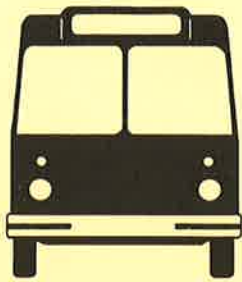
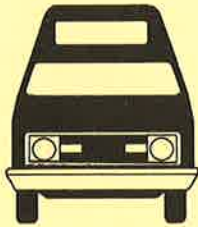


FB 251515



Small City Transit

Summary of State Aid Programs



March 1976
U. S. DEPARTMENT OF TRANSPORTATION
Urban Mass Transportation Administration
Office of Service and Methods Demonstrations
Washington, D. C. 20590

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ABSTRACT

A review of the financial and technical assistance that each state provides to communities of less than 200,000 population reveals a number of different forms. Programs range from small scale, fledgling endeavors to large, well established efforts. Some are in the process of expansion. State Departments of Transportation usually administer the programs.

Most states which provide capital and operating assistance do so for small as well as large cities. In the majority of cases, funding for public transit is allocated from general revenues, although some states use the highway fund.

Most all states provide technical assistance to small cities although in some instances it consists mainly of assisting in the preparation of UMTA grant applications. About half of the states also give planning funds to the localities.

Data sheets and summary tables showing aid programs by state are located in the Appendix.

PREFACE

This document was prepared by the Transportation Systems Center as part of the information dissemination element of the Office of Service and Methods Demonstrations, Urban Mass Transportation Administration.

This is a preliminary draft of a document which is intended for eventual distribution as an information resource for communities in the process of planning or considering public transportation. A final report will be published when the data contained herein is verified.

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SUMMARY OF STATE AID PROGRAMS

BACKGROUND

The study of state aid to public transportation in small cities reveals substantial variation among state programs arising, on the one hand, from marked regional differences in physical geography, economic base, administrative structure, and degree of urbanization, and, on the other hand, from the current stage of development of various state programs. The data show a range from small scale, fledgling efforts to large well established programs which have been in operation for years. As is to be expected the more highly developed programs tend to be found in the more populous, urbanized states; the smaller programs in the less populous, rural states.

Many states without a major program are in the process of developing one; in some of these states a Department of Transportation has just been established and is now being organized. Some states, such as Indiana and North Carolina, have started significant aid programs in the past year; others are contemplating a major expansion of their program.

We have noted that the older well established DOT's tend to be found in East Coast, industrialized states such as New York, New Jersey and Pennsylvania, and in Midwestern or Western states such as Wisconsin, Michigan, Oregon and California, which, historically, have responded positively

to social and cultural change. The more recent DOT's, and those now in the process of creation, tend to be located in Southern or Western less urbanized states as exemplified by Arizona, Idaho, Kansas, New Mexico, and Texas. Louisiana and Oklahoma, where reorganization proposals to create DOT's will come before the legislature in 1976, also fall into this category.

The primary involvement of some smaller states has been in the area of special transportation for the elderly and handicapped. The states often assist localities in applying for Section 16(B)2 and Section 147 aid, in purchasing vehicles and in administering the program. Many states which are contemplating the establishment of an aid program are putting the major emphasis on coordinating the many systems which now serve the elderly and handicapped and other specialized groups in their states.

A summarization of aid to small cities for public transit is presented in Table 1. (See Appendix for further detail). The data was collected by telephone interviews with officials of the state DOT's (or other appropriate agency when the state has no DOT) conducted during October and November, 1975. For the purpose of this study a small city has a population of under 200,000 and is not part of a larger metropolitan area.

STATE

CAPITAL AID

OPERATING AID

TECHNICAL AID-OTHER

Alabama	None	None	None	Grant applications
Alaska	None	None	None	The state assists in securing federal grants
Arizona	None	None	None	State will act in an advisory capacity and will complete system plans under contract; will give guidance & review outside contracts
Arkansas	None	None	None	State reviews section 3 and 9 grant applications, will do actual planning upon request
California	State provides share of tax which may be used for transit (\$325)	State provides share of sales tax	State provides share of sales tax	Will perform preliminary feasibility studies; \$325 monies may be used for planning/marketing/management projects
Colorado	None	None	None	Transportation Development Plans, grant applications, plan. & oper. guidelines
Connecticut	100% match-UMTA grants	40% cost + 50% of remaining deficit	40% cost + 50% of remaining deficit	Performs studies. 1/2 match-Section 9
Delaware	None	None	None	Planning, grant applications, contracting, 1/2 match UMTA planning grants
Florida	1/2 match-UMTA grants \$76-\$6 million; \$.5 million service development	None	None	Coordinate special transportation; planning, marketing
Georgia	1/2 match-UMTA grants \$400,000-cities < 200,000	None	None	Planning, applications
Hawaii	None	None	None	State has granted Honolulu City & county technical study funds; has acted as project mgr. for 16 (b)2
Idaho	None	None	None	State planner helps locals "get underway".

STATE

CAPITAL AID

OPERATING AID

TECHNICAL AID-OTHER

STATE	CAPITAL AID	OPERATING AID	TECHNICAL AID-OTHER
Illinois	2/3 match-UMTA grants; also non-UMTA projects	\$23.5 million-half fare reimbursement, \$6 million operating	Section 9 grants; marketing, management; help as needed
Indiana	1/2 match-UMTA grants \$900,000-cities < 200,000	1/2 match-UMTA grants	Planning in 3 cities
Iowa	None except 3 projects for elderly-\$350,000	None	Grant applications
Kansas	None	None	Grant applications, staff support for 147
Kentucky	None	None	Planning- 50% or 50% Section 9 match
Louisiana	None	None	None
Maine	None	None	State-wide needs study; planning, grant application, limited oper., mgt, & marketing
Maryland	75% of non-Federal funds Flat grants in quarterly payments.	Two small projects receive operating funds Operating subsidies on annual basis	Grant application; state funds planning same as capital aid
Massachusetts	1/2 match - UMTA grants. To Regional Transit Authorities only.	1/2 operating deficit, to Regional Transit Authorities only.	Review contracts. Guidance on marketing, operating standards, reporting, planning.
Michigan	100% match-UMTA grant 100% DART-\$4.3 million	\$11 million allocated by population & vehicle miles	Planning, marketing, salary supplement
Minnesota	\$2 million for small city new bus systems	2/3 of operating deficit \$2 million for cities < 200,000	Marketing, applications, planning
Mississippi	None	None	Grant applications
Missouri	None	None	Grant applications

Nebraska	None	\$1.25 allocated for FY76 Maximum grant-50% of allowable expenses	Advisory, coordinates transit planning.
Nevada	None	None	None
New Hampshire	None	None	Planning & grant application
New Jersey	State purchases vehicle; leases to operators for \$1/yr	State appropriates op. assist. annually; \$ allocated w/no formula; subsidy is to private ops.	Advisory, provides supplemental planning assistance.
New Mexico	None	None	Generally does no planning but has Section 9 grant for 18 small communities
New York	State provides 75% of local share of Section 3 match	Big cities receive block grant which must be locally matched, sm. cities receive formula grant related to passengers carried & vehicle miles.	State will hire consultant and act as project manager for small urban areas.
North Carolina	\$900,000 to match UMTA grants	None	\$202,500 for planning; will match UMTA grants
North Dakota	None	None	Statewide feasibility study. Town needs study, planning & grant application
Ohio	1/2 match-UMTA grants \$3/4 million-cities < 200,000	None	Planning for cities < 50,000
Oklahoma	None	None	State involved in transit plng. has committed 1/3 of its \$60K Section 9 to rural advisory service
Oregon	State provides local share of Section 3 match	None	State advises on fed'l. grant applications, technical studies, consultant selection. Will plan under contract to localities
Pennsylvania	2/3 of non-Federal funds	2/3 of non-Federal funds	Comprehensive assistance program State funds 1/2 of non-Federal planning money
Rhode Island	Operates state wide transit system	Operates state wide transit system	Will help prepare UMTA grant applications

STATE

CAPITAL AID

OPERATING AID

TECHNICAL AID-OTHER

STATE	CAPITAL AID	OPERATING AID	TECHNICAL AID-OTHER
South Carolina	None	None	Grant applications
South Dakota	None	None	Statewide transit plan and inventory. Limited planning aid
Tennessee	1/2 match-UMTA grants \$0 for cities < 200,000	None	100% Section 9 match
Texas	Formula grant for cities 200,000+; discretionary funds-small cities "first come, first served".	None	State will assist localities in securing Federal grants
Utah	None. Note-local option of 1/4% added sales tax dedicated to transportation.	None. Note-same local option as capital aid.	Limited to advice on Federal programs and fund sources.
Vermont	None	None	State preparing 10-yr. Regional Transport Plan. Aid Regional Planning orgs. to improve planning
Virginia	Policy-85% of non-Federal funds.	None	State studying needs & inventory of special programs. Will integrate special programs. Plans guidelines.
Washington	1/2 match-UMTA grants; 50% of cost if no UMTA grant; share of auto excise tax	1/2 match-UMTA grants; 50% of cost if no UMTA grant; share of auto excise tax	Section 9 funded technical advisory group; planning grant for Public Transit Benefit Areas
West Virginia	100% of non-Federal funds. State buys all buses.	First half year-100% non-Federal; afterward, about 45% of non-Federal funds.	Comprehensive. Program run by Dept of Welfare.
Wisconsin	Demonstration Program 100% of cost; '76-\$195,200	2/3 operating deficit '76-\$3,237,600	Planning and marketing
Wyoming	None	None	Transport inventory under way. Limited aid, mostly for planning.

