

**Region VII Coordinated
Public Transit-Human Services
Transportation Plan**

For

**The Counties Barbour, Braxton, Gilmer, Lewis,
Randolph, Tucker, Upshur in West Virginia and
the municipalities therein;**

Facilitated by

Region VII Planning & Development Council

January 19, 2007

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COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

For

**The Counties Barbour, Braxton, Gilmer, Lewis, Randolph, Tucker, Upshur in
West Virginia
and the municipalities therein;**

Region VII Planning & Development Council

January 19, 2007

Introduction and Overview

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 Initiative (Section 5317) grant programs must meet certain requirements in order to receive funding for fiscal 2007 (beginning 10/1/06) and beyond.

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

The Region VII Planning & Development Council (Region VII) has agreed to take the lead in developing this Coordinated Plan for the Counties of Barbour, Braxton, Gilmer, Lewis, Randolph, Tucker, and Upshur in West Virginia and notes the following:

Region VII Planning and Development Council is one (1) of eleven (11) agencies covering the State of West Virginia authorized by enabling legislation in 1972. The aim of the legislation, as set forth in its statement of purpose, is to provide for the "formulation and execution of objectives and policies necessary for orderly growth and development of the Region as a whole; and coordination of objectives, plans and policies of the separate units of government comprising the area.

Region VII is located in the central portion of West Virginia. It is one of the largest regions in geographic area and is also one the most rural. Region VII serves a total of 31 jurisdictions, which include the seven (7) counties of Barbour, Gilmer, Lewis, Randolph, Tucker and Upshur and the 24 municipalities therein. The total population of Region VII is about 114,000 and is dispersed from the mountains of the Potomac Highlands in eastern West Virginia to the floodplains of the Elk River in central West Virginia.

| PRIMARY PARTICIPANTS | SECTION 5310, 5316, 5317 APPLICANT (Past, present & future) |
|--|--|
| Barbour County Family Resource Network | Unknown at this time |
| Barbour County Schools | Unknown at this time |
| Barbour County Senior Center (dba Here & There Transit) | Transition to 5311 |
| Braxton County Family Resource Network | Unknown at this time |
| Braxton County Senior Citizens Center | Yes |
| Central W.Va. Community Action Assoc., Inc. | Yes |
| Committee on Aging for Randolph County (dba Country Roads Transit) | Transition to 5311 |
| Cortland Acres | Yes |
| Council of Senior Citizens of Gilmer County | Yes |
| Gilmer County Family Resource Network | Unknown at this time |
| Lewis County Family Resource Network | Unknown at this time |
| Lewis County Senior Citizens Center | Yes |
| Mountain State Transport | Unknown at this time |
| North Central West Virginia Community Action Association Head Start | Unknown at this time |
| Parish House/Crosslines | Unknown at this time |
| Randolph County Family Resource Network | Unknown at this time |
| Region VII Aging Services, Inc. | Unknown at this time |
| Region VII Planning & Development Council | Unknown at this time |
| Tucker County Family Resource Network | Unknown at this time |
| Tucker County Senior Citizens | Yes |
| Upshur County Family Resource Network | Unknown at this time |
| Upshur County Senior Citizens Opportunity Center | Yes |
| WVDHHR | Unknown at this time |

Program Selection/Funding Recommendations

Recommendations for funding will be based on:

- Applicant's eligibility for funding.
- Project priority list.
- The submission of a completed application for intergovernmental review.
- Conformity to stated transit strategies published in the Region VII Comprehensive Development Strategy (CEDS).

Region VII Planning & Development Council now functions as a grant clearinghouse for other grant funded projects outside the transportation/transit arena. Intergovernmental review by elected officials from the Region VII Planning & Development Council has been instrumental in identifying duplication of efforts and services for the public in the Region for over thirty years. This review process determines whether or not the project meets or exceeds the goals and objectives of Region VII Planning & Development Council.

The Process for Adopting the Final Coordination Plan

- The proposed plan will be made available to primary participants for comment.
- The proposed plan will be submitted to the West Virginia Division of Transit for review.
- After a positive review by West Virginia Division of Transit, the plan will be made available for 30 days for public comment. Class I legal adds will announce availability and the comment period deadline. No comments will be considered qualified after the comment period deadline.
- After due consideration of qualified public comments, on behalf of the stakeholders of the service area Region VII Planning & Development Council will adopt Region VII Coordinated Transportation Plan or postpone adoption until after consultation with West Virginia Division of Transit.

Region VII Population Demographics

Information compiled from American Fact Finder & Census 2000

| County | Total Population | Older Adults | Individuals with Disabilities | People with Incomes Below Poverty Level |
|-----------------|------------------|---------------|-------------------------------|---|
| Barbour | 15,689 | 2,416 | 3,542 | 3,409 |
| Braxton | 14,851 | 2,272 | 3,948 | 3,103 |
| Gilmer | 6,950 | 1,119 | 1,518 | 1,726 |
| Lewis | 17,199 | 2,872 | 4,310 | 3,305 |
| Randolph | 28,571 | 4,286 | 6,292 | 4,800 |
| Tucker | 6,943 | 1,312 | 1,728 | 1,302 |
| Upshur | 23,712 | 3,533 | 5,232 | 4,401 |
| Totals | 113,915 | 17,810 | 26,570 | 22,046 |



Identified Stakeholders

(Combined from provider lists, CEDS lists and meeting sign-in sheets)

Barbour

| | | |
|--------------------------------------|--|--|
| Superintendent of Schools | TV Soil Conservation District | Bureau for Children & Families |
| Barbour County Senior Center, Inc | Vision Appalachia | Alderson-Broadus College |
| Barbour County Historical Society | Barbour County Community Development Corporation | Barbour County Sheriff |
| WVU Barbour County Extension Service | Barbour County Development Authority | Barbour County Chamber of Commerce |
| Appalachian Forest Heritage Area | Mary Poling (State Delegate) | Barbour County Family Resource Network |
| Angela Rexroad (Individual) | Jo Ann Marsh (Individual) | NCWVCAA Head Start |
| Eugene Everson (Individual) | Here and There Transit | |

Braxton

| | | |
|---|--------------------------------------|---|
| Superintendent of Schools | Elk Soil Conservation District | WV Department of Health & Human Resources |
| Bureau for Children & Families | Braxton County Commission | Braxton County Sheriff |
| Braxton County Senior Center, Inc | WVU Braxton County Extension Service | Braxton County Development Authority |
| Sutton/Braxton County Chamber of Commerce | Braxton Community Coalition | Gassaway Cabs, Inc |
| Braxton County Head Start | Braxton Historical Society | Calvin Knight (Individual) |
| Braxton County Family Resource Network | Precision Services, Inc | |

Gilmer

| | | |
|---------------------------------------|--|--|
| Superintendent of Schools | Bureau for Children & Families | Glenville State College |
| Gilmer County Historical Society | Gilmer County Sheriff | Council of Senior Citizens of Gilmer County, Inc |
| WVU Gilmer County Extension Office | Gilmer County Economic Development Authority | Gilmer County Commission |
| Gilmer County Family Resource Network | | |



Lewis

| | | |
|--|---|---|
| Superintendent of Schools | WV Department of Health & Human Resources | Bureau for Children & Families |
| Weston Economic Development Authority | County Administrator | Lewis County Sheriff |
| Lewis County Senior Citizens Center, Inc | WVU Lewis County Extension Office | Lewis County Economic Development Authority |
| Lewis County Chamber of Commerce | WV Department of Highways | Central WV Community Action Association |
| RT 19 Taxi Cab | Lewis County Family Resource Network | Glenn Brown, Jr (Individual) |

Randolph

| | | |
|---|--|---|
| Superintendent of Schools | Elkins Work4WV Center | WV Department of Health & Human Resources |
| Bureau for Children & Families | Mountain Partners in Community Development | Randolph County Vo-Tech Center |
| Davis and Elkins College | Randolph County Historical Society | WV Archaeological Council |
| Bion J Manning (Individual) | County Administrator | Randolph County Sheriff |
| The Committee on Aging for Randolph County, Inc | WVU Randolph County Extension Office | Randolph County Development Authority |
| Elkins-Randolph County Chamber of Commerce | Northern WV Center for Independent Living | WV Department of Highways |
| Elkins Regional Convalescent Center | Randolph County Commission | Appalachian Community Health Center |
| Mountain State, Inc | Randolph County Sheltered Workshop, Inc | Youth Health Service, Inc |
| Country Roads Transit | Randolph County Family Resource Network | |

Tucker

| | | |
|---------------------------|------------------------------------|---------------------------------------|
| Superintendent of Schools | Bureau for Children & Families | Tucker County Historical Society, Inc |
| County Administrator | Tucker County Senior Citizens, Inc | Tucker County Chamber of Commerce |
| Tucker County Sheriff | Tucker County Planning Commission | Parsons Revitalization Organization |
| Tucker County Commission | Cortland Acres Association | Tucker County Family Resource Network |
| Parsons Advocate | WVU Tucker County Extension Office | Starting Points |

Upshur

| | | |
|-------------------------------------|---|------------------------------------|
| Superintendent of Schools | Bureau for Children & Families | Local Emergency Planning Committee |
| Fred W Eberle Tech Center | WV Wesleyan College | Upshur County Historical Society |
| Upshur County Commission | Upshur County Senior Citizens Opportunity Center, Inc | WVU Upshur County Extension Office |
| Upshur County Development Authority | Buckhannon Chamber of Commerce | Upshur County Sheriff |
| Central WV Aging Services | Mountain CAP of WV, Inc | Region VII Aging Services, Inc |
| Upshur Human Resources, Inc | Upshur County Family Resource Network | Parish House/Crosslines |

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

IDENTIFIED ISSUES

- **Expanded services, especially evening and weekends.**
- **Funding/billing.**
- **Need for general public transportation.**
- **Need for specialized equipment for persons with disabilities.**
- **Networking/interagency coordination.**
- **Policies/regulations.**
- **Public education.**
- **Turf issues.**

Stakeholder Assessment

Stakeholder involvement is the key to successful Coordinated Transportation planning. Identifying and engaging the appropriate organizations and individuals in planning efforts is critical to identifying the needs of the target population(s), the needs of the community/region, the transportation services available, and the identification of new solutions. The Stakeholder checklist provided by the WVDOT/DPT was used to ensure that a wide range of stakeholders were involved in this assessment.

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

Outreach efforts have been documented and are attached to this Coordinated Plan along with participant lists, samples of invitation letters and notices, meeting agendas, and meeting minutes, where applicable. Stakeholder input was gathered using the following methods:

- Seven open public meetings were held, one in each County of Region VII Planning and Development Council's membership area followed by a "Regional Meeting" to tie up loose ends and collect any additional comments from participating stakeholders and the general public. Written comment submission by mail and e-mail were also promoted in all meetings and mailings.
- Invitations to meetings were distributed by mailings to an identified stakeholders list, display ads in local newspapers and dedicated web pages. Posters were included in primary stakeholder packets for display in their respective facilities (i.e. Senior Centers, Local DHHRs, Family Resource networks).
- The county level meetings took on the role as a focus group, one was conducted in each of the Counties Barbour, Braxton, Gilmer, Lewis, Randolph, Tucker and Upshur. A composite meeting was held in Weston, WV, which is a centralized location in the region. The Weston meeting was part education including a Transit Coordination role-play exercise and part national speaker conducting an educational seminar on Transit Coordination. It also functioned as a public hearing forum in that public comments were called for and accepted as part of the program.
- Information packets were provided at each meeting. The meeting facilitator addressed main points of the project and main topics found in the information packets verbally. Power points were utilized and a reprint of the presentation was provided to participants in handout form. Interpreters for hearing impaired would have been employed if there had been such a request.
- People that attended were willing to come to the table and contribute to the process. The format allowed for each participant to introduce themselves and their stake in the coordination of transit services. Human Service Agencies presented an informal discussion of their services within the scope of this format. In the course of the meetings agencies and providers furnished ample information on their mission and services. Stakeholders freely participated in the format and their input was most welcome by all.
- The general topics as outlined earlier were identified, but some of the more obscure issues should be highlighted here:
 - Access ramps for persons with disabilities are a need, especially at origin sites.
 - A need for a problematic customer roster.
 - Need for car seats for very young customers.
 - Open shelters for benches and resting areas at points of origin/destination.
- Follow up activities include letters and requests for updated information. The Human Services-Transit Plan is being designed to breathe, so continued follow-up will be desirable and necessary to up-date the plan in the future. Future meetings are a possible future activity but is dependent on funding. A copy of the coordinated plan will be provided to participants and an abridged plan (minus space consuming and redundant information found in the appendices) will be published on the website.

- To date there have been no subcommittees or working groups formed out of the stakeholder meetings.
- New 5310, 5316 and 5317 projects need clearinghouse recommendations for their respective applications. It was made clear in all correspondence that participation in the plan was prerequisite for funding eligibility. Identified participating stakeholders will automatically be considered eligible for this requirement to apply for grants. It must be noted that any community cannot foresee critical needs of the immediate future; therefore, this plan features a certification process (Appendix A) for those who did not participate in the conception of the regional plan but are important players and would be considerable assets to the local/regional transit community. By this mechanism Section 5317 applicants will be assured eligibility.

**REGION VII TRANSIT COORDINATION PROJECT
(FY2007)**

| Date | County | Location |
|---------------------|-----------------|---|
| August 14 | Randolph | The Committee on Aging for Randolph County, Inc. 5 th Street & Railroad Ave. Elkins, WV 26241 |
| August 17 | Lewis | Lewis County Senior Citizens Center, Inc. 171 West 2nd Street Weston, WV 26452 |
| August 29 | Barbour | Barbour County Senior Center, Inc. 101 Church Street Philippi, WV 26416 |
| September 7 | Gilmer | Council of Senior Citizens of Gilmer County, Inc. Corner of State Route 33 and State Route 5 Glennville, WV 26351 |
| September 13 | Tucker | Tucker County Senior Citizens, Inc. 206 3rd Street Parsons, WV 26287 |
| September 19 | Braxton | Braxton County Senior Center, Inc. 602 Elk Street Gassaway, WV 26624 |
| September 21 | Upshur | Upshur County Senior Citizens Opportunity Center, Inc. 28 North Kanawha Street Buckhannon, WV 26201 |
| October 26 | Regional | Cindy's Conference Center 46 Minerva Ave Weston, West Virginia |

All meetings were from 10 AM to 2 PM with lunch served.

Outreach evidentiary material can be found in Appendix B.

Population Data and Trip Information

Any transportation assessment or Coordinated Plan must contain a description of where the potential users of transportation reside and where they want to go. Region VII includes the West Virginia Counties of Barbour, Braxton, Gilmer, Lewis, Randolph, Tucker and Upshur. There are population clusters, primarily at county seats; however, in this Regional political sub-division of West Virginia population densities are low and dispersed over the entire region. The following thematic maps illustrate Census Tract Block Groups have higher age/disability/low income ratios.

| Vehicle Inventory | BARBOUR | BRAXTON | GILMER | LEWIS | RANDOLPH | TUCKER | UPSHUR |
|------------------------------------|------------|-----------|----------|---------------|-----------------------------|------------------|--------|
| ADA lift equipped vans | ✓✓✓ ✓✓✓ | ✓✓✓ ✓✓ | ✓✓✓ ✓ | ✓ ✓✓✓ ✓ | ✓✓✓ ✓✓✓ ✓✓✓ | ✓✓ | ✓✓ |
| Cutaway vans (no lift) | ✓ | | | | | ✓ | |
| Mini vans | ✓✓ | | | ✓✓ | ✓✓✓ ✓✓✓ ✓✓ ✓✓ ✓ | ✓✓✓ ✓✓✓ ✓✓ | |
| Plain vans | ✓ | ✓✓✓ | | ✓✓✓ | ✓✓ ✓ | ✓ | ✓✓✓ |
| 4WD | ✓✓ | | ✓ | ✓✓ | ✓✓ | | |
| Sedan | | | | | ✓✓✓ | ✓ | ✓ |
| ADA Bus | | | | | | | ✓ |
| Trans-County Services | | | | | | | |
| Mountain State Transit ✓ | | | | | | | |
| Youth Health Service, Inc ✓ | | | | | | | |
| County Roads Transit ✓ | | | | | | | |

"Changing days & hours of service has to have funding; funding is a must with additional services"

"Would like to but money is not there."

"Where would \$s come from?"

Comments as made on Alternatives & Opportunities survey.

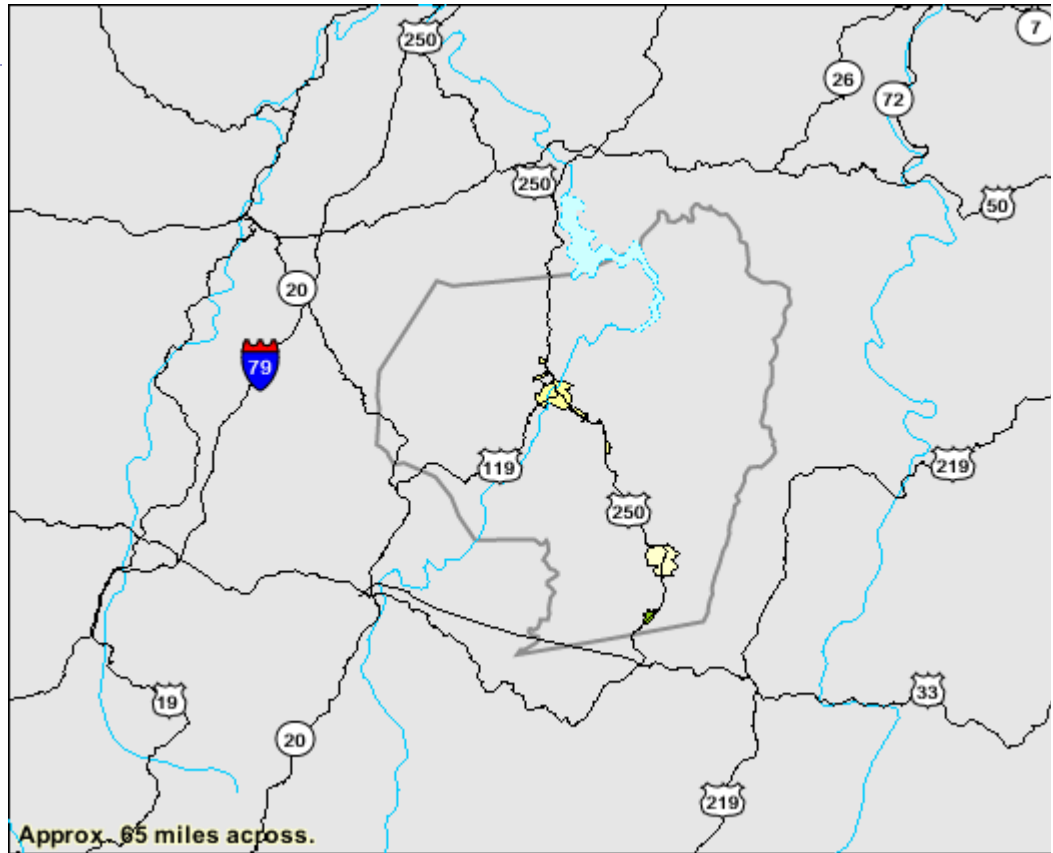


TM-P002. Persons per Square Mile: 2000
Universe: **Total population**
Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**
Barbour County, West Virginia by Place

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

- Data Classes**
Persons/Sq Mile
- 870 - 870
 - 1011 - 1011
 - 1510 - 1510
- Features**
- Major Road
 - Street
 - Stream/Waterbody
 - Stream/Waterbody
- Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.



