

APPENDIX F

Division of Public Transit Project Listing

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WEST VIRGINIA
DIVISION OF PUBLIC TRANSIT

2020-2025



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. Of these three 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: planning, urbanized area apportionments, rural area apportionments, seniors and individuals with disabilities, safety oversight for rail fixed guideway systems and bus and bus related facilities.

The State Legislature, through West Virginia Department of Transportation, Division of Public Transit (DPT), also provides approximately 2.2 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. Local funding also includes fares collected during the operations of the various systems.

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.

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

On December 4, 2015, President Obama signed Fixing America's Surface Transportation (FAST) Act reauthorizing surface transportation programs through federal fiscal year 2020. FAST Act replaces previous transportation legislation MAP-21 which took effect on October 1, 2012. Each authorizing legislation amends the Federal Transit Laws codified in 49 USC Chapter 53.

The FAST Act authorizes \$61.1 billion over the five fiscal years (FY) 2016 through 2020 for programs administered by the Federal Transit Administration (FTA). The law authorizes \$11.8 billion for public transit programs in FY 2016 and increases the total authorization to \$12.6 billion in FY 2020, an increase of 17.7 percent over the FY 2015 level. The current legislation or Fast Act provides an 18% increase in public transit over the law's five-year duration. Most of the bump in transit investment will occur in the first year with the program seeing an immediate nine percent increase.

ABOUT FY2018 APPORTIONMENTS AND 2010 CENSUS

Several MAP-21 and FAST Act 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.

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 FAST Act and annual appropriations bills.
- The FY2019-21 STIP assumes percentage increases in future Federal transit funding as agreed with FTA.
- State funds are based upon the FY 2018 state budget.

FINANCIAL CONSTRAINT

The 2019-21 STIP programmed funds are based upon FAST Act apportionments for the latest year available (FY2018) with further-out year's totals based on the FAST Act apportionments multiplied by an FTA-permitted percentage (5%) 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 into the STIP and the appropriate line item will be reduced.

STIP AND TRANSIT ASSET MANAGEMENT

“Section 9 – Procurement Priorities” of the West Virginia Division of Public Transit’s Group Asset Management Plan (September 2018), a group transit asset management plan that covers all the transit providers in West Virginia, details the procurement strategy from 2019 to 2022. The 2020-2024 STIP will act in concert with this plan by providing fiscally constrained financial projections that will allow the Division and transit providers to make procurement decisions based upon relevant plan performance targets and goals. This utilization of the STIP and transit asset management plan will ensure sound investment in the statewide transit fleet resulting in a fleetwide state of good repair and thereby a safe, reliable and efficient means of transportation for the traveling public.

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 DPT, 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 DPT 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 DPT where staff members work with the WVDOH Programming Division staff to ensure incorporation of transit funding/projects.

Determination of eligibility of projects/strategies occurs when WVDPT staff review MPO-generated TIPS submitted for inclusion into the STIP or examine non-urban grant applications/requests for funding received for proposed projects/transit activities outside the urbanized areas.

Transit projects/activities, either individually listed or in 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 is dedicated to projects, or evolves from allowable groupings to individual projects, the West Virginia STIP specifically identifies grantees for compliance with federal code. With this initial assigning of project/activity cost, or evolution from allowable groupings to individual project/activity, comes the identification of the total cost that enable the general assessment of the financial feasibility of the various programs, while the estimation of annual requests for Federal funding over the 4-year period can be checked against the authorization and appropriation trends. This process can be applied to TIP submissions or rural transit system's projects.

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 an 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 sources for new funding would be if an existing transit system would be successful in implementing a new local levy, or the State of West Virginia or a Transit system would be successfully awarded an FTA discretionary grant. However, if this were to happen, it would not be reflected in the STIP until funding was being collected and utilized, or, in the case of an FTA discretionary grant, formally awarded to the State or transit organization. Consequently, creditable numbers could be generated for future projects projections.

