West Virginia Transit Needs Study

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Executive Summary

Introduction

A study was commissioned by the West Virginia Division of Public Transit to assess the public transit services in the state to provide the basis for determining the costs to sustain or improve existing mobility. The goals of the study are to

- assess the market for public transportation services in West Virginia in terms of demand (both presently served and unserved), and
- provide the data with which to estimate capital and operating costs required to sustain existing public transportation services, to extend existing services into adjacent unserved areas, and to establish new operations in remaining unserved markets.

The results of this study are based on analysis of current and projected demographic and economic conditions in the state and an inventory of existing West Virginia public transportation services. Demand projections for public and specialized public transportation in West Virginia assessed current providers and applied a mathematical model to predict demand. The costs of delivery of the services that citizens are willing to use are summarized in Appendix B and reported by county in Appendix C.

This study provides a demographic analysis and service inventory as necessary data to support demand and financial assessments. The data provided by agencies and the West Virginia Division of Public Transit were used to compile the inventory of existing services, identify costs, and to begin to identify gaps in each service area.

Demographic Analysis

A demographic analysis of West Virginia counties and cities established peer groups within which model transit services can be identified. Once the model transit service for each area is identified, levels of service and cost of delivering that service to the counties or cities within the group can be determined.

Important characteristics in determining appropriate transit services in a geographic area include total population of the community, elderly population and population density. Population growth or decline within a community also is a helpful factor in planning transit service. The average population density in the six peer groups ranged from 19 persons per square mile to 256 persons per square mile. The average population ranged from 10,000 to 66,000.

In general, a greater percentage of growth occurred in the more rural parts of the state. Three counties, Putnam, Berkeley and Jefferson are exceptions to this observation, all of which experienced significant growth in the period from 1990 to 2000. In the most remote rural counties, the population grew 2.3 percent from 1990 to 2000. In the most populated county (Kanawha, with a total population of 198,158 and population density of 219 per square mile) the population declined 4.6 percent.

West Virginia Transit Services

In West Virginia, the Division of Public Transit of the West Virginia Department of Transportation (WVDOT) administers all federal and state programs relating to public transportation programs. West Virginia received approximately $7.3 million in FY00 in formula assistance from the Federal Transit Administration (Section 5307, 5310 and 5311 programs). In addition, West Virginia received more than $21 million from the Section 5309 Discretionary Funds and $1 million from the FTA Job Access and Reverse Commute Program. Of the total, approximately $3 million was allocated for Section 5311 programs funding general public transit systems in rural and small urban areas (under 50,000 population).

The West Virginia Division of Public Transit funds 187 cities, counties, and non-profit organizations that provide service in all 55 counties. These services are provided with just over 1,000 vehicles. There are 17 general public systems providing service in 28 counties. Approximately 7.5 million miles of passenger service are provided annually to more than 5.58 million passengers in West Virginia systems.

The West Virginia Public Transportation Management System was reviewed to provide a report on the passenger transit vehicle inventory and condition. A total of 165 vehicles were identified by providers as requiring replacement by 2004. Thirteen of those vehicles were considered by providers to be ready for replacement in 2000 and 49 vehicles in 2001.

Demand Estimates for West Virginia Counties

The term *demand* in this report is used in its economic sense; that is, how much transit service will be consumed at a given price? *Transit need* refers to the social consequence of not having transit service. If lack of transit prevents persons from reaching essential shopping or medical attention, then there is a *need* for such service. There is *demand* for transit service only when someone is willing to pay for it. Transit demand for each county in West Virginia was derived from a mathematical model. The

county profile portion of the study (Appendix C) pairs each county with a representative site to calibrate the demand estimate to West Virginia conditions.

This study employed three demand estimation equations for nonurbanized areas of the state. Two approaches, referred to as the APTNA equation and the Peterson & Smith model, are proportional demand equations applying trip rates to stratified population groups. These equations were based on data collected from states with relatively high levels of services with state funding. This equation represents a mid- to high-range target of citizens who will actually use the service if it is available.

A third equation applied in this study is based on a model developed under the Transit Cooperative Research Program (TCRP) of the Transportation Research Board, under contract to the Federal Transit Administration. This equation requires an established level of service indicator, in this case, annual service miles, to estimate non-program trips. Program-related trips are estimated from program populations and associated trip rates together with annual service miles.

Each of West Virginia's 55 counties was assigned to one of six peer groups, with a representative site identified for each of the peer groups. Once demand was identified for each county, the percentage of demand met by existing transit services was calculated. In the county profile portion of the report (Appendix C), each county with the highest percentage of demand met was used as the representative standard from which to calculate financial need to support estimated demand.

Forty counties in West Virginia, grouped in one of three peer groups considered as nonurbanized counties, generated a total estimated trip demand of 4.7 million trips per year. The current estimated service in these 40 counties is 606,088 trips per year, satisfying approximately 12.9 percent of total demand. Table ES-1 provides a list of each of these forty counties, the current estimated demand, and estimated unmet demand.

The remaining 15 counties were assigned to Peer Groups 4, 5 or 6 as more urbanized communities of West Virginia. The calculations for all counties except Kanawha County (Peer Group 6) resulted in an estimated total demand of 12.32 million trips. Based on current reported service (FY00) by West Virginia providers of 2.84 million trips within these two peer groups, service providers met approximately 23.1 percent of the total demand. Table ES-2 provides the results of the calculations for each of the fourteen counties.

Table ES-1
Estimate of Transit Demand
Nonurbanized West Virginia Counties[a]
2000

Peer Group	County	Demand Model				Unmet Demand		
		TCRP Model	APTNA Model	Peterson & Smith Model	Estimated Demand	Current Service	Unmet Trips	Percent of Demand Met
1	Braxton	94,637	57,739	96,209	82,862	840	82,022	1.0%
1	Calhoun	57,997	40,075	65,840	54,638	18,184	36,454	33.3%
1	Clay	78,256	65,000	106,436	83,231	5,310	77,921	6.4%
1	Doddridge	53,267	30,680	51,080	45,009	5,000	40,009	11.1%
1	Gilmer	51,570	35,981	59,368	48,973	3,941	45,032	8.0%
1	Grant	77,793	31,990	53,843	54,542	30,249	24,293	55.5%
1	Hardy	84,207	32,783	55,208	57,399	16,781	40,618	29.2%
1	Monroe	95,450	51,832	85,977	77,753	10,000	67,753	12.9%
1	Pendleton	56,505	24,943	42,093	41,181	8,090	33,090	19.6%
1	Pocahontas	64,864	35,768	59,798	53,477	12,004	41,473	22.4%
1	Ritchie	75,708	48,614	80,900	68,407	11,882	56,525	17.4%
1	Roane	111,372	73,612	121,342	102,109	435	101,674	0.4%
1	Tucker	52,674	25,110	42,115	39,966	0	39,966	0.0%
1	Webster	72,993	57,664	94,772	75,143	24,312	50,831	32.4%
1	Wirt	41,055	21,924	36,412	33,131	9,396	23,734	28.4%
2	Barbour	115,065	76,185	126,253	105,834	8,627	97,207	8.2%
2	Greenbrier	249,995	123,264	205,559	192,940	29,242	163,697	15.2%
2	Hampshire	137,455	62,863	104,562	101,627	18,846	82,781	18.5%
2	Lewis	124,639	73,543	122,858	107,014	12,000	95,014	11.2%
2	Mineral	189,310	81,517	136,704	135,843	16,481	119,363	12.1%
2	Morgan	98,017	36,412	61,907	65,445	5,558	59,887	8.5%
2	Nicholas	196,365	119,503	197,513	171,127	71,324	99,803	41.7%
2	Pleasants	53,108	26,814	44,698	41,540	2,598	38,942	6.3%
2	Preston	209,993	103,745	172,260	161,999	29,405	132,594	18.2%
2	Randolph	202,997	111,647	185,897	166,847	40,724	126,123	24.4%
2	Summers	99,504	57,988	96,010	84,501	10,026	74,475	11.9%
2	Taylor	109,864	63,744	105,689	93,099	2,000	91,099	2.1%
2	Tyler	68,432	33,844	56,265	52,847	264	52,583	0.5%
2	Upshur	165,739	86,910	144,637	132,429	11,094	121,335	8.4%
2	Wetzel	128,392	67,724	112,616	102,911	725	102,185	0.7%
3	Boone	189,240	123,475	201,738	171,484	1,200	170,284	0.7%
3	Fayette	335,567	208,807	345,700	296,691	21,377	275,314	7.2%
3	Jackson	200,906	101,986	170,010	157,634	12,125	145,509	7.7%
3	Lincoln	163,121	123,041	200,691	162,285	5,315	156,969	3.3%
3	Logan	286,701	191,537	313,302	263,847	5,277	258,570	2.0%
3	Mason	185,570	104,509	172,802	154,294	0	154,294	0.0%
3	McDowell	213,589	181,006	293,864	229,486	31,608	197,878	13.8%
3	Mingo	225,172	161,692	262,151	216,338	3,406	212,932	1.6%
3	Wayne	296,977	162,911	267,722	242,537	100,442	142,095	41.4%
3	Wyoming	192,945	129,843	211,384	178,057	10,000	168,057	5.6%
Total		**5,507,011**	**3,248,225**	**5,364,187**	**4,706,475**	**606,088**	**4,100,385**	
Average		**137,675**	**81,206**	**134,105**	**117,662**	**15,152**	**102,510**	**12.9%**
Minimum		**41,055**	**21,924**	**36,412**	**33,131**	**0**	**23,734**	**0.0%**
Maximum		**335,567**	**208,807**	**345,700**	**296,691**	**100,442**	**275,314**	**55.5%**

[a]Estimates based on 2000 demographic data for West Virginia rural counties.

Source: West Virginia Department of Transportation, Peter Schauer Associates and Patricia Weaver Associates, 2000.

Table ES-2
West Virginia County Demand Estimate
Urban Demand 2000
Peer Groups 4-5

Peer	Place/County	Total Population	Actual Trips FY00	Total Demand	Unmet Demand	Percent of Demand Met
4	Harrison-Clarksburg	16,460	347,183	575,063	227,880	60.4%
4	Harrison-Nonurbanized	53,741	56,413	313,497	257,085	18.0%
4	**Harrison – Total**	**70,201**	**403,596**	**888,560**	**484,964**	**45.4%**
4	Marion-Fairmont	18,620	104,360	650,527	546,167	16.0%
4	Marion-Nonurbanized	37,016	432	216,952	216,519	0.2%
4	**Marion-Total**	**55,636**	**104,792**	**867,479**	**762,687**	**12.1%**
4	Mercer-Bluefield	11,913	40,841	416,204	375,363	9.8%
4	Mercer-Princeton	6,870	23,553	240,017	216,465	9.8%
4	Mercer-Nonurbanized	45,162	15,248	270,327	255,079	5.6%
4	**Mercer-Total**	**63,945**	**79,642**	**926,548**	**846,906**	**8.6%**
4	Monongalia-Morgantown	26,485	216,484	925,306	708,822	23.4%
4	Monongalia-Nonurbanized	50,313	11,653	249,530	237,877	4.7%
4	**Monongalia-Total**	**76,798**	**228,137**	**240,806**	**213,625**	**11.3%**
4	**Putnam-Total**	**52,546**	**27,181**	**240,806**	**213,625**	**11.3%**
4	Raleigh-Beckley	17,585	27,558	614,367	586,809	4.5%
4	Raleigh-Nonurbanized	61,495	65,789	357,511	291,722	18.4%
4	**Raleigh-Total**	**79,080**	**93,347**	**971,878**	**878,531**	**9.6%**
5	Berkeley-Martinsburg	15,240	94,800	532,440	437,640	17.8%
5	Berkeley-Nonurbanized	58,750	18,982	269,009	250,027	7.1%
5	**Berkeley-Total**	**73,990**	**113,782**	**801,449**	**687,667**	**14.2%**
5	**Brooke-Total**	**25,778**	**900**	**147,630**	**146,730**	**0.6%**
5	Cabell-Huntington	51,697	719,936	1,945,565	1,225,629	37.0%
5	Cabell-Nonurbanized	41,430	15,976	246,564	230,587	6.5%
5	**Cabell-Total**	**93,127**	**735,912**	**2,192,128**	**1,456,216**	**33.6%**
5	Hancock-Weirton	20,924	15,635	731,022	715,386	2.1%
5	Hancock-Nonurbanized	12,656	5,284	84,390	79,106	6.3%
5	**Hancock-Total**	**33,580**	**20,019**	**815,412**	**794,493**	**2.6%**
5	**Jefferson-Total**	**42,728**	**13,000**	**191,659**	**178,659**	**6.8%**
5	**Marshall-Total**	**34,759**	**97,780**	**187,059**	**89,279**	**52.3%**
5	Ohio-Wheeling	31,734	542,817	1,108,691	565,874	49.0%
5	Ohio-Nonurbanized	15,647	54,520	99,430	44,910	54.8%
5	**Ohio-Total**	**47,381**	**597,337**	**1,208,121**	**610,784**	**49.4%**

Table ES-2
West Virginia County Demand Estimate
Urban Demand 2000
Peer Groups 4-5

Peer	Place/County	Total Population	Actual Trips FY00	Total Demand	Unmet Demand	Percent of Demand Met
5	Wood-Parkersburg	30,777	219,838	1,075,256	855,419	20.4%
5	Wood-Vienna	11,234	80,244	392,482	312,239	20.4%
5	Wood-Nonurbanized	44,072	25,487	241,016	215,529	10.6%
5	**Wood-Total**	**86,083**	**325,568**	**1,708,754**	**1,383,186**	**19.1%**
Total (Urbanized Areas Only)		**259,539**	**2,433,248**	**9,206,941**	**6,773,692**	
Average		**21,628**	**202,771**	**767,245**	**564,474**	**26.4%**
Minimum		**6,870**	**15,635**	**240,017**	**216,465**	**2.1%**
Maximum		**51,697**	**719,936**	**1,945,565**	**1,225,629**	**60.4%**
Total (Peer Groups 4 and 5)		**835,632**	**2,841,893**	**12,322,320**	**9,480,427**	
Average		**59,688**	**202,992**	**880,166**	**677,173**	**23.1%**
Minimum		**25,778**	**900**	**147,630**	**89,279**	**0.6%**
Maximum		**93,127**	**735,912**	**2,192,128**	**1,456,216**	**52.3%**

Kanawha County. Because there are no counties within West Virginia with demographic characteristics similar enough to Kanawha County with which to compare in calculating demand, four metropolitan areas with demographic characteristics similar to Kanawha County were selected from surrounding states to form a peer group. The demographic and transit service performance characteristics of Kanawha County were compared to Dauphin County and Lackawanna County, Pennsylvania; Roanoke County, Virginia; and Fayette County, Kentucky. Operating data for these systems were available only for 1999; therefore, 1999 operating characteristics of the peer systems were compared to 2000 operating statistics for Kanawha County.

Transit demand was calculated for each of areas in Kanawha County's peer group. These calculations resulted in estimates ranging from 3.61 million trips in Roanoke County, Virginia to 7.84 million trips in Dauphin County, Pennsylvania. The total estimate for Kanawha County is 3.65 million trips. Current service in Kanawha County meets 58.4 percent of the demand, the highest of all peer counties. Table ES-3 summarizes the estimates for each of the areas in Kanawha County's peer group.

Table ES-3
Peer Group 6: Kanawha County and Peer Counties
Demand Estimates

County	System	Demand Estimate	Total Trips	Unmet Demand	Percent of Demand Met
Kanawha County (Urban Area)	Kanawha Valley Regional Transportation Authority (KRT)	3,127,270	1,874,859	1,252,411	60.0%
Kanawha County (Nonurbanized Area)	Kanawha Valley Regional Transportation Authority (KRT)	523,733	255,663	268,070	48.8%
Kanawha County (Total)	**Kanawha Valley Regional Transportation Authority (KRT)**	**3,651,003**	**2,130,522**	**1,520,481**	**58.4%**
Dauphin County, PA	Capital Area Transit (CAT)	7,838,453	3,200,890	4,637,563	40.8%
Lackawanna County, PA	County of Lackawanna Transit System (COLTS)	7,524,378	1,645,249	5,879,129	21.9%
Roanoke County, VA	Greater Roanoke Transit Company (Valley Metro)	3,612,864	1,868,554	1,744,310	51.7%
Fayette County, KY	Transit Authority of Lexington-Fayette Urban County Government (LEXTRAN)	7,698,964	679,995	7,018,969	8.8%
Average		**4,853,809**	**1,665,105**	**3,188,705**	**34.3%**
Minimum		**3,651,003**	**679,995**	**1,252,411**	**8.8%**
Maximum		**7,838,453**	**3,200,890**	**7,018,969**	**60.0%**

Cost Estimates

For each group, one county was selected to be the target county whose transit provider met the greatest percentage of demand (Appendix C). The FY 2000 operating and capital costs of the target county's provider were used to establish costs in counties without transit service to meet the target county's level of service and to establish additional costs to expand service by the peer group's transit providers to meet the target county's level of service. The six target county providers' operating costs in FY 2000 were $11,279,000 with capital costs of $27,960,000. Costs to establish transit to meet target levels of service in unserved counties would be $5,425,000 operating and $12,225,000 capital costs (Appendix B). To expand service to meet target levels in counties with current service would be $6,604,000 operating and $10,885,000 capital costs. To meet target levels for unserved counties and served counties would require $12,029,000 operating and $23,110,000 capital costs for a total cost of $35,139,000.

Conclusion

Total estimated demand for West Virginia's 55 counties is 20.68 million trips. Currently, 5.58 million of these trips are provided by West Virginia transit providers funded by the Section 5307, 5310, or 5311 programs. Existing transit services satisfy approximately 27 percent of estimated demand, resulting in a deficit of 15.1 million trips.

Appendix C
West Virginia County Profiles

The West Virginia Transit Needs Study was designed to help transportation planners, transit operators, and people interested in mobility answer the questions of how many people have access to public transportation now, how many estimated trips are not being provided currently, and how much it would cost to provide public transit so all residents would have some access to public transportation. For the study West Virginia's counties were divided into six peer groups that shared geographic and demographic similarities. The base year of the study was FY 2000. The six peer groups are listed below. Individual county profiles follow in alphabetical order.

Group 1: Remote Rural Counties and Small Villages

Braxton
Calhoun
Clay
Doddridge
Gilmer
Grant
Hardy
Monroe
Pendleton
Pocahontas
Ritchie
Roane
Tucker
Webster
Wirt

Group 2: Rural Counties and Small Towns

Barbour
Greenbrier
Hampshire
Lewis
Mineral
Morgan
Nicholas
Pleasants
Preston
Randolph
Summers
Taylor
Tyler
Upshur
Wetzel

Group 3: Small Urban Counties and Communities

Boone
Fayette
Jackson
Lincoln
Logan
Mason
McDowell
Mingo
Wayne
Wyoming

Group 4: Urbanized Counties and Small Cities

Harrison
Marion
Mercer
Monongalia
Putnam
Raleigh

Group 5: Statistical Metropolitan Service Areas

Berkeley
Brooke
Cabell
Hancock
Jefferson
Marshall
Ohio
Wood

Group 6: Large Urbanized Counties in Similar States

Kanawha

West Virginia Transit Needs Study
County Profile: **Barbour County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Barbour County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Barbour	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	2,564	349	3,697	6,610	15,978	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

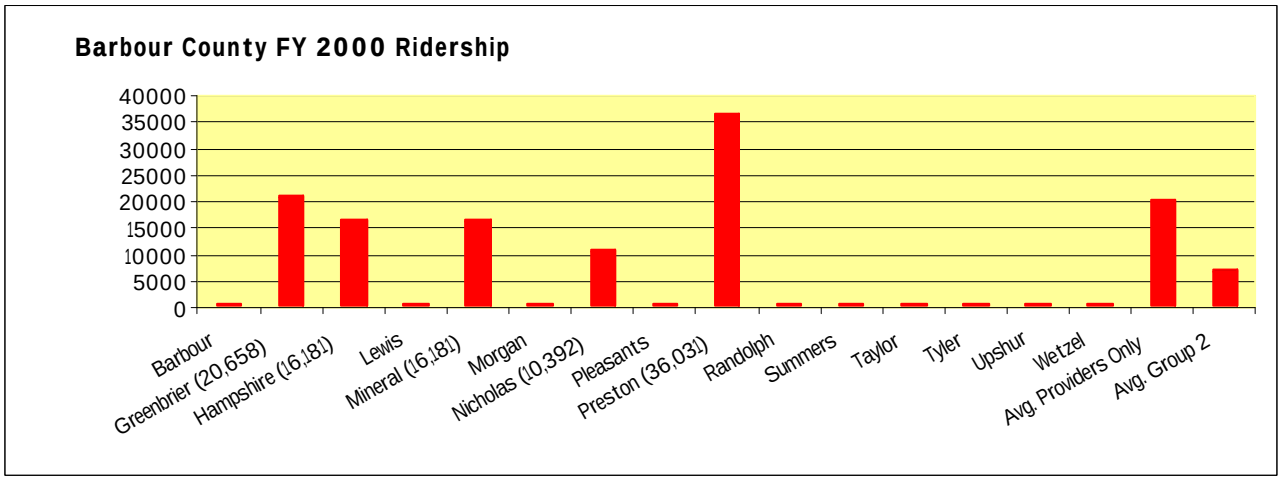
Estimated number of one-way trips needed to meet full demand: 105,834

How many trips are being provided (FY 2000) to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public transit service. The following chart is a comparison of Barbour County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Barbour County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	10,583	23,284	105,834
Fleet Size*	0	3	7	32
Fleet Miles**	0	36,495	80,288	364,945
Operating ***	0	$67,205	$147,850	$672,046
Capital****	0	$150,000	$350,000	$1,600,000
Total Cost	0	$217,205	$497,850	$2,272,046

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Berkeley County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Berkeley County is in Group 5, urbanized statistical metropolitan service areas with average populations of approximately 55,000 in a range between 26,000 and 93,000 people. The average population density is 282 persons per square mile and does not exceed 447 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

Berkeley	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	9,493	1,158	7,002	17,653	73,990	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

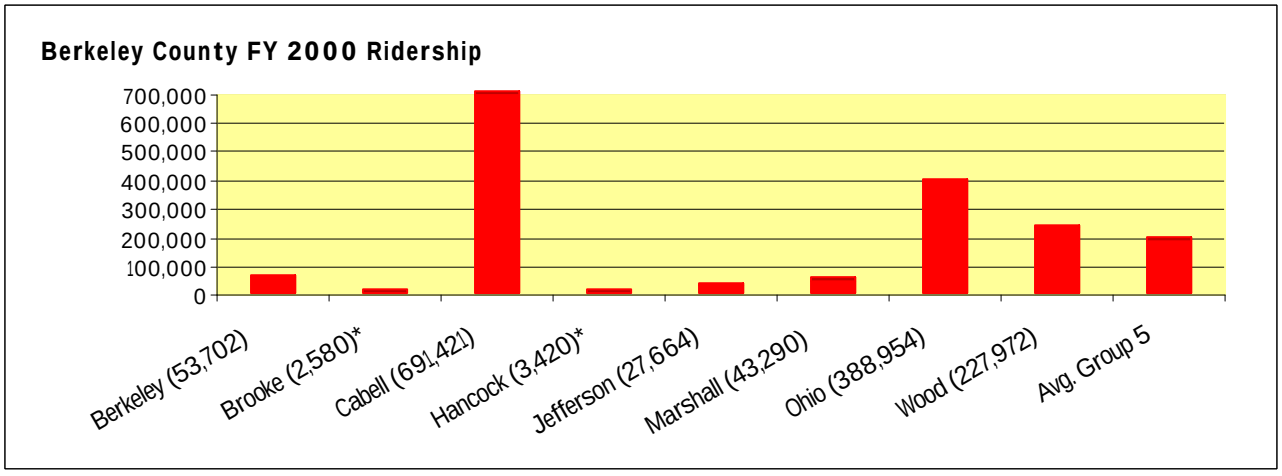
Estimated number of one-way trips needed to meet full demand: 801,449

How many trips are being provided to meet demand? 53,702 (7%)*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the eight counties in this group, all eight provide public transit service. The following chart is a comparison of Berkeley County with counties in Group 5.



