



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

Agenda

MPO Citizens Advisory Committee Meeting
Morgantown Airport Conference Room
Morgantown Airport Administration Building
November 10, 2011
6:30 PM

1. Call To Order
2. Public Information
3. Approval of Minutes
4. Finance Report
5. Executive Directors Report
 - a) Status Report on LRTP/Comprehensive Plan effort
 - b) West Virginians For Better Transportation Conference
 - c) Draft MPO Committee Meeting Schedule
6. TIP Amendments-WVDOH
7. Grumbeins Island Study-Bill Austin
8. Coordinated Transportation Plan-Bill Austin
9. Draft MPO Budget-Bill Austin
10. Appointment of Committee's
 - a) Officer Nominating Committee
 - b) Executive Directors Review
11. Other Business
12. Meeting Adjournment



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Memorandum

Date: November 10, 2011
To: Policy Board Members
From: Bill Austin, AICP
Subject: November 17, 2011 Policy Board Agenda

Please find below a short description of the action items to be considered at the November 17, Policy Board Meeting to be held at Morgantown City Hall at 7:00 PM.

-TIP Amendments and Administrative Adjustments-WVDOH has requested that the MPO amend the TIP to include the following projects:

- 1) Federal Fiscal Year 2012 Project S331 68 00418 00
Resurface I-68 from Milepost 4.18 (Sabraton Interchange) for a distance of 3.02 miles to Pierpont Road Interchange Total Funds \$2,200,000 Federal NHS Funds \$1,670,000 Sponsor (WVDOH) Funds \$530,000

The Transportation Technical Advisory Committee and the Citizens Advisory Committee both unanimously recommended adoption of this amendment.

-Grumbeins Island Feasibility Study-The MPO and West Virginia University funded a study of the feasibility of creating a grade separated crossing or other alternatives to the existing configuration of the portion of University Avenue located within the WVU campus known as Grumbeins Island. The consultants' memorandum evaluating the alternative configurations for the area are included in your agenda packet. As may be seen in the report the estimated cost of lowering University Avenue and creating a pedestrian plaza connecting the two portions of the campus is \$10 million. It is staff's recommendation that the MPO seek corroboration of the cost of the alternative to lower University Avenue from the DOH Design group and if they concur with the costs. The Transportation Technical Advisory Committee and the Citizens Advisory Committee have reviewed this Study. The Citizens Advisory Committee questioned the need for the relocation of the some utilities in the option that would elevate the roadway. They were also concerned with the quality of the scanned images provided by the consultant. There was also a comment that the consultant should have examined the feasibility of closing University Avenue to vehicular traffic. The TTAC unanimously recommended that the Policy Board accept the report and request that the WVDOH Design group review the cost estimates from the Study. The CAC made the same recommendation with 5 members approving the recommendation, one abstention and one vote against the recommendation. The abstention was due to the quality of the images

provided and the vote against the recommendation was due to the lack of consideration for closing University Avenue.

-Coordinated Transportation Plan-RLS Associates has been preparing a coordinated Transportation Plan for the human service agency and public transportation agencies for our area. This plan will enable these agencies to receive Transportation for Elderly and Persons with Disabilities Funding (FTA Section 5310), Job Access and Reverse Commute Funding (FTA Section 5316), and New Freedom Program Funding (FTA Section 5317). The Study includes an inventory of agencies providing eligible transportation services in the area as well as an overview of the area's demographic makeup. The Study also includes a summary of the gap between the demand for services and the actual services currently being provided. The Study recommends the following goals to fill the gap between the services currently being provided and the need for transportation services currently being provided:

- 1) Create a standing coalition of agencies providing this type of transportation services with regular standing meetings, officers and bylaws
- 2) Maintain the current level of services
- 3) Self Sufficiency-Identify a person or people to:
 - a) Maintain a database of ongoing services that can be coordinated
 - b) Prepare grants for new and existing service
 - c) Promote transit friendly development
- 4) Enhance Mobility
 - a) Install shelters and other amenities as appropriate
 - b) Expand hours of operations
 - c) Create joint support services
 - 1) Joint purchasing to achieve economies of scale
 - 2) Joint vehicle maintenance as appropriate
 - 3) Possibly hire a mobility manager to coordinate services
- 5) Work to create policies for coordinated transportation with WVDOT, State, Local and Federal Officials.
- 6) Create a driver training class for all participating agencies
- 7) Hire a mobility manager to implement the activities above the Mobility Managers duties include:
 - a) Staff to the Coalition as the lead agency
 - b) Ride matching coordinator for shared trips between participating agencies as allowed by statute
 - c) Act as central call center for ridesharing

The entire plan is provided as part of the agenda packet for your information. The TTAC and the CAC both unanimously recommended approval of the Plan.

-Draft FY 2013 MPO Budget-Please find below a draft budget for the upcoming fiscal year. The budget includes the following items:

-Completion of the Long Range Transportation Plan Update-\$155,100 (Not including staff time)

-Completion of the contracted Mountain Line Travel Time Study-\$5,000

-Traffic Count Data Collection and Analysis-\$12,000 (Approximately \$5,000 for data collection the remainder staff time.)

-GIS Efforts-\$10,000 (Primarily staff time)

-TDM/Vanpool Program-\$16,000 (Primarily staff time)

-Contracted support for legal affairs as needed and bookkeeping-\$5,000

-Administrative Costs (Insurance, Rent, Software, Telephones, Advertising)-\$26,250

-Staff support for MPO Operations and Planning efforts including the LRTP Update, TIP preparation and amendments, UPWP preparation and support to the Bicycle and Pedestrian community, staff training, etc. \$126,543.

The total draft budget presented to the Policy Board and the MPO's Committee is approximately \$13,000 less than the FY 2011-2012 budget. This is budget is less because there is no proposed purchase of GIS software in the budget. It does include a proposed 2% cost of living allowance for the Assistant to the Director. Any changes to the Directors salary are at the discretion of the MPO Policy Board.

The Citizens Advisory Committee requested that the Work Program include two pilot projects for collecting pedestrian data and that the MPO look at buying equipment capable of performing counts of cyclists. MPO Staff anticipates including these requests in the budget for consideration by the Policy Board at the January meeting. MPO Staff also respectfully requests direction from the Policy Board on projects the Board would like to see in the Work Program by December 15th, so we may prepare a budget for adoption at the January Policy Board Meeting.

A breakdown of the initial budget follows on the next page:

**DRAFT 2012-13 Budget Line Item Fixed
Operating Expenses**

Category	Consolidated Federal Planning Funds	WVDOT	City/County/MPO	Total Cost Allocation
Salaries				
Director	\$ 59,440.00	\$ 7,430.00	\$ 7,430.00	\$ 74,300
Asst. to Director	\$ 31,497.60	\$ 3,937.20	\$ 3,937.20	\$ 39,372
Benefits	\$ 31,096.80	\$ 3,887.10	\$ 3,887.10	\$ 38,871
Contracted/Capital Expenses				
Contracted Services	\$ 8,000.00	\$ 1,000.00	\$ 1,000.00	\$ 10,000
Consulting Services	\$ 132,080.00	\$ 16,510.00	\$ 16,510.00	\$ 165,100
Computer Equipment	\$ 600.00	\$ 75.00	\$ 75.00	\$ 750
Software	\$ 800.00	\$ 100.00	\$ 100.00	\$ 1,000
Public Notices/Publishing	\$ 1,600.00	\$ 200.00	\$ 200.00	\$ 2,000
Overhead				
Travel & Training	\$ 6,400.00	\$ 800.00	\$ 800.00	\$ 8,000
Office Rent	\$ 6,400.00	\$ 800.00	\$ 800.00	\$ 8,000
Utilities (phone, internet, web site)	\$ 4,400.00	\$ 550.00	\$ 550.00	\$ 5,500
Copier lease, supplies, postage	\$ 800.00	\$ 100.00	\$ 100.00	\$ 1,000
Fuel/Maintenance	\$ -	\$ -	\$ -	\$ -
Total	\$ 283,114.40	\$ 35,389.30	\$ 35,389.30	\$ 353,893

Draft 2012 MPO Committee Meeting Schedule

MPO Policy Board

Thursday, January 19, 2012

Thursday, March 15, 2012

Thursday, May 17, 2012

Thursday, June 21, 2012

Thursday, August 16, 2012

Thursday, October 18, 2012

Thursday, November 15, 2012

Technical Advisory Committee

Tuesday, January 10, 2012

Tuesday, March 06, 2012

Wednesday, May 09, 2012

Tuesday, June 12, 2012

Tuesday, August 07, 2012

Tuesday, October 09, 2012

Wednesday, November 07, 2012

Citizens Advisory Committee

Thursday, January 12, 2012

Thursday, March 08, 2012

Thursday, May 10, 2012

Thursday, June 14, 2012

Thursday, August 09, 2012

Thursday, October 11, 2012

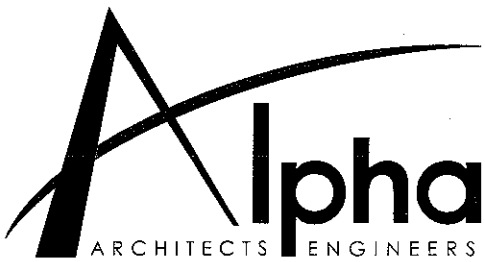
Thursday, November 08, 2012

Policy Advisory Committee

Tuesday, February 21, 2012

Tuesday, August 14, 2012

Tuesday, October 16, 2012



WEST VIRGINIA UNIVERSITY
MONONGALIA COUNTY, WEST VIRGINIA

FEASIBILITY STUDY
FOR
GRUMBEIN'S ISLAND

A.A.I. PROJECT NO. 1006077.00

OCTOBER, 2011

PREPARED FOR:

WEST VIRGINIA UNIVERSITY
Morgantown, West Virginia 26506

And

MORGANTOWN MONONGALIA
METROPOLITAN PLANNING ORGANIZATION
82 Hart Field Road
Suite 105
Morgantown, WV 26505

Charles B. Branch, PE WV #15056

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Project Description

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**Grumbein's Island Feasibility Study
Steering Committee Members:**

West Virginia University:	Bob Merow Hugh Kierig
Morgantown Monongalia MPO:	Bill Austin
West Virginia Department of Highways:	Perry Keller Bryan Radabaugh Alanna Slack Rhonda Banks
City of Morgantown:	Terry Hough Don Spencer Damien Davis
Morgantown Pedestrian Safety Board:	Christiaan Abildso
WVU Student Government:	Nelson France
Alpha Associates, Incorporated:	Rick Colebank Chuck Branch Steve Buchanan Charlie Luttrell

Introduction

Grumbein's Island and the pedestrian crossing in front of the Mountainlair Plaza has long been a safety concern and congestion problem for University Avenue and the downtown campus. Heavy pedestrian volumes conflict with vehicular traffic to produce an unsafe, troublesome situation in the center of West Virginia University's downtown campus.

Grumbein's Island originally took shape in 1934, when the University saw the area as a traffic hazard and a concern for pedestrian safety. The island concept was proposed by John B. Grumbein during the Turner administration. Professor Grumbein was the department head of Steam, Gas and Experimental Engineering in 1929, and Superintendent of Building and Grounds from 1932 to 1945.

West Virginia University has asked Alpha Associates to study the situation and provide a feasibility study for potential solutions. As part of the process, Alpha has surveyed the site, provided alternative solutions and associated cost estimates.

Project Description

To facilitate the study, a steering committee was assembled which included: WVU Planning, WVU Parking, WVU Student Government, Alpha, The West Virginia Department of Transportation, The City of Morgantown, Morgantown MPO, Morgantown Pedestrian Board and the Morgantown Traffic Commission. The committee met to discuss and provide input to the feasibility study. As a result, the committee developed a Grumbein's Island Feasibility Study Problem Statement:

The Grumbein's Island Feasibility Study Steering Committee seeks to create an alternative configuration for the study corridor that improves the safety and security of users while minimizing the delay for all modes of transportation using the corridor. This should be accomplished by minimizing vehicular and pedestrian conflicts while creating the most desirable path for pedestrians to access their destination. The proposed configuration should be fiscally feasible and it should enhance the sustainability and utility of the corridor to the university community and the community at large.

To manage the project, Alpha broke the project into five general tasks:

1. Survey/Existing Information Collection
2. Pedestrian/Traffic Data Collection
3. Identification of Potential Solutions
4. Analyzing Potential Solutions
5. Renderings

Survey/Existing Information Collection:

To collect the survey data, Alpha had the area mapped using aerial photography. From the flight data, a contour and topographic map was assembled to use as a base. In addition to the aerial mapping, Alpha performed additional ground surveys and utility investigations to determine finer details and utility locations.

For the utilities, Alpha collected data from West Virginia University, and the local utility providers to determine approximate locations. In addition, Alpha employed an independent utility locating firm to identify the exact location of existing subsurface utilities in the project area. These locations were marked on the ground then transferred to the base mapping by Alpha's surveyors. Alpha's surveyors also obtained exact elevation information at all tie-in locations, the finish floor elevation of surrounding buildings, and any other critical areas within the project limits.

The final base mapping information is provided in the appendix of this report.

