



South Dakota
Department of Transportation
Office of Research



U.S. Department
of Transportation
Federal Highway
Administration

SD2017-06



South Dakota Department of Transportation - Funding Strategies for Transit Agencies in South Dakota

SD2017-06

Final Report - Appendices

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Omaha, NE

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Appendix A – Survey Introductions and Questions

Appendix B – 2019 Funding Guide

Appendix A

South Dakota Transit Survey – Email Outreach

- **SD Transit Agencies**

Subject Line: SD Transit Study - Transit Survey

Transit Managers –

The South Dakota Department of Transportation, Research Office initiated a Funding Strategies Study in March 2018 to assist transit agencies with setting fares that are equitable, affordable, and appropriate to the community. Each transit agency within the state is asked to complete the survey. The active survey link below takes you to the survey. Your survey responses will assist in developing baseline data for the study efforts. Surveys will be collected through the end of August 2018.

<https://www.surveymonkey.com/r/LWQN87H>

The survey is also available in hard copy. The consultant firm, Olsson Associates, is assisting SDDOT with the study efforts and follow-up responses. Please contact SDDOT or Corinne Donahue at Olsson with any questions - cdonahue@olssonassociates.com or 402.970.2344.

THANK YOU!!

Bob

South Dakota Transit Agency Survey Questions

1	What is your transit agency baseline fare structure, including all passes, tickets, etc? Ex: General Fare - \$1.00; Students - .75 cents; Reduced Fare* - \$.50 cents; Children 5 years and under** - free; Route Deviations = General Public - \$2.00; Reduced Fare* - \$1.00; Bus passes = Elderly & Disabled \$15 unlimited rides for one month; General Public \$30 unlimited rides for one month; Students \$25 unlimited rides for one month
2	What is the usage of each type of pass? (by week, month, or year) Ex: agency averages 200 trips per day: General Fare - \$1.00; 75 trips - 38% of total one-way trips; Students - .75 cents; 10 trips - 5%; Reduced Fare* - \$.50 cents; - 28 trips - 14%; Children 5 years and under** - free - 5 trips - 3%; Route Deviations = General Public - \$2.00; - 2 trips - 1% of total daily one-way trips; Reduced Fare* - \$1.00 - 5 trips - 3%; Bus passes = Elderly & Disabled \$15 unlimited rides for one month - 35 trips - 18%; General Public \$30 unlimited rides for one month - 30 trips - 15%; Students \$25 unlimited rides for one month - 10 trips - 5%
3	What is the history of funding at your agency? Identify line item revenues. Example: Total Admin/Operating = \$716,900; Local (city) - \$268,480; Local (county) - \$6,125; State - \$26,125; Fed 5307 - \$323,920; Fed 5311 - \$12,250; Fed 5311 (f) - \$80,000 Total Capital = \$275,750; Local - city - \$45,150; State DOT - \$10,000; Fed 5307 - \$76,600; Fed 5311(f) - \$40,000; Fed 5339 - \$104,000
4	What partnerships do you have today that affect your passenger fares? For example: do you partner with any colleges, hospitals, human service agencies, taxis, etc.
5	How was the cost for each partnership developed? (ex: Cost per hour, cost per trip, discounted base rate, etc.)
6	When was the last time the cost estimates were analyzed for any partnerships?
7	In the past decade, human service coordination has increased across the country. Has your transit agency coordinated with any local or regional human service divisions? If so, what was the service and how was it contracted - with DHS or individual participants? What DHS funding was used to support the service?
8	Is your agency a Medicaid transportation provider?
9	Do you have a fare policy in place?
10	How were the existing baseline fares developed? Who makes the final decision for adopted baseline fares?
11	When were the last fare changes made? What was the impetus for the change?
12	What was the process to change the fare? Did your agency complete a fare revenue assessment to determine impact to the agency? Prior to this change, what was the previous fare change?
13	Does your agency have fareboxes or what is used for money collection? How does the driver record ridership/fares?
14	Do you have smart cards OR does your agency have future plans to invest? What approximate year?
15	What is the process at your agency for collecting fares, recording riders, turn-in of fares, accounting for money, deposits, etc.
16	Does your agency offer transfers? What is that cost? (Ex: transfers are free or transfers = \$0.25)
17	Do you believe your fare structure is simple for community residents to understand? Or is it complex?
18	Do you believe your community thinks transit is expensive to ride the bus (their perception)?
19	Where do you sell tickets, passes, kiosk machine, online, etc.? How is the ticket/pass recorded at point of sale? (ex: clip board, tablet, etc.)
20	Do you have special events or promotions for your agency with free rides, such as 'Try Transit Week' or Earth Day? Approximately how many one-way trips are provided at these events for your agency?
21	Do you believe the fares at your transit agency need to be changed?

