_\_\_
- Distributed in local community/senior centers, etc.
- Information was provided in alternative formats, upon request.
- Events were open to all individuals, including hearing impaired.
- Information was provided in alternative formats, upon request.
- Interpreters provided, upon request.

*# of Attendees (by location & date)*

<u>22</u>	<u>September 27, 2006</u>
<u>10</u>	<u>March 23, 2007</u>
<u>16</u>	<u>April 25, 2007</u>

- |                                                                                                     |                                                                                                         |
|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Invitation letter and mailing list attached.                    | <input type="checkbox"/> Copies of flyers, brochures, etc. attached, along with distribution locations. |
| <input checked="" type="checkbox"/> Copy of Public Notice from each newspaper in which it appeared. | <input checked="" type="checkbox"/> Sign-in Sheets attached.                                            |
| <input checked="" type="checkbox"/> Copy of e-mail invitation and mailing list attached.            | <input type="checkbox"/> Focus Group Summary Attached                                                   |
| <input type="checkbox"/> Copy of web posting (if available).                                        |                                                                                                         |

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**Public Hearings**

*Date(s) & Locations Held:*

April 25, 2007 KYOVA, Huntington, West Virginia

*Date(s) Notice(s) Were Published:* March 16, 2007; April 4, 2007

- Events were open to all individuals, including hearing impaired.  Copy of web posting (if available).
- Copy of Public Notice attached along with a list of newspapers in which it appeared.  Copies of flyers, brochures, etc. attached along with distribution locations.
- # of Attendees* \_\_\_\_\_
- Sign-in Sheets Attached
- Minutes Attached

**Surveys**

*Date(s) Surveys Were Distributed:*

xU.S. Mail December 2007  Web Posting \_\_\_\_\_

xE-mail December 2007  Other (please specify) \_\_\_\_\_

Newspaper Notice \_\_\_\_\_

Radio/TV PSAs \_\_\_\_\_

Distributed in local community/senior centers, etc. \_\_\_\_\_

Information was provided in alternative formats, upon request.

No. of Surveys Distributed: 30

No. of Surveys Returned: 22

Listing of Survey Recipients attached

**Other Outreach Efforts**

Flyers or Brochures in

Senior Centers  Community Centers

City/County Offices  Other \_\_\_\_\_

Teleconferences

Miscellaneous Meetings, Conferences, etc. (please specify)

Other (please specify)

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

*Date(s) & Locations Held:*

\_\_\_\_\_

\_\_\_\_\_

*Date(s) Invitations Were Distributed:*

U.S. Mail \_\_\_\_\_  Web Posting \_\_\_\_\_

E-mail \_\_\_\_\_  Other (please specify) \_\_\_\_\_

Newspaper Notice \_\_\_\_\_

Radio/TV PSAs \_\_\_\_\_

Distributed in local community/senior centers, etc.

Information was provided in alternative formats, upon request.

Events were open to all individuals, including hearing impaired.

*# of Attendees (by location & date)*

\_\_\_\_\_

\_\_\_\_\_

Sign-in Sheets Attached, if applicable

Summary Attached, if applicable

Invitation letter/Meeting Notice and mailing list attached.

Copy of Public Notice attached along with a list of newspapers in which it appeared.

Copy of e-mail invitation/Meeting Notice and mailing list attached.

Copy of web posting (if available).

Copies of flyers, brochures, etc. attached along with distribution locations.

April 2, 2007

Dear Friend of Transportation:

In August of 2005, Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a "locally developed coordinated public transit-human services transportation plan." This plan is required to be developed through a process that includes representatives of public, private, and non-profit transportation services, human services providers and the general public.

The KYOVA Interstate Planning Commission and the Region II Planning and Development Council are organizing and conducting a meeting for the purpose of providing input for this plan. You have received this meeting invitation because you represent a government agency, advocacy group, or private company that provides services to, or advocates for, individuals who have public or specialized (elderly, persons with disabilities and/or low income) transportation service needs.

This meeting is scheduled for stakeholders in public transit-human services transportation coordination for the KYOVA/Region II area on April 25, 2007 from 10:00 a.m. to noon. It will take place at the KYOVA/Region II offices at 720 4<sup>th</sup> Street in Huntington. This meeting will include a discussion of the contents of the locally developed Coordinated Plan, needs assessment, the level of coordination between transportation programs, and developing an action plan for developing strategies and steps for improving coordination efforts.

Please RSVP your attendance to one of these meetings by calling Daniel Slusher the KYOVA/Region II offices no later than April 20, 2007 at 304-523-7434, or e-mail [dslusher@citynet.net](mailto:dslusher@citynet.net). We look forward to seeing you at this meeting.

Sincerely,

Michele Craig  
Executive Director

**From:** Saleem Salameh [mailto:SSalameh@citynet.net]

**Sent:** Wednesday, April 11, 2007 4:01 PM

**To:** Jessica Mullins; Jane Smelser; Ham, James; Jim Sothen; Mark White; Dave Moore; dingus@ohio.edu; Tashia clemons; Paul Davis; Richard Warner; Susan O'Connell; Terri B Sicking; Tony tarone; Vickie Shaffer; Dave Lynd; Jose A Simental; Jeffrey Blanton; Kevin Burgess; Tom Saylor; Charlie Holley; Gary Mercer; Bruce Kenney; Sam Granato; Fred River; Mark Scoular; Ralph Kline; Jerry Workman; Rick Napier; Fred Durham (Work); Dupont, Bernadette; Lynorae Benjamin (E-mail); Jesse Mayes (E-mail); Ed Armbruster; Russ Brannon; Steve Runyon; Libby Rushley; Richard McCoy; Sam MacDonald; Brandie Wagner; Danielle Slusher; Dora (work)

**Subject:** Public Transit-Human Services Transportation Coordination for the KYOVA/Region II area on April 25, 2007

Dear Friend of Transportation:

In August of 2005, Congress passed the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), reauthorizing the surface transportation act. One of the SAFETEA-LU requirements is that projects from the programs listed above must be part of a "locally developed coordinated public transit-human services transportation plan." This plan is required to be developed through a process that includes representatives of public, private, and non-profit transportation services, human services providers and the general public.