Pedestrian/Traffic Data Collection:

To evaluate the pedestrian/vehicular interactions, it was necessary to accurately count the vehicles and pedestrians using the crossing. To do this, Alpha chose a representative day to tally the number of vehicles and the number of pedestrians passing through Grumbein's Island. The representative day chosen was Wednesday, March 2, 2011. It was a cool, clear

morning that turned unseasonably warm in the afternoon; a perfect day to maximize the number of pedestrians and vehicles.

Alpha chose to evaluate the vehicular counts at three locations; the intersection of University Avenue and Prospect Street; the intersection of University Avenue and College Avenue; and vehicles passing through Grumbein's Island. Pedestrian counts were done for people moving from E. Moore Hall toward the Mountainlair and people moving from the Mountainlair toward E. Moore Hall. Traffic volumes at the two intersections studied were counted in 15 minute intervals from 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. Vehicles and pedestrians were counted at Grumbein's Island in 15 minute intervals from 10:00 am to 4:00 pm. This data is presented in the Results section of this report.

In addition to the pedestrian and vehicular counts, Alpha conducted origin/destination interviews with pedestrians and conducted traffic delay timings through the project area. These results are presented in the Results section of this report.

Identification of Potential Solutions

Once the information gathering was complete, Alpha began the work of identifying potential solutions. Several solutions were explored, each having pros and cons. It became apparent that it was necessary to separate pedestrian and vehicular traffic using a grade separation. Several options were investigated which lowered University Avenue, taking it below the plaza level. This configuration made it difficult to maintain the connection with College Avenue and the Service Road to Martin Hall. This solution was investigated in Alternatives 1 through 5. Alternative 6 explored the possibility of raising University Avenue above the level of the plaza and provided a walkway under the road to cross from the Mountainlair to E. Moore Hall. The final option explored, Alternative 7, was a "no build" option. Each of these options are presented and detailed later in this report.

Analyzing Potential Solutions

Each of the alternatives was analyzed, looking closely at pedestrian and vehicular safety, constructability, cost, and aesthetics to evaluate the overall potential of each possible solution. Once all the alternatives were analyzed and explored, two preferences became clear. Alternative 1 lowered University Avenue and extended the Mountainlair Plaza over the road. Alternative 6 raised University Avenue over the plaza. The pedestrian plaza would cross under University in a tunnel structure. Each of these two options was developed in more detail, and will be presented later in this report.

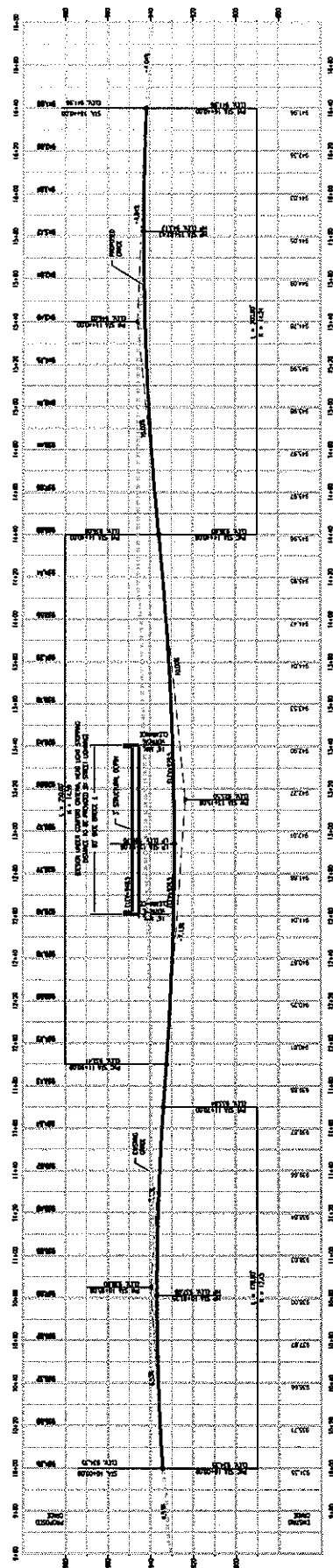
Renderings

After the two preferred options were selected, Alpha produced detailed, color renderings. The renderings are included in this report.

Evaluation Options

Alternative 1

Alternative 1 proposes to extend the threshold elevation of the Mountainlair across the plaza and lower University Avenue below the level of the new plaza. Vehicular traffic would remain below the plaza level and no pedestrian interaction would occur. The University Avenue relocation extends approximately 640 feet, beginning just north of Prospect Street and ending just before the service drive to Oglebay Hall. Because University is lowered, the connection to College Avenue and the service drive to Martin Hall is made steeper. The College Avenue connection is approximately 12% and the Martin Hall service drive is about 10%. Included in this alternative are stair and elevator towers to move pedestrians from the University Avenue drop-off areas below, to the Mountainlair plaza. A profile for University Avenue and a site plan for this option is included below.



SCALES

WEST VIRGINIA UNIVERSITY GRUBBINS ISLAND
ALTERNATIVE 1 PROFILE



Alternative 2

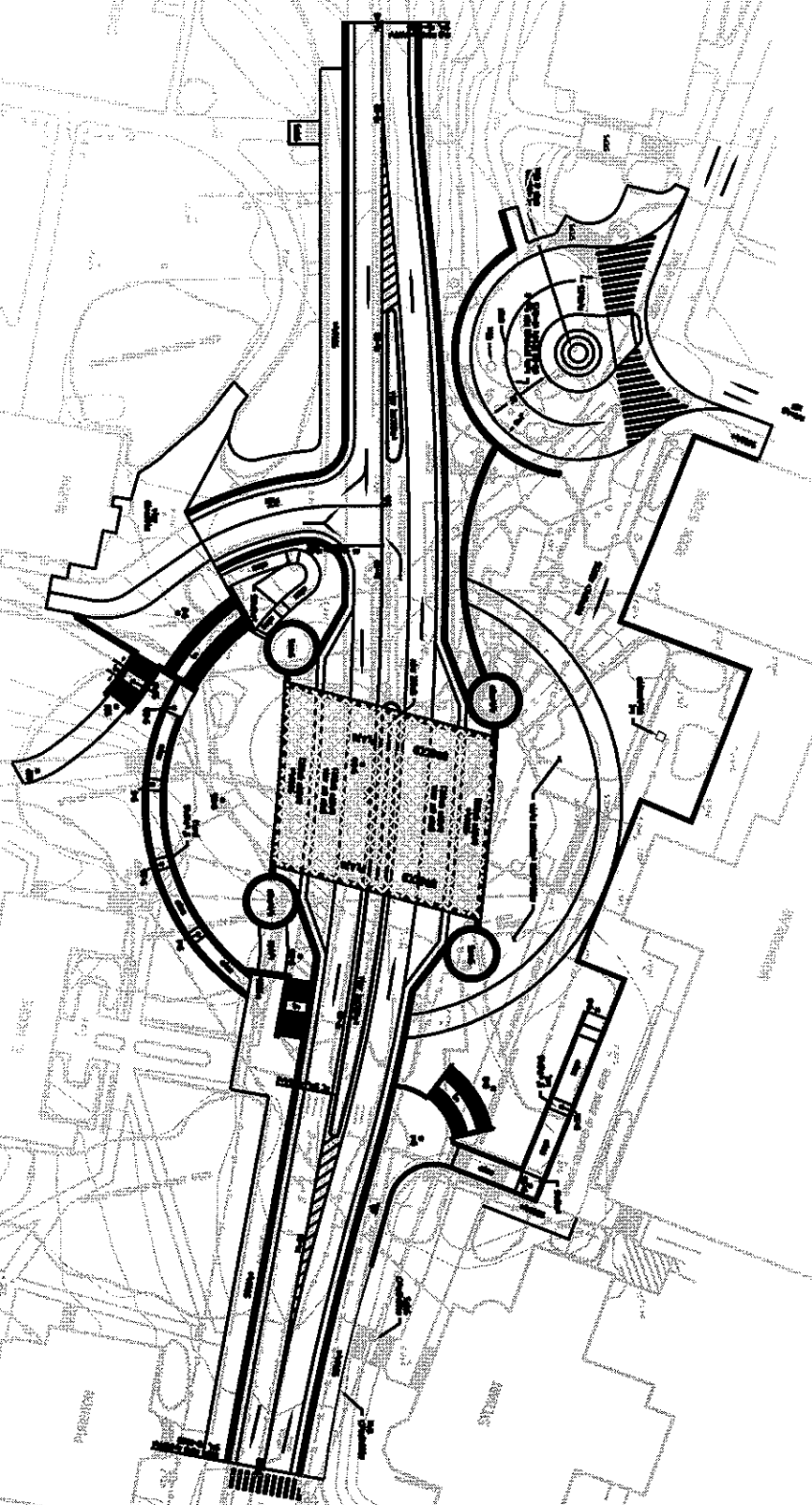
Alternative 2 provides a very similar solution as Alternative 1. The main difference is the connection between University Avenue and College Avenue. In Alternative 2 College Avenue is disconnected from University and a cul-de-sac is used to terminate College Avenue. A site plan of this option is included below.



8/20/2018
10:30 AM

LINE NUMBER	LINE TYPE	LINE COLOR	LINE WEIGHT
1	PROPERTY	RED	2
2	ROAD	GREEN	2
3	UTILITY	BLUE	2
4	CONSTRUCTION	YELLOW	2
5	EXISTING	BLACK	2
6	PROPOSED	BLACK	4

1" = 500'



WEST VIRGINIA UNIVERSITY GRUBBE'S ISLAND
ALTERNATIVE 2 CONCEPTUAL PLAN

NO.	DATE	DESCRIPTION	BY	CHK

SCALE: 0' = 1" (AS SHOWN)

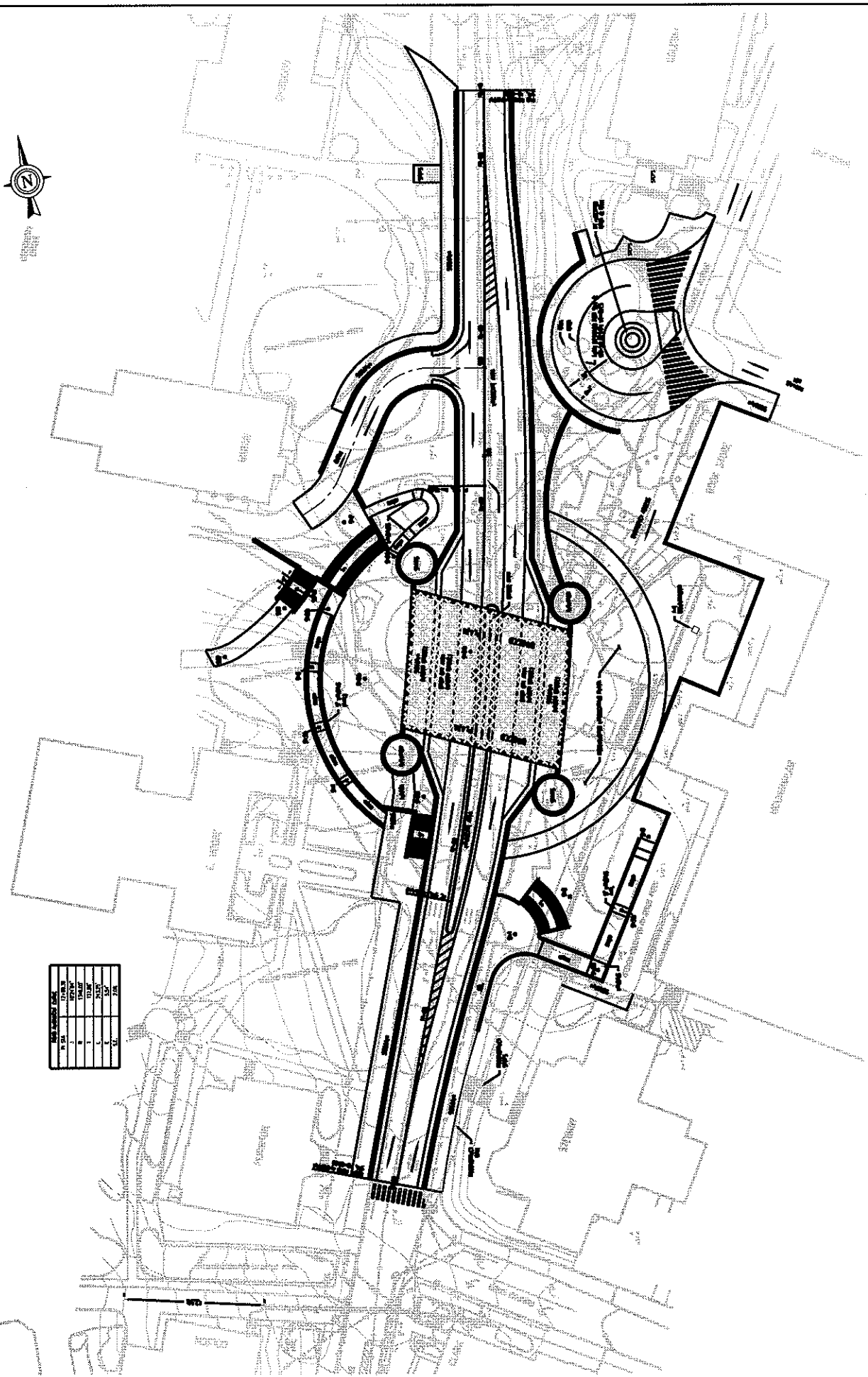
ALPHA
ARCHITECTURAL FIRM
1000 UNIVERSITY AVENUE, SUITE 200
MORGANTOWN, WV 26506
TEL: 304.293.8718
WWW.ALPHAARCHITECTS.COM

Alternative 3

Alternative 3 is similar to Alternative 2, with the only difference being the connection of the service drive from Martin Hall to University Avenue. In Alternative 3, the Martin Hall service drive/University Avenue intersection is moved north to lessen the slope into the service drive. In this option, the slope on the Martin Hall service drive is approximately 6.0%. A site plan of this option is included below.



