



## **Greyhound Lines, Inc.**

**State Government Affairs**

361 West Main Street

Hendersonville, TN 37075

February 7, 2007

Sent Via Email

Mr. Joe Lakatos  
The Lakatos Group

Dear Mr. Lakatos:

Thank you for the opportunity to provide initial Greyhound input to the Ohio Intercity Bus Needs Assessment being conducted by your firm on behalf of the Ohio DOT. I understand your firm is only completing the needs portion of the broader intercity bus planning effort that will subsequently result in a consultative process with the intercity bus industry in Ohio.

During several communications, I have shared Greyhound's position and preferences for state level needs assessments and planning efforts. This letter is intended to only present general areas of support through a subsequent and more comprehensive intercity bus program plan.

The Ohio DOT has developed several intermodal facilities in which Greyhound has been or still is a tenant. We applaud that effort and look forward to other such intermodal planning efforts that are part of the current Greyhound network in Ohio. In addition to intermodal facilities, however, there are a number of independent commission agency locations and Greyhound-owned facilities that could benefit from capital assistance for general facility improvements. Several states, including FL & TX, have implemented similar programs with good outcomes.

With respect to service, Greyhound does not seek 5311(f) assistance for route subsidies. However, the company is keenly interested in creating a network of feeder services in cooperation with the existing rural public transit network in Ohio. In addition to simply linking existing services that can provide feeder service to and from Greyhound, our schedule planning division has identified specific routes that may be feasible as fixed-route, fixed-schedule feeder service that formally interlines with Greyhound. These include the following:

- 1) Steubenville, OH – Wheeling, WV;
- 2) Gallipolis, OH – Chillicothe, OH – Cincinnati, OH via State Route 35 providing an outlet for southern Ohio; and
- 3) Oxford, OH – Dayton, OH, providing an outlet for Miami of Ohio students.

In addition to these routes, there are 2 Amish communities (Apple Creek and Dalton) that are not currently served by the Canton-Mansfield (via Wooster) route operated by Lakefront Trailways. With only minor assistance, it may be possible that Lakefront would be willing to service these transit-dependent communities.

Mr. Joe Lakatos  
February 7, 2007  
Page Two

I appreciate your cooperation and assistance in this matter. If you have any questions or need any additional information concerning your needs assessment efforts, please do not hesitate to let me know. I look forward to receiving a copy of your completed report and beginning to work in earnest with the Ohio DOT consultation efforts.

Sincerely,

Randy Isaacs  
State Government Affairs Representative