Additional data on state aid to public transportation is provided by a report prepared by the North Carolina DOT.* According to this report 30 states have a section or division of Mass Transit in the State DOT or Highway Department; and 31 have a legal capacity to provide funds to localities for public transit purposes.**

CAPITAL AND OPERATING ASSISTANCE

Most states which provide financial aid to public transit provide financial aid to small as well as large cities. Figures on capital and operating assistance to small cities appear in Tables 2 and 3.

Several states provide capital funds to projects lacking federal grants. Some of these programs are aimed primarily at small cities. Two states which provide operating assistance do so only to match UMTA operating grants. Because cities under 50,000 are not eligible for UMTA grants, they can not receive state operating aid in these states. The remaining states which match UMTA operating grants, however, do provide operating assistance to cities under 50,000. Some states provide additional operating aid as a part of state funded projects. Michigan, for example, provides 100% less \$1000 of the operating deficit of its dial-a-ride projects in the first year. Texas reserves 40%

*Division of Mass Transportation, North Carolina Department of Transportation, "A Survey of State Involvement in Mass Transportation,"

**The states in each of these categories are listed in Appendix Tables A-1 and A-2.

TABLE 2. STATE CAPITAL ASSISTANCE TO SMALL CITIES

<u>Type of Aid</u>		<u>Number of States</u>
Provides aid only to projects without federal funds		2
Provides aid only to match UMTA grants		10
Provides 100% of non-federal funds	1	
Provides 85% of non-federal funds	1	
Provides 75% of non-federal funds	2	
Provides 67% of non-federal funds	1	
Provides 50% of non-federal funds	5	
Provides aid to both federally aided and non-federally aided projects		9
Grants share of sales tax	1	
Provides 100% of non-federal funds*	4	
Provides 67% of non-federal funds	1	
Provides 50% of non-federal funds	2	
Provides 65% of non-federal funds	1	
Total		<u>21</u>

*Note: Does not include Rhode Island which has a state wide transit agency. All percentages are for state share of local match for federally aided projects. Forms of state aid to non-federally aided projects vary. States are listed in Appendix Table A-3.

TABLE 3. STATE OPERATING ASSISTANCE TO SMALL CITIES

<u>Type of Aid</u>		<u>Number of State</u>
Matches UMTA grants only		2
Provides 50% of non-federal share	1	
Provides aid in varying amounts	1	
Provides aid regardless of federal participation		13
Aid distributed by formula based on population and transit related variables such as vehicle miles traveled	5	
Provides 67% of non-federal share or 67% of deficit for non-federal projects	4	
Provides 50% of non-federal share or 50% of deficit for non-federal projects	2	
Provides aid in varying amounts	2	
Total		<u>15*</u>

*Note: 14 of these states also provide capital aid to small cities. Does not include Rhode Island which has a state wide transit agency. States are listed in Appendix Table A-4.

of its operating aid for cities under 200,000, which it allocates on a first come, first served basis.

In most cases state aid to public transit is funded from general revenues (see Table 4). Some state programs, however, are financed through the highway fund. In some states public transit is allocated certain percentages of gasoline taxes, sales taxes or property taxes.

The type and method of state funding may strongly influence the development and stability of public transit in the states. In the first instance, state capital assistance programs tend to precede the provision of operating assistance programs. In the second instance, many more states use general revenue funds rather than dedicated taxes as a source for transit aid. Reliance upon general revenue funds forces the transit agency annually to press its claims against other competing demands for funds before the legislature and the state financial administrator. Not only does this introduce more uncertainty into transit funding but it may also increase the degree of politicization. At the same time it may also increase legislative and executive oversight as well as accountability on the part of the transit agency.

The programs are usually administered by the Department of Transportation of the state. In states which do not have a DOT, the Highway Department usually runs the program. Two unusual cases are West Virginia where the program is run by the Department of Welfare and Indiana where it is run by

TABLE 4. SOURCES OF STATE FUNDS FOR
CAPITAL AND OPERATING ASSISTANCE
TO SMALL CITIES

Capital Assistance

<u>Source of Funds</u>	<u>Number of States</u>
General revenue	13 ^{1,2}
Highway fund ³	5
Other	3
Highway fund and Other	1

Operating Assistance

<u>Source of Funds</u>	<u>Number of States</u>
General revenue	10 ^{1,2}
Highway fund ³	4
Other	1
Highway fund and Other	1

NOTES

1. Includes Wisconsin which has a demonstration grant program. In fiscal 1977 Wisconsin will switch to highway fund.
 2. Includes Rhode Island which operates a state wide transit system.
 3. Includes gas tax, auto excise tax, and other highway user revenue.
- States are listed in Appendix Table A-5.

the Governor's office with staff support from the University of Indiana.

PLANNING AND TECHNICAL ASSISTANCE

State technical aid programs exhibit substantial variations, ranging from highly elaborate programs, to minimal or non-existent programs. The minimal programs usually consist of assistance to localities in applying for UMTA grants, supplemented by the provision of advice over the telephone. The more elaborate have a more formal structure involving a large staff. The aid may include feasibility studies, planning including Transportation Development Plans (TDP's), grant applications, marketing studies, and technical advice. Many states will put up part of the matching funds for Section 9 grants. Those states with new programs usually provide no matching funds, while the states with mature programs usually provide some degree of matching. As more states establish programs for providing assistance to small town/rural areas it is likely that the provision of matching funds will become more common.

In some states there is a hierarchical division of labor between the state and regional organizations. Under this arrangement, the regional planning organizations do planning, TDP's and grant applications. The purview of the state is demand forecasting, specialized areas, and coordination of statewide transportation policies, plans, and programs.

Some states do more for small cities than for large cities because the larger cities have the capacity to do their own planning and are eligible to receive Section 9 funds directly. The number of states providing financial planning assistance are shown in Table 5

TABLE 5. STATE PLANNING AID TO LOCALITIES

<u>State share of Local match for UMTA Planning Grants</u>	<u>State share- no UMTA funding</u>	<u>Number of States</u>
100%	100%	3
100%	50%	1
100%	0%	3
85%	85%	1
75%	75%	1
50%	100%	1
50%	50%	8
50%	Variable	1
25%	0%	1
Variable	50%	1
Variable	0%	3
0%	67%	1
Total		<u>25</u>

*Data from North Carolina DOT, op. cit. State is included if it gives aid to localities of any size. States are listed in appendix Table A-6.

APPENDIX

TABLE A-1.

States which have legal capacity to provide funds (from whatever source) to local areas for transit purposes

Connecticut	Ohio
Delaware	Oregon
Florida	Pennsylvania
Georgia	Tennessee
Idaho	Utah
Illinois	Virginia
Kentucky	Washington
Maryland	Wisconsin
Massachusetts	Hawaii
Michigan	Missouri
Minnesota	Montana
New Hampshire	Nebraska
New Jersey	New Mexico
New York	Oklahoma
North Carolina	Rhode Island
North Dakota	

TABLE A-2.

States which have a section or division of Mass Transit within the State DOT or State Highway Department.

Connecticut	North Dakota
Delaware	Ohio
Florida	Oregon
Georgia	Pennsylvania
Idaho	Tennessee
Illinois	Utah
Kentucky	Virginia
Maryland	Washington
Massachusetts	Wisconsin
Michigan	Alabama
Minnesota	Arkansas
New Hampshire	California
New Jersey	Maine
New York	Mississippi
North Carolina	Vermont

TABLE A-3. STATE CAPITAL ASSISTANCE TO SMALL CITIES

<u>Type of aid</u>	<u>State</u>
Provides aid only to projects without federal funds	Minnesota Wisconsin
Provides aid only to match UMTA grants	
Provides 100% of non-federal funds	Oregon
Provides 85% of non-federal funds	Virginia
Provides 75% of non-federal funds	New York
	Maryland
Provides 67% of non-federal funds	Pennsylvania
Provides 50% of non-federal funds	Georgia
	Indiana
	North Carolina
	Ohio
	Tennessee
Provides aid to both federally aided and non-federally aided projects	
Grants share of sales tax	California
Provides 100% of non-federal funds*	Connecticut
	Michigan
	New Jersey
	West Virginia
Provides 67% of non-federal funds	Illinois
Provides 50% of non-federal funds	Florida
	Washington
Provides 65% of non-federal funds	Texas

*Note: All Percentages are state share of local match for federally aided projects.

