

Washington County

Coordinated Public Transit-Human Services Transportation Plan Update

2017-2020

2018 Annual Update

Way to Go Committee of Washington County and
Wood-Washington-Wirt Interstate Planning Commission

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Executive Summary

This plan is the Public Transit-Human Services Transportation Plan for Washington County, Ohio. The plan was initially developed in 2007, and was updated in 2011 and 2015. This plan fulfills the requirements of the Federal Transit Administration (FTA) under the Fixing America's Surface Transportation (FAST) Act, signed into law as a reauthorization of surface transportation programs through Fiscal Year 2020. According to requirements of the FAST Act, locally developed coordinated public transit-human services transportation plans must be updated to reflect the changes established by the FAST Act legislation. The FAST Act applies new programs and rules for all Fiscal Year 2016 funds and authorizes transit programs for five (5) years.

Transportation is a critical component of the communities in Washington County. Transportation provides access to jobs, education, health care, human services and allows all community members, including older adults and people with disabilities, to live independently and engage in community life. It is the purpose of this plan for local stakeholders to work collaboratively to do the following activities:

1. Identify all community resources including:
 - O'Neill Senior Center
 - WASCO
 - RSVP/Senior Wheels
 - RHDD
 - National Church Residences Transportation
 - Jobs and Family Services
 - Washington County Board of Developmental Disabilities
 - Washington County Community Action/Community Action Bus Lines (CABL)

2. Identify and Prioritize community transportation needs
 - Public transit after 5pm weekdays with weekend service.
 - Expansion of daily service to other areas of Washington County.
 - Cost of maintenance and use of transit vehicles (including drivers, insurance, gas, etc.).
 - Aging population who will find it difficult to drive (cost and other issues).
 - Utilizing the faith based and volunteer community to help with costs of running public transportation, specifically 5310.
 - Method for providing coordinated local and distant medical transportation
 - Funding cuts making it very difficult, if not impossible, to maintain even existing services.
 - Reliable transportation for dialysis patients.
 - Promotion of existing services to the public.

3. Establish a clear plan for achieving shared goals

- The Way to Go Committee will continue to meet on a quarterly basis to share progress on the goals identified in the Coordinated Plan.
- The goals of the Committee are:
 - To maximize ridership of the available transportation options within Washington County;
 - To inform the public of the available transportation options in Washington County, so the public can more easily access the appropriate transportation options; and
 - To coordinate time and resources, when possible, to reduce the overall cost of transportation by the providers in Washington County.
- The strategies used to achieve these goals are outlined in Section V of the Coordinated Plan.

Fundamental to the Coordinated Transportation Plan process is the active and meaningful involvement of stakeholders. For projects selected for funding under the Section 5310 program, participation in planning activities must include participation and/or representation of the following, at minimum:

- Seniors;
- Individuals with disabilities;
- People with low incomes;
- Public, private and non-profit transportation providers;
- Human services providers, and;
- The general public.

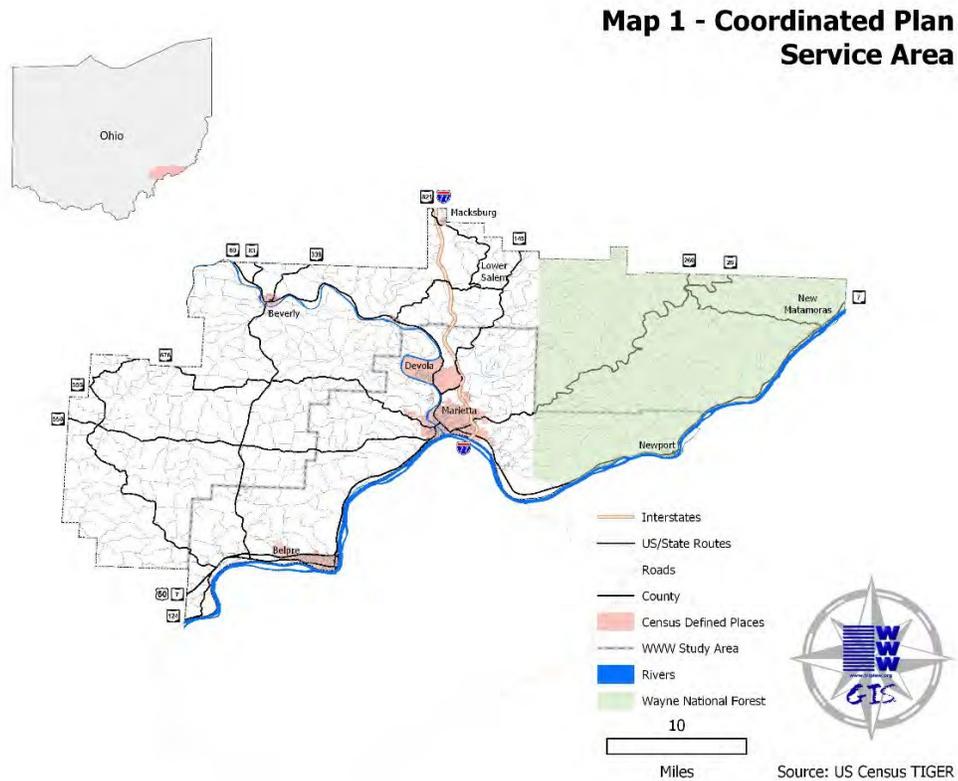
In order to ensure participation from the above groups the following stakeholder involvement activities were performed:

- Two rounds of surveys were distributed by the Way to Go Committee members to the constituents they serve and by the drivers of buses to the general public.
- Public meetings were held at the O'Neill Senior Center during regular business hours (1-3 pm), and at the Washington County Library in the evening (4-7 pm) on September 18 and October 16, 2017. This was done to give the working public additional times to attend and give input on the Plan.
 - Notices for these meetings were distributed by Way to Go Committee members, posted on social media, on the web, and displayed on buses and other vehicles operated by providers.

This plan was developed and adopted by the Way to Go Committee. More information about the Way to Go Committee can be found in Appendix A.

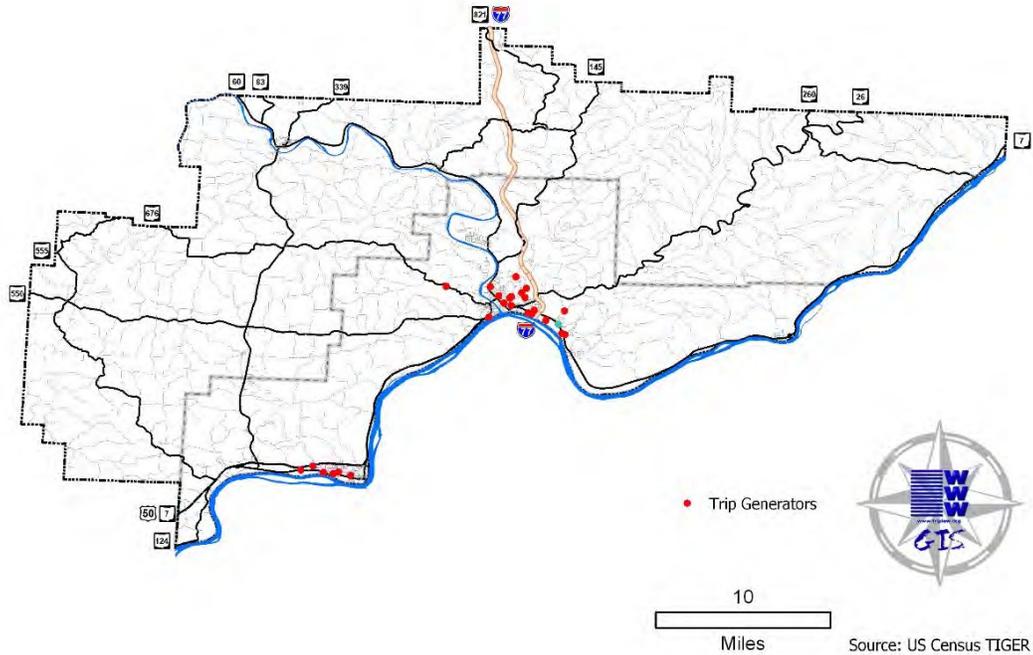
I. Geographic Area

Washington County, Ohio has a total area of 640 square miles (1,700 km²), and is the fifth-largest county in Ohio by land area. Eastern Washington County is dominated by the Wayne National Forest which has administrative and purchasing units three areas in Southeastern Ohio. The Marietta Unit is located in Monroe, Noble and Washington Counties, and includes 63,381 acres (256 km²) as of 2002, with over half of the total being within Washington County. The rural nature of the county and the terrain provide interesting challenges for transportation providers and the public alike.