TM-P002. Persons per Square Mile: 2000
 Universe: **Total population**
 Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**
Braxton County, West Virginia by Place

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

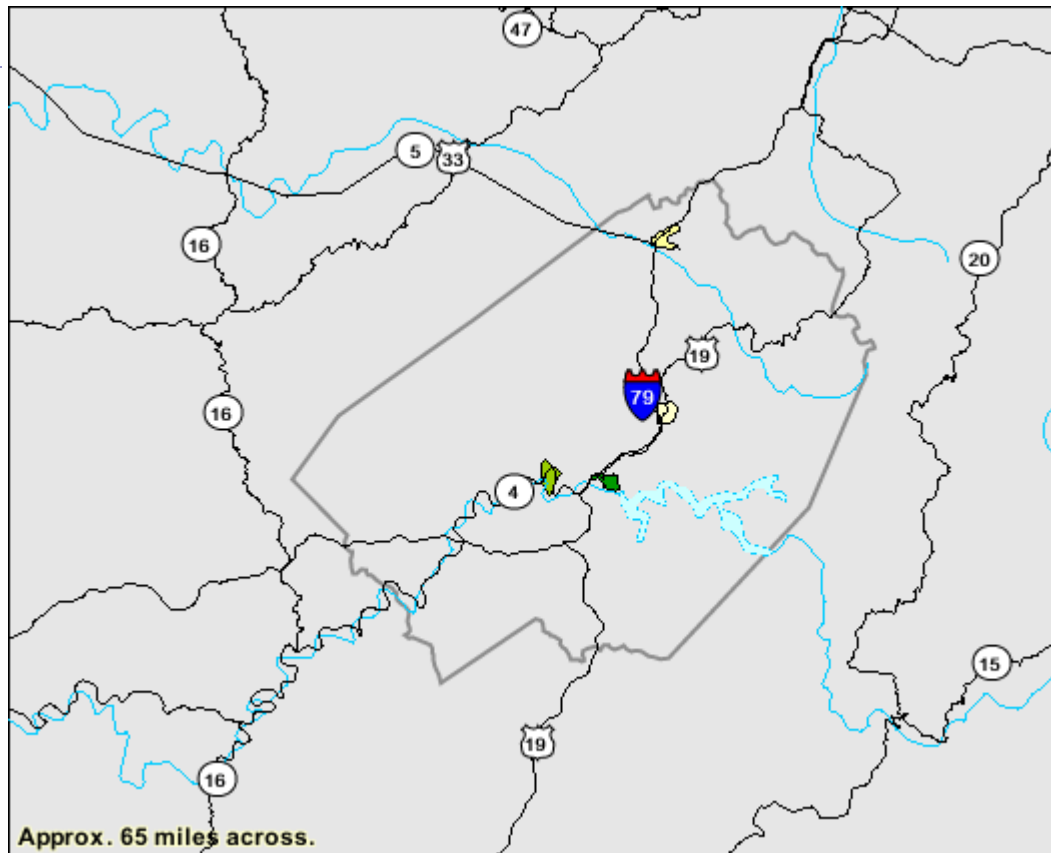
Data Classes

| Persons/Sq Mile | |
|-----------------|-------------|
| 329 - 329 | 445 - 445 |
| 742 - 742 | 1227 - 1227 |

Features

| |
|------------------|
| Major Road |
| Street |
| Stream/Waterbody |
| Stream/Waterbody |

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.

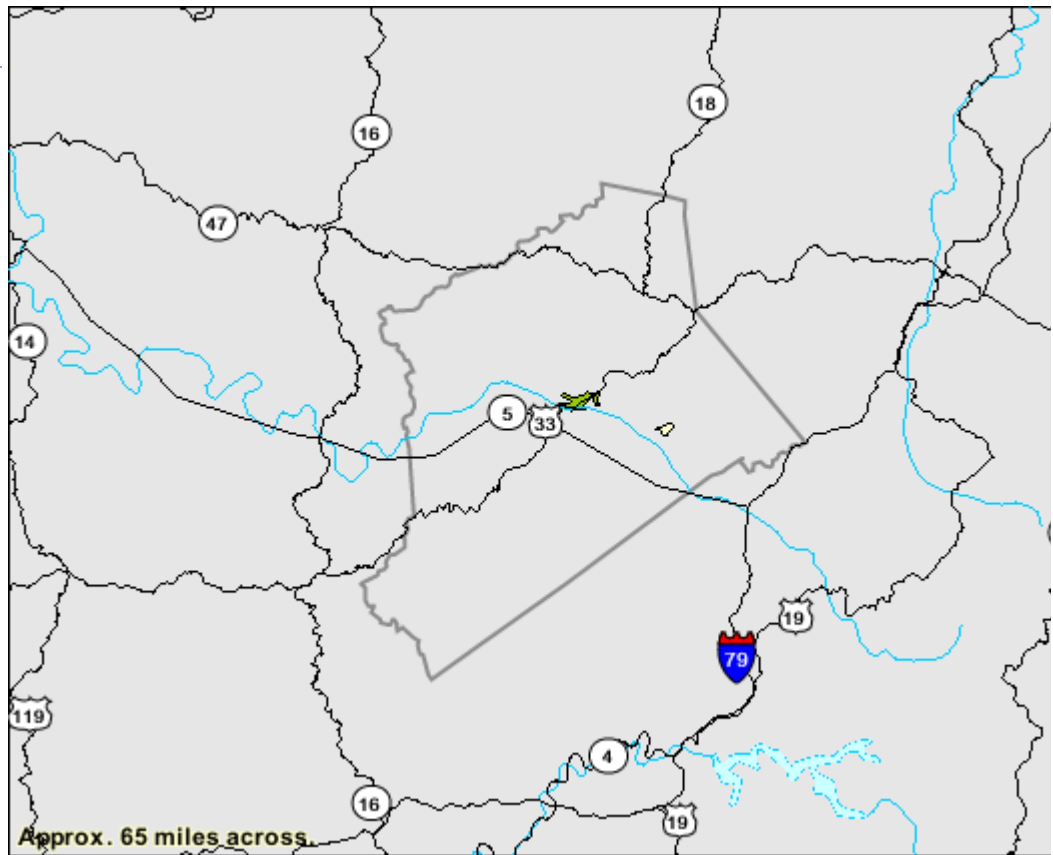


TM-P002. Persons per Square Mile: 2000
Universe: **Total population**
Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**
Gilmer County, West Virginia by Place

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

- Data Classes**
- Persons/Sq Mile
- 501 - 501
 - 1428 - 1428
- Features**
- Major Road
 - Street
 - Stream/Waterbody
 - Stream/Waterbody
- Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.

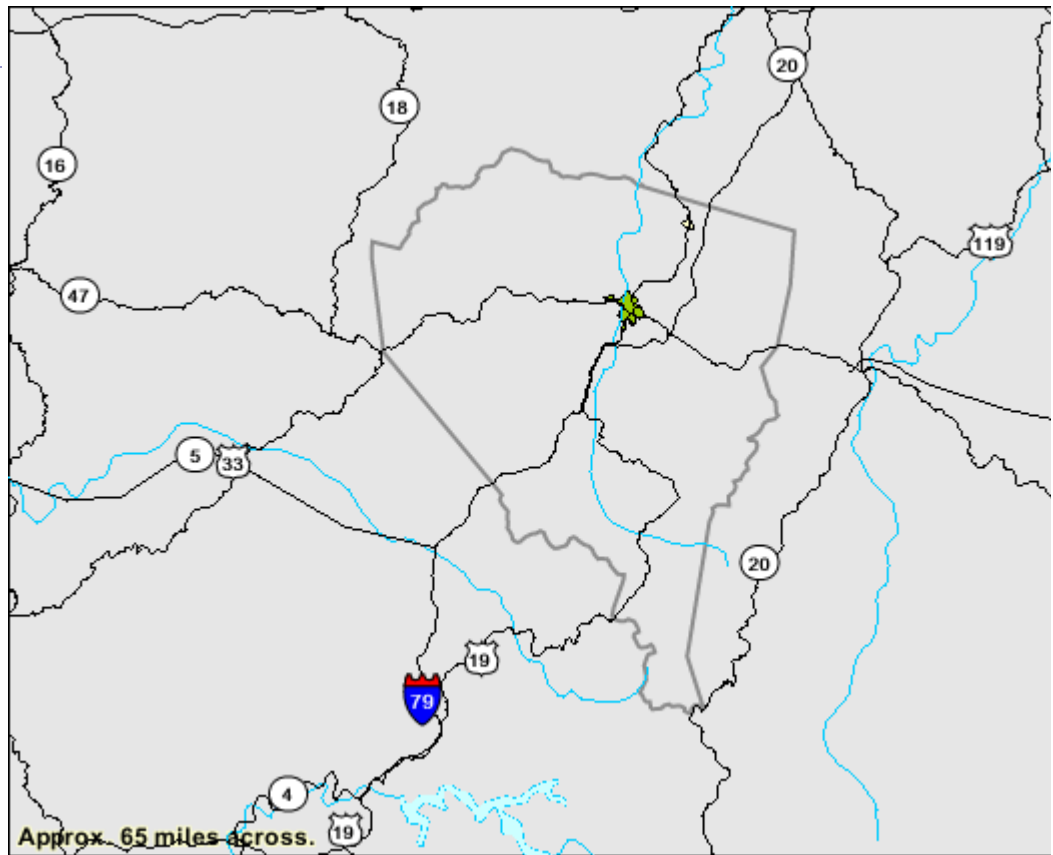


TM-P002. Persons per Square Mile: 2000
Universe: **Total population**
Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**
Lewis County, West Virginia by Place

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

- Data Classes**
- Persons/Sq Mile
- 1637 - 1637
 - 2533 - 2533
- Features**
- Major Road
 - Street
 - Stream/Waterbody
 - Stream/Waterbody
- Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.



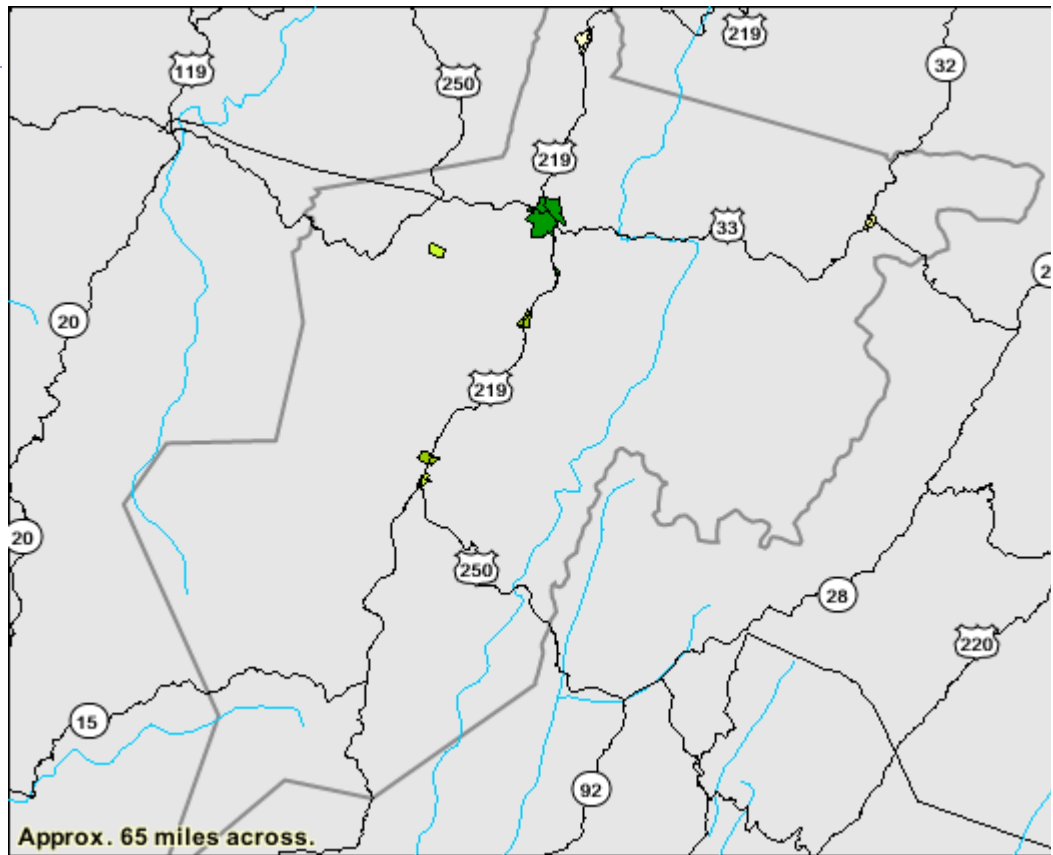
TM-P002. Persons per Square Mile: 2000
 Universe: **Total population**
 Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**
Randolph County, West Virginia by Place

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

- Data Classes**
- Persons/Sq Mile
- 243 - 243
 - 387 - 387
 - 577 - 707
 - 1473 - 1478
 - 2208 - 2208
- Features**
- Major Road
 - Street
 - Stream/Waterbody
 - Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.



TM-P002. Persons per Square Mile: 2000
 Universe: **Total population**
 Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**
Tucker County, West Virginia by Place

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

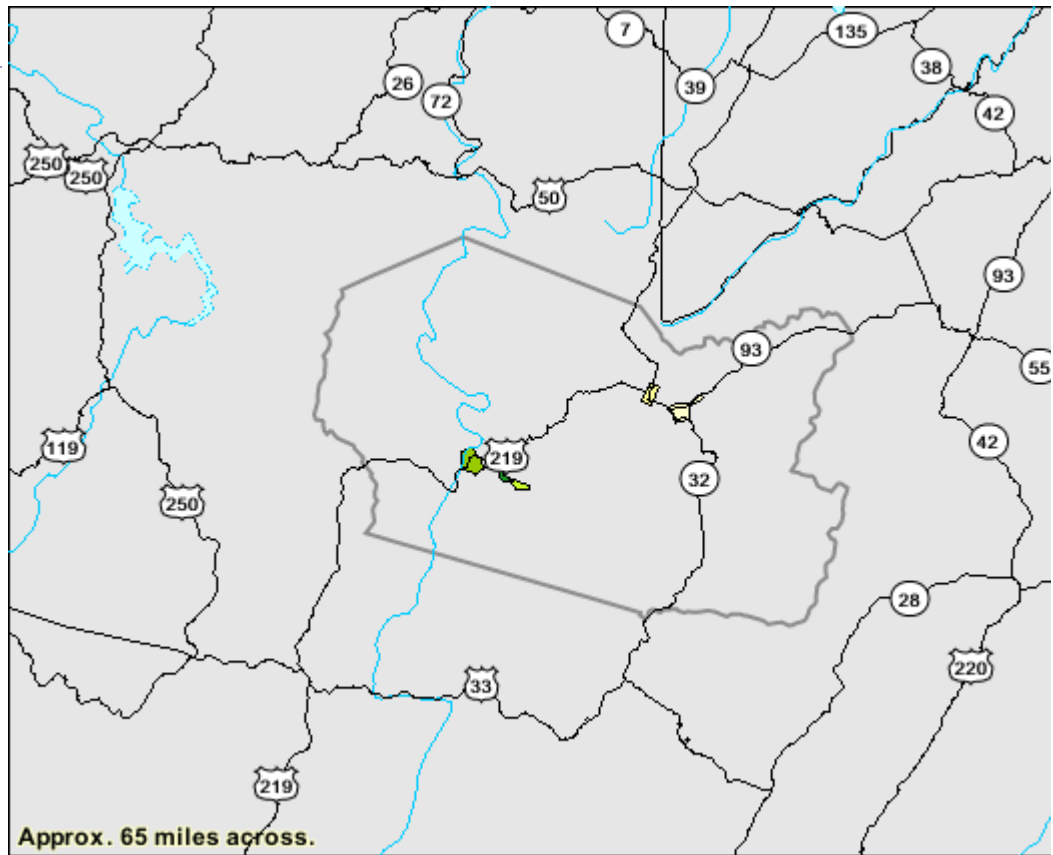
Data Classes

Persons/Sq Mile

| |
|-------------|
| 546 - 546 |
| 753 - 753 |
| 925 - 925 |
| 1332 - 1332 |
| 1864 - 1864 |

- Features**
- Major Road
 - Street
 - Stream/Waterbody
 - Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.

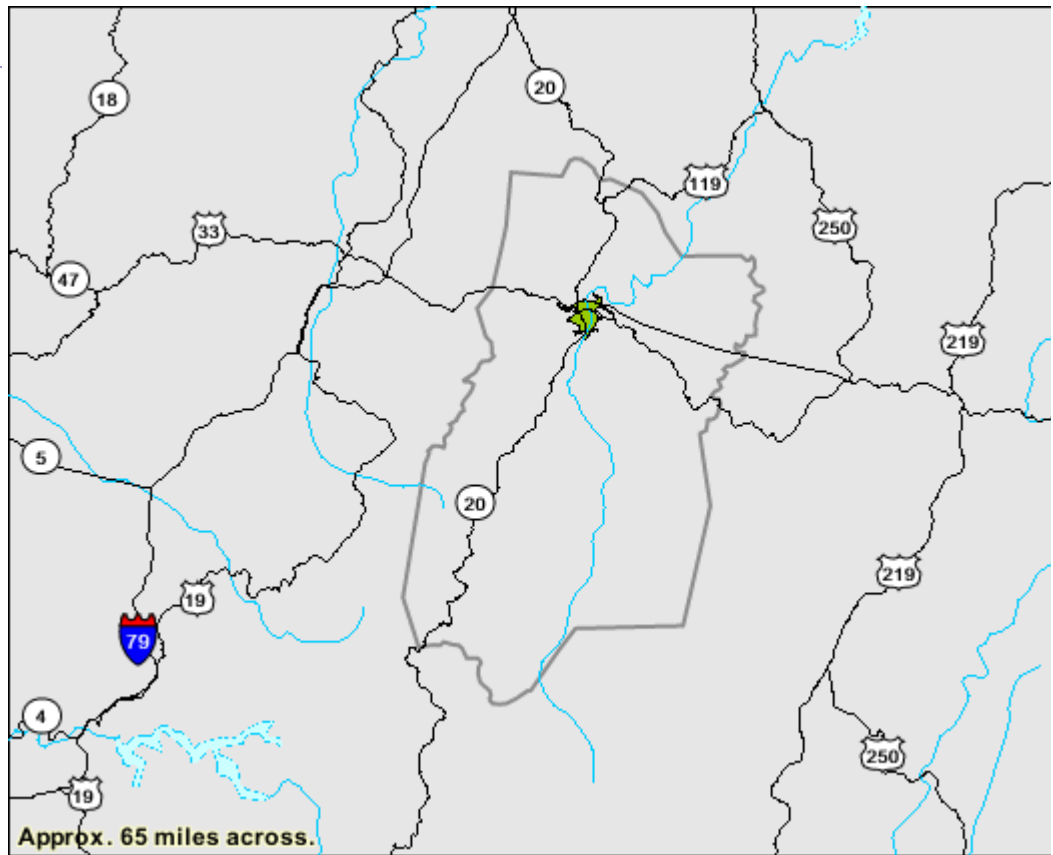


TM-P002. Persons per Square Mile: 2000
Universe: **Total population**
Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**
Upshur County, West Virginia by Place

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

- Data Classes**
Persons/Sq Mile
2314 - 2314
- Features**
Major Road
Street
Stream/Waterbody
Stream/Waterbody
- Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.



TM-P002. Persons per Square Mile: 2000

Universe: Total population

Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

Barbour County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

Data Classes

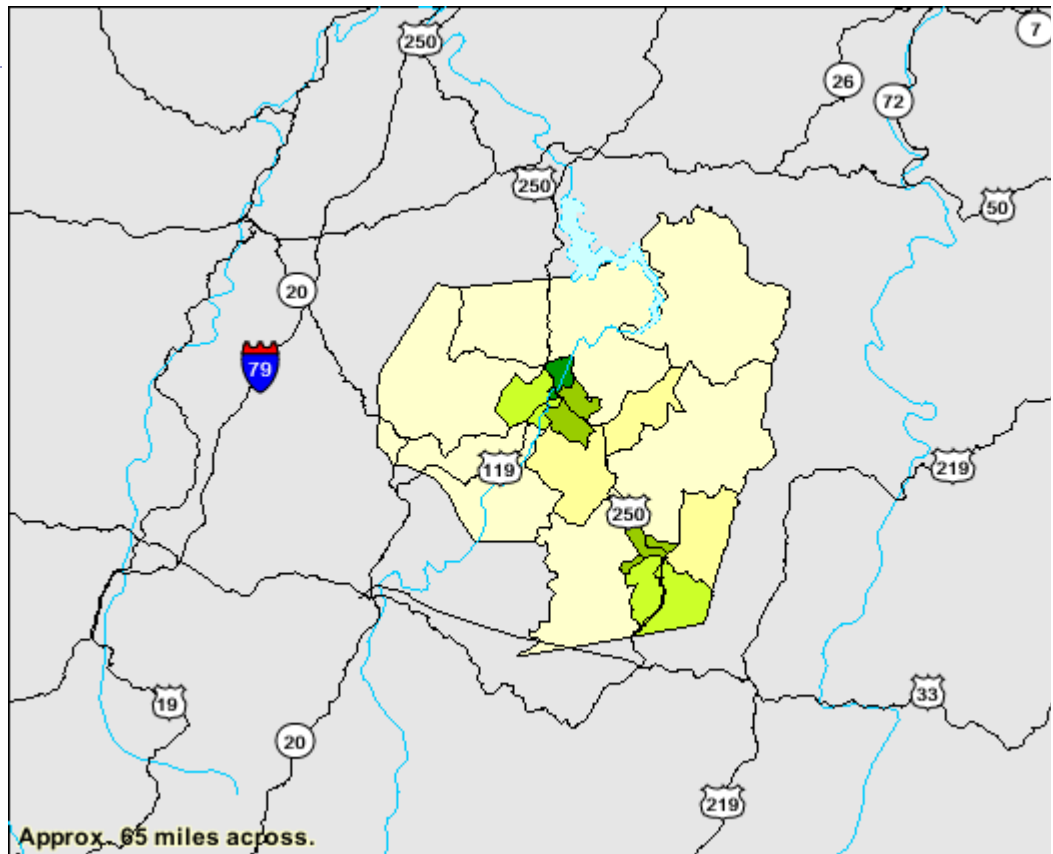
Persons/Sq Mile

- 18 - 37
- 57 - 59
- 111 - 150
- 229 - 312
- 491 - 491

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.