TABLE A-4. STATE OPERATING ASSISTANCE TO SMALL CITIES

<u>Type of Aid</u>	<u>States</u>
Matches UMTA grants only	
Provides 50% of non-federal share	Indiana
Provides aid in varying amounts	Maryland
Provides aid regardless of federal participation	
Aid distributed by formula	California
	Connecticut
	Michigan
	Montana
	New York
Provides 67% of non-federal share	Illinois
or 67% of deficit in non-federal	Minnesota
projects	Pennsylvania
	Wisconsin
Provides 50% of non-federal share	Nebraska
or 50% of deficit in non-federal	Washington
projects	
Provides aid in varying amounts	New Jersey
	West Virginia

TABLE A-5. SOURCES OF STATE FUNDS FOR CAPITAL
AND OPERATING ASSISTANCE

CAPITAL GRANTS

<u>General Revenue</u>	<u>Highway Fund*</u>	<u>Other</u>
Georgia	Florida	Connecticut
Indiana	Maryland	Illinois
Minnesota	Michigan (part)	Michigan (Part)
New Jersey	Tennessee	California
New York	Virginia	
North Carolina	Washington	
Ohio		
Oregon		
Pennsylvania		
Rhode Island		
Texas		
West Virginia		
Wisconsin		

OPERATING ASSISTANCE

<u>General Revenue</u>	<u>Highway Fund*</u>	<u>Other</u>
Connecticut	Illinois	Washington (part)
Indiana	Maryland	California
Minnesota	Michigan	
Nebraska	Montana	
New Jersey	Washington (part)	
New York		
Pennsylvania		
Rhode Island		
West Virginia		
Wisconsin		

*Includes gas tax, auto excise tax, and other highway user revenue.

TABLE A-6. STATE PLANNING AID TO LOCALITIES

<u>State share of Local match for UMTA Planning Grants</u>	<u>State share- no UMTA funding</u>	<u>Number of States</u>
100%	100%	Nebraska, New Jersey
100%	50%	Rhode Island
100%	0%	Delaware
85%	85%	Mississippi, Utah,
75%	75%	Wyoming
50%	100%	Virginia
50%	50%	Maryland
		Oregon
		Connecticut, Florida,
		Georgia, Hawaii,
		Illinois, Kentucky,
		Massachusetts, Pennsylvania
50%	Variable	Tennessee
25%	0%	Nevada
Viarable	50%	Washington
Viarable	0%	Alabama, Michigan,
0%	67%	South Dakota
		Wisconsin

ALABAMA

1) Financial aid - none

2) Technical assistance

Assists cities in applying for UMTA grants.

3) Contact - John Skinner - Alabama Highway Department

ALASKA

Introductory note: Alaska's total population is 375,000, 175,000 of which is concentrated around Anchorage.

1) Financial Assistance

The state of Alaska offers no financial aid. Anchorage has received Section 9 monies as well as Section 5 monies to improve the existing transit system.

2) Technical Assistance

The state assists in securing federal grants.

3) Contact - Mr. John Beeker
State Highway Department

ARIZONA

1) Introduction - The Arizona DOT began operation in August 1974. At present, capital grants exist only for aviation.

2) Financial Assistance

A) Capital

No such grants are offered for transit

B) Operating

No such grants are offered. The state is interested in the possibility of federal grants to small communities. Phoenix and Tucson are large cities; there are no cities between 50,000-200,000 pop.; there are approximately 25-30 "small" cities.

3) Technical Assistance

A) Planning

1) Advisory

The state will act in an advisory capacity upon request.

2) Direct Planning

The state will complete system plans under contract to localities, but there is no state planning grant program. Local funds or an UMTA Section 9 grant usually underwrite this planning.

B) Legal

The state will give guidance and review contracts, but will not draw up contracts

C) Marketing/Management

None

4) Contact - Mr. John Bivens, Assistant Director
Arizona Department of Transportation

ARKANSAS

1) Financial Assistance

Arkansas offers no financial assistance

2) Technical Assistance

A) Planning

1) Technical/advisory

Generally, the Transit Planning Division (TPD) acts in an advisory capacity since urban areas (Ft. Smith, Hot Springs, Little Rock, Pine Bluff, Texarkana) hire consultants for system planning. TPD reviews applications for UMTA Section 3 and Section 5 grants.

2) System Planning

The Division will do system planning upon request.

B) Legal

There is a staff lawyer who will answer a locality's questions on a contract, but generally communities engage their own counsel.

C) Marketing/Management

None

3) Contact - Mr. Jim Head, Transit Planning Division
State Highway Department

CALIFORNIA

1) Financial Assistance

- A) Capital and/or operating expenses (within specified limits) may be paid with funds from the Transportation Development Act of 1971 (S. 325) the source of which is a sales tax.
- B) Localities receive these funds through the County Transit Commissions.

2) Technical Assistance

A) Planning

1) Advisory

Advisory services offered upon request

2) Actual Planning

State DOT will, on an invited basis, perform a preliminary feasibility study on transit system options. This preliminary analysis helps develop the criteria used by locals to hire consultants for actual planning. The state DOT has not had the legal authority to do system planning. However, as of January, 1976 the DOT may plan under contract (S.580).

Note: Transit Development Act funds may be used for planning.

B) Legal

CALTRANS has not been involved in legal issues but new legislation will offer the opportunity to do so.

C) Marketing

CALTRANS prepared a "how to" marketing guide prior to the 1974 UMTA contract

D) Management

- 1) New legislation (S.283) authorizes \$200,000 for Management training through Institute of Traffic and Transportation
 - 2) CALTRANS has sponsored state-of-the-art workshops for transit managers and other professionals.
- 3) Contact - Mr. George Gray
California DOT (CALTRANS)

COLORADO

1) Introduction

State is presently taking an inventory of public transit of all types - taxi, municipal bus, special elderly/handicapped systems, etc.

State has wide spaces and rugged terrain between towns, and a low population density.

Inventory uses UMTA Technical Studies Grant funding. State has set up thirteen regions, and is collecting and analyzing transport needs from regions - mostly intracity needs.

State then plans to assemble and publish a Planning and Operating Guide, to include data on various types of systems, costs, requirements, etc.

2) Financial

There is no State funding now, and no indication state will assist communities financially.

3) Technical Assistance

Colorado hopes to develop a State Staff to help towns prepare Transit Development Plans and to apply for Capital and Operating Grants. State will provide the Guide but will not get involved in operations of transit.

Colorado feels their real opportunity is to coordinate and integrate the many specialized transport systems and services to provide a consolidated service available to all. Today, a town may have a number of subsidized services providing transport to a highly specialized and limited segments of the population. Consolidation could provide the nucleus for a generalized system, at little or no increases in cost, and using free, reduced-fare,

and full-fare revenue structures.

- 4) Contact - Mr. R. A. Evans
Division of Planning
615 Columbine Building
1845 Sherman St.
Denver CO 80203

CONNECTICUT

1) Financial Assistance

A) Capital assistance

Source: bond issues

- 1) State has provided the full local share of Section 3 match.
- 2) Rural Area may exercise local option on Town Aid Funds and use monies for transit rather than roads.

Three localities have joined together to form an elderly transit service.

- 3) State is planning to acquire several private carriers.

B) Operating Assistance

CONNDOT is the designated recipient for Section 5 monies. State assistance from general revenue.

- 1) Operating assistance "The 60% Rule": state pays deficit if farebox revenue covers 60% of operating costs.
- 2) If farebox revenue covers less than 60% of operating costs, state pays 40% of cost, state and locality split the remaining difference between farebox revenues and operating cost.
- 3) Policy currently under review due to increasing number of grant applicants and desire to equitably distribute state funds.

2) Technical Assistance

A) Planning

1) Actual

The Mass Transit Planning Division has performed supplementary service studies for localities.

2) Advisory

Yes

Note: State pays 50% of local share Section 9 match, encouraging regional transit studies.

B) Legal

The state will concern itself with legal matters if it is subsidizing a transit operation or sharing in the cost of a technical study.

C) Marketing

None

D) Management

None

3) Contact - Mr. Charles Canane
Connecticut DOT

DELAWARE

1) Introduction

Small state, has two urban and one non-urban county. D/DOT has a Transit Needs study underway in one non-urban county and has studied needs in certain communities in other non-urban county.

Delaware Authority for Regional Transit (DART) does all transit for urban Newcastle Co.

Delaware Authority for Specialized Transit (DAST) has needs study underway for entire state for elderly and handicapped.

2) Financial

Funding presently limited to state providing 50% of non-Federal funds for non-urban Kent County transport needs study.

3) Technical Assistance

Delaware presently assists non-urban county areas with grant applications preparation and planning, vehicle specifications, and contracting. D/DOT is studying new regulations requiring Metropolitan/Regional Planning Organizations. State will subsidize Transit Authorities but will not offer direct assistance in operation, management, marketing, etc.