*No per county figures available. Ridership apportioned based on county population.

How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 5 is Ohio County with 32% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 32%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Berkeley County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (32%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	53,702	80,145	256,464	801,449
Fleet Size*	6	5	15	46
Fleet Miles**	127,994	91,074	291,436	910,738
Operating ***	$328,941	$284,514	$910,446	$2,845,144
Capital****	$750,000	$625,000	$1,875,000	$5,750,000
Total Cost	$1,078,941	$909,514	$2,785,446	$8,595,144

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally light transit vehicles at $125,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Boone County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Boone County is in Group 3, small urban counties and cities with average populations of approximately 31,000 in a range between 22,000 and 42,000 people. The average population density is 65 persons per square mile and does not exceed 88 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Boone	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	3,610	1,015	6,214	10,839	26,307	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

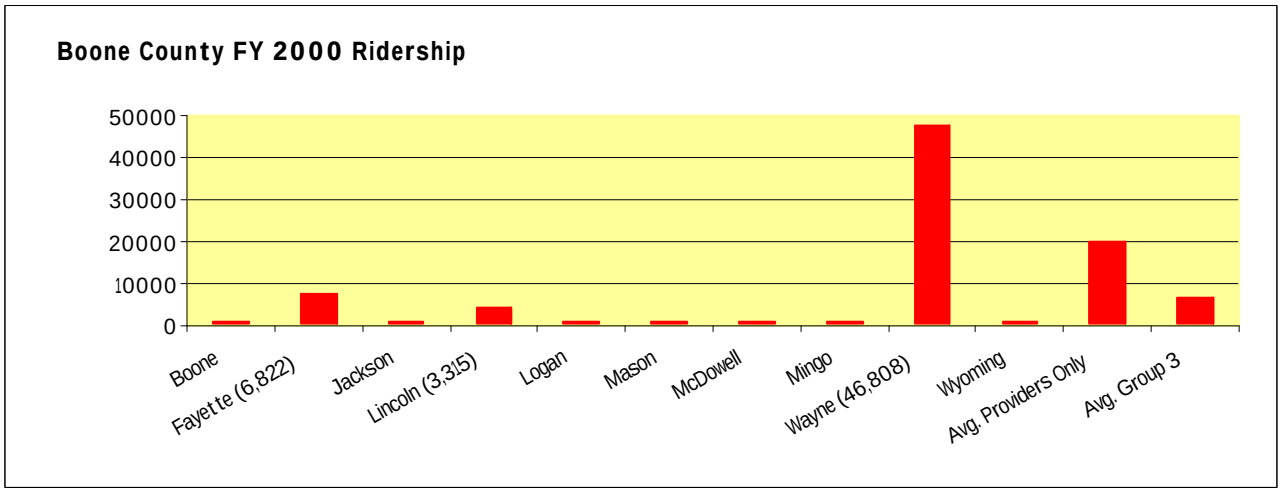
Estimated number of one-way trips needed to meet full demand: 171,484

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 10 counties in this group, three provide service and seven have no current general public service. The following chart is a comparison of Boone County with counties in Group 3.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 3 is Wayne County with 19% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 19%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Boone County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (19%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	17,148	32,582	171,484
Fleet Size*	0	7	13	70
Fleet Miles**	0	114,323	217,213	1,143,227
Operating ***	0	$112,837	$214,389	$1,128,365
Capital****	0	$350,000	$650,000	$3,500,000
Total Cost	0	$462,837	$864,389	$4,628,365

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Braxton County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Braxton County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Braxton	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	2,252	236	2,629	5,117	13,207	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

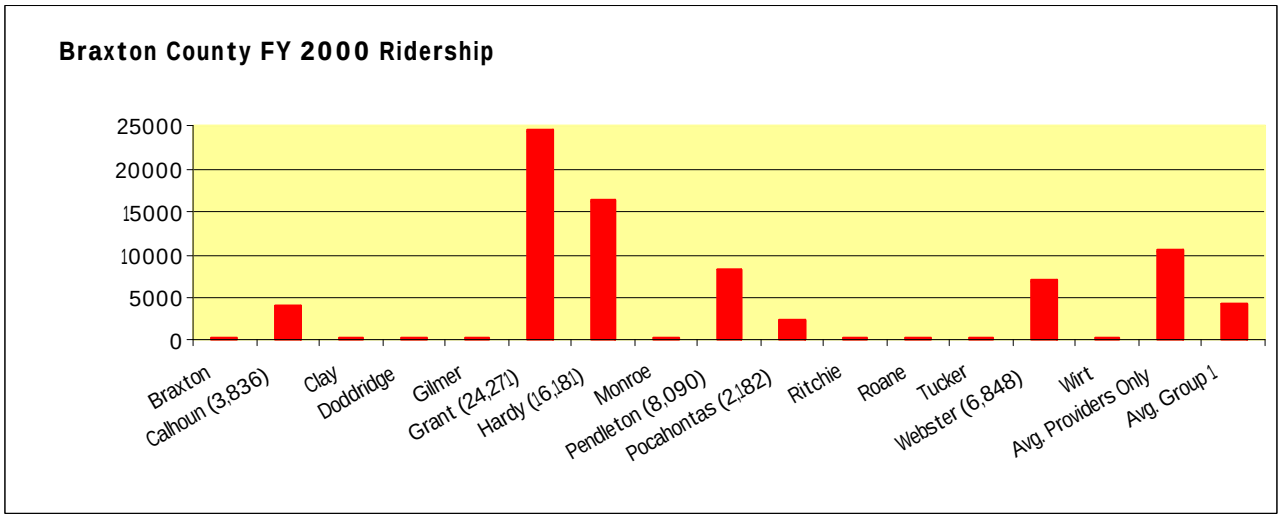
Estimated number of one-way trips needed to meet full demand: 82,862

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Braxton County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Braxton County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	8,286	36,459	82,862
Fleet Size*	0	2	9	21
Fleet Miles**	0	51,789	227,871	517,888
Operating ***	0	$65,875	$289,851	$658,753
Capital****	0	$100,000	$450,000	$1,050,000
Total Cost	0	$165,875	$739,851	$1,708,753

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Brooke County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Brooke County is in Group 5, urbanized statistical metropolitan service areas with average populations of approximately 55,000 in a range between 26,000 and 93,000 people. The average population density is 282 persons per square mile and does not exceed 447 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

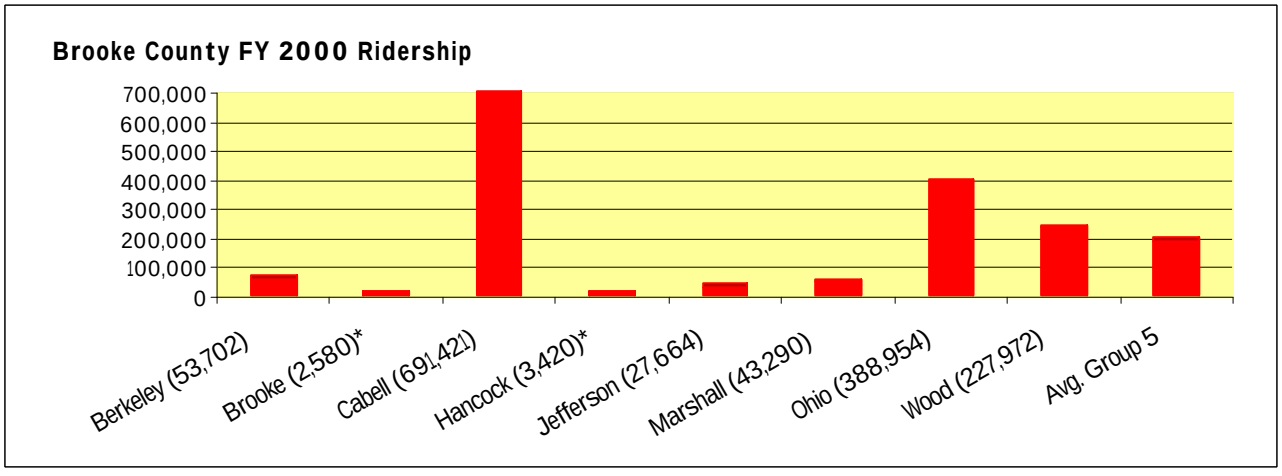
Brooke	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	4,459	343	2,257	7,059	25,778	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 147,630

How many trips are being provided to meet demand? 2,580 (2%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the eight counties in this group, all eight provide public transit service. The following chart is a comparison of Brooke County with counties in Group 5.



* No per county figures available. Ridership apportioned on the basis of county population.

How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 5 is Ohio County with 32% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 32%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Brooke County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (32%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	2,580	14,763	47,242	147,630
Fleet Size*	2	1	3	9
Fleet Miles**	38,356	16,776	53,684	167,761
Operating ***	$108,360	$52,409	$167,708	$524,087
Capital****	$250,000	$125,000	$375,000	$1,125,000
Total Cost	$358,360	$177,409	$542,708	$1,649,087

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally light transit vehicles at $125,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Cabell County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Cabell County is in Group 5, urbanized statistical metropolitan service areas with average populations of approximately 55,000 in a range between 26,000 and 93,000 people. The average population density is 282 persons per square mile and does not exceed 447 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

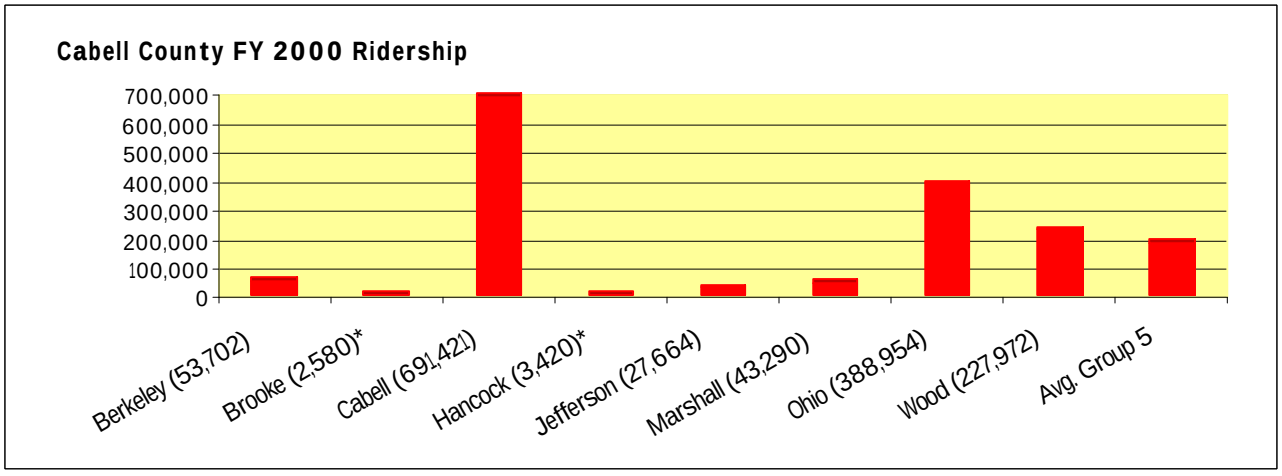
Cabell	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	15,608	2,034	14,347	31,989	93,127	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 2,192,128

How many trips are being provided to meet demand? 691,421 (31.5%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the eight counties in this group, all eight provide public transit service. The following chart is a comparison of Cabell County with counties in Group 5.



*No per county figures available. Ridership apportioned based on county population.

How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 5 is Ohio County with 32% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 32%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Cabell County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (32%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	691,421	This demand has already been met.	701,481	2,192,128
Fleet Size*	41		41	127
Fleet Miles**	845,000		797,138	2,491,055
Operating ***	$3,082,372		$2,490,257	$7,782,054
Capital****	$10,660,000		$10,660,000	$33,020,000
Total Cost	$13,742,372		$13,150,257	$40,802,054

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally heavy transit vehicles at $260,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Calhoun County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Calhoun County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Calhoun	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,276	282	1,966	3,524	7,992	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

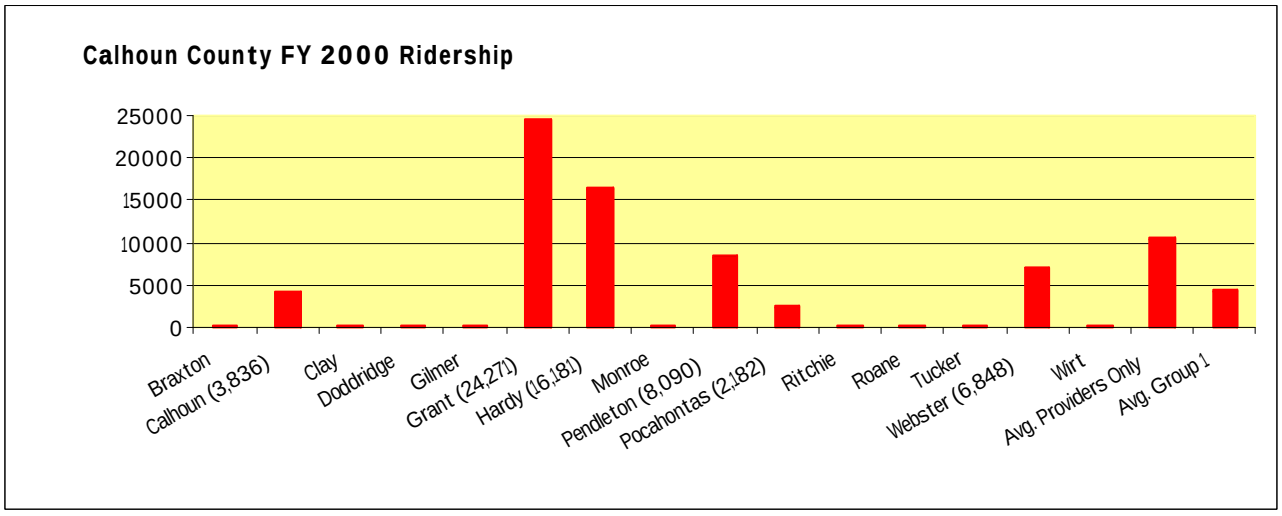
Estimated number of one-way trips needed to meet full demand: 54,638

How many trips are being provided to meet demand? 3,836 (7%)*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Calhoun County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Calhoun County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	3,836	5,464	24,041	54,638
Fleet Size*	2	1	6	14
Fleet Miles**	34,468	34,149	150,255	341,488
Operating ***	$73,193	$43,437	$191,124	$434,372
Capital****	$100,000	$50,000	$300,000	$700,000
Total Cost	$173,193	$93,437	$491,124	$1,134,372

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Clay County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Clay County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Clay	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,440	370	3,572	5,382	10,667	2000

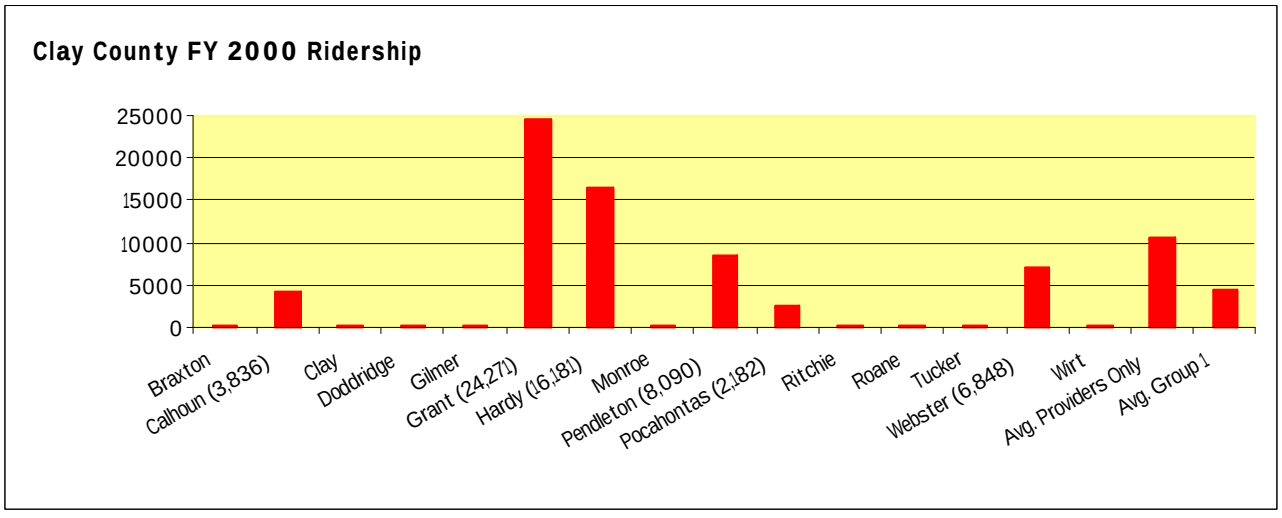
Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

Estimated number of one-way trips needed to meet full demand:	83,231
How many trips are being provided to meet demand?	0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Clay County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Clay County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	8,323	36,622	83,231
Fleet Size*	0	2	9	21
Fleet Miles**	0	52,019	228,885	520,194
Operating ***	0	$66,169	$291,142	$661,687
Capital****	0	$100,000	$450,000	$1,050,000
Total Cost	0	$166,169	$741,142	$1,711,687

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Doddridge County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Doddridge County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Doddridge	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,213	138	1,385	2,736	7,478	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

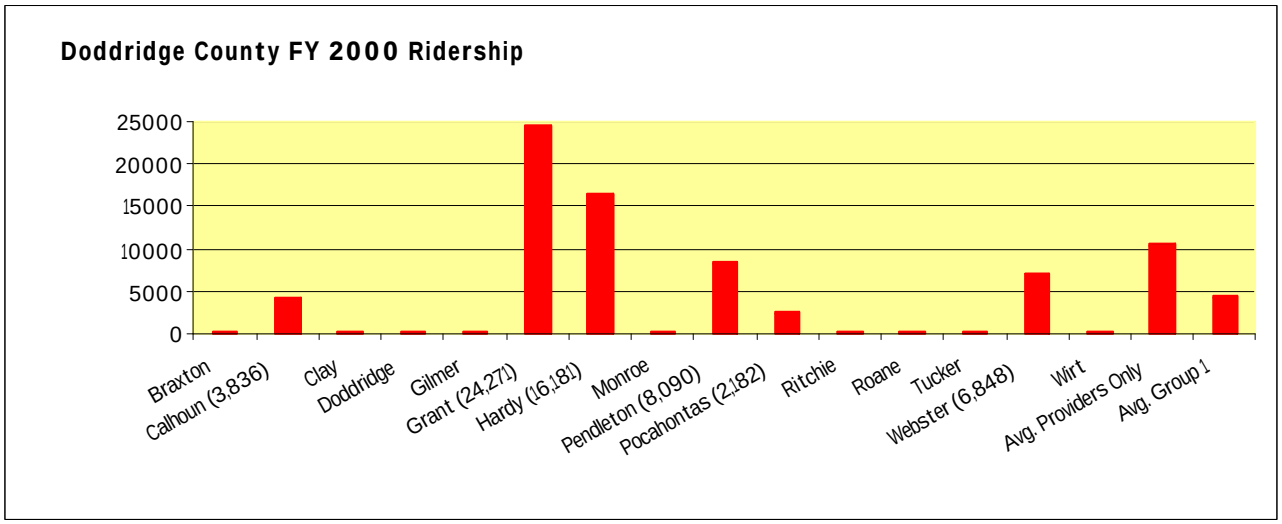
Estimated number of one-way trips needed to meet full demand: 45,009

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Doddridge County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Doddridge County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	4,501	19,804	45,009
Fleet Size*	0	1	5	11
Fleet Miles**	0	28,131	123,775	281,306
Operating ***	0	$35,782	$157,442	$357,822
Capital****	0	$50,000	$250,000	$550,000
Total Cost	0	$85,782	$407,442	$907,822