Section 5304 Statewide Transportation Planning Program	2020	2021	2022	2023	2024	2025
Small Urban						
Federal	494,368	519,087	545,041	572,293	600,908	519,087
Local	123,592	129,772	136,260	143,073	150,227	123,592
Statewide						
Federal	129,090	135,545	142,322	149,438	156,910	129,090
Local	32,273	33,886	35,580	37,359	39,227	32,273

Tri-State Transit Authority (TTA)- Huntington		2020		2021		2022		2023		2024	
TMA-Huntington											
KYOVA (MPO)	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
Operating											
Operating Assistance	5307	1,763,780	1,763,780	1,851,968	1,851,968	1,944,567	1,944,567	2,041,795	2,041,795	2,143,885	2,143,885
Operating Assistance (TTA/KRT Commuter)	5307										
Preventive Maintenance	5307	1,175,265	293,816	1,234,028	208,507	1,295,730	323,932	1,360,516	340,129	1,428,542	357,135
Planning	5307	22,050	5,512	23,153	5,788	24,310	6,078	25,525	6,381	26,802	6,700
Revenue Rolling Stock											
Purchase 35'	5307			1,785,000	446,250	1,874,250	468,560	1,967,962	491,991	2,066,360	516,590
Purchase 30' Replacement Buses	5307	1,411,200	352,800	1,481,760	370,440						
Purchase Paratransit Van	5339	264,600	6,615	277,830	6,946	291,722	7,293	306,307	7,658	321,623	8,041
Assoc. Capital Maintenance Items											
Spare Bus Parts/Eng/ Trans	5339	84,000	21,000	88,200	22,500	92,610	23,152	97,241	24,310	102,102	25,526
ADP/Hardware and or Software	5339	22,050	5,512	23,152	5,788	24,310	6,077	25,526	6,381	26,802	6,700
Shop and Misc. Equipment											
Heavy Duty Tires	5339	88,200	2,205	92,610	2,315	97,241	2,431	102,102	2,552	107,208	2,680
Paratransit Van Tires	5339	17,640	4,410	18,522	4,630	19,448	4,862	20,420	5,105	21,441	5,360
Misc Equipment	5339	264,600	6,615	277,830	6,946	291,722	7,293	306,308	7,658	321,623	8,041
Construction (Renovate)	5339	220,500	5,513	92,610	5,788	97,240	6,078	102,102	6,382	107,208	6,701
Purchase Support Vehicles (R/G)	5339	88,200	22,050	92,610	23,153	97,241	24,310	102,103	25,526	107,208	26,802
Misc. Renovations (Shelters, ETC)											
Passenger Shelters	5339	110,250	27,563	115,763	28,941	121,551	30,388	127,628	31,907	134,010	33,502
Station Improvements	5339	11,025	2,756	11,576	2,894	12,155	3,039	12,763	3,191	13,401	3,350
Surveillance / Security Equipment	5339	29,390	7,348	30,860	7,715	32,403	8,101	34,023	8,506	35,724	8,931
Bike Racks / Bus GPS Tracking System	5307	11,025	2,756	11,576	2,894						
Enhanced Mobility of Senior and Individuals with Disabilities (5310)	5310	314,213	70,284	329,923	73,799	346,419	77,489	363,740	81,363	381,927	85,431