Map 2 is a map of the major trip generators in Washington County including governmental offices, major shopping areas, and hospitals. Identification of these are an important part of understanding the travel needs of the individuals who this plan is targeting.

**Map 2 - Major Trip Generators
Washington County**



II. Population Demographics

According to the 2015 American Community Survey (ACS), Washington County has an estimated population of 61,351. Marietta is the county seat of Washington County and also is the largest city with an estimated population of 13,996. The following charts are summaries from the 2015 ACS, and outline the population demographics for Washington County.

Chart 1: Washington County Total Population Current and Projected for Five Years

2015	2020
61,351	59,000

Sources: 2015 American Community Survey and Ohio Development Services Agency

As is consistent with the region as a whole, Washington County is expected to lose population over the next 5-20 years.

Chart 2: Washington County Total Population by Age Group

2015 Total Population	61,351
Under 5	3,005
5-9	3,660
10-14	3,396
15-17	2,326
18-19	1,793
20	740
21	880
22-24	2,224
25-29	3,195
30-34	3,420
35-39	3,474
40-44	3,669
45-49	4,130
50-54	4,769
55-59	5,119
60-61	1,622
62-64	2,437
65-66	1,654
67-69	1,909
70-74	2,823
75-79	2,415
80-84	1,403
Over 84	1,288

Source: 2015 American Community Survey

Washington County has an aging population as well. Over 25% of the total population ages 60 and over, and over 41% of the total population being 50 and over.

Chart 3: Washington County Total Population by Race

2015 Total Population	61,351
White	59,048
Black or African American	683
American Indian and Alaska Native alone	100
Asian alone	415
Native Hawaiian and Other Pacific Islander alone	25
Some other race alone	152
Two or more races	928
Two races including Some other race	54
Two races excluding Some other race, and three or more races	874

Source: 2015 American Community Survey

The vast majority of the population of Washington County is White, with a percentage of 96.25%, though parts of the county do have a higher than average minority population.

Chart 4: Washington County Number and percentage of people with disabilities

2015 Total Population	61,351
Total Number of People with Disabilities	6,693
Percentage of Total Population	10.91%

Source: 2015 American Community Survey

The disabled population of Washington County is higher than the national average of 6.2%, and above the average for the State of Ohio, 7.0%.

Chart 5: Washington County Number and percentage of households with incomes below the federal poverty level

Total Number of Households	25,064
Number of Households Below Poverty Level	3,980
Percentage of Total Households	15.88%

Source: 2015 American Community Survey

Washington County has a percentage of total households in poverty that is higher than the national average of 13.38%, and the state average of 13.59%

Chart 6: Washington County Number and percentage of individuals (ages 5 and over) with incomes below the federal poverty level

2015 Total Population 5 and Over	59,453
Number of Individuals Below Poverty Level	9,777
Percentage of Total Population	16.44%

Source: 2015 American Community Survey

Washington County’s poverty rate is slightly higher than both the national rate of 15.47%, and the state rate of 15.77%.

Chart 7: Percent of population that speak English “Less than very well”

2015 Total Population	61,351
Number of Individuals That Speak English “Less Than Very Well”	294
Percentage of Total Population	0.48%

Source: 2015 American Community Survey

Less than one-half of one percent of the population of Washington County Speaks English “Less Than Very Well.” This is well below the national average of 8.57%, as well as, the state average of 2.39%

III. Assessment of Available Services

Conducting an evaluation of service provider capabilities and analyzing the existing gaps and duplications of services for transportation resources in each community, provides transportation planners with the information needed to implement changes that will improve the network of transportation resources and services in Washington County and across county lines.

The Way to Go Committee identified stakeholders to participate in the assessment of available services. These stakeholders included those who were represented in the current or past planning committees, as well as others who the planning committee identified as being appropriate stakeholders.

Opportunities to comment and participate in the planning process were given to each of the identified stakeholders.

The purpose was to offer the stakeholders an opportunity to discuss the specific transportation services, gaps, needs, and priorities for their respective service areas or communities.

When applicable, information reported in the previous coordinated plan was used to supplement information gathered during this planning effort.

Inventory of Transportation Providers

Transportation providers participating in this plan include: O'Neill Senior Center, Residential Home for the Developmentally Disabled (RHDD), and the Retired Senior Volunteer Program (RSVP) Senior Wheels Program, and Washington Morgan Community Action (CABL). Each program handles riders and vehicles differently, including using buses, 5310 purchased LTV and mini-vans, and volunteer provided transportation. Information regarding each of these programs is in the charts and tables beginning on the next page.

Existing Transportation Services

The following information is based on tabulations from the survey and interview results. A total of four organizations provided information about their services.

List of Transportation Service Providers

Agency Name: Residential Home for the Developmentally Disabled (RHDD)

Transportation Service Type: Per-trip; Private; Contract with Public Coordinator

Other Services Provided: n/a

Contact Information: Lisa Reed, Executive Director

Hours: 24 hours/day; 7 days/week

Service Area: Southeastern Ohio

Eligibility Requirements: Developmental Disability

Web-site: <http://www.rhdd.org>

Agency Name: O'Neill Senior Center

Transportation Service Type: Non-Emergency Medical

Other Services Provided: Adult Day Care Services; Living Assistance; Prescription Assistance; Social Services; and Life Enrichment Activities

Contact Information: Connie Huntsman, Director; 740.373.3914

Hours: 8 am – 7 pm, Monday, Tuesday, Thursday; 8 am – 4:30 pm, Wednesday and Friday

Service Area: Washington County; Medical transportation goes outside of Washington County, but serves residents of Washington County.

Eligibility Requirements: Services – Age 60 and reside in Washington County; Activities – Age 50

Web-site: <http://www.oneillcenter.com>

Agency Name: Washington-Morgan Community Action (CABL)

Transportation Service Type: Public Transit

Other Services Provided: Private Contract Transportation

Contact Information: Ken Vigneron; 740.373.7671

Hours: 7 am – 5 pm, Monday - Friday; 8 am – 1 pm, Saturday

Service Area: City of Marietta; Thursday Route to New Matamoras/Macksburg; Friday Route to Belpre/Parkersburg, WV

Eligibility Requirements: City of Marietta paratransit service must be referred by physician with additional requirements

Web-site: <http://www.wmcap.org>

Agency Name: Retired and Senior Volunteer Program (RSVP)

Transportation Service Type: Volunteer based Local and Long Distance Non-Emergency Medical, Personal transportation

Other Services Provided: Provide volunteers for food distribution, meal delivery, free lunch programs and other vital services

Contact Information: Lisa Valentine, Director; 740-373-3107

Hours: 8 am – 5 pm, Monday - Friday

Service Area: Washington County

Agency Name: WASCO, Inc.