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Fayette County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Fayette County is in Group 3, small urban counties and cities with average populations of approximately 31,000 in a range between 22,000 and 42,000 people. The average population density is 65 persons per square mile and does not exceed 88 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Fayette	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	8,099	1,295	9,441	18,835	46,593	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

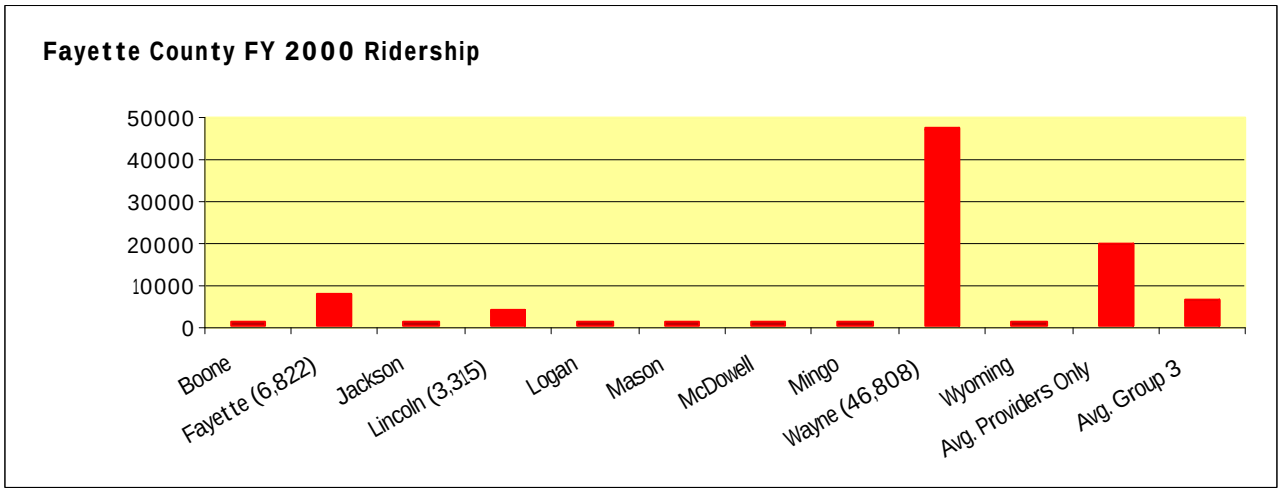
Estimated number of one-way trips needed to meet full demand: 296,691

How many trips are being provided to meet demand? 6,822*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 10 counties in this group, three provide service and seven have no current general public service. The following chart is a comparison of Fayette County with counties in Group 3.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 3 is Wayne County with 19% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 19%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Fayette County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (19%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	6,822	29,669	56,371	296,691
Fleet Size*	1	12	23	120
Fleet Miles**	67,678	197,794	375,809	1,977,940
Operating ***	$66,198	$195,223	$370,923	$1,952,227
Capital****	$50,000	$600,000	$1,140,000	$6,000,000
Total Cost	$116,198	$795,223	$1,510,923	$7,952,227

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Gilmer County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Gilmer County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Gilmer	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,159	204	1,768	3,131	7,120	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

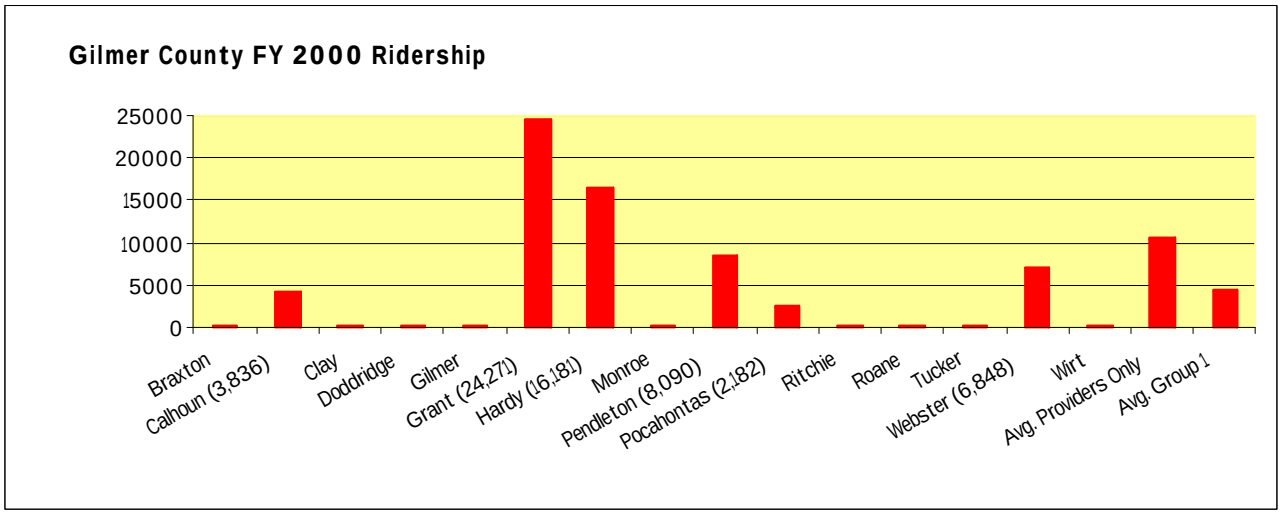
Estimated number of one-way trips needed to meet full demand: 48,973

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Gilmer County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Gilmer County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	4,897	21,548	48,973
Fleet Size*	0	1	5	12
Fleet Miles**	0	30,608	134,676	306,081
Operating ***	0	$38,934	$171,307	$389,335
Capital****	0	$50,000	$250,000	$600,000
Total Cost	0	$88,934	$421,307	$989,335

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Grant County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Grant County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Grant	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,707	137	1,189	3,033	11,170	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

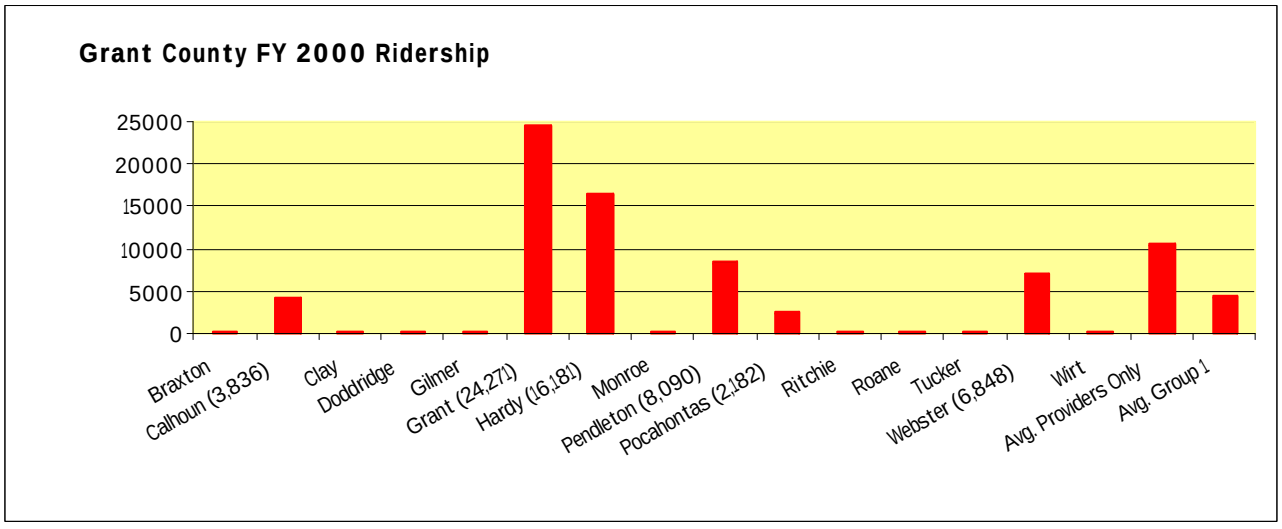
Estimated number of one-way trips needed to meet full demand: 54,542

How many trips are being provided to meet demand? 24,271 (44%)*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Grant County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than non-target counties. The non-target counties might have lower operating costs or get more trips to the mile but target county figures are used as a whole for consistency in developing costs for non-target counties.

The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand. Since Grant County is the target county, current costs and target costs are the same.

How much will it cost to have public transportation in Grant County given the projected level of demand?

	Existing trips and current costs	Cost to meet full demand (100%) based on target (current) county costs
Trips	24,271	54,542
Fleet Size*	6	14
Fleet Miles**	156,280	340,888
Operating ***	$192,954	$433,609
Capital****	$300,000	$700,000
Total Cost	$492,954	$1,133,609

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Greenbrier County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Greenbrier County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

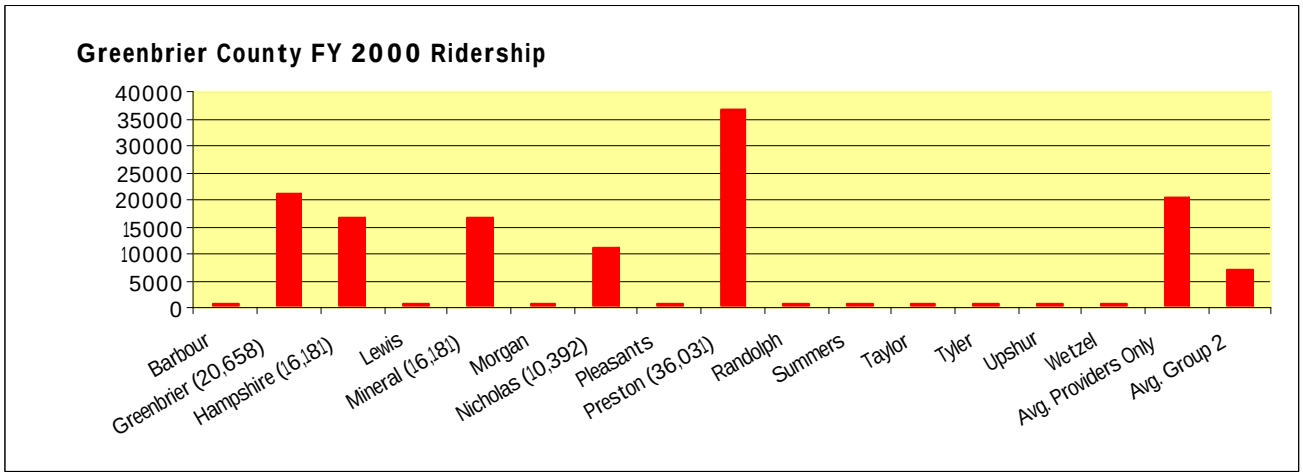
Greenbrier	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	6,096	795	4,805	11,696	35,273	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 192,940

How many trips are being provided to meet demand? 20,658 (11%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Greenbrier County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Greenbrier County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	20,658	This demand has already been met.	42,447	192,940
Fleet Size*	3		13	59
Fleet Miles**	77,544		146,369	665,310
Operating ***	$200,876		$269,539	$1,225,169
Capital****	$150,000		$650,000	$2,950,000
Total Cost	$350,876		$919,539	$4,175,169

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Hampshire County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Hampshire County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

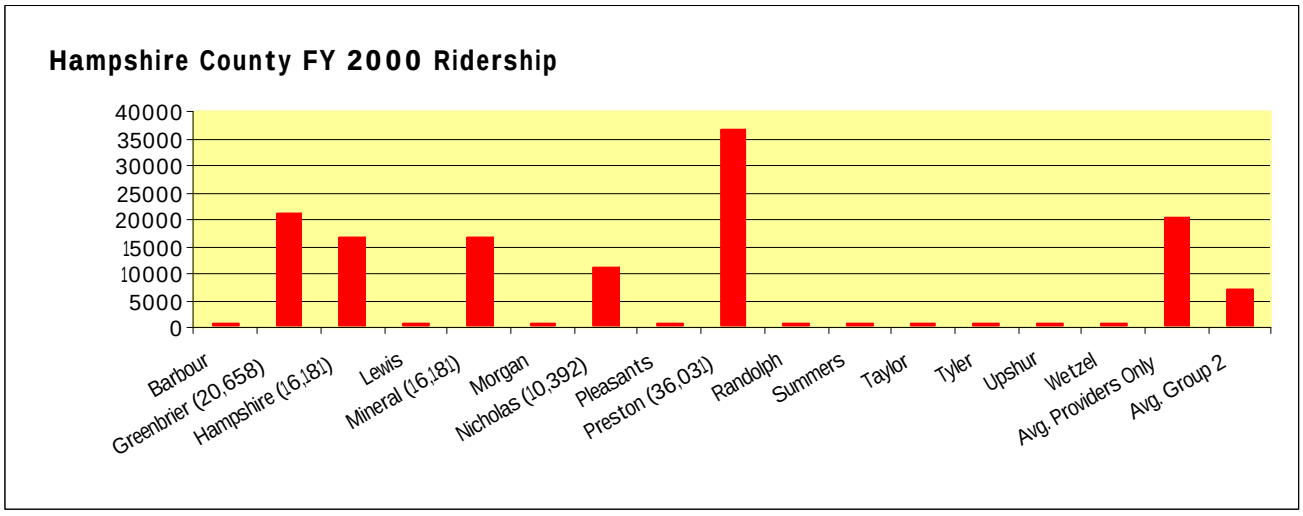
Hampshire	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	2,848	395	2,604	5,847	19,616	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 101,627

How many trips are being provided to meet demand? 16,181 (16%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Hampshire County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Hampshire County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	16,181	This demand has already been met.	22,358	101,627
Fleet Size*	4		7	31
Fleet Miles**	104,191		77,096	350,438
Operating ***	$128,699		$141,973	$645,332
Capital****	$200,000		$350,000	$1,550,000
Total Cost	$328,699		$491,973	$2,195,332

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Hancock County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Hancock County is in Group 5, urbanized statistical metropolitan service areas with average populations of approximately 55,000 in a range between 26,000 and 93,000 people. The average population density is 282 persons per square mile and does not exceed 447 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

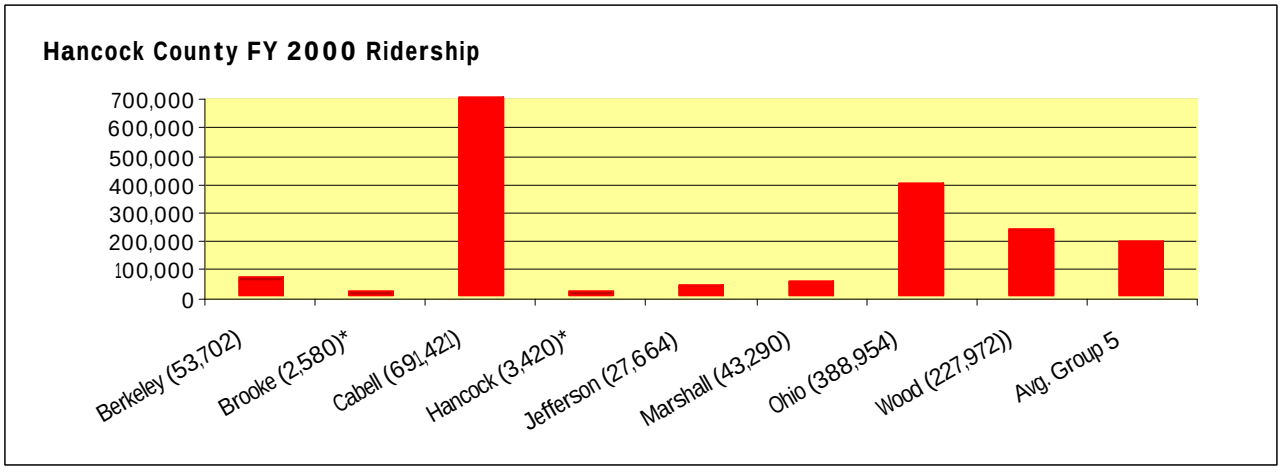
Hancock	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	5,678	512	3,311	9,501	33,580	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 815,412

How many trips are being provided to meet demand? 3,420 (<1%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the eight counties in this group, all eight provide public transit service. The following chart is a comparison of Hancock County with counties in Group 5.



* No per county figures available. Ridership apportioned on the basis of county population.

How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 5 is Ohio County with 32% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 32%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Hancock County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (32%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	3,420	81,541	260,932	815,412
Fleet Size*	2	5	15	47
Fleet Miles**	50,844	92,661	296,514	926,605
Operating ***	$143,640	$289,471	$926,308	$2,894,713
Capital****	$250,000	$625,000	$1,875,000	$5,875,000
Total Cost	$393,640	$914,471	$2,801,308	$8,769,713

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally light transit vehicles at $125,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Hardy County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Hardy County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Hardy	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,905	174	1,121	3,200	12,068	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

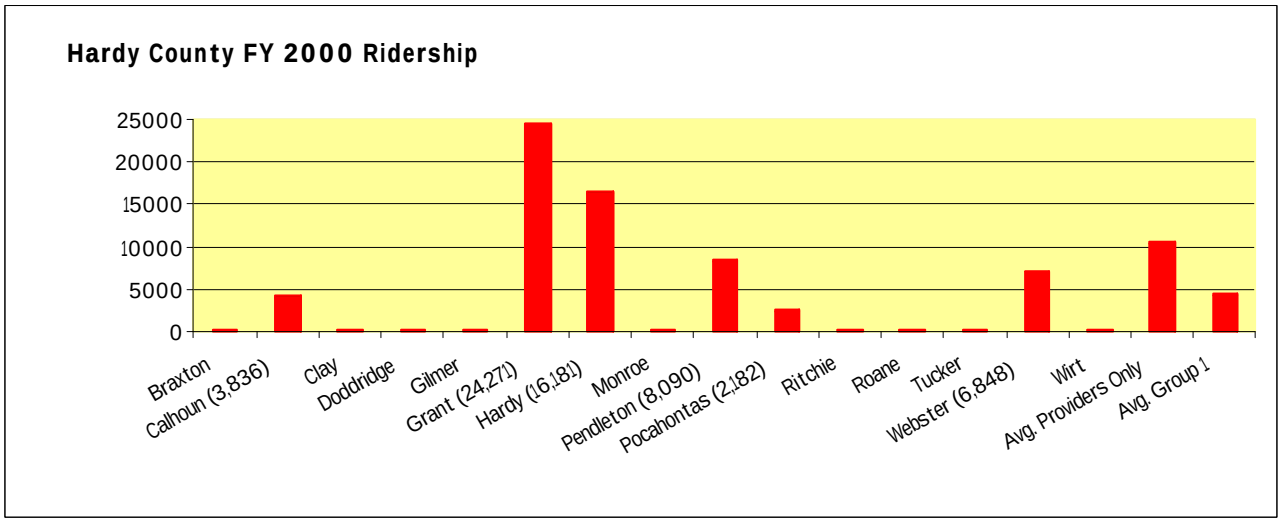
Estimated number of one-way trips needed to meet full demand: 57,399

How many trips are being provided to meet demand? 16,181 (28%)*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Hardy County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Hardy County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	16,181	This demand has already been met.	25,256	57,399
Fleet Size*	4		6	14
Fleet Miles**	104,191		157,847	358,744
Operating ***	$128,699		$200,782	$456,322
Capital****	$200,000		$300,000	$700,000
Total Cost	$328,699		$500,782	$1,156,322

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Harrison County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Harrison County is in Group 4, urbanized counties and small cities with average populations of approximately 66,000 in a range between 5,000 and 79,000 people. The average population density is 166 persons per square mile and does not exceed 213 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

Harrison	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	12,744	1,248	9,916	23,908	70,201	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

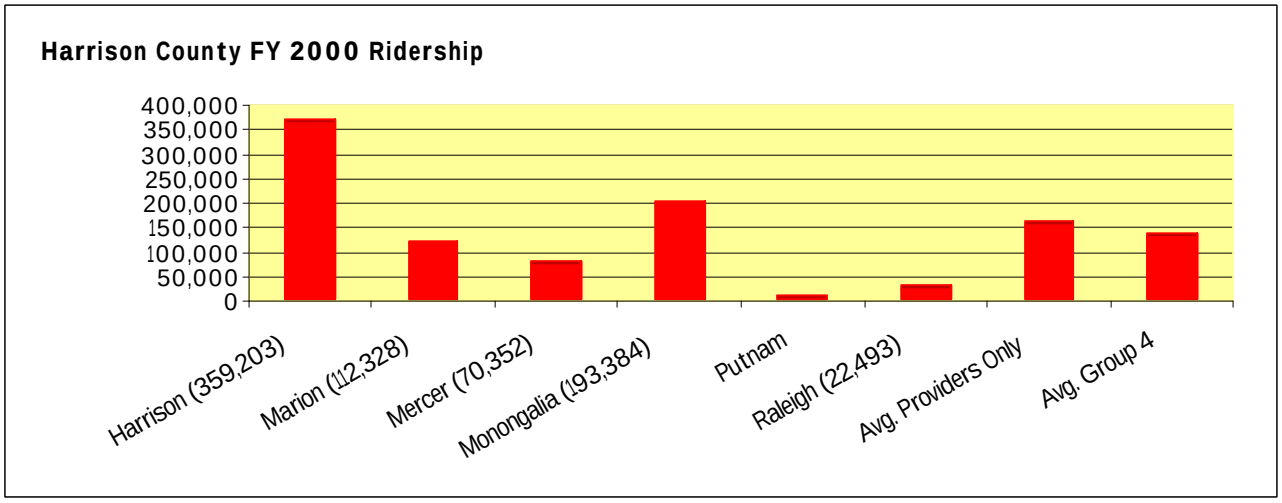
Estimated number of one-way trips needed to meet full demand: 888,560

How many trips are being provided to meet demand? 359,203 (40%)*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the six counties in this group, five provide service and one has no current general public transit service. The following chart is a comparison of Harrison County with counties in Group 4.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target counties. The non-target counties might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 4 is Harrison County with 40% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 40%, which meets the target demand, and 100%, which meets the full demand. Since Harrison County is the Target County, current costs and target costs are the same.

How much will it cost to have public transportation in Harrison County given the projected level of demand?