The KYOVA Interstate Planning Commission and Region II Planning and Development Council are organizing and conducting a meeting for the purpose of providing input for this Plan. You have received this meeting invitation because you represent a government agency, advocacy group, or private company that provides services to, or advocates for, individuals who have public or specialized (elderly, persons with disabilities and/or low income) transportation service needs.

This meeting is scheduled for stakeholders in public transit-human services transportation coordination for the KYOVA/Region II area on April 25, 2007 from 10:00 a.m. to noon. It will take place at the KYOVA/Region II offices at 720 4<sup>th</sup> Street in Huntington. This meeting will include a discussion of the contents of the locally developed Coordinated Plan, needs assessment, the level of coordination between transportation programs, and developing an action plan for developing strategies and steps for improving coordination efforts.

Please indicate your attendance by calling Danielle Slusher the KYOVA/Region II offices by April 20, 2007 at 304-523-7434, or e-mail [dslusher@citynet.net](mailto:dslusher@citynet.net). We look forward to seeing you.

Sincerely,

Saleem A. Salameh, P.E.  
Technical Study Director/Transportation Engineer  
KYOVA Interstate Planning Commission  
720 Fourth Avenue  
Huntington, WV 25701  
Telephone 304 523-7434  
Facsimile 304 529-7229  
[Ssalameh@citynet.net](mailto:Ssalameh@citynet.net)  
[Salameh@marshall.edu](mailto:Salameh@marshall.edu)  
Website: [www.wvs.state.wv.us/kyova](http://www.wvs.state.wv.us/kyova)

**REGION II  
PLANNING &  
DEVELOPMENT  
COUNCIL  
KYOVA  
INTERSTATE  
PLANNING  
COMMISSION  
REGION II  
COORDINATED  
PUBLIC  
TRANSIT AND  
HUMAN  
SERVICES  
COORDINATION  
PLAN**

Jointly Region II Planning & Development Council and KYOVA Interstate Planning Commission in cooperation with the West Virginia Department of Transportation Division of Public Transit, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and The Transit Authority (TTA) hereby notify the public and interested stakeholders that the Region II Co-ordinated Public Transit and Human Services Coordination Plan is completed. The West Virginia Counties included within the Region II Planning Development Council jurisdiction are Cabell, Wayne, Lincoln, Logan, Mason and Mingo Counties. This plan is required by public law under the Safe, Accountable, Flexible and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) enacted by the US Congress on August 10, 2005. Congress passed the (SAFETEA-LU), re-authorizing the surface transportation act. As part of this reauthorization, grantees under the new Freedom Initiative (5317), Job Access and Reverse Commute (5316) and Elderly and Disabled Transportation Program (5310) must meet certain require-

ments in order to receive funding for fiscal year 2007 (beginning 10/1/06) and beyond. This Plan includes but is not limited to a discussion of the content of the locally developed coordination plan, a needs assessment, the level of coordination between transportation programs, and the development of an action plan for formulating strategies and steps for improving coordination efforts.

One of the SAFETEA-LU requirements specifies that projects from the programs listed above must be part of a "locally developed coordinated public transit-human services transportation plan". This plan is required to be developed through a process that includes representatives of public, private, non-profit transportation services, human services providers and the general public.

Agencies planning on applying for funding under the Section 5310, 5316, or 5317 programs during the next four years, must participate in plan development and meetings.

Interested citizens can receive a copy of the Coordinated Public Transit and Human Services Coordination Plan by visiting the offices of Region II and KYOVA before the end of the business day (4:30 p.m.) on Friday, April 13, 2007 or by accessing the KYOVA website at <http://www.wvs.state.wv.us/kyova>. The KYOVA and Region II offices are located at 720 Fourth Avenue, Huntington, WV 25701 telephone (304) 523-7434. Business hours are 8:30 a.m.

to 4:30 p.m. All interested persons should direct inquiries to Michele P. Craig, Executive Director or Saleem A. Salameh, P.E., Transportation Study Director, at (304) 523-7434. E-mail requests and comments may be sent to [Mcraig@citynet.net](mailto:Mcraig@citynet.net). Only written comments will be accepted. Comments must be received no later than 12:00 Noon Wednesday, April 11, 2007. If no public comments are received within this period, then this document will be considered final. *Wayne Co.*

3/16 ltc

**Affidavit of Legal  
Publication and Posting  
STATE OF WEST VIRGINIA  
COUNTY OF WAYNE, TO-WIT:**

I, Thomas J. George

publisher of the WAYNE COUNTY NEWS, a newspaper published in the COUNTY OF WAYNE, STATE OF WEST VIRGINIA, hereby certify that the annexed publication was inserted in said newspaper on the following dates:

Commencing on March 16, 2007

And Ending on \_\_\_\_\_

Given under my hand this 19<sup>th</sup> day  
of March 20 07

*Thomas J. George*

Sworn to and subscribed before me this  
19<sup>th</sup> day of March,  
20 07, at Wayne, Wayne County, West  
Virginia.

*D. Salameh*

**NOTARY PUBLIC**

of, in and for WAYNE COUNTY, WEST VIRGINIA.

MY COMMISSION EXPIRES: Nov. 18, 2009

Amount Due for Publishing Annexed Notice:  
\$ 90.32



**State of West Virginia, Mingo County, to-w-it:**

I, James M. Brown, Publisher of Williamson Daily News, a paper published in the County aforesaid, do affirm that Notice hereto

attached was published in said paper for 1 successful weeks, the first publication thereof being on 15th day of March 2007 and the subsequent publication on the day of 2007, the day of 2007, the day of 2006, and the day of 2007.