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	12/15/10
2	ISSUED FOR PERMITS	12/15/10
3	ISSUED FOR PERMITS	12/15/10
4	ISSUED FOR PERMITS	12/15/10
5	ISSUED FOR PERMITS	12/15/10
6	ISSUED FOR PERMITS	12/15/10
7	ISSUED FOR PERMITS	12/15/10
8	ISSUED FOR PERMITS	12/15/10
9	ISSUED FOR PERMITS	12/15/10
10	ISSUED FOR PERMITS	12/15/10



NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	12/15/10
2	ISSUED FOR PERMITS	12/15/10
3	ISSUED FOR PERMITS	12/15/10
4	ISSUED FOR PERMITS	12/15/10
5	ISSUED FOR PERMITS	12/15/10
6	ISSUED FOR PERMITS	12/15/10
7	ISSUED FOR PERMITS	12/15/10
8	ISSUED FOR PERMITS	12/15/10
9	ISSUED FOR PERMITS	12/15/10
10	ISSUED FOR PERMITS	12/15/10

SCALE: 0' 10' 20'

WEST VIRGINIA UNIVERSITY GRUBBENS ISLAND
ALTERNATIVE 3 CONCEPTUAL PLAN

ALPHA
ARCHITECTURAL ARCHITECTS
1000 MARKET STREET, SUITE 100
CHARLOTTE, NC 28202
TEL: 704.375.4211
FAX: 704.375.4212

Alternative 4

Alternative 4 is very similar to Alternatives 1, 2, and 3, except College Avenue is now a flyover which spans University Avenue and loops around in front of Martin and Chitwood Halls and ties back into University on the west side of the road. This option lessens all of the slopes on College Avenue, but would be costly and take up a great deal of open space on the campus. A site plan of this option is included below.

Alternative 5

Alternative 5 is very similar to Alternative 2. University Avenue is lowered below the plaza and College Avenue is terminated in a cul-de-sac. The significant difference is the elevation of the plaza. In Alternative 5, the stairs leading up to the Mountainlair are maintained and the plaza elevation is approximately 6' lower than the previous alternatives. This maintains the approximate existing elevation of the plaza and extends the relocation length of University Avenue. A site plan and profile of this option is included below.

Alternative 6

Alternative 6 is the single solution that elevates University Avenue above the level of the plaza, and provides a tunnel structure for pedestrians below University Avenue. The limits of the University Avenue relocation are approximately the same as Alternatives 1 through 4, tying back in north of Prospect Street and south of the Oglebay Hall service drive. A profile of University Avenue and site plan of this option is included below.

Alternative 7

Alternative 7 is not a structural solution, but calls for closing University Avenue to vehicular traffic in front of the Mountainlair. Traffic would be rerouted around the area on Prospect Street and Maiden Lane. A map of this option is included below.

Results and Conclusions

Information regarding the pedestrian and vehicular volumes obtained by Alpha during the information gathering phase is presented below with the following observations:

Traffic Counts at Two Intersections:

- The intersections of Prospect Street/University Avenue and College Avenue/University Avenue are highly utilized, especially in the AM and PM peak hours.
- The AM peak hour along University Avenue at Prospect Street was from 7:15 to 8:15 with a combined north/south volume of 887 vehicles.
- The PM peak hour along University Avenue at Prospect Street was from 4:45 to 5:45 with a combined north/south volume of 924 vehicles.
- The AM peak hour along University Avenue at College Avenue was from 7:00 to 8:00 with a combined north/south volume of 936 vehicles.
- The PM peak hour along University Avenue at College Avenue was from 4:45 to 5:45 with a combined north/south volume of 1335 vehicles.

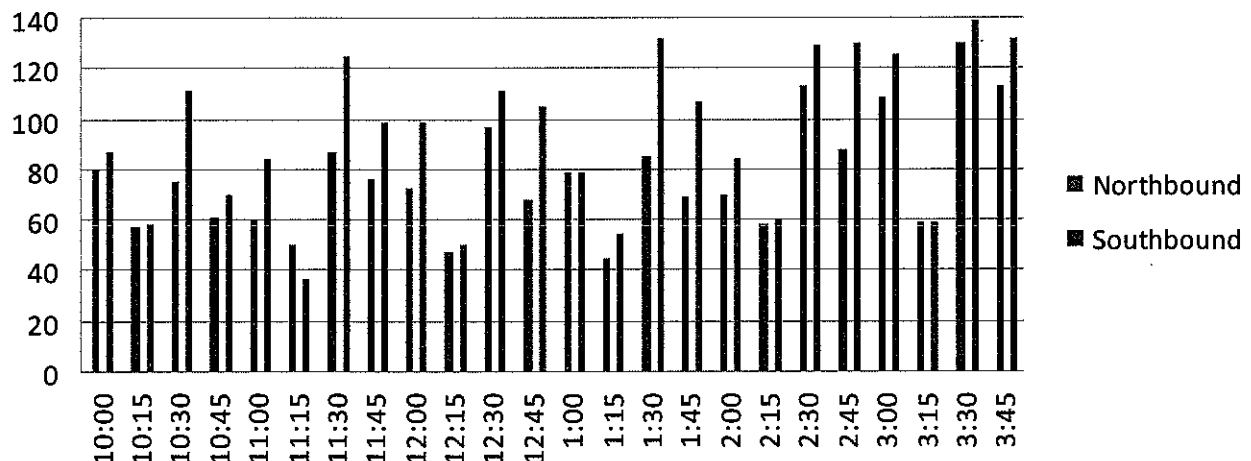
Pedestrian Vehicle Counts at Grumbein's Island:

- Pedestrian volume crossing Grumbein's Island peaked at twenty minutes after the hour, each hour counts were taken.
- During the spikes in the pedestrian counts, the average delays to vehicles were as follows:

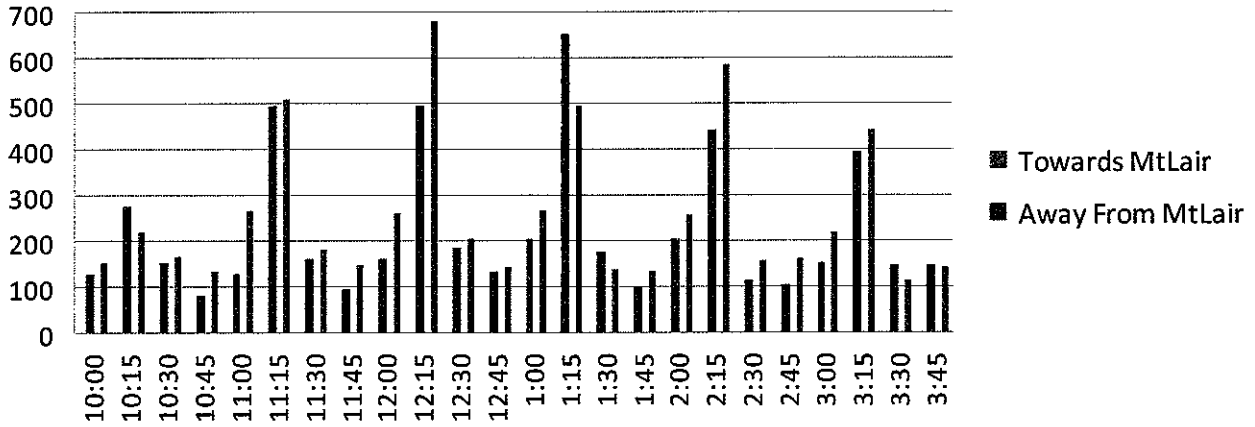
10 AM	131 seconds
11 AM	119 seconds
Noon	128 seconds
1 PM	214 seconds
2 PM	180 seconds
3 PM	178 seconds

- The single longest delay was 491 seconds (8 minutes) at 3:25 PM. One pedestrian/vehicle "collision" was observed without incident or even acknowledgement.

Vehicles at Grumbein's Island



Pedestrians Crossing at Grumbein's Island



Origin/Destination Interviews

Alpha also performed Origin/Destination interviews with pedestrians using the plaza and Grumbein's Island. 428 interviews were performed the day of the survey. Of the interviews conducted, 61 pedestrians indicated that the Mountainlair was their origin and 94 people indicated that the Mountainlair was their destination. A relatively small number of pedestrians indicated that the PRT was their origin. Most PRT users went directly from the PRT to classes in buildings west of University Avenue then, afterwards, went from those buildings to the Mountainlair or other destinations on the east side of University Avenue. It was also observed that many pedestrians made numerous crossings throughout the study period.

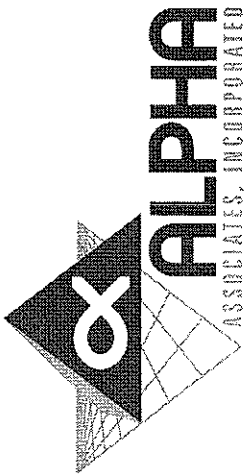
Estimates

The Steering Committee agreed to move forward with two of the Alternatives; Alternative 1 and Alternative 6. Alternative 1 lowered University Avenue and extended the Mountainlair Plaza over the road. Alternative 6 raised University Avenue over the plaza. The pedestrian plaza would cross under University in a tunnel structure. Each of these two options was explored further and costs were applied.

Cost Summary:

Alternative 1	\$ 10,408,653
Alternative 6	\$ 9,534,485

The cost of construction included all work associated with the relocation of University Avenue and College Avenue, utility relocations and all necessary construction associated with the project. Full cost breakdowns are attached.

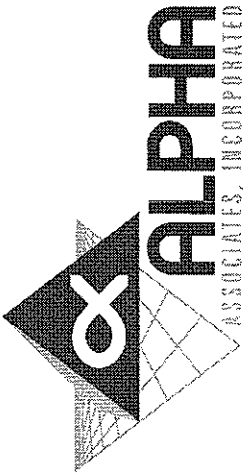


WEST VIRGINIA UNIVERSITY
MORGANTOWN, WEST VIRGINIA
GRUMBEIN'S ISLAND FEASIBILITY STUDY
AAI PROJECT NO. 1006077.00
PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COSTS
ALTERNATE 1

4/20/2011

PREPARED BY: CHUCK BRANCH

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
GENERAL REQUIREMENTS					
1	GENERAL REQUIREMENTS	1	LS	\$ 452,150.25	\$ 452,150.25
				SUBTOTAL	\$ 452,150.25
UTILITIES					
2	12" WATER LINE RELOCATION	1200	LF	\$ 120.00	\$ 144,000.00
3	SANITARY SEWER LINE RELOCATION	1600	LF	\$ 70.00	\$ 112,000.00
4	NATURAL GAS LINE RELOCATION	1400	LF	\$ 48.00	\$ 67,200.00
5	FIBER OPTIC LINE RELOCATION	800	LF	\$ 65.00	\$ 52,000.00
6	ELECTRIC LINE RELOCATION	1000	LF	\$ 60.00	\$ 60,000.00
7	TELECOMMUNICATION LINE RELOCATION	650	LF	\$ 42.00	\$ 27,300.00
8	STEAM LINE RELOCATION	600	LF	\$ 240.00	\$ 144,000.00
				SUBTOTAL	\$ 606,500.00
SITE WORK					
4	FINE GRADING	12000	SY	\$ 4.00	\$ 48,000.00
5	UNCLASSIFIED EXCAVATION	7500	CY	\$ 15.00	\$ 112,500.00
6	ASPHALT WEARING COURSE	293	TON	\$ 110.00	\$ 32,230.00
7	ASPHALT BASE COURSE	878	TON	\$ 110.00	\$ 96,580.00
8	AGGREGATE BASE COURSE	600	CY	\$ 60.00	\$ 36,000.00
9	FABRIC FOR SEPARATION	3600	SY	\$ 1.50	\$ 5,400.00
10	CONCRETE SIDEWALK	43700	SF	\$ 6.00	\$ 262,200.00
11	EXTERIOR CONCRETE STAIR	1400	LFRISER	\$ 60.00	\$ 84,000.00
11	PATTERNED CONCRETE SIDEWALK	2750	SF	\$ 12.50	\$ 34,375.00
12	CONCRETE RAMP	555	SF	\$ 8.50	\$ 4,717.50
13	ROADWAY RETAINING WALL	17000	SF	\$ 90.00	\$ 1,530,000.00
14	SIDEWALK RETAINING WALL	2800	SF	\$ 75.00	\$ 210,000.00
15	HANDRAIL	480	LF	\$ 225.00	\$ 108,000.00
16	FALL PROTECTION RAILING	2145	LF	\$ 300.00	\$ 643,500.00
17	RECONSTRUCT EXISTING STONE WALL	600	SF	\$ 350.00	\$ 210,000.00
18	8" W/DOH TYPE I CONCRETE CURB	2100	LF	\$ 40.00	\$ 84,000.00