- 4) Contact - Mr. Thomas Spink,
Chief, Grants and Capital Programs,
Division of Transport.
Box 778
Dover, DL 19901

FLORIDA

1) Introduction

2) Financial Aid

A) Capital

1) Source - from highway fund

2) Formula - 50% match of UMTA grants

3) Amount - \$6,000,000 state share

B) Operating - none except below

C) Service Development Project

Consists of service improvements such as route extensions; state pays 50% overall, locality 50% (no federal participation). State funding is for limited period (never over 2 years) with expectation that locality will be able to finance project after duration of grant.

In fiscal '76 \$500,000 was spent - both operating and capital.

3) Technical assistance

A) Coordinates Special Transportation.

Health and Rehabilitation Department was encouraged to appoint a transportation coordinator for each district to assist in integrating special systems with regular system. Social service agencies are encouraged to subsidize fares of clients.

B) 16B2 - state has \$800,000 UMTA grant - DOT administrates, buys vehicles etc. Localities must put up match.

- C) Section 9 grants - state either conducts or participates in study.
 - D) DOT offers operational technical assistance and advises on marketing strategies.
- 4) Contact - Dick Greenup, Bureau of Surface Transit,
Florida DOT

GEORGIA

- 1) Introduction - Little effort for small cities but more emphasis in future.
- 2) Financial Aid
 - A) Capital
 - 1) Source - from general revenue; gas tax can not be spent on public transit.
 - 2) Criteria - starting in fiscal '77 cities will need Transportation Development Plan to get capital assistance - has not been required up to now.
 - 3) Formula - State pays 50% of federal capital grant - city applications considered on a case by case basis.
 - 4) Amount
 - \$1 million - public transit budget
 - \$418,000 - capital aid (state) to cities
 - 50,000-200,000 population.
 - 5) Disbursed by DOT.
 - B) Operating aid - none
- 3) Technical aid
 - A) Marketing - \$100,000 for fiscal '76; state pays 50%. State conducts on-board survey every year at a cost per year for entire state of \$150,000.
 - B) Planning

Analyze data for Transportation Development Plan and prepares document. Locality usually collects data.

C) Grants

Assists cities in applying for UMTA capital grants.

4) Contact - Jim Stanley, Georgia DOT

HAWAII

1) Financial Assistance

The state of Hawaii offers no capital or operating assistance.

2) Technical Assistance

A) Planning

1) Advisory

The state DOT acts in an advisory capacity and has acted as project manager for Section 16B2 capital grants to private non-profit groups.

2) Actual Planning

None

3) The state has granted funds to the city and county of Honolulu for technical studies for a rapid transit system.

B) Legal

None

3) Contact - Mr. Aleone Kam, Planning Director
Hawaii DOT

IDAHO

1) Introduction - The Idaho DOT's bureau of Public Transportation is young -- eleven months old -- and operates in the context of a rural state. The gas tax is used to maintain an extensive network of public roads; general revenue is used to maintain Boise Airport. the second busiest in the northwest region.

2) Financial Assistance

Idaho offers no financial assistance to public transit. Only 15 cities have populations greater than 5,000; Boise is currently the only bona fide SMSA, Pocatello will achieve a population of 50,000 soon. Boise has received UMTS Section 5 monies this year as well as Section 3 monies.

3) Technical Assistance

A) Planning

1) Advisory

One planner comprises the technical assistance program. It is his responsibility to help the 6 planning districts (city and county governments, planning boards) "get underway", but he does not do actual planning.

2) Actual Planning

None

B) Legal

None

C) Marketing/Management

None

4) Contact - Mr. Worthy Raucher,
Aeronautics & Public Transit Division
Idaho DOT

ILLINOIS

1) Financial Aid

A) Capital

- 1) Source - drawn from \$200,000,000 bond issue.
- 2) Criteria - available to all carriers.
- 3) Formula - 67% of non-federal share of UMTA grants - money is also available for non-UMTA projects.
- 4) Amount - \$30-35 million per year - less than 10% outside of Chicago area.

B) Operating

- 1) Source - highway fund
- 2) Criteria - all carriers
- 3) Formula - cannot exceed 1/32 of sales tax collected.
- 4) Amount - \$6 million in FY'75.

C) Elderly and Student Reimbursement

If carrier offers 1/2 fare for elderly and students state will pay other half. Cost of program - \$23.5 million per year; source-highway trust fund.

2) Technical Assistance

A) Section 9 grants

- 1) Cities under 50,000 - state is grant recipient and project manager; puts up 1/2 of match.
- 2) Cities over 50,000 - city is grant recipient; state is sometimes project manager; usually participates; puts up 1/2 match.

B) Performs marketing; elderly and handicapped needs study; and management efficiency study where localities learn from experience of others.

C) DOT staff is available on request - most frequent assistance:

Accounting procedures; preparation of grant applications; formulation of work program for T.D.P.

3) Contact - Tobe Berman, Director of Division of Public Transportation, Illinois DOT

INDIANA

1) Introduction - Public Transit Systems were recently exempted from gross income tax of 2% and 8¢ per gallon gasoline and diesel fuel tax: a saving of \$.5 million per year state wide. Cities have also been given the option of levying an employment tax to support transit.

2) Financial

A) Source - from general funds

B) Formula - Indiana will provide 50% of matching money for federal operating and capital grants. Each system will get following fraction of state grants:

Population of county in which system exists
Population of all counties having transit

There are 20 transit systems in 19 counties.

C) Amount - allocated in fiscal '76 may be used to cover any expenses incurred after Jan. 1, 1975:

Total \$2,500,000
Cities under 50,000-\$377,000
Cities 50,000-200,000 - \$509,000

D) Money is allocated by Governor's office. The Institute of Public Transportation, University of Indiana, provides staff support. Money goes to transit operators, usually cities, but the state has authorized the formation of county wide transit systems and two exist.

3) Technical Assistance

Provided by University of Indiana, Institute for Urban Transportation, under \$126,000 UMTA grant for fiscal '76. University meets matching requirements of grant by providing facilities. Transportation Development Programs are being produced for three cities. Assistance is also provided in such areas as grant management, personnel placement and, grant review.

4) Contact - Perry Maul of University of Indiana, Institute for Urban Transportation

IOWA

- 1) Introduction - Iowa DOT began operation July 1, 1975
- 2) Financial Aid - none except three projects for elderly:
 - \$ 50,000 - coordinate existing services in small region
 - \$100,000 - expand existing system
 - \$200,000 - create new system
 - \$350,000 Total
- 3) Technical Aid
Not very extensive - assist in preparation of grants
- 4) A \$3 million program will be requested from legislature for fiscal '77 which will include:
 - A) A percentage of local match for UMTA grants
 - B) Operating aids for projects not eligible for federal funds
 - C) Technical assistance
 - D) Marketing
 - E) Training programs
- 5) Contact - Joanne Gross, Iowa DOT

KANSAS

- 1) Introduction - DOT began operation August 15, 1975.
- 2) Financial Aid - none
- 3) Technical Assistance -
 - A) Received Section 9 UMTA grant:
Fiscal '75 - \$20,000
Fiscal '76 - \$31,000
used to organize department and take inventory
of public transportation.
 - B) Assists in preparation of Section 5 applications
 - C) Recipient of Section 16B2 funds; \$391,000 in
fiscal '75. Purchases vehicles.
 - D) Section 147 - prepared applications, will give
staff support. Two projects approved at \$725,000.
- 4) Contact - E.D. Landman, Kansas DOT

KENTUCKY

- 1) Financial Aid - none
- 2) Technical Aid

Kentucky will spend \$273,600 on planning in fiscal '76.
(figure includes some federal funds.)

- 3) Source - "State Involvement in Mass Transportation" by Division of Mass Transportation, North Carolina Department of Transportation. Interviewer was unable to contact state official.

LOUISIANA

- 1) Introduction - Currently, responsibility for technical assistance rests with both the Governor's Council on Intermodal Transportation and the State Highway Department. An executive branch reorganization proposal to create a Louisiana Department of Transportation and Development with offices of highways, aviation, public transportation and public works is under review and will come before the legislature in 1976.
- 2) Financial Assistance
 - A) Capital
None
 - B) Operating
None
- 3) Technical Assistance
 - A) Planning
 - 1) Actual
None
 - 2) Advisory
 - a. The Governor's Council on Intermodal Transport offers technical advisory services to communities of smaller than 50,000 pop.
 - b. Highway department offers similar service to towns over 50,000.
 - B) Legal
None
 - C) Marketing/Management
None

4) Contact - Mr. Buster McKenzie
Governor's Council on Intermodal Transport

MAINE

1) Introduction

State participated in Rural Public Transit Demonstration Program but considered not successful. Aroused much interest and effort but only one project was funded by FHWA, and that one was reconfigured by FHWA and had very poor results.

2) Financial

State funds - none, except state DOT staff.

3) Technical Assistance

State has continuing program to encourage and assist small towns and rural areas to cooperate with Regional Planning Commissioners. State provides guidance and assistance thru RPCs for studies and preparation of grant applications. State also has underway a one-year Statewide Transportation Needs study, due for completion about April 1976, which will formulate policies for submittal to the legislature. Study includes comprehensive inventory of existing transportation plus statement of present and future needs.