TM-P020. Percent of Persons 65 Years and Over: 2000

Universe: **Total population**

Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**

Barbour County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

Data Classes

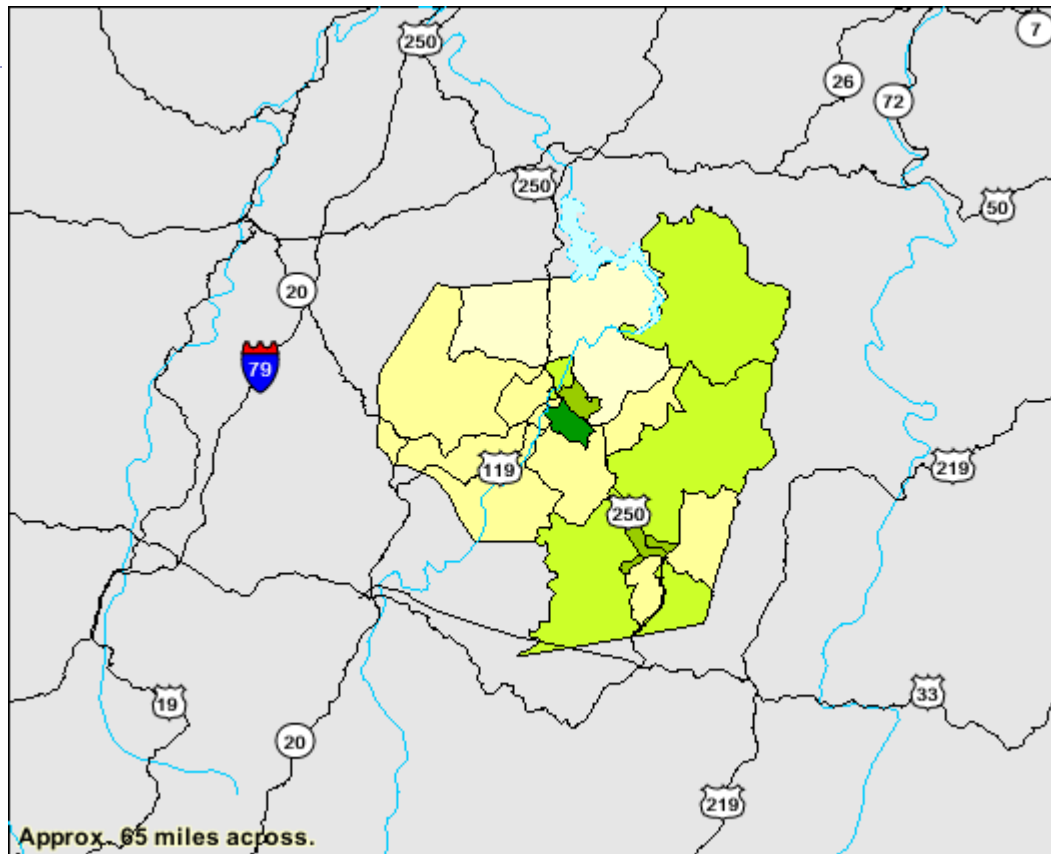
Percent

- 11.5 - 12.1
- 13.0 - 14.8
- 15.8 - 17.6
- 18.8 - 19.6
- 23.6 - 23.6

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, and P30.



TM-P046. Percent of Persons 21 to 64 Years With a Disability: 2000

Universe: **Civilian noninstitutionalized population 21 to 64 years**

Data Set: **Census 2000 Summary File 3 (SF 3) - Sample Data**

Barbour County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

Data Classes

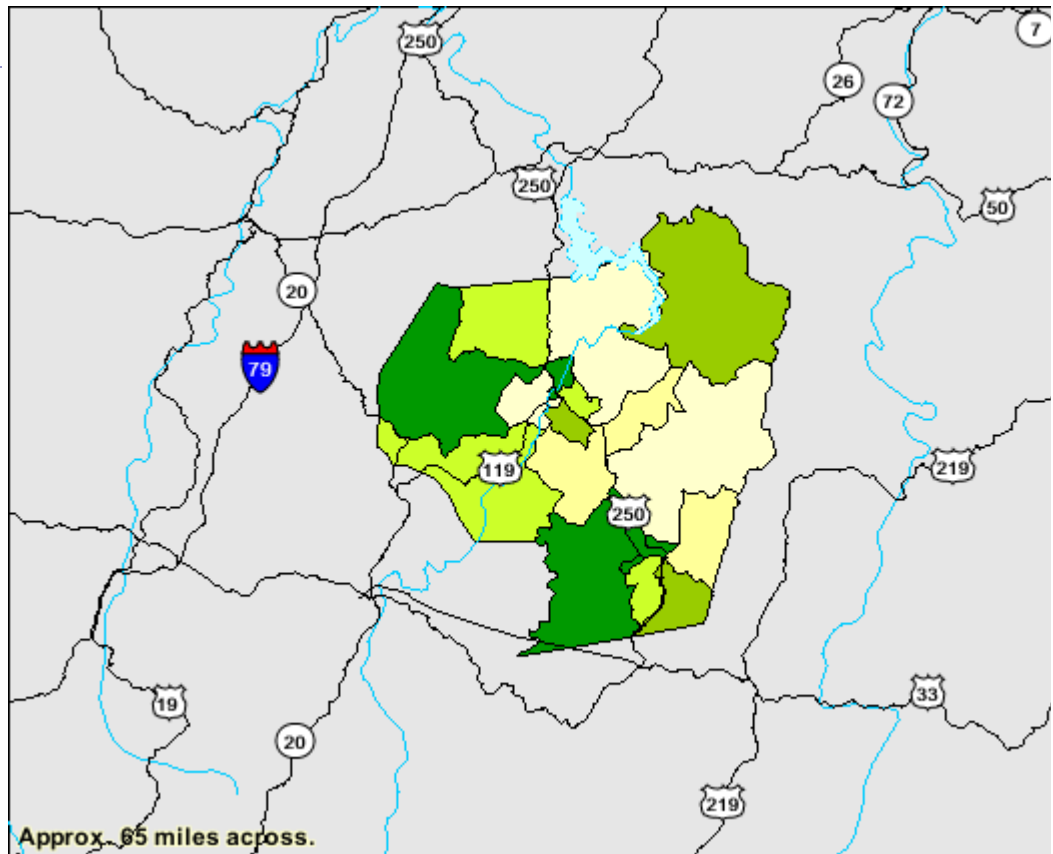
Percent

| | |
|--|-------------|
| | 16.0 - 16.5 |
| | 21.9 - 22.0 |
| | 23.8 - 25.8 |
| | 26.8 - 29.1 |
| | 30.6 - 36.1 |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P42.



TM-P067. Percent of Persons Below the Poverty Level in 1999: 2000

Universe: Total population

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

Barbour County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

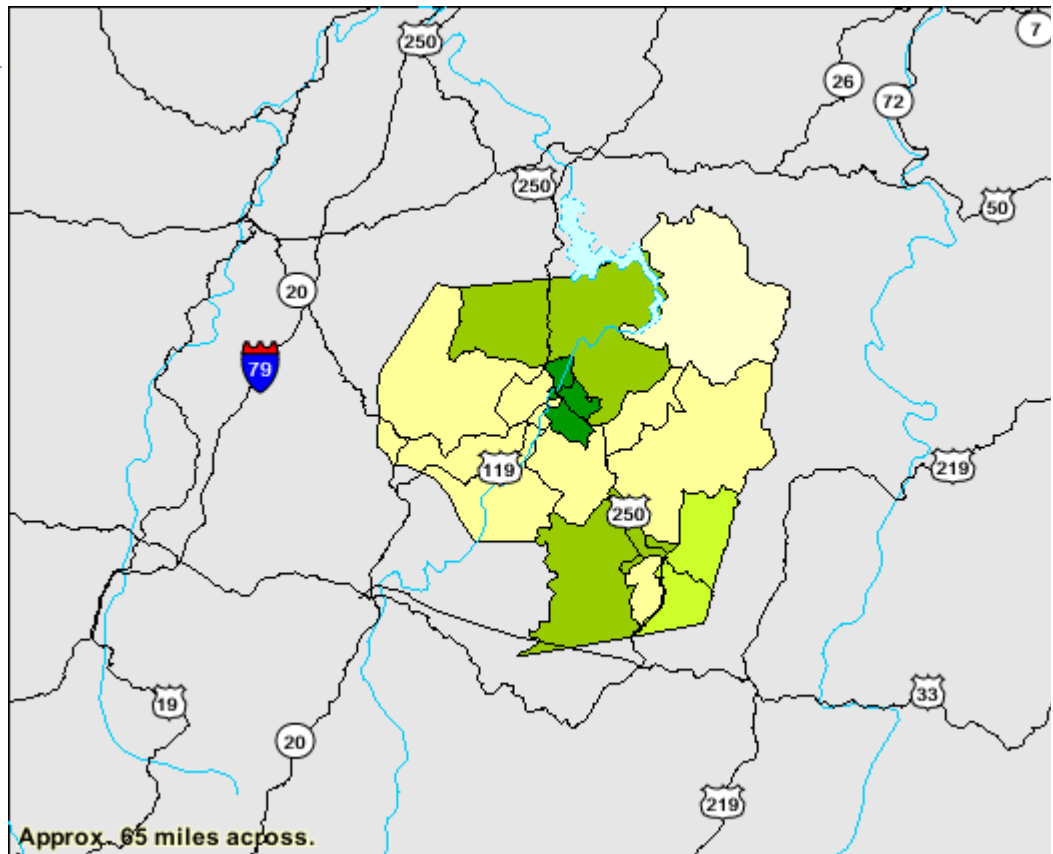
Data Classes

| Percent | |
|---------|-------------|
| | 7.7 - 7.7 |
| | 15.3 - 18.6 |
| | 19.8 - 22.2 |
| | 25.5 - 29.3 |
| | 34.9 - 40.0 |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P87.



TM-P002. Persons per Square Mile: 2000

Universe: **Total population**

Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**

Braxton County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

Data Classes

Persons/Sq Mile

14 - 17

21 - 28

61 - 92

129 - 129

865 - 865

Features

Major Road

Street

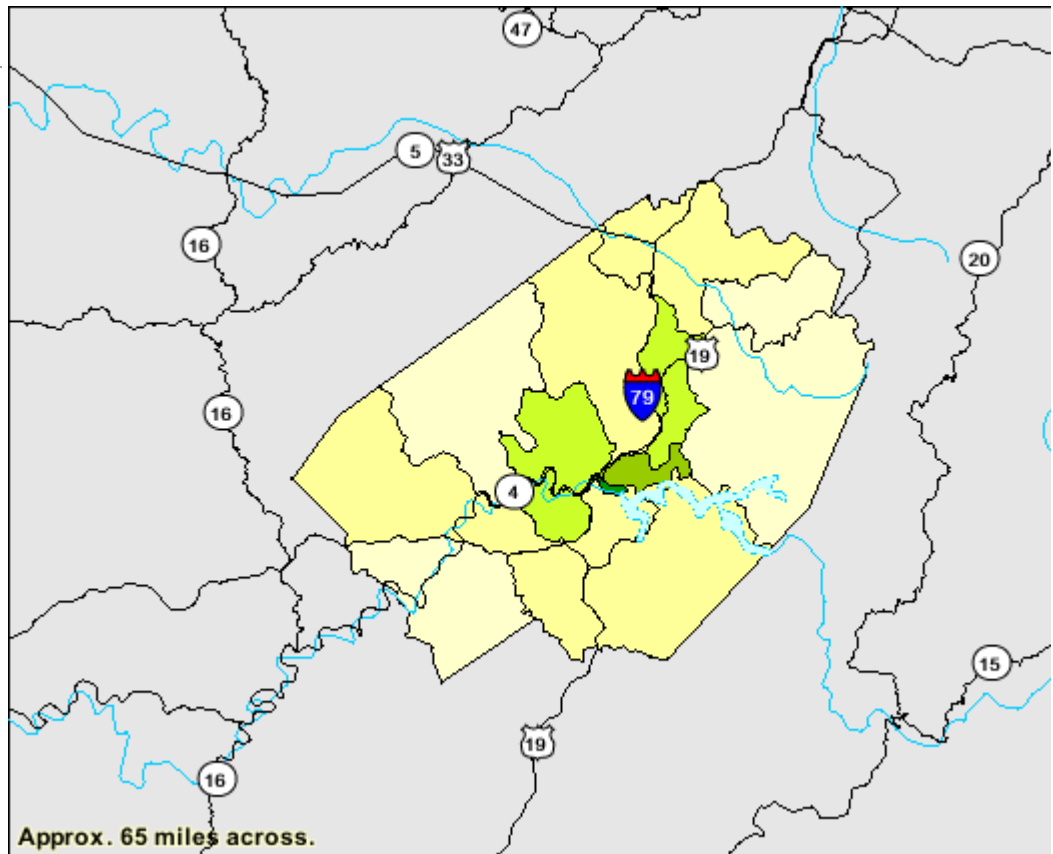
Stream/Waterbody

Stream/Waterbody

Items in graytext

are not visible

at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.



TM-P020. Percent of Persons 65 Years and Over: 2000

Universe: **Total population**

Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**

Braxton County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

Data Classes

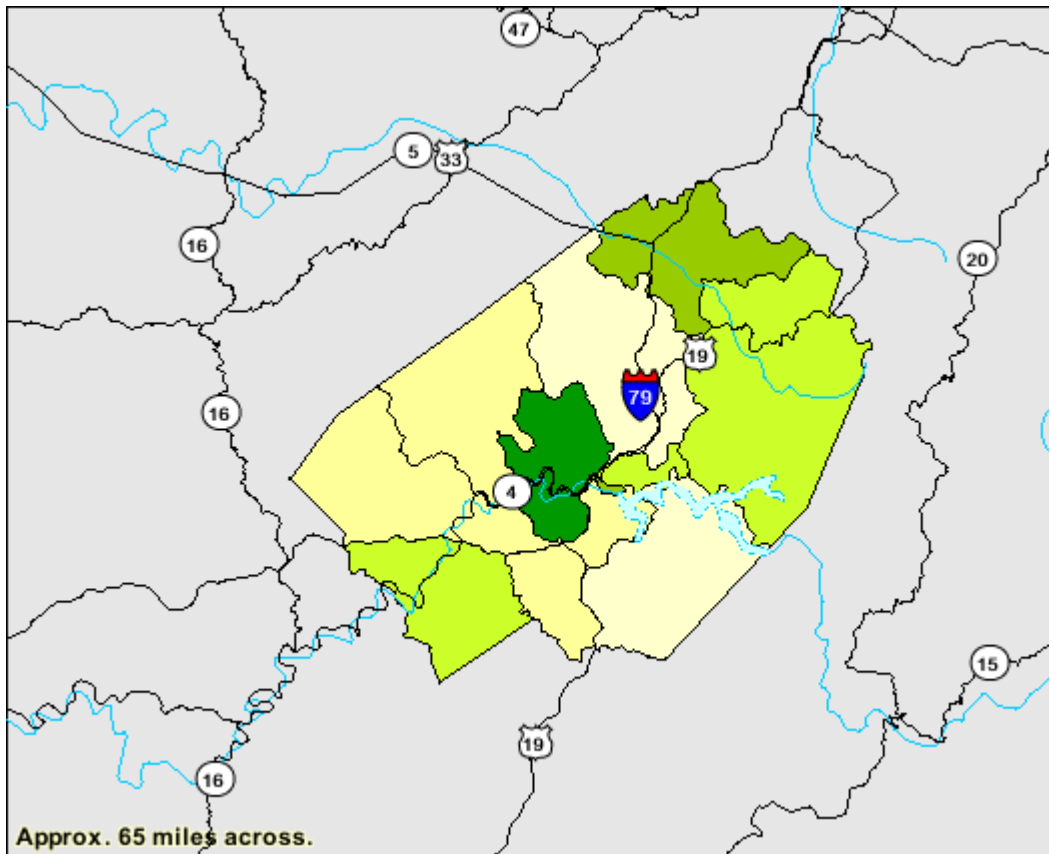
Percent

- 12.5 - 13.1
- 15.3 - 15.8
- 16.3 - 16.8
- 17.6 - 17.6
- 19.6 - 20.3

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in graytext are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, and P30.



TM-P046. Percent of Persons 21 to 64 Years With a Disability: 2000
Universe: **Civilian noninstitutionalized population 21 to 64 years**
Data Set: **Census 2000 Summary File 3 (SF 3) - Sample Data**
Braxton County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

Data Classes

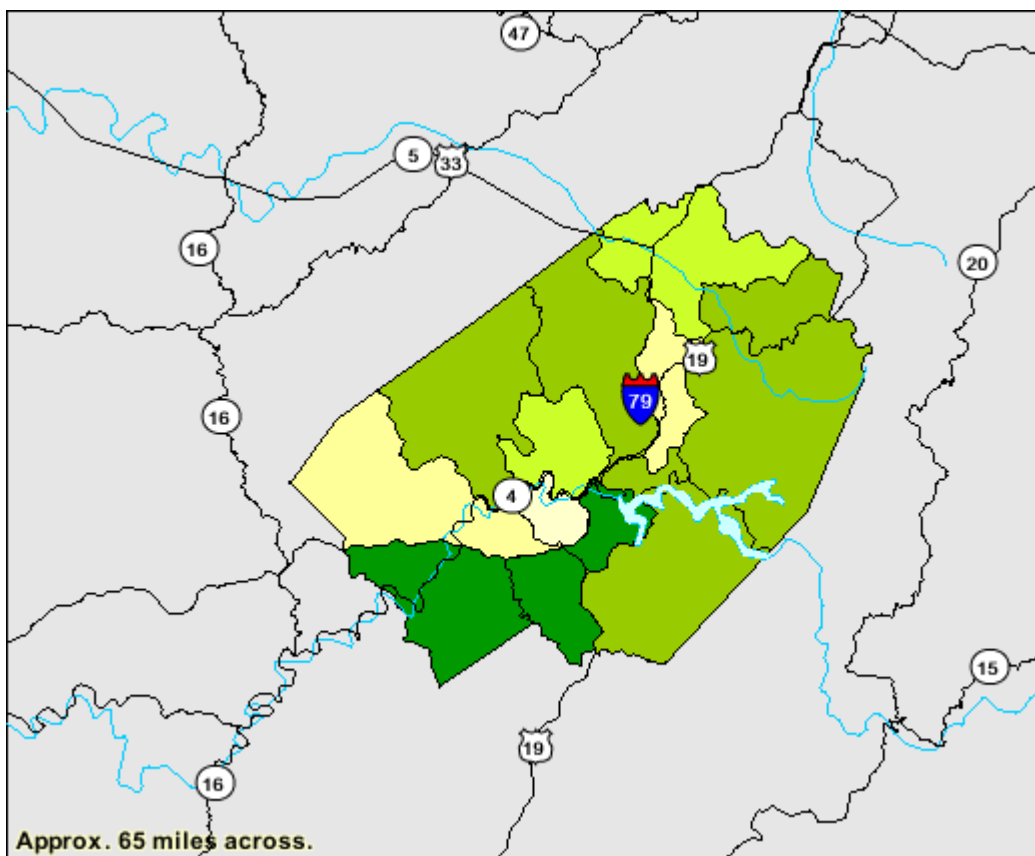
Percent

| |
|-------------|
| 13.7 - 13.7 |
| 23.6 - 24.2 |
| 27.3 - 27.8 |
| 29.8 - 31.2 |
| 38.1 - 40.1 |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P42.



