

WEST VIRGINIA
DIVISION OF PUBLIC TRANSIT

2016-2021



STIP INFORMATION

Public Transit in West Virginia

Total funding for public transit systems in West Virginia is a combination of federal, state and local funding sources. Federal Transit Administration's (FTA) funding provides the critical majority of the state's transit system's funding. This federal funding comes in several categories including those related to urban formula, non-urbanized, rail fixed guideway, elderly and persons with disabilities, and bus and bus related facilities. State government, through the West Virginia Division of Public Transit (WVDPT), also provides approximately 2.4 million dollars yearly in General Revenue state funding to support public transit in the form of operating assistance to rural transit systems and capital assistance to both rural and urban systems. Local funding is provided by contributions from county commissions and municipalities either through direct allocations or local levies.

Some systems have access to other sources of federal funding that are eligible to match FTA funds. A few systems receive additional state funding from other sources. Local funding is also contributed to by the transit users paying fares.

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)

Congress establishes the legal authority to commence and continue FTA programs through authorizing legislation covering several years. On July 6, 2012, President Obama signed Moving Ahead for Progress in the 21st Century (MAP-21), reauthorizing surface transportation programs through federal fiscal year 2014 (September 30, 2014). MAP-21 replaces previous transportation legislation the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 took effect on October 1, 2012. Each authorizing legislation (SAFETEA-LU, MAP-21) amends the Federal Transit Laws codified in 49 USC Chapter 53.

MAP-21 consolidates certain transit programs to improve their efficiency and provides significant new authority to strengthen the safety of public transportation systems throughout the United States. The Act also puts new emphasis on restoring and replacing the Nation's aging public transportation infrastructure by establishing a new State of Good Repair formula program and new asset management requirements. It also streamlines the New Start process to expedite project delivery and provides for core capacity project eligibility. In addition, it aligns Federal funding with key goals and tracks progress towards these goals. Finally, MAP-21 improves the efficiency of administering grant programs by consolidating several programs and streamlining the fixed guideway capital investment grant program.

Several of FTA's programs were repealed, consolidated, or changed from a discretionary program to a formula-based program under MAP-21. The New Freedom program was

consolidated with Section 5310, now known as Enhanced Mobility of Seniors and Individuals with Disabilities program. Additionally, the Job Access and Reverse Commute (JARC) program was repealed. The Bus and Bus Facilities capital program (Section 5339) and most of the Tribal Transit funding now are provided by formulas specified by Congress. The shift to more formula programs provides steady and more predictable funding for transit investments.

ABOUT FY2016 APPORTIONMENTS AND 2010 CENSUS

Estimates are based on the program structure, formulas, and authorized funding levels provided by the Moving Ahead for Progress in the 21st Century Act (MAP-21). Financial STIP projections for future years not covered by federal spending legislation are based on a yearly 10% increase in funding. This projection figure was arrived at following discussions with FTA Region III staff.

The estimates take 2010 Census data into account, including the designation of new urbanized areas.

Several MAP-21 formulas require funds to be apportioned using data on persons with low-incomes, older adults, or people with disabilities. Because the Census Bureau no longer collects this demographic information as part of its decennial census, FTA's apportionments will rely on data from the Census' American Community Survey (ACS).

The most recent ACS data, which was published in December 2011, does not yet align data on persons with low-incomes, older adults, or people with disabilities residing in urbanized areas to the 2010 Urbanized Area boundaries which were published by the Census in March 2012.

Once the ACS publishes data that matches the 2010 Urbanized Area boundaries, FTA will use the newer data in place of the existing ACS data sets.