Transportation Service Type: Non-Medical Transportation

Other Services Provided: Will contract with community groups for events (i.e. Sternwheel Festival)

Contact Information: Joe Faires, CEO, (740) 373-3418

Hours: Monday through Sunday 6 am – 12 pm

Service Area: Washington, Athens, and Morgan Counties

Eligibility Requirements: NMT eligible/private pay

Web-site: <http://www.wascoinc.org>

Agency Name: National Church Residences Transportation

Transportation Service Type: Non-Emergency Medical/ On Demand

Other Services Provided: Affordable Housing, Service Coordination, and Transportation

Contact Information: Peggy Hickenbottom, Director of Community, 740.425.9001, phickenbottom@nationalchurchresidences.org

Hours: 24 hours a day / 7 days a week

Service Area: Washington County, OH, limited service in Wood County, WV

Eligibility Requirements: n/a

Web-site: <http://www.nationalchurchresidences.org>

The table below provides a summary of the characteristics of the participating transportation providers and organizations that purchase transportation on behalf of consumers.

Table 1: Organizational Characteristics

Agency Name	Directly Operates Transportation (Yes/No)	Purchases Transportation from Another Agency (if Yes, Who?)	Legal Authority (Private Non-Profit, Private For-Profit, Public Non-Profit,)	Number of Annual One-Way Passenger Trips	Average Number Trip Denials per Week	Are Vehicles Only Available for Human Service Agency Clients (Y/N)*
CABL	Yes, as a vendor for Washington County	No	Private Non-Profit	2016 – 19,393 via Public Transit 636 – Private Contract	2	No
O’Neill Senior Center	Yes	No	Private Non-Profit	2016 – 11,245 One Way Trips	5	No
RHDD	Yes	No	Private Non-Profit	n/a	0	Yes
RSVP	Yes	No	National Service	1,090	0	No
WASCO, Inc.	Yes	No	Private Non-Profit	56,170	0	Yes
National Church Residences Transportation	Yes	No	Public Non-Profit	1800	1	No

* Answering “Yes” indicates that your agency is closed door. Your agency is considered closed door if you ONLY provide transportation to your facility as a courtesy or if you ONLY serve a particular clientele that are enrolled in your agency programs (i.e. members of a sheltered workshop, or residents in a nursing home). Answering “No” indicates that your agency is open door. This means the service is open to the public or a segment of the general public defined by age, disability, or low income. For example, if an agency provides general transportation for anyone in the community who is over the age of 60, they are considered “open door”. For example, an individual who is 60 or over can request transportation to a doctor’s appointment or the grocery store regardless of their affiliation with your agency.

The participating organizations provide a wide range of transportation including fixed route, paratransit, and demand response. All of the participating organizations provide services on weekdays, with four operating transportation on Saturdays and/or Sundays. Evening services after 5:00 pm are operated by two organizations. Table 2 depicts the transportation service characteristics by agency.

Table 2: Transportation Service Characteristics

Agency Name	Mode of Service	Days & Hours of Operation	Provides Medicaid-Eligible Trips (Y/N)	Level of Passenger Assistance Provided	Training Courses Required for Drivers
CABL	Public Transit	M-F: 7am-5pm Sat: 8am-1pm	No	Curb to Curb Door to Door (if requested)	D.R.I.V.E.; Defensive Driving; CPR/First Aid
CABL	Private Contract Vans	Per Contract	Yes	Curb to Curb Door to Door (if requested)	D.R.I.V.E.; Defensive Driving; CPR/First Aid
O'Neill Senior Center	Demand Response	M-F: 8am-4:30pm	Yes	Door to Door Assistance	First Aid/CPR; Defensive Driving; DRIVE; Blood Borne Pathogens; Wheelchair Securement
RHDD	Modified Transit Buses, Mini-Van, SUV, Passenger Vehicles	24 hours/day 7 days/week	Yes	Up to Total Assist	SureLok System
RSVP	Demand Response	M-F: 8am-5pm; Or by appt.	No	Door to Door	CORSA Defensive Driving, Inclement Driving
WASCO, Inc.	Non-Medical Transportation (NMT)	M-Sun: 6am-12pm	Yes	Wheelchair assisting ambulatory on/off vehicle	First Aid/CPR; Defensive Driving (when available)
National Church Residences Transportation	Demand Response	24 hours/day 7 days/week	Yes	As needed	D.R.I.V.E., Defensive Driving, First Aid/CPR

Transportation-related expenses and revenues also differ by organization. The Federal Transit Administration, Ohio Department of Transportation, County and City resources, grants, fares, and donations are common revenue sources for transportation operators in Washington County. Table 3 provides a summary of expenses and revenues for public and non-profit transportation programs.

Table 3: Transportation-Related Expenses and Revenues

Agency Name	Fare Structure	Donations Accepted (Y/N)	Number of Full-Time & Part-Time Drivers	Number of Full-Time & Part-Time Schedulers/ Dispatchers	Revenue Sources (most recent Fiscal Year)	Total Annual Transportation Expenses
CABL – Public Transit	\$0.80/trip General Public \$0.40/trip Elderly/ Disabled	Yes	2 Full Time 12 Part Time and Substitute	1 Full Time	FTA ODOT Washington County City of Marietta	n/a
CABL – Private Contract	\$38.75/hour Drive Time \$19.40/hour Down Time (2-hour minimum)	Yes	n/a	n/a	Private Contracts	n/a
O’Neill Senior Center	Suggested Donation \$0.50/mile	Yes	8 Part Time	1 Full Time	Title III-B United Way Passport Senior Services Levy	\$250,775
RHDD	Per Trip and Per Mile	Yes	n/a	n/a	DODD Private Pay	n/a
RSVP	Suggested Donation \$5/trip	Yes	12 Part Time Volunteers	5 Part Time Volunteers	Title XX, Senior Services Levy, Private Grants and Donations	\$15,000

Table 3: Transportation-Related Expenses and Revenues (cont'd)

Agency Name	Fare Structure	Donations Accepted (Y/N)	Number of Full-Time & Part-Time Drivers	Number of Full-Time & Part-Time Schedulers/ Dispatchers	Revenue Sources (most recent Fiscal Year)	Total Annual Transportation Expenses
WASCO, Inc.	Medicaid Waiver NMT, Private Pay, Local Funding	Yes	3 Full Time CDL Route 5 Part Time Route	1 Full Time 1 Part Time	NMT, Local Funding, Private Pay	n/a
National Church Residences Transportation	Medicaid Net, contract and grant funded trips: none. Self-Pay trips, Per mile, per hour, and per trip fees	Y	5	1	Medicaid Net, Donations, Private Contracts	78,000

Table 4 provides basic information about transportation options other than the traditional public and human services transportation. Transportation options might include bike share, ride share, intercity, or taxi services, and more.

Table 4: Alternative/Active Transportation Options

Transportation Option	Availability	Cost	Usage	Service Area
RSVP – Senior Wheels	Demand Response	Donation Basis	n/a	n/a
National Church Residences Transportation - Non-Emergency Medical Transportation	Non-emergency Medical Transportation	On Demand 24/7	n/a	Washington County, OH, limited service in Wood County, WV

Table 5 provides basic information about local travel training program options.

Table 5: Transportation Resources

Transportation Resource	Availability	Cost	Usage	Service Area
n/a	n/a	n/a	n/a	n/a

Table 6 illustrates the technology used by each transportation provider for scheduling, dispatching, and/or GPS tracking vehicles.

Table 6: Technology

Agency Name	Name of Scheduling Software	Do you have an App for Transportation (Y/N)?	Name of Dispatching Software	AVL System/ GPS (Y/N)
CABL	TripMaster	No	TripMaster	Yes (GPS)
O’Neill Senior Center	SERVtracker	No	n/a	No
RSVP	Microsoft Excel	No	n/a	No
WASCO, Inc.	n/a	No	MARCS Radios	No

Assessment of Community Support for Transit

Community support for transit begins with the Washington County Commission, who is the lead transit agency, and regularly bids the service out, with Washington-Morgan County Community Action operating Community Action Bus Lines (CABL). The Commissioners recognize the importance of transit for Washington County, and are active in maintaining the services. Other agencies within Washington County also support transit, and work with the providers to raise money, connect the public to providers, or provide services themselves.