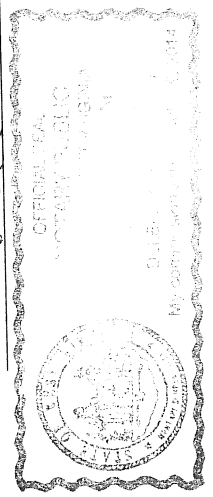


**State of West Virginia, Mingo, to-w-it:**

being duly sworn, says that he posted a copy of the annexed at the front door of the Court House of said County, on the day of 2007.

Taken, subscribed and sworn to before me, this 15th day of March 2007. Printer's fee \$ 75.18

 Notary Public



**REGION II PLANNING & DEVELOPMENT COUNCIL KYOVA INTERSTATE PLANNING COMMISSION**

**REGION II COORDINATED PUBLIC TRANSIT AND HUMAN SERVICES COORDINATION PLAN**

Jointly Region II Planning & Development Council and KYOVA Interstate Planning Commission in cooperation with the West Virginia Department of Transportation Division of Public Transit, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and The Transit Authority (TTA) hereby notify the public and interested stakeholders that the Region II Coordinated Public Transit and Human Services Coordination Plan is completed. The West Virginia Counties included within the Region II Planning and Development Council jurisdiction are Cabell, Wayne, Lincoln, Logan, Mason, and Mingo Counties. This plan is required by public law under the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) enacted by the US Congress on August 10, 2005. Congress passed the (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the new Freedom Initiative (5317), Job Access and Reverse Commute (5316) and Elderly and Disabled Transportation Program (5310) must meet certain requirements in order to receive funding for the fiscal year 2007 (beginning 10/1/06) and beyond. This Plan includes but is not limited to a discussion of the content of the locally developed coordination plan, a needs assessment, the level of coordination between transportation programs, and the development of an action plan for formulation strategies and steps for improving coordination efforts.

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Region II  
720 4th Ave. PO Box 939  
Huntington WV 25712-0939

Att. Dannielle Stush

# Point Pleasant Register

POINT PLEASANT, WV

Jointly Region II Planning & Development Council and KYOVA Interstate Planning Commission in cooperation with the West Virginia Department of Transportation Division of Public Transit, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Transit Authority (TTA) hereby notify the public and interested stake holders that the Region II Coordinated Public Transit and Human Services Coordination Plan is completed. The West Virginia Counties included within the Region II Planning Development Council Jurisdiction are Cabell, Wayne, Lincoln, Logan, Mason, and Mingo Counties. The plans required by public law under the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) enacted by the US Congress on August 10, 2005. Congress passed the (SAFEEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the new Freedom Initiative (5317), Job Access and Reverse Commute (5316) and Elderly and Disabled Transportation Program (5310) must meet certain requirements in order to receive funding for fiscal year 2007 (beginning 10/1/06) and beyond. This plan includes but is not limited to a discussion on the content of the locally developed coronation plan, a needs assessment, the level of coronation between transportation programs, and the development of an action plan for formulating strategies and steps for improving coordination efforts. One of the (SFETEA-LU) requirements specifies that projects from the programs listed above must be part of a "locally developed coordinated public transit-human service transportation plan". This plan is required to be developed through a process that includes representatives of public private non-

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March 28, 2007.

ID # 550516314  
39 words per inch  
\$450/inch

## PROOF OF PUBLICATION

The State of West Virginia,  
Mason County, ss:

I, Elizabeth Barnette, Advertising

Point Pleasant Register

Make solemn oath that notice, of which the attached is a true copy,

was published in The Point Pleasant Register, a newspaper

printed in the City of Point Pleasant in said County of Mason, and

of general circulation in said County, 1 times,

beginning on March 28, 2007, and

ending April 5, 2007

Elizabeth Barnette  
Point Pleasant, WV April 5, 2007

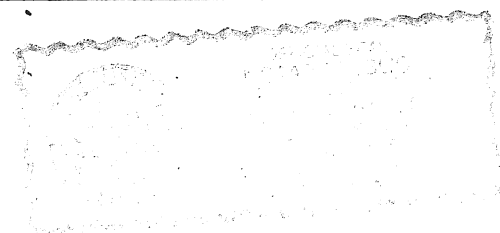
Melissa Clark

Sworn to and subscribed before me this day.

Printer's fees \$ 78.25

### Public Notice

REGION II PLANNING  
DEVELOPMENT  
COUNCIL KYOVA  
INTERSTATE PLAN-  
ING COMMISSION  
REGION II COORDI-  
ATED PUBLIC TRAN-  
IT AND HUMAN SER-  
ICES COORDINATION



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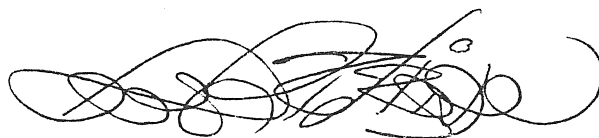
## AFFIDAVIT OF PUBLICATION

STATE OF WEST VIRGINIA  
COUNTY OF LINCOLN, to wit:

I, **THOMAS A ROBINSON**, Publisher, being duly sworn upon my oath do depose and say that I am proprietor of the entitles:

*The Lincoln Journal* and *The Lincoln News Sentinel* two separate newspapers, both being a weekly newspaper; plus our internet site www.lincolnjournal.com and www.lincolnnewsentinel.com where your legal advertisement appeared at no extra cost to you; that such papers have been published for more than one year prior to publication of the annexed notice described below; that such newspapers are regularly published weekly, for at least fifty weeks during the calendar year, the Municipality of Hamlin, Lincoln County, West Virginia; that such newspapers are newspapers of "general circulation" as that term is defined in article three, chapter fifty-nine of the Code of West Virginia 1931, as amended, within the publication area or areas of the aforesaid municipality and county; that such newspapers average in length of four or more pages, exclusive of any cover, per issue; that such newspapers are circulated to the general public at a definite price or consideration; that such newspapers are newspapers to which the general public resorts for posting of a political, religious, commercial and social nature, and for current happenings, announcements, miscellaneous reading matters, advertisements, and other notices; that the annexed notice of *Coordinated Public Transit Plan*

was duly published in said newspapers once a week for 1 week(s), commencing with the issue 21 day of March 2007 and ending with the issue of the 21 day of March 2007 that said annexed notice was published on the following dates: March 21, 2007

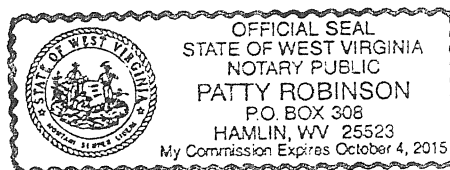


Thomas A Robinson, Publisher

Taken, subscribed and sworn before me in my said county this 23rd day of March 2007.



