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2080

REQUEST FOR PROPOSAL

For an analysis of Mass Transportation
Modes Suitable for Primary
Transit CorridorsIntroduction

In order to provide personal mobility with minimal disruption to the urban environment, the Municipality of Anchorage is seeking qualified consultants to submit proposals for an analysis of the suitability of a range of modes for Primary Transit Corridors.

Anchorage has a unified government that encompasses an area of 2,000 square miles with a population near 200,000. Most of the population is located in an area covering 180 square miles which is expected to accommodate 350,000 people by 1995. The Municipality initiated transit service in 1974 and now has a daily ridership in excess of 10,000. The Long Range Element of the Transportation Plan forecasts approximately 140,000 daily transit trips for 1995.

Parameters of Alternatives

The objective is to evaluate a broad range of modal alternatives within the following parameters:

1. A wide range of anticipated levels of demand for transit service, within the population range predicted for the study area.
2. Availability of right-of-way.
3. Capital and operating costs.
4. Accessibility to the mobility-impaired.
5. Anticipated reliability of the technology.
6. Comfort, personal safety, and security of passengers and staff.

Modal-Evaluation Criteria

The final product will be a report assessing a variety of modes with respect to:

1. Potential to attract varying levels of ridership.
2. Construction cost, in light of local-financing capability.

3. Operating costs, in light of local-financing capability.
4. Average speed, including access time.
5. Lead time for implementation.
6. Frequency of service.
7. System capacity.
8. Right-of-way requirements and associated displacement.
9. Visual and noise impacts.
10. Energy impact.
11. Accessibility to the mobility-impaired.
12. Structural stability under prevailing soil and seismic conditions and the subarctic climate.
13. Maintenance requirements.

Modal Characteristics

The proposal should list a wide variety of modes to be examined in the initial phase of the project. The initial selection should cover numerous variations within--and combinations of--the following factors:

- ° Vehicle size--including articulation and the potential for multiple unit (MU) operation. Passenger-carrying capacity is a primary concern.
- ° Guideway--surface, mixed-traffic, elevated, subway, degree of grade separation, fixed guideway.
- ° Control--manual, automatic with on-board attendant or completely automated.
- ° Personnel Requirements--vehicle operator, vehicle attendant, station attendant, traffic controllers and supervisors, peaking characteristics of daily crew size.
- ° Power Supply--central Station: overhead wires, current rails, recharging stations. On-board: petroleum-based fuels, alcohol, propane, batteries, flywheels.

- ° Propulsion--electric, internal combustion, linear induction, flywheel, cable.
- ° Effect on Street Traffic Control--preferential signalization, restricted-use lanes, grade-crossing signals and gates.
- ° Pedestrian Access--including means of handicapped access.

Attached is an example list of modes.

Selection of Modes for Detailed Analysis

The consultant will present the results of the initial analysis of each mode to the AMATS Committees, the Transit Advisory Board, the Planning and Zoning Commission (in a public hearing), and the Municipal Assembly. In this presentation the consultant will provide brief descriptions, in lay terms, of the distinguishing characteristics of each mode, providing--where possible--photographs or drawings of the modes. The presentations should include a description of the land-use and population characteristics appropriate to each mode. Order-of-magnitude relative costs should also be discussed.

The Municipality will then select four modes for detailed analysis.

Final Report

The detailed analysis of the final four modes will describe the conditions under which each mode could be successfully operated on primary transit corridors in Anchorage.

Land Use

The final report should highlight the land-use characteristics that are typically associated with successful operation of each mode.

Reference to Previous Studies

Reference should be made to the "Anchorage Light Rail Feasibility Analysis" (Alan M. Voorhees & Associates, 1979) and the "Feasibility Analysis of Upgraded Passenger Rail Service in the Anchorage, Alaska Region" (A.M.V. & Assoc. 1979). The Municipality will loan copies of these reports

to interested consultants, upon request, and will provide a copy of each report to the party to whom the contract is awarded. The report should note where conclusions are similar to, or different from, those contained in the aforementioned Voorhees reports.

Corridors

The corridors for which these modes are to be studied include:

1. Northern Lights Boulevard, from "C" Street to Muldoon Road (designated as a primary transit corridor).
2. "C" Street from Downtown Anchorage to Dimond Boulevard (also a primary transit corridor).
3. Northern Lights Boulevard from "C" Street west to Earthquake Park, thence south to Anchorage International Airport.
4. The Seward Highway from Third Avenue to Potter Marsh.
5. The Alaska Railroad from Birchwood to Potter Marsh.
6. The Glenn Highway from Downtown Anchorage to Eklutna.