TM-P067. Percent of Persons Below the Poverty Level in 1999: 2000

Universe: **Total population**

Data Set: **Census 2000 Summary File 3 (SF 3) - Sample Data**

Braxton County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

Data Classes

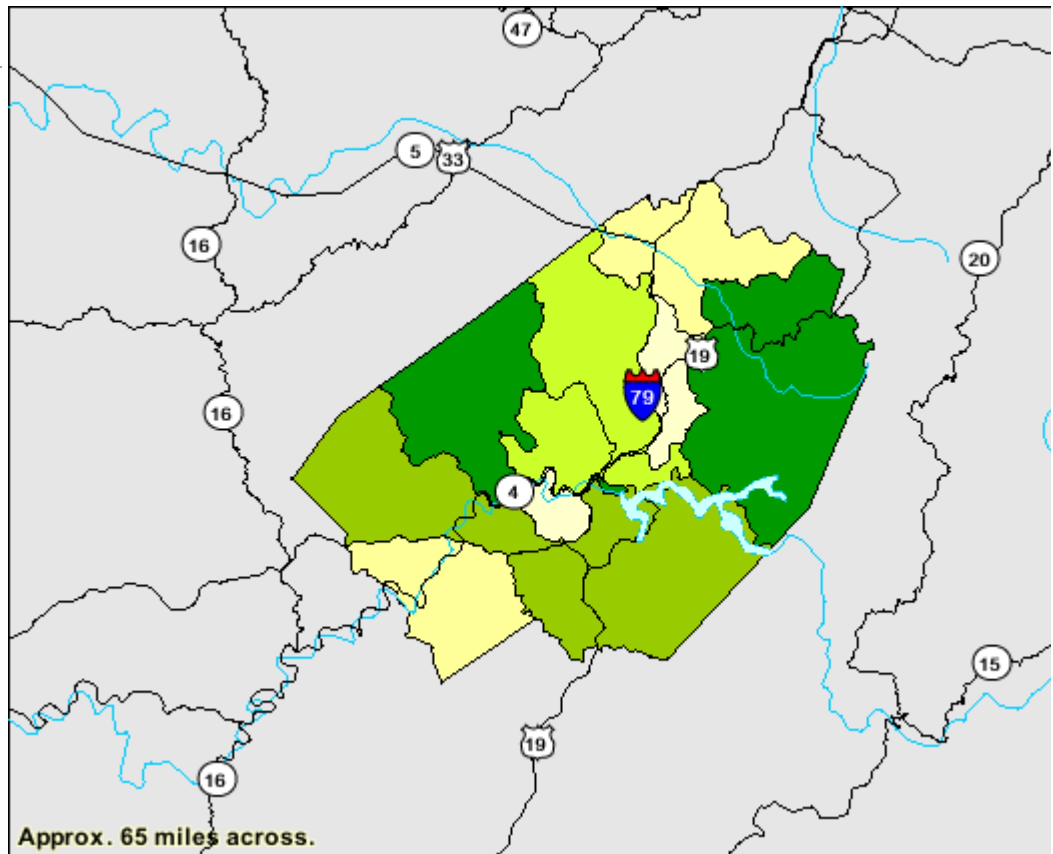
Percent

- 10.0 - 13.4
- 15.8 - 17.1
- 19.8 - 21.0
- 22.1 - 25.3
- 31.1 - 32.5

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in graytext are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P87.



TM-P002. Persons per Square Mile: 2000
 Universe: **Total population**
 Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**
Gilmer County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

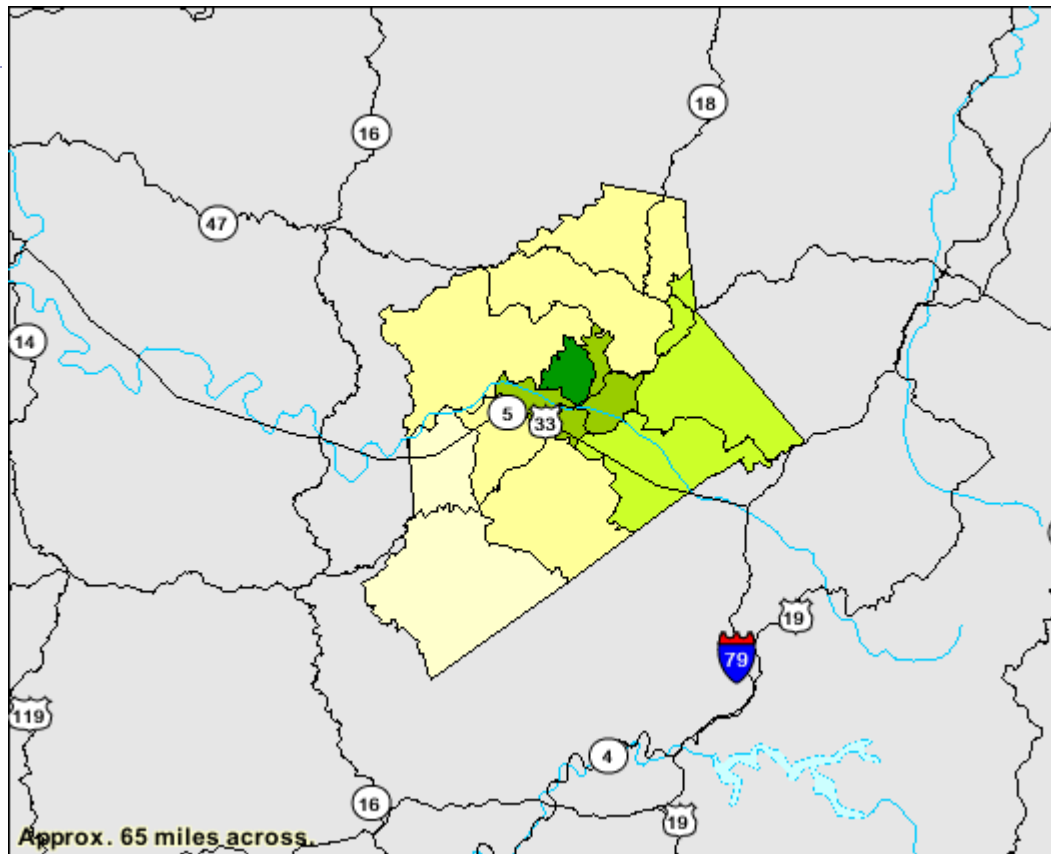
Data Classes

| Persons/Sq Mile | |
|-----------------|-----------|
| | 12 - 12 |
| | 14 - 16 |
| | 21 - 22 |
| | 64 - 66 |
| | 145 - 145 |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.



TM-P020. Percent of Persons 65 Years and Over: 2000

Universe: **Total population**

Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**

Gilmer County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

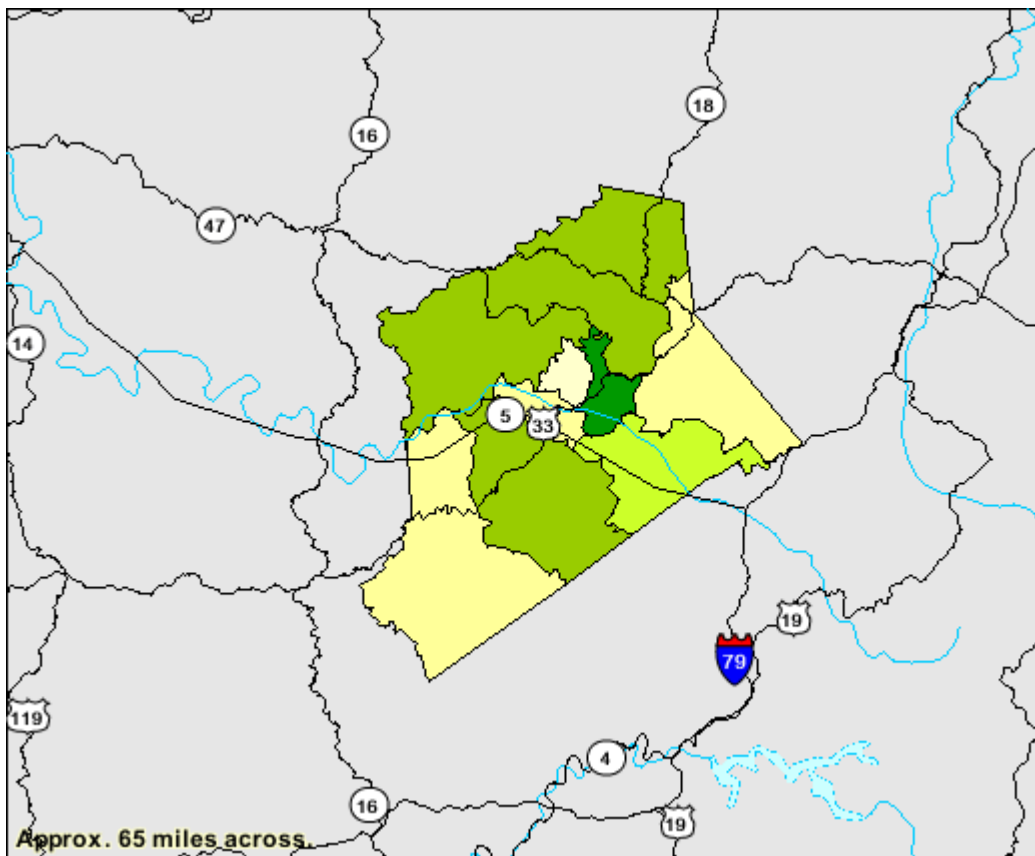
Data Classes

| Percent | |
|-------------|-----------------|
| 7.2 - 7.2 | Lightest yellow |
| 14.2 - 14.6 | Light yellow |
| 15.0 - 15.0 | Yellow-green |
| 16.3 - 17.5 | Green |
| 24.2 - 24.2 | Dark green |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, and P30.



TM-P046. Percent of Persons 21 to 64 Years With a Disability: 2000
 Universe: **Civilian noninstitutionalized population 21 to 64 years**
 Data Set: **Census 2000 Summary File 3 (SF 3) - Sample Data**
Gilmer County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

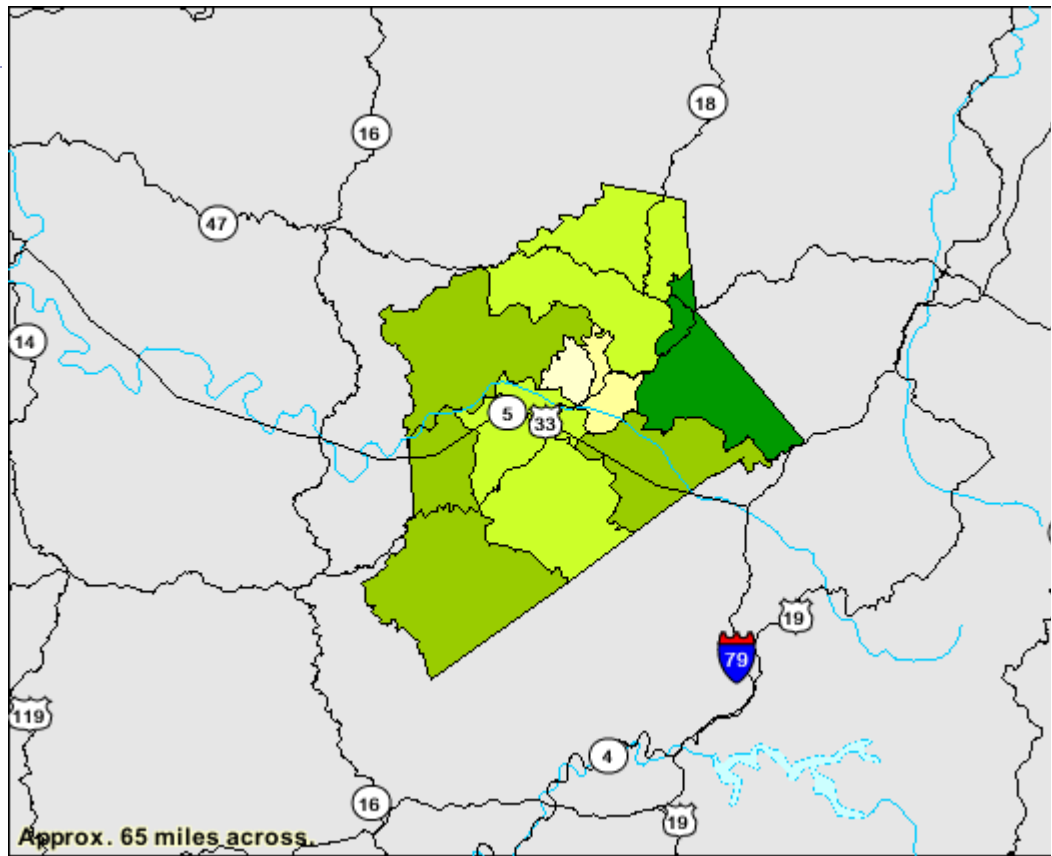
Data Classes

| Percent | |
|---------|-------------|
| | 13.3 - 13.3 |
| | 15.9 - 15.9 |
| | 20.7 - 22.6 |
| | 24.9 - 27.5 |
| | 32.1 - 32.1 |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in graytext are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P42.



TM-P067. Percent of Persons Below the Poverty Level in 1999: 2000

Universe: Total population

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

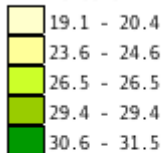
Gilmer County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

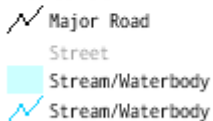
Legend

Data Classes

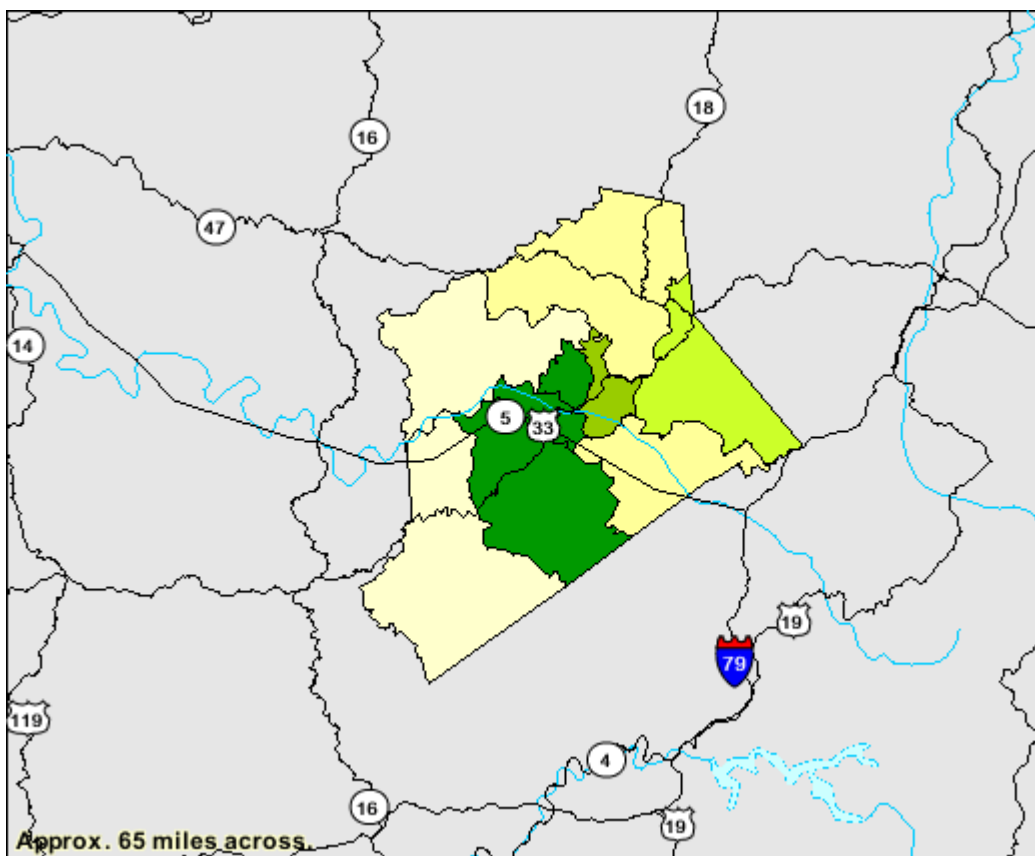
Percent



Features



Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P87.



TM-P002. Persons per Square Mile: 2000

Universe: Total population

Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

Lewis County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

Data Classes

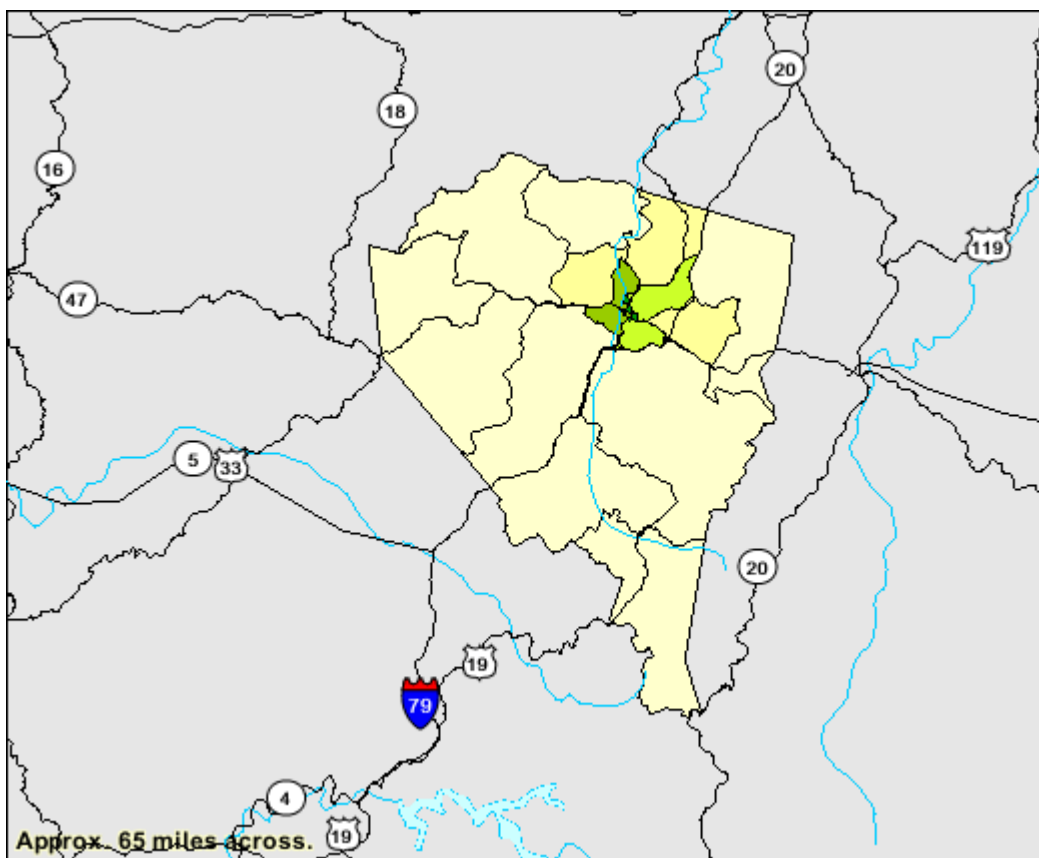
Persons/Sq Mile

- 15 - 42
- 93 - 139
- 206 - 306
- 397 - 538
- 3328 - 3569

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.