- **Peer Community Transit Agencies**

Subject Line: South Dakota Transit Study - Transit Survey

Transit Managers –

The South Dakota Department of Transportation, Research Office initiated a Funding Strategies Study in March 2018 to assist transit agencies in South Dakota with setting fares that are equitable, affordable, and appropriate to the community. One task of the study is to conduct a peer review of surrounding state transit agencies. The link below is for a short survey for the study efforts. Your survey response will assist in developing baseline data for the study efforts.

<https://www.surveymonkey.com/r/JY9WMCX>

The survey is also available in hard copy. The consultant firm, Olsson Associates, is assisting SDDOT with the study efforts and follow-up responses. Please contact SDDOT or Corinne Donahue at Olsson with any questions - cdonahue@olssonassociates.com or 402.970.2344.

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Peer Community Transit Agency Survey Questions

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- **Surrounding State DOTs**

Subject Line: South Dakota Transit Study - Transit Survey

State Transit Division Managers –

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<https://www.surveymonkey.com/r/X6J5G7R>

The survey is also available in hard copy. The consultant firm, Olsson Associates, is assisting SDDOT with the study efforts and follow-up responses. Please contact SDDOT or Corinne Donahue at Olsson with any questions - cdonahue@olssonassociates.com or 402.970.2344.

THANK YOU!!

Bob

State DOT, Transit Division Survey Questions

1	Please provide State DOT Transit Division Name and contact information.
2	Does your DOT require transit agencies across the state to have a minimum baseline fare?
3	Does the DOT require transit agencies across the state to have a minimum farebox recovery ratio? What is process if an agency is below that minimum?
4	How many 5310 transit agencies are in the state?
5	How many 5311 transit agencies are in the state?
6	Does the state have a fare policy in place for the 5310 and/or 5311 agencies to adopt? If so, what is that policy?
7	Approximately how many of the transit agencies in your state coordinate with Department of Human Services transportation?
8	What type of DHS funding has been available for transit agencies in your state?
9	Does your Transit Division have staff that sit on a Statewide Human Services Transportation Committee? If so, please provide details of the goal of that committee and how the Committee has helped increase coordination efforts across the state.

Appendix B
2019 Funding Guide

The 2019 Funding Guide includes many potential funding sources for transit agencies. The following information provides additional detail for the funding programs. The funding programs offer different eligibility – some operations, some capital expenses, others both. The specifics of each program must be researched to determine the appropriateness to the transit agency project.

1. **Homeland Security Grants** – <https://www.fema.gov/transit-security-grant-program>

The Transit Security Grant Program (TSGP) is one of the Department of Homeland Security (DHS)/ Federal Emergency Management Agency's (FEMA) grant programs that directly support transportation infrastructure security activities, as appropriated by the Department of Homeland Security Appropriations Act, 2019, Pub. L. No. 116-6 and authorized by Section 1406 of the Implementing Recommendations of the 9/11 Commission Act of 2007, Pub. L. No 110-53 (codified at 6 U.S.C. § 1135). The TSGP provides funds to owners and operators of transit systems (which include intra-city bus, commuter bus, ferries, and all forms of passenger rail) to protect and increase the resilience of critical surface transportation infrastructure and the traveling public from acts of terrorism.

2. **FAST Act Highways** - <https://www.fhwa.dot.gov/fastact/summary.cfm>

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

3. **Congestion Mitigation and Air Quality Improvements** – <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm> (not in SD currently)

The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

4. **Highway Safety Improvement Program (HSIP)** – <https://www.cdtcmpto.org/images/tip/FAST-Act-Funding-Eligibility.pdf>

The FAST Act continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Public transit projects have typically been associated with accessibility to public transportation bus stops and facilities along primary roadways and with the focus on safety.