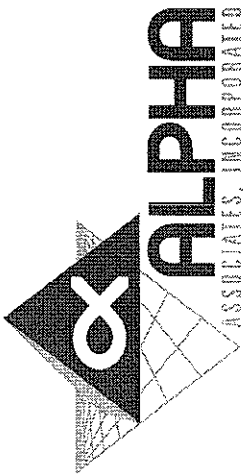


WEST VIRGINIA UNIVERSITY
MORGANTOWN, WEST VIRGINIA
GRUMBEIN'S ISLAND FEASIBILITY STUDY
AAI PROJECT NO. 1006077.00
PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COSTS
ALTERNATE 1

4/20/2011

PREPARED BY: CHUCK BRANCH

ITEM No.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
19	SIDEWALK BED COURSE MATERIAL	1200	CY	\$ 75.00	\$ 90,000.00
20	TRAFFIC SIGNAGE	1	LS	\$ 15,000.00	\$ 15,000.00
21	MAINTENANCE OF TRAFFIC ALLOWANCE	1	LS	\$ 100,000.00	\$ 100,000.00
22	STORM DRAINAGE	1	LS	\$ 250,000.00	\$ 250,000.00
23	SEDIMENT AND EROSION CONTROL ALLOWANCE	1	LS	\$ 50,000.00	\$ 50,000.00
24	SEED AND MULCH	1	LS	\$ 15,000.00	\$ 15,000.00
25	LANDSCAPE ALLOWANCE	1	LS	\$ 500,000.00	\$ 500,000.00
				SUBTOTAL	\$ 4,521,502.50
BUILDING COMPONENTS					
26	STAIR TOWER	2	LS	\$ 250,000.00	\$ 500,000.00
27	ELEVATOR TOWER	2	LS	\$ 350,000.00	\$ 700,000.00
28	BRIDGED PLAZA STRUCTURE	1	LS	\$ 474,600.00	\$ 474,600.00
29	BRIDGED PLAZA DECK	1	LS	\$ 180,000.00	\$ 180,000.00
				SUBTOTAL	\$ 1,854,600.00
	SIDEWALK CONSTRUCTION			\$	7,434,752.75
	CONTINGENCY, 15%			\$	1,115,212.91
	PROFIT, 10%			\$	743,475.28
	OVERHEAD, 15%			\$	1,115,212.91
	SIDEWALK CONSTRUCTION TOTAL			\$	10,408,653.85

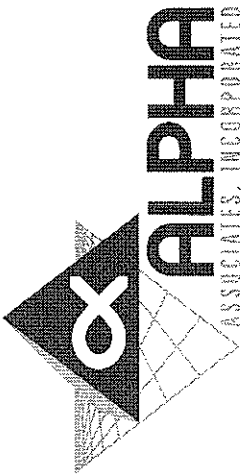


WEST VIRGINIA UNIVERSITY
MORGANTOWN, WEST VIRGINIA
GRUMBEIN'S ISLAND FEASIBILITY STUDY
AAI PROJECT NO. 1006077.00
PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COSTS
ALTERNATE 6

4/20/2011

PREPARED BY: CHUCK BRANCH

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
GENERAL REQUIREMENTS					
1	GENERAL REQUIREMENTS	1	LS	\$ 346,258.80	\$ 346,258.80
				SUBTOTAL	\$ 346,258.80
UTILITIES					
2	12" WATER LINE RELOCATION	1200	LF	\$ 120.00	\$ 144,000.00
3	SANITARY SEWER LINE RELOCATION	1600	LF	\$ 70.00	\$ 112,000.00
4	NATURAL GAS LINE RELOCATION	1400	LF	\$ 48.00	\$ 67,200.00
5	FIBER OPTIC LINE RELOCATION	800	LF	\$ 65.00	\$ 52,000.00
6	ELECTRIC LINE RELOCATION	1000	LF	\$ 60.00	\$ 60,000.00
7	TELECOMMUNICATION LINE RELOCATION	650	LF	\$ 42.00	\$ 27,300.00
8	STEAM LINE RELOCATION	600	LF	\$ 240.00	\$ 144,000.00
				SUBTOTAL	\$ 606,500.00
SITE WORK					
4	FINE GRADING	12000	SY	\$ 4.00	\$ 48,000.00
5	UNCLASSIFIED EMBANKMENT	6000	CY	\$ 20.00	\$ 120,000.00
6	ASPHALT WEARING COURSE	293	TON	\$ 110.00	\$ 32,230.00
7	ASPHALT BASE COURSE	878	TON	\$ 110.00	\$ 96,580.00
8	AGGREGATE BASE COURSE	600	CY	\$ 60.00	\$ 36,000.00
9	FABRIC FOR SEPARATION	3600	SY	\$ 1.50	\$ 5,400.00
10	CONCRETE SIDEWALK	48313	SF	\$ 6.00	\$ 289,878.00
11	EXTERIOR CONCRETE STAIR	550	LFRISER	\$ 60.00	\$ 33,000.00
12	ROADWAY RETAINING WALL	14000	SF	\$ 90.00	\$ 1,260,000.00
13	SIDEWALK RETAINING WALL	600	SF	\$ 75.00	\$ 45,000.00
14	HANDRAIL	200	LF	\$ 225.00	\$ 45,000.00
15	FALL PROTECTION RAILING	2145	LF	\$ 300.00	\$ 643,500.00
16	RECONSTRUCT EXISTING STONE WALL	600	SF	\$ 350.00	\$ 210,000.00
17	8" W/DOH TYPE I CONCRETE CURB	2100	LF	\$ 40.00	\$ 84,000.00
18	SIDEWALK BED COURSE MATERIAL	1120	CY	\$ 75.00	\$ 84,000.00
19	TRAFFIC SIGNAGE	1	LS	\$ 15,000.00	\$ 15,000.00



WEST VIRGINIA UNIVERSITY
 MORGANTOWN, WEST VIRGINIA
 GRUMBEIN'S ISLAND FEASIBILITY STUDY
 AAI PROJECT NO. 1006077.00
 PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COSTS
ALTERNATE 6

4/20/2011

PREPARED BY: CHUCK BRANCH

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL COST
20	MAINTENANCE OF TRAFFIC ALLOWANCE	1	LS	\$ 100,000.00	\$ 100,000.00
21	STORM DRAINAGE	1	LS	\$ 250,000.00	\$ 250,000.00
22	SEDIMENT AND EROSION CONTROL ALLOWANCE	1	LS	\$ 50,000.00	\$ 50,000.00
23	SEED AND MULCH	1	LS	\$ 15,000.00	\$ 15,000.00
24	LANDSCAPE ALLOWANCE	1	LS	\$ 500,000.00	\$ 500,000.00
	BUILDING COMPONENTS			SUBTOTAL	\$ 3,962,588.00
25	STAIR TOWER	2	LS	\$ 200,000.00	\$ 400,000.00
26	ELEVATOR TOWER	2	LS	\$ 300,000.00	\$ 600,000.00
27	PRECAST CONCRETE TUNNEL STRUCTURE	1	LS	\$ 895,000.00	\$ 895,000.00
				SUBTOTAL	\$ 1,895,000.00

SIDEWALK CONSTRUCTION	\$ 6,810,346.80
CONTINGENCY, 15%	\$ 1,021,552.02
PROFIT, 10%	\$ 681,034.68
OVERHEAD, 15%	\$ 1,021,552.02
SIDEWALK CONSTRUCTION TOTAL	\$ 9,534,485.52

Morgantown - Mon County Trans. Planning Org.
Balance Sheet Detail
 As of October 31, 2011

12:56 PM
 11/07/2011
 Accrual Basis

Centra-Checking (voucher checks)

Type	Date	Name	Memo	Clr	Split	Amount	Balance
							36,916.77
Deposit	10/03/2011	Monongalia County	Deposit	c	PL Funds Match (Local Match fo	18,300.00	55,216.77
Payment	10/03/2011	PL Funds Reimbursement		c	Accounts Receivable	14,316.90	69,533.67
Check	10/14/2011	American Planning Association		c	Dues and Subscriptions (Dues ar	-441.00	69,092.67
Check	10/14/2011	Danielle Williams		c	Travel (Travel)	-32.67	69,060.00
Check	10/14/2011	Digital Connections		c	Telephone (Telephone)	-149.31	68,910.69
Check	10/14/2011	Donna J. Kisner		c	Contract Labor (Contract Labor)	-240.00	68,670.69
Check	10/14/2011	Fianerty, Sensabaugh, Bonasso		c	Legal Fees (Legal Fees)	-573.75	68,096.94
Check	10/14/2011	J. William B. Austin		c	Travel (Travel)	-160.00	67,936.94
Check	10/14/2011	Literati Information Technology, LLC			Web Hosting	-37.10	67,899.84
Check	10/14/2011	WVNET			Web Hosting	-35.95	67,863.89
Check	10/14/2011	Fringe Benefits Management Company			Employee Health Insurance and	-421.94	67,441.95
Check	10/14/2011	Service Plus		c	Accounting (Accounting Fees)	-104.84	67,337.11
Check	10/14/2011	ICMA. Retirement Corp			Retirement Account	-1,069.80	66,267.31
Check	10/14/2011	Internal Revenue Service	Withholdings for JWBA and DW Electronic Transfer	c	Salaries	-1,027.39	65,239.92
Check	10/14/2011	J. William B. Austin	Electronic Transfer	c	Salaries	-2,051.99	63,187.93
Check	10/14/2011	Danielle Williams	Electronic Transfer	c	Salaries	-1,034.22	62,153.71
Payment	10/20/2011	PL Funds Reimbursement		c	Accounts Receivable	12,754.28	74,907.99
Check	10/27/2011	Centra Bank - Mastercard	Hotel Rooms for DW and BA 2 conferences		Travel (Travel)	-1,090.40	73,817.59
Check	10/27/2011	Morgantown Municipal Airpc	Includes use of Conf Room for LRTP		Rent (Rent)	-720.00	73,097.59
Check	10/27/2011	Public Employees Insurance Agency			Health Insurance	-1,214.94	71,882.65
Check	10/27/2011	Retiree Health Benefit Trust Fund			Health Insurance	-334.00	71,548.65
Check	10/27/2011	WV Newspaper Publishing Co TIP Amendments			Public Notices	-104.78	71,443.87
Check	10/31/2011	J. William B. Austin		c	Salaries	-2,051.99	69,391.88
Check	10/31/2011	Danielle Williams		c	Salaries	-1,034.23	68,357.65
Check	10/31/2011	ICMA. Retirement Corp			Retirement Account	-1,069.80	67,287.85
Check	10/31/2011	WV Dept of Tax and Revenue			Salaries	-392.00	66,895.85
Check	10/31/2011	Internal Revenue Service	Withholdings JWBA, DNW electronic transfer		Salaries	-2,594.02	64,301.83

Total Centra-Checking (voucher checks)

ACCT Receiv.-WVDOH Reim. submitted 11/7 \$13,652.72

**Greater Morgantown MPO
October 20, 2011 Minutes City Council Chambers**

MEMBERS PRESENT: Perry Keller, Anthony Giambrone, David Bruffy, Asel Kennedy, Joe Statler, Joe Fisher, Bill Byrne, Mike Kelly, Jim Manilla

MEMBERS ABSENT: Eldon Callen, Patty Lewis, Wes Nugent

MPO DIRECTOR: Bill Austin

1. CALL TO ORDER: Joe Fisher called the meeting to order at 7:00 PM

2. PUBLIC COMMENT: None

3. APPROVAL OF MINUTES: Mr. Giambrone noted that he was in attendance at the August 18, meeting. Mr. Kelly moved to approve the minutes of August 18, 2011 as amended; seconded by Mr. Manilla. The motion unanimously passed.

4. FINANCE REPORT:

a. Mr. Austin reported that recommended changes to the MPO's financial reports made by Mr. Kennedy will be added to the monthly Financial report. A list of checks written and deposits made, with explanations will be provided. The financial statement should reflect the actual date's checks were written and deposits were made instead of when the information was entered into the computer. Mr. Kennedy stated if this format was followed, information would be more accurate. He also suggested the city and county be invoiced monthly instead of their matches being made up front, since this gives a false illusion of the money on hand. Mr. Austin noted he has no problem with the change. It may become problematic with payments for large contractual projects;

b. Mr. Austin will present the draft fiscal year budget at the November meeting;

Mr. Kelly moved to accept the financial report; seconded by Mr. Byrne. The motion unanimously passed.