Assistance is planned to a limited extent in operation, management and marketing areas. State DOT is working with state Health and Welfare Department to improve coordination and efficiency of specialized Human Services transport. State hopes to improve and expand these specialized services to provide general public transport. Fares would be by advance-purchase tickets with ticket cost tied to riders' eligibility for special programs.

4) Contact - Mr. Arnold Leavitt
Transportation Specialist, Public Transport
Maine DOT
Augusta ME 04330

MARYLAND

1) Introduction

No full-scale state program for small cities thus far, through one is being considered. State will provide limited assistance to town or area for preparation of application to UMTA for Technical Studies, Capital, or Operating Subsidy grants.

2) Financial

Capital - Federal 80% State 15%, Local 5%.

Operating - Federal 50%, Other 50%. With only two programs, state does not provide any specific matching formula but makes flat grants in four equal quarterly segments.

Operating subsidy is provided directly through Secretary of Transportation Office on an annual basis.

Planning - Same as Capital; 80% Federal, 15% State, 5% Local.

3) Technical Assistance

State has very limited capability for assistance. Can assist in preparing grant application by town but does not help in planning, management, operation, or marketing areas. Does review contracts. Town normally hires a consultant for surveys, planning and analysis; town prepares UMTA grant application with state assisting only as requested. Operation is entirely local.

Only three programs in operation, two cities over 50,000 pop. and one rural area. In case of rural area, state bought three 19-passenger buses and leases to Garich County Commissioners who have contracted for operation with Commission on Aging.

4) Contacts - Mr. Lester Edwards, Mr. Norman Hall
x-6238 x-6409
Mass Transit Authority
109 E Redwood St.
Baltimore MD 21202

MASSACHUSETTS

1) Introduction

State financial aid for operating deficits, 50/50 state-local, is provided only to Regional Transit Authorities (RTA's), not directly to cities and towns. Funds for operating subsidies come from the state cigarette tax; no special appropriation by the state legislature is required. The state also pays 50% of the required local match for UMTA capital grants.

Within the Boston region, \$200,000 of the Section 5 federal operating subsidy funds granted to the Regional Transportation Authority, MBTA, are being used to underwrite the deficit of four or five selected test projects in small towns for one year.

2) Financial

The state provides assistance only to RTA's, not to individual communities. The state provides 50% of the matching funds for UMTA Section 3 capital grants, and pays for 50% of the operating deficit (see above). The Regional Planning Agency provides the match for Section 9 planning grants either through in-kind services or cash. In some instances the major central city in the RTA provides the funds.

3) Technical Assistance

A professional planning staff of six persons in the Executive Office of Transportation and Construction (EOTC)

provides services to the smaller and newer RTA's. These services include review of contracts, marketing advice, guidelines for operating standards, guidance for uniform operations reporting, and assistance with 13c contracts. Planning assistance is provided by both the EOTC staff and the Regional Planning Agency.

In the Boston region, an interagency transportation planning staff, the Central Transportation Planning Staff (CTPS) provides planning assistance to the smaller communities within the planning area, in addition to preparing comprehensive transportation plans for the region.

- 4) Contacts - Mr. Daniel Brand, EOTC
Asst. Secy. of Transportation
1 Ashburton Place
Boston, MA 02108
- Ms. Nancy Shapiro, EOTC
- Ms. Karla Karash, EOTC
- Ms. Susan Richardson
Central Transportation Planning Staff
27 School St.
Boston, MA 02108

MICHIGAN

- 1) Introduction - Public Transportation gets .5 cent of gas tax which equals \$22 million and in fiscal '76 will get a \$30 million loan from highway department. Means of paying of loan not yet determined. \$150 million bond issue is sought for fiscal '77-'78.
- 2) Financial -
 - A) Capital
 - 1) Source - Gas tax, loan, bond issue.
 - 2) Formula - state will pay entire local match (or 20%) of UMTA grants and 100% of projects where city is under 50,000 or project is less than \$25,000.
 - 3) Amount - Fiscal '76
\$1.7 million - for DART - dial-a-ride systems for small cities which have no public transportation - these projects are 100% state funded - no federal. \$1.5 million - other capital grants to intra-city bus programs - excluding Detroit area - usually to match UMTA grant.
\$1.1 million - to create a state wide bus pool which will load buses to cities which need them because of break downs.
\$4.3 estimated total spent on small and medium sized cities.
 - 4) Funds allocated by DOT
 - B) Operating

- 1) Source - half of the \$22 million from gas tax is allocated by formula for operating expenses
- 2) Formula - half of the \$11 million allocated on basis of population; other half on basis of vehicle miles travelled.
- 3) Amount -
 - \$11 million - total formula allocation
 - \$3.2 million - formula allocated other than Detroit area.

In addition \$1.2 million is spent on DART. The state will pay the total operating expenses of a new DART system or an expanded feature of a DART system for the first year (excluding \$1000). State will also supplement formula allocation for smaller communities which have a DART system older than one year to pay one-third of the operating deficit of DART. (Formula allocation is about 22%.)

3) Technical Assistance

DOT will provide any type of assistance required by localities including the following:

- 1) a grant section writes contracts
- 2) DOT plans and implements new bus systems trains locality in running system, and makes monthly follow up visits in first year to iron out problems.
- 3) Will plan transportation services for elderly and handicapped in selected localities at a cost of \$50,000.

- 4) Will develop marketing techniques for Dial-a-Ride: cost - \$30,000
- 5) Will provide 50% of salary to transit managers - cost \$120,000 state, \$80,000 federal.
- 4) Contact - Jerry Geile - Director of Bus Program, Bureau of Urban Public Transportation, Michigan DOT

MINNESOTA

- 1) Introduction - Minnesota has biennial budget. Figures below are for fiscal '75-'76.
- 2) Financial -
 - A) Capital
 - 1) Source - general revenue, gas tax restricted to highways
 - 2) Formula - state pays 75%; locality 25%
 - 3) Amount - \$2 million will be spent on smaller cities (about 20,000-30,000 population) to start new bus systems.
 - 4) Money allocated by State Planning Agency
 - B) Operating
 - 1) Source - general revenue
 - 2) Formula - for cities under 50,000 state will pay two-thirds of operating deficit
For cities over 50,000 state will pay two-thirds of fraction of operating deficit that is not covered by UMTA grant.
 - 3) Amount - \$2 million, excluding Minneapolis-St. Paul area.
- 3) Technical Assistance
 - A) State will spend about \$30,000 on marketing demonstrations.
 - B) State will pass thru UMTA Section 9 planning grant to localities and Regional Development

Commissions - putting up match of about \$10,000
(Grant is \$43,000).

C) State Planning agency assists in drafting applica-
tions, preparing demonstration projects, etc.

4) Contact - Harry Reed - State Planning Agency

MISSISSIPPI

- 1) Financial Aid - none
- 2) Technical Aid
 - A) Preparing inventory of public transit
 - B) Received \$20,000 UMTA grant - state share \$5000 -
to advise localities
 - C) Assisted in preparation of applications for Rural
Demonstration Program.
- 3) Contact - Lowell Livingston, Mississippi Highway
Department

MISSOURI

- 1) Introduction - DOT formed last year. There are only three cities in state with population between 50,000 and 200,000; namely, Springfield, Columbia, St. Joseph.
- 2) Financial Aid - none
- 3) Technical Assistance
 - A) Coordinates federal program
 - B) Assists in preparation of federal grant applications
 - C) No marketing or training
 - D) Administrates 16B2 and Section 147; does not put up any state money
- 4) Contact - Don Hiskey - Missouri DOT

MONTANA

1) Introduction

State is presently inventorying all public transportation, including specialized projects such as 16B2 elderly/handicapped, etc. Expects to make consolidations later.

Division of Planning is designated to manage 16B2, Rural Transit Demonstrations, and the state Technical Assistance grants.

Division of Planning has devoted most effort to date to developing legislation. A law was developed and passed to permit creation of Transit Districts with power to levy an additional property tax dedicated to transit. The law also provides for state assistance by operating subsidy.

2) Financial

No capital or planning funds. State has appropriated \$300,000 for two years for operating subsidies.

The amount of each subsidy is determined by a formula based on passenger miles and bus miles; the subsidy can not exceed 50% of the operating deficit or 50% of the non-federal share of the deficit for systems which receive UMTA operating grants.

Each Transit District can levy an increased property tax to raise transit funds.

3) Technical Assistance

Assistance to date has been largely limited to 16B2 non-profit organizations for elderly/handicapped, to preparations of applications for grants, and to some planning help to specific localities. No management, operational,

or marketing assistance is now given, but state hopes to develop this capability as projects move from planning in into operation. Legal assistance is limited to one locality now but will also be expanded.

