

Where Public
Transit Goes...

West Virginia &
Communities
Grow!

Diversity of West
Virginia Public Transit

Economic Impacts of
Public Transit

Transit Matters

Public Transportation in WV

Transit Management Area (TMA): over 200,000 population

Small Urbans: under 200,000 population

West Virginia Public Transit Systems

Logos on the left side:

- BLUEFIELD Area Transit
- Buckwheat Express (Putnam County Senior Citizens, Inc. dba SERVING THE GENERAL PUBLIC)
- CENTRA
- Country Roads Transit
- EPTA Eastern Panhandle Transit Authority
- Fairmont-Marion County Transit Authority
- HERE & THERE TRANSIT
- KRT KANAWHA VALLEY REGIONAL TRANSPORTATION AUTHORITY
- LITTLE KANAWHA BUS

Logos on the right side:

- OHIO VALLEY REGIONAL TRANSIT EASTERN OHIO
- MOUNTAIN LINE TRANSIT AUTHORITY
- MTA
- NEW RIVER TRANSIT
- POTOMAC VALLEY TRANSIT AUTHORITY
- TRIP RIVER TRANSIT
- tta TRI-STATE TRANSIT AUTHORITY 304-529-7433
- WTC

Logos at the top and bottom:

- WVPTA WEST VIRGINIA PUBLIC TRANSIT ASSOCIATION THERE'S A LOT RIDING ON IT
- WVDP DISTRICT OF PUBLIC TRANSIT

Map Labels (Counties): Hancock, Brooke, Ohio, Monongalia, Marion, Preston, Mineral, Hampshire, Berkeley, Jefferson, Harrison, Barbour, Grant, Hardy, Wood, Jackson, Calhoun, Upshur, Randolph, Pendleton, Roane, Webster, Pocahontas, Nicholas, Kanawha, Cabell, Wayne, Lincoln, Boone, Fayette, Greenbrier, Mingo, Logan, McDowell, Mercer.

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Dark areas have limited or no public transit service

TMA (Transportation
Management Area)
Urbanized area with
Population over 200,000

TTA (Tri-State Transit Authority): serves
the greater Huntington area, Milton & Barboursville,
Cabell County; Ceredo and Kenova, Wayne County.



Urban 5307 Agencies

Charleston
Martinsburg
Morgantown
Weirton
Parkersburg
Beckley
Wheeling



MPO Transportation Improvement Program

Metropolitan Planning Organization (MPO)

Overview

- A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law
- An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (DOT), is called a Transportation Management Area (TMA). As described in 49 U.S.C. 5303(k), and in recognition of the greater complexity of transportation issues in large urban areas, an MPO in a TMA has a stronger voice in setting priorities for implementing projects listed in the transportation improvement program and are responsible for additional planning products.

Rural 5311 Agencies

Bluefield Bluefield and Princeton areas, Mercer County, Welch, and McDowell Counties

Buckwheat Express: operated by Preston County Senior Citizens, Inc., and services Preston County

Country Roads: Randolph and Upshur County areas

CENTRA: Harrison County

Tri River: Boone, Lincoln, Logan, and Wayne county areas

Fairmont Marion County: Marion County

Mountain Transit Authority: Greenbrier, Nicholas and Webster counties

Little Kanawha: Calhoun, Jackson, Gilmer, and Roane County

Here and There: operated by Barbour County Senior Center, and serves Barbour County

Petersburg Grant, Hardy, Hampshire, Mineral and Pendleton counties



Economic Impact of Public Transit



Impacts: Direct, Indirect, and Induced

The impacts from transit spending are those that result from the existence of transit operations, including:

- Direct effects: drivers, dispatchers, mechanics, bookkeepers, program directors
- Indirect effects: fuel, repairs, insurance, etc.
- Induced economic activity: results from the income generated through both the direct and indirect effects

These induced effects occur when the people who work for the transit system or the businesses indirectly affected by transit spend their income in the community. This spending supports additional jobs in the local economy.

Headed to Work

Commuting to places of employment is an essential use of transportation services in rural areas. Economic stability for many rural residents is dependent on a reliable means of transportation to a place of employment. In a survey of small urban and rural public transit riders, one report found 34% of all public transit trips accounting for work as the primary destination. For some rural residents, longer commute times and lack of transportation options are common barriers to employment. Existing transportation assistance services may have higher costs per rider in rural areas when compared to urban areas, primarily due to long travel distances and low population densities.