The Way to Go Committee's efforts to bring more people and agencies into the fold have also paid off with representatives from RHDD, The American Cancer Society, and Marietta Memorial Health System now participating in Way to Go Committee meetings and finding ways to coordinate transportation resources. Marietta Memorial Health Systems and the Senior Wheels program have agreements to have Senior Wheels provide transportation to cancer patients receiving treatment at the hospital.

Safety

Safety of the transit service being provided is of the utmost importance to the agencies who provide transportation service in Washington County. Drivers are screened and trained so they may provide the safest transportation to the clients they serve. Trainings drivers receive include First Aid/CPR; Defensive Driving; DRIVE; Blood Borne Pathogens; Wheelchair Securement; and the SureLok System.

Vehicles

Survey/Interview participants listed a combined total of 22 vehicles. Nearly all, if not all, of the vehicles are wheelchair accessible. A vehicle utilization table is provided in Table 7 on the following page.

All of the transportation providers provide wheelchair accessible vehicles, while some organizations have an entire fleet of wheelchair accessible vehicles. Wheelchair accessible vehicles are used on a daily basis by all of the transportation providers described in this plan. It is believed that this will continue for the foreseeable future, and purchases of wheelchair accessible vehicles over vehicles that are not wheelchair accessible reflect that. CABL experiences high demand for paratransit service during the school year. All CABL vehicles are accessible. However, only one route is dedicated to complimentary paratransit. Another challenge is when vehicles age, they require additional maintenance, may break down more often, and become costlier to operate. Vehicle replacement, based on age and condition, is vital to the overall cost effectiveness of the transportation services provided, and is a consideration from every stakeholder.

Table 7: Vehicle Utilization Table

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
Washington-Morgan Community Action (CABL)											
B59	Ford	E350	2014	1FDEE3FL5E0A72723	10	2	3-4	25.5-34	Good	Transit	Washington County
B57	Ford	E350	2009	1FDEE35P89DA21291	12	2	3-4	25.5-34	Fair	Transit	Washington County
B58	Ford	E350	2012	1FDEE3FL7CDA92999	10	2	3-4	25.5-34	Fair	Transit	Washington County
B44	Ford	E450	2010	1FDFF4FP0ADA39653	22	2	5	50	Fair	Transit	Washington County
B45	Ford	E450	2011	1FDFF4FS8BDA45559	22	2	3-4	25.5-34	Fair	Transit	Washington County
B46	Ford	E450	2012	n/a	22	2	2-3	20-28.5	Fair	Transit	Washington County

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
O'Neill Senior Center											
1	Dodge	MMV	2010	ZD4FM4DE3AR155304	6	1	M-F	8am-4:30pm	Fair	Medical Transport	Washington County
2	Ford	LTV	2011	1FDEE3FL88DA29909	8	2	M-F	8am-4:30pm	Good	Adult Day Services	Washington County
3	Dodge	MMV	2012	ZC4RDGBG9CR180703	6	1	M-F	8am-4:30pm	Good	Medical Transport	Washington County
4	Ford	LTV	2013	1FDEE3FL8DDA92964	10	2	M-F	8am-4:30pm	Good	Adult Day Services	Washington County
5	Ford	LTV	2015	1FDEE3FL5FDA32885	8	2	M-F	8am-4:30pm	Very Good	Adult Day Services	Washington County
6	Dodge	MMV	2016	ZC7WDGBG4GR202893	6	1	M-F	8am-4:30pm	Excellent	Medical Transport	Washington County
7	Ford	LTV	2017	1FDEE3FS5HDC37682	8	2	M-F	8am-4:30pm	Excellent	Adult Day Services	Washington County

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
Residential Home for the Developmentally Disabled (RHDD)											
1	Ford	E350	2013	1FDEE3FS8DDB21709	10	2					Athens County
2	Ford	E350	2013	1FDEE3FS4DDB21710	10	2					Coshocton County
3	Goshen	Coach	2014	1FDEE3FS6EDB17692	10	2					Coshocton County
4	Ford	E350	2010	1FDEE3FS5ADA23247	10	2					Washington County
5	Ford	E350	2016	1FDEE3FS4GDC18801	10	2					Coshocton County
6	Ford	E350	2016	1FDEE3FS6GDC18802	10	2					Athens County
7	Goshen	Coach	2017	1FDEE3FSHDC47886	10	2					Morgan County
8	Goshen	Coach	2017	1FDEE3FSHDC52670	10	2					n/a
9	Goshen	Coach	2017	1FDEE3FSHDC52671	10	2					n/a

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
WASCO, Inc.											
1	Dodge	Caravan	2012	2CHRDGBOCR180704	6	2	5-7	7am-Midnight	Good		n/a
2	Ford	E-350 LTN 4-4	2011	1FDRR3FL5DA49275	9	4	5-7	7am-Midnight	Good		n/a
3	Ford	E-350 LTN 4-4	2011	1FDEE3F3BDA49274	9	4	5-7	7am-Midnight	Good		n/a

Veh #	Make	Model	Year	Vin #	Capacity	WC Capacity	Days of the Week Vehicle is in Service	Service Hours	Vehicle Condition	Program to which Vehicle is Assigned (if applicable)	Service Area
National Church Residences of Belpre											
1	Chevrolet	Express	2000	1GAHG39R4Y1131366	8	0	7	24 Hours	Good	Washington	n/a
2	Dodge	Grand Caravan	2016	4C4RDGBG0GR382657	4	2	7	24 Hours	Good	Washington	n/a
3	Nissan	Altima	2016	1N4AL3AP4GC278228	4	0	7	24 Hours	Good	Washington	n/a
4	Nissan	Altima	2015	1N4AL3AP6FN903537	4	0	7	24 Hours	Good	Washington	

Summary of Existing Resources

Washington-Morgan Community Action Community Action Bus Lines (CABL)

- CABL is a General Public Transportation system for everyone; this includes adult, disabled, children, and all general public. There are no income or age guidelines for people to ride with CABL.
- Normal hours of operation are Monday through Friday 7:00 am to 5:00 pm, Saturday 8:00 am to 1:00 pm.
- The service area includes parts of Washington County, including:
 - 2 Fixed routes in City of Marietta
 - 2 County routes – New Matamoras/Macksburg on Thursday – Belpre on Friday
 - 1 Paratransit – To compliment the fixed routes in Marietta
- Fares include:
 - Fixed routes - \$.80 one way
 - \$.40 elderly and disabled
 - County routes:
 - \$1.00 under 8 miles
 - \$1.25 8-12 miles
 - \$1.50 12-16 miles
 - \$2.00 16 or more miles
 - Marietta to Parkersburg \$2.00 one way
 - Marietta to Belpre \$1.50 one way
 - Belpre to Parkersburg \$1.00 one way
- Six buses total (3 LTV, 22 passenger, 1 LTN; 12 passenger; and 2 LTN, 10 passenger)

O’Neill Senior Center

- The O’Neill Senior Center serves seniors of Washington County.
- Normal hours of operation are Monday through Friday, 8:00am to 4:30pm.
- The service area includes all of Washington County and includes, but is not limited to: medical appointments, treatment clinics, pharmacies, and O’Neill’s Adult Daycare Center.
- The service is a demand-response, door to door service, with drivers assisting clientele to the door of their destination.
- Suggested donation is \$0.50/mile.
- Vehicle inventory
 - 4 - 10 passenger (2 wheelchair positions) light transit vehicles
 - 3 - 7 passenger (2 wheelchair positions) modified minivans

Retired Senior Volunteer Program (RSVP) – Senior Wheels Program

- RSVP serves individuals age 55 and over.
- Provides overflow medical transportation for the O’Neill Senior Center.
- Provides personal trips (two per month).
- Provides long distance medical trips upon referral from O’Neill Senior Center.
- Provides transportation for all veterans, regardless of age, to the VA.
- 100% volunteer service.