- 4) Contact - Mr. R. Byron Roberts
Division of Planning
Dept. of Intergovernmental Relations,
State Capitol
Helena, MT 59601

NEBRASKA

1) Financial Assistance

A) Capital Assistance

None

B) Operating Assistance

- 1) Source - state general revenues, \$1.25 million allocated for first year beginning 1 July 1975, authorized by Article 39, Sections 19-3901 - 19-3911 (L.B. 443).
- 2) Maximum grant: 50% of allowable expenses (basically, non-capital expenditures)
- 3) Approximately 50 systems are expected to apply for assistance, 30 of which are Older Americans Act (or handicapped) Handibus systems.

2) Technical Assistance

A) Planning

1) Advisory

The state coordinates transit planning and will advise communities planning transit systems.

2) Direct Planning

None

B) Legal - none, unless recipient of operating assistance.

C) Marketing/Management - none

3) Contact - Mr. Dalyce Ronnau, Planner
Department of Roads

NEVADA

Currently, there is no transit assistance program in Nevada. The state will receive an UMTA grant to study rural transit needs and has received an UMTA/FHWA project grant for elderly transit.

Contact - Mr. Bob Rigsby
State Planning Coordinator's Office

NEW HAMPSHIRE

1) Introduction

State has set up New Hampshire Transportation Authority.

Primary state effort is in Sec. 16B2 aid for elderly/
handicapped.

For general transport, state role is limited to techni-
cal consultant assistance; towns can create single-unit
Transportation Authorities.

2) Financial

None. NHTA has staff money.

3) Technical Assistance

State presently assists only with demand studies and
grant applications. Will expand planning assistance,
and expects to pick up operation, management, marketing,
contract assistance later, depending on NH DOT formation.

Specialized program inventory has been completed with
about 95% accuracy. State now has grant to up-date
inventory and coordinate specialized programs. State
is producing a Policy Master Plan, of which specialized
program transport is a major element.

4) Contact - Mr. Charles Chandler

Acting Director, NH Transportation Authority,
Concord, NH 03301

NEW JERSEY

1) Financial Assistance

A) Capital

- 1) Source - general revenues - the state constitution does not allow dedicated taxes.
- 2) State assistance assumes the form of state vehicle purchase and lease to private carriers.
 - a. bus: \$1/yr.
 - b. commuter rail: no fee

B) Operating

- 1) There is only one county bus system; the majority of service is provided by private carriers. Transport of New Jersey provides \approx 50% of all service, thirty small companies provide the rest.
- 2) The State legislature makes annual appropriations.
- 3) Operating assistance is not allocated by formula.

2) Technical Assistance

A) Planning

- 1) Advisory
Will provide upon request
- 2) Actual planning
The state's planning assistance, generally supplemental to consultant services, comprises the in-kind match for part of the local share Section 9 funds.

- 3) The state assists sub-regional planning efforts i.e. counties or areas not included in the Tri-State (Metro NYC) or Delaware Valley (Metro Philadelphia) Regional Planning Commission and contributes part of the local share for Section 9 grants or FHWA planning grants.
- 3) Contact - Mr. John Gutberlet, Common Carrier Planning
N.J. DOT

NEW MEXICO

1) Financial Assistance

New Mexico provides no financial assistance to transit systems

2) Technical

A) Planning

1) Advisory

State Highway Department (SHD) will advise upon request

2) Actual Planning

Generally, SHD does not do actual planning. It is, however, currently working on transit plans for 18 small communities (7,000 pop.-45,000) under the UMTA Section 9 grant.

B) Legal

Legal advice will be provided upon request.

C) Marketing/Management

None

3) Contact - Mr. Kevin DiPalma

State Highway Department

NEW YORK

1) Financial Assistance

A) Capital

- 1) Source - General revenue; in 1967, bond issue floated.
- 2) State will pay 75% of local share Section 3, but state aid contingent upon locality's receiving federal grant.
- 3) Administration - state "line item philosophy" means that every item for every city must be approved by the state legislature.

B) Operating

- 1) Program begun in 1974; in this, its second year, the program budget is \$103 million.
- 2) Big cities received a "block" grant which must be matched by cities (NYC, Buffalo, Rochester) - a mortgage tax is levied within transit districts.
- 3) Smaller operators are allocated assistance according to formula
 - a. Quarterly report of passengers carried and vehicle miles covered
 - b. State calculates disbursement

These allocations are made on an annual basis.

2) Technical Assistance

A) Advisory

- 1) State services
 - a. Assist in writing RFP
 - b. Assist in consultant selection

- c. Review consultant recommendations
 - d. Review technical memos prior to submission to UMTA
 - 2) Planning grant - 75% local share for Section 9 match: cash or in-kind services as mentioned in #1.
- B) Direct Planning
 - 1) Generally, none
 - 2) Small urban areas - if no local talent, state DOT will hire consultant and act as project manager for area transit studies.
- C) Legal
 - State DOT reviews contracts
- D) Marketing
 - Marketing and Management Assistance Section will act in advisory capacity.
- 3) Contact - Mr. Dave Putz, Development Division
N.Y. DOT

NORTH CAROLINA

- 1) Introduction - The program of capital assistance was initiated this year.
- 2) Financial Aid
 - A) Capital
 - 1) Source - from general revenue
 - 2) Criteria
 - 3) Formula - to match UMTA grants
 - 4) Amount - \$900,000 in fiscal '76;
about \$1.5 million in fiscal '77
 - B) Operating - none
- 3) Technical Aid

North Carolina will match Section 9 grants.
- 4) Source - "State Involvement in Mass Transportation" by Division of Mass Transportation, North Carolina Department of Transportation. Interviewer was unable to contact state official.

NORTH DAKOTA

1) Introduction

Rural state, with one town over 50,000 people and twelve towns under 50,000.

Only three towns have public bus transit.

2) Financial

No state funds are presently available, and none are pending. Money is tied to Highway Trust fund. NDSHD administers fund, which is mostly Federal money.

3) Technical Assistance

State now has \$29,000 UMTA grant to provide State Level Assistance to towns. Presently have a Transit Feasibility Survey underway to prepare a general transit needs statement. Assistance to towns will be limited to:

1. Needs survey
2. Transit study and plan
3. Grant application to UMTA.

North Dakota does not plan any inventory of existing transportation programs, nor will state offer any assistance in operation, management, etc. No Guidelines or Standards are planned.

4) Contact - Mr. Bill Weimer

North Dakota State Highway Department
Capitol Grounds
Bismarck, NH 58501

OHIO

1) Introduction - Ohio has a biennial budget. Ohio plans to coordinate special transportation programs now provided by diverse agencies. This is still in investigative stage.

2) Financial

A) Capital

1) Formula - in fiscal '74-'75 Ohio paid 25% of the match for UMTA capital grants - will be 50% in '76-'77. Allocation rules have not been finalized yet, but for cities under 200,000, will probably be based on population. There will probably be a maximum for any one city.

2) State share of capital grants for fiscal '76-'77:
\$10.25 million - total
\$.75 million - cities under 200,000

B) Operating - none

3) Technical Assistance

Provided to cities under 50,000 only. At request of city, DOT will prepare feasibility study - will provide information necessary for making decisions but will not make recommendations.

At request of city and county commissioners a feasibility study for county wide transportation system will be prepared.

If city wishes to proceed, a transportation development plant will be prepared to conform with requirements of Section 3 of UMTA capital grant program.

UMTA pays for 80% of Technical assistance program -
remaining 20% comes from general Ohio DOT budget,

- 4) Contact - Dick Henderson - Public Transit Division of
Ohio DOT

OKLAHOMA

- 1) Introduction - Transportation planning is now primarily the responsibility of the Department of Economic Development and Community Affairs. An executive order re-organization proposal to create a state DOT from the Highway Department will be considered in 1976.
- 2) Financial Assistance
Oklahoma presently offers neither capital nor operating assistance. The Oklahoma City bus service receives a city subsidy of approximately \$500,000 as well as Federal assistance (Section 3, Section 5).
- 3) Technical Assistance
 - A) Planning
 - 1) Advisory
The state is currently using a third of its Section 9 grant (1/3 = \$20,000) to advise rural areas in transportation planning.
 - 2) Direct Planning
None
Note: The state does not offer planning grants.
 - B) Legal
None
 - C) Marketing/Management
None
- 4) Contact - Mr. John Montgomery, Department of Economic Development & Community Affairs

OREGON

1) Financial Assistance

A) Capital

1) Oregon biennial budget for transit aid for July 1975 - June 1977 = \$2 million (H 5046 Ch 522 Ore. Law '75) with funds to be used for:

a. intracity transit improvement through providing local share of Section 3 grants

b. no direct capital grants

2) Source of funds: State General Fund

B) Operating

Oregon offers no operating assistance, but state authorizes localities to impose payroll tax for operating expenses. Except for the big 3 transit districts (Lane county, Salem, and TriMet), such districts are created by "a vote of the people", Directors chosen, and payroll taxes levied through this mechanism.

2) Technical Assistance

A) Planning

1) Advisory

State DOT offers advice on federal grant applications, technical studies, and consultant selection upon request.