	Existing trips and current costs	Cost to meet full demand (100%) based on target (current) county costs
Trips	359,203	888,560
Fleet Size*	20	49
Fleet Miles**	422,972	1,045,365
Operating ***	$1,328,738	$3,287,672
Capital****	$2,500,000	$6,125,000
Total Cost	$3,828,738	$9,412,672

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally light transit vehicles at $125,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Jackson County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Jackson County is in Group 3, small urban counties and cities with average populations of approximately 31,000 in a range between 22,000 and 42,000 people. The average population density is 65 persons per square mile and does not exceed 88 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Jackson	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	4,077	427	4,583	9,087	28,523	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

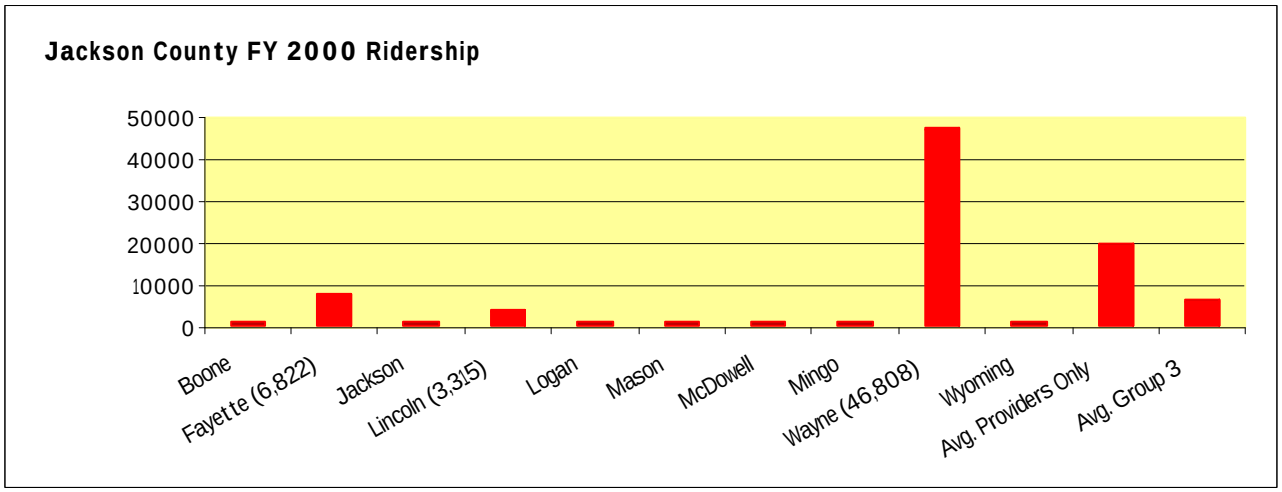
Estimated number of one-way trips needed to meet full demand: 157,634

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 10 counties in this group, three provide service and seven have no current general public service. The following chart is a comparison of Jackson County with counties in Group 3.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 3 is Wayne County with 19% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 19%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Jackson County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (19%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	15,763	29,951	157,634
Fleet Size*	0	6	12	64
Fleet Miles**	0	105,089	199,670	1,050,893
Operating ***	0	$103,723	$197,074	$1,037,232
Capital****	0	$300,000	$600,000	$3,200,000
Total Cost	0	$403,723	$797,074	$4,237,232

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Jefferson County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Jefferson County is in Group 5, urbanized statistical metropolitan service areas with average populations of approximately 55,000 in a range between 26,000 and 93,000 people. The average population density is 282 persons per square mile and does not exceed 447 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

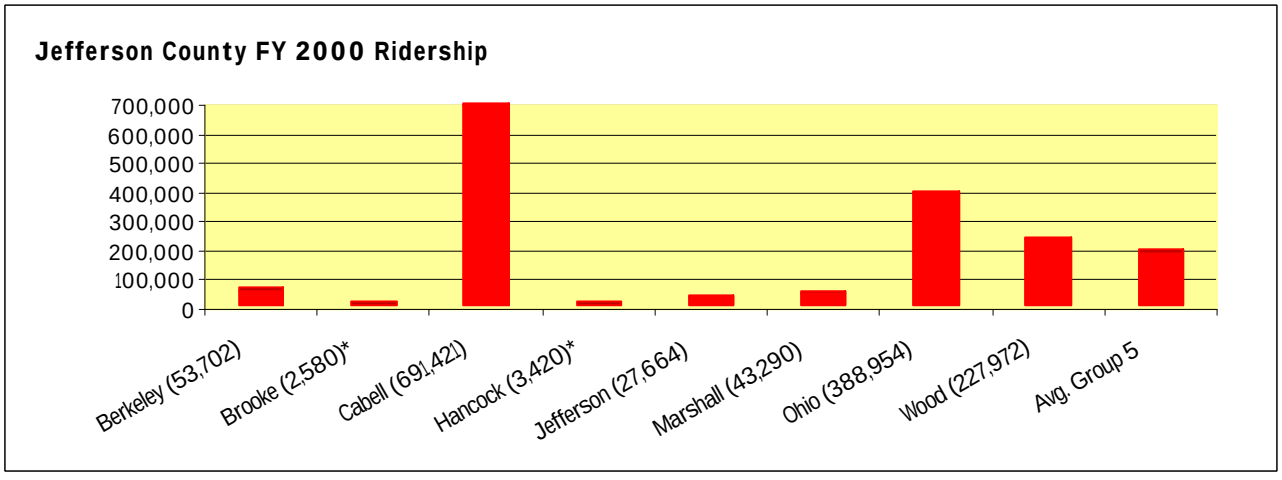
Jefferson	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	5,323	620	3,492	9,435	42,728	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 191,659

How many trips are being provided to meet demand? 27,664 (14%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the eight counties in this group, all eight provide public transit service. The following chart is a comparison of Jefferson County with counties in Group 5.



*No per county figures available. Ridership apportioned based on county population.

How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 5 is Ohio County with 32% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 32%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Jefferson County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (32%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	27,664	This demand has already been met.	61,331	191,659
Fleet Size*	3		4	11
Fleet Miles**	65,936		69,694	217,794
Operating ***	$169,454		$217,725	$680,390
Capital****	$375,000		$500,000	$1,375,000
Total Cost	$544,454		$717,725	$2,055,390

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally light transit vehicles at $125,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Kanawha County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Kanawha County is in Group 6, large urbanized counties in Kentucky, Pennsylvania, and Virginia with average populations of approximately 195,000 in a range between 80,000 and 246,000 people. The average population density is 464 persons per square mile and does not exceed 857 persons per square mile. Kanawha County was separated from the other urbanized areas in West Virginia since its population is significantly larger and comparisons could not readily be made.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 7-10, of the study.

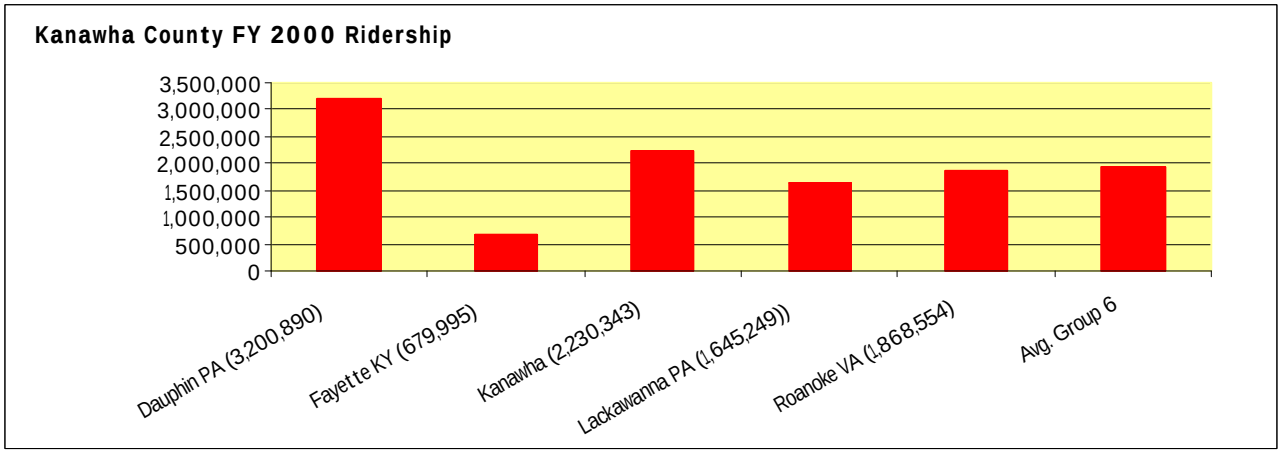
Kanawha	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	31,842	3,843	25,249	60,934	198,158	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 3,651,003

How many trips are being provided to meet demand? 2,230,343 (61%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the five counties in this group, all five provide public transit service. The following chart is a comparison of Kanawha County with counties in Group 6.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target counties. The non-target counties might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 6 is Kanawha County with 61% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 61%, which meets the target demand, and 100%, which meets the full demand. Since Kanawha County is the Target County, current costs and target costs are the same.

How much will it cost to have public transportation in Kanawha County given the projected level of demand?

	Existing trips and current costs	Cost to meet full demand (100%) based on target (current) county costs
Trips	2,230,343	3,651,003
Fleet Size*	69	113
Fleet Miles**	2,832,460	4,680,773
Operating ***	$7,837,503	$11,318,109
Capital****	$17,940,000	$29,380,000
Total Cost	$25,737,503	$40,698,109

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally heavy transit vehicles at $260,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Lewis County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Lewis County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Lewis	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	2,912	247	3,334	6,493	17,463	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

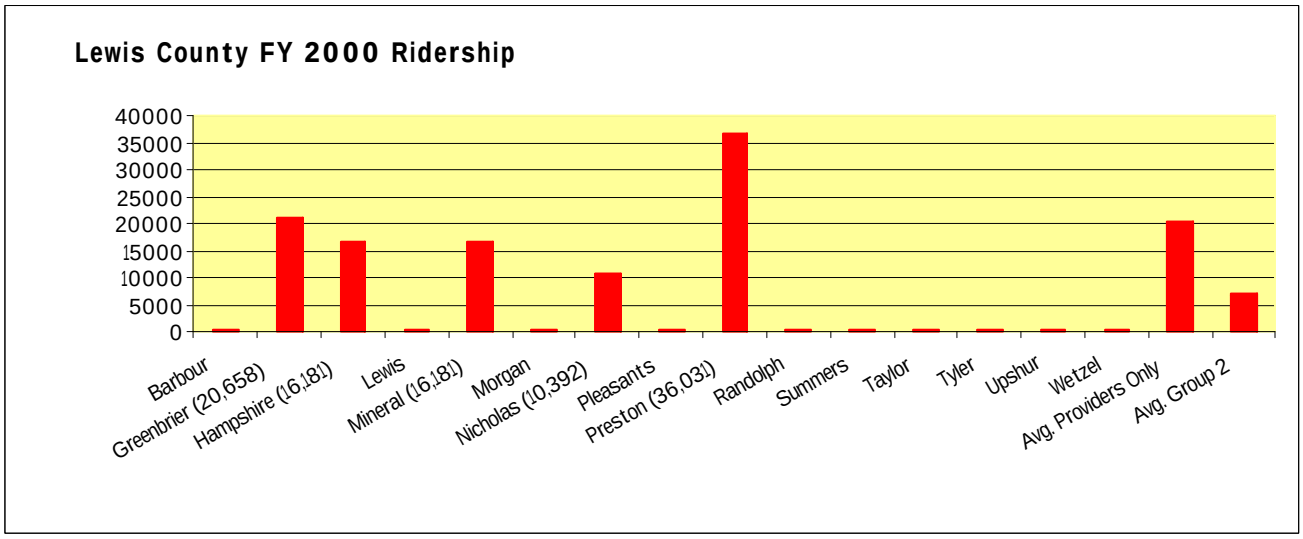
Estimated number of one-way trips needed to meet full demand: 107,014

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Lewis County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Lewis County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	10,701	23,543	107,014
Fleet Size*	0	3	7	33
Fleet Miles**	0	36,901	81,183	369,014
Operating ***	0	$67,954	$149,499	$679,539
Capital****	0	$150,000	$350,000	$1,650,000
Total Cost	0	$217,954	$499,499	$2,329,539

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Lincoln County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Lincoln County is in Group 3, small urban counties and cities with average populations of approximately 31,000 in a range between 22,000 and 42,000 people. The average population density is 65 persons per square mile and does not exceed 88 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Lincoln	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	3,014	933	6,547	10,494	22,411	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

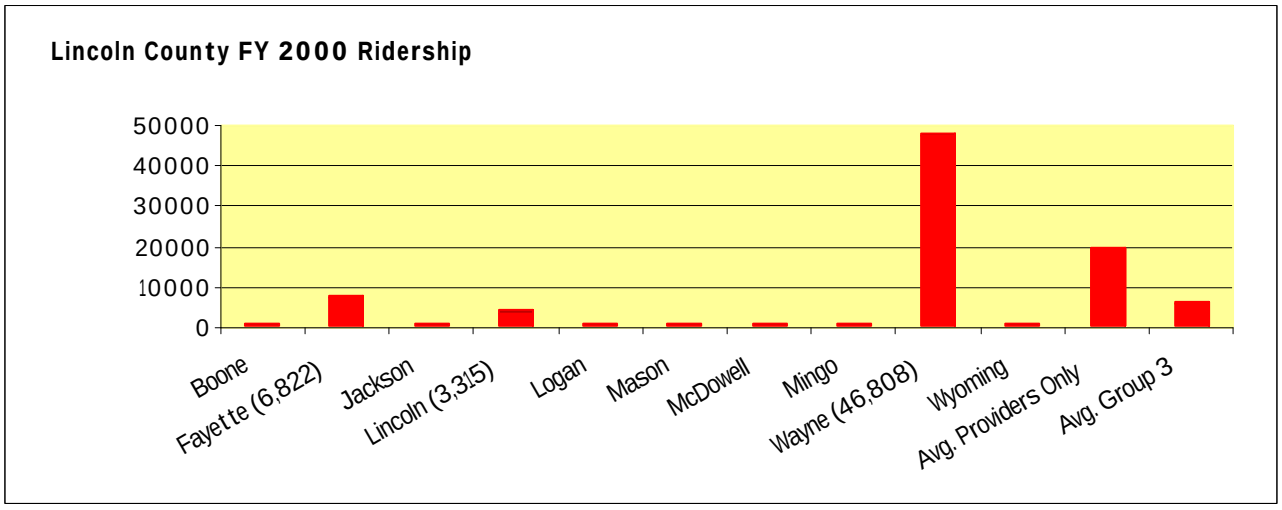
Estimated number of one-way trips needed to meet full demand: 162,285

How many trips are being provided to meet demand? 3,315*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 10 counties in this group, three provide service and seven have no current general public service. The following chart is a comparison of Lincoln County with counties in Group 3.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 3 is Wayne County with 19% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 19%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Lincoln County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (19%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	3,315	16,229	30,834	162,285
Fleet Size*	4	7	13	66
Fleet Miles**	128,869	108,190	205,561	1,081,900
Operating ***	$115,871	$106,784	$202,889	$1,067,835
Capital****	$200,000	$350,000	$650,000	$3,300,000
Total Cost	$315,871	$456,784	$852,889	$4,367,835

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Logan County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Logan County is in Group 3, small urban counties and cities with average populations of approximately 31,000 in a range between 22,000 and 42,000 people. The average population density is 65 persons per square mile and does not exceed 88 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Logan	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	5,600	1,501	9,655	16,756	39,788	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

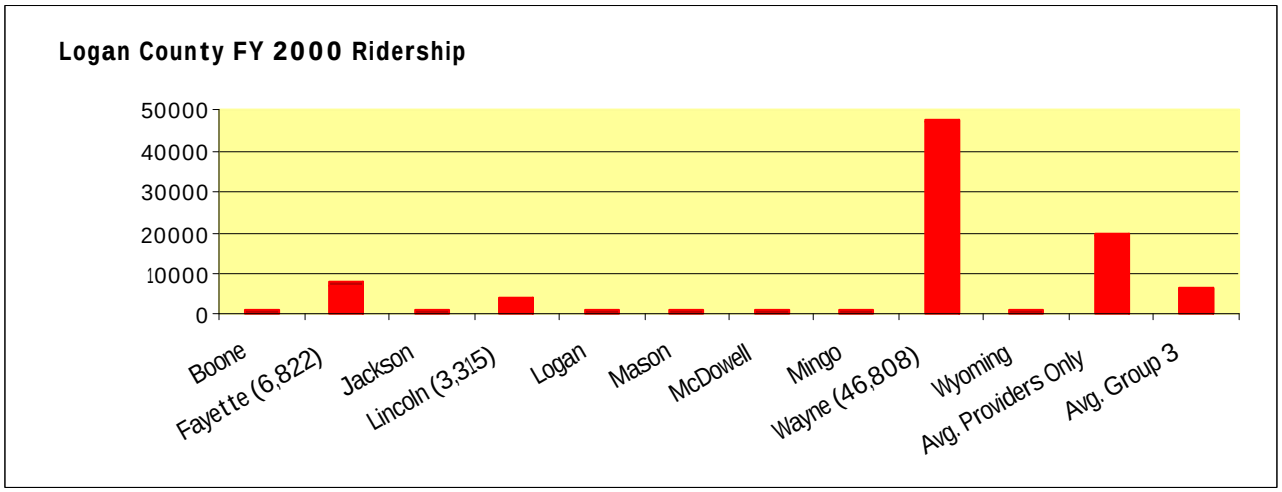
Estimated number of one-way trips needed to meet full demand: 263,847

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 10 counties in this group, three provide service and seven have no current general public service. The following chart is a comparison of Logan County with counties in Group 3.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 3 is Wayne County with 19% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 19%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Logan County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (19%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	26,385	50,131	263,847
Fleet Size*	0	11	20	107
Fleet Miles**	0	175,898	334,206	1,758,980
Operating ***	0	$173,611	$329,862	$1,736,113
Capital****	0	$550,000	$1,000,000	$5,350,000
Total Cost	0	$723,611	$1,329,862	$7,086,113

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Marion County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Marion County is in Group 4, urbanized counties and small cities with average populations of approximately 66,000 in a range between 53,000 and 79,000 people. The average population density is 166 persons per square mile and does not exceed 213 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

Marion	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	10,258	851	8,679	19,788	55,636	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

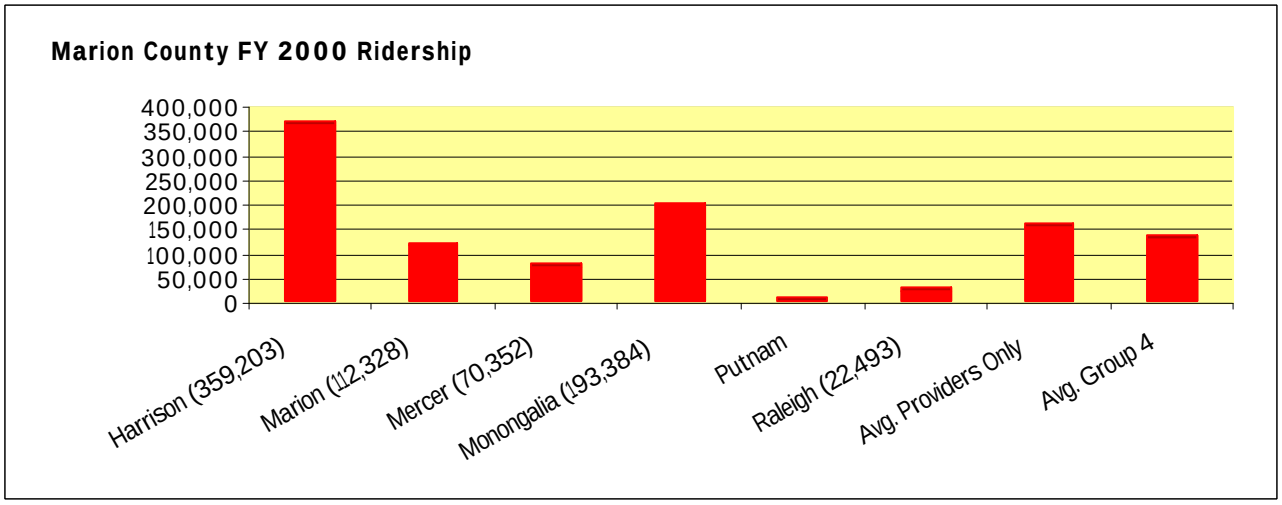
Estimated number of one-way trips needed to meet full demand: 867,479

How many trips are being provided to meet demand? 112,328 (13%)*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the six counties in this group, five provide service and one has no current general public transit service. The following chart is a comparison of Marion County with counties in Group 4.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 4 is Harrison County with 40% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 40%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Marion County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (40%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	112,328	This demand has already been met.	346,992	867,479
Fleet Size*	26		19	48
Fleet Miles**	394,200		408,226	1.020,564
Operating ***	$933,995		$1,283,869	$3,209,672
Capital****	$3,250,000		$2,375,000	$6,000,000
Total Cost	$4,183,995		$3,658,869	$9,209,672

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally light transit vehicles at $125,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Marshall County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Marshall County is in Group 5, urbanized statistical metropolitan service areas with average populations of approximately 55,000 in a range between 26,000 and 93,000 people. The average population density is 282 persons per square mile and does not exceed 447 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

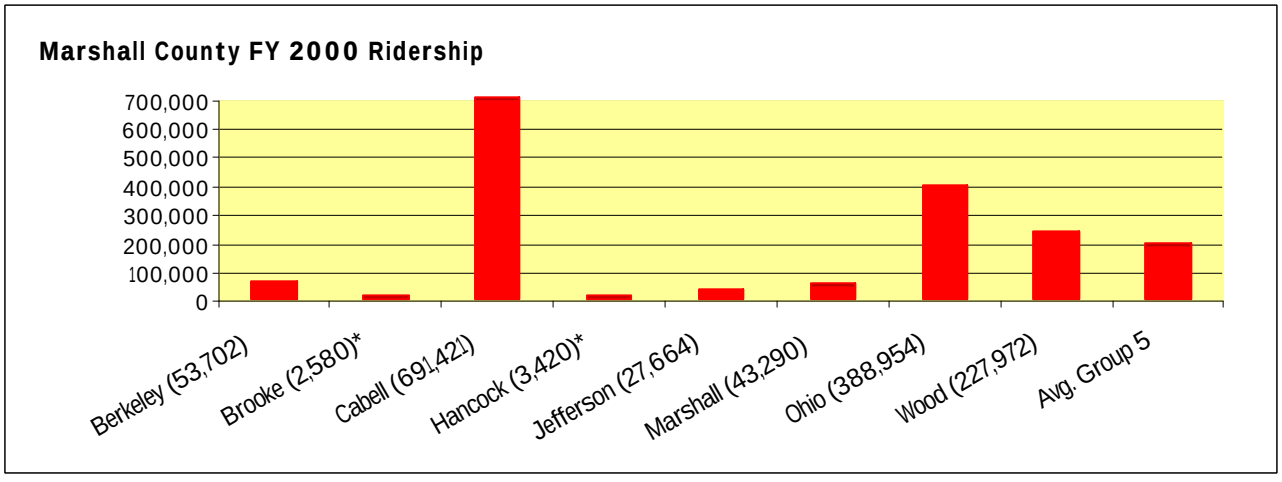
Marshall	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	5,475	625	4,502	10,602	34,759	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 187,059

How many trips are being provided to meet demand? 43,290 (23%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the eight counties in this group, all eight provide public transit service. The following chart is a comparison of Marshall County with counties in Group 5.