Patty Robinson, Notary Public of Lincoln County, West Virginia.  
My commission expires **October 4, 2015**.



interested citizens can receive a copy of the Coordinated Public Transit and Human Services Coordination Plan by visiting the offices of Region II and KYOVA before the end of the business day (4:30 p.m.) on Friday, April 13, 2007 or by accessing the KYOVA website at <http://www.wvs.state.wv.us/kyova>. The KYOVA and Region II offices are located at 720 Fourth Avenue, Huntington, WV 25701 telephone (304) 523-7434. Business hours are 8:30 a.m. to 4:30 p.m. All interested persons should direct inquiries to Michele P. Craig, Executive Director or Saleem A. Salameh, P.E., Transportation Study Director, at (304) 523-7434. E-mail requests and comments may be sent to [Mcraig@citynet.net](mailto:Mcraig@citynet.net). Only written comments will be accepted. Comments must be received no later than 12:00 Noon Wednesday, April 11, 2007. If no public comments are received within this period, then this document will be considered final.

Lincoln  
3/22/07 Journal

## ADVERTISEMENT

### REGION II PLANNING & DEVELOPMENT COUNCIL KYOVA INTERSTATE PLANNING COMMISSION REGION II COORDINATED PUBLIC TRANSIT AND HUMAN SERVICES COORDINATION PLAN

Jointly Region II Planning & Development Council and KYOVA Interstate Planning Commission in cooperation with the West Virginia Department of Transportation Division of Public Transit, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and The Transit authority (TTA) hereby notify the public and interested stakeholders that the Region II Coordinated Public Transit and Human Services Coordination Plan is completed. The West Virginia Counties included within the Region II Planning Development Council jurisdiction are Cabell, Lincoln, Logan, Mason, Mingo and Wayne Counties. This plan is required by public law under the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) enacted by the US Congress on August 10, 2005. Congress passed the (SAFETEA-LU), reauthorizing the surface transportation act. As part of this reauthorization, grantees under the new Freedom Initiative (5317), Job Access and Reverse Commute (5316) and Elderly and Disabled Transportation Program (5310) must meet certain requirements in order to receive funding for fiscal year 2007 (beginning 10/1/06) and beyond. This Plan includes but is not limited to a discussion of the content of the locally developed coordination plan, a needs assessment, the level of coordination between transportation programs, and the development of an action plan for formulating strategies and steps for improving coordination efforts.

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Interested citizens can receive a copy of the Coordinated Public Transit and Human Services Coordination Plan by visiting the offices of Region II and KYOVA before the end of the business

Logan  
Banner  
3-15-07

day (4:30 p.m.) on Friday, April 13, 2007, or by accessing the KYOVA website at <http://www.wvs.state.wv.us/kyova>. The KYOVA and Region II offices are located at 720 Forth Avenue, Huntington, WV 25701 telephone (304) 523-7434. Business hours are 8:30 a.m. to 4:30 p.m. All interested persons should direct inquiries to Michele P. Craig, Executive Director or Saleem A. Salameh, P. E., Transportation Study Director, at (304) 523-7434. E-mail requests and comments may be sent to [Mcraig@citynet.net](mailto:Mcraig@citynet.net). Only written comments will be accepted. Comments must be received no later than 12:00 Noon Wednesday, April 11, 2007. If no public comments are received within this period then this document will be

PLANNING &  
DEVELOPMENT  
COUNCIL

KYOVA INTERSTATE  
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COMMISSION

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Herald Disp.

3/15/07

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LH#644345  
3/15/2007

REGION II PLANNING & DEVELOPMENT COUNCIL

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Interested citizens can receive more information regarding this Plan by attending this meeting or visiting the offices of Region II and KYOVA or by accessing the KYOVA website at <http://www.wvs.state.wv.us/kyova>. The KYOVA and Region II offices are located at 720 Fourth Avenue, Huntington, WV 25701 telephone (304) 523-7434. Business hours are

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4/04 ltc

**Affidavit of Legal Publication and Posting  
STATE OF WEST VIRGINIA  
COUNTY OF WAYNE, TO-WIT:**

I, Thomas J. George

publisher of the WAYNE COUNTY NEWS, a newspaper published in the COUNTY OF WAYNE, STATE OF WEST VIRGINIA, hereby certify that the annexed publication was inserted in said newspaper on the following dates:

Commencing on April 4, 2007

And Ending on April 4, 2007

Given under my hand this 4 day

of April 2007

*Thomas J. George*

Sworn to and subscribed before me this

4 day of April,

2007, at Wayne, Wayne County, West

Virginia.

*Ruth A. Adkins*

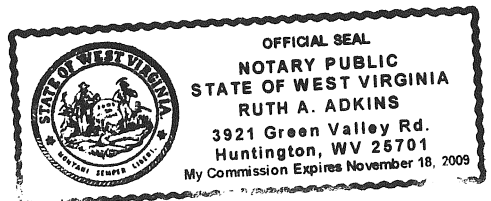
**NOTARY PUBLIC**

of, in and for WAYNE COUNTY, WEST VIRGINIA.