OTHER 2010 CENSUS CHANGES

With the designation of urbanized areas as a result of the 2010 census, West Virginia gained a new urbanized area which has been designated as the Beckley urbanized area. The MPO for this area is the Fayette-Raleigh Metropolitan Planning Organization. Additionally, Huntington is now a Transportation Management Area since the area's population exceeds 200,000.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PROCESSES

The following summarizes the funding assumptions for the transit portion of the STIP:

- For federal funds, assumptions include estimated apportionments of federal categories based on levels in MAP-21 and annual appropriations bills.
- The FY2016 STIP assumes percentage increases in future Federal transit funding as allowed by FTA (See “About FY2016 Apportionments and 2010 Census”).
- State funds are based upon the FY 2016 state budget and pending requests for FY2017

FINANCIAL CONSTRAINT

The 2016 STIP programmed funds are based upon MAP-21 apportionments for the latest year available (FY2015) with further-out year’s totals based on the MAP-21 apportionments multiplied by an FTA-permitted percentage for projection purposes. Line items are included for Sections 5310 and 5311. Specific projects are determined as soon as possible and, once approvals are obtained, actual projects will be programmed and the appropriate line will be reduced.

STIP/TIP

The development of a STIP and the incorporation of Transportation Improvement Programs (TIP) in the Statewide Transportation Improvement Program (STIP) are prescribed by 23 CFR 450.216. The West Virginia Department of Transportation (WVDOT), which includes the WVDPT, has developed and follows a process complying with federal code with the lead agency in the WVDOT’s STIP process being the West Virginia Division of Highways (specifically the Programming Division). Through this partnership the WVDPT provides a reasonable opportunity for interested parties to comment on transit related STIP entries. This includes non-metropolitan local officials, such as the regional planning councils, or municipal officials where transit systems are under municipal control.

With cooperation and submissions from the State’s Metropolitan Planning Organizations TIPs are approved at the local MPO-level, and by the Governor, for incorporation, without change, into the STIP. This process of local/state cooperation, also allows potential submissions to be compared with the Statewide Transportation Plan and local Metropolitan Transportation Plans. This inclusion of the TIPs into the STIP also accounts for the listing of metropolitan area projects for which funds were obligated in the preceding year.

In areas outside of the MPOs, transit agencies provide their STIP information to the WVDPT where staff members work with the WVDOH Programming Division staff to ensure incorporation of transit funding/projects. Determinations of eligibility of projects/strategies occurs at this stage when WVDPT staff review TIPS submitted for inclusion into the STIP and also examine grant applications received for the programs that necessitate an application.

Transit projects and strategies, or allowable groupings, are identified in the STIP, as appropriate with federal code, in cooperation with the MPOs and rural recipients. This also includes regionally significant projects. As funding dedication is pegged to projects, or evolves from allowable groupings to individual projects, the West Virginia STIP specifically identifies grantees for compliance with federal code. (#6) With this initial assigning of cost or evolution from allowable groupings comes the identification of the total cost of individual projects that enable the general assessment of the financial feasibility of the project's full implementation, while the estimation of annual requests for Federal funding over the 4-year period can be checked against the authorization and appropriation trends for reasonableness. This process can be applied to TIP submissions or rural transit system's projects. The distribution of the Unified Planning Work Program's "[Statewide Transportation Improvement Program \(STIP\): Checklist](#)" to the MPOs in April of 2015 allowed the MPOs and the State a ready standard by which they could measure the viability of the STIP and the projects included therein as it developed.

Due to the repetitive nature of transit expenses and yearly organization (operations), transit STIP entries have a reasonable expectation to be fully funded and completed within the scheduled life of the STIP entry. Capital expenditures need more flexibility, but are not implemented without funding being dedicated within the projections made using methods approved by FTA. While unforeseen event may affect the project schedule, efforts are made in developing the project schedule to allow for delays or project changes.

No new funding sources are projected within the STIP; the only potential source for new funding would be if an existing transit system would be successful in implementing a new local levy. However, if this were to happen, it would not be reflected in the STIP until funding was actually being collected and utilized. Consequently, creditable numbers could be generated for future projects projections.

The viability of West Virginia's transit systems is demonstrated in a yearly report which documents passengers by categories, the percentage the ridership has risen or fallen, the total vehicle miles, funding (all sources), expenses and farebox recovery.