*No per county figures available. Ridership apportioned based on county population.

How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 5 is Ohio County with 32% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 32%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Marshall County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (32%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	43,290	This demand has already been met.	59,859	187,059
Fleet Size*	2		4	11
Fleet Miles**	58,290		68,021	212,567
Operating ***	$153,577		$212,499	$664,060
Capital****	$520,000		$1,040,000	$2,860,000
Total Cost	$673,577		$1,252,499	$3,524,060

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally heavy transit vehicles at $260,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Mason County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Mason County is in Group 3, small urban counties and cities with average populations of approximately 31,000 in a range between 22,000 and 42,000 people. The average population density is 65 persons per square mile and does not exceed 88 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Mason	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	3,928	662	4,795	9,385	26,081	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

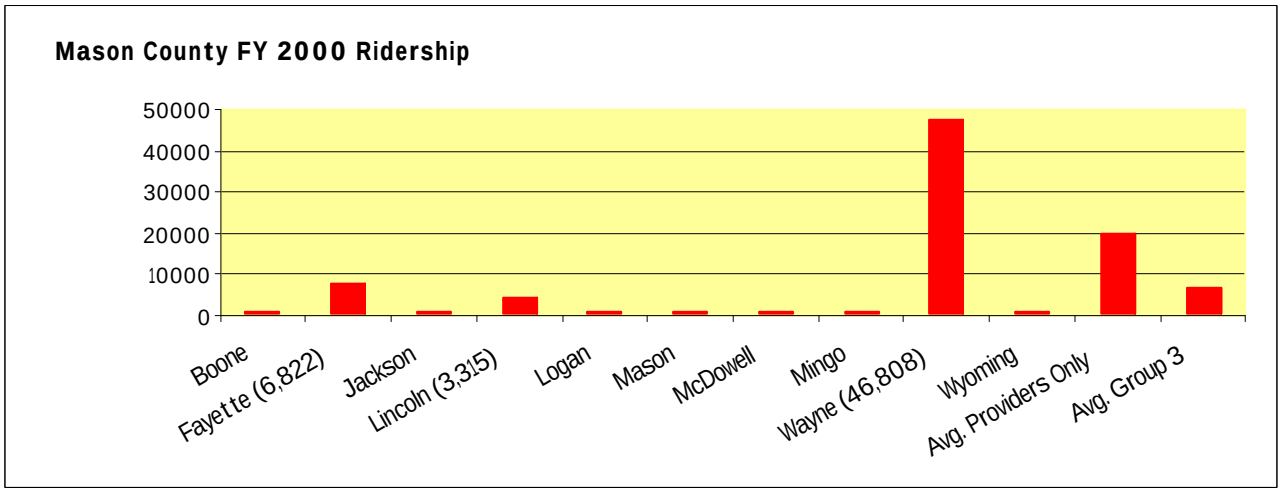
Estimated number of one-way trips needed to meet full demand: 154,294

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 10 counties in this group, three provide service and seven have no current general public service. The following chart is a comparison of Mason County with counties in Group 3.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 3 is Wayne County with 19% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 19%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Mason County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (19%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	15,429	29,316	154,294
Fleet Size*	0	6	12	63
Fleet Miles**	0	102,863	195,439	1,028,627
Operating ***	0	$101,526	$192,899	$1,015,255
Capital****	0	$300,000	$600,000	$3,150,000
Total Cost	0	$401,526	$792,899	$4,165,255

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **McDowell County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

McDowell County is in Group 3, small urban counties and cities with average populations of approximately 31,000 in a range between 22,000 and 42,000 people. The average population density is 65 persons per square mile and does not exceed 88 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

McDowell	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	4,457	1,657	9,558	15,672	28,781	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

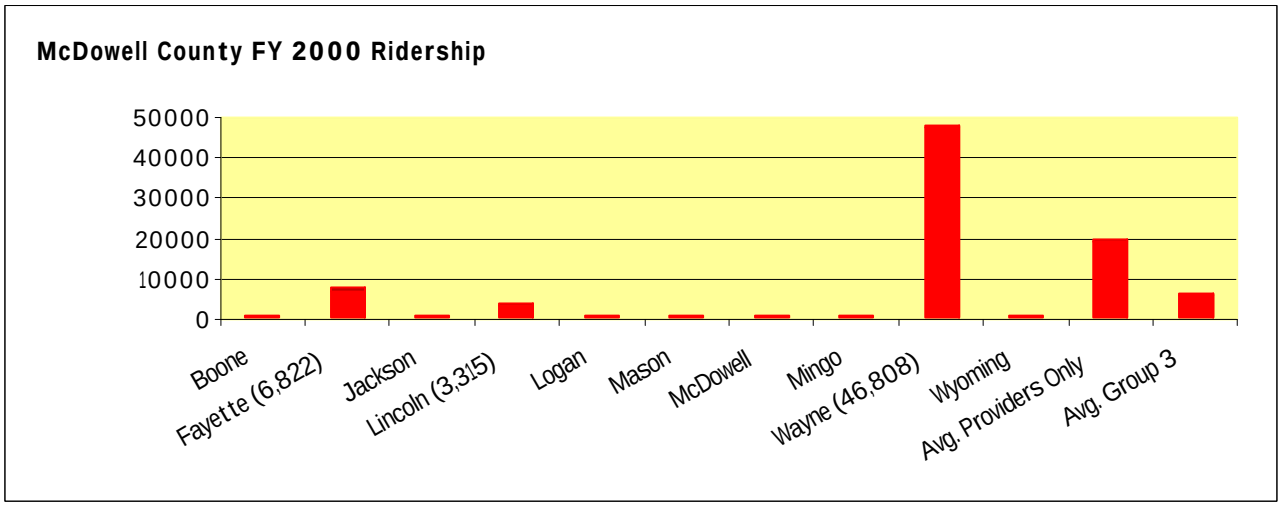
Estimated number of one-way trips needed to meet full demand: 229,486

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 10 counties in this group, three provide service and seven have no current general public service. The following chart is a comparison of McDowell County with counties in Group 3.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 3 is Wayne County with 19% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 19%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in McDowell County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (19%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	22,949	43,602	229,486
Fleet Size*	0	9	18	93
Fleet Miles**	0	152,991	290,682	1,529,907
Operating ***	0	$151,002	$286,903	1,510,018
Capital****	0	$450,000	$900,000	$4,650,000
Total Cost	0	$551,002	$1,186,903	$6,160,018

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Mercer County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Mercer County is in Group 4, urbanized counties and small cities with average populations of approximately 66,000 in a range between 53,000 and 79,000 people. The average population density is 166 persons per square mile and does not exceed 213 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

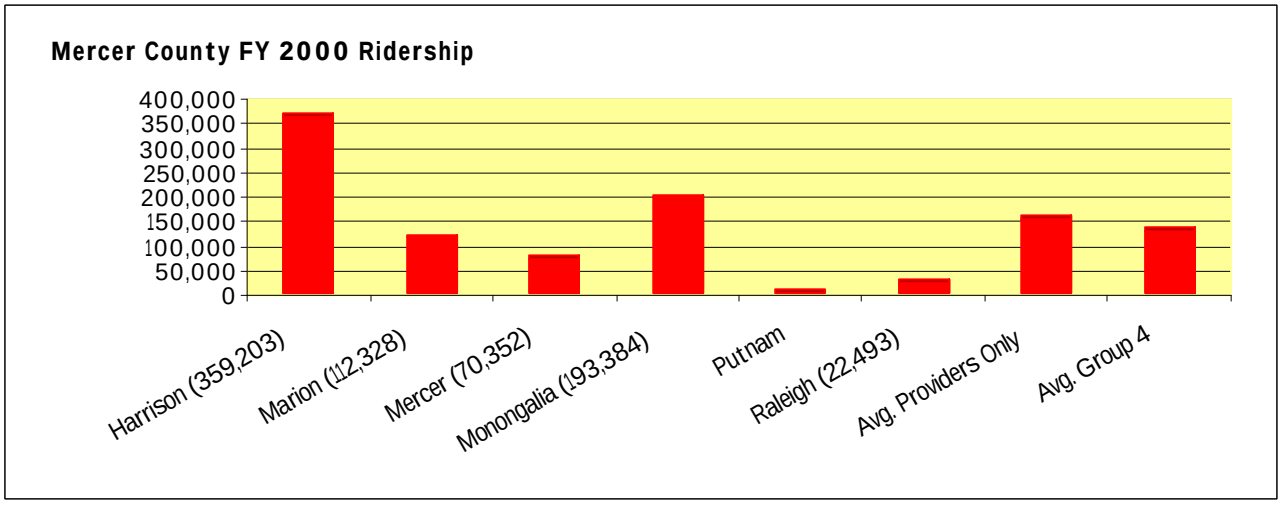
Mercer	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	10,945	1,803	10,768	23,516	63,945	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 926,548

How many trips are being provided to meet demand? 70,352 (8%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the six counties in this group, five provide service and one has no current general public service. The following chart is a comparison of Mercer County with counties in Group 4.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 4 is Harrison County with 40% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 40%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Mercer County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (40%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	70,352	92,655	370,619	926,548
Fleet Size*	7	5	21	52
Fleet Miles**	182,478	109,006	436,023	1,090,057
Operating ***	$300,622	$342,823	$1,371,291	$3,428,228
Capital****	$875,000	$625,000	$2,625,000	$6,500,000
Total Cost	$1,175,622	$967,823	$3,996,291	$9,928,228

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally light transit vehicles at $125,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Mineral County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Mineral County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Mineral	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	4,109	390	3,161	7,660	27,081	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

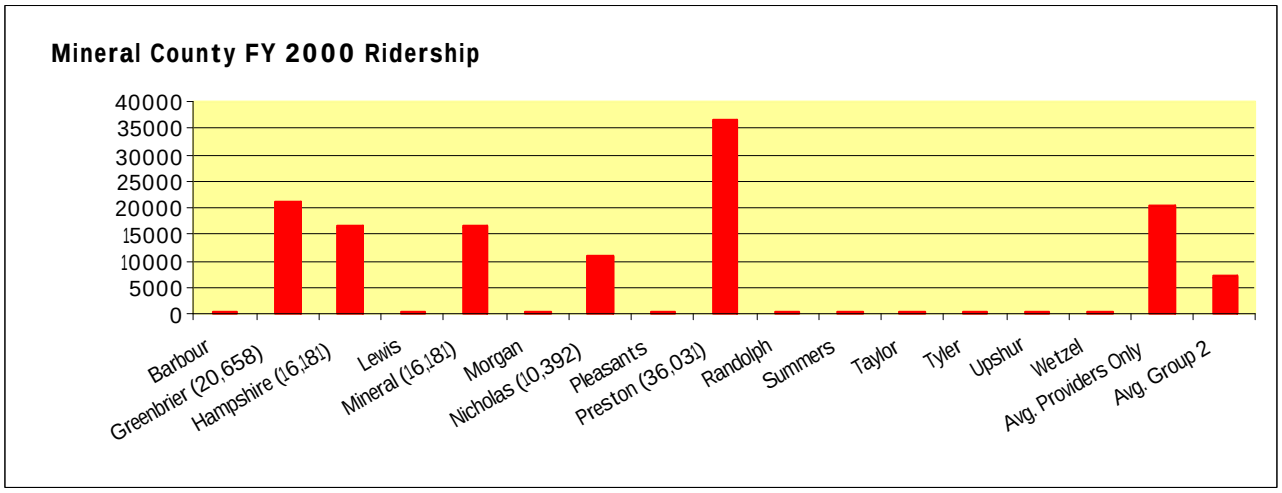
Estimated number of one-way trips needed to meet full demand: 135,843

How many trips are being provided to meet demand? 16,181 (12%)*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Mineral County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Mineral County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	16,181	This demand has already been met.	29,886	135,843
Fleet Size*	4		9	42
Fleet Miles**	89,200		103,053	468,424
Operating ***	$128,699		$189,773	$862,603
Capital****	$200,000		$450,000	$2,100,000
Total Cost	$328,699		$639,773	$2,962,603

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Mingo County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Mingo County is in Group 3, small urban counties and cities with average populations of approximately 31,000 in a range between 22,000 and 42,000 people. The average population density is 65 persons per square mile and does not exceed 88 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Mingo	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	3,174	1,485	8,692	13,351	31,149	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

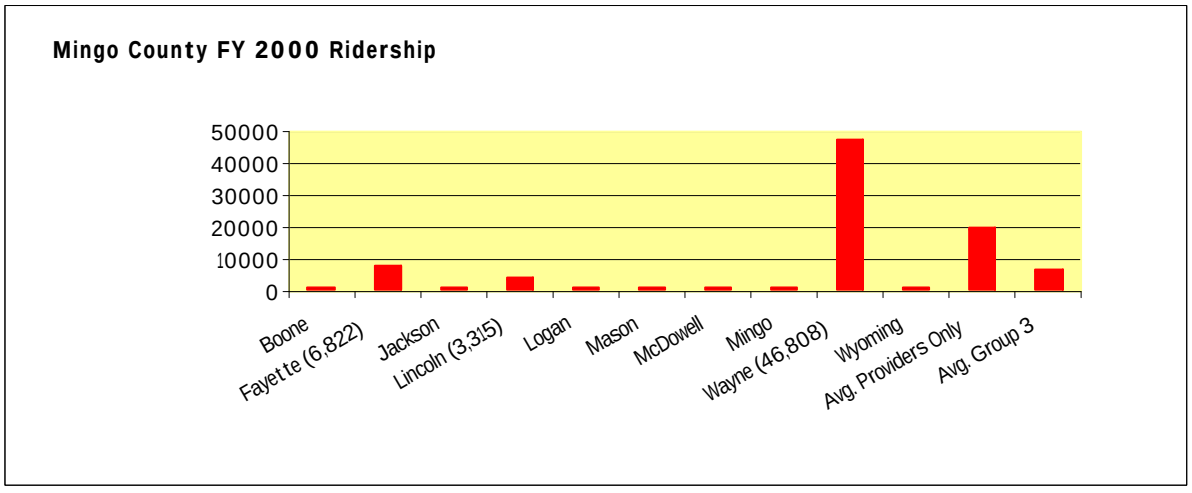
Estimated number of one-way trips needed to meet full demand: 216,338

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 10 counties in this group, three provide service and seven have no current general public service. The following chart is a comparison of Mingo County with counties in Group 3.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 3 is Wayne County with 19% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 19%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Mingo County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (19%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	21,634	41,104	216,338
Fleet Size*	0	9	17	88
Fleet Miles**	0	144,225	274,028	1,442,253
Operating ***	0	$137,375	$261,012	$1,373,746
Capital****	0	$450,000	$850,000	$4,400,000
Total Cost	0	$587,375	$1,111,012	$5,773,746

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Monongalia County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Monongalia County is in Group 4, urbanized counties and small cities with average populations of approximately 66,000 in a range between 53,000 and 79,000 people. The average population density is 166 persons per square mile and does not exceed 213 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

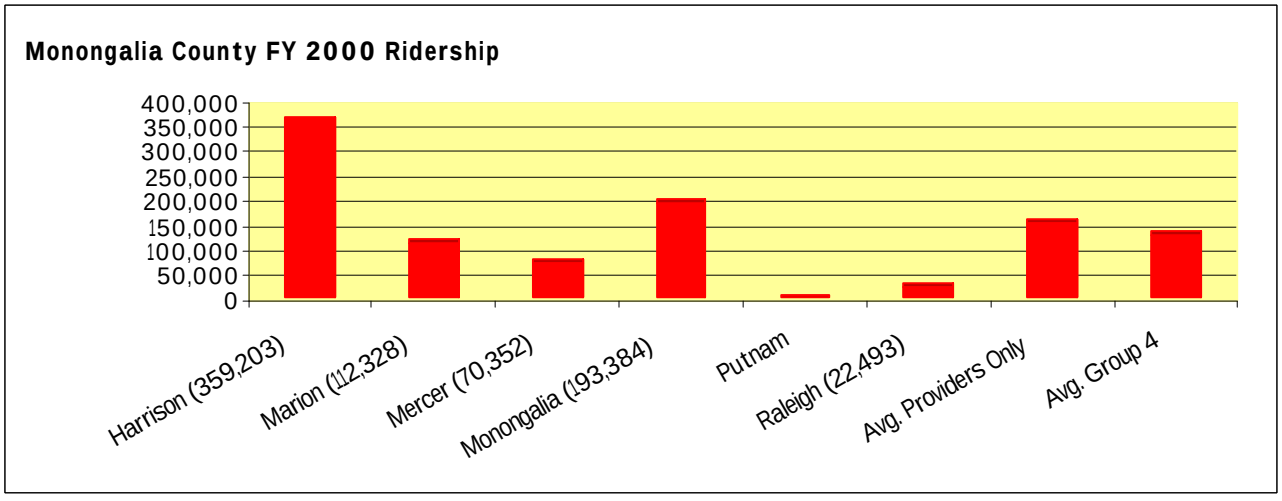
Monongalia	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	8,802	1,103	13,258	23,163	76,798	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 1,174,836

How many trips are being provided to meet demand? 193,384 (16%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the six counties in this group, five provide service and one has no current general public service. The following chart is a comparison of Monongalia County with counties in Group 4.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 4 is Harrison County with 40% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 40%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Monongalia County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (40%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	193,384	This demand has already been met.	469,934	1,174,836
Fleet Size*	30		26	65
Fleet Miles**	553,562		552,864	1,382,160
Operating ***	$866,108		$1,738,757	$4,346,893
Capital****	$3,750,000		$3,250,000	$8,125,000
Total Cost	$4,616,108		$4,988,757	$12,471,893

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally light transit vehicles at $125,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Monroe County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Monroe County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

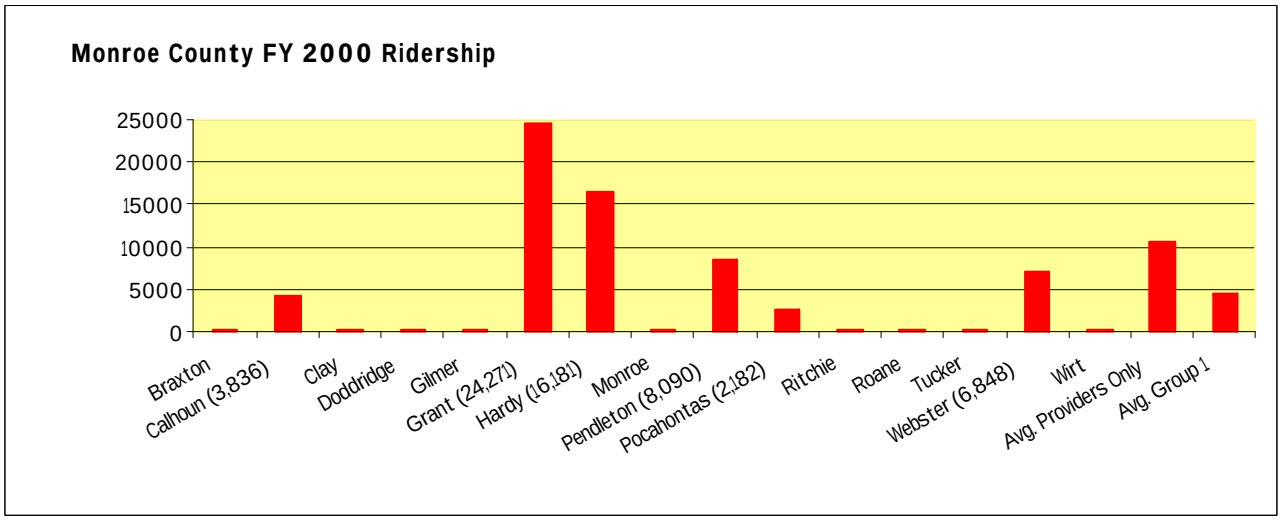
Monroe	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	2,334	370	2,146	4,850	13,365	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 77,753

How many trips are being provided to meet demand? 0*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Monroe County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Monroe County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	7,775	34,211	77,753
Fleet Size*	0	2	8	19
Fleet Miles**	0	48,596	213,821	485,956
Operating ***	0	$61,814	$271,980	$618,136
Capital****	0	$100,000	$400,000	$950,000
Total Cost	0	$161,814	$671,980	$1,568,136

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Morgan County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Morgan County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Morgan	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	2,448	157	1,061	3,666	14,026	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