Kanawha Valley Regional Transportation Authority (KVRTA)- Charleston	2020		2021		2022		2023		2024		
	(KVRTA)-Charleston										
(RIC)-MPO	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
Operating											
Operating Assistance	5307	2,250,000	2,250,000	2,250,000	2,250,000	2,300,000	2,300,000	2,350,000	2,350,000	2,400,000	2,400,000
Planning	5307	20,000	5,000			20,000	5,000			20,000	5,000
Misc Capital											
35' Bus Purchase	5307					750,000	187,500				
30' Bus Purchase											
<30' Bus Purchase	5307			750,000	187,500			1,125,000	281,300	1,125,000	281,300
<30' Bus Purchase	5307	350,000	87,500					350,000	87,500		
ADA lift equipped van	5339	192,000	48,000	192,000	48,000	192,000	48,000	192,000	48,000	192,000	48,000
ADA lift equipped van	5307										
Purchase Support Vehicles	5339	24,000	6,000	24,000	6,000	48,000	12,000	24,000	6,000	24,000	6,000
Purchase Support Vehicles	5307										
Associated Capital Items		20,000	5,000	20,000	5,000			20,000	5,000		
ADP/Hardware and or Software	5307	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000	20,000	5,000
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
Construction & Renovations	5307	80,000	20,000			80,000	20,000			80,000	20,000
Pass. Shelters & Station Improvements	5307	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		5,000	20,000	5,000
Surveillance / Security Equipment	5307	28,000	3,000	12,000	3,000	12,000	3,000	12,000	3,000	12,000	3,000

Note: Years reported for planning purposes only

New River Transit Authority (NRTA)- Beckley		2020		2021		2022		2023		2024	
(NRTA)-Beckley											
Fayette-Raleigh (MPO)	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
Operating 50/50											
Operating Assistance	5307	667,394	333,697	750,116	375,058	775,520	387,760	795,625	397,812	816,453	408,226
Misc Capital											
Preventive Maintenance	5307	74,160	14,832	76,384	15,276	78,675	15,735	81,035	16,207	83,466	16,454
<30 Bus Purchase	5307	86,429	17,282	89,021	17,804	91,691	18,338	94,441	18,888	97,274	19,454
<30 Bus Purchase	5307	26,000	5,200	27,000	5,400	28,000	5,600	29,000	5,800	30,000	6,000
ADP /Hardware and or software	5307	60,000	12,000								
Misc Office Capital											
Computers	5307	4,000	800								
Misc Office				3,000	600						

Monongalia County Urban Mass Transit Authority (Mt. Line)- Morgantown	Note #	2020		2021		2022		2023		2024		
		Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
(Mt Line)-Morgantown												
MM (MPO)		Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
Mobility Management	6	\$5307										
CMAQ	7	\$5307	8,000	0								

Notes on above by number showing Transit Asset Management goals jointly developed with the State of West Virginia

- 1 These are operating funds making rides more affordable. The preventative maintenance portion helps in funding the care and upkeep of the buses. The security portion is a Federal requirement on these funds to help keep the population more secure.
- 2 Local levy funds provide for operations, service expansion, capital improvements, bus purchases and matching of Federal Funds
- 3 These Federal funds allocated by the State are helping replace the outdated the locks on the main facility to make the facility more secure.
- 3 These Federal funds were allocated by the State to help provide shelter for bus and bicycle riders to facilitate coordination of bicycle and bus riding modes.
- 4 These Federal funds were allocated through the State to help provide lower cost interstate rides from Clarksburg, WV to Pittsburgh, PA
- 5 These Federal funds were allocated by the State to help with the funding of facilities improvements and bus purchases which is needed in this service expansion.
- 6 Mobility coordination Federal funds allocated by the State are from a program designed coordinate riders who need assistance with existing bus routes.
- 7 These funds are used to mitigate traffic congestion and improve air quality by forming vanpools.

Mid-Ohio Valley Transit Authority (MOVTA)- Parkersburg	2020		2021		2022		2023		2024		2025*		
	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
(MOVTA)-Parkersburg													
WWW (MPO)													
Operating													
Operating Assistance	5307	883,700	883,700	927,900	927,900	973,900	973,900	1,022,500	1,022,500	1,075,000	1,075,000	881,000	881,000
Purchase Fuel System	5307												
Revenue Rolling Stock	5339												
Purchase <30'		52,000	13,00	56,000	14,000	216,000	54,000	160,000	40,000	800,000	200,000		
Support Vehicle (RS)		24,000	6,000	24,000	6,000								
Mobility management	5310	80,000	20,000	80,000	20,000	80,000	20,000	80,000	20,000	80,000	20,000	80,000	20,000