5. **Intelligent Transportation Systems Research and Development -**

https://www.its.dot.gov/research_current.htm

This program funds critical research and accelerates the adoption of technologies to address highway and vehicle safety, traffic congestion, mobility, infrastructure condition, and other current and future transportation challenges. The program has an expanded role to enhance the national freight system and assist in developing cybersecurity standards to help prevent hacking, spoofing, and disruption of connected and automated transportation vehicles, including the future growth and adoption of innovative technologies such as autonomous vehicles and the research, development, testing, and validation of autonomous vehicle technologies. The ITS Strategic Plan provides research structure with seven priorities, including mobility improvements for all travelers, and across all modes of travel.

6. **Projects of National and Regional Significance (earmarks) –**

<https://ftp.dot.state.tx.us/pub/txdot-info/fed/fast-act-implementation.pdf>

This funding program is a discretionary grant program for the Secretary of Transportation to select projects of “national or regional significance.” The funding is for highway, bridge, rail-grade crossing, intermodal and freight rail projects costing more than \$100 million or 30 percent of the state’s annual federal highway apportionment. At least 25 percent of funds must be spent in rural areas. Minimum federal grant size is \$25 million, but 10 percent of the funding will be reserved for smaller projects below the \$100 million or 30 percent threshold. The minimum grant size for those smaller projects is \$5 million.

7. **Surface Transportation Program (STP) and Regional Share (RSTP) –**

<https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

The federal Surface Transportation Program (STP), federal gas tax dollars are apportioned to states for roads, transit, non-motorized and other transportation needs. A portion of STP funds are for regional transportation agencies. For regions under 200,000 population, an exchange of federal STP funds is allowed. The state program is called the Regional Surface Transportation Program (RSTP).

8. **FAST Act Transit –**

<https://www.transit.dot.gov/funding/grants/fta-program-fact-sheets-under-fast-act>

FTA provides grants to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. FTA provides annual formula grants to transit agencies nationwide as well as discretionary funding in competitive processes.

9. Section 5307 – Urbanized Area Formula Grants -

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/funding/grants/37961/fast-act-section-5307-fact-sheet_0.pdf

The Urbanized Area Formula Funding program makes federal resources available to urbanized areas and to governors for transit capital and operating assistance, and for transportation related planning in urbanized areas.

10. And 11. Section 5309 – New Starts and Core Capacity and Small Starts –

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/5309_Capital_Investment_Grant_Fact_Sheet.pdf

The discretionary program provides funding for fixed guideway investments such as new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are four categories of eligible projects under the program: New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects.

12. Section 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities –

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/funding/grants/37971/5310-enhanced-mobility-seniors-and-individuals-disabilities-fact-sheet.pdf>

This program makes federal resources available to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. The program supports transportation services in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000).

13. Section 5311 - Formula Grants for Rural Areas –

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/funding/grants/40621/5311-rural-program-fact-sheet-fast.pdf>

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000.

14. Section 5337 - State of Good Repair -

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/funding/grants/38011/5337-state-good-repair-fact-sheet.pdf>

The State of Good Repair grants program provides financial assistance to public transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

15. Section 5339 - Bus & Bus Facilities / Low Emission -

<https://www.transit.dot.gov/sites/fta.dot.gov/files/5339%20Bus%20and%20Bus%20Facilities%20Fact%20Sheet.pdf>

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

16. Section 5340 - Growing States & High Density Formula –

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/funding/grants/37961/fast-act-section-5307-fact-sheet_0.pdf

The Growing States and High Density States Formula Program (49 U.S.C. 5340) was established for additional funds to the Urbanized Area Formula and Rural Area Formula programs. Recipients of funds are existing Urbanized Area (Section 5307) and Rural Area (Section 5311) formula fund recipients. With a few exceptions, Section 5340 funds may be used as Section 5307 funds or Section 5311 funds.

17. Better Utilizing Investments to Leverage Development (BUILD - formerly TIGER) –

<https://www.transit.dot.gov/funding/grants/better-utilizing-investments-leverage-development-build-transportation-grants-program>

Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit. BUILD Transportation grants replace the Transportation Investment Generating Economic Recovery (TIGER) grant program.

