WEST VIRGINIA
Department of Transportation

Division of Multimodal Transportation Facilities

FFY 2027 - 2032

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, rural area, 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 Multimodal Transportation Facilities (DMTF), provides the Transit section approximately 3 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 may also be received by transit providers as 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 occasionally receive additional state funding from other sources.

Infrastructure Investment and Jobs (IIJA) Act of 2021

On November 15, 2021 President Biden signed the IIJA into law. The IIJA enacted $91 Billion through the act's five-year span, FY2022-2026, for reauthorized transit programs. FTA Formula programs will be increased by 30% in FY2021-2022 and a 5% increase for subsequent years.

The IIJA replaces the FAST Act which authorized $61.1 billion over the five fiscal years (FY) 2016 through 2020 for programs administered by the Federal Transit Administration (FTA).

FY2026 Apportionments and 2020 Census

Financial STIP projections for future years not covered by federal spending legislation are based on a yearly 8% increase in funding. This projection figure is based upon IIJA increases in funding and previous projection standard of 5% developed in discussions with FTA. The estimates take 2020 Census data into account.

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 the IIJA and annual appropriations bills.
- The FY2027-32 STIP assumes percentage increases in future Federal transit funding.
- State funds are based upon the proposed FY2027 state budget.

Financial Constraint

The 2027-32 STIP programmed funds are based upon the IIJA apportionments for the latest year available (FY2026) with further-out year's totals based on the IIJA apportionments for projection purposes. Transit funding has been grouped by programmatic categories. Specific projects will be determined and approved at the state-level based on yearly applications from transit providers and the appropriate grouped program will be reduced.

STIP and Transit Asset Management

"Section 9 – Procurement Priorities" of the Public Transit Division's Group Asset Management Plan (September 2022), a group transit asset management plan that covers all the transit providers in West Virginia, details the procurement strategy from 2023 to 2028. The 2027-2032 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 Transit Section of the DMTF, 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 DMTF 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.

Metropolitan Planning Organizations TIPs are approved at the local level, and by the Governor, for incorporation, without change, into the STIP. This process allows potential submissions to be compared with the Statewide Transportation Plan and local Metropolitan Transportation Plans.

In areas outside of the MPOs, the Transit Section's federal funding are grouped by programs.

Determination of eligibility of projects occurs when Transit staff review MPO-generated TIP submissions for inclusion into the STIP; or examine non-urban grant applications/requests for funding received at the Division for groupable programs.

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, regardless of how it is funded (with or without federal funds). As funding is dedicated to projects or evolves from allowable groupings to individual projects to be obligated, the West Virginia STIP identifies these projects or the programmatic groupings for compliance with federal code (23 USC 135). From this process comes the identification of the total cost that enable the general assessment of the financial feasibility of the various programs. The STIP's estimation of annual requests for Federal funding over the 5-year period can be checked against the actual authorization and apportionment trends.

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 STIP projections.

If events require changes to the STIP (such as the award of discretionary grant funding), the adjustment/amendment process is available to make the needed modifications.

Section 5304/5305 STATEWIDE AND NON-METROPOLITAN PLANNING AND RESEARCH	2027		2028		2029		2030		2031		2032	
	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
SMALL URBAN	$733,138	$183,285	$806,452	$201,613	$887,097	$221,774	$975,807	$243,952	$1,073,387	$268,347	$1,180,726	$295,182
STATEWIDE	$192,106	$48,027	$211,317	$52,829	$232,448	$58,112	$255,693	$63,923	$281,262	$70,316	$309,389	$77,347

Section 5310 ENHANCED MOBILITY FOR SENIORS AND INDIVIDUALS WITH DISABILITIES	2027		2028		2029		2030		2031		2032	
	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
SMALL URBAN	$1,730,604	$432,651	$1,903,664	$475,916	$2,094,031	$523,508	$2,303,434	$575,858	$2,533,777	633,444	2,787,155	696,789
RURAL	$1,460,731	$365,183	$1,606,804	$401,701	$1,767,485	$441,871	$1,944,233	$486,058	$2,138,656	534,664	2,352,522	588,130

Section 5311 RURAL AREA FORMULA PROGRAM	2027		2028		2029		2030		2031		2032	
	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
5311	$10,728,815	$10,728,815	$11,801,696	$11,801,696	$12,981,866	$12,981,866	$14,280,052	$14,280,052	$15,708,058	$15,708,058	$17,278,864	$17,278,864
5311 (F) Intercity	$1,893,320	$1,893,320	$2,082,652	$2,082,652	$2,290,917	$2,290,917	$2,520,009	$2,520,009	$2,772,010	$2,772,010	$3,049,211	$3,049,211
Rural Transportation Assistance Program (100% Federally Funded)	$255,500	$0	$281,050	$0	$309,155	$0	$340,071	$0	$374,078	$0	$411,486	$0
Appalachian Development Public Transportation Assistance Formula Program	$3,755,837	$3,755,837	$4,131,420	$4,131,420	$4,544,562	$4,544,562	$4,999,019	$4,999,019	$5,498,921	$5,498,921	$6,048,813	$6,048,813