TM-P020. Percent of Persons 65 Years and Over: 2000

Universe: **Total population**

Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**

Lewis County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

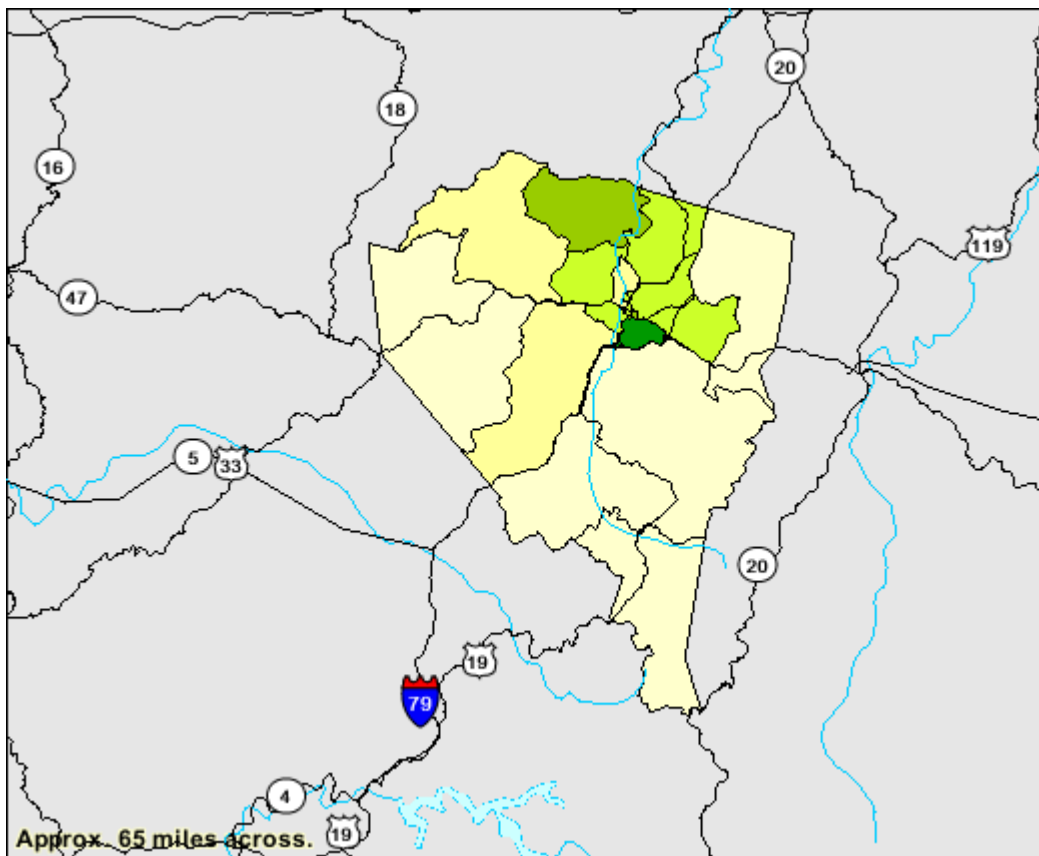
Data Classes

| Percent | |
|---------|-------------|
| | 10.9 - 12.3 |
| | 13.8 - 14.4 |
| | 16.4 - 18.6 |
| | 20.8 - 21.8 |
| | 26.0 - 26.0 |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, and P30.



TM-P046. Percent of Persons 21 to 64 Years With a Disability: 2000
Universe: **Civilian noninstitutionalized population 21 to 64 years**
Data Set: **Census 2000 Summary File 3 (SF 3) - Sample Data**
Lewis County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

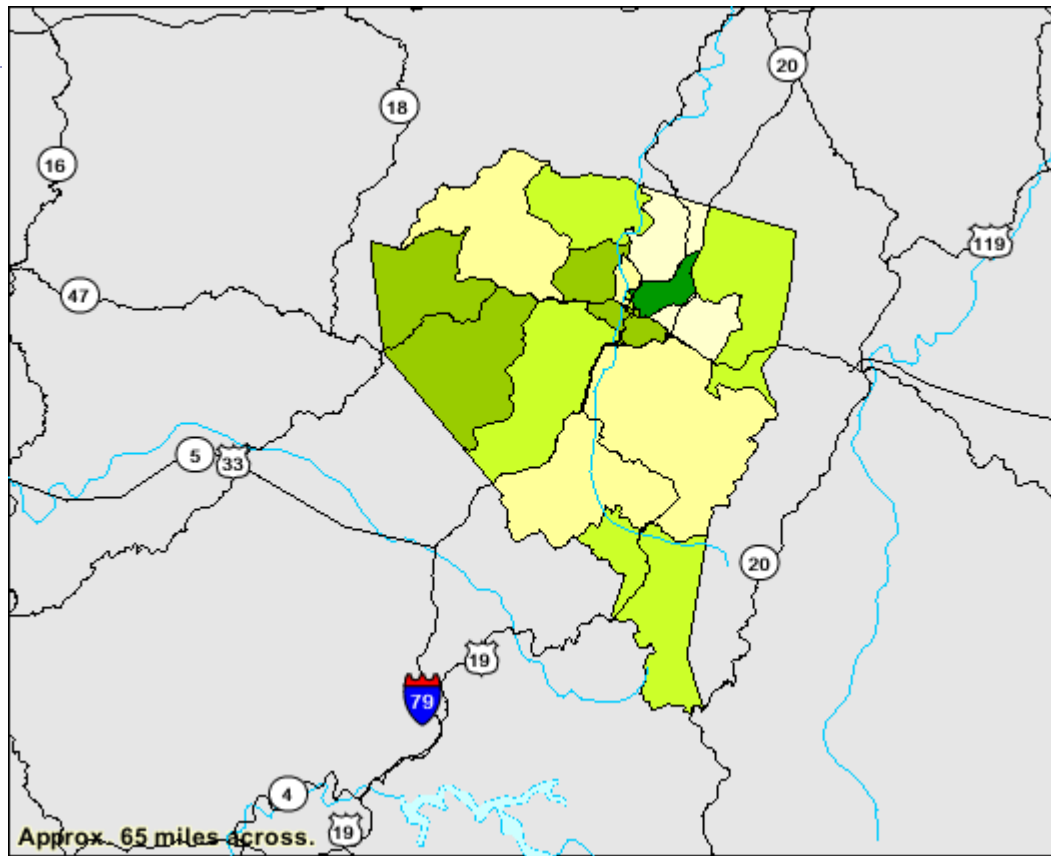
Data Classes

| Percent | |
|---------|-------------|
| | 16.0 - 18.2 |
| | 20.8 - 22.3 |
| | 24.5 - 29.0 |
| | 30.8 - 39.8 |
| | 51.4 - 51.4 |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in graytext are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P42.



TM-P067. Percent of Persons Below the Poverty Level in 1999: 2000

Universe: **Total population**

Data Set: **Census 2000 Summary File 3 (SF 3) - Sample Data**

Lewis County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

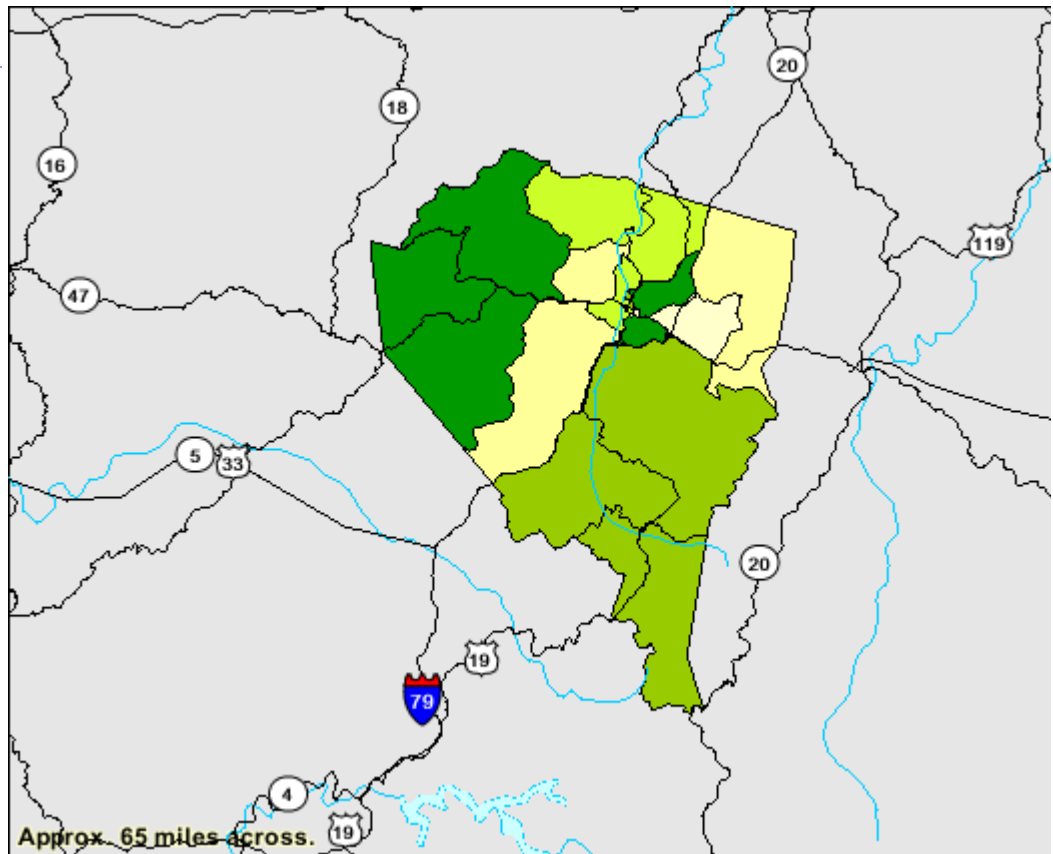
Data Classes

| Percent | |
|---------|-------------|
| | 7.1 - 7.1 |
| | 11.0 - 12.3 |
| | 15.1 - 18.1 |
| | 21.1 - 24.4 |
| | 31.3 - 34.2 |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P87.



TM-P002. Persons per Square Mile: 2000

Universe: Total population

Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

Randolph County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

Data Classes

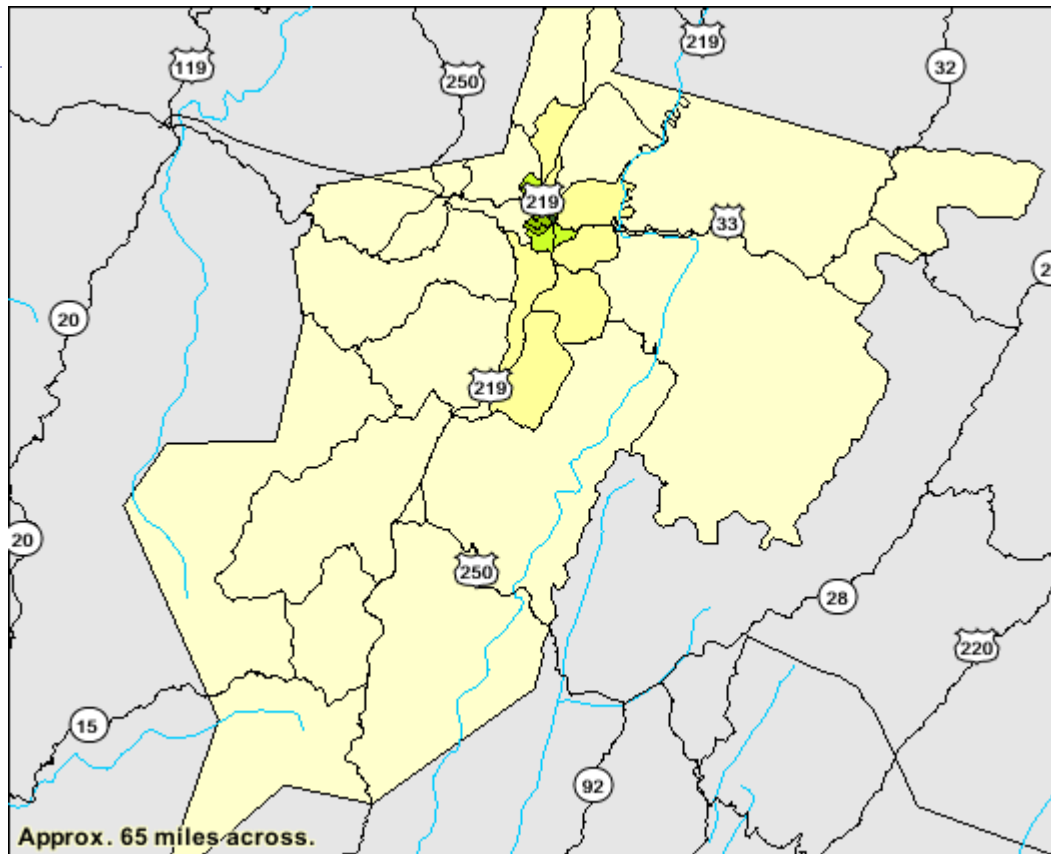
Persons/Sq Mile

- 4 - 74
- 108 - 208
- 318 - 441
- 1607 - 2651
- 5494 - 5494

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.



TM-P020. Percent of Persons 65 Years and Over: 2000

Universe: Total population

Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

Randolph County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

Data Classes

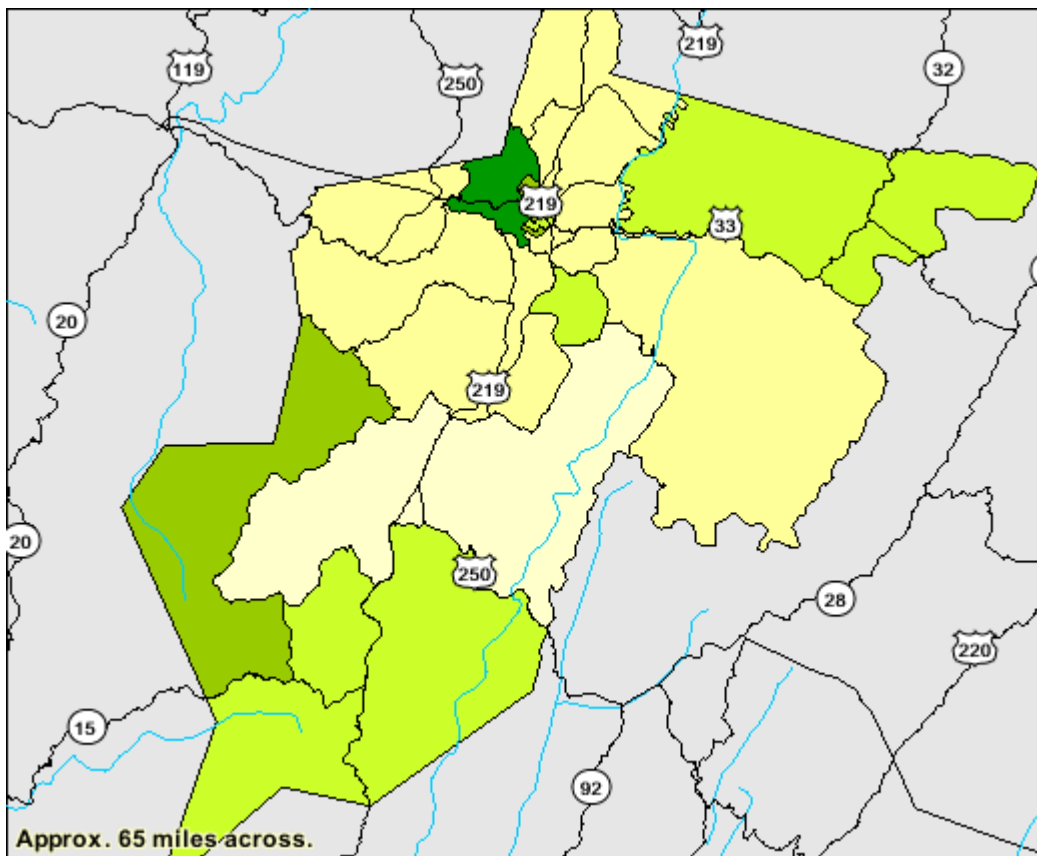
Percent

| | |
|--|-------------|
| | 9.5 - 10.7 |
| | 11.5 - 14.0 |
| | 14.7 - 19.0 |
| | 20.4 - 25.3 |
| | 34.7 - 34.7 |

Features

| | |
|--|------------------|
| | Major Road |
| | Street |
| | Stream/Waterbody |
| | Stream/Waterbody |

Items in gray text
are not visible
at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, and P30.



TM-P046. Percent of Persons 21 to 64 Years With a Disability: 2000
 Universe: **Civilian noninstitutionalized population 21 to 64 years**
 Data Set: **Census 2000 Summary File 3 (SF 3) - Sample Data**
Randolph County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

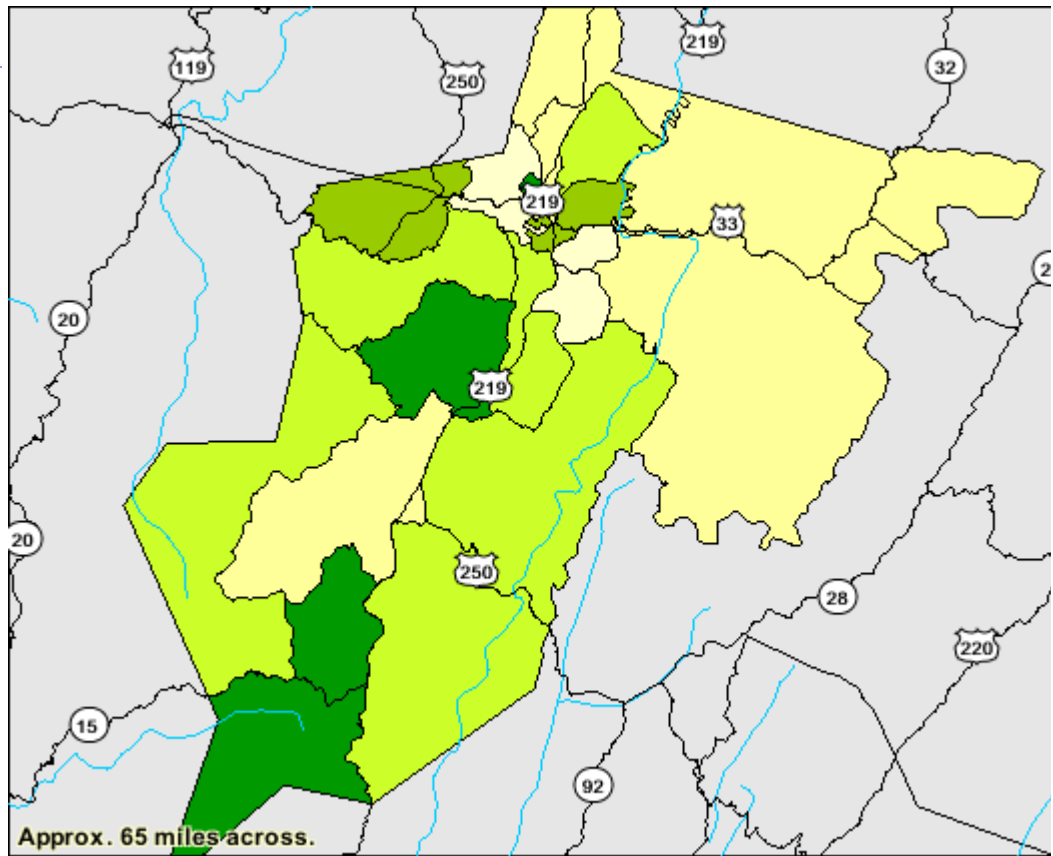
Data Classes

| Percent | |
|---------|-------------|
| | 13.8 - 16.2 |
| | 18.6 - 23.0 |
| | 25.3 - 27.5 |
| | 28.6 - 31.1 |
| | 32.0 - 35.0 |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P42.