18. Federal Lands Transportation Program (FLTP) -

<https://www.nps.gov/orgs/1548/whatwedo.htm>

The FLTP improves multi-modal access to and within national parks by providing funding, in partnership with the Federal Highway Administration's Federal Lands Highway office (FLH), for transportation facilities owned and maintained by the National Park Service. The FLTP mission is to preserve and protect park resources, while providing safe and enjoyable access to and within the national parks, using sustainable, appropriate, and integrated transportation solutions. We provide and maintain high quality transportation infrastructure and services, deliver safe, efficient, effective, and environmentally-friendly transportation infrastructure projects and services, and serve as a leader and innovator in transportation. The FLTP provides funding for projects (including some alternative transportation projects), long range planning, and the development of asset management systems that maintain and improve the condition of NPS transportation systems.

19. National Highway Performance Program (NHPP)-

<https://www.fhwa.dot.gov/fastact/factsheets/nhppfs.pdf>

The National Highway Performance Program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the

achievement of performance targets established in a State's asset management plan for the NHS. Eligible activities include public transit facilities located on the NHS, if more cost effective than a roadway project and if the project will reduce delays or produce travel time savings and improve traffic flow. In addition, funding may be used for bicycle transportation facilities, pedestrian walkways, and/or construction of intracity or intercity bus terminals servicing the NHS.

20. US Department of Agriculture

<https://www.rd.usda.gov/newsroom/news-release/usda-seeking-applications-support-technical-assistance-rural-transportation>

The U.S. Department of Agriculture (USDA) Rural Development provides grants to improve rural transportation systems. The grants are being made available through USDA's Rural Business Development Grant (RBDG) Program. Qualified agencies can use the grants to provide technical assistance and training leading to the improvement of rural transportation services or facilities.

Application priorities focus on projects located in Opportunity Zones, projects serving the smallest communities with the lowest incomes, with an emphasis on areas where 20 percent or more of the population is living in poverty; and projects reducing morbidity and mortality associated with substance use disorders in high-risk rural communities.

21. Transitional Assistance for Needy Families (TANF)

<https://dss.sd.gov/economicassistance/tanf/>

The TANF program provides eligible families with a monthly cash payment to meet their basic needs. For a child to be eligible he must be under age 18, or if 18, will graduate from high school before age 19; going to school regularly if he is between the ages of five and 18; living with a parent or other relative; a U.S. citizen or an eligible immigrant. The TANF program provides assistance for job skills training, work experience, job readiness training, child care assistance, transportation and other work related expenses. Transportation expenses for participants include bus tokens or passes, transit vouchers, car repairs, and gasoline. LWDB staff or service providers pay participants for transportation in advance or reimburse against receipts or invoices.

22. Vocational Rehabilitation/Veterans Affairs

https://www.va.gov/healthbenefits/vtp/highly_rural_transportation_grants.asp

Highly Rural Transportation Grants (HRTG) is a grant-based program that helps Veterans in highly rural areas travel to VA or VA-authorized health care facilities. This program provides grant funding to Veteran Service Organizations and State Veterans Service Agencies to provide transportation services in eligible counties. These services often provide transportation programs in counties with fewer than seven people per square mile. There is no cost to participate in the program for Veterans who live in an area where HRTG is available.

In addition, the Veterans Transportation and Community Living Initiative (VTCLI) is an innovative, federally coordinated partnership that will make it easier for U.S. veterans, active service members, military families, and others to learn about and arrange for locally available transportation services that

connect them with work, education, health care, and other vital services in their communities. Drawing on existing federal resources, and in consultation with advocates for veterans and people with disabilities, projects are being funded in urban, suburban, and rural communities around the nation to strengthen and promote "one-call" information centers and other tools that conveniently "connect the dots" as never before. This initiative is developed and supported by members of the federal Coordinating Council on Access and Mobility, a federal inter-agency council established in 2004. Council member participants include the Departments of Transportation, Veterans Affairs, Labor, and Health and Human Services. The Department of Defense and over a dozen leading veteran service organizations are also involved. The VTCLI grant program is managed and administered by FTA.

23. Mobility on Demand (MOD) Sandbox Demonstration

<https://www.transit.dot.gov/research-innovation/mobility-demand-mod-sandbox-program>

FTA developed the MOD initiative to envision a multimodal, integrated, automated, accessible, and connected transportation system in which personalized mobility is a key feature. MOD allows for the use of on-demand information, real-time data, and predictive analysis to provide travelers with transportation choices that best serve their needs and circumstances. MOD leverages technologies that allow for a traveler-centric approach that provides better mobility options for everyone.