MY COMMISSION EXPIRES: Nov. 18, 2009

Amount Due for Publishing Annexed Notice:

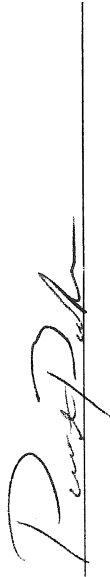
\$ 98.48



**State of West Virginia, Mingo County, to-wit:**

I, Paul Barker, Interim Publisher of Williamson Daily News, a paper published in the County aforesaid, do affirm that

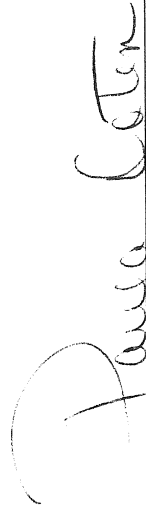
Safetea-LU hereto attached was published in said paper for 1 successive weeks, the first publication thereof being on the 10th day of April 2007 and the subsequent publication on the        day of        2007, the        day of       , 2007, the        day of       , 2006, and the        day of       , 2007.



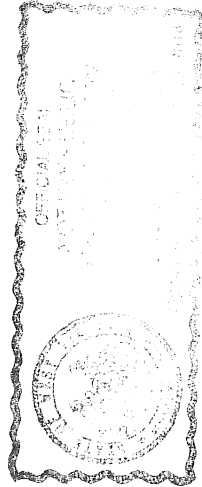
**State of West Virginia, Mingo, to-wit:**

       being duly sworn, says that he posted a copy of the annexed        at the front door of the Court House of said County, on the        day of       , 2007.

Taken, subscribed and sworn to before me, this 10th day of April 2007. Printer's fee \$ 68.58



Notary Public



**REGION II PLANNING & DEVELOPMENT COUNCIL  
KYOVA INTERSTATE PLANNING COMMISSION  
COMMISSION  
KYOVA/REGION II COORDINATED  
PUBLIC TRANSIT AND HUMAN SERVICES COORDINATION PLAN**

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Legacy for Users (SAFETEA-LU) enacted by the US Congress on August 10, 2005. Congress passed the (SAFETEA-LU), reauthorizing the Surface Transportation Act. As part of the reauthorization, grantees under the new Freedom Initiative (5317), Job Access and Reverse Commute (5316) and Elderly and Disabled Transportation Program (5310) must meet certain requirements in order to receive funding for fiscal year 2007 (beginning 10/1/06) and beyond. This Plan includes but is not limited to a discussion of the content of the locally developed coordination plan, a needs assessment, the level of coordination between transportation programs, and the development of an action plan for

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1/4-12-07

**LEGAL ADVERTISEMENT**

**REGION II PLANNING & DEVELOPMENT COUNCIL  
KYOVA INTERSTATE  
PLANNING COMMISSION  
KYOVA/REGION II  
COORDINATED PUBLIC  
TRANSIT AND HUMAN  
SERVICES COORDINATION  
PLAN**

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I, Richard Osborne, publisher of THE LOGAN BANNER, a newspaper published in Logan County, West Virginia, do hereby certify that the annexed notice was published in said paper for 1 successive time(s) on the following date(s):

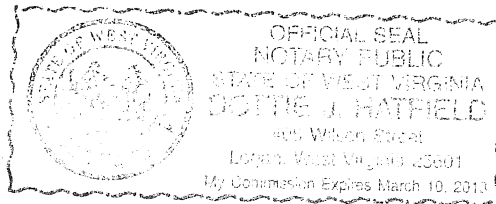
April 4th, 2007

Given under my hand this 6th day of April, 2007

*Richard Osborne*  
PUBLISHER

State of West Virginia  
County of Logan, to-wit:

Subscribed and sworn before me this 6th day of April, 2007



*Dottie J. Hatfield*  
NOTARY PUBLIC

Cost of Publication: \$89.85

**COPY OF PUBLICATION**

416. Catalog  
402 - Items for  
Matt's Carpet  
at Cost for C  
New Houses,  
House, 3322  
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PLANNING &  
DEVELOPMENT  
COUNCIL

KYOVA INTERSTATE  
PLANNING  
COMMISSION

KYOVA/REGION II  
COORDINATED  
PUBLIC TRANSIT  
AND HUMAN  
SERVICES  
COORDINATION  
PLAN

Jointly Region II Planning & Development Council and KYOVA Interstate Planning Commission in cooperation with the West Virginia Department of Transportation Division of Public Transit, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and The Transit Authority (TTA) hereby notify the public and interested stakeholders that the KYOVA/Region II Coordinated Public Transit and Human Services Coordination Plan is being developed. The West Virginia Counties included within the Region II Planning Development Council jurisdiction are Cabell, Wayne, Lincoln, Logan, Mason and Mingo Counties. Lawrence County is the only Ohio County to be included. This plan is required by public law under the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) enacted by the US Congress on August 10, 2005. Congress passed the SAFETEA-LU, reauthorizing the Surface Transportation Act. As part of the reauthorization, grantees under the new Freedom Initiative (5317), Job Access and Reverse Commute (5316) and Elderly and Disabled Transportation Program (5310) must meet certain requirements in order to receive funding for fiscal year 2007 (beginning 10/1/06) and beyond. This Plan includes but is not limit-

ed to a discussion of the content of the locally developed coordination plan, a needs assessment, the level of coordination between transportation programs, and the development of an action plan for formulating strategies and steps for improving coordination efforts.

SAFETEA-LU requirements specify that projects form the programs listed above must be part of a "locally developed coordinated public transit-human services transportation plan." This plan is required to be developed through a process that includes representatives of public, private, non-profit transportation services, human services providers and the general public.

Agencies planning on applying for funding under the Section 5310, 5316, or 5317 programs during the next four years, must participate in plan development and meetings. A meeting will be held on April 25, 2007 at 10:00 a.m. to 12:00 noon at the KYOVA/Region offices in Huntington, WV.