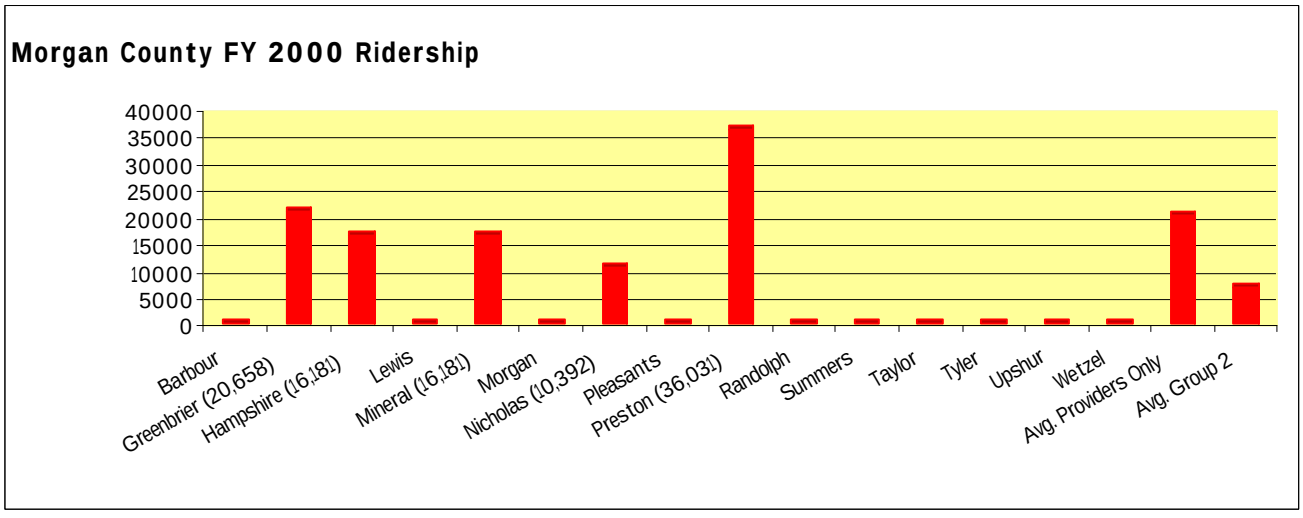
Estimated number of one-way trips needed to meet full demand: 65,445

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Morgan County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Morgan County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	6,545	14,398	65,445
Fleet Size*	0	2	4	20
Fleet Miles**	0	22,567	49,648	225,672
Operating ***	0	$41,558	$91,427	$415,576
Capital****	0	$100,000	$200,000	$1,000,000
Total Cost	0	$141,558	$291,427	$1,415,576

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Nicholas County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Nicholas County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

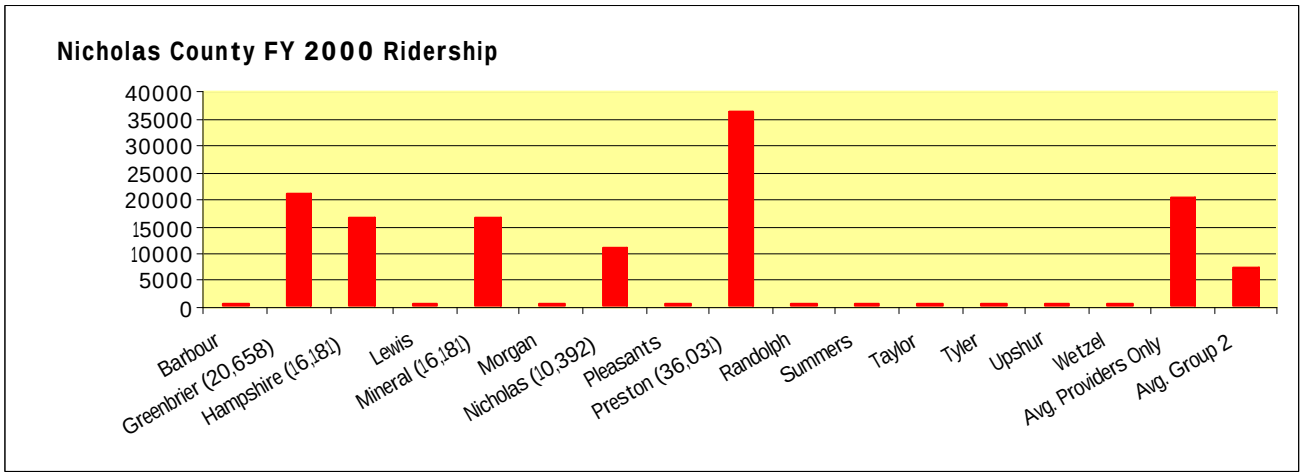
Nicholas	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	4,036	659	5,767	10,462	27,506	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 171,127

How many trips are being provided to meet demand? 10,392 (6%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Nicholas County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Nicholas County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	10,392	17,113	37,648	171,127
Fleet Size*	2	5	11	52
Fleet Miles**	56,647	59,009	129,821	590,093
Operating ***	$100,438	$108,666	$239,065	$1,086,657
Capital****	$100,000	$350,000	$550,000	$2,600,000
Total Cost	$200,438	$458,666	$789,065	$3,686,657

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Ohio County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Ohio County is in Group 5, urbanized statistical metropolitan service areas with average populations of approximately 55,000 in a range between 26,000 and 93,000 people. The average population density is 282 persons per square mile and does not exceed 447 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

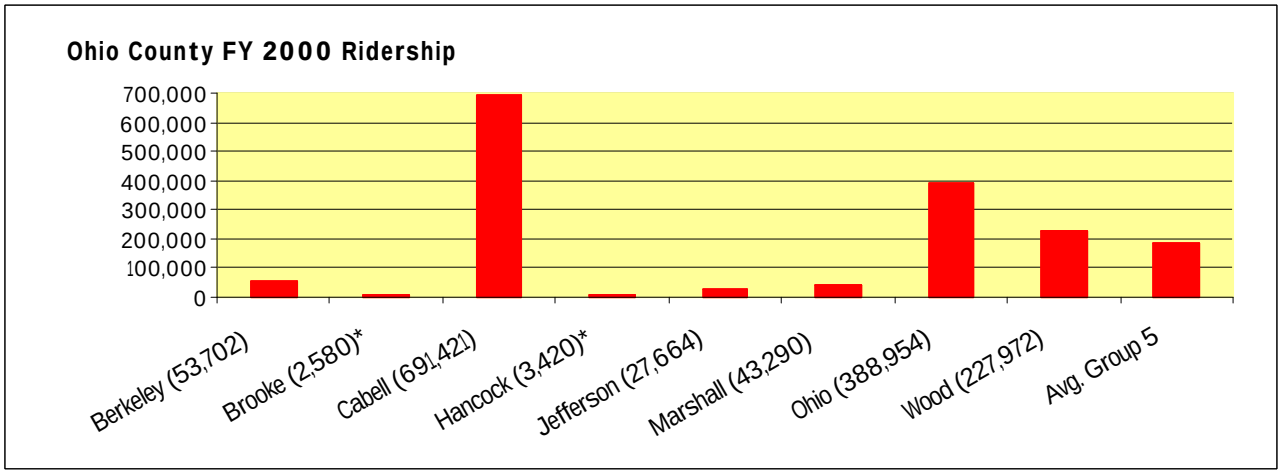
Ohio	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	9,051	544	5,242	14,837	47,381	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 1,208,121

How many trips are being provided to meet demand? 388,954 (32%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the eight counties in this group, all eight provide public transit service. The following chart is a comparison of Ohio County with counties in Group 5.



*No per county figures available. Ridership apportioned based on county population.

How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target counties. The non-target counties might have lower operating costs or get more trips tp the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 5 is Ohio County with 32% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 32%, which meets the target demand, and 100%, which meets the full demand. Since Ohio County is the Target County, current costs and target costs are the same.

How much will it cost to have public transportation in Ohio County given the projected level of demand?

	Existing trips and current costs	Cost to meet full demand (100%) based on target (current) costs
Trips	388,954	1,208,121
Fleet Size*	22	70
Fleet Miles**	434,539	1,372,865
Operating ***	$1,382,189	$4,288,830
Capital****	$5,720,000	$18,200,000
Total Cost	$7,102,189	$22,488,830

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally heavy transit vehicles at $260,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Pendleton County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Pendleton County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

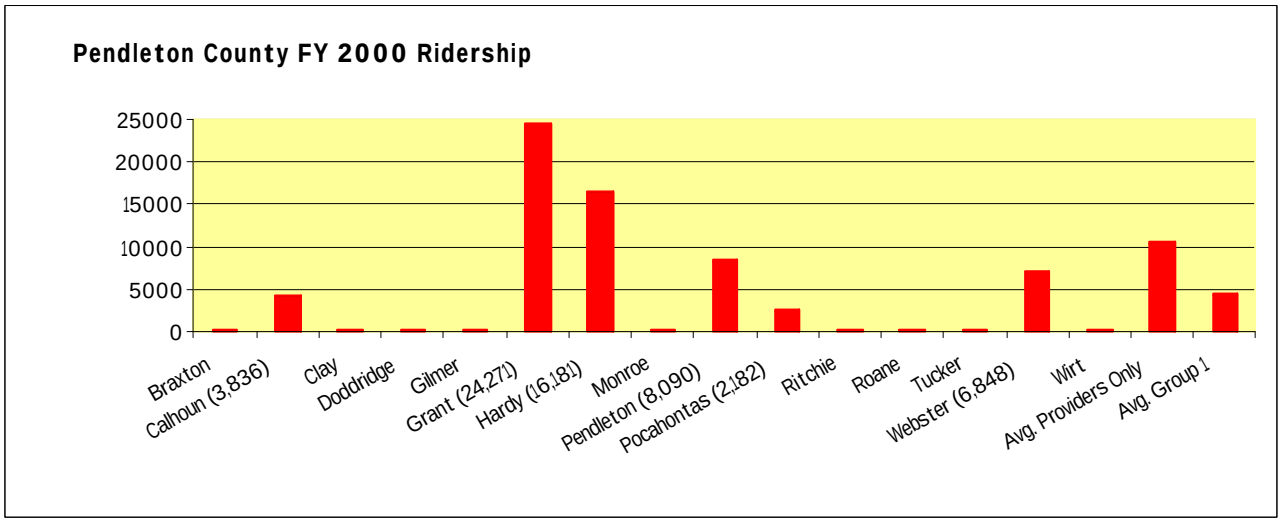
Pendleton	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,403	103	886	2,392	8,038	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 41,181

How many trips are being provided to meet demand? 8,090 (20%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Pendleton County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Pendleton County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	8,090	This demand has already been met.	18,120	41,181
Fleet Size*	2		4	10
Fleet Miles**	52,095		113,248	257,381
Operating ***	$64,350		$144,051	$327,389
Capital****	$100,000		$200,000	$500,000
Total Cost	$164,350		$344,051	$827,389

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Pleasants County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Pleasants County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Pleasants	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,117	124	1,177	2,418	7,524	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

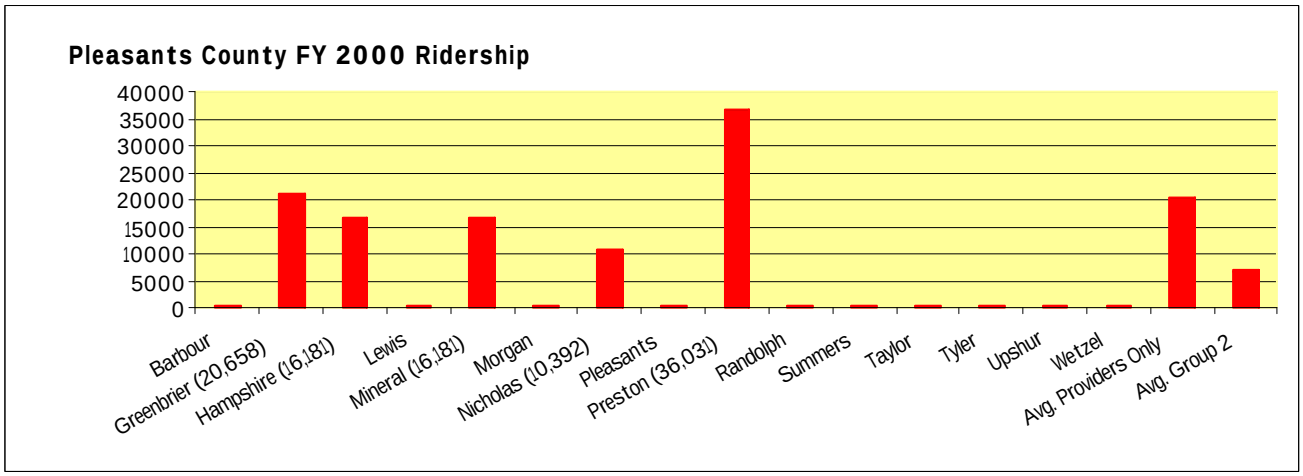
Estimated number of one-way trips needed to meet full demand: 41,540

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Pleasants County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Pleasants County at a level similar to the Target County given the projected level of demand?

	Existing	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	4,1543	9,139	41,540
Fleet Size*	0	1	3	13
Fleet Miles**	0	14,324	31,513	143,241
Operating ***	0	$26,378	$58,031	$263,779
Capital****	0	$50,000	$150,000	$650,000
Total Cost	0	$76,378	$208,031	$913,779

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Pocahontas County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Pocahontas County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Pocahontas	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,754	196	1,410	3,360	9,066	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

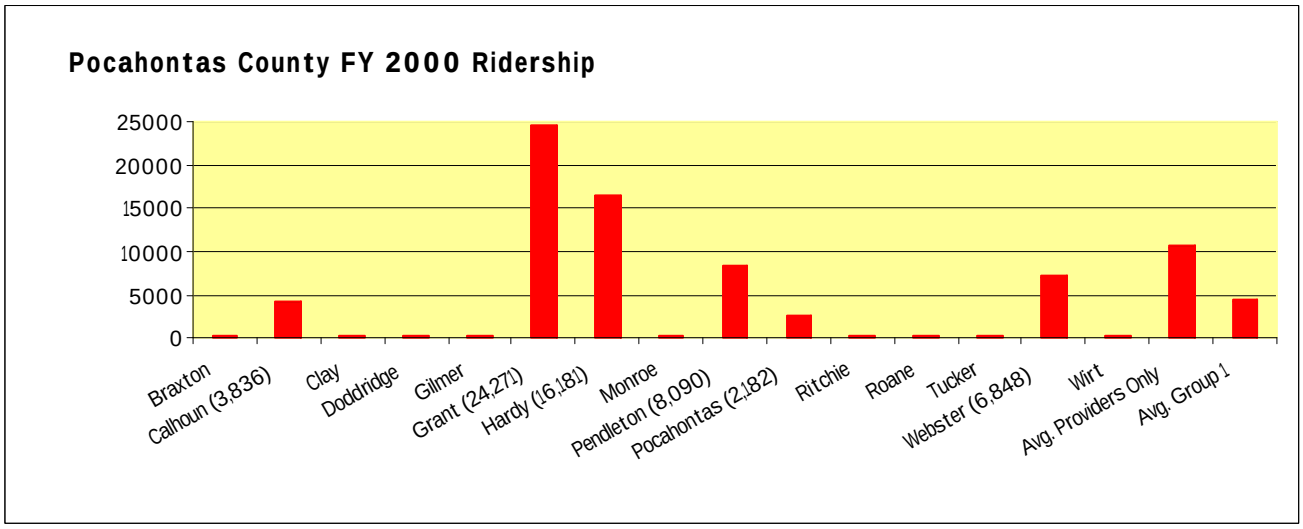
Estimated number of one-way trips needed to meet full demand: 53,477

How many trips are being provided to meet demand? 2,182 (4%)*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Pocahontas County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Pocahontas County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	2,182	5,348	23,530	53,477
Fleet Size*	1	1	6	13
Fleet Miles**	18,791	33,423	147,062	334,231
Operating ***	$22,827	$42,514	$187,063	$425,142
Capital****	$50,000	$50,000	$300,000	$650,000
Total Cost	$72,827	$92,514	$487,063	$1,075,142

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Preston County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Preston County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Preston	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	4,355	625	4,503	9,483	29,822	2000

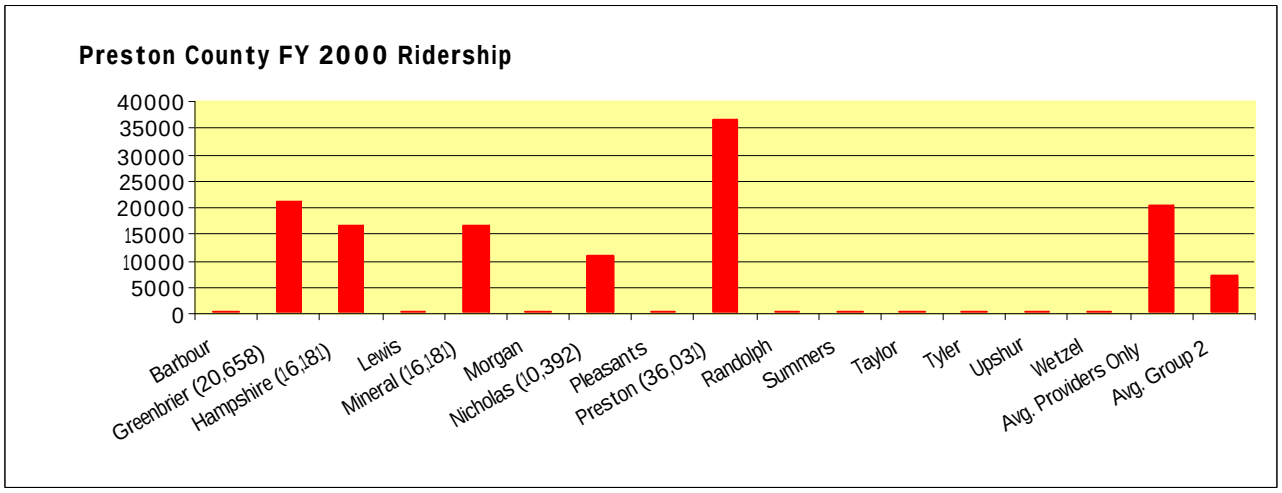
Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

Estimated number of one-way trips needed to meet full demand:	161,999
How many trips are being provided to meet demand?	36,031*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Preston County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target counties might have lower operating costs or get more trip to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand. Since Preston County is the Target County current costs and target costs are the same.

How much will it cost to have public transportation in Preston County given the projected level of demand?

	Existing trips and current costs	Cost to meet full demand (100%) based on target county costs
Trips	36,031	161,999
Fleet Size*	11	50
Fleet Miles**	122,359	558,617
Operating ***	$228,730	$1,028,694
Capital****	$550,000	$2,500,000
Total Cost	$778,730	$3,528,694

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Putnam County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Putnam County is in Group 4, urbanized counties and small cities with average populations of approximately 63,000 in a range between 53,000 and 79,000 people. The average population density is 166 persons per square mile and does not exceed 213 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

Putnam	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	6,528	865	4,976	12,369	52,546	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

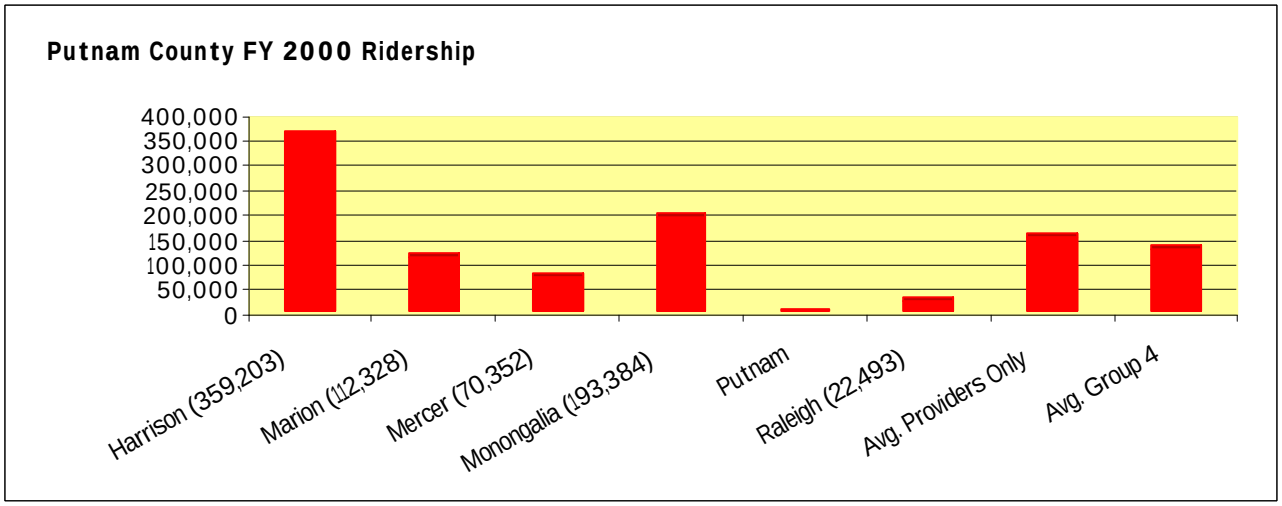
Estimated number of one-way trips needed to meet full demand: 240,806

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the six counties in this group, five provide service and one has no current general public transit service. The following chart is a comparison of Putnam County with counties in Group 4.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 4 is Harrison County with 40% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 40%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Putnam County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (40%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	24,081	96,322	240,806
Fleet Size*	0	1	5	13
Fleet Miles**	0	28,330	113,320	283,301
Operating ***	0	$89,098	$356,393	$890,982
Capital****	0	$125,000	$625,000	$1,625,000
Total Cost	0	$214,098	$981,393	$2,515,982

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally light transit vehicles at $125,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Raleigh County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Raleigh County is in Group 4, urbanized counties and small cities with average populations of approximately 66,000 in a range between 53,000 and 79,000 people. The average population density is 166 persons per square mile and does not exceed 213 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