FTA seeks to fund project teams to innovate, explore partnerships, develop new business models, integrate transit and MOD solutions, and investigate new, enabling technical capabilities such as integrated payment systems, decision support, and incentives for traveler choices. Also, the MOD Sandbox also provides FTA the opportunity to measure project impacts and assess how existing FTA policies and regulations may support or impede these new service transportation models through evaluation of all project efforts.

24. Dept of Social Services / Aging / Title IIIB Programs

<https://www.gao.gov/assets/700/699298.pdf>

The Older Americans Act (OAA) helps older adults (defined as 60 and older) remain in their homes and communities to the extent possible through the support of HCBS, among other things. States receive separate allotments of OAA Title III funds based on a statutory funding formula for different types of services, such as in-home care to transportation services to minor home modifications. States also have the ability to transfer certain portions of funds within or among parts.

25. Department of Labor / Workforce Investment Act: Adult/Youth

https://www.fhwa.dot.gov/innovativeprograms/centers/workforce_dev/professionals.aspx

The Center for Transportation Workforce Development leads programs and initiatives that enhance workforce development, ability, and diversity in key transportation sectors and disciplines. We assist State Transportation Agencies and others with developing and enhancing on-the-job training and apprenticeship programs using Federal assisted funds. Additionally, we provide support to five Regional Surface Transportation Workforce Development Centers. These centers are one-stop shops for transportation workforce development. Each Center supplies the people, planning, resources, and coordination necessary to address priorities unique to its region. Together the Centers and the Center

for Transportation Workforce Development work as a coordinated, national network to achieve workforce-related objectives that affect the country as a whole.

26. Medicaid

<https://dss.sd.gov/formsandpubs/docs/MEDSRVCS/NEMTProviderAgreementPrint.pdf>

South Dakota Medicaid covers transportation for Medicaid recipients to medical appointments when the medical service is covered and medically necessary. The transportation provider is enrolled with South Dakota Medicaid. Transportation is to the closest medical provider capable of providing the services. Community transportation providers can transport you to non-emergency medical appointments. Transportation must be from the home or school to a medical provider, between medical providers. The Non-Emergency Medical Travel (NEMT) Program reimburses travel to medical appointments outside your city of residence. NEMT reimburses you for mileage. Transit agencies must be an approved Medicaid provider to be eligible for Medicaid trips.

27. Tribal Transit Funding

<https://www.transit.dot.gov/funding/applying/notices-funding/public-transportation-indian-reservations-program-fy-2019-notice>

The Federal Transit Administration (FTA) offers funding provided by the Public Transportation on Indian Reservations Program (Tribal Transit Program (TTP)). The primary purpose of the grants are to support planning, capital, and, in limited circumstances, operating assistance for tribal public transit services. Funds distributed to Indian tribes under the TTP do not replace or reduce funds that Indian tribes receive from states through FTA's Section 5311 program.

28. US Department of Housing and Urban Development

https://www.hud.gov/program_offices/spm/gmomgmt/grantsinfo/fundingopps

HUD awards discretionary funding through over 20 Grant programs that support HUD initiatives, including Affordable Housing Development and Preservation, Community and Economic Development, Environment and Energy, Fair Housing, Homelessness, Homeownership, Rental Assistance, and Supportive Housing and Services.

29. Integrated Mobility Innovation

<https://www.transit.dot.gov/IMI>

FTA's Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience. The three areas of interest are Mobility on Demand, Strategic Transit Automation Research, and Mobility Payment Integration.

30. State Highway Funds

<http://www.ncsl.org/Portals/1/Documents/transportation/ontrack.pdf>

The role states and particularly state legislatures play in supporting and funding public transportation typically is not a well-understood dynamic. This report highlights the many successful state efforts to provide high-quality transit options, with an emphasis on state legislative actions. Many states use common funding sources to support transit: motor fuel taxes, state transportation funds, general funds, and automobile-related fees or taxes. Many states are taking further steps to create alternative funding and finance mechanisms for public transportation.