2) Actual Planning

State DOT will do planning for localities if an official request is received from the City Council or COG. In these cases an UMTA Section 9 grant is used to cover costs with localities themselves paying the local share.

Note: The state DOT has received an UMTA Section 9 grant to hire planners and set up a Technical Resource Program (TRP) which will, eventually, serve small communities and eliminate their need for hiring consultants to complete technical studies.

B) Legal

Legal advice is available upon request, but localities are encouraged to retain their own counsel.

C) Marketing

A \$20,000 appropriation for the biennium has been designated for marketing/consulting, the funds for which are discretionary. A statewide transportation map (inter-city bus, rail, taxi, local bus) is a priority item.

3) Contact - Mr. Dennis Moore
Oregon DOT

PENNSYLVANIA

1) Introduction

Transit is a local matter, and all key decisions must be made locally. Local money is required.

State encourages local area to learn and use the full planning and funding procedure themselves, but will assist as requested.

State assistance goes directly to small towns; in large metropolitan areas with independent transit authority, state works with the transit authority.

2) Financial

Fund application is made to UMTA by town, with State assistance as needed. Funding is:

Planning - State funds one half of non-Federal amount

Operations - State funds two-thirds non-Federal amount

Capital - State funds two-thirds non-Federal amount

State has provided some operating aid to localities which are not receiving UMTA operating aid. The amount is two thirds of the deficit. The state has the legal capacity to provide capital aid to systems not receiving UMTA capital grants, but has not done so to date.

Total state funding for mass transit assistance (aid to all communities and authorities) is \$74,200,000 in 1975 for all but capital grants. Capital assistance is separate - present two-year appropriation is about \$23,000,000 with total capital appropriation over past six years about \$100,000,000.

While non-capital assistance is funded by the state annually, the PennDOT assumes that transit assistance is a long-term program and that state funds will be available on a continuing basis. Naturally, adjustments will be made from year to year as conditions change and as appropriations vary. Non-capital assistance is made by reimbursement.

3) Technical Assistance

Pennsylvania has a comprehensive assistance program. Program started in 1963, with the current program in effect since 1968. State prefers to show town how to do the task rather than do it themselves, but will assist as requested in planning, and analysis, operation, management, contracting, and marketing. State publishes Guidelines and Standards to assist in planning, to help evaluate alternatives, and to measure actual operations and performance.

- 4) Contact - Mr. William Millar
Bureau of Mass Transit, PennDOT
1215 Transportation Safety Building
Harrisburg, PA 17120

RHODE ISLAND

Introduction - The Rhode Island Public Transit Authority (RIPTA) is a creature of the legislature and provides essentially statewide service.

1) Financial Assistance

A) Capital

- 1) Source - State general revenue
- 2) Rhode Island DOT presents the (RIPTA) budget to the legislature annually and provides 100% of the local share to RIPTA for Section 3 match.
- 3) State provides capital grants to RIPTA when financiall possible.

B) Operating

- 1) RI DOT is the designated recipient for Section 5 funds
- 2) Operating assistance from state is from state general fund

2) Technical Assistance

A) Planning

1) Actual

RIPTA planning is a cooperative effort among RIPTA, RI DOT, and the statewide Planning Office.

- a. RIPTA - short term, day-to-day planning
- b. RI DOT - policy issues
- c. Statewide Planning - land use issues;preparation of federal grant applications and Unified Work Programs

2) Advisory

Same as above

B) Legal

RIPTA retains its own counsel

C) Marketing/Management

None

4) Contact - Mr. Jim Graebner, General Manager
Rhode Island Public Transit Authority

SOUTH CAROLINA

- 1) Introduction - a legislative committee has been appointed to study the transportation needs of the state, but the study is not yet complete.
- 2) Financial Aid - none
- 3) Technical Assistance
Governor's Office and Highway Department assist in preparation of federal grant applications.
- 4) Contact - Jim Truesdale - Office of the Governor - South Carolina

SOUTH DAKOTA

1) Introduction

Department of Highways became DOT in 1973. Established the Division of Rails in 1975, and expect to set up a Division of Public Transit. Thus far, still oriented to highways. State has Planning & Development Districts set up by Governor's Executive Order, but they have little transportation staff to date.

At present, Urban & District Planning Section, Policy Development & Evaluation Division, SDDOT, does almost all transportation planning, including work for urban areas.

State is predominantly rural with low population density, little population increase, and increasing average age. Many are retired, on Social Security, living on farms or in very small towns.

State has UMTA grant to conduct Inventory Study of existing transportation programs and to prepare a State Transit Plan. (Sioux Falls has a separate urban area planning grant.) State has inadequate privately-owned common carrier service, plus taxi, minibus, HEW, HUD, etc., services. Inventory will be used as basis for State Plan, plus 5/10/20 year transportation needs forecasts from towns and districts.

2) Financial

State has only dedicated highway funds to date - these cannot normally be used for other transport purposes. DOT offices are funded by direct appropriation. DOT did obtain permission to use highway funds to match UMTA Technical Assistance Inventory grant as the state plan will make extensive use of highways.

State has two Demonstration Programs providing low cost taxi tickets to elderly/handicapped; Brookings demonstration is working well, Rapid City is just about to start.

3) Technical Assistance

State will prepare statewide transit plan. State expects plan will integrate and consolidate the many separate services now offered to specialized groups, and will expand this consolidated service consistent with needs and funds available.

- 4) Contact - Mr. Eugene Rowan
Deputy Secretary/SDDOT
Transportation Bldg
Pierre, SD 57501

TENNESSEE

- 1) Introduction - Tennessee has only two cities between 50,000-200,000, Clarkson and Kingsport, neither of which has public transit.
- 2) Financial
 - A) Capital
 - 1) Source - aid to public transit comes from gasoline tax - amount is budgeted annually, there is no fixed percentage.
 - 2) Formula - state will fund 50% of local share of UMTA grants.
 - 3) Amount - no city under 200,000 now is receiving capital assistance - one city has an application pending.
 - 4) Funds are allocated by DOT.
 - B) Operating - legislation forbids operating assistance.
- 3) Technical Aid
 - A) Planning - state provides 100% of local share of Section 9 UMTA planning grants. Three or possibly four cities under 200,000 will receive Section 9 money in fiscal '76.

These grants will be about \$30,000 each; the state share - \$6000 each.
 - B) There is no formal program of technical assistance, but state DOT does provide assistance on request in such areas as marketing and management.

4) Special Transportation

A) Sec. 147 - Tennessee has two projects; state writes bids, buys buses, administrates.

B) 16B2-25 applications pending - state will put up 50% local share.

5) Contact - Mal Baird - Tennessee DOT

TEXAS

- 1) Introduction - The State Department of Highways and Public Transportation was created in June 1975.
- 2) Financial Assistance
 - A) Capital Assistance: \$31 million dollars appropriated for 1975-1977 biennium (enabling legislation S.762)
 - 1) Formula Grant: Cities 200,000 pop.
 - a. Population and density considered
 - b. 60% of appropriation less administrative costs
 - 2) Discretionary Funds: Small cities
 - a. 40% of appropriation less administrative costs.
 - b. Funds will be disbursed on a first-come, first served basis.
 - 3) The state will pay 65% of the local share for UMTA Section 3 grants.
 - 4) If localities can not get a federal grant, they may apply to the state for a 50-50 matching grant.

Any formula or discretionary funds not disbursed by the end of the current biennium will be placed in a "secondary discretionary fund" whose monies may be used by either large or small cities

B) Operating

None

2) Technical Assistance

A) Planning

1) Advisory

This is the primary role of the agency which will assist localities in securing federal grants.

2) Direct Planning

No, except Statewide Comprehensive Master Plan.

B) Legal

Contracts will be reviewed upon request

C) Marketing

1) One element of the Transit Development Program is creation of a prototypical marketing package to be used throughout the state.

2) Site-specific advice is available upon request.

3) Contact - Mr. Dale Steith, Transportation Planner, State Department of Highways and Public Transportation

UTAH

1) Introduction

State has only two metropolitan areas, rest is small town/rural. Divided into seven Multi-County Planning Districts (Regional Planning Districts). Districts (except for two metropolitan areas) have no transport planning capability at this time; all planning is done by the state. State plans to make MCPD's responsible for operation and management of transit, once a mutually agreeable plan is put into operation. State is now conducting transit inventory under UMTA grant.

2) Financial

No state funds are available to date, except for the money used to match the UMTA Inventory / State Plan Technical Assistance grant. At present, transportation funds are locked into the highway trust fund and are not available for other transportation uses. Must use general appropriation source.

State has legislated Local Option for 1/4% additional general sales tax for funds dedicated to mass transit. This source is used by Salt Lake City and Ogden - funds are adequate to date.

3) Technical Assistance

State will complete inventory of existing transit/transport services, and will prepare Statewide Transit Plan. Assistance to MCPD's is now limited to advice on federal programs and fund sources. State then expects to integrate and consolidate existing programs into a system providing transit for both specialized and general use, with operational responsibility assignment to MCPD's.