5. EXECUTIVE DIRECTOR'S REPORT:

a. LRTP Update. Burgess & Niple will be in town November 8 and 9 to work with the MPO staff to kick off the project. They will hold a branding meeting November 8-4 pm at Panera Bread and at 7pm will hold a vision meeting at the WVU Child Learning Center next to Krepps Park to begin creating a vision as to where and how the community should grow in the future. Once that vision is developed, the City of Morgantown and Star City comprehensive plans will be worked on. The Transportation Advisory Group will meet with the MPO Board, TTAC and CAC. Mrs. Lewis will ask the leader of their comprehensive plan to sit in on the meeting. In addition, community leaders will also be asked to attend.

b. Downtown Operations Study. Public meeting held with Main Street Morgantown's Operational Plan. Comments received at this meeting were included in the Agenda packet.

c. Federal Highway Administration STIC. (State Transportation Innovation Council). Mr. Austin has been contacted to represent all West Virginia's MPO's on this committee which deals with streamlining the construction process. His particular expertise will be with carrying over information from the planning process that can be used in the project development process making that process more efficient. Meetings will be held once every two or three months in Charleston.

d. Corridor Management Initiative. Mr. Keller noted there are no updates since those given at the August meeting. Work may continue with a consulting firm for corridor access management tools to make sure projects that should be in specific areas will remain in those areas.

d. Grumbeins Island. The MPO has provided \$20,000 for this study. (a large plaza could be built in front of the Mountain Lair and cross University Avenue. In the study presented to the project Steering Committee the road could be lowered with a bridge built overtop). WVU requested the public process be handled through the MPO. The issues of drainage and utilities are the largest expenditures included in the proposed project. The area would have fencing and be ADA accessible. The report will be provided at November's meeting.

e. WVBT Conference (West Virginian's for Better Transportation). Mr. Austin, Mr. Manilla and Mr. Nugent will attend the conference held November 3 in Charleston.

6. TIP AMENDMENTS: Mr. Keller stated the DOH requested the MPO amend the TIP to include four projects:

- a.** WV 7 at County Road 64 (Decker's Creek Road construct turn lane);
- b.** US 119-High Street at Kirk and Foundry Streets (install sidewalks & lighting);
- c.** WV 218 Daybrook/Blacksville Road (resurfacing);
- d.** US 19 Westover Star City Road (resurfacing);

Mr. Keller also informed the Policy Board of the following administrative changes;

- a. Mileground+1 Project** (DOH will be supplying more public information, this project will be shifted to next fiscal year);
- b. West Run Road Widening Project** (upgrade West Run Road from VanVoorhis to Stewartstown Road, widen the shoulder and make lanes standard widths)

Mr. Keller moved to approve the TIP amendments; seconded by Mr. Byrne. The motion unanimously passed.

7. AUDITOR SELECTION: The selection committee (Bill Austin, David Bruffy, Wes Nugent) recommended the selection of Teed & Associates. This company performed the last MPO audit. Mr. Bruffy moved to approve Teed & Associates, and to contract

with them for three years, seconded by Mr. Kennedy. The motion unanimously passed.

8. REGIONAL COORDINATED TRANSPORTATION PLAN UPDATE: Presentation given by Laura Brown of RLS, a transportation consulting company hired by West Virginia Public Transportation to prepare a plan that would coordinate human services and public transportation. The goals of the draft plan for the area include mobility coordination, enhancing public transportation services, maintaining quality of services, as well as developing federal, state and local enabling legislation to enhance human services transportation. Mr. Keller asked if there is a mechanism in place to fill any gaps to maintain current services if federal funding is not available. Ms. Brown stated any plan would have to designate funding resources for alternate funding. She also stated that this four year plan needs to be in place in order for anyone to seek funding from FTA for this type of transportation. Mr. Austin stated that the current budgets for agencies affected by the plan are included in the draft plan. Mr. Bruffy noted that Mountain Line and other agencies are already receiving funding from these sources. The full plan will be provided for adoption at next month's meeting. Mr. Keller noted the MPO Board approved a similar plan four years ago.

9. TDM VANPOOL UPDATE: Ms. Williams advised the MPO Board that:

- a. the contract has been signed with VPSI;
- b. a booth was provided during Mountaineer Week that resulted in 60 interested parties signing up;
- c. a formation meeting will be held November 1. Looking at scheduling these meetings every other month;
- d. working with MountainLine and WVU for marketing management;
- e. PSA's were sent out in September;
- f. 15 people qualified for subsidy and were referred to Pennsylvania

10. OTHER BUSINESS:

a. Mr. Bruffy stated MountainLine is conducting a survey for expansion of services, a link to the website is on the web page **Busride.org**.

b. Mr. Austin stated the MPO Staff was asked to comment on the Evansdale Redevelopment Project. The MPO Policy Board will be copied on Staff's comments. Public Meetings on the Project will be held on October 24 11:00 to 12:30 and 6:00 to 7:30 at the old Erickson Alumni Center.

c. The MPO Staff was asked to speak at a WVU Urban Planning class on October 24.

11. NEXT MEETING: The next regularly scheduled MPO meeting will be November 17, 2011.

12. ADJOURNMENT: Mr. Byrne moved to adjourn at 8:00; seconded by Mr. Kelly. The motion unanimously passed.

Monthly Cost Allocation Worksheet
Morgantown / Monongalia County Transportation Planning Organization

FHW/FTA		Category	Expenditures												Total Expenditures	Remaining Budget
Element	Description	FY 2011/2012 Budget	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11		
1000	Administration / Coordination	\$ 147,800.00	13,201.48	10,614.62	11,156.92	12,980.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 47,953.53	\$ 99,846.47
1100	Salaries	\$ 117,600.00	10,503.88	8,250.36	9,171.27	9,290.71									\$ 37,216.22	\$ 80,383.78
1110	Contracted Services	\$ 6,000.00	968.00	1,244.75	103.32	918.59									\$ 3,234.66	\$ 2,765.34
1200	Office Rent	\$ 8,200.00	1,340.00	670.00	670.00	720.00									\$ 3,400.00	\$ 4,800.00
1210	Utilities	\$ 5,000.00	229.68	248.26	274.02	222.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 974.32	\$ 4,025.68
	Phone	\$ 4,500.00	229.68	212.31	238.43	149.31									\$ 829.73	\$ 3,670.27
	Web Hosting	\$ 500.00		35.95	35.59	73.05									\$ 144.59	\$ 355.41
1250	Office Management	\$ 1,000.00	119.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 119.92	\$ 880.08
	Copier	\$ 500.00													\$ -	\$ 500.00
	Supplies/Postage	\$ 500.00	119.92												\$ 119.92	\$ 380.08
1300	Public Notices/Fees	\$ 2,000.00				104.78									\$ 104.78	\$ 1,895.22
1400	Travel / Training	\$ 8,000.00	40.00	201.25	938.31	1,724.07									\$ 2,903.63	\$ 5,096.37
2000	Analysis / Data Development	\$ 36,200.00	935.82	3,157.07	1,056.60	955.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	\$ 6,104.82	\$ 30,095.18
2100	Equipment/Software/Analysis	\$ 27,500.00	935.82	3,157.07	1,056.60	955.33									\$ 6,104.82	\$ 21,395.18
2150	Subarea Plans	\$ 1,000.00													\$ -	\$ -
2200	Consulting Services	\$ 7,700.00													\$ -	\$ 7,700.00
3000	Transportation Plan Update	\$ 156,000.00													\$ -	\$ 156,000.00
4000	Transit	\$ 18,000.00	1,431.52	951.77	1,695.04	970.99									\$ 5,049.32	\$ 12,950.68
44.21.00	Program Support & Administration	\$ 5,000.00	512.28												\$ 512.28	\$ 4,487.72
44.23.02	Regional Trans. Plan - Project	\$ 13,000.00	919.24	951.77	1,695.04	970.99									\$ 4,537.04	\$ 8,462.96
44.24.00	Short Range Transit Planning	\$ -													\$ -	\$ -
5000	TIP	\$ 3,000.00	249.90	249.91	187.76	187.76									\$ 875.33	\$ 2,124.67
6000	Unified Planning Work Program	\$ 5,000.00	71.40	167.10	75.10	75.10									\$ 388.70	\$ 4,611.30
Total		\$ 366,000.00	\$ 15,890.12	\$ 15,140.47	\$ 14,171.42	\$ 15,169.69	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,371.70	\$ 305,628.30

NOTE: Staff time dedicated to Line Items 2000, 2150, 4000, 5000, and 6000 not included in Salary Total

Monthly Request at 90 % 13,652.72 Invoiced to WVDOH 11/7/11



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

DRAFT FINAL REPORT



November 4, 2011



Moving Public Transportation Into the Future

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I. OVERVIEW

Overview

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

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

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

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

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

Information contained within is intended only for use by the authors, RLS & Associates, Inc. and The West Virginia Division of Public Transit. If you are not the intended recipient, you are hereby notified that any disclosure, copying, or distribution is strictly prohibited without permission. Thank you.

OBJECTIVES OF THIS COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

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

PURPOSE

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

INTRODUCTION

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

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

Transportation coordination, while making sense from an efficiency and resource utilization stand point, is also becoming a national mandate. During the last few years, the Federal Transit Administration, with the CCAM, developed a national campaign entitled “United We Ride,” to help promote transportation coordination. The U.S. Congress supported the emphasis on coordinated

human service agency and public transportation efforts with the passage of SAFETEA-LU. Coordinated transportation is now an eligibility requirement for the following FTA grant programs.

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

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

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

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

II. DEMOGRAPHICS

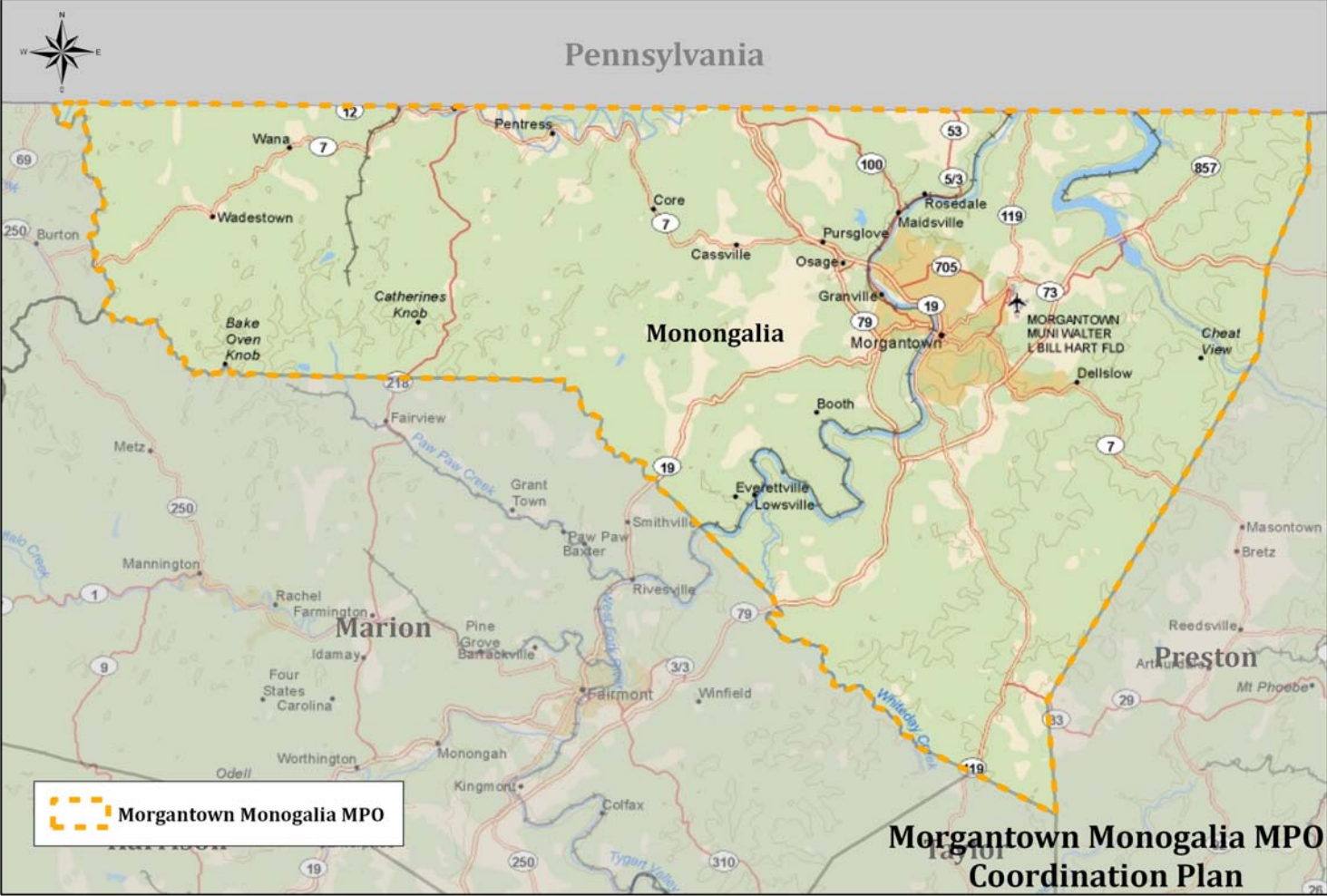
Demographics

OVERVIEW

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

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

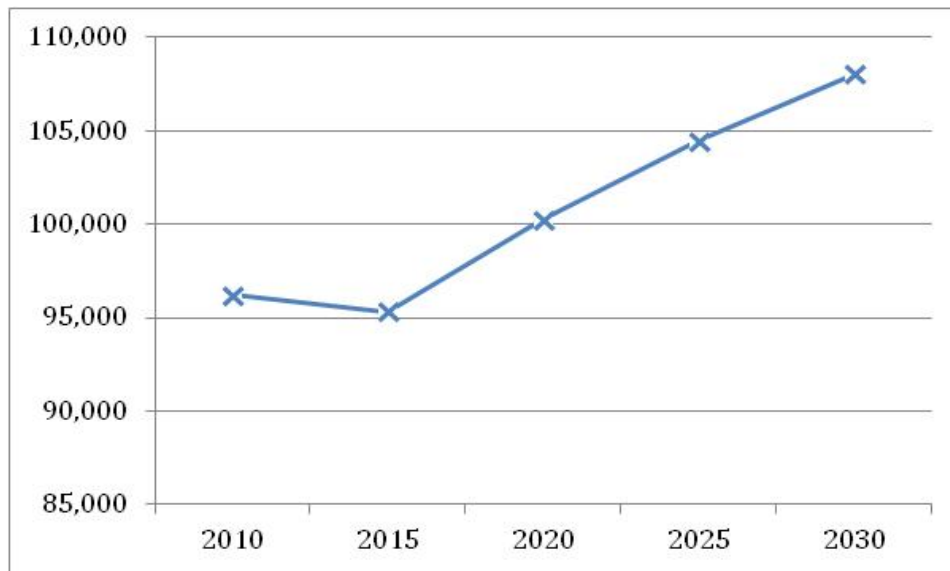
Exhibit II.1: Morgantown Monogalia MPO Service Area