31. State Transit Assistance – General Funds

<https://dot.sd.gov/transportation/public-transit/general-information>

State-level funding comes from a variety of sources, ranging from a state's general fund to specific fees/taxes, to niche sources, such as lottery revenues and cigarette taxes. While multiple sources are used, the top three sources are general sales taxes, trust fund revenues, and bond proceeds constitute the revenue source for greater than half of all state funding for public transportation. The SDDOT provides operating assistance to the state's two small urban transit systems using revenue from the State Highway Fund.

32. Department of Health and Human Services (DHHS)

<https://www.ruralhealthinfo.org/toolkits/transportation/6/federal-funding/department-of-health-and-human-services>

DHHS administers a wide range of agencies and programs around issues of social, mental, physical health and wellbeing, aging, environmental health, and research. Since access to transportation can be directly related to the accessibility of health, education, and wellbeing services, many HHS agencies have become involved in public transit programs or funding. The agency has moved toward a more coordinated transportation system benefiting all individuals in the community.

33. Safe Routes to School

<https://www.saferoutespartnership.org/healthy-communities/101/active-transportation>

Safe Routes to School is an initiative that works to make it safe, convenient, and fun for children to walk and bicycle to and from schools. The goal is to get more children walking and bicycling to school, improve kids' safety, and increase health and physical activity. During the morning commute, driving to school represents 10-14 percent of traffic on the road. Over 10 years ago, Congress approved funding for implementation of Safe Routes to School programs in all 50 states and the District of Columbia. Though there have been policy shifts, Safe Routes to School is still eligible for funding under the current federal transportation bill. Communities use funds to construct new bicycle lanes, pathways, sidewalks, and launch Safe Routes to School education, promotion, and enforcement campaigns. Coordinating public transit facilities with Safe Routes to School initiative is one option for local communities to coordinate funding programs.

34. South Dakota Community Foundation

<https://sdcommunityfoundation.org/for-nonprofits/sd-fund-grants/>

The South Dakota Community Foundation seeks to act as a supporter for organizations improving South Dakota communities and their future. The Foundation has a large endowment fund and each year awards \$500,000 in grants. These grants go towards organizations focusing on culture, economic development, education, transportation, health, and/or human services. Among their guidelines, they emphasize supporting public nonprofit organizations who apply for grants between \$2,000 and \$20,000.

35. Higher Education General Funds/Student Fees

<https://www.vtppi.org/tranfund.pdf>

Higher education facilities recognize the advantage of public transportation for students, faculty, and staff. A variety of methods are used for funding transit – from small fees attached to the students' account as an option or mandated, which funds free or reduced fare transit service for the rider. Another option for funding may be from the college or university general fund which allows public transit agencies to serve the school, housing area, and community and the students, faculty, and staff typically ride free or at a low cost.

36. Fares

http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_95c12.pdf

By instituting fares or fees when riding the bus, an agency reduces operating costs of the service. In the US, fares typically cover approximately 10-35 percent of the total operating costs of the service, depending upon the size of the agency. The fares are typically not market rate but are subsidized.

37. Contracts

Contracts are one method of creative funding used by transit agencies to provide service to community groups and organizations needing transportation to events, programs, and scheduled appointments. Some transit agencies enter into partnerships with major employers, hospitals, human service agencies, higher education institutions to provide contracted services. By partnering with one or more organizations, the transit agencies have the opportunity to deliver tailored service that meets the needs of a private sector partner, increase ridership and secure compensation to cover the cost of the service being operated.

38. United Way

<https://www.unitedway.org/local/united-states/south-dakota>

There are various United Ways in South Dakota (see link above for the correct one for your area). Each regional agency has a different strong focus for grants, but generally the organization looks for those that assist the community by making them safer, healthier, and more prosperous. Across the United States, a lack of reliable, safe, convenient transportation hinders hundreds of thousands of peoples' abilities to get to good jobs, access healthcare, seek healthy food, apply for public benefits and more. United Way launched Ride United in 2019, with support from General Motors, to address transportation barriers facing people across America.

Through Ride United, United Ways and 211s are partnering with communities to tackle this problem. Whether it's leveraging ride share partners like Lyft to schedule and dispatch free rides, providing financial assistance for car repairs and gas, or collaborating with community partners and policymakers to improve public transportation access — United Way is creating innovative solutions.

