



## What We Heard at the First Stakeholders' Meeting - 12/19/06

- Local fiscal responsibility (cannot rely upon State support at same level as in years past; be mindful of evolving state policy and legislation for transit funding)
- Service must be justified by patronage as well as social and economic imperatives (service must be highly justified, particularly as the local cost increases)
- Direct service – without transfers -- from Washington County to places in Allegheny County and the City of Pittsburgh
- Transit should *facilitate* the growth of housing and businesses (i.e., transit-oriented development)
- Seek greater efficiency and coordination with other transit providers in the region. What is the best organizational structure to provide transit service in Washington County?
- Transit must be responsive to current life styles and travel needs (short wait times; schedules that fit with diverse work schedules; multiple work centers within the County)
- Assess and ensure access for persons with disabilities
- Access to health care for the elderly
- Location-Specific Needs
  - To Washington City from Charleroi and other Mon Valley communities
  - To Washington City from Brownsville
  - Hospitals in Washington City, Morgantown, and Pittsburgh
  - More park-n-ride facilities
  - McDonald Borough is concerned about Port Authority service reduction. (Senator Stout asked Tim Thomassey, Council President, McDonald Borough to send him a letter outlining their transit needs.)