PLANNING DEPARTMENT STAFF SUPPORT

The contractor may avail itself of the following pieces of information from the Planning Department:

1. Map of the Adopted Comprehensive Land Use Plan.
2. Existing population and employment, by traffic analysis zone.
3. Projected populations and employments, by traffic analysis zone.
4. The adopted Long Range Transportation Plan.
5. Existing and projected average daily traffic counts.
6. The adopted Transit Development Program.
7. Limited data on current transit ridership.
8. Copies of previous relevant studies.

The Planning Department will not furnish any other staff support except to coordinate with the AMATS Policy Committee and to help further define the scope of the project.

Qualifications Sought

In reviewing the proposals, the Municipality will consider the following items:

1. Previous experience in transit-mode feasibility studies.
2. Previous experience with small to medium-sized transit systems.
3. Qualifications of individuals who will work on the project, including any subcontractors.
4. Methodology and organization of study.
5. Proposals for group presentations of preliminary and final reports.

The review team will consist of representatives from the Municipal Planning and Transportation Departments. No more than \$100,000 is likely to be available for the transit data study. The terms of payment are negotiable.

Time Frame of Study

The approximate time schedule for the project is:

1. Pre-proposal session: 4 weeks from date of cover letter.
2. Proposals due: 6 weeks from date of cover letter.
3. Staff review: 2 weeks from proposals-due date.
4. Contract award: 2 weeks following staff review.
5. Status reports: Monthly during project.
6. Initial report: 4 months after contract award.
7. Selection of final modes: 2 months after initial report.
8. Project completion: 9 months after contract award.

The consultant must be prepared to make a preliminary presentation and a final presentation to the Municipal Assembly, the Planning and Zoning Commission, the Transit Advisory Board, and the AMATS Technical Advisory and Policy Committees, including production of 40 copies of the final report. A public hearing must also be conducted.

The requirements outlined in the project description are minimums and any additional information you can provide should be listed to allow a better evaluation of the proposal. Any questions before the opening date can be directed to Ken Markve or to Stanley Green at (907) 264-4251.

APPENDIX A

List of Modes

The modes to be examined initially should include, but not necessarily be limited to, the following list. For all modes, the costs and access times for primary access modes should be included in the analysis.

1. Automated rapid transit, such as the new system in Lille, France.
2. Monorail, with under-carriage structural rail, such as in the systems in Disneyland and Seattle.
3. Monorail, with catenary-suspended rail, such as proposed for New Orleans.
4. Monorail, with over-carriage rail.
5. Personal rapid transit, such as the Morgantown system.
6. Electric bus with intermediate stations for recharging.
7. Express buses on HOV lanes.
8. Express buses on exclusive bus lanes.
9. Trolley buses on exclusive bus lanes.
10. Light rail transit.
11. Aerial tramways (telepherique) such as on Roosevelt Island, New York.
12. Rail cars on the Alaska Railroad.
13. Trolley bus with off-line capabilities, either by flywheel or internal-combustion engine.
14. Flywheel-powered vehicles.
15. Articulated buses.
16. Heavy rail rapid transit.

CATS

POSITION PAPER
ON
HOUSE BILL NO. 288

"An Act making a special appropriation to the Municipality of Anchorage to study modes of mass transportation in Anchorage; and providing for an effective date."

This bill would appropriate the sum of \$100,000 to the Municipality of Anchorage to study modes of mass transportation in Anchorage. It is generally an accepted fact that transportation is a major service needed for all age groups, including the elderly and handicapped, and present services are not meeting the demand.

The Municipality of Anchorage received a grant of \$10,000 for FY'81 from the Department of Health and Social Services to contract with a transportation consulting firm to plan better coordination of transportation services with existing agencies providing services to the elderly and handicapped. However, this legislation would extend beyond the scope of the coordination study and evaluation.

The Department of Health and Social Services supports the concept and need for improved mass transportation in Anchorage.