TM-P067. Percent of Persons Below the Poverty Level in 1999: 2000

Universe: Total population

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

Randolph County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

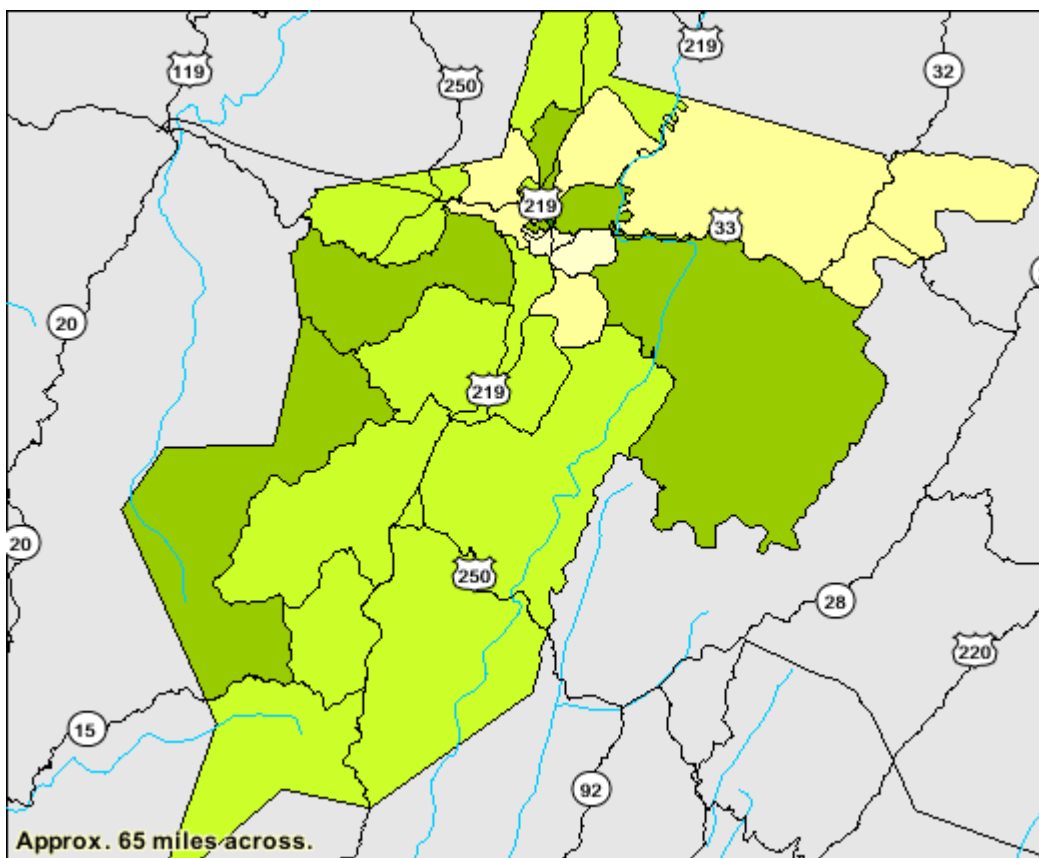
Data Classes

| Percent | |
|---------|-------------|
| | 4.0 - 7.2 |
| | 10.8 - 15.4 |
| | 17.2 - 20.9 |
| | 22.4 - 28.3 |
| | 38.6 - 38.6 |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P87.



TM-P002. Persons per Square Mile: 2000

Universe: **Total population**

Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**

Tucker County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

Data Classes

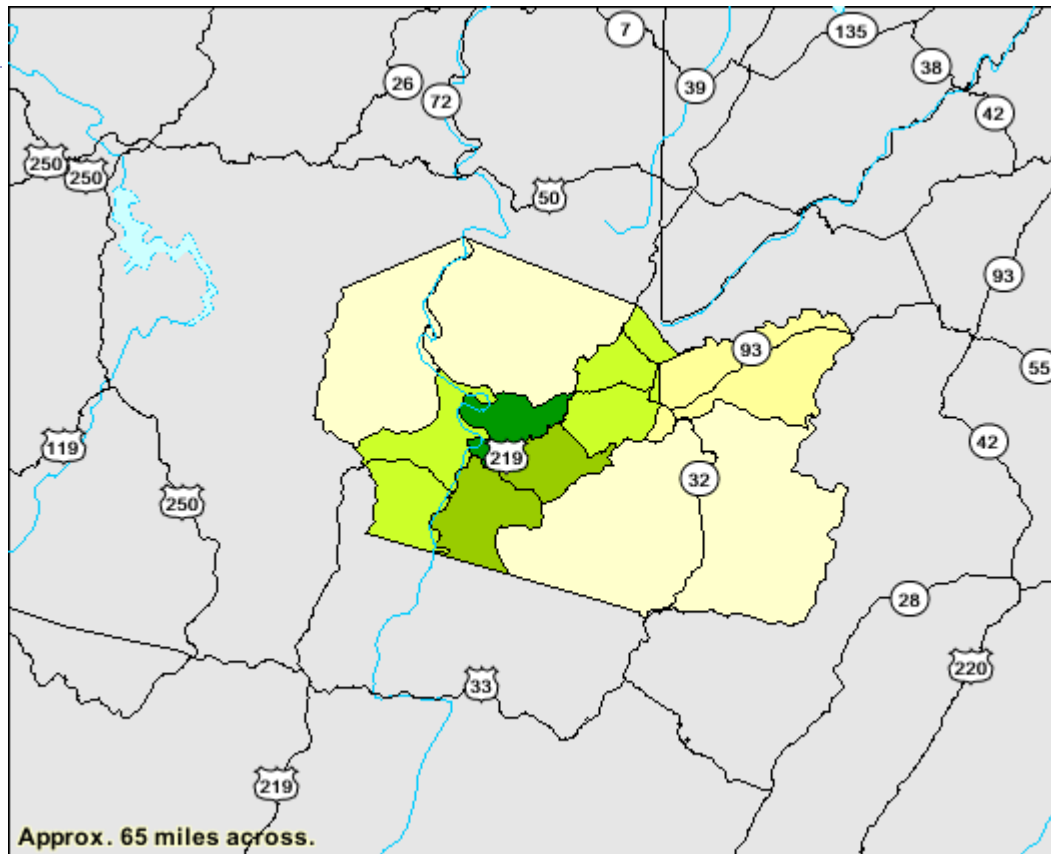
Persons/Sq Mile

- 6 - 11
- 16 - 16
- 29 - 38
- 44 - 50
- 64 - 64

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.



TM-P020. Percent of Persons 65 Years and Over: 2000

Universe: Total population

Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

Tucker County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

Data Classes

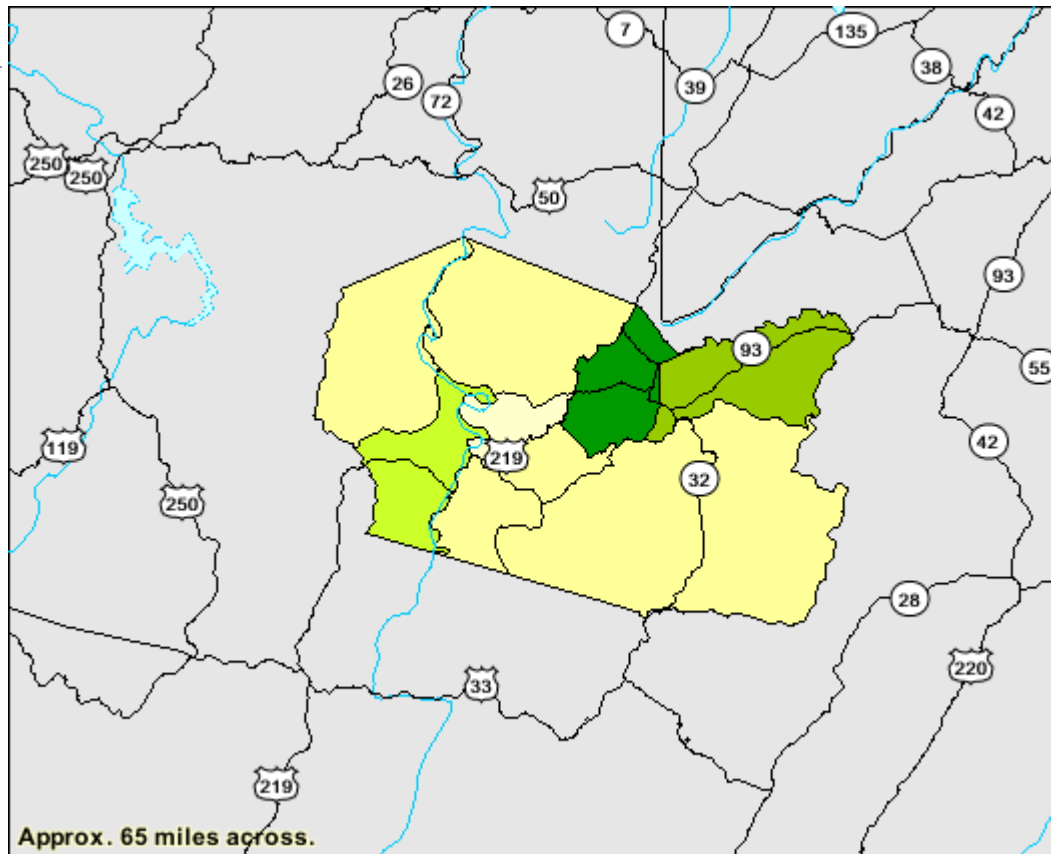
Percent

| | |
|--|-------------|
| | 11.0 - 11.0 |
| | 16.2 - 17.2 |
| | 18.1 - 18.1 |
| | 20.7 - 20.7 |
| | 28.7 - 28.7 |

Features

| | |
|--|------------------|
| | Major Road |
| | Street |
| | Stream/Waterbody |
| | Stream/Waterbody |

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, and P30.



TM-P046. Percent of Persons 21 to 64 Years With a Disability: 2000

Universe: **Civilian noninstitutionalized population 21 to 64 years**

Data Set: **Census 2000 Summary File 3 (SF 3) - Sample Data**

Tucker County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

Data Classes

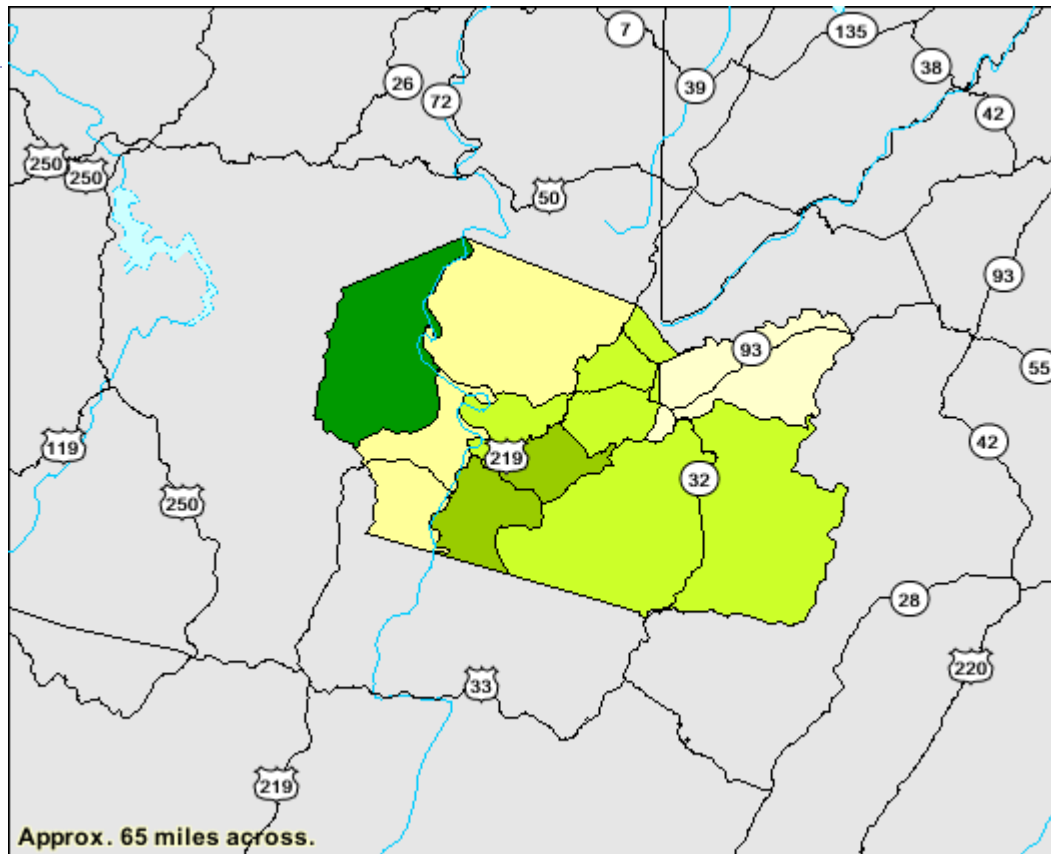
Percent

| | |
|--|-------------|
| | 19.0 - 19.0 |
| | 19.5 - 19.6 |
| | 22.2 - 24.7 |
| | 27.5 - 27.8 |
| | 42.0 - 42.0 |

Features

| | |
|--|------------------|
| | Major Road |
| | Street |
| | Stream/Waterbody |
| | Stream/Waterbody |

Items in gray text
are not visible
at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P42.



TM-P067. Percent of Persons Below the Poverty Level in 1999: 2000

Universe: **Total population**

Data Set: **Census 2000 Summary File 3 (SF 3) - Sample Data**

Tucker County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

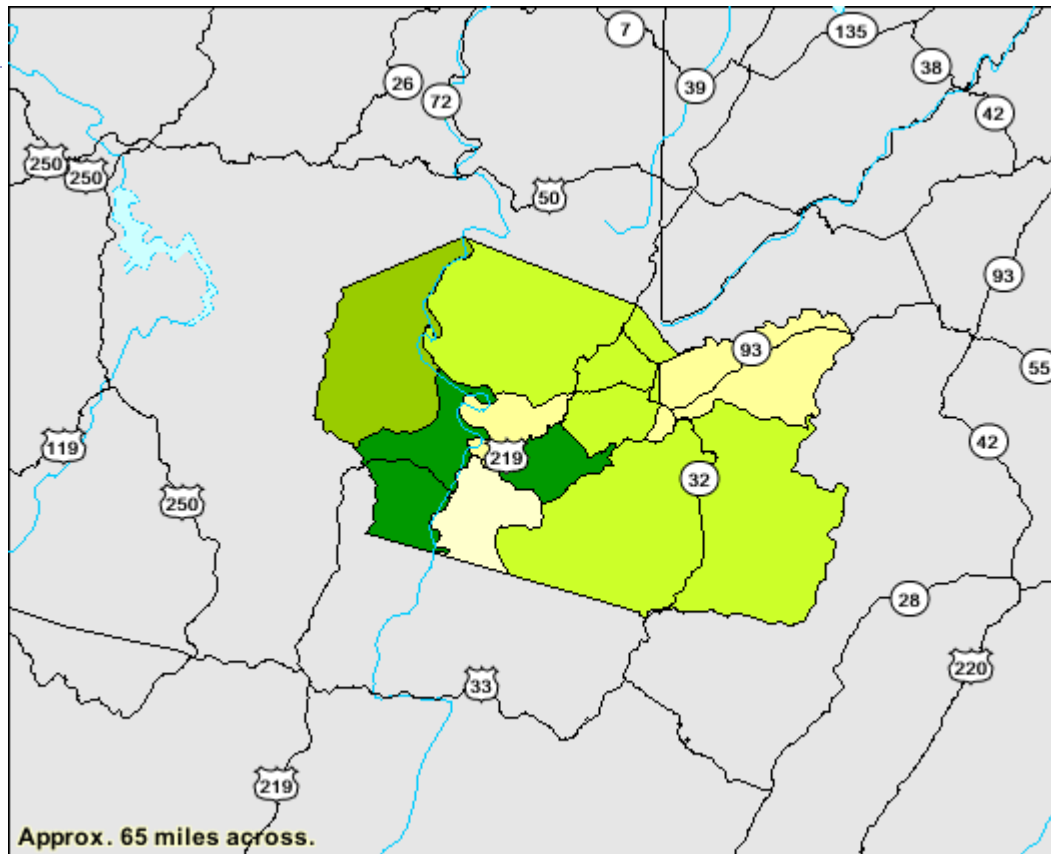
Data Classes

| Percent | |
|-------------|-----------------|
| 11.8 - 11.8 | Lightest yellow |
| 13.6 - 14.8 | Light yellow |
| 16.2 - 18.3 | Yellow-green |
| 20.4 - 20.4 | Green |
| 24.4 - 24.5 | Dark green |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P87.



TM-P002. Persons per Square Mile: 2000

Universe: Total population

Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

Upshur County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

Data Classes

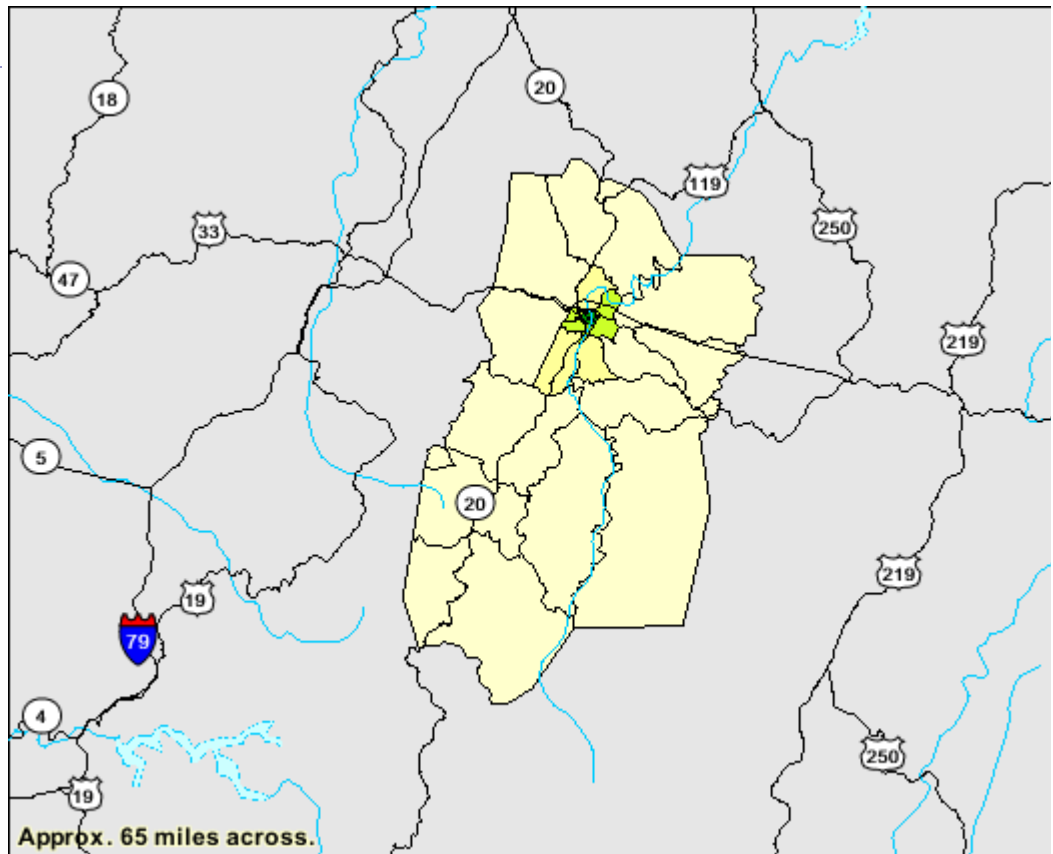
Persons/Sq Mile

- 12 - 66
- 230 - 375
- 669 - 1242
- 2038 - 2038
- 3904 - 6213

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in graytext are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrix P1.