State is trying to set up one special program at Price, where four or five major coal mines have opened. Workers live in Price, and plan is to provide bus service to mines to match shift change times. Mines operate 3 shifts.

- 4) Contact - Mr L. R. Jester
Engineer for Planning & Programming
Utah DOT
405 S. Main St Suite 800
Salt Lake City, UT 84101

VERMONT

1) Introduction

State has inventoried specialized FHWA/UMTA/HEW/programs, and is investigating coordination and expansion of these programs.

State has created a 10-year Transportation Plan for entire state; this is the first plan not limited to one type of transportation such as highway or air. Plan is concerned with (1) lack of public transport, and (2) lack of coordination among transport modes and systems. Specialized programs are almost all in Human Services area and have variety of fund sources. State has set up six Regional Planning Organizations with transport responsibility for the region.

2) Financial

No plans for cash grants. State aid will be limited to paying cost of Staff to assist RPO's. In urban areas, state does provide half of non-federal share on certain FHWA projects.

3) Technical Assistance

State bus grant to develop Regional Transport Program. Initial 10-year plan cost \$3,000,000 per year and was rejected by state as too expensive. State is now working with RPO's to improve their planning capability and their transportation development processes. RPO's will make applications directly to UMTA based on their individual plans; hope to have first transit system by Summer 1976. State assistance limited to State Staff aid which will assist in specialized areas such as demand forecasting, costing, marketing, etc. The RPO's are due to submit transit proposals by mid-November; state has set up proposal criteria in moderate

detail. Do not now plan Guidelines or Standards for RPO planning, operation, management, etc.

- 4) Contacts - Mr. Bernie Johnson
Governor's Planning Office
Montpelier, VT 05602
- Mr. Blair
Executive Secretary, Transportation Board
Montpelier, VT 05602

VIRGINIA

1) Introduction

Virginia has submitted three pilot projects under Section 147 demonstration program, but none were selected to date. Hope Williamsburg will be funded this year.

Under UMTA rural public transport program (Sec B5), state is: (A) studying small town and rural transport needs, and (B) inventorying special transport programs by Human Affairs Agencies for services provided, groups of people who receive aid, dollars spent, where and how funds spent, etc.

2) Financial

State policy (not law) for Highway and UMTA Capital grants is to provide 85% of the local share. Thus, on an 80/20 share basis, final cost would be 80% Federal, 17% State, 3% Local. State has authority to provide capital aid to systems which do not have UMTA capital grants, but so far has not done so.

Thus far, no Technical Studies or Operating Subsidy Grants have been made to local small citios.

3) Technical Assistance

State plans to take needs studies and inventory data, and design integrated systems for small town/rural areas. Service will be free to special groups, and fare-based for those who can pay. Economics will be prime consideration. State plans to publish Guidelines for planning, operation, management of these systems, plus legal and financial requirements since these systems will be using mostly special program funds.

4) Contact - Mr. Wayne Whitham
Secretary of Transportation
910 Capital St.
Richmond, VA 23219

WASHINGTON

1) Financial Assistance

A) Auto excise tax - the state levies a 2% excise tax on the fair value of automobiles. If approved by the residents of a locality, the locality will receive half of the excise tax collected within the locality, which it may apply to capital or operating costs. This program was initiated in 1969.

B) Capital and operating grants.

- 1) Source - the state's share of the auto excise tax above.
- 2) Criteria - a locality may receive a state grant regardless of whether it has on UMTA grant.
- 3) Formula - grant will cover 50% of capital costs and 50% of operating deficit, or, if the locality has an UMTA grant, 50% of the non-federal share.
- 4) The locality may not use its proceeds from auto excise tax to match state capital and operating grants. (These grants are in addition to localities share of auto excise tax).

C) Local taxes - The localities may opt to levy the following taxes and apply the proceeds to public transit. All of the following except the sales tax (See D below) may be used to match state capital and operating grants.

- 1) Household tax: maximum \$1/household/month on municipally supplied utilities
- 2) Head tax on employees

- 3) Business and Occupation (B&O) Tax on gross receipts of business (there is no corporate income tax in Washington).
 - 4) Sales tax - the locality may levy a sales tax of .1, .2, or .3 per cent. This tax will be collected as addition to state sales tax.
- D) The following institutions may receive state transit funds and levy the above taxes.
- 1) Cities
 - 2) Countywide Transit Authorities
 - 3) Public Transit Benefit Areas-credited to serve parts of a county and/or unincorporated areas.

Note: Cities may not use sales tax to match state grants; the other localities may do so.

2) Technical Assistance

A) Planning

1) Advisory

With a Section 9 grant, a technical advisory group -- including transit operators -- has been established to advise and make on-site visits.

2) Actual Planning

The Community Development Agency has received \$450,000 for advanced planning and plan evaluation for Public Transit Benefit Areas (PTBA's).

B) Legal

Legal advice will be provided upon request

3) Contact - Mr. Gary Cowan

State Office of Community Development

WEST VIRGINIA

1) Introduction

West Virginia has set up a state-wide transit program established in outline form by the state.

State, through consultants, surveys each region or area and suggests possible transit approaches to Regional Council. Council has its own planners and evaluates approaches and selects preferred method.

Detailed transit planning and carrier operation is carried out by Regional Councils, normally by contract with existing transit providers.

2) Financial

State buys all buses and leases to Regional Council for operation. Thus, state provides 100% of non-federal funds in capital equipment area. Maximum use is made of UMTA and FHWA federal funding, as well as HEW, etc., sources. For first half year, state provides 100% of non-federal operating money; after that, matching rate is about 45% state and 55% local.

Proposed system is approved, and funds for 1 month are made available 30 days before start of operation. After that, state reimburses region quarterly. State guarantees present state-wide plan for three years. Expects that, if service is good and meets needs of citizens, they will demand its continuation. "Final" versions of present state-wide plan calls for 215 operational buses and 2 special prototype buses, all state owned. Funding for three year program - about \$25,000,000.

NOTE:

West Virginia has no Transportation Office-all work is now done by Department of Welfare.

State has a reduced-fare program for poor and elderly done via low-cost books of tickets.

3) Technical Assistance

West Virginia provides assistance from planning and analysis through operation, management, contracting and marketing. After initial proposals by state, other assistance is on a request basis as much as Regional Council capability permits. State has prepared a management assistance book. Regions sign leases for buses with state and must meet state standards for bookkeeping, auditing, and reporting.

4) Contact - Mrs Grace Strain

Executive Director, WV Dept of Welfare
Charleston, WVa 25305

WISCONSIN

- 1) Introduction - Wisconsin has a biennial budget. A \$7 million aid program for public transportation has been approved for fiscal '76-'77. A expanded program for the same period is now pending in the legislature.
- 2) Financial Aid
 - A) Demonstration Grant Program
 - 1) Source - Fiscal '76 general funds
'77 state highway fund
 - 2) The Demonstration Grant program, which includes operating and capital aid is intended to support innovative transit improvements. The improvements must serve at least one of the three following objectives: (1) reduce urban vehicular travel; (2) meet urban transportation needs at minimum cost; (3) reduce urban highway and parking facility requirements.
 - 3) Formula - state is authorized to pay 100% of cost; usually however, locality pays 10%.
 - 4) Amount - Fiscal '76 - \$195,200
Fiscal '77 - \$137,100
 - 5) Funds are dispersed by DOT
 - B) Operating -
 - 1) Source - fiscal '76 - general funds
'77 - state highway fund
 - 2) Criteria - only those 23 communities which had transit in 1973 are eligible for operating assistance
 - 3) Formula - state will pay two-thirds of operating deficit. For cities over 50,000 state will pay two-thirds of deficit not covered by UMTA grants.

4) Amount - Fiscal '76 - \$3,237,600
 '77 - \$3,241,200

5) DOT contracts with municipality on an annual basis for disbursement of funds.

C) Expanded program now pending in legislature would increase public transportation aid from \$3.5 million per year to \$16.5 million. All cities over 5000 population would become eligible for operating assistance which could be used to expand as well as preserve service. Recipients would be required to institute half fare programs for elderly and handicapped and encouraged to maintain a 25¢ fare.

3) Technical Aid -
Demonstration Grant Program includes funds for transportation planning and marketing

4) Contact - John Hartz - Chief-Urban Transit Section-
 Wisconsin DOT

WYOMING

1) Introduction

State active under two programs - (1) UMTA assistance to elderly/handicapped (Sec. 16B2); and (2) FHWA assistance to small urban/rural areas (Sec. 147) for general use, including elderly/handicapped.

2) Financial

No state funds.

3) Technical Assistance

State is conducting transport inventory by Office of State Planning Coordination (A-95 Review Office). State has requested a Planning Grant to add one man to State Staff; present Staff is about one half person. Upon receiving grant, State will offer technical assistance - mostly planning - to limit of staff time.

4) Contacts - Mr. Ed Gardner, Planning Engineer

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Cheyenne, WY 82001

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State Planning Coordinator