* 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

Weirton Transit Corporation (WTC)-Weirton		2020		2021		2022		2023		2024		2025*	
(WTC)-Weirton													
BHJ (MPO)	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
Operating													
Operating Assistance	5307	192,000		200,000		209,000		213,000		215,000		209,000	
Farebox Revenue /Operating			60,000/		62,000/		63,000/		64,000/		65,000/		66,000/
			55,000		55,000		55,000		55,000		55,000		55,000
Preventive Maintenance		22,000		20,000		15,000		15,000		17,000		19,000	
Planning		3,000		1,000				2,500					
Revenue Rolling Stock													
Purchase <35'													
Purchase <30'		112,800	28,200	100,400	15,100	120,800	30,200	52,400	13,100	52,400	13,100	52,400	13,100

* 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		2020		2021		2022		2023		2024		2025*	
(OVRTA)-Wheeling													
Bel-O-Mar(MPO)	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
Operating													
Operating Assistance	5307	867175	2313098	885385	2390296	903093	2438102	939217	2535626	976786	2637051	1015858	2742533
Preventive Maintenance													
Planning													
Revenue Rolling Stock													
Replace Van							100,000						
Replace <30' Bus	5307				260,000		260,00						

* 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	2020	2021	2022	2023	2024	2025
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	1,141,849	1,198,941	1,258,889	1,321,833	1,387,925	1,141,849
Local	285,462	299,735	314,722	330,458	346,981	285,462
Amount Apportioned for Rural Areas of Less than 50,000 in Population						
Rural						
Federal	974,614	1,023,345	1,074,512	1,128,238	1,184,649	974,614
Local	243,654	255,836	268,628	282,059	296,162	243,654

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	2020	2021	2022	2023	2024	2025

5311	7,660,767	8,043,805	8,445,996	8,868,295	9,311,710	7,660,767
Local	7,660,767	8,043,805	8,445,996	8,868,295	9,311,710	7,660,767
5311(f) Intercity Bus	1,351,900	1,419,495	1,490,470	1,564,993	1,643,243	1,351,900
Local	1,351,900	1,419,495	1,490,470	1,564,993	1,643,243	1,351,900
Total 5311	9,012,667	9,463,300	9,936,465	10,433,289	10,954,953	9,012,667
Local	9,012,667	9,463,300	9,936,465	10,433,289	10,954,953	9,012,667
5311(b) (3) Rural Transportation Assistance Program (5311 Set Aside program) (100% Federally Funded)						
	2020	2021	2022	2023	2024	2025
RTAP	188,435	197,857	207,750	228,525	239,951	188,435
Appalachian Development Public Transportation Assistance Formula Program (5311 Set Aside program)						
	2020	2021	2022	2023	2024	2025
ADPTA	2,085,930	2,190,227	2,299,738	2,414,725	2,535,461	2,085,930
Local	2,085,930	2,190,227	2,299,738	2,414,725	2,535,461	2,085,930

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	2020	2021	2022	2023	2024	2025
Federal	264,568	277,796	291,686	306,271	321,584	264,568
Local	66,142	69,449	72,922	76,568	80,396	66,142

Note:

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

SECTION 5337 STATE OF GOOD REPAIR	2020	2021	2022	2023	2024

WVU-PRT (Morgantown WV)					
Federal	1,084,094	1,138,298	1,195,213	1,317,722	1,383,609
Local	284,575	298,803	313,743	329,431	345,902

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.

SECTION 5339 <i>Bus and Bus Facilities Program</i>	2020	2021	2022	2023	2024
Statewide					

Federal	4,852,163	5,094,771	5,349,510	5,616,985	5,897,834
Local	1,213,041	1,273,693	1,337,377	1,404,246	1,474,459

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.