Section 5304 Statewide Transportation Planning Program	2016	2017	2018	2019	2020	2021
Small Urban						
Federal	424,043	466,447	513,092	564,401	620,841	682,925
Local	106,011	116,612	128,273	141,100	155,210	170,731
Statewide						
Federal	110,724	121,796	133,976	147,374	162,111	178,322
Local	27,681	30,449	33,494	36,843	40,528	44,581

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Tri-State Transit Authority (TTA)- Huntington		2016		2017		2018		2019		2020*		2021*	
TMA-Huntington													
KYOVA (MPO)	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
Operating													
Operating Assistance	5307	1,599,800	1,599,800	1,599,800	1,599,800	1,599,800	1,599,800	1,599,800	1,599,800	1,599,800	1,599,800	1,599,800	1,599,800
Operating Assistance (TTA/KRT Commuter)	5307												
Preventive Maintenance	5307	1,066,000	266,500	1,066,000	266,500	1,066,000	266,500	1,066,000	266,500	1,066,000	266,500	1,066,000	266,500
Planning	5307	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000
Revenue Rolling Stock													
Purchase 35'	5307												
Purchase 30' Replacement Buses	5307			1,280,000	320,000			2,700,000	900,000				
Purchase Paratransit Van	5339	240,000	60,000	240,000	60,000	240,000	60,000	240,000	60,000	240,000	60,000	240,000	60,000
Assoc. Capital Maintenance Items													
Spare Bus Parts/Eng/ Trans	5307	80,000	20,000	80,000	20,000	80,000	20,000	80,000	20,000	80,000	20,000	80,000	20,000
ADP/Hardware and or Software	5339	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000
Shop and Misc. Equipment													
Heavy Duty Tires	5307	80,000	20,000	80,000	20,000	80,000	20,000	80,000	20,000	80,000	20,000	80,000	20,000
Paratransit Van Tires	5307	16,000	4,000	16,000	4,000	16,000	4,000	16,000	4,000	16,000	4,000	16,000	4,000
Construction (Renovate)													
Purchase Support Vehicles (R/G)	5307	40,000	10,000	40,000	10,000	40,000	10,000	40,000	10,000	40,000	10,000	40,000	10,000
Misc. Renovations (Shelters, ETC)													
Passenger Shelters	5339	100,000	25,000	100,000	25,000	100,000	25,000	100,000	25,000	100,000	25,000	100,000	25,000
Station Improvements	5339	10,000	2,500	10,000	2,500	10,000	2,500	10,000	2,500	10,000	2,500	10,000	2,500
Surveillance / Security Equipment	5339	26,660	6,660	26,660	6,660	26,660	6,660	26,660	6,660	26,660	6,660	26,660	6,660
Communication Equipment (GPS Tracking)													
Enhanced Mobility of Senior and Individuals with Disabilities (5310)	5310	282,000	70,500	282,000	70,500	282,000	70,500	282,000	70,500	282,000	70,500	282,000	70,500

*Amount not programmed in the current TIP but the figure used was the same figure used as the last year illustrated and approved in the current TIP.

Kanawha Valley Regional Transportation Authority (KVRTA)- Charleston	2016		2017		2018		2019		2020**		2021**		
	(KVRTA)-Charleston												
(RIC)-MPO	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
Operating													
Operating Assistance	5307	2,500,000	2,500,000	2,600,000	2,600,000	2,700,000	2,700,000	2,800,000	2,800,000	2,900,000	2,900,000	3,000,000	3,000,000
Planning	5307			20,000	5,000			20,000	5,000			20,000	5,000
Misc Capital													
35' Bus Purchase													
30' Bus Purchase													
<30' Bus Purchase	5307	340,000	85,000							300,000	75,000		
<30' Bus Purchase	5339												
ADA lift equipped van	5339	224,000	56,000	120,000	30,000			192,000	48,000	192,000	48,000	192,000	48,000
ADA lift equipped van	5307												
Purchase Support Vehicles	5339	20,000	5,000	24,000	6,000	48,000	12,000	24,000	6,000	24,000	6,000	24,000	6,000
Purchase Support Vehicles	5307												
Associated Capital Items		120,000	30,000	120,000	30,000	120,000	30,000	120,000	30,000	20,000	5,000	20,000	5,000
ADP/Hardware and or Software	5307	80,000	20,000	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000	80,000	20,000
Shop and Misc. Equipment	5307	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000
Construction & Renovations	5307	100,000	25,000	100,000	25,000	100,000	25,000	100,000	25,000	100,000	25,000	100,000	25,000
Pass. Shelters & Station Improvements	5307	100,000	25,000	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000
Pass. Shelters & Station Improvements	5339	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000
Surveillance / Security Equipment	5307	12,000	3,000	12,000	3,000	12,000	3,000	12,000	3,000	12,000	3,000	12,000	3,000
Capital Leases	5307	28,000	7,000	28,000	7,000	28,000	7,000	28,000	7,000	28,000	7,000	28,000	7,000