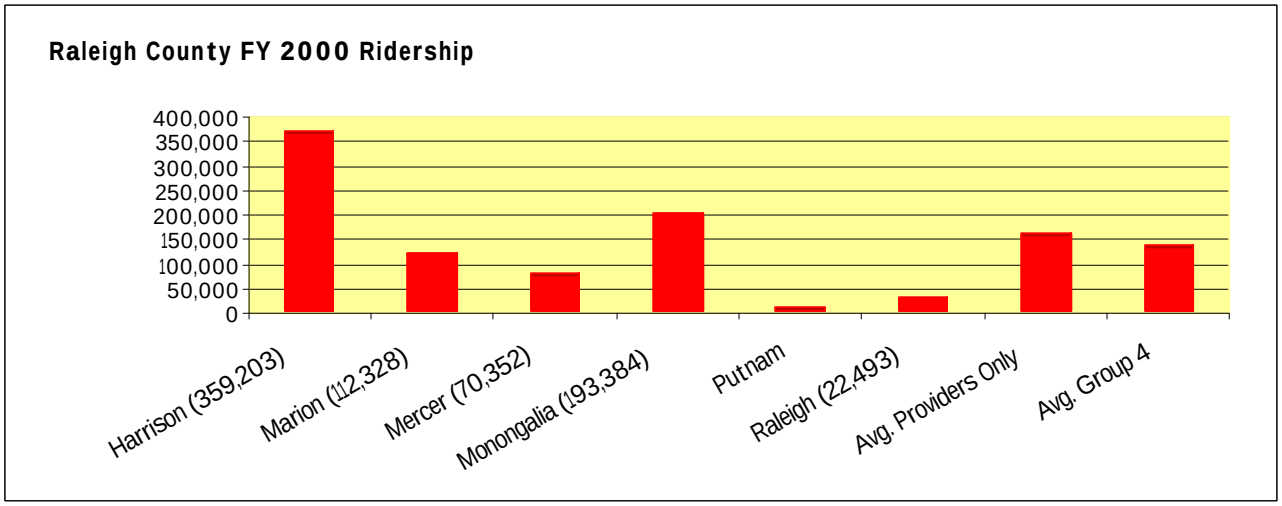
Raleigh	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	12,507	2,147	13,460	28,114	79,080	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 971,878

How many trips are being provided to meet demand? 22,493 (2%)*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the six counties in this group, five provide service and one has no current general public transit service. The following chart is a comparison of Raleigh County with counties in Group 4.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 4 is Harrison County with 40% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 40%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Raleigh County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (40%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	22,493	97,188	388,751	971,878
Fleet Size*	4	5	22	54
Fleet Miles**	172,857	114,339	457,354	1,143,386
Operating ***	$112,633	$359,595	$1,438,380	$3,595,949
Capital****	$500,000	$625,000	$2,700,000	$6,750,000
Total Cost	$612,633	$984,595	$4,138,380	$10,345,949

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally light transit vehicles at $125,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Randolph County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Randolph County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

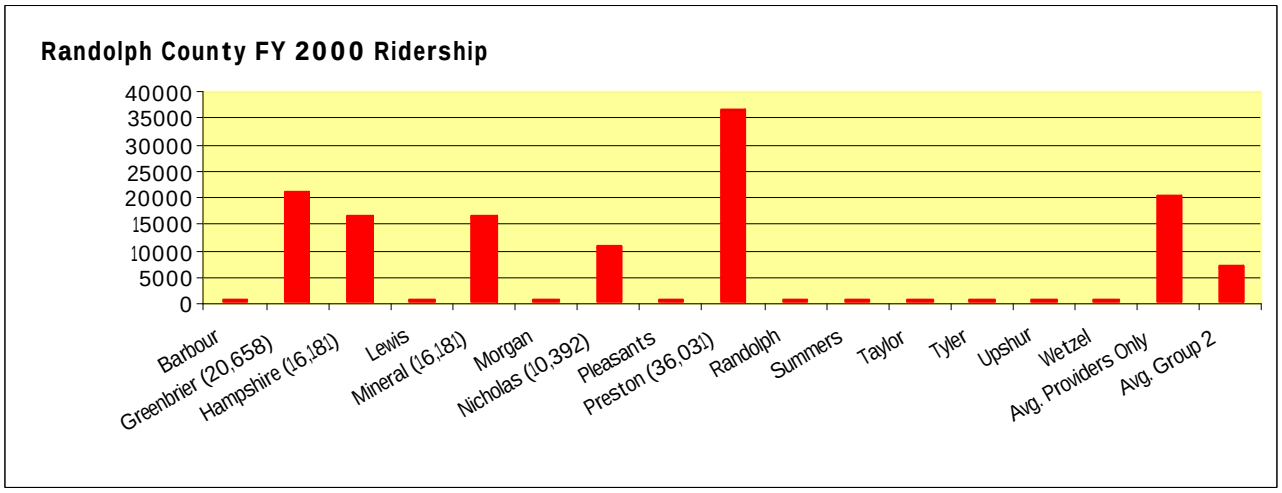
Randolph	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	4,501	521	4,985	10,007	28,639	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 166,847

How many trips are being provided to meet demand? 0*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Randolph County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Randolph County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	16,685	36,706	166,847
Fleet Size*	0	5	11	51
Fleet Miles**	0	57,534	126,574	575,335
Operating ***	0	$105,948	$233,085	$1,059,479
Capital****	0	$250,000	$550,000	$2,550,000
Total Cost	0	$355,948	$783,085	$3,609,479

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Ritchie County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Ritchie County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Ritchie	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,857	210	2,233	4,300	10,513	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

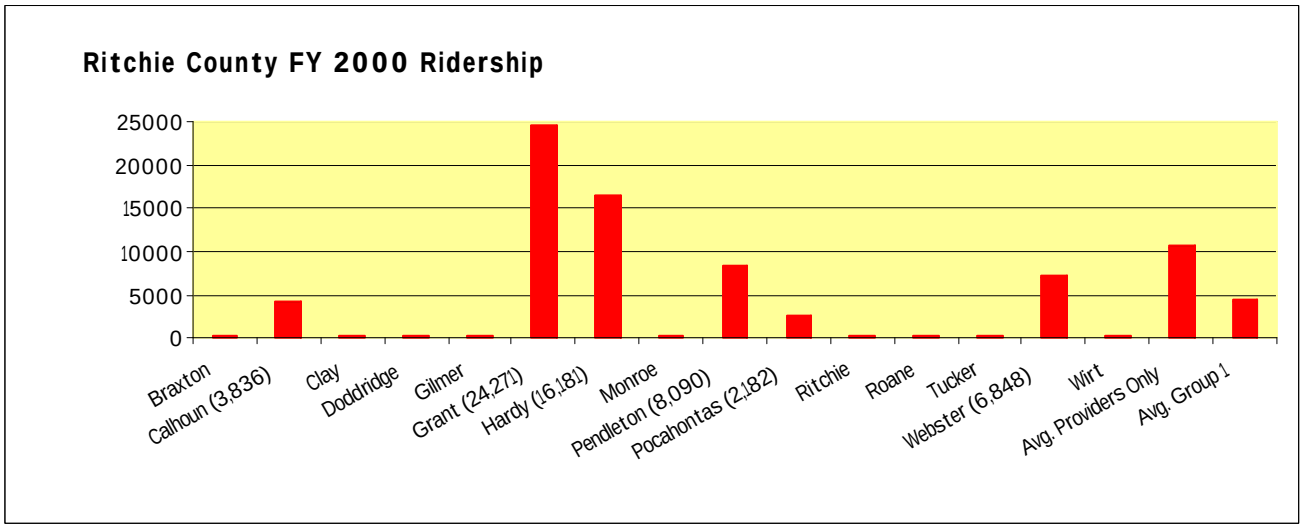
Estimated number of one-way trips needed to meet full demand: 68,407

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Ritchie County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Ritchie County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	6,841	30,099	68,407
Fleet Size*	0	2	7	17
Fleet Miles**	0	42,754	188,119	427,544
Operating ***	0	$54,384	$239,288	$543,836
Capital****	0	$100,000	$350,000	$850,000
Total Cost	0	$154,384	$589,288	$1,393,836

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Roane County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Roane County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Roane	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	2,460	465	3,555	6,480	15,439	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

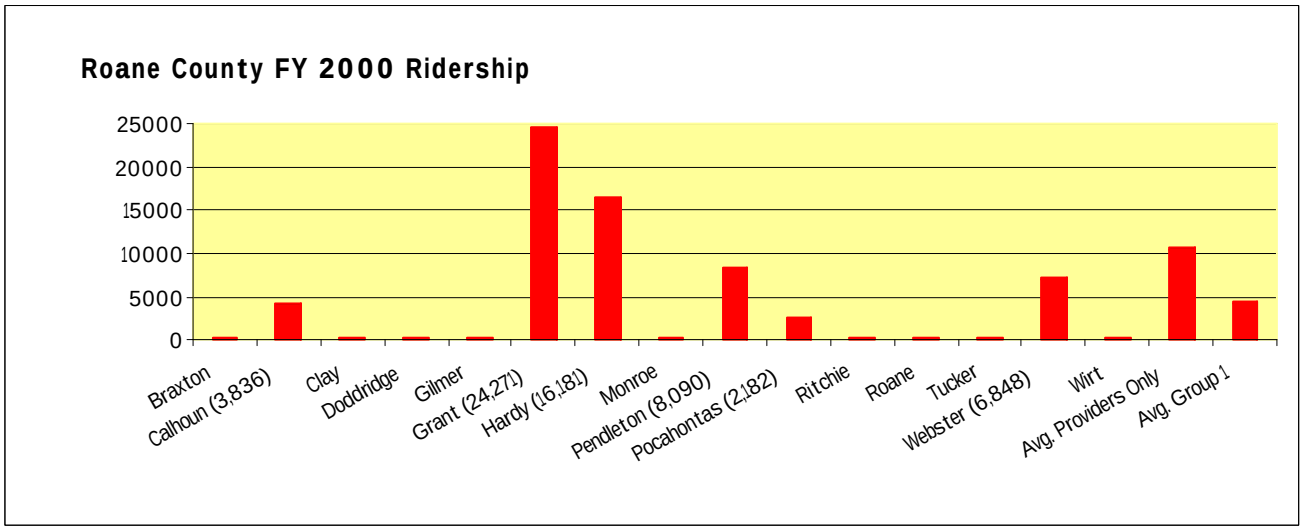
Estimated number of one-way trips needed to meet full demand: 102,109

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Roane County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Roane County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	10,211	44,928	102,109
Fleet Size*	0	3	11	25
Fleet Miles**	0	63,818	280,800	638,181
Operating ***	0	$81,177	$357,177	$811,767
Capital****	0	$150,000	$550,000	$1,250,000
Total Cost	0	$231,177	$907,177	$2,061,767

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Summers County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Summers County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

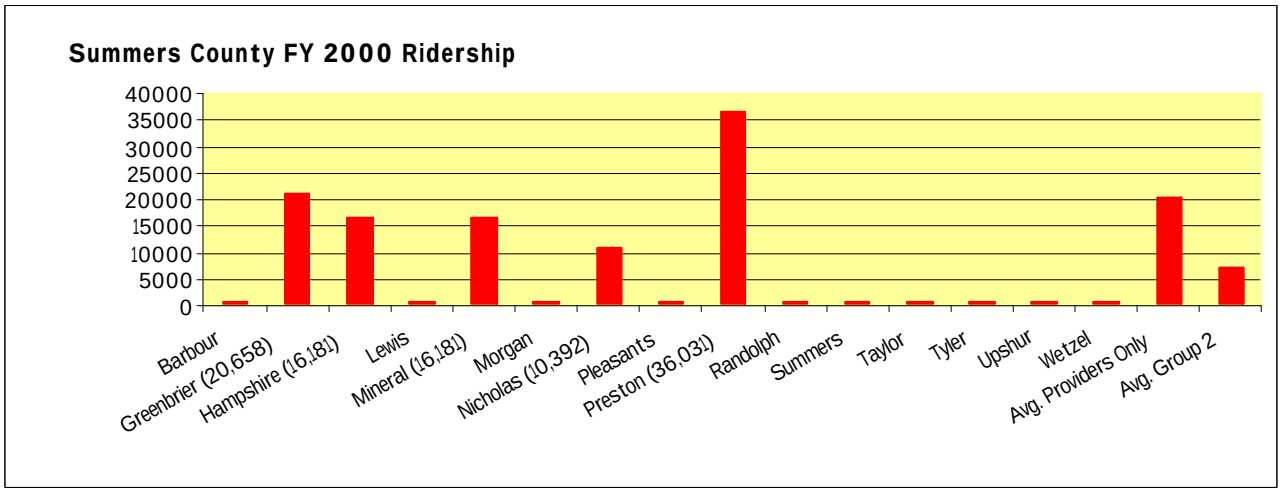
Summers	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	2,485	418	2,473	5,376	13,846	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 84,501

How many trips are being provided to meet demand? 0*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Summers County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Summers County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	8,450	18,590	84,501
Fleet Size*	0	3	6	26
Fleet Miles**	0	29,138	64,104	291,383
Operating ***	0	$53,658	$118,048	$536,581
Capital****	0	$150,000	$300,000	$1,300,000
Total Cost	0	$203,658	$418,048	$1,836,581

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Taylor County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Taylor County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Taylor	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	2,526	378	2,855	5,759	15,374	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

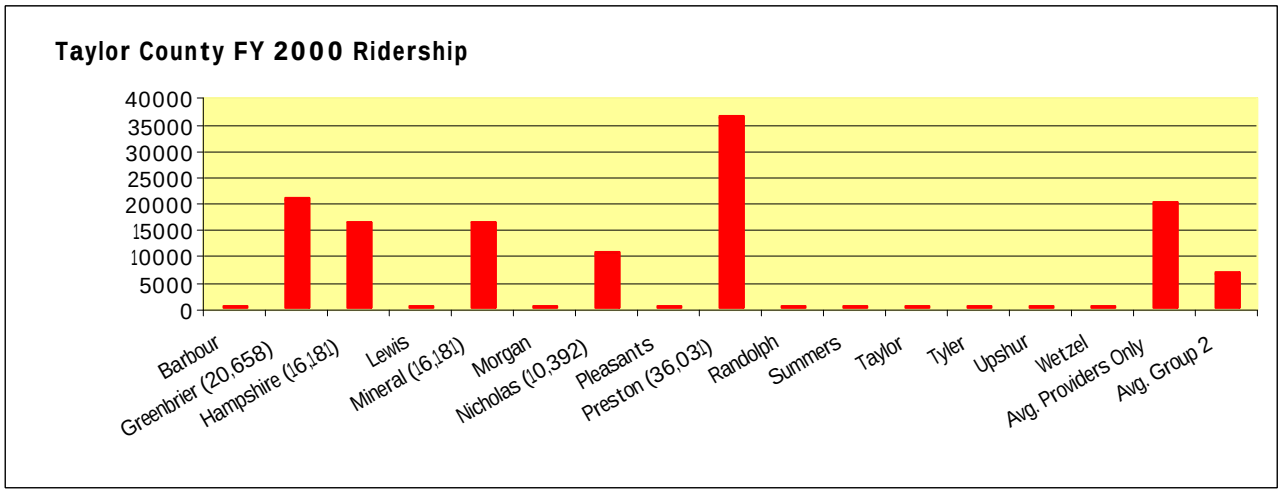
Estimated number of one-way trips needed to meet full demand: 93,099

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Taylor County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Taylor County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	9,310	20,482	93,099
Fleet Size*	0	3	6	28
Fleet Miles**	0	32,103	70,627	321,031
Operating ***	0	$59,118	$130,059	$591,179
Capital****	0	$150,000	$300,000	$1,400,000
Total Cost	0	$209,118	$430,059	$1,991,179

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Tucker County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Tucker County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Tucker	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,288	125	960	2,373	7,462	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

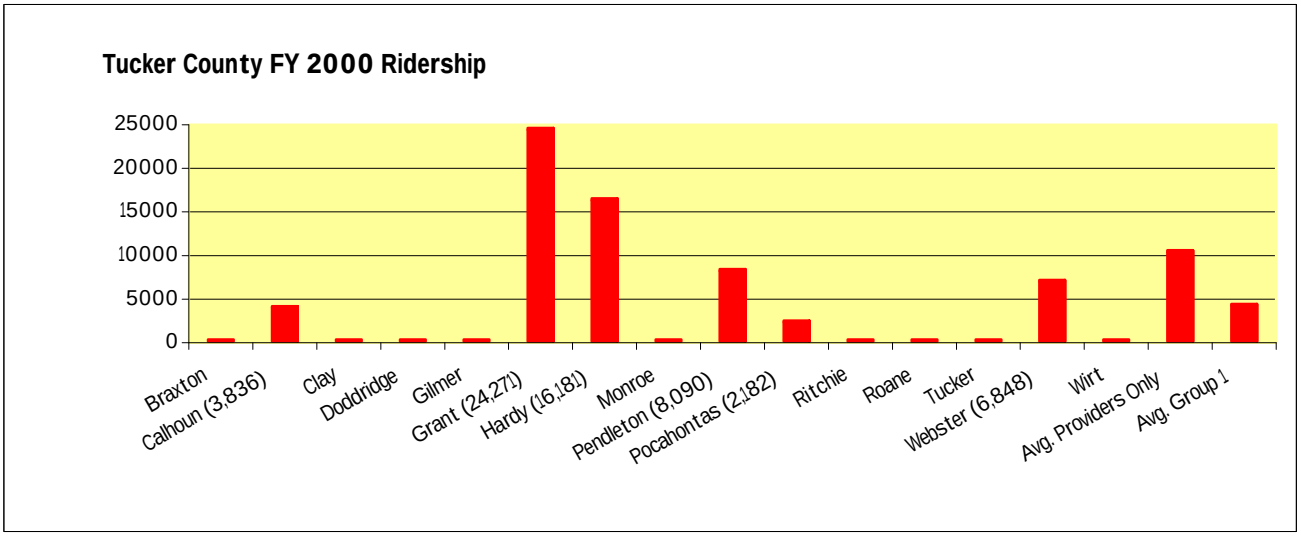
Estimated number of one-way trips needed to meet full demand: 39,966

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Tucker County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Tucker County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	3,997	17,585	39,966
Fleet Size*	0	1	4	10
Fleet Miles**	0	24,979	109,907	249,788
Operating ***	0	$31,773	$139,801	$317,730
Capital****	0	$50,000	$200,000	$500,000
Total Cost	0	$81,773	$339,801	$817,730

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

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Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Tyler County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Tyler County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Tyler	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,530	217	1,403	3,150	9,677	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

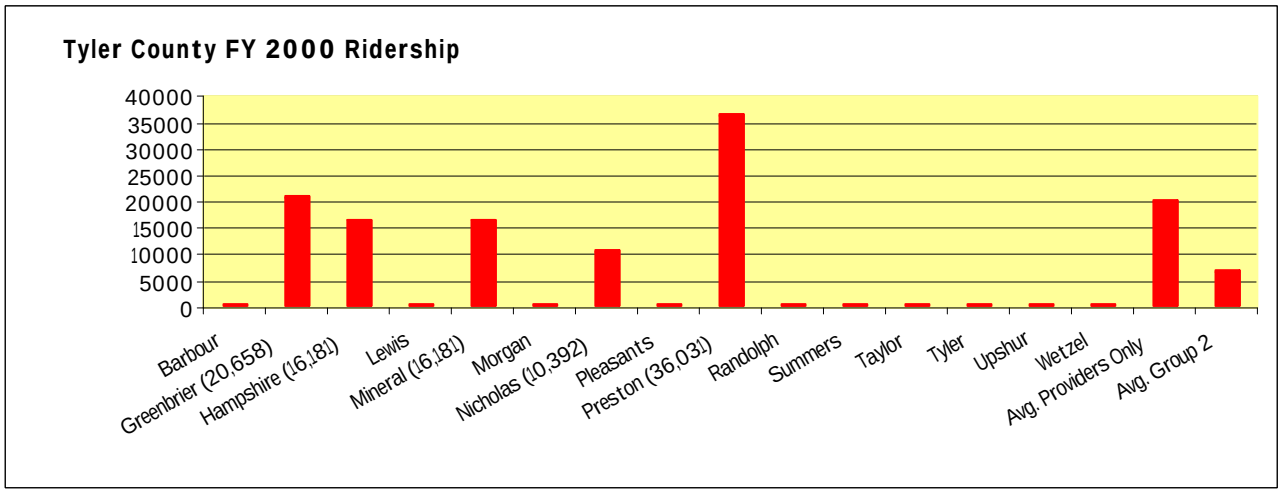
Estimated number of one-way trips needed to meet full demand: 52,847

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Tyler County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Tyler County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	5,285	11,626	52,847
Fleet Size*	0	2	4	16
Fleet Miles**	0	18,223	40,091	182,231
Operating ***	0	$33,558	$73,827	$335,579
Capital****	0	$100,000	$200,000	$800,000
Total Cost	0	$133,558	$273,827	$1,135,579

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Upshur County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Upshur County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Upshur	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	3,366	386	3,964	7,716	23,514	2000

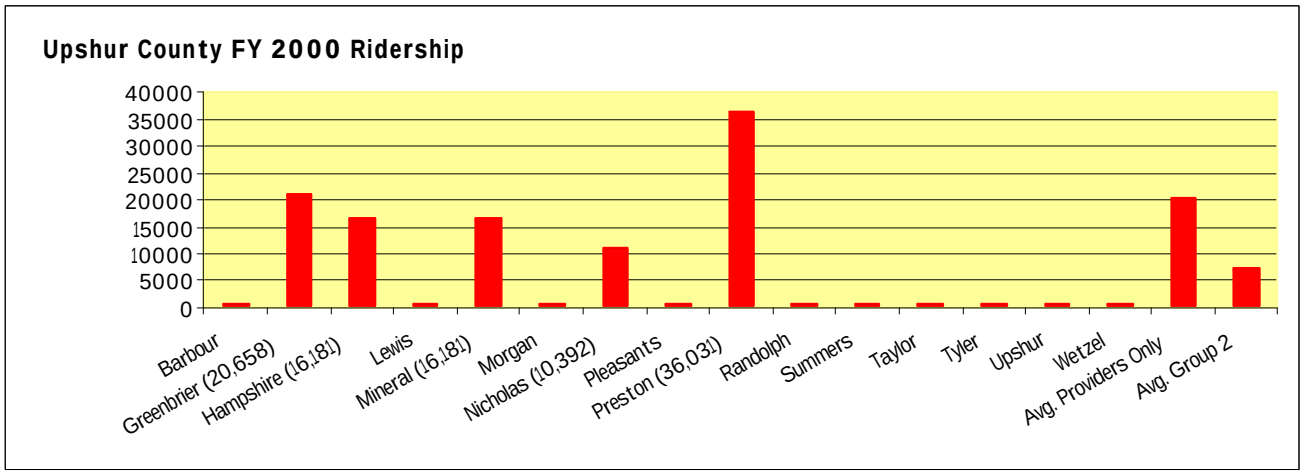
Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