Section 5329 STATE SAFETY OVERSIGHT PROGRAM	2027		2028		2029		2030		2031		2032	
	Federal	**Local**	**Federal**	**Local**	**Federal**	**Local**	**Federal**	**Local**	**Federal**	**Local**	**Federal**	**Local**
	$625,960	**$156,490**	**$688,556**	**$172,139**	**$757,412**	**$189,353**	**$833,153**	**$208,288**	**$916,468**	**$229,117**	**$1,008,115**	**$252,029**

Section 5339 STATE BUS AND BUS FACILITIES PROGRAM	2027		2028		2029		2030		2031		2032	
	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local
	$6,000,000	$1,500,000	$6,600,000	$1,650,000	$7,260,000	$1,815,000	$7,986,000	$1,996,500	$8,784,600	$2,196,150	$9,663,060	$2,415,765

Eastern Panhandle Transit Authroity (EPTA) Hagerstown-Eastern Panhandle (HEP) MPO		2027		2028		2029		2030		2031		2032		DEFINITIONS
	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	
Operating Assistance														
Operating Assistance	5307	$1,308,337	$1,308,337	$1,308,337	$1,308,337	$1,308,337	$1,308,337	$1,308,337	$1,308,337	$1,500,000	$1,500,000	$1,500,000	$1,500,000	Costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less
Operating Commuter Service	5307	$72,500	$72,500	$72,500	$72,500	$72,500	$72,500	$72,500	$72,500	$72,500	$72,500	$72,500	$72,500	
Capital Assistance														
Reveue Rolling Stock Replacement	5339	$201,658	$50,332	$1,040,000	$260,000	$1,040,000	$26,000	$520,000	$13,000	$300,000	$75,000	$1,500,000	$375,000	All revenue producing vehicles.
Support Vehicles	5339					$40,000	$10,000	$40,000	$10,000					Support/shop vehicles
Computers - Hardware	5339									$25,000	$6,250			Computer hardware
Computers - Software	5307									$25,000	$6,250			Computer software
Maintenance	5307	$300,000	$75,000	$300,000	$75,000	$300,000	$75,000	$300,000	$75,000	$350,000	$87,500	$350,000	$87,500	PMs, spare parts, tires, oil/lubricants, coolants
Radios	5307	$15,600	$7,800							$15,600	$7,800			Communications Equipment
Mobility Management	5310	$42,000	$10,500	$42,000	$10,500	$42,000	$10,500	$42,000	$10,500	$45,000	$11,250	$45,000	$11,250	Mobility mangagement is a capital project activity that consists of short-range planning and management activities and projects for improving coodination among public transportation and other transportatio nservice prodivers carried out by a recipient or sub-recipient through an agreement entered into with a person, including a government entity

Kanawha Valley Regional Transportation Authority - RIC		2027		2028		2029		2030		2031		2032		DEFINITIONS
	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	
Operating Assistance														
Operating Assistance	5307	$3,500,000.00	$3,500,000.00	$3,500,000.00	$3,500,000.00	$3,500,000.00	$3,500,000.00	$3,500,000.00	$3,500,000.00	$3,500,000.00	$3,500,000.00	$3,500,000.00	$3,500,000.00	Costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.
Capital Assistance														
Revenue Rolling Stock Replacement	5339	$120,000	$30,000							$120,000	$30,000	$400,000	$100,000	All revenue producing vehicles.
Support Vehicles	5339	$52,000	$13,000			$32,000	$8,000			$52,000	$13,000			Support/shop vehicles.
Buildings - Construction	5339 Discretionary	$22,254,874	$5,563,719											Design and construction of new transit headquarters.
Computers - Hardware	5307			$80,000	$20,000			$80,000	$20,000					Computer hardware.
Computers - Software	5307	$80,000	$20,000			$80,000	$20,000					$80,000	$20,000	Computer software.
Office Equipment	5307			$20,000	$5,000			$20,000	$5,000			$20,000	$5,000	Furniture, copiers, etc.
Security	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	Security Systems for facilities or vehicles.
Shelters	5339					$20,000	$5,000			$20,000	$5,000			Shelter and bus stop related infrastructure. Construction related work.
Shop Equipment	5339			$20,000.00	$5,000.00									Bus washers, tools, fuel systems, etc.
Bus Replacement	5307	$400,000.00	$100,000.00			$400,000	$100,000			$400,000	$12,000	$400,000	$100,000	