WASCO, Inc.

- Non-medical transportation.
- Normal hours of operation are Monday through Sunday 6:00 am to 12:00 pm.
- Service area includes Washington, Athens, and Morgan Counties.
- Vehicle inventory
 - 2 LTN 4-4 vehicles
 - 1 modified minivan

National Church Residences Transportation

- Non-emergency medical and on demand transportation.
- Offers demand service 24 hours, 7 days a week.
- Service area includes Washington County with limited service in Wood County, WV.
- Fee structure includes Medicaid Net; Self-Pay trips; per mile, per hour, and per trip fees
- Sisters Health Foundation grant to help combat opioid addiction in Washington County, with some service to Wood County, WV.
- Vehicle inventory
 - 2 Nissan Altimas
 - 1 Dodge Grand Caravan
 - 1 Chevrolet Express

IV. Assessment of Transportation Needs and Gaps

In an effort to better understand the needs of Washington County, the planning committee examined research and data, as well as solicited input from the community in an effort to gather information about needs and gaps in transportation services.

The demographic and socio-economic conditions of the study area are discussed in the Demographics Chapter of this plan. The following overview is an evaluation of the gaps in service based upon geographic data as well as from the perspective of the targeted populations, transportation providers, and the general public.

The Way to Go Committee contacted a variety of stakeholders in the area in an attempt to solicit input and request participation from any organization that could potentially be impacted by the coordinated transportation planning process. More information on how the lead agency engaged stakeholder and the general public is available upon request.

The following methods were used to assess transportation needs and gaps

- Assessment of data and demographics
- Public Meetings to solicit input
- Surveys of older adults, individuals with disabilities, and the general public

Local Demographic and Socio-Economic Data

Data for each target population group were aggregated by Census Block Group for transportation analysis. The demographic and socio-economic data is valuable because a comparison of where the highest and lowest densities individuals who are most likely to need transportation live. This information can then be compared to the locations of (1) major trip generators, and (2) available transportation services.

Exhibit 1 on the following page illustrates the areas where the number of older adults (age 65 and older) is at or above the Washington County average of 17.96 persons 65 and over per square mile.

Exhibit 1: Map of Population Density of Individuals Age 65 and Older

**Exhibit 1 - Population Density
Persons Age 65 and Over**

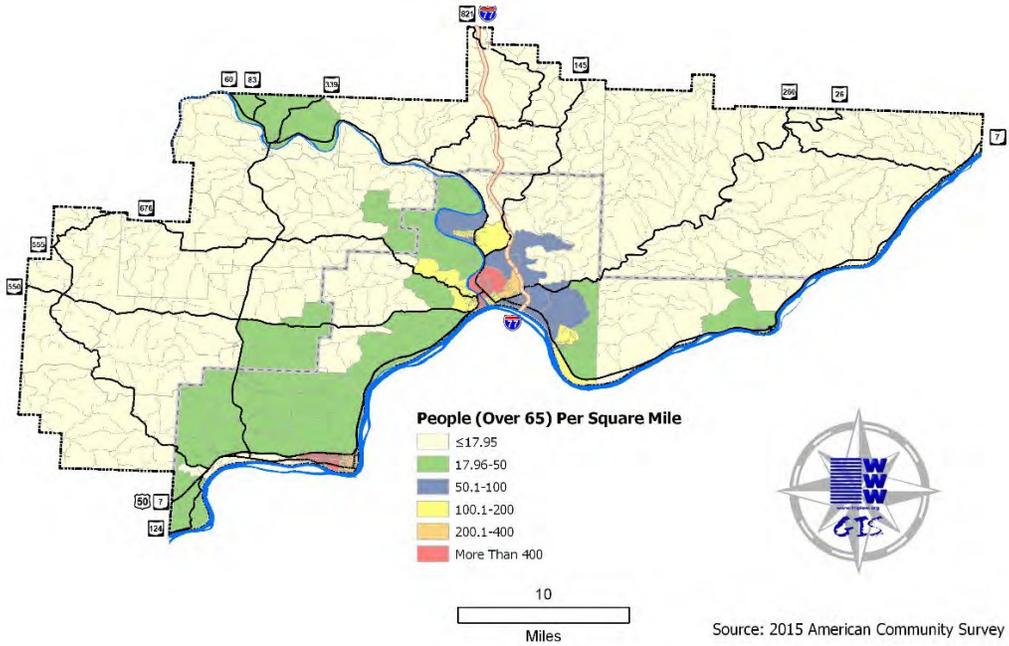


Exhibit 2 indicates the areas where the number of zero vehicle households is above the Washington County average of 2.38 zero vehicle households per square mile. The absence of a vehicle in the household is often an indication of the need for transportation services.

Exhibit 2: Map of Density of Zero Vehicle Households

Exhibit 2 - Density of Zero Car Households

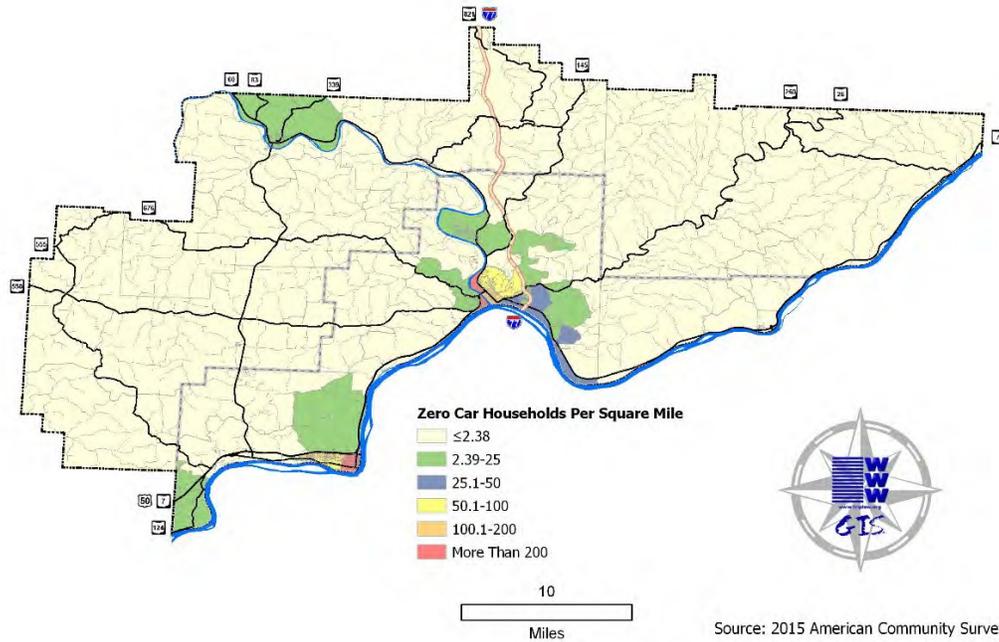


Exhibit 3 illustrates the location of some of the top destinations for the existing transportation providers as well as major trip generators for anyone in the area, including those who drive a personal vehicle. Major trip generators shown include some or all of the following: shopping areas, medical facilities, human service agencies, grocery stores, government buildings, libraries, pharmacies, senior centers, schools, after-school programs, workshops/job centers.