POPULATION PROJECTIONS

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

Exhibit II.2
MPO Population Trends for 2010-2030

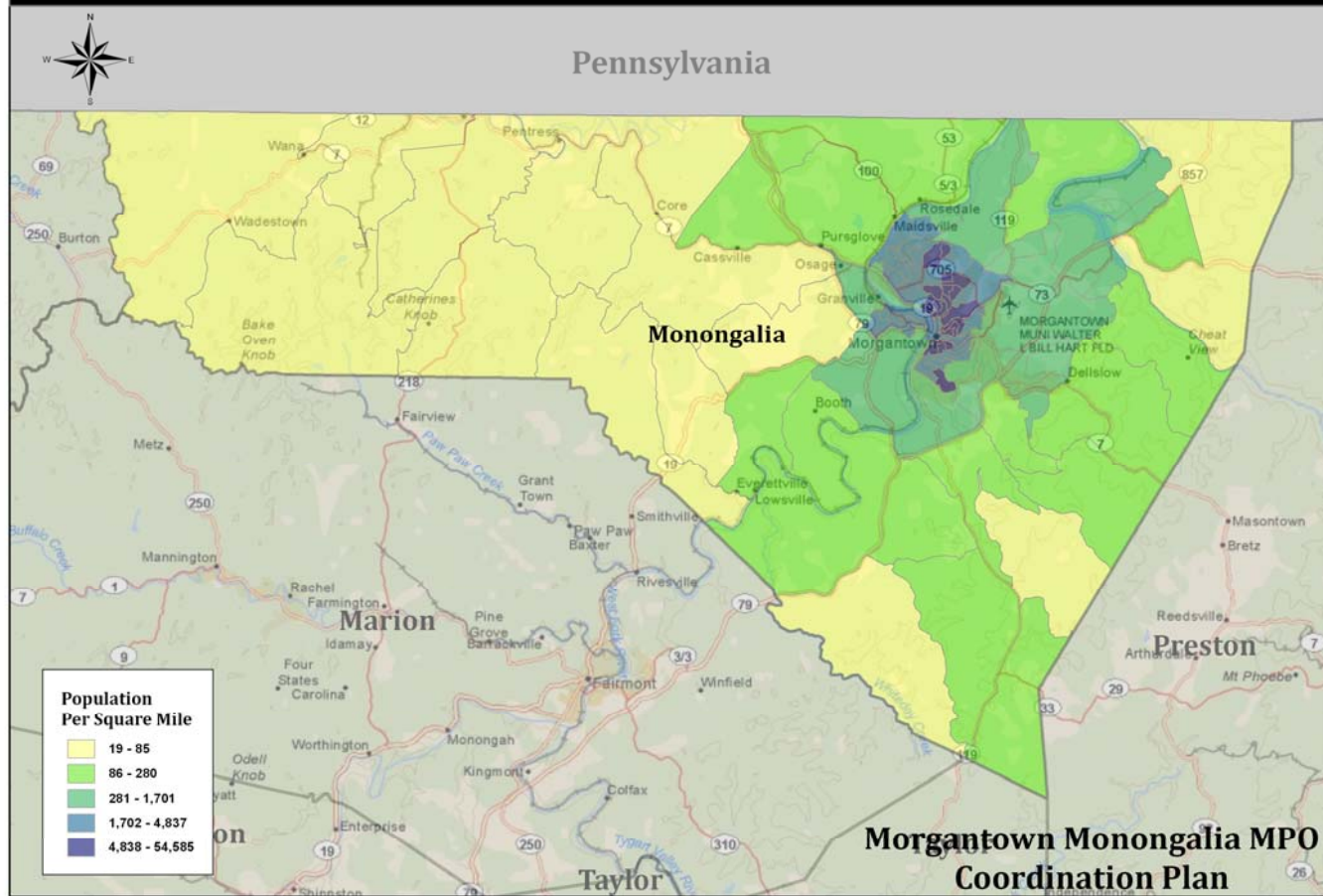


Source: WVU Regional Research Institute

POPULATION DENSITY

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

Exhibit II.3: Population Density



POPULATION PROJECTION FOR OLDER ADULTS

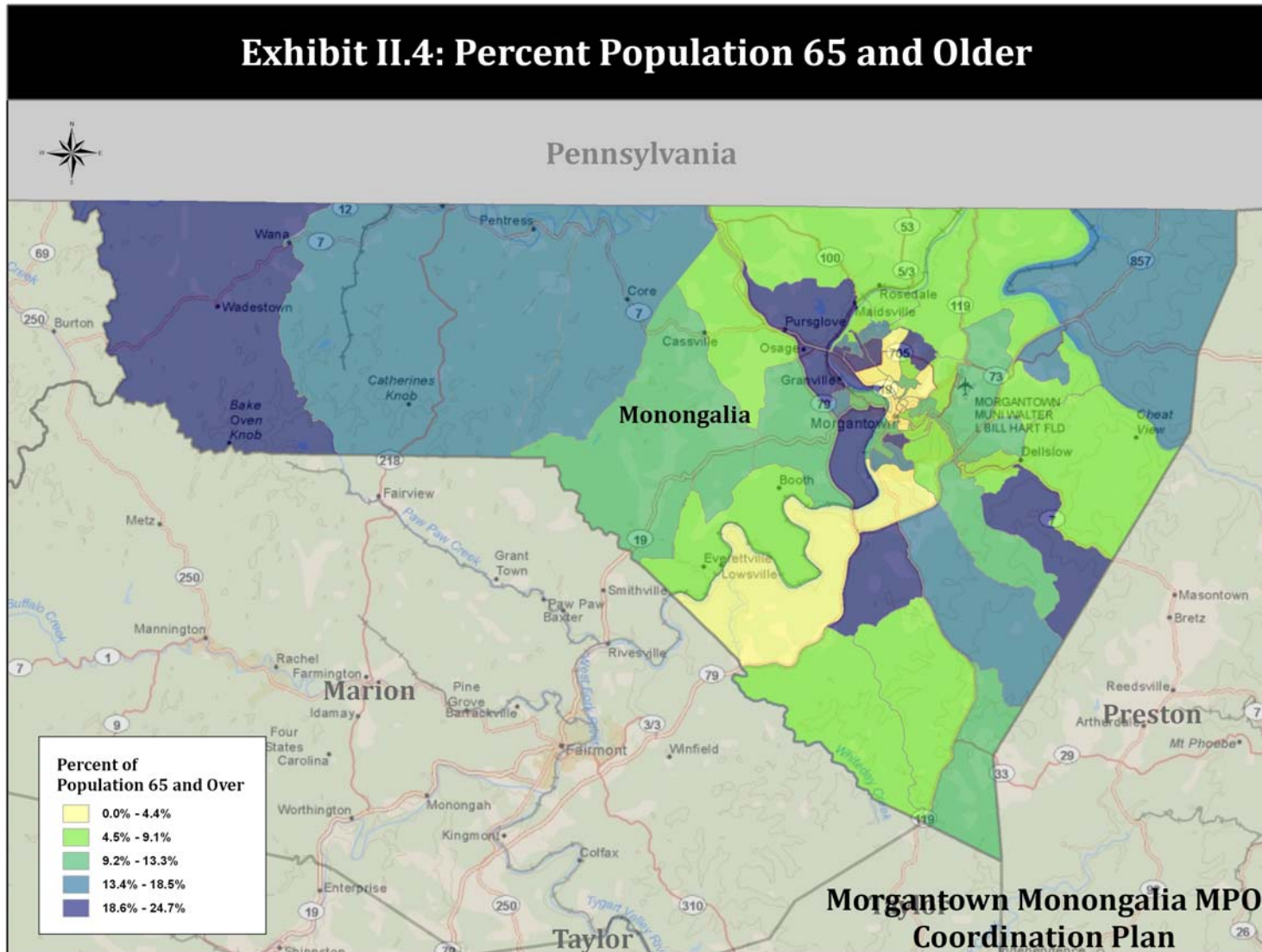
Older adults are most likely to use transportation services when they are unable to drive themselves or choose not to drive. Older adults also tend to be on a limited retirement income and, therefore, transportation services are a more economical option to owning a vehicle. For these reasons, the population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

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

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

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

Exhibit II.4: Percent Population 65 and Older



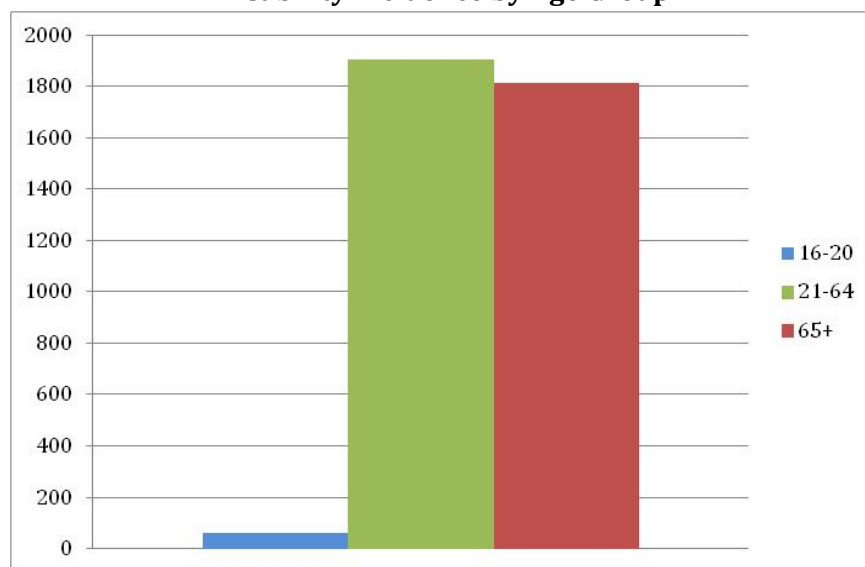
INDIVIDUALS WITH DISABILITIES

Enumeration of the population with disabilities in any community presents challenges. First, there is a complex and lengthy definition of a person with a disability in the Americans with Disabilities Act implementing regulations, which is found in 49 CFR Part 37.3. This definition, when applied to transportation services applications, is designed to permit a functional approach to disability determination rather than a strict categorical definition. In a functional approach, the mere presence of a condition that is typically thought to be disabling gives way to consideration of an individual's abilities to perform various life functions. In short, an individual's capabilities, rather than the mere presence of a medical condition, determine transportation disability.