MOVTA Wood-Washington-Wirt Interstate Planning Commission		2027		2028		2029		2030		2031		2032		DEFINITIONS
	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	
Operating Assistance														
Operating Assistance	5307	$1,071,488.00	$1,071,488.00	$1,090,163	$1,090,163	$1,114,365	$1,114,365	$1,075,000	$1,075,000	$1,075,000	$1,075,000	$1,075,000	$1,075,000	Costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.
Capital Assistance														
Revenue Rolling Stock Replacement	5339	$267,200	$66,800	$379,200	$94,800	$382,400	$95,600	$578,400	$144,600			$380,000	$95,000	All revenue producing vehicles.
Buildings	5339	$160,000	$40,000									$62,400	$15,600	Design and construction of new transit headquarters.
Office Equipment	5307			$12,000	$3,000									Furniture, copiers, etc.
Shelters	5339									$24,000	$6,000			Shelter and bus stop related infrastructure.
Shop Equipment	5339	$53,779	$13,445											Bus washers, tools, fuel systems, etc.

Monongalia County Urban Mass Transportation Authority AND Morgantown, Monongalia Metropolitan Planning Organization		2027		2028		2029		2030		2031		2032		DEFINITIONS
	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	
Operating Assistance														
Operating Assistance	5307	$3,375,864	$3,375,864	$3,443,143	$3,443,143	$3,443,143	$3,443,143	$3,443,143	$3,443,143	$3,443,143	$3,443,143	$3,443,143	$3,443,143	Costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less
Federal 5311(f) Intercity	5311	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	$300,000	Regularly scheduled bus service for the general public that operates with
Capital Assistance														
Preventative Maintenance	5307	$250,000	$62,500	$250,000	$62,500	$250,000	$62,500	$250,000	$62,500	$250,000	$62,500	$250,000	$62,500	Preventative Maintenance
Support Vehicles	5339	$447,362	$111,841	$150,000	$37,500	$150,000	$37,500	$150,000	$37,500	$150,000	$37,500	$150,000	$37,500	Support/shop vehicles
Roof Replacement	5339	$1,400,000	$350,000											For Roof Replacement
Bus Rolling Stock Replacement	5339	$943,296	$340,000											For Purchase of revenue producing vehicles
Mobility Management	5310	$98,000	$24,500	$98,000	$24,500	$98,000	$24,500	$98,000	$24,500	$98,000	$24,500	$98,000	$24,500	Mobility mangagement is a capital project activity that consists of short-range planning and management activities and projects for improving coodination among public transportation and other transportation service prodivers carried out by a recipient or sub-recipient through an agreement entered into with a person, including a government entity

New River Transit Authority & Region 4 (Fayette/Raleigh County) MPO		2027		2028		2029		2030		2031		2032		DEFINITIONS
	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	
Operating Assiatance														
Operating Assistance	5307	$1,238,886.00	$1,238,886.00	$1,238,886.00	$1,238,886.00	$1,238,886.00	$1,238,886.00	$1,238,886.00	$1,238,886.00	$1,238,886.00	$1,238,886.00	$1,238,886.00	$1,238,886.00	Costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.
Capital Assistance														
Revenue Rolling Stock Replacement	5307, 5339					$428,770	$107,192	$428,770	$107,192	$428,770	$107,192	$428,770	$107,192	All revenue producing vehicles.
Revenue Rolling Stock Expansion	5307, 5339	$408,352	$102,088	$428,770	$107,192									All revenue producing vehicles.
Computers - Hardware	5307	$20,000	$5,000	$59,000	$14,750	$20,000	$5,000	$59,000	$14,750	$20,000	$5,000	$59,000	$14,750	Computer hardware.
Computers - Software	5307	$20,000	$5,000	$59,000	$14,750	$20,000	$5,000	$59,000	$14,750	$20,000	$5,000	$59,000	$14,750	Computer software.
Maintenance	5307	$264,500	$66,125	$304,176	$76,044	$304,176	$76,044	$304,176	$76,044	$304,176	$76,044	$304,176	$76,044	PMs, spare parts, tires, oil/lubricants, coolants
Office Equipment	5307	$5,000	$1,250			$5,000	$1,250			$5,000	$1,250	$5,000	$1,250	Furniture, copiers, etc.
Radios	5307	$28,000	$7,000			$28,000	$7,000			$28,000	$7,000			Communications equipment
Mobility Management	5310	$152,352	$38,088	$163,017	$40,754	$174,428	$43,607	$186,638	$46,659	$199,702	$49,926	$213,682	$53,420	Mobility management is a capital project activity that consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers carried out by a recipient or sub-recipient through an agreement entered into with a person, including a government entity.