Estimated number of one-way trips needed to meet full demand:	132,429
How many trips are being provided to meet demand?	0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Upshur County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Upshur County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	13,243	29,134	132,429
Fleet Size*	0	4	9	40
Fleet Miles**	0	45,665	100,463	456,652
Operating ***	0	$84,092	$185,003	$840,924
Capital****	0	$200,000	$450,000	$2,000,000
Total Cost	0	$284,092	$635,003	$2,840,924

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Wayne County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Wayne County is in Group 3, small urban counties and cities with average populations of approximately 31,000 in a range between 22,000 and 42,000 people. The average population density is 65 persons per square mile and does not exceed 88 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Wayne	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	6,086	1,358	7,429	14,873	41,775	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

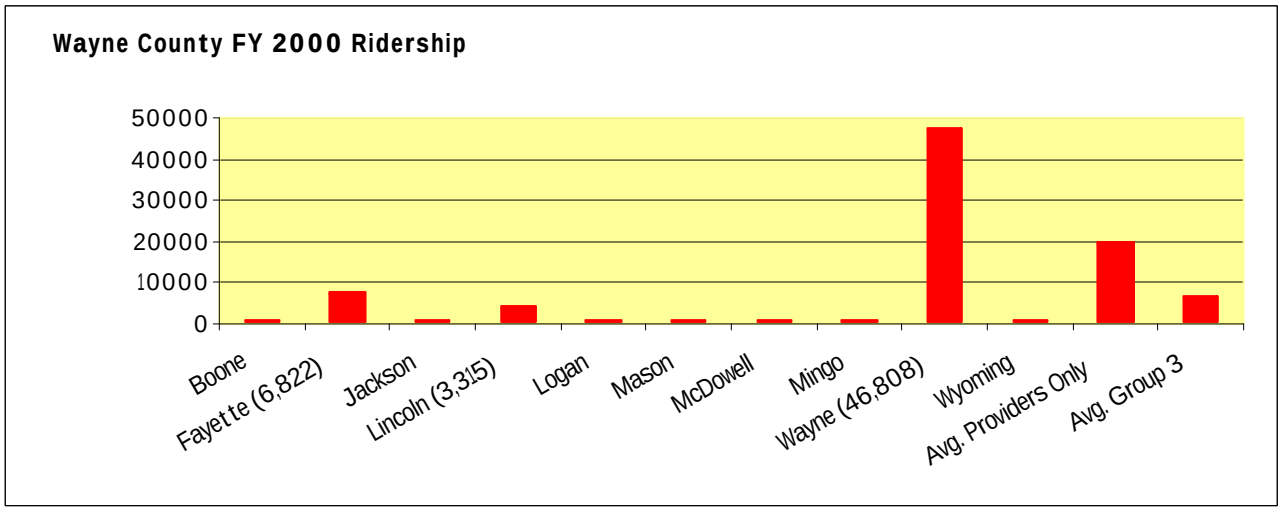
Estimated number of one-way trips needed to meet full demand: 242,537

How many trips are being provided to meet demand? 46,808 (19%)*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 10 counties in this group, three provide service and seven have no current general public service. The following chart is a comparison of Wayne County with counties in Group 3.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target counties. The non-target counties might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 3 is Wayne County with 19% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 19%, which meets the target demand, and 100%, which meets the full demand. Since Wayne County is the target county, current costs and target costs are the same.

How much will it cost to have public transportation in Wayne County given the projected level of demand?

	Existing trips and current costs	Cost to meet full demand (100%) based on target (current) costs
Trips	46,808	242,537
Fleet Size*	19	98
Fleet Miles**	315,572	1,616,913
Operating ***	$308,193	$1,595,894
Capital****	$950,000	$4,900,000
Total Cost	$1,258,193	$6,495,894

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Webster County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Webster County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Webster	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	1,576	333	2,995	4,904	9,967	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

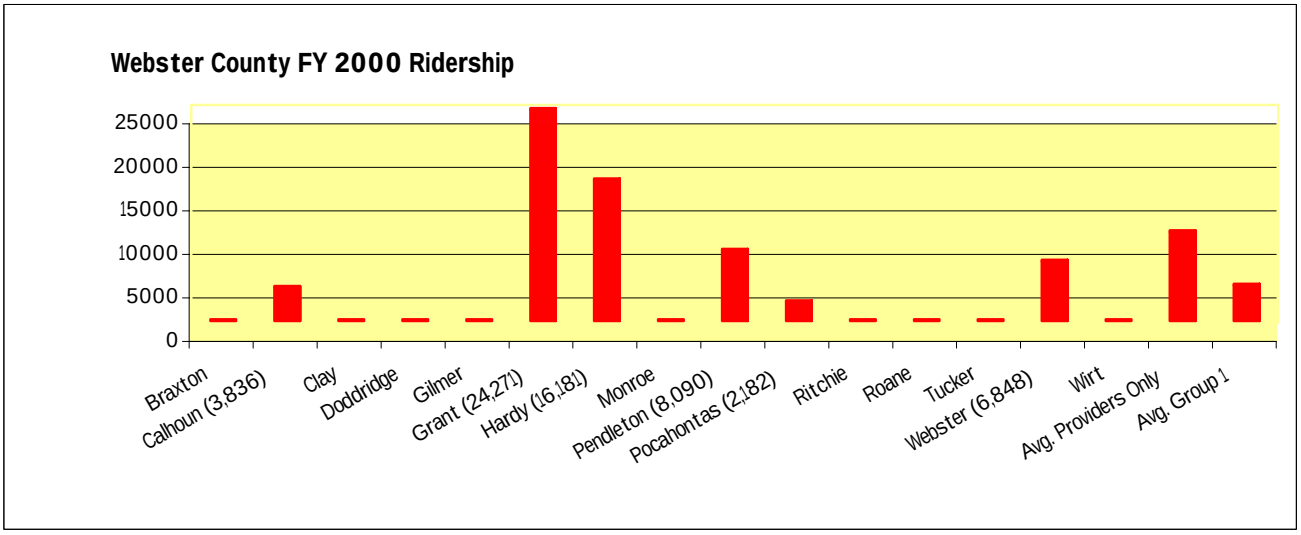
Estimated number of one-way trips needed to meet full demand: 75,143

How many trips are being provided to meet demand? 6,848 (9%)*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Webster County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Webster County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	6,848	7,514	33,063	75,143
Fleet Size*	1	2	8	19
Fleet Miles**	47,373	46,964	206,643	469,644
Operating ***	$66,198	$59,739	$262,850	$597,387
Capital****	$50,000	$100,000	$400,000	$950,000
Total Cost	$116,198	$159,739	$662,850	$1,547,387

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

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West Virginia Transit Needs Study
County Profile: **Wetzel County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Wetzel County is in Group 2, rural counties and small towns with average populations of approximately 20,000 in a range between 7,500 and 35,000 people. The average population density is 67 persons per square mile and does not exceed 328 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

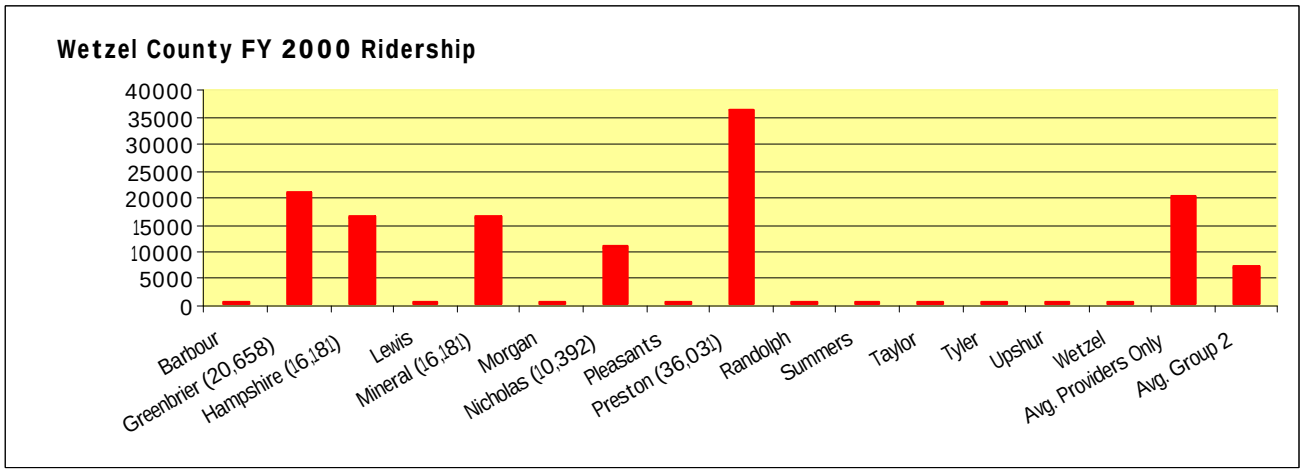
Wetzel	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	2,808	366	2,968	6,142	18,118	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 102,911

How many trips are being provided to meet demand? 0*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, five provide service and ten have no current general public service. The following chart is a comparison of Wetzel County with counties in Group 2.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 2 is Preston County with 22% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 22%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Wetzel County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (22%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	10,291	22,640	102,911
Fleet Size*	0	3	7	31
Fleet Miles**	0	35,487	78,071	354,866
Operating ***	0	$65,349	$143,767	$653,485
Capital****	0	$150,000	$350,000	$1,550,000
Total Cost	0	$215,349	$493,767	$2,203,485

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Wirt County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Wirt County is in Group 1, remote rural counties and small villages with average populations of approximately 10,000 in a range between 6,000 and 15,000 people. The average population density is 19 persons per square mile and does not exceed 32 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

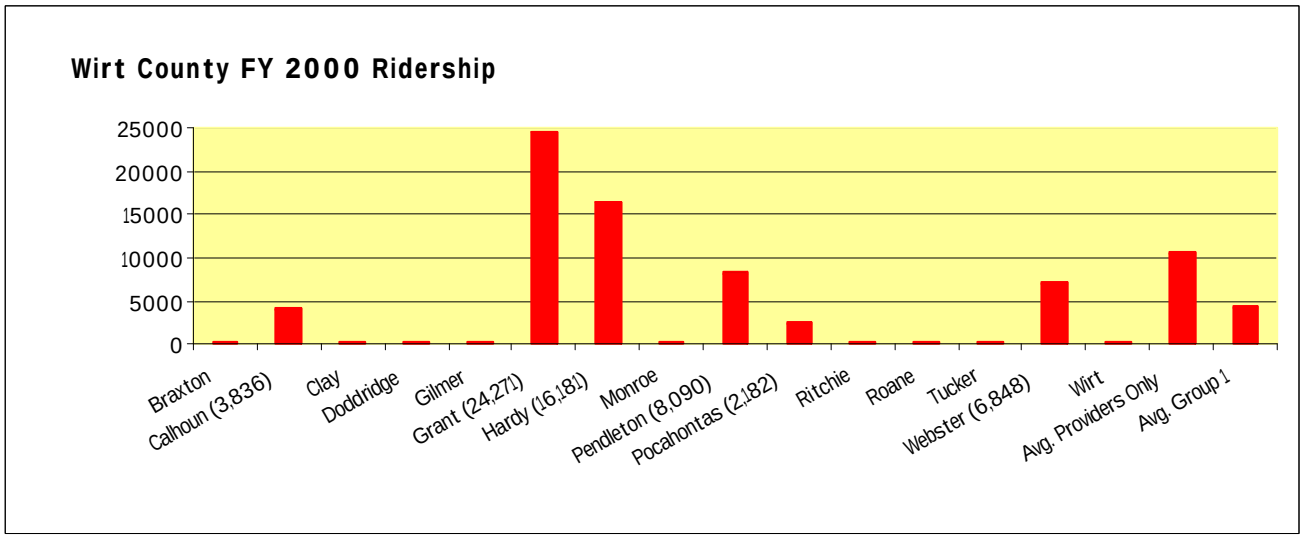
Wirt	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	841	111	1,002	1,954	5,806	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?
Estimated number of one-way trips needed to meet full demand: 33,131

How many trips are being provided to meet demand? 0*
*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 15 counties in this group, six provide service and nine have no current general public transit service. The following chart is a comparison of Wirt County with counties in Group 1.



How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 1 is Grant County with 44% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 44%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Wirt County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (44%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	3,313	14,578	33,131
Fleet Size*	0	1	4	8
Fleet Miles**	0	20,707	91,110	207,069
Operating ***	0	$26,339	$115,893	$263,392
Capital****	0	$50,000	$200,000	$400,000
Total Cost	0	$76,339	$315,893	$663,392

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Wood County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Wood County is in Group 5, urbanized statistical metropolitan service areas with average populations of approximately 55,000 in a range between 26,000 and 93,000 people. The average population density is 282 persons per square mile and does not exceed 447 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, and Chapter 6, pages 4-5, of the study.

Wood	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	13,071	1,189	9,544	23,804	86,083	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

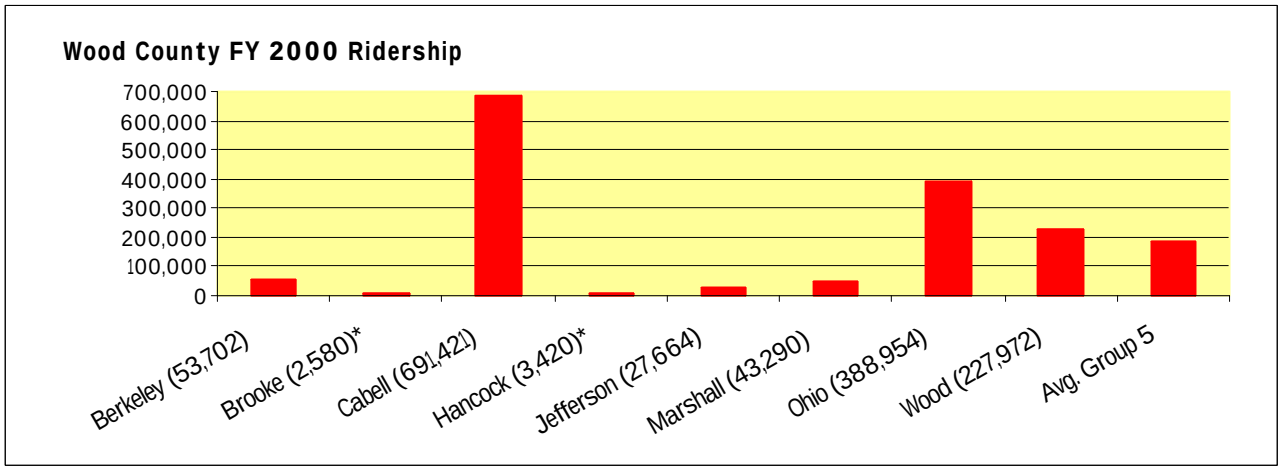
Estimated number of one-way trips needed to meet full demand: 1,708,754

How many trips are being provided to meet demand? 227,972 (13%)*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? Yes

What are similar counties doing about providing public transportation?
Of the eight counties in this group, all eight provide public transit service. The following chart is a comparison of Wood County with counties in Group 5.



*No per county figures available. Ridership apportioned based on county population.

How do we estimate the cost to meet the projected level of demand?
In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. It is not always the case that the target county has better productivity than the non-target county. The non-target county might have lower operating costs or get more trips to the mile but the target county figures must be used as a whole for consistency.

The Target County for Group 5 is Ohio County with 32% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 32%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Wood County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (32%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	227,972	This demand has already been met.	546,801	1,708,754
Fleet Size*	15		32	99
Fleet Miles**	368,610		621,365	1,941,766
Operating ***	$1,198,404		$1,941,145	$6,066,077
Capital****	$3,900,000		$4,800,000	$14,850,000
Total Cost	$5,098,404		$6,741,145	$20,916,077

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally medium transit vehicles at $150,000 each.

What do we do with this information?
With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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West Virginia Transit Needs Study
County Profile: **Wyoming County**

The West Virginia Transit Needs Study answers the question, "What would it cost to provide transit in West Virginia so all residents have some access to public transportation?" Using census data, counties in the study were sorted into six groups (1-6) based on population, population density, elderly population, and low income groups, factors generally indicative of transit use.

Wyoming County is in Group 3, small urban counties and cities with average populations of approximately 31,000 in a range between 22,000 and 42,000 people. The average population density is 65 persons per square mile and does not exceed 88 persons per square mile.

How was the demand for public transportation estimated?
For the study, three groups of people traditionally associated with transit use, elderly 65+, people with limited mobility, and non-elderly low income, were examined to determine demand for transit. Three demand models were used to develop an estimated number of trips that would meet people's need for transportation. The figures developed in the models were averaged to give the number of trips needed to meet demand. An explanation of the models used can be found in Chapter 5, pages 2-6, of the study.

Wyoming	A. Elderly Age 65+	B. Limited Mobility	C. Non-Elderly Low Income	Total A, B, and C	Total Population	Data Year
County	3,494	1,145	6,694	11,333	26,769	2000

Based on the estimated demand, how many one-way trips are needed to get people where they need to go?

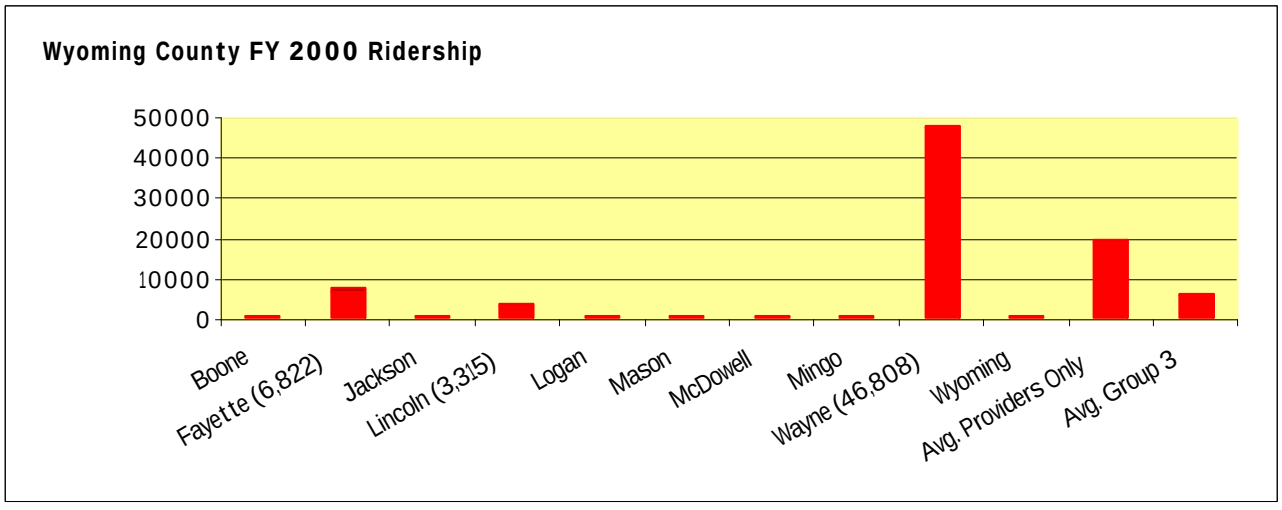
Estimated number of one-way trips needed to meet full demand: 178,507

How many trips are being provided to meet demand? 0*

*Does not include data from specialized transportation providers such as aging programs.

Is there public transportation service available now to provide these trips? No

What are similar counties doing about providing public transportation?
Of the 10 counties in this group, three provide service and seven have no current general public service. The following chart is a comparison of Wyoming County with counties in Group 3.



How do we estimate the cost to meet the projected level of demand?

In each of the groups, one county was identified as the target county since they satisfy the highest percentage of demand, not because they have the lowest costs. The Target County for Group 3 is Wayne County with 19% of the current demand being satisfied. Cost figures from the target county were used to estimate the cost to provide three levels of service: 10%, which meets less than the target demand, 19%, which meets the target demand, and 100%, which meets the full demand.

How much will it cost to have public transportation in Wyoming County at a level similar to the Target County given the projected level of demand?

	Existing trips and current costs	Cost to meet 10% of the projected demand based on target county costs	Cost to meet target county service level (19%) based on target county costs	Cost to meet full demand (100%) based on target county costs
Trips	0	17,806	33,831	178,057
Fleet Size*	0	7	14	72
Fleet Miles**	0	118,705	225,539	1,187,047
Operating ***	0	$117,162	$222,607	$1,171,615
Capital****	0	$350,000	$700,000	$3,600,000
Total Cost	0	$467,162	$922,607	$4,771,615

*Fleet size based on the FY 2000 passenger trips per vehicle as reported by the target county provider.
**Fleet miles based on the FY2000 passenger trips per total vehicle miles as reported by the target county provider.
***Operating budget based on the FY2000 cost per trip as reported by the target county provider.
****Capital cost estimated to be generally smaller vehicles such as vans or modified vans at $50,000 each.

What do we do with this information?

With these data, county and local officials, planners, local agencies, and citizens can estimate service levels, number of one-way trips, and costs to provide public transportation.

Using these figures as a starting point, local assessments of transportation demand can be undertaken to augment and update the findings of the study. At the same time planners can compile an inventory of existing public and non-public transportation services to determine how many trips are being provided currently. This inventory would help planners consider the number of trips provided by specialized transportation operators such as senior citizens programs and what effect these trips would have on demand and cost estimates for public transportation.

Funding sources would have to be identified and a detailed area wide transportation plan would have to be developed before a public transportation system could be established.

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