Recommended by: Elizabeth Muktarian
Elizabeth Muktarian
Director
Div. of Adult and
Aging Services

Date: 3/19/81

Approved by: Helen D. Beirne
Helen D. Beirne
Commissioner
Dept. of Health and
Social Services

Date: 3/24/81

THE LEGISLATURE OF THE STATE OF ALASKA
TWELFTH LEGISLATURE

FISCAL NOTE

I. REQUEST

Bill/Resolution No. House Bill No. 208

Title "An Act making a special appropriation to the Municipality of Anchorage to study

Requested by mass transportation in Anchorage; & providing for Date March 18, 1981
an effective date."

II. FISCAL DETAIL

Agency Affected Department of Health and Social Services

Program Category Affected Social and Economic Assistance for the General Population

BRU, Program, or Subprogram(s) Affected Division of Adult and Aging Services-Adult Services

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		-0-				

FUNDING (Thousands of Dollars)

GENERAL FUND		-0-				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Zero Impact.

IV. DATE

3-18-81

PREPARED BY

Dorothy Wall

AGENCY Division of Adult and Aging Services

PHONE 465-3250

Original: Legislative Finance

cc: Budget and Management

Prime Sponsor (First Legislator Named) H&B Approval

M. Hubbard

Date 3/20/81



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

January 30, 1981

Speaker of the House
Alaska State Legislature
Pouch V
Juneau, AK 99811

Dear Mr. Speaker:

Once again I have been requested to recommend naming the bridge over the Yukon River in honor of E. L. Patton.

I am pleased to submit Mr. Patton's name to the Alaska State Legislature, which by law is the assembly for the unorganized borough, for its consideration. I would suggest that the Legislature pass a resolution of legislative intent on this issue, if they determine that the bridge should be named for E. L. Patton.

Thank you for your assistance and consideration on this issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay S. Hammond", written over the typed name and title.

Jay S. Hammond
Governor

Biographical Sketch
Edward L. Patton, Chairman
Alyeska Pipeline Service Company

Edward L. Patton was named President of Alyeska Pipeline Service Company upon its formation in August, 1970, and was named Chairman and Chief Executive officer of the company in 1976. With extensive experience in managing the construction of petroleum facilities both in the United States and abroad, he moved to Alyeska after managing the construction and operations of a major new refinery complex at Benicia, California.

A native of Newport News, Virginia, Patton was graduated from the Georgia Institute of Technology in 1938 with a BS degree in Chemical Engineering. He joined an Exxon affiliate in Baton Rouge, Louisiana, the same year and served in several engineering assignments for that company before being called to active duty in the Navy.

From 1941 until 1946, Patton served in the U.S. Navy, including duty as commanding officer of several antisubmarine and escort vessels serving in Caribbean, North Atlantic, and Pacific waters. In 1946, he returned to Exxon in Baton Rouge and progressed through a number of management positions before transferring to the Norwegian affiliate for the construction and early operation of a refinery. He returned to the United States in 1964 as an advisor for Exxon refining operations in the Mediterranean, Middle East and Far East.

In 1966, Patton was transferred to Exxon's chief domestic affiliate to assume responsibility for construction and operation of the refining facility at Benicia, near San Francisco.

As Alyeska's chief executive, Patton led the world's largest private construction project through its regulatory, design, construction and operation stages, overseeing a peak workforce of 22,000 men and women.

FISCAL NOTE

I. REQUEST

Bill/Resolution No. SB 188

Title Naming the North Slope Bridge in honor of Edward L. Patton

Requested by (State Affairs Committee)

Date 2/18/81

II. FISCAL DETAIL

Agency Affected Dept. of Transportation and Public Facilities

Program Category Affected Maintenance & Operations

BRU, Program, or Subprogram(s) Affected _____

(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES	.45					
200 TRAVEL	.2					
300 CONTRACTUAL	.1					
400 COMMODITIES	.5					
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	1.25					

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Cost includes manufacture and installation of standard highway bridge signs.



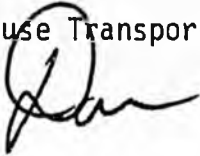
Donald E. Clocksin, Chairman
465-3797
465-3777

Alaska State Legislature

House of Representatives

Committee on Health, Education & Social Services

Pouch V
State Capitol
Juneau, Alaska 99811

TO: Members of the House Transportation Committee
FROM: Rep. Don Clocksin 
RE: HB 288
DATE: April 2, 1981

In response to the questions posed at your Committee meeting on Monday, March 30, 1981 I have the following information:

- 1) The Municipal Assembly voted on November 25, 1980 to appropriate \$100,000 to study mass transit in Anchorage (not \$50,000 as I told the committee).
- 2) The vote was 10 - 1 (Carol Maser against).
- 3) The Planning Department feels that an additional \$100,000 will be sufficient to complete the study.
- 4) The RFP will be ready for release next week. It will take one month from that date to assess the project schedule, however. Estimated completion March 31, 1982.