TM-P020. Percent of Persons 65 Years and Over: 2000

Universe: **Total population**

Data Set: **Census 2000 Summary File 1 (SF 1) 100-Percent Data**

Upshur County, West Virginia by Block Group

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Legend

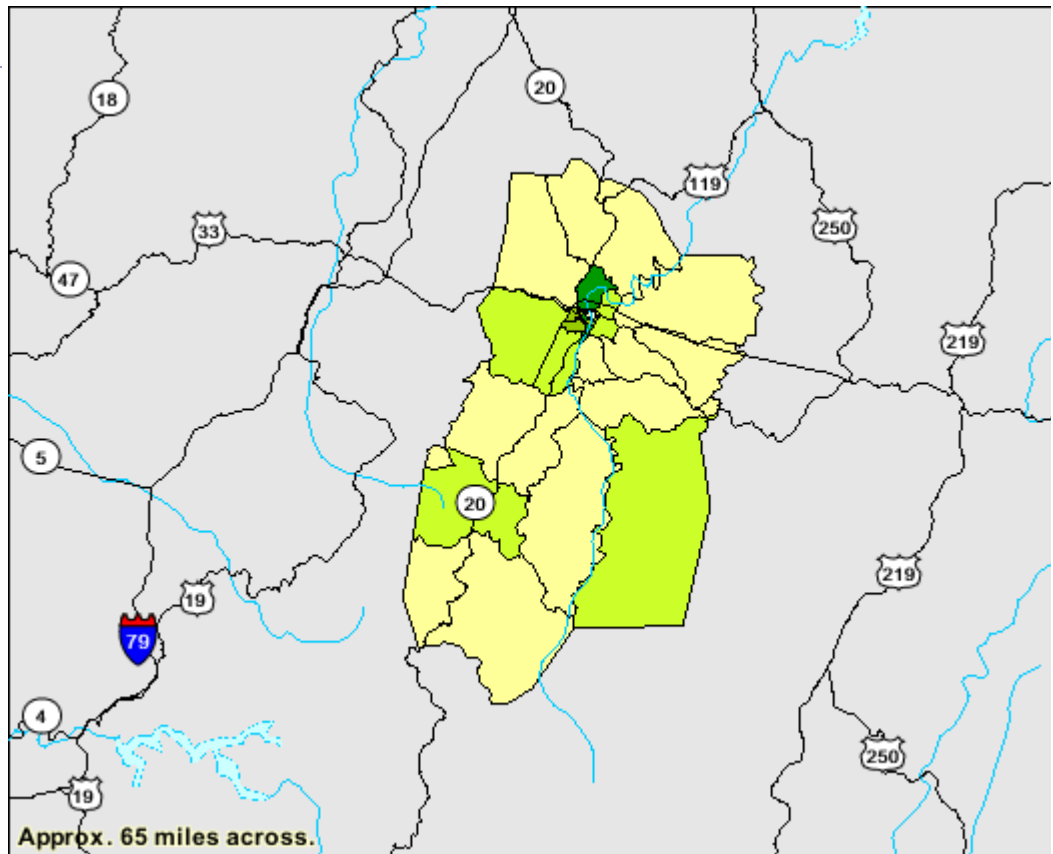
Data Classes

| Percent | |
|---------|-------------|
| | 3.7 - 3.7 |
| | 11.1 - 13.8 |
| | 14.9 - 17.3 |
| | 20.1 - 22.4 |
| | 23.9 - 25.5 |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, and P30.



TM-P046. Percent of Persons 21 to 64 Years With a Disability: 2000
Universe: **Civilian noninstitutionalized population 21 to 64 years**
Data Set: **Census 2000 Summary File 3 (SF 3) - Sample Data**
Upshur County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

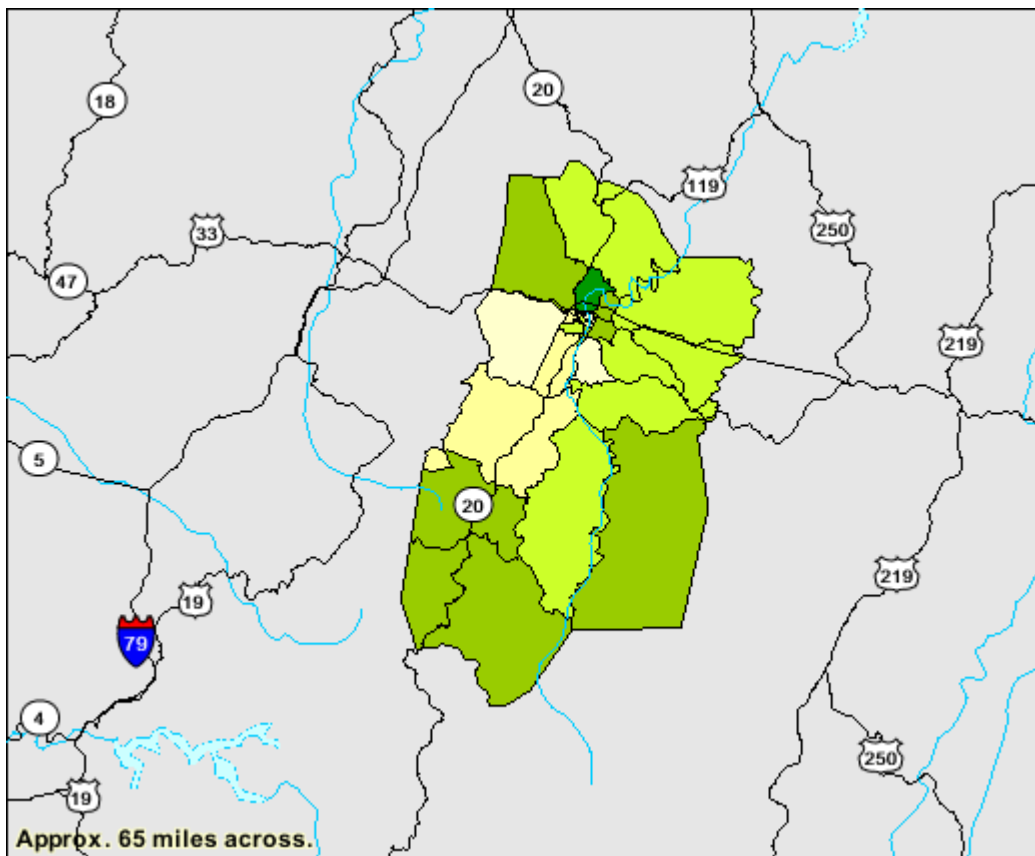
Data Classes

| Percent | |
|-------------|-----------------|
| 8.8 - 13.8 | Lightest yellow |
| 15.6 - 18.5 | Light yellow |
| 19.8 - 23.5 | Yellow-green |
| 25.6 - 30.2 | Green |
| 46.1 - 46.1 | Dark green |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P42.



TM-P067. Percent of Persons Below the Poverty Level in 1999: 2000

Universe: Total population

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

Upshur County, West Virginia by Block Group

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

Legend

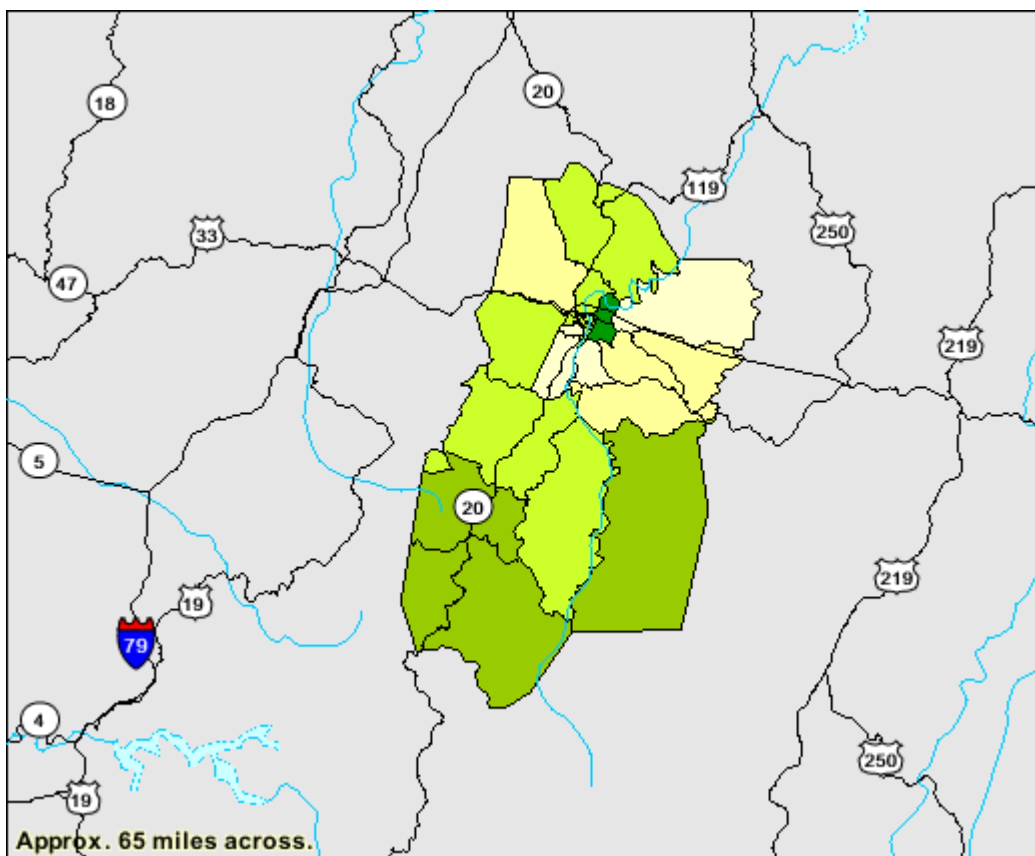
Data Classes

| Percent | |
|-------------|-----------------|
| 6.1 - 10.5 | Lightest yellow |
| 12.8 - 15.2 | Light yellow |
| 18.2 - 24.1 | Yellow-green |
| 27.6 - 30.7 | Green |
| 39.8 - 39.8 | Dark green |

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

Items in gray text are not visible at this zoom level



Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P87.

Population Data and Trip Information (continued)

Any transportation assessment or plan must contain a description of where the potential users of transportation reside and where they want to go. In Region VII, the majority of the population resides in one or two population centers in each County, older adults, individuals with disabilities, and those with limited incomes are found at higher densities in these population centers. Region VII is very rural and people who need transportation services are dispersed across the entire area at low population densities. The preceding population center maps for each Region VII County were generated from the Census Bureau's American Fact Finder.

Primary transportation origins are generally wherever one slept the night before, the most common being one's home. The most common primary origins in Region VII are private residences, nursing homes and hospitals. The most common secondary origins are places of employment, retail stores in shopping centers, Senior Centers (nutrition sites), medical facilities/offices, human services offices, banks, post offices and local government offices (Court House/City Hall). All destinations are secondary origins because they are the starting point for the trip home.

Common destinations in most areas include medical facilities, employers, schools, retail shopping areas, and childcare facilities. In Region VII, in addition to these places, other destinations include the secondary origins as stated in the preceding paragraph plus the reverse commute. Significant destinations that emerged in Region VII focus groups included the Veterans Administration (VA) Hospital in Clarksburg and the University Hospital in Morgantown. These facilities are outside the boundaries of this planning area and are important because in rural Region VII there are a limited number of hospitals and a fairly large veteran and senior population that need health services.

Pilot Fish Principal

Pilot fish are creatures that live in close association to much larger marine fish and mammals. They survive by "eating the crumbs" the big fish leave behind. The larger animals don't really care about the free ride the pilot fish get; they just keep swimming.

An aspect of the Section 5310 program mimics the pilot fish. The program is primarily for older adults; however, others can ride if there is available space. There is a contrast in this case. The biggest fish, the funders, do care that unutilized seats are not deigned the general public!

Pilot Fish Principle: Small tasks or small opportunities that can be incorporated in other much larger programs at very little or no noticeable cost. Later in this plan some very basic transit planning will be proposed using the pilot fish principle.



Existing Transportation Services

Identifying the existing transportation services in the area is key to determining where service gaps and service duplication were occurring. In this Coordinated Plan, public, private, non-profit transportation providers, including fixed route, route deviation, demand-response, taxis, vanpools, rideshare, volunteer driver programs and human service transportation providers were inventoried.

| Existing Transportation Services | BARBOUR | BRAXTON | GILMER | LEWIS | RANDOLPH | TUCKER | UPSHUR |
|--|---------|---------|-------------|-------|----------|--------|--------|
| Public Transportation | | | | | | | |
| Fixed Route | | | | | ✓ | | |
| Deviated Route | | | | | ✓ | | |
| Demand-Response | ✓ | | | | ✓ | | ✓ |
| Private Transportation | | | | | | | |
| Taxis | ✓ | ✓ | | ✓ | | ✓ | ✓ |
| Non-Emergency Medical | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Human Services | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Organized Vanpools | | | None | | | | |
| Organized Rideshare | | | | | | | |
| Organized Volunteer Transportation Services | | | | | | | |
| | | | | | | | |

Upshur County had fixed routes at the beginning of this project; however, due to extremely low use the service was transformed into a dial-a-ride operation (direct-response). It should be noted that only two taxis (two firms with one vehicle each) are indigenous to the area and they are very small operations.

Even though it appears that there is duplication of services by the above chart, this is not the case because agencies involved in transportation are very small with few vehicles available for transportation. Person miles (miles per person) are very high due to the low population density and the rural sprawl. It takes several vehicles to address this issue.

Human services staff are by custom reimbursed for client transportation. Their service is not available to a wide range of people. Many people in the region who need transportation rely on relatives, friends and neighbors. This aspect of community transit is very real and significant; however, hard to gather data for reports.

General demand-response forms of transit in this region are normally curb-to-curb. Non-emergency medical is generally door-to-door. Transit providers who serve customers with specialized needs on a regular basis generally accommodate those needs.

| Organization | Hours | Service Area | Rates | Passenger Type | Restrictions/ Funder |
|--|-----------------------------|--|---|---|-----------------------------------|
| D&L Limousine, Inc. | 24-7 | Barbour | \$1.75/mi. | All | None/Fares |
| Here & There Transit | 7:30 am to 4 pm Weekdays | Barbour | .75 town \$1.25 County \$3.75 Clarksburg/ Elkins/Buckhannon \$7.75 Morgantown | All | None/ Fares /5311 |
| Mountain State, Inc | 24-7 | Barbour/ Lewis/ Randolph | N/A | Non-Emergency Medical | Clients/Social Benefits |
| Youth Health Service, Inc | 7 am to 6 pm Weekdays | Barbour/ Randolph | N/A | Client | Clients/Social Benefits |
| Appalachian Community Health Center | 8 am to 4 pm Weekdays | Barbour/ Randolph/Tucker/ Upshur | N/A | Mental Health | Clients/Social Benefits |
| Randolph County Sheltered Workshop | 9 am to 3:30 pm Weekdays | Barbour/ Randolph/Tucker | N/A | Clients | Clients/Social Benefits |
| North Central WV Community Action Head Start | N/A | Barbour/ Randolph/Tucker | N/A | Students | Students/Education |
| Gassaway Cabs, Inc. | 24-7 | Braxton | \$1.50 ^{oneway} \$2.00 ^{roundtrip} | All | None/Fares |
| Braxton County Head Start | N/A | Braxton | N/A | Students | Students/Education |
| Braxton count Senior Citizens Center, Inc | 8 am to 4 pm Weekdays | Braxton | N/A | Seniors | Seniors first/5310 |
| Precision Services, Inc. | 8 am to 8 pm Weekdays | Braxton | N/A | Employment Commute for disabled | Clients/Social Benefits |
| United Summit Center | N/A | Braxton/Lewis/ Gilmer | N/A | Clients | Clients/Social Benefits |
| Community Development Institute, Head Start | N/A | Gilmer | N/A | Students | Students/Education |
| Council for Senior Citizens of Gilmer County, Inc. | 8:30 am to 2:30 pm Weekdays | Gilmer | N/A | Seniors | Seniors first/ Social Benefits |
| Central WV Community Action Association, Inc | 8:00 am to 4:00 pm Weekdays | Lewis | N/A | Seniors/Disabled/ Non-Emergency Medical | Clients/Social Benefits |

| Organization | Hours | Service Area | Rates | Passenger Type | Restrictions | | | | | | | | | | | | |
|--|---------------------------------------|--------------|--|-------------------------------|-------------------------------|-----|-------|--|-----|-------|--|-----|---------------------------|--|--------|-----|-----------------|
| Lewis County Senior Citizens Center, Inc. | 7:30 am to 4 pm Weekdays | Lewis | N/A | Seniors | Seniors first/Social Benefits | | | | | | | | | | | | |
| Rt. 19 Taxi | 6:00 am to 9:00 pm | Lewis/Upshur | First mile \$2.50 \$.20 per additional .1 mile | All | None/Fares | | | | | | | | | | | | |
| Country Roads Transit (Demand-response) | 8 am to 4 pm Weekdays | Randolph | <table border="1"> <tr> <td>one city</td> <td>way</td> <td>\$2</td> </tr> <tr> <td>15 mi</td> <td></td> <td>\$3</td> </tr> <tr> <td>25 mi</td> <td></td> <td>\$5</td> </tr> <tr> <td>over 25 mi stay in county</td> <td></td> <td>\$8.00</td> </tr> </table> | one city | way | \$2 | 15 mi | | \$3 | 25 mi | | \$5 | over 25 mi stay in county | | \$8.00 | All | None/Fares/5311 |
| one city | way | \$2 | | | | | | | | | | | | | | | |
| 15 mi | | \$3 | | | | | | | | | | | | | | | |
| 25 mi | | \$5 | | | | | | | | | | | | | | | |
| over 25 mi stay in county | | \$8.00 | | | | | | | | | | | | | | | |
| Country Roads Transit (Fixed-route) | 8 am to 4 pm Weekdays | Randolph | <table border="1"> <tr> <td>one city</td> <td>way</td> <td>\$1</td> </tr> <tr> <td>15 mi</td> <td></td> <td>\$3</td> </tr> <tr> <td>25 mi</td> <td></td> <td>\$5</td> </tr> <tr> <td>over 25 mi stay in county</td> <td></td> <td>\$8.00</td> </tr> </table> | one city | way | \$1 | 15 mi | | \$3 | 25 mi | | \$5 | over 25 mi stay in county | | \$8.00 | All | None/Fares/5311 |
| one city | way | \$1 | | | | | | | | | | | | | | | |
| 15 mi | | \$3 | | | | | | | | | | | | | | | |
| 25 mi | | \$5 | | | | | | | | | | | | | | | |
| over 25 mi stay in county | | \$8.00 | | | | | | | | | | | | | | | |
| VIP Limousine Service Ltd. | 8-8 Sunday 8-12am M-T 8-1am F-S | Tucker | | All | None/Fares | | | | | | | | | | | | |
| Cortland Acres | 24-7 | Tucker | N/A | Non-Emergency Medical | Clients/Social Benefits | | | | | | | | | | | | |
| Tucker County Senior Citizens, Inc. | 8 am to 3 pm Weekdays | Tucker | N/A | Seniors/non-emergency medical | Seniors/5310 | | | | | | | | | | | | |
| Upshur Human Resources, Inc. | N/A | Upshur | N/A | Head Start Students | Students/Education | | | | | | | | | | | | |
| Country Roads Transit | 8 am to 4 pm Weekdays | Upshur | <table border="1"> <tr> <td>one city</td> <td>way</td> <td>\$2</td> </tr> <tr> <td>15 mi</td> <td></td> <td>\$3</td> </tr> <tr> <td>25 mi</td> <td></td> <td>\$5</td> </tr> <tr> <td>over 25 mi stay in county</td> <td></td> <td>\$8.00</td> </tr> </table> | one city | way | \$2 | 15 mi | | \$3 | 25 mi | | \$5 | over 25 mi stay in county | | \$8.00 | All | None/Fares/5311 |
| one city | way | \$2 | | | | | | | | | | | | | | | |
| 15 mi | | \$3 | | | | | | | | | | | | | | | |
| 25 mi | | \$5 | | | | | | | | | | | | | | | |
| over 25 mi stay in county | | \$8.00 | | | | | | | | | | | | | | | |
| Upshur County Senior Citizens Opportunity Center | 8 am to 4 pm Weekdays | Upshur | N/A | Seniors | Seniors first/5310 | | | | | | | | | | | | |
| Region VII Aging Services, Inc. | 8:30 am to 3:00 pm Weekdays | Upshur | N/A | Clients | Clients/Social Benefits | | | | | | | | | | | | |

N/A = not applicable

Condition of Regional Transit Services

In Region VII transit services are static, or they are operational and are only facing nominal risks of being discontinued if revenue streams remain current. No transportation service types can be considered duplication of services due to low population densities and the small numbers of vehicles available when agency/private sector fleets are pooled.

The glaring service gap is evening and weekend service by all types of providers. A secondary gap would be demand-response services in some counties as offered in the dial-a-ride in Randolph and Upshur Counties.

Identify Unmet Transportation Needs

Once existing transportation services were identified and inventoried, the next step was to identify the various types of transportation challenges and "gaps" in existing transportation services. To do this, the existing services were compared with the origins and destinations of people, especially the transportation disadvantaged.