Note: Years reported for planning purposes only

New River Transit Authority (NRTA)- Beckley		2016		2017		2018*		2019*		2020*		2021*	
(NRTA)-Beckley													
Fayette-Raleigh (MPO)	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
Operating													
Operating Assistance	5307	282,298	307,843	294,413	322,735	294,413	322,735	294,413	322,735	294,413	322,735	294,413	322,735
Misc Capital													
Preventive Maintenance	5307	70,243	17,560	73,755	18,438	77,443	19,360	77,443	19,360	77,443	19,360	77,443	19,360
<30 Bus Purchase	5307	110,166	27,542	110,166	27,542								
Planning													
ADP /Hardware and or software	5307			2,000	500								
Misc Office Capital													
Computers	5307	1,200	300	1,200	300								
Misc Office													

*Amount not programmed in the current TIP but the figure used was the same figure used as the last year illustrated and approved in the current TIP.

Eastern Panhandle Transit Authority (EPTA)-Hagerstown	2016		2017		2018		2019		2020		2021*		
	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
(EPTA)-Martinsburg													
HEP (MPO)	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
Operating													
Operating Assistance	5307	676,537	676,537	714,715	714,715	759,570	759,570	793,858	793,858	808,179	808,179	808,179	808,179
Preventive Maintenance	5307	195,232	48,808	200,831	50,208	258,873	64,718	275,507	68,877	261,186	65,297	261,186	65,297
Planning (TDP Development)	5307												
Facility Maintenance	5307			2,400	600								
ADA Door Opener													
Bus Purchase Program	5339			240,000	60,000	192,000	48,000	240,000	60,000	360,000	90,000		
Shop Tools	5307	10,000	2,500	5,600	1,400								
Computers	5307			4,000	1,000								
Driver Pads				20,000	5,000								
New Radios for Buses	5307			22,400	5,600								
Miscellaneous Equipment	5307												

*Amount not programmed in the current TIP but the figure used was the same figure used as the last year illustrated and approved in the current TIP.

Mid-Ohio Valley Transit Authority (MOVTA)- Parkersburg		2016		2017		2018		2019		2020*		2021*	
(MOVTA)-Parkersburg													
WWW (MPO)	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
Operating													
Operating Assistance	5307	839,000	839,000	881,000	881,000	881,000	881,000	881,000	881,000	881,000	881,000	881,000	881,000
Purchase Fuel System	5307												
Revenue Rolling Stock	5339												
Purchase <30'		92,000	48,000										
Purchase two mini vans		82,000	20,500										
Sale of Building Proceeds													
Computer Hardware and or Software		24,000	6,000										
Security Cameras	5339												

* Amount not programmed in current TIP but the figure used was the same figure as the last year illustrated and approved in the current TIP

OHIO Valley Regional Transportation Authority (OVRTA)- Wheeling	2016		2017		2018		2019		2020*		2021*		
	(OVRTA)-Wheeling												
Bel-O-Mar(MPO)	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
Operating													
Operating Assistance	5307	682,760	1,912,776	940,070	1,796,080	987,073	1,875,029	998,966	1,990,424	998,966	1,990,424	998,966	1,990,424
Preventive Maintenance													
Planning													
Revenue Rolling Stock													
Replace Van							100,000						
Replace <30' Bus	5307				260,000		260,000						