If you have any further questions please feel free to contact me.

DC:sp

CATD

EXECUTIVE SUMMARY
ALASKA MUNICIPAL LEAGUE TRANSIT STUDY

January, 1981

Alaska

MUNICIPAL

League

TELEPHONES
(907) 586-1325
586-6526

204 N FRANKLIN ST.
JUNEAU, ALASKA 99801

Executive Summary - AML Transit Study

January, 1981

In late 1979, the Alaska Department of Transportation and Public Facilities contracted with the Alaska Municipal League to conduct a statewide transit study. The purpose of the study was threefold: (1) to meet with local elected and nonelected officials in various communities throughout the state in order to assess their perceptions of the feasibility of transit systems in their communities, including the potential for growth of existing systems; (2) to assess, statewide, the requirements for a state role in transit development; and (3) to assess the feasibility and potential function for a transit operators association.

The transit project consisted of four distinct phases. The first phase was preparation for community meetings, including arranging all the scheduling with local officials and developing a draft of a transit brochure. Meetings in ten communities throughout the state, a meeting with paratransit operators, and the first meeting of transit operators made up the second phase. Summarizing the results of these meetings, developing alternative strategies for operating and capital assistance, and preparing for a three-day transit conference constituted the third phase. The final phase was the assimilation of the results of the conference and interim products into a final report.

The League developed and published an information booklet, "Guide to Community-Based Public Transportation Systems for Local Officials", which describes the options that exist for a community to improve the local mobility of its citizens, the potential benefits of improved community-based public transportation systems, the sequence of steps that a community usually takes in developing a public transit system, and available funding opportunities.

Meetings were held with local officials in ten communities throughout the state, representing a cross section of size, geographic location, and local government types. Among those visited were three municipalities that currently operate public transit systems: the Municipality of Anchorage, Fairbanks North Star Borough, and the City and Borough of Juneau; and one that has a private transit operator: Ketchikan. The remaining six local governments did not have public transit systems at the time of the meetings: Bethel, Dillingham, Kenai Peninsula Borough, Kodiak Island Borough, Matanuska-Susitna Borough and the City and Borough of Sitka. The meetings had a dual purpose of disseminating information about public transit and of acquiring information about the status of local transportation services and the interest of local governments in pursuing opportunities to improve local mobility.

Three meetings were scheduled with transit operators: one solely for paratransit operators and two mainly for public transit operators, although there was participation by paratransit operators. Technical assistance for paratransit operators was provided by inviting a speaker for a regular training program sponsored by the Office on Aging for its grant recipients. All others who had received grants through the Urban Mass Transportation Act Section 16(b)(2) program were also invited.

The first transit operators workshop was held in May. Two guest speakers from Seattle's METRO were chosen in part on the basis of operational areas which transit operators had indicated needed improvement. Preliminary discussions were held concerning the formation of an Alaskan transit operators association.

The second meeting of the transit operators was expanded to a conference format and scheduled in conjunction with AML's annual Local Government Conference, which was held the second week in November. Three types of sessions were held, with the two sessions during the first day being of general interest to both transit operators and other local officials. The second day consisted of technical workshops on a broad range of topics. The third day was devoted to establishing the Alaska Transit Operators Association.

Recommendations of the study are based on a consensus of local government officials and transit operators with whom we met during the course of the transit project. They represent a cross section of communities throughout the state, including all local governments operating public transit systems. It should be noted, however, that transit needs were not discussed in relation to other transportation needs or prioritized.

It is recommended that the State implement a comprehensive public transit assistance program, with four main components: (1) technical assistance - \$150,000, (2) capital assistance - \$5 million, (3) operating assistance - \$5 million, and (4) demonstrations - \$500,000. All figures are for FY '82.

Although DOT/PF currently provides some technical assistance, there was a need expressed for an expanded program that covers all aspects of planning, operations, and management. Staffing in Alaska's small systems is inadequate to address the full range of tasks needed for effective short and long range planning.