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

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

Exhibit II.5
Disability Incidence by Age Group

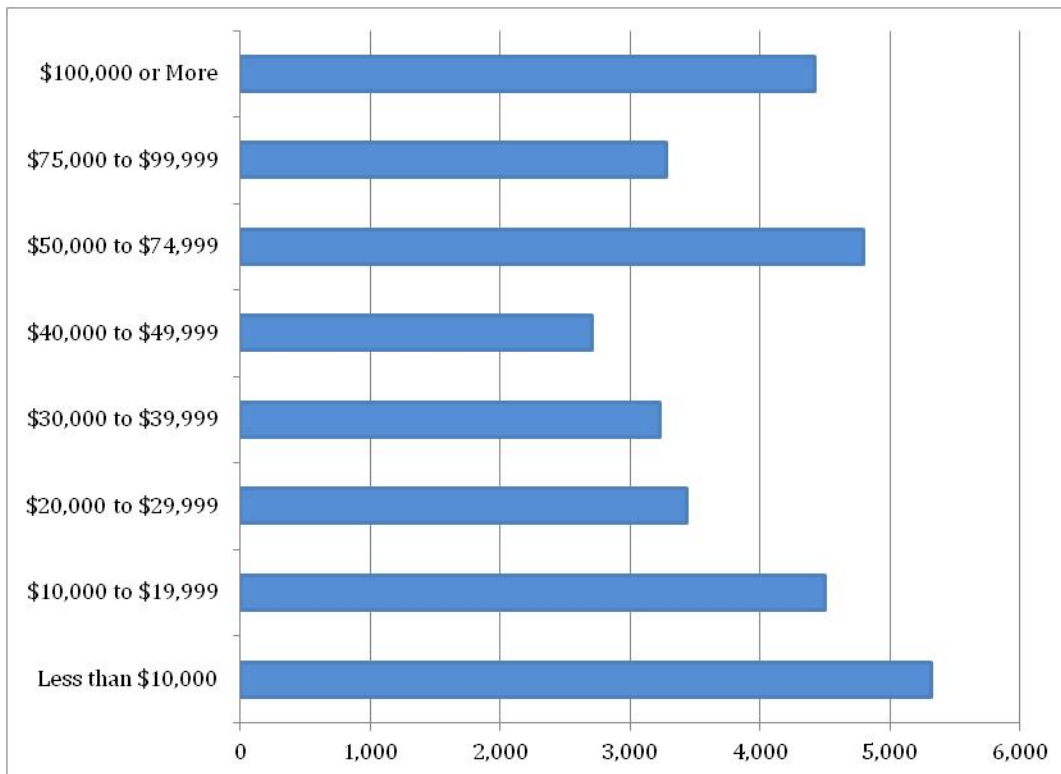


Source: ACS 2005 to 2007

HOUSEHOLD INCOME

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

Exhibit II.6
Household Income

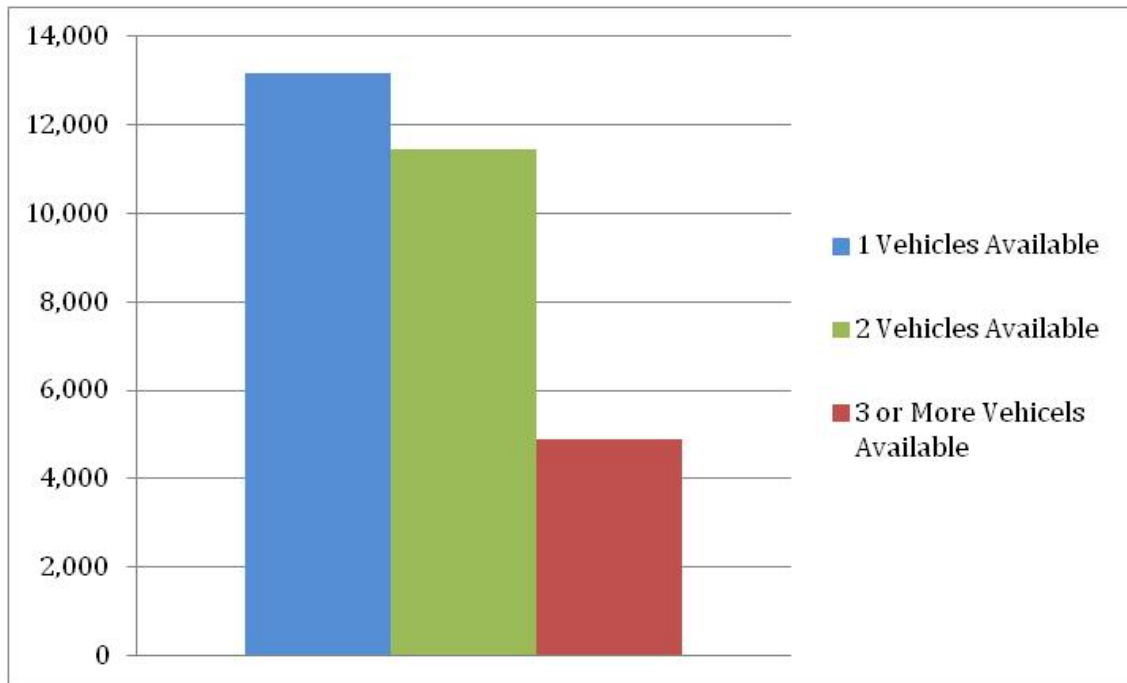


Source: ACS 2005-2009

ZERO VEHICLE HOUSEHOLDS

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

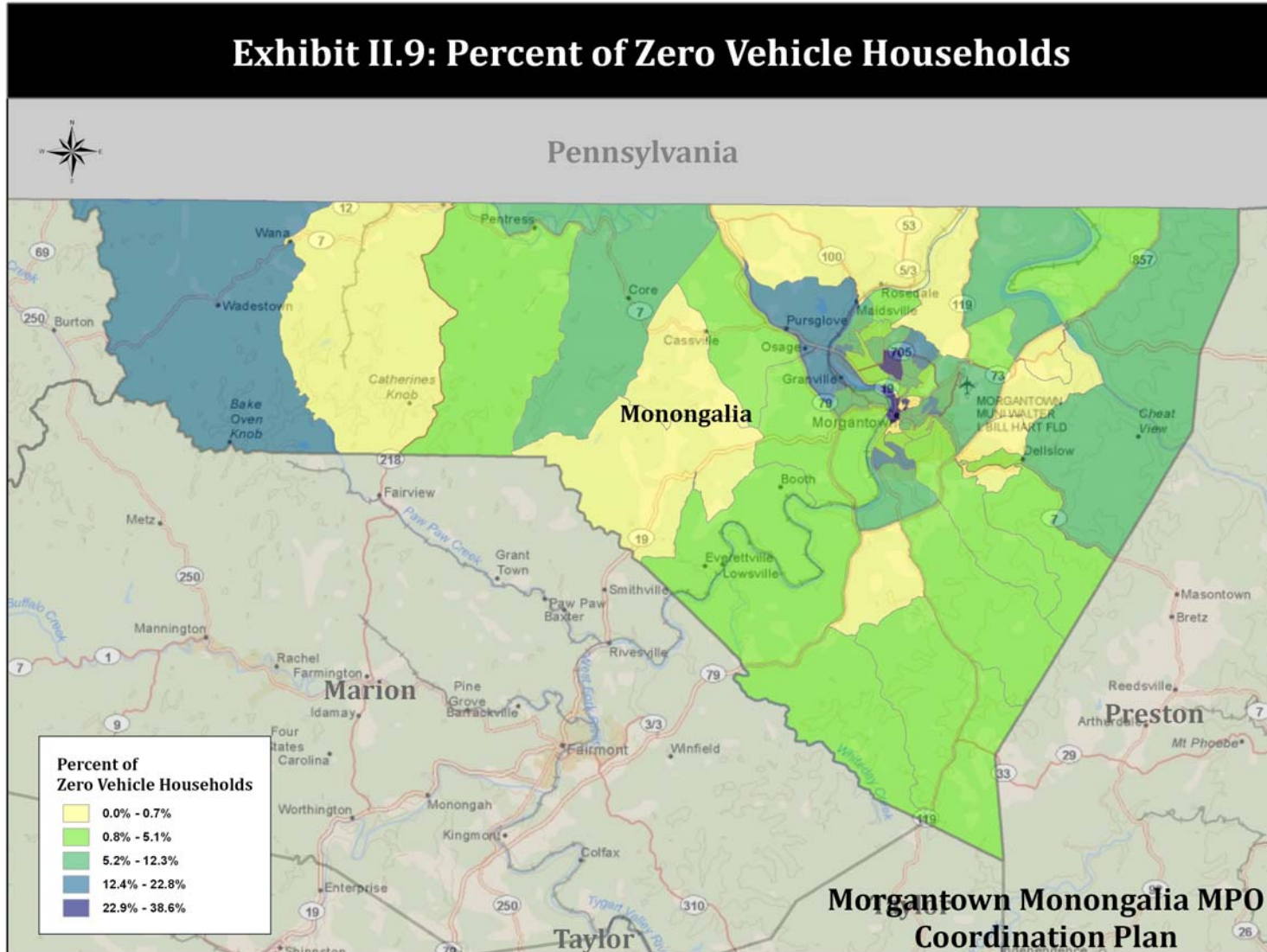
Exhibit II.8
Zero Vehicle Households



Source: ACS 2005-2009

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

Exhibit II.9: Percent of Zero Vehicle Households



III. SERVICE PROVIDER INVENTORY

OVERVIEW

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

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

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

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

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

Criteria for eligible applicants to Section 5310 are as follows:

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

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

INVENTORY OF SERVICES AND KEY STAKEHOLDERS

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

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

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

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

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

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

In Touch and Concerned

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

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

Schedule and Service Area

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

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

Fare Structure and Eligibility

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

Scheduling

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

Coordinated Transportation

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

Funding

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

Mountain Line Transit Authority

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

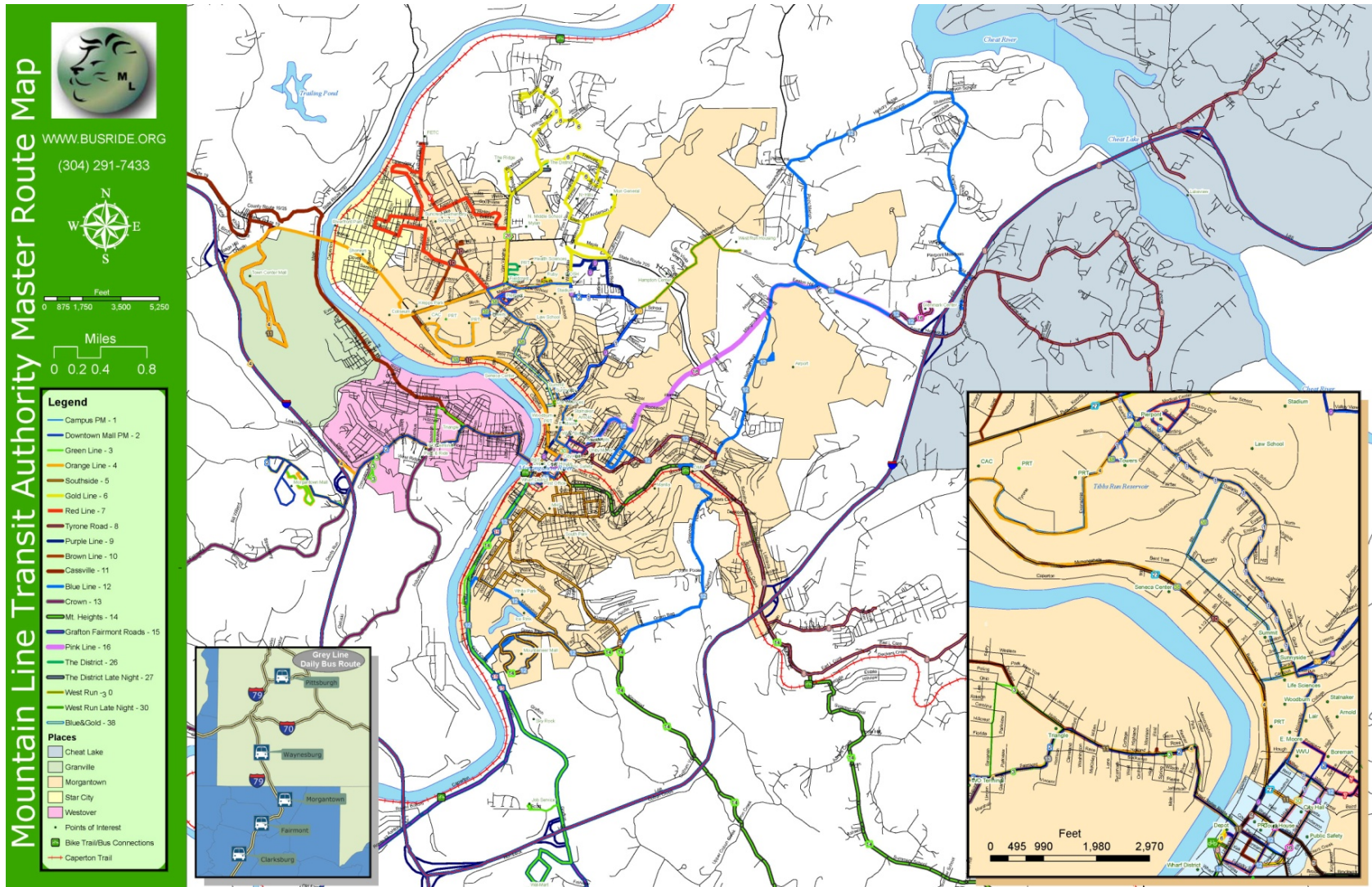
Programs:	Transportation
Client Eligibility:	General Public
Hours/Days of Service:	5:30 AM to 12:30 AM, Monday – Friday
Mode of Services:	Route Deviation Curb-to-Curb
Transportation Staff:	1 Director 5 Management Personnel 10 Staff 45 Drivers 4 Maintenance Personnel
Annual Trips Provided:	997,064
Annual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

Schedule and Service Area

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

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

Exhibit III.1 Mountain Line Service Map



Source: Mountain Line Transit Authority

Fare Structure and Eligibility

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

Scheduling

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

Coordination

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

Funding

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

PACE Enterprises of West Virginia

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

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

Schedule and Service Area

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

Fare Structure and Eligibility

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

Scheduling

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

Coordinated Transportation

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

Funding

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

Senior Monongalians

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

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

Coordinated Transportation

Senior Monongalians does not operate transportation services to its consumers. The agency purchases passes from Mountain Line and In Touch and Concerned. Consumers may request these passes and utilize them for any transportation need. The purchasing of passes started in September of 2009.