Exhibit 3: Map of Major Trip Generators

**Exhibit 3 - Major Trip Generators
Washington County**

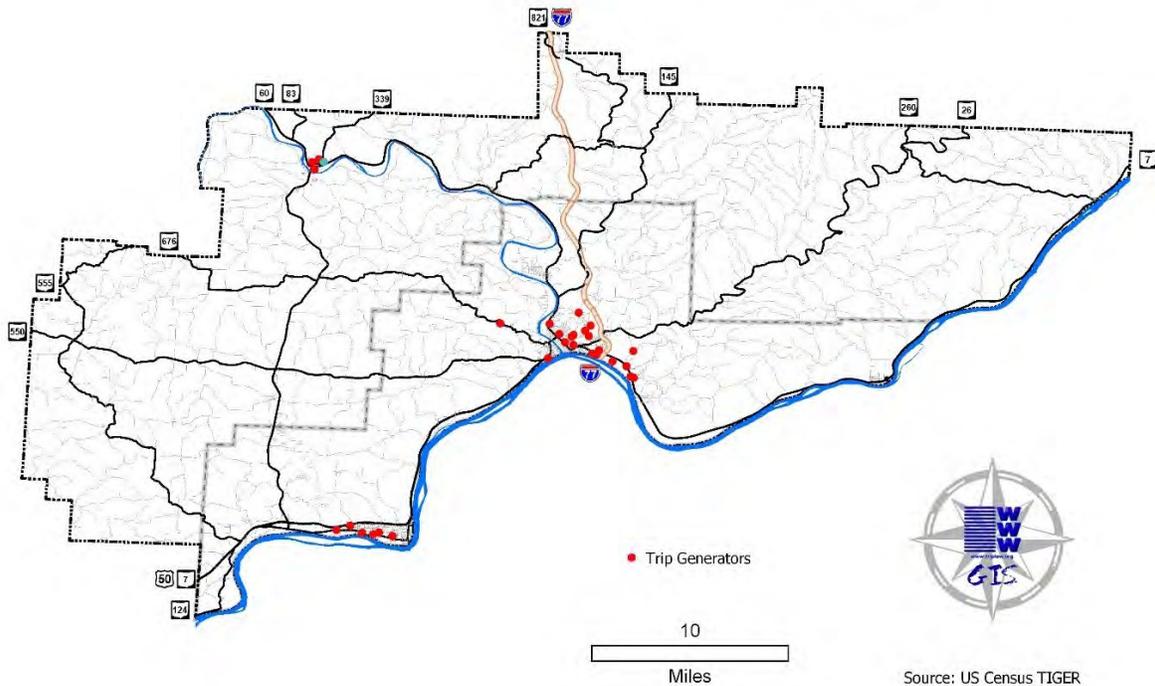
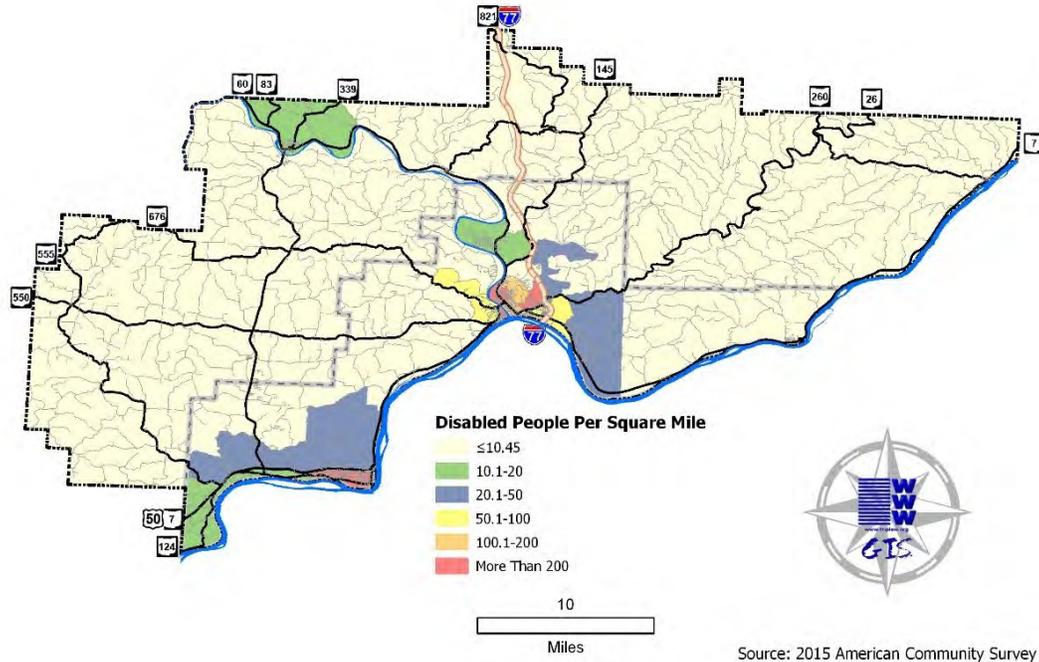


Exhibit 4 illustrates the areas where the number of disabled people is at or above the Washington County average of 10.46 disabled people per square mile.

**Exhibit 4 - Population Density
Disabled Population**



Analysis of Demographic Data

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.

People during the post-WWII “baby boom,” era defined by the Census Bureau as persons born from 1946 through 1964 are now reaching the age of 65 and are becoming more likely to use transportation services if they are available.

Further, the Administration on Aging (U.S. Department of Health and Human Services) reports that, based on a comprehensive survey of older adults, longevity is increasing and younger seniors are healthier than in all previously measured time in our history. Quality of life issues and an individual’s

desire to live independently will put increasing pressure on existing transit services to provide mobility to this population. As older adults live longer and remain independent, the potential need to provide public transit is greatly increased.

Exhibit 1 from the page IV.3 illustrated the population density per square mile for those age 65 and over. As illustrated, population densities vary throughout the county, with the Marietta and Belpre areas having the highest populations per square mile, with some block groups having more than 400 people age 65 and over per square mile. The areas around Beverly and Newport also have block groups of moderate population densities ranging from 17.96 to 50 people age 65 and over per square mile. The remaining portions of the county have population densities in the low range (Less than 17.96 people age 65 and over per square mile).

Gauging 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 Washington County is available through the 2015 ACS Five-Year Estimates of individuals with a disability.

As with the population density with seniors, the density for the disabled population is highest, in and around, Marietta, Belpre, and Beverly.

General Public and Stakeholder Meetings/Focus Groups

O'Neill Senior Center and the Washington County Library hosted and facilitated four local meetings and to discuss the unmet transportation needs and gaps in mobility and transportation. More information about what meetings were held and attendance at those meetings is available upon request.

During the open house style meeting, highlights of historical coordinated transportation in Washington County, and discussed the activities since the last Coordinated Public Transit Human Services Transportation Plan that have helped to address some of the unmet transportation needs and gaps in services for the area.

Following the initial presentation, the stakeholders were asked to review the gaps in transportation services and needs from the previous plan/or update and identify any gaps that were no longer valid and any new needs/gaps, which the facilitator deleted/added to/from a list. The focus of the discussion was transportation for older adults, individuals with disabilities, and people with low incomes. However, several topics discussed also impact mobility options for the general public.

After the changes to the needs/gaps list were completed and new needs/gaps were added, each participant was asked to rank the needs/gaps or that other remaining gaps/needs should be deleted.

Participants discussed mobility issues to achieve, preserve, avoid, or eliminate through coordination during the meetings. Coordinated transportation stakeholders will consider these unmet needs when developing transportation goals and strategies, and grant applications. The exhibit at the end of this section provides a summary of the unmet mobility needs discussed during the meeting as well as the needs identified by the survey results.

Surveys

The following survey summary includes the information gained from the first survey that was performed. The second survey consisted of 25 questions, and information from that survey is available upon request.