The State has taken a major step in initiating significant capital assistance for transit with the \$8.8 million in the transportation bond issue. It is recommended that the distribution of the bond moneys be on a flexible, discretionary basis, rather than a formula basis, in order to respond to the expressed needs of the communities.

Operating assistance is the third component recommended for a comprehensive public transit assistance program. Of the various distribution strategies used throughout the country, a percentage of gross costs is recommended for Alaska. Gross cost formulas take different conditions such as land use patterns and cost-of-living into effect while performance based formulas could penalize systems in isolated areas of the state. Because there will still be a significant amount of local subsidy needed for local public transit even with the state operating assistance, the incentive to operate efficiently will not be diminished.

Finally, demonstrations are needed to enable local officials and the general public to find out first-hand whether or not the benefits of public transit are worth the costs. Funding for demonstrations should be at a much higher level than for established systems.

The general forecast of the statewide public transit requirements for the next six years is based on detailed five-year development plans of the three largest public transit systems in the state and projections derived from community interviews and mobility questionnaires. In addition to the potential for some intercity and regional public transportation, it is estimated that there will be 23 local public transit systems by 1986.

SUMMARY OF RECOMMENDATIONS.

1. Implementation of a comprehensive public transit assistance program with four main components: (1) technical assistance, (2) capital assistance, (3) operating assistance, and (4) demonstrations.
2. Detailed investigation of the potential for joint school/public use of school buses and/or public transit vehicles.
3. Up-dating the statistical information that was gathered during the early stages of the transit project. (Follow-up questionnaires have been mailed.)
4. Participating in follow-up meetings in the communities visited and scheduling sessions in several other areas that have expressed an interest.

In addition, future studies may wish to take into consideration other potential state roles in transit development. In the AML study, emphasis was placed on alternatives generally favored by the communities visited.

Page 127, Table 6-6. Effects of Change in Revenue Sharing Legislation on Support to Public Transit. The last column, Transit Related Revenue Sharing: New/Old, which depicts the new amounts divided by the old, should read, 29.3%, 20.4%, 1.8% and 46.6% instead of "0.29%, 0.20%, 1.02% and 0.47%.

MEMORANDUM

State of Alaska

to Lee McAnerney
Commissioner
Department of Community
and Regional Affairs

DATE: February 3, 1981

FILE NO. 0001

TELEPHONE NO. 465-3900

FROM: Robert W. Hand
Commissioner
Department of Transportation
and Public Facilities

SUBJECT: Transmittal of the Alaska
Municipal League transit
study Final Report and
Executive Summary

Attached please find the subject materials which are provided as a part of the DOT/PF portion of the report required by the legislature under last year's FCC HB 192 (Revenue Sharing). You will note that there are several explicit recommendations contained in the League's report, along with suggested legislation to implement these recommendations, but it is understood from this office that some of the recommendations are not in keeping with State policy and that the suggested legislation is not required at this time.

Following is a brief description of the major recommendations from the League's report, as well as the DOT/PF position with regard to these recommendations:

- 1) Capital assistance: The report recommends that the DOT/PF regularize transit as a modal element within the capital improvements program and that funding be discretionary, in response to locally developed transit plans and in conjunction with available Federal funds (cost for FY82: \$4-\$5 million).

The DOT/PF supports this recommendation, and, in fact, this Department has undertaken to implement a transit element to our CIP. Although we are now waiting for an Attorney General's opinion regarding assistance to private-for-profit and private, nonprofit operators, it is understood that unless some legislation is required to simplify the procedures by which the Department assists these private sector interests, then no additional legislation is required to continue the provision of capital assistance. I would note however that the capital cost estimates in the report may be somewhat low.

- 2) Operating Assistance: The report recommends that the DOT/PF establish through legislation a categorical program for operating assistance and that the program be allocated under a formula whereby operators receive one-third of their gross operating costs (costs for FY82: \$5 million).

The DOT/PF does not support this recommendation at this time. In view of the Governor's proposal to increase the size of the Municipal Assistance program to over \$90 million and to increase the Revenue Sharing program substantially as well, it is seen that enough unrestricted State funds should exist to afford local communities ample resources, in conjunction with federal funds, fares, local funds and sound management, to either expand transit services or to maintain existing levels of service.