39. Lease Revenues

http://www.votran.org/core/fileparse.php/5218/urlt/AlternateFundingStudy_Final.pdf

Agencies can lease out surplus space or land it owns. Often, this is in the form of parking facilities or a commercial space at stations.

40. City/County General Fund

<https://utcm.tti.tamu.edu/tfo/transit/summary.stm>

General funds can have an allotment for transit/transportation funding each budget cycle. These funds can come from various taxes and do have some variability. The amount of the funds is reliant on local resources and other priority projects.

41. Donations

Donations include contributions from individuals, businesses, charitable, or nongovernment organizations (NGOs) to help cover capital or operating costs.

42. Employer contributions

<https://utcm.tti.tamu.edu/tfo/transit/summary.stm>

There are several modes of employer contributions. There can be a tax assessed on employers in areas served by transit, usually on the gross payroll (payroll tax). This tax is not commonly directly collected by the agency but instead the state or city. The second form of contributions is a willing donation or monthly contribution that the employers give to the agency. This is beneficial to the employers as financing transit opens more potential employees. Additionally, this corporate philanthropy is a way for businesses to give to their community.

43. Fundraising

<https://ftp.dot.state.tx.us/pub/txdot-info/ptn/matching-funds-resource-guide.pdf>

Fundraising efforts can be varied and require substantial effort to reach out to the community and make the necessary connections, but fundraising can also be a large source of capital. Some efforts include seeking endowment funding; raising funds from private, charitable resources; selling regional bus advertising; and selling website advertising.

44. Bonds / Leasing (Lease Revenue Bonds)

https://www.votran.org/core/fileparse.php/5218/urlt/AlternateFundingStudy_Final.pdf

Agencies often use Transit Lease Agreements for financing new vehicles. With this structure, the assets are leased from a lessor (often a municipal leasing entity) and the transit agency makes payments that are equal to the lessor's debt service. When the lease terminates, the agency adopts complete ownership of the assets previously leased.

45. Human Trafficking Awareness and Public Safety Initiative

<https://www.transit.dot.gov/regulations-and-programs/safety/human-trafficking-awareness-and-public-safety-initiative>

As part of the Human Trafficking Awareness and Public Safety Initiative, FTA published two Notices of Funding Opportunity (NOFOs), each with \$2 million available in competitive grant funding. Crime Prevention and Public Safety Awareness supports the development and facilitation of effective public safety awareness campaigns. Innovations in Transit Public Safety supports research for solutions to address public safety in transit systems. Further selection criteria is available at the link above.

46. Transportation Alternatives Program

https://www.fhwa.dot.gov/environment/transportation_alternatives/

The Fixing America's Surface Transportation (FAST) Act replaced the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (STBG). For administrative purposes, the Federal Highway Administration (FHWA) will refer to these funds as the TA Set-Aside. The TA Set-Aside authorizes funding for programs and projects defined as *transportation alternatives*, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

47. Casino Revenue Tax

<https://utcm.tti.tamu.edu/tfo/transit/summary.stm>

States (and municipalities within states) with a statewide lottery or legalized gambling may designate revenues generated through these activities for the provision of public transportation services.

48. Sales Tax

<https://utcm.tti.tamu.edu/tfo/transit/summary.stm>

General sales taxes are common funding sources for both local and regional transit services. They generally provide the greatest revenue yield and stability and are broadly accepted as a source of revenue for public transportation.

49. Cigarette / Alcohol Tax

<https://utcm.tti.tamu.edu/tfo/transit/summary.stm>

Taxes levied on the sale of cigarettes are a common state revenue generating mechanisms and may also be employed by municipalities.

50. Lottery Proceeds

<https://lottery.sd.gov/beneficiaries/wherethefundsgo/>

States with a statewide lottery or legalized gambling may designate revenues generated through these activities for the provision of public transportation services.

51. Rental Car Tax

<https://utcm.tti.tamu.edu/tfo/transit/summary.stm>

Municipal and regional authorities may opt to use revenues from locally imposed taxes on the rental of vehicles to fund transit services. Vehicle rental companies are typically responsible for reporting and remitting these taxes to the regional authority. Similar taxes may also be levied on the leasing of vehicles, which generally take the form of a sales tax on the monthly lease payment.