Populations Surveyed	
General Public	39
Seniors (55+)	30
Disabled	16

1. What type of transportation do you currently use?

CABL	17
Own Car	13
Family or Friends	10
Local Agency Transportation	10
Taxi	5
O'Neill Senior Center	4
Walk	3
Bicycle	1
Jobs and Family Services	1

2. What are the most common places you visit that require transportation?

Physicians or Dentists (local)	22
Grocery Stores/Shopping	21
Church	6
Walmart	6
O'Neill Senior Center	4
Shopping Centers	3
Bank	3
Physicians (Columbus)	2
Visit Friends	2
Work	2

3. What other transportation services are you aware of, but do not use?

None	17
Taxi	10
CABL	7
Go Bus	3
Jobs and Family Services	1
O’Neill Senior Center	1
RSVP Senior Wheels	1
No Answer/Not Applicable	9

4. Have you had problems with transportation services in Washington County that you have used?

No	37
CABL route not close to place of residence	2
Taxi	1
Later Hours/More Service Days	1
No Answer/Not Applicable	4

5. What types of things would make transportation more user-friendly for you?

Later Hours/More Service Days	16
Larger service area within Washington County	3
Information about what is available	1
Transportation for school age children from New Matamoras to counseling services, Boys & Girls Club, etc.	1
Having change, or give passengers tickets for future rides if unable to make change	1
Not having to schedule a week in advance	1
Other	7
No Answer/Not Applicable	18

Though many answered No Answer/Not Applicable for some questions, a distinct pattern of service and need is displayed in the answers to the survey questions. A majority of respondents noted that common transportation destinations included physicians’ offices and shopping. A majority of respondents noted the use of some sort of other transportation other than using their own car. Most respondents would like to see an increase in service time, including more days of service, but are seemingly pleased with the services offered, in spite of the need for increased service hours.

Challenges to Coordinated Transportation

In addition to identifying needs, the planning committee gathered information from stakeholders and used their own professional experience to identify challenges to providing coordinated transportation services. These challenges included the following:

- Reliable, permanent funding for additional hours/days of service
 - Ability to capture the needs of the public, and tell their story to decision makers to make informed funding decisions
 - Service hours available to make public transit a viable means to travel to and from work across a broad service territory.
- Lowering the cost for those providing transportation services in Washington County.
- The public's awareness of the transportation services that are available in Washington County, and which services may be available to them.

Summary of Unmet Mobility Needs

The following table describes the identified unmet transportation needs that were identified and the method used to identify and prioritize each need. Needs are listed in order of their rank in highest to lowest priority.

Exhibit 5: Prioritized Unmet Mobility Needs

Rank	Unmet Need Description	Method Used to Identify and Rank Need
<i>1</i>	<i>Increased Awareness of Existing Transportation Providers and the Constituency They Serve</i>	<i>User Surveys Way to Go Committee Stakeholders</i>
<i>2</i>	<i>Increased Service Times and Days</i>	<i>User Surveys Way to Go Committee Stakeholders</i>
<i>3</i>	<i>Increased Coordination Between Way to Go Committee Stakeholders to Reduce Costs</i>	<i>Way to Go Committee Stakeholders</i>

V. Goals and Strategies

Developing Strategies to Address Gaps and Needs

Strategies for improving transportation for Washington County should address the service gaps and user needs identified in this plan, if they are to be effective. As described, the gaps and unmet needs were based on information obtained from geographic analysis, the attendees participating in the meetings, and responses to the public survey.

Based on information gathered throughout the planning process, the Way to Go Committee developed the following strategies to address the gaps and unmet transportation needs. Priority levels are assigned by considering the primary funding sources that could be available to support plan implementation compared to the importance of meeting this unmet need expressed by the public and stakeholders. Not all strategies are activities specifically eligible for funding under the existing programs, nor is it guaranteed that sufficient funding will be available to achieve every strategy identified. In addition, the local stakeholders will need to provide support and commit to pursuing the strategies if they are to be accomplished. Nonetheless, these strategies have been tailored to the identified primary gaps and needs.

Below is an outline describing the prioritized strategies to address each of the identified unmet transportation needs and gaps in service.

Goal #1:

Increased public outreach and marketing to increase awareness of the existing transportation providers and the constituency they serve.

Strategy 1.1:

Develop more user friendly brochures for the public to provide information about routes and transportation availability.

Timeline for Implementation: 12-14 months

Action Steps: Use input from the public to develop more user friendly brochures about routes and transportation provider availability in Washington County.

Parties Responsible for Leading Implementation: CABL

Parties Responsible for Supporting Implementation: O'Neill Senior Center, RHDD

Resources Needed: Printing design and cost

Potential Cost Range: \$1,500 - \$2,000

Potential Funding Sources: Operating Budgets

Performance Measures/Targets: Design brochure

Distribute brochure to public via print and web

Resurvey after one year to gauge effectiveness of brochure

Strategy 1.2:

The Way to Go Committee will conduct information workshops at high volume apartment complexes in the area including low income and elderly complexes.

Timeline for Implementation: 12-14 months

Action Steps: Coordinate information workshops at various high volume apartment complexes, including low income and elderly complexes.

Parties Responsible for Leading Implementation: CABL

Parties Responsible for Supporting Implementation: O'Neill Senior Center, RHDD

Resources Needed: Staff Time

Potential Cost Range: Under \$1000

Potential Funding Sources: Operating Budgets

Performance Measures/Targets: Develop workshop survey

Schedule workshops

Conduct workshops

Survey before and after to gauge effectiveness of workshop

Strategy 1.3:

Following development of brochure, the Way to Go Committee will provide information on Washington County transportation services to hospitals and medical professionals for discharged patients who may need future transportation services.

Timeline for Implementation: 12-14 months

Action Steps: Meet with the hospital social workers to present transportation services brochure and answer questions about transportation services available to individuals.

Parties Responsible for Leading Implementation: CABL

Parties Responsible for Supporting Implementation: O'Neill Senior Center, RHDD

Resources Needed: Staff Time

Potential Cost Range: Under \$1,000

Potential Funding Sources: Operating Budgets

Performance Measures/Targets: Develop transportation brochure as outlined in Strategy 1.1

Meet with medical professionals

Survey after one year to gauge effectiveness

Goal #2:

Due to the increase in the need for transportation services from an aging population. expand medical and non-medical transportation service area, hours and/or days.

Strategy 2.1:

Identify potential revenue sources to allow for program expansion.

Timeline for Implementation: 12-18 months

Action Steps: Identify potential revenue sources to allow for program expansion.

Parties Responsible for Leading Implementation: Way to Go Committee

Resources Needed: Staff Time

Potential Cost Range: Under \$1,500 for research and application process itself (Cost to increase service by one route for O'Neill Senior Center is approximately \$25,000.

Potential Funding Sources: Operating Budgets

Performance Measures/Targets: Identify potential revenue sources

Bring revenue source information to regularly scheduled Way to Go Committee meetings

Apply for funds

Goal #3:

Increased Coordination Between Way to Go Committee Stakeholders to Reduce/Share Costs

Strategy 3.1:

Find or develop driver or staff trainings that can be used by multiple agencies.

Timeline for Implementation: 12-24 months

Action Steps: Research advanced trainings for medical trips, specifically dialysis transportation.

Parties Responsible for Leading Implementation: CABL

Parties Responsible for Supporting Implementation: O'Neill Senior Center, RHDD

Resources Needed: Staff Time

Potential Cost Range: Under \$1,000

Potential Funding Sources: Operating Budgets

Performance Measures/Targets: Research trainings for medical trips with an emphasis on dialysis patient transportation

Bring training ideas to the Way to Go Committee

Develop trainings

Conduct trainings

Strategy 3.2:

Share substitute drivers for non-CDL licensed required vehicles between organizations to allow for a bigger pool of drivers between organizations, to reduce costs, missed trips, and improve service.