In addition to the Governor's proposal for increased unrestricted fiscal resources among local communities, two other related factors weigh strongly in our position against a categorical operating assistance program: a) clearly transit is undergoing a period of rapid growth in the State at this time (ridership has doubled in the State in the past two years, and, as discussed below, a number of new systems are expected to come on line in the very near future); therefore, any State commitment to a categorical operating assistance program, particularly a program which guarantees a percentage of costs, is sure to become more expensive (and more expensive at an exponential rate) in the future; b) finally, the trend toward the provision of unrestricted funding is also a trend toward the development of local government decision-making, local autonomy, but the trend toward categorical programs, on the other hand, is a trend toward more regulations, more rigid policies and procedures, a larger State bureaucracy and less local government autonomy. No legislation is required.

- 3) Planning and Technical: The report recommends that the DOT/PF initiate a program of planning and technical assistance to provide resources to local operators as well as to conduct studies of a Statewide nature (cost for FY82: \$350,000).

The DOT/PF supports this recommendation in part. Project-specific capital plans can be supported with a portion of capital appropriations (the Department has already initiated this concept with a portion of the \$8.8 million in transit bond funds approved by the voters in the November election). Federal planning dollars are available to local communities through the Department for management and technical assistance, and the Department conducts studies of a Statewide nature (such as the current study) utilizing planning funds from the general fund appropriation made annually to the DOT/PF Planning and Programming Unit. It is seen that the efforts of the Department in this area are adequate at this time. No further enabling legislation is needed, although continuing attention to the programming requirements for this task must not be relaxed.

- 4) Demonstrations: The report makes a recommendation on demonstrations, but that recommendation is included within the "Operations" category. The report recommends that the State provide 90% of the first year net operating costs and 80% of the second year net operating costs for new systems (in the "Sketch Transit Management Plan," at the conclusion of the report, it is shown that fifteen or more new systems may be established within the next five years). Cost for FY82: \$250,000 (these are operating grants; capital grants are included in the capital assistance section).

The Department has no recommendation to offer in the area of operating assistance for demonstrations at this time.

- *5) Other recommendations: a) Pupil transportation: the report states that there may be significant potential for combining pupil transportation and public transportation in the State and goes on to suggest three strategies under which such coordination might be effected. The report recommends that a "review team" comprised of representatives from the DOT/PF, Department of Education and Department of Public Safety be established to examine and make recommendations on proposals from local communities.

As shown in the Executive Summary, the real potential for combining services remains unclear, and further study of this area is suggested before any action is taken. The DOT/PF agrees with the recommendation in the Executive Summary.

b) Transit Operators Association: as shown in the report, a Transit Operators Association has been formed as a direct result of the Municipal League study. The DOT/PF will work closely with the Association in the next year to both encourage the growth of the Association and to explore the potential for creation of the Association as a technical resource center in the State for public transportation. If this strategy proves successful, then pressure for an increase in DOT/PF staff may be reduced, despite a rapid growth in the size of the transit program throughout the State.

c) Followup activities: The report recommends that the DOT/PF work with communities visited during the study, as well as with other communities in the next year, in order to assure the continuation of the momentum built during the study period. The Department agrees with this recommendation, and in addition to the ongoing interaction between DOT/PF staff and local communities, the Department is now in the process of building a public transit element, based on local inputs, to ongoing Regional Transportation Plans. Finally, to build a transit element within the Statewide Transportation Plan, the Department will continue with projects such as the current study. Funds for Phase II of the present study have been budgeted within the Planning and Program Unit Annual Work Program for the present fiscal year. Phase II will concentrate on an update of Phase I (through community visits, dissemination of questionnaires and a review of recommendations), on the provision of technical information (through the use of workshops and other forums in cooperation with the Transit Operators Association) and on a Final State Transit Management Plan (required under Federal regulations for the Rural Transit Assistance Program administered by the DOT/PF). The Association will be consulted during the development of the specific tasks in the scope of work for Phase II, and it is hoped that this involvement will further encourage the continued development of that organization.

In general it is seen that the Department agrees with many of the report recommendations and that the Municipal League did highly credible job on this study, accurately reporting the concerns of local elected and nonelected officials, while operating on a very tight budget and under the difficult circumstances of having to schedule more than ten meetings with local elected bodies throughout the State in a proportionately short time period.

Thanks for your assistance, and if you have any further questions, then please do not hesitate to contact this office.

cc: John Bates
Dennis Dooley
Henry Springer
Kit Duke
Ginny Chitwood
Keith Specking
Jessie Dodson