Interested citizens can receive more information regarding this Plan by attending this meeting or visiting the offices of Region II and KYOVA or by accessing the KYOVA website at <http://www.wvs.state.wv.us/kyova>. The KYOVA and Region II

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4/4/07

offices are located at  
720 Fourth Avenue  
Huntington, WV 25701  
telephone (304) 523-  
7434. Business hours  
are 8:30 a.m. to 4:30  
p.m. All interested per-  
sons should direct in-  
quires to Michele P.  
Craig, Executive Di-  
rector or Saleem A.  
Salameh, P. E., Trans-  
portation Study Direc-  
tor, at (304) 523-7434.  
E-mail requests and  
comments may be  
sent to [Mcraig@city-  
net.net](mailto:Mcraig@city-net.net).



# AFFIDAVIT OF PUBLICATION

STATE OF WEST VIRGINIA,  
COUNTY OF CABELL, TO-WIT:

I, **Sarah Harmon** being first duly sworn, depose and say that I am Legal Clerk for The Herald-Dispatch, a corporation, who publishes at Huntington, Cabell County, West Virginia, the newspaper: The Herald-Dispatch, an independent newspaper, the morning seven days each week, Monday through Sunday including New Year's Day, Memorial Day, the Fourth of July, Labor Day, Thanksgiving and Christmas; that I have been duly authorized by the Board of Directors of such corporation and the newspaper mentioned herein; that the legal advertisement attached in the left margin of this affidavit and made a part hereof and bearing number LH-647061 was duly published in

The Herald-Dispatch

one time, once a week for 1 successive weeks, commencing with its issue of the 05 day of April, 2007 and ending with the issue of the 05 day of April, 2007 and was posted at the East door of the Cabell County Courthouse on 05 day of April, 2007: that said legal advertisement was published on the following dates:

; 4/5/07

that the cost of publishing said annexed advertisement as aforesaid was \$118.30; that such newspaper in which such legal advertisement was published has been and in now published regularly, at least as frequently as once a week for at least fifty weeks during the calendar year as prescribed by its mailing permit, and has been so published in the municipality of Huntington, Cabell County, West Virginia, for at least one year immediately preceding the date on which the legal advertisement set forth herein was delivered to such newspaper for publication; that such newspaper is a newspaper of "general circulation" as defined in Article 3, chapter 59, of the West Virginia Code, within the publication area or areas of the municipality of Huntington, Cabell and Wayne Counties, West Virginia, and that such newspaper is circulated to the general public at a definite price or consideration, that such newspaper on each date published consists of not less than four pages with out a cover; and that it is a newspaper to which the general public resorts for passing events of a political, religious, commercial and social nature, and for current happenings, announcements, miscellaneous reading matters, advertisements and other notices.

Taken, subscribed and sworn to before me in my said county this 10<sup>th</sup> day of April, 2007.

My Commission expires JUN 4, 2012

Sarah Harmon

Ernest S. Rappold  
Notary Public  
Cabell County  
West Virginia



**SAFETEA-LU** requirements specify that projects from the programs listed above must be part of a "locally developed coordinated public transit-human services transportation plan." This plan is required to be developed through a process that includes representatives of public, private, non-profit transportation services, human services providers and the general public.

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4/5/2007

**REGION II PLANNING & DEVELOPMENT COUNCIL**

**KYOVA INTERSTATE PLANNING COMMISSION**

**KYOVA/REGION II COORDINATED PUBLIC TRANSIT AND HUMAN SERVICES COORDINATION PLAN**

Jointly Region II Planning & Development Council and KYOVA Interstate Planning Commission in cooperation with the West Virginia Department of Transportation Division of Public Transit, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and The Transit Authority (TTA) hereby notify the public and interested stakeholders that the KYOVA/Region II Coordinated Public Transit and Human Services Coordination Plan is being developed. The West Virginia Counties included within the Region II Planning Development Council jurisdiction are Cabell, Wayne, Lincoln, Logan, Mason and Mingo Counties. Lawrence County is the only Ohio County to be included. This plan is required by public law under the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU), enacted by the US Congress on August 10, 2005. Congress passed the (SAFETEA-LU), reauthorizing the Surface Transportation Act. As part of the reauthorization, grantees under the new Freedom Initiative (5317), Job Access and Reverse Commute (5316) and Elderly and Disabled Transportation Program (5310) must meet certain requirements in order to receive funding for fiscal year 2007 (beginning 10/1/2006) and beyond. This Plan includes but is not limited to a discussion of the content of the locally developed coordination plan, a needs assessment, the level of coordination between transportation programs, and the development of an action plan for formulating strategies and steps for improving coordination efforts.

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REGION II PLANNING &  
DEVELOPMENT COUNCIL  
KYOVA INTERSTATE PLANNING  
COMMISSION  
KYOVA/REGION II  
COORDINATED  
PUBLIC TRANSIT AND HUMAN  
SERVICES COORDINATION  
PLAN

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Thursday, April 5, 2007

Point Pleasant Register

Public Notice	Public Notice	Public Notice
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KYOVA INTERSTATE PLANNING COMMISSION

RURAL TRANSIT MEETING

APRIL 25, 2007

ATTENDANCE SHEET

NAME	ADDRESS	EMAIL ADDRESS
1. Bill Djubek	RLS	WDJUBEK@AOL.COM
2. KEVIN MISCHNER	RLS	KMISCHNER@RLSANDASSOC.COM
3. CHRIS SCHWESLER		
4. Kathy Curry	360 Main Street Hamlin, WV 25523	Kat1@zoominternet.net
5. Rose Meredith	3609 Hughes St. WV	rmeredith@wccso.org
6. Sr. Brendan Conlon	P.O. Box 1257, Kermit WV	b.conlon@suddenlink.net
7. Ray Church	3609 Hughes St Huntington WV	waynexpress@wccso.org
8. Jody Signa	KYOVA	
9. Jessica Mullins	ODOT D-9	jessica.mullins@dot.state.oh.us
10. Nina Keller	AAA7, PO Box 500-F33, UKG, Rio Grande, OH 43074	nkeller@aaa.org
11. Paul Davis	P.O. Box 7965 Huntington, WV 25709	pdavis@tts-wv.com
12. Ruth Dausome	Kermit WV	
13. Mike Payne	Stouffville OH	MPAYNE@FHCO.ORG
14. Ralph Kline	CAC	RKline@11cgo.org
15. Vickie Shaffer	TTA	vshaffer@tta-wv.com
16. Dontha Wilson	1100 Mumma Ave SCAC	lwilson@doh.com
17.		
18.		
19.		
20.		