Timeline for Implementation: 12-24 months

Action Steps: Develop a consistent training program across agencies for hired drivers

Hire drivers to be substitute drivers

Share list of available drivers with organizations interested in using pool of drivers

Parties Responsible for Leading Implementation: CABL

Parties Responsible for Supporting Implementation: O'Neill Senior Center, RHDD

Resources Needed: Staff Time

Potential Cost Range: Under \$1,000

Potential Funding Sources: Operating Budgets

Performance Measures/Targets: Develop a consistent training program across agencies for hired drivers

Allow drivers to be used as substitute drivers across organizations

Develop shared schedule for drivers

VI. Plan Adoption

The process for Plan Adoption involved months of preparation and several meetings of the committee as well as several public meetings and surveys. The Committee worked hard to ensure the process included older adults, individuals with disabilities, members of the general public, and representatives from public, private and non-profit transportation and human services providers. Though not able to always get good attendance at public meetings, the two surveys conducted during the planning process had good response rates from the public, including nearly 50 returned surveys for both the first and second round. The surveys had a wide variety of individuals participate including older adults, individuals with disabilities, and members of the general public. If individuals needed assistance with the surveys, it was provided. Representatives from public, private, and non-profit transportation providers were also invited to participate in the process as well, though not all providers elected to participate, the Committee received input from the Washington County Board of Developmental Disabilities and a local school district. During the public meetings, The Way to Go Committee also approached individuals to serve on the Committee, and was able to gain interest from several individuals. The Way to Go Committee is committed to improving the transportation services to those in Washington County, and will continue to look to permanent Committee members to improve the participation process. Following a review of the draft document and comment period, the Way to Go Committee adopted this plan on November 7, 2017. The signature page of the Way to Go Committee's approval of the plan is on the following page.

Appendix A: List of Planning Committee Participants

The planning committee consists of representation from local agencies as well as participation of individuals with disabilities, older adults, and members of the general public. More information about the planning committee is available upon request by contacting Vincent Post at 304.422.4993, x106, or by e-mail at vincepost@movrc.org.

Agency Representation

Name	Agency
Vincent Post	WWWIPC
Connie Huntsman	O'Neill Senior Center
Ken Vigneron	CABL
Heather Wilson	RHDD
Sally Leslie	Citizen
Lisa Valentine	RSVP
Karen Pawloski	Buckeye Hills RPO

In addition to participants listed above, the committee also included representation of older adults, people with disabilities, and members of the general public. In addition to hosting a planning committee, The Way to Go Committee conducted a wide variety of activities designed to increase involvement of community stakeholders in identifying community resources, addressing community needs, and setting goals and priorities. More information about the efforts that occurred is available upon request. To request additional information please contact:

Vincent Post
Wood-Washington-Wirt Interstate Planning Commission
304.422.4993, x106
vince.post@movrc.org

Appendix B: List of Annual Reviews and Plan Amendments

It is required that this plan be reviewed by the planning committee annually, with reviews occurring in the final quarter of the year. For more information on when the next annual review will occur, how to be involved in the annual review process or to request information on how to make changes or corrections to this plan between annual reviews, please contact:

Vincent Post
Wood-Washington-Wirt Interstate Planning Commission
304.422.4993, x106
vince.post@movrc.org

2018 Plan Review and Update

The Way to Go Committee held its annual review of the Coordinated Public Transit-Human Services Transportation Plan Update 2017-2020 for Washington County on September 20, 2018 at the O'Neill Senior Center. Committee members in attendance included: Jamie Huck (Washington County Board of Developmental Disabilities), Lisa Valentine (RSVP), Sheri Riggins and Isaac Terrett (National Church Residences), Heather Wilson (RHDD), Lisa Turner (O'Neill Senior Center), Joshua Reeber (WASCO, Inc.), Vincent Post (WWW), and Kenneth Vigneron (WMCAP).

The Committee reviewed each section of the Plan to take note of any changes that are needed for the plan to be as accurate as possible. The demographics of the region has not changed dramatically since the Plan was approved, November 7, 2017, therefore the Committee recommended no change in the data supporting the Plan. The Committee reviewed the Plan's Goals and Strategies and discussed the progress and relevance of each. A breakdown of the discussions of each goal and strategy follows.

Goal #1:

Increased public outreach and marketing to increase awareness of the existing transportation providers and the constituency they serve.

- Goal #1 was considered to still be a worthwhile goal, and the Committee is working the strategies to improve the awareness of the public to transportation options in Washington County.

Strategy 1.1:

Develop more user friendly brochures for the public to provide information about routes and transportation availability.

- CABL developed a brochure, submitted to ODOT for approval, and that approval occurred in October.

Strategy 1.2:

The Way to Go Committee will conduct information workshops at high volume apartment complexes in the area including low income and elderly complexes.

- The Committee will begin holding workshops to familiarize constituents with the available transportation services in the area. It is expected to begin within the next 6-8 months.

Strategy 1.3:

Following development of brochure, the Way to Go Committee will provide information on Washington County transportation services to hospitals and medical professionals for discharged patients who may need future transportation services.

- The Committee will contact hospitals and doctors' offices to provide information to familiarize medical professionals with the available transportation services in the area. It is expected to begin within the next 6-8 months.

Goal #2:

Due to the increase in the need for transportation services from an aging population. expand medical and non-medical transportation service area, hours and/or days.

- Finding additional funding sources remains an important goal for the Committee.

Strategy 2.1:

Identify potential revenue sources to allow for program expansion.

- No new funding sources to increase services for the area have been identified at this time. Committee will continue to explore potential revenue sources in the future.

Goal #3:

Increased Coordination Between Way to Go Committee Stakeholders to Reduce/Share Costs

- The Committee continues to value this goal, and are actively working to find new ways to reduce, or share, costs.

Strategy 3.1:

Find or develop driver or staff trainings that can be used by multiple agencies.

- Committee continues to look for, or opportunities to develop, trainings that can be shared by multiple agencies, including trainings involving transportation for dialysis patients.

Strategy 3.2:

Share substitute drivers for non-CDL licensed required vehicles between organizations to allow for a bigger pool of drivers between organizations, to reduce costs, missed trips, and improve service.

- CABL and O'Neil Senior Center recruited and hired a driver that will split time between the organizations. CABL and O'Neil Senior Center split the costs for the background check and training costs. When more opportunities for collaboration are available, Committee members will continue to take advantage in an effort to reduce costs for all members.

Appendix C: Definitions

There are several terms used throughout the plan that may be unique to transportation providers or human service agencies. The terms are defined here for reference.

Coordination – Collaborative efforts toward understanding and meeting the mobility needs in the most appropriate, cost effective, and responsive manner.

FAST Act – Congress established the funding for Federal Transit Administration programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act, reauthorizing surface transportation programs through Fiscal Year 2020.

Gaps in Service – A break in the continuity of available transportation resources such as a break between hours of operation or a break between two or more geographic areas.

Lead Agency – The organization responsible for facilitating outreach; composing a plan that meets the requirements of current Federal and State legislation; maintaining documentation from the planning process and making it available upon request; and leading stakeholders through annual reviews, amendments, and updates of the plan. The Lead Agency also is responsible for submitting the adopted Coordinated Plan and all amendments or updates to participating stakeholders and ODOT.

Planning Committee – (indicate if the planning committee has another formal name) The Planning Committee is composed of key community stakeholders. The Planning Committee members agree to actively participate in the planning process and act as the plan advisory and adopting entity.

Ridership – The total number of passengers who boarded transportation vehicles are counted each time they board a vehicle.

Section 5310 Program – Enhanced Mobility of Seniors & Individuals with Disabilities (49 U.S.C. 5310) provides Federal formula funding for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.

Section 5311 Program – The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

Section 5307 Program – The Urbanized Area Formula Grants program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in

urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more.

Transportation – Transportation is broadly defined to include traditional transit, human service agency services, on-demand (taxi-like) services, bicycle and pedestrian programs and amenities.

Unmet Transportation Needs – Transportation that is wanted or desired but is not currently available.