Funding

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

Valley Health Care

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

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

Schedule and Service Area

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

Fare Structure and Eligibility

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

Scheduling

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

Coordinated Transportation

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

Funding

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

West Virginia University Transportation and Parking

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

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

Schedule and Service Area

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

Fare Structure and Eligibility

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

Scheduling

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

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

Coordinated Transportation

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

Funding

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

SUMMARY OF TRANSPORTATION SERVICES

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

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

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

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

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

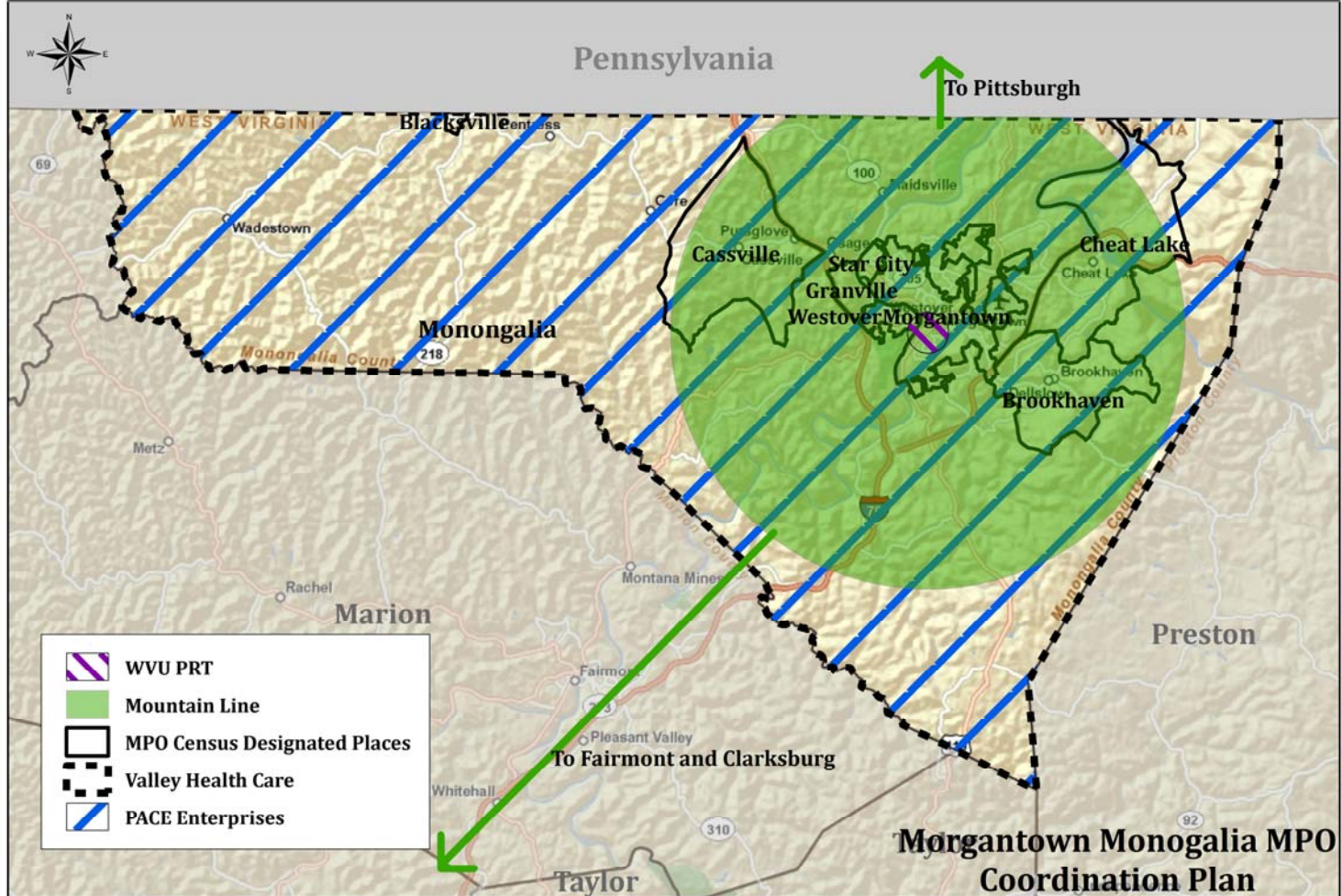
Exhibit III.4: Transportation Provider Summary Table

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

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

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

Exhibit III.5: Morgantown Monogalia MPO Service Providers



IV. TRANSPORTATION UNMET NEEDS & GAPS ANALYSIS

OVERVIEW

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

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

General Public and Stakeholder Workshops

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

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

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

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

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

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

Key Stakeholder Interviews

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

Review of Relevant Transportation Studies in Morgantown

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

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

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

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

SUMMARY OF CURRENT UNMET TRANSPORTATION NEEDS AND GAP ANALYSIS

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

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

Unmet Transportation Needs and Gaps in Service

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

Challenges to Coordinated Transportation

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

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

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

V. COORDINATION GOALS

COORDINATED TRANSPORTATION GOALS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Goal #8: Support Economic Development.

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

GOALS AND STRATEGIES

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

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

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

VI. COORDINATION OBJECTIVES AND STRATEGIES

OBJECTIVES AND STRATEGIES

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

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

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

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

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

Implementation Time Frame:

Immediate (within 6 mos.)

Staffing Implications:

No additional staff required.

Priority Level:

High

Implementation Budget:

No additional funding is required.

Potential Grant Funding Sources: This is a no-cost strategy. No additional funding is required.

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

Performance Measures:

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

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

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

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

Implementation Time Frame:
Immediate (within 6 mos.)

Staffing Implications:
Additional time for local decision makers to attend meetings and participate in outreach activities pertaining to transit.

Priority Level:
High

Implementation Budget:
Individual agencies will fund staff time to participate in meetings and planning efforts.

Potential Grant Funding Sources: FTA Sections 5316/5317 (JARC/New Freedom) are eligible funding sources to assist with mobility coordination planning costs. A 20% local match is required. Local match can be derived from any non-US Department of Transportation program. Potential match could be derived from local government, tax levy, or participating agencies (i.e., Senior Services, Veterans Affairs, DHHR).

Responsible Parties: Representatives who can make or influence decisions for each transportation stakeholder agency or organization should actively participate in the local CTC and the Statewide Council. The Mobility Coordinator (MC), when hired, will assume leadership of the regional meetings and create agendas. Until the MC is hired, an executive officer and vice-officer should be elected to lead the meetings. The WV DPT should lead the statewide council. One representative will also be elected to assume responsibility of a Secretary (for developing meeting agendas, sending invitations, and taking minutes).

Performance Measures:

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

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

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

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

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

Performance Measures:

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

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

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

Implementation Time Frame:

Mid-Term (13 to 24 mos.)

Staffing Implications:

Additional staff time to attend meetings and work toward coordinated transportation goals.

Priority Level:

High

Implementation Budget:

Individual agencies will fund staff time to participate in meetings.

Potential Grant Funding Sources: FTA Sections 5316/5317 (JARC/New Freedom) are eligible funding sources to assist with mobility coordination planning costs. A 20% local match is required. Local match can be derived from any non-US Department of Transportation program. Potential match could be derived from local government, tax levy, or participating agencies (i.e., Senior Services, Veterans Affairs, DHHR).

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

Performance Measures:

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

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

<u>Implementation Time Frame:</u> Immediate and Ongoing	<u>Staffing Implications:</u> Staff time to develop transfer opportunities, share schedules, and implement agreements and/or passes.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> No additional costs associated with implementation.
<p>Potential Grant Funding Sources: No additional costs associated with implementation if existing services can be coordinated. If the strategy is implemented as part of a Mobility Management effort, grant funding from Sections 5316/5317 (JARC/New Freedom) is eligible for planning efforts. A 20% local match is required.</p>	

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

Performance Measures:

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

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

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

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

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

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

Performance Measures:

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

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

Objective – Self-sufficiency for all people.

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

<u>Implementation Time Frame:</u> Near-term (within 6 to 12 mos.) And Ongoing	<u>Staffing Implications:</u> Staff time to administer the survey and tabulate results.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> Minimal expense for staff time to administer the survey and tabulate the results.
<p>Potential Grant Funding Sources: If the survey is conducted as part of the area’s Mobility Management effort, Sections 5316/5317 (JARC/New Freedom) are potential funding sources. A 20% local match is required for Sections 5316/5317 Mobility Management grants. Local match may be derived from any local or non-U.S. DOT grant.</p>	

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

Performance Measures:

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

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

<u>Implementation Time Frame:</u> Near-term (within 6 to 12 mos.) and ongoing	<u>Staffing Implications:</u> Staff time to write grants and develop projects.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> Minimal expense for staff time to write grants.
<p>Potential Grant Funding Sources: Funding for staff time to develop coordinated grants will be derived from existing program budgets. Or, if grant writing is implemented as a function of a Mobility Management effort, Sections 5316/5317 (JARC/New Freedom) are eligible funding sources. A 20% local match is required for Mobility Management grants. Local match can be derived from any local or non-U.S. DOT Federal program.</p>	

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

Performance Measures:

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

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

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

<u>Implementation Time Frame:</u> Mid-term (within 1 to 2 yrs.) and ongoing	<u>Staffing Implications:</u> Staff time to coordinate planning efforts.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> Staff time to participate in joint planning efforts.
Potential Grant Funding Sources: Funding for staff time to participate in joint planning efforts will be derived from existing program budgets. Or, if the strategy is implemented as a function of a Mobility Management effort, Sections 5316/5317 (JARC/New Freedom) are eligible funding sources. A 20% local match is required for Mobility Management grants. Local match can be derived from any local or non-U.S. DOT Federal program.	

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

Performance Measures:

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

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

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

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

<u>Implementation Time Frame:</u> Immediate and Ongoing	<u>Staffing Implications:</u> Additional staff time to secure funding and implement new signs and shelters.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> Expenses will depend on the number and type of signs and shelters.
Potential Grant Funding Sources: Section 5317 (New Freedom) is an eligible funding source for making accessibility improvements to transit stations not designated as key stations. Local match of 20% for capital projects may be derived from eligible local sources or any non-U.S. DOT Federal program.	

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

Performance Measures:

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

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

Implementation Time Frame:

Mid-Term (13 to 24 mos.)

Staffing Implications:

Additional drivers may be needed.

Priority Level:

Top

Implementation Budget:

Expenses will depend on the service changes.

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

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

Performance Measures:

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

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

Implementation Time Frame:

Long-Term (2 to 4 yrs.)

Staffing Implications:

Additional staff time may be required to coordinate purchases.

Priority Level:

High

Implementation Budget:

Participants should reduce expenses through bulk purchases.

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

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

Performance Measures:

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

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

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

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

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

<u>Implementation Time Frame:</u> Near-Term (6 to 12 mos.) and ongoing.	<u>Staffing Implications:</u> Staff time to participate in education and outreach.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> A small budget for printing and travel to State conferences may be required.
Potential Grant Funding Sources: If this strategy is implemented as part of the Mobility Management program, it is eligible for Sections 5316/5317 (JARC/New Freedom). A local match of 20% is required for Mobility Management.	

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

Performance Measures:

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

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

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

<u>Implementation Time Frame:</u> Near-Term (6 to 12 mos.) and ongoing.	<u>Staffing Implications:</u> Staff time to participate in education and outreach.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> A small budget for local/regional travel and printing may be required.
Potential Grant Funding Sources: If this strategy is implemented as part of the Mobility Management program, it is eligible for Sections 5316/5317 (JARC/New Freedom). A local match of 20% is required for Mobility Management.	

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

Performance Measures:

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

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

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

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

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

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

<u>Implementation Time Frame:</u> Mid-Term (1 to 2 yrs.) and ongoing.	<u>Staffing Implications:</u> Staff time to share training schedules.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> No additional costs are associated with training unless new organizations are participating and training is a new cost to those agencies.
Potential Grant Funding Sources: Section 5307 and 5311 are eligible funding sources for public transportation providers in the area. Human service agencies will use agency funding sources.	

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

Performance Measures:

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

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

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

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

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

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

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

Staffing Implications:
Mobility Coordinator.

Priority Level:
High

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

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

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

Performance Measures:

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

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

<u>Implementation Time Frame:</u> Near-Term (6 to 12 mos.)	<u>Staffing Implications:</u> Mobility Coordinator or staff time from an existing agency.
<u>Priority Level:</u> High	<u>Implementation Budget:</u> Salary for Mobility Coordinator (\$30K to \$50K), if hired.
Potential Grant Funding Sources: Sections 5316/5317 (JARC/New Freedom) are eligible funding sources for a Mobility Coordinator or Mobility Management effort. Local match of 20% must be obtained from a local or non-U.S. DOT Federal program.	

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

Performance Measures:

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

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

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

Implementation Time Frame:

Mid-Term (13 to 24 mos.)

Staffing Implications:

Mobility Coordinator or staff time from an existing agency.

Priority Level:

High

Implementation Budget:

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

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

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

Performance Measures:

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

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

Implementation Time Frame:

Long-Term (2 to 4 yrs.)

Staffing Implications:

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

Priority Level:

Low

Implementation Budget:

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

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

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

Performance Measures:

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

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

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

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

Performance Measures:

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