Transportation Agency Meeting

Ironton-Lawrence County Community Action Organization Office

March 23, 2007

9:00 a.m.

Agenda

1. Update on Status of Federal Transit Grant – Ralph Kline
2. Update on KYOVA Coordination Plan – Kevin Mischler, RLS
3. Potential Purchase of Service Contracts with new Transit Agency – Agency Representatives
4. Other Business

3/23/07

NAME

ORG.

E-MAIL

TEL. #

Paw & Mallett	LCBMRDD	pmollett@lawrencemrdd.org	532-7401
Chin Schneck	Law. CO. CAO		894-7569
Saleem Salameh	KYOVA	ssalameh@citynet.net	301-523-743
Nina R. Keller	Area Agency on Aging #7, Inc	nkeller@aaa7.org	800-582-72
Jewell Hackworth	WIA/WDRC	jewell@wdrc.net	740.532-311
Marilyn Grant Howard	Frontier Law CAO	mhoward@ilcao.org	532-9534
Nike Payne	CAO	mpayne82@MSN.COM	532-8638
Jody Sign	KYOVA	JSignor@citynet.net	523-7434
Ralph Kline		rkline@ilcao.org	CAO. 532-353
Donald E. Myers		MyersDoi@ODJFS.state.oh.us	HCOTFS 532-3324

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**COORDINATED PUBLIC TRANSPORTATION AND HUMAN SERVICES**  
**TRANSPORTATION MEETING**  
**APRIL 25, 2007**

**ATTENDANCE**

Bill Djubek – RLS  
Kevin Mischler – RLS  
Chris Sneider – Ironton County CAA  
Kathy Curry – Lincoln County Opportunity Council  
Rose Maradith – Wayne County Community Service (Wayne Express)  
Sister Brendan Conlon – Christian Health, Mingo County  
Ray Church - Wayne County Community Service (Wayne Express)  
Saleem Salameh - KYOVA  
Jody Sigmon – KYOVA  
Doug Rice - KYOVA  
Jessica Mullins – ODOT, District 9  
Nina Keller – AAA 7  
Paul Davis – TTA  
Vickie Shaffer – TTA  
Ruth Neusome – Christian Health, Mingo County  
Mike Payne – Director of Public Transportation Coordination for Lawrence County  
Ralph Cline – GLCCC  
Loritha Wilson

**INTRODUCTION**

Kevin Michler, RLS, opened the meeting by explaining that this meeting will give each agency represented an opportunity to discuss the services that they offer and to make arrangements to coordinate some of those services with each other. Kevin requested self introductions from those present and a short statement explaining why they would like to coordinate their services.

**DISCUSSION OF THE COORDINATED PUBLIC TRANSPORTATION AND HUMAN SERVICES TRANSPORTATION PLAN**

Kevin opened his discussion by stating that through this meeting he hopes to identify a means of coordination for the subject transportation services. He wants to review the recommendations in the draft plan and get thumbs up or thumbs down on its content. He would like to get comments on the recommendations within the next week. This plan is an ongoing process and will be implemented in the future.

## **PLAN BACKGROUND**

This plan is a requirement of SAFETEA-LU before an agency can receive section 5310, 5315 9 (JARC) and 5317 (New Freedom Initiative) funds. This legislation is rooted in legislation titled, "United We Ride". This is an initiative to improve coordination, to breakdown barriers between programs and set the stage for local partnerships. The United States Department of Transportation partners are the Department of Health and Human Services, the Department of Labor, and the Department of Education. Kevin defined coordination as a range of actions designed to achieve individual or multiple benefits. It doesn't have to be taking clients from one agency and putting them into the vehicles of another agency. It could be joint purchasing, joint training, or anything ancillary to the operation of transportation services. Coordination is the process through which representatives from different agencies work together to achieve a common goal. You can combine trips by placing the clients from one agency on vehicles from another agency making the situation more cost efficient and more cost affective. If you don't have to tie up a vehicle all day long at a hospital in Cincinnati, you can use that vehicle and resources to make other trips. This opens up capacity and allows you to increase the total number of trips. Coordination is the hardest thing to exercise control over for those new in the transit business. A good coordination program reduces all of this to a very simple and easily understood program. Through the elimination of duplicated services and filling up of vehicles saves cost over the long term.

## **OBSTACLES**

An agency must have sufficient vehicles to get the coordination process started. Personnel must have adequate managerial skills and must have someone to promote coordination. You must have sufficient funding to start the coordination process and to keep it going. You must have a lead agency to get a good coordination program going. That person representing that agency must exert leadership and go after available funding.

## **REVIEW OF DRAFT REPORT**

Kevin Michler briefly noted what the KYOVA/REGION II Coordinated Public Transportation and Human Services Transportation Plan draft contains. He explained the area that forms Region II Development Council and the area covered by the KYOVA Interstate Planning Commission. He asked those present to review the report, especially page 46, and note any modifications regarding their agencies so that the draft report can be corrected. He pointed out that a needs assessment is included in the report. A ten page survey was distributed earlier in plan preparation and the results of that survey is summarized in the report. The document identifies some unmet transportation needs that exist. This is the basis for the preparation of the transportation coordination strategies. Kevin said that this is where the focus needs to be to identify the potential FTA applicants.

Sister Brendan Conlon, Christian Health, Mingo County, requested some corrections to the information for her agency as shown in the report. She explained that they are not affiliated with the United Way Agency in Mingo County and they are not located in north central West Virginia. They do provide transportation services to their clients. The draft report specified otherwise. Kevin Mischler assured Sister Conlon that these corrections would be made.