* Amount not programmed in current TIP but the figure used was the same figure as the last year illustrated and approved in the current TIP

SECTION 5310 ENHANCED MOBILITY OF SENIORS and INDIVIDUALS with DISABILITIES	2016	2017	2018	2019	2020	2021
Amount Apportioned for Urbanized Areas over 200,000 in Population						
See TTA or the Huntington, Ashland and Ironton TMA area						
<i>Amount Apportioned for Urbanized Areas 50,000-199,999 in Population (Beckley, Charleston, Hagerstown/Martinsburg, Morgantown, Parkersburg, Weirton and Wheeling)</i>						
Small Urban						
Federal	1,028,705	1,131,576	1,244,733	1,369,206	1,506,127	1,656,740
Local	257,176	282,894	311,183	342,302	376,532	414,185
Amount Apportioned for Rural Areas of Less than 50,000 in Population						
Rural						
Federal	849,004	933,904	1,027,295	1,130,024	1,243,027	1,367,329
Local	212,251	233,476	256,824	282,506	310,757	341,832

Note: Local/ Matching Funds for planning purposes, the amount of match shown is the 20% share or required minimum for capital and contracted services.

SECTION 5311 RURAL AREA FORMULA PROGRAM	2016	2017	2018	2019	2020	2021
5311	6,516,128	7,167,741	7,884,515	8,672,966	9,540,263	10,494,289
Local	6,516,128	7,167,741	7,884,515	8,672,966	9,540,263	10,494,289
5311(f) Intercity Bus	1,149,905	1,264,896	1,391,385	1,530,524	1,683,576	1,851,934
Local	1,149,905	1,264,896	1,391,385	1,530,524	1,683,576	1,851,934
Total 5311	7,666,033	8,432,636	9,275,900	10,203,490	11,223,839	12,346,223
Local	7,666,033	8,432,636	9,275,900	10,203,490	11,223,839	12,346,223
5311(b) (3) Rural Transportation Assistance Program (5311 Set Aside program) (100% Federally Funded)						
	2016	2017	2018	2019	2020	2021
RTAP	161,702	177,872	195,659	215,225	236,748	260,423
Appalachian Development Public Transportation Assistance Formula Program (5311 Set Aside program)						
	2016	2017	2018	2019	2020	2021
ADPTA	1,892,000	2,081,200	2,289,320	2,518,252	2,770,077	3,047,085
Local	1,892,000	2,081,200	2,289,320	2,518,252	2,770,077	3,047,085

Note:

Local/Matching Funds: The required match for operating is 50% and the required match for capital is 20%. For planning purposes, the amount of the match shown is the 50% share or required minimum for operating.

SECTION 5329 SAFETY OVERSIGHT PROGRAM	2016	2017	2018	2019	2020	2021
Federal	239,307	263,238	289,561	318,518	350,369	385,406
Local	59,827	65,809	72,390	79,629	87,592	96,352

Note:

Local/ Matching Funds for planning purposes, the amount of match shown is the 20% share or required minimum.

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SECTION 5337 STATE OF GOOD REPAIR	2016	2017	2018	2019	2020	2021
WVU-PRT (Morgantown WV)						
Federal	875,945	963,540	1,059,893	1,165,883	1,282,471	1,410,718
Local	218,986	240,885	264,973	291,471	320,618	352,680

Note:

The required match for capital is 20%. For planning purposes, the amount of the local match shown is the 20% share or required minimum for capital.

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SECTION 5339 <i>Bus and Bus Facilities Program</i>	2016	2017	2018	2019	2020	2021
Small Urban						
Federal	698,422	768,264	845,091	929,600	1,022,560	1,124,816
Local	174,606	192,066	211,273	232,400	255,640	281,204
Statewide						
Federal	1,250,000	1,375,000	1,512,500	1,663,750	1,830,125	2,013,138
Local	312,500	343,750	378,125	415,938	457,531	503,284

Note:

The required match for capital is 20%. For planning purposes, the amount of the local match shown is the 20% share or required minimum for capital.