By identifying the unmet needs of the region, stakeholders were able to ascertain the services that are most appropriate and useful to gaining access to the community. In light of a region's unmet needs, an array of service alternatives to accommodate varying transportation needs of the area was considered. Alternatives that were considered included:

- Demand-response
- Route deviation
- New services

Dial-a-ride is an option that has been implemented in one county since this project commenced. The idea of a mobility manager was discussed as well as the many options found in the Coordinated Transportation Toolkit. There are many alternatives to consider for physical transportation; however, due to the rural nature, small scale of economy and funding uncertainties most are impractical in Region VII. Many ideas and alternatives were presented by the facilitators but cannot be considered as viable at this time because the stakeholders are not in a position to pursue these opportunities. Even though evening and weekend service has been identified as a huge service gap, no provider or stakeholder exhibited interest in addressing this identified need.

Coordination Strategies and Alternatives

Strategies to implement coordination alternatives vary in each area being studied depending on the resources available, the size of the market for each alternative, the availability of existing services, and the extent to which these services are duplicated or gaps exist. Typically these alternatives will involve minor or little change or adjustment to the existing transportation services, while others may require major modifications.

Transit-Human Services Coordination Alternatives & Opportunities Survey

| Minor Options | No Comment | Strongly Disagree | Disagree | Agree | Strongly Agree |
|---|-------------|-------------------|----------|------------------------|----------------|
| Implement route deviations | ✓✓✓✓✓ ✓✓ | | | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓ | ✓✓✓✓✓ ✓ |
| Adding routes | ✓✓✓✓ | | | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓ | ✓✓✓✓✓ ✓✓✓✓✓ |
| Realigning routes | ✓✓✓✓ | | ✓ | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓ | ✓✓✓✓✓ ✓ |
| Changing days of service | ✓✓✓✓✓ ✓✓ | ✓ | ✓✓✓ | ✓✓✓✓✓ ✓✓✓✓✓ | ✓✓✓✓✓ ✓✓ |
| Changing hours | ✓✓✓✓✓ ✓✓ | ✓ | ✓✓✓ | ✓✓✓✓ | ✓✓✓✓✓ ✓✓✓ |
| Expanding collaboration between public transportation systems and human service agencies | ✓✓✓✓ | ✓ | | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓ | ✓✓✓✓✓ ✓✓✓✓✓ |
| Coordinating schedules and dispatching between two or more providers | ✓✓✓ | ✓ | | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓ | ✓✓✓✓✓ ✓✓✓✓✓ |
| Using available space on Human service vehicles and public transit services to access jobs and training | ✓✓✓ | | | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓✓ | ✓✓✓✓✓ ✓✓✓✓✓ |
| Providing for better coordination on section 5310 vehicles on a space available basis | ✓✓✓✓ | | | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓ | ✓✓✓✓✓ ✓✓✓ |
| OTHER | ✓✓✓ | | | | |

| Major Options | No Comment | Strongly Disagree | Disagree | Agree | Strongly Agree |
|--|-------------|-------------------|----------|------------------------------|---------------------|
| Implementation of new demand responsive services | ✓✓✓✓ | | | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓✓✓ ✓ | ✓✓✓✓✓ ✓ |
| Late evening service | ✓✓✓✓✓ | ✓ | ✓ | ✓✓✓✓✓ ✓✓✓✓✓ | ✓✓✓✓✓ ✓✓✓✓ |
| Service to new or underserved areas | ✓✓ | ✓ | | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓✓ | ✓✓✓✓✓ ✓✓✓✓ |
| Expand service hours | ✓✓✓ | ✓ | | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓ | ✓✓✓✓✓ ✓✓✓✓✓ |
| Expand service areas | ✓✓ | | ✓ | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓ | ✓✓✓✓✓ ✓✓✓✓✓ |
| Purchase dispatch / scheduling software for two or more providers to coordinate transit services | ✓✓✓✓ | | ✓✓ | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓✓ | ✓✓✓✓✓ ✓✓ |
| Coordinate with employers to provide "job" routes | ✓✓✓ | | | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓ | ✓✓✓✓✓ ✓✓✓✓✓ |
| Coordinate with employers to provide fare subsidies or other incentives | ✓✓✓ | | | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓ | ✓✓✓✓✓ ✓✓✓✓✓ ✓ |
| Hire a area mobility manager | ✓✓✓✓✓ ✓✓ | | ✓✓ | ✓✓✓✓✓ ✓✓✓✓✓ ✓✓✓ | ✓✓✓✓✓ |
| Other | ✓✓ | | | | ✓✓ |

Basic Planning

Based on the results of the stakeholder assessment, transportation service inventory, study of the population distribution, and location of travel origins and destinations, scale of economies and current ability to perform without sustaining revenues the following do-able strategies were developed:

- Region VII Planning & Development Council will incorporate transit strategies in the Comprehensive Economic Development Strategy (CEDS) that is updated on an annual basis (usually completed & adopted in final quarter of the federal fiscal year). In the Region VII CEDS, a transportation component has existed for many years, starting in the FY08 document transit strategies will be included in this strategy section.

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Excerpts from FY07 Region VII Planning & Development CEDS

Region VII Goal 1.

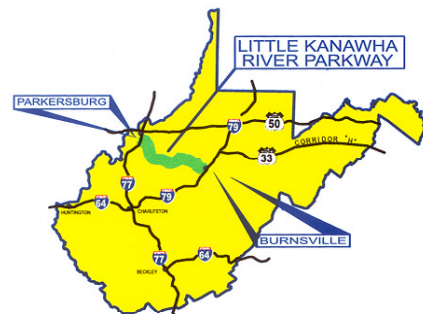
The counties of Region VII shall complete the transition from an extraction-based economy to a more balanced and diverse economy taking advantage of the region's natural and renewable resources, unparalleled natural beauty, and enviable way of life, by attracting economic development which provides stable, long-term employment in well paid jobs, provides a sound tax base for local government, and enhances and reinforces the existing quality-of-life assets of the region.

Strategy 1.1.3. Support the revitalization of the region's historic downtown commercial areas and other historic resources so they can compete more effectively as retail centers; retain old, and attract new office and other commercial activity; and attract tourists and travelers.

Objective 1.3. To improve and extend the region's basic infrastructure, including: transportation, facilities, public and private utilities, services, and communication facilities.

Strategy 1.3.1. Promote the improvement of transportation to and within the region (especially the completion of Corridor H and the Little Kanawha River Parkway). A new proposed connection between I-79 and Corridor H through Barbour County will complete a four-lane access through each of Region VII counties.

Status: Construction of Corridor H is in slow progress; new construction bids were awarded in the spring of 2005 for areas in the eastern third of the project. The Little Kanawha River Parkway has received funding for planning. The highway project is approved but will have to wait for funding. Likewise, a connection between I-79 and Corridor H through Barbour County is approved but is on a waiting list for funding. In real time it may well be 20 years before these new projects clear public input and environmental hurdles for new construction.



Benefit: Completion of these roads will create several economic hubs with high potential of industrial and retail development.

Status: The City of Thomas, Tucker County is utilizing their historic resources as the focus of their downtown revitalization. Gassaway, Braxton County has developed a Downtown Improvement Committee to evaluate downtown buildings, streets, parking, and historical structures. Also, the City of Elkins, Randolph County is designing a retail/conference center around the renovation of the Railroad Depot. This Depot is one of the designated stops of the new Scenic Railroad. The historical communities of Weston, Lewis County and Davis, Tucker County are in the process of replacing their sidewalks to make it easier for visitors to travel within the town limits. Weston has received a Transportation Enhancement Act grant to make improvements to the downtown area. The Barbour County Development Authority received an ARC Flex-E-Grant to identify tourist assets and underwrite a training program for service sector workers.

Benefit: All of these efforts will have a stimulating effect on CBD pedestrian traffic and promote municipal growth and development.

Objective 1.4: To find ways of financing all forms of business development and growth (particularly methods of capitalizing new, locally based companies) by establishing new loan programs, expanding the use of existing programs, and finding other incentives for business development.

Status: Some social service agencies provide some low interest assistance to fledgling operations. SBIC is available for some enterprises. The Helvetia Restoration Organization has established The Heritage Agrarian Fund, a revolving loan program to help start cultural enterprises in Helvetia. A USDA Rural Business Enterprise Grant provided seed money for this program.

Benefits: Facilitating finance for new and expanding businesses in the region has an immediate impact of construction work and retail business for the construction. Long-term effects of successful ventures are the creation of jobs, which enhances general revenue for local governments. This multiplies into other services, public works, and cash flows in the community. The Helvetia initiative has the potential to establish and enhance agricultural industry in a community with few other economic opportunities.

Strategy 1.4.1. Assist private industry and commerce in taking advantage of existing state and federal programs and organizations (such as the Governor's Office of Community and Industrial Development [GOCID], United States Department of Agriculture – Rural Development [USDA-RD], Small Business Administration [SBA], Economic Development Administration [EDA], and the West Virginia Economic Development Administration [WV EDA]), which provide financial and technical assistance.

Status: Region VII P&DC staff continues to serve in information clearinghouse capacity for such programs. The staff will, at the request of member governments

and direction of the Executive Director, assist in application and administration processes.

Benefits: Area enterprises and local governments have Region VII Staff serve as an 'agent' of familiarity with the programs and processes of various tools that could greatly benefit their endeavors.

Strategy 1.4.2. Help local governments improve and extend public utilities and services; e.g. water, sewage and solid waste collection, roads, and police and fire protection; through the use of state and federal loans and grants.

Status: Region VII P&DC continues to provide project development services for member governments and public service districts in their jurisdictions. Most utility infrastructure projects have been initiated or completed with Region VII's assistance.

Benefits: Residential and economic development and a higher quality of life for local residents.

Region VII Goal 2.

The counties in Region VII shall achieve a more complete transportation infrastructure, including the completion of Corridor H, a high-speed, east-west highway; well maintained highways where congestion and conflict with commerce and local traffic are avoided; well maintained local and feeder roads on which coal haul and other heavy truck damage can be minimized; rail service which meets the needs of coals and other existing and potential industry; access to scheduled commercial air service; and the establishment of public transit systems which serve the entire service area.

Objective 2.1. To complete route location and construction of Corridor H between Interstates 79 and 81.

Strategy 2.1.1. Coordinate and expedite cooperation between local, state and federal agencies in determining the route location and construction of Corridor H.

Strategy 2.1.2. Assist communities, with cooperation from the WV Division of Highways, in upgrading the highway network for better access to Interstate 79 and Corridor H.

Status: Barbour County is planning to upgrade U.S. 250 to connect Corridor H to I-79 through Barbour County.

Benefit: This will not only increase the opportunity for economic development for Barbour County, but it will also make the main highways, I-79 and Corridor H, more accessible.

Strategy 2.1.3. Encourage economic development along highway corridors, such as Interstate 79 and Corridor H.

Status: Water and Sewer Projects are being developed or constructed in the Junior-Norton-Harding areas of Corridor H. A sewer project is currently being complete in Burnsville (I-79) and a water improvement project is under construction. The Elkins Road PSD is completing a water project that will serve Corridor H in eastern Upshur County. The Buckhannon-Upshur Regional Airport continues to expand services and capacities to the air transportation sector. EDA grants have been secured to fund multi-tenant buildings in Barbour (C-H) and Braxton (I-79) Counties.

Benefits: Attractive sites for new business development resulting in the creation of higher skill/higher wage jobs.

Objective 2.2. To improve truck-line access to Interstate 79 and Corridor H.

Strategy 2.2.1. Assist communities, with cooperation from the WV Division of Highways, in upgrading the highway network for better access to Interstate 79 and Corridor H.

Objective 2.3. To promote highway bypasses for communities and improved highways in counties where necessary and feasible.

Strategy 2.3.1. Assist municipalities and counties, with the WV Division of Highways and other applicable agencies, to determine the impacts on the transportation network caused primarily by existing or proposed coal activities.

Objective 2.4. To retain and improve existing rail lines.

Strategy 2.4.1. Actively support public and private agencies that are attempting to improve or preserve rail facilities.

Status: The Region VII Council member governments are very much interested in the future sale of CSX rail lines and spurs in the Region.

Benefits: Insured stability of transportation infrastructure in a region that is rural and has few means to transport great volumes of raw materials that the area produces.

Objective 2.5. To develop and improve all airports within the Region VII PDC boundaries; specifically the Elkins-Randolph County Airport, Upshur County Regional Airport, and the Philippi-Barbour County Airport.

Strategy 2.5.1. Support the Benedum and Elkins-Randolph County Airports in their efforts to improve facilities and services.

Strategy 2.5.2. Support the development of the Upshur County Regional Airport and the Philippi-Barbour County Airport.

Status: The Upshur County Regional Airport (UCRA) continues to expand with the aid of FAA funds. The airport is now able to service small jets of the corporate class. Jet as well as other fuel is available at the facility. Weather information and limited

radar guidance has been commissioned at UCRA. The Barbour County has completed one hangar project and is developing another.

Benefits: UCRA is in position to service the corporate jet traffic generated by the Stonewall Jackson Resort. This will enhance the Stonewall venue plus expose the region to entrepreneurs who might be looking for a place to locate new facilities. The UCRA has much potential for development as an airfreight hub due to its immediate access to Corridor H. Several small-scale flight enterprises have located at the Upshur facility in the past year. Barbour County has demonstrated interest from a gyrocopter manufacturer to locate at the airport should a hanger become available. More higher skill/higher wage jobs are direct benefits.

Objective 2.6. To promote public and private transit programs in the region.

Status: Region VII PDC has agreed to assist the WV Department of Transportation Division of Public Transit in developing and preparing a coordinated public-transit human services transportation plan for our seven county region.

Benefit: All individuals/agencies who participate in the development of this process will be eligible for funding recommendations for the FTA Sections 5310, 5316, and 5317 programs.

Strategy 2.6.1. Continue support for the Section 16(b)(2), Capital Assistance Program; Section 18, Formula Grant Program.

Objective 2.7. To develop and improve pedestrian infrastructure.

Strategy 2.7.1. Assist municipalities and counties with locating funds to construct new and or make improvements to pedestrian walkways.

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- A public transit-human services coordination feature can be added to the Community Development and Needs Assessment that is revised on an annual basis. (appendix b.)
- Region VII can list strategies in the CEDS document and update benefit analysis and progress reports in the community needs assessment on an annual basis.
- Region VII can incorporate transit projects in the project priority list that is updated on an annual basis.
- Transit issues can be discussed at public hearings facilitated for community and economic development.
- Region VII can function as a clearinghouse for transit related projects.

Viable strategies for the Region VII Transit Community include:

- Support revision of existing public transportation services and operations if the change of service is proposed by the providers/stakeholders from the root zone and has the potential to improve transit services.
- Support the use of inter-agency/enterprise agreements and MOU's that would expand affordable services for the public.
- Support private sector transportation or employer-funded/organized job access/reverse commute projects.
- Support schedule and dispatch coordination between two or more providers.
- Support better utilizing available space on human service vehicles and public transit services for employment and training destination and origin needs.
- Support more use of 5310 vehicles on a space available basis.
- Advocate the use of smaller vehicles for rural demand-response public transit.
- Support the implementation of a demand response general transit service in each Region VII County.
- Support the implementation of evening and weekend general public transit service in all Region VII Counties.
- Support this Region's Transit Community's networking.
- Support Region-wide transit voucher system or low/moderate income families.
- Support Transit-Human Services Coordination provider certification.
- Support an amplified role in transit management for Region VII Planning & Development Council if funding becomes available.

Region VII Planning & Development Council is an Economic Development District (EDD) for the US Economic Development Administration and a Local Development District (LDD) for the Appalachian Regional Commission. Region VII receives a planning grant on an annual basis from each of these agencies to provide technical assistance in community and economic development (primarily infrastructure). The technical assistance includes developing grant applications, which may entail, but not limited to, facilitating public meetings, procurement processes, environmental reviews, necessary paperwork and acts as an information clearinghouse for grant opportunities. Often City and County entities elect to use Region VII as their project administrators on a fee basis so that all documentation and policies are followed to the funder's specifications. Region VII is ready and in position to perform transit/mobility management tasks funded under a transit-planning program should that option become available. (Appendix C)

Plan of Action

What are the Priorities for the Coordination Alternatives?

After developing the coordination alternatives, the alternatives were then prioritized and ranked based on the identified needs of the area. There are many important issues, concerns and opportunities that emerge from the data collected at the focus group meetings. In the year 2007, the first considerations and priorities for Public Transit-Human Services Coordination from this region include:

- Ensure the continued funding and operation of Section 5310 programs or those (Section 5311) who can offer seniors transit service.
- Basic planning coordination using the pilot fish principal.
- Transit-Human Services Coordination provider certification. (Appendix A)
- Comprehensive Regional transit/mobility planning/management program. (Appendix C)
- Evening and weekend service.

5310: Programs that serve the senior population are of utmost importance. In effect, participation in this plan has ensured the eligibility of operating programs and their continued ability to assess funding. Participation in the development of this plan has also planted the seeds for future Public Transit-Human Services Coordination in this Region. **Implementation Cost:** \$0.

Basic planning coordination: This would include planning at the lowest performance level because of the funding issue. Using the pilot fish principle, Region VII can add Public transit-Human Resources Coordination strategies to the Region VII planning & Development Council's CEDS document. Addition of a Public Transit-Human Resources Coordination component to annual Community & Economic Needs Assessments, Clearing House functions and Coordinated Transit Plan participation certifications can also pilot fish on established work plans. **Implementation Cost:** \$0. **Anticipated outcomes:** Public Transit-Human Resources Coordination plan would be updated on an annual basis and 5310 projects would have a vehicle to meet mandated eligibility requirements. **Measurable outcomes:** Annual CEDS, Community & Economic Needs Assessments, and number of transit projects on Region VII's Consolidated Project List. **It should be noted** this is planning at the lowest performance levels, significant planning and development of coordinated plans will require funding.

Certification: All needs and opportunities of tomorrow cannot be identified today; therefore, it is desirable and necessary to provide a certification process by which tomorrows new transit providers can participate in this public transit-human services plan. **Solution:** This can be accomplished by a simple written test (questions & essays) administrated by Region VII. **Implementation Costs:** \$0, due to low anticipated volumes the administrator can absorb costs. **Implementation:** On demand. **Anticipated outcomes:** The residents of the Region would not be denied important services due to shortsighted regulations and planning. **Measurable outcomes:** Number of certification requests. (Appendix A)

Regional transit planning/mobility management: Reality is, it will take centralized effort or a lead group to facilitate any Public Transit-Human Services Coordination activities that are affective. People who work in the Public Transit-Human Services Coordination sectors have full

plates, usually leading other extensive programs and are physically not able to mount the transit effort without increasing staff. **Solution:** Region VII is in position to facilitate and provide technical support; however, cannot do so without funding. **Costs:** \$65,000 annual planning grant. **Source:** Unidentified. **Implementation:** This alternative could start upon funding award and has a high level of feasibility. **Anticipated outcomes:** There would be better dissemination of information to both the public and providers; concerted effort to make legislative bodies aware of public transit-human services coordination needs; more efficient project development and administration; free some important time of current local transit system managers to devote to coordination with their peers. **Measurable outcomes:** Would include the number of transit interagency MOUs and demonstrated evidence of expanded programs. (Appendix C)

Evening and weekend service: Solution; employ and schedule drivers/dispatchers or train volunteers for evening and weekend hours. **Implementation Costs:** \$200,000 for initial limited services. **Source:** Unidentified. **Implementation:** This alternative could start shortly after funding award and has solid feasibility. **Anticipated outcomes:** Service for people where no serve existed before. **Measurable outcomes:** Would simply be the tally numbers of people who utilize the evening/weekend service. This data should be readily available from logs and/or fare revenue records.

Conjecture:

There are many good Public Transit-Human Services Coordination activities that would benefit Region VII; however, provisions for the human and physical resources needed to accomplish these activities have not been identified. This plan promotes the most practical/needed project areas fully realizing other types of transit efforts have their place in the Region VII arena. This is all we can do with what we have; however, it does provide a basic foundation for coordinated transit planning to become a reality. Any major activity that incurs costs must grow from the level where the vision originates and can be funded. Public Transportation-Human Services Coordination will by necessity begin where two or more entities agree to solve a problem together.

"I think these are all good ideas, but the affected entities will have to make the call as to whether the options are feasible."

Unnamed local participant

Adoption of the Coordinated Plan

This Coordinated Plan for the West Virginia Counties of Barbour, Braxton, Gilmer, Lewis, Randolph, Tucker and Upshur who are members of Region VII Planning & Development Council was adopted by the Region VII Planning & Development Council on (date to conform to the adoption process).