## **TRANSPORTATION COORDINATION STRATEGIES**

The coordination strategies are divided into five groups; 1) Leadership, 2) Data Collection Planning, 3) Customer Service, 4) Funding, and 5) Transportation Services. Leadership Strategy #1 entails educating all transportation related agencies, government officials and the general public on the benefits of coordination transportation planning and coordinated transportation services. The draft report presents several activities on page 62 to accomplish this process. Leadership Strategy #2 involves the creation of a Coordinated Transportation Advisory Committee/Group for the region with representatives from government agencies, businesses, the disabled community, senior organizations, and public riders serving as members. This committee could also operate on a sub-regional level if needed. Vickie Shaffer, TTA, explained that you might want to start on a regional level and as the process develops subdivide into sub-regional groups if needed. Rose Meredith, Wayne County Community Service (Wayne Express), said that time spent in serving on advisory groups may be a problem for some of the agencies with regard to their intense schedules. They probably would not have a lot of time to spend on committees of this nature. Saleem Salameh, KYOVA, explained that some of the meetings could be held by utilizing conference calling. Paul Davis, TTA, wondered if we could meet after the scheduled meetings of Region II Planning and Development Council. It would be more appropriate to schedule Advisory Committee meetings to run along with Region II rather than KYOVA, since more counties covered by the plan attend the Region II meetings. Kevin Michler explained that one of the first issues for the Advisory Committee is insurance. This is always a problem but it can be overcome. There are many agencies that have had problems with insurance agencies regarding the switching of clients from one agencies vehicle to another agencies vehicle. However, many companies have had to switch companies to resolve the problem.

We need to designate a lead agency under Data Collection and Planning to continue with the coordination planning process and to lead the Coordinated Transportation Advisory Group. Vickie Shaffer, TTA said that the lead agency needs to be a neutral party.

One of the primary advantages of coordination is better utilization of the agency vehicles in transporting other clients and the regular passengers. A utilization chart is established which represents an inventory of all trips out there and the next step would be to set up an 800 number so that all agencies can be identified and located and all vehicles can be located as well. The person answering the 800 number can schedule trips or possibly make a referral to another agency. The person who takes the lead will be in contact with all of the agencies. A question arose regarding how would this service be funded? It will be funded with the FTA grant. Lawrence County has always had a FTA 5307

appropriation covering the Huntington/Ashland/Ironton urban area as part of their appropriation formula.

The plan needs to be updated on an annual basis to monitor the successful completion of the established strategies. Needed additions to the plan will continually arise due to the meetings etc. requiring this regularly scheduled monitoring schedule. The gathering of data on the successes and benefits of the coordination project will be reported to local and state officials and this will maintain government support.

## **CUSTOMER SERVICE**

The intent of this report goes to great lengths to estimate the number of seniors and the 65+ population in the area and to make sure that their needs are being met.

The idea of a central 800 number was again brought up for ride reservation, information, and referrals. This central number is more cost efficient and easier to use for Transit providers. Wayne X-Press stated that they have an 800 number in place and it has really made things easier for them. Dispatch Software was discussed and a lot of providers said that they had a hard time finding a good system to use in their rural areas. The problem they have had was that for most of these systems, maps of the whole area had to be completed before the system would work. In rural areas, it is hard for an accurate map to be completed. TTA informed everyone that with the help of KYOVA, they have just installed a system called Route Match. This system in the past three weeks has decreased the number of drivers needed and the number of driving hours required. Everyone was encouraged to research possible systems that would best benefit their area. The group spoke of standardized policies and procedures to ensure that the quality of service among all providers remained the same. Lastly, providers were told to make sure informative material (brochures, websites, etc.) remained available to the public.

A question was raised regarding transit coordination. An example was given that Wayne X-Press always crosses paths with Head Start. Rose Maradith, with Wayne X-Press, suggested that maybe one of either of these providers could pick up all people on a certain route while the other one would go to another area and pick up those passengers. The transit providers believed this would save a lot of money and decrease the manpower needed. A main concern was that the various funding source guidelines could create a problem, but transit providers were told that they would have to make sure that this coordination stayed within Federal and State regulations.

## **FUNDING**

The first topic discussed under funding was the sharing of trips. Transit providers need to find a better way to coordinate out-of-region and out-of-state trips. They need to provide more service with little additional funding. Transit providers were told to explore additional funding sources in order to increase the amount of service available in the region. They were given examples of sources and were told that a funding subcommittee could be created. A common data reporting system needs to be created to allow for an easier and more efficient way of communicating operational and financial statistics

among providers. Finally, the transit providers need to create a common billing system for trips, hours, miles, etc., if these are to be billed between agencies. Transit providers need to research the possibility of obtaining a computer system that allows this.

### **TRANSPORTATION SERVICES**

In the case that agencies need to share a driver, all hiring requirements and driver training should be standardized throughout the entire region. "Driver Pools" were discussed to the transit providers. This is when one driver will work for a transit provider for part of the day, then park that bus/van and work for another provider for the rest of the day. This would decrease the amount of trained, qualified drivers needed. The idea of students being trained to become a "certified" driver through a local technical school was discussed. Maintenance coordination was briefly discussed in order to cut down on different maintenance providers and costs. A centralized maintenance place needs to be organized. Providers were told that they need to adopt an "open door policy" because studies have shown that this creates cost efficiency. Transit providers need to provide more general public service in the more rural areas of the region. Lastly, the topic of joint procurement of items such as fuel was discussed.

### **MISC. DISCUSSION**

A brief discussion about gas prices and transportation occurred. It was mentioned that since gas was nearing \$3.00/gallon, the demand for public transportation had increase dramatically. Some of the transit providers also gave their opinion that as soon as prices decline, the need for public service will decrease as well.

### **THE MEETING WAS ADJOURNED**