OVRTA-Belomar Regional Council		2027		2028		2029		2030		2031		2032		DEFINITIONS
	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	
Operating Assistance														
Operating Assistance	5307	$931,191.00	$931,191.00	$977,750.00	$977,750.00	$1,026,637.00	$1,026,637.00	$1,077,968.00	$1,077,968.00	$1,131,866.00	$1,131,866.00	$1,188,459.00	$1,188,459.00	Costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.
Capital Assistance														
Revenue Rolling Stock Replacement	5339			$600,000	$150,000									All revenue producing vehicles.
Revenue Rolling Stock Expansion	5339					$1,384,000	$346,000					$1,200,000	$300,000	All revenue producing vehicles.
Shelters	5339			$93,709	$23,427									Shelter and bus stop construction related infrastructure.
Shop Equipment	5339	$25,600	$6,400											Bus washers, tools, fuel systems, etc.

Tri-State Transit Authority and KYOVA MPO Area		2027		2028		2029		2030		2031		2032		DEFINITIONS
	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	
Operating Assistance														
Operating Assistance	5307	$1,888,305.00	$1,888,305.00	$1,944,954.00	$1,944,954.00	$2,003,303.00	$2,003,303.00	$2,063,402.00	$2,063,402.00	$2,125,304.00	$2,125,304.00	$2,189,063.00	$2,189,063.00	Costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.
Operating Commuter Service	5307													
Capital Assistance														
Preventive Maintenance	5307	$562,432	$140,608	$579,305	$144,827	$596,684	$149,172	$614,584	$153,647	$633,022	$158,256	$652,012	$163,004	
Revenue Rolling Stock Replacement	5339			$3,192,000	$798,000	$1,680,000	$420,000	$2,352,000	$588,000			$1,234,800	$308,700	All revenue producing vehicles.
(State 5310 Program) Project Administration	5310	$39,862		$41,058		$42,290		$43,559		$44,866		$46,212		
(State 5310 Program) Capital Projects	5310	$358,761	$89,690	$369,524	$92,381	$380,609	$95,152	$392,027	$98,007	$403,788	$100,947	$415,902	$103,975	

Weirton Ride - BHJMPC 2027-2032 STIP		2027		2028		2029		2030		2031		2032		DEFINITIONS
	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	
Operating Assistance														
Operating Assistance	5307	$286,075.00	$286,075.00	$304,000.00	$304,000.00	$316,000.00	$316,000.00	$331,000.00	$331,000.00	$348,000.00	$348,000.00	$360,000.00	$360,000.00	Costs necessary to operate, maintain, and manage a public transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.
Capital Assistance														
Revenue Rolling Stock Replacement	5339	$37,983	$6,703	$38,000	$6,706	$38,000	$6,706	$38,000	$6,706	$38,000	$6,706	$38,000	$6,706	All revenue producing vehicles.
Computers - Hardware	5307	$2,400	$600	$2,400	$600	$2,400	$600	$2,400	$600	$2,400	$600	$2,400	$600	Computer hardware.
Maintenance	5307	$28,800	$7,200	$32,000	$8,000	$38,400	$9,600	$43,200	$10,800	$44,000	$11,000	$44,000	$11,000	PMs, spare parts, tires, oil/lubricants, coolants
Office Equipment	5307	$3,200	$800											Furniture, copiers, etc.
Radios	5307	$6,400	$1,600	$800	$200	$800	$200	$800	$200	$800	$200	$800	$200	Communications equipment
Bus Replacement	5307	$106,517	$25,500	$153,000	$27,000	$161,500	$28,500	$170,000	$30,000	$178,500	$31,500	$187,000	$33,000	

WVU -PRT (Morgantown WV) - MMMPO		2027		2028		2029		2030		2031		2032		DEFINITIONS
	Source	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	Federal	Local	
Capital Assistance														
Preventative Maintenance, Infrastucture Rehabilitation/Renovation	5337	$1,316,027	$330,000	$1,324,424	$330,000	$1,350,000	$330,000	$1,350,000	$330,000	$1,350,000	$330,000	$1,350,000	$330,000	
Infrastructure Rehabiltiation/Renovation	FFY 26 Community Project Funds	$6,400,000	$1,600,000											