52. Vehicle Registration Fees/ License Fee

<https://utcm.tti.tamu.edu/tfo/transit/summary.stm>

All states impose annual vehicle registration fees or other related fees. Vehicle registration fees are the second most common source of transportation program related revenues at the state level, as more than half of states raise more than a quarter of their dedicated transportation revenues with these mechanisms. The structure of these fees varies from state to state. Many impose a simple, flat fee per vehicle registered, while others vary the fee based on factors such as vehicle type, value, weight and age.

53. Wheel Tax

<http://sdlegislature.gov/docs/interim/2009/documents/DOT6-23-09TransportationFundingAlternatives.pdf>

South Dakota currently allows for counties to assess a wheel tax of \$4.00 per wheel at a max of 4 wheels per vehicle. Currently, the majority of these funds go to maintaining roads and many are not at the maximum of \$4.00x4. If these funds are increased, the difference could be applied to funding public transportation, both regional and municipal.

54. Real-Estate Transfer Tax

<https://utcm.tti.tamu.edu/tfo/transit/summary.stm>

These types of fees are generally levied on the sale of residential, commercial and industrial property. These fees may be levied at the state and local level and revenues are used for a variety of purposes, including transit services.

55. Property Tax

Most municipal governments collect property taxes. In many jurisdictions a portion of property taxes are dedicated to public transit. These are relatively stable and easy to procure but may require a locality to raise the amount if the revenue collected does not already have an allotment for transit.

56. Development Impact Fees

https://www.fhwa.dot.gov/ipd/fact_sheets/value_cap_development_impact_fees.aspx

Development Impact Fees are one-time charges levied by local governments on new development. They are charged to developers to help municipalities recover growth-related infrastructure and public service costs. They differ from other forms of value capture including special assessments and negotiated exactions, in that impact fees can be used to pay for off-site services such as local roads, schools, or parks. Development impact fees are typically determined through a formulaic process, rather than through negotiations as done for developer contributions. Development impact fees are used by local governments throughout the United States to fund transportation improvements.

57. Storm Water Fees

In many areas, a storm water fee is attached to new developments or annually to impervious structures to offset the cost of sprawl and provide drainage conduits and processing facilities. These fees can be used to fund public transit.

58. Parking Fees/Tax

Parking fees may be imposed to achieve several municipal goals including revenue generation, traffic management and mode shift. Local transit agencies may receive significant levels of funding for operations from the parking fees and parking fines levied by the city or other regional government or they may receive parking related revenues generated at facilities owned by the transit authority.

59. Advertising

A common source of revenue for transit providers is income from advertisements placed on vehicles, facilities and transit related materials such as schedules and maps. These revenues however, are generally modest.

60. Local Sales Tax

<https://utcm.tti.tamu.edu/tfo/transit/summary.stm>

Sales taxes are the most common source of funding for local and regional transit services. They generally provide the greatest revenue yield and stability and are broadly accepted as a source of revenue for public transportation.

61. Hotel/Motel Tax

<https://utcm.tti.tamu.edu/tfo/transit/summary.stm>

Hotel/motel taxes are common revenue generating mechanism employed by municipal and county governments. They are often only applied on certain days of the week, month or year and revenues are often used in the development and operation of tourism related facilities.

62. Special Assessment Districts

https://www.thegpsc.org/sites/gpsc/files/9781464807565_0.pdf

Special Assessment Districts aim to tax a district that is deemed benefiting from the transit infrastructure. It has a narrow base and will require a relative high rate. However, if property owners within the district agree with the identified benefits and are willing to pay the high rates, the tool can expand substantially the available local capital budget for initial investments on public infrastructure such as streets, traffic lights, street lights, sewer and water systems, parks, and other community facilities. The tool is considered a relatively revenue-certain form of financing, since property owners typically pay their assessments with their property taxes. The tool is also flexible so it can be adapted to changes in projects' costs or macroeconomic situations such as inflation; however, the financing will only last for the duration of the assessment period.

63. Utility Levy

<https://utcm.tti.tamu.edu/tfo/transit/summary.stm>

A utility tax is levied on public services and businesses. Utility fees are taxes on public services such as cable, telephone, electricity, gas, sewer and water, and garbage. The tax may be levied directly to the user or may be charged to the business that in turn assigns the cost to the user.