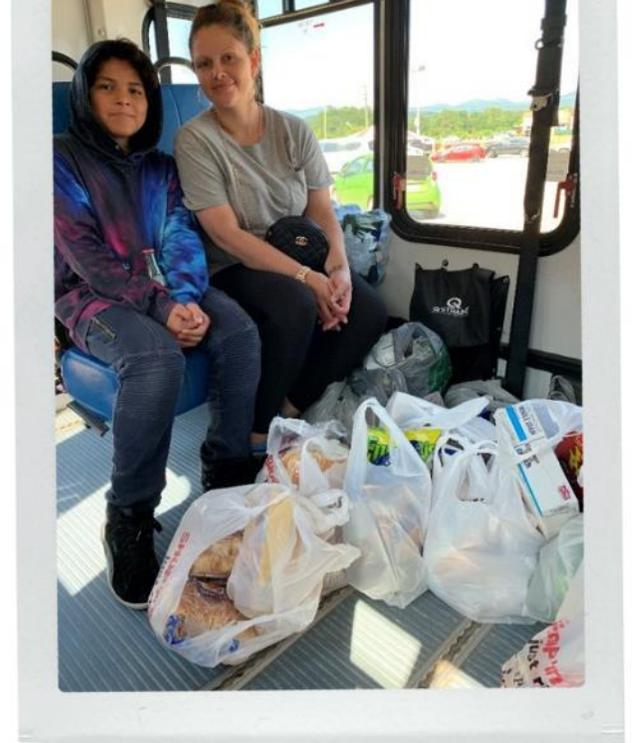
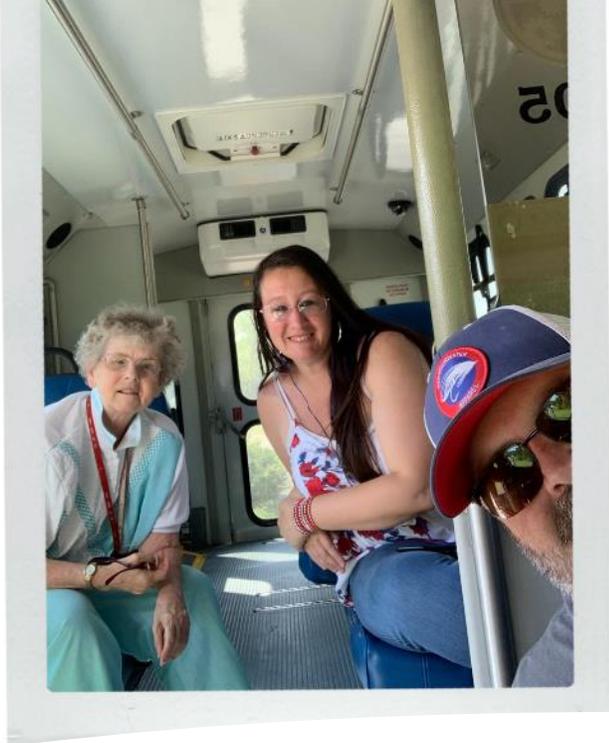


Transit Matters

Costs vs Benefits

Often the phrase fully-allocated costs is used to determine the totality of expenses incurred in providing a certain transportation service. However, there is no corresponding phrase to account for the fully-allocated benefits of the opportunities that service provides.





Getting Out

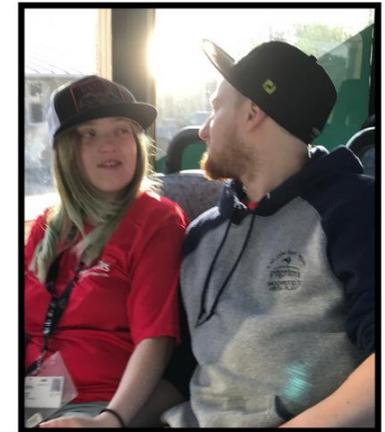
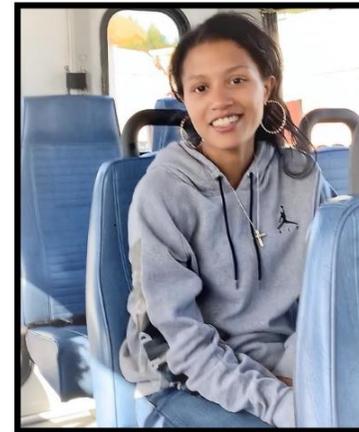
Most people in our READY RIDE! areas are frequent riders, using the service multiple days per week. Others rely on public transit as a primary means of transportation. Many riders have limited transportation options, they would be severely affected if transit services were not available.

Another important benefit of transit is that it promotes equity by serving populations not well served by other transportation options. Transit serves a disproportionately higher percentage of low-income individuals, those without access to a vehicle, people with disabilities, minorities, and older adults.

The Need

The need for rural public transportation has historically been linked with providing mobility and accessibility to essential employment, goods, and services for older adults, persons with disabilities, low-income persons, and others.

HOWEVER, rural public transportation services more broadly support well-being for rural residents by also providing transportation to employment, schools, places of worship, and social and recreational destinations. Access to public transportation in rural areas is limited by travel times and distances, frequency of service, cost, and limitations in funding to address these challenges.





Questions, Comments?



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